

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



Union Pacific Railroad Co.  
 SUPERINTENDENT  
**DEC 4 1969**  
 KANSAS CITY,

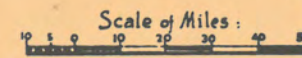
**WYOMING DIVISION**  
**TIME-TABLE**  
**No. 47**

**Effective Sunday,**  
**December 7, 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



Timetable 46 eff 7 Sept 69  
 48 eff 26 Apr 70  
 49 eff 1 May 72

WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

|           |           |           |           |           |           | Distance from Council Bluffs | Time-Table No. 47         |  |
|-----------|-----------|-----------|-----------|-----------|-----------|------------------------------|---------------------------|--|
|           |           |           |           |           |           |                              | December 7, 1969          |  |
| 117       | 9         | 17        | 105       | 111       | 103       |                              | STATIONS                  |  |
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger |                              |                           |  |
| Daily     | Daily     | Daily     | Daily     | Daily     | Daily     |                              |                           |  |
|           |           |           |           |           |           | 0.0                          | CO. BLUFFS                |  |
|           |           |           |           |           |           | 2.55                         | OMAHA                     |  |
|           |           |           |           |           |           | 5.05                         | GRAND ISLAND              |  |
|           |           |           |           |           |           | 7.10<br>6.25                 | NORTH PLATTE<br>C.T. M.T. |  |
|           |           |           |           |           |           | 6.30<br>7.55                 | JULESBURG                 |  |
|           |           |           |           |           |           | 8.10                         | SIDNEY                    |  |
|           |           |           |           |           |           | 8.00                         | KANSAS CITY               |  |
|           |           |           |           |           |           | 8.00                         | DENVER                    |  |
|           |           |           |           |           |           | 6.45<br>7.15                 | CHEYENNE                  |  |
|           |           |           |           |           |           | 5.15                         | LARAMIE                   |  |
|           |           |           |           |           |           | 9.30<br>10.25                | RAWLINS                   |  |
|           |           |           |           |           |           | 11.48                        | GREEN RIVER               |  |
|           |           |           |           |           |           | 1.37                         | GRANGER                   |  |
|           |           |           |           |           |           | 4.00<br>4.25                 | OGDEN                     |  |
|           |           |           |           |           |           | 2.20                         |                           |  |
|           |           |           |           |           |           | 8.15                         |                           |  |

Heavy Figures Indicate PM  
Light Figures Indicate AM

(13.00) (25.15) (9.05) (15.10) (5.00) (18.20) ..... Thru Time  
49.3 49.1 49.0 55.7 55.7 54.0 ..... 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.  
K. R. SNYDER, 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.  
F. E. DEARDEN, Asst. Chief Train Dispatcher...Cheyenne, Wyo.  
T. D. HARDING, 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.  
M. D. DECKER, Asst. Trainmaster.....Cheyenne, Wyo.  
J. E. SANFORD, 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.  
B. H. DOXEY, 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. KRAFCHIK, 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 | Time-Table No. 47         |                |       |                |                |                |       |       |  |  |  |  |  |  |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------------|----------------|-------|----------------|----------------|----------------|-------|-------|--|--|--|--|--|--|
|           |           |           |           |           |           |           | December 7, 1969          |                |       |                |                |                |       |       |  |  |  |  |  |  |
| 106       | 112       | 104       | 10        | 18        | 118       |           | STATIONS                  |                |       |                |                |                |       |       |  |  |  |  |  |  |
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger |           |                           |                |       |                |                |                |       |       |  |  |  |  |  |  |
| Daily     | Daily     | Daily     | Daily     | Daily     | Daily     |           |                           |                |       |                |                |                |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 0.0       | CO. BLUFFS                |                |       |                |                |                |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 2.8       | OMAHA                     | 3.15           |       | 3.15           |                |                |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 146.9     | GRAND ISLAND              | 12.45          |       | 12.45          |                |                |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 284.1     | NORTH PLATTE<br>C.T. M.T. | 10.25<br>9.10  | 8.45  | 10.25<br>9.10  |                |                |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 365.3     | JULESBURG                 |                | 7.22  |                |                |                |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 407.5     | SIDNEY                    | 7.15           |       | 7.15           |                |                |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | .....     | KANSAS CITY               |                |       |                | 9.15           |                |       | 10.00 |  |  |  |  |  |  |
|           |           |           |           |           |           | 562.5     | DENVER                    |                |       |                | 8.45<br>8.15   | 1.30           |       | 8.00  |  |  |  |  |  |  |
|           |           |           |           |           |           | 509.5     | CHEYENNE                  | 5.40<br>5.10   |       | 5.40<br>5.10   | 6.00<br>5.10   | 11.10<br>10.50 |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 566.0     | LARAMIE                   | 3.50           |       | 3.50           | 3.50           | 9.30           |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 682.8     | RAWLINS                   | 2.06           |       | 2.06           | 2.06           | 7.30           |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 817.0     | GREEN RIVER               | 11.50<br>11.30 |       | 11.50<br>11.40 | 11.50<br>11.40 | 4.45<br>4.35   |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 847.2     | GRANGER                   | 11.00          |       |                |                | 4.00           |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           | 992.6     | OGDEN                     |                |       | 8.35           | 8.35           |                |       |       |  |  |  |  |  |  |
|           |           |           |           |           |           |           | (992.6)                   | Daily          | Daily | Daily          | Daily          | Daily          | Daily |       |  |  |  |  |  |  |

Thru Time ..... (15.15) (4.45) (17.40) (23.40) (9.30) (13.00)  
Average speed per hour..... 55.4 58.6 56.1 52.0 46.9 49.3

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 |
| 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         | Cheyenne, Denver.              |
| 17       | La Salle.....                                                                        | From east of Denver       | Laramie or beyond where scheduled to stop. |          |                                                                      |                           |                                |
| 17       | Rock River.....<br>Medicine Bow....<br>Hanna.....<br>Sinclair.....<br>Wamsutter..... | Cheyenne, Denver.         |                                            |          |                                                                      |                           |                                |

**WESTWARD**

**FIRST SUBDIVISION**

**FIRST CLASS**

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | FIRST CLASS     |                 |                 |                 |                 | Distance from Denver |
|--------------------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------------|
|                                                        | 10              | 17              | 112             | 118             | 9               |                      |
|                                                        | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily |                      |
| YIP                                                    | 8.45 PM         | 5.15 PM         | 4.00 PM         | 8.00 AM         | 7.15 AM         | 0.0                  |
| D                                                      |                 |                 |                 |                 |                 | 0.6                  |
| ZP                                                     |                 |                 |                 |                 |                 | 1.7                  |
| DTYZP                                                  | A 8.50 PM       | 5.19            | 4.05            | 8.20 AM         | 7.20            | 2.2                  |
| P                                                      |                 |                 |                 |                 |                 | 4.9                  |
| P                                                      |                 | 5.25            | 4.11            |                 | 7.30            | 5.0                  |
| P                                                      |                 |                 |                 |                 |                 | 6.0                  |
| 78 P                                                   |                 |                 |                 |                 |                 | 8.1                  |
| 14 P                                                   |                 |                 |                 |                 |                 | 9.9                  |
| 144 P                                                  |                 |                 |                 |                 |                 | 11.3                 |
| 41 P                                                   |                 |                 |                 |                 |                 | 14.1                 |
| 144 YZP                                                |                 |                 |                 |                 |                 | 19.1                 |
| 21 P                                                   |                 |                 |                 |                 |                 | 22.8                 |
| 31 P                                                   |                 |                 |                 |                 |                 | 25.8                 |
| P                                                      |                 |                 |                 |                 |                 | 30.1                 |
| 145 P                                                  |                 |                 |                 |                 |                 | 34.8                 |
| 14 P                                                   |                 |                 |                 |                 |                 | 36.2                 |
| 99 P                                                   |                 |                 |                 |                 |                 | 40.0                 |
| 16 P                                                   |                 |                 |                 |                 |                 | 42.4                 |
| 17 P                                                   |                 |                 |                 |                 |                 | 43.2                 |
| 165 DYP                                                |                 | 6.05            | A 4.55 PM       |                 | 8.15            | 46.1                 |
| P                                                      |                 |                 |                 |                 |                 | 48.2                 |
| 145 ZPY                                                |                 | s 6.17          |                 |                 | s 8.27          | 51.7                 |
| P                                                      |                 |                 |                 |                 |                 | 54.0                 |
| 68 P                                                   |                 |                 |                 |                 |                 | 55.8                 |
| 65 P                                                   |                 |                 |                 |                 |                 | 59.2                 |
| IP                                                     |                 |                 |                 |                 |                 | 59.3                 |
| 143 P                                                  |                 |                 |                 |                 |                 | 63.0                 |
| 18 P                                                   |                 |                 |                 |                 |                 | 64.9                 |
| 53 P                                                   |                 |                 |                 |                 |                 | 66.8                 |
| 144 P                                                  |                 |                 |                 |                 |                 | 71.9                 |
| P                                                      |                 |                 |                 |                 |                 | 77.0                 |
| 133 P                                                  |                 | A 6.50 PM       |                 |                 | A 8.59 AM       | 86.0                 |

(0.05) 26.4 (1.35) 54.3 (0.55) 50.2 (0.20) 6.6 (1.44) 49.6

**Time-Table No. 47**

December 7, 1969

**STATIONS**

|      |                     |       |  |
|------|---------------------|-------|--|
| DN-R | DENVER              | YL UD |  |
|      | 23rd STREET         | YL    |  |
| R    | 36th STREET         | YL    |  |
|      | PULLMAN             | YL    |  |
|      | C. B. & Q. CROSSING |       |  |
|      | COMMERCE CITY       | YL    |  |
|      | ADAMS               |       |  |
|      | DUPONT              |       |  |
|      | ROLLA               |       |  |
|      | HAZELTINE           |       |  |
|      | HENDERSON           |       |  |
| D    | BRIGHTON            | BI    |  |
|      | POWARS              |       |  |
|      | LUPTON              |       |  |
|      | IONE                |       |  |
|      | PLATTEVILLE         |       |  |
|      | VASQUEZ             |       |  |
|      | GILCREST            |       |  |
|      | PECKHAM             |       |  |
|      | HAMBERT             |       |  |
| DN   | LA SALLE            | YL DY |  |
|      | EVANS               |       |  |
| DN   | GREELEY             | YL HG |  |
|      | GREELEY JCT.        |       |  |
|      | LUCERNE             |       |  |
| D    | EATON               | YL UR |  |
|      | G. W. CROSSING      |       |  |
| D    | AULT                | A     |  |
|      | STAGE               |       |  |
|      | PIERCE              |       |  |
|      | NUNN                |       |  |
|      | DOVER               |       |  |
|      | CARR                |       |  |
|      | (86.0)              |       |  |

Block Signals

Double Track

CENTRALIZED TRAFFIC CONTROL

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

**FIRST SUBDIVISION**

**EASTWARD**

**FIRST CLASS**

| Time-Table No. 47<br>December 7, 1969 | Mile Post | FIRST CLASS |           |            |           |           | Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. |
|---------------------------------------|-----------|-------------|-----------|------------|-----------|-----------|--------------------------------------------------------|
|                                       |           | 9           | 18        | 111        | 117       | 10        |                                                        |
|                                       |           | Passenger   | Passenger | Passenger  | Passenger | Passenger |                                                        |
|                                       | 0.0       | A 6.45 AM   | A 1.30 PM | A 11.30 AM | A 8.00 PM | A 8.15 PM | YIP                                                    |
|                                       | 0.6       |             |           |            |           |           | D                                                      |
|                                       | 1.7       |             |           |            |           |           | ZP                                                     |
|                                       | 2.2       | 6.20 AM     | 1.06      | 11.08      | 7.45 PM   | 7.51      | DTYZP                                                  |
|                                       | 4.9       |             |           |            |           |           | P                                                      |
|                                       | 5.0       |             | 1.01      | 11.03      |           | 7.46      | P                                                      |
|                                       | 6.0       |             |           |            |           |           | P                                                      |
|                                       | 8.1       |             |           |            |           |           | 78 P                                                   |
|                                       | 9.9       |             |           |            |           |           | 14 P                                                   |
|                                       | 11.3      |             |           |            |           |           | 144 P                                                  |
|                                       | 14.1      |             |           |            |           |           | 41 P                                                   |
| D                                     | 19.1      |             |           |            |           |           | 144 YZP                                                |
|                                       | 22.8      |             |           |            |           |           | 21 P                                                   |
|                                       | 25.8      |             |           |            |           |           | 31 P                                                   |
|                                       | 30.1      |             |           |            |           |           | P                                                      |
|                                       | 34.8      |             |           |            |           |           | 145 P                                                  |
|                                       | 36.2      |             |           |            |           |           | 14 P                                                   |
|                                       | 40.0      |             |           |            |           |           | 99 P                                                   |
|                                       | 42.4      |             |           |            |           |           | 16 P                                                   |
|                                       | 43.2      |             |           |            |           |           | 17 P                                                   |
| DN                                    | 46.1      |             | 12.20     | 10.21 AM   |           | 7.11      | 165 DYP                                                |
|                                       | 48.2      |             |           |            |           |           | P                                                      |
| DN                                    | 51.7      |             | s 12.10   |            |           | s 7.01    | 145 ZPY                                                |
|                                       | 54.0      |             |           |            |           |           | P                                                      |
|                                       | 55.8      |             |           |            |           |           | 68 P                                                   |
| D                                     | 59.2      |             |           |            |           |           | 65 P                                                   |
|                                       | 59.3      |             |           |            |           |           | IP                                                     |
| D                                     | 63.0      |             |           |            |           |           | 143 P                                                  |
|                                       | 64.9      |             |           |            |           |           | 18 P                                                   |
|                                       | 66.8      |             |           |            |           |           | 53 P                                                   |
|                                       | 71.9      |             |           |            |           |           | 144 P                                                  |
|                                       | 77.0      |             |           |            |           |           | P                                                      |
|                                       | 86.0      |             | 11.40 AM  |            |           | 6.30 PM   | 133 P                                                  |
|                                       |           | Daily       | Daily     | Daily      | Daily     | Daily     |                                                        |

Block Signals

Double Track

CENTRALIZED TRAFFIC CONTROL

Thru Time..... (0.25) (1.50) (1.09) (0.15) (1.45)  
Average speed per hour..... 5.3 46.9 40.1 8.8 49.1

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**

**Time-Table No. 47**

December 7, 1969

| DFTYPZX | Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | FIRST CLASS |           |           |           |           |           | Distance from Council Bluffs |
|---------|--------------------------------------------------------|-------------|-----------|-----------|-----------|-----------|-----------|------------------------------|
|         |                                                        | 17          | 10        | 103       | 9         | 105       | 18        |                              |
|         |                                                        | Passenger   | Passenger | Passenger | Passenger | Passenger | Passenger |                              |
|         |                                                        | Daily       | Daily     | Daily     | Daily     | Daily     | Daily     |                              |
|         |                                                        | 7.40PM      | 6.00PM    | 10.25AM   | 10.25AM   | 10.25AM   | 11.10AM   | 509.5                        |
| IP      |                                                        |             |           |           |           |           |           | 510.8                        |
| 118     | XP                                                     |             | A 6.13PM  |           |           |           | A 11.23AM | 519.0                        |
| 113     | P                                                      |             |           |           |           |           |           | 525.8                        |
| 116     | P                                                      |             |           |           |           |           |           | 534.2                        |
| 117     | P                                                      |             |           |           |           |           |           | 542.7                        |
| 105     | P                                                      |             |           |           |           |           |           | 549.5                        |
| 111     | P                                                      |             |           |           |           |           |           | 549.5                        |
|         | P                                                      |             |           |           |           |           |           | 514.5                        |
| 93      | XP                                                     |             |           |           |           |           |           | 519.1                        |
| 23      |                                                        |             |           |           |           |           |           | 528.6                        |
| 75      | XP                                                     |             |           |           |           |           |           | 536.6                        |
| CS 106  | P                                                      |             |           |           |           |           |           | 540.4                        |
|         | YP                                                     |             |           |           |           |           |           | 554.3                        |
|         | XP                                                     |             |           |           |           |           |           | 544.8                        |
| CS 115  | P                                                      |             |           |           |           |           |           | 547.9                        |
| 106     | P                                                      |             |           |           |           |           |           | 556.8                        |
| 87      | P                                                      |             |           |           |           |           |           | 554.0                        |
| 242     | P                                                      |             |           |           |           |           |           | 563.0                        |
| DYPZX   |                                                        | A 9.10PM    |           | A 11.47AM | A 11.47AM | A 11.47AM |           | 566.0                        |

**Block Signals**

DN-R CHEYENNE YL  
1.3  
DN TOWER A AY 8.2

**Three Main Tracks**

SPEER 6.8  
EMKAY 8.4  
LYNCH 8.5  
HARRIMAN 6.8  
PERKINS 4.8

**Two Main Tracks**

WYCON 3.7  
BORIE 4.6  
GRANITE 9.5  
BUFORD 8.0  
SHERMAN 3.8

**Two Main Tracks**

DALE 4.4  
HERMOSA 3.1  
RED BUTTES 8.9

**Two Main Tracks**

COLORES 6.1  
FORELLE 9.0  
LARAMIE 3.0

DN-R LARAMIE KI-K

(56.5)

C. T. C. AND AUTOMATIC CAB SIGNALS

(1.30) (0.13) (1.22) (1.22) (1.22) (0.13) Thru Time  
37.7 43.8 41.3 41.3 41.3 43.8 Average speed per hour

**WESTWARD**

**BORIE SUBDIVISION**

**Time-Table No. 47**

December 7, 1969

| DFTYPZX | Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | FIRST CLASS |           | Distance from Denver |
|---------|--------------------------------------------------------|-------------|-----------|----------------------|
|         |                                                        | 17          | 9         |                      |
|         |                                                        | Passenger   | Passenger |                      |
|         |                                                        | Daily       | Daily     |                      |
|         |                                                        | 6.50PM      | 8.59AM    | 86.0                 |
| 73      | P                                                      |             |           | 90.4                 |
| 118     | XP                                                     | A 7.05PM    | A 9.14AM  | 98.0                 |
|         | P                                                      |             |           | 103.3                |

**C.T.C.**

CARR 4.4  
WARREN 7.6  
SPEER 5.3  
BORIE

(17.3)

**A.C.S.**

(0.15) (0.15) Thru Time  
48.0 48.0 Average speed per hour

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

**SECOND SUBDIVISION**

**EASTWARD**

**Time-Table No. 47**

December 7, 1969

| DFTYPZX | Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | FIRST CLASS |           |           |           |           |           | Mile Post |
|---------|--------------------------------------------------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
|         |                                                        | 18          | 9         | 106       | 104       | 10        | 17        |           |
|         |                                                        | Passenger   | Passenger | Passenger | Passenger | Passenger | Passenger |           |
|         |                                                        | Daily       | Daily     | Daily     | Daily     | Daily     | Daily     |           |
|         |                                                        | 9.30AM      | 9.30AM    | 3.50PM    | 3.50PM    | 3.50PM    | 7.20PM    | 509.5     |
| IP      |                                                        |             |           |           |           |           |           | 510.8     |
| 118     | XP                                                     |             | 9.14AM    |           |           |           | 7.05PM    | 519.0     |
| 113     | P                                                      |             |           |           |           |           |           | 525.8     |
| 116     | P                                                      |             |           |           |           |           |           | 534.2     |
| 117     | P                                                      |             |           |           |           |           |           | 542.7     |
| 105     | P                                                      |             |           |           |           |           |           | 549.5     |
| 111     | P                                                      |             |           |           |           |           |           | 549.5     |
|         | P                                                      |             |           |           |           |           |           | 514.5     |
| 93      | XP                                                     |             |           |           |           |           |           | 519.1     |
| 23      |                                                        |             |           |           |           |           |           | 528.6     |
| 75      | XP                                                     |             |           |           |           |           |           | 536.6     |
| CS 106  | P                                                      |             |           |           |           |           |           | 540.4     |
|         | YP                                                     |             |           |           |           |           |           | 554.3     |
|         | XP                                                     |             |           |           |           |           |           | 544.8     |
| CS 115  | P                                                      |             |           |           |           |           |           | 547.9     |
| 106     | P                                                      |             |           |           |           |           |           | 556.8     |
| 87      | P                                                      |             |           |           |           |           |           | 554.0     |
| 242     | P                                                      |             |           |           |           |           |           | 563.0     |
| DYPZX   |                                                        | A 9.30AM    |           | 3.50PM    | 3.50PM    | 3.50PM    |           | 566.0     |

**Block Signals**

DN-R CHEYENNE YL  
1.3  
DN TOWER A AY 8.2

**Three Main Tracks**

SPEER 6.8  
EMKAY 8.4  
LYNCH 8.5  
HARRIMAN 6.8  
PERKINS 4.8

**Two Main Tracks**

WYCON 3.7  
BORIE 4.6  
GRANITE 9.5  
BUFORD 8.0  
SHERMAN 3.8

**Two Main Tracks**

DALE 4.4  
HERMOSA 3.1  
RED BUTTES 8.9

**Two Main Tracks**

COLORES 6.1  
FORELLE 9.0  
LARAMIE 3.0

DN-R LARAMIE KI-K

(56.5)

C. T. C. AND AUTOMATIC CAB SIGNALS

Thru Time (1.20) (0.16) (1.20) (1.20) (1.20) (0.15)  
Average speed per hour 42.4 35.6 42.4 42.4 42.4 42.0

**BORIE SUBDIVISION**

**EASTWARD**

**Time-Table No. 47**

December 7, 1969

| DFTYPZX | Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | FIRST CLASS |           | Mile Post |
|---------|--------------------------------------------------------|-------------|-----------|-----------|
|         |                                                        | 18          | 10        |           |
|         |                                                        | Passenger   | Passenger |           |
|         |                                                        | Daily       | Daily     |           |
|         |                                                        | 11.23AM     | 6.13PM    | 86.0      |
| 133     | P                                                      |             |           | 90.4      |
| 118     | XP                                                     | A 7.05PM    | A 9.14AM  | 98.0      |
|         | P                                                      |             |           | 103.3     |

**C.T.C.**

CARR 4.4  
WARREN 7.6  
SPEER 5.3  
BORIE

(17.3)

**A.C.S.**

Thru Time (0.17) (0.17)  
Average speed per hour 42.3 42.3

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

|                                                        |                   | WESTWARD    |           |           |           | THIRD SUBDIVISION |          |          |          |       |  |
|--------------------------------------------------------|-------------------|-------------|-----------|-----------|-----------|-------------------|----------|----------|----------|-------|--|
|                                                        |                   | FIRST CLASS |           |           |           |                   |          |          |          |       |  |
|                                                        |                   | 17          | 103       | 9         | 105       |                   |          |          |          |       |  |
|                                                        |                   | Passenger   | Passenger | Passenger | Passenger |                   |          |          |          |       |  |
|                                                        |                   | Daily       | Daily     | Daily     | Daily     |                   |          |          |          |       |  |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | DYPZX             |             |           |           |           | 9.15 PM           | 11.48 AM | 11.48 AM | 11.48 AM | 566.0 |  |
|                                                        | CS 77 P           |             |           |           |           | 9.24              | 11.56    | 11.56    | 11.56    | 574.1 |  |
|                                                        | P                 |             |           |           |           |                   |          |          |          | 577.7 |  |
|                                                        | CS 78 XP          |             |           |           |           | 9.36              | 12.05 PM | 12.05 PM | 12.05 PM | 585.3 |  |
|                                                        | ES 11 XP          |             |           |           |           |                   |          |          |          | 590.6 |  |
|                                                        | CS 134 P          |             |           |           |           | 9.45              | 12.12    | 12.12    | 12.12    | 593.9 |  |
|                                                        | CS 108 YPX        |             |           |           |           | 9.56              | 12.22    | 12.22    | 12.22    | 605.3 |  |
|                                                        | ES 94 P           |             |           |           |           | 9.59              | 12.26    | 12.26    | 12.26    | 609.0 |  |
|                                                        | CS 108 YP         |             |           |           |           | 10.12             | 12.37    | 12.37    | 12.37    | 622.9 |  |
|                                                        | CS 67 P           |             |           |           |           | 10.21             | 12.46    | 12.46    | 12.46    | 632.6 |  |
|                                                        | WS 100 ES 214 YPX |             |           |           |           | 10.32             | 12.55    | 12.55    | 12.55    | 643.1 |  |
|                                                        | XP                |             |           |           |           |                   |          |          |          | 648.4 |  |
|                                                        | CS 60 P           |             |           |           |           | 10.41             | 1.04     | 1.04     | 1.04     | 651.8 |  |
|                                                        | CS 111 P          |             |           |           |           | 10.46             | 1.09     | 1.09     | 1.09     | 657.0 |  |
|                                                        | CS 57 P           |             |           |           |           | 10.51             | 1.13     | 1.13     | 1.13     | 661.9 |  |
|                                                        | CS 67 P           |             |           |           |           | 10.57             | 1.18     | 1.18     | 1.18     | 667.6 |  |
|                                                        | CS 104 XP         |             |           |           |           | 11.05             | 1.25     | 1.25     | 1.25     | 676.3 |  |
|                                                        | WS 138 IDYZXPF    |             |           |           |           | 11.15             | 1.36     | 1.36     | 1.36     | 682.8 |  |
|                                                        | CS 143 P          |             |           |           |           | 11.20             | 1.37     | 1.37     | 1.37     | 690.2 |  |
|                                                        | P                 |             |           |           |           |                   |          |          |          | 696.7 |  |
|                                                        | WS 110 ES 89 XP   |             |           |           |           | 11.37             | 1.54     | 1.54     | 1.54     | 700.7 |  |
|                                                        | CS 68 P           |             |           |           |           | 11.41             | 1.58     | 1.58     | 1.58     | 705.3 |  |
|                                                        | WS 52 CS 68 YP    |             |           |           |           | 11.47             | 2.04     | 2.04     | 2.04     | 712.0 |  |
|                                                        | CS 68 P           |             |           |           |           | 11.51             | 2.07     | 2.07     | 2.07     | 716.0 |  |
|                                                        | WS 105 ES 89 YXP  |             |           |           |           | 11.58 PM          | 2.14     | 2.14     | 2.14     | 724.2 |  |
|                                                        | WS 102 XP         |             |           |           |           | 12.02 AM          | 2.18     | 2.18     | 2.18     | 729.1 |  |
|                                                        | CS 59 P           |             |           |           |           | 12.05             | 2.21     | 2.21     | 2.21     | 732.7 |  |
|                                                        | WS 54 XP          |             |           |           |           | 12.12             | 2.28     | 2.28     | 2.28     | 740.0 |  |
|                                                        | WS 87 P           |             |           |           |           |                   |          |          |          | 743.4 |  |
|                                                        | WS 104 ES 89 P    |             |           |           |           | 12.18             | 2.34     | 2.34     | 2.34     | 746.7 |  |
|                                                        | XP                |             |           |           |           |                   |          |          |          | 751.7 |  |
|                                                        | WS 129 ES 145 YXP |             |           |           |           | 12.27             | 2.43     | 2.43     | 2.43     | 756.7 |  |
|                                                        | CS 103 P          |             |           |           |           | 12.36             | 2.52     | 2.52     | 2.52     | 765.9 |  |
|                                                        | WS 58 XP          |             |           |           |           | 12.41             | 2.56     | 2.56     | 2.56     | 771.2 |  |
|                                                        | CS 111 P          |             |           |           |           | 12.47             | 3.03     | 3.03     | 3.03     | 777.1 |  |
|                                                        | XP                |             |           |           |           | 12.54             | 3.09     | 3.09     | 3.09     | 784.1 |  |
|                                                        | P                 |             |           |           |           |                   |          |          |          | 788.6 |  |
|                                                        | CS 102 P          |             |           |           |           | 1.04              | 3.19     | 3.19     | 3.19     | 795.7 |  |
|                                                        | WS 112 ES 82 YZXP |             |           |           |           | s 1.15            | s 3.27   | s 3.27   | s 3.27   | 802.1 |  |
|                                                        | CS 114 P          |             |           |           |           | 1.23              | 3.34     | 3.34     | 3.34     | 809.0 |  |
|                                                        | IDTYPZX           |             |           |           |           | A 1.35 AM         | 4.00 PM  | 4.00 PM  | 4.00 PM  | 817.0 |  |

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

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

|                                                        |                   | THIRD SUBDIVISION |           |           |           |       |           | EASTWARD  |           |         |  |
|--------------------------------------------------------|-------------------|-------------------|-----------|-----------|-----------|-------|-----------|-----------|-----------|---------|--|
|                                                        |                   | FIRST CLASS       |           |           |           |       |           |           |           |         |  |
|                                                        |                   | 106               | 104       | 10        | 18        |       |           |           |           |         |  |
|                                                        |                   | Passenger         | Passenger | Passenger | Passenger |       |           |           |           |         |  |
|                                                        |                   | Daily             | Daily     | Daily     | Daily     |       |           |           |           |         |  |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | DYPZX             |                   |           |           |           | 566.0 | A 3.49 PM | A 3.49 PM | A 3.49 PM | 9.25 AM |  |
|                                                        | CS 77 P           |                   |           |           |           | 574.1 | 3.41      | 3.41      | 3.41      | 9.12    |  |
|                                                        | P                 |                   |           |           |           | 577.7 |           |           |           |         |  |
|                                                        | CS 78 XP          |                   |           |           |           | 585.3 | 3.32      | 3.32      | 3.32      | 9.01    |  |
|                                                        | ES 11 XP          |                   |           |           |           | 590.6 |           |           |           |         |  |
|                                                        | CS 134 P          |                   |           |           |           | 593.9 | 3.24      | 3.24      | 3.24      | 8.52    |  |
|                                                        | CS 108 YPX        |                   |           |           |           | 605.3 | 3.13      | 3.13      | 3.13      | 8.41    |  |
|                                                        | ES 94 P           |                   |           |           |           | 609.0 | 3.10      | 3.10      | 3.10      | 8.38    |  |
|                                                        | CS 108 YP         |                   |           |           |           | 622.9 | 2.58      | 2.58      | 2.58      | 8.26    |  |
|                                                        | CS 67 P           |                   |           |           |           | 632.6 | 2.50      | 2.50      | 2.50      | 8.18    |  |
|                                                        | WS 100 ES 214 YPX |                   |           |           |           | 643.1 | 2.41      | 2.41      | 2.41      | 8.08    |  |
|                                                        | XP                |                   |           |           |           | 648.4 |           |           |           |         |  |
|                                                        | CS 60 P           |                   |           |           |           | 651.8 | 2.33      | 2.33      | 2.33      | 7.59    |  |
|                                                        | CS 111 P          |                   |           |           |           | 657.0 | 2.28      | 2.28      | 2.28      | 7.54    |  |
|                                                        | CS 57 P           |                   |           |           |           | 661.9 | 2.24      | 2.24      | 2.24      | 7.49    |  |
|                                                        | CS 67 P           |                   |           |           |           | 667.6 | 2.19      | 2.19      | 2.19      | 7.44    |  |
|                                                        | CS 104 XP         |                   |           |           |           | 676.3 | 2.12      | 2.12      | 2.12      | 7.36    |  |
|                                                        | WS 138 IDYZXPF    |                   |           |           |           | 682.8 | 2.06      | 2.06      | 2.06      | 7.30    |  |
|                                                        | CS 143 P          |                   |           |           |           | 690.2 | 2.05      | 2.05      | 2.05      | 7.25    |  |
|                                                        | P                 |                   |           |           |           | 696.7 |           |           |           |         |  |
|                                                        | WS 110 ES 89 XP   |                   |           |           |           | 700.7 | 1.40      | 1.40      | 1.40      | 7.03    |  |
|                                                        | CS 68 P           |                   |           |           |           | 705.3 | 1.36      | 1.36      | 1.36      | 6.59    |  |
|                                                        | WS 52 CS 68 YP    |                   |           |           |           | 712.0 | 1.30      | 1.30      | 1.30      | 6.52    |  |
|                                                        | CS 68 P           |                   |           |           |           | 716.0 | 1.26      | 1.26      | 1.26      | 6.47    |  |
|                                                        | WS 105 ES 89 YXP  |                   |           |           |           | 724.2 | 1.19      | 1.19      | 1.19      | 6.37    |  |
|                                                        | WS 102 XP         |                   |           |           |           | 729.1 | 1.15      | 1.15      | 1.15      | 6.31    |  |
|                                                        | CS 59 P           |                   |           |           |           | 732.7 | 1.12      | 1.12      | 1.12      | 6.27    |  |
|                                                        | WS 54 XP          |                   |           |           |           | 740.0 | 1.05      | 1.05      | 1.05      | 6.19    |  |
|                                                        | WS 87 P           |                   |           |           |           | 743.4 |           |           |           |         |  |
|                                                        | WS 104 ES 89 P    |                   |           |           |           | 746.7 | 12.59     | 12.59     | 12.59     | 6.12    |  |
|                                                        | XP                |                   |           |           |           | 751.7 |           |           |           |         |  |
|                                                        | WS 129 ES 145 YXP |                   |           |           |           | 756.7 | 12.51     | 12.51     | 12.51     | 6.01    |  |
|                                                        | CS 103 P          |                   |           |           |           | 765.9 | 12.43     | 12.43     | 12.43     | 5.50    |  |
|                                                        | WS 58 XP          |                   |           |           |           | 771.2 | 12.38     | 12.38     | 12.38     | 5.44    |  |
|                                                        | CS 111 P          |                   |           |           |           | 777.1 | 12.33     | 12.33     | 12.33     | 5.37    |  |
|                                                        | XP                |                   |           |           |           | 784.1 | 12.26     | 12.26     | 12.26     | 5.29    |  |
|                                                        | P                 |                   |           |           |           | 788.6 |           |           |           |         |  |
|                                                        | CS 102 P          |                   |           |           |           | 795.7 | 12.16     | 12.16     | 12.16     | 5.18    |  |
|                                                        | WS 112 ES 82 YZXP |                   |           |           |           | 802.1 | s 12.10   | s 12.10   | s 12.10   | s 5.08  |  |
|                                                        | CS 114 P          |                   |           |           |           | 809.0 | 12.01 PM  | 12.01 PM  | 12.01 PM  | 4.55    |  |
|                                                        | IDTYPZX           |                   |           |           |           | 817.0 | 11.50 AM  | 11.50 AM  | 11.50 AM  | 4.45 AM |  |

..... 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 |           |           |            | Distance from Council Bluffs | Time-Table No. 47      |  |
|--------------------------------------------------------|--|--------------------|-----------|-----------|------------|------------------------------|------------------------|--|
|                                                        |  | FIRST CLASS        |           |           |            |                              | December 7, 1969       |  |
|                                                        |  | 103                | 9         | 105       | 17         |                              | STATIONS               |  |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. |  | Passenger          | Passenger | Passenger | Passenger  |                              |                        |  |
|                                                        |  | Daily              | Daily     | Daily     | Daily      |                              |                        |  |
| DPTXZY                                                 |  | 4.25 PM            | 4.25 PM   | 4.35 PM   | 1.45 AM    | 817.0                        | DN-R GREEN RIVER YL GR |  |
| WS 50 PX                                               |  | 4.30               | 4.30      | 4.40      | 1.52       | 821.1                        | RIVEW                  |  |
| CS 69 P                                                |  | 4.34               | 4.34      | 4.44      | 1.57       | 824.9                        | PERU                   |  |
| CS 104 P                                               |  | 4.39               | 4.39      | 4.49      | 2.02       | 830.2                        | BRYAN                  |  |
| PX                                                     |  |                    |           |           |            | 834.1                        | STAUFFER               |  |
| P                                                      |  |                    |           |           |            | 835.1                        | ALCHEM                 |  |
| P                                                      |  | 4.47               | 4.47      | 4.55      | 2.09       | 837.8                        | WESTVACO               |  |
| WS 83 ES 106 IPXY                                      |  | 4.57               | 4.57      | A 5.05 PM | A 12.20 AM | 847.2                        | DN GRANGER GN          |  |
| CS 105 P                                               |  | 5.04               | 5.04      |           |            | 854.0                        | VERNE                  |  |
| CS 87 P                                                |  | 5.09               | 5.09      |           |            | 858.7                        | CHURCH BUTTES          |  |
| CS 87 P                                                |  | 5.16               | 5.16      |           |            | 865.9                        | HAMPTON                |  |
|                                                        |  |                    |           |           |            | 869.8                        | ELKHURST               |  |
| CS 114 P                                               |  | 5.26               | 5.26      |           |            | 875.4                        | DN CARTER Q            |  |
| CS 87 P                                                |  | 5.33               | 5.33      |           |            | 880.9                        | ANTELOPE               |  |
| CS 110 P                                               |  | 5.37               | 5.37      |           |            | 885.6                        | BRIDGER                |  |
| CS 69 P                                                |  | 5.44               | 5.44      |           |            | 890.5                        | LEROY                  |  |
| CS 105 P                                               |  | 5.51               | 5.51      |           |            | 897.6                        | SPRING VALLEY          |  |
| ES 43 IPX                                              |  | 5.56               | 5.56      |           |            | 901.8                        | ASPEN                  |  |
| ES 98 IPX                                              |  | 6.00               | 6.00      |           |            | 903.6                        | ALTAMONT               |  |
| CS 99 P                                                |  | 6.09               | 6.09      |           |            | 912.7                        | MILLIS                 |  |
| ES 147 WS 161 PTXYZ                                    |  | 6.18               | 6.18      |           |            | 917.2                        | DN-R EVANSTON YL NA    |  |
| P                                                      |  | 6.19               | 6.19      |           |            | 918.4                        | ALMY JCT.              |  |
| CS 79 P                                                |  | 6.31               | 6.31      |           |            | 927.6                        | WAHSATCH               |  |
| P                                                      |  |                    |           |           |            | 932.6                        | CURVO                  |  |
| WS 100 ES 85 P                                         |  | 6.46               | 6.46      |           |            | 936.7                        | CASTLE ROCK            |  |
| CS 105 PX                                              |  | 6.54               | 6.54      |           |            | 943.3                        | EMORY                  |  |
| P                                                      |  |                    |           |           |            | 947.9                        | BASKIN                 |  |
| WS 101 ES 122 XP                                       |  | 7.06               | 7.06      |           |            | 952.7                        | DN ECHO HO             |  |
| CS 99 P                                                |  | 7.10               | 7.10      |           |            | 956.5                        | HENEFER                |  |
| CS 99 P                                                |  | 7.14               | 7.14      |           |            | 960.6                        | DEVIL'S SLIDE          |  |
| CS 100 P                                               |  | 7.23               | 7.23      |           |            | 968.0                        | D MORGAN WB            |  |
| WS 100 CS 99 P                                         |  | 7.31               | 7.31      |           |            | 975.5                        | PETERSON               |  |
| P                                                      |  |                    |           |           |            | 980.1                        | GATEWAY                |  |
| ES 52 P                                                |  | 7.45               | 7.45      |           |            | 985.1                        | UINTAH                 |  |
| PIX                                                    |  |                    |           |           |            | 989.9                        | DN RIVERDALE YL RD     |  |
| DFPTYZX                                                |  | A 8.15             | A 8.15    |           |            | 992.6                        | DN-R OGDEN YL OG       |  |
|                                                        |  |                    |           |           |            |                              | (175.6)                |  |

(3.50) (3.50) (0.30) (0.35)  
45.8 45.8 60.4 51.8

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

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogdén.  
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 Ogdén Union Railway and Depot Company rules and instructions while using their tracks at Ogdén.  
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

| WESTWARD                                               |  | FOURTH SUBDIVISION |            |           |           | EASTWARD  |                     |
|--------------------------------------------------------|--|--------------------|------------|-----------|-----------|-----------|---------------------|
|                                                        |  | FIRST CLASS        |            |           |           |           |                     |
|                                                        |  | 106                | 104        | 10        | 18        |           |                     |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. |  | Passenger          | Passenger  | Passenger | Passenger |           |                     |
|                                                        |  | Daily              | Daily      | Daily     | Daily     |           |                     |
| Time-Table No. 47                                      |  | December 7, 1969   |            |           |           | STATIONS  |                     |
| Mile Post                                              |  | 106                | 104        | 10        | 18        |           |                     |
| DN-R GREEN RIVER YL GR                                 |  | 817.0              | A 11.30 AM | 11.40 AM  | 11.40 AM  | A 4.35 AM | DPTXZY              |
| RIVEW                                                  |  | 821.1              | 11.21      | 11.32     | 11.32     | 4.25      | WS 50 PX            |
| PERU                                                   |  | 824.9              | 11.17      | 11.28     | 11.28     | 4.21      | CS 69 P             |
| BRYAN                                                  |  | 830.2              | 11.12      | 11.23     | 11.23     | 4.16      | CS 104 P            |
| STAUFFER                                               |  | 834.1              |            |           |           |           | PX                  |
| ALCHEM                                                 |  | 835.1              |            |           |           |           | P                   |
| WESTVACO                                               |  | 837.8              | 11.07      | 11.17     | 11.17     | 4.09      | P                   |
| DN GRANGER GN                                          |  | 847.2              | 11.00 AM   | 11.10     | 11.10     | 4.00 AM   | WS 83 ES 106 IPXY   |
| VERNE                                                  |  | 854.0              |            | 11.04     | 11.04     |           | CS 105 P            |
| CHURCH BUTTES                                          |  | 858.7              |            | 11.00     | 11.00     |           | CS 87 P             |
| HAMPTON                                                |  | 865.9              |            | 10.55     | 10.55     |           | CS 87 P             |
| ELKHURST                                               |  | 869.8              |            |           |           |           |                     |
| DN CARTER Q                                            |  | 875.4              |            | 10.47     | 10.47     |           | CS 114 P            |
| ANTELOPE                                               |  | 880.9              |            | 10.43     | 10.43     |           | CS 87 P             |
| BRIDGER                                                |  | 885.6              |            | 10.38     | 10.38     |           | CS 110 P            |
| LEROY                                                  |  | 890.5              |            | 10.33     | 10.33     |           | CS 69 P             |
| SPRING VALLEY                                          |  | 897.6              |            | 10.27     | 10.27     |           | CS 105 P            |
| ASPEN                                                  |  | 901.8              |            | 10.23     | 10.23     |           | ES 43 IPX           |
| ALTAMONT                                               |  | 903.6              |            | 10.18     | 10.18     |           | ES 98 IPX           |
| MILLIS                                                 |  | 912.7              |            | 10.09     | 10.09     |           | CS 99 P             |
| DN-R EVANSTON YL NA                                    |  | 917.2              |            | 10.03     | 10.03     |           | WS 161 ES 147 PTXYZ |
| ALMY JCT.                                              |  | 918.4              |            |           |           |           | P                   |
| WAHSATCH                                               |  | 927.6              |            | 9.53      | 9.53      |           | CS 79 P             |
| CURVO                                                  |  | 932.6              |            |           |           |           | P                   |
| CASTLE ROCK                                            |  | 936.7              |            | 9.42      | 9.42      |           | WS 100 ES 85 P      |
| EMORY                                                  |  | 943.3              |            | 9.33      | 9.33      |           | CS 105 PX           |
| BASKIN                                                 |  | 947.9              |            |           |           |           | P                   |
| DN ECHO HO                                             |  | 952.7              |            | 9.20      | 9.20      |           | WS 101 ES 122 XP    |
| HENEFER                                                |  | 956.5              |            | 9.15      | 9.15      |           | CS 99 P             |
| DEVIL'S SLIDE                                          |  | 960.6              |            | 9.10      | 9.10      |           | CS 99 P             |
| D MORGAN WB                                            |  | 968.0              |            | 9.02      | 9.02      |           | CS 100 P            |
| PETERSON                                               |  | 975.5              |            | 8.55      | 8.55      |           | WS 100 CS 99 P      |
| GATEWAY                                                |  | 980.1              |            |           |           |           | P                   |
| UINTAH                                                 |  | 985.1              |            | 8.43      | 8.43      |           | ES 52 P             |
| DN RIVERDALE YL RD                                     |  | 989.9              |            |           |           |           | PIX                 |
| DN-R OGDEN YL OG                                       |  | 992.6              |            | 8.35 AM   | 8.35 AM   |           | DFPTYZX             |
| (175.6)                                                |  |                    | Daily      | Daily     | Daily     | Daily     |                     |

Thru Time ..... (0.30) (3.05) (3.05) (0.35)  
Average speed per hour ..... 60.4 56.9 56.9 51.8

Eastward trains must keep to the left Ogdén to Mile Post 931.5 (located 1.1 miles east of Curvo).  
On single track, eastward 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 Ogdén trains and engines are governed by operating rules and special instructions of Ogdén 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. 47 |      | Mile Post |  |
|                                                        |                      | December 7, 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      |  |
| 31                                                     | 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      |  |
| (45.6)                                                 |                      |                   |      |           |  |

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

| WESTWARD                                               |           | FORT COLLINS BRANCH |       | EASTWARD |  |
|--------------------------------------------------------|-----------|---------------------|-------|----------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Mile Post | Time-Table No. 47   |       |          |  |
|                                                        |           | December 7, 1969    |       |          |  |
|                                                        |           | STATIONS            |       |          |  |
| 17                                                     | 0.0       | DENT                | YL    |          |  |
|                                                        | 1.7       | MILLIKEN            | YL M  |          |  |
|                                                        | 2.0       | G. W. CROSSING      |       |          |  |
|                                                        | 7.0       | G. W. CROSSING      |       |          |  |
|                                                        | 9.0       | KELIM               |       |          |  |
|                                                        | 9.1       | REDMOND             |       |          |  |
|                                                        | 16.4      | HARMONY             |       |          |  |
| 37                                                     | 19.5      | FORT COLLINS        | YL FC |          |  |
| 48                                                     | 25.0      | C. & S. CROSSING    |       |          |  |
|                                                        | 25.2      | C. & S. CROSSING    |       |          |  |
|                                                        | 25.3      | POUDRE              | YL    |          |  |
|                                                        | 27.9      | BOETTCHER           | YL    |          |  |
|                                                        | 30.0      | 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. 47   |    |          |  |
|                                                        |           | December 7, 1969    |    |          |  |
|                                                        |           | STATIONS            |    |          |  |
|                                                        | 5.2       | END OF TRACK        |    |          |  |
| 15                                                     | 7.1       | DICK                |    |          |  |
|                                                        | 8.1       | ST. VRAINS          | YL |          |  |
|                                                        | 8.1       | U. P. CROSSING      |    |          |  |
|                                                        | 10.1      | NATIONAL            |    |          |  |
| 44                                                     | 10.9      | MINE JCT.           | YL |          |  |
|                                                        | 11.4      | PARKDALE JCT.       |    |          |  |
|                                                        | 15.1      | ERIE                |    |          |  |
|                                                        | 15.1      | O. B. & Q. CROSSING |    |          |  |
|                                                        | 19.6      | LIGGETT             |    |          |  |
| 16                                                     | 24.0      | VALMONT             |    |          |  |
|                                                        | 26.0      | C. & S. CROSSING    |    |          |  |
|                                                        | 26.9      | BOULDER             | YL |          |  |
| (21.7)                                                 |           |                     |    |          |  |

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. 47 |              | Mile Post |      |
|                                                        |                       | December 7, 1969  |              |           |      |
|                                                        |                       | STATIONS          |              |           |      |
| YZP                                                    | 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. 47 |            | Mile Post |      |
|                                                        |                       | December 7, 1969  |            |           |      |
|                                                        |                       | STATIONS          |            |           |      |
| P                                                      | 0.0                   | WALCOTT           |            | 0.0       |      |
| 4                                                      | 6.8                   | MEADS             |            | 6.8       |      |
| 6                                                      | 12.3                  | OVERLAND          |            | 12.3      |      |
| 19                                                     | 24.1                  | D                 | SARATOGA   |           | 24.1 |
| 8                                                      | 32.7                  |                   | COW CREEK  |           | 32.7 |
| 10                                                     | 39.3                  |                   | CANYON     |           | 39.3 |
| 15                                                     | 44.4                  | Y                 | ENCAMPMENT | YL        | 44.4 |
| (44.4)                                                 |                       |                   |            |           |      |

| WESTWARD                                               |                       | COALMONT BRANCH   |              | EASTWARD  |       |
|--------------------------------------------------------|-----------------------|-------------------|--------------|-----------|-------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Laramie | Time-Table No. 47 |              | Mile Post |       |
|                                                        |                       | December 7, 1969  |              |           |       |
|                                                        |                       | STATIONS          |              |           |       |
| DYPZX                                                  | 0.0                   | DN-R              | LARAMIE      | YL K      | 0.0   |
| 22                                                     | 14.7                  |                   | MILLER       |           | 14.7  |
|                                                        | 21.3                  |                   | HATTON       |           | 21.3  |
|                                                        | 29.7                  |                   | CENTENNIAL   |           | 29.7  |
| 8                                                      | 40.4                  |                   | ALBANY       |           | 40.4  |
| 17                                                     | 54.6                  | Y                 | FOX PARK     |           | 54.6  |
| 8                                                      | 63.8                  |                   | WYOCOLO      |           | 63.8  |
| 29                                                     | 70.8                  |                   | CAMP         |           | 70.8  |
| 10                                                     | 73.6                  |                   | KINGS CANON  |           | 73.6  |
| 17                                                     | 79.8                  | Y                 | NORTHGATE    |           | 79.8  |
| 6                                                      | 82.6                  |                   | COWDREY      |           | 82.6  |
|                                                        | 88.3                  |                   | BROWNLEE     |           | 88.3  |
| 12                                                     | 92.2                  | D-R               | 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 |
| (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. 47 |     | Mile Post |  |
|                                                        |                             | December 7, 1969  |     |           |  |
|                                                        |                             | STATIONS          |     |           |  |
|                                                        | 0.0                         | PARKDALE JCT.     | 0.0 |           |  |
|                                                        | 1.9                         | PURITAN           | 1.9 |           |  |
|                                                        | 3.1                         | END OF TRACK      | 3.1 |           |  |
| (3.1)                                                  |                             |                   |     |           |  |

| WESTWARD                                               |                        | PLEASANT VALLEY BRANCH |            | EASTWARD  |  |
|--------------------------------------------------------|------------------------|------------------------|------------|-----------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Cloverly | Time-Table No. 47      |            | Mile Post |  |
|                                                        |                        | December 7, 1969       |            |           |  |
|                                                        |                        | STATIONS               |            |           |  |
| 34                                                     | Y                      | 0.0                    | CLOVERLY   | 0.0       |  |
|                                                        |                        | 3.1                    | LOWE       | 3.1       |  |
|                                                        |                        | 5.1                    | GALETON YL | 5.1       |  |
| (5.1)                                                  |                        |                        |            |           |  |

| WESTWARD                                               |                            | SOUTH PASS BRANCH |                    | EASTWARD  |  |
|--------------------------------------------------------|----------------------------|-------------------|--------------------|-----------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Rock Springs | Time-Table No. 47 |                    | Mile Post |  |
|                                                        |                            | December 7, 1969  |                    |           |  |
|                                                        |                            | STATIONS          |                    |           |  |
|                                                        |                            | 0.0 DN            | ROCK SPRINGS YL SG | 0.0       |  |
|                                                        |                            | 9.5               | WINTON JUNCTION YL | 9.5       |  |
| (9.5)                                                  |                            |                   |                    |           |  |

| WESTWARD                                               |                          | HILL FIELD BRANCH |     | EASTWARD  |  |
|--------------------------------------------------------|--------------------------|-------------------|-----|-----------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Ogden Jct. | Time-Table No. 47 |     | Mile Post |  |
|                                                        |                          | December 7, 1969  |     |           |  |
|                                                        |                          | STATIONS          |     |           |  |
|                                                        | 0.0                      | OGDEN JUNCTION YL | 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.

| WESTWARD                                               |                    | PARK CITY BRANCH  |                 | EASTWARD  |  |
|--------------------------------------------------------|--------------------|-------------------|-----------------|-----------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Echo | Time-Table No. 47 |                 | Mile Post |  |
|                                                        |                    | December 7, 1969  |                 |           |  |
|                                                        |                    | STATIONS          |                 |           |  |
|                                                        | 0.0                | DN-R              | ECHO YL HO      | 0.0       |  |
| 14                                                     | 5.7                |                   | COALVILLE       | 5.7       |  |
| 16                                                     | 13.4               |                   | WANSHIP         | 13.4      |  |
|                                                        | 20.3               |                   | ATKINSON        | 20.3      |  |
| 12                                                     | 24.5               |                   | KEETLEY JCT.    | 24.5      |  |
| 38                                                     | 27.2               |                   | BROADWATER SPUR | 27.2      |  |
|                                                        | 28.4               | D-R               | PARK CITY YL KD | 28.4      |  |
| (28.4)                                                 |                    |                   |                 |           |  |

| WESTWARD                                               |                            | ONTARIO BRANCH    |              | EASTWARD  |  |
|--------------------------------------------------------|----------------------------|-------------------|--------------|-----------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Keetley Jct. | Time-Table No. 47 |              | Mile Post |  |
|                                                        |                            | December 7, 1969  |              |           |  |
|                                                        |                            | STATIONS          |              |           |  |
|                                                        | 0.0                        |                   | KEETLEY JCT. | 0.0       |  |
|                                                        | 2.2                        |                   | PHOSTON      | 2.2       |  |
|                                                        | 5.2                        |                   | KEETLEY      | 5.2       |  |
|                                                        | 7.0                        |                   | CRANMER YL   | 7.0       |  |
| (7.0)                                                  |                            |                   |              |           |  |

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

**Designation "Psgr."** —Train with Diesel locomotive and all passenger train equipment.  
**Designation "Frnt."** —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 "Frnt." 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.

| Location                                                                                                                                                                                                                                                                                                                                                      | Miles Per Hour |                      | Location                                                                                                                                                                                                                                                                               | Miles Per Hour |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------|
|                                                                                                                                                                                                                                                                                                                                                               | Psgr.          | Frnt.                |                                                                                                                                                                                                                                                                                        | Psgr.          | Frnt. |
| When any car of a passenger train is equipped with friction bearings.                                                                                                                                                                                                                                                                                         | 80             |                      | Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):<br>On main lines—tangent track.<br>On main lines—curves.<br>On branch lines.                                                                                  |                |       |
| Passenger trains handling 6 cars or less except No. 105 and No. 106.                                                                                                                                                                                                                                                                                          | 70             |                      |                                                                                                                                                                                                                                                                                        | 35<br>25<br>25 |       |
| All regularly assigned locals.                                                                                                                                                                                                                                                                                                                                |                | 50                   | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)                                                                                                                              |                |       |
| All work trains.                                                                                                                                                                                                                                                                                                                                              |                | 50                   |                                                                                                                                                                                                                                                                                        | 35             |       |
| Moving against the normal current of traffic on a main track, unless otherwise specified by train order.                                                                                                                                                                                                                                                      | 30             | 30                   | Jordan spreaders and other machines of spreader type, when in operation with wings extended.                                                                                                                                                                                           |                | 15    |
| When using No. 20 turn-outs, unless a different speed is specified.                                                                                                                                                                                                                                                                                           | 40             | 40                   | Trains handling continuous welded rail or continuous lengths of jointed rail:<br>On unrestricted track.<br>On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30MPH or less, must not exceed 10 MPH.<br>Through cross-overs or turn-outs. |                |       |
| When using No. 14 turn-outs.                                                                                                                                                                                                                                                                                                                                  | 25             | 20                   |                                                                                                                                                                                                                                                                                        | 40             |       |
| When using other turn-outs.                                                                                                                                                                                                                                                                                                                                   | 15             | 15                   | Trains handling diesel units dead in train:<br>Yard-switch units of any type.<br>Foreign line, government, export or commercial diesel units other than yard-switch type.<br>Union Pacific road-switch units of Alco or Baldwin type.                                                  |                |       |
| Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.                                                                                                                                                                                                                                | 20             | 20                   |                                                                                                                                                                                                                                                                                        | 35<br>45<br>45 |       |
| Within yard limits protected by continuous block signal system.                                                                                                                                                                                                                                                                                               | 60             | 35                   | Trains handling ore cars UP 26000-26499, inclusive, loaded or empty.                                                                                                                                                                                                                   |                | 50    |
| Within yard limits not protected by continuous block signal system, unless a different speed is specified.                                                                                                                                                                                                                                                    | 20             | 20                   |                                                                                                                                                                                                                                                                                        | 50             |       |
| Road freight locomotives GP-7 units Nos. 100-129 inclusive.<br>Other road freight locomotives.                                                                                                                                                                                                                                                                | 65<br>75       | 65                   | Trains handling specially equipped cars for company wheels and axles,<br>UP 99000-99014 inclusive and<br>UP 99500-99962.                                                                                                                                                               |                |       |
| Yard switch locomotives in road service:<br>1000-1100 class.<br>1800 class.                                                                                                                                                                                                                                                                                   | 35<br>50       | 35<br>50             |                                                                                                                                                                                                                                                                                        | 50             |       |
| Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.                                                                                                                                                                                                                                                           | 30             | 30                   | Trains handling company scrap.                                                                                                                                                                                                                                                         |                | 50    |
| When multiple unit engine is controlled from other than leading unit.                                                                                                                                                                                                                                                                                         | 30             | 30                   | Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.                                                                                                                                                                                                           |                | 50    |
| Wye tracks, except those portions used as main track or siding.                                                                                                                                                                                                                                                                                               | 6              | 6                    | Trains with one diesel unit handling ore between Echo and Ogden.                                                                                                                                                                                                                       |                | 35    |
| Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 per cent.                                                                                                                                                                                                                                                |                | 35                   | Coal trains originating at Rock Springs or Hanna for the first ten miles.                                                                                                                                                                                                              |                | 15    |
| Trains handling wrecking derricks:<br>American hoist derrick 903045.<br>Derricks with 6-wheel trucks.<br>Derricks with 4-wheel trucks.<br>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.) |                | 60<br>40<br>35<br>20 |                                                                                                                                                                                                                                                                                        |                |       |



| FIRST SUBDIVISION                                                                                                                                                                                                                    |                                  |                                  | BORIE SUBDIVISION                                      |                |          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------|--------------------------------------------------------|----------------|----------|
| Location                                                                                                                                                                                                                             | Miles Per Hour                   |                                  | Location                                               | Miles Per Hour |          |
|                                                                                                                                                                                                                                      | Psgr.                            | Frnt.                            |                                                        | Psgr.          | Frnt.    |
| 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 —<br><b>Carr</b><br>86.30 and 86.45 | 70             | 50       |
| Between Mile Posts —<br><b>Denver Yard</b><br>0.4 and 0.7 westward track.<br>1.7 and 1.8 westward track.<br>2.5 and 3.0 westward track.<br>3.0 and 2.5 eastward track.<br>1.8 and 1.7 eastward track.<br>0.7 and 0.4 eastward track. | 30<br>25<br>30<br>30<br>25<br>30 | 25<br>20<br>25<br>25<br>20<br>25 | <b>Warren</b><br>91.8 and 92.2                         | 70             | 50       |
| <b>Commerce City</b><br>56th Avenue, MP 4.26.<br>64th Avenue, MP 5.43.<br>69th Avenue, MP 6.16.                                                                                                                                      | 20<br>40<br>20                   | 20<br>40<br>20                   | 93.3 and 97.4<br>93.3 and 97.4 mixed trains.           | 60             | 40<br>40 |
| Brighton within city limits.                                                                                                                                                                                                         | 40                               | 25                               | <b>Cheyenne Side</b><br>97.73 and 97.76                | 30             | 20       |
| <b>LaSalle</b><br>45.8 and 47.1<br>47.8 and 48.0                                                                                                                                                                                     | 20<br>70                         | 20<br>50                         | <b>Borie Side</b><br>97.73 and 97.76                   | 30             | 20       |
| <b>Evans</b><br>49.4 and 49.7                                                                                                                                                                                                        | 70                               | 50                               |                                                        |                |          |
| <b>Greeley</b><br>50.8 and 52.4                                                                                                                                                                                                      | 20                               | 20                               |                                                        |                |          |

| SECOND SUBDIVISION                                                                                                         |    |    |                                                           |    |    |
|----------------------------------------------------------------------------------------------------------------------------|----|----|-----------------------------------------------------------|----|----|
| Between Cheyenne and Laramie, No. 1 and 2 tracks.<br>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.<br>With Operative Dynamic Brakes. | 60 | 55 |                                                           |    |    |
| Without Operative Dynamic Brakes.                                                                                          | 60 | 50 |                                                           |    |    |
| ON NO. 1 AND 2 TRACKS                                                                                                      |    |    | ON NO. 1 TRACK                                            |    |    |
| Between Mile Posts —<br><b>Borie</b><br>522.1 and 525.6                                                                    | 60 | 40 | Between Mile Posts —<br><b>Forelle</b><br>549.8 and 559.2 | 60 | 40 |
| <b>Granite</b><br>530.0 and 530.3                                                                                          | 55 | 40 | <b>Laramie</b>                                            |    |    |
| 531.2 and 532.1                                                                                                            | 60 | 45 |                                                           |    |    |
| 537.9 and 540.4                                                                                                            | 55 | 40 |                                                           |    |    |
| 540.7 and 543.5                                                                                                            | 60 | 45 |                                                           |    |    |
| 544.1 and 545.1                                                                                                            | 40 | 40 |                                                           |    |    |
| Hermosa Tunnel                                                                                                             | 50 | 30 |                                                           |    |    |
| 547.0 and 548.1                                                                                                            | 55 | 35 |                                                           |    |    |

| THIRD SUBDIVISION                        |                |       |                                                       |                |       |
|------------------------------------------|----------------|-------|-------------------------------------------------------|----------------|-------|
| Location                                 | Miles Per Hour |       | Location                                              | Miles Per Hour |       |
|                                          | Psgr.          | Frnt. |                                                       | Psgr.          | Frnt. |
| 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 —                     |                |       | Between Mile Posts —                                  |                |       |
| <b>Laramie</b><br>566.8 and 567.2        | 60             | 35    | <b>Green River</b><br>817.0 and 816.3                 | 50             | 25    |
| <b>Bosler</b><br>587.7 and 588.4         | 70             | 55    | 816.3 and 816.1                                       | 40             | 25    |
| <b>Cooper Lake</b><br>593.3 and 593.7    | 70             | 55    | 816.1 and 814.1                                       | 40             | 25    |
| <b>Lookout</b><br>598.5 and 599.7        | 70             | 55    | 813.9 and 809.6                                       | 55             | 40    |
| 601.1 and 602.2                          | 60             | 45    | <b>Kanda</b><br>807.8 and 807.5                       | 70             | 55    |
| <b>Medicine Bow</b><br>637.5 and 637.8   | 70             | 55    | 807.1 and 806.6                                       | 70             | 55    |
| 639.3 and 640.2                          | 60             | 45    | <b>Rock Springs</b><br>803.5 and 801.0                | 50             | 45    |
| 642.5 and 642.7                          | 70             | 55    | 800.5 and 799.5                                       | 60             | 45    |
| <b>Hanna</b><br>643.5 and 643.7          | 70             | 55    | 798.4 and 797.3                                       | 55             | 40    |
| 645.1 and 646.3                          | 70             | 55    | <b>Baxter</b><br>781.7 and 781.3                      | 70             | 55    |
| 647.5 and 648.0                          | 70             | 55    | 780.2 and 780.0                                       | 60             | 45    |
| <b>Percy</b><br>650.2 and 650.7          | 70             | 55    | 778.9 and 777.8                                       | 60             | 45    |
| <b>Dana</b><br>652.2 and 652.5           | 60             | 45    | <b>Point of Rocks</b><br>776.5 and 775.8              | 70             | 55    |
| 653.1 and 656.4                          | 70             | 55    | 775.0 and 774.3                                       | 70             | 55    |
|                                          |                |       | 773.2 and 773.0                                       | 60             | 45    |
|                                          |                |       | 772.3 and 771.8                                       | 70             | 55    |
|                                          |                |       | <b>Hallville</b><br>769.3 and 768.8                   | 60             | 45    |
|                                          |                |       | <b>Black Buttes</b><br>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 |       |
|------------------------------------------------------------------------------|----------------|-------|---------------------------------------------------------------------------------|----------------|-------|
|                                                                              | Psgr.          | Frts. |                                                                                 | Psgr.          | Frts. |
| ON WESTWARD TRACK<br>Between Mile Posts —<br><b>Edson</b><br>657.2 and 658.1 |                |       | ON EASTWARD TRACK<br>Between Mile Posts —<br><b>Robinson</b><br>740.8 and 740.2 |                |       |
| 658.4 and 659.2                                                              | 55             | 40    | 70                                                                              | 55             |       |
| 661.0 and 661.5                                                              | 70             | 55    | <b>Tipton</b><br>737.3 and 733.9                                                | 70             | 55    |
| <b>Walcott</b><br>662.8 and 666.5                                            | 70             | 55    | <b>Frewen</b><br>725.6 and 725.1                                                | 70             | 55    |
| <b>Riner</b><br>703.0 and 704.2                                              | 70             | 55    | <b>Wamsutter</b><br>719.8 and 719.5                                             | 70             | 55    |
| <b>Cherokee</b><br>708.6 and 709.0                                           | 70             | 55    | 718.1 and 717.8                                                                 | 70             | 55    |
| <b>Creston</b><br>713.7 and 714.3                                            | 80             | 55    | <b>Latham</b><br>715.3 and 715.0                                                | 70             | 55    |
| 715.0 and 715.3                                                              | 70             | 55    | 714.3 and 713.7                                                                 | 80             | 55    |
| <b>Latham</b><br>717.8 and 718.1                                             | 70             | 55    | <b>Creston</b><br>709.0 and 708.6                                               | 70             | 55    |
| 719.5 and 719.8                                                              | 70             | 55    | <b>Cherokee</b><br>704.2 and 703.0                                              | 70             | 55    |
| <b>Wamsutter</b><br>725.1 and 725.6                                          | 70             | 55    | <b>Sinclair</b><br>668.5 and 667.7                                              | 70             | 55    |
| <b>Red Desert</b><br>733.9 and 737.3                                         | 70             | 55    | <b>Fort Steele</b><br>666.5 and 662.8                                           | 70             | 55    |
| <b>Tipton</b><br>740.2 and 740.9                                             | 70             | 55    | <b>Walcott</b><br>661.5 and 661.0                                               | 70             | 55    |
| 741.4 and 741.6                                                              | 60             | 45    | 659.2 and 658.4                                                                 | 70             | 55    |
| 742.7 and 743.1                                                              | 70             | 55    | 658.1 and 657.2                                                                 | 55             | 40    |
| <b>Monell</b><br>752.9 and 753.3                                             | 70             | 55    | <b>Edson</b><br>656.4 and 653.1                                                 | 70             | 55    |
| <b>Bitter Creek</b><br>757.0 and 757.3                                       | 70             | 55    | 652.5 and 652.2                                                                 | 60             | 45    |
| 760.5 and 761.0                                                              | 70             | 55    | <b>Dana</b><br>650.7 and 650.2                                                  | 70             | 55    |
| 762.0 and 762.3                                                              | 70             | 55    | <b>Percy</b><br>648.0 and 647.5                                                 | 70             | 55    |
| 765.2 and 765.6                                                              | 60             | 45    | 646.3 and 645.1                                                                 | 70             | 55    |
|                                                                              |                |       | 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 |       |
|-------------------------------------------|----------------|-------|-------------------------------------------|----------------|-------|
|                                           | Psgr.          | Frts. |                                           | Psgr.          | Frts. |
| ON WESTWARD TRACK<br>Between Mile Posts — |                |       | ON EASTWARD TRACK<br>Between Mile Posts — |                |       |
| <b>Black Buttes</b><br>768.8 and 769.3    | 60             | 45    | <b>Hanna</b><br>642.7 and 642.5           | 70             | 55    |
| <b>Hallville</b><br>771.8 and 772.3       | 70             | 55    | 640.2 and 639.3                           | 60             | 45    |
| 773.0 and 773.2                           | 60             | 45    | 637.8 and 637.5                           | 70             | 55    |
| 774.3 and 775.0                           | 70             | 55    | <b>Rock River</b>                         |                |       |
| 775.8 and 776.6                           | 70             | 55    | 602.2 and 601.1                           | 60             | 45    |
| <b>Point of Rocks</b><br>777.8 and 778.9  | 60             | 45    | 599.7 and 598.5                           | 70             | 55    |
| 780.0 and 780.2                           | 60             | 45    | 596.8 and 596.5                           | 70             | 55    |
| 781.3 and 781.7                           | 70             | 55    | <b>Lookout</b><br>593.7 and 593.3         | 70             | 55    |
| <b>Baxter</b><br>797.3 and 798.4          | 55             | 40    | <b>Cooper Lake</b><br>588.4 and 587.7     | 70             | 55    |
| 799.5 and 800.5                           | 60             | 45    | <b>Howell</b><br>567.2 and 566.8          | 60             | 35    |
| 801.0 and 803.5                           | 50             | 45    | <b>Laramie</b>                            |                |       |
| 806.6 and 807.0                           | 70             | 55    |                                           |                |       |
| 807.5 and 807.8                           | 70             | 55    |                                           |                |       |
| <b>Kanda</b><br>809.6 and 813.9           | 55             | 40    |                                           |                |       |
| 814.1 and 816.1                           | 40             | 25    |                                           |                |       |
| 816.1 and 816.3                           | 40             | 25    |                                           |                |       |
| 816.3 and 817.0                           | 50             | 25    |                                           |                |       |
| <b>Green River</b>                        |                |       |                                           |                |       |

FOURTH SUBDIVISION

|                                                     |    |    |                                                                                                              |    |    |
|-----------------------------------------------------|----|----|--------------------------------------------------------------------------------------------------------------|----|----|
| Maximum speed between:<br>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

| Location                                  | Miles Per Hour | Location                                  | Miles Per Hour                     |    |    |
|-------------------------------------------|----------------|-------------------------------------------|------------------------------------|----|----|
| ON WESTWARD TRACK<br>Between Mile Posts — |                | ON EASTWARD TRACK<br>Between Mile Posts — |                                    |    |    |
| <b>Green River</b><br>817.0 and 818.5     | 50             | 25                                        | <b>Evanston</b><br>915.6 and 915.4 | 70 | 55 |
| 819.3 and 820.7                           | 60             | 45                                        | 913.4 and 913.1                    | 70 | 55 |
| <b>Riview</b><br>822.4 and 823.6          | 60             | 45                                        | <b>Millis</b><br>910.4 and 909.3   | 80 | 55 |
| <b>Peru</b><br>825.4 and 826.6            | 70             | 55                                        | 908.6 and 906.3                    | 50 | 30 |
| 827.9 and 828.4                           | 70             | 55                                        | 905.3 and 904.9                    | 60 | 40 |

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

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

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

| Location                              | Miles Per Hour |     | Location                               | Miles Per Hour |     |
|---------------------------------------|----------------|-----|----------------------------------------|----------------|-----|
|                                       | Psg.           | Fr. |                                        | Psg.           | Fr. |
| <b>ON WESTWARD TRACK</b>              |                |     | <b>ON EASTWARD TRACK</b>               |                |     |
| Between Mile Posts —                  |                |     | Between Mile Posts —                   |                |     |
| <b>Evanston</b><br>920.6 and 921.2    | 70             | 50  | <b>Ogden</b><br>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  | <b>Uintah</b><br>984.8 and 984.4       | 60             | 45  |
| 928.8 and 935.8                       | 35             | 30  | <b>Gateway</b><br>983.5 and 981.0      | 50             | 40  |
| <b>Castle Rock</b><br>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  |
| <b>Emory</b><br>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  | <b>Peterson</b><br>972.6 and 972.4     | 75             | 50  |
| <b>Echo</b><br>953.3 and 954.5        | 60             | 45  | <b>Morgan</b><br>967.8 and 967.2       | 60             | 45  |
| <b>Henefer</b><br>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  | <b>Devils Slide</b><br>959.5 and 958.1 | 70             | 50  |
| 967.2 and 967.8                       | 60             | 45  | <b>Henefer</b><br>954.5 and 953.3      | 60             | 45  |
| 972.4 and 972.6                       | 75             | 50  | <b>Echo</b><br>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  | <b>Emory</b><br>941.6 and 940.9        | 60             | 45  |
| 980.5 and 983.8                       | 45             | 35  | 939.1 and 929.2                        | 60             | 45  |
| <b>Uintah</b><br>985.5 and 985.8      | 70             | 50  | <b>Curvo</b><br>928.8 and 927.6        | 60             | 35  |
| 987.9 and 989.0                       | 65             | 45  | <b>Wahsatch</b><br>927.6 and 926.5     | 60             | 35  |
| <b>Ogden</b>                          |                |     | 926.2 and 925.9                        | 70             | 50  |
|                                       |                |     | 921.2 and 920.6                        | 70             | 50  |
|                                       |                |     | 919.1 and 915.9                        | 60             | 35  |
|                                       |                |     | <b>Evanston</b>                        |                |     |

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

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

BRANCHES

| Branch                                                       | Psgr. | Frts. | Branch                                                                                                      | Psgr. | Frts. |
|--------------------------------------------------------------|-------|-------|-------------------------------------------------------------------------------------------------------------|-------|-------|
| <b>Boulder Branch</b><br>Maximum Speed.                      |       | 25    | <b>Encampment Branch</b><br>Maximum speed.                                                                  |       | 15    |
| Trains handling outfit cars.                                 |       | 20    | Between Mile Posts —<br>25.2 and 24.5                                                                       |       | 10    |
| Between Parkdale Jct. and Boulder.                           |       | 15    | 37.5 and 37.8                                                                                               |       | 10    |
| Valmont Spur, M. P. 1, over C. & S. crossing.                |       | 10    | <b>Pleasant Valley Branch</b>                                                                               |       | 15    |
| <b>Dent Branch</b><br>Maximum Speed                          | 40    | 40    | <b>Puritan Branch</b>                                                                                       |       | 15    |
| Trains handling outfit cars.                                 |       | 30    | <b>Branches not otherwise shown.</b>                                                                        |       | 15    |
| Commerce City to paved road.                                 | 20    | 20    | <b>Stauffer Spur</b>                                                                                        |       | 15    |
| Between Mile Posts —<br>21.5 and 21.9                        | 30    | 15    | <b>Spurs not otherwise shown.</b>                                                                           |       | 10    |
| 25.6 and 25.8                                                | 30    | 15    | <b>Park City Branch</b><br>Maximum Speed.                                                                   |       | 25    |
| <b>Fort Collins Branch</b><br>Between Dent and Fort Collins. |       | 30    | Trains handling outfit cars.                                                                                |       | 20    |
| Between Fort Collins and End of Track.                       |       | 25    | Between Mile Posts —<br>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    |
| <b>Greeley Branch</b><br>Maximum Speed.                      |       | 15    | 25.1 and 25.2                                                                                               |       | 15    |
| <b>Coalmont Branch</b><br>Maximum speed.                     |       | 30    | 26.3 and 28.4                                                                                               |       | 15    |
| Between Mile Posts —<br>1.9 and 2.5                          | 25    | 20    | 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    | 25    | <b>Ontario Branch</b>                                                                                       |       | 15    |
| 20.5 and 21.0                                                | 25    | 20    | <b>Cranmer Spur</b> , between Keetley and end of track.                                                     |       | 10    |
| 29.5 and 30.0                                                | 20    | 10    | <b>Hill Field Branch</b><br>Maximum speed.                                                                  |       | 15    |
| 37.0 and 48.3                                                | 10    | 20    | Between Mile Posts —<br>4.4 and 4.8                                                                         |       | 10    |
| 48.3 and 56.5                                                | 20    | 10    |                                                                                                             |       |       |
| 56.5 and 62.0                                                | 10    | 20    |                                                                                                             |       |       |
| 62.0 and 64.5                                                | 20    | 10    |                                                                                                             |       |       |
| 64.5 and 78.0                                                | 10    | 20    |                                                                                                             |       |       |
| 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.      |
| G. H. Joder .....  | Surgeon           | Cheyenne, Wyo.       | D. G. Allely.....   | Surgeon   | Greeley, Colo.      |
| J. E. Hartsaw..... | Surgeon           | Cheyenne, Wyo.       | R. C. Stratton....  | Surgeon   | Green River, Wyo.   |
| D. G. Iverson..... | Oculist           | Cheyenne, Wyo.       | A. T. Sudman....    | Surgeon   | Green River, Wyo.   |
| L. J. Stadnik..... | Oculist           | Cheyenne, Wyo.       | H. P. Linton.....   | Surgeon   | Julesburg, Colo.    |
| T. L. Johnston.... | Oculist           | Cheyenne, Wyo.       | W. P. Ordelheide.   | Surgeon   | La Salle, Colo.     |
| R. T. Moore.....   | 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.       |
| J. R. Blair.....   | Aurist            | Denver, Colo.        | G. F. Kearns.....   | Surgeon   | Ogden, Utah         |
| A. T. Haley.....   | Surgeon           | Denver, Colo.        | K. A. Stratford.... | Surgeon   | Ogden, Utah         |
| R. A. Skeehan..... | Oculist           | Denver, Colo.        | C. S. Feeny.....    | Physician | Ogden, Utah         |
| W. L. Bennett....  | Physician         | Denver, Colo.        | I. H. Moncrief....  | Surgeon   | Ogden, Utah         |
| R. M. Maul.....    | Surgeon           | Denver, Colo.        | F. W. Seager.....   | Surgeon   | Ogden, Utah         |
| A. C. Sudan.....   | Surgeon           | Denver, Colo.        | H. V. De Mars....   | Aurist    | Ogden, Utah         |
| R. C. Spangler.... | Surgeon           | Denver, Colo.        | R. W. Pugmire....   | Oculist   | Ogden, Utah         |
| A. E. Prevedel.... | Surgeon           | Denver, Colo.        | J. W. Baltzell....  | Surgeon   | Rawlins, Wyo.       |
| J. D. Sanidas....  | Surgeon           | Denver, Colo.        | E. W. McNamara..    | Surgeon   | Rawlins, Wyo.       |
| H. T. High.....    | Surgeon           | Devils Slide, Utah   | R. D. Paul.....     | Surgeon   | Rawlins, Wyo.       |
| D. A. Holt.....    | Surgeon           | Evanston, Wyo.       | G. M. Halsey.....   | Surgeon   | Rawlins, Wyo.       |
| D. R. Daines.....  | Surgeon           | Evanston, Wyo.       | J. E. Cashman....   | Surgeon   | Rawlins, Wyo.       |
| J. H. Waters.....  | Surgeon           | Evanston, Wyo.       | G. M. Harrison...   | Surgeon   | Rock Springs, Wyo.  |
| J. B. Bennett....  | Surgeon           | Evanston, Wyo.       | P. A. Kos.....      | Surgeon   | Rock Springs, 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                            |
| La Salle.....           | Telegraph Office                    | Rock Springs..... | Switchmen's Locker Room                     |
| Greeley.....            | Conductor's Room, Passenger Station | Green River.....  | Telegraph Office                            |
| Cheyenne.....           | Train Dispatcher's Office           | Green River.....  | Switchmen's Locker Room                     |
| Cheyenne.....           | Telegraph Office                    | Evanston.....     | Telegraph Office                            |
| Cheyenne.....           | Yard Office                         | Evanston.....     | Engine Crew Dispatcher's Office             |
| Cheyenne.....           | Engine Dispatcher's Office          | Riverdale.....    | Telegraph Office                            |
| Laramie.....            | Depot Telegraph Office              | Ogden.....        | Telegraph Office, Union Depot               |
| Laramie.....            | Engine Dispatcher's Office          | Ogden.....        | 21st St. Telegraph Office                   |
| Laramie.....            | Switchmen's Locker Room             | Ogden.....        | Engine Crew Dispatcher's Office, Roundhouse |
| Laramie.....            | Passenger Enginemen Washroom        |                   |                                             |