



UNION PACIFIC RAILROAD COMPANY
Eastern District



Colorado Division

TIME-TABLE
No. 163

Effective Wednesday,
September 7, 1938
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

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. 163 SEPTEMBER 7, 1938	Distance from Denver	FIRST CLASS		SECOND CLASS	
	333	23	21	24				22	370		
	Mixed	Passenger	Passenger	Passenger				Passenger	Mixed		
	Daily	Daily	Daily								
STATIONS											
2,310 WFTTOP	7.05 PM	5.10 AM	12.50 AM	303.3	DN-R ELLIS Rt	337.1	A 7.15 AM	A 11.15 PM	A 8.15 AM		
2,933 P	f 7.14	f 5.17	12.57	308.4	5.1 RIGA	332.0	7.00	10.58	f 7.40		
2,567 P	f 7.23	f 5.24	1.03	313.7	5.3 D OGALLAH Og	326.7	f 6.53	10.52	f 7.33		
2,423 WP	s 7.40	s 5.37	1.13	322.3	8.6 DN WAKEENEY W	318.1	s 6.40	s 10.41	s 7.20		
2,021 P	f 7.50	5.46	1.21	330.0	7.7 VODA	310.4	6.25	10.32	f 6.52		
1,670 P	f 8.00	f 5.55	1.28	335.8	5.8 D COLLYER Jy	304.6	f 6.18	10.25	f 6.45		
2,464 P	s 8.12	s 6.06	1.37	343.3	7.5 D QUINTER Qn	297.1	f 6.06	10.16	f 6.30		
3,299 WP	f 8.23	f 6.16	1.45	350.9	7.6 D BUFFALO PARK Bp	289.5	f 5.52	10.08	f 6.16		
2,120 P	s 8.34	s 6.22	1.51	356.3	5.4 D GRAINFIELD Gf	284.1	f 5.46	10.02	f 5.46		
2,570 P	f 8.48	s 6.34	2.00	365.2	8.9 D GRINNELL Gd	275.2	f 5.35	9.52	f 5.10		
2,082 P	f 8.57	6.41	2.07	371.2	6.0 D CAMPUS	269.2	5.28	9.45	f 4.55		
2,789 WFTYP	s 9.32	s 6.55	s 2.19	377.4	6.2 DN OAKLEY Oq	263.0	s 5.18	s 9.32	s 4.44		
2,586 P	f 9.45	f 7.06	2.29	386.1	8.7 MONUMENT	254.3	5.06	9.23	f 4.14		
2,096 P	f 9.57	f 7.14	2.37	393.6	7.5 PAGE CITY	246.8	4.59	9.15	f 4.00		
2,155 YP	f 10.06	s 7.21	2.43	399.0	5.4 D WINONA Gw	241.4	f 4.54	9.10	f 3.48		
1,915 WP	f 10.19	f 7.32	2.54	408.4	9.4 McALLASTER	232.0	4.42	8.58	f 3.28		
1,318 P	10.27	7.39	3.00	414.5	6.1 TURKEY CREEK	225.9	4.36	8.52	3.18		
2,038 P	f 10.37	f 7.46	3.07	421.1	6.6 WALLACE	219.3	4.30	8.46	f 3.07		
2,574 P	10.44	7.51	3.11	425.6	4.5 SOMENA	214.8	4.25	8.41	2.51		
1,722 WFTTOP	A 10.55 PM	A 8.00 AM	A 3.20 AM	429.8	4.2 DN-R SHARON SPRINGS Ps	210.6	4.20 AM	8.36 PM	2.45 AM		
					(126.5)		Daily	Daily	Daily		
	(3.50) 33.0	(2.50) 44.6	(2.30) 50.6		..... Thru Time.....	(2.55) 43.4	(2.39) 47.7	(5.30) 23.0			
					..... Average speed per hour.....						

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 Bad 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. 163 SEPTEMBER 7, 1938	Distance from Denver	FIRST CLASS		SECOND CLASS	
	333	23	21	24				22	370		
	Mixed	Passenger	Passenger	Passenger				Passenger	Mixed		
	Daily	Daily	Daily								
STATIONS											
1,722 WFTTOP	11.05 PM	8.05 AM	3.25 AM	429.8	DN-R SHARON SPRINGS Ps	210.6	A 4.15 AM	A 8.30 PM	A 2.30 AM		
3,076 P	11.13	8.12	3.32	433.8	4.0 SUNLAND	206.6	4.07	8.22	2.16		
2,085 P	11.20	8.19	3.39	438.4	4.6 LAPAZ	202.0	4.02	8.17	2.10		
3,060 WP	f 11.29	s 8.25	3.43	441.8	3.4 D WESKAN Mo	198.6	3.58	8.13	f 2.05		
2,118 P	11.38	8.32	3.50	448.2	6.4 CHEMUNG	192.2	3.50	8.07	1.56		
2,078 P	f 11.45	f 8.37	3.56	453.1	4.9 ARAPAHOE	187.3	3.39	8.02	f 1.49		
2,611 P	11.53 PM	8.43	4.02	458.2	5.1 SALIS	182.2	3.34	7.57	1.42		
2,613 WP	s 12.05 AM	s 8.50	4.09	463.0	4.8 DN-CHEYENNE WELLS Cw	177.4	s 3.28	f 7.52	s 1.35		
2,516 P	12.12	8.57	4.16	468.1	5.1 ASCALON	172.3	3.21	7.46	1.17		
2,630 P	f 12.20	f 9.03	4.23	473.5	5.4 FIRST VIEW	166.9	3.16	7.41	f 1.08		
2,567 P	12.30	9.12	4.32	482.3	8.8 ARENA	158.1	3.06	7.31	12.52		
2,864 WFTYP	s 12.43	s 9.22	4.39	487.7	5.4 D KIT CARSON Ke	152.7	f 3.00	7.25	s 12.43		
2,562 P	12.51	9.30	4.47	494.0	6.3 SORRENTO	146.4	2.50	7.17	12.21		
2,548 P	f 1.00	f 9.37	4.54	500.4	6.4 WILD HORSE	140.0	2.44	7.11	f 12.11 AM		
2,559 P	f 1.10	f 9.45	5.02	507.6	7.2 D AROYA Ro	132.8	2.37	7.04	f 11.56 PM		
2,555 P	f 1.23	f 9.55	5.13	518.0	10.4 BOYERO	122.4	2.28	6.55	f 11.39		
4,614 WP	1.34	10.04	5.23	526.3	8.3 CLIFFORD	114.1	2.20	6.47	f 11.25		
3,983 WFTYP	A 1.55 AM	A 10.17 AM	A 5.35 AM	535.5	9.2 DN-R HUGO Hu	104.9	2.10 AM	6.37 PM	11.10 PM		
					(105.7)		Daily	Daily	Daily		
	(2.50) 37.3	(2.12) 48.0	(2.10) 48.8		..... Thru Time.....	(2.05) 50.7	(1.53) 56.1	(3.20) 31.7			
					..... Average speed per hour.....						

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.
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.
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. Buntin	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	Surgeon	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. Vrains 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	Time-Table No. 163 SEPTEMBER 7, 1938	STATIONS
	97 C.R.I. & P. Freight	333 Mixed	91 C.R.I. & P. Freight	23 Passenger	7 C.R.I. & P. Passenger	21 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
3,983 WFTTP		2.10AM		10.22AM		5.40AM	535.5	DN-R HUGO Hu	
5,745 P		2.23		10.31		5.48	541.7	BAGDAD	
1,505 WP		2.33		10.38		5.55	547.9	LAKE	
2,386 P		s 2.38		s 10.44		s 6.01	550.5	(C. R. I. & P. Crossing) DN-R LIMON Mn	
	2.15PM		1.46AM		9.35AM		550.6	LIMON JUNCTION	
2,580 P	2.30	f 2.52	1.54	10.54	9.47	6.09	556.6	RIVER BEND	
2,530 YP	2.45	f 3.04	2.04	11.03	9.58	6.18	563.2	CEDAR POINT	
2,456 P	2.53	f 3.13	2.11	11.08	10.05	6.23	567.1	BUICK	
2,452 P	3.02	f 3.25	2.20	f 11.14	10.12	6.29	572.2	D AGATE Ax	
1,718 P	3.11	3.34	2.31	11.20	10.19	6.35	578.1	LOWLAND	
2,559 WFYP	3.27	f 3.50	2.51	f 11.28	10.28	6.42	584.2	DN DEER TRAIL Dx	
2,529 P	3.40	4.00	3.01	11.35	10.37	6.50	590.1	PEORIA	
2,553 P	3.52	f 4.14	3.10	f 11.43	10.45	6.57	596.6	D BYERS By	
2,584 WP	4.06	f 4.29	3.22	f 11.52AM	10.55	7.06	602.5	D STRASBURG Sr	
2,433 P	4.20	f 4.45	3.32	f 12.01PM	11.05	7.14	608.9	D BENNETT Bt	
2,536 P	4.41	4.52	3.40	12.07	11.12	7.19	613.7	MANILA	
2,477 WP	4.58	f 5.02	3.51	f 12.12	11.19	7.24	618.4	WATKINS	
2,563 P	5.15	5.14	4.06	12.20	11.29	7.33	625.0	MESA	
							628.1	MAGEE	
2,706 P	5.26	5.24	4.16	12.28	11.36	7.39	630.5	SABLE	
							633.2	ROYDALE	
2,467 P	5.35	5.31	4.26	12.34	11.42	7.43	634.3	SANDOWN	
							636.0	LOWRY	
WFTYOP	A 5.55PM	A 5.45AM	A 4.45AM	A 12.40PM	A 11.50AM	A 7.49AM	638.2	PULLMAN	

(3.40) (3.35) (2.59) (2.18) (2.15) (2.09) Thru Time
23.9 28.7 29.0 44.7 38.9 47.8 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	Time-Table No. 163 SEPTEMBER 7, 1938	STATIONS
	24 Passenger	8 C.R.I. & P. Passenger	22 Passenger	92 C.R.I. & P. Freight	96 C.R.I. & P. Freight	370 Mixed			
3,983 WFTTP			A 6.32PM			A 11.00PM	104.9	DN-R HUGO Hu	
5,745 P	A 2.05AM		6.23			10.46	98.7	BAGDAD	
1,505 WP			6.17			f 10.36	92.5	LAKE	
2,386 P			s 6.13			s 10.29	89.9	(C. R. I. & P. Crossing) DN-R LIMON Mn	
		A 5.50PM		A 7.00AM	A 8.45PM		89.8	LIMON JUNCTION	
2,580 P		1.36	5.42	6.04	6.47	8.22	83.8	RIVER BEND	
2,530 YP		1.28	5.34	5.56	6.36	8.10	77.2	CEDAR POINT	
2,456 P		1.23	5.29	5.51	6.23	8.00	73.3	BUICK	
2,452 P		1.17	5.23	5.45	6.07	7.47	68.2	D AGATE Ax	
1,718 P		1.11	5.17	5.39	5.57	7.33	62.3	LOWLAND	
2,559 WFYP		1.04	5.11	5.33	5.47	7.20	56.2	DN DEER TRAIL Dx	
2,529 P		12.57	5.04	5.26	5.33	6.58	50.3	PEORIA	
2,553 P		12.50	4.58	5.20	5.23	6.47	43.8	D BYERS By	
2,584 WP		12.44	4.52	5.14	5.13	6.37	37.9	D STRASBURG Sr	
2,433 P		12.38	4.46	5.08	5.02	6.26	31.5	D BENNETT Bt	
2,536 P		12.33	4.41	5.03	4.52	6.18	26.7	MANILA	
2,477 WP		12.28	4.36	4.58	4.35	6.10	22.0	WATKINS	
2,563 P		12.21	4.28	4.51	4.24	5.57	15.4	MESA	
							12.3	MAGEE	
2,706 P		12.15	4.21	4.45	4.16	5.45	9.9	SABLE	
							7.2	ROYDALE	
2,467 P		12.10	4.16	4.40	4.05	5.35	6.1	SANDOWN	
							4.4	LOWRY	
WFTYOP		12.05AM	4.11PM	4.35PM	3.56AM	5.20PM	2.2	PULLMAN	

(2.00) (1.39) (1.57) (3.04) (3.25) (4.00)
51.4 53.1 52.7 28.6 25.6 25.5
..... Thru Time
..... Average speed per hour

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

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 163

SEPTEMBER 7, 1938

FIRST CLASS

	15	21	38	111	4	7	23	516	24	
	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Motor Passenger	Passenger	
DN-R DENVER Ud	A 7.00AM	A 8.00AM	A 8.50AM	A 9.20AM	A 10.30AM	A 11.59AM	A 12.50PM	A 4.20PM	A 11.35PM	
DN 36TH STREET Ra	6.54	7.50	8.39	9.14	10.20	11.52	12.41	4.11	11.26	
PULLMAN	6.52	7.49AM	8.38	9.13	10.19	11.50AM	12.40PM	4.10	11.25	
C. B. & Q. CROSSING										
SAND CREEK JCT.	6.45AM		8.33	9.09	10.14			4.05PM	11.20	
DUPONT			8.23	9.05	10.10				11.15	
HAZELTINE			f 8.17	9.02	10.07				11.11	
HENDERSON			f 8.13	9.00	10.04				11.08	
NORTHWAY										
DN BRIGHTON Bi		s 8.05	8.55	f 9.58					11.02	
POWARS										
D LUPTON Up		f 7.53	8.49	9.50					10.54	
IONE		f 7.48	8.45	9.45					10.49	
D PLATTEVILLE Pa		f 7.43	8.41	9.40					10.44	
HOUSTON										
D GILCREST Gi		f 7.36	8.37	9.35					10.38	
PECKHAM										
HAMBERT										
DN-R LA SALLE Sa		s 7.27	8.31AM	s 9.27				s 10.31		
EVANS		7.20		f 9.20					10.24	
DN GREELEY Hg		s 7.15		s 9.15				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	

Block Signals

Thru Time.....	(0.15)	(0.11)	(2.38)	(0.49)	(2.30)	(0.09)	(0.10)	(0.15)	(2.25)
Average speed per hour.....	20.0	12.0	39.3	56.5	42.4	14.7	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 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. 163

SEPTEMBER 7, 1938

SECOND CLASS

	251	91	333	97	334	154			
	Time Freight	C.R.I.&P. Freight	Mixed	C.R.I.&P. Freight	Mixed	Time Freight			
DN-R DENVER Ud		A 5.15AM	A 5.55AM	A 6.30PM	A 7.15PM				
DN 36TH STREET Ra	A 4.00AM	4.55	5.48	6.00	7.02	A 3.00AM			
PULLMAN	3.15	4.45AM	5.45AM	5.55PM	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		f 7.53	8.49	9.50					1.55
IONE		f 7.48	8.45	9.45					1.45
D PLATTEVILLE Pa		f 7.43	8.41	9.40					1.37
HOUSTON									
D GILCREST Gi		f 7.36	8.37	9.35					1.25
PECKHAM									
HAMBERT									
DN-R LA SALLE Sa		s 7.27	8.31AM	s 9.27		s 10.31			1.10
EVANS		7.20		f 9.20					5.06
DN GREELEY Hg		s 7.15		s 9.15		s 10.19			5.00
GREELEY JCT.									
D LUCERNE C		7.04		f 9.07					4.52
DN EATON Ur		7.01		s 9.03					4.47
G. W. CROSSING									
D AULT A		6.56		s 8.58					4.42
STAGE									
D PIERCE Ri		6.52		f 8.52					4.37
D NUNN Nu		6.47		f 8.45					4.31
DOVER		6.42		f 8.39					4.25
DECKER		6.38		8.34					4.20
DN CARR Cr		6.34		f 8.29					4.15
WARREN		6.29		8.23					4.09
GLEASON		6.24		8.18					4.04
D SPEER S		6.19		f 8.14					3.59
DN BORIE Bo		6.12AM							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	Daily	Daily	Daily

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.

Distance from Cheyenne

Thru Time.....	(2.30)	(0.30)	(0.10)	(0.35)	(3.30)	(4.00)
Average speed per hour.....	17.7	4.4	13.2	3.8	30.5	25.7

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 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				DENT SUBDIVISION				EASTWARD			
SECOND CLASS		FIRST CLASS		Distance from Denver	Time-Table No. 163 SEPTEMBER 7, 1938	Distance from La Salle	FIRST CLASS		SECOND CLASS		
212 Mixed Daily	509 Motor Passenger Daily	515 Motor Passenger Daily	15 Passenger				508 Motor Passenger	516 Motor Passenger	211 Mixed	334 Mixed	
STATIONS											
IP			10.48AM	5.0	SAND CREEK JCT.	45.6	A 6.45AM		A 4.05PM	A 6.49PM	
1,556	P		f10.55	9.8	WELBY	42.4	f 6.35			6.39	
1,806	P		f11.00	11.1	QUMBY	40.8		f 3.59			
1,550	P		f11.05	13.8	GALLUP	39.5			f 3.53		
2,643	PWT			16.4	EAST LAKE	36.8	f 6.25			f 6.33	
2,620	YP			18.1	SATT	34.2		f 6.15		6.24	
1,860	P			22.2	DARLOW	32.5	f 6.08	A11.28AM		3.37PM	
1,075	P			22.2	ST. VRAINS	28.4					
1,540	P			26.1	U. P. CROSSING	28.4					
1,086	WYP		5.05PM	27.8	FREDERICK	24.5	s 5.58	11.18AM		f 6.07	
9,137	WFYTP		f 5.08	30.2	FIRESTONE	22.8	f 5.54			f 6.02	
			A 5.20PM	34.6	HARNEY	20.4	f 5.50			5.58	
				40.9	GOWANDA	16.0	f 5.43			5.52	
				42.8	WILD CAT	12.3	5.38			5.47	
				44.5	G. W. CROSSING	9.7					
				50.6	DENT	7.8	5.33		A 9.48AM	5.40	
					OGILVY	6.1	5.30		f 9.44	5.37	
					LA SALLE	0.0	5.20AM		9.35AM	5.27PM	

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

WESTWARD				JULESBURG SUBDIVISION				EASTWARD					
SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 163 SEPTEMBER 7, 1938	Distance from Denver	FIRST CLASS		SECOND CLASS				
251 Time Freight Daily	111 Streamliner Passenger Daily	15 Passenger Daily	112 Streamliner Passenger				12 Passenger	248 Time Freight	250 Time Freight				
STATIONS													
3,919	WFYIP	8.30PM	6.17AM	1.15AM	0.0	DN	JULESBURG	Jb	197.2	A 7.30PM	A11.55PM	A 5.00AM	A 7.10PM
3,620	OP	8.48	6.25	f 1.27	7.1	D	IVID	Vi	190.1	7.22	s11.40	4.15	6.58
4,000	WP	8.58	6.32	f 1.38	11.2	P	HITT		186.0				
4,952	P	9.08	6.39	f 1.48	14.6	D	SEDGWICK	Zd	182.6	7.16	s11.29	3.55	6.48
4,953	WP	9.27	6.45	f 1.59	19.0	P	DORSEY		178.2				
3,563	P	9.38	6.53	f 2.10	23.1	P	REP LION		174.1	7.10	f11.18	3.40	6.37
4,560	P	9.49	6.59	f 2.20	25.8	P	MARCOTT		171.4				
4,201	P	9.59	7.05	2.30	30.1	DN	CROOK	Ck	167.1	7.05	s11.08	3.25	6.27
9,228	WFTOP	A10.10PM	A 7.11AM	A 2.40AM	34.2	P	TOBIN		163.0				
					38.8	P	PROCTOR		158.4	6.58	s10.57	3.10	6.16
					41.1	P	POWELL		156.1				
					43.4	P	SELMA		153.8				
					45.6	D	ILIFF	F	151.6	6.53	f10.46	2.55	6.07
					50.1	P	FORD		147.1				
					53.5	P	HAYFORD		143.7	6.47	10.36	2.30	5.57
					57.2	IP	C. B. & Q. CROSSING		140.0				
					57.5	DN-R	STERLING	St	139.7	6.44PM	10.30PM	2.00AM	5.50PM

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 112 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 first class trains and not less than fifteen minutes by second class and extra trains.

WESTWARD				STERLING SUBDIVISION				EASTWARD											
SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 163 SEPTEMBER 7, 1938	Distance from Denver	FIRST CLASS		SECOND CLASS										
251 Time Freight Daily	71 C. B. & Q. Freight Daily	303 C. B. & Q. Passenger Daily	111 Streamliner Passenger Daily				301 C. B. & Q. Passenger Daily	15 Passenger Daily	304 C. B. & Q. Passenger	112 Streamliner Passenger	12 Passenger	302 C. B. & Q. Passenger	72 C. B. & Q. Freight	250 Time Freight	248 Time Freight				
STATIONS																			
9,228	WFTOP	10.25PM	3.00PM	4.30PM	7.12AM	3.05AM	2.45AM	57.5	DN-R	STERLING	St	139.7	A 5.10AM	A 6.43PM	A10.25PM	A12.20AM	A 1.25AM	A 5.45PM	A 1.00AM
3,544	P	10.38	3.11	f 4.37	7.18	3.13	f 2.55	61.7	D	HALL	Od	135.5	4.58	6.35	f10.10	f12.10	1.09	5.32	12.38
3,545	P	10.49	3.22	f 4.43	7.23	3.21	f 3.05	64.1	D	ATWOOD	Od	133.1							
6,852	P	11.00	3.32					66.8	D	BEEFLAND	Mi	130.4	f 4.50	6.30	f10.01	f12.01AM	12.59	5.24	12.29
2,952	P	11.05	3.38	4.49	7.28	3.28	f 3.14	70.2	P	MERINO	Mi	127.0							
4,549	WP	11.20		4.52	7.30	3.31	3.18	72.1	P	BETA		125.1							
2,570	P	11.30		A 4.55PM	7.32	A 3.35AM	f 3.24	76.0	DN	MESSEX	Un	121.2	4.43	6.26	f 9.53	11.53PM	12.49	5.16	12.20
4,536	WFP	11.45						78.4	P	BALZAC		118.8	4.39	6.24	9.50	11.50	12.43	5.12	12.16
1,870	P	11.56PM						81.0	DN	UNION	Un	116.2	4.34AM	6.22	f 9.47	11.45PM	12.33AM	5.08	12.12
3,754	P	12.01AM						82.8	D	COOPER	Sn	114.4							
1,112	P	12.10						87.0	D	SNYDER	Sn	110.2							
3,746	WP	12.14						93.8	P	DODD		103.4							
2,951	P	12.25						96.9	P	HURLEY		100.3							
2,957	P	12.33						98.6	DN	FORT MORGAN	Fm	98.6							
5,751	WP	12.42						106.0	D	NARROWS	Dn	91.2							
3,758	P	12.55						109.0	D	WELDONA	Dn	88.2							
9,137	WFYTP	A 1.15AM						114.2	D	GOODRICH	Ch	83.0							
								117.7	D	ORCHARD	Ch	79.5							
								121.4	P	SUBLETTE		75.8							
								124.8	P	MASTERS		72.4							
								130.2	D	CANTON	Hr	67.0							
								135.4	D	HARDIN	Hr	61.8							
								139.1	D	KUNER	Kr	58.1							
								143.1	D	KERSEY	Kr	54.1							
								147.2	D	AUBURN		50.0							
								151.1	DN-R	LA SALLE	Sa	46.1							

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 112 is superior to westward trains of the same class and No. 250 is superior to No. 303 and No. 71. The time of Nos. 111 and 112 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains.

WESTWARD				STERLING SUBDIVISION				EASTWARD											
SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 163 SEPTEMBER 7, 1938	Distance from Denver	FIRST CLASS		SECOND CLASS										
251 Time Freight Daily	71 C. B. & Q. Freight Daily	303 C. B. & Q. Passenger Daily	111 Streamliner Passenger Daily				301 C. B. & Q. Passenger Daily	15 Passenger Daily	304 C. B. & Q. Passenger	112 Streamliner Passenger	12 Passenger	302 C. B. & Q. Passenger	72 C. B. & Q. Freight	250 Time Freight	248 Time Freight				
STATIONS																			
9,228	WFTOP	10.25PM	3.00PM	4.30PM	7.12AM	3.05AM	2.45AM	57.5	DN-R	STERLING	St	139.7	A 5.10AM	A 6.43PM	A10.25PM	A12.20AM	A 1.25AM	A 5.45PM	A 1.00AM
3,544	P	10.38	3.11	f 4.37	7.18	3.13	f 2.55	61.7	D	HALL	Od	135.5	4.58	6.35	f10.10	f12.10	1.09	5.32	12.38
3,545	P	10.49	3.22	f 4.43	7.23	3.21	f 3.05	64.1	D	ATWOOD	Od	133.1							
6,852	P	11.00	3.32					66.8	D	BEEFLAND	Mi	130.4	f 4.50	6.30	f10.01	f12.01AM	12.59	5.24	12.29
2,952	P	11.05	3.38	4.49	7.28	3.28	f 3.14	70.2	P	MERINO	Mi	127.0							
4,549	WP	11.20		4.52	7.30	3.31	3.18	72.1	P	BETA		125.1							
2,570	P	11.30		A 4.55PM	7.32	A 3.35AM	f 3.24	76.0	DN	MESSEX	Un	121.2	4.43	6.26	f 9.53	11.53PM	12.49	5.16	12.20
4,536	WFP	11.45						78.4	P	BALZAC		118.8	4.39	6.24	9.50	11.50	12.43	5.12	12.16
1,870	P	11.56PM						81.0	DN	UNION	Un	116.2	4.34AM	6.22	f 9.47	11.45PM	12.33AM	5.08	12.12
3,754	P	12.01AM						82.8	D	COOPER	Sn	114.4							
1,112	P	12.10						87.0	D	SNYDER	Sn	110.2							
3,746	WP	12.14						93.8	P	DODD		103.4							
2,951	P	12.25						96.9	P	HURLEY		100.3							
2,957	P	12.33						98.6	DN	FORT MORGAN	Fm	98.6							
5,751	WP	12.42						106.0	D	NARROWS	Dn	91.2							
3,758	P	12.55						109.0	D	WELDONA	Dn	88.2							
9,137	WFYTP	A 1.15AM						114.2	D	GOODRICH	Ch	83.0							
								117.7	D	ORCHARD	Ch	79.5							

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. 163 SEPTEMBER 7, 1938		Distance from Boulder	FIRST CLASS		SECOND CLASS	
	375 Local Freight Daily Except Sunday	515 Motor Passenger Daily		STATIONS	516 Motor Passenger		376 Local Freight			
4,405 WYOP	8.45AM		0.0	DN BRIGHTON	Bi	27.6			A 3.10PM	
P	f 8.53		4.2	YOKALL		23.4			f 2.55	
2,643 WYP	f 9.02	11.28AM	8.1	D ST. VRAINS	Vs	19.5	A 3.37PM		f 2.45	
			8.1	U. P. CROSSING		19.5				
P	f 9.10	f11.32	10.9	STATE COAL MINE JCT.		16.7	f 3.33		f 2.35	
P	f 9.12	f11.33	11.4	PARKDALE JCT.		16.2	f 3.32		f 2.30	
YP	s 9.22	s11.38	15.1	ERIE		12.5	s 3.27		s 1.35	
			15.1	C. B. & Q. CROSSING		12.5				
	f 9.28	f11.41	16.4	TABOR		11.2	f 3.24		f 1.25	
	f 9.34	f11.44	17.8	LEYNER		9.8	f 3.21		f 1.20	
	f 9.39	f11.48	19.6	LIGGETT		8.0	f 3.18		f 1.15	
	f 9.44	f11.52	22.1	WHITE ROCK		5.5	f 3.13		f 1.07	
P	f 9.54	f11.56AM	24.0	VALMONT		3.6	f 3.09		f 1.00PM	
			26.0	C. & S. CROSSING		1.6			f 11.56AM	
WYP	s10.00	s12.05PM	26.1	ARA		1.5	s 3.04		s11.20	
1,850 P	A10.15AM	A12.10PM	27.6	DN-R BOULDER	Br	0.0	3.00PM		11.15AM	
				(27.6)			Daily		Daily Except Sunday	

(1.30) Thru Time (0.42) (0.37) (3.55)
 18.4 28.0 31.4 7.0
 Average speed per hour
 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. 163 SEPTEMBER 7, 1938	Distance from Bunell	Distance from Parkdale Jct.	Time-Table No. 163 SEPTEMBER 7, 1938	Distance from End of Track	Distance from Ripple	Time-Table No. 163 SEPTEMBER 7, 1938	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. 163 SEPTEMBER 7, 1938		Distance from Purcell	SECOND CLASS	
	193 Local Freight Tuesday Thursday Saturday	194 Local Freight		STATIONS	194 Local Freight			
1,753 YP	10.05AM		0.0	CLOVERLY		13.6	A12.05PM	
	f10.13		2.2	CORNELL		11.4	f11.57AM	
	f10.17		3.1	LOWE		10.5	f11.53	
1,552 P	f10.25		5.1	D GALETON	Gn	8.5	f11.45	
1,550	f10.40		8.8	CAMFIELD		4.8	f11.30	
	f10.50		11.2	MEYER		2.4	f11.20	
1,540 YP	A11.00AM		13.6	PURCELL		0.0	11.10AM	
				(13.6)			Tuesday Thursday Saturday	

(0.55) Thru Time (0.55)
 14.8 14.8
 Average speed per hour
 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. 163 SEPTEMBER 7, 1938		Distance from Buckeye	SECOND CLASS	
	211 Mixed	212 Mixed		STATIONS	212 Mixed			
1,086 WYP	9.48AM		0.0	D DENT	Fd	41.7	A 5.05PM	
P	f 9.53		1.7	MILLIKEN		40.0	f 5.00	
			2.0	G. W. CROSSING		39.7		
1,974 P	f10.00		7.3	KOENIG		34.4	f 4.49	
			9.0	G. W. CROSSING		32.7		
	f10.05		9.1	KELIM		32.6	f 4.45	
	f10.11		13.5	BOYD LAKE		28.2	f 4.36	
	f10.15		16.4	REDMOND		25.3	f 4.31	
2,155 P	f10.19		19.5	HARMONY		22.2	f 4.25	
7,590 WYTOP	A10.35AM		25.0	D-R FORT COLLINS	Fc	16.7	4.15PM	
			25.2	C. & S. CROSSING		16.5		
			25.3	C. & S. CROSSING		16.4		
P			27.9	POUDRE		13.8		
P			30.0	BOETTCHER		11.7		
P			32.6	REMINGTON		9.1		
1,555 P			34.6	PORTNER		7.1		
1,925 P			38.5	RIPPLE		3.2		
1,551 YP			41.7	BUCKEYE		0.0		
				(41.7)			Daily	

(0.47) Thru Time (0.50)
 32.0 30.0
 Average speed per hour
 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. 163 SEPTEMBER 7, 1938		Distance from Briggsdale	SECOND CLASS	
	193 Local Freight Tuesday Thursday Saturday	191 Local Freight Monday Wednesday Friday		STATIONS	192 Local Freight		194 Local Freight	
11,740 WYOP	9.45AM	9.45AM	0.0	DN GREELEY	Hg	28.1	A12.45PM	A12.25PM
YP			2.3	GREELEY JCT.		25.8		
1,753 YP	A10.05AM	s10.05	6.0	CLOVERLY		22.1	s12.25	12.05PM
		f10.11	8.4	ALDEN		19.7	f12.19	
2,061 P		f10.18	10.4	GILL		17.7	f12.12	
		f10.25	13.1	MATTHEWS		15.0	f12.05PM	
1,551		f10.32	14.5	BARNESVILLE		13.8	f11.58AM	
1,550 WP		f10.44	18.6	CORNISH		9.5	f11.46	
1,950 P		f10.58	23.2	FOSSTON		4.9	f11.32	
1,553 YP		A11.10AM	28.1	D BRIGGSDALE	Bg	0.0	11.20AM	
				(28.1)			Monday Wednesday Friday	Tuesday Thursday Saturday

(0.20) Thru Time (1.25) (1.25) (0.20)
 18.0 19.8 19.8 18.0
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.