

# UNION PACIFIC RAILROAD COMPANY

## Eastern District



### Colorado Division

# TIME-TABLE

## No. 177

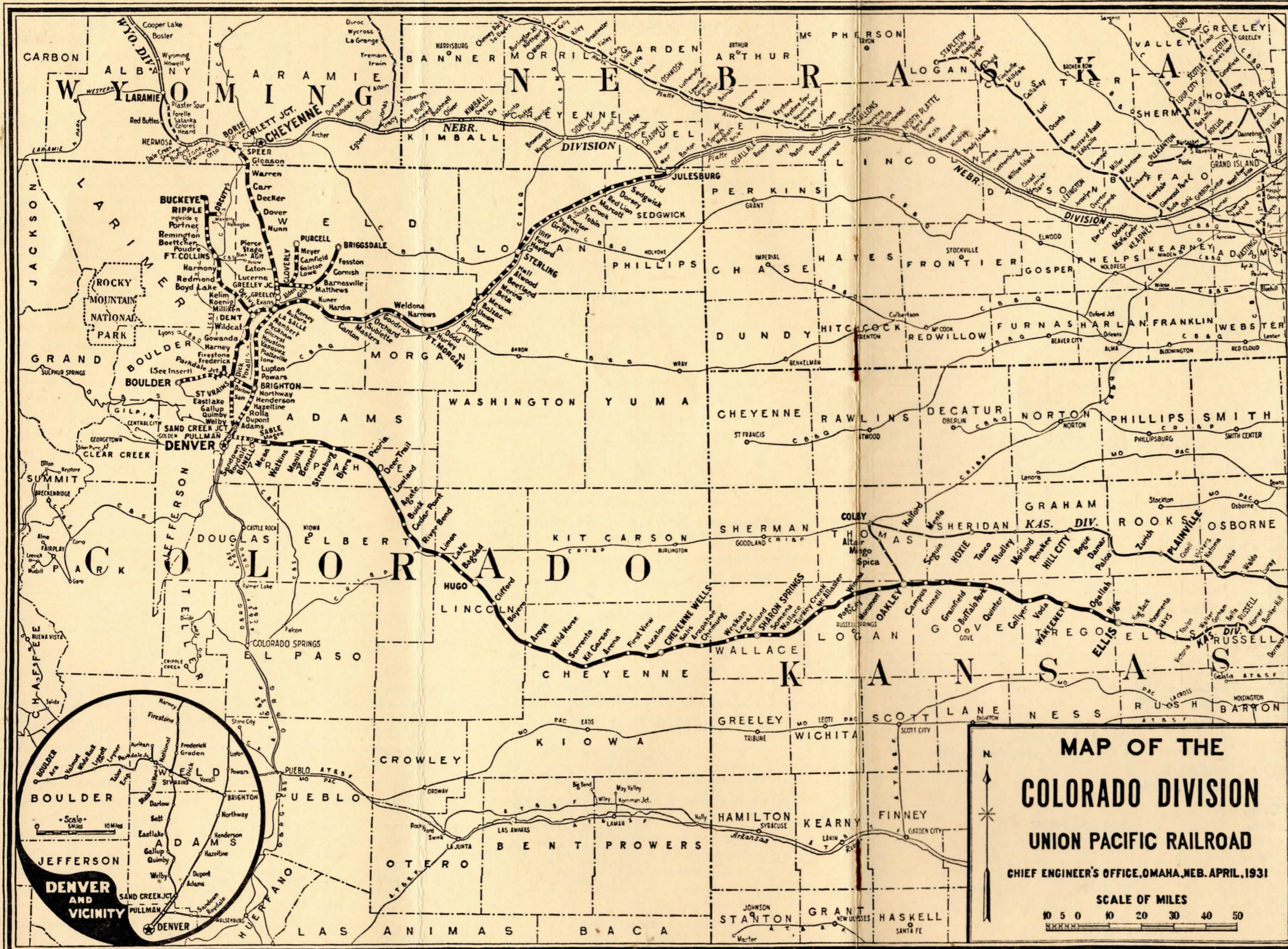
### Effective Sunday,

# October 11, 1942

at 12:01 A. M. Mountain Time

# "THINK!"

## FOR EMPLOYEES ONLY



**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



WESTWARD

ELLIS SUBDIVISION

EASTWARD

Table with columns for Car capacity, Second Class, First Class, Time-Table No. 177, Stations, and Distance from Denver. Includes train numbers 355, 37, 23, 24, 38, 370.

Summary table with columns for Average speed per hour and Thru Time for various train classes.

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. No. 38 will stop at any station to pick up revenue passengers for stations east of Salina. No. 38 will stop at any station to let off revenue passengers from Denver or beyond.

Time Inspectors are located as shown below:

- List of Time Inspectors including The Ball Railroad Time Service, Chicago, Ill. and R. V. Owens, General Supervisor of Time Service, Omaha.

Standard clocks are located as shown below:

- List of Standard Clock locations including Ellis, Oakley, Sharon Springs, Hugo, Limon, Denver, Brighton, La Salle, Greeley, Eaton, Cheyenne, Sterling, Boulder, Fort Collins, and others.

WESTWARD

HUGO SUBDIVISION

EASTWARD

Table with columns for Car capacity, Second Class, First Class, Time-Table No. 177, Stations, and Distance from Denver. Includes train numbers 355, 37, 23, 24, 38, 370.

Summary table with columns for Average speed per hour and Thru Time for various train classes.

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

Railroad Surgeons are located as shown below:

Table with columns: NAME, TITLE, PLACE, TERRITORY. Lists railroad surgeons and their locations.

Railroad Surgeons are located as shown below:

Table with columns: NAME, TITLE, PLACE, TERRITORY. Lists railroad surgeons and their locations.

WESTWARD

DENVER SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City	Time-Table No. 177	
	97	91	355	37	7	23		OCTOBER 11, 1942	
	C.R.I. & P. Freight	C.R.I. & P. Freight	Mixed	Passenger	C.R.I. & P. Rocket Passenger	Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
82 WFTYP			5.30AM	12.40PM		5.20AM	535.5	DN-R HUGO HU	
119 P			5.40	12.48		5.26	541.7	6.2 BAGDAD	
31 WP			5.50	12.55		5.32	547.9	6.2 LAKE	
47 P			s 6.10	s 1.02		s 5.45	550.5	2.6 (C.R.I. & P. Crossing) DN-R LIMON MN	
	5.25PM	7.05AM				6.53AM	550.6	0.1 LIMON JUNCTION	
51 P	5.39 <sup>38</sup>	7.20	f 6.30 <sup>92</sup>	1.10		7.00	556.6	6.0 RIVER BEND	
50 P	5.55	7.33	f 6.42	1.18		7.07	563.2	6.6 CEDAR POINT	
51 P	6.05	7.39	f 6.47	1.23		7.12	567.1	3.9 BUICK	
52 P	6.15	7.50	f 6.57	f 1.28		7.16	572.2	5.1 D AGATE AX	
24 P	6.24	8.01	7.06	1.35		7.21	578.1	5.9 LOWLAND	
52 WFTYP	6.45	8.20	f 7.27	f 1.53 <sup>8</sup>		7.27 <sup>355</sup>	584.2	6.1 DN DEER TRAIL DX	
51 P	6.55	8.30	7.45	2.03		7.33	590.1	5.9 PEORIA	
52 P	7.05	8.42	f 8.05	f 2.10		7.39	596.6	6.5 D BYERS BY	
58 WP	7.15 <sup>96</sup>	8.54	f 8.25	f 2.17		7.45	602.5	5.9 D STRASBURG SR	
49 P	7.30	9.18 <sup>24</sup>	f 8.45	f 2.25		7.51	608.9	6.4 D BENNETT BT	
51 P	7.38	9.33	9.13 <sup>24</sup>	2.30		7.55	613.7	4.8 MANILA	
50 WP	7.55 <sup>370</sup>	10.00	f 9.30	f 2.35		7.59	618.4	4.7 WATKINS	
52 P	8.20	10.12	9.50	2.43		8.05	625.0	6.6 MESA	
P							628.1	3.1 MAGEE	
84 P	8.40	10.27	10.15	2.50		8.10	630.5	2.4 D SABLE	
96 YP	8.50	10.31	10.25	2.53		8.12	633.2	2.7 DN ROYDALE	
49 P	8.55	10.35	10.30	2.55		8.13	634.3	1.1 SANDOWN	
WFTYOP	A 9.20PM	A 11.00AM	A 10.50AM	A 3.01PM		A 8.18AM	638.2	3.9 PULLMAN	
								(102.7)	

(3.55) (3.55) (5.20) (2.31) (1.25) (1.55) ..... Thru Time  
 22.4 22.4 19.3 40.8 61.8 53.6 ..... Average speed per hour

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

DENVER SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A).	FIRST CLASS			SECOND CLASS			Distance from Denver	Time-Table No. 177	
	24	8	38	92	96	370		OCTOBER 11, 1942	
	Passenger	C.R.I. & P. Rocket Passenger	Passenger	C.R.I. & P. Freight	C.R.I. & P. Freight	Mixed		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
82 WFTYP							104.9	DN-R HUGO HU	A 10.36AM
119 P							98.7	6.2 BAGDAD	
31 WP							92.5	6.2 LAKE	
47 P							89.9	2.6 (C.R.I. & P. Crossing) DN-R LIMON MN	A 6.09PM
							89.8	0.1 LIMON JUNCTION	
51 P							83.8	6.0 RIVER BEND	A 2.23PM
50 P							77.2	6.6 CEDAR POINT	A 6.30 <sup>355</sup>
51 P							73.3	3.9 BUICK	8.37
52 P							68.2	5.1 D AGATE AX	f 10.15
24 P							62.3	5.9 LOWLAND	8.27
52 WFTYP							66.2	6.1 DN DEER TRAIL DX	f 10.05
51 P							60.3	5.9 PEORIA	6.14
52 P							43.8	6.5 D BYERS BY	8.27
58 WP							37.9	5.9 D STRASBURG SR	f 9.55
49 P							31.5	6.4 D BENNETT BT	8.17
51 P							26.7	4.8 MANILA	f 9.45
50 WP							22.0	4.7 WATKINS	8.09
52 P							15.4	6.6 MESA	f 9.30
P							12.3	3.1 MAGEE	5.40
84 P							9.9	2.4 D SABLE	8.00
96 YP							7.2	2.7 DN ROYDALE	9.30
49 P							6.1	1.1 SANDOWN	5.49
WFTYOP							2.2	3.9 PULLMAN	8.09
								(102.7)	9.20

..... Thru Time ..... (1.46) (1.18) (1.49) (2.54) (2.50) (4.05)  
 .... Average speed per hour .... 58.0 67.4 56.5 30.2 30.9 25.2

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

WESTWARD

NORTHERN SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity of Sidings, Etc., Time Freight, and stations. Includes rows for YIP, OP, WFTYOP, IP, 95, 57, 52, 91, 94, 53, 95, 119, 192, 60, 247, 82, 80, 65, 64, 52, 96, 51, 99, 97, 52, 95, 72, WFTYOP.

Time-Table No. 177
OCTOBER 11, 1942

STATIONS table listing Denver, 36th Street, Pullman, C.B. & Q. Crossing, Sand Creek Jct., Dupont, Rolla, Hazeltine, Henderson, Northway, Brighton, Powars, Lupton, Ione, Platteville, Vasquez, Houston, Gilcrest, Peckham, Lambert, LaSalle, Evans, Greeley, Lucerne, Eaton, G.W. Crossing, Ault, Stage, Pierce, Nunn, Dover, Decker, Carr, Warren, Gleason, Speer, Borie, Corlett Jct., Tower A, Cheyenne.

(106.0) 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. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 38, 4, 24, 64, 23, 63, 3, 37, 15 and 16 and not less than fifteen minutes by second class and extra trains. Eastward second class and extra trains will clear the time of No. 334 ten minutes. Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed.

WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS

Table with columns for Passenger, Streamliner Passenger, Rocket Passenger, and stations. Includes rows for 3, 37, 38, 16, 112, 8, 24, 23, 63.

Time-Table No. 177
OCTOBER 11, 1942

STATIONS table listing Denver, 36th Street, Pullman, C.B. & Q. Crossing, Sand Creek Jct., Dupont, Rolla, Hazeltine, Henderson, Northway, Brighton, Powars, Lupton, Ione, Platteville, Vasquez, Houston, Gilcrest, Peckham, Lambert, LaSalle, Evans, Greeley, Lucerne, Eaton, G.W. Crossing, Ault, Stage, Pierce, Nunn, Dover, Decker, Carr, Warren, Gleason, Speer, Borie, Corlett Jct., Tower A, Cheyenne.

(106.0) 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. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 38, 4, 24, 64, 23, 63, 3, 37, 15 and 16 and not less than fifteen minutes by second class and extra trains. Eastward second class and extra trains will clear the time of No. 334 ten minutes. Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed. See page 8 for information regarding car capacity of sidings, etc., and distance from Denver.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 177

OCTOBER 11, 1942

FIRST CLASS

	24	23	15	7	111	38	4	37	64
	Passenger	Passenger	Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mixed
DN-R DENVER UD	A 6.30AM	A 7.35AM	A 8.00AM	A 8.25AM	A 9.45AM	A 10.30AM	A 11.55AM	A 3.20PM	A 11.55PM
DN 36TH STREET RA	6.12	7.16	7.46	8.19	9.37	10.18	11.46 <sup>91</sup>	3.02	11.30
PULLMAN	6.10	7.15AM	7.45	8.18AM	9.36	10.17	11.45 <sup>455</sup>	3.01PM	11.28
C. B. & Q. CROSSING									
SAND CREEK JCT.	6.05		7.41 <sup>63</sup>		9.32	10.12	11.40		11.23
DUPONT	6.00		7.35		9.28	10.08	11.34		11.18
ROLLA									
HAZELTINE	5.55		7.32		9.24	10.04	f 11.30		11.14
HENDERSON	5.50		7.29		9.21	10.01 <sup>355</sup>	f 11.26		11.10
NORTHWAY									
DN BRIGHTON BI	f 5.45		f 7.23		9.16	9.55	s 11.20		11.03 <sup>248</sup>
POWARS									
D LUPTON UP	5.35		f 7.13		9.08 <sup>23</sup>	9.46	s 11.10		10.53
IONE	5.28		7.07		9.03	9.39	f 11.03		10.47
D PLATTEVILLE PA	5.22		f 7.02		8.59	9.34	f 10.58 <sup>355</sup>		10.41
VASQUEZ									
D GILCREST GI	5.14		6.55		8.54	9.25 <sup>23</sup>	f 10.51		10.34
PECKHAM									
HAMBERT									
DN-R LA SALLE SA	s 5.05		6.47 <sup>AM</sup>		8.46 <sup>AM</sup>	s 9.13	s 10.42		s 10.25
EVANS	4.56					9.05	f 10.36		10.17
DN GREELEY HG	s 4.50					s 8.57 <sup>63</sup>	s 10.30		s 10.11
GREELEY JCT.									
D LUCERNE C	4.36					8.47	f 10.18		10.00
DN EATON UR	f 4.31					8.42	s 10.12		9.55
G. W. CROSSING									
D AULT A	f 4.24					8.36	s 10.02 <sup>23</sup>		9.50
STAGE									
D PIERCE RI	4.18					8.31	f 9.51		9.45
D NUNN NU	4.12					8.25	f 9.41 <sup>63</sup>		9.38
DOVER	4.05					8.20	f 9.31		9.31
DECKER	3.58					8.15	9.25		9.25
DN CARR CR	3.52					8.10	f 9.19		9.20 <sup>377</sup>
WARREN	3.44					8.04	9.11		9.14
GLEASON	3.38					7.59	9.06		9.08
D SPEER S	3.32					7.55	f 9.01		9.02
DN BORIE BO									
CORLETT JCT.	3.25					7.45	8.52		8.55
DN TOWER A AY	3.20					7.40	8.45		8.50
DN-R CHEYENNE N-CY	3.15 <sup>AM</sup>					7.35 <sup>AM</sup>	8.40 <sup>AM</sup>		8.45 <sup>PM</sup>
(106.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Thru Time.....	(3.15)	(0.20)	(1.13)	(0.07)	(0.59)	(2.55)	(3.15)	(0.19)	(3.10)
Average speed per hour.....	32.6	6.6	37.9	18.9	48.9	35.9	32.6	6.9	33.5

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 38, 4, 24, 64, 23, 63, 3, 37, 15 and 16 and not less than fifteen minutes by second class and extra trains. Eastward second class and extra trains will clear the time of No. 334 ten minutes. Between Denver and LaSalle 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 LaSalle to let off passengers from Laramie or beyond. No. 4 will stop at any station between LaSalle and Denver to let off revenue passengers from west of LaSalle. See page 11 for information regarding car capacity of sidings, etc., and distance from Cheyenne.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 177

OCTOBER 11, 1942

SECOND CLASS

	154	355	91	455	334	97	477
	Time Freight	Mixed	C.R.I.&P. Freight	Time Freight	Mixed	C.R.I.&P. Freight	Time Freight
DN-R DENVER UD	106.0				A 6.25PM	A 11.00PM	
DN 36TH STREET RA	104.2	A 3.00AM		A 11.30AM	11.00	11.46 <sup>4</sup>	A 1.00PM
PULLMAN	103.8	2.42		10.50AM	11.00AM	11.45 <sup>4</sup>	6.12
C. B. & Q. CROSSING	101.1						9.30
SAND CREEK JCT.	101.0	2.35					9.20PM
DUPONT	97.9	2.30					10.55
ROLLA	96.1						
HAZELTINE	94.7	2.22					6.00
HENDERSON	91.9	2.15					11.22
NORTHWAY	90.0						11.17
DN BRIGHTON BI	86.9	2.05					11.14
POWARS	83.2						11.10
D LUPTON UP	80.2	1.55					11.09
IONE	75.9	1.45					11.02
D PLATTEVILLE PA	71.2	1.37					10.52
VASQUEZ	69.8						10.52
D GILCREST GI	66.0	1.25					10.52
PECKHAM	63.6						10.42
HAMBERT	62.7						10.42
DN-R LA SALLE SA	59.9	1.10					10.36 <sup>355</sup>
EVANS	57.8	12.59					10.24
DN GREELEY HG	54.3	12.52					10.24
GREELEY JCT.	52.0						10.24
D LUCERNE C	50.2	12.44					10.24
DN EATON UR	46.8	12.37					10.24
G. W. CROSSING	46.7						10.24
D AULT A	43.0	12.30					10.24
STAGE	41.0						10.24
D PIERCE RI	39.2	12.23					10.24
D NUNN NU	34.1	12.15					10.24
DOVER	29.0	12.07 <sup>AM</sup>					10.24
DECKER	24.1	11.59 <sup>PM</sup>					10.24
DN CARR CR	20.0	11.50					10.24
WARREN	15.6	11.28					10.24
GLEASON	11.6	11.20					10.24
D SPEER S	8.2	11.13					10.24
DN BORIE BO		11.00 <sup>PM</sup>					10.24
CORLETT JCT.	4.5						10.24
DN TOWER A AY	1.3						10.24
DN-R CHEYENNE N-CY	0.0						10.24
(106.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Car capacity of sidings, etc. See Rule 6(A).

Distance from Cheyenne

BLOCK SIGNALS

Thru Time.....	(4.00)	(0.40)	(1.01)	(3.00)	(3.55)	(1.40)	(1.30)
Average speed per hour.....	25.3	3.3	2.1	14.8	23.4	1.3	29.6

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WESTWARD				DENT SUBDIVISION				EASTWARD			
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			Distance from Denver	Time-Table No. 177 OCTOBER 11, 1942			Distance from La Salle	SECOND CLASS		
	Daily	212 Mixed			Daily	211 Mixed			Daily	334 Mixed	
		Time Freight	Passenger			Time Freight	Passenger			Time Freight	Passenger
				5.0	<b>SAND CREEK JCT.</b>				45.6	A 6.00PM	
				8.2	WELBY				42.4		
31	P			9.8	QUINBY				40.8	5.50	
				11.1	GALLUP				39.5		
36	P			13.8	EAST LAKE				38.8	f 5.44	
				16.4	SATT				34.2		
31	P			18.1	DARLOW				32.5	5.37	
55	PWY			22.2	ST. VRAINS				28.4	f 5.30	
				22.2	U. P. CROSSING				28.4		
53	YP			26.1	FREDERICK				24.5	f 5.21	
				27.8	FIRESTONE				22.8	f 5.16	
19	P			30.2	HARNEY				20.4	5.12	
31	P			34.6	GOWANDA				16.0	5.06	
				38.3	WILD CAT				12.3	5.00	
				40.9	G. W. CROSSING				9.7		
21	WYP			42.8	DENT				7.8	A 10.08AM 4.53	
				44.6	OGILVY				6.1	f 10.04 4.50	
				50.6	LA SALLE				0.0	9.55AM 4.40PM	

WESTWARD				STERLING SUBDIVISION				Time-Table No. 177 OCTOBER 11, 1942			
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			Distance from Julesburg	FIRST CLASS			Distance from Julesburg	Time-Table No. 177 OCTOBER 11, 1942		
	Daily	71 C. B. & Q. Freight			Daily	111 Streamliner Passenger			Daily	301 C. B. & Q. Passenger	
		Time Freight	Passenger			Time Freight	Passenger			Time Freight	Passenger
169	WFTOP	6.40PM	7.00AM	57.5	DN-R STERLING ST				139.7	A 1.00AM	
				61.7	HALL				135.5		
72	P	7.00 <sup>16</sup>	7.31 <sup>111</sup>	64.1	D ATWOOD OD				133.1	f 12.43	
				66.8	BEETLAND				130.4		
74	P	7.14	7.41	70.2	D MERINO MI				127.0	f 12.36	
				72.1	BETA				125.1		
143	P	7.22	7.51	76.0	D MESSEX				121.2	12.30	
				78.4	BALZAC				118.8	12.27	
52	P	7.30	8.01	81.0	DN UNION UN				116.2	f 12.22AM	
				82.8	COOPER				114.4		
94	WP	7.38	8.09	87.0	D SNYDER SN				110.2	5.32 f 6.31	
53	P	7.47	8.17	93.8	DODD				103.4	5.27 6.22	
				96.9	HURLEY				100.3		
100	WFP	7.54	8.27	98.8	DN FORT MORGAN FM				98.6	5.22 f 6.16	
35	P	8.05	8.36	106.0	NARROWS				91.2	5.16 6.06	
79	P	8.10 <sup>250</sup>	8.40	109.0	D WELDONA DN				88.2	5.14 f 6.02	
22	P	8.17	8.47	114.2	GOODRICH				83.0	5.10 f 5.52	
78	P	8.22	8.52	117.7	ORCHARD				79.5	5.07 f 5.45	
				121.4	SUBLETTE				75.8		
53	P	8.32	9.02	124.8	D MASTERS MS				72.4	5.02 f 5.35	
50	P	8.40	9.09	130.2	CANTON				67.0	4.58 5.27	
121	WP	8.47	9.16	135.4	D HARDIN HR				61.8	4.54 f 5.22	
				139.1	KUNER				58.1		
78	P	8.58	9.26	143.1	D KERSEY KR				54.1	4.48 f 5.12	
				147.2	AUBURN				50.0		
56	WFTTP	A 9.15PM	A 9.40AM	151.1	DN-R LA SALLE SA				46.1	4.41PM 5.00PM	

WESTWARD				JULESBURG SUBDIVISION				EASTWARD						
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			Distance from Julesburg	Time-Table No. 177 OCTOBER 11, 1942			Distance from Denver	FIRST CLASS			SECOND CLASS		
	Daily	477 Time Freight			Daily	111 Streamliner Passenger			Daily	16 Passenger		Daily	248 Time Freight	
		Time Freight	Passenger			Time Freight	Passenger			Time Freight	Passenger			
80	WFTIP	4.30PM	5.00AM	0.0	DN JULESBURG JB				197.2	A 6.50PM A 8.50PM		A 6.00AM A 1.00AM		
75	OP	4.42	5.12 <sup>248</sup>	7.1	D OVID VI				190.1	6.37 s 8.42		5.12 <sup>455</sup> 12.25		
73	WP	4.52	5.22	14.6	D SEDGWICK ZD				182.6	6.32 s 8.32		4.50 12.10AM		
				19.0	DORSEY				178.2					
95	P	5.03	5.34	23.1	RED LION				174.1	6.26 f 8.20		4.30 11.50PM		
				25.8	MARCOTT				171.4					
95	WP	5.13	5.45	30.1	DN CROOK CK				167.1	6.21 s 8.10		4.15 11.35		
				34.2	TOBIN				163.0					
72	P	5.25	5.56	38.8	PROCTOR				158.4	6.15 f 7.58		3.53 <sup>15</sup> 11.15		
				41.1	POWELL				156.1					
				42.2	GRIFF				155.0					
94	P	5.34	6.06	45.6	D ILIFF F				151.6	6.10 f 7.47		3.35 11.00		
				50.1	FORD				147.1					
77	P	6.04 <sup>112</sup>	6.16	53.5	HAYFORD				143.7	6.04 <sup>477</sup> 7.36		3.20 10.45		
				57.2	C. B. & Q. CROSSING				140.0					
169	WFTOP	A 6.20PM	A 6.30AM	57.5	DN-R STERLING ST				139.7	6.00PM 7.30PM		3.00AM 10.20PM		

WESTWARD				STERLING SUBDIVISION				EASTWARD						
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			Distance from Julesburg	FIRST CLASS			Distance from Julesburg	FIRST CLASS			SECOND CLASS		
	Daily	302 C. B. & Q. Passenger			Daily	112 Streamliner Passenger			Daily	16 Passenger		Daily	72 C. B. & Q. Freight	
		Time Freight	Passenger			Time Freight	Passenger			Time Freight	Passenger		Time Freight	Passenger
169	WFTOP	6.40PM	7.00AM	57.5	DN-R STERLING ST				139.7	A 1.00AM		A 12.40AM A 9.35PM A 2.25AM		
				61.7	HALL				135.5					
72	P	7.00 <sup>16</sup>	7.31 <sup>111</sup>	64.1	D ATWOOD OD				133.1	f 12.43		12.23 9.15 2.03		
				66.8	BEETLAND				130.4					
74	P	7.14	7.41	70.2	D MERINO MI				127.0	f 12.36		12.13 9.06 1.54		
				72.1	BETA				125.1					
143	P	7.22	7.51	76.0	D MESSEX				121.2	12.30		12.03AM 8.58 1.46		
				78.4	BALZAC				118.8	12.27		11.57PM 8.54 1.42		
52	P	7.30	8.01	81.0	DN UNION UN				116.2	f 12.22AM		11.47PM 8.50 1.38		
				82.8	COOPER				114.4					
94	WP	7.38	8.09	87.0	D SNYDER SN				110.2	5.32 f 6.31		8.42 1.30		
53	P	7.47	8.17	93.8	DODD				103.4	5.27 6.22		8.32 1.20		
				96.9	HURLEY				100.3					
100	WFP	7.54	8.27	98.8	DN FORT MORGAN FM				98.6	5.22 f 6.16		8.25 1.13		
35	P	8.05	8.36	106.0	NARROWS				91.2	5.16 6.06		8.15 1.03		
79	P	8.10 <sup>250</sup>	8.40	109.0	D WELDONA DN				88.2	5.14 f 6.02		8.10 <sup>477</sup> 12.58		
22	P	8.17	8.47	114.2	GOODRICH				83.0	5.10 f 5.52		7.51 12.51		
78	P	8.22	8.52	117.7	ORCHARD				79.5	5.07 f 5.45		7.46 12.46		
				121.4	SUBLETTE				75.8					
53	P	8.32	9.02	124.8	D MASTERS MS				72.4	5.02 f 5.35		7.36 12.36		
50	P	8.40	9.09	130.2	CANTON				67.0	4.58 5.27		7.28 12.28		
121	WP	8.47	9.16	135.4	D HARDIN HR				61.8	4.54 f 5.22		7.21 12.21		
				139.1	KUNER				58.1					
78	P	8.58	9.26	143.1	D KERSEY KR				54.1	4.48 f 5.12		7.10 12.10AM		
				147.2	AUBURN				50.0					
56	WFTTP	A 9.15PM	A 9.40AM	151.1	DN-R LA SALLE SA				46.1	4.41PM 5.00PM		6.55PM 11.55PM		

**WESTWARD**

**BOULDER BRANCH**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Brighton	Time-Table No. 177 OCTOBER 11, 1942		Distance from Boulder	SECOND CLASS	
	375 Local Freight	Daily Except Sunday		376 Local Freight				
55 WYOP		8.30AM	0.0	DN	<b>BRIGHTON</b> BI	27.6	A	1.00PM
F		f 8.42	4.2		YOKALL	23.4	f	12.40
			7.1		DICK	20.5		
WYP		f 9.00	8.1	D	<b>ST. VRAINS</b> VS	19.5	f	12.30
			8.1		U. P. CROSSING	19.5		
			10.0		NATIONAL	17.8		
F		f 9.10	10.9		STATE COAL MINE JCT.	16.7	f	12.20
F		f 9.12	11.4		PARKDALE JCT.	16.2	f	12.15
YP		s 9.22	15.1		ERIE	12.5	s	12.10
			15.1		C. B. & Q. CROSSING	12.5		
		f 9.28	16.4		TABOR	11.2	f	12.05
		f 9.34	17.8		LEYNER	9.8	f	12.01PM
		f 9.39	19.6		LIGGETT	8.0	f	11.57AM
		f 9.44	22.1		WHITE ROCK	5.5	f	11.50
F		f 9.54	24.0		VALMONT	3.6	f	11.45
			26.0		C. & S. CROSSING	1.6		
WYP		s 10.00	26.1		ARA	1.5	s	11.25
F		A 10.15AM	27.6	DN-R	<b>BOULDER</b> BR	0.0	A	11.15AM
					(27.6)			Daily Except Sunday

(1.45) ..... Thru Time ..... (1.45)  
14.8 ..... Average speed per hour ..... 14.8

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.

**WESTWARD**

**FORT COLLINS BRANCH**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Dent	Time-Table No. 177 OCTOBER 11, 1942		Distance from Buckeye	SECOND CLASS	
	211 Mixed	Daily		212 Mixed				
21 WTP		10.08AM	0.0		<b>DENT</b>	41.7	A	4.15PM
F		f 10.13	1.7		MILLIKEN	40.0	f	4.10
			2.0		G. W. CROSSING	39.7		
			7.3		KOENIG	34.4	f	3.59
			9.0		G. W. CROSSING	32.7		
			9.1		KELIM	32.6	f	3.55
			13.5		BOYD LAKE	28.2	f	3.46
			16.4		REDMOND	25.3	f	3.41
42 F		f 10.35	19.5		HARMONY	22.2	f	3.35
136 WFTOP		A 10.55AM	25.0	D-R	<b>FORT COLLINS</b> 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		
			34.6		PORTNER	7.1		
			38.5		RIFFLE	3.2		
YP			41.7		<b>BUCKEYE</b>	0.0		

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

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

**U. S. HOSPITAL BRANCH**

**PURITAN BRANCH**

**RIPPLE BRANCH**

Distance from Sable	Time-Table No. 177 OCTOBER 11, 1942		Distance from Bunell	Time-Table No. 177 OCTOBER 11, 1942		Distance from Parkdale Jct.	Time-Table No. 177 OCTOBER 11, 1942		Distance from End of Track
	SABLE	BUNELL		PARKDALE JCT.	PURITAN		RIPPLE	ORCUTT	
1.6			1.6		3.1	2.2	2.3	0.1	
					1.2	2.2	2.3	0.1	
					3.1	2.3	2.3	0.1	

**WESTWARD**

**PLEASANT VALLEY BRANCH**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Cloverly	Time-Table No. 177 OCTOBER 11, 1942		Distance from Purcell	SECOND CLASS	
	193 Local Freight	Tuesday Thursday Saturday		194 Local Freight				
34 YP		10.05AM	0.0		<b>CLOVERLY</b>	13.6	A	12.05PM
		f 10.17	3.1		LOWE	10.5	f	11.53AM
F		f 10.25	5.1	D	<b>GALETON</b> GN	8.5	f	11.45
		f 10.40	8.8		CAMFIELD	4.8	f	11.30
		f 10.50	11.2		MEYER	2.4	f	11.20
YP		A 11.00AM	13.6		<b>PURCELL</b>	0.0		11.10AM
					(13.6)			Tuesday Thursday Saturday

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

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

**WESTWARD**

**GREELEY BRANCH**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Greeley	Time-Table No. 177 OCTOBER 11, 1942		Distance from Briggsdale	SECOND CLASS		
	193 Local Freight	191 Local Freight		192 Local Freight	194 Local Freight				
247 WTOP		9.45AM	9.45AM	0.0	DN	<b>GREELEY</b> HG	28.1	A	12.45PM
YP				2.3		GREELEY JCT.	25.8		
34 YP		A 10.05AM	s 10.05	6.0		CLOVERLY	22.1	s	12.25
			f 10.11	8.4		ALDEN	19.7	f	12.19
			f 10.18	10.4		GILL	17.7	f	12.12
			f 10.25	13.8		MATTHEWS	14.3	f	12.05PM
			f 10.32	14.5		BARNESVILLE	13.6	f	11.58AM
			f 10.44	18.6		CORNISH	9.5	f	11.46
			f 10.58	23.2		FOSSTON	4.9	f	11.32
29 YP		A 11.10AM		28.1	D	<b>BRIGGSDALE</b> BG	0.0		11.20AM
						(28.1)			Monday Wednesday Friday
									Tuesday Thursday Saturday

(0.20) (1.25) ..... Thru Time ..... (1.25) (0.20)  
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 S-72.