

**UNION PACIFIC RAILROAD COMPANY**  
**Eastern District**



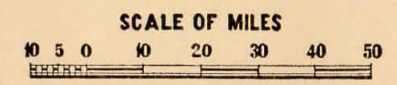
**Colorado Division**

**TIME-TABLE**  
**No. 178**

**Effective Monday,**  
**February 15, 1943**  
**at 12:01 A. M. Mountain Time**

**MAP OF THE**  
**COLORADO DIVISION**  
**UNION PACIFIC RAILROAD**

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. APRIL, 1931



**WORK SAFELY TODAY**

**FOR EMPLOYEES ONLY**



WESTWARD				ELLIS SUBDIVISION				EASTWARD					
Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 178 FEBRUARY 15, 1943				Mile Post	FIRST CLASS		SECOND CLASS
	355 Mixed	37 Passenger	23 Passenger	24 Passenger		38 Passenger	370 Mixed	STATIONS			370 Mixed		
								Daily	Daily			Daily	
45 WFTYOP	8.55PM	7.05AM	12.20AM	303.3	DN-R ELLIS YL RT	303.3	A 2.40PM	A 11.00PM	A 10.05AM				
62 P	f 9.05	7.13	12.28	308.4	RIGA	308.4	2.32	10.35	f 9.10				
52 P	f 9.17	f 7.20	12.34	313.7	D OGALLAH OG	313.7	2.27	10.25	f 8.50				
50 WP	s 9.40	s 7.33	12.44	322.3	DN WAKEENEY YL W	322.3	2.18	s 10.15	s 8.20				
42 P	f 10.00 <sup>38</sup>	7.42 <sup>370</sup>	12.53	330.0	VODA	330.0	2.09	10.00 <sup>355</sup>	f 7.42 <sup>37</sup>				
34 P	f 10.15	f 7.50	1.00	335.8	D COLLYER JY	335.8	2.03	9.51	f 7.25				
51 P	s 10.30	s 8.01	1.08	343.3	D QUINTER QN	343.3	1.55	9.42	f 7.10				
67 WP	f 10.45	f 8.10	1.16	350.9	D BUFFALO PARK BP	350.9	1.47	9.34	f 6.50				
44 P	f 11.00	s 8.18	1.22	356.3	D GRAINFIELD GF	356.3	1.42	9.28	f 6.40				
50 P	f 11.20	s 8.29	1.31	365.2	D GRINNELL GD	365.2	1.33	9.18	f 6.20				
42 P	f 11.30PM	8.36	1.37	371.2	CAMPUS	371.2	1.27	9.12	f 6.05				
56 WFYP	s 12.10AM	s 8.51	s 1.50	377.4	DN OAKLEY YL OQ	377.4	s 1.20	s 9.05	s 5.50				
51 P	f 12.30	f 9.01	2.00	386.1	MONUMENT	386.1	1.06	8.50	f 5.18				
43 P	f 12.45	f 9.10	2.08	393.6	PAGE CITY	393.6	12.58	8.42	f 5.08				
44 YP	f 1.00	s 9.18	2.14	399.0	D WINONA GW	399.0	12.53	8.37	f 5.00				
40 WP	f 1.15	f 9.29	2.24	408.4	McALLASTER	408.4	12.42	8.26	f 4.44				
24 P	1.25	9.36	2.31	414.5	TURKEY CREEK	414.5	12.36	8.20	4.36				
41 P	f 1.40	f 9.43	2.38	421.1	WALLACE	421.1	12.29	8.13	f 4.28				
53 P	1.50	9.48	2.43	425.6	SOMENA	425.6	12.24	8.08	4.20				
34 WFTYOP	A 2.05AM	A 9.55AM	A 2.50AM	429.8	DN-R SHARON SPRINGS YL PS	429.8	12.18PM	8.02PM	4.10AM				
					(126.5)		Daily	Daily	Daily				
	(5.10) 24.2	(2.50) 44.6	(2.30) 49.9		..... Thru Time.....	(2.22) 53.4	(2.58) 42.6	(5.55) 21.4					

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

**Time Inspectors are located as shown below:**

- The Ball Railroad Time Service, Chicago, Ill.  
 R. V. Owens, General Supervisor of Time Service, Omaha.
- Ellis ..... Muhlheim's
  - 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					
Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 178 FEBRUARY 15, 1943				Mile Post	FIRST CLASS		SECOND CLASS
	355 Mixed	37 Passenger	23 Passenger	24 Passenger		38 Passenger	370 Mixed	STATIONS			370 Mixed		
								Daily	Daily			Daily	
34 WFTYOP	2.30AM	10.05AM	2.58AM	429.8	DN-R SHARON SPRINGS YL PS	429.8	A 12.10PM	A 7.55PM	A 3.40AM				
61 P	2.40	10.11	3.04	433.8	SUNLAND	433.8	12.01PM	7.49	3.25				
41 P	2.48 <sup>370</sup>	10.17	3.10 <sup>370</sup>	438.4	LAPAZ	438.4	11.56AM	7.44	3.10 <sup>23</sup> 2.48 <sup>355</sup>				
62 WP	f 3.14 <sup>23</sup>	s 10.23	3.14 <sup>355</sup>	441.8	D WESKAN MO	441.8	11.52	7.40	f 2.33				
41 P	3.30	10.30	3.21	448.2	CHEMUNG	448.2	11.46	7.34	2.23				
42 P	f 3.40	f 10.35	3.26	453.1	ARAPAHOE	453.1	11.41	7.29	f 2.15				
50 P	3.50	10.40	3.31	458.2	SALIS	458.2	11.36	7.24	2.05				
54 WP	s 4.10	s 10.48	3.36	463.0	DN CHEYENNE WELLS CW	463.0	11.31	s 7.18	s 1.55				
53 P	4.20	10.54	3.42	468.1	ASCALON	468.1	11.26	7.10	1.42				
53 P	f 4.30	f 11.00	3.49	473.5	FIRST VIEW	473.5	11.20	7.04	f 1.35				
52 P	4.43	11.10 <sup>24</sup>	3.58	482.3	ARENA	482.3	11.10 <sup>37</sup>	6.54	1.20				
58 WFYP	s 5.05	s 11.20	4.05	487.7	D KIT CARSON KC	487.7	11.03	f 6.48	s 1.10				
53 P	5.20	11.28	4.12	494.0	SORRENTO	494.0	10.56	6.41	12.52				
51 P	f 5.35	11.36	4.19	500.4	WILD HORSE	500.4	10.50	6.34	f 12.42				
52 P	f 5.50	11.44	4.27	507.6	AROYA	507.6	10.43	6.26	f 12.32				
52 P	f 6.10	11.56AM	4.38	518.0	BOYERO	518.0	10.32	6.16	f 12.17				
95 WP	6.25	12.06PM	4.47	526.3	CLIFFORD	526.3	10.24	6.07	f 12.05AM				
82 WFTYOP	A 6.40AM	A 12.20PM	A 5.00AM	535.5	DN-R HUGO YL HU	535.5	10.13AM	5.57PM	11.50PM				
					(105.7)		Daily	Daily	Daily				
	(4.10) 25.5	(2.15) 47.0	(2.02) 52.0		..... Thru Time.....	(1.57) 54.3	(1.58) 53.7	(3.50) 27.6					

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

**Railroad Surgeons are located as shown below:**

NAME	TITLE	PLACE	TERRITORY
J. F. LANGDON	Chief Surgeon	Omaha, Nebr.	Eastern District.
G. A. Surface	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
W. Y. Herrick	Surgeon	Wakeeney, Kans.	Ellis to Quinter.
Benj. S. Morris	Surgeon	Quinter, Kans.	Ellis to Oakley.
J. J. Barclay	Surgeon	Grinnell, Kans.	Quinter to Oakley.
C. M. Miller	Surgeon	Oakley, Kans.	Grinnell to Winona and Oakley to Colby.
M. L. Brakebill	Surgeon	Sharon Springs, Kans.	Winona to Cheyenne Wells.
L. N. Meyers	Surgeon	Cheyenne Wells, Colo.	Sharon Springs to Hugo.
John W. Hudson	Surgeon	Kit Carson, Colo.	Cheyenne Wells to Hugo.
J. A. McConnell	Surgeon	Hugo, Colo.	Cheyenne Wells to Bennett.
C. W. Reed	Surgeon	Byers, Colo.	Deer Trail to Denver.
Wm. M. Greig	Division Surgeon	Denver, Colo.	Colorado Division.
R. M. Shea	Surgeon	Denver, Colo.	Colorado Division.
A. T. Haley	Surgeon	Denver, Colo.	Colorado Division.
Aurel Goodwin	Surgeon	Denver, Colo.	Colorado Division.
H. W. Stuver	Surgeon	Denver, Colo.	Denver Emergency Station.
J. W. Wells	Surgeon	Brighton, Colo.	Denver to Lupton and Brighton to Erie.

**Railroad Surgeons are located as shown below:**

NAME	TITLE	PLACE	TERRITORY
A. T. Monismith	Surgeon	Lupton, Colo.	Brighton to Platteville.
W. L. Wilkinson	Surgeon	La Salle, Colo.	La Salle to Kersey.
T. C. Wilmoth	Surgeon	Greeley, Colo.	Evans to Eaton.
E. G. Holden	Surgeon	Eaton, Colo.	Greeley to Ault.
Galen A. Fox	Division Surgeon	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr.
W. A. Bunten	Consulting Surgeon	Cheyenne, Wyo.	Cheyenne.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr.
Beck and Newman	Oculists	Cheyenne, Wyo.	Cheyenne.
Wm. A. Day	Surgeon	Julesburg, Colo.	Julesburg to Sterling and Ogallala to Lodge Pole.
W. C. Davidson	Surgeon	Sedgwick, Colo.	Julesburg to Iliif.
O. J. Schmitt	Surgeon	Sterling, Colo.	Iliif 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

Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City	
	97 C.R.I. & P. Freight	355 Mixed	91 C.R.I. & P. Freight	37 Passenger	7 C.R.I. & P. Rocket Passenger	23 Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily		
82 WFTYP		7.00AM		12.30PM		5.08AM	535.5	
119 P		7.12		12.40		5.15	541.7	
31 WP		7.20		12.47		5.22	547.9	
47 P	s	7.40		12.57		5.30	550.5	
		5.30PM	7.05AM			6.53AM	550.6	
51 P	f	7.55	7.20	1.07	7.00	5.40	556.6	
50 P	f	8.10	7.33	1.16	7.07	5.49	563.2	
51 P	f	8.20	7.40	1.21	7.12	5.54	567.1	
52 P	f	8.35	7.50	1.27	7.16	6.00	572.2	
24 P		8.45	8.01	1.33	7.21	6.06 <sup>92</sup>	578.1	
52 WFTYP	s	9.07 <sup>24</sup>	8.23	1.51 <sup>8</sup>	7.27	6.14	584.2	
51 P		9.35	8.35	2.05	7.33	6.21	590.1	
52 P	f	9.55	8.53 <sup>24</sup>	2.12	7.39	6.28	596.6	
58 WP	f	10.15	9.20	2.19	7.45	6.35	602.5	
49 P	f	10.40	9.35	2.26	7.51	6.42	608.9	
51 P		10.55	9.45	2.32	7.55	6.47	613.7	
50 WP	f	11.10	10.00	2.38	7.59	6.52	618.4	
52 P		11.22	10.15	2.45	8.05	6.59	625.0	
							628.1	
84 P		11.32	10.25	2.51	8.11	7.05	630.5	
96 YP		11.37	10.30	2.55	8.15 <sup>24</sup>	7.08	633.2	
49 P		11.40	10.35	2.57	8.16	7.09	634.3	
WFTYOP	A	9.20PM	A 11.55AM	A 11.00AM	A 3.02PM	A 8.20AM	A 7.15AM	638.2

(3.50) (4.55) (3.55) (2.32) (1.27) (2.07) ..... Thru Time  
 22.9 20.9 22.4 40.5 60.4 48.5 ..... Average speed per hour

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

DENVER SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A).	FIRST CLASS			SECOND CLASS			Mile Post
	24 Passenger	8 C.R.I. & P. Rocket Passenger	38 Passenger	92 C.R.I. & P. Freight	96 C.R.I. & P. Freight	370 Mixed	
	Daily	Daily	Daily	Daily	Daily	Daily	
82 WFTYP	A 10.05AM		A 5.50PM			A 11.20PM	535.5
119 P	9.58		5.41			11.02	541.7
31 WP	9.51		5.34			10.52	547.9
47 P	s 9.47		s 5.30			s 10.45	550.5
			A 2.23PM	A 6.50AM	A 8.55PM		550.6
51 P	9.38	2.17	5.18	6.39	8.43	f 10.15	556.6
50 P	9.30	2.11	5.10	6.30	8.33	f 10.05	563.2
51 P	9.25	2.06	5.05	6.23	8.25	9.55	567.1
52 P	9.19	2.02	4.59	6.15	8.17	f 9.45	572.2
24 P	9.13	1.57	4.53	6.06 <sup>23</sup>	8.08	9.30	578.1
52 WFTYP	9.07 <sup>355</sup>	1.51 <sup>37</sup>	4.46	5.45	7.55	s 9.20	584.2
51 P	9.00	1.45	4.39	5.27	7.40	8.57	590.1
52 P	8.53 <sup>91</sup>	1.40	4.32	5.17	7.30	f 8.45	596.6
58 WP	8.47	1.36	4.26	5.07	7.20 <sup>97</sup>	f 8.30	602.5
49 P	8.41	1.31	4.19	4.57	7.02	f 8.15	608.9
51 P	8.36	1.27	4.14	4.50	6.54	8.05	613.7
50 WP	8.31	1.23	4.09	4.42	6.47	f 7.55 <sup>97</sup>	618.4
52 P	8.24	1.18	4.01	4.22	6.32	7.40	625.0
							628.1
84 P	8.18	1.14	3.55	4.13	6.22	7.30	630.5
96 YP	8.15 <sup>7</sup>	1.11	3.52	4.08	6.17	7.26	633.2
49 P	8.10	1.10	3.50	4.05	6.15	7.23	634.3
WFTYOP	8.05AM	1.05PM	3.45PM	3.57AM	6.05PM	7.15PM	638.2

..... Thru Time ..... (2.00) (1.18) (2.05) (2.53) (2.50) (4.05)  
 ..... Average speed per hour ..... 51.4 67.4 49.3 30.4 30.9 25.2

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

WESTWARD

NORTHERN SUBDIVISION

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS							Distance from Denver	Time-Table No. 178 FEBRUARY 15, 1943	Mile Post
	248 Time Freight	377 Time Freight	370 Mixed	250 Time Freight	96 C.R.I.&P. Freight	355 Time Freight	92 C.R.I.&P. Freight			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
YIP			6.45PM		5.45PM		3.50AM	0.0		
OP	10.00PM	7.00PM	7.00	6.30PM	5.50	9.30AM	3.55	1.7		
WFTYOP	10.01	7.01	A 7.15PM	6.31	A 5.54PM	9.33	A 3.57AM	2.2		
IP								4.9		
	10.08	7.07		6.38		9.40		5.0		
95 P	10.13	7.12		6.43		10.03 <sup>38</sup>		8.1		
								9.9		
57 P	10.18	7.17		6.48		10.10		11.3		
52 P	10.22	7.21		6.52		10.14		14.1		
								16.0		
91 WYOP	10.33	7.32		7.03		10.25		19.1		
P								22.8		
94 P	10.58 <sup>64</sup>	7.41		7.12		10.34		25.8		
53 P	11.10	7.47 <sup>455</sup>		7.18		10.40		30.1		
95 P	11.17	7.54		7.25 <sup>455</sup>		10.47		34.8		
								36.2		
								37.8		
119 P	11.25	8.01		7.32		10.54		40.0		
P								42.4		
								43.3		
192 WFTYP	A 11.45PM	8.15		A 7.42PM		11.10		46.1		
60 P		8.20				11.15		48.2		
247 WYOP		8.28				11.21		51.7		
YP								54.0		
82 P		8.35				11.31 <sup>18</sup>		55.8		
80 P		8.41				11.36		59.2		
I								59.3		
65 P		8.48				11.43		63.0		
P								65.0		
64 WYP		8.55				11.50		66.8		
52 P		9.03				11.58AM		71.9		
96 P		9.11				12.06PM		77.0		
51 P		9.28 <sup>64</sup>				12.14		81.9		
94 WFYP		9.38				12.30		86.0		
97 P		9.45				12.40		90.4		
52 P		9.51				12.48		94.4		
95 WYP		9.57				1.00		97.8		
45 WYP								103.1		
72 IP						A 1.30PM		101.5		
P		10.03						104.7		
IP		10.08						106.0		
WFTYOP		A 10.15PM								

(1.45) (3.15) (0.30) (1.12) (0.09) (4.00) (0.07)  
25.4 32.0 4.4 37.0 14.7 25.3 18.8

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 38, 18, 24, 64, 23, 63, 17, 37, 15 and 16 and not less than fifteen minutes by second class and extra trains. Eastward second class and extra trains will clear the time of No. 334 ten minutes. Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed.

WESTWARD

NORTHERN SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A).	FIRST CLASS									Distance from Denver	Time-Table No. 178 FEBRUARY 15, 1943	Mile Post
	16 Passenger	17 Passenger	112 Streamliner Passenger	37 Passenger	38 Passenger	8 C.R.I.&P. Rocket Passenger	23 Passenger	63 Passenger	24 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
YIP	6.00PM	5.05PM	5.00PM	4.40PM	3.40PM	1.00PM	8.45AM	8.15AM	8.00AM	0.0		
OP	6.03	5.08	5.03	4.43	3.44	1.04	8.48	8.19	8.04	1.7		
WFTYOP	6.04	5.09	5.04	4.44	3.45PM	A 1.05PM	8.49	8.20	A 8.05AM	2.2		
IP										4.9		
	6.09	5.14	5.07	4.49			8.54	8.25		5.0		
95 P	6.13	5.19	5.10	4.53			8.59	8.30		8.1		
										9.9		
57 P	6.16	5.24	5.13	4.56			9.02	8.33		11.3		
52 P	6.19	5.28	5.15	4.59			9.05	8.36		14.1		
										16.0		
91 WYOP	6.25	5.36	5.20	5.05			9.16 <sup>111</sup>	8.45		19.1		
P										22.8		
94 P	6.32	5.44	5.26	5.12			9.26	8.53		25.8		
53 P	6.37	5.49	5.29	5.17			9.31 <sup>38</sup>	9.03 <sup>111</sup>		30.1		
95 P	6.42	5.56	5.33	5.21			9.36	9.10		34.8		
										36.2		
										37.8		
119 P	6.47	6.02	5.37	5.26			9.41	9.18 <sup>38</sup>		40.0		
P										42.4		
										43.3		
192 WFTYP	A 6.54PM	6.11	A 5.44PM	5.36			9.50	9.28		46.1		
60 P		6.15		5.39			9.53	9.31		48.2		
247 WYOP		6.27		5.50			10.05	9.41		51.7		
YP										54.0		
81 P		6.33		5.55			10.10	9.47		55.8		
80 P		6.40		6.00			10.15	9.55		59.2		
I										59.3		
65 P		6.47		6.05			10.20	10.02		63.0		
P										65.0		
64 WYP		6.52		6.11			10.24	10.07		66.8		
52 P		6.59		6.17			10.30	10.14		71.9		
96 P		7.06		6.23			10.36	10.20		77.0		
51 P		7.12		6.29			10.42	10.25		81.9		
99 WFYP		7.20		6.40			10.48 <sup>18</sup>	10.32		86.0		
97 P		7.27		6.48			10.55	10.38 <sup>18</sup>		90.4		
52 P		7.34		6.55			11.02	10.44		94.4		
95 WYP		7.40		7.02			11.08	10.50		97.8		
45 WYP										103.1		
72 IP				A 7.25PM						101.5		
P		7.45					11.15	10.55		104.7		
IP		7.50					11.20	11.00		106.0		
WFTYOP		A 8.00PM					A 11.45AM	A 11.15AM				

(0.54) (2.55) (0.44) (2.45) (0.05) (0.05) (3.00) (3.00) (0.05)  
51.2 36.5 62.8 37.5 26.4 26.4 35.3 35.3 26.4

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 38, 18, 24, 64, 23, 63, 17, 37, 15 and 16 and not less than fifteen minutes by second class and extra trains. Eastward second class and extra trains will clear the time of No. 334 ten minutes. Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed.

NORTHERN SUBDIVISION

EASTWARD

Car Capacity of sidings, etc. See Rule 6(A).	Distance From Denver	FIRST CLASS										
		24	23	15	7	111	38	18	37	64		
		Passenger	Passenger	Passenger	C.R.I.&P Rocket Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mixed		
Time-Table No. 178 FEBRUARY 15, 1943		STATIONS										
YIP	0.0	DN-R DENVER YL UD	0.0	A 6.30AM	A 7.35AM	A 8.00AM	A 8.25AM	A 9.45AM	A 10.30AM	A 1.00PM	A 3.20PM	A 11.55PM
OP	1.7	DN 36TH STREET YL RA	1.7	6.12	7.16	7.46	8.21	9.37	10.14	12.54	3.03	11.34
WFTYOP	2.2	PULLMAN YL	2.2	6.10	7.15AM	7.45	8.20AM	9.36	10.13	12.53	3.02PM	11.33
IP	4.9	C. B. & Q. CROSSING	4.9									
	5.0	DN SAND CREEK JCT. YL SK	5.0	6.02		7.40		9.32	10.08	12.48		11.29
95 P	8.1	DUPONT	8.1	5.57		7.35		9.28	10.03 <sup>355</sup>	12.44		11.24
	9.9	ROLLA	9.9									
57 P	11.3	HAZELTINE	11.3	5.52		7.32 <sup>477</sup>		9.24	9.59	f12.40		11.20
52 P	14.1	HENDERSON	14.1	5.48		7.29		9.21	9.56	f12.37		11.14
	16.0	NORTHWAY	16.0									
91 WYOP	19.1	DN BRIGHTON YL BI	19.1	f 5.41		f 7.23		9.16 <sup>23</sup>	9.50	s12.31		11.07
	22.8	POWARS	22.8									
94 P	25.8	D LUPTON UP	25.8	5.31		f 7.13		9.08	9.40	s12.21		10.58 <sup>248</sup>
53 P	30.1	IONE	30.1	5.25		7.07		9.03 <sup>63</sup>	9.31 <sup>23</sup>	f12.15		10.52
95 P	34.8	DN PLATTEVILLE PA	34.8	5.19		f 7.02		8.59	9.25	f12.09		10.46
	36.2	VASQUEZ	36.2									
	37.8	HOUSTON	37.8									
119 P	40.0	D GILCREST GI	40.0	5.12		6.55		8.54	9.18 <sup>63</sup>	f12.01PM		10.39
	42.4	PECKHAM	42.4									
	43.3	HAMBERT	43.3									
192 WFTYP	46.1	DN-R LA SALLE YL SA	46.1	s 5.03		6.47 <sup>AM</sup>		8.46 <sup>AM</sup>	s 9.10	s11.53 <sup>AM</sup>		s10.30
60 P	48.2	EVANS	48.2	4.54				9.03	f11.46			10.19
247 WYOP	51.7	DN GREELEY YL HG	51.7	s 4.48				s 8.57	s11.40			s10.14
YP	54.0	GREELEY JCT.	54.0									
81 P	55.8	D LUCERNE C	55.8	4.35				8.46	f11.31 <sup>355</sup>			10.04
80 P	59.2	DN EATON YL UR	59.2	f 4.30				s 8.41	s11.26			9.59
I	59.3	G. W. CROSSING	59.3									
65 P	63.0	D AULT A	63.0	f 4.23				8.35	s11.20			9.53
	65.0	STAGE	65.0									
64 WYP	66.8	DN PIERCE RI	66.8	4.17				8.30	f11.14			9.48
52 P	71.9	D NUNN NU	71.9	4.10				8.24	f11.07			9.41
96 P	77.0	DOVER	77.0	4.03				8.18	f11.00			9.34
51 P	81.9	DECKER	81.9	3.57				8.13	10.55			9.28 <sup>377</sup>
94 WFTYP	86.0	DN CARR CR	86.0	3.52				8.08	f10.48 <sup>23</sup>			s 9.23
97 P	90.4	WARREN	90.4	3.43				8.02	10.38 <sup>63</sup>			9.14
52 P	94.4	GLEASON	94.4	3.38				7.57	10.32			9.08
45 WYP	97.8	DN SPEER YL S	97.8	3.32				7.52	f10.27			9.02
72 IP	103.1	DN BORIE YL BO	103.1					7.45 <sup>AM</sup>				
	101.5	CORLETT JCT.	101.5	3.25					10.20			8.55
IP	104.7	DN TOWER A YL AY	104.7	3.20					10.15			8.50
WFTYOP	106.0	DN-R CHEYENNE YL N-CY	106.0	3.15 <sup>AM</sup>					10.10 <sup>AM</sup>			8.45 <sup>PM</sup>
		(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (3.15) (0.20) (1.13) (0.05) (0.59) (2.45) (2.50) (0.18) (3.10)  
 Average speed per hour..... 32.6 6.6 37.9 26.4 46.9 37.5 37.4 7.3 33.5

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 38, 18, 24, 64, 23, 63, 17, 37, 15 and 16 and not less than fifteen minutes by second class and extra trains. Eastward second class and extra trains will clear the time of No. 334 ten minutes. Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed. No. 24 will stop at any station to let off revenue passengers from Granger or beyond. No. 38 will stop at any station Speer to LaSalle to let off passengers from Laramie or beyond. No. 18 will stop at any station between LaSalle and Denver to let off revenue passengers from west of LaSalle.

NORTHERN SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A).	Distance from Denver	SECOND CLASS						
		477	91	355	334	455	97	154
		Time Freight	C.R.I.&P. Freight	Mixed	Mixed	Time Freight	C.R.I.&P. Freight	Time Freight
Time-Table No. 178 FEBRUARY 15, 1943		STATIONS						
YIP	0.0	DN-R DENVER YL UD	0.0	A 12.01PM	A 12.50PM	A 6.25PM		A 11.00PM
OP	1.7	DN 36TH STREET YL RA	1.7	A 9.30AM	11.46AM	12.10PM	6.12	A 10.00PM
WFTYOP	2.2	PULLMAN YL	2.2	8.25	11.00AM	11.55AM	6.07	9.30
IP	4.9	C. B. & Q. CROSSING	4.9					9.20PM
	5.0	DN SAND CREEK JCT. YL SK	5.0	8.00			6.00	9.00
95 P	8.1	DUPONT	8.1	7.40				8.41
	9.9	ROLLA	9.9					8.35
57 P	11.3	HAZELTINE	11.3	7.32 <sup>15</sup>				8.25
52 P	14.1	HENDERSON	14.1	7.18				8.25
	16.0	NORTHWAY	16.0					
91 WYOP	19.1	DN BRIGHTON YL BI	19.1	7.11				8.15
	22.8	POWARS	22.8					8.15
94 P	25.8	D LUPTON UP	25.8	6.58				8.00
53 P	30.1	IONE	30.1	6.52				7.47 <sup>377</sup>
95 P	34.8	DN PLATTEVILLE PA	34.8	6.45				7.25 <sup>250</sup>
	36.2	VASQUEZ	36.2					
	37.8	HOUSTON	37.8					
119 P	40.0	D GILCREST GI	40.0	6.35				7.15
	42.4	PECKHAM	42.4					
	43.3	HAMBERT	43.3					
192 WFTYP	46.1	DN-R LA SALLE YL SA	46.1	6.20 <sup>AM</sup>				s 4.22
60 P	48.2	EVANS	48.2					7.00 <sup>PM</sup>
247 WYOP	51.7	DN GREELEY YL HG	51.7					4.16
YP	54.0	GREELEY JCT.	54.0					4.10
82 P	55.8	D LUCERNE C	55.8					3.55
80 P	59.2	DN EATON YL UR	59.2					s 3.50
I	59.3	G. W. CROSSING	59.3					
65 P	63.0	D AULT A	63.0					s 3.43
	65.0	STAGE	65.0					
64 WYP	66.8	DN PIERCE RI	66.8					3.36
52 P	71.9	D NUNN NU	71.9					3.29
96 P	77.0	DOVER	77.0					3.22
51 P	81.9	DECKER	81.9					3.16
94 WFTYP	86.0	DN CARR CR	86.0					s 3.10
97 P	90.4	WARREN	90.4					3.00
52 P	94.4	GLEASON	94.4					2.54
45 WYP	97.8	DN SPEER YL S	97.8					2.48
72 IP	103.1	DN BORIE YL BO	103.1					2.40
	101.5	CORLETT JCT.	101.5					2.35
IP	104.7	DN TOWER A YL AY	104.7					2.30 <sup>PM</sup>
WFTYOP	106.0	DN-R CHEYENNE YL N-CY	106.0					2.30 <sup>PM</sup>
		(106.0)		Daily	Daily	Daily	Daily	Daily

Thru Time..... (3.10) (1.01) (0.55) (3.55) (3.00) (1.40) (4.00)  
 Average speed per hour..... 14.2 2.1 2.4 23.4 14.8 1.3 25.3

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 38, 18, 24, 64, 23, 63, 17, 37, 15 and 16 and not less than fifteen minutes by second class and extra trains. Eastward second class and extra trains will clear the time of No. 334 ten minutes. Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed. No. 334 will stop at any station to let off revenue passengers from Cheyenne or beyond.

WESTWARD

DENT SUBDIVISION

EASTWARD

Table for DENT SUBDIVISION, Time-Table No. 178, FEBRUARY 15, 1943. Columns include Car Capacity, Second Class (212 Mixed), Distance from Denver, Stations (DN SAND CREEK JCT. to DN-R LA SALLE), Mile Post, and Second Class (211 Mixed, 334 Mixed).

(0.15) 31.2 Thru Time ... (0.13) 36.0 (1.20) 29.2

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot.

WESTWARD

JULESBURG SUBDIVISION

EASTWARD

Table for JULESBURG SUBDIVISION, Time-Table No. 178, FEBRUARY 15, 1943. Columns include Car Capacity, Second Class (455 Time Freight, 477 Time Freight), First Class (111 Streamliner Passenger, 15 Passenger), Distance from Julesburg, Stations (DN JULESBURG to DN-R STERLING), Mile Post, and Second Class (248 Time Freight, 250 Time Freight).

(1.40) 34.5 (1.35) 36.3 (0.51) 67.6 (1.18) 44.2 Thru Time ... (0.50) 69.0 (1.15) 46.0 (2.35) 22.3 (2.55) 19.7

Westward trains are superior to trains of the same class in the opposite direction. Except that No. 112 is superior to westward trains of the same class. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 16 and 15, and not less than fifteen minutes by second class and extra trains.

WESTWARD

STERLING SUBDIVISION

Table for STERLING SUBDIVISION, Time-Table No. 178, FEBRUARY 15, 1943. Columns include Car Capacity, Second Class (455 Time Freight, 71 C. B. & Q. Freight, 477 Time Freight), First Class (111 Streamliner Passenger, 15 Passenger, 301 C. B. & Q. Passenger), Distance from Julesburg, Stations (DN-R STERLING to DN-R LA SALLE), Mile Post, and Second Class (72 C. B. & Q. Freight, 248 Time Freight, 250 Time Freight).

(3.15) 28.5 (1.00) 23.5 (2.40) 35.1 (1.21) 69.3 (2.13) 42.2 (0.34) 41.5 Thru Time ...

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to No. 71. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 301, 302 and 16 and not less than fifteen minutes by second class and extra trains.

STERLING SUBDIVISION

EASTWARD

Table for STERLING SUBDIVISION, Time-Table No. 178, FEBRUARY 15, 1943. Columns include Car Capacity, First Class (112 Streamliner Passenger, 16 Passenger, 302 C. B. & Q. Passenger), Second Class (72 C. B. & Q. Freight, 248 Time Freight, 250 Time Freight), Distance from Julesburg, Stations (DN-R STERLING to DN-R LA SALLE), Mile Post.

(1.16) 75.2 (2.03) 45.6 (0.38) 37.1 (0.50) 28.2 (2.25) 38.7 (2.25) 38.7

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to No. 71. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 301, 302 and 16 and not less than fifteen minutes by second class and extra trains.

**WESTWARD**

**BOULDER BRANCH**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Brighton	Time-Table No. 178 FEBRUARY 15, 1943		Mile Post	SECOND CLASS	
	375 Local Freight	Daily Except Sunday		376 Local Freight	Daily Except Sunday			
55 WYOP	8.30AM		0.0	DN BRIGHTON YL BI	0.0	A 1.00PM		
P	f 8.42		4.2	4.2 YOKALL	4.2	f 12.40		
			7.1	2.9 DICK	7.1			
IWYP	f 9.00		8.1	D ST. VRAINS YL VS	8.1	f 12.30		
			8.1	0.0 U. P. CROSSING	8.1			
			10.0	1.9 NATIONAL	10.0			
P	f 9.10		10.9	0.9 STATE COAL MINE JCT. YL	10.9	f 12.20		
P	f 9.12		11.4	0.5 PARKDALE JCT. YL	11.4	f 12.15		
P	f 9.22		15.1	3.7 ERIE	15.1	f 12.10		
			15.1	0.0 C. B. & Q. CROSSING	15.1			
	f 9.28		16.4	1.3 TABOR	16.4	f 12.05		
	f 9.34		17.8	1.4 LEYNER	17.8	f 12.01PM		
	f 9.39		19.6	1.8 LIGGETT	19.6	f 11.57AM		
	f 9.44		22.1	2.5 WHITE ROCK	22.1	f 11.50		
P	f 9.54		24.0	1.9 VALMONT YL	24.0	f 11.45		
			26.0	2.0 C. & S. CROSSING	26.0			
WYP	f 10.00		26.1	0.1 ARA YL	26.1	f 11.25		
P	A 10.15AM		27.6	1.5 DN-R BOULDER YL BR	27.6	f 11.15AM		
				(27.6)		Daily Except Sunday		

(1.45)  
14.8

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

(1.45)  
14.8

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

**WESTWARD**

**FORT COLLINS BRANCH**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Dent	Time-Table No. 178 FEBRUARY 15, 1943		Mile Post	SECOND CLASS	
	211 Mixed	Daily		212 Mixed	Daily			
21 WTP	10.08AM		0.0	DENT YL	0.0	A 5.10PM		
P	f 10.13		1.7	1.7 MILLIKEN YL	1.7	f 5.04		
			2.0	0.3 G. W. CROSSING	2.0			
P	f 10.20		7.3	5.3 KOENIG	7.3	f 4.50		
			9.0	1.7 G. W. CROSSING	9.0			
P	f 10.25		9.1	0.1 KELIM	9.1	f 4.45		
	f 10.31		13.5	4.4 BOYD LAKE	13.5	f 4.33		
	f 10.35		16.4	2.9 REDMOND	16.4	f 4.27		
42 P	f 10.40		19.5	3.1 HARMONY	19.5	f 4.20		
136 WFTYOP	A 10.55AM		25.0	5.5 D-R FORT COLLINS YL FC	25.0	4.05PM		
			25.2	0.2 C. & S. CROSSING	25.2			
			25.3	0.1 C. & S. CROSSING	25.3			
P			27.9	2.6 POUDRE YL	27.9			
P			30.0	2.1 BOETTCHER YL	30.0			
P			32.6	2.6 REMINGTON	32.6			
P			34.6	2.0 PORTNER	34.6			
P			38.5	3.9 RIPPLE	38.5			
Y			41.7	3.2 BUCKEYE YL	41.7			
				(41.7)		Daily		

(0.47)  
32.0

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

(1.05)  
23.0

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

**U. S. HOSPITAL BRANCH**

**PURITAN BRANCH**

**RIPPLE BRANCH**

Distance from Sable	Time-Table No. 178 FEBRUARY 15, 1943		Mile Post	Distance from Parkdale Jct.	Time-Table No. 178 FEBRUARY 15, 1943		Mile Post	Distance from Ripple	Time-Table No. 178 FEBRUARY 15, 1943		Mile Post
	STATIONS				STATIONS				STATIONS		
1.6	SABLE		0.0		PARKDALE JCT. YL		0.0		RIPPLE		0.0
	BUNELL		1.6	1.9	PURITAN		1.9	2.2	ORCUTT		2.2
	Trains are governed by U. S. Government rules and instructions between Sable and Bunell.			3.1	END OF TRACK		3.1	2.3	END OF TRACK		2.3

**WESTWARD**

**PLEASANT VALLEY BRANCH**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Cloverly	Time-Table No. 178 FEBRUARY 15, 1943		Mile Post	SECOND CLASS	
	193 Local Freight	Tuesday Thursday Saturday		194 Local Freight	Tuesday Thursday Saturday			
34 YP	10.05AM		0.0	CLOVERLY	0.0	A 12.05PM		
	f 10.17		3.1	3.1 LOWE	3.1	f 11.53AM		
P	f 10.25		5.1	2.0 GALETON GN	5.1	f 11.45		
	f 10.40		8.8	3.7 CAMFIELD	8.8	f 11.30		
	f 10.50		11.2	2.4 MEYER	11.2	f 11.20		
YP	A 11.00AM		13.6	2.4 PURCELL	13.6	11.10AM		
				(13.6)		Tuesday Thursday Saturday		

(0.55)  
14.8

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

(0.55)  
14.8

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

**WESTWARD**

**GREELEY BRANCH**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		Distance from Greeley	Time-Table No. 178 FEBRUARY 15, 1943		Mile Post	SECOND CLASS	
	193 Local Freight	191 Local Freight		192 Local Freight	194 Local Freight			
247 WYOP	9.45AM	9.45AM	0.0	DN GREELEY YL HG	0.0	A 12.45PM	A 12.25PM	
YP			2.3	2.3 GREELEY JCT. YL	2.3			
34 YP	A 10.05AM	f 10.05	6.0	3.7 CLOVERLY	6.0	f 12.25	12.05PM	
		f 10.11	8.4	2.4 ALDEN	8.4	f 12.19		
37 P		f 10.18	10.4	2.0 GILL	10.4	f 12.12		
		f 10.25	13.8	3.4 MATTHEWS	13.8	f 12.05PM		
		f 10.32	14.5	0.7 BARNESVILLE	14.5	f 11.58AM		
P		f 10.44	18.6	4.1 CORNISH	18.6	f 11.46		
		f 10.58	23.2	4.6 FOSSTON	23.2	f 11.32		
29 YP		A 11.10AM	28.1	4.9 D BRIGGS DALE BG	28.1	11.20AM		
				(28.1)		Monday Wednesday Friday	Tuesday Thursday Saturday	

(0.20)  
18.0

(1.25)  
19.8

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

(1.25)  
19.8

(0.20)  
18.0

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