

UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 48

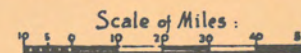
Effective Sunday,
April 26, 1970

at 12:01 A. M. Mountain Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO JUNE 1, 1968



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

							Distance from Council Bluffs	Time-Table No. 48 April 26, 1970		
								STATIONS		
117	9	17	105	111	103					
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily					
						0.0	CO. BLUFFS			
						2.8	OMAHA			
						146.9	GRAND ISLAND			
						284.1	NORTH PLATTE	C.T. M.T.		
						365.3	JULESBURG			
						407.5	SIDNEY			
						562.5	KANSAS CITY			
						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

(14.00) (25.50) (9.05) (15.15) (4.49) (18.35) Thru Time
45.8 47.8 49.0 55.4 57.8 53.5 Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

FIRST SUBDIVISION AND BRANCHES

J. F. BARRETT, Chief Train Dispatcher.....Denver, Colo.
J. E. MASON, Asst. Chief Train Dispatcher.....Denver, Colo.
K. R. SNYDER, Asst. Chief Train Dispatcher.....Denver, Colo.

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

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

THIRD SUBDIVISION AND FOURTH SUBDIVISION
RAWLINS TO OGDEN, AND BRANCHES

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

MILEAGE

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

J. R. JOHNSON, Superintendent.....Cheyenne, Wyo.
B. C. MURPHY, Asst. Superintendent.....Cheyenne, Wyo.
J. E. HOGG, Terminal Superintendent.....Cheyenne, Wyo.
D. R. ROMER, 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.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

							Mile Post	Time-Table No. 48 April 26, 1970						
								STATIONS						
106	112	104	10	18	118									
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								
Daily	Daily	Daily	Daily	Daily	Daily	Daily								
							0.0	CO. BLUFFS						
							2.8	OMAHA	3.15		3.15			
							146.9	GRAND ISLAND	12.25		12.25			
							284.1	NORTH PLATTE	9.40 8.25	8.00	9.40 8.25			
							365.3	JULESBURG		6.40				
							407.5	SIDNEY			6.30			
							562.5	KANSAS CITY				8.30		11.00
							562.5	DENVER				8.00 7.30	1.30	8.00
							509.5	CHEYENNE	4.55 4.25		4.55 4.25	5.15 4.25	11.10 10.50	
							566.0	LARAMIE	3.05		3.05	3.05	9.30	
							682.8	RAWLINS	1.21		1.21	1.21	7.30	
							817.0	GREEN RIVER	11.05 10.50		11.05 10.45	11.05 10.45	4.45 4.35	
							847.2	GRANGER					4.00	
							992.6	OGDEN			7.30	7.30		
								(992.6)	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (15.55) (4.45) (18.45) (24.00) (9.30) (14.00)
Average speed per hour..... 53.0 58.6 52.8 51.2 46.9 45.8

Heavy Figures Indicate PM
Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

WESTWARD		FIRST SUBDIVISION					Time-Table No. 48 April 26, 1970		Distance from Denver	
		FIRST CLASS								
		10	17	112	118	9				
		Passenger	Passenger	Passenger	Mixed	Passenger				
		Daily	Daily	Daily	Daily	Daily				
YIP		8.00PM	5.15PM	3.15PM	8.00AM	7.30AM	0.0			
D							0.6			
ZP							1.7			
DTYZP		A 8.05PM	5.19	3.20	8.20AM	7.35	2.2			
P							4.9			
P			5.25	3.27		7.44	5.0			
P							6.0			
78	P						8.1			
14	P						9.9			
144	P						11.3			
41	P						14.1			
144	YZP						19.1			
21	P						22.8			
31	P						25.8			
P							30.1			
145	P						34.8			
14	P						36.2			
99	P						40.0			
16	P						42.4			
17	P						43.2			
165	DYP		6.05	A 4.10PM		8.30	46.1			
P							48.2			
145	ZPY		s 6.17			s 8.42	51.7			
P							54.0			
68	P						55.8			
65	P						59.2			
IP							59.3			
143	P						63.0			
18	P						64.9			
53	P						66.8			
144	P						71.9			
P							77.0			
133	P		A 6.50PM			A 9.15AM	86.0			

		(0.05)	(1.35)	(0.55)	(0.20)	(1.45)	Thru Time	
		26.4	54.3	50.2	6.6	49.1 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. 48 April 26, 1970		Distance from Denver	
		FIRST CLASS								
		9	18	111	117	10				
		Passenger	Passenger	Passenger	Passenger	Passenger				
		Daily	Daily	Daily	Daily	Daily				
YIP		6.45AM	1.30PM	11.59AM	9.00PM	7.30PM				
D							0.6			
ZP							1.7			
DTYZP		6.20AM	1.06	11.46	8.25PM	7.14	2.2			
P							4.9			
P			1.01	11.40		7.08	5.0			
P							6.0			
78	P						8.1		78	
14	P						9.9		14	
144	P						11.3		144	
41	P						14.1		41	
144	YZP						19.1		144	
21	P						22.8		21	
31	P						25.8		31	
P							30.1		P	
145	P						34.8		145	
14	P						36.2		14	
99	P						40.0		99	
16	P						42.4		16	
17	P						43.2		17	
165	DYP		12.20	10.58AM		6.28	46.1		165	
P							48.2		P	
145	ZPY		s 12.10PM			s 6.17	51.7		145	
P							54.0		P	
68	P						55.8		68	
65	P						59.2		65	
IP							59.3		IP	
143	P						63.0		143	
18	P						64.9		18	
53	P						66.8		53	
144	P						71.9		144	
P							77.0		P	
133	P		11.40AM			5.45PM	86.0		133	

		(0.25)	(1.50)	(1.01)	(0.35)	(1.45)	Thru Time	
		5.8	46.9	45.3	3.7	49.1 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		SECOND SUBDIVISION						EASTWARD	
		FIRST CLASS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	17	10	103	9	105	18	Distance from Council Bluffs	Time-Table No. 48 April 26, 1970
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
		7.40 PM		11.05 AM	11.05 AM	11.05 AM	11.10 AM	509.5	DN-R CHEYENNE YL
	IP							510.8	DN TOWER A AY
118	XP		A 5.28 PM				A 11.23 AM	519.0	SPEER
113	P							525.8	EMKAY
116	P							534.2	LYNOH
117	P							542.7	HARRIMAN
105	P							549.5	PERKINS
111	P							549.5	PERKINS
	P							514.5	WYCON
93	XP							519.1	BORIE
75	XP							528.6	GRANITE
CS 106	P							536.6	BUFORD
	YP							540.4	SHERMAN
	XP							554.3	DALE
OS 115	P							547.9	HERMOSA
106	P							556.8	RED BUTTES
87	P							554.0	COLORES
242	P							563.0	FORELLE
	DYPZX	A 9.10 PM		A 12.27 PM	A 12.27 PM	A 12.27 PM		566.0	DN-R LARAMIE KI-K
		(1.30)	(0.13)	(1.22)	(1.22)	(1.22)	(0.13)	Thru Time	
		37.7	43.8	41.3	41.3	41.3	43.8	Average speed per hour	

WESTWARD		BORIE SUBDIVISION				EASTWARD	
		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	17	9	Distance from Denver		Time-Table No. 48 April 26, 1970	
		Passenger	Passenger				
		Daily	Daily			STATIONS	
133	P			6.50 PM	9.15 AM	86.0	CARR
73	P					90.4	WARREN
118	XP			A 7.05 PM	A 9.30 AM	98.0	SPEER
	P					103.3	BORIE
		(0.15)	(0.15)			Thru Time	
		48.0	48.0			Average speed per hour	

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

WESTWARD		SECOND SUBDIVISION						EASTWARD	
		FIRST CLASS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	18	9	106	104	10	17	Distance from Council Bluffs	Time-Table No. 48 April 26, 1970
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
		10.50 AM	9.45 AM	4.25 PM	4.25 PM	4.25 PM	7.20 PM	509.5	DN-R CHEYENNE YL
	IP							510.8	DN TOWER A AY
118	XP		9.30 AM				7.05 PM	519.0	SPEER
113	P							525.8	EMKAY
116	P							534.2	LYNOH
117	P							542.7	HARRIMAN
105	P							549.5	PERKINS
111	P							549.5	PERKINS
	P							514.5	WYCON
93	XP							519.1	BORIE
75	XP							528.6	GRANITE
CS 106	P							536.6	BUFORD
	YP							540.4	SHERMAN
	XP							554.3	DALE
OS 115	P							547.9	HERMOSA
106	P							556.8	RED BUTTES
87	P							554.0	COLORES
242	P							563.0	FORELLE
	DYPZX	9.30 AM		3.05 PM	3.05 PM	3.05 PM		566.0	DN-R LARAMIE KI-K
		(1.20)	(0.15)	(1.20)	(1.20)	(1.20)	(0.15)	Thru Time	
		42.4	42.0	42.4	42.4	42.4	42.0	Average speed per hour	

WESTWARD		BORIE SUBDIVISION				EASTWARD	
		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	18	10	Distance from Denver		Time-Table No. 48 April 26, 1970	
		Passenger	Passenger				
		Daily	Daily			STATIONS	
133	P			11.40 AM	5.45 PM	86.0	CARR
73	P					90.4	WARREN
118	XP			11.23 AM	5.28 PM	98.0	SPEER
	P					103.3	BORIE
		(0.17)	(0.17)			Thru Time	
		42.3	42.3			Average speed per hour	

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.					Distance from Council Bluffs
	103	9	105	17	
	Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	
DPTXZY	5.05 PM	5.05 PM	5.00 PM	1.45 AM	817.0
WS 50 PX	5.10	5.10	5.05	1.52	821.1
CS 69 P	5.14	5.14	5.09	1.57	824.9
CS 104 P	5.19	5.19	5.14	2.02	830.2
PX					834.1
P					835.1
PX	5.27	5.27	5.20	2.09	837.8
WS 83 ES 106 IPXY	5.37	5.37	A 5.30 PM	A 12.20 AM	847.2
CS 105 P	5.44	5.44			854.0
CS 87 P	5.49	5.49			858.7
CS 87 P	5.56	5.56			865.9
P					869.8
CS 114 P	6.06	6.06			875.4
CS 87 P	6.13	6.13			880.9
CS 110 P	6.17	6.17			885.6
CS 69 P	6.24	6.24			890.5
CS 105 P	6.31	6.31			897.6
ES 43 IPX	6.36	6.36			901.8
ES 98 IPX	6.40	6.40			903.6
CS 99 P	6.49	6.49			912.7
ES 147 WS 161 PTXYZ	6.58	6.58			917.2
P	6.59	6.59			918.4
CS 79 P	7.11	7.11			927.6
P					932.6
WS 100 ES 85 P	7.26	7.26			936.7
CS 105 PX	7.34	7.34			943.3
P					947.9
WS 101 ES 122 XP	7.46	7.46			952.7
CS 99 P	7.50	7.50			956.5
CS 99 P	7.54	7.54			960.6
CS 100 P	8.03	8.03			968.0
WS 100 CS 99 P	8.11	8.11			975.5
P					980.1
ES 52 P	8.25	8.25			985.1
PIX					989.9
DFPTYZX	A 8.50 PM	A 8.50 PM			992.6

(3.45) (3.45) (0.30) (0.35)
46.8 46.8 60.4 51.8

Time-Table No. 48
April 26, 1970

STATIONS

DN-R GREEN RIVER YL GR
RIVIEW
PERU
BRYAN
STAUFFER
ALCHEM
WESTVACO
DN GRANGER GN
VERNE
CHURCH BUTTES
HAMPTON
ELKHURST
DN CARTER Q
ANTELOPE
BRIDGER
LEROY
SPRING VALLEY
ASPEN
ALTAMONT
MILLIS
DN-R EVANSTON YL NA
ALMY JCT.
WAHSATCH
CURVO
CASTLE ROCK
EMORY
BASKIN
DN ECHO HO
HENEFER
DEVIL'S SLIDE
D MORGAN WB
PETERSON
GATEWAY
UINTAH
DN-R RIVERDALE YL RD
DN-R OGDEN YL OG

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

..... 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.

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.					Mile Post
	106	104	10	18	
	Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	
DN-R GREEN RIVER YL GR	10.50 AM	10.45 AM	10.45 AM	4.35 AM	817.0
RIVIEW	10.41	10.31	10.31	4.25	821.1
PERU	10.37	10.27	10.27	4.21	824.9
BRYAN	10.32	10.22	10.22	4.16	830.2
STAUFFER					834.1
ALCHEM					835.1
WESTVACO	10.27	10.15	10.15	4.09	837.8
DN GRANGER GN	10.20 AM	10.08	10.08	4.00 AM	847.2
VERNE	10.02	10.02			854.0
CHURCH BUTTES	9.58	9.58			858.7
HAMPTON	9.53	9.53			865.9
ELKHURST					869.8
DN CARTER Q	9.45	9.45			875.4
ANTELOPE	9.40	9.40			880.9
BRIDGER	9.35	9.35			885.6
LEROY	9.30	9.30			890.5
SPRING VALLEY	9.24	9.24			897.6
ASPEN	9.20	9.20			901.8
ALTAMONT	9.15	9.15			903.6
MILLIS	9.06	9.06			912.7
DN-R EVANSTON YL NA	9.00	8.59	8.59		917.2
ALMY JCT.					918.4
WAHSATCH	8.48	8.48			927.6
CURVO					932.6
CASTLE ROCK	8.37	8.37			936.7
EMORY	8.28	8.28			943.3
BASKIN					947.9
DN ECHO HO	8.15	8.15			952.7
HENEFER	8.10	8.10			956.5
DEVIL'S SLIDE	8.05	8.05			960.6
D MORGAN WB	7.57	7.57			968.0
PETERSON	7.50	7.50			975.5
GATEWAY					980.1
UINTAH	7.38	7.38			985.1
DN-R RIVERDALE YL RD					989.9
DN-R OGDEN YL OG	7.30 AM	7.30 AM			992.6

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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.	Mile Post	Distance from Denver	Time-Table No. 48			Mile Post	Distance from Denver	
			April 26, 1970					
			STATIONS					
	P		5.0	COMMERCE CITY	YL	5.0		
			8.2	WELBY		8.2		
13			9.8	QUIMBY		9.8		
28			13.8	EAST LAKE		13.8		
31			22.2	ST. VRAINS	YL	22.2		
46	IY		22.2	U. P. CROSSING		22.2		
			26.1	FREDERICK	YL	26.1		
			27.8	FIRESTONE		27.8		
17			30.2	HARNEY		30.2		
28			34.6	GOWANDA		34.6		
			36.9	RIVERS		36.9		
10			38.3	WILD CAT		38.3		
17	Y		42.8	DENT	YL	42.8		
	DYP		50.6	LA SALLE	YLDY	50.6		

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

WESTWARD			FORT COLLINS BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Distance from Denver	Time-Table No. 48			Mile Post	Distance from Denver	
			April 26, 1970					
			STATIONS					
17	Y		0.0	DENT	YL			
			1.7	MILLIKEN	YL			
			2.0	G. W. CROSSING				
			9.0	G. W. CROSSING				
			9.1	KELIM				
			16.4	REDMOND				
37			19.5	HARMONY				
48	YZ		25.0	FORT COLLINS	YL FC			
			25.2	C. & S. CROSSING				
			25.3	C. & S. CROSSING				
			27.9	POUDRE	YL			
			30.0	BOETCHER	YL			
			30.8	END OF TRACK	YL			

WESTWARD			BOULDER BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Distance from Denver	Time-Table No. 48			Mile Post	Distance from Denver	
			April 26, 1970					
			STATIONS					
			5.2	END OF TRACK				
			7.1	DICK				
	IY		8.1	ST. VRAINS	YL			
			8.1	U. P. CROSSING				
			10.1	NATIONAL				
44			10.9	MINE JCT.	YL			
			11.4	PARKDALE JCT.				
8			15.1	ERIE				
			15.1	BN- CROSSING				
			19.6	LIGGETT				
16			24.0	VALMONT				
			26.0	C. & S. CROSSING				
			26.9	BOULDER	YL			

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

WESTWARD			GREELEY BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Distance from Greeley	Time-Table No. 48			Mile Post	Distance from Greeley	
			April 26, 1970					
			STATIONS					
	YZP		0.0	GREELEY	YL HG	0.0		
	YP		2.3	GREELEY JCT.	YL	2.3		
30	Y		6.0	CLOVERLY		6.0		
			8.4	ALDEN		8.4		
35			10.4	GILL		10.4		
			13.8	MATTHEWS		13.8		
			14.2	END OF TRACK		14.2		

WESTWARD			ENCAMPMENT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Distance from Walcott	Time-Table No. 48			Mile Post	Distance from Walcott	
			April 26, 1970					
			STATIONS					
	P		0.0	WALCOTT		0.0		
4			6.8	MEADS		6.8		
6			12.3	OVERLAND		12.3		
19	Y		24.1	SARATOGA		24.1		
8			32.7	COO CREEK		32.7		
10			39.3	CANYON		39.3		
15	Y		44.4	ENCAMPMENT	YL	44.4		

WESTWARD			COALMONT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Distance from Laramie	Time-Table No. 48			Mile Post	Distance from Laramie	
			April 26, 1970					
			STATIONS					
	DYPZX		0.0	LARAMIE	YL K	0.0		
22			14.7	MILLER		14.7		
			21.3	HATTON		21.3		
			29.7	CENTENNIAL		29.7		
8			40.4	ALBANY		40.4		
17	Y		54.6	FOX PARK		54.6		
8			63.8	WYOCOLO		63.8		
20			70.8	CAMP		70.8		
10			73.6	KINGS CANON		73.6		
17	Y		79.8	NORTHGATE		79.8		
6			82.6	COWDREY		82.6		
			88.3	BROWNLEE		88.3		
12			92.2	WALDEN	YL U	92.2		
13			100.7	LARAND	YL	100.7		
8			107.6	HEBRON	YL	107.6		
			108.0	END OF TRACK	YL	108.0		

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. 48		Mile Post	
		April 26, 1970			
		STATIONS			
		0.0	PARKDALE JCT.		
	1.9	PURITAN	1.9		
	3.1	END OF TRACK	3.1		
(3.1)					

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Cloverly	Time-Table No. 48		Mile Post	
		April 26, 1970			
		STATIONS			
		34	Y		
		3.1	LOWE	3.1	
		5.1	GALETON YL	5.1	
(5.1)					

WESTWARD		SOUTH PASS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Rock Springs	Time-Table No. 48		Mile Post	
		April 26, 1970			
		STATIONS			
		XZP	Y		
		9.5	WINTON JUNCTION YL	9.5	
(9.5)					

WESTWARD		HILL FIELD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Ogden Jct.	Time-Table No. 48		Mile Post	
		April 26, 1970			
		STATIONS			
			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. 48		Mile Post	
		April 26, 1970			
		STATIONS			
		P	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		
Y	28.4	D-R PARK CITY YL KD	28.4		
(28.4)					

WESTWARD		ONTARIO BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Keetley Jct.	Time-Table No. 48		Mile Post	
		April 26, 1970			
		STATIONS			
			0.0		
	2.2	PHOSTON	2.2		
	5.2	KEETLEY	5.2		
	7.0	CRANMER YL	7.0		
(7.0)					

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

Designation "Psgr." —Train with Diesel locomotive and all passenger train equipment.
Designation "Frnt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

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

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
When any car of a passenger train is equipped with friction bearings.	80		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): 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
When using No. 14 turn-outs.	25	20			
When using other turn-outs.	15	15			
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	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
Within yard limits protected by continuous block signal system.	60	35			
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			
Road freight locomotives GP-7 units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65	Trains handling ore cars UP 26000-26499, inclusive, loaded or empty.		50
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50	Trains handling specially equipped cars for company wheels and axles, UP 99000-99014 inclusive and UP 99500-99962.		50
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling company scrap.		50
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
Wye tracks, except those portions used as main track or siding.	6	6	Trains with one diesel unit handling ore between Echo and Ogden.		35
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 per cent.		35	Coal trains originating at Rock Springs or Hanna for the first ten miles.		15
Trains handling wrecking derricks: 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	Unit Coal Trains		50

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.	40 40 20	35 35 20	93.3 and 97.4 93.3 and 97.4 mixed trains.	60	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 — Laramie 566.8 and 567.2	60	35	Between Mile Posts — Green River 817.0 and 816.3	50	25
Bosler 587.7 and 588.4	70	55	816.3 and 816.1	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	
			Psg.	Fr.				Psg.	Fr.
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts —					Between Mile Posts —				
Edson 657.2 and 658.1			55	40	Robinson 740.8 and 740.2			70	55
658.4 and 659.2			70	55	Tipton 737.3 and 735.0			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 735.0 and 737.3			70	55	Walcott 661.5 and 661.0			70	55
Tipton 740.2 and 740.9			70	55	659.2 and 658.4			70	55
741.4 and 741.6			60	45	658.1 and 657.2			55	40
742.7 and 743.1			70	55	Edson 656.4 and 653.1			70	55
Monell 752.9 and 753.3			70	55	652.5 and 652.2			60	45
Bitter Creek 757.0 and 757.3			70	55	Dana 650.7 and 650.2			70	55
760.5 and 761.0			70	55	Percy 648.0 and 647.5			70	55
762.0 and 762.3			70	55	646.3 and 645.1			70	55
765.2 and 765.6			60	45	643.7 and 643.5			70	55

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

THIRD SUBDIVISION (Continued)

Location			Miles Per Hour		Location			Miles Per Hour	
			Psg.	Fr.				Psg.	Fr.
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts —					Between Mile Posts —				
Black Buttes 768.8 and 769.3			60	45	Hanna 642.7 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			40	25	Evanston 915.6 and 915.4			70	55
819.3 and 820.7			60	45	913.4 and 913.1			70	55
Riview 822.4 and 823.6			60	45	Millis 910.4 and 909.3			80	55
Peru 825.4 and 826.6			70	55	908.6 and 906.3			50	30
827.9 and 828.4			70	55	905.3 and 904.9			60	40

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —			ON EASTWARD TRACK Between Mile Posts —		
Bryan 831.2 and 831.5	65	50	Altamont Aspen Tunnel	25	20
833.6 and 834.1	70	55	Aspen 901.3 and 896.7	60	45
Westvaco 844.9 and 845.3	60	45	894.4 and 894.0	70	55
Granger 847.2 and 847.3	60	45	893.4 and 890.9	70	55
849.9 and 850.2	70	55	Leroy 890.2 and 889.3	50	35
Church Buttes 860.1 and 860.3	70	55	888.7 and 888.3	70	55
862.2 and 862.5	70	55	887.5 and 887.3	65	50
Hampton 866.7 and 866.9	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	40	25
Evanston			Green River		

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

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

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

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

BRANCHES

Branch	Psgr.	Frts.	Branch	Psgr.	Frts.
Boulder Branch Maximum Speed.		25	Greeley Branch Maximum Speed.		15
Trains handling outfit cars.		20	Over Bridge 4.51		5
Between Parkdale Jct. and Boulder.		15	Encampment Branch Maximum speed.		15
Valmont Spur, M. P. 1, over C. & S. crossing.		10	Between Mile Posts — 25.2 and 24.5		10
M.P. 8.1, UP Crossing, between home signals of automatic interlocking.		20	37.5 and 37.8		10
Dent Branch Maximum Speed	40	40	Pleasant Valley Branch		15
Trains handling outfit cars.		30	Puritan Branch		15
Commerce City to paved road.		20	Branches not otherwise shown.		15
Between Mile Posts — 21.5 and 21.9		30	Stauffer Spur		15
M.P. 22.2, UP Crossing, between home signals of automatic interlocking.		20	Spurs not otherwise shown.		10
25.6 and 25.8		30	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
M.P. 2.0, Great Western Crossing, between home signals of automatic interlocking.		20	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. Sudman....	Surgeon	Green River, Wyo.
L. J. Stadnik.....	Oculist	Cheyenne, Wyo.	H. P. Linton.....	Surgeon	Julesburg, Colo.
T. L. Johnston....	Oculist	Cheyenne, Wyo.	W. P. Ordelheide.	Surgeon	La Salle, Colo.
R. I. Williams....	Aurist	Cheyenne, Wyo.	E. C. Pelton.....	Surgeon	Laramie, Wyo.
G. L. Smith.....	Aurist	Cheyenne, Wyo.	B. J. Sullivan....	Surgeon	Laramie, Wyo.
R. J. Parker.....	Surgeon	Coalville, Utah	J. R. Nye.....	Surgeon	Laramie, Wyo.
J. H. Bechtold....	Surgeon	Denver, Colo.	J. H. White.....	Surgeon	Laramie, Wyo.
J. R. Blair.....	Aurist	Denver, Colo.	R. H. Jesson.....	Oculist	Laramie, Wyo.
A. T. Haley.....	Surgeon	Denver, Colo.	G. F. Kearns.....	Surgeon	Ogden, Utah
R. A. Skeehan....	Oculist	Denver, Colo.	K. A. Stratford...	Surgeon	Ogden, Utah
W. L. Bennett....	Physician	Denver, Colo.	C. S. Feeny.....	Physician	Ogden, Utah
W. D. Merkel....	Physician	Denver, Colo.	I. H. Moncrief....	Surgeon	Ogden, Utah
J. N. Astle.....	Physician	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		