

# UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

## Colorado Division

# EMPLOYEES' TIME-TABLE

To Take Effect Sunday, July 31, 1927

at 12:01 A.M. Mountain Time



For the government and information of employes only, and not intended for the use of the public.

The right is reserved to vary from this time-table at pleasure.

# CONDENSED TIME-TABLE

## WESTWARD

SECOND CLASS				FIRST CLASS																Distance from Kansas City	Time-Table No. 112 JULY 31, 1927	
	251 Time Freight	155 Time Freight	577 Motor Passenger	105 Passenger	537 Motor Passenger	137 Passenger	127 Passenger	107 Passenger	565 Passenger Motor	11 Passenger	13 Passenger	15 Passenger	527 Motor Passenger	569 Motor Passenger	169 Passenger	21 Passenger	101 Passenger	103 Passenger	STATIONS			
	Arrive Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				4.25PM		8.00AM									1.00AM	10.00PM	6.15PM	10.40AM	0.0	KANSAS CITY, MO.		
		6.15PM		4.32		8.07									1.07	10.05	6.21	10.47	2.5	KANSAS CITY, KAS.		
		8.00		5.40		9.13									2.05	10.51	7.10	11.47AM	39.6	LAWRENCE		
		9.35	3.40PM	6.45	10.35AM	10.10									2.50	11.28	7.45	12.40PM	67.8	TOPEKA (North Topeka)		
		10.00PM	3.55	6.55	10.45AM	10.20AM									3.00	11.36PM	7.54	12.50	72.5	MENOKEN		
			7.00PM			1.20PM													148.3	MARYSVILLE		
						2.50													186.7	BEATRICE		
						4.35PM													244.2	VALPARAISO		
		12.30AM		8.30	12.18PM										4.25	12.30AM	8.50	2.15	119.3	MANHATTAN		
		4.20		9.10PM	1.00PM										5.40	1.10	9.35	3.15	139.5	JUNCTION CITY		
		6.15													6.57	1.49	10.18	4.18	172.3	SOLOMON		
		8.15AM													8.00AM	2.15	10.50PM	5.05	186.6	SALINA		
		6.00PM												12.15PM	12.45PM	4.30	1.05AM	8.10	303.3	ELLIS		
		10.00PM												3.00PM		6.14	2.40	10.40PM	377.4	OAKLEY		
		2.00AM											7.50AM			7.35	4.00	12.30AM	429.8	SHARON SPRINGS		
		8.50AM											11.05AM			10.10AM	6.35	3.50	535.5	HUGO		
		5.00PM											3.10PM			1.00PM	9.15AM	7.00AM	640.4	DENVER		
		(47.45)	(3.20) 24.1	(4.45) 29.3	(2.25) 29.7	(8.35) 28.5							(7.20) 28.7	(2.45) 26.9	(11.45) 25.8	(16.00) 40.0	(16.00) 40.0	(21.20) 30.0		..... Thru Time .....		
		4.00AM	11.35PM				6.30PM	3.30PM		8.30PM	1.09PM	7.15AM				1.45PM		8.00AM	640.4	DENVER		
		1.30	12.40AM				7.02	3.56		7.57	12.36PM	6.33				2.14		8.36	659.4	BRIGHTON		
		12.01AM	2.15				7.38	4.40	10.35AM	7.17	11.55AM	5.50				2.50		9.18	686.5	LA SALLE		
		5.20PM							7.15AM	5.10	9.37	3.35									STERLING	
		1.30PM								3.43PM	7.57AM	2.05AM									JULESBURG	
										8.20AM	11.59PM	4.25PM									OMAHA	
			7.20AM													4.50PM			743.8	BORIE		
							9.30PM	7.00PM										11.30AM	746.4	CHEYENNE		
																6.40AM			1217.3	OGDEN		
		Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(1217.3)		
	(14.30)	(62.05)					(3.00) 85.3	(3.30) 30.2	(3.20) 28.0	(13.10) 42.5	(14.10) 40.0	(15.50) 35.3				(33.40) 86.1	(24.50) 30.0			..... Thru Time .....		
																				..... Average speed per hour .....		

### MILEAGE SOUTHERN DISTRICT

<b>KANSAS DIVISION</b>	
Main Line.....	305.78
Branches .....	281.88
<b>Total .....</b>	<b>587.66</b>
<b>CENTRAL DIVISION</b>	
Main Line.....	251.65
Branches .....	428.23
<b>Total .....</b>	<b>679.88</b>
<b>COLORADO DIVISION</b>	
Main Line.....	638.55
Branches .....	246.22
<b>Total .....</b>	<b>884.77</b>
<b>GRAND TOTAL</b>	
Main Line.....	1195.98
Branches .....	901.33
<b>Total .....</b>	<b>2097.31</b>

**W. M. JEFFERS,**  
General Manager.

**H. J. PLUMHOF,**  
General Superintendent.

**G. L. WHIPPLE,**  
General Superintendent Transportation.

# CONDENSED TIME-TABLE

## EASTWARD

### FIRST CLASS

### SECOND CLASS

**Time-Table No. 112**  
**JULY 31, 1927**

STATIONS	Distance from Cheyenne	FIRST CLASS											SECOND CLASS				
		128 Passenger	22 Passenger	104 Passenger	170 Passenger	570 Motor Passenger	126 Passenger	526 Motor Passenger	14 Passenger	12 Passenger	16 Passenger	564 Motor Passenger	106 Passenger	538 Motor Passenger	138 Passenger	578 Motor Passenger	154 Time Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Leave Daily
KANSAS CITY, MO.	746.3	7.55AM	8.15AM	4.10PM	8.45PM							11.40AM		6.30PM			
KANSAS CITY, KAS.	743.9	7.43	7.58	4.00	8.35							11.26		6.20		5.30AM	
LAWRENCE	708.7	6.37	6.58	2.57	7.35							10.15		5.10		2.45	
TOPEKA (North Topeka)	678.6	5.59	6.20	2.15	6.50							9.18	4.15PM	4.20	10.30AM	1.05	
MENOKEN	673.8	5.43	6.04	2.02	6.20							8.58	3.55	4.00	10.20	12.25AM	
MARYSVILLE														1.20PM	7.30 AM		
BEATRICE														11.25AM			
VALPARAISO														9.10AM			
MANHATTAN	627.1	4.30	5.02	12.55	5.10							7.40	2.35			9.30PM	
JUNCTION CITY	608.9	3.50	4.30	12.15PM	4.25							7.00AM	1.45PM			8.00	
SOLOMON	574.1	2.37	3.15	11.05AM	2.38											5.10	
SALINA	559.8	2.15AM	2.55AM	10.40	2.15PM											4.00PM	
ELLIS	443.1	11.10PM	11.59PM	7.30	10.20AM	9.10AM										8.00AM	
OAKLEY	389.0	7.20	8.59	4.15		6.45AM										12.01AM	
SHARON SPRINGS	318.6	5.50	7.45	2.50			11.20PM									8.00PM	
HUGO	210.9	2.45PM	5.20	12.20AM			8.10									11.40AM	
DENVER	106.0	11.30AM	2.30PM	9.30PM			4.50PM									4.00AM	
..... Thru Time.....		(19.25)	(16.45)	(17.40)	(10.25)	(2.25)						(4.40)	(2.30)	(9.20)	(3.00)	(48.30)	
..... Average speed per hour.....		33.0	38.2	36.2	29.1	30.8						29.9	28.7	26.3	26.9		
DENVER	106.0	10.15AM	12.15PM	7.45PM			4.45PM	11.40AM	3.45PM	11.30PM						5.00AM	7.50PM
BRIGHTON	87.0	9.32	11.31AM	7.02			3.56	12.07PM	4.17	12.02AM						1.55	8.50
LA SALLE	59.9	8.43	10.54	6.22			3.05	12.50	5.00	12.50	3.05PM					1.00AM	10.15PM
STERLING								3.00	7.15	3.05	6.05PM						2.30AM
JULESBURG								4.32PM	8.53PM	5.05AM							6.40AM
OMAHA								2.10AM	6.30AM	3.30PM							
BORIE			9.20AM														10.00PM
CHEYENNE		6.45AM		4.45PM			1.15PM										
OGDEN			7.40PM														
(1217.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily

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

(22.55) (35.35) (20.40) (3.30) (13.30) (13.45) (15.00) (3.00) (55.30) (10.50)  
32.6 34.2 36.1 30.2 41.5 40.7 37.3 31.2

**C. C. BARNARD, Superintendent** ..... Denver, Colo.  
**P. GROOME, Assistant Superintendent** ..... Denver, Colo.  
 C. P. CAHILL, Trainmaster ..... Denver, Colo.  
 P. C. KINNEY, Assistant Trainmaster ..... Denver, Colo.  
 F. R. JENKINS, Chief Train Dispatcher ..... Denver, Colo.  
 C. A. VICKROY, Night Chief Train Dispatcher ..... Denver, Colo.  
 H. KIRKPATRICK, Train Dispatcher ..... Denver, Colo.  
 G. S. MEGINNESS, Train Dispatcher ..... Denver, Colo.  
 J. E. SMITH, Train Dispatcher ..... Denver, Colo.  
 G. W. BARR, Train Dispatcher ..... Denver, Colo.  
 L. F. CREAGAN, Train Dispatcher ..... Denver, Colo.  
 C. N. COVEY, Train Dispatcher ..... Denver, Colo.  
 J. H. WESNER, Train Dispatcher ..... Denver, Colo.  
 L. E. CAMPBELL, Train Dispatcher ..... Denver, Colo.  
 R. R. DICKSON, Train Dispatcher ..... Denver, Colo.  
 J. J. BOWLIN, Train Dispatcher ..... Denver, Colo.  
 L. H. FLINT, Train Dispatcher ..... Denver, Colo.  
 D. GRESHAM, Train Dispatcher ..... Denver, Colo.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
51"	70.6	1' 25"	42.3
52"	69.2	1' 30"	40
53"	67.9	1' 40"	36
54"	66.6	1' 45"	34.3
55"	65.4	1' 50"	32.7
56"	64.2	2'	30
57"	63.1	2' 10"	27.6
58"	62	2' 15"	26.6
59"	61	2' 20"	25.7
1'	60	2' 30"	24
1' 1"	59	2' 40"	22.5
1' 2"	58	2' 45"	21.8
1' 3"	57.1	2' 50"	21.2
1' 4"	56.2	3'	20
1' 5"	55.3	3' 9"	19
1' 6"	54.5	3' 20"	18
1' 7"	53.7	3' 31"	17
1' 8"	52.9	3' 45"	16
1' 9"	52.1	4'	15
1' 10"	51.4	5'	12
1' 12"	50	6'	10
1' 15"	48	7' 30"	8
1' 20"	45	10'	6

WESTWARD

ELLIS SUBDIVISION

EASTWARD

Table with columns for Second Class, First Class, and Second Class, including train numbers, times, and distances. Includes sub-headers for 'SECOND CLASS', 'FIRST CLASS', and 'STATIONS'.

Summary table with columns for average speeds and times for various train classes and directions.

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

Vertical text on the right side of the page, likely a list of names or titles.

WESTWARD

HUGO SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS					FIRST CLASS				Distance from Kansas City	Time-Table No. 112 JULY 31, 1927	Distance from Denver	FIRST CLASS				SECOND CLASS			
	155 Time Freight	527 Motor Passenger	21 Passenger	101 Passenger	103 Passenger	104 Passenger	128 Passenger	22 Passenger	526 Motor Passenger				154 Time Freight							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily							
1,791 WFTYOP	2.00AM	7.50AM	7.35AM	4.00AM	12.30AM	429.8	DN-R SHARON SPRINGS PS	210.6	2.40AM	5.40PM	7.35PM	11.20PM	5.20PM							
3,170	2.33	f 8.00	7.43	4.08	12.39	433.8	4.0 SUNLAND	206.6	2.33	f 5.32	7.26	f 11.08	5.03							
2,136	3.00	f 8.08	7.51	4.16	12.47	438.4	4.6 LAPAZ	202.0	2.28	f 5.26	7.21	f 11.01	4.53							
3,107 W	3.20	s 8.14	7.56	4.21	12.53	441.8	3.4 D WESKAN MO	198.6	2.24	f 5.20	7.17	f 10.55	4.40							
2,167	3.40	f 8.23	8.04	4.29	1.01	448.2	6.4 CHEMUNG	192.2	2.17	f 5.09	7.10	f 10.45	4.27							
2,123	4.00	s 8.32	8.11	4.36	1.08	453.4	5.2 ARAPAHOE AP	187.0	2.11	f 5.01	7.04	f 10.35	4.15							
2,059	4.20	f 8.40	8.19	4.43	1.16	458.2	4.8 SALIS	182.2	2.04	f 4.52	6.58	f 10.25	4.05							
2,655 W	s 4.49	s 8.52	8.25	4.49	s 1.30	463.0	4.8 DN CHEYENNE WELLS CW	177.4	s 1.57	s 4.44	6.52	s 10.15	s 3.50							
2,654	5.06	f 9.05	8.34	4.56	1.47	468.1	5.1 ASCALON	172.3	1.47	f 4.32	6.45	f 10.03	3.17							
2,678 P	5.20	f 9.15	8.42	5.04	2.00	473.5	5.4 FIRST VIEW	166.9	1.40	f 4.24	6.39	f 9.55	2.57							
2,616	5.40	f 9.28	8.52	5.14	2.10	482.3	8.8 ARENA	158.1	1.27	f 4.09	6.26	f 9.40	2.27							
2,908 WFX	s 5.55	s 9.40	9.03	5.24	s 2.25	487.7	5.4 DN KIT CARSON KC	152.7	1.21	s 4.00	6.20	s 9.30	s 2.05							
2,611	6.10	f 9.50	9.11	5.32	2.35	494.0	6.3 SORRENTO	146.4	1.10	f 3.48	6.09	f 9.20	1.23							
2,599 P	6.25	s 10.00	9.19	5.40	2.45	500.4	6.4 WILD HORSE WH	140.0	1.02	f 3.38	6.02	f 9.10	1.03							
2,603 W	6.45	s 10.13	9.28	5.49	2.55	507.6	7.2 D AROYA RO	132.8	12.54	f 3.26	5.54	f 8.55	12.43							
2,599	7.10	s 10.30	9.41	6.01	3.10	517.9	10.3 BOYERO BO	122.5	12.42	f 3.12	5.42	f 8.38	12.17PM							
1,854 WP	7.30	f 10.45	9.52	6.12	3.22	526.4	8.5 CLIFFORD	114.0	12.32	f 3.00	5.32	f 8.25	11.53AM							
4,021 WFTYOP	7.55AM	11.00AM	10.05AM	6.25AM	3.40AM	535.5	9.1 DN-R HUGO HU	104.9	12.20AM	2.45PM	5.20PM	8.10PM	11.30AM							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(105.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							

..... Thru Time ..... (2.20) (2.55) (2.15) (3.10) (5.50)  
 ..... Average speed per hour ..... 45.3 36.2 47.0 33.4 18.1

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

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

WESTWARD

DENVER SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD									Distance from Kansas City	Time-Table No. 112 JULY 31, 1927	Distance from Denver	EASTWARD								
	SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS								
	97 C. R. I. & P. Freight	155 Time Freight	527 Motor Passenger	7 C. R. I. & P. Passenger	21 Passenger	101 Passenger	39 C. R. I. & P. Passenger	5 C. R. I. & P. Passenger	103 Passenger		8 C. R. I. & P. Passenger		128 Passenger	40 C. R. I. & P. Passenger	22 Passenger	526 Motor Passenger	104 Passenger	6 C. R. I. & P. Passenger	154 Time Freight	96 C. R. I. & P. Freight	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
4,021 WFTOP	8.50AM	11.05AM		10.10AM	6.35AM			3.50AM	535.5	DN-R HUGO HU	104.9		2.35PM	5.10PM	8.05PM	12.15AM		10.10AM			
1,682	9.15	f 11.16		10.19	6.45			4.00	541.3	BAGDAD	99.1		f 2.23	4.58	f 7.54	12.02AM		9.45			
1,552 W	9.30	f 11.26		10.28	6.55			4.10	547.9	LAKE	92.5		f 2.15	4.50	f 7.45	11.54PM		9.30			
2,428	9.50	11.35		10.33	7.05			4.16	550.5	(C. R. I. & P. Crossing) LIMON MN	89.9		2.10	4.46	7.40	11.50		9.20			
	8.10PM			10.45AM			6.55AM	4.50AM	550.6	LIMON JUNCTION	89.8	1.15PM		4.37PM			12.20AM	3.00AM			
2,623 P	8.28	10.15	f 11.48AM	10.55	7.15	7.05	5.00	4.26	556.6	D RIVER BEND RB	83.8	1.06	f 1.59	4.22	4.35	7.28	11.40	12.10	9.00	2.30	
2,564 TP	8.56	10.44	f 12.02PM	11.05	10.55	7.24	7.14	5.12	563.2	CEDAR POINT	77.2	12.57	f 1.50	4.12	4.25	7.18	11.30	12.01AM	8.40	2.15	
2,580	9.08	11.01	f 12.10	11.11	11.01	7.30	7.20	5.19	567.1	BUICK	73.3	12.51	f 1.42	4.05	4.19	7.08	11.24	11.54PM	8.25	2.00	
2,597 W	9.20	11.27	12.21	11.17	11.07	7.36	7.26	5.25	572.2	D AGATE AX	68.2	12.44	f 1.34	3.58	4.11	6.56	11.16	11.46	8.05	1.45	
2,440	9.35	11.38	f 12.36	11.24	11.14	7.43	7.33	5.33	578.1	LOWLAND	62.3	12.36	f 1.26	3.48	4.03	6.45	11.07	11.37	7.43 7.33	1.25	
2,613 WFTP	10.00	11.58AM	12.48	11.32	11.22	7.52	7.42	5.43	584.2	DN DEER TRAIL DX	56.2	12.29	1.16	3.39	3.53	6.35	10.57	11.27	7.05	1.10	
2,677	10.20	12.21PM	f 1.03	11.40	11.30	8.00	7.50	5.53	590.1	PEORIA	50.3	12.21	f 1.03	3.30	3.43	6.25	10.47	11.19	6.48	12.45	
2,592	10.38 11.11	12.53	1.18	11.50AM	11.38	8.08	7.58	6.03	596.6	D BYERS BY	43.8	12.14	f 12.53	3.22	3.35	6.15	10.38	11.11	6.34	12.25	
2,927 W	11.31	1.10	1.29	12.06PM	11.48	8.16	8.06	6.14	602.6	D STRASBURG SR	37.9	12.06PM	f 12.44	3.14	3.27	6.05	10.29	11.02	6.14	12.10AM	
2,484	11.55PM	1.25	1.42	12.16	11.56AM	8.24	8.14	6.24	608.9	D BENNETT BT	31.6	11.56AM	f 12.36	3.06	3.19	5.53	10.20	10.53	5.53	11.55PM	
2,585	12.10AM	1.35	f 1.52	12.25	12.04PM	8.30	8.20	6.32	613.7	MANILA	26.7	11.45	f 12.25	2.59	3.13	5.43	10.12	10.45	5.35	11.40	
2,582 W	12.30	1.50	2.05	12.33	12.15	8.36	8.26	6.40	618.4	D WATKINS WK	22.0	11.38	f 12.15	2.53	3.07	5.35	10.06	10.39	5.20	11.30	
2,611	1.10	2.15 2.58	f 2.15	12.43	12.24	8.46	8.34	6.51	625.0	MESA	15.4	11.28	f 12.02PM	2.43	2.58	5.25	9.56	10.27	4.55	11.05	
									628.1	MAGEE	12.3										
2,740 P	1.40	3.20	f 2.35	12.50	12.31	8.54	8.42	7.01	630.7	SABLE	9.7	11.18	f 11.52AM	2.35	2.50	5.12	9.47	10.17	4.40	10.50	
									633.2	ROYDALE	7.2										
2,509	2.00	3.35	2.44	12.56	12.36	9.00	8.47	7.09	634.3	SANDOWN	6.1	11.13	11.44	2.27	2.44	5.05	9.43	10.13	4.25	10.35	
									636.0	LOWRY	4.4										
WFTOP	2.20	3.50	2.56	1.03	12.53	9.08	8.53	7.18	638.2	DN-R PULLMAN RA	2.2	11.07	11.37	2.22	2.37	4.57	9.37	10.07	4.10	10.20	
		5.00PM							638.5	36TH STREET	1.9								4.00AM		
	3.00AM		3.10PM	1.10PM	1.00PM	9.15AM	9.00AM	7.25AM	640.4	DN-R DENVER UD		11.00AM	11.30AM	2.15PM	2.30PM	4.50PM	9.30PM	10.00PM		10.05PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(104.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	(6.50) 13.1	(8.10) 13.8	(4.05) 25.7	(2.25) 37.3	(2.50) 37.0	(2.40) 39.3	(2.05) 43.1	(2.35) 34.8	(3.10) 33.1	..... Thru Time .....		(2.15) 39.9	(3.05) 34.0	(2.22) 38.0	(2.40) 39.4	(3.15) 32.3	(2.45) 33.1	(2.20) 38.5	(6.10) 17.0	(4.55) 18.8	
										..... Average speed per hour .....											

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

WESTWARD

COLBY BRANCH

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Salina	Time-Table No. 112 JULY 31, 1927			Distance from Oakley	FIRST CLASS		SECOND CLASS	
	185 Local Freight			585 Motor Passenger		533 Motor Passenger		STATIONS				586 Motor Passenger	534 Motor Passenger	186 Local Freight	
	Leave Daily	Ex. Sunday		Leave Daily	Ex. Sunday	Leave Daily		DN-R	PLAINVILLE	VN		Arrive Daily	Ex. Sunday	Arrive Daily	Arrive Daily
1,426 WFTOP	7.00AM			8.50PM		12.01PM	103.5	DN-R	PLAINVILLE	VN	121.2	5.05 AM	11.30AM	2.30PM	
	s 7.25			s 9.05		s 12.15	110.4	D	ZURICH	ZU	114.3	s 4.51	s 11.15	s 2.05	
1,381 W	s 7.50			s 9.24		s 12.31	117.8	D	PALCO	PO	106.9	s 4.34	s 10.58	s 1.45	
	s 8.15			s 9.36		s 12.43	122.7		DAMAR	DA	102.0	s 4.20	s 10.43	s 1.25	
1,407 W	s 8.40			s 9.53		s 12.58	129.3	D	BOGUE	BG	95.4	s 4.04	s 10.29	s 12.58	
1,802 TP	s 9.15			10.15PM		s 1.18	137.9	D-R	HILL CITY	CI	86.8	3.45AM	s 10.12	s 12.20PM	
	s 10.00					s 1.33	144.7	D	PENOKEE	PK	80.0		s 10.00	s 11.45AM	
1,061 W	s 11.15					s 1.48	150.2	D	MORLAND	MD	74.5		s 9.48	s 11.15	
1,891	s 11.35					s 2.00	155.4		STUDLEY	SY	69.3		s 9.36	s 10.30	
	s 11.59AM					s 2.15	162.5		TASCO	CO	62.2		s 9.21	s 10.05	
1,378 WFP	s 12.40PM					s 2.35	170.4	D	HOXIE	KZ	54.3		s 9.05	s 9.45	
	f 1.03					f 2.53	179.1		SEGUIN		45.6		f 8.47	f 9.10	
1,882 W	s 1.35					s 3.10	186.1	D	MENLO	MZ	38.6		s 8.32	s 8.50	
	f 1.59					f 3.27	194.0		HALFORD	HA	30.7		f 8.15	f 8.30	
1,456 WTP	s 2.40					s 3.50	203.5	D	COLBY	CB	21.2		s 7.55	s 8.05	
	f 3.01					f 4.05	208.9		ALTAIR		15.8		f 7.34	f 7.44	
	f 3.13					f 4.15	212.5		MINGO	MI	12.2		f 7.26	f 7.26	
	f 3.34					f 4.30	218.0		SPICA		6.7		f 7.14	f 6.55	
2,508 WFTP	4.00PM					5.00PM	224.7	DN-R	OAKLEY	OQ			7.00AM	6.30 AM	
	Arrive Daily			Arrive Daily		Arrive Daily			(121.2)			Leave Daily	Leave Daily	Leave Daily	
	Ex. Sunday			Ex. Sunday		Ex. Sunday						Ex. Sunday	Ex. Sunday	Ex. Sunday	

(9.00) 13.5 (1.25) 24.4 (4.59) 24.3 ..... Thru Time ..... (1.20) 25.9 (4.30) 26.9 (8.00) 15.1  
 ..... Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
 East leg of wyes at Oakley and at Colby are Colby Branch Main Track.

1,426 WFTOP	7.00AM			8.50PM		12.01PM	103.5	DN-R	PLAINVILLE	VN	121.2	5.05 AM	11.30AM	2.30PM
	s 7.25			s 9.05		s 12.15	110.4	D	ZURICH	ZU	114.3	s 4.51	s 11.15	s 2.05
1,381 W	s 7.50			s 9.24		s 12.31	117.8	D	PALCO	PO	106.9	s 4.34	s 10.58	s 1.45
	s 8.15			s 9.36		s 12.43	122.7		DAMAR	DA	102.0	s 4.20	s 10.43	s 1.25
1,407 W	s 8.40			s 9.53		s 12.58	129.3	D	BOGUE	BG	95.4	s 4.04	s 10.29	s 12.58
1,802 TP	s 9.15			10.15PM		s 1.18	137.9	D-R	HILL CITY	CI	86.8	3.45AM	s 10.12	s 12.20PM
	s 10.00					s 1.33	144.7	D	PENOKEE	PK	80.0		s 10.00	s 11.45AM
1,061 W	s 11.15					s 1.48	150.2	D	MORLAND	MD	74.5		s 9.48	s 11.15
1,891	s 11.35					s 2.00	155.4		STUDLEY	SY	69.3		s 9.36	s 10.30
	s 11.59AM					s 2.15	162.5		TASCO	CO	62.2		s 9.21	s 10.05
1,378 WFP	s 12.40PM					s 2.35	170.4	D	HOXIE	KZ	54.3		s 9.05	s 9.45
	f 1.03					f 2.53	179.1		SEGUIN		45.6		f 8.47	f 9.10
1,882 W	s 1.35					s 3.10	186.1	D	MENLO	MZ	38.6		s 8.32	s 8.50
	f 1.59					f 3.27	194.0		HALFORD	HA	30.7		f 8.15	f 8.30
1,456 WTP	s 2.40					s 3.50	203.5	D	COLBY	CB	21.2		s 7.55	s 8.05
	f 3.01					f 4.05	208.9		ALTAIR		15.8		f 7.34	f 7.44
	f 3.13					f 4.15	212.5		MINGO	MI	12.2		f 7.26	f 7.26
	f 3.34					f 4.30	218.0		SPICA		6.7		f 7.14	f 6.55
2,508 WFTP	4.00PM					5.00PM	224.7	DN-R	OAKLEY	OQ			7.00AM	6.30 AM
	Arrive Daily			Arrive Daily		Arrive Daily			(121.2)			Leave Daily	Leave Daily	Leave Daily
	Ex. Sunday			Ex. Sunday		Ex. Sunday						Ex. Sunday	Ex. Sunday	Ex. Sunday

**WESTWARD  
SECOND CLASS**

**NORTHERN SUBDIVISION  
FIRST CLASS**

Length of station in feet, location of water, fuel, interlocking plants, scales and telephones.	SECOND CLASS				FIRST CLASS								Distance from Denver	
	155	177	153	252	16	127	563	12	107	21	14	561		103
	Time Freight	Local Freight	Local Freight	Time Freight	Passenger	Passenger	Motor Passenger	Passenger	Passenger	Passenger	Passenger	Motor Passenger		Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	11.35PM	10.00PM	9.00PM	7.50PM	11.30PM	6.30PM	5.55PM	3.45PM	3.30PM	1.45PM	11.40AM	8.20AM	8.00AM	
WFTTOP	11.45	10.15	9.10	7.55	11.37	6.37	6.02	3.52	3.36	1.52	11.46	8.27	8.07	
IP	11.55PM	10.30PM	9.20	8.02	11.42	6.42	6.08PM	3.58	3.40	1.57	11.50	8.33AM	8.13	
4,594	12.03AM		9.30	8.15	11.46	6.46		4.02	f 3.44	2.01	11.54		f 8.17	
2,830	12.13		9.38	8.26	11.50	6.50		4.07	f 3.48	2.05	11.58AM		f 8.22	
2,598	12.20		9.44	8.32	11.54PM	6.54		4.10	f 3.51	2.09	12.01PM		f 8.26	
4,455 WYO	12.40		10.05	8.50	12.02AM	7.02		4.17	s 3.56	2.14	f 12.07		s 8.36	
4,600	1.05		10.20	9.05	f 12.11	7.11		4.26	s 4.08	2.23	12.15		s 8.46	
2,598	1.15		10.30	9.13	12.17	7.16		4.32	f 4.14	2.28	12.20		f 8.52	
4,548 W	1.28		10.40	9.22	12.24	7.22		4.38	s 4.21	2.34	12.28		s 9.00	
2,908	1.40		10.50	9.32	12.30	7.28		4.44	f 4.28	2.40	12.34		f 9.08	
8,502 WFTTP	2.15		11.25	9.50PM	12.40AM	7.38		4.55PM	s 4.40	2.50	12.45PM		s 9.18	
2,906	2.25		11.35PM			7.42			f 4.44	2.56			f 9.23	
7,923 WYO	2.35		12.01AM			7.55			s 4.58	3.05			s 9.35	
4,045	2.46		12.11			8.02			f 5.06	3.14			f 9.48	
8,908 W	2.56		12.30			8.08			s 5.13	3.20			s 9.54	
3,213	3.06		12.55			8.13			s 5.21	3.26			s 10.03	
3,229 WY	3.20		1.10			8.19			s 5.28	3.32			s 10.13	
2,613	3.36		1.30			8.27			s 5.38	3.40			s 10.21	
4,013	3.57		1.45			8.34			f 5.48	3.49			f 10.28	
2,610	4.07		2.00			8.41			f 5.58	3.56			10.35	
4,604 WFT	5.15		2.30			8.47			s 6.10	4.10			s 10.44	
4,075	5.38		2.50			8.55				4.20			10.54	
2,600	5.58		3.10			9.02			f 6.30	4.30			f 11.02	
4,670 WY	6.15		3.35			9.10			f 6.40	4.40			f 11.10	
3,600 IP	7.20AM									4.50PM				
			3.50AM			9.20PM				6.50PM			11.20AM	
			5.30AM			9.30PM				7.00PM			11.30AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time-Table No. 112  
JULY 31, 1927

STATIONS		
DN-R	DENVER	UD
	1.9	
	36TH STREET	
	0.3	
DN	PULLMAN	RA
	2.6	
	C.B.&Q. CROSSING	
	0.2	
	SAND CREEK JCT.	
	1.0	
	ADAMS	
	2.0	
	DUPONT	
	3.2	
	HAZELTINE	
	2.8	
	HENDERSON	HN
	2.7	
	NORTHWAY	
	2.3	
DN	BRIGHTON	BI
	3.8	
	POWARS	
	2.9	
D	LUPTON	UP
	4.3	
	IONE	ON
	4.8	
DN	PLATTEVILLE	PA
	3.0	
	HOUSTON	
	2.1	
D	GILCREST	GI
	2.4	
	PECKHAM	
	3.8	
DN-R	LA SALLE	SA
	2.0	
	EVANS	VA
	3.6	
DN	GREELEY	HG
	2.3	
	GREELEY JCT.	
	1.8	
D	LUCERNE	C
	3.4	
	EATON	
	0.1	
DN	G. W. CROSSING	UR
	3.7	
D	AULT	A
	2.0	
	STAGE	
	1.8	
DN	PIERCE	RI
	5.0	
D	NUNN	NU
	5.2	
	DOVER	
	4.8	
	DECKER	
	4.2	
DN	CARR	CR
	4.4	
	WARREN	
	3.9	
	GLEASON	
	3.5	
DN	SPEER	S
	5.3	
DN	BORIE	BO
	103.1	
	CORLETT JCT.	
	4.6	
DN-R	CHEYENNE	N
	106.0	

(7.45) 13.3 (0.30) 7.8 (8.30) 12.5 (2.00) 23.0 (1.10) 39.5 (3.00) 35.3 (0.13) 23.0 (1.10) 39.5 (3.30) 30.2 (3.05) 33.4 (1.05) 42.5 (0.13) 23.0 (3.30) 30.2

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

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

Time shown at Cheyenne is for information only. Trains are governed by Wyoming Division time-table between Corlett Jct. and Cheyenne. See Rule 98 (S) on page 16 governing trains to and from Wyoming Division.







Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS				Distance from Julesburg	Time-Table No. 112	Distance from Denver	FIRST CLASS				SECOND CLASS										
	251		305		303		301			11		13	565		15		16	14	564	12	304		302		306	252
	Time Freight	C. B. & Q. Freight	C. B. & Q. Passenger	C. B. & Q. Passenger	Passenger	Passenger	Motor Passenger	Passenger		Passenger		Passenger	Motor Passenger	Passenger	Passenger	Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	C. B. & Q. Freight	Time Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
4,712 WFTO	5.20PM	7.45PM	6.05PM	3.55AM	5.10PM	9.37AM	7.15AM	3.35AM	57.5	DN-R STERLING ST	139.7	2.55AM	2.50PM	6.05PM	7.05PM	6.30AM	11.25PM	5.40AM	1.50AM							
							f 7.24		61.6	HALL	135.6			f 5.53												
3,587	5.48	f 8.15	f 6.19	4.05	5.20	9.46	7.28	3.44	64.0	D ATWOOD OD	133.2	2.45	2.40	5.48	6.55	f 6.18	11.14	f 5.10	1.35							
							f 7.32		66.8	BEETLAND	130.4			f 5.35												
3,590 W	6.02	8.40	6.29	f 4.13	5.28	9.54	7.41	f 3.52	70.2	D MERINO MI	127.0	f 2.34	2.32	5.28	6.47	6.07	f 11.05	f 4.55	1.20							
							f 7.45		72.0	BETA	125.2			f 5.18												
3,600	6.13	f 9.00	f 6.40	4.20	5.35	10.01	7.54	3.59	75.9	MESSEX	121.3	2.27	2.25	5.12	6.40	f 5.54	10.56	f 4.20	1.05							
							f 7.59	4.02	78.3	BALZAC	118.9	2.24	2.20	5.07	6.35	5.50	10.51	f 3.35	1.00							
2,602	6.32	9.20PM	6.55PM	4.30AM	5.42	10.09	8.04	4.06	81.0	DN-R UNION UN	116.2	f 2.20	2.17	5.02	6.32	5.45AM	10.46PM	3.25AM	12.55							
							f 8.07		82.8	COOPER	114.4			f 4.56												
4,595 W	6.58				5.49	10.17	8.15	4.14	87.0	D SNYDER SN	110.2	2.11	2.09	4.48	6.24				12.42							
2,621	7.15				5.57	10.25	8.27	4.22	93.8	DODD	103.4	2.03	2.01	4.38	6.16				12.30							
							f 8.35		96.8	HURLEY	100.4			f 4.33												
4,605 WF	7.35				6.05	10.36	8.45	4.30	98.6	DN FORT MORGAN FM	98.6	1.57	1.55	4.30	6.05				12.20							
1,919	8.00				6.14	10.47	8.59	4.41	105.9	NARROWS	91.3	1.46	1.45	4.19	5.53				12.01AM							
3,805	8.10				6.17	10.50	9.05	4.44	109.0	D WELDON DN	88.2	f 1.43	1.41	4.15	5.49				11.55PM							
1,159	8.25				6.24	10.57	9.16	4.51	114.2	GOODRICH GD	83.0	1.35	1.35	4.06	5.43				11.44							
3,797 W	8.35				6.28	11.02	9.25	4.56	117.6	D ORCHARD CH	79.6	f 1.30	1.31	3.57	5.39				11.38							
							f 9.33		121.4	SUBLETTE	75.8			f 3.48												
2,600	8.55				6.36	11.11	9.39	5.05	124.8	MASTERS MA	72.4	1.21	1.23	3.42	5.31				11.23							
2,600	9.15				6.43	11.18	9.48	5.13	130.2	CANTON	67.0	1.15	1.17	3.34	5.25				11.10							
5,800 W	9.35				6.50	11.25	9.57	5.20	135.3	D HARDIN HR	61.9	1.09	1.10	3.27	5.18				10.55							
							f 10.05		139.0	KUNER	58.2			f 3.22												
3,804	9.55				6.59	11.35	10.15	f 5.30	143.1	D KERSEY KR	54.1	f 1.00	1.00	3.17	5.10				10.35							
							f 10.25		147.1	AUBURN	50.1			f 3.11												
3,502 WFTY	10.15PM				7.10PM	11.45AM	10.35AM	5.40AM	151.1	DN-R LA SALLE SA	46.1	12.50AM	12.50PM	3.05PM	5.00PM				10.15PM							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(93.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	(4.55) 19.0	(1.45) 13.4	(0.50) 23.2	(0.35) 40.3	(2.00) 46.3	(2.08) 43.8	(3.20) 28.0	(2.05) 44.9		..... Thru Time .....		(2.05) 44.9	(2.00) 46.3	(3.10) 29.6	(2.05) 44.9	(0.45) 31.3	(0.39) 36.1	(2.15) 30.0	(3.35) 36.1							
										..... Average speed per hour .....																

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

WESTWARD

DENT SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD				Distance from Denver	EASTWARD			
	SECOND CLASS		FIRST CLASS			FIRST CLASS		SECOND CLASS	
	177 Local Freight	563 Motor Passenger	559 Motor Passenger	561 Motor Passenger		560 Motor Passenger	558 Motor Passenger	562 Motor Passenger	178 Local Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		5.55 PM		8.20 AM					
	10.00 PM				1.9				
WFTYOP	10.15	6.02		8.27	2.2			8.10 PM	
IP					4.8			8.00	
	10.30 PM	f 6.08 PM		f 8.33 AM	5.0				
		f		f	8.2			f 5.25 PM	7.40 PM
1,604	10.45	f 6.15		f 8.40	9.8			f 5.17	7.20
					11.0				
1,856	11.00	s 6.23		s 8.48	13.8			f 5.10	7.00
		f			16.3				
1,600	11.15	f 6.30		f 8.55	18.0			f 5.01	6.30
2,580 WFTY	11.45 PM	s 6.40	3.30 PM	s 9.05	22.2			s 4.53	s 6.00
					22.2				
YP	12.15 AM	s 6.50	f 3.38	s 9.15	26.1			s 4.43	5.40
	12.50	f 6.54	f 3.41	f 9.24	27.6			f 4.37	5.25
				f 9.29					
1,119	1.00	f 6.59	f 3.46	f 9.35	30.1			f 4.32	5.15
1,602	1.20	f 7.07	f 3.53	f 9.42	34.5			f 4.25	5.00
	1.32	f 7.15	f 3.59	f 9.48	38.3			f 4.18	4.45
					40.8				
1,135	1.45 AM	s 7.25 PM	s 4.10	9.56 AM	42.8			s 4.10 PM	4.20 PM
			f 4.15		44.4			f 8.56	
			f 4.22		48.7			f 8.49	
					50.3				
8,502 WFTY			4.30 PM		50.6			8.45 AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily

Time-Table No. 112  
JULY 31, 1927

STATIONS			Distance from La Salle
DN-R	UD	RA	
DN-R	DENVER	UD	50.6
	1.9		
	36TH STREET		48.7
	0.3		
DN	PULLMAN	RA	48.4
	2.6		
	C. B. & Q CROSSING		45.8
	0.2		
	SAND CREEK JCT.		45.6
	3.2		
	WELBY		42.4
	1.6		
	QUIMBY		40.8
	1.3		
	GALLUP		39.6
	2.8		
	EAST LAKE	SK	36.8
	2.5		
	SATT		34.3
	1.7		
	DARLOW		32.6
	4.2		
D-R	ST. VRAINS	VS	28.4
	3.9		
	U. P. CROSSING		28.4
	1.5		
DN	FREDERICK	FR	24.5
	1.5		
	FIRESTONE		23.0
	2.5		
	HARNEY		20.6
	4.4		
	GOWANDA		16.1
	3.8		
	WILD CAT		12.3
	2.5		
	G. W. CROSSING		9.8
	2.0		
D-R	DENT	FD	7.8
	1.6		
	OGILVY		6.2
	4.3		
	HANBURY		1.9
	1.6		
	LA SALLE JUNCTION		0.3
	0.3		
DN-R	LA SALLE	SA	0.3
	50.6		

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

(1.35) (0.58) (1.30) (3.50)  
27.0 29.4 28.5 11.2

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

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

WESTWARD			BOULDER BRANCH			EASTWARD				
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	2nd Class	FIRST CLASS		Distance from Brighton	Time-Table No. 112 JULY 31, 1927	Distance from Boulder	FIRST CLASS		2nd Class	
	175 Local Freight	553 Motor Passenger	551 Motor Passenger				552 Motor Passenger	554 Motor Passenger	174 Local Freight	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
4,455 WY	7.00AM	12.40PM			DN-R BRIGHTON BI	27.6	11.50AM		12.05PM	
P	7.15	12.50		4.2	YOXALL	23.4	11.37		11.50AM	
2,580 YP	7.35	1.00	9.45AM	8.1	D-R ST. VRAINS VS	19.5	11.28	3.30PM	11.38	
				8.1	U. P. CROSSING	19.5				
				11.0	STATE COAL MINE JCT.	16.6				
P	7.45	1.07	9.53	11.4	R PARKDALE JCT.	16.2	11.18	3.21	11.18	
WY	7.55	1.15	10.00	15.1	D ERIE G	12.5	11.10	3.14	11.00	
				15.1	C. B. & Q. CROSSING	12.5				
	8.05	1.18	10.04	16.4	TABOR	11.2	11.06	3.10	10.50	
				17.8	LEYNER	9.8				
	8.15	1.24	10.11	19.6	LIGGETT	8.0	10.59	3.03	10.35	
				22.1	WHITE ROCK	5.5				
P	8.25	1.32	10.20	24.0	VALMONT	3.6	10.50	2.55	10.20	
				26.0	C. & S. CROSSING	1.6				
YP	8.50AM	1.45PM	10.30AM	26.1	R ARA	1.5	10.45AM	2.50PM	9.50AM	
1,850 WF	9.00AM	1.50PM	10.35AM	27.6	DN-R BOULDER BR		10.40AM	2.45PM	9.40AM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(27.6)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
	(2.00) 13.8	(1.10) 23.7	(0.50) 23.4		..... Thru Time .....		(1.10) 23.7	(0.45) 26.0	(2.25) 11.4	
	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.				Average speed per hour .....					

WESTWARD			FORT COLLINS BRANCH			EASTWARD				
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	2nd Class	FIRST CLASS		Distance from Dent	Time-Table No. 112 JULY 31, 1927	Distance from Buckeye	FIRST CLASS		2nd Class	
	177 Local Freight	563 Motor Passenger	561 Motor Passenger				560 Motor Passenger	562 Motor Passenger	178 Local Freight	
	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	
1,135 YP	2.00AM	7.25PM	9.56AM		D-R DENT FD	41.7	8.55AM	4.05PM	4.05PM	
P	2.30	7.31	10.01	1.6	MILLIKEN M	40.1	8.45	3.55	3.45	
				2.0	G. W. CROSSING	39.7				
2,023 WP	2.50	7.41	10.10	7.3	KOENIG KO	34.4	8.35	3.46	3.10	
				9.0	G. W. CROSSING	32.7				
	3.00	7.49	10.15	9.0	KELIM	32.7	8.30	3.41	3.00	
	3.25	7.58	10.24	13.5	BOYD LAKE	28.2	8.23	3.32	2.45	
	3.43	8.05	10.31	16.4	REDMOND	26.3	8.17	3.27	2.35	
2,205 P	4.00	8.12	10.38	19.5	HARMONY HY	22.2	8.10	3.20	2.20	
7,237 WFTTOP	4.30AM	8.25PM	10.50AM	25.0	D-R FORT COLLINS FC	16.7	8.00AM	3.10PM	2.00PM	
				25.1	C. & S. CROSSING	16.6				
				25.2	C. & S. CROSSING	16.5				
P				27.9	POUDRE	13.8				
P				30.0	BOETTCHER	11.7				
P				32.5	REMINGTON	9.2				
1,605 P				34.6	PORTNER	7.1				
P				38.6	RIPPLE	3.1				
1,601 YP				41.7	BUCKEYE					
	Arrive Daily	Arrive Daily	Arrive Daily		(41.7)		Leave Daily	Leave Daily	Leave Daily	
	(2.30) 10.0	(1.00) 25.0	(0.54) 20.5		..... Thru Time .....		(0.55) 27.0	(0.55) 27.0	(2.05) 12.0	
	Average speed per hour .....				Average speed per hour .....					

WESTWARD			GREELEY BRANCH			EASTWARD		
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Greeley	Time-Table No. 112 JULY 31, 1927	Distance from Briggsdale	SECOND CLASS		
	193 Mixed	191 Mixed				192 Mixed	194 Mixed	
	Lv. Tuesday, Thursday, Saturday	Lv. Monday, Wednesday and Friday				Ar. Monday, Wednesday and Friday	Ar. Tuesday, Thursday, Saturday	
7,973 WYTOP	10.00AM	10.00AM		DN-R GREELEY HG	28.1	1.40PM	12.45PM	
YP			2.3	GREELEY JCT.	26.8			
1,803 YP	10.20AM	10.20	6.0	D-R CLOVERLY CV	22.1	1.20	12.25PM	
			8.4	ALDEN	19.7			
			10.4	GILL	17.7	1.05		
			13.1	MATTHEWS	15.0			
1,600 P		10.47	14.5	BARNESVILLE	13.6	12.45		
1,600 WF		10.59	18.6	CORNISH WD	9.6	12.30		
1,997 P		11.13	23.2	FOSSTON	4.9	12.10PM		
1,601 YP		11.25AM	28.1	D-R BRIGGSDALE BG		11.55AM		
	Ar. Tuesday, Thursday, Saturday	Ar. Monday, Wednesday and Friday		(28.1)		Lv. Monday, Wednesday and Friday	Lv. Tuesday, Thursday, Saturday	
	(0.20) 18.0	(1.25) 19.8		..... Thru Time .....		(1.45) 18.0	(0.20) 18.0	
	Average speed per hour .....				Average speed per hour .....			

WESTWARD			PLEASANT VALLEY BRANCH			EASTWARD		
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	2nd Class	Distance from Cloverly	Time-Table No. 112 JULY 31, 1927	Distance from Purcell	2nd Class			
	193 Mixed				194 Mixed			
	Lv. Tuesday, Thursday, Saturday				Ar. Tuesday, Thursday, Saturday			
1,803 YP	10.20AM		D-R CLOVERLY CV	13.6		12.25PM		
		2.2	CORNELL	11.4				
		3.1	LOWE	10.5				
1,601 P	10.40	5.1	GALETON	8.5		12.05PM		
1,600 P	10.55	8.8	CAMFIELD	4.8		11.50AM		
	11.05	11.2	MEYER	2.4		11.40		
1,593 YP	11.15AM	13.6	R PURCELL			11.30AM		
			(13.6)			Lv. Tuesday, Thursday, Saturday		
	(0.55) 14.8		..... Thru Time .....			(0.55) 14.8		
	Average speed per hour .....				Average speed per hour .....			

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

U. S. HOSPITAL BRANCH		
Distance from Sable	Time-Table No. 112 JULY 31, 1927	Distance from Bunell
	<b>STATIONS</b>	
	<b>SABLE</b>	1.4
1.4	<b>BUNELL END OF TRACK</b>	

PURITAN BRANCH		
Distance from Parkdale Jct.	Time-Table No. 112 JULY 31, 1927	Distance from End of Track
	<b>STATIONS</b>	
	<b>PARKDALE JCT.</b>	3.1
1.9	<b>PURITAN</b>	1.2
3.1	<b>END OF TRACK</b>	

LAKESIDE SPUR		
Distance from Valmont	Time-Table No. 112 JULY 31, 1927	Distance from Lakeside
	<b>STATIONS</b>	
	<b>VALMONT</b>	1.7
1.7	<b>LAKESIDE END OF TRACK</b>	

RIPPLE BRANCH		
Distance from Ripple	Time-Table No. 112 JULY 31, 1927	Distance from End of Track
	<b>STATIONS</b>	
	<b>RIPPLE</b>	2.8
2.1	<b>ORCUTT</b>	0.2
2.3	<b>END OF TRACK</b>	

PLEASANT VALLEY BRANCH		
Distance from Purcell	Time-Table No. 112 JULY 31, 1927	Distance from End of Track
	<b>STATIONS</b>	
	<b>PURCELL</b>	13.8
	<b>MEYER</b>	11.3
	<b>CAMPBELL</b>	8.8
	<b>GALTON</b>	5.1
	<b>LOWE</b>	3.1
	<b>CORNELL</b>	2.5
	<b>CLOVERLY</b>	13.8

GREELY BRANCH		
Distance from Greely	Time-Table No. 112 JULY 31, 1927	Distance from End of Track
	<b>STATIONS</b>	
	<b>BRIGGSDALE</b>	28.1
	<b>POSTON</b>	23.2
	<b>CORNISH</b>	18.0
	<b>BARNESVILLE</b>	14.8
	<b>MATTHEWS</b>	13.1
	<b>GIL</b>	10.4
	<b>ALDEN</b>	8.4
	<b>CLOVERLY</b>	8.0
	<b>GREELY JCT.</b>	2.3
	<b>GREELY</b>	28.1

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

**SPECIAL RULES**

**2 (R). Time Inspectors are located as shown below:**

R. V. Owens, General Supervisor of Time Service, Omaha.  
 Ellis .....A. Mulheim & Sons  
 Oakley .....Mrs. Georgie Silverwood  
 Hugo .....E. B. Edwards  
 Limon .....H. V. Keller  
 Plainville .....Lambert Bros.  
 Denver .....Hansen & Hansen  
 Denver .....Cosley Jewelry Co.  
 Brighton .....J. C. Wehrman  
 Greeley .....Nelson Jewelry Co.  
 Sterling .....W. J. Headrick  
 Boulder .....Crowder & Collins  
 Fort Collins.....A. W. Frandsen

**3 (R). Standard clocks are located as shown below:**

Ellis .....Telegraph Office  
 Oakley .....Telegraph Office  
 Sharon Springs .....Telegraph Office  
 Hugo .....Telegraph Office  
 Limon .....Telegraph Office  
 Plainville .....Telegraph Office  
 Denver (Union Station) .....“U. D.” Telegraph Office  
 Denver (Union Station) .....Conductors’ Register Room  
 Denver (Union Station) .....Dispatchers’ Office  
 Denver (29th Street) .....Yard Office  
 Denver (Roundhouse) .....Engineers’ Register Room  
 Pullman .....Telegraph Office  
 Brighton .....Telegraph Office  
 La Salle .....Telegraph Office  
 Greeley .....Telegraph Office  
 Pierce .....Telegraph Office  
 St. Vrain .....Telegraph Office  
 Julesburg .....Telegraph Office  
 Sterling .....Telegraph Office  
 Union .....Telegraph Office  
 Fort Collins.....Telegraph Office

**9 (R). Lights will not be kept burning at night in the train order signal and trains will be governed by its day indication at—**

Penokee                      Hoxie                      Erie  
 Morland                     Menlo                      Cloverly

Switch lights will not be kept burning at night and trains must approach all facing point switches prepared to stop and must know that the switches are in proper position before passing over them at the following locations:

- On Colby Branch, between Penokee and Spica, both inclusive;
- On Boulder Branch, at Yoxall; and between Erie and Valmont, both inclusive;
- On Fort Collins Branch, between C. & S. Crossing and Buckeye, both inclusive;
- On Greeley Branch;
- On Pleasant Valley Branch.

10 (h). At night, a yellow light on a dwarf signal, on a “call-on” signal, or on a “short-arm” signal of an interlocking plant, indicates “proceed at slow speed.”

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

- In yards where yard engines are employed and at stations where switching is being done;
- At meeting points, until the train to be met is clear of the main track; When standing;
- On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

**28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.**

TRAIN	STOPS	PASSENGERS FOR
21	Between Denver and Borie.	California.
21	Between Denver and Borie.	Northwest beyond Granger.
21	Wakeeney.	Denver or beyond.
101	Cheyenne Wells.	Denver.
103	Ogallah.	Denver.
103	Buffalo Park.	Regular stops west of Oakley.
104	Quinter.	Ellis and regular stops east of Ellis.
104	Ogallah.	Regular stops east of Ellis.

**28 (R). Continued.**  
**ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.**

TRAIN	STOPS	PASSENGERS FROM
13	Between Sterling and La Salle.	Regular stops east of Sterling.
13	Between La Salle and Denver.	Regular stops east of La Salle.
21	Wakeeney.	Kansas City and east.
22	Cheyenne Wells.	Denver.
22	Between Borie and Denver.	Ogden or beyond.
22	Between Borie and Denver.	Northwest beyond Granger.
103	Ogallah.	Regular stops east of Ellis.
103	Buffalo Park.	Regular stops east of Buffalo Park.
104	Quinter.	Denver or beyond.
104	Ogallah.	Denver.
104	Between Cheyenne and Denver.	From Northern District trains.

30 (R). The bell must be kept ringing while an engine or motor is moving (with or without cars) within the city limits of Fort Collins.

**83 (R). Clearance card (Form 2643) must be received as follows:**

- At Oakley, by all trains;
- At Limon, by all trains;
- At Colby, by all trains;
- At La Salle, by all trains;
- At St. Vrain, by all Boulder Branch trains;
- At Fort Collins, by all trains.

At Pullman, a clearance card received by the only section of Northern Subdivision westward second class trains will confer the same authority as when received at their initial station.

At Boulder, a clearance card received by the only section of eastward first and second class trains will confer the same authority as when received at their initial station.

When there is no operator on duty, trains are not required to receive clearance card (Form 2643) at—

Hill City                      St. Vrain                      Briggsdale  
 Colby                              Dent                              Cloverly  
 Sand Creek Jct.              Fort Collins                  Purcell  
 Brighton                         Buckeye

83 (S). All Union Pacific second class and extra trains must register at 29th Street.

All Denver Subdivision trains will register by registering ticket (Form 2642) at Pullman.

83 (T). Union is registering station for C. B. & Q. trains only.

**93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:**

Ellis	Hill City	St. Vrain	Ara
Oakley	Colby	Firestone	Boulder
Sharon Springs	Sand Creek Jct.	Dent	Milliken
Kit Carson	Brighton	Julesburg	Fort Collins
Hugo	La Salle	Ovid	Poudre
Limon	Greeley	Sterling	Boettcher
Deer Trail	Eaton	Fort Morgan	Buckeye
Pullman—Denver	Carr	State Coal Mine Jct.	
Plainville	Speer	Parkdale Jct.	

93 (S). At La Salle Junction, the switch leading to Dent Subdivision extension must be left set for the extension except when being used. Trains moving from Dent Subdivision to Northern Subdivision at this point will stop back of Signal M-501 until switches are lined and be governed by indication of the signal.

98 (R). The Colorado State Law governing movement of trains over railroad crossings at grade is as follows:

“In all cases where two railroads shall cross each other, every train on approaching such crossing shall come to a full stop immediately before it reaches such crossing, and shall cross such track at a speed not exceeding four miles per hour.”

“Any and every engineer, conductor or other person, having charge of and running any locomotive or train on any such railroad, who shall violate section one of this act (the foregoing paragraph), shall be deemed guilty of a misdemeanor, and on conviction shall be fined in a sum not less than fifty nor more than two hundred dollars for each offense.”

**98 (R). Continued.**

“Any railroad corporation whose road crosses any other railroad at the same level may establish at any crossing of said roads, a system of derailing switches, interlocking or automatic switches and signals, or other safety appliances or devices, which render it safe to permit engines and trains to pass over such crossings without stopping, and when such system is established, the corporations operating the railroads having such common crossing, shall not be required to stop or slacken the speed of trains or engines at or approaching said crossing.”

**98 (S). JUNCTIONS AND RAILROAD CROSSINGS.**

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
Limon (M.P. 550.5)	C.R.I.&P.	U.P.	
Limon Junction (M. P. 550.6)	C.R.I.&P.		Limon Junction is the switch west of telegraph office at Limon.
Denver 38th Street	U. P. out-bound main track.		Freight trains arriving Denver must stop before crossing 38th Street and must not cross over outbound main track until proceed signal has been received from the switchtender. If a train is seen approaching they will not proceed until that train has passed.
Denver 42nd & Josephine Sts. (Denver Subdivision) and 47th & York Sts. (Northern Subdivision)	Tramway.		When Tramway cars have been given permission to cross U. P. tracks, the blade of the signal over Tramway Crossing will be horizontal with U. P. tracks and a red light will be displayed at night in addition, and U. P. trains and engines must stop, and must not proceed until the signal indicates “proceed,” or the movement is fully protected. When the signal blade is parallel with U. P. tracks and in addition a green light is displayed at night, U. P. trains and engines may proceed.
Sand Creek Junction (M.P. 4.9)	C.B.&Q.	U. P. over C. B. & Q. of same or inferior class.	Interlocking Plant.
Eaton (M.P. 59.3)	G. W.	U. P.	Interlocking Plant.
Borie	Westward, Colo. Div. crosses Wyo. Div. No. 2 track.		Interlocking Plant.

Continued on page 16.

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
Corlett Junction (M.P. 101.5)	Wyoming Division.		A train going from Colorado Division to Wyoming Division will stop clear of Wyoming Division main track. If a train is approaching from west on Wyoming Division, a train from Colorado Division will not open the switch to nor obstruct the Wyoming Division main track, and a train going from Wyoming Division to Colorado Division will not cross over until the approaching train has stopped at stop board 1,000 feet west of junction. Eastward trains on Wyoming Division will stop at stop board and not proceed until it is known that the cross-over and the route to Colorado Division are clear.
St. Vrans (M.P. 22.2)	U. P.	Dent Subdivision.	Gate.
Wild Cat (M.P. 40.9)	G. W.	U. P.	Gate.
Sterling (M.P. 57.2)	C.B. & Q.	U. P. over C. B. & Q. of same or inferior class on U. P. main or passing tracks. C. B. & Q. over U. P. of same or inferior class on U. P. stock yard tracks.	Interlocking Plant.
Union (M.P. 81.0)	C.B. & Q.		Eastward trains must stop clear of C. B. & Q. junction switch unless it has been ascertained that all overdue superior trains have arrived or left.
Erie (M.P. 15.1)	C.B. & Q.	U. P. trains moving in either direction have precedence over northward C. B. & Q. trains. Southward C. B. & Q. trains have precedence over U. P. trains in either direction.	
Ara (M.P. 26.0)	C. & S.	U. P. over C. & S. of same or inferior class.	

**SPECIAL RULES**

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
Ara (M.P. 26.5)	C. & S.		Between the hours of 7:15 P. M. and 7:15 A. M., trains going to Boulder must receive permission by telephone from the operator at Boulder, before going on C. & S. main track at Ara.
Milliken (M.P. 2.0)	G. W.	U. P. over G. W. of same or inferior class.	
Kelim (M.P. 9.0)	G. W.	G. W. over U. P. of same or inferior class.	
Fort Collins (M.P. 25.16)	C. & S.	C. & S.	Automatic signals are controlled by derails on U. P. tracks south of crossing. Westward U. P. trains will throw derail, and it must not be released until the entire train is clear of the crossing. Eastward U. P. trains must stop clear of the crossing and not proceed until the derails are thrown.
Fort Collins (M.P. 25.26)	C. & S.	C. & S.	By gate — to be set normally against Union Pacific trains.

101 (E). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101(A), 509, 510, and 808), the fact must be reported to the train dispatcher from the first point of communication, telephone booth, or telegraph office.

D-102 (A). If a train is parted or is doubling from any cause, and the front portion passes any switch of a crossover, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all switches, or unless the return movement has been authorized and protected by dispatcher.

103 (A). A trainman will ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

103 (R). Engines must not be run under any coal mine tipple, nor over hoppers at coal chutes, and air must be working on all cars before starting to put up coal.

104 (R). At Sharon Springs, trains switching in west end of yard must not drop nor cut off cars to any track which is not protected by derail or by cars which are secured by hand brakes.

104 (S). At La Salle, before moving on to the Northern or the Dent Subdivision main tracks from the first switch west or the first switch east of the coal chute, trains or engines must be preceded by a flagman and it must be known that there are no trains moving on the Northern or the Dent Subdivision main tracks between La Salle Junction switch and Main street Crossing west of depot.

(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without caboose.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
At any point.	60	35	
At any point.	20	20	Engines backing up with or without cars.
At any point.	35	35	With 1900, 2200, 2400, and 5000 class engines.
At any point.	30	30	Passing coaling stations.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
At any point.		25	Gravel trains.
At any point.	5	5	On tracks laid with rail weighing less than 60 pounds per yard.
On any wye.	5	5	
Ellis Subdivision.	35	25	On curve extending from M.P. 336.58 to M.P. 337.00.
Ellis Subdivision.	50		Between M.P. 404 and M.P. 408.
Hugo Subdivision.	50		Between M. P. 514 and 528.
Denver Subdivision.	20	20	At Culvert 536.71.
Denver Subdivision.	35	25	Between M.P. 558.58 and M.P. 559.33.
Between Cedar Point and Buick.	40		
Colby Branch.	35	30	M.P. 103 to M.P. 108.
Colby Branch.	30	20	M.P. 108 to M.P. 137.
Colby Branch.	35	30	M.P. 137 to M.P. 153.
Colby Branch.	30	20	M.P. 153 to Colby.
Colby.	20	20	Within city limits.
Colby Branch.	35	30	Colby to Oakley.
Denver — Between 21st and 23rd Sts.	10	5	
Denver — Between 23rd St. and City Limits.	30	15	
Through Brighton.	15	15	
Through Lupton.	30	30	
Through Platteville.	30	30	
Through La Salle.	15	15	
Through Greeley.	15	15	
Eaton.	5	5	By engines on curve at east end of Great Western Transfer.
Through Eaton.	15	15	
Through Ault.	15	15	
Through Nunn.	35	35	
Through Speer.	5		Train No. 21.
Dent Subdivision.	50	30	
Wild Cat.	25	25	Over Great Western Crossing.
Ovid.	15	15	On Sugar Factory Tracks.
Julesburg and Sterling Subdivisions.	10	10	By C. B. & Q. 5200 class engines on passing or business tracks.
Sterling.	10	10	Over Chestnut Street Crossing.
Boulder Branch.	25	20	
Boulder Branch.	15	15	With 200 or 300 class engines.
Between Dent and Fort Collins.	35	25	
Fort Collins.	5	5	Over Lincoln Street.
Between Fort Collins and Buckeye.	25	25	
Greeley Branch.	25	20	
Greeley Branch.	15	15	With 200 or 300 class engines.
Pleasant Valley Branch.	20	20	
Pleasant Valley Branch.	15	15	With 200 or 300 class engines.
On Spurs and Branches shown on page 14 of this time-table.	15	15	



## SPECIAL RULES

COLORADO DIVISION

201 (R). Between Denver and La Salle all extra trains will run via Lupton unless otherwise instructed.

405 (R). Between Ellis and M. P. 636.5 inclusive, Distant Signals located approximately one-half mile from initial switch, are used for facing point switch protection. When signal indicates "caution", reduce speed immediately and proceed not exceeding six miles an hour, looking out for an obstruction on the track, stop before passing initial switch and examine all facing point switches in order to be sure that they are in proper position, except that Rules 401 to 524 inclusive will govern at Signals Nos. 5363, 5368 and 5374, just west of Hugo.

509 (E). Relative to Rule 509(B), the flagman must be sent ahead at night, even though the next signal in advance is in plain view and the track can be seen to be clear.

509 (F). When a train is stopped by a block signal at "stop" position, on double track when ready to proceed as per Rule 509(C) and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14b) will be given before the train proceeds.

525. If a Home Block Signal fails to indicate "stop" or a Distant Block Signal fails to indicate "caution" when a block is entered, a member of the crew must be left at the signal; the train dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by instructions from the proper officer.

674 (R). To indicate the route to be used through the interlocking plant at Sterling, the following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "-" for longer sounds.)

For main track, -  
For diverging route, - o  
For stockyards track, o - o -

713 (A). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on the platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

720 (R). Employes when traveling on company business and caretakers of live stock or freight, may be carried on freight trains between stations at which such trains stop, when provided with proper transportation. Freight trains, except trains consisting mostly of live stock, will carry passengers above the age of fifteen years or under fifteen years when accompanied by parents, guardian, or other competent person, between points at which they stop. Local freight trains will carry passengers on Hugo, Denver, Julesburg and Sterling Subdivisions, Boulder, Greeley and Pleasant Valley Branches. Agents and conductors must notify passengers that freight trains will not be required to stop with caboose opposite platform for them to get on or off.

802 (A). When one or more cars are being switched or pushed over a public crossing, a man must go ahead of them, or must act as crossing watchman.

When a train is parted to clear a public crossing, or is standing near such crossing a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

Where a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

802 (R). The following will govern trains, engines and motors at the highway crossings named below:

At Brighton, stop and send a man ahead to protect the street crossing before moving over Division Street (Lincoln Highway).

At Sand Creek Junction, eastward on Dent Subdivision, stop west of Brighton Paved Road and remain there until route has been lined up through the interlocking plant.

At Narrows and Goodrich when trains are on siding, trainmen must protect the highway crossing until train for which they took siding has passed.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 31 on Form 1216 "Conductor's Car and Tonnage Report."

6,000 pounds for each empty or loaded car weighing less than 40,000 pounds (including light weight of car).

3,000 pounds for each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car).

824 (R). In addition to making inspection of train as often as practicable as per Rule 824, every freight train must stop and must be inspected at the following points:

Wakeeney	—Eastward and westward;
Oakley	—Eastward and westward;
Winona	—Eastward;
Cheyenne Wells	—Eastward and westward;
Kit Carson	—Eastward and westward;
Limon	—Eastward and westward;
Deer Trail	—Eastward and westward;
Bennett or Strasburg	—Eastward;
Brighton or Lupton	—Westward;
La Salle	—Eastward and westward;
Pierce or Eaton	—Eastward;
Carr	—Eastward and westward;
Gleason	—Eastward gravel trains;
Speer	—Eastward;
St. Vrain	—Eastward and westward;
Julesburg	—Eastward and westward;
Fort Morgan	—Eastward and westward.

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE
Omaha	A. F. Jonas	Chief Surgeon
Ellis	H. S. Durrett	District Surgeon
Ellis	C. M. Miller	District Surgeon
Wakeeney	W. Y. Herrick	District Surgeon
Quinter	C. M. McConkey	District Surgeon
Grinnell	J. J. Barclay	District Surgeon
Oakley		District Surgeon
Winona	H. M. Butler	District Surgeon
Sharon Springs	H. E. Nelson	District Surgeon
Cheyenne Wells	H. C. Homer	District Surgeon
Hugo	J. A. McConnell	District Surgeon
Limon	J. D. Kessenger	District Surgeon
Agate	B. T. Cantwell	District Surgeon
Deer Trail	R. A. Young	District Surgeon
Byers	S. Woodward	District Surgeon
Plainville	M. J. Miller	District Surgeon
Hill City	I. B. Parker	District Surgeon
Morland	G. E. Webber	District Surgeon
Hoxie	E. D. Beckner	District Surgeon
Colby	W. J. Lewis	District Surgeon
Denver	H. L. Taylor	Division Surgeon
Denver	R. M. Shea	District Surgeon
Denver	Wm. M. Greig	District Surgeon
Denver	J. A. McCaw	Oculist
Denver	T. E. Beyer	Aurist
Brighton	J. W. Wells	District Surgeon
Lupton	Edwin Lewis	District Surgeon
La Salle	D. M. Mitchel	District Surgeon
Greeley	W. F. Spaulding	District Surgeon
Eaton	E. G. Holden	District Surgeon
Pierce	J. N. Agan	District Surgeon
Cheyenne	G. A. Fox	Division Surgeon
Cheyenne	Strader & Beck	Oculists
Cheyenne	Geo. P. Johnston	Consulting Surgeon
Cheyenne	John D. Shingle	District Surgeon
Frederick		District Surgeon
Julesburg	F. G. Dutton	District Surgeon
Sedgwick	W. C. Davidson	District Surgeon
Hiff	H. W. Houf	District Surgeon
Sterling	Walter Hays	District Surgeon
Merino	W. B. Lutes	District Surgeon
Ft. Morgan	E. E. Evans	District Surgeon
Kersey	F. P. N. VanLandeghem	District Surgeon
Boulder	P. R. Farrington	District Surgeon
Milliken	Carl C. Fuson	District Surgeon
Fort Collins	P. J. McHugh	District Surgeon

865 (A). Cars placarded "Explosives" must be placed in through freight trains near the middle of the train, and at least 15 car lengths from the engine, electric locomotive, or motor car, and at least 10 car lengths from the caboose, if the length of the train will permit.

To avoid the danger of otherwise unnecessary switching at way stations, cars placarded "Explosives" may be placed in local freight trains, not closer than one car length from the engine, electric locomotive, or motor car, or caboose.

In either through or local freight trains, cars placarded "Explosives" must be placed next to cars which do not bear "Inflammable", "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous" placard, if such unplacarded cars are in the train.

Cars placarded "Explosives" must not be placed in through or local trains next to tank cars, wooden-frame, flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of placarded car from rough handling; nor next to cars containing lighted heaters, stoves, or lanterns.

Tank cars placarded "Inflammable" must, if possible, be placed in trains at least five cars from the engine and five cars from the caboose, but such car or cars placarded "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous", must not be placed next to a car placarded "Explosives." When length of train does not permit this, tank cars placarded "Inflammable" must be placed as near the middle of train as practicable. In all cases carriers must see that the train and engine crews are informed of the presence and location of such cars in the train.

When it is possible, tank cars placarded "Acid", "Chlorine Gas", "Inflammable", or "Poisonous", must not be placed next to gondola or flat cars loaded with lading liable to shift, such as logs, lumber, rails, pipe, etc.

When placards become detached or are lost in transit, employe in charge of train must see that they are replaced upon arrival at next terminal if in a through train, or at the first station stop if in a local train.

Train and engine men, yardmasters, agents, or other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with instructions and regulations governing the handling of them. Conductors must notify enginemen of the presence and location of cars containing explosives in the train, before leaving the initial station or station where such cars are picked up.

Empty tank cars must not be moved from any station until all shipping cards and "Inflammable" and dome placards have been removed.

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named:

Scale Test Cars,  
Cars with Emergency Drawbars,  
Outfit Cars,  
Emigrant Movables,  
All Wooden Underframe Cars,  
Any car tagged with Form 4725 reading, "Handle only at rear end of train".

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Freight cars with bad order draw bars may be handled in trains under the following conditions:

- When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.
- When containing perishables or live stock, may be chained up in train and handled to first repair point.
- When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good draw bar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride the car.

Handling of cars behind the caboose is prohibited on the Fifth Subdivision, also westward between Carr and Borie; eastward between Corlett Junction and Speer, and eastward between Ogden and Altamont.

A red flag by day or a red light by night must be displayed on the rear of any car handled behind caboose.

**SPECIAL RULES**

887 (R). On passenger trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at

- Speer—Eastward;
- Speer—Westward, except via Borle.

On freight trains, air test as required by Air Brake Rule 1044(A) must be made at

- Speer—Eastward.

Eastward freight trains between Speer and Carr must make air test as required by Air Brake Rule 1042 when angle cock has been turned or hose separated.

887 (S). Retainers must be used as follows:

- Speer to Carr, eastward freight trains with 2,500 tons or more, use on fifty per cent of cars in train;
- Speer to Carr, eastward freight trains with less than 2,500 tons, use as many as engineer requests.

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

896 (R). 2400 and 5000 class engines must not go on the following tracks:

- Adams —Spur.
- Dupont —House track;
- Hazeltine —House track;
- Henderson —West end house track;
- Brighton —Beet track;
- Lupton —Old house track, cabbage track and that portion of depot track east of Fourth St. Crossing;
- Platteville —Mill Spur;
- Peckham —Beet track;
- La Salle —Storage tracks Nos. 1 and 2;
- Evans —House and elevator tracks;
- Greeley —No. 1 and rip tracks;
- Greeley —Clayton Spur;
- Greeley —No. 4 track;
- Greeley —C. & S. main track east of depot;
- Greeley —Mack's Spur;
- Greeley —Boise Payette Lumber Company Spur;
- Greeley —Hickman Lunbeck Spur;
- Greeley —Sixth Avenue track and Post Coal Company Spur;
- Greeley —Weller Brothers Spur and Sugar Factory tracks;
- Greeley —Gas House Spur;
- Lucerne —Beet track and house track east of stock yards;
- Eaton —Highline track and Northern Implement Company Spur;
- Eaton —Great Western transfer track and wye track;
- Ault —Business and beet tracks;
- Nunn —House track;
- Dover —House track;
- Decker —Spur track;
- Carr —No. 2 track;
- Sterling —Scale track.

2400, 5000 and 7000 class engines cannot turn on turn-table at La Salle.

At Sterling, cars must not be spotted between air boxes and Chestnut St. Crossing.

At Sharon Springs, engines must not go into cinder pit.

Engines must not go on sharp curve at west end Power Plant on Lakeside Spur.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
At all stations.....	Mail cranes.....	Side.
<b>Ellis Subdivision.</b>		
Wakeeney.....	Water tank spout.....	Side and top.
Collyer.....	Standpipe.....	Side.
Buffalo Park.....	Standpipe.....	Side.
Grinnell.....	Pumphouse roof.....	Side.
Grinnell.....	Standpipe.....	Side.
Oakley.....	Standpipe.....	Side.
M. P. 405.61.....	Bridge.....	Side.
M. P. 406.76.....	Bridge.....	Side.
McAllaster.....	Water tank spout.....	Side and top.
Somena.....	Water tank spout.....	Side and top.
M. P. 427.80.....	Bridge.....	Side.
<b>Hugo Subdivision.</b>		
Sharon Springs.....	Standpipe, east of depot.....	Side.
Sharon Springs.....	Standpipe, west of depot.....	Side.
Sharon Springs.....	Poles between main and passing tracks opposite depot platform...	Side.
Weskan.....	Water tank spout.....	Side and top.
Cheyenne Wells.....	Standpipe.....	Side.
Kit Carson.....	Water tank spout.....	Side and top.
Aroya.....	Water tank spout.....	Side and top.
M. P. 514.94.....	Bridge.....	Side.
M. P. 518.82.....	Bridge.....	Side.
M. P. 522.79.....	Bridge.....	Side.
Clifford.....	Standpipe.....	Side.
M. P. 534.63.....	Bridge.....	Side.
<b>Denver Subdivision.</b>		
Hugo.....	Standpipe.....	Side.
Lake.....	Water tank spout.....	Side and top.
Agate.....	Water tank spout.....	Side and top.
Deer Trail.....	Standpipe.....	Side.
M. P. 592.09.....	Bridge.....	Side.
M. P. 602.15.....	Bridge.....	Side.
M. P. 602.27.....	Bridge.....	Side.
Strasburg.....	Standpipe.....	Side.
Watkins.....	Water tank spout.....	Side and top.
M. P. 627.30.....	Bridge.....	Side.
Denver.....	Trolley wire at 42nd Ave. and Josephine St.....	Top.
<b>Colby Branch.</b>		
Palco.....	Water tank spout.....	Side and top.
Bogue.....	Standpipe.....	Side.
M. P. 135.22.....	Bridge.....	Side.
M. P. 139.67.....	Bridge.....	Side.
M. P. 145.06.....	Bridge.....	Side.
M. P. 145.91.....	Bridge.....	Side.
Morland.....	Water tank spout.....	Side and top.
M. P. 150.46.....	Bridge.....	Side and top.
M. P. 151.49.....	Bridge.....	Side and top.
M. P. 154.40.....	Bridge.....	Side and top.
Hoxie.....	Standpipe.....	Side.
Menlo.....	Water tank spout.....	Side and top.
Colby.....	Standpipe.....	Side.

899. Continued.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
<b>Northern Subdivision.</b>		
Denver.....	Semaphore at 31st St.....	Side.
Pullman.....	Semaphore opposite depot.....	Side.
Denver.....	Trolley wire, 47th Ave. & York St.	Top.
M. P. 15.58.....	Bridge.....	Side.
M. P. 16.36.....	Bridge.....	Side.
Brighton.....	Water tank spout.....	Side and top.
Speer.....	Standpipe.....	Side.
<b>Dent Subdivision.</b>		
St. Vrains.....	Standpipe.....	Side.
All Coal Mines.....	Tipples, box car loaders, engine-houses, etc. ....	Side and Top.
<b>Julesburg Subdivision</b>		
M. P. 7.05.....	Bridge.....	Side.
M. P. 33.18.....	Bridge.....	Side.
M. P. 48.71.....	Bridge.....	Side.
M. P. 50.34.....	Bridge.....	Side.
<b>Sterling Subdivision.</b>		
Sterling.....	Standpipe, east of depot.....	Side.
Sterling.....	Standpipe, west of depot.....	Side.
Fort Morgan.....	Water tank spout.....	Side and top.
Fort Morgan.....	Coal chute.....	Side.
M. P. 106.41.....	Bridge.....	Side.
M. P. 132.53.....	Bridge.....	Side.
<b>Boulder Branch.</b>		
Brighton.....	Standpipe.....	Side.
All Coal Mines.....	Tipples, box car loaders, engine-houses, etc. ....	Side and Top.
Erle.....	Water tank spout.....	Side and top.
<b>Fort Collins Branch.</b>		
Koenig.....	Standpipe.....	Side.
Fort Collins.....	Standpipe.....	Side.
M. P. 26.79.....	Bridge.....	Side.
M. P. 31.84.....	Bridge.....	Side.
<b>Greeley Branch.</b>		
Cornish.....	Standpipe.....	Side.
<b>Pleasant Valley Branch</b>		
Purcell.....	Standpipe.....	Side.
<b>Puritan Branch.</b>		
Puritan Mine.....	Guy to smoke stack.....	Top.
Puritan Mine.....	Electric light wire.....	Top.

1051. On a passenger train, after engine or engine crew has been changed or an angle cock closed, except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Steam or power should not be shut off unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes must be given.

1051 (A). The test prescribed in Rule 1051 will also be made (except on ascending grades in excess of one per cent) one mile from meeting points, railroad crossings, end of double track, drawbridges, before descending heavy grades, and before reaching any hazardous point. Enginemen must know that brakes are properly holding the train, and if not, the train must be stopped, cause ascertained and remedied.

Rear brakeman must station himself on the retainer valve end of the rear car, and if air escapes from the retainer valve, give proceed signal; if air does not escape, the train must be stopped, the cause ascertained and remedied.

### RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions.  
A deduction of ten per cent may be made for fast trains.

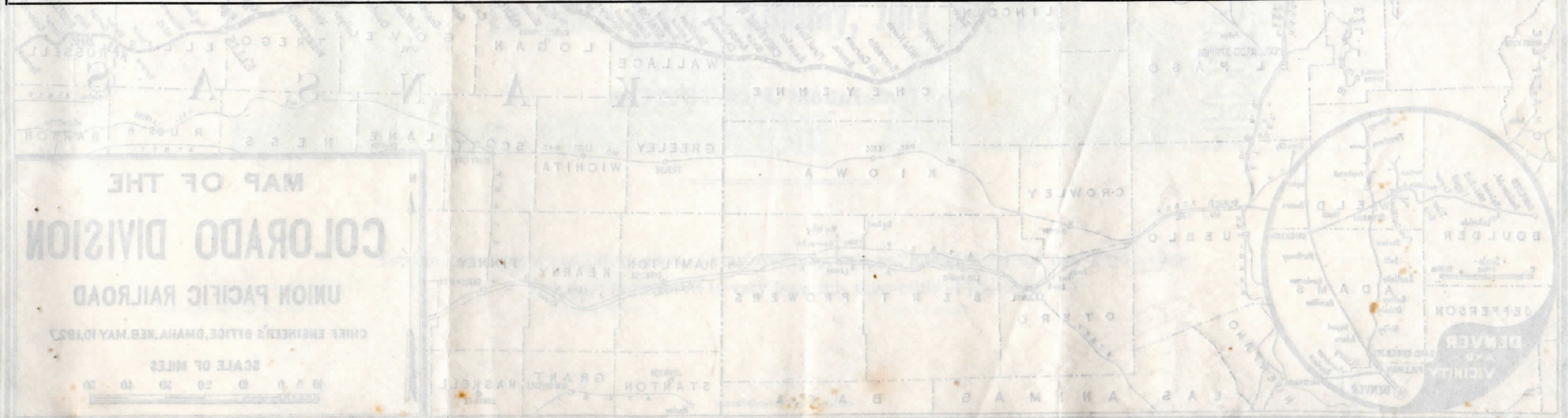
TYPE OF ENGINE	NUMBERS (INCLUSIVE)	ELLIS TO DENVER	PLAINVILLE TO OAKLEY	DENVER TO LA SALLE	LA SALLE TO CARR	CARR TO BORIE	SPEER TO CORLETT JCT.	JULESBURG TO LA SALLE	DENVER TO FORT COLLINS	BRIGHTON TO BOULDER	GREELEY TO BRIGGSDALE AND PURCELL
C 51	$\frac{20}{24}$ 138 148	100 to 120	750	900	2000	750	500	2000	1300	900	900
C 57	$\frac{22}{30}$ 187 191	201 to 358	1500		3000	1450	850	3000	2000	1600	
C 57	$\frac{21}{30}$ 162 171	400 to 499	1350		2500	1250	750	2500	1600	1500	1100
MK 57	$\frac{23\frac{1}{2}}{30}$ 206	1900 to 1949			3000	1600	900	3500	2200		
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320			3000	1800	1000	3500	2500		
MK 63	$\frac{26}{30}$ 222	2480 to 2499			3000	1800	1000	3500	2500		
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089			4000	2200	1400	3500			
TYPE OF ENGINE	NUMBERS (INCLUSIVE)	DENVER TO ELLIS	OAKLEY TO PLAINVILLE	LA SALLE TO DENVER	CARR TO LA SALLE	BORIE TO CARR	CORLETT JCT. TO SPEER	LA SALLE TO JULESBURG	FORT COLLINS TO DENVER	BOULDER TO BRIGHTON	BRIGGSDALE AND PURCELL TO GREELEY
C 51	$\frac{20}{24}$ 138 148	100 to 120	750	900	1400	1400	1400	700	2000	900	900
C 57	$\frac{22}{30}$ 187 191	201 to 358	1500		2200	3000	3000	975	4500	1600	
C 57	$\frac{21}{30}$ 162 171	400 to 499	1350		2000	2000	2000	900	3000	1500	1100
MK 57	$\frac{23\frac{1}{2}}{30}$ 206	1900 to 1949			2800	3000	3000	975	4500		
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320			3000	3500	3500	1000	5000		
MK 63	$\frac{26}{30}$ 222	2480 to 2499			3000	3500	3500	1000	5000		
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089			3500	3700	3700	1300			

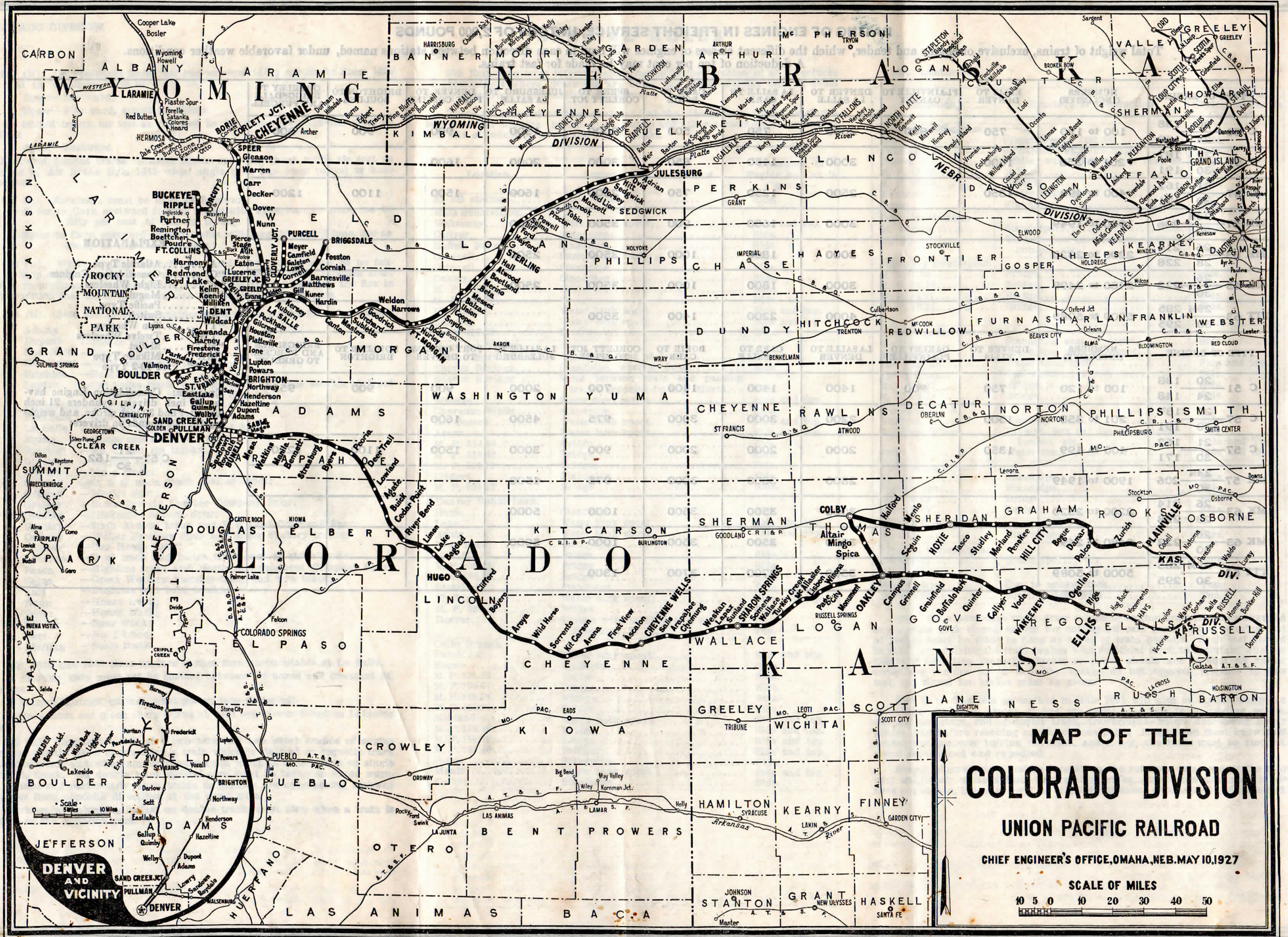
#### EXPLANATION

- "A"..... Atlantic Type
- "C"..... Consolidation Engines
- "E"..... Eight Wheelers
- "M"..... Moguls
- "P"..... Pacific Type
- "S"..... Switch
- "T"..... Ten Wheelers
- "TW"..... Twelve Wheelers
- "MC"..... Mallet
- "MK"..... Mikado Type
- "TTT"..... 2-10-2 Type

EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:

$$C\ 57\ \frac{21}{30}\ 162$$





# MAP OF THE COLORADO DIVISION

UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. MAY 10, 1927

