



UNION PACIFIC RAILROAD COMPANY
Eastern District



Colorado Division

TIME-TABLE
No. 168

Effective Sunday,
April 7, 1940
at 12:01 A. M. Mountain Time



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

SCALE OF MILES
 0 5 10 20 30 40 50

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

| SECOND CLASS | | | FIRST CLASS | | | | | | | | | | Distance from Kansas City | Time-Table No. 168 APRIL 7, 1940 | |
|------------------------|------------------------|------------------------|---------------------|----------------------|--------------------------------------|----------------------|----------------------|----------------------|-------------------------------------|--------------------------------------|--------------|--------------------------|---------------------------------|-------------------------------------|------------------------|
| 319 Time Freight | 251 Time Freight | 155 Time Freight | 3 Passen- ger | 37 Passen- ger | 111 Stream- liner Passenger | 15 Passen- ger | 23 Passen- ger | 21 Passen- ger | 99 Stream- liner Passenger | 105 Stream- liner Passenger | 333 Mixed | Stations | | Thru Time | Average speed per hour |
| Daily | | Daily | Daily | Daily | | | Daily | Daily | Daily | Daily | Daily | KANSAS CITY, MO. | | | |
| | | 7.00 PM | | | | | | | | | | KANSAS CITY, MO. | 746.4 | | |
| | | 9.00 | | | | | | | | | | KANSAS CITY, KAN. | 743.9 | | |
| | | 9.06 | | | | | | | | | | LAWRENCE | 706.8 | | |
| | | 10.35 PM | | | | | | | | | | TOPEKA (North Topeka) | 678.4 | | |
| | | 12.01 AM | | | | | | | | | | MENOKEN | 673.5 | | |
| | | 12.48 | | | | | | | | | | MANHATTAN | 627.1 | | |
| | | 2.00 | | | | | | | | | | JUNCTION CITY | 606.9 | | |
| | | A 7.30 AM | | | | | | | | | | SOLOMON | 574.1 | | |
| | | | | | | | | | | | | SALINA | 559.8 | | |
| | | | | | | | | | | | | ELLIS | 443.1 | | |
| | | | | | | | | | | | | OAKLEY | 369.0 | | |
| | | | | | | | | | | | | SHARON SPRINGS | 316.6 | | |
| | | | | | | | | | | | | HUGO | 210.9 | | |
| | | | | | | | | | | | | DENVER | 106.0 | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | DENVER | 106.0 | | |
| | | | | | | | | | | | | BRIGHTON | 86.9 | | |
| | | | | | | | | | | | | LA SALLE | 59.9 | | |
| | | | | | | | | | | | | STERLING | | | |
| | | | | | | | | | | | | JULESBURG | | | |
| | | | | | | | | | | | | OMAHA | | | |
| | | | | | | | | | | | | COUNCIL BLUFFS | | | |
| | | | | | | | | | | | | BORIE | | | |
| | | | | | | | | | | | | CHEYENNE | 0.0 | | |
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| WESTWARD | | | | ELLIS SUBDIVISION | | | | EASTWARD | | | | | | |
|---|----------------|-----------------|-----------------|-------------------|----------------------------|-------------------------------------|-----------------|----------------|-----------------|----------------------|-----------------|--------------|--------------|-------|
| Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | FIRST CLASS | | Distance from Kansas City | Time-Table No. 168 APRIL 7, 1940 | | | | Distance from Denver | FIRST CLASS | | SECOND CLASS | |
| | 333 Mixed | 23 Passenger | 21 Passenger | STATIONS | | 24 Passenger | 22 Passenger | 370 Mixed | 24 Passenger | | 22 Passenger | 370 Mixed | | |
| | | | | | | | | | | | | | Daily | Daily |
| 2,310 WFTYOP | 6.25 PM | 5.10 AM | 12.50 AM | 303.3 | DN-R ELLIS Rt | 337.1 | A 7.15 AM | A 11.35 PM | A 8.15 AM | | | | | |
| 2,933 P | f 6.34 | 5.17 | 12.57 | 308.4 | 5.1 RIGA | 332.0 | 7.00 | 11.18 | f 7.40 | | | | | |
| 2,567 P | f 6.43 | f 5.24 | 1.02 | 313.7 | 5.3 D OGALLAH Og | 326.7 | f 6.53 | 11.13 | f 7.33 | | | | | |
| 2,423 WP | s 7.00 | s 5.37 | 1.11 | 322.3 | 8.6 DN WAKEENEY W | 318.1 | s 6.40 | s 11.02 | s 7.20 | | | | | |
| 2,021 P | f 7.10 | 5.46 | 1.19 | 330.0 | 7.7 VODA | 310.4 | 6.25 | 10.51 | f 6.52 | | | | | |
| 1,870 P | f 7.20 | f 5.55 | 1.25 | 335.8 | 5.8 D COLLYER Jy | 304.6 | f 6.18 | 10.44 | f 6.45 | | | | | |
| 2,464 P | s 7.33 | s 6.06 | 1.33 | 343.3 | 7.5 D QUINTER Qn | 297.1 | f 6.06 | 10.35 | f 6.30 | | | | | |
| 3,299 WP | f 7.45 | f 6.16 | 1.40 | 350.9 | 7.6 D BUFFALO PARK Bp | 289.5 | f 5.52 | 10.28 | f 6.16 | | | | | |
| 2,120 P | s 7.56 | s 6.22 | 1.45 | 356.3 | 5.4 D GRAINFIELD Gf | 284.1 | f 5.46 | 10.23 | f 5.46 | | | | | |
| 2,570 P | f 8.10 | s 6.34 | 1.53 | 365.2 | 8.9 D GRINNELL Gd | 275.2 | f 5.35 | 10.14 | f 5.10 | | | | | |
| 2,082 P | f 8.19 | 6.41 | 1.58 | 371.2 | 6.0 D CAMPUS | 269.2 | 5.28 | 10.08 | f 4.55 | | | | | |
| 2,789 WFYP | s 8.45 | s 6.55 | s 2.13 | 377.4 | 6.2 DN OAKLEY Oq | 263.0 | s 5.20 | s 10.00 | s 4.45 | | | | | |
| 2,586 P | f 8.57 | f 7.06 | 2.23 | 386.1 | 8.7 MONUMENT | 254.3 | 5.06 | 9.40 | f 4.05 | | | | | |
| 2,096 P | f 9.10 | f 7.14 | 2.30 | 393.6 | 7.5 PAGE CITY | 246.8 | 4.59 | 9.33 | f 3.52 | | | | | |
| 2,155 YP | f 9.28 | s 7.21 | 2.35 | 399.0 | 5.4 D WINONA Gw | 241.4 | f 4.54 | 9.28 | f 3.42 | | | | | |
| 1,915 WP | f 9.43 | f 7.32 | 2.44 | 408.4 | 9.4 McALLASTER | 232.0 | 4.42 | 9.18 | f 3.25 | | | | | |
| 1,318 P | 9.51 | 7.39 | 2.50 | 414.5 | 6.1 TURKEY CREEK | 225.9 | 4.36 | 9.12 | 3.17 | | | | | |
| 2,038 P | f 10.00 | f 7.46 | 2.56 | 421.1 | 6.6 WALLACE | 219.3 | 4.30 | 9.06 | f 3.08 | | | | | |
| 2,574 P | 10.06 | 7.51 | 3.00 | 425.6 | 4.5 SOMENA | 214.8 | 4.25 | 9.01 | 3.00 | | | | | |
| 1,722 WFTYOP | A 10.15 PM | A 8.00 AM | A 3.10 AM | 429.8 | 4.2 DN-R SHARON SPRINGS Ps | 210.6 | 4.20 AM | 8.56 PM | 2.45 AM | | | | | |
| | | | | | (126.5) | | Daily | Daily | Daily | | | | | |
| | (3.50) 33.0 | (2.50) 44.6 | (2.20) 54.2 | | Thru Time..... | (2.55) 43.4 | (2.39) 47.7 | (5.30) 23.0 | | | | | | |

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

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

Time Inspectors are located as shown below:

The Ball Railroad Time Service, Chicago, Ill.
R. V. Owens, General Supervisor of Time Service, Omaha.

Ellis Muhlheim's
Oakley A. E. Cheney
Sharon Springs Muhlheim's
Limon H. V. Keller
Denver Hansen & Hansen, Inc.
Denver R. W. Gumm
Brighton J. L. Faulkner
Greeley Utter Jewelry Co.
Cheyenne J. Burri Jewelry Co.
Julesburg W. F. Ramsel
Sterling W. J. Headrick
Sterling Rominger Jewelry Co., Inc.
Boulder J. W. Crowder
Fort Collins C. W. Hodgson

Standard clocks are located as shown below:

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

| WESTWARD | | | | HUGO SUBDIVISION | | | | EASTWARD | | | | | | |
|---|----------------|-----------------|-----------------|------------------|---------------------------|-------------------------------------|-----------------|----------------|-----------------|----------------------|-----------------|--------------|--------------|-------|
| Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | FIRST CLASS | | Distance from Kansas City | Time-Table No. 168 APRIL 7, 1940 | | | | Distance from Denver | FIRST CLASS | | SECOND CLASS | |
| | 333 Mixed | 23 Passenger | 21 Passenger | STATIONS | | 24 Passenger | 22 Passenger | 370 Mixed | 24 Passenger | | 22 Passenger | 370 Mixed | | |
| | | | | | | | | | | | | | Daily | Daily |
| 1,722 WFTYOP | 10.25 PM | 8.05 AM | 3.15 AM | 429.8 | DN-R SHARON SPRINGS Ps | 210.6 | A 4.15 AM | A 8.50 PM | A 2.30 AM | | | | | |
| 3,076 P | 10.33 | 8.12 | 3.22 | 433.8 | 4.0 SUNLAND | 206.6 | 4.03 | 8.41 | 2.16 | | | | | |
| 2,085 P | 10.40 | 8.19 | 3.28 | 438.4 | 4.6 LAPAZ | 202.0 | 3.58 | 8.36 | 2.10 | | | | | |
| 3,060 WP | f 10.50 | s 8.25 | 3.32 | 441.8 | 3.4 D WESKAN Mo | 198.6 | 3.55 | 8.33 | f 2.05 | | | | | |
| 2,118 P | 10.59 | 8.32 | 3.38 | 448.2 | 6.4 CHEMUNG | 192.2 | 3.49 | 8.27 | 1.56 | | | | | |
| 2,078 P | f 11.06 | f 8.37 | 3.43 | 453.1 | 4.9 ARAPAHOE | 187.3 | 3.43 | 8.22 | f 1.49 | | | | | |
| 2,611 P | 11.13 | 8.43 | 3.48 | 458.2 | 5.1 SALIS | 182.2 | 3.33 | 8.17 | 1.42 | | | | | |
| 2,613 WP | s 11.25 | s 8.50 | 3.54 | 463.0 | 4.8 DN CHEYENNE WELLS Cw | 177.4 | s 3.28 | s 8.11 | s 1.35 | | | | | |
| 2,516 P | 11.32 | 8.57 | 3.59 | 468.1 | 5.1 ASCALON | 172.3 | 3.21 | 8.05 | 1.17 | | | | | |
| 2,630 P | f 11.40 | f 9.03 | 4.04 | 473.5 | 5.4 FIRST VIEW | 166.9 | 3.16 | 8.00 | f 1.08 | | | | | |
| 2,567 P | 11.51 PM | 9.12 | 4.12 | 482.3 | 8.8 ARENA | 158.1 | 3.06 | 7.51 | 12.52 | | | | | |
| 2,864 WFYP | s 12.05 AM | s 9.22 | 4.20 | 487.7 | 5.4 D KIT CARSON Kc | 152.7 | f 3.00 | 7.45 | s 12.43 | | | | | |
| 2,562 P | 12.21 | 9.30 | 4.27 | 494.0 | 6.3 SORRENTO | 146.4 | 2.50 | 7.37 | 12.21 | | | | | |
| 2,548 P | f 12.30 | f 9.37 | 4.33 | 500.4 | 6.4 WILD HORSE | 140.0 | 2.44 | 7.31 | f 12.11 AM | | | | | |
| 2,559 P | f 12.40 | f 9.45 | 4.40 | 507.6 | 7.2 D AROYA Ro | 132.8 | 2.37 | 7.24 | f 11.56 PM | | | | | |
| 2,555 P | f 12.53 | f 9.55 | 4.49 | 518.0 | 10.4 BOYERO | 122.4 | 2.28 | 7.15 | f 11.39 | | | | | |
| 4,614 WP | 1.03 | 10.04 | 4.57 | 526.3 | 8.3 CLIFFORD | 114.1 | 2.20 | 7.07 | f 11.25 | | | | | |
| 3,983 WFTYOP | A 1.25 AM | A 10.17 AM | A 5.16 AM | 535.5 | 9.2 DN-R HUGO Hu | 104.9 | 2.10 AM | 6.57 PM | 11.10 PM | | | | | |
| | | | | | (105.7) | | Daily | Daily | Daily | | | | | |
| | (3.00) 35.2 | (2.12) 48.0 | (2.01) 52.4 | | Thru Time..... | (2.05) 50.7 | (1.53) 56.1 | (3.20) 31.7 | | | | | | |

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

Railroad Surgeons are located as shown below:

| NAME | TITLE | PLACE | TERRITORY |
|-----------------|------------------|-----------------------|---|
| John R. Nilsson | Chief Surgeon | Omaha, Nebr. | All Districts. |
| J. F. Langdon | District Surgeon | Omaha, Nebr. | Eastern District. |
| A. M. McDermott | Surgeon | Ellis, Kans. | Ellis to Wakeeney. |
| G. A. Surface | Surgeon | Ellis, Kans. | Ellis to Wakeeney. |
| W. Y. Herrick | Surgeon | Wakeeney, Kans. | Ellis to Quinter. |
| Benj. S. Morris | Surgeon | Quinter, Kans. | Ellis to Oakley. |
| J. J. Barclay | Surgeon | Grinnell, Kans. | Quinter to Oakley. |
| Wm. F. Deal | Surgeon | Oakley, Kans. | Grinnell to Winona and Oakley to Colby. |
| H. E. Nelson | Surgeon | Sharon Springs, Kans. | Winona to Cheyenne Wells. |
| L. N. Meyers | Surgeon | Cheyenne Wells, Colo. | Sharon Springs to Hugo. |
| J. A. McConnell | Surgeon | Hugo, Colo. | Cheyenne Wells to Bennett. |
| Charles W. Amos | Surgeon | Limon, Colo. | Byers to Hugo. |
| C. W. Reed | Surgeon | Byers, Colo. | Deer Trail to Denver. |
| Wm. M. Greig | Division Surgeon | Denver, Colo. | Colorado Division. |
| R. M. Shea | Surgeon | Denver, Colo. | Colorado Division. |
| A. T. Haley | Surgeon | Denver, Colo. | Colorado Division. |
| R. W. Danielson | Oculist | Denver, Colo. | Denver. |
| J. O. Long | Oculist | Denver, Colo. | Denver. |
| T. E. Beyer | Aurist | Denver, Colo. | Denver. |
| J. W. Wells | Surgeon | Brighton, Colo. | Denver to Lupton and Brighton to Erie. |

Railroad Surgeons are located as shown below:

| NAME | TITLE | PLACE | TERRITORY |
|-----------------------------|--------------------|--------------------|---|
| A. T. Monismith | Surgeon | Lupton, Colo. | Brighton to Platteville. |
| W. L. Wilkinson | Surgeon | La Salle, Colo. | La Salle to Kersey. |
| T. C. Wilmoth | Surgeon | Greeley, Colo. | Evans to Eaton. |
| E. G. Holden | Surgeon | Eaton, Colo. | Greeley to Ault. |
| Galen A. Fox | Division Surgeon | Cheyenne, Wyo. | Julesburg to Laramie and Cheyenne to Carr. |
| W. A. Buntun | Consulting Surgeon | Cheyenne, Wyo. | Cheyenne. |
| J. D. Shingle | Surgeon | Cheyenne, Wyo. | Julesburg to Laramie and Cheyenne to Carr. |
| Beck and Newman | Oculists | Cheyenne, Wyo. | Cheyenne. |
| C. H. Folsom and Wm. A. Day | Surgeons | Julesburg, Colo. | Julesburg to Sterling and Ogallala to Lodge Pole. |
| W. C. Davidson | Surgeon | Sedgwick, Colo. | Julesburg to Iliff. |
| O. J. Schmitt | Surgeon | Sterling, Colo. | Iliff to Merino. |
| A. F. Williams | Surgeon | Ft. Morgan, Colo. | Sterling to Weldona. |
| F. H. McCabe | Surgeon | Frederick, Colo. | St. Vrain to Dent. |
| P. R. Farrington | Surgeon | Boulder, Colo. | Boulder to Erie. |
| F. A. Humphrey | Surgeon | Ft. Collins, Colo. | La Salle to Ft. Collins. |

WESTWARD

DENVER SUBDIVISION

| Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | | FIRST CLASS | | | Distance from Kansas City |
|---|------------------------------|------------------------------|--------------|-----------------|----------------------------|-----------------|---------------------------|
| | 97 C.R.I. & P. Freight | 91 C.R.I. & P. Freight | 333 Mixed | 23 Passenger | 7 C.R.I. & P. Rocket | 21 Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | |
| 3,983 WFTYP | | | 1.35AM | 10.22AM | | 5.21AM | 535.5 |
| 5,745 P | | | 1.53 | 10.31 | | 5.30 | 541.7 |
| 1,505 WP | | | 2.05 | 10.38 | | 5.37 | 547.9 |
| 2,386 P | | | s 2.15 | s 10.44 | | s 5.44 | 550.5 |
| | 2.10PM | 12.30AM | | | 6.53AM | | 550.6 |
| 2,580 P | 2.32 | 12.42 | f 2.25 | 10.54 | 7.00 | 5.52 | 556.6 |
| 2,530 YP | 2.53 | 12.53 | f 2.35 | 11.03 | 7.07 | 6.00 | 563.2 |
| 2,456 P | 3.01 | 12.59 | f 2.41 | 11.08 | 7.11 | 6.05 | 567.1 |
| 2,452 P | 3.10 | 1.07 | f 2.49 | f 11.14 | 7.16 | 6.10 | 572.2 |
| 1,718 P | 3.19 | 1.16 | 2.56 | 11.20 | 7.21 | 6.16 | 578.1 |
| 2,559 WFTYP | 3.35 | 1.35 | f 3.10 | f 11.28 | 7.27 | 6.23 | 584.2 |
| 2,529 P | 3.48 | 1.44 | 3.18 | 11.35 | 7.33 | 6.31 | 590.1 |
| 2,553 P | 3.59 | 1.55 | f 3.28 | f 11.43 | 7.39 | 6.37 | 596.6 |
| 2,584 WP | 4.12 | 2.07 | f 3.38 | f 11.52AM | 7.45 | 6.44 | 602.5 |
| 2,433 P | 4.26 | 2.19 | f 3.50 | f 12.01PM | 7.51 | 6.51 | 608.9 |
| 2,536 P | 4.36 | 2.29 | 3.58 | 12.07 | 7.55 | 6.56 | 613.7 |
| 2,477 WP | 4.45 | 2.36 | f 4.05 | f 12.12 | 7.59 | 7.01 | 618.4 |
| 2,563 P | 5.11 | 2.46 | 4.13 | 12.20 | 8.05 | 7.09 | 625.0 |
| | | | | | | | 628.1 |
| 2,706 P | 5.25 | 2.54 | 4.20 | 12.28 | 8.10 | 7.15 | 630.5 |
| | | | | | | | 633.2 |
| 2,467 P | 5.35 | 3.00 | 4.26 | 12.34 | 8.13 | 7.20 | 634.3 |
| WFTYP | A 5.50PM | A 3.10AM | A 4.45AM | A 12.40PM | A 8.18AM | A 7.29AM | 638.2 |

(3.35) (2.40) (3.05) (2.18) (1.25) (2.08)
24.4 32.8 33.3 44.7 61.8 48.1

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

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

DENVER SUBDIVISION

EASTWARD

| Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones. | FIRST CLASS | | | SECOND CLASS | | | Distance from Denver |
|---|-----------------|----------------------------|-----------------|------------------------------|------------------------------|--------------|----------------------|
| | 24 Passenger | 8 C.R.I. & P. Rocket | 22 Passenger | 92 C.R.I. & P. Freight | 96 C.R.I. & P. Freight | 370 Mixed | |
| | Daily | Daily | Daily | Daily | Daily | Daily | |
| 3,983 WFTYP | | | | | | A 11.00PM | 104.9 |
| 5,745 P | | | | | | 10.46 | 98.7 |
| 1,505 WP | | | | | | f 10.36 | 92.5 |
| 2,386 P | | | | | | s 10.29 | 89.9 |
| | | | | | | | 89.8 |
| 2,580 P | | | | | | f 9.59 | 83.8 |
| 2,530 YP | | | | | | f 9.49 | 77.2 |
| 2,456 P | | | | | | 9.39 | 73.3 |
| 2,452 P | | | | | | f 9.29 | 68.2 |
| 1,718 P | | | | | | 9.11 | 62.3 |
| 2,559 WFTYP | | | | | | s 9.00 | 56.2 |
| 2,529 P | | | | | | 8.41 | 50.3 |
| 2,553 P | | | | | | f 8.31 | 43.8 |
| 2,584 WP | | | | | | f 8.19 | 37.9 |
| 2,433 P | | | | | | f 8.00 | 31.5 |
| 2,536 P | | | | | | 7.45 | 26.7 |
| 2,477 WP | | | | | | f 7.37 | 22.0 |
| 2,563 P | | | | | | 7.25 | 15.4 |
| | | | | | | | 12.3 |
| 2,706 P | | | | | | 7.15 | 9.9 |
| | | | | | | | 7.2 |
| 2,467 P | | | | | | 7.08 | 6.1 |
| WFTYP | | | | | | 7.00PM | 2.2 |

(2.00) (1.18) (1.57) (2.54) (3.25) (4.00)
51.4 67.5 62.7 30.2 25.6 25.7

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

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

WESTWARD

NORTHERN SUBDIVISION

SECOND CLASS

| Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones. | Time Freight | Mixed | C.R.I.&P. Freight | Time Freight | Time Freight | Time Freight | C.R.I.&P. Freight | Distance from Denver |
|---|--------------|----------|-------------------|--------------|--------------|--------------|-------------------|----------------------|
| | | | | | | | | |
| YIP | | 6.45PM | 6.30PM | | | | 3.50AM | 0.0 |
| OP | 8.45PM | 6.55 | 6.35 | 6.05PM | 2.30PM | 6.30AM | 3.55 | 1.8 |
| WFTYOP | 8.47 | A 7.00PM | A 6.36PM | 6.06 | 2.31 | 6.31 | A 3.56AM | 2.2 |
| IP | | | | | | | | 4.9 |
| | 8.54 | | | 6.13 | 2.38 | 6.38 | | 5.0 |
| 4,544 P | 8.59 | | | 6.18 | 2.42 | 6.42 | | 8.1 |
| 2,779 P | 9.04 | | | 6.23 | 2.46 | 6.46 | | 11.3 |
| 2,547 P | 9.09 | | | 6.26 | 2.50 | 6.50 | | 14.1 |
| | | | | | | | | 16.0 |
| 4,405 WYOP | 9.17 | | | 6.33 | 2.57 | 6.57 | | 19.1 |
| P | | | | | | | | 22.8 |
| 4,561 P | 9.27 | | | 6.41 | 3.07 | 7.07 | | 25.8 |
| 2,543 P | 9.33 | | | 6.46 | 3.14 | 7.13 | | 30.1 |
| 4,537 P | 9.39 | | | 6.52 | 3.19 | 7.19 | | 34.8 |
| | | | | | | | | 36.2 |
| | | | | | | | | 37.8 |
| 5,729 P | 9.47 | | | 6.58 | 3.25 | 7.36 | | 40.0 |
| P | | | | | | | | 42.4 |
| | | | | | | | | 43.3 |
| 9,137 WFTYP | A 10.00PM | | | 7.08 | A 3.33PM | 7.47 | | 46.1 |
| 2,861 P | | | | 7.12 | | 7.51 | | 48.2 |
| 11,740 WYOP | | | | 7.19 | | 7.56 | | 51.7 |
| YP | | | | | | | | 54.0 |
| 3,995 P | | | | 7.27 | | 8.02 | | 55.8 |
| 3,856 WP | | | | 7.33 | | 8.07 | | 59.2 |
| I | | | | | | | | 59.3 |
| 3,163 P | | | | 7.39 | | 8.12 | | 63.0 |
| P | | | | | | | | 65.0 |
| 3,172 WYP | | | | 7.44 | | 8.17 | | 66.8 |
| 2,966 P | | | | 7.52 | | 8.23 | | 71.9 |
| 4,623 P | | | | 8.01 | | 8.39 | | 77.0 |
| 2,565 P | | | | 8.10 | | 8.48 | | 81.9 |
| 4,754 WFYP | | | | 8.17 | | 8.56 | | 86.0 |
| 4,625 P | | | | 8.26 | | 9.05 | | 90.4 |
| 2,555 P | | | | 8.34 | | 9.12 | | 94.4 |
| 4,625 WYP | | | | 8.43 | | 9.20 | | 97.8 |
| 3,953 IP | | | | | | A 9.30AM | | 103.1 |
| F | | | | 8.50 | | | | 101.5 |
| IP | | | | 8.55 | | | | 104.7 |
| WFTYOP | | | | A 9.05PM | | | | 106.0 |

(1.15) (0.15) (0.06) (3.00) (1.03) (3.00) (0.06) Thru Time
35.4 8.8 22.0 34.7 42.2 33.8 22.0 Average speed per hour

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

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

WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS

| Time-Table No. 168 APRIL 7, 1940 | STATIONS | 24 Passenger Daily | 12 Passenger Daily | 3 Passenger Daily | 37 Passenger Daily | 22 Passenger Daily | 112 Streamliner Passenger Daily | 8 C.R.I.&P. Rocket Daily | 515 Motor Passenger Daily | 21 Passenger Daily |
|-------------------------------------|-----------|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--|-----------------------------------|------------------------------------|--------------------------|
| | | | | | | | | | | |
| DN 36TH STREET Ra | 12.03AM | 8.03 | 6.04 | 5.48 | 4.54 | 4.47 | 1.18 | 10.43 | 8.08 | |
| PULLMAN | A 12.05AM | 8.04 | 6.05 | 5.49 | A 4.55PM | 4.48 | A 1.20PM | 10.44 | 8.09 | |
| C. B. & Q. CROSSING | | | | | | | | | | |
| SAND CREEK JCT. | | 8.08 | 6.09 | 5.53 | | 4.51 | | A 10.48AM | 8.13 | |
| DUPONT | | 8.11 | 6.12 | 5.56 | | 4.54 | | | 8.16 | |
| HAZELTINE | | 8.14 | f 6.15 | 5.59 | | 4.57 | | | 8.19 | |
| HENDERSON | | 8.16 | f 6.18 | 6.01 | | 4.59 | | | 8.21 | |
| NORTHWAY | | | | | | | | | | |
| DN BRIGHTON Bi | | 8.21 | s 6.25 | 6.06 | | 5.03 | | | s 8.28 | |
| POWARS | | | | | | | | | | |
| D LUPTON Up | | 8.27 | s 6.33 | 6.12 | | 5.09 | | | s 8.36 | |
| IONE | | 8.31 | f 6.38 | 6.16 | | 5.12 | | | 8.45 | |
| D PLATTEVILLE Pa | | 8.35 | s 6.44 | 6.20 | | 5.16 | | | s 8.52 | |
| VASQUEZ | | | | | | | | | | |
| HOUSTON | | | | | | | | | | |
| D GILCREST Gi | | 8.40 | f 6.50 | 6.25 | | 5.20 | | | f 8.58 | |
| PECKHAM | | | | | | | | | | |
| HAMBERT | | | | | | | | | | |
| DN-R LA SALLE Sa | | S A 8.47PM | s 6.58 | s 6.31 | | S A 5.27PM | | | s 9.08 | |
| EVANS | | | f 7.02 | 6.34 | | | | | 9.12 | |
| DN GREELEY Hg | | | s 7.10 | s 6.43 | | | | | s 9.20 | |
| GREELEY JCT. | | | | | | | | | | |
| D LUCERNE C | | | f 7.16 | 6.48 | | | | | f 9.30 | |
| DN EATON Ur | | | s 7.22 | 6.52 | | | | | s 9.40 | |
| G. W. CROSSING | | | | | | | | | | |
| D AULT A | | | s 7.29 | 6.56 | | | | | s 9.48 | |
| STAGE | | | | | | | | | | |
| D PIERCE Ri | | | f 7.35 | 7.00 | | | | | f 9.57 | |
| D NUNN Nu | | | f 7.43 | 7.05 | | | | | 10.05 | |
| DOVER | | | f 7.50 | 7.10 | | | | | 10.12 | |
| DECKER | | | 7.57 | 7.15 | | | | | 10.18 | |
| DN CARR Cr | | | s 8.04 | 7.25 | | | | | f 10.23 | |
| WARREN | | | f 8.12 | 7.32 | | | | | 10.30 | |
| GLEASON | | | f 8.20 | 7.38 | | | | | 10.37 | |
| D SPEER S | | | f 8.27 | 7.44 | | | | | 10.43 | |
| DN BORIE Bo | | | | A 7.55PM | | | | | | |
| CORLETT JCT. | | | 8.32 | | | | | | 10.50 | |
| DN TOWER A AY | | | 8.38 | | | | | | 10.55 | |
| DN-R CHEYENNE N CY | | | A 8.45PM | | | | | | A 11.05AM | |

(0.06) (0.47) (2.45) (2.10) (0.05) (0.42) (0.05) (0.08) (3.00) Thru Time
22.0 58.9 38.5 47.6 26.4 65.8 26.4 37.5 35.0 Average speed per hour

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

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

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

No. 37 will stop on flag at Ault to pick up revenue passengers for Laramie and West.

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

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 168

APRIL 7, 1940

FIRST CLASS

| STATIONS | 15 | 21 | 7 | 38 | 111 | 4 | 23 | 516 | 24 |
|---------------------|-----------|-----------|------------------|-----------|-----------------------|-----------|-----------|-----------------|-----------|
| | Passenger | Passenger | C.R.I.&P. Rocket | Passenger | Streamliner Passenger | Passenger | Passenger | Motor Passenger | Passenger |
| DN-R DENVER Ud | A 7.00AM | A 7.40AM | A 8.25AM | A 8.50AM | A 9.20AM | A 10.30AM | A 12.50PM | A 4.20PM | A 11.35PM |
| DN 36TH STREET Ra | 6.51 | 7.30 | 8.19 | 8.39 | 9.14 | 10.23 | 12.41 | 4.11 | 11.26 |
| PULLMAN | 6.50 | 7.29AM | 8.18AM | 8.38 | 9.13 | 10.22 | 12.40PM | 4.10 | 11.25 |
| C. B. & Q. CROSSING | | | | | | | | | |
| SAND CREEK JCT. | 6.45AM | | | 8.33 | 9.09 | 10.17 | | 4.05PM | 11.20 |
| DUPONT | | | | 8.27 | 9.05 | 10.12 | | | 11.15 |
| HAZELTINE | | | | f 8.19 | 9.02 | 10.09 | | | 11.11 |
| HENDERSON | | | | f 8.13 | 9.00 | 10.06 | | | 11.08 |
| NORTHWAY | | | | | | | | | |
| DN BRIGHTON Bi | | | s 8.05 | | 8.55 | f 10.00 | | | 11.02 |
| POWARS | | | | | | | | | |
| D LUPTON Up | | | | f 7.53 | 8.49 | 9.52 | | | 10.54 |
| IONE | | | | f 7.48 | 8.45 | 9.48 | | | 10.49 |
| D PLATTEVILLE Pa | | | | f 7.43 | 8.41 | 9.43 | | | 10.44 |
| VASQUEZ | | | | | | | | | |
| HOUSTON | | | | | | | | | |
| D GILCREST Gi | | | | f 7.36 | 8.37 | 9.38 | | | 10.38 |
| PECKHAM | | | | | | | | | |
| HAMBERT | | | | | | | | | |
| DN-R LA SALLE Sa | | | s 7.27 | | 8.31AM | s 9.30 | | | s 10.31 |
| EVANS | | | | 7.20 | | f 9.25 | | | 10.24 |
| DN GREELEY Hg | | | s 7.15 | | | s 9.20 | | | s 10.19 |
| GREELEY JCT. | | | | | | | | | |
| D LUCERNE C | | | | 7.04 | | f 9.07 | | | 10.12 |
| DN EATON Ur | | | | 7.01 | | s 9.03 | | | 10.08 |
| G. W. CROSSING | | | | | | | | | |
| D AULT A | | | | 6.56 | | s 8.58 | | | 10.03 |
| STAGE | | | | | | | | | |
| D PIERCE Ri | | | | 6.52 | | f 8.52 | | | 9.59 |
| D NUNN Nu | | | | 6.47 | | f 8.45 | | | 9.54 |
| DOVER | | | | 6.42 | | f 8.39 | | | 9.49 |
| DECKER | | | | 6.38 | | 8.34 | | | 9.44 |
| DN CARR Cr | | | | 6.34 | | f 8.29 | | | 9.39 |
| WARREN | | | | 6.29 | | 8.23 | | | 9.34 |
| GLEASON | | | | 6.24 | | 8.18 | | | 9.29 |
| D SPEER S | | | | 6.19 | | f 8.14 | | | 9.24 |
| DN BORIE Bo | | | | 6.12AM | | | | | |
| CORLETT JCT. | | | | | | 8.08 | | | 9.17 |
| DN TOWER A AY | | | | | | 8.03 | | | 9.12 |
| DN-R CHEYENNE N CY | | | | | | 8.00AM | | | 9.10PM |

| | | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| (106.0) | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| Thru Time..... | (0.15) | (0.11) | (0.07) | (2.38) | (0.49) | (2.30) | (0.10) | (0.15) | (2.25) |
| Average speed per hour..... | 20.0 | 12.0 | 18.9 | 39.3 | 56.5 | 42.4 | 13.2 | 20.0 | 43.9 |

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

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

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

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

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

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

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

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 168

APRIL 7, 1940

SECOND CLASS

| STATIONS | 251 | 333 | 91 | 97 | 334 | 154 |
|---------------------|--------------|----------|-------------------|-------------------|----------|--------------|
| | Time Freight | Mixed | C.R.I.&P. Freight | C.R.I.&P. Freight | Mixed | Time Freight |
| DN-R DENVER Ud | | A 5.00AM | A 3.30AM | A 6.30PM | A 7.15PM | |
| DN 36TH STREET Ra | A 3.45AM | 4.50 | 3.15 | 5.55 | 7.02 | A 3.00AM |
| PULLMAN | 3.10 | 4.45AM | 3.10AM | 5.50PM | 6.57 | 2.42 |
| C. B. & Q. CROSSING | | | | | | |
| SAND CREEK JCT. | | | | | 6.49 | 2.35 |
| DUPONT | | | | | | 2.30 |
| HAZELTINE | | | | | | 2.22 |
| HENDERSON | | | | | | 2.15 |
| NORTHWAY | | | | | | |
| DN BRIGHTON Bi | | | | | | 2.05 |
| POWARS | | | | | | |
| D LUPTON Up | | | | | | 1.55 |
| IONE | | | | | | 1.45 |
| D PLATTEVILLE Pa | | | | | | 1.37 |
| VASQUEZ | | | | | | |
| HOUSTON | | | | | | |
| D GILCREST Gi | | | | | | 1.25 |
| PECKHAM | | | | | | |
| HAMBERT | | | | | | |
| DN-R LA SALLE Sa | | | | | s 5.17 | 1.10 |
| EVANS | | | | | 5.10 | 12.59 |
| DN GREELEY Hg | | | | | s 5.04 | 12.52 |
| GREELEY JCT. | | | | | | |
| D LUCERNE C | | | | | 4.56 | 12.44 |
| DN EATON Ur | | | | | s 4.51 | 12.37 |
| G. W. CROSSING | | | | | | |
| D AULT A | | | | | s 4.45 | 12.30 |
| STAGE | | | | | | |
| D PIERCE Ri | | | | | 4.39 | 12.23 |
| D NUNN Nu | | | | | 4.33 | 12.15 |
| DOVER | | | | | 4.27 | 12.07AM |
| DECKER | | | | | 4.22 | 11.59PM |
| DN CARR Cr | | | | | 4.17 | 11.50 |
| WARREN | | | | | 4.11 | 11.28 |
| GLEASON | | | | | 4.05 | 11.20 |
| D SPEER S | | | | | 3.59 | 11.13 |
| DN BORIE Bo | | | | | | 11.00PM |
| CORLETT JCT. | | | | | 3.52 | |
| DN TOWER A AY | | | | | 3.47 | |
| DN-R CHEYENNE N CY | | | | | 3.45PM | |

| | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|
| (106.0) | Daily | Daily | Daily | Daily | Daily | Daily |
| Thru Time..... | (2.15) | (0.15) | (0.20) | (0.40) | (3.30) | (4.00) |
| Average speed per hour..... | 19.7 | 8.8 | 6.6 | 3.3 | 30.3 | 25.3 |

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

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

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

WESTWARD

BOULDER BRANCH

EASTWARD

| Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | Distance from Brighton | Time-Table No. 168 APRIL 7, 1940 | | Distance from Boulder | FIRST CLASS | | SECOND CLASS | |
|---|---|---------------------------------|------------------------|-------------------------------------|----------------------|-----------------------|-------------|--------|---------------------|--|
| | 375 Local Freight Daily Except Sunday | 515 Motor Passenger Daily | | 516 Motor Passenger | 376 Local Freight | | | | | |
| 4,405 WYOP | 8.30AM | | 0.0 | DN BRIGHTON | Bi | 27.6 | | | A 3.10PM | |
| | f 8.42 | | 4.2 | 4.2 | | 23.4 | | | f 2.55 | |
| 2,643 WYP | f 9.00 | 11.28AM | 8.1 | D ST. VRAINS | Vs | 19.5 | A 3.37PM | | f 2.45 | |
| | | | 8.1 | 0.0 | | 19.5 | | | | |
| | | | 10.0 | 1.9 | | 17.6 | | | | |
| P f 9.10 | | f11.32 | 10.9 | 0.9 | | 16.7 | f 3.33 | | f 2.35 | |
| P f 9.12 | | f11.33 | 11.4 | 0.5 | | 16.2 | f 3.32 | | f 2.30 | |
| YP s 9.22 | | s11.38 | 15.1 | 3.7 | | 12.5 | s 3.27 | | s 1.35 | |
| | | | 15.1 | 0.0 | | 12.5 | | | | |
| | f 9.28 | f11.40 | 16.4 | 1.3 | | 11.2 | f 3.24 | | f 1.25 | |
| | f 9.34 | f11.42 | 17.8 | 1.4 | | 9.8 | f 3.21 | | f 1.20 | |
| | f 9.39 | f11.45 | 19.6 | 1.8 | | 8.0 | f 3.18 | | f 1.15 | |
| | f 9.44 | f11.48 | 22.1 | 2.5 | | 5.5 | f 3.13 | | f 1.07 | |
| P f 9.54 | | f11.51AM | 24.0 | 1.9 | | 3.8 | f 3.09 | | f 1.00PM 11.51AM | |
| | | | 26.0 | 2.0 | | 1.6 | | | | |
| WYP s10.00 | | s12.05PM | 26.1 | 0.1 | | 1.5 | s 3.04 | | s11.25AM | |
| 1,850 P A10.15AM | | A12.10PM | 27.6 | 1.5 | DN-R BOULDER | Br | 0.0 | 3.00PM | 11.15AM | |
| | | | | | | | | Daily | Daily Except Sunday | |

(1.45) (0.42) Thru Time..... (0.37) (3.55)
14.8 28.0 Average speed per hour... 31.6 7.0

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

U. S. HOSPITAL BRANCH

PURITAN BRANCH

RIPPLE BRANCH

| Distance from Sable | Time-Table No. 168 APRIL 7, 1940 | Distance from Bunell | Distance from Parkdale Jct. | Time-Table No. 168 APRIL 7, 1940 | Distance from End of Track | Distance from Ripple | Time-Table No. 168 APRIL 7, 1940 | Distance from End of Track |
|---------------------|-------------------------------------|----------------------|-----------------------------|-------------------------------------|----------------------------|----------------------|-------------------------------------|----------------------------|
| | STATIONS | | | STATIONS | | | STATIONS | |
| 1.6 | SABLE | 1.6 | | PARKDALE JCT. | 3.1 | | RIPPLE | 2.3 |
| | BUNELL | | 1.9 | PURITAN | 1.2 | 2.2 | ORCUTT | 0.1 |
| | | | 3.1 | END OF TRACK | | 2.3 | END OF TRACK | |

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

| Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | Distance from Cloverly | Time-Table No. 168 APRIL 7, 1940 | | Distance from Purcell | SECOND CLASS | |
|---|---|----------------------|------------------------|-------------------------------------|----|-----------------------|---------------------------|--|
| | 193 Local Freight Tuesday Thursday Saturday | 194 Local Freight | | 194 Local Freight | | | | |
| 1,753 YP | 10.05AM | | 0.0 | DN CLOVERLY | | 13.6 | A12.05PM | |
| | f10.17 | | 3.1 | 3.1 | | 10.5 | f11.53AM | |
| 1,552 P | f10.25 | | 5.1 | D GALETON | Gn | 8.5 | f11.45 | |
| 1,550 | f10.40 | | 8.8 | 3.7 | | 4.8 | f11.30 | |
| | f10.50 | | 11.2 | 2.4 | | 2.4 | f11.20 | |
| 1,540 YP | A11.00AM | | 13.6 | 2.4 | | 0.0 | 11.10AM | |
| | | | | 2.4 | | | Tuesday Thursday Saturday | |

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

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

WESTWARD

FORT COLLINS BRANCH

EASTWARD

| Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | Distance from Dent | Time-Table No. 168 APRIL 7, 1940 | | Distance from Buckeye | SECOND CLASS | |
|---|--------------|--------------|--------------------|-------------------------------------|------------------|-----------------------|--------------|--|
| | 211 Mixed | 212 Mixed | | 211 Mixed | 212 Mixed | | | |
| 1,086 WYP | 9.48AM | | 0.0 | DN DENT | | 41.7 | A 5.05PM | |
| | f 9.53 | | 1.7 | 1.7 | | 40.0 | f 5.00 | |
| | | | 2.0 | 0.3 | | 39.7 | | |
| 1,974 P | f10.00 | | 7.3 | G. W. CROSSING | | 34.4 | f 4.49 | |
| | | | 9.0 | 5.3 | | 32.7 | | |
| | f10.05 | | 9.1 | 1.7 | | 32.6 | f 4.45 | |
| | f10.11 | | 13.5 | 0.1 | | 28.2 | f 4.36 | |
| | f10.15 | | 16.4 | 4.4 | | 25.3 | f 4.31 | |
| 2,155 P | f10.19 | | 19.5 | 2.9 | | 22.2 | f 4.25 | |
| 7,590 WFTYOP | A10.35AM | | 25.0 | 3.1 | | 16.7 | 4.15PM | |
| | | | 25.2 | 5.5 | D-R FORT COLLINS | Fc | | |
| | | | 25.3 | 0.2 | | 16.5 | | |
| | | | 27.9 | 0.1 | | 16.4 | | |
| | | | 30.0 | 2.6 | | 13.8 | | |
| | | | 32.6 | 2.1 | | 11.7 | | |
| 1,555 P | | | 34.6 | 2.6 | | 7.1 | | |
| 1,925 P | | | 38.5 | 2.0 | | 3.2 | | |
| 1,551 YP | | | 41.7 | 3.9 | | 0.0 | | |
| | | | | 3.2 | | | | |
| | | | | 3.2 | | | | |

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

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

WESTWARD

GREELEY BRANCH

EASTWARD

| Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | Distance from Greeley | Time-Table No. 168 APRIL 7, 1940 | | Distance from Briggsdale | SECOND CLASS | |
|---|---|---|-----------------------|-------------------------------------|----------------------|--------------------------|-------------------------|---------------------------|
| | 193 Local Freight Tuesday Thursday Saturday | 191 Local Freight Monday Wednesday Friday | | 192 Local Freight | 194 Local Freight | | | |
| 11,740 WYOP | 9.45AM | 9.45AM | 0.0 | DN GREELEY | Hg | 28.1 | A12.45PM | A12.25PM |
| | | | 2.3 | 2.3 | | 25.8 | | |
| 1,753 YP | A10.05AM | s10.05 | 6.0 | 3.7 | | 22.1 | s12.25 | 12.05PM |
| | | f10.11 | 8.4 | 2.4 | | 19.7 | f12.19 | |
| 2,061 P | | f10.18 | 10.4 | 2.4 | | 17.7 | f12.12 | |
| | | f10.25 | 13.1 | 2.7 | | 15.0 | f12.05PM | |
| 1,551 | | f10.32 | 14.5 | 1.4 | | 13.6 | f11.58AM | |
| 1,550 P | | f10.44 | 18.6 | 4.1 | | 9.5 | f11.46 | |
| 1,950 P | | f10.58 | 23.2 | 4.6 | | 4.9 | f11.32 | |
| 1,553 YP | | A11.10AM | 28.1 | 4.9 | | 0.0 | 11.20AM | |
| | | | | 4.9 | | | Monday Wednesday Friday | Tuesday Thursday Saturday |

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

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