

UNION PACIFIC RAILROAD COMPANY
Eastern District



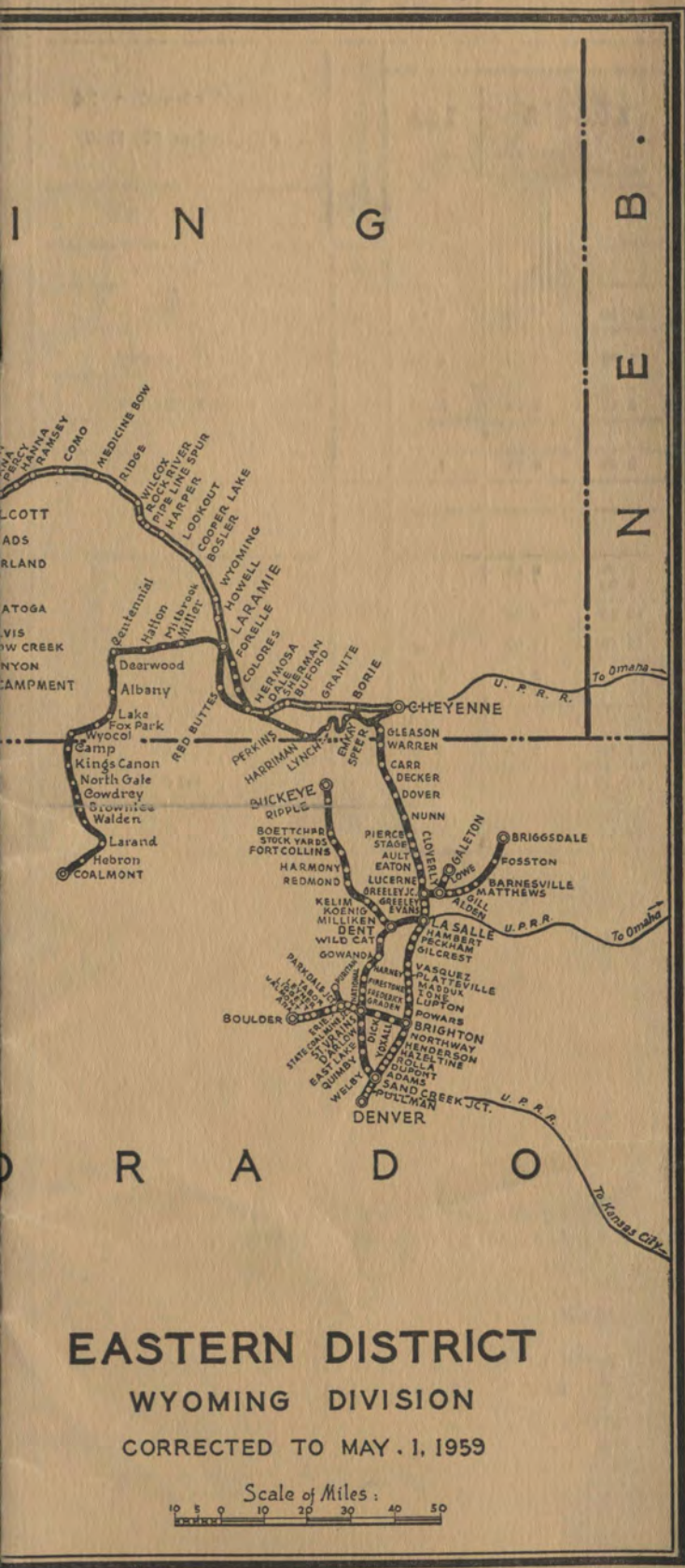
WYOMING DIVISION
TIME-TABLE
No. 34

Effective Sunday,
September 25, 1960

at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY



Timetable 33 eff 1 June 1960
 35 30 Apr 1961

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 34 September 25, 1960	
	9	17	105	111	27	7	5	103			STATIONS	
	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Streamliner Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
								9.25		0.0	CO. BLUFFS	
				11.30	11.00	10.15	10.00	2.45		2.8	OMAHA	
				1.45	1.55	1.20	12.50	4.50		148.9	GRAND ISLAND	
				3.45 2.50	4.45 4.00	4.00 3.15	3.15 2.30	6.45 5.50		284.1	C.T. M.T. NORTH PLATTE	
				4.06						365.8	JULESBURG	
					6.25	5.40	4.55	7.34		407.8	SIDNEY	
	9.20	7.30								KANSAS CITY	
	7.50 8.20	5.55 6.30	8.05	7.35						562.8	DENVER	
		8.30			8.30 8.55	7.45 9.00	6.55 7.15	9.20 9.30		509.8	CHEYENNE	
	11.25		10.55		Ar 10.25	10.35	8.55	10.50		566.0	LARAMIE	
	1.20		12.50			12.45	11.20	12.37		682.8	RAWLINS	
	3.25 3.35	4.10	3.05 3.15			3.15 3.45	2.00 2.20	2.50 3.00		817.0	GREEN RIVER	
		4.45	3.45							847.2	GRANGER	
	7.00					7.30	6.15	6.40		992.6	OGDEN	
											(992.6)	
	(22.40) 52.1	(22.15) 48.1	(7.40) 56.2	(9.05) 61.0	(21.00) 47.1	(22.15) 44.5	(21.15) 46.5	(16.55) 58.5 Thru Time From Omaha Average speed per hour			

C. H. BURNETT
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

O. A. DURRANT
General Superintendent

- C. J. COLOMBO**, Superintendent.....Cheyenne, Wyo
- K. I. JONES**, Asst. Superintendent.....Cheyenne, Wyo
- J. E. HOGG**, Terminal Superintendent.....Cheyenne, Wyo
- C. J. EXLINE**, Asst. Superintendent Safety and Courtesy.....Cheyenne, Wyo
- S. D. GATCHELL**, Trainmaster.....Denver, Colo.
- R. W. HOPKINS**, Terminal Superintendent.....Denver, Colo.
- D. F. HUENEKE**, Trainmaster.....Laramie, Wyo.
- W. R. TUEL**, Trainmaster.....Rawlins, Wyo.
- W. E. HENKE**, Asst. Superintendent.....Green River, Wyo.
- B. C. MURPHY**, Terminal Superintendent.....Green River, Wyo.
- W. C. SATTERFIELD**, Trainmaster.....Ogden, Utah
- C. T. ARMSTRONG**, Master Mechanic.....Cheyenne, Wyo.
- R. F. WEISS**, Master Mechanic.....Kansas City, Mo.
- D. P. CLIFFORD**, Road Foreman of Engines.....Cheyenne, Wyo.
- J. I. McPHIE**, Road Foreman of Engines.....Evanston, Wyo.
- W. H. ALBERTS**, Road Foreman of Engines.....Ogden, Utah
- E. SCHWETZER**, Division Engineer.....Cheyenne, Wyo.
- C. MARRS**, General Roadmaster.....Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- J. F. BARRETT**, Chief Train Dispatcher.....Denver, Colo.
- B. L. SIVERS**, Asst. Chief Train Dispatcher.....Denver, Colo.
- H. D. MEAD**, Asst. Chief Train Dispatcher.....Denver, Colo.

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

- J. M. KELLEY**, Chief Train Dispatcher.....Cheyenne, Wyo.
- C. E. WHITE**, Asst. Chief Train Dispatcher.....Cheyenne, Wyo.
- E. F. DEARDEN**, Asst. Chief Train Dispatcher.....Cheyenne, Wyo.

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

- B. FOSTER**, Chief Train Dispatcher.....Green River, Wyo.
- B. C. KEITH**, Asst. Chief Train Dispatcher.....Green River, Wyo.
- N. PRITZA**, Asst. Chief Train Dispatcher.....Green River, Wyo.

MILEAGE

Main Line.....	628.28
Branches.....	378.48
Total.....	1006.71

CONDENSED TIME-TABLE

EASTWARD

Time Table No. 34
September 25, 1960

FIRST CLASS

STATIONS	Mile Post	106	112	104	10	28	18	6	8			
		Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Passenger			
CO. BLUFFS	0.0							6.30				
OMAHA	2.8		3.25	3.40		7.45		5.45	7.00			
GRAND ISLAND	146.9		1.10	1.25		4.40		3.00	4.00			
NORTH PLATTE	284.1	C.T. M.T.	11.10 10.05	11.25 10.20		1.45 12.25		12.25 11.15	1.05 11.55			
JULESBURG	365.3		8.51									
SIDNEY	407.5			8.26		9.55		9.15	9.45			
KANSAS CITY				10.00		11.10					
DENVER	562.5	5.20	5.45		9.15 8.50		9.55 9.25					
CHEYENNE	509.5			6.55 6.45		7.55 7.30	7.15	7.25 6.40	7.50 7.25			
LARAMIE	566.0	2.20		5.25	5.50	Lv 6.00		5.20	5.55			
RAWLINS	682.8	12.31		3.31	3.50			3.05	3.30			
GREEN RIVER	817.0	10.20 10.10		1.20 1.10	1.40 1.30			11.30	12.30 12.01	12.45 12.30		
GRANGER	847.2	9.40						10.55				
OGDEN	982.6			9.55	10.10			8.30	8.45			
(982.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Thru Time From Omaha.....		(7.40)	(8.40)	(16.45)	(22.50)	(20.35)	(23.15)	(20.15)	(21.15)			
Average speed per hour.....		56.2	63.9	56.8	53.2	48.1	46.0	48.8	46.8			

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
7	Rock River..... Medicine Bow... Hanna..... Sinclair..... Wamsutter..... Rock Springs....	Denver or east.		8	Any station on Third Subdivision	Granger or beyond.	Denver or beyond.
9	La Salle.....			From east of Denver	Laramie or beyond where scheduled to stop.	10	Rock Springs....
9	Rock Springs....	Denver or beyond	Revenue passengers for West of Ogden.	18	Any station on First Subdivision and Borie Subdivision.....	Granger or beyond.	Denver or beyond.
17	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	106	Greeley.....	Pocatello or beyond.	
105	Greeley.....		Pocatello or beyond.				

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 34

September 25, 1960

Car Capacity of Seating, etc. See Rule 6 (A), page 23.

Distance from Denver

STATIONS

YIP	370		10	17	112	8	18	9	105	Distance from Denver
	Mixed	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	8.15PM	9.15PM	6.30PM	5.45PM	12.01PM	9.55AM	8.20AM	8.05AM	0.0	
									0.6	
ZP	8.55	9.19	6.34	5.49	12.05	9.59	8.24	8.09	1.7	
DWCTYZP	A 9.01PM	A 9.20PM	6.35	5.50	A12.06PM	A10.00AM	8.25	8.10	2.2	
									4.9	
IP			6.39	5.54				8.29	8.14	5.0
4									6.0	
88 P									8.1	
23									9.9	
166 P									11.8	
46 P									14.1	
22									16.0	
166 YEP									19.1	
22 P									22.8	
88 P									25.8	
									30.1	
166 P									34.8	
24									36.2	
113 P									40.0	
24 P									42.4	
20									48.2	
171 DWTP			7.15	A 6.28PM			9.03	8.48	46.1	
									48.2	
151 MPY			s 7.28				s 9.13	8.58	51.7	
P									54.0	
74 P									55.8	
71 P									59.2	
									59.8	
166 P									68.0	
18									64.9	
59 YP									66.8	
166 P									71.9	
P									77.0	
153 WP			A 8.05PM				A 9.55AM	A 9.35AM	86.0	

BLOCK SIGNALS

CENTRALIZED TRAFFIC CONTROL

DN-E DENVER	YL	UD
23RD STREET	YL	
36TH ST.	YL	RA
PULLMAN	YL	
C. B. & Q. CROSSING		
SAND CREEK JCT.	YL	
ADAMS		
DUPONT		
ROLLA		
HAZELTINE		
HENDERSON		
NORTHWAY		
BRIGHTON	BI	
POWARS		
LUPTON	UP	
IONE		
PLATTEVILLE	PA	
VASQUEZ		
GLOREST	GI	
PECKHAM		
HAMBERT		
LA SALLE	DY	
EVANS		
GREELEY	RG	
GREELEY JCT.		
LUCERNE	O	
EATON	YL	UR
G. W. CROSSING		
AULT	A	
STAGE		
PIERCE	BU	
NUNN		
DOVER		
CARR	OR	

(86.0)

(0.46) 2.9 (0.05) 26.4 (1.35) 54.3 (0.43) 64.3 (0.05) 26.4 (0.05) 26.4 (1.35) 54.3 (1.30) 57.3 Thru Time
 Average speed per hour

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 34

September 25, 1960

FIRST CLASS

SECOND CLASS

STATIONS	Mile Post	111	9	7	18	106	17	10	369	Car Capacity of Sidings, etc. See Rule 8 (A), page 23.
		Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Mixed	
Block Signals:										
DN-B DENVER YL UD	0.0	A 7.35AM	A 7.50AM	A 8.25AM	A 9.25AM	A 5.20PM	A 5.55PM	A 8.50PM	A 6.15PM	YIP
0.6 2RD STREET YL	0.6									
B 36TH ST. YL RA	1.7	7.02	7.20	8.09	9.15	4.58	5.41	8.28	5.50	ZP
0.5 PULLMAN YL	2.2	6.59	7.17AM	8.08AM	9.14	4.55	5.40PM	8.25	5.45PM	DWCTYZP
2.7 O. B. & Q. CROSSING	4.9									
0.1 SAND CREEK JCT. YL	5.0	6.55			9.09	4.50		8.20		IP
1.0 ADAMS	6.0									4
2.1 DUPONT	8.1									88 P
1.8 ROLLA	9.9									23
1.4 HAZELTINE	11.8									166 P
2.8 HENDERSON	14.1									46 P
1.9 NORTHWAY	16.0									22
D 3.1 BRIGHTON BI	19.1									166 YZP
3.7 POWERS	22.8									22 P
D 3.0 LUPTON UP	25.8									88 P
4.3 IONE	30.1									
D 4.8 FLATTEVILLE PA	34.8									166 P
1.4 VASQUEZ	36.2									24
D 3.3 GIBREST GI	40.0									113 P
2.4 PECKHAM	42.4									24 P
0.8 HAMBERT	43.2									20
2.9										
DN 2.1 LA SALLE DY	46.1	6.18AM			8.28	4.15		7.45		171 DWTYP
EVANS	48.2									P
DN 3.5 GREELEY HG	51.7				s 8.19	4.05		s 7.35		151 YZP
2.3 GREELEY JCT.	54.0									
1.8 LUCERNE O	56.8									74 P
D 3.4 EATON YL UR	59.2									71 P
0.1 G. W. CROSSING	59.8									
2.7 AULT A	68.0									166 P
1.9 STAGE	64.9									18
D 1.9 PIERCE BU	66.8									59 YP
5.1 NUNN	71.9									166 P
5.1 DOVER	77.0									P
D 9.0 CARR CR	86.0				7.44AM	3.35PM		7.05PM		153 WP
(86.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time.....	(1.07)	(0.33)	(0.17)	(1.41)	(1.45)	(0.15)	(1.45)	(0.30)
Average speed per hour.....	40.8	4.0	7.9	50.1	49.1	8.8	49.3	4.4

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

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 34

September 25, 1960

Car Capacity of Skippers, etc. See Rule 4 (A), page 23.										Distance from Council Bluffs
			7	5	9	105	103	27	18	
			Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	

STATIONS

DFWCO TYPZX			9.00PM	7.15PM				9.30AM	8.55AM	7.15AM	509.5
IP											510.8
132 XWP					10.07AM	9.48AM				A7.28AM	519.0
134 WP											525.8
138 P											534.2
145 CWP											542.7
135											549.5
132 P											519.1
109 XP											528.6
22											536.6
90 XWP											540.4
121 WP											554.3
YP											544.8
WXP											547.9
131 P											556.8
125 WP											554.0
104 WP											568.0
285 P											566.0
DFWCO TYPZX			A 10.25PM	A 8.45PM	A 11.10AM	A 10.54AM	A 10.49AM	A 10.25AM			566.0

Black Signals	DN-R CHEYENNE	N OY	YL
	1.8		
	DN TOWER A	AY	
	8.2		
	SPEER		
	6.8		
	EMKAY		
	8.4		
	LYNOH		
	8.5		
	HARRIMAN		
	6.8		
	PERKINS		
	4.8		
	8.8		
BORIE			
9.5			
GRANITE			
8.0			
BUFORD			
3.8			
SHERMAN			
4.4			
DALE			
3.1			
HERMOSA			
8.9			
RED BUTTES			
9.2			
6.1			
COLORES			
9.0			
FORELLE			
3.0			
DN-R LARAMIE	KL	YLK	
(56.5)			

(1.25) (1.80) (1.03) (1.06) (1.19) (1.30) (0.13) Thru Time
 38.7 37.7 53.8 51.2 43.0 37.7 43.8 Average speed per hour

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

WESTWARD BORIE SUBDIVISION

FIRST CLASS

Time-Table No. 34

September 25, 1960

Car Capacity of Skippers, etc. See Rule 4 (A), page 23.										Distance from Denver
						17	9	105		
						Passenger	Streamliner Passenger	Streamliner Passenger		
						Daily	Daily	Daily		

STATIONS

153 WP						8.05PM	9.55AM	9.35AM	88.0
90 P									90.4
45 P									94.4
132 XWP						A 8.19PM	A 10.07AM	A 9.48AM	98.0
P									108.3

C.T.C. and AUTOMATIC CAB SIGNALS	D	CARR	OB
		4.4	
		WARREN	
		4.0	
		GLEASON	
		3.6	
		SPEER	
	5.3		
	BORIE		
	(17.8)		

(0.14) (0.12) (0.13) Thru Time
 51.4 60.0 55.4 Average speed per hour

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 34

September 25, 1960

FIRST CLASS

Block Signals

C.T.C. and AUTOMATIC CAB SIGNALS

STATIONS	Mile Post	6	8	106	104	10	28	17	Car Capacity of Seating, etc. See Rate 6 (A), page 28.
		Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	
DN-E CHEYENNE OY YL N	500.5	A 6.40AM	A 7.25AM		A 6.45PM		A 7.30PM	A 8.30PM	DFWCOTY PZX
1.3									IP
DN TOWER A AY	510.8								
8.2									
SPEER	519.0			A 3.22PM		A 6.51PM		8.19PM	132 XWP
6.8									
EMKAY	525.8								134 WP
8.4									
LYNOH	534.2								138 P
8.5									
HARRIMAN	542.7								145 CWP
6.8									
PERKINS	549.5								132 P
4.8									
8.3									
BORIE	519.1								109 XP
9.5									22
GRANITE	528.8								90 XWP
8.0									
BUFORD	536.6								121 WP
3.8									
SHERMAN	540.4								YP
4.4									
DALE	554.8								WXP
3.1	544.8								
HERMOSA	547.9								131 P
8.9									
RED BUTTES	556.8								125 WP
9.2									
6.1									
OOLORS	554.0								104 WP
9.0									
FORELLE	568.0								285 P
3.0									
DN-E LARAMIE YLK-KI	568.0	5.20AM	5.55AM	2.20PM	5.25PM	5.50PM	6.00PM		DFWCOTY PEX
(56.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time..... (1.20) (1.30) (1.02) (1.20) (1.01) (1.30) (0.11)
 Average speed per hour..... 42.4 37.7 54.0 42.4 52.6 37.5 51.8

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

BORIE SUBDIVISION

EASTWARD

Time-Table No. 34

September 25, 1960

FIRST CLASS

C.T.C. and Automatic Cab Signals

STATIONS	Mile Post	18	106	10	Car Capacity of Seating, etc. See Rate 6 (A), page 28.
		Passenger	Streamliner Passenger	Streamliner Passenger	
D CARR OR	86.0	A 7.44AM	A 3.35PM	A 7.05PM	153 WP
4.4					
WARREN	90.4				90 P
4.0					
GLEASON	94.4				45 P
3.6					
SPEER	98.0	7.28AM	3.22PM	6.51PM	132 XWP
5.3					
BORIE	103.3				P
(17.8)		Daily	Daily	Daily	

Thru Time..... (0.16) (0.13) (0.14)
 Average speed per hour..... 45.0 55.4 51.4

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

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Seating etc. See Rule 6(A), Page 23.						7	5	9	105	103	Distance from Council Bluffs
						Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
						Daily	Daily	Daily	Daily	Daily	
DFWCOOTYPZ X					10.35PM	8.55PM	11.25AM	10.55AM	10.50AM	566.	
CS 88 P					10.44	9.04	11.33	11.04	10.58	574.1	
WS 48 XP					10.50	9.09	11.36	11.07	11.01	577.7	
CS 88 P					10.56	9.16	11.42	11.13	11.07	585.3	
XP					11.01	9.21	11.46	11.18	11.11	590.6	
CS 150 P					11.05	9.26	11.50	11.21	11.14	598.9	
CS 76 P					11.09	9.31	11.54	11.25	11.18	598.9	
CS 123 WC YPX					11.14	9.37	11.59AM	11.31	11.24	605.8	
WS 53 ES 107 XP					11.18	9.42	12.03PM	11.36	11.28	609.0	
CS 70 P					11.25	9.50	12.10	11.43	11.34	616.8	
CS 124 YP					11.30	9.56	12.16	11.49	11.40	622.9	
CS 76 P					11.39	10.06	12.25	11.58AM	11.49	632.6	
CS 75 P					11.46	10.13	12.31	12.04PM	11.54	638.7	
WS 114 WC ES 247 YPX					11.51	10.19	12.35	12.08	11.58AM	648.1	
P					11.57PM	10.26	12.40	12.13	12.03PM	648.4	
CS 66 P					12.01AM	10.30	12.45	12.16	12.07	651.8	
CS 127 P					12.06	10.37	12.50	12.21	12.12	657.0	
CS 63 P					12.11	10.42	12.54	12.25	12.16	661.9	
CS 76 P					12.16	10.48	12.59	12.30	12.21	667.6	
CS 119 P					12.24	10.57	1.07	12.38	12.28	676.3	
WS 150 D WOOTYXP					12.35 12.45	11.10 11.20	1.15 1.20	12.49 12.50	12.36 12.37	682.8	
CS 165 P					12.54	11.29	1.28	12.59	12.46	690.2	
P										696.4	
WS 125 XW ES 101 P					1.02	11.38	1.36	1.07	12.54	700.7	
CS 76 P					1.06	11.42	1.40	1.11	12.58	705.3	
WS 57 CS 76 YP					1.14	11.48	1.46	1.17	1.04	712.0	
CS 77 P					1.18	11.52	1.49	1.20	1.07	716.0	
WS 119 W ES 101 YXP					1.28	11.59PM	1.56	1.27	1.14	724.2	
WS 116 XP					1.32	12.03AM	2.00	1.31	1.18	729.1	
CS 67 P					1.35	12.06	2.03	1.34	1.21	732.7	
WS 60 XP					1.43	12.14	2.09	1.41	1.28	740.0	
WS 99 P										748.4	
WS 119 ES 100 P					1.49	12.20	2.14	1.47	1.34	746.7	
P										751.7	
WS 148 WC ES 166 YXP					1.59	12.28	2.23	1.56	1.43	756.7	
CS 118 P					2.07	12.37	2.30	2.03	1.50	765.9	
WS 65 XP					2.13	12.42	2.34	2.07	1.54	771.2	
WS 111 CS 126 WP					2.19	12.49	2.40	2.13	2.00	777.1	
XP					2.25	12.56	2.46	2.19	2.06	784.1	
CS 74 P					2.29	1.00	2.49	2.23	2.10	788.6	
CS 117 P					2.35	1.06	2.55	2.29	2.16	795.7	
WS 69 WCY ES 93 EXP					s 2.45	s 1.21	3.03	f 2.37	s 2.24	802.1	
CS 130 P					2.53	1.28	3.10	2.44	2.31	809.0	
DFWCOOTYPZ					A 3.15AM	A 2.00AM	A 3.25PM	A 3.05PM	A 2.50PM	817.0	

Time-Table No. 34

September 25, 1960

STATIONS

DN-R LARAMIE YL KI-K
8.1
HOWELL
8.6
WYOMING
7.8
D BOSLER FY
5.3
COOPER LAKE
3.3
LOOKOUT
5.0
HARPER
6.4
DN ROCK RIVER OK
3.7
WILCOX
7.8
RIDGE
6.1
D MEDICINE BOW MB
9.7
COMO
6.1
RAMSEY
4.4
DN HANNA HN
5.3
PEROY
3.4
DANA
5.2
EDSON
4.9
WALCOTT
5.7
FORT STEELE
3.7
D SINCLAIR GV
6.5
DN-R RAWLINS YL RS
7.4
HADSELL
6.2
DALEY'S RANOH
3.7
RINER
4.6
OBEROKEE
6.7
CRESTON
4.0
LATHAM
8.2
DN WAMSUTTER WM
4.9
FREWEN
3.6
RED DESERT
7.3
TIPTON
3.4
ROBINSON
3.3
TABLE ROCK
5.0
MONELL
5.0
DN BITTER CREEK BK
9.2
BLACK BUTTES
5.3
HALLVILLE
5.9
POINT OF ROCKS
7.0
THAYER JUNCTION
4.5
SALT WELLS
7
BAKTER
6.4
DN ROCK SPRINGS YL SG
6.9
KANDA
8.0
DN-R GREEN RIVER YLGR

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(261.0)

(4.40) (5.05) (4.00) (4.10) (4.00)
53.8 49.0 62.8 60.2 62.8

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

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 inclusive apply on Third Subdivision.
No. 9 and No. 7 reduce speed to 5 MPH at Rock Springs to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

THIRD SUBDIVISION EASTWARD

Time-Table No. 34

September 25, 1960

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS					Car Capacity of Seating, etc. See Rule 6(A), Page 23.
		6 Mail and Express	8 Passenger	106 Streamliner Passenger	104 Streamliner Passenger	10 Streamliner Passenger	
DN-R LARAMIE YL KI-K	566.0	A 5.10AM	A 5.45AM	A 2.19PM	A 5.24PM	A 5.35PM	DFWCOTYPZ
HOWELL	574.1	4.56	5.31	2.11	5.14	5.27	CS 88 P
WYOMING	577.7	4.52	5.24	2.08	5.11	5.24	WS 48 XP
D BOSLER FY	585.8	4.45	5.17	2.01	5.04	5.17	CS 88 P
COOPER LAKE	590.6	4.40	5.12	1.56	4.59	5.13	XP
LOOKOUT	598.9	4.37	5.09	1.53	4.56	5.10	CS 150 P
HARPER	598.9	4.31	5.03	1.48	4.50	5.05	CS 76 P
DN ROCK RIVER OK	605.8	4.24	4.55	1.42	4.43	4.59	CS 123 WC YPX
WILCOX	609.0	4.20	4.50	1.39	4.40	4.56	WS 53 ES 107 XP
RIDGE	616.8	4.12	4.42	1.32	4.33	4.49	CS 70 P
D MEDICINE BOW MB	622.9	4.06	4.35	1.26	4.27	4.43	CS 124 YP
COMO	632.6	3.57	4.26	1.17	4.18	4.34	CS 76 P
RAMSEY	638.7	3.51	4.20	1.11	4.12	4.29	CS 75 P
DN HANNA HN	648.1	3.46	4.14	1.07	4.09	4.25	WS 114 WC ES 247 YPX
PERCY	648.4	3.41	4.09	1.02	4.03	4.20	P
DANA	651.8	3.37	4.05	12.58	3.59	4.17	CS 66 P
EDSON	657.0	3.32	3.59	12.53	3.54	4.12	CS 127 P
WALCOTT	661.9	3.27	3.53	12.49	3.50	4.08	CS 63 P
FORT STEELE	667.6	3.22	3.47	12.44	3.45	4.03	CS 76 P
D SINCLAIR GV	676.8	3.14	3.40	12.37	3.38	3.57	CS 110 P
DN-R RAWLINS YL RS	682.8	3.05 2.55	3.30 3.20	12.31 12.30	3.31 3.30	3.50 3.45	WS 150 D WCOTYZXP
HADSELL	680.2	2.44	3.08	12.20	3.20	3.35	CS 165 P
DALEY'S RANOH	696.4						P
RINER	700.7	2.36	2.58	12.12	3.12	3.28	WS 125 ES 101 XW P
OSHEROKEE	705.3	2.31	2.54	12.08	3.08	3.24	CS 76 P
CRESTON	712.0	2.25	2.47	12.02PM	3.02	3.19	WS 57 CS 76 YP
LATHAM	716.0	2.20	2.42	11.57AM	2.57	3.14	CS 77 P
DN WAMSUTTER WM	724.2	2.12	2.33	11.49	2.49	3.07	WS 119 ES 101 W YXP
FREWEN	729.1	2.07	2.28	11.45	2.45	3.03	WS 116 XP
RED DESERT	738.7	2.03	2.25	11.42	2.42	3.00	CS 67 P
TIPTON	740.0	1.56	2.17	11.35	2.35	2.54	WS 60 XP
ROBINSON	748.4						WS 99 P
TABLE ROCK	746.7	1.49	2.10	11.29	2.29	2.48	WS 119 ES 100 P
MONELL	751.7						P
DN BITTER CREEK BK	756.7	1.40	1.59	11.21	2.21	2.41	WS 148 ES 166 WC YXP
BLACK BUTTES	765.9	1.29	1.50	11.13	2.13	2.33	CS 118 P
HALLVILLE	771.2	1.24	1.45	11.08	2.08	2.28	WS 65 XP
POINT OF ROCKS	777.1	1.19	1.39	11.03	2.03	2.23	WS 111 CS 126 WP
THAYER JUNCTION	784.1	1.12	1.31	10.56	1.56	2.16	XP
SALT WELLS	788.6	1.08	1.27	10.52	1.52	2.12	CS 74 P
BAXTER	795.7	1.02	1.20	10.46	1.46	2.06	CS 117 P
DN ROCK SPRINGS YL SG	802.1	s 12.55	s 1.10	f 10.40	s 1.40	2.00	WS 69 ES 93 WC YXP
KANDA	808.0	12.40	12.55	10.30	1.30	1.50	CS 120 P
DN-R GREEN RIVER YLGR	817.0	12.30AM	12.45AM	10.20AM	1.20PM	1.40PM	DFWCOTYPZ

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time..... (4.40) (5.00) (3.59) (4.04) (3.55)
 Average speed per hour..... 53.8 50.0 63.0 61.7 64.1

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
 Rules 251 to 254 inclusive apply on Third Subdivision.
 No. 10 reduce speed to 5 MPH at Rock Springs and Hanna to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Time-Table No. 34

September 25, 1960

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	FIRST CLASS							Distance from Council Bluffs
	9	105	103	17	7	5		
	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express		
	Daily	Daily	Daily	Daily	Daily	Daily		
CDFOPTWXZY		3.35PM	3.15PM	3.00PM	4.10AM	3.45AM	2.20AM	817.0
WS 56 PX		3.40	3.20	3.07	4.17	3.52	2.27	821.1
CS 79 P		3.44	3.24	3.12	4.22	3.57	2.32	824.9
CS 120 P		3.49	3.29	3.17	4.27	4.02	2.37	830.2
CS 118 P		3.55	3.35	3.23	4.34	4.08	2.43	837.8
WS 84 IPWXY ES 120		4.04	A 3.45PM	3.33	A 4.45AM	4.18	2.53	847.2
CS 120 P		4.10		3.40		4.25	3.00	854.0
CS 99 P		4.14		3.45		4.30	3.05	858.7
CS 99 P		4.20		3.51		4.36	3.11	865.9
CS 90 P						4.40	3.15	869.7
CS 130 PW		4.29		4.00		4.47	3.22	875.4
CS 98 P		4.35		4.05		4.52	3.29	880.9
CS 126 P		4.39		4.10		4.57	3.34	885.6
WS 72 CS 78 WS 66 PX		4.45		4.16		5.02	3.39	890.5
CS 120 P		4.52		4.24		5.10	3.47	897.6
ES 47 X		4.56		4.29		5.15	3.52	901.8
ES 117 PX		5.00		4.34		5.20	3.57	908.6
ES 64 PX						5.25	4.03	908.7
CS 113 P		5.09		4.43		5.30	4.09	912.7
PTWXYZ		5.16				5.37	4.16	917.2
		5.20		s 4.50		5.42	4.25	918.4
CS 120 P		5.26		4.57		5.48	4.32	921.7
CS 89 PY		5.32		5.03		5.54	4.38	927.6
WS 118-59 ES 97 PW		5.46		5.18		6.08	4.52	932.6
CS 120 PX		5.54		5.27		6.17	5.01	938.3
WS 114 CS 115 ES 96 PT		6.06		5.40		6.31	5.15	947.9
CS 113 P		6.10		5.44		6.35	5.20	952.7
CS 113 P		6.14		5.49		6.40	5.25	956.5
CS 115 PW		6.23		5.58		6.50	5.35	960.6
WS 118 CS 113 P		6.30		6.06		6.59	5.44	968.0
ES 57 P		6.43		6.20		7.13	5.58	975.5
CDFOPTWYZ		A 7.00PM		A 6.40PM		A 7.30AM	A 6.15AM	980.1
								985.1
								989.9
								992.6

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-BGREEN RIVERTLOE
4.1
RIVIEW
3.8
PERU
5.3
BRYAN
7.6
WESTVACO
9.4
DN GRANGER GN
6.8
VERNE
4.7
OHUROH BUTTES
7.2
HAMPTON
3.8
ELKHURST
5.7
DN CARTER Q
5.5
ANTELOPE
4.7
BRIDGER
4.9
LERROY
4.3
EAGAN
2.3
SPRING VALLEY
4.2
ASPEN
1.8
D ALTAMONT AP
5.1
KNIGHT
4.0
MILLIS
4.5
DN-R EVANSTON YL NA
1.2
ALMY JCT.
3.3
WYUTA
5.9
DN WAHSATCH YL WH
5.0
CURVO
4.1
CASTLE ROCK
6.6
EMORY
4.6
BASKIN
4.3
DN ECHO YL HO
3.8
HENEFER
4.1
D DEVIL'S SLIDE ON
7.4
DN MORGAN WB
7.5
PETERSON
4.6
GATEWAY
5.0
UINTAH
4.8
DN RIVERDALE YL RD
2.7
DN-R OGDEN YL OG

Double Track

(175.6)

(3.25) 51.4 (0.30) 60.4 (3.40) 47.9 0.35 51.8 (3.45) 45.9 (3.55) 44.8

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

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 34

September 25, 1960

FIRST CLASS

Mile Post	FIRST CLASS						Car Capacity of Seating, etc. See Rule 6 (A), page 32.
	106 Streamliner Passenger	104 Streamliner Passenger	10 Streamliner Passenger	18 Passenger	6 Mail and Express	8 Passenger	

STATIONS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-B GREEN RIVER	YL	OR
4.1		
RVIEW		
3.8		
PERU		
5.2		
BRYAN		
7.6		
WESTVAO		
9.4		
DN GRANGER	GN	
6.2		
VERNE		
4.7		
CHURCH BUTTES		
7.2		
HAMPTON		
3.8		
ELKHURST		
5.7		
DN CARTER	Q	
5.6		
ANTELOPE		
4.7		
BRIDGER		
4.9		
LEROY		
4.8		
RAGAN		
2.9		
SPRING VALLEY		
4.2		
ASPEN		
1.8		
D ALTAMONT	AP	
6.1		
KNIGHT		
4.0		
MILLIS		
4.6		
DN-R EVANSTON	YL	NA
1.2		
ALMY VCT.		
3.3		
WYUTA		
5.9		
DN WAHSATCH	YL	WH
5.0		
CURVO		
4.1		
CASTLE ROCK		
6.6		
EMORY		
4.6		
BASKIN		
4.8		
DN ECHO	YL	HO
3.8		
HENEFER		
4.1		
D DEVIL'S SLIDE	ON	
7.4		
DN MORGAN	WB	
7.5		
PETERSON		
4.6		
GATEWAY		
5.0		
UINTAH		
4.8		
DN RIVERDALE	YL	RD
2.7		
DN-R OGDEN	YL	OG

Double Track

Mile Post	106	104	10	18	6	8				DFCOPT
817.0	A10.10AM	A 1.10PM	A 1.30PM	A11.30PM	A12.01AM	A12.30AM				XZY
821.1	10.01	1.00	1.20	11.20	11.51PM	12.21				WS 56 PX
824.9	9.57	12.56	1.16	11.16	11.47	12.17				CS 79 P
830.2	9.52	12.51	1.11	11.11	11.42	12.11				CS 120 P
837.8	9.47	12.44	1.04	11.04	11.35	12.05AM				CS 113 P
847.2	9.40AM	12.37	12.57	10.55PM	11.27	11.56PM				WS94 IPWXY ES 120
854.0		12.31	12.51		11.21	11.49				CS 120 P
858.7		12.27	12.47		11.16	11.44				CS 99 P
865.9		12.22	12.42		11.10	11.37				CS 99 P
869.7						11.33				CS 90 P
875.4		12.14	12.34		s11.00	11.27				CS 130 PW
880.9		12.09	12.29		10.55	11.21				CS 98 P
885.6		12.04PM	12.24		10.50	11.16				CS 126 P
890.5		11.59AM	12.20		10.46	11.11				WS 72 CS 78 PW
894.8										WS 66 PX
897.6		11.53	12.12		10.38	11.04				CS 120 P
901.8		11.49	12.08		10.34	11.00				ES 47 X
906.6		11.44	12.03PM		10.29	10.54				ES 117 PX
908.7						10.47				ES 64 PX
912.7		11.35	11.54AM		10.18	10.42				CS 113 P
917.2		s11.29	11.48 11.43		10.11 10.06	10.35 10.30				PTWXYZ
918.4										
921.7		11.20	11.35		9.57	10.18				CS 120 P
927.6		11.15	11.29		9.52	10.12				CS 89 PY
932.6										P
936.7		11.02	11.16		9.38	9.56				WS 118-50 ES 97 PW
943.8		10.53	11.08		9.30	9.48				CS 120 PX
947.9										P
952.7		10.40	10.55		9.17	9.34				WS 114 CS115 ES 96 PT
956.5		10.36	10.51		9.13	9.29				CS 113 P
960.6		10.32	10.47		9.09	9.24				CS 113 P
968.0		10.25	10.40		9.01	9.16				CS 113 PW
975.5		10.19	10.34		8.54	9.09				WS 118 CS 113 P
980.1										P
986.1		10.06	10.21		8.41	8.56				ES 57 P
989.9										X
992.6		9.55AM	10.10AM		8.30PM	8.45PM				DFCOPTWYZ

(175.6)

Thru Time.....	(0.30)	(3.15)	(3.20)	(0.35)	(3.31)	(3.45)
Average speed per hour.....	60.4	54.0	52.7	51.8	49.9	45.9

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

WESTWARD

DENT BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.

Distance from Denver

Time-Table No. 34

September 25, 1960.

Mile Post

STATIONS

			5.0		SAND CREEK JCT YL	5.0				
			8.2		3.2 WELBY	8.2				
15			9.8		1.6 QUIMBY	9.8				
31	P		13.8		4.0 EAST LAKE	13.8				
36	P		18.1		4.3 DARLOW	18.1				
31	P		22.2	DN	4.1 ST. VRAINS YL VS	22.2				
55	IPY		22.2		U. P. CROSSING	22.2				
			26.1	D	3.9 FREDERICK YL FR	26.1				
53	P		27.8		1.7 FIRESTONE	27.8				
	P		30.2		2.4 HARNEY	30.2				
19	P		34.6		4.4 GOWANDA	34.6				
21	P		38.3		3.7 WILD OAT	38.3				
	P		42.8		4.5 DENT YL	42.8				
21	YP		50.6	DN-R	7.8 LA SALLE YL DY	50.6				
	WTYPO									

BLOCK SIGNALS

(45.6)

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

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

WESTWARD—Fort Collins Branch—EASTWARD

WESTWARD—Boulder Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.

Mile Post

Time-Table No. 34

September 25, 1960

STATIONS

21	YP	0.0		DENT YL	
	P	1.7	D	1.7 MILLIKEN YL M	
		2.0		0.3 G. W. CROSSING	
	P	7.3		5.3 KOENIG	
		9.0		1.7 G. W. CROSSING	
	P	9.1		0.1 KELIM	
		16.4		7.3 REDMOND	
42	P	19.6		3.1 HARMONY	
136	YZP	25.0	D-R	5.5 FORT COLLINS FC	
		25.2		0.2 C. & S. CROSSING	
		25.8		0.1 C. & S. CROSSING	
	P			4.7 BOETTCHER	
	P	38.5		8.5 RIPPLE	
	Y	41.7		3.2 BUCKEYE YL	

(41.7)

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.

Mile Post

Time-Table No. 34

September 25, 1960

STATIONS

55	YZP	0.0	D-R	BRIGHTON YL BI	
	P	4.2		4.2 YOXALL	
21		7.1		2.9 DICK	
	IYP	8.1	D	1.0 ST VRAINS YL VS	
		8.1		0.0 U. P. CROSSING	
		10.1		2.0 NATIONAL	
	P	10.9		0.8 STATE COAL MINE JCT.YL	
	P	11.4		0.5 PARKDALE JCT	
	P	15.1		3.7 ERIE	
		15.1		0.0 O. B. & Q. CROSSING	
		16.4		1.3 TABOR	
		17.8		1.4 LEYNER	
		19.6		1.8 LIGGETT	
	P	24.0		4.4 VALMONT	
		26.0		2.0 C. & S. CROSSING	
	P	26.1	DN-R	0.1 BOULDER YL BR	

(26.1)

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

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

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Union Pacific trains will be governed by Colorado and Southern Railway Time-Table and Rules while using their tracks at Boulder.

WESTWARD—Greeley Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Greeley	Time-Table No. 34		Mile Post
		September 25, 1960		
STATIONS				
247 WYZP	0.0 DN	GREELEY	HG	0.0
		2.3		
YP	2.3	GREELEY JCT. YL		2.3
		3.7		
24 YP	6.0	CLOVERLY		6.0
		8.4		
	8.4	ALDEN		8.4
		10.4 D		
37 F	10.4 D	GILL	GI	10.4
		13.8		
	13.8	MATTHEWS		13.8
		14.5		
	14.5	BARNESVILLE		14.5
		28.1		
26 YP	28.1	BRIGGSDALE YL		28.1
(28.1)				

WESTWARD—Encampment Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Walcott	Time-Table No. 34		Mile Post
		September 25, 1960		
STATIONS				
	0.0	WALCOTT		0.0
		6.8		
6	6.8	MEADS		6.8
		12.3		
7	12.3	OVERLAND		12.3
		24.1		
26 WY	24.1	SARATOGA		24.1
		29.7		
1	29.7	DAVIS		29.7
		32.7		
13	32.7	COW CREEK		32.7
		39.3		
15	39.3	CANYON		39.3
		44.4		
43 WY	44.4	ENCAMPMENT YL		44.4
(44.4)				

WESTWARD—Pleasant Valley Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Cloverly	Time-Table No. 34		Mile Post
		September 25, 1960		
STATIONS				
34 YP	0.0	CLOVERLY		0.0
		3.1		
	3.1	LOWE		3.1
		5.1		
F	5.1	GALETON YL		5.1
(5.1)				

WESTWARD—Superior Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Thayer Jct.	Time-Table No. 34		Mile Post
		September 25, 1960		
STATIONS				
XPY	0.0	THAYER JUNCTION YL		0.0
		7.6		
WP	7.6	SUPERIOR YL		7.6
		9.1		
	9.1	END OF TRACK		9.1
(9.1)				

WESTWARD—Coalmont Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Laraine	Time-Table No. 34		Mile Post	SECOND CLASS	
		September 25, 1960			222	224
					Mixed	Mixed
					Monday Wednesday Friday	
STATIONS						
DFWCOTY PZX	9.00AM	0.0	DN-R	LARAMIE YL	K	0.0 A 3.20PM
		14.5		14.5	f 2.49	
27 P	f 9.31	14.5		MILBROOK		17.8 f 2.40
		17.8		17.8	f 2.33	
23 P	f 9.38	17.8		HATTON		21.3 f 2.33
		21.3		21.3	f 2.13	
PW	f 9.46	21.3		CENTENNIAL		29.7 s 2.13
YP	s 10.08	29.7		DEERWOOD		34.5 f 1.53
		34.5		34.5	f 1.50	
PW	f 10.27	35.6		SPRING CREEK		35.6 f 1.50
		40.4		40.4	f 1.30	
6 PW	f 10.58	40.4		ALBANY		40.4 f 1.30
		47.8		47.8	12.44	
	11.40AM	47.8		LAKE		47.8 12.44
		54.6		54.6	s 12.01PM	
17 YWP	s 12.35PM	54.6	D	FOX PARK	MS	54.6 s 12.01PM
		68.9		68.9	f 10.58AM	
9 P	f 1.29	68.9		WYOOOLO		68.9 f 10.58AM
		70.8		70.8	f 10.28	
31 PY	f 1.54	70.8		CAMP		70.8 f 10.28
		78.8		78.8	f 10.10	
6 P	f 2.12	78.8		KINGS CANON		78.8 f 10.10
		79.8		79.8	f 9.32	
17 PY	f 2.40	79.8		NORTHGATE		79.8 f 9.32
		83.5		83.5	f 9.20	
6	f 2.48	83.5		COWDREY		83.5 f 9.20
		88.2		88.2	f 9.10	
10	f 2.58	88.2		BROWNLEE		88.2 f 9.10
		92.2		92.2	9.00AM	A 6.05PM
10 PW	A 3.25	92.2	D-R	WALDEN YL	U	92.2 9.00AM A 6.05PM
		100.7		100.7	f 5.36	
12	f 3.55	100.7		LARAND		100.7 f 5.36
		107.6		107.6	f 5.15	
6	f 4.25	107.6		HEBRON		107.6 f 5.15
		111.1		111.1	5.01PM	
25 P	A 4.45PM	111.1		COALMONT YL		111.1 5.01PM
(111.1)						
					Tuesday Thursday Saturday	Monday Wednesday Friday
					(6.20)	(1.04)
					14.6	17.7
				Thru time.....	
				Average speed per hour.....	

Westward trains are superior to trains of 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. 34 September 25, 1960	
		STATIONS	Mile Post
	0.0	PARKDALE JCT	0.0
	1.9	PURITAN	1.9
	3.1	END OF TRACK	3.1
(3.1)			

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Lionkol Jct.	Time-Table No. 34 September 25, 1960	
		STATIONS	Mile Post
	0.0	LIONKOL JUNCTION	0.0
	2.0	LIONKOL	2.0
	2.5	END OF TRACK	2.5
(2.5)			

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Stansbury Jct.	Time-Table No. 34 September 25, 1960	
		STATIONS	Mile Post
	0.0	STANSBURY JUNCTION	0.0
	1.9	STANSBURY MINE	1.9
	2.1	END OF TRACK	2.1
(2.1)			

WESTWARD—South Pass Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Rock Springs	Time-Table No. 34 September 25, 1960	
		STATIONS	Mile Post
WS74 WCY ES96 XZP	0.0	DN-R ROCK SPRINGS YL SG	0.0
	3.4	LIONKOL JUNCTION	3.4
	5.5	RELiance JUNCTION	5.5
	7.9	STANSBURY JUNCTION	7.9
	9.5	WINTON JUNCTION	9.5
(9.5)			

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Echo	Time-Table No. 34 September 25, 1960			Mile Post
		STATIONS	YL	HO	
WS114 CS115 ES96 P1	0.0	DN-R ECHO	YL	HO	0.0
18 P	5.7	COALVILLE	VE		5.7
18 P	13.4	WANSHIP			13.4
12 P	20.8	ATKINSON			20.8
16 P	24.5	KEETLEY JCT.			24.5
3	26.0	BEGGS SPUR			26.0
47	27.2	BROADWATER SPUR			27.2
PWY	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. 34 September 25, 1960		Mile Post
		STATIONS	YL	
	0.0	KEETLEY JCT.	YL	0.0
	5.2	KEETLEY		5.2
	7.0	CRANMER YL		7.0
(7.0)				

WESTWARD—Reliance Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Reliance Jct.	Time-Table No. 34 September 25, 1960		Mile Post
		STATIONS	YL	
	0.0	RELiance JUNCTION	YL	0.0
	1.7	RELiance MINE		1.7
	2.1	END OF TRACK		2.1
(2.1)				

WESTWARD—Hill Field Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(a), Page 23.	Distance from Ogden Jct.	Time-Table No. 34 September 25, 1960		Mile Post
		STATIONS	YL	
	0.0	OGDEN JUNCTION	YL	0.0
	0.9	ORCHARD	YL	0.9
	3.4	COZYDALE	YL	3.4
	4.2	ROY	YL	4.2
	5.3	SUNSET	YL	5.3
	6.3	ARSENAL	YL	6.3
	6.8	END OF TRACK	YL	6.8
(6.8)				

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

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

Designation "Str." — Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr." — Train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars.

When a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	When more than 50% of the tonnage is gravel or ore.			40
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling U. P. ore cars series 8000 to 8499 or 26000 to 26499 loaded or empty.			45
When using No. 20 turn-outs.	40	40	40	Trains with one Diesel unit handling ore between Echo and Ogden.			35
When using No. 14 turn-outs.	25	25	20	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
When using other cross-overs or turn-outs.	15	15	15	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.			30 20
Within yard limits protected by continuous block signal system.	60	50	25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Within yard limits not protected by continuous block signal system: Main line; Branch lines.	50	40 30	25 15	Jordan spreaders and other machines of spreader type, when in operation.			15
Passing fueling stations located within yard limits.	50	40	25	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Passing fueling stations located outside yard limits.	50	40	40	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			35 45 45
Diesel road freight and road switch locomotives.	65	65		All wye tracks.	6	6	6
Gas turbine locomotives.	65	65					
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	35 50				
Steam engines. Steam engines backing up.		45 20	45 20				
When leading unit at front of train is gas turbine or car body unit backing up.	30	30	30				
Multiple unit engine when controlled from other than leading unit.	30	30	30				
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of one percent.			35				

FIRST SUBDIVISION

Location	Miles Per Hour		
	Str.	Psgr.	Frnt.
Maximum speed.	79	75	50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.			
Denver, within city limits over street crossings.	35	35	25
Between Mile Posts— Denver Yard			
0.4 and 0.7 westward track.	30	30	25
1.7 and 1.8 westward track.	20	20	25
2.5 and 3.0 westward track.	30	30	25
3.0 and 2.5 eastward track.	30	30	25
1.8 and 1.7 eastward track.	20	20	25
0.7 and 0.4 eastward track.	30	30	25
Brighton within city limits.	40	40	25
LaSalle			
45.8 and 47.1	20	20	20
47.8 and 48.0	70	60	50
Evans			
49.4 and 49.7	70	60	50
Greeley			
50.8 and 52.4	20	20	20

BORIE SUBDIVISION

Location	Miles Per Hour		
	Str.	Psgr.	Frnt.
Maximum speed.	79	75	50
Light engines.		45	45
Between Mile Posts— Carr			
86.0 and 86.50	60	50	40
Warren			
91.8 and 92.2	70	60	50
Gleason			
93.3 and 97.4	60	50	40
93.3 and 97.4 mixed trains.			40
Cheyenne Side			
97.73 and 97.76	30	30	20
Borie Side			
97.73 and 97.76	30	30	20

SECOND SUBDIVISION

Cheyenne to West Speer, No. 4 track	60	60	50	Buford to Granite, No. 1 and 2 tracks.	70	60	30
Cheyenne to Dale, No. 3 track	60	60	50	Granite to Cheyenne, No. 1 and 2 tracks	50	50	40
Dale to Cheyenne, No. 3 track	60	60	50	Light engines.			40
West Speer to Cheyenne, No. 4 track	60	60	50	4000 class engines.			40
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	When more than 50% of the tonnage is gravel.			30
Dale to Laramie, No. 1 track.	70	60	40	Cheyenne passenger sheds.	10	10	5
Dale to Laramie, No. 2 track.	70	60	40	Tower A, through cross-overs.	10	10	10
Laramie to Dale, No. 1 track	70	60	40	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Laramie to Dale, No. 2 track.	70	60	40	Westward solid express trains, between M. P.			
Dale to Buford, No. 1 and 2 tracks.	70	60	40	549.7 and 557.0		30	

ON NO. 3 TRACK			
Between Mile Posts— Perkins			
553.5 and 554.0	60	50	40
ON NO. 1 AND 2 TRACKS			
Between Mile Posts— Cheyenne			
515.6 and 515.7	60	50	40
518.8 and 519.1	60	50	40
Borie			
522.1 and 522.3	60	50	40
523.3 and 523.6	60	50	40
524.5 and 525.6	60	50	40

Granite			
528.7 and 529.5	55	45	35
530.0 and 530.2	50	40	30
530.2 and 535.1	60	50	40
535.6 and 537.5	50	40	30
537.9 and 545.1	55	45	35
Hermosa Tunnel			
547.0 and 548.1	55	45	35
Hermosa			

ON NO. 1 TRACK			
Forelle			
549.8 and 562.2	60	50	40
Laramie			

ON NO. 2 TRACK			
Hermosa			
563.6 and 550.0	70	60	40
550.0 and 549.3	50	40	30
Laramie			

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frnt.		Str.	Psg.	Frnt.
Maximum speed.	90	80	55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
Laramie, long leads 1, 2 and 3.			10	Sinclair, refining company tracks.			6
Laramie, ice house tracks 1, 2, 3 and 4.			6	Rawlins, east standpipe.	15	15	15

ON WESTWARD TRACK Between Mile Posts —			
Laramie 566.8 and 567.2	50	40	25
Bosler 587.7 and 588.4	70	60	50
Cooper Lake 593.3 and 593.7	70	60	50
Lookout 598.5 and 599.7	70	60	50
Harper 601.1 and 602.2	60	50	40
603.9 and 604.6	60	50	40
Wilcox 609.5 and 611.6	70	60	50
615.9 and 616.4	55	45	40
Ridge 617.2 and 617.6	70	60	50
621.8 and 622.4	75	65	50
Calvin 627.1 and 628.7	50	45	35
629.4 and 629.9	60	50	40
630.9 and 637.8	70	60	50
Ramsey 639.3 and 640.2	60	50	40
642.5 and 643.5	50	40	40
643.5 to 643.7	60	50	40
Hanna 645.1 and 646.3	70	60	50
647.5 and 648.0	70	60	50
Percy 650.2 and 650.7	70	60	50
Dana 652.2 and 652.5	60	50	40
653.1 and 656.4	70	60	50

ON EASTWARD TRACK Between Mile Posts —			
Green River 817.0 and 816.3	50	40	25
816.3 and 816.1	35	30	25
816.1 and 814.1	40	40	25
813.9 and 809.6	55	45	35
Kanda 807.8 and 807.5	55	50	40
807.1 and 806.6	70	60	50
Rock Springs 803.5 and 801.0	50	40	25
800.5 and 799.5	60	50	40
798.4 and 797.3	55	45	35
Baxter 781.7 and 781.3	70	60	50
780.2 and 780.0	60	50	40
778.9 and 777.8	60	50	40
Point of Rocks 776.5 and 775.8	65	55	45
775.0 and 774.3	70	65	50
773.2 and 773.0	60	50	40
772.3 and 771.8	70	65	50
Hallville 769.3 and 768.8	60	50	40
Black Buttes 765.6 and 765.2	60	50	40
762.3 and 762.0	70	60	50
761.0 and 760.5	70	60	50
757.3 and 757.1	50	40	40
755.7 and 755.4	60	40	40

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Edson 657.2 and 658.1	55	45	35	Robinson 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	Tipton 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	Frewen 725.6 and 725.1	65	55	45
Walcott 662.8 and 666.5	70	60	50	Wamsutter 719.8 and 719.5	70	60	50
Sinclair 678.1 and 678.5	80	70	50	718.1 and 717.8	60	55	50
680.4 and 682.5	50	40	25	Latham 715.3 and 715.0	60	50	40
Riner 703.0 and 704.2	70	60	50	714.3 and 713.7	60	50	40
Cherokee 708.6 and 709.0	70	60	50	Creston 709.0 and 708.6	70	60	50
Creston 713.7 and 714.3	80	70	50	Cherokee 704.2 and 703.0	70	60	50
715.0 and 715.3	70	65	50	Rawlins 682.5 and 680.4	50	40	25
Latham 717.8 and 718.1	70	65	50	678.5 and 678.1	80	70	50
719.5 and 719.8	70	65	50	Sinclair 668.5 and 667.7	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Fort Steele 666.5 and 662.8	70	60	50
Red Desert 733.9 and 737.3	65	55	45	Walcott 661.5 and 661.0	70	60	50
Tipton 740.2 and 740.9	70	60	50	659.2 and 658.4	70	60	50
741.4 and 741.6	60	50	40	658.1 and 657.2	55	45	35
742.7 and 743.1	70	60	50	Edson 656.4 and 653.1	70	60	50
Monell 752.9 and 753.3	70	60	50	Dana 652.5 and 652.2	60	50	40
755.4 and 755.7	60	50	40	650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.1	50	40	40	Percy 648.0 and 647.5	70	60	50
757.1 and 757.3	50	40	40	646.3 and 645.1	70	60	50
760.5 and 761.0	70	60	50				
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.5 and 642.5	50	40	40
Hallville 771.8 and 772.3	70	65	50	643.7 and 643.5	50	40	40
773.0 and 773.2	60	50	40	640.2 and 639.3	60	50	40
774.3 and 775.0	70	65	50	Ramsey 637.8 and 630.9	70	60	50
775.8 and 776.6	65	55	45	629.9 and 629.4	60	50	40
Point of Rocks 777.8 and 778.9	60	50	40	628.7 and 627.1	50	45	35
780.0 and 780.2	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
781.3 and 781.7	70	60	50	617.6 and 617.2	70	60	50
Baxter 797.3 and 798.4	55	45	35	Ridge 616.4 and 615.9	55	45	40
799.5 and 800.5	60	50	40	611.6 and 609.5	70	60	50
801.0 and 803.5	50	40	25	Rock River 604.6 and 603.9	60	50	40
806.6 and 807.0	70	60	50	602.2 and 601.1	60	50	40
807.5 and 807.8	55	50	40	599.7 and 598.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Harper 596.8 and 596.5	70	60	50
814.1 and 816.1	40	40	25	Lookout 593.7 and 593.3	70	60	50
816.1 and 816.3	35	30	25	Cooper Lake 588.4 and 587.7	70	60	50
816.3 and 817.0	50	40	25	Howell 567.2 and 566.8	50	40	25
Green River				Laramie			

FOURTH SUBDIVISION

Maximum speed between: Green River and Evanston.	90	80	55	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
Evanston and Ogden.	79	75	50				

Between Green River and Evanston

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

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Bryan 831.2 and 831.5	65	55	45	Altamont Aspen Tunnel	25	25	20
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 847.2 and 847.3	60	50	40	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.3 and 847.2	60	50	40
Ragan 896.1 and 900.6	60	50	40	845.3 and 844.9	60	50	40
901.7 and 903.5	50	40	30	Westvaco 834.1 and 833.6	70	60	50
Altamont 904.9 and 905.3	60	50	40	831.5 and 831.2	65	55	45
906.3 and 908.6	50	40	30	Bryan 828.4 and 827.9	70	60	50
Knight 909.3 and 910.4	79	70	50	826.6 and 825.4	70	60	50
Millis 913.1 and 913.4	70	60	50	Peru 823.6 and 822.4	60	50	40
915.4 and 915.6	70	60	50	Riview 820.7 and 819.3	60	50	40
915.9 and 919.1	60	50	25	818.5 and 817.0	50	40	25
Evanston				Green River			

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

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

BRANCHES

Boulder Branch Maximum Speed.		25	Encampment Branch Maximum speed.		15
Trains handling outfit cars.		20	Between Mile Posts -- 24.25 and 24.47		10
Between Parkdale Jct. and Erie.		15	37.58 and 37.75		10
Valmont Spur, M. P. 1, over C. & S. crossing.		10	Pleasant Valley Branch		15
Dent Branch: Maximum speed.	60	45	Puritan Branch		15
Trains handling outfit cars.		30	Lionkol Branch		10
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	Superior Branch, on yard tracks at Thayer Jct.		15
Between Mile Posts -- Quimby 10.0 and 10.6	50	40	Branches not otherwise shown.		15
11.6 and 12.0	50	40	Stansbury Spur		5
East Lake 14.3 and 14.6	50	40	Spurs not otherwise shown.		10
St. Vrain 21.5 and 21.9	40	25	Park City Branch Maximum Speed.		25
Frederick 25.6 and 25.8	40	25	Trains handling outfit cars.		20
Gowanda 37.9 and 38.0	50	40	Between Mile Posts -- 0.0 and 4.3		15
Wild Cat 40.4 and 40.5	50	40	5.1 and 5.2		15
Fort Collins Branch Between Dent and Fort Collins.		30	13.2 and 13.5		15
Between Fort Collins and Buckeye.		25	14.8 and 21.0		15
Trains handling outfit cars.		20	24.0 and 24.1		15
Dent, over west wye switch.		10	25.1 and 25.2		15
Fort Collins, within city limits.		15	26.3 and 28.4		15
Fort Collins, over east cross-over switch.		5	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Greeley Branch Maximum Speed		15	Ontario Branch		15
Between Barnesville and Briggsdale.		5	Cranmer spur, between Keetley and end of track.		10
Coalmont Branch Maximum speed.		30	Hill Field Branch Maximum speed.		25
Between Mile Posts --			Lincoln Avenue, on industrial lead.		15
1.9 and 2.5		25			
15.2 and 16		20			
20.5 and 21		25			
29.50 and 30		20			
37 and 48.3		10			
48.3 and 56.5		20			
56.5 and 62.0		10			
62.0 and 64.5		20			
64.5 and 78.0		10			
94 and 109.7		20			
109.7 and 110.3		5			
110.3 and 111		20			
Coalmont--Around track Balloon		5			

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 signals
- CS — center siding
- ES — eastward siding
- WS — westward siding

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Bunten.....	District Surgeon..	Cheyenne, Wyo.	J. B. Bennett.....	Surgeon.....	Evanston, Wyo.
J. S. Benwell.....	District Surgeon..	Denver, Colo.	F. A. Humphrey....	Surgeon.....	Fort Collins, Colo.
Louis J. Taufer....	District Surgeon..	Salt Lake City, Utah	R. N. Humphrey....	Surgeon.....	Fort Collins, Colo.
E. B. Craven.....	Surgeon.....	Boulder, Colo.	P. E. Woodward....	Surgeon.....	Fort Morgan, Colo.
J. W. Wells.....	Surgeon.....	Brighton, Colo.	J. W. Allely.....	Surgeon.....	Greeley, Colo.
R. C. Gramlich....	Surgeon.....	Cheyenne, Wyo.	D. G. Allely.....	Surgeon.....	Greeley, Colo.
G. H. Joder.....	Surgeon.....	Cheyenne, Wyo.	R. C. Stratton....	Surgeon.....	Green River, Wyo.
L. E. McGonigle...	Surgeon.....	Cheyenne, Wyo.	A. T. Sudman.....	Surgeon.....	Green River, Wyo.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.	H. P. Linton.....	Surgeon.....	Julesburg, Colo.
L. J. Stadnik.....	Oculist.....	Cheyenne, Wyo.	W. L. Wilkinson...	Surgeon.....	La Salle, Colo.
R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.	E. R. Pearson.....	Surgeon.....	Lupton, Colo.
T. L. Johnston....	Oculist.....	Cheyenne, Wyo.	Emory W. DeKay..	Surgeon.....	Laramie, Wyo.
R. I. Williams....	Aurist.....	Cheyenne, Wyo.	L. R. Evans.....	Physician.....	Laramie, Wyo.
G. L. Smith.....	Aurist.....	Cheyenne, Wyo.	E. C. Pelton.....	Surgeon.....	Laramie, Wyo.
R. J. Parker.....	Surgeon.....	Coalville, Utah	B. J. Sullivan....	Surgeon.....	Laramie, Wyo.
J. H. Bechtold....	Surgeon.....	Denver, Colo.	K. F. Farr.....	Physician.....	Ogden, Utah
R. A. O'Dell.....	Surgeon.....	Denver, Colo.	Leo W. Benson....	Surgeon.....	Ogden, Utah
D. R. Lucy.....	Surgeon.....	Denver, Colo.	K. A. Stratford...	Surgeon.....	Ogden, Utah
F. J. Rust.....	Physician.....	Denver, Colo.	C. S. Feeny.....	Physician.....	Ogden, Utah
J. R. Blair.....	Aurist.....	Denver, Colo.	R. E. Nilsson....	Surgeon.....	Ogden, Utah
A. T. Haley.....	Surgeon.....	Denver, Colo.	G. B. Kearns.....	Surgeon.....	Ogden, Utah
I. E. Hix.....	Oculist.....	Denver, Colo.	H. V. De Mars....	Aurist.....	Ogden, Utah
I. E. Hix, Jr....	Oculist.....	Denver, Colo.	R. W. Pugmire....	Oculist.....	Ogden, Utah
W. L. Bennett....	Physician.....	Denver, Colo.	R. B. Baker.....	Surgeon.....	Rawlins, Wyo.
R. M. Maul.....	Surgeon.....	Denver, Colo.	E. W. McNamara..	Surgeon.....	Rawlins, Wyo.
H. T. High.....	Surgeon.....	Devils Slide, Utah	R. D. Paul.....	Surgeon.....	Rawlins, Wyo.
C. E. Sherwood, Jr.	Surgeon.....	Eaton, Colo.	G. M. Halsey....	Surgeon.....	Rawlins, Wyo.
J. S. Hellewell....	Surgeon.....	Evanston, Wyo.	G. M. Harrison....	Surgeon.....	Rock Springs, Wyo.
D. R. Daines.....	Surgeon.....	Evanston, Wyo.	P. A. Kos.....	Surgeon.....	Rock Springs, Wyo.
J. H. Waters.....	Surgeon.....	Evanston, Wyo.	R. A. Corbett....	Surgeon.....	Saratoga, Wyo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver..... "U. D." Telegraph Office
 Denver..... Dispatcher's Office
 Denver 23rd Street..... Register Room
 Denver..... Conductors' Room, Freight Station
 36th Street..... Telegraph Office
 36th Street..... Register Room
 Pullman (Roundhouse)..... Engine Dispatcher's Office
 La Salle..... Telegraph Office
 Cheyenne..... Dispatcher's Office
 Cheyenne..... Telegraph Office
 Cheyenne..... Yard Office
 Cheyenne..... Engine Dispatcher's Office
 Laramie..... Depot Telegraph Office
 Laramie..... Engine Dispatcher's Office
 Laramie..... Switchmen's Locker Room
 Laramie..... Passenger Engine Wash Room

Rawlins..... Telegraph Office
 Rawlins..... Engine Dispatcher's Office
 Rock Springs..... Telegraph Office
 Rock Springs..... Switchmen's Locker Room
 Green River..... Train Dispatcher's Office
 Green River..... Telegraph Office
 Green River..... Engine Crew Dispatcher's Office
 Green River..... Switchmen's Locker Room
 Evanston..... Telegraph Office
 Evanston..... Engine Crew Dispatcher's Office
 Riverdale..... "R. D." Telegraph Office
 Ogden..... Telegraph Office, Union Depot
 Ogden..... YD — 21st St. Telegraph Office
 Ogden..... Engine Crew Dispatcher's Office, Roundhouse
 Ogden..... Enginemen's Wash Room

I D A .

W Y O M

To Portland

To Butte

Pocatello

McCammon

Malad

Preston

Cache Jct

Logan

Moyer Jct

Kammerer

BRYAN

PERU

WINTON JCT

TANSHUR JCT

RELIANCE JCT

LIONHOL JCT

ROCK SPRINGS

SALT WELLS

BAKTER

KANDA

GREEN RIVER

THAYER JCT.

POINT OF ROCKS

HALLVILLE

BLACK BUTTES

RED DESERT

FRESHEN

WANSUTTER

LATHAM

CRESTON

CHEYENNE

RUMER

D'ALE

HADSELL

RAWLINS

SINCLAIR

PORT STEELE

OGDEN JCT

ORCHARD

STOCK SPUR

COZYDALE

ROSET

SUNSET

ARSENAL

OGDEN

RIVERDALE

JUNITAH

GATEWAY

PETERSON

MORGAN

DEVILSLIDE

DELEEFER

WYUTA

WYHSATCH

CURVO

CASTLE ROCK

EMORY

BASKIN

ECHO

COALVILLE

HOYTSTVILLE

WANSHIP

ATKINSON

KEETLEY JCT

KEETLEY

CRANMER

Salt Lake City

Provo

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C



To Butte

To Los Angeles

Della

U.P.R.R.

U.P.R.R.

U.P.R.R.