



UNION PACIFIC RAILROAD COMPANY

Eastern District



Colorado Division

TIME-TABLE No. 156

Effective Sunday, June 6, 1937

at 12:01 A. M. Mountain Time



FOR EMPLOYEES ONLY

WESTWARD

2.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 156

JUNE 6, 1937

STATIONS

STATIONS	Distance from Cheyenne	FIRST CLASS										SECOND CLASS				
		22 Passen- ger	100 Stream- liner Passenger	106 Stream- liner Passenger	24 Passen- ger	170 Passen- ger	4 Passen- ger	38 Passen- ger	112 Stream- liner Passenger	12 Passen- ger	16 Passen- ger	154 Time Freight	250 Time Freight	248 Time Freight	370 Mixed	334 Mixed
KANSAS CITY, MO.	746.4	A 7.15 AM	A 10.30 AM	A 1.38 PM	A 3.45 PM	A 8.10 PM										
KANSAS CITY, KAN.	743.9	7.01	10.22	1.32	3.32	7.54						A 5.00 AM				
LAWRENCE	706.8	6.16	9.46	12.56	2.45	7.01										
TOPEKA (North Topeka)	678.4	5.40	9.18	12.30 PM	2.15	6.20						11.50 PM				
MENOKEN	673.5	5.27	9.09		2.01	5.39						11.05				
MANHATTAN	627.1	4.35	8.22		1.05	4.30						9.15				
JUNCTION CITY	606.9	4.05	7.55		12.30 PM	3.50						8.00				
SOLOMON	574.1	3.13	7.16		11.27 AM	2.50						6.22				
SALINA	559.8	2.55	7.00 AM		11.05	2.30 PM						6.00 PM			A 2.10 PM	
ELLIS	443.1	12.25 AM			8.30							6.00 AM			9.30 AM	
OAKLEY	369.0	9.49 PM			5.22										4.44	
SHARON SPRINGS	316.6	8.45			4.20										2.50 AM	
HUGO	210.9	6.41			2.10 AM										11.10 PM	
DENVER	106.0	4.30 PM			11.59 PM										6.45 PM	
..... Thru Time.....		(13.45)	(3.30)	(1.08)		(5.40)						(23.00)			(18.25)	
Average speed per hour..		46.6	53.3	60.0		32.9										
DENVER	106.0				A 11.35 PM		A 10.00 AM	A 10.30 AM	4.45 PM	8.00 PM	11.30 PM	A 3.00 AM	2.30 PM	8.45 PM		A 7.15 PM
BRIGHTON	86.9				11.02		9.29	10.00	5.03	8.21	11.58 PM	2.05	2.57	9.17		
LA SALLE	59.9				10.31		8.44	9.27	5.27	8.49	12.33 AM	1.10 AM	3.38	10.25 PM		5.17
STERLING									6.44	10.20	3.03		5.50	2.10 AM		
JULESBURG									7.30 PM	11.45 PM	4.35 AM		A 7.10 PM	5.15 AM		
OMAHA									A 1.25 AM	A 7.50 AM	A 3.10 PM					
COUNCIL BLUFFS															A 11.52 PM	
BORIE								8.00 AM				11.00 PM				
CHEYENNE	0.0				9.10 PM		7.30 AM									3.45 PM
OGDEN																
(1217.1 Via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (17.35) (2.30) (2.30) (7.55) (11.45) (14.40) (4.00) (4.40) (26.07) (3.30)
Average speed per hour.. 42.5 42.4 41.2 70.7 47.6 38.2

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

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. 156 JUNE 6, 1937		Distance from Denver	FIRST CLASS		SECOND CLASS	
		333		23	21		24	22		370			
		Mixed		Passenger	Passenger		Passenger	Passenger		Mixed			
		Daily		Daily	Daily								
STATIONS													
2,310WFTTOP		7.15PM		7.07AM	12.50AM	303.3	DN-R	ELLIS	Rt	337.1	A 7.07AM	A 11.15PM	A 8.15AM
2,933	P	f 7.23		7.14	12.57	308.4		5.1 RIGA		332.0	6.49	11.09	f 7.40
2,567	P	f 7.33	f 7.20		1.03	313.7	D	5.3 OGALLAH	Og	326.7	f 6.43	11.03	f 7.20
2,423	WP	s 7.50	s 7.35		1.13	322.3	DN	8.6 WAKEENEY	W	318.1	s 6.31	s 10.53	s 7.05
2,021	P	f 8.00		7.44	1.21	330.0		7.7 VODA		310.4	6.19	10.42	f 6.35
1,670	P	f 8.10	f 7.53		1.28	335.8	D	5.8 COLLYER	Jy	304.6	f 6.13	10.35	f 6.13
2,464	P	s 8.22	s 8.04		1.37	343.3	D	7.5 QUINTER	Qn	297.1	f 6.04	10.26	f 5.52
3,299	WP	f 8.33	f 8.15		1.45	350.9	D	7.6 BUFFALO PARK	Bp	289.5	f 5.54	10.18	f 5.42
2,120	P	s 8.44	s 8.22		1.51	356.3	D	5.4 GRAINFIELD	Gf	284.1	f 5.47	10.12	f 5.30
2,570	P	f 8.58	s 8.32		2.00	365.2	Block Signals	8.9 GRINNELL	Gd	275.2	f 5.37	10.03	f 5.10
2,082	P	f 9.07		8.39	2.07	371.2		6.0 CAMPUS		269.2	5.29	9.56	f 4.55
2,789	WTFP	s 9.22	s 8.54	s 2.19		377.4	BDN	8.2 OAKLEY	Oq	263.0	s 5.22	s 9.49	s 4.44
2,586	P	f 9.38	f 9.05		2.29	386.1		8.7 MONUMENT		254.3	5.10	9.38	f 4.14
2,096	P	f 9.50	f 9.15		2.37	393.6		7.5 PAGE CITY		246.8	5.03	9.30	f 4.00
2,155	TP	f 10.00	s 9.24		2.43	399.0	D	5.4 WINONA	Gw	241.4	f 4.57	f 9.24	f 3.48
1,915	WP	f 10.15	f 9.35		2.54	408.4		9.4 McALLASTER		232.0	4.44	9.11	f 3.28
1,318	P	10.24		9.42	3.01	414.5		8.1 TURKEY CREEK		225.9	4.38	9.04	3.18
2,038	P	f 10.34	f 9.49		3.08	421.1		5.6 WALLACE		219.3	4.31	8.57	f 3.08
2,574	P	10.40		9.54	3.13	425.6		4.5 SOMENA		214.8	4.26	8.51	2.57
1,722WFTTOP		A 10.50PM	A 10.01AM	A 3.20AM		429.8	DN-R	4.2 SHARON SPRINGS	Ps	210.6	4.20AM	8.45PM	2.50AM
								(126.5)			Daily	Daily	Daily
		(8.35) 35.3	(2.54) 43.6	(2.30) 50.6				 Thru Time.....		(2.47) 45.5	(2.30) 50.6	(5.25) 23.4	
								 Average speed per hour					

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

No. 21 will stop at any station to pick up sleeping car passengers for stations beyond Granger.

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 Bell 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. 156 JUNE 6, 1937	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 WFTYOP	11.00PM	10.06AM	3.25AM	429.8	DN-R SHARON SPRINGS Ps	210.6	A 4.15AM	A 8.39PM	A 2.40AM
3,076 P	11.08	10.13	3.32	433.8	4.0 SUNLAND	206.6	4.07	8.33	2.32
2,085 P	11.16	10.20	3.39	438.4	4.6 LAPAZ	202.0	4.02	8.28	2.23
3,060 WP	11.26	10.26	3.43	441.8	3.4 WESKAN Mo	198.6	3.58	8.24	f 2.16
2,118 P	11.35	10.34	3.50	448.2	6.4 CHEMUNG	192.2	3.50	8.17	2.02
2,078 P	11.44	10.41	3.56	453.1	4.9 ARAPAHOE	187.3	3.43	8.11	f 1.53
2,611 P	11.52PM	10.47	4.02	458.2	5.1 SALIS	182.2	3.37	8.06	1.43
2,613 WP	12.02AM	10.55	4.09	463.0	4.8 DN CHEYENNE WELLS Cw	177.4	s 3.31	f 8.01	s 1.35
2,516 P	12.10	11.03	4.16	468.1	5.1 ASCALON	172.3	3.24	7.54	1.17
2,630 P	12.20	11.10	4.23	473.5	5.4 FIRST VIEW	166.9	3.19	7.47	f 1.08
2,567 P	12.30	11.19	4.32	482.3	8.8 ARENA	158.1	3.09	7.37	12.52
2,864 WFTYOP	12.43	11.29	4.39	487.7	5.4 D KIT CARSON Kc	152.7	s 3.03	7.31	s 12.43
2,562 P	12.51	11.37	4.47	494.0	6.3 SORRENTO	146.4	2.54	7.24	12.21
2,548 P	f 1.00	11.45	4.54	500.4	6.4 WILD HORSE	140.0	2.48	7.17	f 12.11AM
2,559 P	f 1.10	11.54AM	5.02	507.6	7.2 D AROYA Ro	132.8	2.40	7.10	f 11.56PM
2,555 P	f 1.23	12.06PM	5.13	518.0	10.4 BOYERO	122.4	2.30	7.00	f 11.39
4,614 WP	1.34	12.15	5.23	526.3	8.3 CLIFFORD	114.1	2.21	6.51	f 11.25
3,983 WFTYOP	A 1.55AM	A 12.26PM	A 5.35AM	535.5	9.2 DN-R HUGO Hu	104.9	2.10AM	6.41PM	11.10PM
					(105.7)		Daily	Daily	Daily
	(2.55) 36.2	(2.20) 45.3	(2.10) 48.8		 Thru Time.....		(2.05) 50.7	(1.58) 53.7	(3.30) 30.2
					 Average speed per hour.....				

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

No. 21 will stop at any station to pick up sleeping car passengers for stations beyond Granger.

No. 22 will stop at any station to let off revenue passengers from Denver or beyond.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
John R. Nilsson..	Chief Surgeon...	Omaha, Nebr...	
C. R. Kennedy...	District Surgeon.	Omaha Nebr...	
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..	Oakley to Ellis.
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,	Winona to Cheyenne
		Kans.....	Wells.
L. N. Meyers....	Surgeon.....	Cheyenne Wells,	Sharon Springs to
		Colo.	Hugo.
J. A. McConnell..	Surgeon.....	Hugo, Colo.....	Cheyenne Wells to
			Bennett.
Charles W. Amos..	Surgeon.....	Limon, Colo....	Byers to Hugo.
H. F. Lorimer....	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.
J. A. McCaw.....	Oculist.....	Denver, Colo....	Denver.
T. E. Beyer.....	Aurist.....	Denver, Colo....	Denver.
J. W. Wells.....	Surgeon.....	Brighton, Colo..	Denver to Lupton
			and Brighton to
			Erie.
A. T. Monismith..	Surgeon.....	Lupton, Colo....	Brighton to Platte-
			ville.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
W. L. Wilkinson..	Surgeon.....	La Salle, Colo...	La Salle to Kersey.
I. 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.
G. P. Johnston...	Consulting		
	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
J. D. Shingle....	Surgeon.....	Cheyenne, Wyo..	Julesburg to Laramie
			and Cheyenne to
			Carr.
Strader & Beck..	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.
H. W. Houf.....	Surgeon.....	Iliff, Colo.....	Crook to Sterling.
O. J. Schmitt....	Surgeon.....	Sterling, Colo...	Iliff to Merino.
A. F. Williams...	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
F. P. N. Van-			
Landeghem....	Surgeon.....	Kersey, Colo....	Hardin to La Salle.
F. H. McCabe....	Surgeon.....	Frederick, Colo..	St. Vrain to Dent.
P. R. Farrington.	Surgeon.....	Boulder, Colo...	Boulder to Erie.
P. J. McHugh....	Surgeon.....	Ft. Collins, Colo.	La Salle to Ft. Collins.
F. A. Humphrey..	Surgeon.....	Ft. Collins, Colo.	La Salle to Ft. Collins.

DENVER SUBDIVISION

DENVER SUBDIVISION

EASTWARD

Time-Table No. 156

JUNE 6, 1937

STATIONS

Distance from
Denver

FIRST CLASS

SECOND CLASS

Length of sidings in
feet, location of wa-
ter, fuel, interlock-
ing plants, turning
stations, scales and
telephones.

				24 Passenger	8 C.R.I. & P. Passenger	22 Passenger			92 C.R.I. & P. Freight	370 Mixed	96 C.R.I. & P. Freight
3,983	WFTTP	DN-R	HUGO	Hu	104.9	A 2.05AM		A 6.36PM		A 11.00PM	
5,745	P		6.2 BAGDAD		98.7	1.57		6.28		10.46	
1,505	WP		6.2 LAKE		92.5	1.50		6.21		f 10.36	
			2.6 (C. R. I. & P. Crossing)								
2,388	P	DN-R	LIMON	Mn	89.9	s 1.45		s 6.17		s 10.29	
			0.1 LIMON JUNCTION		89.8		A 4.20PM		A 7.00AM		A 10.40PM
2,580	P		6.0 RIVER BEND		83.8	1.38	4.12	6.09	6.47	f 9.59	10.21
2,530	YP		6.6 CEDAR POINT		77.2	1.30	4.05	6.01	6.36	f 9.49	10.04
2,456	P		3.9 BUICK		73.3	1.25	3.59	5.56	6.23	9.39	9.50
2,452	P	D	5.1 AGATE	Ax	68.2	1.19	3.52	5.50	6.07	f 9.29	9.33
1,718	P		5.9 LOWLAND		62.3	1.12	3.44	5.43	5.57	9.11	9.16
2,559	WFTTP	DN	6.1 DEER TRAIL	Dx	56.2	1.04	3.36	5.36	5.47	s 9.00	9.03
2,529	P		5.9 PEORIA		50.3	12.57	3.28	5.29	5.33	8.41	8.50
2,553	P	D	6.5 BYERS	By	43.8	12.50	3.20	5.22	5.23	f 8.31	8.40
2,584	WP	D	5.9 STRASBURG	Sr	37.9	12.44	3.12	5.16	5.13	f 8.19	8.24
2,433	P	D	6.4 BENNETT	Bt	31.5	12.38	3.04	5.09	5.02	f 8.04	8.12
2,536	P		4.8 MANILA		26.7	12.33	2.58	5.04	4.52	7.52	8.00
2,477	WP		4.7 WATKINS		22.0	12.28	2.53	4.59	4.35	f 7.43	7.50
2,563	P		6.6 MESA		15.4	12.21	2.46	4.52	4.24	7.28	7.39
			3.1 MAGEE		12.3						
2,706	P		2.4 SABLE		9.9	12.15	2.39	4.46	4.16	7.18	7.23
	P		2.7 ROYDALE		7.2						
2,467	P		1.1 SANDOWN		6.1	12.10	2.35	4.41	4.05	7.08	7.11
			1.7 LOWRY		4.4						
	WFTTOP		2.2 PULLMAN		2.2	12.05AM	2.30PM	4.36PM	3.56AM	7.00PM	7.01PM
			(102.7)			Daily	Daily	Daily	Daily	Daily	Daily
..... Thru Time.....					(2.00)	(1.50)	(2.00)		(3.04)	(4.00)	(3.39)
.... Average speed per hour....					51.4	47.7	51.4		28.9	25.5	25.1

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 let off revenue passengers from Denver or beyond.

WESTWARD

NORTHERN SUBDIVISION

SECOND CLASS

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS									Distance from Denver	Time-Table No. 156 JUNE 6, 1937	STATIONS
			248 Time Freight	370 Mixed	96 C.R.I. & P. Freight	319 Time Freight	250 Time Freight	155 Time Freight	92 C.R.I. & P. Freight			
			Daily	Daily	Daily	Daily	Daily	Daily	Daily			
YIP				6.45PM	6.30PM				3.50AM	0.0		DN-R DENVER Ud
OP			8.45PM	6.55	6.35	6.05PM	2.30PM	6.30AM	3.55	1.8		DN 36TH STREET Ra
WFTYOP			8.47	A 7.00PM	A 6.50PM	6.06	2.31	6.31	A 3.56AM	2.2		PULLMAN
IP										4.9		C.B. & Q. CROSSING
			8.54			6.13	2.38	6.38		5.0		SAND CREEK JCT.
4,544 P			8.59			6.18	2.42	6.42		8.1		DUPONT
2,779 P			9.04			6.23	2.46	6.46		11.3		HAZELTINE
2,547 P			9.09			6.26	2.50	6.50		14.1		HENDERSON
										16.7		NORTHWAY
4,405 WYOP			9.17			6.33	2.57	6.57		19.1		DN BRIGHTON Bi
P										22.8		POWARS
4,561 P			9.27			6.41	3.07	7.07		25.8		D LUPTON Up
2,543 P			9.33			6.46	3.14	7.13		30.1		IONE
4,537 P			9.39			6.52	3.19	7.19		34.8		D PLATTEVILLE Pa
P										37.8		HOUSTON
5,729 P			9.47			6.58	3.25	7.25		40.0		D GILCREST Gi
P										42.4		PECKHAM
										43.3		HAMBERT
9,137 WFTYP			A 10.00PM			7.08	A 3.33PM	7.35		46.1		DN-R LASALLE Sa
2,861 P						7.12		7.39		48.2		EVANS
11,740 WYOP						7.19		7.44		51.7		DN GREELEY Hg
YP										54.0		GREELEY JCT.
3,995 P						7.27		7.50		55.8		D LUCERNE C
3,856 WP						7.33		7.56		59.2		DN EATON Ur
I										59.3		G. W. CROSSING
3,163 P						7.39		8.01		63.0		D AULT A
P										65.0		STAGE
3,172 WYP						7.44		8.05		66.8		D PIERCE Ri
2,966 P						7.52		8.12		71.9		D NUNN Nu
4,623 P						8.01		8.32		77.0		DOVER
2,565 P						8.10		8.47		81.9		DECKER
4,754 WFYP						8.17		8.55		86.0		DN CARR Cr
4,625 P						8.26		9.03		90.4		WARREN
2,555 P						8.34		9.11		94.4		GLEASON
4,625 WYP						8.43		9.20		97.8		D SPEER S
3,953 IP								A 9.30AM		103.1		DN BORIE Bo
P						8.50				101.5		CORLETT JCT.
IP						8.55				104.7		DN TOWER A AY
WFTYOP						A 9.05PM				106.0		DN-R CHEYENNE N CY

(106.0)

(1.15)
35.6(0.15)
8.8(0.20)
6.6(3.00)
35.3(1.03)
42.2(3.00)
33.8(0.06)
22.0..... Thru Time
... 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 first class trains and not less than fifteen minutes by second class and extra trains.

WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS

Time-Table No. 156

JUNE 6, 1937

STATIONS

DN-R	DENVER	Ud
DN	36TH STREET	Ra
	PULLMAN	
	C.B. & Q. CROSSING	
	SAND CREEK JCT.	
	DUPONT	
	HAZELTINE	
	HENDERSON	
	NORTHWAY	
DN	BRIGHTON	Bi
	POWARS	
D	LUPTON	Up
	IONE	
D	PLATTEVILLE	Pa
	HOUSTON	
D	GILCREST	Gi
	PECKHAM	
	HAMBERT	
DN-R	LA SALLE	Sa
	EVANS	
DN	GREELEY	Hg
	GREELEY JCT.	
D	LUCERNE	C
DN	EATON	Ur
	G. W. CROSSING	
D	AULT	A
	STAGE	
D	PIERCE	Ri
D	NUNN	Nu
	DOVER	
	DECKER	
DN	CARR	Cr
	WARREN	
	GLEASON	
D	SPEER	S
DN	BORIE	Bo
	CORLETT JCT.	
DN	TOWER A	AY
DN-R	CHEYENNE	NY

(106.0)

..... Thru Time
..... Average speed per hour(0.06)
22.0(1.00)
46.1(0.49)
56.5(2.45)
38.5(2.10)
47.6(0.42)
65.8(0.06)
22.0(0.05)
26.3(0.08)
37.5(2.55)
36.3

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. 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. 156

JUNE 6, 1937

FIRST CLASS

STATIONS

DN-R DENVER	Ud	1.8
DN 36TH STREET	Ra	0.4
PULLMAN		0.4
C.B. & Q. CROSSING		0.1
SAND CREEK JCT.		0.1
DUPONT		3.1
HAZELTINE		3.2
HENDERSON		2.8
NORTHWAY		2.6
DN BRIGHTON	Bi	2.4
POWARS		3.7
D LUPTON	Up	3.0
IONE		4.3
D PLATTEVILLE	Pa	4.7
HOUSTON		3.0
D GILCREST	Gi	2.2
PECKHAM		2.4
HAMBERT		0.9
DN-R LA SALLE	Sa	2.8
EVANS		2.1
DN GREELEY	Hg	3.5
GREELEY JCT.		2.3
D LUCERNE	C	1.8
DN EATON	Ur	3.4
G. W. CROSSING		0.1
D AULT	A	3.7
STAGE		2.0
D PIERCE	Ri	1.8
D NUNN	Nu	5.1
DOVER		5.1
DECKER		4.9
DN CARR	Cr	4.1
WARREN		4.4
GLEASON		4.0
D SPEER	S	3.4
DN BORIE	Bo	5.3
CORLETT JCT.		3.2
DN TOWER A	AY	1.3
DN-R CHEYENNE	N	
	CY	

15	21	111	4	38	11	7	23	512	24		
Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	C.R.I. & P. Passenger	Passenger	Motor Passenger	Passenger		
A 7.00AM	A 8.00AM	A 9.20AM	A 10.00AM	A 10.30AM	A 11.44AM	A 11.45AM	A 3.10PM	A 4.15PM	A 11.35PM		
6.48	7.50	9.14	9.54	10.23	11.37	11.39	3.03	4.05	11.26		
6.46	7.49AM	9.13	9.53	10.22	11.36	11.38AM	3.02PM	4.04	11.25		
6.38		9.09	9.47	10.17	11.32AM			3.59PM	11.20		
6.33		9.05	9.43	10.13					11.15		
f 6.28		9.02	f 9.39	10.09					11.11		
f 6.23		9.00	f 9.35	10.06					11.08		
s 6.15		8.55	s 9.29	10.00					11.02		
s 6.05		8.49	s 9.17	9.51					10.54		
f 5.58		8.45	f 9.09	9.46					10.49		
f 5.52		8.41	s 8.59	9.41					10.44		
f 5.44		8.37	f 8.52	9.34					10.38		
5.35AM		8.31AM	s 8.44	s 9.27					s 10.31		
			f 8.41	9.13					10.24		
			s 8.37	s 9.07					s 10.19		
			f 8.31	8.55					10.12		
			s 8.27	8.51					10.08		
			s 8.22	8.46					10.03		
			f 8.18	8.42					9.59		
			f 8.12	8.37					9.54		
			f 8.06	8.32					9.49		
			8.01	8.27					9.44		
			f 7.56	8.22					9.39		
			7.51	8.17					9.34		
			7.46	8.12					9.29		
			f 7.42	8.07					9.24		
				8.00AM							
			7.37						9.17		
			7.32						9.12		
			7.30AM						9.10PM		
(106.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

Thru Time..... (1.25) (0.11) (0.49) (2.30) (2.30) (0.12) (0.07) (0.08) (0.16) (2.25)
 Average speed per hour..... 32.5 12.0 56.5 42.4 41.2 25.0 18.9 16.5 18.7 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.

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

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 156

JUNE 6, 1937

STATIONS

Distance from
Cheyenne

SECOND CLASS

251

Time
Freight

91

C.R.I. & P.
Freight

333

Mixed

97

C.R.I. & P.
Freight

334

Mixed

154

Time
FreightLength of sidings in
feet, location of wa-
ter, fuel, interlock-
ing plants, turning
stations, scales and
telephones.

YIP
OP
WFTYOP
IP
4,544 P
2,779 P
2,547 P
4,405 WYOP
P
4,561 P
2,543 P
4,537 P
P
5,729 P
P
9,137 WFTYOP
2,861 P
11,740 WYOP
YIP
3,995 P
3,856 WP
I
3,163 P
P
3,172 WYOP
2,966 P
4,623 P
2,565 P
4,754 WFTYOP
4,625 P
2,555 P
4,625 WYOP
3,963 IP
P
IP
WFTYOP

DN-R DENVER Ud
1.8
DN 36TH STREET Ra
0.4
PULLMAN
2.7
C.B. & Q. CROSSING
0.1
SAND CREEK JCT.
3.1
DUPONT
3.2
HAZELTINE
2.8
HENDERSON
2.6
NORTHWAY
2.4
DN BRIGHTON Bi
3.7
POWARS
3.0
D LUPTON Up
4.3
IONE
4.7
D PLATTEVILLE Pa
3.0
HOUSTON
2.2
D GILCREST Gi
2.4
PECKHAM
0.9
HAMBERT
2.8
DN-R LA SALLE Sa
2.1
EVANS
3.5
DN GREELEY Hg
2.3
GREELEY JCT.
1.8
D LUCERNE C
3.4
DN EATON Ur
0.1
G. W. CROSSING
3.7
D AULT A
2.0
STAGE
1.8
D PIERCE Ri
5.1
D NUNN Nu
5.1
DOVER
4.9
DECKER
4.1
DN CARR Cr
4.4
WARREN
4.0
GLEASON
3.4
D SPEER S
5.3
DN BORIE Bo
CORLETT JCT.
3.2
DN TOWER A AY
1.3
DN-R CHEYENNE N
CY

106.0
104.2
103.8
101.1
101.0
97.9
94.7
91.9
89.3
86.9
83.2
80.2
75.9
71.2
68.2
66.0
63.6
62.7
59.9
57.8
54.3
52.0
50.2
46.8
46.7
43.0
41.0
39.2
34.1
29.0
24.1
20.0
16.6
11.6
8.2
4.6
1.3
0.0

A 5.15AM
A 4.00AM
3.15
2.55
2.45
2.37
2.30
2.15
2.03
1.53
1.45
1.30
1.15AM
5.17
5.11
5.05
4.57
4.52
4.45
4.40
4.33
4.26
4.20
4.15
4.09
4.04
3.59
3.52
3.47
3.45PM

Via
Dent
Sub
Divn

Daily

Daily

Daily

Daily

Daily

Daily

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

(2.45)
16.1

(0.30)
4.4

(0.10)
13.8

(0.35)
3.8

(3.30)
30.5

(4.00)
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

FIRST CLASS				Distance from Denver	Time-Table No. 156		Distance from La Salle	FIRST CLASS				SECOND CLASS
212	505	511	STATIONS		209	11		512	334			
Passenger	Motor Passenger	Motor Passenger			Passenger	Passenger		Motor Passenger		Mixed		
Daily	Daily	Daily										
		9.29AM	5.0	SAND CREEK JCT.	45.6		A 11.32AM	A 3.59PM		A 6.49PM		
			8.2	WELBY	42.4							
		f 9.34	9.8	QUIMBY	40.8		f 11.23	f 3.52		6.39		
			11.1	GALLUP	39.5							
		f 9.39	13.8	EAST LAKE	36.8		f 11.18	f 3.46		f 6.33		
			16.4	SATT	34.2							
		f 9.44	18.1	DARLOW	32.5		f 11.12	f 3.39		6.24		
	3.18PM	A 9.49AM	22.2	ST. VRAINS	28.4		s 11.05	s 3.32		6.16		
			22.2	U. P. CROSSING	28.4							
	A 3.26PM		26.1	FREDERICK	24.5		f 10.58	3.27PM		f 6.07		
			27.8	FIRESTONE	22.8		f 10.53			f 6.02		
			30.2	HARNEY	20.4		f 10.48			5.58		
			34.6	GOWANDA	16.0		f 10.41			5.52		
			38.3	WILD CAT	12.3		10.36			5.47		
			40.9	G. W. CROSSING	9.7							
5.03PM			42.8	DENT	7.8	A 8.55AM	s 10.30			5.40		
f 5.06			44.5	OGILVY	6.1	f 8.52	10.27			5.37		
A 5.20PM			50.6	LA SALLE	0.0	8.45AM	10.20AM			5.27PM		
				(45.6)		Daily	Daily	Daily		Daily		

(0.17)
27.5(0.08)
29.2(0.20)
51.6

..... Thru Time.....

(0.10)
46.8(1.12)
38.0(0.32)
39.3(1.22)
34.2..... Average speed per hour.....
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD

STERLING SUBDIVISION

Length of sidings in feet, location of water, fuel, inter- locking plants, turning sidings, scales and tele- phones.	SECOND CLASS			FIRST CLASS				Distance from Julesburg	Time-Table No. 156 JUNE 6, 1937	
	251 Time Freight	71 C.B. & Q. Freight	303 C.B. & Q. Passenger	11 Passenger	111 Streamliner Passenger	301 C.B. & Q. Passenger	15 Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		DN-R	STERLING St
4,663 WFTOP	10.20PM	3.00PM	4.50PM	8.03AM	7.12AM	3.20AM	3.10AM	57.5		HALL
3,544 P	10.31	3.11	f 4.57	f 8.12	7.18	3.28	f 3.20	61.7	D	ATWOOD Od
3,545 P	10.40	3.22	f 5.03	f 8.20	7.23	3.36	f 3.30	64.1		BETTLAND
6,852 P	10.50	3.32	5.09	f 8.27	7.28	3.43	f 3.37	66.8	DN	MERINO MI
P	10.54	3.38	5.12	8.30	7.30	3.46	3.41	70.2		BETA
2,952 P	10.58	A 3.50PM	A 5.15PM	f 8.34	7.32	A 3.50AM	f 3.46	72.1		MESSEX
4,549 WP	11.06			f 8.42	7.37		f 3.55	76.0		BALZAC
2,570 P	11.16			8.50	7.43		4.04	78.4	DN	UNION Un
4,536 WFP	11.25			s 9.00	7.47		s 4.14	81.0		COOPER
1,870 P	11.35			9.10	7.52		4.24	82.8	D	SNYDER Sn
3,754 P	11.40			f 9.15	7.54		f 4.30	87.0		DODD
1,112 P	11.49			f 9.22	7.58		f 4.38	88.8		HURLEY
3,746 WP	11.53PM			f 9.28	8.01		f 4.44	90.6	DN	FORT MORGAN Fm
P				f 9.37	8.07		f 4.53	92.1		NARROWS
2,951 P	12.03AM			9.44	8.11		5.00	94.1	D	WELDONA Dn
2,957 P	12.11			f 9.51	8.15		f 5.08	96.9		GOODRICH
5,751 WP	12.20			f 10.01	8.21		f 5.18	98.6	D	ORCHARD Ch
P				A 10.15AM	8.31AM		A 5.30AM	100.0		SUBLETTE
3,758 P	12.43							102.4		MASTERS
9,137 WFTTP	A 1.00AM							104.2	D	CANTON
								106.0		HARDIN Hr
								108.0		KUNER
								109.0	D	KERSEY Kr
								111.7		AUBURN
								112.4	DN-R	LA SALLE Sa
								114.2		(93.6)

(2.40)
35.1(0.50)
28.2(0.25)
56.4(2.12)
42.6(1.19)
72.0(0.30)
47.0(2.20)
40.4..... Thru Time.....
..... Average speed per hour.....

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

JULESBURG SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, inter- locking plants, turning stations, scales and tele- phones.	JULESBURG SUBDIVISION				Distance from Julesburg	Time-Table No. 156					Distance from Denver	FIRST CLASS			SECOND CLASS			
	WESTWARD		EASTWARD			JUNE 6, 1937						WESTWARD		EASTWARD				
	SECOND CLASS		FIRST CLASS			STATIONS						SECOND CLASS		FIRST CLASS				
	251 Time Freight	11 Passenger	111 Streamliner Passenger	15 Passenger														
	Daily	Daily	Daily	Daily														
3,919 WFTIP	8.30PM	6.40AM	6.17AM	1.45AM	0.0	DN	JULESBURG	Jb	197.2	A 4.30AM	A 7.30PM	A 11.43PM	A 5.00AM	A 7.10PM				
3,620 OP	8.58	s 6.50	6.25	f 1.56	7.1	D	OVID	Vi	190.1	f 4.14	7.22	s 11.29	4.30	6.58				
P					11.2		HITT		186.0									
4,000 WP	9.08	s 7.01	6.32	f 2.06	14.6	D	SEDGWICK	Zd	182.6	f 4.03	7.16	s 11.18	4.10	6.48				
P					19.0		DORSEY		178.2									
4,952 P	9.18	f 7.11	6.39	2.16	23.1		RED LION		174.1	3.51	7.10	f 11.07	3.51	6.37				
P					25.8		MARCOTT		171.4									
4,953 WP	9.27	s 7.21	6.45	f 2.25	30.1	DN	CROOK	Cl	167.1	f 3.42	7.05	s 10.57	3.29	6.27				
					34.2		TOBIN		163.0									
3,563 P	9.38	f 7.32	6.53	f 2.35	38.8		PROCTOR		158.4	f 3.31	6.58	s 10.47	3.16	6.16				
P					41.1		POWELL		156.1									
					43.4		SELMA		153.8									
4,500 P	9.49	s 7.42	6.59	f 2.44	45.6	D	ILIFF	F	151.6	f 3.20	6.53	s 10.36	3.05	6.07				
					50.1		FORD		147.1									
4,201 P	9.59	7.51	7.05	2.54	53.5		HAYFORD		143.7	3.10	6.47	10.26	2.54	5.57				
IP					57.2		C. B. & Q. CROSSING		140.0									
4,663 WFTOP	A 10.10PM	A 7.58AM	A 7.11AM	A 3.03AM	57.6	DN-R	STERLING	St	139.7	3.03AM	6.44PM	10.20PM	2.10AM	5.50PM				
							(57.5)			Daily	Daily	Daily	Daily	Daily				
(1.40) (1.18) (0.54) (1.18) Thru Time (1.27) (0.46) (1.23) (2.50) (1.20) 34.5 44.2 63.9 44.2 Average speed per hour 37.4 75.0 41.6 20.4 43.1 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. 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.																		

STERLING SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, inter- locking plants, turning stations, scales and tele- phones.	Time-Table No. 156			Distance from Denver	FIRST CLASS					SECOND CLASS			
	JUNE 6, 1937				16	304	302	112	12	72	250	248	
					Passenger	C. B. & Q. Mixed	C. B. & Q. Passenger	Streamliner Passenger	Passenger	C. B. & Q. Freight	Time Freight	Time Freight	
	STATIONS												
	4,663 WFTOP	DN-R	STERLING St		139.7	A 2.50AM	A 5.10AM	A 11.35AM	A 6.43PM	A 10.15PM	A 1.25AM	A 5.45PM	A 1.00AM
			HALL		135.6								
	8,544 P	D	ATWOOD Od		133.1	f 2.38	4.58	f 11.26	6.35	10.06	1.09	5.32	12.46
			BEETLAND		130.4								
	8,545 P	DN	MERINO Mi		127.0	f 2.27	f 4.50	f 11.18	6.30	10.01	12.59	5.24	12.38
			BETA		125.1								
6,852 P		MESSEK	121.2	f 2.19	4.43	11.11	6.26	9.56	12.49	5.16	12.30		
P		BALZAC	118.8	2.15	4.39	11.08	6.24	9.54	12.43	5.12	12.26		
2,952 P	DN	UNION Un	116.2	f 2.12	4.34AM	11.04AM	6.22	9.52	12.33AM	5.08	12.22		
		COOPER	114.4										
4,549 WP	D	SNYDER Sn	110.2	f 2.03			6.17	9.47		5.00	12.13		
2,570 P		DODD	103.4	1.54			6.12	9.41		4.52	12.03AM		
		HURLEY	100.3										
4,536 WFP	DN	FORT MORGAN Fm	98.6	s 1.47			6.08	9.37		4.46	11.56PM		
1,870 P		NARROWS	91.2	1.34			6.02	9.30		4.37	11.45		
3,754 P	D	WELDONA Dn	88.2	f 1.29			6.00	9.27		4.33	11.40		
1,112 P		GOODRICH	83.0	f 1.21			5.56	9.23		4.27	11.23		
3,746 WP	D	ORCHARD Ch	79.6	f 1.16			5.53	9.20		4.22	11.18		
P		SUBLETTE	75.8										
2,951 P		MASTERS	72.4	f 1.06			5.48	9.14		4.13	11.07		
2,957 P		CANTON	67.0	12.59			5.44	9.09		4.07	10.59		
5,751 WP	D	HARDIN Hr	61.8	f 12.52			5.40	9.05		4.00	10.51		
P		KUNER	58.1										
3,758 P	D	KERSEY Kr	54.1	f 12.43			5.34	8.58		3.50	10.40		
		AUBURN	50.0										
9,137 WFTYP	DN-R	LA SALLE Sa	46.1	12.33AM			5.27PM	8.49PM		3.38PM	10.25PM		
		(98.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
..... Thru Time (2.17) (0.81) (0.81) (1.18) (1.26) (0.52) (2.07) (2.35)													
..... Average speed per hour 41.0 45.4 45.4 73.9 65.3 27.1 44.2 38.2													
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.													
No. 12 will stop on flag at Fort Morgan to Pick up revenue passengers for East of Sterling. No. 12 will stop at Fort Morgan to let off revenue passengers from Denver.													

WESTWARD

BOULDER BRANCH

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Brighton	Time-Table No. 156 JUNE 6, 1937		Distance from Boulder	FIRST CLASS		SECOND CLASS
	375 Local Freight Daily Except Sunday	509 Motor Passenger Daily	511 Motor Passenger Daily	STATIONS		510 Motor Passenger	512 Motor Passenger		376 Local Freight		
4,405 WTOP	8.45AM			0.0	DN	BRIGHTON	Bi	27.6			A 1.05PM
P	f 8.53			4.2		4.2 YOXALL		23.4			f12.47
2,643 YP	f 9.02	11.10AM	9.49AM	8.1	D	3.9 ST. VRAINS	Vs	19.5	A11.04AM	A 3.18PM	f12.40
				8.1		0.0 U. P. CROSSING		19.5			
P	f 9.10	f11.14	f 9.53	10.9		2.8 STATE COAL MINE JCT.		16.7	f10.56	f 3.10	f12.20
P	f 9.12	11.15	f 9.54	11.4		0.5 PARKDALE JCT.		16.2	f10.55	3.09	f12.15
WYP	s 9.22	s11.20	s 9.59	15.1		3.7 ERIE		12.5	s10.50	s 3.04	s12.05PM
				15.1		0.0 C. B. & Q. CROSSING		12.5			
	f 9.28	11.23	f10.02	16.4		1.3 TABOR		11.2	f10.47	3.01	f11.54AM
	f 9.34	11.25	f10.04	17.8		1.4 LEYNER		9.8	f10.45	2.59	f11.49
	f 9.39	11.28	f10.07	19.6		1.8 LIGGETT		8.0	f10.42	2.56	f11.45
	f 9.44	11.32	f10.11	22.1		2.5 WHITE ROCK		5.5	f10.38	2.52	f11.39
P	f 9.54	f11.35	f10.14	24.0		1.9 VALMONT		3.6	f10.35	f 2.49	f11.35
				26.0		2.0 C. & S. CROSSING		1.6			
WYP	s10.00	s11.41	s10.20	26.1		0.1 ARA		1.5	s10.32	s 2.46	s11.20
1,850 P	A10.15AM	A11.46AM	A10.25AM	27.6	DN-R	1.5 BOULDER	Br	0.0	10.28AM	2.42PM	11.15AM
						(27.6)			Daily	Daily	Daily Except Sunday

(1.30) (0.36) (0.36) Thru Time..... (0.36) (0.36) (1.50)
 18.4 32.5 32.5 Average speed per hour.... 32.5 32.5 15.1
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 510 is superior to No. 509.
 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. 156 JUNE 6, 1937		Distance from Bunell
	STATIONS		
	SABLE		1.6
1.6	BUNELL		

Distance from Parkdale Jct.	Time-Table No. 156 JUNE 6, 1937		Distance from End of Track
	STATIONS		
	PARKDALE JCT.		3.1
1.9	PURITAN		1.2
3.1	END OF TRACK		

Distance from Ripple	Time-Table No. 156 JUNE 6, 1937		Distance from End of Track
	STATIONS		
	RIPPLE		2.3
2.2	ORCUTT		0.1
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. 156 JUNE 6, 1937	Distance from Purcell	SECOND CLASS					
			193 Local Freight						194 Local Freight			
			Tuesday Thursday Saturday									
	1,753	YP	10.05AM				0.0	CLOVERLY	13.8	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	GALETON	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) (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.	FIRST CLASS				Distance from Dent	Time-Table No. 156 JUNE 6, 1937		Distance from Buckeye	FIRST CLASS		
			211	209					210	212	
			Passenger	Passenger					Passenger	Passenger	
			Daily	Daily							
1,086	WYP		10.35AM	8.55AM	0.0	N	DENT	Fd	41.7	A10.29AM	A 5.03PM
	P		f10.39	f 8.58	1.7		MILLIKEN		40.0	f10.24	f 4.59
					2.0		G. W. CROSSING		39.7		
1,974	P		f10.49	f 9.05	7.3		KOENIG		34.4	f10.16	f 4.51
					9.0		G. W. CROSSING		32.7		
	P		f10.53	f 9.09	9.1		KELIM		32.6	f10.12	f 4.48
			f11.00	f 9.15	13.5		BOYD LAKE		28.2	f10.05	f 4.42
			f11.05	f 9.19	16.4		REDMOND		25.3	f10.00	f 4.38
2,155	P		f11.10	f 9.25	19.5		HARMONY		22.2	f 9.54	f 4.33
7,590	WFTTOP		A11.20AM	A 9.35AM	25.0	D-R	FORT COLLINS	Fc	16.7	9.40AM	4.25PM
					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	Daily

(0.45)
33.3(0.40)
37.5..... Thru Time.....
..... Average speed per hour.....(0.49)
30.6(0.38)
39.4

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 210 is superior to No. 211. At Dent, Nos. 209 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. 156 JUNE 6, 1937		Distance from Briggsdale	SECOND CLASS				
		193 Local Freight	191 Local Freight			192 Local Freight		194 Local Freight				
		Tuesday Thursday Saturday	Monday Wednesday Friday									
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				
1,758	YP	A10.05AM	10.05	6.0		CLOVERLY		22.1	12.25	12.05PM		
			10.11	8.4		ALDEN		19.7	12.19			
2,061	P		10.18	10.4		GILL		17.7	12.12			
			10.25	13.1		MATTHEWS		15.0	12.05PM			
1,551			10.32	14.5		BARNESVILLE		13.6	11.58AM			
1,550	WP		10.44	18.6		CORNISH		9.5	11.46			
1,950	P		10.58	23.2		FOSSTON		4.9	11.32			
1,553	YP		A11.10AM	28.1	D	BRIGGSDALE	Bg	0.0	11.20AM			
									Monday Wednesday Friday	Tuesday Thursday Saturday		
						(28.1)						

(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 72.

