CONDENSED TIME-TABLE

Union Pacific System

UNION PACIFIC RAILROAD COMPANY

Colorado Division

EMPLOYES' TIME-TABLE



YEAR IN YEAR



00.8

To Take Effect Sunday, July 31, 1927

at 12:01 A.M. Mountain Time

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

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

Seneral Superintendent Transportuiten.

Conord Manager

Arrive Dollar Arrive Dally | Leave the fly

MITH-BROOKS PRESS, DENVE

TOTAL SATISFIED BOLDE

KANSAH DIVISION 208.78

Edgin Line 201.88

CHNTRAL DIVISION 127.66

Main Line 201.82

Total 201. 574.68

COLORADO DIVISION 1574.68

Total 101. 582.23

Total 201. 582.33

Total 201. 583.33

Total 201. 583.33

Direnches 201. 583.33

Total 201. 583.33

CONDENSED TIME-TABLE

SECOND (Water to	pertinates of		1 100000				0.00	CLASS	100	T		Ly and a				18 1	Time-Table N
	251 Time Freight	155 Time Freight	577 Motor Passenger	105 Passenger	537 Motor Passenger	137 Passenger	127 Passenger	107 Passenger	565 Passenger Motor	11 Passenger	13 Passenger	15 . Passenger	527 Motor Passenger	569 Motor Passenger	169 Passenger	21 Passenger	101 Passenger	103 Passenger	Distance from Kansas City	JULY 31, 19
1	Arrive Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dis	STATIONS
				4 · 25PM		8 · 00AM									1.004	10.00PM	6 · 15PW	10.40M	0.0	KANSAS CITY,
		6 · 15PM		4.32		8.07					The state of				1.07	10.05	6.21	10.47	2.5	KANSAS CITY,
		8.00		5.40		9.13		L Harri							2.05	10.51	7.10	11.47AM	39.6	LAWRENCE
		9.35	3.40PM	6.45	10.35AM	10.10			0121	est III.	ohs	anin			2.50	11.28	7.45	12.40M	67.8	TOPEKA (North Topeka
		10.00PM	3.55	6.55	10.45AM	10.20AM				THE PERSON					3.00	11.36PM	7.54	12.50	72.5	MENOKEN
	WHAT IS		7 · OOPM			1 · 20PM													148.3	MARYSVILL
					Service 1	2.50													186.7	BEATRICE
						4.35PM													244.2	VALPARAIS
		12.30AM		8.30	12 · 18PM					L P'R	9				4.25	12.30AM	8.50	2.15	119.3	MANHATTA
		4.20		9 · 10PM	1 · OOPM		Error A							M	5.40	1.10	9.35	3.15	139.5	JUNCTION C
William Committee		6.15			1AF-3		1 1								6.57	1.49	10.18	4.18	172.3	SOLOMON
		8 · 15AM				8									8.00M	2.15	10.50PM	5.05	186.6	SALINA
		6.00PM												12.15M	12.45PM	4.30	1.05AM	8.10	303.3	ELLIS
		10.00PM												3.00PM		6.14	2.40	10.40PM	377.4	OAKLEY
		2.00AM											7.50AM			7.35	4.00	12.30AM	429.8	SHARON SPRI
The same	- 4	8 · 50AM											11.05AM			10.10AM	6.35	3.50	535.5	HUGO
		5 · 00PM	l - to a l					2000 120 120					3.10PM	EN AFT		1 · OOPM	9.15AM	7.00AM	640.4	DENVER
		(47.45)	(3.20) 24.1	(4.45) 29.3	(2.25) 29.7	(8.35) 28.5							(7.20) 28.7	(2.45) 26.9	(11.45) 25.8	(16.00) 40.0	(16.00) 40.0	(21.20) 30.0	17.0	
	4.00AM	11.35PM		mi Park			6.30PM	3.30PM		8 · 30M	1.09PM	7.15AM			- and the T	1.45PM	Tax Tax all	8 · 00AM	640.4	DENVER
Aught -	1.30	12.40AM					7.02	3.56		7.57	12.36PM	6.33				2.14		8.36	659.4	BRIGHTON
1	12.01AM	2.15					7.38	4.40	10.35AM	7.17	11.55AM	5.50				2.50		9.18	686.5	LA SALLE
	5 · 20PM				Manual Ville		PL 278 BA	200	7.15AM	5.10	9.37	3.35		1 200	Appl 1					STERLING
	1 · 30PM									3.43PM	7.57AM	2.05AM						Transaction of		JULESBURG
								V 10 10 10 10 10 10 10 10 10 10 10 10 10	Service and	8.20AM	11.59PM	4.25PM		C. BOO ST. CO.						OMAHA
		7.20AM		annes.	M. T. T. T.					7.3				N DEED IN		4.50PM			743.8	BORIE
							9.30PM	7 · OOPM		and the party								11.30AM	746.4	CHEYENNE
	a legis di			A SECTION				917	e mes	INUON	not us to	AULE				6.40AM			1217.3	OGDEN
L	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(1217.3)
	(14.30)	(62.05)					(3.00)	(3.30)	(3.20) 28.0	(13.10) 42.5	(14.10) 40.0	(15.50) 35.3				(33.40)	<u> </u>	(24.50) 30.0		Average spee

MILEAGE SOUTHERN DISTRICT

 Main Line
 251.65

 Branches
 423.23
 Total2997.31

W. M. JEFFERS, at a more H. J. PLUMHOF, and and

General Manager.

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

General Superintendent.

G. L. WHIPPLE,

General Superintendent Transportation.

CONDENSED TIME-TABLE

		56 1	88 1	853	OV	0 80			EAS'	TWARD	1 BL	101	28.1	568)	108	1576	1.661		
	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	T Inton	I regions	Security Press	otal pato	M Segmen	FIR	ST CLASS	AXES (TO A)	AUG D. S		Passenger 1	Panaganati	Parente P	Posteroppen of	AMEDIA TO	Takes 1	SEC	OND CLASS
July 31, 1927	Distance from Cheyenne	128 Passenger	22 Passenger	104 Passenger	170 Passenger	570 Motor Passenger	126 Passenger	526 Motor Passenger	14 Passenger	12 Passenger	16 Passenger	564 Motor Passenger	106 Passenger	538 Motor Passenger	138 Passenger	578 Motor Passenger	154 Time Freight	252 Time Freight	
STATIONS	ge Di	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Leave Daily	
KANSAS CITY, MO.	746.3	7.55AM	8.15AM	4.10PM	8.45PM	8 A 880	1 4 1.03	2) W mg1;	A E A C TO	W HE W	8,002	18.1	11.40M	1,00	6.30PM	0,34	7005.		
KANSAS CITY, KAS.	743.9	7.43	7.58	4.00	8.35	B 1 680	D 4 AXIO	a III saus	ACOU	The state	0.088	Dan F	11.26	(34X)	6.20	08.8	5.30AM		
LAWRENCE	708.7	6.37	6.58	2.57	7.35	3 A 6513		D PATER	15007.0.0	20 10 20	8,658,0	85.1	10.15	1.88	5.10	9.50	2.45		
TOPEKA (North Topeka)	678.5	5.59	6.20	2.15	6.50	009	1209	WO	RETUIN 2.7 2.8 4 P (LEA		8.648	98.1	9.18	4 · 15PM	4.20	10.30AM	1.05		
MENOKEN	673.8	5.43	6.04	2.02	6.20	1 007			A 10 THE REAL PROPERTY.	400	0.630	00.8	8.58	3.55	4.00	10.20	12.25AM		
MARYSVILLE	86.	21 05		00.1	Ols.	114	1300		2.5		CI STATE		200	00000	1.20PM	7.30 AM	CONO		
BEATRICE	4-14	Ci prico.	11 813				2000		0.3.0		1	444	9,010	Stanto C	11.25AM		464.162		
VALPARAISO	61	EL pink OU.	1 year	00.1		983	2.60		100 100	0.00	N man	Granda III	80.0	1989	9.10AM	CHESTE A	HEIG		
MANHATTAN	627.1	4.30	5.02	12.55	5.10	975-	W SHE COMEAN		1.4			diam'r.	7.40	2.35	DESDA	NEAL A	9.30PM		
JUNCTION CITY	606.9	3.50	4.30	12.15PM	4.25	-	B. B. B.		6.0			* Andreid	7.00M	1 · 45PM	Gata:O1		8.00		
SOLOMON	574.1	2.37	3.15	11.05AM	2.38	250					District in	66.8	1000	-700	100.58201 8		5.10		
SALINA	559.8	2.15M	2.55AM	10.40	2.15PM			AV CONTRACTOR	0.7		C. U.S.	40.8	-09:0		- Wash L	DF.K	4 · OOPM		
ELLIS	443.1	11.10PM	11.59PM	7.30	10.20AM	9.10AM	200		MOGRA 1.5 o	West State	0.6080	41.6	1.476.0	100	1,000.11	DOUGE	8.00AM		
OAKLEY	369.0	7.20	8.59	4.15		6.45AM	0,000	1.42	18 m	With the same	\$150B	0.51,80	1.00,0		GG/III	10000	12.01AM		
SHARON SPRINGS	316.6	5.50	7.45	2.50				11.20PM	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	TOX SUD	n.e re	88.8	2.0.4		3.41.53	The state of	8 · 00PM		
HUGO	210.9	2.45PM	5.20	12.20AM	1 Ambed	at I son	and Page 1	8.10	TELLES LE		1,150	AS. 9	- 3 TA	ESTIMATE.	1011	GU.45	11.40AM		
DENVER	106.0	11.30AM	2.30PM	9.30PM		80	10000000000000000000000000000000000000	4.50PM	A ROLLAND		0.898				RETURNS.	The Name of Street, St	4.00AM		
Thru Time	MIDO.	(19.25) 33.0	(16.45) 38.2	(17.40) 36.2	(10.25) 29.1	(2.25) 30.8	0,070	(6.30) 32.4	ATMAR MA	HARBH-M	0.655	PKGC.E	(4.40) 29.9	(2.30) 28.7	(9.20) 26.3	(3.00) 26.9	(48.30)		
DENVER	106.0	10.15AM	12.15PM	7.45PM		Set Street R	4.45PM	n Herranea	11.40AM	3.45PM	11.30PM	R. Frank	THE REST OF	Thinking The A	THE STATE OF	sus squess	5.00AM	7.50PM	
BRIGHTON	87.0	9.32	11.31AN		(0.3	- (0%, G 1, 65	3.56		12.07PM	4.17	12.02AM	(88-X) 8-89	(69.57 Alla	10000	(01.3)	(8,70) 18,7	1.55	8.50	
LA SALLE	59.9	8.43	10.54	6.22			3.05		12.50	5.00	12.50	3.05P	M				1 · OOAM	10.15PM	
STERLING				8Y 8.	of sec-	-molious	ib ediauc	do eng r	3.00	7.15	3.05	6.05P	M TOTAL OF C	- HOLDIO	OTO WITE			2.30AM	
JULESBURG	75.04				10				4.32PM	8.53PM	5.05AN	1						6.40AM	
ОМАНА	777								2.10AM	6.30AM	3.30PM								And a second
BORIE			9.204	W The second	- AMERICA					SELECTION OF STREET, SPECIAL S							10.00PM		
CHEYENNE		6.45AM		4.45PM			1 · 15P												TIME MILE PER PER
OGDEN			7.40PM	*															MILE HOU
(1217.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	51" 70.6 52" 69.2 53" 67.9
Thru Time		(22.55) 32.6	(35.35) 34.2	(20.40) 36.1			(3.30) 30.2		(13.30) 41.5	(13 45) 40.7	(15.00) 37.3	(3.00) 31.2					(55.30)	(10.50)	53" 67.9 54" 66.6 55" 65.4

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

		WES	TWARD				ARLE	Y . 3	ELLI	S SUBDIVISIO	N					EASTW	ARD			
日を選手日	SECOND CL	ASS			FIRST	CLASS		a			100			FIRST	CLASS			SECONI	CLASS	
dings in of wa- erlocking sta- s and		155	157	103	569	21	101	from	Tim	e-Table No. 1	112	from	104	570	128	22	156	154		
of st cation furth scale	V30 GN0039	Time Freight	Local Freight	Passenger	Motor Passenger	Passenger	Passenger	tance		JULY 31, 1927	CLAS	tance	Passenger	Motor Passenger	Passenger	Passenger	Local Freight	Time Freight		
Length of sidil feet, location ter, fuel, inter- plants, turning tions, scales telephones.	252	Leave Daily	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dist		STATIONS	652	Dist	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Et Ski ek	ne - an
2,310 WFTO	Tiese i ing maley i	6.00PM	7.15AM	8.10PM	12.15PM	4.30AM	1.05AM	308.3	DN-R	ELLIS 5,1	RT	337.1	6.20AM	9.10AM	9.55PM	10.45PM	4.00PM	5.00AM	Rue Chin	
3,066		6.20	7.27	8.20	1 12.28	4.39	1.13	308.4		RIGA 5.8		332.0	5.55	t 8.58	9.20	10.25	3.30	4.39		
2,614		6.40	s 7.50	8.28	s 12.40	4.48	1.21	313.7	D	OGALLAH 8.6	OG	326.7	5.47	8.48	f 9.10	10.15	1 3.20	3.25		
2,478 W		s 7.05	8.34	s 8.50	1.00	4.58	1.31	322.3	DN	WAKEENEY	w	318.1	s 5.35	8.34	8 8.50	10.05	s 3.05	2.53	STILL MOS	BATTA
2,166		7.25	f 9.20	9.02	f 1.15	5.08	1.41	330.0		VODA 5.8		310.4	5.23	f 8.20	f 8.25	9.55	f 2.30	2.00	,642 (YT)	PARITA
1,718 w		7.40	9.50	1 9.15	1.28	5.16	1.48	335.8	DN	COLLYER	JY	304.6	5.16	8.08	f 8.18	9.48	s 2.05	1.48	802/80	Sept o
2,507		8.08	s 10.20	9.40	s 1.44	5.26	1.58	343.3	D	QUINTER	QN	297.1	5.00	7.54	f 8.08	9.40	1.44	1.24		SOM
3,840 WF		8.25	s 10.50	9.50	8 2.00	5.35	2.06	350.9	D	BUFFALO PARK	BP	289.5	4.50	7.38	f 7.58	9.31	s 1.00	1.08	man l	Alan .
2,162		8.45	11.20AM	9.58	s 2.12	5.43	2.13	356.3	DN	GRAINFIELD	GF	284.1	4.42	s 7.28	s 7.50	9.24	s 12.35	12.56		Will be
2,615 W		9.14	s 12.05PM	f 10.10	s 2.30	5.54	2.23	365.2	D	GRINNELL 6.0	GD	275.2	4.33	s 7.11	1 7.39	9.14	8 12.05PM	12.33	01319	734
2,121		9.31	f 12.30	10.18	1 2.45	6.02	2.30	371.2		CAMPUS	CA	269.2	4.25	f 6.58	7.30	9.07	f 11.00AM	12.18	121/05/0	BUT CU
2,598 WFYP		s 10.00	1.30	s 10.40	3.00PM	s 6·14	8 2.40	377.4	DN-R	OAKLEY 8.7	OQ	263.0	s 4.15	6.45AM	s 7.20	s 8.59	s 10.40	s 12.01AM	MATTA	NIN M
2,626 P		10.28	f 1.55	f 10.55	No. of the last of	6.24	2.50	386,1	A Transmission	MONUMENT 75	MU	254.3	3.54		f 7.01	8.43	f 9.25	11.25PM	VALO VO	175 au
2,142 P		10.45	f 2.20	f 11.07		6.33	2.59	393.6		PAGE CITY	PG	246.8	3.44	100	1 6.50	8.34	f 9.05	11.07	Now	JON.
2,195 Y		11.00	s 2.40	s 11.20		6.40	3.06	399.0	DN	WINONA	GW	241.4	3.35	100	8 6.41	8.27	8 8.45	s 10.10	ANL	TAB
1,564		11.14	3.00	11.30		6.50	3.16	406.0		LISBON 2.4		234.4	3.25	1108	6.29	8.17	8.00	9.25	BL.I	135
1,967 w		11.35	1 3.25	f 11.35		6.54	3.20	408.4	D	MCALLASTER	MK	232.0	3.20		1 6.24	8.14	f 7.55	9.20	Y8.13	EAG.
1,369		11.53PM	3.45	11.45		7.03	3.28	414.5		TURKEY CREEK	6962 P	225.9	3.11		6.15	8.06	7.30	8.50	- BOTTERS	HOSEAH
2,088 P		12.05AM	s 4.05	f 11.57PM		7.12	3.37	421.1		WALLACE	A	219.3	3.04		f 6.06	7.58	s 7.12	8.35	cor	
2,624 W		12.20	4.17	12.07AM		7.18	3.43	425.6		SOMENA	ma p	214.8	2.58		5.58	7.52	6.53	8.20	- Agvi	dati-
1,791WFTYOP		12.55AM	4.30PM	12.20AM	(10), (1)	7.25AM	3.50AM	429.8	DN-R	HARON SPRING	S PS	210.6	2.50AM		5.50PM	7.45PM	6.45AM	8.00PM	assistant and the	
		Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(126.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.	Leave Daily	#av	30
		(6.55) 18.3	(9.15) 13.7	(4.10) 80.4	(2.45)	(2.55) 43.4	(2.45) 46.0	Men el		Thru Time Average speed per hour.		Las	(3.30) 36.1	(2.25)	(4.05) 31.0	(3.00) 42.2	(9.15) 13.7	(9.00) 14.0	World	OPER.

MOE E WOE 3 - MOLE

				A WE	STWARD					OISIA	HUGO SUBDIVISION					UL EA	STWAR	D			
n the n	SECON	SEC	OND CLA	SS	RST CLASS	ia .	FIRST	CLASS	1 1	8.	Wine Walls No. 110	В		FIRST	CLASS	ma -		SEC	OND CLA	SS	
t, location of wa- t, location of wa- t fuel, interlocking nts, turning sta- ns, seales and sphones.	154	6 CRIAP	104	526 Motor	155 Time Freight	527 Motor Passenger	21 Passenger	101 Passenger	103 Passenger	Distance from Kansas City	Time-Table No. 112 JULY 31, 1927	Distance from Denver	104 Passenger	128 Passenger	22 Passenger	526 Motor Passenger	154 Time Freight	527 Mover	155	97 14.1.4.r.	I ST
feet, luter, fur plants, tions, teleph	citys Daily	gliaCl avies	sulati estra	A vilaC ovin	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Die	STATIONS	ă	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	gliadi prasi	what one	witest nyear	
,791WFTYOP	hor.or		871.01	8-058	2.00AM	7.50AM	7.35AM	4.00AM	12.30AM	429.8	DN-R SHARON SPRINGS PS	210.6	2.40AM	5.40PM	7.35PM	11.20PM	5.20PM	250.TI	BOE. H		A
,170				A 20 T	2.33	f 8.00	7.43	4.08	12.39	433.8	SUNLAND 4.6	206.6	2.33	f 5.32	7.26	f11.08	5.03	21.11	22.0		
136					3.00	18.08	7.51	4.16	12.47	438.4	LAPAZ	202.0	2.28	f 5.26	7.21	f11.01	4.53				-
107 w	DEVE		PPC - ES	GP - V	3.20	8.14	7.56	4.21	12.53	441.8	D WESKAN MO	198.6	2.24	f 5.20	7.17	f10.55	4.40	an 11	05.0		-
.167	105.8		06-110	7.40	3.40	18.23	8.04	4.29	1.01	448.2	CHEMUNG	192.2	2.17	f 5.09	7.10	110.45	4.27	11.35	08.8		E.
,128		12.204			4.00	8.32	8.11	4.36	1.08	458.4	ARAPAHOE AP	187.0	2.11	f 5.01	7.04	f10.35	4.15			MO1.8	
059	9.00	12.10	11.40	7.28	4.20	1 8.40	8.19	4.43	1.16	458.2	SALIS 4.8	182.2	2.04	f 4.52	6.58	f10.25	4.05	DEN LL	21 01	8-28	
,655 W	6-40	12.01	OE-II	7.18	s 4.49	8 8 . 52	8.25	4.49	1.30	463.0	DN CHEYENNE WELLS CW	177.4	s 1.57	s 4.44	6.52	■10 · 15	8 3.50	12.02	65.01	88.8	I was
654	BC B	MAR. II	AS . 11	2,08	5.06	f 9.05	8.34	4.56	1.47	468.1	ASCALON	172.3	1.47	f 4.32	6.45	f10.03	3.17	01-01	10.13	200	No.
678 P	120.0				5.20	f 9.15	8.42	5.04	2.00	473.5	FIRST VIEW	166.9	1.40	f 4.24	6.39	f 9.55	2.57		- Internal I		-
616	E 0 C				5.40	1 9.28	8.52	5.14	2.10	482.3	ARENA	158.1	1.27	f 4.09	6.26	1 9.40	2.27		124 4	UE TE	T.
908 WFY	Zeita	15-11	110-11	CP-U	s 5.55	s 9.40	9.03	5.24	2.25	487.7	DN KIT CARSON KC	152.7	1.21	s 4.00	6.20	9.30	s 2.05	00121	85-11	GE . W	
,611	GO-7.	11.37	10.57	CE - 0	6.10	f 9.50	9.11	5.32	2.35	494.0	SORRENTO	146.4	1.10	f 3.48	6.09	f 9.20	1.23	12.48	MEG. ID	00.01	1540
,599 P	6.48	11.19	10.47	6.25	6.25	810.00	9.19	5.40	2.45	500.4	WILD HORSE WH	140.0	1.02	f 3.38	6.02	1 9.10	1.03	1.03	MIS. SI	10-20	
,603 W	6.34	TIST	10.38	6.15	6.45	810·13	9.28	5.49	2.55	507.6	D AROYA RO	132.8	12.54	f 3.26	5.54	1 8.55	12.43	1.18	12,53	1 95:91	
,599	6.14	11.02	10.29	6.05	7.10	10.30	9.41	6.01	3.10	517.9	BOYERO BO	122.5	12.42	f 3.12	5.42	f 8.38	12.17PM	ec. 1	or r	1E-11	-
,854 WP	88.8	10.53	10.20	5.53	7.30	f10.45	9.52	6.12	3.22	526.4	CLIFFORD	114.0	12.32	f 3.00	5.32	1 8.25	11.53 AM	1.42	25.1	Course to the	
,021WFTYOP	700 0	- A - A -	Ct Or	Ch A	7.55AM	11.00AM	10.05AM	6.25AM	3.40AM	535.5	DN-R HUGO HU	104.9	12.20AM	2.45PM	5.20PM	8 · 10PM	11.30 AM	CONT. V	28 1	lunn to the	
OE . 1 I	05-8	10.39	10.06	es.e-	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	2.09	(105.7)	FLA	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	20-8	1 .60	08.81	
11.05	4.55	10-27	9.56	8.25	(5.55) 17.9	(3.10) 33.4	(2.30) 42.3	(2.25)	(3.10)		Thru TimeAverage speed per hour	6.23	(2.20) 45.3	(2.55)	(2.15) 47.0	(3.10)	(5.50) 18.1	21/5	144	01-1	
								241	28.3		BOLD AM										
10.50	01-0	10-17	9.47	5.12	2.50 (Westward	d trains	are supe	rior to ti	rains o	f the same class in the	opposi	te directi	on.—See	Rule 72	12.31	12.50	2:35	08.8	1.40	
								Bast 1	2.412	at Said	BACYDALE ROYDALE		Total .								
10.35		10.13	9.43	8.05	2:04		11.44	E1.11	1.0		634.3 SANDOWN	6.43	90.7	8.47	00.0	12.36	12.56	2.44	3.35		
									0.0		G36.0 LOWRY										1
10.20		10.07		4.57	2.37		VE. II	11.07			038-3 [DN-S PULLMAN		7.18	8.53		12.53	1.03	2.56	3-50	2.20	-
		-							0.1		038.6 44 36TM STREE			- 1-1-		-			5.00%		

11.00# 11.30# 2.15# 2.30# 4.50# 9.30# 10.00#

Leave Dully Leave Du

3.10% 1.10% 1.00% 9.15% 9.00% 7.25% 7.00% 640.4 E THER DENVER UD AF

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MOO.E

			a	WEST	WARD					VIOIS	DEN	VER SUBDIVISION	N				WARD	EASTWA	.RD			
a de	SECONI	CLASS	object tu	SE .	FIF	RST CLAS	S TORIT	NEW Y		4.	I	7 11 N 110		LASE	D TEMP	F	IRST CLA	SS	EALO GINO	DSEC CLA	SECOND	CLASS
ocation of turning scales a ones.	97 C. R. I. & P. Freight	155 Time Freight	527 Motor Passenger	7 C. R. I. & P. Passenger	21 Passenger	101 Passenger	39 C. R. I. & P. Passenger	5 C. R. I. & P. Passenger	103 Passenger	Distance fron Kansas City	et ,	me-Table No. 112	istance fron Denver	8 C. R. I. & P. Passenger	128 Passenger	40 C. R. I. & P. Passenger	22 Passenger	526 Motor Passenger	104 Passenger	C. R. I. & P. Passenger	154 Time Freight	96 C. R. I. & Freight
feet, fur plants, tioms, teleph	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ď ^A	ano	STATIONS	Ä	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dai
1,021 WFT10P		8.50M	11.05AM	-5.20FM	10-10M	6.35M	S.AOPM	MONE	3.504	535.6	DN-F	HUGO HU	104.9	MAGOLD-	2.35PM	MOSTA:	5 · 10PM	8 · 05PM	12.15M		10 × 10M	#UZTYW10
,682		9.15	f 11.16	EU.0	10.19	6.45	EE'S I	28/3	4.00	541.3	COL	BAGDAD	99.1	00.5	1 2.23	0078	4.58	f 7.54	12.02AM		9.45	
1,552 w		9:30	1 11.26	GG, k	10.28	6.55	-die c	OKO O	4.10	547.9	VEAL	LAKE	92.5	1595	1 2.15	NI JA	4.50	f 7.45	11.54PM		9 .30	
2,428		s 9.50	11.35	TEN	s10.33	. 7.05	Ton't	93376	s 4.16	550.5	DN-R	(C. R. I. & P. Crossing) LIMON MN	89.9	GSLA	. 2.10	ES.28	• 4.46	· 7·40	11.50		9.20	Zi.
78 N	8 · 10PM			10.45AM	rescon	10.7	6.55AM	4.50A	LOPEL	550.6	HOB.	LIMON JUNCTION	89.8	1 · 15PM	11.0	4.379	000	9 2.08	1.41%	12.20AM		3.00
2,623 P	8 · 28	10.15	f 11.48AM	10.55	10.44	7.15	7.05	5.00	4.26	556.6	D	RIVER BEND RB	83.8	1.06	1 1.59	4.22	4.35	• 7.28	11.40	12.10	9.00	2.30
2,564 TP	8.56	10.44	f 12.02PM	11.05	10.55	7.24	7.14	5.12	4.36	563.2	XVIII B	CEDAR POINT	77.2	12.57	f 1.50	4.12	4.25	f 7.18	11.30	12.014	8.40	2.15
2,589	9.08	11:91	f 12.10	11.11	11 -01	7.30	7.20	5.19	4.42	567.1	MAR	BUICK 5.1	73.3	12.51	f 1.42	4.05	4.19	f 7.08	11.24	11.54PM	8.25	2.00
2,597 W	9.20	11.27	12.21	11.17	11.07	7.36	7.26	5.25	1 4.50	572.2	D	AGATE AX	68.2	12.44	f 1.34	3.58	4.11	• 6.56	11.16	11.46	8.05	1 . 4
,440	9.35	11.38	1 12 -36	11.24	11.14	7.43	7 .33	5.33	4.58	578.1	release	LOWLAND 6.1	62.3	12 -36	1 1.26	3.48	4.03	1 6.45	11.07	11.37	7:43	1.2
,613 WFTP	#10·00	811.58AM	12.48	11.32	11.22	7.52	7.42	5.43	• 5.09	584.2	DN	DEER TRAIL DX	56.2	12.29	s 1·16	3.39	3.53	6.35	*10.57	11.27	■ 7.05	8 1 - 1
2,577	10.20	12 - 21 PM	f 1 :03	11.40	11.30	8.00	7.50	5.53	5.19	590.1	CESTO	PEORIA 6.5	50.3	12 - 21	f 1 .03	3.30	3.43	1 6.25	10.47	11.19	6.48	12.4
3,592	10:38	12 -53	1.18	11.50AM	11.38	8.08	7.58	6.03	1 5.31	596.6	D	BYERS BY	43.8	12.14	f12 .53	3.22	3.35	s 6·15	10 -38	11.11	6.34	12.2
2,927 w	11.31	1.10	1 1.29	12 × 06PM	11.48	8.16	8.06	6 - 14	f 5.41	602.5	DOR	STRASBURG SR	37.9	12 ±06PM	f12.44	3.14	3.27	• 6.05	10.29	11.02	# 6 - 14	s12·1
2,484	11 ×55M	1.25	s 1.42	12.16	11 -56AN	8.24	8.14	6.24	f 6 -53	608.9	D	BENNETT BT	31.5	11 ×56AM	f12.36	3.06	3.19	5 · 53	10.20	10.53	5.53	11.5
2,585	12.10AM	1.35	1 1.52	12 .25	12.04M	8.30	8.20	6.32	6.01	613.7	- 0	MANILA	26.7	11.45	112 - 25	2.59	3.13	f 5.43	10.12	10.45	5.35	11.4
2,582 w	12.30	1.50	s 2.05	12.33	12 - 15	8.36	8.26	6.40	1 6 - 11	618.4	D	WATKINS WK	22.0	11.38	112.15	2.53	3.07	s 5·35	10.06	10.39	5.20	11.3
2,611	. 1.10	2:15	f 2.15	12.43	12.24	8.46	8.34	6.51	6.23	625.0	ters by	MESA 3.1	15.4	11.28	f12.02M	2 : 43	2.58	1 5.25	9.56	10.27	4.55	11.0
				and Date	into Lette	active Test de	Single Single	and live	gracia Dialita	628.1		MAGEE 2.6	12.3	TO A TO A TO	a retailed							
8,749 P	1.40	3.20	1 2:35	12.50	12.31	8.54	8.42	7.01	6.35	630.7	TO MA	SABLE 2.5	9.7	11.18	111.524	2:35	2.50	1 5.12	9.47	10.17	4.40	10.5
										633.2		ROYDALE 1.1	7.2					5.05	0.40	10.10	4.05	10.3
2,509	2.00	3.35	2 -44	12.56	12.36	9.00	8.47	7.09	6.43	634.3		SANDOWN 1.7	6.1	11.13	11.44	2.27	2:44	5.05	9.43	10.13	4.25	10.3
										636.0		LOWRY	4.4			0.00	0.05	4 57	0.27	10.07	4 10	10.0
WPTTOP	2.20	3.50	2.56	1.03	12.53	9.08	8.53	7.18	6.53		-	DN-R PULLMAN RA	2.2	11.07	11.37	2.22	2.37	4.57	9.37	10.07	4 · 10	10.2
	h-,0-	5 · OOP				E. Hall			in n	638.5		36TH STREET	1.9	11 00	11 20"	0.157	2 200	4 · 50P	9.309	10.00Ps		10.0
	3.004		3 · 1 OPM							640.4	_ Big	DN-R DENVER UD		-	11.304	-						
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail	1	ע		(104.9)		1		Leave Daily				Leave Daily		1
10 1-1-1	(6.50) 13.1	(8.10) 12.8	(4.05) 25.7	(2.25) 37.3	(2.50) 37.0	(2.40 39.3	(2.05) 43.1	(2.85) 34.8	(3.10) 33.1			Thru Time		(2.15) 39.9	(3.05) 34.0	(2.22) 38.0	(2.40) 39.4	(3.15) 32.3	(2.45) 38.1	(2.20) 38.5	(6.10) 17.0	(4.55) 18.8

		WESTWA	RD	nsusa	ASSES	ION		CO	LBY BRANCE	[VESTWARD	EASTWARD	
B + B + 2	SECOND CLASS		FICE	FIRST	CLASS	I		Time	e-Table No. 1	10		1	FIRST CLASS	SECO	ND CLASS
of sidings in section of wa- a) interlocking furning sta- scales a n d nes.	108 Time-	185 Local Freight	25	IOY	585 Motor Passenger	533 Motor Passenger	tance from Salina	1110	JULY 31, 1927	12	Distance from Oakley,	586 Motor Passenger	534 Motor Passenger	186 Local Freight	We have a second and a second a
Length of feet, loc ter, fuel plants, tions, telephone	No. of Contrast of the Contras	Leave Daily Ex. Sunday	Saurana (Patricipo	Leave Daily Ex. Sunday	Leave Daily	Dist	St. Strong	STATIONS	24(5)	Dist	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Section 18
1,426 WFYOP	E COURT BY IN FOR	7.00AM	Sinky axio	A STATE OF THE PARTY OF THE PAR	8.50PM	12.01PM	103.5	DN-R	PLAINVILLE	VΝ	121.2	5.05 AM	11.30AM	2.30PM	
Toge of SVILE	Secondary Con Secondary	s 7.25	阿拉斯 (1)	MOE 6	s 9.05	s. 12.15	110.4	D	ZURICH	ZU	114.3	s 4.51	s11 · 15	s 2.05	
1,381 w	mai Thea f	s 7.50			s 9.24	s 12.31	117.8	D	7.4 PALCO	PO	106.9	s 4.34	■10 · 58	s 1.45	
PAR PRIMILARS	7 18 OF SA SEE P	s 8.15	SE-49	8.36	s 9.36	s 12.43	122.7	1 78	DAMAR 6.6	DA	102.0	s 4.20	s10·43	s 1.25	SOUTH
1,407 W	8.8.3 B.M.	s 8.40		1	8 9.53	s 12.58	129.3	D	BOGUE	BG	95.4	s 4.04	810⋅29	s 12.58	2
1,802 TP	GRAZ 0.0 81-81 ME	s 9.15	172-30	8-40	10.15PM	s 1.18	137.9	D-R	HILLCITY	CI	86.8	3.45AM	810 ⋅ 12	s 12.20PM	
SINUAL	O.D.	s 10.00				s 1.33	144.7	D	PENOKEE	PK	80.0		810 -00	s 11.45AM	
1,061 w	6/8 73 8 1 6	s 11.15	10-8	31.45G	17 SO. P.	s 1.48	150.2	D	MORLAND	MD	74.5	D3MI	8 9.48	s 11.15	193,1
1,391	1 1 18-22 14-9	s 11.35	E0 -S	1 BF-E	VI VO. A	s 2.00	155.4	1 0	STUDIEY	SY	69.3	13	9.36	s 10.30	2,850
HE HOW GOINE	H 10 000 05 10 10	s 11.59AM	12.09	3-51	1 01.00	s 2.15	162.5	W Pri	TASCO	CO	62.2	09	s 9.21	s 10.05	805.5
1,378 WFP	7 7 YEAR 1	s 12.40PM				s 2.35	170.4	D	HOXIE	KZ	54.3		s 9.05	s 9.45	
TEL MOTORINA	HE RELEGION TO BE A BONDON	f 1.03	2.14	II AULE	8 18178	f 2.53	179.1	1 80.53.6	SEGUIN	201	45.6	01	f 8.47	f 9.10	08.4 919'9
1,382 W	J. Star	в 1.35				s 3.10	186.1	D	MENLO	MZ	38.6		s 8·32	s 8.50	
NO MILLION	1 7.el 32-8 a	f 1.59	EE-23	1 80 A	OE P	f 3.27	194.0		HALFORD	HA	30.7	90	f 8.15	f 8.30	000,8
1,456 WYP	10.0 0.0 SEAR VIC	s 2.40	82.28	1 181.45	T SE. W	8 3.50	203.5	D	COLBY 5.4	СВ	21.2	15	B 7.55	s 8.05	803,8
ATT BELLEVELVE	18 100 8.00 00×80 01	f 3.01	PE SO	IE-E	T BE LE	f 4.05	208.9	14	ALTAIR	QP.	15.8	85	f 7.34	f 7.44	79 254,5
NO ISOOM	1 5:01	f 3.13				f 4.15	212.5		MINGO	MI	12.2		1 7 - 26	f 7.26	
10 880 212/11/2	G 0.81 50.82 1.8	f 3.34	04-40	185 CB	T RP (B)	f 4.30	218.0	0.0	SPICA	Qid .	6.7	01	17.14	f 6.55	800,8
2,508 WFYP		4.00PM				5.00PM	224.7	DN-R	OAKLEY	OQ			7.00M	6.30 AM	
AST -N SAL RE THA	9-307 5:00 01-9	Arrive Daily Ex. Sunday	2,50	A SOUTH	Arrive Daily Ex. Sunday	Arrive Daily	8E.8	¥ 2701	(121.2)	25	e i a	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	TREAM KNO.8
DIS VALUE OF	4 9 35 State (DR	(9.00) 13.5	20.8	4.58	(1.25) 24.4	(4.59) 24.3	80019		Thru Time werage speed per hour.	ui iii	8.1	(1.20) 25.9	(4.30) 26.9	(8.00) 15.1	○字章 2至4.T

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

East leg of wyes at Oakley and at Colby are Colby Branch Main Track.

8:55

MOS JOH

BID,k

000,5

0160

Deve

THE CLOSE

Manas.

	- 22	SECOND CLA		(10.45-31.74)		ESTWAR				LUKERO	TGAUG	ARLENSY	NO		RN SUBI		N	AWAS3 W	ARD.	11	II.
fings is of wa- relocking ng sta- a n d				888	SEU.	JAD CEAS.	102 3	488	12 - 21	LOW of	oT omi	A DO	1 923	488		1	THESE ST	434	BAJO GM	1938	Time Table No. 11
of sidin cation of l, interior turning scales	97	153	22 L 1	Instit.		OI J	155	177	153	252	16	127	563	12	107	21	14	561	103	Distance rom Denver	Time-Table No. 11:
h of locat, tuel, s, tue	State of the last		And the last	Call Switze A	A TOTAL		Time Freight	Local Freight	Local Freight	Time Freight	Passenger	Passenger	Motor Passenger	Passenger	Passenger	Passenger	Passenger	Motor Passenger	Passenger	Dist.	JULY 31, 1927
Length of feet, loc ter, fuel plants, tions, telephone		41-14	min I			AND THE PARTY AN	Toave Daily	Leave Daily	y Leave Daily	Leave Daily	Loave Daily	Loave Daily	Tonya Daily	Loave Daily	Tooma Daily	Tarra Daily	To Daily			Ħ Đị	But Kall Bad Sha 13
			Mak	2.10		wo/	Doa't D	Lieuvo	Leave	Leave Day	27-10-91-	708'P II	Leave Pan	Leave Dans	Leave Dans		I MAGO, Y		Leave Dany		STATIONS
				00.S. 4	A	8	w. Erly	2 N a 2 A	II US	BOIS	11.30PM	6.30M	5.55PM	3.45PM	3.30PM	1 · 45PW	11.40AM	8.20M	8.00AM		DN-R DENVER UD
1,000		30 10 10 10 10 10 10 10 10 10 10 10 10 10		did sp		8	11.35PM	DATE OF THE OWNER, THE			9.	C BREE	1118.2	1 be e	1		7.50	4		1.9	36TH STREET
WPTIOP		20 m 200 m	1 301	AS.E a	A SEP L	E E	11.45	10.15	9.10	7.55	11.37	6.37	6.02	3.52	3.36	1.52	11.46	8.27	8.07	2.2	2.6
IP .		9.91	1 35 7	84.814	AT AS LE	,05 e	. O.20 b	14 8 4.0	B 1 1 Dilly 18	N 200		1 2001	11 88.21	Ed.9	1 2 1		0.40	41 7.5	N RITE	4.8	C.B.&Q. CROSSING
	THE RESERVE		69	08.818	A SHEET	2 - 2	11.55PM	10.30PM	9.20	8.02	11.42	6.42	6.08PM	3.58	3.40	1.57	11 -50	8.33AM	8.13	5.0	1.0 ————————————————————————————————————
			MA/	11.10		0/	.031	0.5	B NT	Hackor Machor	atg mus	1445 12	Man P	A TOTAL STATE	1		(ao.a)			6.0	ADAMS
4,594				81118		8/	12.03AM	lay	9.30	8 - 15	11.46	6.46	Tabl		f 3.44	2.01	11.54		f 8.17	8.0	
2,830				01.01		9/	12.13	8	9.38	8.26	11.50	6.50	2.00	4.07	1 3.48	2.05	11.58AM	3	1 8.22	11.2	HAZELTINE
2,598				aroun	A SELECT		12.20	9/	9.44	8.32	11.54PM	6.54	81.8	4 - 10	1 3.51	2.09	12.01PM		1 8.26	14.0	
3,007		31-2		8 .0 .	ASKAL	3B 8/	1.6	E/	A SH	The state of the s	H. III	G AOVE	200				8.40PM			16.7	NORTHWAY
4,455 WYO	0.89	11-30 (4)	2 58	0 ,9 1	A BANK	-13 Y	12.40	33 8/	10.05	8.50	812.02AM	7 .02	1880	4.17	s 3 .56	2.14	f12.07		8 8.36	19.0	
THE ROOM		AL SUELLY	2 28 1	0.18		12 80	181	43 50	8 0 VIII	OLIN	M	E 1881	Tors.	W 112 12 12 12 12 12 12 12 12 12 12 12 12	1		857	n in the	1	22.8	POWARS
4,600	10.00	20.7	3 00	0980		5 00.1	1 -05	NA EST	10.20	9.05	f12.11	7.11	l die	4.26	s 4.08	2.23	12.15	31 8.3	8 8 . 46	25.7	D LUPTON T
2,598				ac a d		1	1.15	00 0	10.30	9.13	12.17	7.16	03.3	4.32	f 4.14	2.28	12:20	5 6 8	1 8.52	30.0	
4,548 W				1.7.4		A N	1 -28		10.40	9.22	12.24	7.22	200	4.38	s 4.21	2.34	12.28	1 6.0	s 9 ±00	34.8	DN PLATTEVILLE
			AUT	BULY 1		8	1 1		11 224	ODV	DE TOTAL	acio	TALK				FIE		1	37.8	
2,908	1.45534		A LEGIT	A4.0 1		3 N	1.40		10.50	9.32	12:30	7 - 28	OCA	4.44	f 4.28	2.40	12.34		f 9.08	39.9	
2 No.		1491 7	1 12	o a		NO NO	77		00	A2 13	10 11 8	004.9	Prop a		1		I sendo b		1	42.3	PECKHAM
8,502 WFTTP	9 2 - 3 5	THE IN	3 05 70	Listva Da	1 - IRIT		. 2.15	I bring	811-25	9.50PV	12.40AM	8 7.38		4.55PM	8 4.40	2.50	12.45PM		8 9.18	46.1	DN-R LA SALLE
2,906			a sell	A	4		2.25	NR JER	11.35PM			7.42		THE PROPERTY OF	1 4.44	2.56		THE BUT	1 9.23	48.1	EVANS
7,923 WYO	*			X gī			2.35		12.01AM	good seq bee	a nastan A . vy	s 7.55	TI Ses	10.00	s 4.58	8 3.05	13.0	TELLES	s 9.35	51.7	DN GREELEY
	The same of				A A S	Te Rule 2	Bon S	harib ell	enggo or	v mt bass/	arrea	de to an	ert of w	Semina a	a polani	Reside 199			2 0 4	54.0	GREELEY JCT.
4,045							2.46	MOREL	12:11	e Colby H	ot Colby a	8.02	Talsayw 3	East last	1 5.06	3.14			1 9.48	55.8	D LUCERNE
8,908 W							2.56		12.30			8.08			8 5.13	3.20			s 9·54	59.2	3.4
T.	2-00	3-10	20 44 6	4 CAL	1139			100			CARRETT	THE STATE OF THE S								59.3	DN G. W. CROSSING
3,213							3.06		12.55			8.13			s 5.21	3.26			s10.03	63.0	D AULT
Interest	1.20	5.60	3 56	03 17	11.53	08		112	- Bil (1-8)	TO LO	IN IN PROPERTY	Walt na	1.83	THE STATE OF					7 7 7 1 1	65.0	STAGE
8,229 WY		D. O. S.					3.20		1.10	The state of	10 TO	8.19	Hal Lib		s 5.28	3.32			s10 -13	66.8	DN PIERCE
2,613	3,00		S TOWN	A TICK	The same of	FEB	3.36	and the second	1.30			8.27		1	s 5 .38	3.40	nd 2-30	4.3	810.21	71.8	D NUNN
4,013			A				3.57		1.45			8.34			f 5.48	3.49			f10.28	77.0	DOVER
2,610					A MATE		4.07		2.00			8.41			f 5.58	3.56		-	10.35	81.8	DECKER
4,604 WFT	100	124			100	4	8 5 . 15	10.5	s 2·30		The state of the state of	8.47			8 6.10	4.10	- 1	1000	810.44	86.0	DECRER 4.2 DN CARR
4,675							5.38		2.50			8.55			6.20	4.20			10.54	90.4	WARREN
2,600					THE PARTY	1000	5.58	APPEARED TO	3.10			9.02			1 6.30	4.30			f11.02	94.3	GLEASON
4,670 WY				AVIET	ATTINITY		6.15		3.35			9.02			1 6.40	4.40			f11.02	97.8	DN SPEER
8,600 I	•						7.20AM		3.33			3			1 0.10	4.40 4.50M			111.10	103.1	5.3
P									3.50AM		 	9 · 20PM			6.50PM	-			11.204		
					-				5.30AM			9 · 30PM			7.00PM				11.20AM		DN-R CHEYENNE N
				-		-	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily			Arrive Daily	The second secon		Arrive Daily	Arrive Daily	The second secon		(106.0)
							(7.45) 13.3	(0.30) 7.8	(8.30) 12.5	(2.00) 23.0	(1.10) 39.5	(3.00) 35.3	(0.13) 23.0	(1.10) 39.5	(3.30) 30.2	(3.05) 33.4	(1.05) 42.5	(0.13) 23.0	(3.30) 30.2		Thru Time Average speed per hour

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

		11	TWARD	BAS N	ORTHE	RN SUE	DIVISI	ONMOI	IBBIVE	URGES!	inter	STOR .			N. Let all and the	WARD	OAAW	WEST					
Time-Table No. 112	from	I esc			rikai	ULASS							-02A.10	rens all'	SEC	OND CL	133	CEASO	avioodi	-	less		565
	4 4	15	128	560	22	13	126	562	104	d.11-21	251	154	178			-							A Stoll
JULY 31, 1927	Distance Cheyen	Passenger	Passenger	Motor Passenger	Passenger	Passenger	Passenger	Motor Passenger	Passenger	Passenger	Time Freight	Time Freight	Local Freight	art many	as all	162	12	304	302	3.01		1 100	titti jipi
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Afrive Daily	Arrive Daily	continue Los		Mary 3	Marie		Paris No.	(2m)		the state	House Heady
DN-R DENVER UD	108.0	7 · 15A	10 · 15 AM	10.30	12.15PM	1 · 09PM	4.45M	5.40PM	7.45M	8 · 30PM	-pres	Emer						Print puty					200
36TH STREET	104.1	electrical de		70-1	00-0				1/47	SUTA T	4.004	5 · OOAM	8 · 1 OPM										WOU.
ON PULLMAN RA	103.8	7.02	10.05	10.20	12.05PM	1.00	4.36	5.32	7.38	8.24	2.35	2.45	8.00			UCHA:	-						
C.B.&Q. CROSSING	101.2			70.0	00.0	OX. N		Over 1		THE PARTY OF THE P		2.65	-1-01										- 100
SAND CREEK JCT.	101.0	6.56	9.58	10 · 13 AM	11 -50AM	12.56	4.29	5 ⋅ 25 円	7.32	8.19	2.20	2.30	7.40PM				100						
ADAMS	100.0	20		CONTRACTOR OF THE PARTY OF THE	C1 18 0	D() 1 (A			T To	STOUT				3 7 30		148							178
DUPONT	98.0	6.50	1 9.52	2.12.	11.45	12.52	1 4.22		7.27	8.15	2.05	2.20				-	1	-					
HAZELTINE	94.8	6.45	1 9.46	-	11.41	12.48	1 4.16		7.20	8.10	1.50	2.12	- 56	7 91		500 I		-	-			-	U00,
HENDERSON HN	92.0	6.41	1 9.41		11.37	12.43	f 4 - 10		7.12	8.05	1.42	2.05								1 34			_
NORTHWAY	89.3	8.10	E.E.	BIBL!	00 -173	BEJELL.	GC - E- 1	MADE IN					31 30				1 200		101.78	1133			- 300,
DN BRIGHTON BI	87.0	1 6.33	s 9.32	ALKONI.	*11.31	112.36	· 3 · 56	TOTAL E	17.02	7.57	1.30	1.55				W3.1			10.50	1 - 1 - 1		3	
POWARS	83.2		f	507 S	PR . T . N	8918	,	+100 Z	200			-	8-1-1/8-	3 · GE								No.	815,
D LUPTON UP	80.3	1 6.20	· 9.19		11.22	12.26	. 3.44	3044	6.51	7.47	1 -05	1.44			3	58.1	324				124	12.12	
IONE ON	76.0		f 9.08		11.16	12.20	1 3.36	21002	6.46	7.41	12.56	1.36		1 2			138.						
ON PLATTEVILLE PA	71.2		s 9 · 00	2018	11.10	12.14	· 3·28	01101	6.40	7.36	12.46	1 -28	2 2 00	9 35	2 1 9								018
HOUSTON	68.2		1				D. C.L.		- 10	7.30	12.10					22.1	1.00				7742	2	_
GILCREST GI		6.00	f 8.53	3F-8	11.03	12.07PM	1 3.20	B-Ct. F	6.32	7 :28	12:30	1.17	V. C.	1 100	3 9	1 10 1	122				112	IE I	100,
PECKHAM	63.7		- 0.00			A1,80	- G.E.	0.00	0.02	1120													
DN-R LA SALLE SA	59.9	5.50AM	8.43	26 - 5 - 20	*10.54	11.55AM	1 3.05	Trade	• 6.22	7 170	12.01M	. 1 00		2 100	d 100	100					1 11.	1 1	713 07
EVANS VA	57.9		1 8.33	fini ered	10.47	dipit event	1 2:56	Tiesi ir	6.13	(0-10)	12.01-	12.28	TOTAL BURNEY	Dally Aug	VIETA E	po sytrax	1 39 1					19 1	
ON GREELEY HG			■ 8 · 25	(01.4)	10.41	(0.8.1)	2.47		• 6.08	CU pest C. J.		12.20	(08)	(7)		(0)X6Y				-			
GREELEY JCT.	52.0		- 0.20		6 14 1	THE RESERVE				Dod r colon r	- Committee	12.20			3.7+3	4	10.31						
LUCERNE C	50.2		1 8.13	100	10.33	10 Land	1 2.37	do dela la	6.01	in eman	osls to a	12-11	citodes	THE THE	n byn	W early	TARES I				7 11-	01	
EATON	46.8	moles	■ B·07		10.27	11.79	. 2.31	8.30 t	1 5.56		TOTAL STREET	12.05AM		9 1	0 14 3		ALERT				119:		
ON G. W. CROSSING UR			- 0.01		10.21	N.	2.31		3.30		100	12.03											
3.7 —	43.0		7.59		10.20		. 2.24	B. 80 1	5.50	77	-	11.58M	1 1 1 1	0 1	0.71		1.30				10.	FIN	
STAGE	41.0		1.05		10.20		200		3.30		ny her	11.50											
N PIERCE RI			1 7.51		10-13	CO. LAND	1 2.17	5.404	5.45	THE REAL PROPERTY.		•11·50	1 1 13	00 12.		-0.80					1100	1991	
NUNN NU	34.2	No. Dalle &	1 7.43	SUPE ENGLISH A	10.03	oles De la	1 2.09	1 1 1 1 1	5 : 38			11.32	Lavino	City Lange	- D. Tow		I Sec	Service States	antive Took	e Limes F	opir Tours		
DOVER	29.0	-	1 7.35	The state of the s	9.56		1 2.02		5.30			11.24						15380-11		the same	-		200
DECKER	24.2	767	7.29		9.50	1000	1 1.56		5.25		of the latest	11.15		Le Company						1			
ON CARR CR			17.23		9.45	trains a	1 1.50	to to	5.20	NO PROPERTY.	Cinco Ro	•11.05	when the	etic te-	Con it	No. 15							
WARREN	15.6		7.17		9.40		1.45		5.15			10.45											
GLEASON	11.7		1 7.11		9.40		1.45		5.10			10.45					-						
N SPEER S	8.2		1 7.05		9.34		f 1.35		5.10			10.35											
N BORIE BO			- 1.03		9.20		. 1.33		3.03			10.00											-
CORLETT JCT.)	4.6		6.55M		9.20A		1 · 25PM		4.55P			10.00						-	-		-		
N-R CHEYENNE N			6.45			`	1.15%		4.45PM												-		
(106.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily										
															I				1		1	<u>'</u>	

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

	WESTWA	RD dawy				JU	LESBURG SUBDIVISI	ON			THTHON	EAS	TWARD				
i diga	SECOND CLASS	SDALO RADOL	F	FIRST CLAS	SS				F	IRST CLAS	ss			SECOND	CLASS	te ciVi alda	ATT and
feet, location of wa- feet, location of wa- tors, tarming sta- tions, scales and talephones.		251 Time Freight	11 Passenger	13 Passenger	15 Passenger	Distance from Julesburg	Time-Table No. 112	Distance from Denver	16 Passenger	14 Passenger	12 Passenger	252 Time Freight	Parameters	Passingo		Y, 24, 4927.	JUL
25238		Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	= =======	Arrive Daily		10000 1000			
8,969 WFTI		1 · 30M	3.43PM	PM 7.57AN	2.05M	THE RESERVE TO SECOND	DN-R JULESBURG JB	- 101.2		4.30PM	8 · 50PM	6.40	AM	1		0.0	
	-		- 50			4.4	ADRIAN 2.8 OVID VI	192.8	-		- 20	10 TO	10.00	D. T		8.0	110
8,663		1.55	3.53	8 8 10	f 2.14	$\frac{7.2}{11.2}$	HITT	190.0	-	4.15	8.30	5.50				UKTOORIOGO O	
3,671 w		2.14	4 - 03	8 8 • 22	f 2.23	14.6	D SEDGWICK ZD	Tall Comments	-	4:03	8.19	5.25	10.0	B-0-1-4	HE	0.1	
0,012					-4-5	19.0	DORSEY	178.2	-	7.00	8 8.15	3.20			24	Darra Ch	
4,600		2.35	4.13	1 8.33	2.33	22.8	RED LION	174.4		3.48	18.07	4.55	20.0 1	8.8		E.S	
			-		- St.	25.8	MARCOTT 4.3	171.4	1	G 13.			56.6 J		· · ·	VACUULTURE N	
4,600 w		2.55	4.23	* 8.45	1 2.43	30.1	CROOK CK	167.1	1 3.56	3.38	s 7.56	4.25				THE PERSON NAMED IN	
						34.2	TOBIN O 4.6 PROCTOR	163.0	1 00 00 00 00							Mary and Control	100
8,618		3,28	4.33	8.57	f 2.55	38.8	PROCTOR PX	- 100.1		3 - 28	17.44	3 :42				SCATTO	9/
						41.0	SELMA	156.2		20.01		A TOTAL VIEW OF THE PARTY OF TH	11.0	8-70 Y (IV	a Vena	20700	
4,610 W		3.50	4.42	s 9·08	f 3:05	43.4	D ILIFF F	153.8 151.6	1 32 3 1	3.18	• 7.33	3:05	30.01		-	537.0003	
3,000		3.50	7.12	3.00	1 0 0 0	50.1	FORD	147.1	1 00 00 1	3.10	1.33	- 3105	- 2019 1	10-8	-	0.8	A 2007
8,801		4.10	4.52	9.17	3.18	53.4	HAYFORD	143.8	-	3.08	7.23	2.45				1.8	
1					A THE WAY	57.2	C. B. & Q. CROSSING 0.3	140.0					20.00	0 : 3 30		NAME OF TAXABLE	
4,712 WPTTO		4.30%	5 · OOPM	PM 9.27AN	3.25AM	57.5	DN-R STERLING ST	139.7	3.05AM	3 · 00PM	7.15M	2.304	AN			2 5462	
AND THE PERSON NAMED IN		Arrive Daily	Arrive Daily	7 Arrive Daily	Arrive Daily	S P	(57.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	18.31		AV	BYLAVE	
100 mg		(3.00) 19.2	(1.17) 44.8	(1.30) 38.3	(1.20) 43.1	2r			(1.55)	(1.30) 38.3	(1.35)	(4.10) 13.8	# B-25	F 35 E-R	011	YAMAN	ES T
							of the same class in the							0.00			
					Fra	21	10/8		1 2.37		81.01		E1.8.1 5	9-45 810		HOERINE	
					Weo s	21	a ava 1		18.2.31				70.8	8.00		PATON	
202					mga	-	oa la		+ 2.24	-	ALL TOP I		93.7 : 110		A A	AULT	
			-		msa?	A A	00.0		PEAR		AND THE PERSON NAMED IN		66.1	CH 24		EDATE	-
200 319 1			1137	20 1	50	. T10	5146		TI.S.1	3 59 1	E1.01-	-	18.71 10	No. of Concession, Name of Street, or other Designation, or other	E DE	EIRECE	
100		AT PARK DIV		35	280		8628		1 2.09				EA. 7 1 43		E UII	PERMIT	
MG CONTRACTOR							8-30		1 2.02		96.56	MELL	as. v 1 10	0.28 018		DOVER	SE
810				37	510		8:28		11.56		08:6		92.7 10	Annual Control of the		STREET	CZ.
				15.		PIO	5120	and the second second second	08.13			the second secon	01117.23	The same of the sa	2 33	CARR	
						-91	8518		1.45		01-36		41.4 10		militie [] was considered	VARREN	
(32)					851		8010		1 1.40		96.36	CONCRETE OF THE PROPERTY OF THE PARTY OF THE	11. T 1-11		I an	HURASON	
then the second			-		0830 POO-		8018		28.1	THE RESERVE AND PARTY OF THE PA	8579 80050	-	60-7 1 11-	The second	oa	ZTHOU	
				THE RESERVE	3.5		wea29%	-	1.25	Territoria de la constitución de	manufacture and the second of		6.55#	The second secon		KIDE TEALS	
	A DESCRIPTION OF THE REST				3.30		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		MS1.1				11 6.458		- 2-40 B-22-3		
			T Jawas T	Palle	THE RESERVE OF THE PARTY OF THE	THE PERSON NAMED IN	ly Lave Dall- Leave Dally Lave D		The second second second second			and the second s			T		
	Andrew Contract of the Contrac													-		100 200	ALC: U
	A STATE OF THE PARTY OF THE PAR				.309 (0.80 6.7 7.8		0.10 (0.5) 0.11 (0.75 (0.05)		E-08	(\$471) 8.78	20.00	(0.37)	(8.80)	(02.1)	20.00	her Time , i.e.,	A DEM

Time move at Cheysons is for information only. Trains fire governed by Wyoming Division time-table between Cheysons and Correct Jet. See first 9a yage 16 governing trains to and from Wyoming Division.

	W & D A	D. GHOAT	WE:	STWARI	DE DE	550 M	th Clark Till	ALE THE V	S	ERLI	NG SUBDIVISI	ON	SERVICE THE			EAST	WARD	CHARA		EASIW.	M.H.L.
	SECOND CL	ASS	15	Tearr	FIRST	CLASS	500	E 1887 C	112	Time	e-Table No. 112	661	SSO	563	FIRST	CLASS	le Roi i		s	ECOND CL	ASS
it, location of va- field, interlocking its, turning sta- is, scales and sphones.	251 Time Freight	305 C. B. & Q. Freight	303 C. B. & Q. Passenger	301 C. B. & Q. Passenger	11 Passenger	13 Passenger	565 Motor Passenger	15 Passenger	Distance from Julesburg	THE THE	JULY 31, 1927	Distance from	16 Passenger	14 Passenger	564 Motor Passenger	12 Passenger	304 C. B. & Q. Passenger	302 C. B. & Q. Passenger	306 C. B. & Q. Freight	252 Time Freight	test bed in
feet, tor, tor, torns tions telep	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(au	NOVE	STATIONS	08.8	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
4,712 WFTTO	5 · 20M	7.45PM	6 ±05M	3.554	5 · 1 OPM	9.37	7 · 15M	3.35W	57.5	DN-R		139.7	2.55A	2.50PM	6 - 05PM	7.05PM	6.30M	11·25M	5.40M	1.504	
			-	00.0			17.24		61.6	10.5	HALL	135.6			1 5.53	Territoria	State of the last	THE PERSON NAMED IN	HYMA		
.587	5 : 48	f 8.15	1 6.19	4.05	5.20	9.46	. 7.28	3.44	64.0	D	ATWOOD O	133.2	2.45	2.40	. 5.48	6.55	1 6.18	11.14	1 5.10	1.35	7,-
	100		-			1	17.32		66.8	Tour You	BEETLAND	130.4	Tresmin.	700	1 5.35				nîv ere	7-11-12-14	7
,590 w	6.02	. 8.40	s 6·29	1 4.13	5 . 28	9.54	. 7.41	1 3.52	70.2	D	MERINO M	1 127.0	1 2.34	2.32	. 5.28	6.47	■ 6.07	f11.05	1 4.55	1.20	
			P- month of			363	1 7.45		72.0	GYL F I	BETA	125.2	TO UNITED	Take 1	1 5.18	- 1000		- I as	HT IS		
,600	6.13	1 9.00	1 6 40	4 :20	5.35	10.01	17.54	3 - 59	75.9	1 3 A	MESSEX	121.3	2.27	2.25	. 5.12	6:40	1 5.54	10.56	1 3:59	1.05	
	6.18	9.10	6.44	4.24	5.38	10.05	1 7.59	4.02	78.3	0.0	BALZAC	118.9	2.24	2.20	1 5.07	6.35	5.50	10.51	1 3.35	1.00	7 7
602	6.32	9.20PM	6.55PM	4.30	5.42	10.09	8.04	4.06	81.0	DN-R	UNION UI	116.2	1 2.20	2.17	. 5.02	6 -32	5 · 45M		3.25M	12.55	000
				00		- DECK O	f 8.07	N 00	82.8	MARKY	COOPER	114.4	mod d		1 4.56						- FEE
595 w	6.58	7 10 . 915			5.49	10.17	8.15	4.14	87.0	D	SNYDER SI	110.2	2.11	2.09	. 4.48	6.24		7725		12.42	
,621	7.15	-		714	5.57	10.25	1 8.27	4.22	93.8	8.0 0.8 1215131C	DODD 3.0	103.4	2.03	2.01	1 4.38	6.16	AND R			12.30	
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10.30		no a		1 00.0	1 8.35	1 0 00	96.8	glac	HURLEY	100.4	T		1 4.33	7					
605 WF	■ 7.35	Unath		701.3	· 6 · 05	s10·36	8.45	· 4·30	98.6	NON I	ORT MORGAN FA	98.6	1.57	s 1.55	· 4.30	· 6 · 05	THE STATE OF			•12·20	97.1
919	8.00	Refer that		00.8	6.14	10.47	1 8.59	4.41	105.9	lock	NARROWS	91.3	1.46	1.45	1 4.19	5.53	-			12.01	200
805	8.10				6.17	10.50	9.05	4.44	109.0	D	WELDON DI	88.2	1 1.43	1.41	• 4.15	5.49				11.55PM	
159	8 · 25				6.24	10.57	9.16	4.51	114.2	28097	GOODRICH GI	83.0	1.35	1.35	• 4.06	5.43			adven Or	11.44	
797 W	8.35			MOS A	6.28	11.02	9.25	4.56	117.6	D	ORCHARD CI	79.6	1 1.30	1.31	. 3.57	5.39				11.38	3E1
	4					aa . a	1 9.33	0.0	121.4	VV. 116	SUBLETTE	75.8	ar.b.		1 3.48						
500	8.55				6.36	11.11	9.39	5.05	124.8	N N	MASTERS M	72.4	1.21	1.23	. 3.42	5.31				11.23	
600	9.15				6.43	11.18	1 9.48	5.13	130.2	MILL S	CANTON 5.1	67.0	1.15	1.17	1 3.34	5.25				11.10	
800 w	9.35				6.50	11.25	9.57	5.20	135.3	D	HARDIN HI	61.9	1.09	1.10	. 3.27	5.18		-		10.55	TYPE 202
				will will an	7 40-0	1 1000	110.05		139.0		KUNER	58.2			1 3.22					Christ Char	
804	9.55	-		Jan .	6.59	11.35	·10·15	1 5.30	143.1	D	KERSEY KI	54.1	1 1.00	1.00	. 3.17	5.10				10.35	1
	XII30K			2.1429	A Park	1,02	110.25		147.1	SIBLE DAY	AUBURN 4.0	50.1	E.83	5.80	1 3.11		2 1817			Missell	
502 WFEX	10-15%				7 - 1 OPM	11.45AM	10.35A	5.40AM	151.1	DN-R	LA SALLE SA	46.1	12.50M	12.50M		5.00PM				10-159	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	o sul o	CIASS	(93.6)	01 1011	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	- Johnson
	(4.55) 19.0	(1.45) 13.4	(0.50)	(0.35) 40.3	(2.00) 46.8	(2.08) 43.8	(8.20) 28.0	(2.05) 44.9			Thru Timerage speed per hour		(2.05)	(2.00) 46.8	(8.10) 29.6	(2.05) _i 44.9	(0.45) \$1.8	(0.89)	(2.15) 8.0	(3.35) 26.1	1

W. VER

			SECON	D CLASS	STWARI)	l F	IRST CLA	SS) Le Fys	DENT SUBDIVISION		F	IRST CLAS	SS	EASTWA	RD	CLASS	
feet, location of wa- ter, tuel, interlocking plants, tuming sta- tions, scales and telephones.	COKD CE	3.08	202	304	I SEAL	177 Local Freight	563	559 Motor Passenger	561 Motor Passenger	tance from Denver	Time-Table No. 112	Distance from La Salle	560 Motor Passenger	558 Motor Passenger	562 Motor Passenger	178 Local Freight	202 202	SECUND CLAS	
ter, to plants, tue plants, tions, telephon	Time Nation	C. B. & Q. Freight	C. B. & Q. Pessenger	2. B. & Q. P. Passenger	Passebger	Leave Daily	Leave Daily	Perman	100	Dist	STATIONS	Dist			THE PERSONAL	Arrive Daily	B.A.Q. C.B.A	omit tdg/sci	The state of
	ellact avena	Aufus Della	riive Daily	efre Dally a	A client sylve	A gliati evipus	5 · 55PM	Arrive Daily	8.20AM		DN-R DENVER UD	50.6	10.304	ave Daily La	5.40%	all clied over left	I ave I will ove 1	Leave Dally Le	- 40
		to the same of	100000000000000000000000000000000000000			10.00PM				1.9	36TH STREET	48.7				8 · 10PM			
WFTYOP	-UG-1	SUP . C	BCK-II	FUE - O	angur!	10.15	6.02	-00.4	8.27	2.2	DN PULLMAN RA	48.4	10.20	18.6	5.32	8.00	100-1	100.0	
IP						10.01		2.10	- epverson	4.8	C. B. & Q CROSSING	45.8	1000	7				and the second second	
	CC-1	DITE	F1.11	01.0	60.0	10.30PM	1 6.08PM	CP.S	1 8.33AM	5.0	SAND CREEK JCT.	45.6	f10.134	E 05.0	1 5 . 25PM	7 · 40PM	16 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	3 38.0	
	FIG. F					0010	1		1	8.2	WELBY	42.4	1	1	1				
1,604 Р	CASE - E	CG . F .	60.11	10.0	18.0	10.45	1 6.15	FEIR	1 8.40	9.8	QUIMBY	40.8	f10.05	FC. W	f 5.17	7.20	TO TOPTO	2010	
	PAY I	02-b				0110			Carrier Control	11.0	GALLUP 2.8	39.6	CHAN	-					
1,856 Р	cu.i	. 60×E. 1	00.01	80.0	0410	11.00	s 6.23	12.0	8.48	13.8	EAST LAKE SK	36.8	f 9.58	10.0	f 5.10	7.00	KO T COTE	7438	
	00.1	1.3.35	10,51	5.50.1	CE.d	TU: 6 1	108 8	PSIE	0.811	16.3	SATT 1.7	34.3	1 ec. v	0:05	BE-9	26. P 5	9.10	81.0	
1,600 P	CO.N.I	3.25#	10.468	M. A.S.M.	55.8	11.15	1 6:30	OS · S 1	1 8.55	18.0	DARLOW 4.2	32.6	1 9.48	1 60.0	f 5.01	6 -30	B. ROM	8818	
2,580 WFYP	AL 5.					811.45PM	· 6·40	3.30M	9.05	22.2	D-R ST. VRAINS VS	28.4	s 9·40	9.43	4.53	1 6.00			
ı	12.42				6.24	4.48	60 E	11.8	110.9	22.2	U.P. CROSSING	28.4	8,15	0.17	5.49			86.0	
YP	OBIAL				01.0	12.15W	6.50	1 3.38	s 9·15	26.1	DN FREDERICK FR	24.5	s 9·30	1 9.33	8 4.43	5.40		21.75	
P	-					12.50	1 6.54	1 3.41	1 9:24	27.6	FIRESTONE	23.0	1 9 . 24	f 9 . 29	f 4.37	5.25			
1,119	112.20				30×8	1.00	1 6.59	1 3.46	1 9.35	30.1	HARNEY	20.5	1 9.19	f 9.25	f 4.32	5.15	100	- EE 7 8	
1,602 P	13.01				Ed. 8	1.20	1 7.07	1 3.53	1 9.42	34.5	GOWANDA	16.1	1 9.12	f 9.18	f 4.25	5.00		00.8	
	11.55m				5.49	1.32	1 7.15	1 3.59	1 9.48	38.3	WILD CAT	12.3	1 9.05	f 9.11	f 4.18	4.45		8.10	
	44.11				5-43	80.2	LEEVI .	1.35	0.60	40.8	G. W.CROSSING	9.8	arre	0.57	6.24			8.35	
1,135 YP	88.11				68.8	1.454	7 · 25PM	s 4 ·10	9.56M	42.8	D-R DENT FD	7.8	8.554	9.01	4 -10%	4.20M		SE - 8	
						80 E 1	LUBBI	1 4.15	8-91	44.4	OGILVY	6.2	88.8	1 8.56		14 101			
	ES-11				5.31	4 3.42	1.23	1 4.22	1.27	48.7	HANBURY	1.9	66.6	18.49	6.36			22.8	
P	01.11				5.25	PE.E.	77.1	4.15	67.0	50.3	LA SALLE JUNCTION	0.3	9:48	A 31.1	EF-8			51.6	
8,502 WPTTP	10.55				81.8	1 3.27	01.1	4 · 30PM	0.10	50.6	DN-R LA SALLE SA	5 - 20	9.57	8.45	6.50			9+35	1 2
	-					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Vanda 50.6 0.0ET		Leave Daily	Leave Daily	Leave Daily	Leave Daily	2		
					OL-A	(3.45) 11.0	(1.30) 28.5	(1.00) 28.4	(1.36) 28.2		Thru Time Average speed per hour	08.3	(1.35) 27.0	(0.58) 29.4	(1.30) 28.5	(3.50)		23.0	
	10-168				5.00	3.058	12.50%	12.50	1.85 A	8					7.103 1			WS1-07	Dec.
	Leave Delly	Leave Daily	save Dally	eave Dally	Louve Dally 1	Westwa	ard trains	s are sup	erior to t	rains o	f the same class in the op	posite	directio	n.—See	Rule 72.	or A wifeel away to the	rive Daily Agrica I		
	(8.85)	(81.E) 8.8	(0.89) 1.86	(8 F.O) 8.18	(0.05)	(8.10)		(80.9)				-	300			The second second	The same of the	The state of the s	

			WEST	WARD		BOULDER BRANCH		EAST	WARD	
Harrie H		2nd Class	FIRST	CLASS	-	Loky Select	d	FIRST	CLASS	2nd Clas
Length of sidings in feet, location of wa- ter, fuel, interlocking plants, turning sta- tions, scales and	ones.	175 Local Freight	553 Motor Passenger	551 Motor Passenger	Distance fron Brighton	Time-Table No. 112 JULY 31, 1927	Distance from Boulder	552 Motor Passenger	554 Motor Passenger	174 Local Freight
feet, ter, n plants tions,	teleph	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Die	STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Dai Ex. Sunda
	WY	7.00A	12.40PM			DN-R BRIGHTON BI	27.6	11.50AM		12.05
- x	P	7.15	112.50		4.2	YOXALL 3.9	23.4	f11.37		11.50
2,580	TP	8 7.35	s 1.00	9.45M	8.1	D-R ST. VRAINS VS	19.5	811.28	3.30PM	811.38
		8	8	8	8.1	U. P. CROSSING	19.5	8		
	P	I PALE	decl. de	MAN THE	11.0	STATE COAL MINE JCT.	16.6	HUMLIAV		
	P	s 7.45	8 1.07	s 9.53	11.4	R PARKDALE JCT.	16.2	s11 -18	• 3.21	s11 -18
	WY	· 7.55	8 1 - 15	810.00	15.1	D ERIE G	12.5	811.10	. 3.14	811.00
		8			15.1	C. B. & Q. CROSSING	12.5	8.24 pt w/	• /41 - 10/40	sithin the
		1 8.05	1 1.18	f10.04	16.4	TABOR	11.2	f11.06	f 3.10	f10.50
		The same			17.8	LEYNER	9.8		w. In all	relues .
		18.15	f 1.24	f10 · 11	19.6	LIGGETT	8.0	f10.59	1 3.03	f10.35
		Palan	(1)	King and St.	22.1	WHITE ROCK	5.5		Pales of	all Boulds
	P	s 8·25	1 1.32	f10 -20	24.0	VALMONT	3.6	810.50	■ 2.55	810 · 20
	-	•	8	8	26.0	C. & S. CROSSING	1.6	8		outs train
	TP	8.504	1 · 45PM	10 · 30AM	26.1	R ARA	1.5	10.45M	2 · 50PW	9.50
1,850 v	VP	9.00AM	1 · 50PM	10.35M	27.6	DN-R BOULDER BR		10 · 40M	2 · 45PW	9.40
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(27.6)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday

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		GREELEY BRAN	GREELEY BRANCH		EASTWARD			
a - Mara	SECOND	CLASS			The second section of the second			SECOND	CLASS
Length of sidings in feet, location of wa- ter, fue, interlocking plants, furning sta- tions, scales and telephones.	193 Mixed	191 Mixed		Distance from Greeley	Time-Table No. 1	112	Distance from Briggsdale	192 Mixed	194 Mixed
Length of feet, loc ter, fuel, plants, tions, telephone	Lv. Tuesday, Thursday, Saturday	Lv. Monday, Wednesday and Friday		Dista	STATIONS		Dista	Ar. Monday, Wednesday and Friday	Ar. Tuesday, Thursday, Saturday
7,973 WYOP	10.00AM	10.00AM	THE RESEARCH		DN-R GREELEY	HG	28.1	1.40PM	12.45%
TP.	or also	public dose	Chine mil	2.3	GREELEY JCT.		25.8	Part Traine	
1,803 TP	10.20AM	810.20	THE REAL PROPERTY.	6.0	D-R CLOVERLY	cv	22.1	1.20	12 · 25 PA
1		í	the train	8.4	ALDEN		19.7	f	
2,110 P	And ex	f10.33	THE R	10.4	GILL		17.7	f 1.05	tor little to
	No but so	1	St. map article	13.1	MATTHEWS		15.0	I I I I I I I I I I I I I I I I I I I	HON, NO AN
1,600 P	•	f10.47		14.5	BARNESVILLE		13.6	f12.45	He - z
1,600 WP		f10.59		18.6	CORNISH	WD	9.5	f12.30	Cour La
1,997 P		f11.13		23.2	FOSSTON		4.9	f12.10PM	
1,601 YP		11.25M		28.1	D-R BRIGGSDALE	BG	4.1	11.55AM	Photo I
	Ar. Tuesday, Thursday, Saturday	Ar. Monday, Wednesday and Friday	at Base.	I Jak	(28.1)			Ly. Monday, Wednesday and Friday	Lv. Tuesday, Thursday, Saturday
	(0.20) 18.0	(1.25) 19.8		The state of	Average speed per hour	::::::	1	(1.45) 16.0	(0.20) 18.0

1,135 YP	177 Local Freight	563 Motor Passenger	561 Motor Passenger	Distance from Dent	Time-Table No. 112	Ton N	560	F60	
1,135 тр		Leave Daily		- m	JULY 31, 1927	Distance from Buckeye	Motor Passenger	562 Motor Passenger	178 Local Freight
1,135 тр		The second secon	Leave Daily	Di	STATIONS	Ä	Arrive Daily	Arrive Daily	Arrive Dail
5.00	2.00M	7 · 25M	9.564		D-R DENT FD	41.7	8.554	4 - 05**	4 . 05
P 1	2.30	• 7.31	s10 · 01	1.6	MILLIKEN M	40.1	8.45	■ 3.55	f 3.45
	and an	STATIO		2.0	G. W. CROSSING	39.7	mx4		
2,023 WP 1	2.50	1 7.41	110.10	7.3	KOENIG KO	34.4	1 8.35	1 3.46	3.10
	Constitution 1	8		9.0	G. W. CROSSING	32.7			• 11.1
Service Comments	3.00	1 7.49	f10.15	9.0	KELIM 4.5	32.7	1 8.30	1 3.41	3.00
	3.25	1 7.58	f10.24	13.5	BOYD LAKE	28.2	1 8.23	1 3.32	2.45
udia di Pa	3.43	1 8.05	110.31	16.4	REDMOND	25.3	1 8.17	1 3.27	2.35
2,205 Р	4.00	f 8.12	f10.38	19.5	HARMONY HY	22.2	18.10	1 3.20	2.20
7,237 WFTTOP	4 · 30AM	8 · 25 PM	10.50A	25.0	D-R FORT COLLINS FC	16.7	8.004	3 · 10 PM	2.00
				25.1	C. & S. CROSSING	16.6		THE COURSE	ORTHON .
de training				25.2	C. & S. CROSSING	16.5		poer usix hele	e Secul
P		Martin	B. S. V.	27.9	POUDRE	13.8		es they will	em Est
P		turetta ab	Mara Gill	30.0	BOETTCHER	11.7	1 008	ed stanced by	
P		and the same		32.5	REMINGTON 2.1	9.2	1 19	elver from	
1,605 P	in the state	es models	i u.t	34.6	PORTNER	7.1	1	ien ju ses	T BULL
,			in the	38.6	RIPPLE	3.1		District State of the last	
1,601 YP		- Boulder		41.7	BUCKEYE				11.2 m. (2)
Aı	rrive Daily	Arrive Daily	Arrive Daily	Electric very	(41.7)		Leave Daily	Leave Daily	Leave Daily

W	ESTWARD	PLE	CASANT VALLEY BRA	NCH	EASTWARD
cring sta-	2nd Class		я		2nd Class
of sidings ation of interiors turning stands a seales a seales	193 Mixed	Distance from Cloverly	Time-Table No. 112	Distance from Purcell	194 Mixed
Length of siding feet, location of feet, their, interior of plants, turning tions, scales telephones.	Lv. Tuesday, Thursday, Saturday	Dista	STATIONS	Dista	Ar. Tuesday, Thursday, Saturday
1,803 YP	10·20M		D-R CLOVERLY CV	13.6	12·25M
u-t filogyatar	Thomasyn	2.2	CORNELL	11.4	The Revenue Control
CORD MILES		3.1	LOWE	10.5	J. C. Tr., brakes and a
1,601 г	f10.40	5.1	GALETON 3.7	8.5	112.05PM
1,600	f10.55	8.8	CAMFIELD	4.8	f11.50AM
Designation of	f11.05	11.2	MEYER	2.4	f11.40
1,593 YP	11.15AM	13.6	R PURCELL		11.30AM
rules and some	Ar. Tuesday, Thursday, Saturday	Bods	(13.6)		Lv. Tuesday, Thursday, Saturday

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

8.U.S.	HOSPIT	AL BRANCH			PURITAN BRANC)H	2md Class	LAKESIDE	SPUR	112	I alda Tabi	niT		LE BRAN	СН	75	
Dirtance from Bable	Time-Tabl	1, 1927	a a	Distance from Parkdale Jct.	Time-Table No. 112 JULY 31, 1927 STATIONS	Distance from End of Track	Distance from Valmont	Time-Table JULY 31,	1927	Distance from Lakeside	MOTATE IN STATE OF THE STATE OF	Distance from Ripple	Time	e-Table No. ULY 31, 1927	112	Distance from End of Track	A A E Frishing
E ab 1 E a	1 1111	01 - 21 1 01	1 1 1		PARKDALE JCT.	3.1	101.11111		0.01				1.8	RIPPLE		2.3	
81	SAB	ELL	G S	1.9	PURITAN	1.2	17	LAKES	IDE	1.7	The same of the sa	2.1		ORCUTT 0.2		0.2	
1.408 8 1	END OF	TRACK		3.1	= 1.2 END OF TRACK		81 1.7	END OF T	RACK	100	THE THE PROPERTY OF THE PARTY.	2.3		D OF TRAC	K	20 10	
18.23 1 .32 2.	-	BOYD LAKE		A CAN	END OF TRACK	1	3 DOS 1-15	11-10 13-14	18.5		B & C CROS	2	Los	00.01	C.L.L.	CO	
The same of the sa	2.22	18	1	11 8	W. OD [8 12 110 1	2,205 Paris	110 50	01 2 1 30 11	-		TABOR			110.04	81.11	8.05	
E 000 8 10V 2	1 16.7	DE PURE COLUMNS PC	9-01-07	8 100	2.01 M25'8 M02'8	FIGURE 188.7			8.8		SHINYS.		8,71				
	16.6	G. & S. CROSSING	1.0		A CONTRACTOR OF THE PARTY OF TH		1 ce-01)	ED E 1 98-01	1 0.8		ттаооц		0.01	11.011	11.24	8-15	
		O de B. CROSSING									DOS STREET		1.22				
	8,61			10	3 303 4 5 13		05.0 ta	10.50 4 2.55	8.8					03.00	11.32		
	V. 3 1	BORTTCHER							P.3								
The same of the sa				OS TOWN												-	
		NOTONING 12													AND DESCRIPTION OF REAL PROPERTY.	m00.0	
								10 48ª 2-45ª			M301008						
			8.8			100.1		Days Tears Day			(27.5)						
			9.8 9.8 7.1		To Daily Arrive Daily Arrive (19 20 20 20 20 20 20 20 20 20 20 20 20 20	98 308,1 98 308,1 198A					(4 522 h)	day. Total			Arden Daits (1.10) 23.7 21 Boulder i	(19/ve Tonky like Sonday (2,00) 13.8 me shown a	
	\$+V	SECHEAE BIOCHEAE BISDIE	0.3		1 4 4 5	40.h	y that reset with the property of the property				(4 522 h)	ody. Tesh		Arrive Hally (0.80) 10.4 ts for inform	Arden Daits (1.10) 23.7 21 Boulder i	(R.00) (R.00) (R.00) (R.00) (R.5) (R.5) (R.5) (R.5) (R.5) (R.5) (R.5) (R.5) (R.5) (R.5) (R.5) (R.5)	
EASTWARD	\$+V	PORTNER BRIPHE BRICKEYE (41.7) (41.7) ATRIBGE Spool per hour	0.3		WESTWARD	40.h	y that reset with the property of the property	there time table and the true true true true table and true table			(82.6) First Year or capt specific	ody. Tesh		Arrive Mally (0.50) 10.50) 12.50 13.50 14.50 15.50 15.50 15.50 16.50 1	Arrive Delti CL.108 28.7 at Boulder i tractas betw	(2.00) (2.00) (3.00) (3.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00)	
EASTWARD	\$+V	PORTNER RIPPLE BUCKEYE (41.3) Avoings epool per hour AVOINGS epool per hour ANT VALLEY BRAI	PLEASA		WESTWARD	40.h	which seed of the	there time table and the true true true true table and true table	uod ban oh		(27.5) Film Time of engine per lipe lipe lipe lipe lipe lipe lipe lipe	OP.		Arrive Mally (0.50) 10.50) 12.50 13.50 14.50 15.50 15.50 15.50 16.50 1	Arden Delli G.103 88.7 at Boulder i gracian betw	(2.00) (2.00) (3.00) (3.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00) (4.00)	
EASTWARD	\$+V	PORTNER BRIPLE BUCKEYE (41.3) CHAPT THE TIME THE ANT VALUEY BRAIL	PLEASA		WESTWARD	40.h	A PALO OF A PALO	EASTWARD ECON EASTWARD EASTWARD ECON	uod ban oh		(82.6) First Year or capt specific	OP.		Arrive Mally (0.50) 10.50) 12.50 13.50 14.50 15.50 15.50 15.50 16.50 1	Ardre Delli G.103 at Boulder i gracian betw WARD CLASS 191	velve 1) und (2,00) (2,00) (3,00) (3,00) (4,	Tin De n
EASTWARD 2nd Class 2nd Class 194 Thirds,	\$+V	PORTNER RIPPLE BUCKEYE (41.7) (41.7) ANT VALUEY BRAI Fime-Table No. 112 JULY S1, 1827	PLEASA		WESTWARD 2 See Control Control	40.h	AL AUSCHOL AND AND AND AND AND AND AND AN	EASTWARD SEASTWARD SEASTWARD SEASTWARD Mixed Mixed Wednesday Wednesday	uod ban oh		real from New Local Control of the C	OP.		Arrive Mally (0.50) 15.4 (0.50) 15 for inform	Arrive Delty G. 163 28.7 21 Houlder 1 22 ARD 24 ARD 25 ARD 26 ARD 26 ARD 26 ARD 26 ARD 27 ARD 28 AR	virte 1) chi	Tin De n
EASTWARD 2nd Class 2nd Class 194 Tuneday Tuneday Baturday	HOW English	PORTNER RIPPLE BUCKEYE (41.7) (41.7) ANT VALLEY BRAI Inte-Table No. 112 JULY 31, 3927	PLEASA		WESTWARD 2rd Cluse 193 193 1 Taredes Entredes Entredes	And the section of th	A roles and a secondary by the secondary	EASTWARD SECONDARY And And Andrew Control of the	Distance butter of the state of	2112	(27.1) Tim Tim Time on one governed (No. 1) (ELEV BRA (C. 1) (C.	GRE		Arrive Mally (0.50) 15.4 (0.50) 15 for inform	Arrive Delti (1.16) 28.7 21 Houlder i Erecles betw LARD CLASS Missed LV. Montay, Weitzsalay End Friday	WEST SECOND WEST Mixed Thoused The Second Seco	The manufacture of the state of
PASTWARD 2 rd Class 2 rd Class 1 94 1 74 Thursday, Ar. Tunday, Baturday, Baturday, Baturday,	NCH 13.6	PORTNER RIPPLE BUCKEYE GLID ANT VALLEY BRAI Fine-Table No. 112 SURY SL, 1827 STATIONS CLOVERLY CYPTER COVERLY COVERLY	PLEASA	ac de la company	VESTWARD 200 Class Class WESTWARD 103 103 103 103 103 103 103 10	40.h	AL AUSCHOL AND AND AND AND AND AND AND AN	EASTWARD SECONDARY And And Andrew Control of the	os 1 % no ob ob os ob os ob os ob ob os ob	2112 2112	VZZZZ PING PROST P	GRE TIM	1 Boulds	Arrive Mally (0.50) 15.4 (0.50) 15 for inform	Arrive Delti (1.16) 28.7 21 Houlder i Erecles betw LARD CLASS Missed LV. Montay, Weitzsalay End Friday	virte 1) chi	The source of th
EASTWARD 2nd Class 2nd Class 194 Tuneday, An Tuneday, Baturday	NCH 13-8	PORTNER BRIPLE BUCKEYE GLD GLD ANT VALLEY BRAI I'me-Table No. 112 JULY 31, 3927 STATIONS CLOVERLY CORNELL	PLEASA	ac the same of the	WESTWARD 2rd Cluse 193 193 1 Taredes Entredes Entredes	And the section of th	A CLASS A C	EASTWARD SECON SALANT SECON	os 1 % os ob	2112	Tim	GPE CPE	Distriction of Distri	Arrive Mally (0.50) 15.4 (0.50) 15 for inform	Arrive Delty (1.16) 20.7 21.7 22.7 23.7 24.7 24.7 25.2 25.2 25.2 26.2 26.2 26.2 26.2 26.2	washing their contract of the	De n
EASTWARD 2nd Class 2nd Class 194 Tuneday, Tuneday, Saturday, Saturday, 12-254	NCH Land	PORTNER EMPLE BUCKEVE (41.7) (41.7) ANT VALLEY BRAI Inte-Table No. 112 JULY S1, 1927 CLOVERLY CORNEL CORNEL LOWE	PLEASA	ac de la company	WESTWARD 2nd (Tuneday) 10.20 10.20 10.20 10.20 10.20 10.20 10.20 10.20 10.20 10.20 10.20 10.20 10.20	And the second of the second o	A roles and a secondary by the secondary	EASTWARD SECON SALANT SECON	og tan ob. supply bearing to the state of t	2112 2112	CELEV BRA STATIONS CELEV BRA OC. Table N STATIONS GREELEY CHEELEY CHEELEY CHEELEY CHEELEY CHOVERLY CLOVERLY	GRE Tim	Dispersion of the state of the	Arrive Mally (0.50) 15.4 (0.50) 15 for inform	Arrive Delty (1.16) 20.7 21.7 22.7 23.7 24.7 24.7 25.2 25.2 25.2 26.2 26.2 26.2 26.2 26.2	WEST SECOND WEST Mixed Thoused The Second Seco	De n
200 (0.35) (2.05	NCH 12.6 12.6 12.6 12.6 12.6 12.6 12.6 12.6	PORTNER RIPPLE BUCKEYE (41.7) (41.7) ANT VALUEY BRAI Fime-Table No. 112 STATIONS CLOVERLY CORNEL CORNEL LOWE CORNEL LOWE	PLEASA	ac car	VESTWARD Post Crust Post Cru	A 109-T	A roles as a series of the ser	EASTWARD SERVING SE	January San Charles San Charle	2112	Tim	GPE TIME DN-R	Parties of	Arrive Mally (0.50) 15.4 (0.50) 15 for inform	Arrive Dealt St. 10) St. 7 (1.10) Exclusibety Exclusibety St. 101 CLASS Lv. Montas Lv. Montas Mirael St. 101 Lv. Montas Lv. Montas St. 100 Lv. Mon	WEST VALUE OF THE SECOND SECOND SECOND MISH 103 MISH 10.00 MISH 10	Tin De n
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## (0.38) (1.05) (1.05) (2.05)	NCH 12.6 12.6 12.6 12.6 12.6 12.6 12.6 12.6	PORTNER RIPPLE BUCKEYE GLD) GLD) ANT VALUEY BRAI JULY SL, 1927 JULY SL, 1927 CLOVERLY CORNELL LOWE CAMPIELD CAMPIELD	PLEASA PLEASA	ac ta ac	(5.00 (5.00	A 109-T	Tease India of Exception of Exception of St. Levi Control of St. Levi Control of Exception of Ex	EASTWARD SECURITY SECURI	To sold South of the sold Sout	2112	CELEY BRA CELEY BRA CELEY BRA CHEELEY CHEELEY CHEELEY CHEELEY CHOVERLY CHOVERL	GRE Tim	E.S. S.	Arrive Mally (0.50) 15.4 (0.50) 15 for inform	Arrive Dealt St. 10) St. 7 (1.10) Exclusibety Exclusibety St. 101 CLASS Lv. Montas Lv. Montas Mirael St. 101 Lv. Montas Lv. Montas St. 100 Lv. Mon	WEST Nated To the Street To th	Tin De n
## (0.38)	HOM Line L	PORTNER BRIPLE BUCKEYE GLD GLD ANT VALLEY BRAI I'me-Table No. 112 JULY 31, 3927 STATIONS CLOVERLY CORNELL CORNELL LOWE CAMPIELD MEYER PURCELL	PLEASA	ac ta ac	(100 (100 (100 (100 (100 (100 (100 (100	A 100,1	A raine and a series of the se	EASTWARD SERVING SE	J. S.	2112	CELEY BRA CREELEY STANIONS CREELEY STANIONS CREELEY STANIONS CREELEY STANIONS CREELEY STANIONS CLOVERLY ALDEN MATTHEWS MATTHEWS	GPE TIME TOWNS DOES	Position of Participation of Participati	Arrive Mally (0.50) 15.4 (0.50) 15 for inform	Arrive Dealt (1.10) 28.7 28.7 28.7 28.7 28.7 28.7 29.7 29.7 29.7 29.7 20.7 20.7 20.7 20.7 20.7 20.7 20.7 20	WEST Sanday 18.8 (2.00) 18.8 (2.00) Sanday their sang their SECOND Mised 10.20 10.20 10.20	De n
### (0.38) (2.08	NCH 13.6 10.8 13.6 13.6 13.6 13.6 13.6 13.6 13.6 13.6	PORTNER BRIPLE BUCKEYE GLD GLD ANT VALLEY BRAI I'me-Table No. 112 JULY SL, 1927 JULY SL, 1927 STATIONS COUVERLY CONNELL CONNELL LOWE CAMPIELD PURCELL (18.6)	PLEASA PLEASA	ac ta ac	(100 (100) (A 100,1	A roller and a roller by All Land and a roller and a roller by All Land and a roller by All Thursday, All Thursday, All Thursday, All Thursday, All Thursday, All Land and a roller and a roller by All Land and a roller and a ro	EAST WARD Start Unity Other Start Conference EAST WARD Start Start Ward Mixed 102 140 1 40 1 1 05 1 1 05 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Janes Dan ob Sun	C112	TIM THE SECOND OF TABLE IN SECON	GRE Tun	Parket of the second of the se	Arrive Mally (0.50) 15.4 (0.50) 15 for inform	Arrive Dealt (1.10) 20.7 (1.10) 21.20 22.20 22.20 22.20 22.20 23.20 24.20 24.20 24.20 25.20 26.2	WEST Variety Trees of the control of	Tin
EASTWARD 2rd Class 194 194 Thoreday Thoreday 12.256 11.506 11.306 11.306 Thursday 11.306 Thursday	NCH 13.6 10.8 13.6 13.6 13.6 13.6 13.6 13.6 13.6 13.6	PORTNER BRIPLE BUCKEYE GLD GLD ANT VALLEY BRAI I'me-Table No. 112 JULY 31, 3927 STATIONS CLOVERLY CORNELL CORNELL LOWE CAMPIELD MEYER PURCELL	PLEASA B.S. B.S. B.S. B.S. B.S. B.S. B.S. B	ac ta ac	(5.00 (1.00 (6.6) (6.6) (7.00	A 100,1	A roller and a second	EASTWARD SECOND SECO	To and Sou But an	C112	CLOVERLY SERVICES OF TABLE NOT CHARLES TO COUNTY SERVICES TO COUNTY S	GRE Tim	2.2 2.2 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3	Arrive Dally (0.50) (1.50) in for inform veen Ara and	Arrive Death (1.10) 28.7 28.7 28.7 28.7 28.7 28.7 29.7 20.7 20.7 210.20 210.20 210.20 210.20 211.25 211.25	W.EST V. Albert 1988 W.EST V. Tuckets, V.	Tin
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Soundingo() (R) RO

SPECIAL RULES

2 (R). Time Inspectors are located as shown below: R. V. Owens, General Supervisor of Time Service, Omaha. HugoE. B. Edwards Limon H. V. Keller Plainville Lambert Bros. Brighton J. C. Wehrman Greeley Nelson Jewelry Co. BoulderCrowder & Collins Fort Collins......A. W. Frandsen

3 (R). Standard clocks are located as shown below: Ellis ... Telegraph Office
Oakley ... Telegraph Office HugoTelegraph Office Limon Telegraph Office PlainvilleTelegraph Office
Denver (Union Station) ..."U. D." Telegraph Office
Denver (Union Station)Conductors' Register Room Denver (Roundhouse)Engineers' Register Room PullmanTelegraph Office Brighton Telegraph Office La SalleTelegraph Office Greeley Telegraph Office Pierce Telegraph Office St. Vrains Telegraph Office Julesburg Telegraph Office Sterling Telegraph Office

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

Fort Collins......Telegraph Office

Penokee Hoxie Morland Menlo Cloverly

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

On Colby Branch, between Penokee and Spica, both inclusive; On Boulder Branch, at Yoxall; and between Erie and Valmont, both inclu-

On Fort Collins Branch, between C. & S. Crossing and Buckeye, both inclu-

On Greeley Branch:

On Pleasant Valley Branch.

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

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

In yards where yard engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track: On two or more tracks when approaching trains running in opposite

direction.

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

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

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

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

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

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

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

At Oakley, by all trains;

At Limon, by all trains;

At Colby, by all trains; At La Salle, by all trains;

At St. Vrains, by all Boulder Branch trains;

At Fort Collins, by all trains.

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

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

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

Hill City	St. Vrains	Briggsdale
Colby .	Dent	Cloverly
Sand Creek Jct.	Fort Collins	Purcell
Brighton	Buckeye	文 海 以在40000 交往100000 100

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

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

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

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

Ellis	Hill City	St. Vrains	Ara
Oakley	Colby	Firestone	Boulder
Sharon Springs	Sand Creek Jct.	Dent	Milliken
Kit Carson	Brighton	Julesburg	Fort Collins
Hugo	La Salle	Ovid	Poudre
Limon	Greeley	Sterling	Boettcher
Deer Trail	Eaton	Fort Morgan	Buckeye
Pullman—Denver	Carr	State Coal Mine Jct.	
Plainville	Speer	Parkdale Jct.	A C(H)=101

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

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

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

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

98 (R). Continued.

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

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

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

Continued on page 16.

Location	Railroad Crossed, or, Junction with	Trains Which Have Precedence	How Governed
Corlett Junction (M.P. 101.5)	Wyoming Division.	e sotomatic swite ob render it sale nout stopping, and the rallreads hav	A train going from Colorado Division to Wyoming Divi- sion will stop clear
	t trains or eq	been the speed o	train is approaching
	DIVIESORO e	ES AND RABLESON	train from Colorado
becreved woll	ast reins Which re Precedence		Division will no open the switch to nor obstruct the Wyoming Division
	Р.	C.R.I.& P. U.	main track, and a train going from Wyoming Division
Limon Junction is the switch west of tele- erage office at Limon.		C.R.L.& P.	to Colorado Divi sion will not cros over until the ap
Proight trains arriv- ing Denver costsion before oresaing 38th Street and must not cross ever out ound main track until pro- oced signal has been received from the arritablessed of train train is seen ap- train is seen ap- proaching they will not proceed until		U. P. ont- bound main track.	proaching train has stopped at stop board 1,000 feet west of junction. East ward trains on Wyoming Division will stop at stop board and not proceed until it is known that the cross-over and the route to Colorado Division are clear.
St. Vrains (M.P. 22.2)	U. P.	Dent Subdivision.	Gate.
Wild Cat (M.P. 40.9)	G. W.	U. P.	Gate.
Sterling (M.P. 57.2)	C.B.& Q.	U. P. over C. B. & Q. of same or inferior class on U. P. main or passing tracks. C. B. & Q. over U. P. of same or inferior class on U. P. stock yard tracks.	Interlocking Plant.
Union (M.P. 81.0)	C.B.& Q.		Eastward trains mus stop clear of C. B. & Q. junction switch unless it has been as certained that all overdue superior trains have arrived or left.
Erie (M.P. 15.1)	C.B.& Q.	U. P. trains moving in either direction have precedence over northward C. B. & Q. trains. Southward C. B. & Q. trains have precedence over U. P. trains in either direction.	Sand Cresk Junction (M.P. 4.9) Eaton (M.P. 59.3) Dorie
Ara (M.P. 26.0)	C.& S.	U. P. over C. & S. of same or inferior class.	

SPECIAL RULES

98 (S). Continued.

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed	
Ara (M.P. 26.5)		FOPS ling sud, La Salla Salle and Denver, is and Denver, is and Denver.	Between the hours of 7:15 P. M. and 7:1. A. M., trains goin to Boulder must receive permission by telephone from the operator at Boulder before going on C. S. main track a Ara.	
Milliken (M.P. 2.0)	G. W.	U. P. over G. W. of same or inferior class.	nerging to the test	
Kelim (M.P. 9.0)	G. W.	G. W. over U. P. of same or inferior class.	iled off .(R) of g (with or without or	
Fort Collins (M.P. 25.16)	il confer the party of the party of	t, by all trains snop card receive ref class (rains to lation.	Automatic signals are controlled by derails on U. P. tracks south of crossing. Westward U. P. trains will throw derail, and it must not be released until the entire train is clear of the crossing. Eastward U. P. trains must stop clear of the crossing and not proceed until the de-	
Fort Collins (M.P. 25.26)	C.& S.	C.& S.	By gate — to be set normally against Union Pacific trains.	

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

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

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

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

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

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

"In all cases where two relivents shall cross each other, every train on approaching such crossing shall come to a full stop immediately before it reaches such crossing, and shall cross such track at a speed not exceeding

"Any and every engineer, conductor or other person, having charge of and running any locomolive or train on any such railroad, who shall violate section one of this act (the foregoing persgraph), shall be deemed guilty of a build demeaner, and on conviction shall be fined in a sum not less than lifty nor more than two bundred dollars for each offered."

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

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

Location	Spe	mum eed s Per our	Remarks
disy lewslry Co. II.	Psgr.	Frt.	Denver
At any point.	60	35	description of the second seco
At any point.	20	20	Engines backing up with or without cars.
At any point.	35	35	With 1900, 2200, 2400, and 5000 class engines.
At any point.	30	30	Passing coaling stations.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
At any point.	*** * * * * * * * * * * * * * * * * * *	25	Gravel trains.
At any point.	5	5	On tracks laid with rail weighing less than 60 pounds per yard.
On any wye.	35	25	On ourse outen din from M. D. 200 To
Ellis Subdivision.		25	On curve extending from M.P. 336.58 to M.P. 337.00.
Ellis Subdivision.	50	Beres	Between M.P. 404 and M.P. 408.
Hugo Subdivision. Denver Subdivision.	$\frac{50}{20}$	20	Between M. P. 514 and 528. At Culvert 536.71.
Denver Subdivision.	35	25	Between M.P. 558.58 and M.P. 559.33.
Between Cedar Point and Buick.	40		Devaced W.1. 000.00 and W.1. 009.55.
Colby Branch.	35	30	M.P. 103 to M.P. 108.
Colby Branch.	30	20	M.P. 108 to M.P. 137.
Colby Branch.	35	30	M.P. 137 to M.P. 153.
Colby Branch.	30	20	M.P. 153 to Colby.
Colby.	20	20	Within city limits.
Colby Branch.	35	30	Colby to Oakley.
Denver — Between 21st and 23rd Sts.	10	5	Morland Mente
Denver—Between 23rd St. and City Limits.	30	15	Switch lights will not be kept but il facing point switches prepared to
Through Brighton.	30	15	re in proper mostion before passing of
Through Lupton.	30	30	nia (fiazo) sa nicemité vaction de
Through Platteville. Through La Salle.	15	15	100
Through Greeley.	15	15	On Ford Cultur, Branch, Louvest C.
Eaton.	5	5	By engines on curve at east end of Great Western Transfer.
Through Eaton.	15	15	a total wollow a losio 44 Add at
Through Ault.	15	15	oftend no to isone min-from a
Through Nunn.	35	35	pear,
Through Speer.	5	nt tidal	Train No. 21.
Dent Subdivision.	50	30	till be dimmed under conditions out
Wild Cat.	25	25	Over Great Western Crossing.
Ovid.	15	15	On Sugar Factory Tracks.
Julesburg and Sterling Subdivisions.	10	10	By C. B. & Q. 5200 class engines on passing or business tracks.
Sterling.	10	10	Over Chestnut Street Crossing.
Boulder Branch.	25 15	20	With 000 800 -1
Boulder Branch. Between Dent and Fort Collins.	35	25	With 200 or 300 class engines.
Fort Collins.	5	5	Over Lincoln Street.
Between Fort Collins and Buckeye.	25	25	TRAIN STOPS
Greeley Branch.	25	20	1.00 100 100 100 100 100 100
Greeley Branch.	15	15	With 200 or 800 class engines.
Pleasant Valley Branch.	20	20	21 Wakesney.
Pleasant Valley Branch.	15	15	With 200 or 300 class engines.
On Spurs and Branches shown on page 14 of this time-table.	15	15	103 Bufalo Park. 104 Quinter, 104 Quinter,

SPECIAL RULES

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

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

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

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

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

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

For main track,

For diverging route,

For stockyards track,

0 — 0 —

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

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

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

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

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

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

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

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

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

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

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

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

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

Walson on	-Eastward and westward:
Wakeeney	
Oakley	-Eastward and westward;
Winona	Eastward;
Cheyenne We	lls —Eastward and westward;
Kit Carson	-Eastward and westward;
Limon	-Eastward and westward;
Deer Trail	-Eastward and westward;
Bennett or Str	asburg —Eastward;
Brighton or L	upton —Westward;
La Salle	-Eastward and westward;
Pierce or Eato	
Carr	-Eastward and westward;
Gleason	-Eastward gravel trains;
Speer	-Eastward;
St. Vrains	-Eastward and westward;
Julesburg	-Eastward and westward;
Fort Morgan	-Eastward and westward.

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

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

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE		
Omaha	A. F. Jonas	· Chief Surgeon		
Ellis		· District Surgeon		
Ellis		District Surgeon		
Wakeeney				
Quinter				
Grinnell				
Oakley				
Winona	The same of the sa	Diperios paracon		
Sharon Springs		District Surgous		
Cheyenne Wells	• • • • • • • • • • • • • • • • • • •	District Dar Boom		
Hugo		· District Surgeon		
Limon		· District Surgeon		
Agate	B. T. Cantwell	· District Surgeon		
Deer Trail	R. A. Young	· District Surgeon		
Byers	S. Woodward	· District Surgeon		
Plainville	M. J. Miller	· District Surgeon		
Hill City		· District Surgeon		
Morland	G. E. Webber	· District Surgeon		
Hoxie	TO BE A SECURE OF THE PARTY OF	· District Surgeon		
Colby		· District Surgeon		
	THE RESERVE AND THE PARTY OF TH	Division Surgeon		
Denver	TO SE CITY OF THE PROPERTY OF	Division Surgeon		
Denver	Tilles Mr Chair			
Denver	T A MacCom Internal technique	DIBUTOR DUEBOOM		
Denver	" To Deven not be build by a file	Journal		
Denver		Aurio		
Brighton	J. W. Wells	District Surgeon		
Lupton	Edwin Lewis	· District Surgeon		
La Salle	ID. M. MITCHEL	- DI I I I G		
Greeley		· District Surgeon		
Eaton	E. G. Holden	District Common		
Pierce	J. N. Agan	· District Surgeon		
Cheyenne	G. A. Fox	· Division Surgeon		
Cheyenne		Oculiate		
Cheyenne				
Cheyenne		· Consulting Surgeon		
Frederick				
Julesburg				
Sedgwick	TT TTT TT A			
niff				
Sterling				
Merino	W. B. Lutes			
Ft. Morgan				
Kersey				
Boulder				
Milliken				
	P. J. McHugh	District Surgeon		

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

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

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

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

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

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

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

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

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

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

Scale Test Cars,
Cars with Emergency Drawbars,
Outfit Cars,
Emigrant Movables,
All Wooden Underframe Cars,
Any car tagged with Form 4775 reeding "Handle of

Any car tagged with Form 4725 reading, "Handle only at rear end of train".

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

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

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

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

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

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

Speer-Eastward;

Speer-Westward, except via Borie.

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

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

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

Speer to Carr, eastward freight trains with 2,500 tons or more, use on fifty per cent of cars in train;

Speer to Carr, eastward freight trains with less than 2,500 tons, use as many as engineer requests.

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

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

Adams —Spur.
Dupont —House track;

Hazeltine -House track;

Henderson-West end house track;

Brighton -Beet track:

Lupton -Old house track, cabbage track and that portion of depot track east of Fourth St. Crossing;

Platteville -Mill Spur:

Peckham -Beet track;

La Salle —Storage tracks Nos. 1 and 2;

Evans —House and elevator tracks;

Greeley —No. 1 and rip tracks;

Crocley — Clerton Span

Greeley -Clayton Spur; -No 4 track: Greelev

-C. & S. main track east of depot; Greeley

Greeley -Mack's Spur;

-Boise Payette Lumber Company Spur; Greeley

-Hickman Lunbeck Spur; Greelev

-Sixth Avenue track and Post Coal Company Spur; Greelev

-Weller Brothers Spur and Sugar Factory tracks; Greeley

-Gas House Spur; Greelev

-Beet track and house track east of stock yards; Lucerne

-Highline track and Northern Implement Company Spur; Elaton

-Great Western transfer track and wye track; Eaton

-Business and beet tracks;

Nunn

-House track; Dover

—House track;
—Spur track; Decker

-No. 2 track: Sterling -Scale track.

2400, 5000 and 7000 class engines cannot turn on turn-table at La Salle. At Sterling cars must not be spotted between air boxes and Chestnut St. Crossing.

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

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

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

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track. Id hand bits its sad bas also The Tage of abri lagar demale of a sebara

Handling of cars beilled the calores is prohibited on the Fifth Subdivi-sion, also westward between their and Borie; esativard between Corden June.

A red flag by day or a red light by aight must be displayed on the rear of

tion and Speer, and eastward between Ogden and Altamont.

SPECIAL RULES b24 (R). In addition to matthe inspection of realn as often as practicable

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

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

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—			
At all stations	Mail cranes	Side.			
Ellis Subdivision. Wakeeney	Water tank spout	Side and top.			
Collyer	Standpipe	Side.			
Buffalo Park	Standpipe	Side.			
Grinnell	Pumphouse roof	Side.			
Grinnell	Standpipe	Side.			
Oakley	Standpipe	Side.			
M. P. 405.61	Bridge	Side.			
M. P. 406.76	Bridge	Side.			
McAllaster	Water tank spout	Side and top.			
Somena	Water tank spout	Side and top.			
M. P. 427.80	Bridge	Side.			
Hugo Subdivision.	buordian edi to favirus retta berius	n ad ion like on			
Sharon Springs	Standpipe, east of depot	Side.			
Sharon Springs	Standpipe, west of depot	Side.			
Sharon Springs	Poles between main and passing				
HITT	tracks opposite depot platform	Side.			
Weskan	Water tank spout	Side and top.			
Cheyenne Wells	Standpipe	Side.			
Kit Carson	Water tank spout	Side and top.			
Aroya	Water tank spout	Side and top.			
M. P. 514.94	Bridge	Side.			
M. P. 518.82	Bridge	Side.			
M. P. 522.79	Bridge	Side.			
Clifford	Standpipe	Side.			
M. P. 534.63	Bridge	Side.			
Denver Subdivision.	AND THE PARTY OF T				
Hugo	Standpipe	Side.			
Lake	Water tank spout	Side and top.			
Agate	Water tank spout	Side and top.			
Deer Trail	Standpipe	Side.			
M. P. 592.09	Bridge	Side.			
M. P. 602.15	Bridge	Side.			
M. P. 602.27	Bridge	Side.			
Strasburg	Standpipe	Side.			
Watkins	Water tank spout	Side and top.			
M. P. 627.30	Bridge	Side.			
Denver	Trolley wire at 42nd Ave. and				
apagina to the	Josephine St	Top.			
Colby Branch.	Wm. M. Greig.	Cutter and Transfer			
Palco	Water tank spout	Side and top.			
Bogue	Standpipe				
M. P. 139.67	Bridge	Side.			
M. P. 145.06	Bridge	Side.			
M. P. 145.91	Bridge	Side.			
	Bridge	Side.			
Morland	Water tank spout	Side and top.			
Morland	Bringe	Side and top.			
M. P. 150.46	Dridge	Cide and to			
M. P. 150.46 M. P. 151.49	Bridge	Side and top.			
M. P. 150.46 M. P. 151.49 M. P. 154.40	BridgeBridge	Side and top.			
M. P. 150.46 M. P. 151.49	Bridge	Side and top.			

Los Creens Henry	author 2383 St. M. Dua ellill accor	124 1371 202			
Location	Structure or Obstruction	Clearance of Engine or Car i Close at—			
Northern Subdivision.	d han dottwe lattict paisang emit	to thuck stop			
Denver	Semaphore at 31st St	Side.			
Pullman	Semaphore opposite depot	Side.			
Denver	Trolley wire, 47th Ave. & York St.	Top.			
M. P. 15.58	Bridge	Side.			
M. P. 16.36	Bridge	Side.			
Brighton	Water tank spout	Side and top.			
Speer	Standpipe	Side.			
Dent Subdivision.	av selebija is ve popujata stratišti a je	(E) (V) 000			
St. Vrains	Standpipe	Side.			
All Coal Mines	Tipples, box car loaders, engine-	namyad ad and			
All Coal Milles	houses, etc	Side and Top.			
Tulesburg Cubdivision	nouses, etc	bide and rep.			
Julesburg Subdivision	Bridge	Side.			
M. P. 7.05 M. P. 33.18	Bridge	Side.			
The second secon	Bridge	Side.			
M. P. 48.71	Bridge	Side.			
M. P. 50.34	Bridge	Side.			
Sterling Subdivision.		The salitan Line			
Sterling Subdivision.	Standpipe, east of depot	Side.			
Sterling	Standpipe, west of depot	Side.			
Fort Morgan	Water tank spout	Side and top.			
Fort Morgan	Coal chute	Side.			
M. P. 106.41	Bridge	Side.			
M. P. 132.53	Bridge	A Marketon			
Boulder Branch.		Brown to S			
Brighton	Standpipe	Side.			
All Coal Mines	Tipples, box car loaders, engine-	Didoi			
All Cour Minces.	houses, etc.	Side and Top			
Erie	Water tank spout	Side and top.			
Fort Collins Branch.	and the colors to the said to be been a				
Koenig	Standpipe	Side.			
Fort Collins	Standpipe	Side.			
M. P. 26.79	Bridge	Side.			
M. P. 31.84	Bridge				
Greeley Branch.	ployer when traveling on company or	780 (R), Bh			
Cornish	Standpipe	Side.			
Pleasant Valley Branch	year live sloots will be altage outlish	mon arriant for			
Purcell	Standpipe	Side.			
Puritan Branch.	compelent person, between persia a	scho zo malbrer			
Puritan Mine	Guy to smoke stack	Top.			
Puritan Mine	Electric light wire	Top.			

to leave and teles are they are the tour task oaks we did asset our

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

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

Rear brakeman must station himself on the retainer valve end of the rear car, and if air escapes from the retainer valve, give proceed signal; if air does not escape, the train must be stopped, the cause ascertained and remedied. At Marrows and Goodrich when trains are on alting, trainmen must pr

C.600 pounds for each empty or loaded car weighlus less than 40.060 pounds (including light weight or car).

2,000 pounds for each empty or loaded car weighlus hetweep tentum

Julesburg W. C. Davidson District Surgeon
Sedewick H. W. Houl. District Surgeon

Sterling. Walter Hays. District Surgeon
Merico. W. B. Lutes. District Surgeon
Fr. Morgan. H. Wesns. District Surgeon

Sergey M. P. M. Vanlandeghem District Surgeon

Boulder P. R. Ferrington District Surgeon Militen Ost C. Fuson District Surgeon

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

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions.

A deduction of ten per cent may be made for fast trains.

TYPE OF ENGINE	NUMBERS (INCLUSIVE)	ELLIS TO DENVER	PLAINVILLE TO OAKLEY	DENVER TO LA SALLE	LA SALLE TO CARR	CARR TO BORIE	SPEER TO CORLETT JCT.	JULESBURG TO	DENVER TO FORT COLLINS	BRIGHTON TO BOULDER	GREELEY TO BRIGGSDALE AND PURCELL
C 51 20 138 148	100 to 120	750	900	2000	750	500	2000	1300	900	900	900
C 57 22 187 191	201 to 358	1500	90	3000	1450	850	3000	2000	1600		1000
C 57 21 162 171	400 to 499	1350		2500	1250	750	2500	1600	1500	1100	1200
MK 57 23 ¹ / ₃₀ 206	1900 to 1949	100		3000	1600	900	3500	2200		a ya	Munn W
MK 63 26 214 28 228	2200 to 2320	12001	LIGHTE I	3000	1800	1000	3500	2500	-14-1	nelson	Aladmud C. A.
MK 63 26 222	2480 to 2499			3000	1800	1000	3500	2500		allives of	
TTT 63 29½ 285 30 295	5000 to 5089	тияца.	Non-va Te	4000	2200	1400	3500				
TYPE OF ENGINE	NUMBERS (INCLUSIVE)	DENVER TO ELLIS	OAKLEY TO PLAINVILLE	LA SALLE TO DENVER	CARR TO LA SALLE	BORIE TO	CORLETT JCT.	LA SALLE TO JULESBURG	FORT COLLINS TO DENVER	BOULDER TO BRIGHTON	BRIGGSDALE AND PURCELI TO GREELEY
C 51 20 138 148	100 to 120	750	900	1400	1400	1400	700	2000	900	900	950
C 57 22 187 191	201 to 358	1500	Charlet 1	2200	3000	3000	975	4500	1600	a M	d PA in
C 57 21 162 171	400 to 499	1350		2000	2000	2000	900	3000	1500	1100	1250
MK 57 23½ 206	1900 to 1949			2800	3000	3000	975	4500		£/	
MK 63 26 214 228	2200 to 2320	Anolya	1693118	3000	3500	3500	1000	5000			Topa (
MK 63 26 222	2480 to 2499		The same	3000	3500	3500	1000	5000	March 1	77 7 1 9	o'l
TTT 63 29½ 285 30 295	5000 to 5089		the same	3500	3700	3700	1300	Uis	6apg	AFF	4-6-

EXPLANATION

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

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

C 57 21 162

