

UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 45

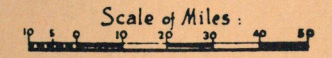
Effective Sunday,
June 22, 1969

at 12:01 A. M. Mountain Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO JUNE 1, 1968



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

						9	17	105	111	5	103	Distance from Council Bluffs	Time-Table No. 45 June 22, 1969			
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					
						Daily	Daily	Daily	Daily	Daily	Daily					
												0.0	CO. BLUFFS			
												11.50	12.01	2.55	2.8	OMAHA
												2.50	2.40	5.05	146.9	GRAND ISLAND
												5.35	4.50	5.00	7.10	C.T. M.T. NORTH PLATTE
												4.55	4.20	6.15	284.1	
													6.01		365.3	JULESBURG
												7.15	6.35	7.59	407.5	SIDNEY
												8.00	8.00			KANSAS CITY
												6.45	6.10		9.15	DENVER
												7.15	6.40		562.5	CHEYENNE
												9.30	8.45	9.15	8.30	9.45
												10.45	9.00	10.30	9.00	10.45
												12.08	10.25	11.53	10.25	12.08
												1.55	12.30	1.40	12.30	1.55
												4.15	3.00	4.00	3.00	4.15
												4.25	3.30	4.10	3.15	4.25
													4.05	4.40		
												8.00			6.45	8.00
																992.6
																(992.6)

Heavy Figures Indicate PM
Light Figures Indicate AM

(25.00) (21.05) (17.50) (4.25) (19.44) (18.05) Thru Time
49.2 51.4 47.6 63.0 50.2 54.7 Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

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

FIRST SUBDIVISION AND BRANCHES

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

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

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

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

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

MILEAGE

Main Line	628.23
Branches	331.12
Total	959.35

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

		106	112	104	10	18	6				
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Time-Table No. 45 June 22, 1969		Mile Post									
STATIONS											
CO. BLUFFS	0.0										
OMAHA	2.8	1.30		3.00			2.45				
GRAND ISLAND	146.9	11.05		12.35			12.11				
NORTH PLATTE	284.1	8.55 7.30	7.15	10.25 9.10			9.45 8.25				
JULESBURG											
SIDNEY	365.3		5.55								
KANSAS CITY	407.5	5.20		7.15			6.25				
DENVER	562.5		2.45		9.15	8.30					
CHEYENNE	509.5	3.30 3.00		5.40 5.10	6.00 5.10	4.30 4.00	4.40 4.00				
LARAMIE	566.0	1.30		3.50	3.50	2.45	2.45				
RAWLINS	682.8	11.40		2.06	2.06	12.55	12.55				
GREEN RIVER	817.0	9.25 9.15		11.50 11.45	11.50 11.45	10.15 9.30	10.15 9.45				
GRANGER	847.2	8.45				8.55					
OGDEN	992.6			8.35	8.35	6.00					
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily				

Thru Time (15.45) (4.30) (17.25) (23.40) (22.35) (19.45)
 Average speed per hour 53.6 61.9 56.8 52.0 48.0 50.1

Heavy Figures Indicate PM
Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
5	Rock River..... Medicine Bow... Hanna..... Sinclair..... Wamsutter.....	Cheyenne or east.		6	Any station on Third Subdivision	Granger or beyond.	Cheyenne or beyond.
9	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.				
17	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	18	Any station on First and Third Subdivision and Borie Subdivision....	Granger or beyond	Denver or beyond.
17	Rock River..... Medicine Bow... Hanna..... Sinclair..... Wamsutter.....	Denver or east.					

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS					Distance from Denver
	10	17	112	18	9	
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
YIP	8.45 PM	6.40 PM	2.45 PM	7.45 AM	7.15 AM	0.0
D						0.6
ZP						1.7
DTYZP	A 8.50 PM	6.44	2.50	A 7.50 AM	7.20	2.2
P						4.9
P		6.50	2.55		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		7.30	A 3.30 PM		8.15	46.1
P						48.2
145 ZPY		s 7.42			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 8.15 PM			A 8.59 AM	86.0

(0.05) 26.4 (1.35) 54.3 (0.45) 61.4 (0.05) 26.4 (1.44) 49.6

Time-Table No. 45

June 22, 1969

STATIONS

Block Signals	DN-R	DENVER	YL	UD	Double Track
		0.6			
		23rd STREET	YL		
		1.1			
	R	36th STREET	YL		
		0.5			
		PULLMAN	YL		
		2.7			
		C. B. & Q. CROSSING			
		0.1			
		COMMERCE CITY	YL		
		1.0			
		ADAMS			
		2.1			
		DUPONT			
	1.8				
	ROLLA				
	1.4				
	HAZELTINE				
	2.8				
	HENDERSON				
	5.0				
D	BRIGHTON		BI		
	3.7				
	POWARS				
	3.0				
	LUPTON				
	4.3				
	IONE				
	4.7				
	PLATTEVILLE				
	1.4				
	VASQUEZ				
	3.8				
	GILCREST				
	2.4				
	PECKHAM				
	0.8				
	HAMBERT				
	2.9				
DN	LA SALLE	YL	DY		
	2.1				
	EVANS				
	3.5				
DN	GREELEY	YL	HG		
	2.3				
	GREELEY JCT.				
	1.8				
	LUCERNE				
	3.4				
D	EATON	YL	UR		
	0.1				
	G. W. CROSSING				
	3.7				
D	AULT		A		
	1.9				
	STAGE				
	1.9				
	PIERCE				
	5.1				
	NUNN				
	5.1				
	DOVER				
	9.0				
	CARR				
	(86.0)				

CENTRALIZED TRAFFIC CONTROL

..... 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

FIRST CLASS

Time-Table No. 45

June 22, 1969

STATIONS

Block Signals	DN-R	DENVER	YL	UD	Double Track
		0.6			
		23rd STREET	YL		
		1.1			
	R	36th STREET	YL		
		0.5			
		PULLMAN	YL		
		2.7			
		C. B. & Q. CROSSING			
		0.1			
		COMMERCE CITY	YL		
		1.0			
		ADAMS			
		2.1			
		DUPONT			
	1.8				
	ROLLA				
	1.4				
	HAZELTINE				
	2.8				
	HENDERSON				
	5.0				
D	BRIGHTON		BI		
	3.7				
	POWARS				
	3.0				
	LUPTON				
	4.3				
	IONE				
	4.7				
	PLATTEVILLE				
	1.4				
	VASQUEZ				
	3.8				
	GILCREST				
	2.4				
	PECKHAM				
	0.8				
	HAMBERT				
	2.9				
DN	LA SALLE	YL	DY		
	2.1				
	EVANS				
	3.5				
DN	GREELEY	YL	HG		
	2.3				
	GREELEY JCT.				
	1.8				
	LUCERNE				
	3.4				
D	EATON	YL	UR		
	0.1				
	G. W. CROSSING				
	3.7				
D	AULT		A		
	1.9				
	STAGE				
	1.9				
	PIERCE				
	5.1				
	NUNN				
	5.1				
	DOVER				
	9.0				
	CARR				
	(86.0)				

CENTRALIZED TRAFFIC CONTROL

Thru Time..... (0.25) (1.59) (0.55) (0.05) (1.45)
Average speed per hour..... 5.3 43.3 50.3 26.4 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.

Mile Post	FIRST CLASS					Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
	9	18	111	17	10	
	Passenger	Passenger	Passenger	Passenger	Passenger	
0.0	A 6.45 AM	A 7.00 AM	A 9.15 AM	A 6.10 PM	A 8.15 PM	YIP
0.6						D
1.7						ZP
2.2	6.20 AM	6.30	9.00	6.05 PM	7.51	DTYZP
4.9						P
5.0		6.25	8.55		7.46	P
6.0						P
8.1						78 P
9.9						14 P
11.3						144 P
14.1						41 P
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
46.1		5.45	8.20 AM		7.11	165 DYP
48.2						P
51.7		s 5.35			s 7.01	145 ZPY
54.0						P
55.8						68 P
59.2						65 P
59.3						IP
63.0						143 P
64.9						18 P
66.8						53 P
71.9						144 P
77.0						P
86.0		5.01 AM			6.30 PM	133 P
	Daily	Daily	Daily	Daily	Daily	

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

DFTYPZX	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Passenger							Distance from Council Bluffs
		17	5	10	103	9	105	18	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		9.00PM	9.00PM	6.00PM	10.45AM	10.45AM	10.30AM	4.30AM	509.5
IP									510.8
118 XP				A 6.13PM				A 4.43AM	519.0
113 P									525.8
116 P									534.2
117 P									542.7
105 P									549.5
111 P									514.5
P									519.1
93 XP									528.6
23 XP									536.6
75 XP									540.4
CS 106 P									554.3
YP									544.8
XP									547.9
CS 115 P									556.8
106 P									554.0
87 P									563.0
242 P									566.0
DYPZX		A 10.15PM	A 10.15PM		A 12.07PM	A 12.07PM	A 11.52AM		

Time-Table No. 45

June 22, 1969

STATIONS

Block Signals	DN-R	CHEYENNE	OY	YL	Three Main Tracks
	DN	TOWER A	AY		
C. T. C. AND AUTOMATIC CAB SIGNALS		SPEER			Two Main Tracks
		EMKAY			
		LYNOH			
		HARRIMAN			
		PERKINS			
		WYCON			
		BORIE			
		GRANITE			
		BUFORD			
		SHERMAN			
		DALE			
		HERMOSA			
		RED BUTTES			
		COLORES			
		FORELLE			
DN-R	LARAMIE		KI-K		

(1.15)	(1.15)	(0.13)	(1.22)	(1.22)	(1.22)	(0.13)
45.2	45.2	43.8	41.3	41.3	41.3	43.8

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

WESTWARD

BORIE SUBDIVISION

FIRST CLASS

DFTYPZX	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Passenger		Distance from Denver
		17	9	
		Daily	Daily	
133 P		8.15PM	8.59AM	86.0
73 P				90.4
118 XP		A 8.30PM	A 9.14AM	98.0
P				103.3

Time-Table No. 45

June 22, 1969

STATIONS

C.T.C.		CARR		A.C.S.
		WARREN		
		SPEER		
		BORIE		
		(17.3)		

(0.15)	(0.15)
48.0	48.0

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

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

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

DFTYPZX	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Passenger							Mile Post
		18	6	9	106	104	10	17	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		4.00AM	4.00AM	9.30AM	3.00PM	5.10PM	5.10PM	8.45PM	509.5
IP									510.8
118 XP				9.14AM				8.30PM	519.0
113 P									525.8
116 P									534.2
117 P									542.7
105 P									549.5
111 P									514.5
P									519.1
93 XP									528.6
23 XP									536.6
75 XP									540.4
CS 106 P									554.3
YP									544.8
XP									547.9
CS 115 P									556.8
106 P									554.0
87 P									563.0
242 P									566.0
DYPZX		2.45AM	2.45AM		1.30PM	3.50PM	3.50PM		

Time-Table No. 45

June 22, 1969

STATIONS

Block Signals	DN-R	CHEYENNE	OY	YL	Three Main Tracks
	DN	TOWER A	AY		
C. T. C. AND AUTOMATIC CAB SIGNALS		SPEER			Two Main Tracks
		EMKAY			
		LYNOH			
		HARRIMAN			
		PERKINS			
		WYCON			
		BORIE			
		GRANITE			
		BUFORD			
		SHERMAN			
		DALE			
		HERMOSA			
		RED BUTTES			
		COLORES			
		FORELLE			
DN-R	LARAMIE		KI-K		

(1.15)	(1.15)	(0.16)	(1.30)	(1.20)	(1.20)	(0.15)
45.2	45.2	35.6	37.7	42.4	42.4	42.0

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

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

BORIE SUBDIVISION

EASTWARD

FIRST CLASS

DFTYPZX	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Passenger		Mile Post
		18	10	
		Daily	Daily	
133 P		5.01AM	6.30PM	86.0
73 P				90.4
118 XP		4.43AM	6.13PM	98.0
P				103.3

(0.18)	(0.17)
40.0	42.3

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

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS					Distance from Council Bluffs
	17	5	103	9	105	
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
DYPZX						566.0
CS 77 P	10.25 PM	10.25 PM	12.08 PM	12.08 PM	11.53 AM	574.1
	10.34	10.34	12.16	12.16	12.01 PM	577.7
CS 78 XP	10.46	10.46	12.25	12.25	12.10	585.3
ES 11 XP						590.6
CS 134 P	10.55	10.55	12.32	12.32	12.17	593.9
CS 108 YPX	11.04	11.04	12.42	12.42	12.27	605.3
ES 94 P	11.08	11.08	12.46	12.46	12.31	609.0
CS 108 YP	11.19	11.19	12.57	12.57	12.42	622.9
CS 67 P	11.27	11.27	1.06	1.06	12.51	632.6
WS 100 ES 214 YPX	11.38	11.38	1.15	1.15	1.00	643.1
						648.4
CS 60 P	11.47	11.47	1.24	1.24	1.09	651.8
CS 111 P	11.52	11.52	1.29	1.29	1.14	657.0
CS 57 P	11.57 PM	11.57 PM	1.33	1.33	1.18	661.9
CS 67 P	12.02 AM	12.02 AM	1.38	1.38	1.23	667.6
CS 104 XP	12.10	12.10	1.45	1.45	1.30	676.3
WS 138 IDYZXPF	12.20	12.20	1.54	1.54	1.39	682.8
	12.30	12.30	1.55	1.55	1.40	688.8
CS 143 P	12.38	12.38	2.04	2.04	1.49	690.2
						696.7
WS 110 ES 89 XP	12.46	12.46	2.12	2.12	1.57	700.7
CS 68 P	12.50	12.50	2.16	2.16	2.01	705.3
WS 52 CS 68 YP	12.56	12.56	2.22	2.22	2.07	712.0
CS 68 P	12.59	12.59	2.25	2.25	2.10	716.0
WS 105 ES 89 YXP	1.06	1.06	2.32	2.32	2.17	724.2
WS 102 XP	1.10	1.10	2.36	2.36	2.21	729.1
CS 59 P	1.13	1.13	2.39	2.39	2.24	732.7
WS 54 XP	1.19	1.19	2.46	2.46	2.31	740.0
WS 87 P						743.4
WS 104 ES 89 P	1.25	1.25	2.52	2.52	2.37	746.7
						751.7
WS 129 ES 145 YXP	1.34	1.34	3.01	3.01	2.46	756.7
CS 103 P	1.41	1.41	3.08	3.08	2.53	765.9
WS 58 XP	1.45	1.45	3.12	3.12	2.57	771.2
CS 111 P	1.51	1.51	3.18	3.18	3.03	777.1
	1.57	1.57	3.24	3.24	3.09	784.1
						788.6
CS 102 P	2.07	2.07	3.34	3.34	3.19	795.7
WS 112 ES 82 YZXP	s 2.30	s 2.30	s 3.42	s 3.42	f 3.27	802.1
CS 114 P	2.37	2.37	3.49	3.49	3.34	809.0
IDTYPZX	A 3.00 AM	A 3.00 AM	A 4.15 PM	A 4.15 PM	A 4.00 PM	817.0

(4.35) 54.7 (4.35) 54.7 (4.07) 60.9 (4.07) 60.9 (4.07) 60.9

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.

Time-Table No. 45

June 22, 1969

STATIONS

DN-R	LARAMIE	KI-K
	8.1 HOWELL	
	3.6 WYOMING	
	7.6 BOSLER	
	5.3 COOPER LAKE	
	3.3 LOOKOUT	
DN	ROCK RIVER	OK
	3.7 WILCOX	
D	MEDICINE BOW	MB
	9.3 COMO	
DN	HANNA	HN
	5.3 PERCY	
	3.4 DANA	
	5.2 EDSON	
	4.9 WALCOTT	
	5.7 FORT STEELE	
D	SINCLAIR	GV
	6.5	
DN-R	RAWLINS	YL RS
	6.5 HADSELL	
	4.0 DALEY'S RANCH	
	4.6 RINER	
	6.7 CHEROKEE	
	4.0 CRESTON	
	8.2 LATHAM	
DN	WAMUTTER	WM
	4.9 FREWEN	
	3.6 RED DESERT	
	7.3 TIPTON	
	3.4 ROBINSON	
	3.3 TABLE ROCK	
	5.0 MONELL	
DN	BITTER CREEK	BK
	9.2 BLACK BUTTES	
	5.3 HALLVILLE	
	7.0 POINT OF ROCKS	
	4.5 THAYER	
	7.1 SALT WELLS	
	6.4 BAXTER	
DN	ROCK SPRINGS	SG
	6.9 KANDA	
DN-R	GREEN RIVER	YL GR
	8.0	

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

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS					Mile Post
	106	104	10	6	18	
	Passenger	Passenger	Passenger	Passenger	Passenger	
DYPZX						566.0
CS 77 P	1.29 PM	3.49 PM	3.49 PM	2.40 AM	2.40 AM	574.1
	1.16	3.41	3.41	2.30	2.30	577.7
CS 78 XP	1.07	3.32	3.32	2.21	2.21	585.3
ES 11 XP						590.6
CS 134 P	12.59	3.24	3.24	2.13	2.13	593.9
CS 108 YPX	12.49	3.13	3.13	2.03	2.03	605.3
ES 94 P	12.46	3.10	3.10	2.00	2.00	609.0
CS 108 YP	12.34	2.58	2.58	1.48	1.48	622.9
CS 67 P	12.25	2.50	2.50	1.40	1.40	632.6
WS 100 ES 214 YPX	12.16	2.41	2.41	1.31	1.31	643.1
						648.4
CS 60 P	12.08	2.33	2.33	1.23	1.23	651.8
CS 111 P	12.03 PM	2.28	2.28	1.18	1.18	657.0
CS 57 P	11.59 AM	2.24	2.24	1.14	1.14	661.9
CS 67 P	11.54	2.19	2.19	1.09	1.09	667.6
CS 104 XP	11.47	2.12	2.12	1.02	1.02	676.3
WS 138 IDYZXPF	11.40	2.06	2.06	12.55	12.55	682.8
	11.39	2.05	2.05	12.45	12.45	688.8
CS 143 P	11.25	1.48	1.48	12.35	12.35	690.2
						696.7
WS 110 ES 89 XP	11.17	1.40	1.40	12.25	12.25	700.7
CS 68 P	11.13	1.36	1.36	12.21	12.21	705.3
WS 52 CS 68 YP	11.07	1.30	1.30	12.14	12.14	712.0
CS 68 P	11.02	1.26	1.26	12.09	12.09	716.0
WS 105 ES 89 YXP	10.54	1.19	1.19	12.01 AM	12.01 AM	724.2
WS 102 XP	10.50	1.15	1.15	11.55 PM	11.55 PM	729.1
CS 59 P	10.47	1.12	1.12	11.52	11.52	732.7
WS 54 XP	10.40	1.05	1.05	11.44	11.44	740.0
WS 87 P						743.4
WS 104 ES 89 P	10.34	12.59	12.59	11.37	11.37	746.7
						751.7
WS 129 ES 145 YXP	10.26	12.51	12.51	11.26	11.26	756.7
CS 103 P	10.18	12.43	12.43	11.17	11.17	765.9
WS 58 XP	10.13	12.38	12.38	11.12	11.12	771.2
CS 111 P	10.08	12.33	12.33	11.06	11.06	777.1
	10.01	12.26	12.26	10.58	10.58	784.1
						788.6
CS 102 P	9.51	12.16	12.16	10.47	10.47	795.7
WS 112 ES 82 YZXP	f 9.45	s 12.10	s 12.10	s 10.37	s 10.37	802.1
CS 114 P	9.35	12.01 PM	12.01 PM	10.25	10.25	809.0
IDTYPZX	9.25 AM	11.50 AM	11.50 AM	10.15 PM	10.15 PM	817.0

Thru Time
Average speed per hour

(4.04) 62.1 (3.59) 63.0 (3.59) 63.0 (4.25) 56.7 (4.25) 56.7

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

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS					Distance from Council Bluffs
	103	9	105	17	5	
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
DPTXZY	4.25PM	4.25PM	4.10PM	3.30AM	3.15AM	817.0
WS 50 PX	4.30	4.30	4.15	3.37	3.20	821.1
OS 69 P	4.34	4.34	4.19	3.42	3.24	824.9
OS 104 P	4.39	4.39	4.24	3.47	3.29	830.2
PX						834.1
P						835.1
P	4.45	4.45	4.30	3.54	3.35	837.8
WS 83 ES 106 IPXY	4.55	4.55	A 4.40PM	A 4.05AM	3.45	847.2
OS 105 P	5.01	5.01			3.51	854.0
OS 87 P	5.05	5.05			3.55	858.7
OS 87 P	5.11	5.11			4.01	865.9
						869.8
OS 114 P	5.20	5.20			4.10	875.4
OS 87 P	5.26	5.26			4.16	880.9
OS 110 P	5.30	5.30			4.20	885.6
OS 69 P	5.36	5.36			4.26	890.5
OS 105 P	5.43	5.43			4.33	897.6
ES 43 IPX	5.47	5.47			4.37	901.8
ES 98 IPX	5.51	5.51			4.41	903.6
OS 99 P	6.00	6.00			4.50	912.7
ES 147 WS 161 PTXYZ	6.09	6.09			4.59	917.2
P	6.10	6.10			5.05	918.4
OS 79 PY	6.22	6.22			5.17	927.6
P						932.6
WS 100 ES 85 P	6.36	6.36			5.31	936.7
OS 105 PX	6.44	6.44			5.39	943.3
P						947.9
WS 101 ES 122 XP	6.56	6.56			5.51	952.7
OS 99 P	7.00	7.00			5.55	956.5
OS 99 P	7.04	7.04			5.59	960.6
OS 100 P	7.13	7.13			6.08	968.0
WS 100 OS 99 P	7.20	7.20			6.15	975.5
P						980.1
ES 52 P	7.33	7.33			6.28	985.1
PIX						989.9
DFPTYZX	A 8.00PM	A 8.00PM			A 6.45AM	992.6

(3.35) (3.35) (0.30) (0.35) (3.30)
49.0 49.0 60.4 51.8 50.2

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

Time-Table No. 45

June 22, 1969

STATIONS

DN-R GREEN RIVER YL GR
4.1
RIVIEW
3.8
PERU
5.3
BRYAN
3.9
STAUFFER
1.0
ALCHEM
2.7
WESTVACO
9.4
DN GRANGER GN
6.8
VERNE
4.7
CHURCH BUTTES
7.2
HAMPTON
3.9
ELKHURST
5.6
DN CARTER Q
5.5
ANTELOPE
4.7
BRIDGER
4.9
LEROY
7.1
SPRING VALLEY
4.2
ASPEN
1.8
ALTAMONT
9.1
MILLIS
4.5
DN-R EVANSTON YL NA
1.2
ALMY JCT.
9.2
WAHSATCH
5.0
CURVO
4.1
CASTLE ROCK
6.6
EMORY
4.6
BASKIN
4.8
DN ECHO HO
3.8
HENEFER
4.1
DEVIL'S SLIDE
7.4
D MORGAN WB
7.5
PETERSON
4.6
GATEWAY
5.0
UINTAH
4.8
DN RIVERDALE YL RD
2.7
DN-R OGDEN YL OG
(175.6)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 45	June 22, 1969	Mile Post	FIRST CLASS					Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
			106	104	10	18	6	
			Passenger	Passenger	Passenger	Passenger	Passenger	
DN-R GREEN RIVER YL GR	817.0	A 9.15AM	A 11.45AM	A 11.45AM	A 9.30PM	A 9.45PM	DPTXZY	
4.1	821.1	9.06	11.36	11.36	9.20	9.25	WS 50 PX	
RIVIEW	824.9	9.02	11.32	11.32	9.16	9.21	OS 69 P	
3.8	830.2	8.57	11.27	11.27	9.11	9.16	OS 104 P	
PERU	834.1						PX	
5.3	835.1						P	
BRYAN	837.8	8.52	11.20	11.20	9.04	9.09	P	
3.9	847.2	8.45AM	11.13	11.13	8.55PM	9.00	WS 83 ES 106 IPXY	
STAUFFER	854.0		11.07	11.07		8.50	OS 105 P	
1.0	858.7		11.03	11.03		8.45	OS 87 P	
ALCHEM	865.9		10.58	10.58		8.39	OS 87 P	
2.7	869.8							
WESTVACO	875.4		10.50	10.50		f 8.29	OS 114 P	
9.4	880.9		10.45	10.45		8.23	OS 87 P	
DN GRANGER GN	885.6		10.40	10.40		8.18	OS 110 P	
6.8	890.5		10.35	10.35		8.13	OS 69 P	
VERNE	897.6		10.29	10.29		8.05	OS 105 P	
4.7	901.8		10.25	10.25		8.01	ES 43 IPX	
CHURCH BUTTES	903.6		10.20	10.20		7.56	ES 98 IPX	
7.2	912.7		10.11	10.11		7.45	OS 99 P	
HAMPTON	917.2		10.05	10.05		7.38	WS 161 ES 147 PTXYZ	
3.9	918.4		10.04	10.04		7.33	P	
ELKHURST	927.6					7.19	OS 79 PY	
5.6	932.6						P	
DN CARTER Q	936.7					7.06	WS 100 ES-85 P	
5.5	943.3					6.58	OS 105 PX	
ANTELOPE	947.9						P	
4.7	952.7					6.45	WS 101 ES 122 XP	
BRIDGER	956.5					6.40	OS 99 P	
4.9	960.6					6.35	OS 99 P	
LEROY	968.0					6.27	OS 100 P	
7.1	975.5					6.20	WS 100 OS 99 P	
SPRING VALLEY	980.1						P	
4.2	985.1					6.08	ES 52 P	
ASPEN	989.9						PIX	
1.8	992.6					6.00PM	DFPTYZX	
ALTAMONT								
9.1								
MILLIS								
4.5								
DN-R EVANSTON YL NA								
1.2								
ALMY JCT.								
9.2								
WAHSATCH								
5.0								
CURVO								
4.1								
CASTLE ROCK								
6.6								
EMORY								
4.6								
BASKIN								
4.8								
DN ECHO HO								
3.8								
HENEFER								
4.1								
DEVIL'S SLIDE								
7.4								
D MORGAN WB								
7.5								
PETERSON								
4.6								
GATEWAY								
5.0								
UINTAH								
4.8								
DN RIVERDALE YL RD								
2.7								
DN-R OGDEN YL OG								
(175.6)								

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

WESTWARD		DENT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Denver	Time-Table No. 45		Mile Post	
		June 22, 1969			
		STATIONS			
P	5.0	COMMERCE CITY	YL	5.0	
	8.2	WELBY		8.2	
13	9.8	QUIMBY		9.8	
26	13.8	EAST LAKE		13.8	
31	22.2	ST. VRAINS	YL	22.2	
46	22.2	U. P. CROSSING		22.2	
	26.1	FREDERICK	YL	26.1	
	27.8	FIRESTONE		27.8	
17	30.2	HARNEY		30.2	
26	34.6	GOWANDA		34.6	
	36.9	RIVERS		36.9	
10	38.3	WILD CAT		38.3	
17	42.8	DENT	YL	42.8	
DYP	50.6	LA SALLE	YLDY	50.6	

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

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

WESTWARD		BOULDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Time-Table No. 45			
		June 22, 1969			
		STATIONS			
	5.2	END OF TRACK			
	7.1	DICK			
15	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	C. B. & Q. CROSSING			
	19.6	LIGGETT			
16	24.0	VALMONT			
	26.0	C. & S. CROSSING			
	26.9	BOULDER	YL		

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

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

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

WESTWARD		COALMONT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Laramie	Time-Table No. 45		Mile Post	
		June 22, 1969			
		STATIONS			
DYPZX	0.0	DN-R	LARAMIE	YL K	0.0
22	14.7		MILLER		14.7
	21.3		HATTON		21.3
	29.7		CENTENNIAL		29.7
8	40.4		ALBANY		40.4
17	54.6		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		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

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

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

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

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

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

WESTWARD		ONTARIO BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Keetley Jct.	Time-Table No. 45		Mile Post	
		June 22, 1969			
		STATIONS			
		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 "Frt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.
 When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

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

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

SECOND SUBDIVISION

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

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

THIRD SUBDIVISION (Continued)

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

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			Between Mile Posts —		
Black Buttes 768.8 and 769.3	60	45	Hanna 642.8 and 642.5	70	55
Hallville 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	Rock River 604.6 and 603.9	60	45
775.8 and 776.6	70	55	602.2 and 601.1	60	45
Point of Rocks 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	Lookout 593.7 and 593.3	70	55
Baxter 797.3 and 798.4	55	45	Cooper Lake 588.4 and 587.7	70	55
799.5 and 800.5	60	45	Howell 567.2 and 566.8	60	35
801.0 and 803.5	50	45	Laramie		
806.6 and 807.0	70	55			
807.5 and 807.8	55	40			
Kanda 809.6 and 813.9	55	35			
814.1 and 816.1	40	25			
816.1 and 816.3	35	25			
816.3 and 817.0	50	25			
Green River					

FOURTH SUBDIVISION

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

Between Green River and Evanston

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

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

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

BRANCHES

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

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

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

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

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

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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