



UNION PACIFIC RAILROAD COMPANY
Eastern District

Stay Alive  In '55

WYOMING DIVISION
TIME-TABLE
No. 22

Effective Sunday,
January 9, 1955
 at 12:01 A. M. Mountain Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS														Mile Post	Time-Table No. 22 January 9, 1955
11	27	35	101	11	7	5	9	103	101	105	111				
Mail and Express	Passenger	Passenger	Stream-liner	Passenger	Passenger	Passenger	Passenger	Stream-liner	Passenger	Passenger	Passenger	Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
														0.0	GO. BLUFFS
															OMAHA
															GRAND ISLAND
															NORTH PLATTE
															JULESBURG
															SIDNEY
															KANSAS CITY
															DENVER
															CHEYENNE
															LARAMIE
															RAWLINS
															GREEN RIVER
															GRANGER
															ODGEN

Time From Omaha
Average speed per hour

E. H. BAILEY
General Manager

E. E. SHUMWAY
Genl. Supt. Transportation

G. A. CUNNINGHAM
General Superintendent

FIRST SUBDIVISION AND BRANCHES

G. A. VICK BOY, Chief Train Dispatcher, Denver, Colo.
R. E. CRITCHFIELD, Asst. Chief Train Dispatcher, Denver, Colo.
J. F. BARRETT, 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.
J. M. MARDNEY, Asst. Chief Train Dispatcher, Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION, RAWLINS TO ODGEN, AND BRANCHES

R. POSTER, Chief Train Dispatcher, Green River, Wyo.
L. E. DEARDEN, Asst. Chief Train Dispatcher, Green River, Wyo.
W. E. HARDY, Asst. Chief Train Dispatcher, Green River, Wyo.

MILEAGE

Main Line 828.26
Branches 172.21
Total 1000.47

- C. I. COLOMBO, Superintendent, Cheyenne, Wyo.
- R. I. JONES, Asst. Superintendent, Cheyenne, Wyo.
- J. E. HOGG, Terminal Superintendent, Cheyenne, Wyo.
- W. E. ANDERSON, Trainmaster, Cheyenne, Wyo.
- G. T. ALFORD, Asst. Superintendent, Denver, Colo.
- R. W. HOPKINS, Terminal Superintendent, Denver, Colo.
- J. G. JOCHIM, Trainmaster, Denver, Colo.
- R. R. DAVIS, Terminal Superintendent, Laramie, Wyo.
- M. L. MASON, Trainmaster, Laramie, Wyo.
- W. E. BOSS, Trainmaster, Rawlins, Wyo.
- W. G. JOHNSON, Asst. Superintendent, Green River, Wyo.
- H. G. HANGLAND, Terminal Superintendent, Green River, Wyo.
- W. C. SATTERFIELD, Trainmaster, Green River, Wyo.
- D. E. MOORE, Safety Representative, Cheyenne, Wyo.
- J. J. DALY, Master Mechanic, Denver, Colo.
- H. T. SNYDER, Master Mechanic, Cheyenne, Wyo.
- D. P. CLIFFORD, Road Foreman of Engines, Laramie, Wyo.
- E. J. MOORE, Road Foreman of Engines, Laramie, Wyo.
- G. L. LIBRAU, Road Foreman of Engines, Rawlins, Wyo.
- M. N. ANDERSON, Road Foreman of Engines, Rawlins, Wyo.
- CHARLES SHUPMAN, Road Foreman of Engines, Cheyenne, Wyo.
- E. J. LENHART, Road Foreman of Engines, Cheyenne, Wyo.
- T. A. KELLER, Road Foreman of Engines, Cheyenne, Wyo.
- H. C. LUSKY, Road Foreman of Engines, Cheyenne, Wyo.
- J. W. GODFREY, Division Engineer, Cheyenne, Wyo.
- G. M. FICKERING, General Roadmaster, Cheyenne, Wyo.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS														Mile Post	Time Table No. 22 January 9, 1955
112	12	108	10	28	104	102	106	18	6	86	8				
Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger	Mail and Express	Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
														0.0	GO. BLUFFS
															OMAHA
															GRAND ISLAND
															NORTH PLATTE
															JULESBURG
															SIDNEY
															KANSAS CITY
															DENVER
															CHEYENNE
															LARAMIE
															RAWLINS
															GREEN RIVER
															GRANGER
															ODGEN

Time From Omaha
Average speed per hour

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	Any station on Third Subdivision	East of Cheyenne.	Ogden, Pocatello or beyond.	8	Any station on Third Subdivision	Ogden or beyond.	
7	Any station on Fourth Subdivision	East of Cheyenne.	Ogden or beyond.	8	Any station on Fourth Subdivision	Ogden or beyond.	Green River or beyond.
9	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	10	Rock Springs	Sleeping car passengers from West of Ogden	Denver or beyond.
9	Rock Springs	Denver or beyond.	Sleeping car passengers for West of Ogden or beyond.	18	Any station on First and Third Subdivision and Borie Subdivision	Granger or beyond.	
17	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	86	Any station on First Subdivision		East of Julesburg.
17	Rock Springs, Rock River, Medicine Bow, Shoshone, Wamsutter	Denver or east.		106	Rock Springs	Pocatello or beyond.	Cheyenne or beyond.
85	Brighton	From East of La Salle		334	Any Station	Cheyenne or beyond.	
105	Rock Springs	Cheyenne or beyond	Pocatello or beyond.				

WESTWARD		FIRST SUBDIVISION							Time-Table No. 22		
		SECOND CLASS							January 9, 1955		
Car Capacity of Seating, etc. See Rule 6 (A), page 27.				370	250	Distance from Denver					
		Mixed	Time Freight	Daily	Daily		STATIONS				
	YIP			8.15PM		0.0	DN-R DENVER YL UD				
	ZP			8.55	6.10PM	1.7	23RD STREET YL				
	DWCOTYZP			A 9.01PM	6.13	2.2	DN-R 36TH ST. YL BA				
	IP					4.9	PULLMAN YL				
	7					5.0	C. B. & Q. CROSSING				
	95 P					6.0	SAND CREEK JCT. YL				
	23					6.0	ADAMS				
	87 P					8.1	DUPONT				
	82 P					9.9	ROLLA				
	22					11.3	HAZELTINE				
	91 WYZP					14.1	HENDERSON				
	81 P					16.0	NORTHWAY				
	94 P					19.1	DN BRIGHTON YL BI				
	58 P					22.8	POWARS				
	95 P					25.8	D LUPTON UP				
	24					30.1	IONE				
	42 P					34.8	D PLATTEVILLE PA				
	110 P					38.2	VASQUEZ				
	24 P					37.8	HOUSTON				
	24					40.0	D GLOREST GH				
	192 WCTYPO					42.4	PECKHAM				
	60 P					43.2	HAMBERT				
	247 WYZP					46.1	DN-R LA SALLE YL SA				
	YP					48.2	EVANS				
	81 P					51.7	DN GREELEY YL HG				
	80 P					54.0	GREELEY JCT.				
	I					55.8	D LUOERNE O				
	65 P					59.2	D EATON YL UR				
	22					59.8	G. W. CROSSING				
	04 WYP					63.0	D AULT A				
	52 P					64.9	STAGE				
	96 P					66.8	D PIEROE BU				
	51 P					71.9	D NUNN NU				
	94 WCYP					77.0	DOVER				
						81.9	DEOKER				
						86.0	DN CARR OR				

(0.46) (1.10) Thru Time
2.9 38.1 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule 72.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
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. 22						
		FIRST CLASS							January 9, 1955						
Car Capacity of Seating, etc. See Rule 6 (A), page 27.		17	10	86	112	8	18	57	9	Distance from Denver					
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	Streamliner Passenger		Daily	Daily	Daily	Daily	STATIONS
		7.35PM	6.45PM	6.00PM	3.30PM	12.50PM	9.30AM	8.30AM	8.25AM	0.0	DN-R DENVER YL UD				
										0.6	23RD STREET YL				
		7.39	6.49	6.05	3.34	12.54	9.34	8.35	8.29	1.7	DN-R 36TH ST. YL				
		7.40	A 6.50PM	6.06	3.35	A 12.55PM	A 9.35AM	8.37	8.30	2.2	PULLMAN YL BA				
										4.9	C. B. & Q. CROSSING				
		7.44		6.10	3.39			8.42	8.34	5.0	SAND CREEK JCT. YL				
										6.0	ADAMS				
		7.48		6.14	3.42			8.47	8.38	8.1	DUPONT				
										9.9	ROLLA				
		7.52		6.17	3.44			f 8.50	8.41	11.3	HAZELTINE				
		7.54		6.20	3.46			f 8.54	8.43	14.1	HENDERSON				
										16.0	NORTHWAY				
		7.59		6.26	3.51			s 9.04	8.48	19.1	DN BRIGHTON YL BI				
										22.8	POWARS				
		8.04		6.33	3.57			f 9.13	8.54	25.8	D LUPTON UP				
		8.08		6.37	4.01			f 9.19	8.58	30.1	IONE				
		8.12		6.41	4.05			f 9.26 ⁸⁵	9.02	34.8	D PLATTEVILLE PA				
										36.2	VASQUEZ				
										37.8	HOUSTON				
		8.17		6.46	4.09			f 9.33	9.07	40.0	D GLOREST GH				
										42.4	PECKHAM				
										43.2	HAMBERT				
		8.24		A 6.52PM	A 4.15PM ⁵²			s 9.40	9.14 ⁸⁵	46.1	DN-R LA SALLE YL SA				
		8.27						f 9.43	9.17	48.2	EVANS				
		s 8.35						s 9.50	s 9.25	51.7	DN GREELEY YL HG				
										54.0	GREELEY JCT.				
		8.40						f 9.55	9.30	55.8	D LUOERNE O				
		8.44						f 10.00	9.34	59.2	D EATON YL UR				
										59.8	G. W. CROSSING				
		8.48						f 10.05	9.38	63.0	D AULT A				
										64.9	STAGE				
		8.52						f 10.10	9.42	66.8	D PIEROE BU				
		8.57						f 10.16	9.47	71.9	D NUNN NU				
		9.02 ³³⁴						f 10.22	9.53	77.0	DOVER				
		9.07						10.27	9.58	81.9	DEOKER				
		A 9.12PM						A 10.32AM	A 10.04AM	86.0	DN CARR OR				

(1.37) (0.05) (0.52) (0.45) (0.05) (0.05) (2.02) (1.39) Thru Time
53.2 26.4 53.2 61.4 26.4 26.4 42.3 52.0 Average speed per hour

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FIRST SUBDIVISION EASTWARD

Time-Table No. 22

January 9, 1955

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS								
		9 Streamliner Passenger	7 C.R.I.&P. Rocket Passenger	111 Streamliner Passenger	18 Passenger	85 Passenger	52 Passenger	10 Streamliner Passenger	17 Passenger	
DN-B DENVER YL UD	0.0	A 7.55AM	A 8.25AM	A 8.30AM	A 8.50AM	A 10.20AM	A 5.20PM	A 6.10PM	A 7.00PM	
23RD STREET YL	0.6	7.39		8.22	8.30					
DN-B 36TH ST. YL	1.7	7.36	8.17	8.20	8.28	10.12	5.13	5.43	6.41	
PULLMAN YL BA	2.2	7.35AM	8.16AM	8.19	8.26	10.11	5.09	5.42	6.40PM	
O. B. & Q. CROSSING	4.9									
SAND CREEK JCT. YL	5.0			8.15	8.22	10.02	5.05	5.39		
ADAMS	6.0									
DUPONT	8.1			8.10	8.17	9.56	5.00	5.35		
ROLLA	9.9									
HAZELTINE	11.8			8.07	8.14	9.53	f 4.56	5.33		
HENDERSON	14.1			8.05	8.11	9.50	f 4.53	5.30		
NORTHWAY	16.0									
DN BRIGHTON YL BI	19.1			7.59	8.06	9.44	s 4.47	5.25		
POWARS	22.8									
D LUPTON UP	25.8			7.52	7.59	9.37	s 4.38	5.18		
IONE	30.1			7.48	7.55	9.32	f 4.33	5.14		
D PLATTEVILLE PA	34.8			7.45	7.51	9.26 ⁵⁷	f 4.28	5.09		
VASQUEZ	36.2									
HOUSTON	37.8									
D GILCREST GI	40.0			7.41	7.46	9.21	f 4.22	5.04		
PECKHAM	42.4									
HAMBERT	43.2									
DN-R LA SALLE YL SA	46.1			7.34AM	7.40	9.14AM ⁹	s 4.15 ¹¹³	4.58		
EVANS	48.2						f 4.06	4.55		
DN GREELEY YL HG	51.7						s 4.01	4.51		
GREELEY JCT.	54.0									
D LUERNE O	55.8						f 3.53	4.45		
D EATON YL UR	59.2						s 3.49	4.42		
G. W. CROSSING	59.3									
D AULT A	63.0						s 3.44	4.38		
STAGE	64.9									
D PIERCE BU	66.8						f 3.39	4.35		
D NUNN NU	71.9						f 3.33	4.30		
DOVER	77.0						f 3.27	4.25		
DEOKER	81.9							3.22	4.20	
DN CARR OR	86.0						s 3.17PM	4.16PM		

(86.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....	(0.20)	(0.09)	(0.56)	(1.56)	(1.08)	(2.03)	(1.54)	(0.20)	
Average speed per hour.....	6.1	14.7	49.4	44.4	41.9	41.9	45.3	6.1	

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 22

January 9, 1955

SECOND CLASS

STATIONS	Mile Post	SECOND CLASS		Car Capacity of Trains, etc. See Rule 72 (A), page 27.
		369 Mixed	334 Mixed	
DN-B DENVER YL UD	0.0	A 6.30PM	A 11.50PM	YIP
23RD STREET YL	0.6	6.01		ZP
DN-B 36TH ST. YL BA	1.7	5.55	11.32	DWCOTYZP
PULLMAN YL	2.2	5.45PM	11.30	
O. B. & Q. CROSSING	4.9			
SAND CREEK JCT. YL	5.0		11.23	IP
ADAMS	6.0			7
DUPONT	8.1		11.17	95 P
ROLLA	9.9			28
HAZELTINE	11.8		11.12	87 P
HENDERSON	14.1		11.08	52 P
NORTHWAY	16.0			22
DN BRIGHTON YL BI	19.1		f 11.01	61 WYZP
POWARS	22.8			81 P
D LUPTON UP	25.8		f 10.52	94 P
IONE	30.1		10.45	53 P
D PLATTEVILLE PA	34.8		10.39	95 P
VASQUEZ	36.2			34
HOUSTON	37.8			42 P
D GILCREST GI	40.0		10.30	119 P
PECKHAM	42.4			24 P
HAMBERT	43.2			24
DN-R LA SALLE YL SA	46.1		s 10.20	192 WCTYPO
EVANS	48.2		9.55	60 P
DN GREELEY YL HG	51.7		s 9.50	247 WYZP
GREELEY JCT.	54.0			YP
D LUERNE O	55.8		9.37	81 P
D EATON YL UR	59.2		s 9.32	80 P
G. W. CROSSING	59.3			1
D AULT A	63.0		s 9.25	65 P
STAGE	64.9			22
D PIERCE BU	66.8		9.18	64 WYP
D NUNN NU	71.9		9.10	53 P
DOVER	77.0		9.02 ¹⁷	98 P
DEOKER	81.9		8.42	51 P
DN CARR OR	86.0		s 8.35PM	94 WCYP

(86.0)	Daily	Daily
Thru Time.....	(0.45)	(3.15)
Average speed per hour.....	2.9	26.5

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

WESTWARD THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	FIRST CLASS									Distance from Control Point
	17	7	5	27	9	103	101	105	107	
	Passenger	Mail and Express	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DFWCOTYPZ X	10.55PM	9.40PM	8.05PM	11.50AM	11.45AM	11.05AM	10.50AM	9.25AM	12.45AM	566.0
CS 88 P	11.04	9.50	8.15	11.59AM	11.54	11.14	10.59	9.34	12.53	574.1
WS 40 XP	11.08	9.55	8.19	12.03PM	11.57AM	11.18	11.03	9.37	12.56	577.7
WS 34 CS 88 P	11.14	f 10.03	8.27	12.09	12.03PM	11.24	11.09	9.43	1.02	585.3
ES 59 XP	11.19	10.09	8.32	12.14	12.09	11.27	11.12	9.46	1.05	590.6
CS 101 P	11.23	10.13	8.36	12.18	12.13	11.31	11.16	9.50	1.09	593.9
CS 78 P	11.28	10.20	8.43	12.23	12.18	11.35	11.20	9.54	1.13	598.9
CS 128 WC YFX	11.34	f 10.28	8.50	12.29	12.24	11.41	11.26	10.00	1.19	605.3
WS 58 ES 107 XP	11.38	10.33	8.55	12.33	12.27	11.45	11.30	10.03	1.22	609.0
CS 70 P	11.46	10.41	9.03	12.41	12.34	11.52	11.37	10.10	1.29	616.8
CS 128 YP	11.52PM	f 10.49	9.09	12.47	12.40	11.58AM	11.43	10.16	1.35	622.9
CS 76 P	12.02AM	11.00	9.19	12.57	12.48	12.06PM	11.51	10.23	1.42	632.6
CS 76 P	12.08	11.07	9.27	1.03	12.54	12.12	11.57AM	10.29	1.48	638.7
WS 118 WCZ ES 150 YFX	12.12	f 11.13	9.34	1.07	12.58	12.17	12.02PM	10.33	1.52	643.1
WS 52 ES 77 P	12.18	11.20	9.42	1.13	1.04	12.23	12.08	10.39	1.57	648.4
CS 67 P	12.22	11.25	9.46	1.17	1.08	12.27	12.12	10.43	2.00	651.8
CS 127 P	12.27	11.31	9.52	1.22	1.12	12.32	12.17	10.47	2.04	657.0
CS 65 P	12.32	f 11.37	9.57	1.27	1.17	12.37	12.22	10.52	2.07	661.9
CS 79 P	12.38	11.43	10.05	1.33	1.22	12.42	12.27	10.57	2.14	667.6
CS 119 P	12.47	f 11.53PM	10.15	1.42	1.30	12.50	12.35	11.05	2.22	678.3
WCOTYZXP	12.55	12.08AM	10.30	1.50	1.39	12.59	12.44	11.14	2.30	682.8
CS 168 P	1.07	12.28	10.51	2.04	1.53	1.07	12.52	11.22	2.38	690.2
P	1.13	12.36	10.59	2.11	2.00	1.13	12.58	11.28	2.44	696.4
WS 125 XW ES 101 P	1.18	12.40	11.03	2.15	2.03	1.16	1.01	11.31	2.47	700.7
CS 76 P	1.22	12.45	11.08	2.20	2.09	1.21	1.06	11.35	2.51	705.3
WS 57 CS 77 YP	1.29	12.53	11.17	2.28	2.17	1.28	1.12	11.42	2.57	712.0
CS 77 P	1.33	12.57	11.21	2.32	2.20	1.32	1.15	11.45	3.00	718.0
WS 124 XW ES 106 YXP	1.41	f 1.08	11.29	2.40	2.27	1.39	1.22	11.52	3.07	724.2
WS 116 XP	1.45	1.13	11.34	2.44	2.31	1.43	1.26	11.56	3.11	729.1
CS 67 P	1.48	1.17	11.38	2.48	2.34	1.46	1.29	11.59AM	3.14	732.7
WS 60 ES 37 XP	1.55	f 1.26	11.47	2.56	2.42	1.53	1.36	12.06PM	3.21	740.0
WS 99 P	1.58	1.30	11.51	2.59	2.45	1.56	1.39	12.09	3.24	743.4
WS 110 ES 100 P	2.01	1.34	11.55	3.02	2.48	1.59	1.42	12.12	3.27	746.7
WS 56 ES 67 P	2.05	1.39	11.59PM	3.06	2.52	2.03	1.46	12.16	3.31	751.7
WS 166 WC ES 148 YXP	2.10	f 1.45	12.05AM	3.11	2.56	2.07	1.50	12.20	3.35	756.7
CS 118 P	2.18	1.55	12.15	3.20	3.04	2.15	1.58	12.28	3.42	765.9
WS 65 XP	2.23	2.01	12.21	3.25	3.08	2.19	2.02	12.32	3.46	771.2
WS 111 CS 126 WP	2.28	f 2.08	12.27	3.31	3.14	2.24	2.07	12.37	3.51	777.1
XYP	2.34	2.15	12.35	3.37	3.21	2.30	2.13	12.43	3.57	784.1
CS 74 P	2.38	2.20	12.40	3.41	3.25	2.34	2.17	12.47	4.01	788.6
CS 120 P	2.44	2.27	12.47	3.48	3.32	2.40	2.23	12.53	4.07	795.7
WS 74 WCY ES 97 TZXP	2.52	s 2.37	s 12.57	s 3.56	3.38	2.48	2.31	1.01	4.15	802.1
CS 131 P	2.59	2.45	1.04	4.03	3.45	2.56	2.39	1.09	4.23	809.0
DFWCOTYPZ A	3.15AM	3.00AM	1.20AM	4.25PM	4.05PM	3.15PM	2.55PM	1.25PM	4.36AM	817.0

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

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

THIRD SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	FIRST CLASS									Distance from Control Point
	18	6	8	108	10	28	104	102	106	
	Passenger	Mail and Express	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DFWCOTYPZ X	5.15AM	5.35AM	6.55AM	2.04PM	2.40PM	4.10PM	4.49PM	5.04PM	5.29PM	566.0
CS 88 P	5.04	5.25	6.41	1.53	2.29	3.58	4.38	4.53	5.18	574.1
WS 40 XP	5.01	5.22	6.37	1.50	2.26	3.55	4.35	4.50	5.15	577.7
WS 34 CS 88 P	4.54	5.14	f 6.28	1.43	2.19	3.47	4.28	4.43	5.08	585.3
ES 59 XP	4.49	5.09	6.21	1.39	2.15	3.42	4.24	4.39	5.04	590.6
CS 101 P	4.46	5.06	6.17	1.36	2.12	3.39	4.21	4.36	5.01	593.9
CS 78 P	4.41	5.01	6.10	1.31	2.07	3.34	4.16	4.31	4.56	598.9
CS 128 WC YFX	4.33	4.53	f 6.01	1.25	2.01	3.26	4.10	4.25	4.50	605.3
WS 58 ES 107 XP	4.28	4.48	5.50	1.22	1.58	3.22	4.07	4.22	4.47	609.0
CS 70 P	4.20	4.39	5.40	1.15	1.51	3.13	4.00	4.15	4.40	616.8
CS 128 YP	4.13	4.32	f 5.31	1.09	1.45	3.06	3.54	4.09	4.34	622.9
CS 76 P	4.04	4.21	5.18	1.01	1.36	2.55	3.46	4.01	4.26	632.6
CS 76 P	3.58	4.15	5.12	12.55	1.30	2.49	3.40	3.55	4.20	638.7
WS 118 WCZ ES 150 YFX	3.53	4.09	s 5.06	12.51	1.26	2.43	3.36	3.51	4.16	643.1
WS 52 ES 77 P	3.46	4.02	4.57	12.46	1.21	2.37	3.31	3.46	4.11	648.4
CS 67 P	3.43	3.58	4.53	12.43	1.18	2.33	3.28	3.43	4.08	651.8
CS 127 P	3.38	3.53	4.47	12.38	1.13	2.28	3.23	3.38	4.03	657.0
CS 65 P	3.33	3.47	f 4.42	12.34	1.09	2.22	3.19	3.34	3.59	661.9
CS 79 P	3.27	3.41	f 4.35	12.29	1.04	2.16	3.14	3.29	3.54	667.6
CS 119 P	3.19	3.33	f 4.25	12.22	12.57	2.08	3.07	3.22	3.47	678.3
WCOTYZXP	3.10	3.25	4.15	12.15	12.50	2.00	3.00	3.15	3.40	682.8
CS 168 P	3.00	3.15	4.05	12.12	12.45	1.50	2.59	3.14	3.39	690.2
P	2.50	3.05	3.51	12.04PM	12.34	1.39	2.47	3.03	3.28	696.4
WS 125 XW ES 101 P	2.43	2.57	3.42	11.57AM	12.28	1.30	2.41	2.57	3.22	700.7
CS 76 P	2.39	2.54	f 3.38	11.54	12.25	1.27	2.38	2.54	3.19	705.3
WS 57 CS 77 YP	2.35	2.50	3.33	11.49	12.20	1.22	2.33	2.49	3.14	712.0
CS 77 P	2.29	2.43	f 3.26	11.43	12.14	1.15	2.27	2.43	3.08	718.0
WS 124 XW ES 106 YXP	2.24	2.38	3.21	11.38	12.09	1.10	2.21	2.38	3.03	724.2
WS 116 XP	2.16	2.29	f 3.11	11.30	12.01PM	1.01	2.13	2.30	2.55	729.1
CS 67 P	2.11	2.24	3.05	11.26	11.57AM	12.56	2.09	2.26	2.51	732.7
WS 60 ES 37 XP	2.07	2.21	3.02	11.23	11.54	12.53	2.06	2.23	2.48	740.0
WS 99 P	2.00	2.13	f 2.54	11.16	11.47	12.45	1.59	2.16	2.41	743.4
WS 110 ES 100 P	1.56	2.09	2.50	11.13	11.44	12.41	1.56	2.13	2.38	746.7
WS 56 ES 67 P	1.53	2.06	2.47	11.10	11.41	12.38	1.53	2.10	2.35	751.7
WS 166 WC ES 148 YXP	1.49	2.01	2.42	11.05	11.36	12.33	1.48	2.05	2.30	756.7
CS 118 P	1.44	1.55	f 2.38	11.01	11.32	12.27	1.44	2.01	2.26	765.9
WS 65 XP	1.34	1.46	2.28	10.53	11.24	12.18	1.35	1.53	2.18	771.2
WS 111 CS 126 WP	1.29	1.41	2.23	10.48	11.19	12.13	1.30	1.48	2.13	777.1
XYP	1.24	1.35	f 2.17	10.42	11.13	12.07PM	1.24	1.42	2.07	784.1
CS 74 P	1.17	1.27	2.09	10.34	11.05	11.59AM	1.16	1.34	1.59	788.6
CS 120 P	1.13	1.23	2.04	10.30	11.01	11.54	1.12	1.30	1.55	795.7
WS 74 WCY ES 97 TZXP	1.07	1.16	1.57	10.24	10.55	11.47	1.06	1.24	1.49	802.1
CS 131 P	1.00	1.06	s 1.47	10.17	10.48	s 11.37	12.59	1.17	1.42	809.0
DFWCOTYPZ A	12.50	12.56	1.32	10.10	10.40	11.26	12.51	1.10	1.35	817.0
Daily	12.35AM	12.45AM	1.20AM	10.00AM	10.30AM	11.10AM	12.40PM	1.00PM	1.25PM	Daily

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

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

WESTWARD		FOURTH SUBDIVISION				Distance from Council Bluffs	Time-Table No. 22	
		SECOND CLASS					January 9, 1955	
Car Capacity of Seating, etc. See Rule 6 (A), page 27.		263	225	259	257		STATIONS	
		Time Freight	Local Freight	Time Freight	Time Freight			
		Daily	Daily Ex. Sun.	Daily	Daily			
C	DFOPTWXZY	3.30PM		12.30PM	1.10AM	817.0	DN-RGREEN RIVERTLGR	
	WS 56 PX					821.1	RIVIEW	
	CS 79 P					824.9	PERU	
	CS 120 P					830.2	BRYAN	
	CS 113 P					837.8	WESTVACO	
	WS 94 IPWXY ES 120 RCS	A 5.00PM			A 2.30AM	847.2	DN GRANGER YL GN	
	CS 120 P					854.0	VERNE	
	CS 99 P					858.7	OHUROH BUTTES	
	CS 99 P					865.9	HAMPTON	
	CS 90 P					869.7	ELKHURST	
	CS 130 CPW					875.4	DN CARTER YL Q	
	CS 98 P					880.9	ANTELOPE	
	CS 126 P					885.6	BRIDGER	
	WS 78 CS 72 PW					890.5	LEROY	
	WS 66 PX					894.8	RAGAN	
	CS 122 P					897.6	SPRING VALLEY	
	ES 47 X					901.8	ASPEN	
	ES 117 PX					903.6	D ALTAMONT AP	
	ES 64 PX					908.7	KNIGHT	
	CS 113 P					912.7	MILLIS	
	PTWXYZC					917.2	DN-B EVANSTON YL NA	
	CS 120 P					918.4	ALMY JCT.	
	CS 85 PWY					921.7	WYUTA	
						927.6	D WAHSATCH YL WH	
						932.6	CURVO	
	WS 113-59 ES 96 PW					936.7	CASTLE ROOK	
	CS 120 PX					943.3	EMORY	
						947.9	BASKIN	
	WS 114 CS120 ES 101 CPTW		2.45PM			952.7	DN ECHO YL HO	
	CS 113 P	f 2.55				956.5	HENEFER	
	CS 113 P	s 3.05				960.6	D DEVIL'S SLIDE ON	
	CS 115 PW	s 3.20				968.0	DN MORGAN WB	
						970.6	STODDARD	
	WS 113 CS 113 P	f 3.35				975.5	PETERSON	
						977.7	STRAWBERRY	
						980.1	GATEWAY	
	WS 47 ES 57 P	f 3.55				985.1	UINTAH	
	X					989.9	RIVERDALE YL	
	CDFOPTWYZ	A 4.10PM	A 8.00PM			992.6	DN-B OGDEN YL OG	

(1.30) 20.1 (1.25) 28.2 (7.30) 23.4 (1.20) 22.6

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

WESTWARD		FOURTH SUBDIVISION								Distance from Council Bluffs	Time-Table No. 22		
		FIRST CLASS									January 9, 1955		
Mail and Express	Passenger	11	27	9	103	101	105	107	17		7	5	STATIONS
		Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Mail and Express		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		5.30PM	4.45PM	4.25PM	3.25PM	3.05PM	1.35PM	4.45AM	3.50AM	3.35AM	1.55AM	817.0	DN-RGREEN RIVERTLGR
		5.37	4.52	4.32	3.30	3.10	1.40	4.50	3.57	3.42	2.02	821.1	RIVIEW
		5.42	4.57	4.37	3.34	3.14	1.44	4.54	4.02	3.47	2.07	824.9	PERU
		5.47	5.02	4.42	3.39	3.19	1.49	4.59	4.07	3.52	2.12	830.2	BRYAN
		5.54	5.09	4.49	3.45	3.25	1.55	5.05	4.14	3.59	2.19	837.8	WESTVACO
	A	6.05PM	5.20	5.00	3.54	3.34	A 2.05PM	5.14	A f 4.25AM	4.10	2.30	847.2	DN GRANGER YL GN
			5.27	5.07	4.00	3.40		5.20		4.17	2.37	854.0	VERNE
			5.32	5.12	4.04	3.44		5.24		4.22	2.42	858.7	OHUROH BUTTES
			5.40	5.19	4.10	3.50		5.30		4.29	2.49	865.9	HAMPTON
			5.46	5.24	4.14	3.54		5.34		4.33	2.54	869.7	ELKHURST
			5.53	5.30	4.19	3.59		5.39	f	4.39	3.00	875.4	DN CARTER YL Q
			5.59	5.35	4.24	4.04		5.44		4.45	3.05	880.9	ANTELOPE
			6.04	5.40	4.28	4.08		5.48		4.50	3.10	885.6	BRIDGER
			6.10	5.46	4.34	4.14		5.54		4.56	3.16	890.5	LEROY
			6.15	5.51	4.38	4.18		5.58	f	5.03	3.21	894.8	RAGAN
			6.19	5.55	4.41	4.21		6.01		5.07	3.25	897.6	SPRING VALLEY
			6.24	6.00	4.45	4.25		6.05	f	5.13	3.30	901.8	ASPEN
			6.30	6.06	4.49	4.29		6.09	f	5.19	3.36	903.6	D ALTAMONT AP
			6.37	6.12	4.54	4.34		6.14		5.25	3.42	908.7	KNIGHT
			6.42	6.17	4.58	4.38		6.18		5.30	3.47	912.7	MILLIS
			6.50	6.25	s 5.05	s 4.45		s 6.25		5.40	3.55	917.2	DN-B EVANSTON YL NA
			6.55	6.30						5.45	4.00	918.4	ALMY JCT.
												921.7	WYUTA
			7.03	6.38	5.11	4.51		6.31		5.51	4.07	927.6	D WAHSATCH YL WH
			7.09	6.44	5.17	4.57		6.37	f	5.57	4.15	932.6	CURVO
			7.18	6.53	5.24	5.04		6.44		6.04	4.22	936.7	CASTLE ROOK
			7.26	7.01	5.31	5.11		6.51		6.12	4.30	943.3	EMORY
			7.35	7.10	5.39	5.19		6.59		6.20	4.39	947.9	BASKIN
												952.7	DN ECHO YL HO
			7.48	7.23	5.51	5.31		7.11	f	6.32	4.52	956.5	HENEFER
			7.53	7.28	5.55	5.35		7.15		6.37	4.57	960.6	D DEVIL'S SLIDE ON
			7.58	7.33	6.00	5.40		7.19		6.42	5.02	968.0	DN MORGAN WB
			8.07	7.42	6.09	5.49		7.28	f	6.51	5.11	970.6	STODDARD
												975.5	PETERSON
			8.15	7.50	6.17	5.57		7.36		6.59	5.19	977.7	STRAWBERRY
			8.21	7.56	6.22	6.02		7.41		7.05	5.25	980.1	GATEWAY
			8.29	8.04	6.30	6.10		7.48		7.12	5.32	985.1	UINTAH
												989.9	RIVERDALE YL
		A	8.45PM	A 8.20PM	A 6.45PM	A 6.25PM		A 8.00AM		A 7.25AM	A 5.50AM	992.6	DN-B OGDEN YL OG

(0.35) 51.8 (4.00) 43.9 (3.55) 44.8 (3.20) 52.6 (3.20) 52.6 (0.30) 60.4 (3.15) 54.1 (0.35) 51.8 (3.50) 45.8 (3.55) 44.8

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

FOURTH SUBDIVISION EASTWARD

Time-Table No. 22
January 9, 1955

Mile Post	FIRST CLASS										
	12	108	10	28	104	102	106	18	6	8	
	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Mail and Express	Mail and Express	
STATIONS											
DN-ROGREEN RIVERTLGR	817.0	A 9.40AM	A 9.50AM	A10.20AM	A10.45AM	A12.30PM	A12.50PM	A 1.15PM	A11.20PM	A12.20AM	A 1.00AM
RIVIEW	821.1	9.33	9.40	10.13	10.35	12.20	12.40	1.07	11.12	12.14	12.51
PERU	824.9	9.28	9.36	10.09	10.31	12.16	12.36	1.03	11.08	12.10	12.47
BRYAN	830.2	9.22	9.31	10.04	10.26	12.11	12.31	12.58	11.02	12.04AM	12.40
WESTVAO	837.8	9.15	9.25	9.57	10.19	12.05PM	12.25	12.51	10.55	11.57PM	12.33
DN GRANGER YL GN	847.2	f 9.05AM	9.17	9.48	10.10	11.57AM	12.17	12.42PM	10.45PM	11.48	f12.23
VERNE	854.0		9.11	9.41	10.03	11.51	12.11			11.41	12.14
CHURCH BUTTES	858.7		9.07	9.37	9.58	11.47	12.07			11.36	12.09
HAMPTON	865.9		9.02	9.31	9.51	11.42	12.02PM			11.29	12.02AM
ELKHURST	869.7		8.59	9.28	9.47	11.39	11.59AM			11.25	11.58PM
DN CARTER YL Q	875.4		8.54	9.22	9.41	11.34	11.54		s11.19	f11.50	
ANTELOPE	880.9		8.49	9.17	9.35	11.29	11.49			11.13	11.41
BRIDGER	885.6		8.44	9.13	9.30	11.24	11.45			11.08	11.36
LEROY	890.5		8.39	9.09	9.26	11.19	11.40			11.03	11.31
RAGAN	894.8		8.35	9.05	9.22	11.15	11.36			10.58	11.24
SPRING VALLEY	897.6		8.33	9.02	9.19	11.13	11.34			10.55	11.18
ASPEN	901.8		8.29	8.58	9.16	11.09	11.29			10.51	f11.12
D ALTAMONT AP	908.6		8.24	8.52	9.10	11.04	11.24			10.45	f11.06
KNIGHT	908.7		8.19	8.45	9.03	10.59	11.19			10.38	10.59
MILLIS	912.7		8.15	8.40	8.57	10.55	11.15			10.32	10.52
DN-R EVANSTON YL NA	917.2		a 8.09	8.34	8.50	s10.49	s11.09			10.25	10.45
ALMY JCT.	918.4									10.20	10.35
WYUTA	921.7		8.01	8.23	8.37	10.40	11.01			10.14	10.28
D WAHSATOH YL WH	927.6		7.56	8.17	8.31	10.35	10.56			10.08	f10.21
CURVO	932.6		7.49	8.08	8.22	10.28	10.49			9.57	10.10
CASTLE ROCK	936.7		7.44	8.02	8.16	10.22	10.44			9.51	10.03
EMORY	943.8		7.36	7.52	8.06	10.13	10.36			9.41	9.51
BASKIN	947.9										
DN ECHO YL HO	952.7		7.23	7.38	7.51	10.00	10.23			9.25	f 9.36
HENEFER	956.5		7.19	7.33	7.46	9.56	10.19			9.20	9.29
D DEVIL'S SLIDE ON	960.6		7.15	7.28	7.41	9.52	10.15			9.15	9.24
DN MORGAN WB	968.0		7.08	7.20	7.32	9.45	10.08			9.06	f 9.15
STODDARD	970.6										
PETERSON	975.5		7.02	7.13	7.25	9.39	10.02			8.58	9.06
STRAWBERRY	977.7										
GATEWAY	980.1		6.57	7.07	7.19	9.34	9.57			8.50	8.59
UINTAH	985.1		6.50	7.01	7.12	9.26	9.50			8.43	8.52
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6		6.40AM	6.50AM	7.00AM	9.15AM	9.40AM			8.30PM	8.40PM
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time..... (0.35) (3.10) (3.30) (3.45) (3.15) (3.10) (0.33) (0.35) (3.50) (4.20)
Average speed per hour..... 51.8 55.5 50.2 48.8 54.0 55.5 54.9 51.8 45.8 36.3

Eastward trains must keep to the left Ogdan 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.
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Trains are governed by Ogdan Union Railway and Depot Company rules and instructions while using their tracks at Ogdan.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

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FOURTH SUBDIVISION EASTWARD

Time-Table No. 22
January 9, 1955

Mile Post	SECOND CLASS					Car Capacity of Sidings, etc. See Rule 6 (A), page 27.
	254	264	226	262		
	Time Freight	Time Freight	Local Freight	Time Freight		
STATIONS						
DN-ROGREEN RIVERTLGR	817.0	A 8.00AM	A 8.05AM	A 9.50PM		DFCOPTW XZY
RIVIEW	821.1					WS 56 PX
PERU	824.9					CS 79 P
BRYAN	830.2					CS 120 P
WESTVAO	837.8					CS 113 P
DN GRANGER YL GN	847.2		6.20AM	7.30PM		WS94 IPWXY ES 120 RCS
VERNE	854.0					CS 120 P
CHURCH BUTTES	859.7					CS 99 P
HAMPTON	865.9					CS 99 P
ELKHURST	869.7					CS 90 P
DN CARTER YL Q	875.4					CS 130 CPW
ANTELOPE	880.9					CS 98 P
BRIDGER	885.6					CS 126 P
LEROY	890.5					WS 78 CS 72 PW
RAGAN	894.8					WS 66 PX
SPRING VALLEY	897.6					CS 122 P
ASPEN	901.8					ES 47 X
D ALTAMONT AP	908.6					ES 117 PX
KNIGHT	908.7					ES 64 PX
MILLIS	912.7					CS 113 P
DN-R EVANSTON YL NA	917.2					PTWXYZC
ALMY JCT.	918.4					
WYUTA	921.7					CS 120 P
D WAHSATOH YL WH	927.6					CS 85 PWY
CURVO	932.6					P
CASTLE ROCK	936.7					WS 113-50 ES 95 PW
EMORY	943.8					CS 120 PX
BASKIN	947.9					
DN ECHO YL HO	952.7		A 9.05AM			WS 114 CS120 ES 101 CPTW
HENEFER	956.5		f 8.55			CS 113 P
D DEVIL'S SLIDE ON	960.6		s 8.45			CS 113 P
DN MORGAN WB	968.0		s 8.30			CS 115 PW
STODDARD	970.6					
PETERSON	975.5		f 8.10			WS 113 CS 113 P
STRAWBERRY	977.7					P
GATEWAY	980.1		8.00			PW
UINTAH	985.1		f 7.50			WS 47 ES 57 P
RIVERDALE YL	989.9					X
DN-R OGDEN YL OG	992.6	1.00AM		7.35AM		DFCOPTWYZ
(175.6)		Daily	Daily	Daily Ex Sun.	Daily	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time..... (7.00) (1.45) (1.30) (2.20)
Average speed per hour..... 25.1 17.2 27.3 12.9

Eastward trains must keep to the left Ogdan 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 Ogdan Union Railway and Depot Company rules and instructions while using their tracks at Ogdan.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				DENT BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 22				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	Distance from Denver	212		Mile Post	211		Distance from Greeley	Time-Table No. 22		Mile Post	211	
		Mixed			Mixed							
		Daily Except Sunday			Daily Except Sunday							
STATIONS												
IP			5.0		SAND CREEK JCT YL	5.0						
15			8.2		WELBY	8.2						
31	P		9.8		QULMBY	9.8						
36	P		13.8		EAST LAKE	13.8						
31	P		18.1		DARLOW	18.1						
55	IPWY		22.2		ST. VRAINS YL VS	22.2						
			22.2		U. P. CROSSING	22.2						
42			24.3		GRADEN	24.3						
53	YP		26.1		FREDERICK YL FR	26.1						
	P		27.8		FIRESTONE	27.8						
19	P		30.2		HARNEY	30.2						
21	P		34.6		GOWANDA	34.6						
	P		38.8		WILD CAT	38.8						
21	WYP		42.8		DENT YL	42.8						
	WCTYPO		50.6		LA SALLE YL SA	50.6						
					(45.6)							
			(0.30)	Thru Time.....	(0.13)						
			15.6	Average speed per hour.....	36.0						

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. At Dent No. 211 and No. 212 need not go to depot.

WESTWARD—Fort Collins Branch—EASTWARD			
SECOND CLASS		Time-Table No. 22	
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	Mile Post	211	
		Mixed	
		Daily Except Sunday	
STATIONS			
21	WYP	9.43AM	0.0
	P	f 9.48	1.7
	P	f 10.01	7.3
	P	f 10.05	9.1
	P	f 10.15	13.5
	P	f 10.21	16.4
42	P	f 10.27	19.5
136	WCTYZP	A 10.40AM	25.0
			25.2
			25.3
	P		27.9
	P		30.0
	P		38.5
	Y		41.7
			(41.7)

WESTWARD—Boulder Branch—EASTWARD			
SECOND CLASS		Time-Table No. 22	
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	Mile Post	212	
		Mixed	
		Daily Except Sunday	
STATIONS			
55	WYZP	0.0	0.0
	P	4.2	4.2
21	IWYP	7.1	7.1
		8.1	8.1
	P	10.1	10.1
	P	10.9	10.9
	P	11.4	11.4
	P	15.1	15.1
		15.1	15.1
		16.4	16.4
		17.8	17.8
	P	19.6	19.6
	P	24.0	24.0
		26.0	26.0
	WYP	26.1	26.1
	P	27.6	27.6
		(27.6)	(27.6)

(0.57)Thru Time..... (1.00)Thru Time.....
 26.3Average speed per hour..... 25.0Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. At Dent No. 211 and No. 212 need not go to depot. Union Pacific trains will be governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

WESTWARD—Greeley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 22	
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	Distance from Greeley	211	
		Mixed	
		Daily Except Sunday	
STATIONS			
247	WYZP	0.0	0.0
	YP	2.3	2.3
34	YP	6.0	6.0
		8.4	8.4
37	P	10.4	10.4
		13.8	13.8
		14.5	14.5
29	YP	23.1	23.1
		(23.1)	(23.1)

WESTWARD—Pleasant Valley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 22	
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	Distance from Cloverly	211	
		Mixed	
		Daily Except Sunday	
STATIONS			
34	YP	0.0	0.0
		3.1	3.1
	P	5.1	5.1
		(5.1)	(5.1)

(8.20)Thru Time..... (8.30)Thru Time.....
 12.8Average speed per hour..... 13.1Average speed per hour.....

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

WESTWARD—Encampment Branch—EASTWARD			
SECOND CLASS		Time-Table No. 22	
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	Distance from Wadsworth	211	
		Mixed	
		Daily Except Sunday	
STATIONS			
		0.0	0.0
6		6.8	6.8
7		12.3	12.3
1		20.6	20.6
26	WY	24.1	24.1
1		27.8	27.8
1		29.7	29.7
13		32.7	32.7
15		39.3	39.3
43	WY	44.4	44.4
		(44.4)	(44.4)

WESTWARD—Superior Branch—EASTWARD			
SECOND CLASS		Time-Table No. 22	
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	Distance from Thayer Jct.	211	
		Mixed	
		Daily Except Sunday	
STATIONS			
XPY		0.0	0.0
WP		7.6	7.6
		9.1	9.1
		(9.1)	(9.1)

WESTWARD—South Pass Branch—EASTWARD			
SECOND CLASS		Time-Table No. 22	
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	Distance from Rock Springs	211	
		Mixed	
		Daily Except Sunday	
STATIONS			
WS74 WCY		0.0	0.0
82		3.4	3.4
96		5.5	5.5
TZP		7.9	7.9
		9.5	9.5
		(9.5)	(9.5)

WESTWARD—Reliance Branch—EASTWARD			
SECOND CLASS		Time-Table No. 22	
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	Distance from Reliance Jct.	211	
		Mixed	
		Daily Except Sunday	
STATIONS			
		0.0	0.0
		1.7	1.7
		2.1	2.1
		(3.1)	(3.1)

(8.20)Thru Time..... (8.30)Thru Time.....
 12.8Average speed per hour..... 13.1Average speed per hour.....

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

WESTWARD—Puritan Branch—EASTWARD

Time-Table No. 22 January 9, 1955			
Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Parkdale Jct.	STATIONS	Mile Post
	0.0	PARKDALE JCT YL	0.0
	1.9	PURITAN	1.9
	3.1	END OF TRACK (3.1)	3.1

WESTWARD—Lionkol Branch—EASTWARD

Time-Table No. 22 January 9, 1955			
Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Lionkol Jct.	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

Time-Table No. 22 January 9, 1955			
Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Stansbury Jct.	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—Dines Branch—EASTWARD

Time-Table No. 22 January 9, 1955			
Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Hay	STATIONS	Mile Post
	0.0	HAY	0.0
	1.6	DINES	1.6
	1.9	END OF TRACK (1.9)	1.9

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

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		

WESTWARD—Park City Branch—EASTWARD

Time-Table No. 22 January 9, 1955					
Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	SECOND CLASS 226 Local Freight Daily Except Sunday	Distance from Echo	STATIONS	Mile Post	SECOND CLASS 225 Local Freight
WS120CS120 ES101CPTW	9.15AM	0.0	DN-E ECHO YL HO	0.0	A 2.10PM
18	P 9.45	5.7	D COALVILLE YL VE	5.7	1.45
16	P 10.20	18.4	WANSHIP	18.4	1.10
12	P 10.50	20.3	ATKINSON	20.3	12.40
14	PW 11.07	24.5	KEETLEY JCT. YL	24.5	12.20
3		26.0	BEGGS SPUR	26.0	
47		27.2	BROADWATER SPUR	27.2	
	PWY A 1130AM	28.4	D-E PARK CITY YL KD	28.4	12.01PM
			(28.4)		Daily Except Sunday
	(2.15)		Thru Time	(2.09)	
	12.6		Average speed per hour	13.0	

WESTWARD—Ontario Branch—EASTWARD

Time-Table No. 22 January 9, 1955			
Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Keetley Jct.	STATIONS	Mile Post
	0.0	KEETLEY JCT. YL	0.0
	5.2	KEETLEY YL	5.2
	7.0	CRANMER YL	7.0

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 steam locomotive and all passenger train equipment; 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 diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.
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	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
Inspection bus cars.		40	40				
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
1500 class diesel locomotives in road service.	50	50	50	Trains handling air-dump cars.			35
Diesel yard switch locomotives in road service.		35	35	Trains handling scale test cars: On main line. On branch lines except Dent branch.			30 20
Diesel locomotives running light, dynamic brake not in operation.			35	Trains handling U. P. ore cars series 8000 to 8499.			40
7000 and 7800 class engines.		75	50	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
3800 and 3900 class engines.		60	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25 15
5000 and 9000 class engines.		50	50				
MacArthur type engines with 63-in. drivers.		55	50	When using No. 20 turn-outs.	40	40	40
MacArthur type engines with 57-in. drivers.		35	35	When using No. 14 turn-outs.	25	20	20
Consolidation and Ten-Wheeler type engines.		35	35	When using other cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			10 6 15 15 10
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				
3500 and 5000 class engines on any coal mine lead or track.			10				
0-6-0 and 0-8-0 type yard engines.		20	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
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20	All wye tracks.	6	6	6
When more than 50% of the tonnage is gravel.			40	Jordan spreaders and other machines of spreader type, when in operation.			15

FIRST SUBDIVISION				BORIE SUBDIVISION			
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	75	50	Maximum speed.	79	75	50
4,000 class engines.		45	45	4,000 class engines.		45	45
Freight engines not otherwise shown.		50		Freight engines not otherwise shown.		50	
Light engines.		45	45	Light engines.		45	45
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				Warren 91.8 and 92.2	70	60	50
Denver, within city limits over street crossings.	35	35	25	Gleason 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	40
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 20 30 30 20 30	30 20 30 30 20 30	25 25 25 25 25 25	Cheyenne Side 97.73 and 97.76	30	30	20
LaSalle 47.8 and 48.0	70	60	50	Borie Side 97.73 and 97.76	30	30	20
Evans 49.4 and 49.7	70	60	50				
SECOND SUBDIVISION							
Cheyenne to West Speer, No. 4 track	60	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Dale, No. 3 track	60	60	50	When more than 50% of the tonnage is gravel.			30
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	Cheyenne passenger sheds.	10	10	10
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
Dale to Cheyenne, No. 1 and 2 tracks	70	60	40	Westward solid express trains, between M. P. 549.7 and 557.0		30	
Light engines.			40				
4000 class engines.		45	40				
ON NO. 3 TRACK Between Mile Posts-- Perkins 553.5 and 554.0	60	50	40	ON NO. 1 TRACK Forelle 549.8 and 562.2	60	50	40
ON NO. 1 AND 2 TRACKS Between Mile Posts-- Cheyenne 515.6 and 515.7	60	50	40	Laramie			
518.8 and 519.1	60	50	40	ON NO. 2 TRACK Hermosa 563.6 and 550.0	70	60	40
Borie 522.1 and 522.3	60	50	40	550.0 and 549.3	50	40	30
523.3 and 523.6	60	50	40	Laramie			
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	50	40	30				
547.0 and 548.1	55	45	35				
Hermosa							

THIRD SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	80	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by diesel locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				
ON WESTWARD TRACK Between Mile Posts-- Laramie 566.8 and 567.2				ON EASTWARD TRACK Between Mile Posts-- Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.8 and 807.5	55	50	40
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 801.0	50	40	25
Wilcox 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
Ridge 617.2 and 617.6	70	60	50	Barter 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776.5 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
Ramsey 639.3 and 640.2	60	50	40	773.2 and 773.0	60	50	40
642.5 and 643.7	50	40	25	772.3 and 771.8	70	65	50
Hanna 645.1 and 646.3	70	60	50	Hallville 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
Percy 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
Dana 652.2 and 652.5	60	50	40	761.0 and 760.5	70	60	50
653.1 and 656.4	70	60	50	757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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 652.2	60	50	40
Monell 752.9 and 753.3	70	60	50	Dana 650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	Percy 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

THIRD SUBDIVISION (Continued)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts—			Between Mile Posts—				
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	70	60	50
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
Baxter 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	Rock River 604.6 and 603.9	60	50	40
801.0 and 803.5	50	40	25	602.2 and 601.1	60	50	40
806.6 and 807.0	70	60	50	599.7 and 598.5	70	60	50
807.5 and 807.8	55	50	40	Harper 596.8 and 596.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Lookout 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	Cooper Lake 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	Howell 567.2 and 566.8	50	40	25
816.3 and 817.0	50	40	25	Laramie			
Green River							
FOURTH SUBDIVISION							
Maximum speed between: Green River and Evanston Evanston and Ogden			90 79	80 75	50 50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	
4000 class engines				45	45	Outside of yard limits 1360 class diesel locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.	
Freight engines not otherwise shown.				50	50		
Light engines.					45		
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.	Frnt.		Str.	Psgr.	Frnt.
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 846.3 and 847.9	60	50	25	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 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
Altamont 904.9 and 905.3	60	50	40	Westvaco 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
Knight 909.3 and 910.4	79	70	50	Bryan 828.4 and 827.9	70	60	50
Millis 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	Peru 823.6 and 822.4	60	50	40
915.9 and 919.1	60	50	25	Riview 820.7 and 819.3	60	50	40
Evanston				818.5 and 817.0 Green River	50	40	25

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	Strawberry 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	25	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	25
Stoddard 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
Strawberry 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 Evanston	60	50	25

Within Ogden Terminal Limits, O.U.E. & 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

Branch	Psgr.	Frnt.	Branch	Psgr.	Frnt.
Boulder Branch Maximum Speed		25	Encampment Branch Maximum speed.		15
Trains handling outfit cars.		20	Between Mile Posts— 24.25 and 24.47 37.58 and 37.75		10 10
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.		15	Pleasant Valley Branch		15
Between Parkdale Jct. and Erie		15	Puritan Branch		15
Valmont Spur, M. P. 1, over C. & S. crossing		10	Lionkol Branch		10
Dent Branch: Maximum speed.	60	45	Superior Branch, on yard tracks at Thayer Jct.		15
800 class engines.	45	40	Branches not otherwise shown.		15
3900, 5000 and 9000 class and Mallet type engines.	40	40	Stansbury Spur		5
Freight engines not otherwise shown.	50		Spurs not otherwise shown.		10
Trains handling outfit cars.		20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
Between Mile Posts— Quimby 10.0 and 10.6	50	40	Park City Branch Maximum Speed		25
11.6 and 12.0	50	40	Trains handling outfit cars.		20
East Lake 14.3 and 14.6	50	40	Between Mile Posts— 0.0 and 4.3		15
St. Vrains 21.5 and 21.9	40	25	5.1 and 5.2		15
Frederick 25.6 and 25.8	40	25	13.2 and 13.5		15
Gowanda 37.9 and 38.0	50	40	14.8 and 21.0		15
Wild Cat 40.4 and 40.5	50	40	24.0 and 24.1		15
Fort Collins Branch Between Dent and Fort Collins.	30		25.1 and 25.2		15
Between Fort Collins and Buckeye.	25		26.3 and 28.4		15
Trains handling outfit cars.	20		Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Dent, over west wye switch.	10		Ontario Branch		15
Fort Collins, within city limits.	15		Cranmer spur, between Keetley and end of track.		10
Fort Collins, over east cross-over switch.	5				
Greeley Branch	15				
Coalmont Branch Maximum speed.	20				
Between Mile Posts— 36 and 79	10				

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.	F. A. Humphrey	Surgeon	Fort Collins, Colo.
J. S. Benwell	District Surgeon	Denver, Colo.	P. E. Woodward	Surgeon	Fort Morgan, Colo.
Louis J. Taufer	District Surgeon	Salt Lake City, Utah	J. W. Allely	Surgeon	Greeley, Colo.
P. R. Farrington	Surgeon	Boulder, Colo.	R. C. Stratton	Surgeon	Green River, Wyo.
J. W. Wells	Surgeon	Brighton, Colo.	A. T. Sudman	Surgeon	Green River, Wyo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	E. B. Mullinaux	Surgeon	Julesburg, Colo.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	W. L. Wilkinson	Surgeon	La Salle, Colo.
G. W. Koford	Surgeon	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
E. W. Newman	Oculist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
G. W. Marbry	Aurist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. B. Stump	Oculist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	R. F. Howe	Surgeon	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	Paul Southwick	Surgeon	Ogden, Utah
C. L. Lincoln Jr.	Surgeon	Denver, Colo.	G. H. Keyes	Surgeon	Ogden, Utah
L. S. Frank	Surgeon	Denver, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	I. B. McQuarrie	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	W. P. Daines	Physician	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	F. W. Seager	Surgeon	Ogden, Utah
I. E. Hix, Jr.	Oculist	Denver, Colo.	H. F. De Mars	Aurist	Ogden, Utah
H. W. Stuver	Surgeon	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	J. A. Dixon	Surgeon	Ogden, Utah
R. M. Maul	Surgeon	Denver, Colo.	Dan Oniki	Surgeon	Park City, Utah
H. T. High	Surgeon	Devils Slide, Utah	R. B. Baker	Surgeon	Rawlins, Wyo.
F. D. Kuykendall	Surgeon	Eaton, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
J. S. Hellwell	Surgeon	Evanston, Wyo.	R. D. Paul	Surgeon	Rawlins, Wyo.
Blair Liddell	Surgeon	Evanston, Wyo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Laramie	Switchmen's Locker Room
Denver	Dispatcher's Office	Laramie	Passenger Enginemen Washroom
Denver 23rd Street	Register Room	Rawlins	Telegraph Office
Denver	Conductors' Room, Freight Station	Rawlins	Yard Office
29th Street	Yard Office	Rawlins	Engine Dispatcher's Office
36th Street	Telegraph Office	Rock Springs	Telegraph Office
36th Street	Register Room	Rock Springs	Switchmen's Locker Room
Pullman	Yard Office	Green River	Train Dispatcher's Office
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Telegraph Office
Brighton	Telegraph Office	Green River	Engine Crew Dispatcher's Office
La Salle	Telegraph Office	Green River	Switchmen's Locker Room
Greeley	Telegraph Office	Evanston	Telegraph Office
Cheyenne	Dispatcher's Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Telegraph Office	Ogden	Telegraph Office, Union Depot
Cheyenne	Yard Office	Ogden	YD-21st St. Telegraph Office
Cheyenne	Engine Dispatcher's Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Laramie	Yard Office	Ogden	Enginemen's Wash Room
Laramie	Depot Telegraph Office	Ogden	RD-23th St. Telegraph Office
Laramie	Engine Dispatcher's Office	Fort Collins	Telegraph Office