



UNION PACIFIC RAILROAD COMPANY
 Eastern District



Colorado Division

TIME-TABLE
No. 160

Effective Sunday,
February 13, 1938
at 12:01 A. M. Mountain Time



FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS			FIRST CLASS									Distance from Kansas City	Time-Table No. 160 FEBRUARY 13, 1938
319 Time Freight Daily	251 Time Freight Daily	155 Time Freight Daily	3 Passenger Daily	37 Passenger Daily	111 Stream-liner Passenger Daily	15 Passenger Daily	23 Passenger Daily	21 Passenger Daily	99 Stream-liner Passenger Daily	105 Stream-liner Passenger Daily	333 Mixed Daily		
												0.0	KANSAS CITY, MO.
												2.5	KANSAS CITY, KAN.
		7.00 PM										39.6	LAWRENCE
												68.0	TOPEKA (North Topeka)
												72.9	MENOKEN
												119.3	MANHATTAN
												139.5	JUNCTION CITY
												172.3	SOLOMON
												186.6	SALINA
												303.3	ELLIS
												377.4	OAKLEY
												429.8	SHARON SPRINGS
												535.5	HUGO
												640.4	DENVER
												 Thru Time..... Average speed per hour.
												640.4	DENVER
												659.5	BRIGHTON
												686.5	LA SALLE
													STERLING
													JULESBURG
													OMAHA
													COUNCIL BLUFFS
													BORIE
													CHEYENNE
													OGDEN
													(1217.1 Via Borie)

(2.55) (20.15) (3.00) (2.40) (12.45) (8.10) (15.50) (29.20) Thru Time .. Average speed per hour 39.8 45.2 68.5 35.4 41.9

MILEAGE COLORADO DIVISION
Main Line..... 640.27
Branches..... 117.82
Total..... 758.09

N. A. WILLIAMS,
General Manager

G. L. WHIPPLE,
General Superintendent Transportation

A. L. COEY, Superintendent..... Denver, Colo.
J. M. GUILD, Assistant Superintendent.... Denver, Colo.
E. E. CRUTCHFIELD, Trainmaster..... Denver, Colo.

H. KIRKPATRICK
L. F. CREAGAN
C. A. VICKROY
J. H. WESNER
L. E. CAMPBELL
J. J. BOWLIN
S. G. TWEDT
J. LUCAS
Train Dispatchers
Denver, Colo.

F. R. JENKINS
Chief Train Dispatcher
P. GROOME
Night Chief Train Dispatcher

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 160 FEBRUARY 13, 1938	Distance from Cheyenne	FIRST CLASS								SECOND CLASS					
		22 Passenger	100 Stream-liner Passenger	106 Stream-liner Passenger	24 Passenger	170 Passenger	4 Passenger	38 Passenger	112 Stream-liner Passenger	12 Passenger	154 Time Freight	250 Time Freight	248 Time Freight	370 Mixed	334 Mixed
KANSAS CITY, MO.	746.4	A 7.15 AM	A 10.30 AM	A 1.38 PM	A 3.45 PM	A 8.50 PM									
KANSAS CITY, KAN.	743.9	7.01	10.22	1.32	3.32	8.34				A 5.00 AM					
LAWRENCE	706.8	6.16	9.46	12.56	2.45	7.41									
TOPEKA (North Topeka)	678.4	5.40	9.18	12.30 PM	2.15	7.00				11.50 PM					
MENOKEN	678.5	5.27	9.09		2.01	6.30				11.05					
MANHATTAN	627.1	4.35	8.22		1.05	5.25				9.15					
JUNCTION CITY	606.9	4.05	7.55		12.30 PM	4.50				8.00					
SOLOMON	574.1	3.13	7.16		11.27 AM	3.50				6.22					
SALINA	559.8	2.55	7.00 AM		11.05	3.30 PM				6.00 PM				A 2.10 PM	
ELLIS	443.1	12.20 AM			8.30					6.00 AM				9.30 AM	
OAKLEY	369.0	9.32 PM			5.18									4.44	
SHARON SPRINGS	316.6	8.36			4.20									2.50 AM	
HUGO	210.9	6.37			2.10 AM									11.10 PM	
DENVER	106.0	4.30 PM			11.59 PM									6.45 PM	
..... Thru Time..... Average speed per hour.		(13.45) 46.6	(3.30) 53.3	(1.08) 60.0		(5.40) 32.9				(23.00)				(18.25)	
DENVER	106.0				11.35 PM		A 10.00 AM	A 10.30 AM	4.45 PM	6.00 PM	A 3.00 AM	2.30 PM	8.45 PM		A 7.15 PM
BRIGHTON	86.9				11.02		9.29	9.55	5.03	6.22	2.05	2.57	9.17		
LA SALLE	59.9				10.31		8.44	9.17	5.27	6.50	1.10 AM	3.38	10.25 PM		5.27
STERLING									6.44	8.50		5.50	2.00 AM		
JULESBURG									7.30 PM	10.25 PM		A 7.10 PM	5.15 AM		
OMAHA									A 1.25 AM	A 8.30 AM				A 11.52 PM	
COUNCIL BLUFFS															
BORIE										8.00 AM					
CHEYENNE	0.0				9.10 PM		7.30 AM				11.00 PM				
OGDEN										8.35 PM					
(1217.1 Via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (17.35) (2.30) (13.55) (7.40) (13.30) (4.00) (4.40) (26.07) (3.80)
Average speed per hour.. 42.5 42.4 41.4 73.0 41.5

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

WESTWARD

DENVER SUBDIVISION

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. 160 FEBRUARY 13, 1938	STATIONS
	97 C.R.I.&P. Freight	333 Mixed	91 C.R.I.&P. Freight	23 Passenger	7 C.R.I.&P. Passenger	21 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
8,983 WFTF		2.10AM		10.22AM		5.40AM	535.5	DN-R HUGO Hu	
5,745 F		2.23		10.31		5.48	541.7	BAGDAD	
1,505 WF		2.33		10.38		5.55	547.9	LAKE	
2,386 F		2.38		10.44		6.01	550.5	(C. R. I. & P. Crossing) DN-R LIMON Mn	
		2.15PM				9.35AM	550.6	LIMON JUNCTION	
2,580 F		2.30	f 2.52	1.54	10.54	9.46	556.6	RIVER BEND	
2,530 TP		2.45	f 3.04	2.04	11.03	9.56	563.2	CEDAR POINT	
2,456 F		2.53	f 3.13	2.11	11.08	10.02	567.1	BUICK	
2,452 F		3.02	f 3.25	2.20	f 11.14	10.08	572.2	D AGATE Ax	
1,718 F		3.11	3.34	2.31	11.20	10.14	578.1	LOWLAND	
2,559 WFTF		3.27	f 3.50	2.51	f 11.28	10.22	584.2	DN DEER TRAIL Dx	
2,529 F		3.40	4.00	3.01	11.35	10.31	590.1	PEORIA	
2,553 F		3.52	f 4.14	3.10	f 11.43	10.39	596.6	D BYERS By	
2,584 WF		4.06	f 4.29	3.22	f 11.52AM	10.48	602.5	D STRASBURG Sr	
2,433 F		4.20	f 4.45	3.32	f 12.01PM	10.58	608.9	D BENNETT Bt	
2,536 F		4.39	4.52	3.40	12.07	11.05	613.7	MANILA	
2,477 WF		4.58	f 5.02	3.51	f 12.12	11.12	618.4	WATKINS	
2,563 F		5.15	5.14	4.06	12.20	11.21	625.0	MESA	
							628.1	MAGEE	
2,706 F		5.26	5.24	4.16	12.28	11.28	630.5	SABLE	
							633.2	ROYDALE	
2,467 F		5.35	5.31	4.26	12.34	11.38	634.3	SANDOWN	
							636.0	LOWRY	
WFTFOP	A 5.55PM	A 5.45AM	A 4.45AM	A 12.40PM	A 11.48AM	A 7.49AM	638.2	PULLMAN	

(3.40) (3.35) (2.59) (2.18) (2.13) (2.09) Thru Time.....
 23.9 28.7 29.0 44.7 39.5 47.8 Average speed per hour.....

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

DENVER SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 160 FEBRUARY 13, 1938	Distance from Denver	FIRST CLASS			SECOND CLASS		
			24 Passenger	8 C.R.I. & P. Passenger	22 Passenger	92 C.R.I. & P. Freight	96 C.R.I. & P. Freight	370 Mixed
3,983 WFTF	DN-R HUGO Hu	104.9	A 2.05AM		A 6.32PM			A 11.00PM
5,745 F	BAGDAD	98.7	1.57		6.23			10.46
1,505 WF	LAKE	92.5	1.50		6.17			f 10.36
2,386 F	(C. R. I. & P. Crossing) DN-R LIMON Mn	89.9	s 1.45		s 6.13			s 10.29
	LIMON JUNCTION	89.8		A 5.50PM		A 7.00AM	A 8.45PM	
2,580 F	RIVER BEND	83.8	1.36	5.41	6.04	6.47	8.22	f 9.59
2,530 TP	CEDAR POINT	77.2	1.28	5.33	5.56	6.36	8.10	f 9.49
2,456 F	BUICK	73.3	1.23	5.28	5.51	6.23	8.00	9.39
2,452 F	D AGATE Ax	68.2	1.17	5.22	5.45	6.07	7.47	f 9.29
1,718 F	LOWLAND	62.3	1.11	5.16	5.39	5.57	7.33	9.11
2,559 WFTF	DN DEER TRAIL Dx	56.2	1.04	5.10	5.33	5.47	7.20	s 9.00
2,529 F	PEORIA	50.3	12.57	5.03	5.26	5.33	6.58	8.41
2,553 F	D BYERS By	43.8	12.50	4.56	5.20	5.23	6.47	f 8.31
2,584 WF	D STRASBURG Sr	37.9	12.44	4.50	5.14	5.13	6.37	f 8.19
2,433 F	D BENNETT Bt	31.5	12.38	4.44	5.08	5.02	6.26	f 8.00
2,536 F	MANILA	26.7	12.33	4.39	5.03	4.52	6.18	7.45
2,477 WF	WATKINS	22.0	12.28	4.34	4.58	4.35	6.10	f 7.37
2,563 F	MESA	15.4	12.21	4.26	4.51	4.24	5.57	7.25
	MAGEE	12.3						
2,706 F	SABLE	9.9	12.15	4.20	4.45	4.16	5.45	7.15
	ROYDALE	7.2						
2,467 F	SANDOWN	6.1	12.10	4.15	4.40	4.05	5.35	7.08
	LOWRY	4.4						
WFTFOP	PULLMAN	2.2	12.05AM	4.10PM	4.35PM	3.56AM	5.20PM	7.00PM

..... Thru Time..... (2.00) (1.40) (1.57) (3.04) (3.25) (4.00)
 Average speed per hour..... 51.4 52.6 52.7 28.9 25.6 25.5

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

OTTO C. PERRY
 # 3 FOX STREET
 DENVER 9, COLO.

WESTWARD		NORTHERN SUBDIVISION								Distance from Denver
		SECOND CLASS								
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.		248 Time Freight	370 Mixed	319 Time Freight	96 C.R.I.&P. Freight	250 Time Freight	155 Time Freight	92 C.R.I.&P. Freight		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	YIP		6.45PM		5.00PM			3.50AM	0.0	
	OP	8.45PM	6.55	6.10PM	5.05	2.30PM	6.30AM	3.55	1.8	
	WFTYOP	8.47	A 7.00PM	6.11	A 5.10PM	2.31	6.31	A 3.56AM	2.2	
	IP								4.9	
		8.54		6.18		2.38	6.38		5.0	
4,544	F	8.59		6.23		2.42	6.42		8.1	
2,779	F	9.04		6.28		2.46	6.46		11.3	
2,547	F	9.09		6.31		2.50	6.50		14.1	
									16.7	
4,405	WYOP	9.17		6.38		2.57	6.57		19.1	
	P								22.8	
4,561	P	9.27		6.46		3.07	7.07		25.8	
2,543	P	9.33		6.51		3.14	7.13		30.1	
4,537	P	9.39		6.57		3.19	7.19		34.8	
	P								37.8	
5,729	P	9.47		7.03		3.25	7.25		40.0	
	P								42.4	
									43.3	
9,137	WFTYP	A 10.00PM		7.12	A 3.33PM	7.35			46.1	
2,861	P			7.16		7.39			48.2	
11,740	WYOP			7.23		7.44			51.7	
	YP								54.0	
3,995	P			7.29		7.50			55.8	
3,856	WP			7.35		7.56			59.2	
	I								59.3	
3,163	F			7.41		8.01			63.0	
	F								65.0	
3,172	WYF			7.46		8.05			66.8	
2,966	F			7.53		8.12			71.9	
4,623	F			8.01		8.32			77.0	
2,565	F			8.10		8.47			81.9	
4,754	WFTYP			8.17		8.55			86.0	
4,625	F			8.26		9.03			90.4	
2,555	F			8.34		9.11			94.4	
4,625	WYF			8.43		9.20			97.8	
3,953	IP					A 9.30AM			103.1	
	F			8.50					101.5	
	IP			8.55					104.7	
	WFTYOP			A 9.05PM					106.0	

(1.15) (0.15) (2.55) (0.10) (1.03) (3.00) (0.06) Thru Time
 35.6 8.8 35.7 13.2 42.2 33.8 22.0 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 The time of Nos. 111 and 112 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains.

WESTWARD		NORTHERN SUBDIVISION									Distance from Denver
		FIRST CLASS									
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.		24 Passenger	3 Passenger	12 Passenger	37 Passenger	112 Streamliner Passenger	22 Passenger	8 C.R.I.&P. Passenger	515 Motor Passenger	21 Passenger	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		11.59PM	6.05PM	6.00PM	5.45PM	4.45PM	4.30PM	4.05PM	10.40AM	8.25AM	
		12.03AM	6.09	6.03	5.48	4.47	4.34	4.09	10.43	8.28	
		A 12.05AM	6.10	6.04	5.49	4.48	A 4.35PM	A 4.10PM	10.44	8.29	
			6.14	6.08	5.53	4.51			A 10.48AM	8.33	
			6.17	6.11	5.56	4.54				8.36	
			f 6.20	6.14	5.59	4.57				8.39	
			f 6.23	6.17	6.01	4.59				8.42	
			s 6.29	f 6.22	6.06	5.03				s 8.55	
			s 6.37	6.28	6.12	5.09				s 9.05	
			f 6.42	6.32	6.16	5.12				9.10	
			s 6.48	6.36	6.20	5.16				s 9.16	
			f 6.53	6.41	6.25	5.20				f 9.27	
			s 7.00	A 6.49PM	s 6.31	s 5.27PM				s 9.35	
			f 7.04		6.34					9.38	
			s 7.12		s 6.41					s 9.47	
			f 7.18		6.46					f 9.53	
			s 7.24		6.50					s 10.00	
			s 7.30		6.54					s 10.06	
			f 7.36		6.58					f 10.12	
			f 7.43		7.04					10.19	
			f 7.50		7.10					10.26	
					7.15					10.34	
			f 8.04		7.23					f 10.39	
			f 8.12		7.31					10.48	
			f 8.20		7.38					10.57	
			f 8.27		7.44					11.05	
					A 7.55PM						
			8.32							11.11	
			8.38							11.16	
			A 8.45PM							A 11.20AM	

(0.06) (2.40) (0.49) (2.10) (0.42) (0.05) (0.05) (0.08) (2.55) Thru Time
 22.0 39.8 56.5 47.6 65.8 26.4 26.4 37.5 36.3 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Except that No. 111 is superior to westward trains of the same class.
 The time of Nos. 111 and 112 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains.
 No. 37 will stop on flag at Ault to pick up revenue passengers for Laramie and West.
 No. 12 will stop at any station between Denver and La Salle to pick up revenue business for east of La Salle.
 See page 8 for information about sidings, water, fuel, interlocking plants, etc., and distance from Denver.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 160

FEBRUARY 13, 1938

FIRST CLASS

STATIONS	FIRST CLASS								
	15	21	111	4	38	7	23	516	24
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Motor Passenger	Passenger
DN-R DENVER Ud	A 7.15AM	A 8.00AM	A 9.20AM	A 10.00AM	A 10.30AM	A 11.59AM	A 12.50PM	A 4.20PM	A 11.35PM
DN 36TH STREET Ra	7.08	7.50	9.14	9.54	10.21	11.50	12.41	4.11	11.26
PULLMAN	7.06	7.49AM	9.13	9.53	10.20	11.48AM	12.40PM	4.10	11.25
C.B.&Q. CROSSING									
SAND CREEK JCT.	7.00AM		9.09	9.47	10.15			4.05PM	11.20
DUPONT			9.05	9.43	10.10				11.15
HAZELTINE			9.02	9.39	10.06				11.11
HENDERSON			9.00	9.35	10.02				11.08
NORTHWAY									
DN BRIGHTON Bi			8.55	9.29	9.55				11.02
POWARS									
D LUPTON Up			8.49	9.17	9.45				10.54
IONE			8.45	9.10	9.40				10.49
D PLATTEVILLE Pa			8.41	8.59	9.35				10.44
HOUSTON									
D GILCREST Gi			8.37	8.52	9.27				10.38
PECKHAM									
HAMBERT									
DN-R LA SALLE Sa			8.31AM	8.44	9.17				10.31
EVANS				8.41	9.11				10.24
DN GREELEY Hg				8.37	9.05				10.19
GREELEY JCT.									
D LUCERNE C				8.31	8.55				10.12
DN EATON Ur				8.27	8.51				10.08
G. W. CROSSING									
D AULT A				8.22	8.46				10.03
STAGE									
D PIERCE Ri				8.18	8.42				9.59
D NUNN Nu				8.12	8.37				9.54
DOVER				8.06	8.32				9.49
DECKER				8.01	8.27				9.44
DN CARR Cr				7.56	8.22				9.39
WARREN				7.51	8.17				9.34
GLEASON				7.46	8.12				9.29
D SPEER S				7.42	8.07				9.24
DN BORIE Bo					8.00AM				
CORLETT JCT.				7.37					9.17
DN TOWER A AY				7.32					9.12
DN-R CHEYENNE N CY				7.30AM					9.10PM
(106.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (0.15) (0.11) (0.49) (2.30) (2.30) (0.11) (0.10) (0.15) (2.25)
 Average speed per hour.... 20.0 12.0 56.5 42.4 41.2 12.0 13.2 20.0 43.9

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

Except that No. 111 is superior to westward trains of the same class.

The time of Nos. 111 and 112 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains.

No. 24 will stop at any station to let off revenue passengers from Granger or beyond.

No. 38 will stop at any station to let off revenue passengers from Laramie or beyond.

See page 11 for information about sidings, water, fuel, interlocking plants, etc., and distance from Cheyenne.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 160

FEBRUARY 13, 1938

SECOND CLASS

STATIONS	SECOND CLASS					
	251	91	333	97	334	154
	Time Freight	C.R.I.&P. Freight	Mixed	C.R.I.&P. Freight	Mixed	Time Freight
YIP						
OP						
WFTTOP						
IP						
4,544 P						
2,779 P						
2,547 P						
4,405 WYOP						
P						
4,561 P						
2,543 P						
4,537 P						
P						
5,729 P						
P						
9,137 WFTFP						
2,801 P						
11,740 WYOP						
YP						
3,995 P						
3,856 WF						
I						
3,163 P						
P						
3,172 WFP						
2,966 P						
4,623 P						
2,565 P						
4,754 WFTFP						
4,625 P						
2,555 P						
4,625 WFP						
3,953 IP						
P						
IP						
WFTTOP						
(106.0)	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (2.45) (0.80) (0.10) (0.35) (3.30) (4.00)
 Average speed per hour.... 16.1 4.4 13.2 3.8 30.5 25.7

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

The time of Nos. 111 and 112 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains.

No. 334 will stop at any station to let off revenue passengers from Cheyenne or beyond.

WESTWARD

BOULDER BRANCH

EASTWARD

Table for Boulder Branch showing stations, times, and distances for Westward and Eastward directions. Includes columns for Second Class, First Class, and Distance from Brighton/Boulder.

Time-Table No. 160 FEBRUARY 13, 1938. Average speed per hour... Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD

FORT COLLINS BRANCH

EASTWARD

Table for Fort Collins Branch showing stations, times, and distances for Westward and Eastward directions. Includes columns for Second Class, Distance from Dent/Buckeye, and mixed freight options.

Time-Table No. 160 FEBRUARY 13, 1938. 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

PURITAN BRANCH

RIPPLE BRANCH

Table for Hospital, Puritan, and Ripple branches showing stations and distances for Westward and Eastward directions.

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Table for Pleasant Valley Branch showing stations, times, and distances for Westward and Eastward directions. Includes columns for Second Class and Distance from Cloverly/Purcell.

Time-Table No. 160 FEBRUARY 13, 1938. Average speed per hour... Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD

GREELEY BRANCH

EASTWARD

Table for Greeley Branch showing stations, times, and distances for Westward and Eastward directions. Includes columns for Second Class, Distance from Greeley/Briggsdale, and mixed freight options.

Time-Table No. 160 FEBRUARY 13, 1938. Average speed per hour... Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.