

UNION PACIFIC RAILROAD COMPANY
Eastern District

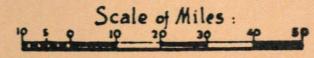


WYOMING DIVISION
TIME-TABLE
No. 47

Effective Sunday,
December 7, 1969

at 12:01 A. M. Mountain Time

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO JUNE 1, 1968



Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

							Distance from Council Bluffs	Time-Table No. 47	
								December 7, 1969	
117	9	17	105	111	103	STATIONS			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily				
						0.0		CO. BLUFFS	
			2.55		2.55	2.8		OMAHA	
			5.05		5.05	146.9		GRAND ISLAND	
			7.10 6.25		7.10 6.25	284.1	C.T. M.T.	NORTH PLATTE	
				7.55		365.3		JULESBURG	
					8.10	407.5		SIDNEY	
	8.00						KANSAS CITY	
	8.00				11.30	562.5		DENVER	
						509.5		CHEYENNE	
						566.0		LARAMIE	
						682.8		RAWLINS	
						817.0		GREEN RIVER	
						847.2		GRANGER	
						992.6		OGDEN	
								(992.6)	

Heavy Figures Indicate PM
Light Figures Indicate AM

(13.00)	(25.15)	(9.05)	(15.10)	(5.00)	(18.20)	Thru Time
49.3	49.1	49.0	55.7	55.7	54.0	Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

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

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

- A. E. HACKMAN, Chief Train Dispatcher.....Cheyenne, Wyo.
- F. E. DEARDEN, Asst. Chief Train Dispatcher...Cheyenne, Wyo.
- T. D. HARDING, Asst. Chief Train Dispatcher...Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION
RAWLINS TO OGDEN, AND BRANCHES

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

MILEAGE

Main Line	628.23
Branches	331.12
Total.....	959.35

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

		FIRST CLASS											
Time-Table No. 47		Mile Post	106	112	104	10	18	118					
December 7, 1969			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					
STATIONS													
CO. BLUFFS	0.0												
OMAHA	2.8	3.15		3.15									
GRAND ISLAND	146.9	12.45		12.45									
NORTH PLATTE	284.1	10.25 9.10	8.45	10.25 9.10									
JULESBURG	365.3		7.22										
SIDNEY	407.5	7.15		7.15									
KANSAS CITY				9.15		10.00						
DENVER	562.5		4.00		8.45 8.15	1.30	8.00						
CHEYENNE	509.5	5.40 5.10		5.40 5.10	6.00 5.10	11.10 10.50							
LARAMIE	566.0	3.50		3.50	3.50	9.30							
RAWLINS	682.8	2.06		2.06	2.06	7.30							
GREEN RIVER	817.0	11.50 11.30		11.50 11.40	11.50 11.40	4.45 4.35							
GRANGER	847.2	11.00				4.00							
OGDEN	992.6			8.35	8.35								
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily						

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

Heavy Figures Indicate PM
Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
9	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.				
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	Cheyenne, Denver.
17	Rock River..... Medicine Bow.... Hanna..... Sinclair..... Wamsutter.....	Cheyenne, Denver.					

WESTWARD		FIRST SUBDIVISION					Time-Table No. 47 December 7, 1969		STATIONS		Distance from Denver
		FIRST CLASS									
		10	17	112	118	9					
		Passenger	Passenger	Passenger	Passenger	Passenger					
		Daily	Daily	Daily	Daily	Daily					
YIP		8.45 PM	5.15 PM	4.00 PM	8.00 AM	7.15 AM	0.0	DN-R DENVER YL UD		0.0	
D							0.6	23rd STREET YL		0.6	
ZP							1.7	36th STREET YL		1.7	
DTYZP		A 8.50 PM	5.19	4.05	8.20 AM	7.20	2.2	PULLMAN YL		2.2	
P							4.9	C. B. & Q. CROSSING		4.9	
P			5.25	4.11		7.30	5.0	COMMERCE CITY YL		5.0	
P							6.0	ADAMS		6.0	
78 P							8.1	DUPONT		8.1	
14 P							9.9	ROLLA		9.9	
144 P							11.3	HAZELTINE		11.3	
41 P							14.1	HENDERSON		14.1	
144 YZP							19.1	BRIGHTON BI		19.1	
21 P							22.8	POWARS		22.8	
31 P							25.8	LUPTON		25.8	
P							30.1	IONE		30.1	
145 P							34.8	PLATTEVILLE		34.8	
14 P							36.2	VASQUEZ		36.2	
99 P							40.0	GILCREST		40.0	
16 P							42.4	PECKHAM		42.4	
17 P							43.2	HAMBERT		43.2	
165 DYP			6.05	A 4.55 PM		8.15	46.1	LA SALLE YL DY		46.1	
P							48.2	EVANS		48.2	
145 ZPY			s 6.17			s 8.27	51.7	GREELEY YL HG		51.7	
P							54.0	GREELEY JCT.		54.0	
68 P							55.8	LUCERNE		55.8	
65 P							59.2	EATON YL UR		59.2	
IP							59.3	G. W. CROSSING		59.3	
143 P							63.0	AULT A		63.0	
18 P							64.9	STAGE		64.9	
53 P							66.8	PIERCE		66.8	
144 P							71.9	NUNN		71.9	
P							77.0	DOVER		77.0	
133 P			A 6.50 PM			A 8.59 AM	86.0	CARR		86.0	

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

..... 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.

WESTWARD		FIRST SUBDIVISION					Time-Table No. 47 December 7, 1969		STATIONS		Distance from Denver
		FIRST CLASS									
		9	18	111	117	10					
		Passenger	Passenger	Passenger	Passenger	Passenger					
		Daily	Daily	Daily	Daily	Daily					
YIP		6.45 AM	1.30 PM	11.30 AM	8.00 PM	8.15 PM	0.0	DN-R DENVER YL UD		0.0	
D							0.6	23rd STREET YL		0.6	
ZP							1.7	36th STREET YL		1.7	
DTYZP		6.20 AM	1.06	11.08	7.45 PM	7.51	2.2	PULLMAN YL		2.2	
P							4.9	C. B. & Q. CROSSING		4.9	
P			1.01	11.03		7.46	5.0	COMMERCE CITY YL		5.0	
P							6.0	ADAMS		6.0	
78 P							8.1	DUPONT		8.1	
14 P							9.9	ROLLA		9.9	
144 P							11.3	HAZELTINE		11.3	
41 P							14.1	HENDERSON		14.1	
144 YZP							19.1	BRIGHTON BI		19.1	
21 P							22.8	POWARS		22.8	
31 P							25.8	LUPTON		25.8	
P							30.1	IONE		30.1	
145 P							34.8	PLATTEVILLE		34.8	
14 P							36.2	VASQUEZ		36.2	
99 P							40.0	GILCREST		40.0	
16 P							42.4	PECKHAM		42.4	
17 P							43.2	HAMBERT		43.2	
165 DYP			12.20	10.21 AM		7.11	46.1	LA SALLE YL DY		46.1	
P							48.2	EVANS		48.2	
145 ZPY			s 12.10			s 7.01	51.7	GREELEY YL HG		51.7	
P							54.0	GREELEY JCT.		54.0	
68 P							55.8	LUCERNE		55.8	
65 P							59.2	EATON YL UR		59.2	
IP							59.3	G. W. CROSSING		59.3	
143 P							63.0	AULT A		63.0	
18 P							64.9	STAGE		64.9	
53 P							66.8	PIERCE		66.8	
144 P							71.9	NUNN		71.9	
P							77.0	DOVER		77.0	
133 P			11.40 AM			6.30 PM	86.0	CARR		86.0	

(0.25) (1.50) (1.09) (0.15) (1.45)
 5.3 46.9 40.1 8.8 49.1

..... 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.

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.					Distance from Council Bluffs
	17	103	9	105	
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
DYPZX	9.15 PM	11.48 AM	11.48 AM	11.48 AM	566.0
CS 77 P	9.24	11.56	11.56	11.56	574.1
CS 78 XP	9.36	12.05 PM	12.05 PM	12.05 PM	585.3
ES 11 XP					590.6
CS 134 P	9.45	12.12	12.12	12.12	598.9
CS 108 YPX	9.56	12.22	12.22	12.22	605.3
ES 94 P	9.59	12.26	12.26	12.26	609.0
CS 108 YP	10.12	12.37	12.37	12.37	622.9
CS 67 P	10.21	12.46	12.46	12.46	632.6
WS 100 ES 214 YPX	10.32	12.55	12.55	12.55	643.1
CS 60 P	10.41	1.04	1.04	1.04	651.8
CS 111 P	10.46	1.09	1.09	1.09	657.0
CS 57 P	10.51	1.13	1.13	1.13	661.9
CS 67 P	10.57	1.18	1.18	1.18	667.6
CS 104 XP	11.05	1.25	1.25	1.25	676.3
WS 138 IDYZXPF	11.15	1.36	1.36	1.36	682.8
CS 143 P	11.20	1.37	1.37	1.37	682.8
CS 143 P	11.28	1.46	1.46	1.46	690.2
WS 110 ES 89 XP	11.37	1.54	1.54	1.54	700.7
CS 68 P	11.41	1.58	1.58	1.58	705.3
WS 52 CS 68 YP	11.47	2.04	2.04	2.04	712.0
CS 68 P	11.51	2.07	2.07	2.07	716.0
WS 105 ES 89 YXP	11.58 PM	2.14	2.14	2.14	724.2
WS 102 XP	12.02 AM	2.18	2.18	2.18	729.1
CS 59 P	12.05	2.21	2.21	2.21	732.7
WS 54 XP	12.12	2.28	2.28	2.28	740.0
WS 87 P					743.4
WS 104 ES 89 P	12.18	2.34	2.34	2.34	746.7
WS 129 ES 145 YXP	12.27	2.43	2.43	2.43	756.7
CS 103 P	12.36	2.52	2.52	2.52	765.9
WS 58 XP	12.41	2.56	2.56	2.56	771.2
CS 111 P	12.47	3.03	3.03	3.03	777.1
XP	12.54	3.09	3.09	3.09	784.1
P					788.6
CS 102 P	1.04	3.19	3.19	3.19	795.7
WS 112 ES 82 YZXP	s 1.15 s 3.27 s 3.27 s 3.27				802.1
CS 114 P	1.23	3.34	3.34	3.34	809.0
IDTYPZX	A 1.35 AM	4.00 PM	4.00 PM	4.00 PM	817.0

(4.20) (4.12) (4.12) (4.12)
57.9 59.8 59.8 59.8

Time-Table No. 47
December 7, 1969

STATIONS

DN-R	LARAMIE	KI-K
	8.1	
	HOWELL	
	3.6	
	WYOMING	
	7.6	
	BOSLER	
	5.3	
	COOPER LAKE	
	3.3	
	LOOKOUT	
	11.4	
DN	ROCK RIVER	OK
	3.7	
	WILCOX	
	13.6	
D	MEDICINE BOW	MB
	9.3	
	COMO	
	10.5	
DN	HANNA	HN
	5.3	
	PERCY	
	3.4	
	DANA	
	5.2	
	EDSON	
	4.9	
	WALCOTT	
	5.7	
	FORT STEELE	
	8.7	
D	SINCLAIR	GV
	6.5	
DN-R	RAWLINS	YL RS
	7.4	
	HADSELL	
	6.5	
	DALEY'S RANCH	
	4.0	
	RINER	
	4.6	
	CHEROKEE	
	6.7	
	CRESTON	
	4.0	
	LATHAM	
	8.2	
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	
	4.5	
	SALT WELLS	
	7.1	
	BAXTER	
	6.4	
DN	ROCK SPRINGS	SG
	6.9	
	KANDA	
	8.0	
DN-R	GREEN RIVER	YL GR
	(250.6)	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.					Distance from Council Bluffs
	106	104	10	18	
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
DYPZX	3.49 PM	3.49 PM	3.49 PM	9.25 AM	566.0
CS 77 P	3.41	3.41	3.41	9.12	574.1
CS 78 XP	3.32	3.32	3.32	9.01	585.3
ES 11 XP					590.6
CS 134 P	3.24	3.24	3.24	8.52	598.9
CS 108 YPX	3.13	3.13	3.13	8.41	605.3
ES 94 P	3.10	3.10	3.10	8.38	609.0
CS 108 YP	2.58	2.58	2.58	8.26	622.9
CS 67 P	2.50	2.50	2.50	8.18	632.6
WS 100 ES 214 YPX	2.41	2.41	2.41	8.08	643.1
CS 60 P	2.33	2.33	2.33	7.59	651.8
CS 111 P	2.28	2.28	2.28	7.54	657.0
CS 57 P	2.24	2.24	2.24	7.49	661.9
CS 67 P	2.19	2.19	2.19	7.44	667.6
CS 104 XP	2.12	2.12	2.12	7.36	676.3
WS 138 IDYZXPF	2.06	2.06	2.06	7.30	682.8
CS 143 P	2.05	2.05	2.05	7.25	682.8
CS 143 P	1.48	1.48	1.48	7.13	690.2
WS 110 ES 89 XP	1.40	1.40	1.40	7.03	700.7
CS 68 P	1.36	1.36	1.36	6.59	705.3
WS 52 CS 68 YP	1.30	1.30	1.30	6.52	712.0
CS 68 P	1.26	1.26	1.26	6.47	716.0
WS 105 ES 89 YXP	1.19	1.19	1.19	6.37	724.2
WS 102 XP	1.15	1.15	1.15	6.31	729.1
CS 59 P	1.12	1.12	1.12	6.27	732.7
WS 54 XP	1.05	1.05	1.05	6.19	740.0
WS 87 P					743.4
WS 104 ES 89 P	12.59	12.59	12.59	6.12	746.7
WS 129 ES 145 YXP	12.51	12.51	12.51	6.01	756.7
CS 103 P	12.43	12.43	12.43	5.50	765.9
WS 58 XP	12.38	12.38	12.38	5.44	771.2
CS 111 P	12.33	12.33	12.33	5.37	777.1
XP	12.26	12.26	12.26	5.29	784.1
P					788.6
CS 102 P	12.16	12.16	12.16	5.18	795.7
WS 112 ES 82 YZXP	s 12.10 s 12.10 s 12.10 s 5.08				802.1
CS 114 P	12.01 PM	12.01 PM	12.01 PM	4.55	809.0
IDTYPZX	11.50 AM	11.50 AM	11.50 AM	4.45 AM	817.0

(3.59) (3.59) (3.59) (4.40)
63.0 63.0 63.0 53.8

..... 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.
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	
	Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	
DPTXZY	4.25 PM	4.25 PM	4.35 PM	1.45 AM	817.0
WS 50 PX	4.30	4.30	4.40	1.52	821.1
CS 69 P	4.34	4.34	4.44	1.57	824.9
CS 104 P	4.39	4.39	4.49	2.02	830.2
PX					834.1
P					835.1
P	4.47	4.47	4.55	2.09	837.8
WS 83 ES 106 IPXY	4.57	4.57	A 5.05 PM	A 2.20 AM	847.2
CS 105 P	5.04	5.04			854.0
CS 87 P	5.09	5.09			858.7
CS 87 P	5.16	5.16			865.9
					869.8
CS 114 P	5.26	5.26			875.4
CS 87 P	5.33	5.33			880.9
CS 110 P	5.37	5.37			885.6
CS 69 P	5.44	5.44			890.5
CS 105 P	5.51	5.51			897.6
ES 43 IPX	5.56	5.56			901.8
ES 98 IPX	6.00	6.00			903.6
CS 99 P	6.09	6.09			912.7
ES 147 WS 161 PTXYZ	6.18	6.18			917.2
	6.19	6.19			918.4
CS 79 P	6.31	6.31			927.6
P					932.6
WS 100 ES 85 P	6.46	6.46			936.7
CS 105 PX	6.54	6.54			943.3
P					947.9
WS 101 ES 122 XP	7.06	7.06			952.7
CS 99 P	7.10	7.10			956.5
CS 99 P	7.14	7.14			960.6
CS 100 P	7.23	7.23			968.0
WS 100 CS 99 P	7.31	7.31			975.5
P					980.1
ES 52 P	7.45	7.45			985.1
PIX					989.9
DFPTYZX	A 8.15	A 8.15			992.6

Time-Table No. 47
December 7, 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

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

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.

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 47
December 7, 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

Mile Post	FIRST CLASS				Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
	106	104	10	18	
	Passenger	Passenger	Passenger	Passenger	
817.0	A 11.30 AM	11.40 AM	11.40 AM	A 4.35 AM	DPTXZY
821.1	11.21	11.32	11.32	4.25	WS 50 PX
824.9	11.17	11.28	11.28	4.21	CS 69 P
830.2	11.12	11.23	11.23	4.16	CS 104 P
834.1					PX
835.1					P
837.8	11.07	11.17	11.17	4.09	P
847.2	11.00 AM	11.10	11.10	4.00 AM	WS 83 ES 106 IPXY
854.0		11.04	11.04		CS 105 P
858.7		11.00	11.00		CS 87 P
865.9		10.55	10.55		CS 87 P
869.8					
875.4		10.47	10.47		CS 114 P
880.9		10.43	10.43		CS 87 P
885.6		10.38	10.38		CS 110 P
890.5		10.33	10.33		CS 69 P
897.6		10.27	10.27		CS 105 P
901.8		10.23	10.23		ES 43 IPX
903.6		10.18	10.18		ES 98 IPX
912.7		10.09	10.09		CS 99 P
917.2		10.03	10.03		WS 161 ES 147 PTXYZ
918.4					P
927.6		9.53	9.53		CS 79 P
932.6					P
936.7		9.42	9.42		WS 100 ES 85 P
943.3		9.33	9.33		CS 105 PX
947.9					P
952.7		9.20	9.20		WS 101 ES 122 XP
956.5		9.15	9.15		CS 99 P
960.6		9.10	9.10		CS 99 P
968.0		9.02	9.02		CS 100 P
975.5		8.55	8.55		WS 100 CS 99 P
980.1					P
985.1		8.43	8.43		ES 52 P
989.9					PIX
992.6		8.35 AM	8.35 AM		DFPTYZX
	Daily	Daily	Daily	Daily	

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

Eastward trains must keep to the left 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.		Time-Table No. 47 December 7, 1969		Mile Post	
Distance from Denver		STATIONS			
P		5.0	COMMERCE CITY YL	5.0	
		8.2	3.2 WELBY	8.2	
13		9.8	1.6 QUIMBY	9.8	
26		13.8	4.0 EAST LAKE	13.8	
31		22.2	8.4 ST. VRAINS YL	22.2	
46	IY	22.2	0.0 U. P. CROSSING	22.2	
80		26.1	3.9 FREDERICK YL	26.1	
		27.8	1.7 FIRESTONE	27.8	
17		30.2	2.4 HARNEY	30.2	
26		34.6	4.4 GOWANDA	34.6	
		36.9	2.3 RIVERS	36.9	
10		38.3	1.4 WILD CAT	38.3	
17	Y	42.8	4.5 DENT YL	42.8	
	DYP	50.6	7.8 LA SALLE YLDY	50.6	
(45.6)					

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

WESTWARD		FORT COLLINS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 47 December 7, 1969		Mile Post	
Distance from Denver		STATIONS			
17	Y	0.0	DENT YL		
		1.7	1.7 MILLIKEN YL M		
		2.0	0.3 G. W. CROSSING		
		7.0	7.0 G. W. CROSSING		
		9.0	0.1 KELIM		
		9.1	7.3 REDMOND		
37		16.4	3.1 HARMONY		
48	YZ	19.5	5.5 FORT COLLINS YL FO		
		25.0	0.2 C. & S. CROSSING		
		25.2	0.1 C. & S. CROSSING		
		25.3	2.6 POUDRE YL		
		27.9	2.1 BOETTCHER YL		
		30.0	0.8 END OF TRACK YL		
(30.8)					

WESTWARD		BOULDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 47 December 7, 1969		Mile Post	
Distance from Denver		STATIONS			
		5.2	END OF TRACK		
		7.1	1.9 DICK		
15		8.1	1.0 ST. VRAINS YL		
	IY	8.1	0.0 U. P. CROSSING		
		8.1	2.0 NATIONAL		
44		10.1	0.8 MINE JCT. YL		
		10.9	0.5 PARKDALE JCT.		
		11.4	3.7 ERIE		
8		15.1	0.0 C. B. & Q. CROSSING		
		15.1	4.5 LIGGETT		
		19.6	4.4 VALMONT		
16		24.0	2.0 C. & S. CROSSING		
		26.0	0.9 BOULDER YL		
(21.7)					

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

WESTWARD		GREELEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 47 December 7, 1969		Mile Post	
Distance from Greeley		STATIONS			
YZP		0.0	DN GREELEY YL HG	0.0	
		2.3	2.3 GREELEY JCT. YL	2.3	
30	Y	6.0	3.7 CLOVERLY	6.0	
		8.4	2.4 ALDEN	8.4	
35		10.4	2.0 GILL	10.4	
		13.8	3.4 MATTHEWS	13.8	
		14.2	0.4 END OF TRACK	14.2	
(14.2)					

WESTWARD		ENCAMPMENT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 47 December 7, 1969		Mile Post	
Distance from Walcott		STATIONS			
P		0.0	WALCOTT	0.0	
		6.8	6.8 MEADS	6.8	
4		12.3	5.5 OVERLAND	12.3	
6		24.1	11.8 SARATOGA	24.1	
19	Y	24.1	8.6 COW CREEK	24.1	
8		32.7	6.6 CANYON	32.7	
10		39.3	5.1 ENCAMPMENT YL	39.3	
15	Y	44.4		44.4	
(44.4)					

WESTWARD		COALMONT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 47 December 7, 1969		Mile Post	
Distance from Laramie		STATIONS			
DYPZX		0.0	DN-R LARAMIE YL K	0.0	
22		14.7	14.7 MILLER	14.7	
		21.3	6.6 HATTON	21.3	
		29.7	8.4 CENTENNIAL	29.7	
8		40.4	10.7 ALBANY	40.4	
17	Y	54.6	14.2 FOX PARK	54.6	
8		63.8	9.2 WYOCOLO	63.8	
29		70.8	7.0 CAMP	70.8	
10		73.6	2.8 KINGS CANON	73.6	
17	Y	79.8	6.2 NORTHGATE	79.8	
6		82.6	7.0 COWDREY	82.6	
		88.3	5.7 BROWNLEE	88.3	
12		92.2	3.9 D-R WALDEN YL U	92.2	
13		100.7	8.5 LARAND YL	100.7	
8		107.6	6.9 HEBRON YL	107.6	
		108.0	0.4 END OF TRACK YL	108.0	
(108.0)					

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

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

WESTWARD PURITAN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Parkdale Jct.	Time-Table No. 47		Mile Post
		December 7, 1969		
		STATIONS		
	0.0	PARKDALE JCT.		0.0
	1.9	PURITAN		1.9
	3.1	END OF TRACK		3.1
		(3.1)		

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

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

WESTWARD SOUTH PASS BRANCH EASTWARD

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

WESTWARD HILL FIELD BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Ogden Jct.	Time-Table No. 47		Mile Post
		December 7, 1969		
		STATIONS		
	0.0	OGDEN JUNCTION YL		0.0
	2.6	ORCHARD YL		2.6
	3.4	COZYDALE YL		3.4
	4.2	ROY YL		4.2
	5.3	SUNSET YL		5.3
	6.7	ARSENAL YL		6.7
	6.8	END OF TRACK YL		6.8
		(6.8)		

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

WESTWARD PARK CITY BRANCH EASTWARD

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

WESTWARD ONTARIO BRANCH EASTWARD

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

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

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

Designation "Frnt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

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

Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

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

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.	70	55			
Without Operative Dynamic Brakes.	70	40			
Between Cheyenne and Dale, on No. 3 track and between Cheyenne and Speer on No. 4 track. With Operative Dynamic Brakes.	60	55			
Without Operative Dynamic Brakes.	60	50			
ON NO. 1 AND 2 TRACKS			ON NO. 1 TRACK		
Between Mile Posts — Borie 522.1 and 525.6	60	40	Between Mile Posts — Forelle 549.8 and 559.2	60	40
Granite 530.0 and 530.3	55	40	Laramie		
531.2 and 532.1	60	45			
537.9 and 540.4	55	40			
540.7 and 543.5	60	45			
544.1 and 545.1	40	40			
Hermosa Tunnel	50	30			
547.0 and 548.1	55	35			

THIRD SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	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 —			Between Mile Posts —		
Laramie 566.8 and 567.2	60	35	Green River 817.0 and 816.3	50	25
Bosler 587.7 and 588.4	70	55	816.3 and 816.1	40	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	40
601.1 and 602.2	60	45	Kanda 807.8 and 807.5	70	55
Medicine Bow 637.5 and 637.8	70	55	807.1 and 806.6	70	55
639.3 and 640.2	60	45	Rock Springs 803.5 and 801.0	50	45
642.5 and 642.7	70	55	800.5 and 799.5	60	45
Hanna 643.5 and 643.7	70	55	798.4 and 797.3	55	40
645.1 and 646.3	70	55	Baxter 781.7 and 781.3	70	55
647.5 and 648.0	70	55	780.2 and 780.0	60	45
Percy 650.2 and 650.7	70	55	778.9 and 777.8	60	45
Dana 652.2 and 652.5	60	45	Point of Rocks 776.5 and 775.8	70	55
653.1 and 656.4	70	55	775.0 and 774.3	70	55
			773.2 and 773.0	60	45
			772.3 and 771.8	70	55
			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	
	Psgr.	Frts.		Psgr.	Frts.
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	
	Psgr.	Frts.		Psgr.	Frts.
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			Between Mile Posts —		
Black Buttes 768.8 and 769.3	60	45	Hanna 642.7 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		
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	40	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	70	55			
Kanda 809.6 and 813.9	55	40			
814.1 and 816.1	40	25			
816.1 and 816.3	40	25			
816.3 and 817.0	50	25			
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	
	Psgr.	Frnt.		Psgr.	Frnt.
ON WESTWARD TRACK Between Mile Posts — Bryan 831.2 and 831.5	65	50	ON EASTWARD TRACK Between Mile Posts — 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	70	55	886.7 and 886.4	70	55
868.0 and 869.2	70	55	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	70	55
Bridger 886.4 and 886.7	70	55	866.9 and 866.7	70	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	
	Psgr.	Frnt.		Psgr.	Frnt.
ON WESTWARD TRACK Between Mile Posts — Evanston 920.6 and 921.2	70	50	ON EASTWARD TRACK Between Mile Posts — 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 Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U. P. and S. P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

BRANCHES

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

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

6. The following letters placed before figures of a schedule indicate:
 s — regular stop
 f — flag stop to receive or discharge traffic
 A — arrive

6 (A). The following letters placed in column with station name in time-table indicate:
 D — day operator
 N — night operator
 DN — day and night operator
 R — train register
 YL — yard limits

The following letters placed in columns provided in time-table indicate:

C — coaling station
 D — diesel oil station
 F — turbine fuel station
 I — interlocking
 O — fuel oil station
 P — dispatcher's telephone
 T — turntable
 W — water
 X — cross-over
 Y — wye
 Z — track scales
 AI — automatic interlocking
 CS — center siding
 ES — eastward siding
 WS — westward siding

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Bunten....	District Surgeon.	Cheyenne, Wyo.	F. A. Humphrey..	Surgeon	Fort Collins, Colo.
J. S. Benwell....	District Surgeon.	Denver, Colo.	R. N. Humphrey..	Surgeon	Fort Collins, Colo.
Louis J. Taufer..	District Surgeon.	Salt Lake City, Utah	P. E. Woodward..	Surgeon	Fort Morgan, Colo.
W. Gillette	Surgeon	Boulder, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
G. H. Joder	Surgeon	Cheyenne, Wyo.	D. G. Allely	Surgeon	Greeley, Colo.
J. E. Hartsaw....	Surgeon	Cheyenne, Wyo.	R. C. Stratton....	Surgeon	Green River, Wyo.
D. G. Iverson....	Oculist	Cheyenne, Wyo.	A. T. Studman....	Surgeon	Green River, Wyo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	H. P. Linton....	Surgeon	Julesburg, Colo.
T. L. Johnston....	Oculist	Cheyenne, Wyo.	W. P. Ordelheide.	Surgeon	La Salle, Colo.
R. T. Moore	Oculist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. I. Williams....	Aurist	Cheyenne, Wyo.	B. J. Sullivan....	Surgeon	Laramie, Wyo.
G. L. Smith	Aurist	Cheyenne, Wyo.	J. R. Nye	Surgeon	Laramie, Wyo.
R. J. Parker	Surgeon	Coalville, Utah	J. H. White	Surgeon	Laramie, Wyo.
J. H. Bechtold....	Surgeon	Denver, Colo.	R. H. Jesson	Oculist	Laramie, Wyo.
J. R. Blair	Aurist	Denver, Colo.	G. F. Kearns	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	K. A. Stratford....	Surgeon	Ogden, Utah
R. A. Skeehan....	Oculist	Denver, Colo.	C. S. Feeny	Physician	Ogden, Utah
W. L. Bennett....	Physician	Denver, Colo.	I. H. Moncrief....	Surgeon	Ogden, Utah
R. M. Maul	Surgeon	Denver, Colo.	F. W. Seager	Surgeon	Ogden, Utah
A. C. Sudan	Surgeon	Denver, Colo.	H. V. De Mars....	Aurist	Ogden, Utah
R. C. Spangler....	Surgeon	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
A. E. Prevedel....	Surgeon	Denver, Colo.	J. W. Baltzell....	Surgeon	Rawlins, Wyo.
J. D. Sanidas....	Surgeon	Denver, Colo.	E. W. McNamara..	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	R. D. Paul	Surgeon	Rawlins, Wyo.
D. A. Holt	Surgeon	Evanston, Wyo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
D. R. Daines....	Surgeon	Evanston, Wyo.	J. E. Cashman....	Surgeon	Rawlins, Wyo.
J. H. Waters....	Surgeon	Evanston, Wyo.	G. M. Harrison ..	Surgeon	Rock Springs, Wyo.
J. B. Bennett....	Surgeon	Evanston, Wyo.	P. A. Kos	Surgeon	Rock Springs, Wyo.
			R. A. Corbett....	Surgeon	Saratoga, Wyo.
			D. W. France....	Surgeon	Walden, Colo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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