

DENVER SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	90	75	65	45	562.9 and 567.2	60	50	50	40
Maximum speed, mixed trains.				50	562.9 and 567.2 with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
Freight engines not otherwise shown.			45		562.9 and 567.2 with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
C. R. I. & P. 2300 class engines.			50	40	Deer Trail 587.2 and 589.8	60	50	50	40
C. R. I. & P. 2600, 2700, 4000 and 5000 class engines.			40	40	Byers 598.9 and 601.5	70	60	60	45
Cedar Point, on siding.	5	5	5	5	Strasburg 605.2 and 607.0	70	60	60	45
Between Mile Posts— Bagdad 544.0 and 546.6	70	60	60	45	Watkins 619.3 and 620.5	70	60	60	45
River Bend 558.8 and 559.3	55	45	45	35	Mesa				
561.3 and 562.0	70	60	60	45					

NORTHERN SUBDIVISION

Maximum speed.	90	75	75	50
Freight engines not otherwise shown.			50	
Between Tower A and Corlett Jct.			70	
Between Mile Posts— LaSalle 47.8 and 48.0	70	60	60	50
Evans 49.4 and 49.7	70	60	60	50
Warren 91.8 and 92.2	70	60	60	45
93.3 and 97.5	60	50	50	30
93.3 and 97.5 mixed trains Speer				40

STERLING SUBDIVISION

Maximum speed.	90	75	70	50
With C. B. & Q. 5200 and 5500 class engines.			45	45
Freight engines not otherwise shown.			50	

JULESBURG SUBDIVISION

Maximum speed.	90	75	70	50
Freight engines not otherwise shown.			50	

DENT SUBDIVISION

Maximum speed.	60	60	60	45
800, 3900, 5000 and 9000 class and Mallet type engines.			30	30
Freight engines not otherwise shown.			50	
Wild Cat , over Great Western crossing.	40	40	40	20
Westward, Signal M-51, Sand Creek Jct. to paved road.	20	20	20	20

BRANCHES

Boulder Branch Maximum speed.			25	25
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.			15	15
Between Parkdale Jct. and Erie.			15	15
Valmont Spur , M.P. 1, over C. & S. crossing.				10
Fort Collins Branch Between Dent and Fort Collins.	40	30		
Between Fort Collins and Buckeye.			25	25
Between Dent and Fort Collins with Pacific type engines.			30	
Dent, over west wye switch.			10	10
Fort Collins, within city limits.			15	15
Greeley Branch			15	15
Pleasant Valley Branch			15	15
Puritan Branch.			15	15

H. H. LARSON
General Manager

A. E. STODDARD
Asst. General Manager

H. E. SHUMWAY
General Superintendent
Transportation

W. J. MORRISON
General Superintendent

J. F. LEWIS , Superintendent.....	Denver, Colo.
F. R. JENKINS , Assistant Superintendent.....	Denver, Colo.
W. C. SATTERFIELD , Asst. Superintendent.....	Denver, Colo.
J. C. JOCHIM , Terminal Trainmaster.....	Denver, Colo.
C. A. VICK ROY , Chief Train Dispatcher.....	Denver, Colo.
P. GROOME , Asst. Chief Train Dispatcher.....	Denver, Colo.
J. F. BARRETT , Asst. Chief Train Dispatcher.....	Denver, Colo.
R. J. DUNN , Master Mechanic.....	Denver, Colo.
W. L. FRENCH , Road Foreman of Engines.....	Denver, Colo.
J. A. BUNJER , Division Engineer.....	Denver, Colo.
H. V. HITE , General Roadmaster.....	Denver, Colo.

MILEAGE COLORADO DIVISION

Main Line.....	640.3
Branches.....	106.4
Total.....	746.7

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Adolph Sachs	Medical Director	Omaha, Nebr.	
Lynn T. Hall	Asst. Medical Director	Omaha, Nebr.	
G. A. Surface	Surgeon.....	Ellis, Kans.....	Ellis to Wakeeney.
W. Y. Herrick	Surgeon.....	Wakeeney, Kans.....	Ellis to Quinter.
Benj. S. Morris	Surgeon.....	Quinter, Kans.....	Ellis to Oakley.
J. J. Barclay	Surgeon.....	Grinnell, Kans.....	Quinter to Oakley.
C. M. Miller	Surgeon.....	Oakley, Kans.....	Grinnell to Winona and Oakley to Colby.
M. L. Brakebill	Surgeon.....	Sharon Springs, Kans.....	Winona to Cheyenne Wells.
L. N. Meyers	Surgeon.....	Cheyenne Wells, Colo.....	Sharon Springs to Hugo.
J. A. McConnell	Surgeon.....	Hugo, Colo.....	Cheyenne Wells to Bennett.
C. W. Reed	Surgeon.....	Byers, Colo.....	Deer Trail to Denver.
Wm. M. Greig	Division Surgeon.	Denver, Colo.....	Colorado Division.
A. T. Haley	Surgeon.....	Denver, Colo.....	Colorado Division.
H. W. Stuver	Surgeon.....	Denver, Colo.....	Denver Emergency Station.
T. E. Beyer and J. R. Blair	Aurists.....	Denver, Colo.....	Colorado Division
I. E. Hix	Oculist.....	Denver, Colo.....	Colorado Division
J. W. Wells	Surgeon.....	Brighton, Colo.....	Denver to Lupton and Brighton to Erie.
E. R. Pearson	Surgeon.....	Lupton, Colo.....	Brighton to Platteville.
W. L. Wilkinson	Surgeon.....	La Salle, Colo.....	La Salle to Kersey.
T. C. Wilmoth	Surgeon.....	Greeley, Colo.....	Evans to Eaton.
E. G. Holden	Surgeon.....	Eaton, Colo.....	Greeley to Ault.
Galen A. Fox	Division Surgeon.	Cheyenne, Wyo.....	Wyoming Division.
J. D. Shingle and G. W. Koford	Surgeons.....	Cheyenne, Wyo.....	{ Cheyenne to Laramie and Cheyenne to Carr.
R. C. Gramlich	Surgeon.....	Cheyenne, Wyo.....	Cheyenne.
W. A. Buntin	Surgeon.....	Cheyenne, Wyo.....	Cheyenne.
E. W. Newman	Oculist.....	Cheyenne, Wyo.....	Cheyenne.
R. I. Williams	Aurist.....	Cheyenne, Wyo.....	Julesburg to Sterling and Ogallala to Lodge Pole.
Wm. A. Day	Surgeon.....	Julesburg, Colo.....	Julesburg to Iliff.
W. C. Davidson	Surgeon.....	Sedgwick, Colo.....	Iliff to Merino.
F. E. Palmer	Surgeon.....	Sterling, Colo.....	Sterling to Weldona.
A. F. Williams	Surgeon.....	Ft. Morgan, Colo.....	St. Vrains to Dent.
Guy A. Ashbaugh	Surgeon.....	Frederick, Colo.....	Boulder to Erie.
P. R. Farrington	Surgeon.....	Boulder, Colo.....	La Salle to Ft. Collins.
F. A. Humphrey	Surgeon.....	Ft. Collins, Colo.....	

UNION PACIFIC RAILROAD COMPANY
Eastern District



Colorado Division

TIME-TABLE
No. 186

Effective Sunday,
June 2, 1946
at 12:01 A. M. Mountain Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

WESTWARD				ELLIS SUBDIVISION				EASTWARD			
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 186 JUNE 2, 1946	Mile Post	FIRST CLASS		SECOND CLASS	
	369 Mixed Daily	37 Passenger Daily	9 Passenger Daily	10 Passenger				38 Passenger	370 Mixed		
										STATIONS	
45 WFTOP	8.55 ^{PM}	7.20 ^{AM}	12.55 ^{AM}	303.3	DN-R	ELLIS YL RT	303.3	A 2.05 ^{AM}	A 3.45 ^{PM}	A 10.05 ^{AM}	
62 P	f 9.05	7.28	1.01	308.4		RIGA	308.4	1.57	3.34	f 9.10	
52 P	f 9.17	f 7.35	1.06	313.7	D	OGALLAH OG	313.7	1.52	3.28	f 8.50	
50 WP	s 9.40	s 7.50	1.14	322.3	DN	WAKEENEY W	322.3	1.45	3.19	s 8.20	
42 P	f 10.00	8.00 ³⁷⁰	1.21	330.0		VODA	330.0	1.38	3.10	f 8.00 ³⁷	
84 P	f 10.15	f 8.07	1.32 ¹⁰	335.8	D	COLLYER JY	335.8	1.32 ⁹	3.03	f 7.30	
51 P	s 10.30	s 8.17	1.39	343.3	D	QUINTER QN	343.3	1.25	2.54	s 7.10	
67 WP	f 10.45	f 8.27	1.46	350.9	D	BUFFALO PARK BP	350.9	1.18	2.45	f 6.50	
44 P	f 11.00	s 8.35	1.51	356.3	D	GRAINFIELD GF	356.3	1.13	2.39	f 6.40	
50 P	f 11.20	s 8.47	1.59	365.2	D	GRINNELL GD	365.2	1.05	2.30	f 6.20	
42 P	f 11.30 ^{PM}	8.54	2.04	371.2		CAMPUS	371.2	1.00	2.24	f 6.05	
56 WFTP	s 12.05 ^{AM}	s 9.10	s 2.11	377.4	DN	OAKLEY YL OQ	377.4	s 12.53	s 2.13	s 5.50	
51 P	f 12.23	f 9.20	2.19	386.1	D	MONUMENT MU	386.1	12.45	2.04	f 5.18	
43 P	f 12.39 ¹⁰	f 9.29	2.25	393.6	D	PAGE CITY PG	393.6	12.39 ³⁶⁹	1.56	f 5.08	
44 WTP	f 1.00	s 9.37	2.30	399.0	D	WINONA GW	399.0	12.34	1.50	f 5.00	
40 P	f 1.15	f 9.48	2.38	408.4		McALLASTER	408.4	12.26	1.40	f 4.44	
24 P	1.25	9.55	2.43	414.5		TURKEY CREEK	414.5	12.21	1.33	4.36	
41 P	f 1.40	f 10.03	2.49	421.1	D	WALLACE A	421.1	12.15	1.26	f 4.28	
53 P	1.50	10.08	2.53	425.6		SOMENA	425.6	12.11	1.21	4.20	
34 WFTOP	A 2.05 ^{AM}	A 10.15 ^{AM}	A 2.57 ^{AM}	429.8	DN-R	SHARON SPRINGS YL PS	429.8	12.07 ^{AM}	1.15 ^{PM}	4.10 ^{AM}	
				(126.5)					Daily	Daily	Daily
				(5.10) 24.2 Thru Time.....				(1.58) 64.3	(2.30) 50.6	(5.55) 21.4
				(2.55) 43.4 Average speed per hour.....				(2.00) 52.9	(1.36) 66.0	(8.50) 27.6
				(2.02) 62.2							

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

No. 38 will stop at Wakeeney to let off revenue passengers from Denver or west, or to pick up revenue passengers for Salina and east where scheduled to stop.

WESTWARD				HUGO SUBDIVISION				EASTWARD			
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 186 JUNE 2, 1946	Mile Post	FIRST CLASS		SECOND CLASS	
	369 Mixed Daily	37 Passenger Daily	9 Passenger Daily	38 Passenger				10 Passenger	370 Mixed		
										STATIONS	
34 WFTOP	2.30 ^{AM}	10.23 ^{AM}	2.59 ^{AM}	429.8	DN-R	SHARON SPRINGS YL PS	429.8	A 1.10 ^{PM}	A 12.05 ^{AM}	A 3.40 ^{AM}	
61 P	2.40	10.30	3.03 ³⁷⁰	433.8		SUNLAND	433.8	1.03	11.58 ^{PM}	3.03 ⁹	
41 P	2.48 ³⁷⁰	10.35	3.07	438.4		LAPAZ	438.4	12.58	11.54	2.48 ³⁶⁹	
62 WP	f 3.10 ⁹	s 10.40	3.10 ³⁶⁹	441.8	D	WESKAN MO	441.8	12.54	11.51	f 2.33	
41 P	3.30	10.48	3.16	448.2		CHEMUNG	448.2	12.47	11.45	2.23	
42 P	f 3.40	f 10.54	3.20	453.1		ARAPAHOE	453.1	12.42	11.41	f 2.15	
50 P	3.50	11.00	3.25	458.2		SALIS	458.2	12.37	11.37	2.05	
54 WP	s 4.10	s 11.08	3.29	463.0	DN	CHEYENNE WELLS CW	463.0	12.32	11.33	s 1.55	
53 P	4.20	11.15	3.34	468.1		ASCALON	468.1	12.27	11.28	1.42	
53 P	f 4.30	f 11.23	3.39	473.5		FIRST VIEW	473.5	12.21	11.23	f 1.35	
52 P	4.43	11.32	3.47	482.3		ARENA	482.3	12.12	11.16	1.20	
58 WFTP	s 5.05	s 11.43	3.53	487.7	D	KIT CARSON KC	487.7	12.06 ^{PM}	11.11	s 1.10	
53 P	5.20	11.56 ³⁸	3.58	494.0		SORRENTO	494.0	11.56 ³⁷	11.06	12.52	
51 P	f 5.35	12.05 ^{PM}	4.05	500.4		WILD HORSE	500.4	11.49	11.01	f 12.42	
52 P	f 5.50	12.13	4.11	507.6		AROYA	507.6	11.41	10.55	f 12.32	
52 P	f 6.10	12.24	4.20	518.0		BOYERO	518.0	11.30	10.46	f 12.17	
95 WP	6.25	12.33	4.27	526.3		CLIFFORD	526.3	11.21	10.39	f 12.05 ^{AM}	
82 WFTP	A 6.40 ^{AM}	A 12.45 ^{PM}	A 4.39 ^{AM}	535.5	DN-R	HUGO YL HU	535.5	11.10 ^{AM}	10.29 ^{PM}	11.50 ^{PM}	
				(4.10) 25.6					(2.00) 52.9	(1.36) 66.0	(8.50) 27.6
				(2.22) 44.7 Thru Time.....				(2.00) 52.9	(1.36) 66.0	(8.50) 27.6
				(1.40) 63.4 Average speed per hour.....						

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

WESTWARD

DENVER SUBDIVISION

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS				Distance from Kansas City	Time Table No. 186		Mile Post
	97 C.R.I.&P. Freight	369 Mixed	91 C.R.I.&P. Freight	37 Passenger	25 C.R.I.&P. Passenger	7 C.R.I.&P. Rocket Passenger	9 Passenger		JUNE 2, 1946		
									STATIONS		
82 WFTF		7:00 AM		12:55 PM			4:42 AM	535.5	DN-R HUGO YL HU	535.5	
119 P		7:12		1:04			4:49	541.7	6.2 BAGDAD	541.7	
31 WP		7:20		1:12			4:55	547.9	6.2 LAKE	547.9	
47 P		7:40		1:21			5:01	550.5	2.6 (C. R. I. & P. Crossing) DN-R LIMON YL MN	550.5	
	10:15 PM		7:10 AM		1:05 PM	6:51 AM ⁹²		550.6	LIMON JUNCTION YL	550.6	
51 P	10:30 ³⁷⁰	7:55	7:25	1:31	1:12	6:58	5:07	556.6	6.0 RIVER BEND	556.6	
50 P	10:45	8:10	7:40	1:39	1:20	7:05	5:14	563.2	6.6 CEDAR POINT	563.2	
51 P	10:57	8:17	7:52	1:44	1:25	7:10	5:19	567.1	3.9 BUICK	567.1	
52 P	11:10	8:33	8:04	1:51	1:31	7:15	5:24	572.2	5.1 D AGATE AX	572.2	
24 P	11:20	8:45	8:15	1:57 ⁸	1:37	7:20	5:29	578.1	5.9 LOWLAND	578.1	
52 WFTF	11:45 PM	8:57	8:35	2:06	1:51 ⁸	7:27	5:36 ⁹²	584.2	6.1 DN DEER TRAIL DX	584.2	
51 P	12:05 ⁹⁶	9:35	8:50	2:13	1:58	7:33	5:42	590.1	5.9 PEORIA	590.1	
52 P	12:25	9:56 ³⁸	9:05	2:20	2:05	7:39	5:48	596.6	6.5 D BYERS BY	596.6	
58 WP	12:40	10:15	9:20	2:27	2:11	7:45	5:53	602.5	5.9 DN STRASBURG SR	602.5	
49 P	12:55	10:40	9:43 ³⁸	2:34	2:18	7:51	5:59	608.9	6.4 D BENNETT BT	608.9	
51 P	1:10	10:55	9:58	2:39	2:23	7:55	6:03	613.7	4.8 MANILA	613.7	
50 WP	1:25	11:10	10:08	2:44 ²⁶	2:28	7:59	6:07	618.4	4.7 WATKINS	618.4	
52 P	1:40	11:22	10:23	2:51	2:36 ²⁶	8:04	6:13	625.0	6.6 MESA	625.0	
								628.1	3.1 MAGEE	628.1	
84 P	1:55	11:32	10:35	2:58	2:50	8:08	6:18	630.5	2.4 DN SABLE SB	630.5	
72 YP	2:03	11:37	10:40	3:01	2:55	8:10	6:21	633.2	2.7 ROYDALE	633.2	
49 P	2:08	11:40	10:45	3:03	2:57	8:11	6:22	634.3	1.1 SANDOWN	634.3	
WFTOP	A2:25 AM	A11:55 AM	A11:00 AM	A3:10 PM	A3:05 PM	A8:16 AM	A6:27 AM	638.2	3.9 PULLMAN YL	638.2	
									(102.7)		

(4.10) (4.55) (3.50) (2.15) (2.00) (1.25) (1.45) Thru Time
21.0 20.9 22.1 45.6 43.8 61.8 58.7 Average speed per hour

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

DENVER SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Kansas City	FIRST CLASS				SECOND CLASS				
		38 Passenger	8 C.R.I.&P. Rocket Passenger	26 C.R.I.&P. Passenger	10 Passenger	92 C.R.I.&P. Freight	370 Mixed	96 C.R.I.&P. Freight		
									Time Table No. 186	
82 WFTF	535.5									
119 P	541.7	A 11:05 AM			A 10:27 PM				A 11:20 PM	
31 WP	547.9	10:57			10:19				11:02	
47 P	550.5	10:51			10:14				10:52	
		10:47			10:11				10:45	
	550.6									
51 P	556.6		A2:23 PM	A4:10 PM					A 6:51 AM ⁷	A2:00 AM
50 P	563.2	10:39	2:17	3:56	10:05				6:32	10:30 ⁹⁷ 1:30
51 P	567.1	10:32	2:11	3:48	9:59				6:20	10:10 1:15
52 P	572.2	10:28	2:06	3:42	9:55 ³⁷⁰				6:12	9:55 ¹⁰ 1:01
24 P	578.1	10:22	2:02	3:36	9:50				6:00	9:38 12:50
52 WFTF	584.2	10:16	1:57 ³⁷	3:30	9:45				5:45	9:25 12:40
		10:10	1:51 ²⁵	3:22	9:40				5:36 ⁸	9:15 12:25
51 P	590.1	10:03	1:45	3:15	9:34				5:21	8:57 12:05 ⁹⁷ AM
52 P	596.6	9:56 ³⁶⁹	1:40	3:08	9:28				5:11	8:45 11:55 PM
58 WP	602.5	9:50	1:36	3:02	9:23				5:02	8:30 11:46
49 P	608.9	9:43 ⁹⁷	1:31	2:55	9:17				4:52	8:15 11:36
51 P	613.7	9:38	1:27	2:50	9:13				4:44	8:05 11:28
50 WP	618.4	9:33	1:23	2:44 ³⁷	9:09				4:36	7:55 11:20
52 P	625.0	9:26	1:18	2:36 ²⁵	9:03				4:25	7:40 11:07
	628.1									
84 P	630.5	9:20	1:14	2:27	8:58				4:16	7:30 10:57
72 YP	633.2	9:17	1:11	2:23	8:55				4:11	7:26 10:52
49 P	634.3	9:15	1:10	2:21	8:54				4:09	7:23 10:50
WFTOP	638.2	9:10 AM	1:05 PM	2:15 PM	8:50 PM				4:00 AM	7:15 PM 10:40 PM
		Daily	Daily	Daily	Daily				Daily	Daily Daily

..... Thru Time (1.55) (1.18) (1.55) (1.37) (2.51) (4.05) (3.20)
..... Average speed per hour 53.6 67.4 45.8 63.6 30.8 25.2 26.3

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

WESTWARD

U. S. HOSPITAL BRANCH

EASTWARD

Distance from Sable	Time-Table No. 186		Mile Post
	JUNE 2, 1946		
	STATIONS		
0.0	SABLE	0.0	
1.6	BUNELL	1.6	

WESTWARD

NORTHERN SUBDIVISION

Table with columns for Car Capacity, Second Class (96, 248, 370, 377, 250, 92), Distance from Denver, and Mile Post. Includes rows for stations like TYP, OF, WFTOP, IF, 95, 57, 52, 91, 94, 58, 95, 119, 192, 60, 247, 81, 80, 65, 64, 52, 96, 51, 94, 97, 52, 95, 72.

Time-Table No. 186

JUNE 2, 1946

STATIONS

Table listing stations from DENVER to CHEYENNE with mile markers and directions (DN-R, DN, D, DN-R).

(106.0)

(0.10) (1.25) (0.25) (3.15) (1.15) (0.10) Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 58, 9, 51, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains.

Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.

WESTWARD

NORTHERN SUBDIVISION

Table with columns for First Class (10, 57, 54, 37, 17, 112, 51, 26, 8, 38, 9), Distance from Denver, and Mile Post. Includes rows for stations like 8.45PM, 8.49, 8.50PM, 8.17, 8.21, 8.24, 8.27, 8.36, 8.45, 8.50, 8.55, 9.01, 9.10, 9.15, 9.25, 9.31, 9.36, 9.42, 9.48, 9.57, 10.03, 10.08, 10.16, 10.23, 10.29, 10.35, 10.40, 10.45, 11.00PM.

Time-Table No. 186

JUNE 2, 1946

STATIONS

Table listing stations from DENVER to CHEYENNE with mile markers and directions (DN-R, DN, D, DN-R).

(106.0)

(0.05) (3.00) (0.55) (2.15) (2.15) (0.40) (2.45) (0.05) (0.05) (0.05) (2.20) Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 58, 9, 51, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. No. 54 will stop on flag at Brighton and Lupton for passengers for east of LaSalle. No. 9 will stop at LaSalle for revenue passengers holding coach or sleeping car reservations.

NORTHERN SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 186

JUNE 2, 1946

Distance from Denver	Mile Post	STATIONS										
		9	111	18	7	38	53	52	25	37	10	58
		Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Passenger	Mixed
0.0	0.0	A 6.45AM	A 8.00AM	A 8.20AM	A 8.25AM	A 8.35AM	A 8.50AM	A 10.45AM	A 3.25PM	A 3.30PM	A 8.30PM	A 11.55PM
1.7	1.7	6.28	7.54	8.15	8.17	8.25	8.39	10.34	3.08	3.11	8.22	11.41
2.2	2.2	6.27AM	7.53	8.14	8.16AM	8.24	8.38	10.33	3.05PM	3.10PM	8.21	11.39
4.9	4.9											
5.0	5.0		7.49	8.10		8.20	8.34AM	10.29			8.17 ⁵⁷	11.32
8.1	8.1		7.46	8.06		8.16		10.24			8.12	11.27
9.9	9.9											
11.3	11.3		7.43	8.03		8.13		10.20			8.08	11.23
14.1	14.1		7.41	8.00		8.10		10.16			8.05	11.19
16.0	16.0											
19.1	19.1	DN	7.36	7.54		8.04		10.10			7.59	11.12
22.8	22.8											
25.8	25.8	D	7.29 ⁹	7.47		7.57		10.01			7.53	11.02
30.1	30.1		7.20	7.43		7.53		9.55			7.49 ³⁷⁷	10.56 ²⁴⁸
34.8	34.8	D	7.16	7.37 ⁹		7.48		9.50			7.45	10.50
36.2	36.2											
37.8	37.8											
40.0	40.0	D	7.12	7.24		7.42 ⁹		9.44			7.40 ²⁵⁰	10.43
42.4	42.4											
43.3	43.3											
46.1	46.1	DN-R	7.05AM	7.16		7.31		9.37			7.34	10.33
48.2	48.2			7.11		7.26		9.31			7.31	10.23
51.7	51.7	DN		7.06		7.20		9.26			7.28	10.17
54.0	54.0											
55.8	55.8	D		6.58		7.09		9.16			7.19	10.06
59.2	59.2	DN		6.54		7.05		9.12			7.14 ³⁷	10.00
59.3	59.3											
63.0	63.0	DN		6.49		6.59		9.07			7.10	9.53
65.0	65.0											
66.8	66.8	D		6.45		6.55		9.03			7.06	9.48 ⁵⁷
71.9	71.9	D		6.40		6.50		8.58			7.01	9.41
77.0	77.0			6.35		6.45		8.53			6.56	9.34
81.9	81.9			6.30		6.40		8.48			6.51	9.28 ³⁷⁷
86.0	86.0	DN		6.25		6.35		8.42 ⁹			6.47 ¹⁷	9.23
90.4	90.4			6.19		6.29		8.27			6.41	9.14
94.4	94.4			6.15		6.25		8.21			6.36	9.08
97.8	97.8	DN		6.11		6.21		8.16			6.31	9.02
103.1	103.1	DN		6.05AM		6.15AM						
101.5	101.5							8.10			6.25	8.55
104.7	104.7	DN						8.05			6.20	8.50
106.0	106.0	DN-R						8.00AM			6.15PM	8.45PM

Thru Time..... (0.18) (0.55) (2.15) (0.09) (2.20) (0.16) (2.45) (0.20) (0.20) (2.15) (3.10)
 Average speed per hour..... 7.3 50.3 45.8 14.7 44.2 18.7 38.6 6.6 6.6 47.1 33.5

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 58, 9, 51, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains.
 Between Cheyenne and LaSalle the time of No. 334 must be cleared not less than ten minutes by eastward extra trains.
 Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.

NORTHERN SUBDIVISION EASTWARD

SECOND CLASS

Time-Table No. 186

JUNE 2, 1946

Car capacity of sidings, etc. See Rule 6(A).	Distance from Denver	Mile Post	STATIONS					
			97	455	91	369	477	334
			C.R.I.&P. Freight	Time Freight	C.R.I.&P. Freight	Mixed	Time Freight	Mixed
	0.0	0.0	A 5.00AM		A 12.01PM	A 12.50PM		A 6.30PM
YIP	1.7	1.7	2.35	A 3.00AM	11.05AM	11.59AM	A 6.00PM	6.25
OP	2.2	2.2	2.25AM	2.30	11.00AM	11.55AM	5.30	6.23
WFTOP	4.9	4.9						
IP	5.0	5.0		2.11			5.24PM	6.16
95	8.1	8.1		2.05				
	9.9	9.9						
57	11.3	11.3		1.59				
52	14.1	14.1		1.55				
	16.0	16.0						
91	19.1	19.1		1.45				
	22.8	22.8						
94	25.8	25.8		1.32				
58	30.1	30.1		1.25				
95	34.8	34.8		1.18				
	36.2	36.2						
	37.8	37.8						
119	40.0	40.0		1.10				
	42.4	42.4						
	43.3	43.3						
192	46.1	46.1		12.55AM				4.45
60	48.2	48.2						4.33
247	51.7	51.7						4.25 ⁵¹
	54.0	54.0						
81	55.8	55.8						4.09
80	59.2	59.2						4.02
	59.3	59.3						
65	63.0	63.0						3.54
	65.0	65.0						
64	66.8	66.8						3.47
52	71.9	71.9						3.40
96	77.0	77.0						3.32
51	81.9	81.9						3.25
94	86.0	86.0						3.18
97	90.4	90.4						3.03
52	94.4	94.4						2.55
95	97.8	97.8						2.48
45	103.1	103.1						
72	101.5	101.5						2.40
	104.7	104.7						2.35
WFTOP	106.0	106.0						2.30PM

Thru Time..... (2.35) (2.05) (1.01) (0.55) (0.36) (4.00)
 Average speed per hour..... 0.85 21.3 2.2 2.4 5.5 26.5

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 58, 9, 51, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains.
 Between Cheyenne and LaSalle the time of No. 334 must be cleared not less than ten minutes by eastward extra trains.
 Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.
 No. 334 will stop at any station to let off revenue passengers from Cheyenne and beyond.

WESTWARD					JULESBURG SUBDIVISION					EASTWARD				
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 186					FIRST CLASS		SECOND CLASS	
	455 Time Freight	477 Time Freight	111 Streamliner Passenger	53 Passenger		Time-Table No. 186					112 Streamliner Passenger	54 Passenger	248 Time Freight	250 Time Freight
	Daily	Daily	Daily	Daily		JUNE 2, 1946					Daily	Daily	Daily	Daily
STATIONS														
DN														
80	7:00PM	9:15AM	4:59AM	3:50AM	0.0	JULESBURG	YL	JB	0.0	7:44PM	11:25PM	4:40AM	2:30AM	
75	7:33 ¹¹²	9:30	5:05	4:00 ²⁴⁸	7.1	VID		VI	7.1	7:33 ⁴⁵⁵	11:05	4:00 ⁵³	1:25	
73	7:50	9:45	5:11	4:09	14.6	SEDGWICK		ZD	14.6	7:28	10:52	3:40	1:10	
					19.0	DORSEY			19.0					
95	8:02	10:00	5:17	4:18	23.1	RED LION			23.1	7:22	10:40	3:27	12:55	
					25.8	MARCOTT			25.8					
95	8:16	10:12	5:22	4:28	30.1	CROOK		CK	30.1	7:17	10:30	3:17	12:40	
72	8:28	10:24	5:28	4:38	38.8	PROCTOR			38.8	7:11	10:18	3:05	12:27	
					41.1	POWELL			41.1					
94	8:39	10:35	5:33	4:45	45.6	ILLIFF		F	45.6	7:06	10:09	2:50	12:15	
77	8:50	10:50	5:39	4:53	53.5	HAYFORD			53.5	7:00	9:59	2:40	12:01AM	
					57.2	C. B. & Q. CROSSING			57.2					
169	9:00PM	11:15AM	5:43AM	5:00AM	57.5	STERLING	YL	ST	57.5	6:57PM	9:53PM	2:30AM	11:40PM	

.....Thru Time..... (0.47) (1.32) (2.10) (2.50)
Average speed per hour..... 73.4 37.5 26.6 20.3

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 54 and 53, and not less than fifteen minutes by second class and extra trains.

WESTWARD				STERLING SUBDIVISION					EASTWARD									
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS			Distance from Sterling	Time-Table No. 186					FIRST CLASS		SECOND CLASS				
	455 Time Freight	477 Time Freight	71 C. B. & Q. Freight	111 Streamliner Passenger	53 Passenger		301 C. B. & Q. Passenger	Time-Table No. 186					302 C. B. & Q. Passenger	112 Streamliner Passenger	54 Passenger	250 Time Freight	72 C. B. & Q. Freight	248 Time Freight
	Daily	Daily	Daily	Daily	Daily		Daily	JUNE 2, 1946					Daily	Daily	Daily	Daily	Daily	
STATIONS																		
DN-R																		
169	9:40PM	12:15PM	12:01PM	5:47AM	5:08AM	3:35AM	57.5	STERLING	YL	ST	57.5	1:40AM	6:55PM	9:40PM	10:50PM	11:00PM	12:00AM	
							61.7	HALL			61.7	1:23	6:48	9:26	10:30	10:45	1:47	
72	10:00	12:28	12:15	5:53	5:18	3:43	64.1	ATWOOD		OD	64.1	1:16	6:43	9:18	10:15 ⁴⁵⁵	10:35	1:38	
							66.8	BEEFLAND			66.8	1:10	6:39	9:08	9:49	10:23 ⁴⁵⁵	1:30	
74	10:15 ²⁵⁰	12:41	12:28	5:58	5:26	3:51	70.2	MERINO		MI	70.2	1:07	6:37	9:04	9:44	10:06	1:26	
143	10:23 ⁷²	12:51	12:37	6:02	5:33	3:59	76.0	MESSEX			76.0	1:02AM	6:35	9:01	9:40	10:01PM	1:22	
							78.4	BALZAC			78.4	1:07	6:37	9:04	9:44	10:06	1:26	
82	10:32	1:05	1:01PM	6:06	5:39	4:10AM	81.0	UNION		UN	81.0	1:02AM	6:35	9:01	9:40	10:01PM	1:22	
							82.8	COOPER			82.8							
94	10:45	1:15		6:10	5:47		87.0	SNYDER		SN	87.0	6:31	8:55	9:32			1:14	
53	10:54	1:25		6:15	5:54		93.8	DODD			93.8	6:26	8:46	9:22			1:05	
100	11:03	1:35		6:20	6:01		98.6	FORT MORGAN		FM	98.6	6:22	8:40	9:15			12:58	
							106.0	NARROWS			106.0	6:17	8:30	9:03			12:47	
79	11:20	1:55		6:27	6:15		109.0	WELDONA		DN	109.0	6:15	8:26	8:58			12:42	
22	11:28	2:04		6:31	6:22		114.2	GOODRICH			114.2	6:11	8:19	8:51			12:35	
78	11:33	2:15		6:34	6:27		117.7	ORCHARD			117.7	6:08	8:14	8:46			12:30	
							121.4	SUBLETTE			121.4							
53	11:43	2:27		6:39 ⁵³	6:39 ¹¹¹		124.8	MASTERS			124.8	6:03	8:04	8:36			12:20	
50	11:51PM	2:35		6:43	6:47		130.2	CANTON			130.2	5:59	7:57	8:29			12:12	
121	12:05 ²⁴⁸	2:43		6:47	6:54		135.4	HARDIN			135.4	5:55	7:51	8:22			12:05 ⁴⁵⁵	
							139.1	KUNER			139.1							
78	12:20	2:58		6:53	7:03		143.1	KERSEY		KR	143.1	5:49	7:41	8:12			11:55PM	
							147.2	AUBURN			147.2							
56	12:40AM	3:30PM		7:01AM	7:15AM		151.1	STERLING	YL	SA	151.1	5:43PM	7:30PM	8:00PM			11:40PM	

.....Thru Time..... (0.38) (1.12) (2.10) (2.50) (0.59) (2.20)
Average speed per hour..... 37.1 78.0 43.2 33.4 23.6 40.1

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to No. 71. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 53, 301, 302 and 54 and not less than fifteen minutes by second class and extra trains.

WESTWARD				DENT SUBDIVISION					EASTWARD				
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Denver	Time-Table No. 186					Mile Post	FIRST CLASS		SECOND CLASS	
	212 Mixed			Time-Table No. 186						53 Passenger	211 Mixed	477 Time Freight	334 Mixed
	Daily			JUNE 2, 1946						Daily	Daily	Daily	Daily
STATIONS													
DN													
			5.0	SAND CREEK JCT.	YL	SK	5.0	8:34AM		5:24PM	6:16PM		
			8.2	WELBY			8.2						
			9.8	QUIMBY			9.8	8:27		5:14	6:09		
31			11.1	GALLUP			11.1						
36			13.8	EAST LAKE			13.8	8:21		5:06	6:04		
			16.4	SATT			16.4						
31			18.1	DARLOW			18.1	8:16		4:57	5:58		
55			22.2	ST. VRAINS	YL	VS	22.2	8:10		4:49	5:52		
			22.2	U. P. CROSSING			22.2						
53			26.1	FREDERICK	YL	FR	26.1	8:02		4:38	5:44		
			27.8	FIRESTONE	YL		27.8	7:57		4:34	5:40		
19			30.2	HARNEY			30.2	7:54		4:28	5:37		
31			34.6	GOWANDA			34.6	7:49		4:18	5:30		
			38.3	WILD CAT			38.3	7:44		4:10	5:25		
			40.9	G. W. CROSSING			40.9						
21			42.8	DENT	YL	FD	42.8	7:37	10:08AM	3:59	5:18		
			44.5	OGILVY			44.5	7:34	10:04	3:55	5:15		
WFTFP			50.6	LA SALLE	YL	SA	50.6	7:25AM	9:55AM	3:40PM	5:05PM		

.....Thru Time..... (0.15) (1.09) (0.13) (1.44) (1.11)
Average speed per hour..... 31.2 39.7 36.0 26.3 38.5

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot.

WESTWARD			FORT COLLINS BRANCH					EASTWARD		
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Dent	Time-Table No. 186					SECOND CLASS	
	211 Mixed			Time-Table No. 186					212 Mixed	
	Daily			JUNE 2, 1946					Daily	
STATIONS										
DN										
			0.0	DENT	YL	FD	0.0	4:20PM		
			1.7	MILLIKEN	YL		1.7	4:15		
			2.0	G. W. CROSSING			2.0			
			7.3	KOENIG			7.3	4:04		
			9.0	G. W. CROSSING			9.0			
			9.1	KELIM			9.1	4:00		
			13.5	BOYD LAKE			13.5	3:51		
			16.4	REDMOND			16.4	3:46		
			19.5	HARMONY			19.5	3:40		
			25.0	FORT COLLINS	YL	FC	25.0	3:30PM		
			25.2	C. & S. CROSSING			25.2			
			25.3	C. & S. CROSSING			25.3			
			27.9	POUDRE	YL		27.9			
			30.0	BOETTCHER	YL		30.0			
			38.5	RIPPLE			38.5			
			41.7	BUCKEYE	YL		41.7			

.....Thru Time..... (0.47) (0.50)
Average speed per hour..... 32.0 30.0

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. At Dent Nos. 211 and 212 need not go to depot.

WESTWARD

BOULDER BRANCH

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Brighton	SECOND CLASS	Mile Post	SECOND CLASS
		375 Local Freight Daily Except Sunday		
	0.0	8.30 AM	0.0	A 1.00 PM
55 WYOP	4.2	8.42	4.2	12.40
	7.1		7.1	
IWYP	8.1	9.00	8.1	12.30
	8.1		8.1	
	10.0		10.0	
	10.9	9.10	10.9	12.20
	11.4	9.12	11.4	12.15
	15.1	9.22	15.1	12.10
	15.1		15.1	
	16.4	9.28	16.4	12.05
	17.8	9.34	17.8	12.01 PM
	19.6	9.39	19.6	11.57 AM
	24.0	9.54	24.0	11.45
	26.0		26.0	
WYP	26.1	10.00	26.1	11.25
	27.6	10.15 AM	27.6	11.15 AM

(1.45) Thru Time..... (1.45)
15.8 Average speed per hour..... 15.8

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Time shown at Boulder is for information only. Trains are governed by Colorado and Southern time-table and rules while using their tracks between Ara and Boulder.

GREELEY BRANCH

PLEASANT VALLEY BRANCH

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Greeley	Time-Table No. 186		Mile Post
		JUNE 2, 1946		
	0.0	DN	GREELEY YL HG	0.0
247 WYOP	2.3		GREELEY JCT. YL	2.3
YP	6.0		CLOVERLY	6.0
34 YP	8.4		ALDEN	8.4
	10.4	D	GILL GI	10.4
	13.8		MATTHEWS	13.8
	14.5		BARNESVILLE	14.5
	18.6		CORNISH	18.6
	23.2		FOSSTON	23.2
29 YP	28.1		BRIGGS DALE	28.1

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Cloverly	Time-Table No. 186		Mile Post
		JUNE 2, 1946		
	0.0		CLOVERLY	0.0
	3.1		LOWE	3.1
	5.1	D	GALETON GN	5.1

PURITAN BRANCH

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Parkdale Jct.	Time-Table No. 186		Mile Post
		JUNE 2, 1946		
	0.0		PARKDALE JCT. YL	0.0
	1.9		PURITAN	1.9
	3.1		END OF TRACK	3.1

(28.1)

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
 Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
 Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
 Designation "Fr." —Train with freight cars; train with caboose only; locomotive without cars.
 When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
 When Diesel-electric 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 specified under "Fr." must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Inspection bus cars.			40	40	Trains handling gravel loaded in wooden Hart convertible cars.				25
When caboose is handled in train consisting of passenger equipment.			50		When more than 50% of the tonnage is gravel.				40
3900 class engines.			60	50	Trains handling company roadway machines on their own wheels: On straight track.				30
5000 and 9000 class engines.			50	50	On curves.				25
4000 class engines.			45	45	Within yard limits and passing fueling stations.	50	50	40	25
MacArthur type engines with 63-inch drivers.			50	45	Over spring switches, when using turnouts.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	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	20
Mallet, Ten Wheeler and Consolidation type engines.			35	35	When using cross-overs or turnouts.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	When using cross-overs or turnouts with 800, 3900, 5000, 9000 class and Mallet type engines, except at Sand Creek Jct.				6 6
Engines running backward.	20	20	20	20	On wye tracks.	5	5	5	5
Trains handling scale test cars: On main line.				30	3500 and 5000 class engines on any coal mine lead or track.				10
On branch lines.				20	Jordan spreaders and other machines of spreader type, when in operation.				15

ELLIS SUBDIVISION

Maximum speed.	90	75	65	45	331.7 and 332.1	60	50	50	40
Maximum speed, mixed trains.				50	335.0 and 335.4	60	50	50	40
Freight engines not otherwise shown.				45	Collyer 336.6 and 337.0	55	45	45	35
Wakeeney, between first crossing west and second crossing east of depot.	40	40	40	25	Oakley 383.4 and 384.3	70	60	60	45
Between Miles Posts— Ellis 304.3 and 307.0	55	45	45	40	Winona 401.3 and 401.8	70	60	60	45
Riga 311.4 and 311.8	70	60	60	45	405.5 and 405.8	60	50	50	40
Wakeeney 323.3 and 324.0	70	60	60	45	Turkey Creek 419.6 and 420.0	70	60	60	45
Voda 330.2 and 330.6	70	60	60	45	Wallace 424.9 and 425.0 Somona	70	60	60	45

HUGO SUBDIVISION

Maximum speed.	90	75	65	45	Between Miles Posts— Chemung 450.8 and 451.1	70	60	60	45
Maximum speed, mixed trains.				50	Arapahoe 454.5 and 454.6	70	60	60	45
Freight engines not otherwise shown.				45	Aroya 512.4 and 512.7 Boyero	70	60	60	45