



UNION PACIFIC RAILROAD COMPANY
Eastern District



Colorado Division

TIME-TABLE
No. 170

Effective Sunday,
June 30, 1940
at 12:01 A. M. Mountain Time



MAP OF THE
COLORADO DIVISION
UNION PACIFIC RAILROAD
 CHIEF ENGINEER'S OFFICE, OMAHA, NEB. APRIL, 1931

SCALE OF MILES
 0 5 10 20 30 40 50

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS			FIRST CLASS									Distance from Kansas City	Time-Table No. 170 JUNE 30, 1940	
319	251	155	19	3	37	111	15	21	99	105	333			
Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Mixed			
Daily		Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily			
						11.55 PM			10.00 PM	5.00 PM	11.00 AM	9.50 AM	0.0	KANSAS CITY, MO.
		7.00 PM				12.01 AM			10.05	5.05	11.05	9.58	2.5	KANSAS CITY, KAN.
						12.50			10.41	5.42	11.42 AM	10.49	39.6	LAWRENCE
		9.00				1.25			11.10	6.12	12.08 PM	11.40	68.0	TOPEKA (North Topeka)
		9.06				1.32			11.15	6.18		11.46 AM	72.9	MENOKEN
		10.35 PM				2.38			11.57 PM	7.02		1.00 PM	119.3	MANHATTAN
		12.01 AM				3.17			12.22 AM	7.30		1.50	139.5	JUNCTION CITY
		1.00				4.10			12.53	8.09		2.50	172.3	SOLOMON
		2.00				4.45			1.10	8.30 PM		3.45	186.6	SALINA
		A 7.25 AM				6.40			2.15			6.25	303.3	ELLIS
						8.22			3.26			8.45	377.4	OAKLEY
						9.30			4.23			10.25 PM	429.8	SHARON SPRINGS
						11.43 AM			6.13			1.35 AM	535.5	HUGO
						A 2.00 PM			A 8.00 AM			A 5.00 AM	640.4	DENVER
		(12.25)								(3.30) 53.3	(1.08) 60.0	(20.10)		..... Thru Time..... Average speed per hour.....
		6.05 PM	A 3.45 AM	6.30 AM	A 8.20 AM	5.30 PM	5.45 PM	A 9.20 AM	A 7.00 AM	8.25 AM			640.4	DENVER
		6.33	2.27	6.57	7.42	5.55	6.06	8.55		8.55			659.5	BRIGHTON
		7.08	1.30 AM	7.59	7.10	6.31	6.31	8.31	5.20	9.30			686.5	LA SALLE
			10.40 PM		5.26			7.12	2.45					STERLING
			8.30 PM		4.26 AM			6.17	1.15 AM					JULESBURG
			9.00 AM		11.10 PM			2.10 AM	4.25 PM					OMAHA
			8.45 AM											COUNCIL BLUFFS
			A 9.30 AM					7.55 PM					743.5	BORIE
		A 9.05 PM			A 8.25 PM				11.20	11.40 AM			746.4	CHEYENNE
														OGDEN
														(1217.1 Via Borie)
			Daily					Daily	Daily					

(3.00) (20.00) (3.00) (10.10) (2.55) (29.35) (8.10) (15.35) (26.25) Thru Time
55.0 36.4 41.1 68.5 35.9 46.1 .. Average speed per hour

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

C. P. CAHILL,
General Manager

P. J. LYNCH,
Superintendent Transportation

A. L. COEY, Superintendent..... Denver, Colo.

F. R. JENKINS, Assistant Superintendent..... Denver, Colo.

C. B. WOOLARD, Trainmaster..... Denver, Colo.

H. KIRKPATRICK
D. E. FRASER
J. H. WESNER
L. E. CAMPBELL
J. J. BOWLIN
E. E. CRUTCHFIELD
S. G. TWEDT
K. G. PRICE
R. J. MORGAN

Train
Dispatchers
Denver, Colo.

C. A. VICKROY
Chief Train Dispatcher

P. GROOME
Assistant Chief Train Dispatcher

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 170 JUNE 30, 1940	Distance from Cheyenne	FIRST CLASS									SECOND CLASS					
		22	100	106	24	170	38	4	112	12	20	154	250	248	370	334
		Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Mixed	Mixed
STATIONS									Daily	Daily	Daily		Daily	Daily		
KANSAS CITY, MO.	746.4	A 7.15 AM	A 10.30 AM	A 1.38 PM	A 3.45 PM	A 8.10 PM	A 9.00 PM									
KANSAS CITY, KAN.	743.9	7.05	10.22	1.32	3.32	7.50	8.55					A 5.00 AM				
LAWRENCE	706.8	6.22	9.46	12.56	2.45	7.03	8.17									
TOPEKA (North Topeka)	678.4	5.50	9.18	12.30 PM	2.15	6.32	7.50					11.50 PM				
MENOKEN	673.5	5.35	9.09		2.01	6.03	7.44					11.05				
MANHATTAN	627.1	4.48	8.22		1.00	5.05	7.03					9.15				
JUNCTION CITY	606.9	4.15	7.55		12.30 PM	4.30	6.43					8.00				
SOLOMON	574.1	3.26	7.16		11.27 AM	3.30	5.58					6.22				
SALINA	559.8	3.10	7.00 AM		11.05	3.10 PM	5.45					6.00 PM			A 2.10 PM	
ELLIS	443.1	12.40 AM			8.30		3.50					6.00 AM			9.30 AM	
OAKLEY	369.0	10.00 PM			5.15		1.37								4.45	
SHARON SPRINGS	316.6	8.56			4.18		12.46 PM								2.45 AM	
HUGO	210.9	7.00			2.10 AM		11.01 AM								11.10 PM	
DENVER	106.0	5.00 PM			11.59 PM		9.10 AM								6.45 PM	
..... Thru Time..... Average speed per hour.....		(13.15) 48.3	(3.30) 53.3	(1.08) 60.0		(5.00) 37.3						(23.00)			(18.25)	
DENVER	106.0				10.55 PM		A 8.45 AM	A 10.30 AM	3.55 PM	8.00 PM	4.10 PM	A 3.00 AM	2.30 PM	8.45 PM		A 6.25 PM
BRIGHTON	86.9				10.22		8.00	10.00	4.13	8.21	4.31	2.05	2.57	9.17		
LA SALLE	59.9				9.51		7.29	9.30	4.37	8.48	4.58	1.10 AM	3.38	10.25 PM		4.37
STERLING									5.54	10.48 PM	6.37		5.55	2.00 AM		
JULESBURG									6.40 PM	12.15 AM	7.40 PM		7.10 PM	5.15 AM		
OMAHA									A 12.35 AM	A 8.00 AM	A 3.03 AM		7.15 AM	11.05 PM		
COUNCIL BLUFFS													A 8.15 AM	A 11.52 PM		
BORIE							6.10 AM					11.00 PM				
CHEYENNE	0.0				8.30 PM		8.00 AM									2.55 PM
OGDEN					8.35 AM		7.35 PM									
(1217.1 Via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (30.10) (26.25) (2.30) (7.40) (11.00) (9.53) (4.00) (16.45) (26.07) (3.30)
Average speed per hour..... 40.8 46.1 42.4 73.0 50.9 56.6

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' 15"	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 10"	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				ELLIS 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. 170 JUNE 30, 1940	Distance from Denver	FIRST CLASS			SECOND CLASS	
	333 Mixed	37 Passenger	21 Passenger	24 Passenger				38 Passenger	22 Passenger	370 Mixed		
											Daily	Daily	Daily
2,310 WFTTOP	6.25 PM	6.40 AM	2.15 AM	303.3	DN-R	ELLIS	Rt	337.1	A 7.15 AM	A 2.45 PM	A 11.35 PM	A 8.15 AM
2,933 F	f 6.34	6.47	2.21	308.4		RIGA		332.0	6.47	2.40	11.18	f 7.40
2,567 F	f 6.43	f 6.54	2.26	313.7	D	OGALLAH	Og	326.7	f 6.40	2.35	11.13	f 7.33
2,423 WF	s 7.00	s 7.07	2.33	322.3	DN	WAKEENEY	W	318.1	s 6.28	2.27	s 11.02	s 7.07
2,021 F	f 7.10	7.16	2.40	330.0		VODA		310.4	6.13	2.20	10.51	f 6.39
1,670 F	f 7.20	f 7.24	2.46	335.8	D	COLLYER	Jy	304.6	f 6.06	2.15	10.44	f 6.31
2,464 F	s 7.33	s 7.34	2.53	343.3	D	QUINTER	Qn	297.1	f 5.54	2.08	10.35	f 6.16
3,299 WF	f 7.45	f 7.44	3.00	350.9	D	BUFFALO PARK	Bp	289.5	f 5.46	2.01	10.28	f 6.04
2,120 F	s 7.56	s 7.50	3.05	356.3	Block Signal	GRAINFIELD	Gf	284.1	f 5.39	1.56	10.23	f 5.39
2,570 F	f 8.10	s 8.01	3.13	365.2	D	GRINNELL	Gd	275.2	f 5.29	1.48	10.14	f 5.05
2,082 F	f 8.19	8.08	3.18	371.2	Block Signal	CAMPUS		269.2	5.22	1.43	10.08	f 4.55
2,759 WFTF	s 8.45	s 8.22	s 3.26	377.4	DN	OAKLEY	Oq	263.0	s 5.15	1.37	s 10.00	s 4.45
2,586 F	f 8.57	f 8.32	3.35	386.1		MONUMENT		254.3	5.02	1.28	9.40	f 4.10
2,096 F	f 9.10	f 8.40	3.42	393.6		PAGE CITY		246.8	4.55	1.21	9.33	f 3.57
2,155 YF	f 9.28	s 8.47	3.47	399.0	D	WINONA	Gw	241.4	f 4.50	1.16	9.28	f 3.47
1,915 WF	f 9.43	f 8.58	3.56	408.4		McALLASTER		232.0	4.40	1.07	9.18	f 3.25
1,318 F	9.51	9.04	4.02	414.5		TURKEY CREEK		225.9	4.34	1.01	9.12	3.17
2,038 F	f 10.00	f 9.11	4.08	421.1		WALLACE		219.3	4.28	12.55	9.06	f 3.08
2,574 F	10.06	9.16	4.12	425.6		SOMENA		214.8	4.23	12.51	9.01	3.00
1,722 WFTTOP	A 10.15 PM	A 9.25 AM	A 4.18 AM	429.8	DN-R	SHARON SPRINGS	Ps	210.6	4.18 AM	12.46 PM	8.56 PM	2.45 AM
						(126.5)			Daily	Daily	Daily	Daily
	(3.50) 33.0	(2.45) 46.0	(2.03) 61.7		Thru Time	(2.57) 42.9	(1.59) 63.8	(2.39) 47.7	(5.30) 23.0			

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

No. 22 will stop at any station to pick up revenue passengers for stations east of Salina.
No. 22 will stop at any station to let off revenue passengers from Denver or beyond.

Time Inspectors are located as shown below:

The Ball Railroad Time Service, Chicago, Ill.	
R. V. Owens, General Supervisor of Time Service, Omaha.	
Ellis	Muhlheim's
Oakley	A. E. Cheney
Sharon Springs	Muhlheim's
Limon	H. V. Keller
Denver	Hansen & Hansen, Inc.
Denver	R. W. Gumm
Brighton	J. L. Faulkner
Greeley	Utter Jewelry Co.
Cheyenne	J. Burri Jewelry Co.
Julesburg	W. F. Ramsel
Sterling	W. J. Headrick
Sterling	Rominger Jewelry Co., Inc.
Boulder	J. W. Crowder
Fort Collins	C. W. Hodgson

Standard clocks are located as shown below:

Ellis	Telegraph Office
Oakley	Telegraph Office
Sharon Springs	Telegraph Office
Hugo	Telegraph Office
Limon	Telegraph Office
Denver	"U. D." Telegraph Office
Denver	Dispatchers' Office
29th Street	Yard Office
36th Street	Telegraph Office
Pullman (Roundhouse)	Engine Dispatchers' Office
Brighton	Telegraph Office
La Salle	Telegraph Office
Greeley	Telegraph Office
Eaton	Telegraph Office
Cheyenne	Dispatchers' Office
Cheyenne	Telegraph Office
Cheyenne	Conductors' Room, Passenger Station
Cheyenne	Yard Office
Cheyenne	Engine Dispatchers' Office
Julesburg	Telegraph Office
Sterling	Telegraph Office
Fort Collins	Telegraph Office

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. 170 JUNE 30, 1940	Distance from Denver	FIRST CLASS			SECOND CLASS	
	333 Mixed	37 Passenger	21 Passenger	24 Passenger				38 Passenger	22 Passenger	370 Mixed		
											Daily	Daily
1,722 WFTTOP	10.25 PM	9.30 AM	4.23 AM	429.8	DN-R	SHARON SPRINGS	Ps	210.6	A 4.10 AM	A 12.41 PM	A 8.50 PM	A 2.30 AM
3,076 F	10.33	9.37	4.28	433.8		SUNLAND		206.6	4.03	12.37	8.44	2.16
2,085 F	10.40	9.43	4.33	438.4		LAPAZ		202.0	3.58	12.33	8.39	2.10
3,060 WF	f 10.50	s 9.49	4.36	441.8	D	WESKAN	Mo	198.6	3.55	12.30	8.36	f 2.05
2,118 F	10.59	9.56	4.42	448.2		CHEMUNG		192.2	3.49	12.24	8.30	1.56
2,078 F	f 11.06	f 10.01	4.47	453.1		ARAPAHOE		187.3	3.43	12.20	8.25	f 1.49
2,611 F	11.13	10.07	4.52	458.2		SALIS		182.2	3.33	12.16	8.20	1.42
2,613 WF	s 11.25	s 10.14	4.57	463.0	Block Signal	CHEYENNE WELLS	Cw	177.4	s 3.28	12.12	s 8.15	s 1.35
2,516 F	11.32	10.20	5.02	468.1		ASCALON		172.3	3.21	12.07	8.09	1.17
2,630 F	f 11.40	f 10.26	5.07	473.5		FIRST VIEW		166.9	3.16	12.02 PM	8.04	f 1.08
2,567 F	11.51 PM	10.35	5.15	482.3		ARENA		158.1	3.06	11.53 AM	7.55	12.52
2,864 WFTF	s 12.05 AM	s 10.45	5.21	487.7	D	KIT CARSON	Kc	152.7	f 3.00	11.48	7.49	s 12.43
2,562 F	12.21	10.52	5.28	494.0		SORRENTO		146.4	2.50	11.40	7.41	12.21
2,548 F	f 12.30	f 10.58	5.34	500.4		WILD HORSE		140.0	2.44	11.34	7.35	f 12.11 AM
2,559 F	f 12.40	f 11.06	5.41	507.6	D	AROYA	Ro	132.8	2.37	11.27	7.28	f 11.56 PM
2,555 F	f 12.53	f 11.18	5.51	518.0		BOYERO		122.4	2.28	11.18	7.18	f 11.39
4,614 WF	1.03	11.27	5.59	526.3		CLIFFORD		114.1	2.20	11.10	7.10	f 11.25
3,983 WFTF	A 1.25 AM	A 11.38 AM	A 6.08 AM	535.5	DN-R	HUGO	Hu	104.9	2.10 AM	11.01 AM	7.00 PM	11.10 PM
						(105.7)			Daily	Daily	Daily	Daily
	(3.00) 35.2	(2.08) 49.6	(1.45) 60.4		Thru Time	(2.00) 52.8	(1.40) 63.4	(1.50) 57.7	(3.20) 31.7			

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

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
John R. Nilsson	Chief Surgeon	Omaha, Nebr.	All Districts.
J. F. Langdon	District Surgeon	Omaha, Nebr.	Eastern District.
A. M. McDermott	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
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.
Wm. F. Deal	Surgeon	Oakley, Kans.	Grinnell to Winona and Oakley to Colby.
H. E. Nelson	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.
Charles W. Amos	Surgeon	Limon, Colo.	Byers to Hugo.
C. W. Reed	Surgeon	Byers, Colo.	Deer Trail to Denver.
Wm. M. Greig	Division Surgeon	Denver, Colo.	Colorado Division.
R. M. Shea	Surgeon	Denver, Colo.	Colorado Division.
A. T. Haley	Surgeon	Denver, Colo.	Colorado Division.
R. W. Danielson	Oculist	Denver, Colo.	Denver.
J. O. Long	Oculist	Denver, Colo.	Denver.
T. E. Beyer	Aurist	Denver, Colo.	Denver.
J. W. Wells	Surgeon	Brighton, Colo.	Denver to Lupton and Brighton to Erie.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
A. T. Monismith	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.	Julesburg to Laramie and Cheyenne to Carr.
W. A. Bunten	Consulting Surgeon	Cheyenne, Wyo.	Cheyenne.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr.
Beck and Newman	Oculists	Cheyenne, Wyo.	Cheyenne.
C. H. Folsom and Wm. A. Day	Surgeons	Julesburg, Colo.	Julesburg to Sterling and Ogallala to Lodge Pole.
W. C. Davidson	Surgeon	Sedgwick, Colo.	Julesburg to Iliff.
O. J. Schmitt	Surgeon	Sterling, Colo.	Iliff to Merino.
A. F. Williams	Surgeon	Ft. Morgan, Colo.	Sterling to Weldona.
F. H. McCabe	Surgeon	Frederick, Colo.	St. Vrain to Dent.
P. R. Farrington	Surgeon	Boulder, Colo.	Boulder to Erie.
F. A. Humphrey	Surgeon	Ft. Collins, Colo.	La Salle to Ft. Collins.

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
	97 C.R.I. & P. Freight	333 Mixed	91 C.R.I. & P. Freight	37 Passenger	27 C.R.I. & P. Passenger	7 C.R.I. & P. Rocket Passenger	21 Passenger	
	Daily	Daily	Daily	Daily	Saturday Sunday Monday	Daily	Daily	
3,983 WFTTP		1.35AM		11.43AM			6.13AM	535.5
5,745 P		1.53		11.50			6.20	541.7
1,505 WP		2.05		11.57AM			6.26	547.9
2,386 P		2.15		12.03PM			6.29	550.5
	2.25PM		12.30AM		9.00AM	6.53AM		550.6
2,580 P	2.35	f 2.25	12.42	12.12	9.07	7.00	6.35	556.6
2,530 YP	2.45	f 2.35	12.53	12.21	9.14	7.07	6.42	563.2
2,456 P	2.51	f 2.41	12.59	12.26	9.19	7.12	6.46	567.1
2,452 P	3.00	f 2.49	1.15	12.30	9.24	7.16	6.51	572.2
1,718 P	3.09	2.56	1.24	12.36	9.30	7.21	6.56	578.1
2,559 WFTTP	3.24	f 3.10	1.35	12.42	9.36	7.27	7.02	584.2
2,529 P	3.34	3.18	1.44	12.48	9.42	7.33	7.08	590.1
2,553 P	3.51	f 3.28	1.55	12.55	9.55	7.39	7.14	596.6
2,584 WP	4.10	f 3.38	2.07	1.01	10.01	7.45	7.20	602.5
2,433 P	4.24	f 3.50	2.19	1.08	10.07	7.51	7.27	608.9
2,536 P	4.35	3.58	2.29	1.13	10.12	7.55	7.32	613.7
2,477 WP	4.45	f 4.05	2.36	1.21	10.17	7.59	7.36	618.4
2,563 P	4.55	4.13	2.46	1.28	10.23	8.05	7.42	625.0
								628.1
2,706 P	5.15	4.20	2.54	1.34	10.28	8.10	7.47	630.5
								633.2
2,467 P	5.35	4.26	3.00	1.40	10.31	8.13	7.51	634.3
WFTTP	A 5.50PM	A 4.45AM	A 3.10AM	A 1.45PM	A 10.35AM	A 8.18AM	A 7.55AM	638.2

Time-Table No. 170

JUNE 30, 1940

STATIONS

DN-R	HUGO	Hu
	6.2	
	BAGDAD	
	6.2	
	LAKE	
	2.6	
(C. R. I. & P. Crossing)	LIMON	Mn
DN-R	LIMON	
	0.1	
	LIMON JUNCTION	
	6.0	
	RIVER BEND	
	6.6	
	CEDAR POINT	
	3.9	
	BUICK	
	5.1	
D	AGATE	Ax
	5.9	
	LOWLAND	
	6.1	
DN	DEER TRAIL	Dx
	5.9	
	PEORIA	
	6.5	
D	BYERS	By
	5.9	
D	STRASBURG	Sr
	6.4	
D	BENNETT	Bt
	4.8	
	MANILA	
	4.7	
	WATKINS	
	6.6	
	MESA	
	3.1	
	MAGEE	
	2.4	
	SABLE	
	2.7	
	ROYDALE	
	1.1	
	SANDOWN	
	3.9	
	PULLMAN	

(102.7)

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

(3.25)	(3.10)	(2.40)	(2.02)	(1.35)	(1.25)	(1.42)
25.6	32.4	32.8	50.5	55.3	61.8	60.4

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.	Distance from Denver	FIRST CLASS					SECOND CLASS			
		24 Passenger	38 Passenger	8 C.R.I. & P. Rocket Passenger	28 C.R.I. & P. Passenger	22 Passenger	92 C.R.I. & P. Freight	96 C.R.I. & P. Freight	370 Mixed	
3,983 WFTTP	104.9	A 2.05AM	A 10.56AM					A 6.55PM		A 11.00PM
5,745 P	98.7	1.53	10.50					6.46		10.46
1,505 WP	92.5	1.47	10.45					6.40		f 10.36
2,386 P	89.9	s 1.43	10.42					s 6.37		s 10.29
	89.8			A 2.25PM	A 4.40PM			A 6.50AM	A 10.15PM	
2,580 P	83.8	1.33	10.36	2.17	4.32	6.29	6.35	9.45	f 9.59	
2,530 YP	77.2	1.25	10.29	2.10	4.25	6.22	6.20	9.32	f 9.49	
2,456 P	73.3	1.20	10.24	2.05	4.20	6.17	6.10	9.22	9.39	
2,452 P	68.2	1.15	10.19	2.00	4.15	6.12	6.00	9.10	f 9.29	
1,718 P	62.3	1.10	10.14	1.55	4.09	6.07	5.48	8.58	9.11	
2,559 WFTTP	58.2	1.04	10.08	1.50	4.03	6.01	5.37	8.45	s 9.00	
2,529 P	50.3	12.56	10.01	1.43	3.57	5.55	5.27	8.25	8.41	
2,553 P	43.8	12.50	9.55	1.38	3.51	5.49	5.18	8.12	f 8.31	
2,584 WP	37.9	12.44	9.50	1.34	3.45	5.43	5.10	8.00	f 8.19	
2,433 P	31.5	12.37	9.44	1.29	3.39	5.37	5.00	7.47	f 8.00	
2,536 P	26.7	12.32	9.39	1.25	3.34	5.32	4.50	7.38	7.45	
2,477 WP	22.0	12.28	9.35	1.21	3.29	5.28	4.40	7.30	f 7.37	
2,563 P	15.4	12.21	9.29	1.16	3.22	5.21	4.30	7.18	7.25	
2,706 P	9.9	12.15	9.24	1.12	3.16	5.15	4.20	7.08	7.15	
2,467 P	6.1	12.10	9.20	1.09	3.11	5.10	4.05	7.00	7.08	
WFTTP	2.2	12.05AM	9.16AM	1.05PM	3.06PM	5.05PM	3.56AM	6.50PM	7.00PM	

(102.7)

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

(2.00)	(1.40)	(1.20)	(1.34)	(1.50)	(2.54)	(3.25)	(4.00)
51.4	61.6	65.7	55.9	56.0	30.2	25.6	25.7

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, COLG.

WESTWARD

NORTHERN SUBDIVISION

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS								Distance from Denver	Time-Table No. 170	
	248	370	96	319	250	155	92	JUNE 30, 1940			
	Time Freight	Mixed	C.R.I.&P. Freight	Time Freight	Time Freight	Time Freight	C.R.I.&P. Freight	STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		DN-R DENVER Ud		
YIP		6.45PM	6.30PM				3.50AM	0.0	DN 36TH STREET Ra		
OP	8.45PM	6.55	6.35	6.05PM	2.30PM	6.30AM	3.55	1.8	PULLMAN		
WFTYOP	8.47	A 7.00PM	A 6.36PM	6.06	2.31	6.31	A 3.56AM	2.2	C. B. & Q. CROSSING		
IP								4.9	SAND CREEK JCT.		
								5.0	DUPONT		
4,544 F	8.54			6.13	2.38	6.38		8.1	HAZELTINE		
2,779 F	8.59			6.18	2.42	6.42		11.3	HENDERSON		
2,547 F	9.04			6.23	2.46	6.46		14.1	NORTHWAY		
	9.09			6.26	2.50	6.50		16.0	BRIGHTON Bi		
4,405 WYOP	9.17			6.33	2.57	6.57		19.1	POWARS		
F								22.8	LUPTON Up		
4,561 F	9.27			6.41	3.07	7.07		25.8	IONE		
2,543 F	9.33			6.46	3.14	7.28		30.1	PLATTEVILLE Pa		
4,537 F	9.39			6.52	3.19	7.43		34.8	VASQUEZ		
								36.2	HOUSTON		
								37.8	GILCREST Gi		
5,729 F	9.58			6.58	3.25	7.51		40.0	PECKHAM		
F								42.4	HAMBERT		
								43.3	LA SALLE Sa		
9,137 WFTYF	A10.10PM			7.08	A 3.33PM	7.59		46.1	EVANS		
2,861 F				7.12		8.02		48.2	GREELEY Hg		
11,740 WYOP				7.19		8.07		51.7	GREELEY JCT.		
YF								54.0	LUCERNE C		
3,995 F				7.27		8.12		55.8	EATON Ur		
3,856 WF				7.33		8.17		59.2	G. W. CROSSING		
I								59.3	AULT A		
3,163 F				7.39		8.22		63.0	STAGE		
F								65.0	PIERCE Ri		
3,172 WYF				7.44		8.27		66.8	NUNN Nu		
2,966 F				7.52		8.34		71.9	DOVER		
4,623 F				8.01		8.45		77.0	DECKER		
2,565 F				8.10		8.52		81.9	CARR Cr		
4,754 WFTYF				8.17		9.02		86.0	WARREN		
4,625 F				8.26		9.09		90.4	GLEASON		
2,555 F				8.34		9.15		94.4	SPEER S		
4,625 WYF				8.44		9.21		97.8	BORIE Bo		
3,953 IP					A 9.30AM			103.1	CORLETT JCT.		
F				8.50				101.5	TOWER A AY		
IP				8.55				104.7	CHEYENNE N CY		
WFTYOP				A 9.05PM				106.0			

(1.25) (0.15) (0.06) (3.00) (1.03) (3.00) (0.06) Thru Time
 31.3 8.8 22.0 34.7 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. Except that Nos. 19 and 111 are superior to westward trains of the same class. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12, and not less than fifteen minutes by second class and extra trains.

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

WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS												Time-Table No. 170	
24	12	37	3	22	20	112	28	8	515	38	21	JUNE 30, 1940	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I. & P. Passenger	C.R.I. & P. Rocket Passenger	Motor Passenger	Passenger	Passenger	STATIONS	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sat. Sun. Mon.	Daily	Daily	Daily	Daily	DN-R DENVER Ud	
11.59PM	8.00PM	5.45PM	5.30PM	5.00PM	4.10PM	3.55PM	3.00PM	1.00PM	9.30AM	9.10AM	8.25AM	DN 36TH STREET Ra	
12.03AM	8.03	5.48	5.34	5.04	4.13	3.57	3.05	1.03	9.33	9.15	8.28	PULLMAN	
A12.05AM	8.04	5.49	5.35	A5.05PM	4.14	3.58	A3.06PM	A 1.05PM	9.34	A9.16AM	8.29	C. B. & Q. CROSSING	
												SAND CREEK JCT.	
	8.08	5.53	5.39		4.18	4.01			A9.38AM		8.33	DUPONT	
	8.11	5.56	5.42		4.21	4.04					8.36	HAZELTINE	
	8.14	5.59	f 5.45		4.24	4.07					8.39	HENDERSON	
	8.16	6.01	f 5.48		4.26	4.09					8.42	NORTHWAY	
												BRIGHTON Bi	
	8.21	6.06	s 5.55		4.31	4.13					s 8.55	POWARS	
												LUPTON Up	
	8.27	6.12	s 6.03		4.37	4.19					s 9.04	IONE	
	8.31	6.16	f 6.08		4.40	4.22					9.09	PLATTEVILLE Pa	
	8.35	6.20	s 6.14		4.44	4.26					s 9.14	VASQUEZ	
												HOUSTON	
	8.40	6.25	f 6.20		4.49	4.30					f 9.20	GILCREST Gi	
												PECKHAM	
												HAMBERT	
	s 8.47PM	s 6.31	s 6.31		s 4.57PM	s 4.37PM					s 9.30	LA SALLE Sa	
		6.34	f 6.37								9.34	EVANS	
		s 6.43	s 6.47								s 9.42	GREELEY Hg	
												GREELEY JCT.	
		6.48	f 6.54								f 9.48	LUCERNE C	
		6.52	s 7.00								s 9.55	EATON Ur	
												G. W. CROSSING	
		6.56	s 7.08								s 10.01	AULT A	
												STAGE	
		7.00	f 7.14								f 10.07	PIERCE Ri	
		7.05	f 7.22								10.14	NUNN Nu	
		7.10	f 7.30								10.21	DOVER	
		7.15	7.36								10.28	DECKER	
		7.25	s 7.44								f 10.35	CARR Cr	
		7.32	f 7.51								10.44	WARREN	
		7.38	f 7.59								10.55	GLEASON	
		7.44	f 8.07								11.01	SPEER S	
		A 7.55PM										BORIE Bo	
			8.13								11.08	CORLETT JCT.	
			8.18								11.13	TOWER A AY	
			A 8.25PM								A 11.20AM	CHEYENNE N CY	

(0.06) (0.47) (2.10) (2.55) (0.05) (0.47) (0.42) (0.06) (0.05) (0.08) (0.06) (2.55) Thru Time
 22.0 58.9 47.6 36.4 26.4 58.9 65.8 22.0 26.4 37.5 22.0 36.9 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 19 and 111 are superior to westward trains of the same class. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12, 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.

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

See page 8 for information about sidings, water, fuel, interlocking plants, etc., and distance from Denver.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 170

JUNE 30, 1940

FIRST CLASS

	15	21	19	7	38	111	4	27	37	516	24
	Passenger	Passenger	Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Passenger	C.R.I. & P. Passenger	Passenger	Motor Passenger	Passenger
DN-R DENVER Ud	A 7.00AM	A 8.00AM	A 8.20AM	A 8.25AM	A 8.45AM	A 9.20AM	A 10.30AM	A 10.40AM	A 2.00PM	A 3.40PM	A 10.55PM
DN 36TH STREET Ra	6.51	7.56	8.08	8.19	8.36	9.14	10.23	10.36	1.47	3.33	10.46
PULLMAN	6.50	7.55AM	8.06	8.18AM	8.35	9.13	10.22	10.35AM	1.45PM	3.32	10.45
C. B. & Q. CROSSING											
SAND CREEK JCT.	6.45AM		8.02		8.15	9.09	10.17			3.27PM	10.40
DUPONT			7.57		8.11	9.05	10.12				10.35
HAZELTINE			7.53		8.08	9.02	10.09				10.31
HENDERSON			7.48		8.05	9.00	10.06				10.28
NORTHWAY											
DN BRIGHTON Bi		7.42			8.00	8.55	10.00				10.22
POWARS											
D LUPTON Up		7.33			7.53	8.49	9.52				10.14
IONE		7.28			7.48	8.45	9.48				10.09
D PLATTEVILLE Pa		7.23			7.43	8.41	9.43				10.04
VASQUEZ											
HOUSTON											
D GILCREST Gi		7.18			7.37	8.37	9.38				9.58
PECKHAM											
HAMBERT											
DN-R LA SALLE Sa		7.10AM		7.29	8.31AM	9.30	9.51				9.51
EVANS				7.22		9.25	9.44				9.44
DN GREELEY Hg				7.17		9.20	9.39				9.39
GREELEY JCT.											
D LUCERNE C					7.07		9.10				9.32
DN EATON Ur					7.03		9.06				9.28
G. W. CROSSING											
D AULT A					6.58		9.00				9.23
STAGE											
D PIERCE Ri					6.54		8.55				9.19
D NUNN Nu					6.49		8.50				9.14
DOVER					6.44		8.45				9.09
DECKER					6.39		8.39				9.04
DN CARR Cr					6.34		8.33				8.59
WARREN					6.29		8.25				8.54
GLEASON					6.24		8.19				8.49
D SPEER S					6.19		8.14				8.44
DN BORIE Bo					6.10AM						
CORLETT JCT.							8.08				8.37
DN TOWER A AY							8.03				8.32
DN-R CHEYENNE N-CY							8.00AM				8.30PM

Daily Daily Daily Daily Daily Daily Daily Saturday Sunday Monday Daily Daily Daily

Thru Time	(0.15)	(0.05)	(1.10)	(0.07)	(2.35)	(0.49)	(2.30)	(0.05)	(0.15)	(0.13)	(2.25)
Average speed per hour	20.0	26.4	39.5	18.9	39.9	56.5	42.4	26.4	20.0	23.0	43.9

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 19 and 111 are superior to westward trains of the same class. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12, and not less than fifteen minutes by second class and extra trains.

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

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

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

No. 4 will stop at any station between La Salle and Denver to let off revenue passengers from west of La Salle.

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

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 170

JUNE 30, 1940

SECOND CLASS

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	STATIONS	Distance from Cheyenne								
			91	251	333	97	334	154		
			C.R.I.&P. Freight	Time Freight	Mixed	C.R.I.&P. Freight	Mixed	Time Freight		
	DN-R DENVER Ud	108.0	A 3.30AM		A 5.00AM	A 6.30PM	A 6.25PM			
	DN 36TH STREET Ra	104.2	3.15	A 3.45AM	4.50	5.55	6.12	A 3.00AM		
	PULLMAN	103.8	3.10AM	3.11	4.45AM	5.50PM	6.07	2.42		
	C. B. & Q. CROSSING	101.1								
	SAND CREEK JCT.	101.0							5.59	2.35
	DUPONT	97.9			2.57					2.30
4,544 P	HAZELTINE	94.7			2.50					2.22
2,779 P	HENDERSON	91.9			2.44					2.15
2,547 P	NORTHWAY	90.0			2.38					
	DN BRIGHTON Bi	86.9		2.27						2.05
4,405 WYOP	POWARS	83.2								
	D LUPTON Up	80.2		2.15						1.55
4,561 P	IONE	75.9		2.07						1.45
2,548 P	D PLATTEVILLE Pa	71.2		1.58						1.37
4,537 P	VASQUEZ	69.8								
	HOUSTON	68.2								
5,729 P	D GILCREST Gi	66.0		1.45						1.25
	PECKHAM	63.6								
	HAMBERT	62.7								
9,137 WYOP	DN-R LA SALLE Sa	59.9		1.30AM					4.27	1.10
2,861 P	EVANS	57.8							4.20	12.59
11,740 WYOP	DN GREELEY Hg	54.3							4.14	12.52
	GREELEY JCT.	52.0								
	D LUCERNE C	50.2							4.07	12.44
3,995 P	DN EATON Ur	46.8							4.02	12.37
3,856 WP	G. W. CROSSING	46.7								
	D AULT A	43.0							3.57	12.30
3,163 P	STAGE	41.0								
	D PIERCE Ri	39.2							3.50	12.23
3,172 WYF	D NUNN Nu	34.1							3.44	12.15
2,966 P	DOVER	29.0							3.38	12.07AM
4,623 P	DECKER	24.1							3.32	11.59PM
2,565 P	DN CARR Cr	20.0							3.27	11.50
4,754 WYFP	WARREN	15.6							3.21	11.28
4,625 P	GLEASON	11.6							3.15	11.20
2,555 P	D SPEER S	8.2							3.09	11.13
4,625 WYF	DN BORIE Bo									11.00PM
3,953 IP	CORLETT JCT.	4.5							3.02	
	DN TOWER A AY	1.3							2.57	
	DN-R CHEYENNE N-CY	0.0							2.55PM	

Thru Time	(0.20)	(2.15)	(0.15)	(0.40)	(3.30)	(4.00)
Average speed per hour	6.6	19.7	8.8	3.3	30.3	25.3

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 19 and 111 are superior to westward trains of the same class. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12, and not less than fifteen minutes by second class and extra trains.

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

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

WESTWARD			DENT SUBDIVISION			EASTWARD				
SECOND CLASS		FIRST CLASS		Distance from Denver	Time-Table No. 170 JUNE 30, 1940	Distance from La Salle	FIRST CLASS			SECOND CLASS
212 Mixed	509 Motor Passenger	515 Motor Passenger	15 Passenger				510 Motor Passenger	516 Motor Passenger	211 Mixed	334 Mixed
Daily	Daily	Daily	STATIONS					Daily	Daily	
			SAND CREEK JCT.	45.6	A 6.45AM		A 3.27PM		A 5.59PM	
			WELBY	42.4						
1,556		f 9.44	QUIMBY	40.8	f 6.35		f 3.21		5.49	
1,806		f 9.49	GALLUP	39.5						
1,550		f 9.54	EAST LAKE	36.8	f 6.25		f 3.15		f 5.43	
2,643	9.59AM	A 9.59AM	SATT	34.2						
2,620			DARLOW	32.5	f 6.15		f 3.08		5.34	
1,860	A 10.04AM		ST. VRAINS	28.4	f 6.08	A 10.15AM		3.00PM	5.26	
1,075			U. P. CROSSING	28.4						
1,549			FREDERICK	24.5	s 5.58		10.05AM		f 5.17	
1,086	4.15PM		FIRESTONE	22.8	f 5.54				f 5.12	
9,137	f 4.18		HARNEY	20.4	f 5.50				5.08	
	A 4.30PM		GOWANDA	16.0	f 5.43				5.02	
			WILD CAT	12.3	5.38				4.57	
			G. W. CROSSING	9.7						
			DENT	7.8	5.33			A 9.48AM	4.50	
			OGILVY	6.1	5.30			f 9.44	4.47	
			LA SALLE	0.0	5.20AM			9.35AM	4.37PM	
					Daily	Daily	Daily	Daily	Daily	

(0.15)	(0.05)	(0.21)	..... Thru Time					(1.25)	(0.10)	(0.27)	(0.13)	(1.22)
31.2	46.8	49.1	..... Average speed per hour					32.2	23.4	38.3	36.0	33.2

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 112 and 20 are superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12, and not less than fifteen minutes by second class and extra trains.

WESTWARD			STERLING SUBDIVISION						EASTWARD		
SECOND CLASS		FIRST CLASS						Distance from Julesburg	Time-Table No. 170 JUNE 30, 1940		
251 Time Freight	71 C. B. & Q. Freight	303 C. B. & Q. Passenger	111 Streamliner Passenger	19 Passenger	301 C. B. & Q. Passenger	15 Passenger	STATIONS				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	JUNE 30, 1940				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	DN-R	STERLING	St		
9,228	10.40PM	3.00PM	4.35PM	7.12AM	5.26AM	3.05AM		HALL			
3,544	10.52	3.12	f 4.42	7.18	5.36	3.13	f 2.55	ATWOOD	Od		
3,545	11.01	3.23	f 4.48	7.23	5.42	3.21	f 3.05	BEEFLAND			
6,852	11.20	3.33	4.53	7.28	5.47	3.28	f 3.14	MERINO	Ml		
2,952	11.24	3.39	4.56	7.30	5.50	3.31	3.18	BETA			
4,549	11.28	A 3.50PM	A 5.00PM	7.32	5.53	A 3.35AM	f 3.24	MESSEX			
2,570	11.36			7.37	5.59		f 3.33	BALZAC			
	11.44			7.43	6.05		3.42	UNION	Un		
4,536	11.50PM			7.47	6.10		s 3.51	COOPER			
1,870	12.01AM			7.52	6.17		4.00	SNYDER	Sn		
3,754	12.06			7.54	6.20		f 4.05	DODD			
1,112	12.15			7.58	6.25		f 4.12	HURLEY			
3,746	12.20			8.01	6.29		f 4.17	FORT MORGAN	Fm		
2,951	12.30			8.07	6.36		f 4.27	NARROWS			
2,957	12.38			8.11	6.41		4.34	WELDONA	Dn		
5,751	12.46			8.15	6.46		f 4.42	GOODRICH			
3,758	12.57			8.21	6.53		f 4.55	ORCHARD			
9,137	A 1.15AM			A 8.31AM	A 7.05AM		A 5.15AM	SUBLETTE			
								MASTERS	Ms		
								CANTON			
								HARDIN	Hr		
								KUNER			
								KERSEY	Kr		
								AUBURN			
								LA SALLE	Sa		

(2.35)	(0.50)	(0.25)	(1.19)	(1.39)	(0.30)	(2.30)	..... Thru Time				
36.2	28.2	56.4	71.1	56.7	47.0	37.4	..... Average speed per hour				

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 112 and 20 are superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12, and not less than fifteen minutes by second class and extra trains.

WESTWARD			JULESBURG SUBDIVISION						EASTWARD		
SECOND CLASS		FIRST CLASS						Distance from Julesburg	Time-Table No. 170 JUNE 30, 1940		
251 Time Freight	111 Streamliner Passenger	19 Passenger	15 Passenger	STATIONS			JUNE 30, 1940				
Daily	Daily	Daily	Daily	STATIONS			DN	JULESBURG	Jb		
3,919	8.30PM	6.17AM	4.26AM	1.15AM				OVID	Vi		
3,620	8.45	6.25	4.35	f 1.27				HITT			
4,000	8.56	6.32	4.42	f 1.38				SEDGWICK	Zd		
4,952	9.07	6.39	4.50	f 1.48				DORSEY			
4,953	9.18	6.45	4.56	f 1.59				RED LION			
3,563	9.30	6.53	5.04	f 2.10				MARCOTT			
4,560	9.41	6.59	5.11	f 2.20				CROOK	Ch		
4,201	9.52	7.05	5.18	2.30				TOBIN			
9,228	10.10PM	7.11AM	5.25AM	2.40AM				PROCTOR			
								POWELL			
								SELMA			
								LILFF	F		
								FORD			
								HAYFORD			
								C. B. & Q. CROSSING			
								STERLING	St		

(1.40)	(0.54)	(0.59)	(1.25)	..... Thru Time						(0.46)	(1.02)	(1.22)	(3.00)	(1.15)
34.5	63.9	58.5	40.6	..... Average speed per hour						75.0	55.6	42.1	19.2	46.0

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 112 and 20 are superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12, and not less than fifteen minutes by second class and extra trains.

WESTWARD			STERLING SUBDIVISION						EASTWARD		
SECOND CLASS		FIRST CLASS						Distance from Denver	Time-Table No. 170 JUNE 30, 1940		
304 C. B. & Q. Passenger	112 Streamliner Passenger	20 Passenger	12 Passenger	STATIONS			JUNE 30, 1940				
Daily	Daily	Daily	Daily	STATIONS			DN-R	STERLING	St		
9,228	4.20AM	5.53PM	6.34PM	10.40PM	11.43PM	1.25AM	5.40PM	1.00AM			
3,544	4.09	5.45	6.25	f 10.30	f 11.34	1.09	5.32	12.40			
3,545	f 4.03	5.40	6.19	f 10.22	f 11.26	12.59	5.24	12.32			
6,852	3.57	5.36	6.13	f 10.16	11.20	12.49	5.16	12.24			
2,952	3.54	5.34	6.10	10.13	11.17	12.43	5.12	12.20			
4,549	3.50AM	5.32	6.07	f 10.10	11.13PM	12.33AM	5.08	12.16			
2,570											
4,536											
1,870											
3,754											
1,112											
3,746											
2,951											
2,957											
5,751											
3,758											
9,137											

(0.30)	(1.16)	(1.36)	(1.52)	(0.30)	(0.52)	(2.02)	(2.35)	..... Thru Time						
47.0	73.9	58.5	50.1	47.0	27.1	46.3	36.2	..... Average speed per hour						

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 112 and 20 are superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12, and not less than fifteen minutes by second class and extra trains.

WESTWARD

BOULDER BRANCH

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Brighton	Time-Table No. 170 JUNE 30, 1940		Distance from Boulder	FIRST CLASS		SECOND CLASS	
	375 Local Freight	Daily Except Sunday	515 Motor Passenger	Daily		STATIONS	516 Motor Passenger		376 Local Freight			
4,405 WYOP	8.30AM				DN	BRIGHTON	Bi	27.6			A 3.10PM	
P	f 8.42			4.2		YOXALL		23.4			f 2.55	
2,648 WYP	f 9.00		10.15AM	8.1	D	ST. VRAINS	Vs	19.5	A 3.00PM		f 2.45	
				8.1		U. P. CROSSING		19.5				
				10.0		NATIONAL		17.6				
P	f 9.10		f10.19	10.9		STATE COAL MINE JCT.		16.7	f 2.56		f 2.35	
P	f 9.12		f10.20	11.4		PARKDALE JCT.		16.2	f 2.55		f 2.30	
YP	s 9.22		s10.26	15.1		ERIE		12.5	s 2.50		s 1.35	
				15.1		C. B. & Q. CROSSING		12.5				
	f 9.28		f10.28	16.4		TABOR		11.2	f 2.45		f 1.25	
	f 9.34		f10.31	17.8		LEYNER		9.8	f 2.42		f 1.20	
	f 9.39		f10.34	19.6		LIGGETT		8.0	f 2.39		f 1.15	
	f 9.44		f10.38	22.1		WHITE ROCK		5.5	f 2.34		f 1.07	
P	f 9.54		f10.41	24.0		VALMONT		3.6	f 2.30		f 1.00PM	
				26.0		C. & S. CROSSING		1.6				
WYP	s10.00		s10.45	26.1		ARA		1.5	s 2.25		s11.25AM	
1,850 P	A10.15AM		A10.50AM	27.6	DN-R	BOULDER	Br	0.0	2.20PM		11.15AM	
						(27.6)			Daily		Daily Except Sunday	

(1.45) Thru Time (0.35) Thru Time (0.40) Thru Time (3.55) Thru Time
 14.8 33.4 Average speed per hour 29.2 7.0

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

U. S. HOSPITAL BRANCH

PURITAN BRANCH

RIPPLE BRANCH

Distance from Sable	Time-Table No. 170 JUNE 30, 1940		Distance from Bunell	Distance from Parkdale Jct.	Time-Table No. 170 JUNE 30, 1940		Distance from End of Track	Distance from Ripple	Time-Table No. 170 JUNE 30, 1940		Distance from End of Track
	STATIONS				STATIONS				STATIONS		
1.6	SABLE		1.6		PARKDALE JCT.	3.1			RIPPLE	2.3	
	BUNELL			1.9	PURITAN	1.2	2.2		ORCUTT	0.1	
				3.1	END OF TRACK		2.3		END OF TRACK		

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Cloverly	Time-Table No. 170 JUNE 30, 1940		Distance from Purcell	SECOND CLASS	
	193 Local Freight	Tuesday Thursday Saturday		STATIONS	194 Local Freight		Tuesday Thursday Saturday	
1,753 YP	10.05AM		0.0			A12.05PM		
	f10.17		3.1			f11.53AM		
1,552 P	f10.25		5.1	D	GALETON	Gn	8.5	
1,550	f10.40		8.8		CAMFIELD		4.8	
	f10.50		11.2		MEYER		2.4	
1,540 YP	A11.00AM		13.6		PURCELL		0.0	
					(13.6)			

(0.55) Thru Time (0.55) Thru Time
 14.8 14.8 Average speed per hour 14.8

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

WESTWARD

FORT COLLINS BRANCH

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Dent	Time-Table No. 170 JUNE 30, 1940		Distance from Buckeye	SECOND CLASS	
	211 Mixed	Daily		STATIONS	212 Mixed			
1,086 WYP	9.48AM		0.0	DN	DENT		41.7	A 4.15PM
P	f 9.53		1.7		MILLIKEN		40.0	f 4.10
			2.0		G. W. CROSSING		39.7	
1,974 P	f10.00		7.3		KOENIG		34.4	f 3.59
			9.0		G. W. CROSSING		32.7	
	f10.05		9.1		KELIM		32.6	f 3.55
	f10.11		13.5		BOYD LAKE		28.2	f 3.46
	f10.15		16.4		REDMOND		25.3	f 3.41
2,155 P	f10.19		19.5		HARMONY		22.2	f 3.35
7,500 WYTOP	A10.35AM		25.0	D-R	FORT COLLINS	Fc	16.7	3.25PM
			25.2		C. & S. CROSSING		16.5	
			25.3		C. & S. CROSSING		16.4	
			27.9		POUDRE		13.8	
			30.0		BOETTCHER		11.7	
			32.6		REMINGTON		9.1	
1,555 P			34.6		PORTNER		7.1	
1,925 P			38.5		RIPPLE		3.2	
1,551 YP			41.7		BUCKEYE		0.0	

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

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

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

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. 170 JUNE 30, 1940		Distance from Briggsdale	SECOND CLASS		
	193 Local Freight	191 Local Freight	Tuesday Thursday Saturday		STATIONS	192 Local Freight		194 Local Freight		
11,740 WYOP	9.45AM	9.45AM		0.0	DN	GREELEY	Hg	28.1	A12.45PM	A12.25PM
YP				2.3		GREELEY JCT.		25.8		
1,753 YP	A10.05AM	s10.05		6.0		CLOVERLY		22.1	s12.25	12.05PM
		f10.11		8.4		ALDEN		19.7	f12.19	
2,061 P		f10.18		10.4		GILL		17.7	f12.12	
		f10.25		13.1		MATTHEWS		15.0	f12.05PM	
1,551		f10.32		14.5		BARNESVILLE		13.6	f11.58AM	
1,550 P		f10.44		18.6		CORNISH		9.5	f11.46	
1,950 P		f10.58		23.2		FOSSTON		4.9	f11.32	
1,553 YP		A11.10AM		28.1	D	BRIGGSDALE	Bg	0.0	11.20AM	
						(28.1)			Monday Wednesday Friday	Tuesday Thursday Saturday

(0.20) Thru Time (1.25) Thru Time
 18.0 19.8 Average speed per hour 19.8 18.0

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