

DENVER SUBDIVISION

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	90	75	65	45
Maximum speed, mixed trains.				50
Freight engines not otherwise shown.			45	
C. R. I. & P. 2300 class engines.			50	40
C. R. I. & P. 2600, 2700, 4000 and 5000 class engines.			40	40
Between Mile Posts— Bagdad 543.9 and 544.9 546.2 and 546.6	70	60	60	45
	70	60	60	45
River Bend 558.8 and 559.3 561.3 and 562.0	55	45	45	35
	70	60	60	45

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.
River Bend 562.9 and 567.2	60	50	50	40
562.9 and 567.2, with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
562.9 and 567.2, with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
Cedar Point siding.	5	5	5	5
Deer Trail 587.2 and 589.8	60	50	50	40
Byers 598.9 and 601.5	70	60	60	45
Strasburg 605.2 and 607.0	70	60	60	45
Watkins 619.3 and 620.5 Mesa	70	60	60	45

NORTHERN SUBDIVISION

Location	Miles Per Hour			
	90	75	75	50
Maximum speed.	90	75	75	50
Freight engines not otherwise shown.			50	
Light engines			45	45
Between Mile Posts— Denver Yard 0.4 and 0.7 westward track 2.4 and 2.5 westward track 2.5 and 2.4 eastward track 0.7 and 0.4 eastward track	30	30	30	25
	30	30	30	25
	30	30	30	25
	30	30	30	25
LaSalle 47.8 and 48.0	70	60	60	50
Evans 49.4 and 49.7	70	60	60	50
Warren 91.8 and 92.2	70	60	60	45
Speer 93.3 and 97.4 93.3 and 97.4 mixed trains. 97.4 and 97.7	60	50	50	30
				40
	50	50	40	25
Corlett Side 97.7 and 97.9 97.9 and 98.6 101.4 and 101.5 Corlett Jct. and M.P. 103.9	30	30	30	25
	50	50	40	25
	70	60	60	45
			70	
Borie Side 97.7 and 99.4	50	50	40	25

DENT SUBDIVISION

Location	Miles Per Hour			
	60	60	60	45
Maximum speed.	60	60	60	45
800, 3900, 5000 and 9000 class and Mallet type engines.			40	40
Freight engines not otherwise shown.			50	
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	20	20
Between Mile Posts— Quimby 10.0 and 10.6	60	50	50	40
Gallup 11.6 and 12.0	60	50	50	40
East Lake 14.3 and 14.6	60	50	50	40
Wild Cat Over Great Western crossing. 37.9 and 38.0	40	40	40	20
	60	50	50	40
G. W. Crossing 40.4 and 40.5	60	50	50	40

BRANCHES

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

STERLING SUBDIVISION

Location	Miles Per Hour			
	90	75	70	50
Maximum speed.	90	75	70	50
With C. B. & Q. 5200 and 5500 class engines.			45	45
Freight engines not otherwise shown.			50	
Light engines			45	45
LaSalle Between M.P. 149.6 and 150.7 Between M.P. 150.7 and 150.9 Between M.P. 150.9 and 151.1	50	50	40	25
	30	30	30	25
	50	50	40	25

JULESBURG SUBDIVISION

Location	Miles Per Hour			
	90	75	70	50
Maximum speed.	90	75	70	50
Freight engines not otherwise shown.			50	
Light engines			45	45

A. E. STODDARD
General Manager

B. F. WELLS
General Superintendent

H. E. SHUMWAY
General Superintendent Transportation

W. C. SATTERFIELD , Superintendent.....	Denver, Colo.
F. R. JENKINS , Assistant Superintendent.....	Denver, Colo.
J. C. JOCHIM , Assistant Superintendent.....	Denver, Colo.
C. A. VICK ROY , Chief Train Dispatcher.....	Denver, Colo.
P. GROOME , Asst. Chief Train Dispatcher.....	Denver, Colo.
J. F. BARRETT , Asst. Chief Train Dispatcher.....	Denver, Colo.
H. T. SNYDER , Master Mechanic.....	Denver, Colo.
N. W. McCURDY , Road Foreman of Engines.....	Denver, Colo.
P. C. LOOMIS , Road Foreman of Engines.....	North Platte, Nebr.
L. I. HAMMOND , Division Engineer.....	Denver, Colo.
H. V. HITE , General Roadmaster.....	Denver, Colo.

MILEAGE COLORADO DIVISION

Main Line	640.3
Branches	106.4
Total	746.7

Railroad Surgeons are located as shown below:

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

UNION PACIFIC RAILROAD COMPANY
Eastern District



Colorado Division

TIME-TABLE
No. 190

Effective Sunday,
February 16, 1947
at 12:01 A. M. Mountain Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS							Distance from Omaha and Kansas City	Time-Table No. 190 FEBRUARY 16, 1947	
369				57	37	17	9	69	53	111			STATIONS
Mixed				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger			
Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily			
										7.00 PM	12.55 AM	0.0	OMAHA
										2.10 AM	4.46	281.3	CT NORTH PLATTE
										1.20	3.50	362.5	JULESBURG
										3.35	4.59	420.0	STERLING
										5.00	5.47	513.6	LA SALLE
										7.25	7.05	0.0	KANSAS CITY, MO.
					11.30 PM		8.45 PM	10.00 AM				2.5	KANSAS CITY, KAN.
					11.38 PM		8.50	10.08				68.0	TOPEKA
					1.05 AM		9.53	11.50 AM				139.5	JUNCTION CITY
					3.05		11.10 PM	2.20 PM				186.6	SALINA
					4.35		12.01 AM	4.40				303.3	CT ELLIS
					8.05		2.05	8.30 PM				429.8	SHARON SPRINGS
					7.20		1.10					535.5	HUGO
					10.23 AM		3.13					640.4	AR DENVER
					12.50 PM		4.58					686.5	LA SALLE
					7.00 PM	3.30	5.05 PM	7.05	8.55 AM	8.00 AM		743.5	BORIE
					8.18	5.20	5.54	8.20				746.4	CHEYENNE
						6.09	7.20 PM						OGDEN
						7.35 PM							(1217.1 Via Borie)
						10.05 PM		9.45 AM					(1225.9 Via Cheyenne)
						6.45 AM							

(15.55) 21.1 (3.05) 34.4 (32.15) 37.7 (2.15) 45.8 (14.00) 53.3 (10.30) 29.0 (14.55) 37.6 (8.05) 69.2 Thru Time
Average speed per hour

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
- Denver 23rd Street Register Room
- Denver Conductors' Room, Freight Station
- 29th Street Yard Office
- 36th Street Telegraph Office
- 36th Street Register Room
- Pullman Yard 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

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 190 FEBRUARY 16, 1947		Distance from Omaha and Cheyenne	FIRST CLASS							SECOND CLASS	
STATIONS			38	18	10	70	54	112	52	370	334
			Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Passenger	Mixed	Mixed
OMAHA	0.0							7.10 AM	1.40 AM		
NORTH PLATTE	281.3							11.15 PM	9.50 PM		
JULESBURG	362.5							9.35	8.47		
STERLING	420.0							7.45	7.44		
LA SALLE	513.6							6.15	6.57		
KANSAS CITY, MO.	746.4	11.50 PM		9.00 AM	8.35 PM						
KANSAS CITY, KAN.	743.9	11.32		8.53	8.15						
TOPEKA	678.4	10.20		7.53	6.45						
JUNCTION CITY	606.9	8.35		6.35	4.20						
SALINA	559.8	7.20		5.36	3.00 PM						
ELLIS	443.1	4.35		3.45	11.25 AM						
SHARON SPRINGS	316.6	3.35		2.40							
HUGO	210.9	12.55 PM		12.36 AM							
DENVER	106.0	10.58 AM		11.00 PM							
LA SALLE	59.9	8.50		9.15		3.00 PM	5.00 PM				
BORIE		7.45	8.10 AM	9.00				10.45 AM			
CHEYENNE	0.0	6.19	6.49	7.59				9.28			
OGDEN		5.15 AM	5.45 AM								
(1217.1 Via Borie)				6.50 PM				8.00 AM			
(1225.9 Via Cheyenne)		6.40 PM									
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (28.10) (2.25) (13.10) (9.10) (15.10) (7.40) (2.45) (15.15) (4.55)
Average speed per hour.. 43.8 42.7 56.7 31.3 36.9 73.0 36.5 22.1 21.6

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'	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

ELLIS SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City	Time-Table No. 190 FEBRUARY 16, 1947				Mile Post	FIRST CLASS			SECOND CLASS		
	369 Mixed	37 Passenger	9 Passenger	2.40	3.35	10.05		STATIONS			10 Passenger		38 Passenger	370 Mixed	2.31	3.14	f 9.10	
								STATIONS										
								Daily	Daily	Daily								
45 WCTP	f 8.55PM	7.20AM	1.10AM	303.3	DN-R	ELLIS YL RT	303.3	A 2.40AM	A 3.35PM	A 10.05AM								
62 P	f 9.05	7.28	1.16	308.4		RIGA 5.1	308.4	2.31	3.14	f 9.10								
52 P	f 9.17	f 7.35	1.21	313.7	D	OGALLAH 5.3	313.7	2.24	3.08	f 8.50								
50 WP	s 9.40	s 7.50	1.29	322.3	DN	WAKEENEY 8.6	322.3	2.15	s 2.58	s 8.20								
42 P	f 10.00	8.00 ³⁷⁰	1.36	330.0		VODA 7.7	330.0	2.07	2.48	f 8.00 ³⁷								
34 P	f 10.15	f 8.07	1.41	335.8	D	COLLYER 5.8	335.8	2.01	2.42	f 7.30								
51 P	s 10.30	s 8.17	1.52 ¹⁰	343.3	D	QUINTER 7.5	343.3	1.52 ⁹	2.34	s 7.10								
67 WP	f 10.45	f 8.27	1.59	350.9	D	BUFFALO PARK 7.6	350.9	1.46	2.26	f 6.50								
44 P	f 11.00	s 8.35	2.04	356.3	D	GRAINFIELD 5.4	356.3	1.41	2.21	f 6.40								
50 P	f 11.20	s 8.47	2.12	365.2	D	GRINNELL 8.9	365.2	1.33	2.12	f 6.20								
42 P	f 11.30PM	8.54	2.17	371.2		CAMPUS 6.0	371.2	1.28	2.05	f 6.05								
56 WCTP	s 12.05AM	s 9.10	s 2.24	377.4	DN	OAKLEY YL 6.2	377.4	s 1.21	s 1.53	s 5.50								
51 P	f 12.23	f 9.20	2.32	386.1	D	MONUMENT 8.7	386.1	1.14	1.44	f 5.18								
43 P	f 12.40	f 9.29	2.38	393.6	D	PAGE CITY 7.5	393.6	1.08	1.36	f 5.08								
44 WTP	f 1.03 ¹⁰	s 9.37	2.43	399.0	D	WINONA 5.4	399.0	1.03 ³⁶⁹	1.30	f 5.00								
40 P	f 1.30	f 9.48	2.51	408.4		McALLASTER 9.4	408.4	12.55	1.20	f 4.44								
24 P	f 1.40	9.55	2.56	414.5		TURKEY CREEK 8.1	414.5	12.50	1.14	4.36								
41 P	f 1.55	f 10.03	3.02	421.1	D	WALLACE 6.6	421.1	12.44	1.07	f 4.28								
53 P	f 2.05	10.08	3.06	425.6		SOMENA 4.5	425.6	12.40	1.02	4.20								
34 WCTP	A 2.20AM	A 10.15AM	A 3.11AM	429.8	DN-R	SHARON SPRINGS YL PS 4.2	429.8	12.36AM	12.55PM	4.10AM								
	(5.25) 23.4	(2.55) 43.4	(2.01) 62.7			(126.5)		Daily	Daily	Daily								
								(2.04) 61.2	(2.40) 47.4	(5.55) 21.4								

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

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

WESTWARD

HUGO SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City	Time-Table No. 190 FEBRUARY 16, 1947				Mile Post	FIRST CLASS			SECOND CLASS		
	369 Mixed	37 Passenger	9 Passenger	2.40	3.35	10.05		STATIONS			38 Passenger		10 Passenger	370 Mixed	12.47	12.33	3.40	
								STATIONS										
								Daily	Daily	Daily								
34 WCTP	f 2.40AM	10.23AM	3.13AM	429.8	DN-R	SHARON SPRINGS YL PS 4.0	429.8	A 2.40AM	A 3.35PM	A 10.05AM								
61 P	f 2.50	10.30	3.20 ³⁷⁰	433.8		SUNLAND 4.6	433.8	2.31	3.14	f 9.10								
41 P	f 3.02 ³⁷⁰	10.35	3.25	438.4		LAPAZ 3.4	438.4	2.24	3.08	f 8.50								
62 WP	f 3.12	s 10.40	3.28	441.8	D	WESKAN 6.4	441.8	2.15	s 2.58	s 8.20								
41 P	f 3.20	10.48	3.33	448.2		CHEMUNG 4.9	448.2	2.07	2.48	f 8.00 ³⁷								
42 P	f 3.37 ⁹	10.54	3.37 ³⁶⁹	453.1		ARAPAHOE 5.1	453.1	2.01	2.42	f 7.30								
50 P	f 3.50	11.00	3.42	458.2		SALIS 4.8	458.2	1.52 ⁹	2.34	s 7.10								
54 WP	s 4.10	s 11.08	3.46	463.0	DN	CHEYENNE WELLS CW 5.1	463.0	1.46	2.26	f 6.50								
53 P	f 4.20	11.15	3.51	468.1		ASCALON 5.4	468.1	1.41	2.21	f 6.40								
53 P	f 4.30	11.23	3.56	473.5		FIRST VIEW 8.8	473.5	1.33	2.12	f 6.20								
52 P	f 4.43	11.32	4.04	482.3		ARENA 5.4	482.3	1.28	2.05	f 6.05								
58 WCTP	s 5.05	s 11.45 ³⁸	4.09	487.7	D	KIT CARSON KC 6.3	487.7	s 1.21	s 1.53	s 5.50								
53 P	f 5.20	11.57AM	4.15	494.0		SORRENTO 6.4	494.0	1.14	1.44	f 5.18								
51 P	f 5.35	12.03PM	4.20	500.4		WILD HORSE 7.2	500.4	1.08	1.36	f 5.08								
52 P	f 5.50	12.10	4.26	507.6		AROYA 10.4	507.6	1.03 ³⁶⁹	1.30	f 5.00								
52 P	f 6.10	12.20	4.35	518.0		BOYERO 8.3	518.0	12.55	1.20	f 4.44								
95 WP	f 6.25	12.29	4.42	526.3		CLIFFORD 9.2	526.3	12.50	1.14	4.36								
82 WCTP	A 6.40AM	A 12.40PM	A 4.55AM	535.5	DN-R	HUGO YL HU 9.2	535.5	12.44	1.07	f 4.28								
	(4.00) 26.2	(2.17) 46.3	(1.42) 62.2			(105.7)		Daily	Daily	Daily								
								(1.49) 58.2	(1.33) 68.2	(3.30) 30.2								

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

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
38	Cheyenne Wells	Denver or West	Salina and East where scheduled to stop.
37	Arapahoe	Any Point	Any Point.
37	First View	Any Point	Any Point.

WESTWARD

DENVER SUBDIVISION

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS				Distance from Kansas City	Time-Table No. 190 FEBRUARY 16, 1947	STATIONS	Mile Post
	97 C.R.I. & P. Freight	369 Mixed	91 C.R.I. & P. Freight	37 Passenger	25 C.R.I. & P. Passenger	7 C.R.I. & P. Rocket Passenger	9 Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
82 WCTTP		7:00AM		12:50PM			4:58AM	535.5	DN-R HUGO YL HU	535.5	
119 P		7:12		1:00			5:06	541.7	6.2 BAGDAD	541.7	
31 WP		7:20		1:08			5:12	547.9	6.2 LAKE	547.9	
47 P		7:40		1:18			5:18	550.5	2.6 (C. R. I. & P. Crossing) LIMON YL MN	550.5	
		10:15PM	6:00AM		12:25PM	6:51AM		550.6	0.1 LIMON JUNCTION YL	550.6	
51 P	10:35 ¹⁰ 10:45 ³⁷⁰	7:55	6:32 ⁹²	1:28	12:35	6:58	5:25	556.6	6.0 RIVER BEND	556.6	
50 P	11:15	8:10	6:50	1:37	12:43	7:05	5:32	563.2	6.6 CEDAR POINT	563.2	
51 P	11:23	8:17	6:58	1:42	12:48	7:10	5:37	567.1	3.9 BUICK	567.1	
52 P	11:32	8:30	7:15 ⁷	1:49	12:53	7:15 ⁹¹	5:41	572.2	5.1 D AGATE AX	572.2	
24 P	11:40PM	8:42	7:30	1:57 ⁸	12:59	7:20	5:46 ⁹²	578.1	5.9 LOWLAND	578.1	
52 WCTP	12:25 ⁹⁶	9:00	7:50	2:06	1:06	7:27	5:52	584.2	6.1 DN DEER TRAIL DX	584.2	
51 P	1:10	9:15	8:10	2:13	1:13	7:33	5:58	590.1	5.9 PEORIA	590.1	
52 P	1:40	9:40 ³⁸	8:30	2:20 ²⁶	1:20	7:39	6:04	596.6	6.5 D BYERS BY	596.6	
58 WP	2:10	10:20	8:55	2:27	1:36 ⁸	7:45	6:10	602.5	5.9 DN STRASBURG SR	602.5	
49 P	2:40	10:40	9:27 ³⁸	2:34	1:45	7:51	6:16	608.9	6.4 D BENNETT BT	608.9	
51 P	3:00	10:55	9:45	2:39	1:53 ²⁶	7:55	6:21	613.7	4.8 MANILA	613.7	
50 WP	3:25	11:10	10:00	2:44	2:03	7:59	6:26	618.4	4.7 WATKINS	618.4	
52 P	3:55	11:22	10:25	2:51	2:12	8:04	6:33	625.0	6.6 MESA	625.0	
								628.1	3.1 MAGEE	628.1	
84 P	4:16 ⁹²	11:32	10:40	2:58	2:20	8:08	6:38	630.5	2.4 DN SABLE SB	630.5	
72 TP	4:45	11:37	10:45	3:01	2:25	8:10	6:42	633.2	2.7 ROYDALE	633.2	
49 P	5:00	11:40	10:48	3:03	2:27	8:11	6:43	634.3	1.1 SANDOWN	634.3	
WOOTTPZ	5:30AM	11:55AM	11:00AM	3:10PM	2:35PM	8:16AM	6:50AM	638.2	3.9 PULLMAN YL	638.2	

(7.15) (4.55) (5.00) (2.20) (2.10) (1.25) (1.52) Thru Time
12.0 20.9 17.5 44.0 40.3 61.8 55.0 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 8-72.

DENVER SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Kansas City	Time-Table No. 190 FEBRUARY 16, 1947	Mile Post	FIRST CLASS				SECOND CLASS		
				38 Passenger	8 C.R.I. & P. Rocket Passenger	26 C.R.I. & P. Passenger	10 Passenger	92 C.R.I. & P. Freight	370 Mixed	96 C.R.I. & P. Freight
82 WCTTP	535.5	DN-R HUGO YL HU	535.5	A 10:51AM			A 10:57PM		A 11:50PM	
119 P	541.7	6.2 BAGDAD	541.7	10:42			10:50		11:35	
31 WP	547.9	6.2 LAKE	547.9	10:36			10:45		11:22	
47 P	550.5	2.6 (C. R. I. & P. Crossing) LIMON YL MN	550.5	S 10:32			S 10:42		S 11:15	
	550.6	0.1 LIMON JUNCTION YL	550.6			A2:23PM	A3:15PM		A6:51 ⁷	A2:00AM
51 P	556.6	6.0 RIVER BEND	556.6	10:22		2:17	3:07	10:35 ⁹⁷	6:32 ⁹¹	10:45 ⁹⁷ 1:30
50 P	563.2	6.6 CEDAR POINT	563.2	10:15		2:11	2:59	10:29 ³⁷⁰	6:20	10:29 ¹⁰ 1:15
51 P	567.1	3.9 BUICK	567.1	10:10		2:06	2:54	10:24	6:12	10:11 1:01
52 P	572.2	5.1 D AGATE AX	572.2	10:05		2:02	2:49	10:19	6:00	10:00 12:50
24 P	578.1	5.9 LOWLAND	578.1	9:59		1:57 ³⁷	2:43	10:14	5:46 ⁹	9:45 12:40
52 WCTP	584.2	6.1 DN DEER TRAIL DX	584.2	9:52		1:51	2:37	10:09	5:30	9:35 12:25 ⁹⁷
51 P	590.1	5.9 PEORIA	590.1	9:46		1:45	2:30	10:03	5:21	9:17 12:05AM
52 P	596.6	6.5 D BYERS BY	596.6	9:40 ³⁸⁹		1:40	2:20 ³⁷	9:58	5:11	9:05 11:55PM
58 WP	602.5	5.9 DN STRASBURG SR	602.5	9:34		1:36 ²⁵	2:07	9:53	5:02	8:50 11:46
49 P	608.9	6.4 D BENNETT BT	608.9	9:27 ⁹¹		1:31	2:00	9:47	4:52	8:35 11:36
51 P	613.7	4.8 MANILA	613.7	9:22		1:27	1:53 ²⁵	9:43	4:44	8:25 11:28
50 WP	618.4	4.7 WATKINS	618.4	9:17		1:23	1:46	9:39	4:36	8:15 11:20
52 P	625.0	6.6 MESA	625.0	9:10		1:18	1:38	9:33	4:25	7:57 11:07
	628.1	3.1 MAGEE	628.1							
84 P	630.5	2.4 DN SABLE SB	630.5	9:04		1:14	1:31	9:28	4:16 ⁹⁷	7:47 10:57
72 TP	633.2	2.7 ROYDALE	633.2	9:01		1:11	1:28	9:25	4:11	7:42 10:52
49 P	634.3	1.1 SANDOWN	634.3	9:00		1:10	1:27	9:24	4:09	7:40 10:50
WOOTTPZ	638.2	3.9 PULLMAN YL	638.2	8:55AM		1:05PM	1:20PM	9:20PM	4:00AM	7:30PM 10:40PM

Thru Time..... (1.56) (1.18) (1.55) (1.37) (2.51) (4.20) (3.20)
Average speed per hour..... 53.1 67.4 45.8 63.6 30.8 23.7 26.3

Westward trains are superior to trains of the same class in the opposite direction. See Rule 8-72.

WESTWARD

U. S. HOSPITAL BRANCH

EASTWARD

Distance from Sable	Mile Post	Time-Table No. 190 FEBRUARY 16, 1947	STATIONS		
				0.0	SABLE
				1.6	BUNELL

WESTWARD

NORTHERN SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS						Distance from Denver
	96 C.R.I.&P. Freight Daily	248 Time Freight Daily	370 Mixed Daily	377 Time Freight Daily	250 Time Freight Daily	92 C.R.I.&P. Freight Daily	
TIP	10.30PM		6.50PM			3.50AM	0.0
EP	10.35	10.00PM	7.05 ⁵⁷	7.10PM	6.35PM	3.55	0.6
WCOTTEP	A10.40PM	10.02	A 7.25 7.30PM	7.16	6.37	A 4.00AM	1.7
IP		10.09		7.19	6.44		2.2
95 P		10.15		7.25	6.50		4.9
57 P		10.20		7.30	6.55		5.0
52 P		10.24		7.35	6.59		8.1
91 WTEP		10.34		7.45	7.09		9.9
P							11.3
94 P		10.43		7.54	7.18		14.1
53 P		10.49		8.00	7.24		16.0
95 P		10.55		8.12 ¹⁰	7.30		19.1
P							22.8
119 P		11.04		8.22	7.39		25.8
P							30.1
192 WOTTEP		A11.15PM		8.32	A 7.50PM		34.8
60 P				8.37			36.2
247 WTEP				8.42			37.8
YP							40.0
81 P				8.48			42.4
80 P				8.53			43.3
I							46.1
65 P				8.58			48.2
64 WTP				9.03			51.7
52 P				9.10			54.0
96 P				9.17			55.8
51 P				9.28			59.2
94 WOTTEP				9.38			59.3
97 P				9.45			63.0
52 P				9.51			66.8
95 WTP				9.57			71.9
45 IP							77.0
P							81.9
IP				10.03			86.0
IP				10.08			90.4
WCOTTEP				A10.15PM			94.4
							97.8
							103.1
							104.7
							106.0

Time-Table No. 190
FEBRUARY 16, 1947

STATIONS

STATIONS	Mile Post
DN-R DENVER YL UD	0.0
0.6	0.6
23RD STREET YL	0.6
1.1	1.7
DN-R 36TH STREET YL RA	1.7
0.5	2.2
PULLMAN YL	2.2
2.7	4.9
C. B. & Q. CROSSING	4.9
0.1	5.0
DN SAND CREEK JCT. YL SK	5.0
3.1	8.1
DUPONT	8.1
1.8	9.9
ROLLA	9.9
1.4	11.3
HAZELTINE	11.3
2.8	14.1
HENDERSON	14.1
1.9	16.0
NORTHWAY	16.0
3.1	19.1
DN BRIGHTON YL BI	19.1
3.7	22.8
POWARS	22.8
3.0	25.8
D LUPTON UP	25.8
4.3	30.1
IONE	30.1
4.7	34.8
D PLATTEVILLE PA	34.8
1.4	36.2
VASQUEZ	36.2
1.6	37.8
HOUSTON	37.8
2.2	40.0
D GILCREST GI	40.0
2.4	42.4
PECKHAM	42.4
0.9	43.3
HAMBERT	43.3
2.8	46.1
DN-R LA SALLE YL SA	46.1
2.1	48.2
EVANS	48.2
3.5	51.7
DN GREELEY YL HG	51.7
2.3	54.0
GREELEY JCT.	54.0
1.8	55.8
D LUCERNE C	55.8
3.4	59.2
DN EATON YL UR	59.2
0.1	59.3
G. W. CROSSING	59.3
3.7	63.0
DN AULT A	63.0
3.8	66.8
D PIERCE RI	66.8
5.1	71.9
D NUNN NU	71.9
5.1	77.0
DOVER	77.0
4.9	81.9
DECKER	81.9
4.1	86.0
DN CARR CR	86.0
4.4	90.4
WARREN	90.4
4.0	94.4
GLEASON	94.4
3.4	97.8
DN SPEER YL S	97.8
5.3	103.1
DN BORIE YL BO	103.1
	101.5
CORLETT JCT.	101.5
3.2	104.7
DN TOWER A YL AY	104.7
1.3	106.0
DN-R CHEYENNE YL N CY	106.0

(106.0)

(0.10) 13.2 (1.15) 35.5 (0.40) 3.3 (3.05) 33.8 (1.15) 35.5 (0.10) 13.2

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

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

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

WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, Etc. See Rule 6(A).	FIRST CLASS										Distance from Denver
	10 Passenger Daily	57 Passenger Daily	37 Passenger Daily	17 Passenger Daily	112 Streamliner Passenger Daily	54 Passenger Daily	26 C.R.I.&P. Passenger Daily	8 C.R.I.&P. Rocket Passenger Daily	38 Passenger Daily	9 Passenger Daily	
	9.15PM	7.00PM	5.20PM	5.05PM	5.00PM	3.00PM	1.15PM	1.00PM	8.50AM	7.25AM	0.0
	9.19	7.05 ³⁷⁰	5.23	5.08	5.02	3.04	1.19	1.04	8.54	7.28	0.6
	A9.20PM	7.06	5.24	5.09	5.03	3.05	A1.20PM	A 1.05PM	A 8.55AM	7.29	1.7
		7.10	5.27	5.12	5.06	3.09				7.32 ¹⁸	2.2
		7.14	5.31	5.16	5.09	3.13				7.39 ¹¹¹	4.9
											5.0
		f 7.19	5.34	5.19	5.12	3.16				7.44	8.1
		f 7.25	5.37	5.22	5.14	3.19				7.47	9.9
											11.3
		s 7.34	5.42	5.27	5.18	3.25				7.53	14.1
											16.0
		f 7.43	5.49	5.34	5.23	3.33				8.00	19.1
		f 7.50	5.53	5.38	5.26	3.37				8.04	22.8
		f 7.56	5.57	5.42	5.30	3.41				8.08	25.8
											30.1
		f 8.07 ¹⁰	6.02	5.47	5.34	3.46				8.13	34.8
											36.2
		s 8.18	s 6.09	s 5.54	A 5.40PM	A 3.55PM				8.20	37.8
		f 8.22	6.13	5.58						8.24	40.0
		s 8.37	s 6.20	s 6.05						s 8.34	42.4
											43.3
		f 8.43	6.26	6.11						8.40	46.1
		f 8.48	6.30	6.15						8.43	48.2
											51.7
		f 8.54	6.34	6.19						8.47	54.0
		f 9.00	6.38	6.23						8.51 ⁵²	55.8
		f 9.06	6.43	6.28						8.56	59.2
		f 9.12	6.48	6.33						9.01	59.3
		9.17	6.53	6.38						9.06	63.0
		f 9.23	6.58	6.43						9.11	66.8
		9.30	7.11 ¹⁰	6.49						9.16	71.9
		f 9.37	7.16	6.54						9.21	77.0
		f 9.43	7.21	6.59						9.26	81.9
			A 7.35PM	A 7.20PM							86.0
											90.4
		9.48								9.31	94.4
		9.54								9.36	97.8
		A10.05PM								A9.45AM	103.1
											104.7
											106.0

(106.0)

(0.05) 26.4 (3.05) 34.4 (2.15) 45.8 (2.15) 45.8 (0.40) 69.2 (0.55) 50.3 (0.05) 26.4 (0.05) 26.4 (0.05) 26.4 (2.20) 45.4

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

Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. No. 54 will stop on flag at Brighton and Lupton for passengers for east of LaSalle. No. 9 will stop at LaSalle for revenue passengers holding coach or sleeping car reservations.

WESTWARD				BOULDER BRANCH				EASTWARD			
Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Brighton	SECOND CLASS	Mile Post	STATIONS	Mile Post	SECOND CLASS	Distance from Brighton				
		375 Local Freight				376 Local Freight					
		8.30AM	0.0	DN-R BRIGHTON YL BI	0.0	A 1.00PM					
55 WYEP		f 8.42	4.2	4.2 YOXALL	4.2	f 12.40					
P			7.1	2.9 DICK	7.1						
		f 9.00	8.1	1.0 ST. VRAINS YL VS	8.1	f 12.30					
IWYEP			8.1	0.0 U. P. CROSSING	8.1						
			10.0	1.9 NATIONAL	10.0						
P		f 9.10	10.9	0.9 STATE COAL MINE JCT. YL	10.9	f 12.20					
P		f 9.12	11.4	0.5 PARKDALE JCT. YL	11.4	f 12.15					
P		s 9.22	15.1	3.7 ERIE	15.1	s 12.10					
			15.1	0.0 C. B. & Q. CROSSING	15.1						
		f 9.28	16.4	1.3 TABOR	16.4	f 12.05					
		f 9.34	17.8	1.4 LEYNER	17.8	f 12.01PM					
		f 9.39	19.6	1.8 LIGGETT	19.6	f 11.57AM					
P		f 9.54	24.0	4.4 VALMONT YL	24.0	f 11.45					
			26.0	2.0 C. & S. CROSSING	26.0						
WYEP		s 10.00	26.1	0.1 ARA YL	26.1	s 11.25					
P		A 10.15AM	27.6	1.5 DN-R BOULDER YL BR	27.6	11.15AM					
				(27.6)							

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

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

GREELEY BRANCH			
WESTWARD		EASTWARD	
Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Greeley	Time-Table No. 190	
		FEBRUARY 16, 1947	
STATIONS			
		DN	GREELEY YL HG
247 WYEP	0.0		2.3 GREELEY JCT. YL
YP	2.3		3.7 CLOVERLY
34 YP	6.0		2.4 ALDEN
	8.4		2.0 GILL
37 P	10.4	D	3.4 MATTHEWS
	13.8		0.7 BARNESVILLE
	14.5		13.6 BRIGGSDALE
29 YP	28.1		
			(28.1)

PLEASANT VALLEY BRANCH			
WESTWARD		EASTWARD	
Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Cloverly	Time-Table No. 190	
		FEBRUARY 16, 1947	
STATIONS			
			CLOVERLY
34 YP	0.0		3.1 LOWE
	3.1		2.0 GALETON
P	5.1	D	
			(5.1)

PURITAN BRANCH			
Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Parkdale Jct.	Time-Table No. 190	
		FEBRUARY 16, 1947	
STATIONS			
			PARKDALE JCT. YL
	0.0		1.9 PURITAN
	1.9		1.2 END OF TRACK
	3.1		
			(3.1)

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

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:
 Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
 Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
 Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
 Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
 When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
 When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Inspection bus cars.			40	40	Trains handling gravel loaded in wooden Hart convertible cars.				25
When caboose is handled in train consisting of passenger train equipment.			50		When more than 50% of the tonnage is gravel.				40
3900 class engines.			60	50	Trains handling company roadway machines on their own wheels: On straight track.				30
5000 and 9000 class engines.			50	50	On curves.				25
4000 class engines.			45	45	Within yard limits and passing fueling stations.	50	50	40	25
MacArthur type engines with 63-inch drivers.			55	50	Over spring switches, when using turnouts.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
Mallet, Ten Wheeler and Consolidation type engines.			35	35	When using cross-overs or turnouts.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	When using cross-overs or turnouts with 800, 3900, 5000, 9000 class and Mallet type engines, except at Sand Creek Jct.				6
Engines running backward.	20	20	20	20	On wye tracks.	5	5	5	5
Trains handling scale test cars: On main line.				30	3500 and 5000 class engines on any coal mine lead or track.				10
On branch lines.				20	Jordan spreaders and other machines of spreader type, when in operation.				15

ELLIS SUBDIVISION									
Maximum speed.	90	75	65	45	331.7 and 332.1	60	50	50	40
Maximum speed, mixed trains.				50	335.0 and 335.4	60	50	50	40
Freight engines not otherwise shown.				45	Collyer				
Between Mile Posts—					336.6 and 337.0	55	45	45	35
Ellis					Oakley				
304.3 and 307.0	55	45	45	40	383.4 and 384.3	70	60	60	45
Riga					Winona				
311.4 and 311.8	70	60	60	45	401.3 and 401.8	70	60	60	45
Wakeeney					405.5 and 405.8	60	50	50	40
Between first crossing west and second crossing east of depot.	40	40	40	25	Turkey Creek				
323.3 and 324.0	70	60	60	45	419.6 and 420.5	70	60	60	45
Voda					Wallace				
330.2 and 330.6	70	60	60	45	424.9 and 425.0	70	60	60	45
					Somona				

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