



UNION PACIFIC RAILROAD COMPANY

Eastern District



Colorado Division

TIME-TABLE

No. 179

Effective Sunday,
March 7, 1943
at 12:01 A. M. Mountain Time

WORK SAFELY TODAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS

FIRST CLASS

355	377	477	455	555	355		17	63	111	15	39	37	23	55	Distance from Kansas City	Time-Table No. 179
Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Mixed		Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		MARCH 7, 1943
	Daily	Daily	Daily	Daily	Daily		Daily	Daily			Daily	Daily	Daily	Daily		STATIONS
															0.0	KANSAS CITY, MO.
				7.00 PM							11.55 PM	11.30 PM	6.30 PM	10.00 AM	2.5	KANSAS CITY, KAN.
											12.05 AM	11.38 PM	6.37	10.10	39.6	LAWRENCE
				9.25							12.59	12.30 AM	7.25	11.05	68.0	TOPEKA (North Topeka)
											1.40	1.15	8.00	11.40 AM 12.01 PM	72.9	MENOKEN
				9.45							1.52	1.27	8.07	12.15	119.3	MANHATTAN
				11.35 PM							3.05	2.30	9.05	1.45	139.5	JUNCTION CITY
				1.45 AM							4.05	3.25	9.50	2.40	172.3	SOLOMON
				3.16							4.57	4.15	10.28	3.35	186.6	SALINA
				6.00 AM	4.30 PM						A 5.20 AM	4.40 4.55	10.55 PM	A 4.00 PM	303.3	ELLIS
				A 6.00 PM	9.30 8.55 PM							8.05 7.20	1.10 AM 12.20		377.4	OAKLEY
					12.10 AM							9.05	1.50		429.8	SHARON SPRINGS
					2.30							10.18 AM	2.58		535.5	HUGO
					7.00 AM							12.30 PM	5.08		640.4	DENVER
					12.50 PM							3.35 PM	7.35 AM			 Thru Time..... .. Average speed per hour.
					(21.20) 21.3						(5.25) 84.4			(6.00) 31.1	640.4	DENVER
9.30 AM	7.00 PM	A 9.30 AM	A 10.00 PM				5.10 PM	8.15 AM	A 9.45 AM	A 8.45 AM		5.05 PM	8.45 AM		659.5	BRIGHTON
10.34	7.32	7.11	8.15				5.42	8.45	9.16			5.33	9.16		686.5	LA SALLE
11.20 AM	8.15	6.20	7.00				6.17	9.31	8.46	7.10		6.07	9.58			STERLING
		3.20	3.00						7.24	4.45						JULESBURG
		1.15 AM	12.45 PM						6.30	3.15 AM						OMAHA
									1.55 AM	6.10 PM						COUNCIL BLUFFS
A 1.37 PM															743.5	BORIE
	A 10.15 PM						A 8.10 PM	A 11.30 AM					11.45 AM 1.45 PM		746.4	CHEYENNE
												A 7.40 AM	A 3.30 AM		Via Ch'ne 1229.5	OGDEN
									Daily	Daily						(1217.1 Via Borie)
(4.07) 25.0	(3.15) 32.6	(8.15) 21.7	(9.15) 21.3				(3.00) 35.0	(3.15) 32.6	(8.50) 64.4	(15.35) 36.0		(33.10) 36.7	(34.00) 36.4			 Thru Time..... .. Average speed per hour.

MILEAGE COLORADO DIVISION

Main Line..... 640.27

Branches..... 117.82

Total..... 758.09

F. C. PAULSEN,
General Manager

P. J. LYNCH,
General Superintendent Transportation

B. O. WEDGE,
General Superintendent

H. E. SHUMWAY, Superintendent-----**Denver, Colo.**
F. R. JENKINS, Assistant Superintendent-----**Denver, Colo.**
W. C. SATTERFIELD, Trainmaster-----**Denver, Colo.**
C. T. ALFORD, Trainmaster-----**Denver, Colo.**
C. A. VICK ROY, Chief Train Dispatcher-----**Denver, Colo.**
P. GROOME, Assistant Chief Train Dispatcher-----**Denver, Colo.**
B. L. SIVERS, Assistant Chief Train Dispatcher-----**Denver, Colo.**
J. R. FROHOFF, Master Mechanic-----**Denver, Colo.**
E. E. BAUDENDISTLE, Road Foreman of Engines-----**Denver, Colo.**
W. H. LOWTHER, Division Engineer-----**Denver, Colo.**
R. A. WALKER, General Roadmaster-----**Denver, Colo.**

H. KIRKPATRICK
J. H. WESNER
J. J. BOWLIN
E. E. CRUTCHFIELD
S. G. TWEDT
J. LUCAS
K. G. PRICE
J. F. BARRETT
R. E. BURKE
L. D. TRYON
H. D. MEAD
J. E. ROWAN
R. J. STONER

Train
Dispatchers
Denver, Colo.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 179 MARCH 7, 1943	Distance from Cheyenne	FIRST CLASS								SECOND CLASS					
		24	38	18	40	70		112	16	64	154	250	248	334	370
		Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger		Stream- liner Passenger	Passen- ger	Mixed	Time Freight	Time Freight	Time Freight	Mixed	Mixed
STATIONS							Daily	Daily			Daily	Daily			
KANSAS CITY, MO.	746.4	A 11.00 PM	A 7.55 AM		A 3.45 PM	A 10.30 PM									
KANSAS CITY, KAN.	743.9	10.48	7.43		3.33	10.13				A 5.00 AM					
LAWRENCE	706.8	10.00	6.55		2.40	9.25									
TOPEKA (North Topeka)	678.4	9.25	6.15		2.00	8.45				1.15					
MENOKEN	673.5	9.07	6.02		1.42	8.19				12.40 AM					
MANHATTAN	627.1	8.10	5.07		12.45	7.10				10.50 PM					
JUNCTION CITY	606.9	7.35	4.30		12.01 PM	6.15				9.40					
SOLOMON	574.1	6.40	3.18		10.50 AM	4.38				7.00					
SALINA	559.8	6.20	3.00		10.30 AM	4.20 PM				6.30 PM				4.00 PM	
ELLIS	443.1	3.35 2.20	12.10 AM 11.00 PM							6.00 AM				11.35 AM 10.05	
OAKLEY	369.0	12.50 PM	9.05 PM											5.50	
SHARON SPRINGS	316.6	11.50 AM	8.02											4.10 AM	
HUGO	210.9	9.35	5.57											11.50 PM	
DENVER	106.0	7.10 AM	3.40 PM											6.45 PM	
..... Thru Time..... Average speed per hour..					(5.15) 35.6	(6.10) 30.3				(23.00)				(22.15) 20.4	
DENVER	106.0	A 6.00 AM	A 10.30 AM	A 11.15 AM			5.00 PM	4.00 PM	A 11.55 PM	A 5.45 PM	6.30 PM	10.00 PM	A 6.30 PM		
BRIGHTON	86.9	5.26	9.48	10.34			5.21	4.31	11.13	4.08	7.03	10.33			
LA SALLE	59.9	4.50	9.12	9.58			5.46	5.10	10.35	3.15	7.55	12.10 AM	5.05		
STERLING							7.05	7.40			11.20 PM	3.25			
JULESBURG							7.56 PM	9.10 PM			2.15 AM	6.00 AM			
OMAHA							2.30 AM	A 7.50 AM			4.00 PM	11.05 PM			
COUNCIL BLUFFS											A 5.00 PM	A 11.52 PM			
BORIE			7.45 AM							12.45 PM					
CHEYENNE	0.0	3.10 AM		8.20 AM					8.45 PM				2.30 PM		
OGDEN		12.30 PM	7.50 PM												
(1217.1 Via Borie)		Daily	Daily	Daily	Daily	Daily			Daily	Daily			Daily	Daily	

Thru Time..... (33.30) (36.05) (2.55) (8.30) (14.50) (3.10) (5.00) (21.30) (24.52) (4.00)
Average speed per hour.. 36.7 33.0 36.3 66.3 37.7 33.5 20.6

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

Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 179 MARCH 7, 1943		Mile Post	FIRST CLASS			SECOND CLASS
		355 Mixed	37 Passenger	23 Passenger			24 Passenger		38 Passenger		370 Mixed	
		Daily	Daily	Daily								
45 WFTTOP		8.55PM	7.20AM	12.20AM	303.3	DN-R	ELLIS YL RT	303.3	A 2.20PM	A 11.00PM		A 10.05AM
62 P	f	9.05	7.28	12.28	308.4		5.1 RIGA	308.4	2.06	10.35		f 9.10
52 P	f	9.17	7.35	12.34	313.7	D	5.3 OGALLAH OG	313.7	2.00	10.25		f 8.50
50 WP	s	9.40	7.48	12.44	322.3	DN	8.6 WAKEENEY YL W	322.3	f 1.50	s 10.15		s 8.30
42 P	f	10.00 ³⁸	7.58 ³⁷⁰	12.53	330.0		7.7 VODA	330.0	1.40	10.00 ³⁵⁵		f 7.58 ³⁷
34 P	f	10.15	8.05	1.00	335.8	D	5.8 COLLYER JY	335.8	1.34	9.51		f 7.30
51 P	s	10.30	8.15	1.08	343.3	D	7.5 QUINTER QN	343.3	1.25	9.42		s 7.10
67 WP	f	10.45	8.25	1.16	350.9	D	7.6 BUFFALO PARK BP	350.9	1.17	9.34		f 6.50
44 P	f	11.00	8.32	1.22	356.3	D	5.4 GRAINFIELD GF	356.3	1.12	9.28		f 6.40
50 P	f	11.20	8.43	1.31	365.2	D	8.9 GRINNELL GD	365.2	1.03	9.18		f 6.20
42 P	f	11.30PM	8.50	1.37	371.2		6.0 CAMPUS	371.2	12.57	9.12		f 6.05
56 WFTYP	s	12.10AM	9.05	1.50	377.4	DN	6.2 OAKLEY YL OQ	377.4	s 12.50	s 9.05		s 5.50
51 P	f	12.30	9.15	2.00	386.1		8.7 MONUMENT	386.1	12.37	8.50		f 5.18
43 P	f	12.45	9.23	2.08	393.6		7.5 PAGE CITY	393.6	12.30	8.42		f 5.08
44 YP	f	1.00	9.30	2.14	399.0	D	5.4 WINONA GW	399.0	12.25	8.37		f 5.00
40 WP	f	1.15	9.41	2.24	408.4		9.4 McALLASTER	408.4	12.14	8.26		f 4.44
24 P		1.25	9.48	2.31	414.5		6.1 TURKEY CREEK	414.5	12.08	8.20		4.36
41 P	f	1.40	9.56	2.38	421.1		6.6 WALLACE	421.1	12.01PM	8.13		f 4.28
53 P		1.50	10.01	2.43	425.6		4.5 SOMENA	425.6	11.56AM	8.08		4.20
34 WFTTOP	A	2.05AM	10.10AM	2.50AM	429.8	DN-R	4.2 SHARON SPRINGS YL PS	429.8	11.50AM	8.02PM		4.10AM
									Daily	Daily		Daily
	(5.10)	(2.50)	(2.30)			 Thru Time.....			(2.30)	(2.58)		(5.55)
	24.2	44.6	49.9			 Average speed per hour....			49.9	42.6		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. 179 MARCH 7, 1943	Mile Post	FIRST CLASS			SECOND CLASS			
	355 Mixed	37 Passenger	23 Passenger	24 Passenger				38 Passenger	370 Mixed					
	Daily	Daily	Daily			STATIONS								
34 WFTYP	2.30AM	10.18AM	2.58AM	429.8	BLOCK SIGNALS	DN-R SHARON SPRINGS YL PS	429.8	A 11.40AM	A 7.55PM	A 3.40AM				
61 P	2.40	10.25	3.04	433.8		4.0 SUNLAND	433.8	11.30	7.49	3.25				
41 P	2.48 ³⁷⁰	10.31	3.10 ³⁷⁰	438.4		4.6 LAPAZ	438.4	11.25	7.44	3.10 ²³ 2.48 ³⁵⁵				
62 WP	f 3.14 ²³	s 10.36	3.14 ³⁵⁵	441.8		3.4 D WESKAN MO	441.8	11.21	7.40	f 2.33				
41 P	3.30	10.43	3.21	448.2		6.4 CHEMUNG	448.2	11.15	7.34	2.23				
42 P	f 3.40	f 10.48	3.26	453.1		4.9 ARAPAHOE	453.1	11.10	7.29	f 2.15				
50 P	3.50	10.53	3.31	458.2		5.1 SALIS	458.2	11.05	7.24	2.05				
54 WP	s 4.10	s 11.00 ²⁴	3.36	463.0		4.8 DN CHEYENNE WELLS CW	463.0	11.00 ³⁷	s 7.18	s 1.55				
53 P	4.20	11.07	3.42	468.1		5.1 ASCALON	468.1	10.53	7.10	1.42				
53 P	f 4.30	f 11.13	3.49	473.5		5.4 FIRST VIEW	473.5	10.47	7.04	f 1.35				
52 P	4.43	11.22	3.58	482.3		8.8 ARENA	482.3	10.37	6.54	1.20				
58 WFYP	s 5.05	s 11.30	4.05	487.7		5.4 D KIT CARSON KC	487.7	10.30	f 6.48	s 1.10				
53 P	5.20	11.37	4.12	494.0		6.3 SORRENTO	494.0	10.19	6.41	12.52				
51 P	f 5.35	11.44	4.19	500.4		6.4 WILD HORSE	500.4	10.12	6.34	f 12.42				
52 P	f 5.50	11.52AM	4.27	507.6		7.2 AROYA	507.6	10.05	6.26	f 12.32				
52 P	f 6.10	12.03PM	4.38	518.0		10.4 BOYERO	518.0	9.55	6.16	f 12.17				
95 WP	6.25	12.11	4.47	526.3		8.3 CLIFFORD	526.3	9.46	6.07	f 12.05AM				
82 WFTYP	A 6.40AM	A 12.22PM	A 5.00AM	535.5		9.2 DN-R HUGO YL HU	535.5	9.35AM	5.57PM	11.50PM				
							(105.7)		Daily	Daily	Daily			
				(4.10) 25.5		(2.04) 51.1	(2.02) 52.0	 Thru Time.....				(2.05) 50.7	(1.58) 53.7	(3.50) 27.6
				 Average speed per hour....										

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 Platte- ville.
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. Buntan....	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 Iliff.
O. J. Schmitt....	Surgeon.....	Sterling, Colo....	Iliff to Merino.
A. F. Williams...	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
F. H. McCabe....	Surgeon.....	Frederick, Colo...	St. Vrain to Dent.
P. R. Farrington..	Surgeon.....	Boulder, Colo....	Boulder to Erie.
F. A. Humphrey..	Surgeon.....	Ft. Collins, Colo..	La Salle to Ft. Collins.

WESTWARD

DENVER SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS				FIRST CLASS				Distance from Kansas City	Time-Table No. 179	
	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		MARCH 7, 1943	
	Daily	Daily	Daily		Daily		Daily	Daily		STATIONS	
82 WFTYP		7.00AM			12.30PM			5.08AM	535.5	DN-R	HUGO YL HU
119 P		7.12			12.40			5.15	541.7		BAGDAD
31 WP		7.20			12.47			5.22	547.9		LAKE
47 P		s 7.40			s 12.57			s 5.30	550.5		(C. R. I. & P. Crossing)
	5.30PM		7.05AM				6.53AM		550.6	DN-R	LIMON YL MN
51 P	5.45	f 7.55	7.20		1.07		7.00	5.40	556.6		LIMON JUNCTION
50 P	6.00	f 8.10	7.33		1.16		7.07	5.49	563.2		RIVER BEND
51 P	6.08	f 8.17	7.40		1.21		7.12	5.54	567.1		CEDAR POINT
52 P	6.18	f 8.33 ²⁴	7.50		1.27		7.16	6.00	572.2		BUICK
24 P	6.27	8.45	8.01		1.33		7.21	6.06 ⁹²	578.1	D	AGATE AX
52 WFTYP	6.45	s 9.07	8.20 ²⁴		1.51 ⁸		7.27	6.14	584.2		LOWLAND
51 P	6.57	9.35	8.35		2.05		7.33	6.21	590.1	DN	DEER TRAIL DX
52 P	7.10	f 9.55	8.53		2.12		7.39	6.28	596.6		PEORIA
58 WP	7.20 ⁹⁶	f 10.15	9.20		2.19		7.45	6.35	602.6	D	BYERS BY
49 P	7.30	f 10.40	9.35		2.26		7.51 ²⁴	6.42	608.9	D	STRASBURG SR
51 P	7.38	10.55	9.45		2.32		7.55	6.47	613.7	DN	BENNETT BT
50 WP	7.55 ³⁷⁰	f 11.10	10.00		2.38		7.59	6.52	618.4		MANILA
52 P	8.20	11.22	10.15		2.45		8.05	6.59	625.0		WATKINS
P									628.1		MESA
84 P	8.40	11.32	10.25		2.51		8.11	7.05	630.6		MAGEE
96 YP	8.50	11.37	10.30		2.55		8.14	7.08	633.2	DN	SABLE SB
49 P	8.55	11.40	10.35		2.57		8.16	7.09	634.3	D	ROYDALE RY
WFTYP	A 9.20PM	A 11.55AM	A 11.00AM		A 3.05PM		A 8.20AM	A 7.15 ²⁴ AM	638.2		SANDOWN
											PULLMAN YL
											(102.7)
	(3.50) 22.9	(4.55) 20.9	(3.55) 22.4		(2.35) 39.7		(1.27) 60.4	(2.07) 48.5		 Thru Time	
										 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

Time-Table No. 179

MARCH 7, 1943

STATIONS

Mile Post

FIRST CLASS

SECOND CLASS

24
Passenger8
C.R.I. & P.
Rocket
Passenger38
Passenger92
C.R.I. & P.
Freight96
C.R.I. & P.
Freight370
Mixed

82	WFTYP	DN-R	HUGO	YL	HU	535.5	A 9.25AM			A 5.50PM			A 11.20PM
119	P		BAGDAD			541.7	9.11			5.41			11.02
31	WP		LAKE			547.9	9.04			5.34			10.52
47	P	DN-R	(C. R. I. & P. Crossing) LIMON	YL	MN	550.5	s 9.00			s 5.30			s 10.45
			LIMON JUNCTION			550.6			A 2.23PM		A 6.50AM	A 8.55PM	
51	P		RIVER BEND			556.6	8.51		2.17	5.18	6.39	8.43	f 10.15
50	P		CEDAR POINT			563.2	8.43		2.11	5.10	6.30	8.33	f 10.05
51	P		BUICK			567.1	8.38		2.06	5.05	6.23	8.25	9.55
52	P	D	AGATE		AX	572.2	8.33 ³⁵⁵		2.02	4.59	6.15	8.17	f 9.45
24	P		LOWLAND			578.1	8.27		1.57	4.53	6.06 ²³	8.08	9.30
52	WFTYP	DN	DEER TRAIL		DX	584.2	8.20 ⁹¹		1.51 ³⁷	4.46	5.45	7.55	s 9.20
51	P		PEORIA			590.1	8.13		1.45	4.39	5.27	7.40	8.57
52	P	D	BYERS		BY	596.6	8.06		1.40	4.32	5.17	7.30	f 8.45
58	WP	D	STRASBURG		SR	602.5	8.00		1.36	4.26	5.07	7.20 ⁹⁷	f 8.30
49	P	DN	BENNETT		BT	608.9	7.51 ⁷		1.31	4.19	4.57	7.02	f 8.15
51	P		MANILA			613.7	7.43		1.27	4.14	4.50	6.54	8.05
50	WP		WATKINS			618.4	7.38		1.23	4.09	4.42	6.47	f 7.55 ⁹⁷
52	P		MESA			625.0	7.30		1.18	4.01	4.22	6.32	7.40
	P		MAGEE			628.1							
84	P	DN	SABLE		SB	630.5	7.24		1.14	3.55	4.13	6.22	7.30
96	YP	D	ROYDALE		RY	633.2	7.21		1.11	3.52	4.08	6.17	7.26
49	P		SANDOWN			634.3	7.20		1.10	3.50	4.05	6.15	7.23
WFTYP			PULLMAN	YL		638.2	7.15 ²³ AM		1.05PM	3.45PM	3.57AM	6.05PM	7.15PM

(102.7)

Daily

Daily

Daily

Daily

Daily

Daily

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

(2.10)
47.4(1.18)
67.4(2.05)
49.3(2.53)
30.4(2.50)
30.9(4.05)
25.2

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

WESTWARD

NORTHERN SUBDIVISION

SECOND CLASS

Car Capacity of Siding, Etc. See Rule 6(A).	SECOND CLASS								Distance from Denver	Time-Table No. 179		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		MARCH 7, 1943		
										STATIONS		
	Daily	Daily	Daily	Daily		Daily	Daily	Daily				
YIP			6.45PM			5.45PM		3.50AM	0.0	DN-R DENVER YL UD	0.0	
OP	10.00PM	7.00PM	7.05	6.30PM		5.50	9.30AM	3.55	1.7	DN 36TH STREET YL RA	1.7	
WFTOP	10.01	7.01	A 7.15PM	6.31		A 5.54PM	9.33	A 3.57AM	2.2	PULLMAN YL	2.2	
IP									4.9	C. B. & Q. CROSSING	4.9	
	10.08	7.07		6.38			9.40		5.0	DN SAND CREEK JCT. YL SK	5.0	
95 P	10.14	7.13		6.44			9.46		8.1	DUPONT	8.1	
									9.9	ROLLA	9.9	
57 P	10.19	7.18		6.49			10.00 ³⁸		11.3	HAZELTINE	11.3	
52 P	10.23	7.22		6.53			10.10		14.1	HENDERSON	14.1	
									16.0	NORTHWAY	16.0	
91 WTOP	10.33	7.32		7.03			10.34 ¹⁸		19.1	DN BRIGHTON YL BI	19.1	
P									22.8	POWARS	22.8	
94 P	10.42	7.41		7.12			10.45		25.8	D LUPTON UP	25.8	
53 P	10.57 ⁶⁴	7.47 ⁴⁵⁵		7.18			10.51		30.1	IONE	30.1	
95 P	11.10	7.54		7.25 ⁴⁵⁵			10.58		34.8	DN PLATTEVILLE PA	34.8	
									36.2	VASQUEZ	36.2	
P									37.8	HOUSTON	37.8	
119 P	11.25	8.01		7.32			11.05		40.0	D GILCREST GI	40.0	
P									42.4	PECKHAM	42.4	
									43.3	HAMBERT	43.3	
192 WFTYP	A 11.45PM	8.15		A 7.42PM			11.20		46.1	DN-R LA SALLE YL SA	46.1	
60 P		8.20					11.25		48.2	EVANS	48.2	
247 WTOP		8.28					11.33		51.7	DN GREELEY YL HG	51.7	
YP									54.0	GREELEY JCT.	54.0	
82 P		8.35					11.40		55.8	D LUCERNE C	55.8	
80 P		8.42					11.47		59.2	DN EATON YL UR	59.2	
I									59.3	G. W. CROSSING	59.3	
65 P		8.49					11.54AM		63.0	D AULT A	63.0	
P									65.0	STAGE	65.0	
64 WYP		8.55					12.01PM		66.8	DN PIERCE RI	66.8	
52 P		9.03					12.09		71.9	D NUNN NU	71.9	
96 P		9.11					12.16		77.0	DOVER	77.0	
51 P		9.28 ⁶⁴					12.23		81.9	DECKER	81.9	
94 WFTYP		9.38					12.38		86.0	DN CARR CR	86.0	
97 P		9.45					12.45		90.4	WARREN	90.4	
52 P		9.51					12.52		94.4	GLEASON	94.4	
95) WYP		9.57					1.00 ¹⁵⁴		97.8	DN SPEER YL S	97.8	
45) IP							A 1.37PM		103.1	DN BORIE YL BO	103.1	
P		10.03							101.5	CORLETT JCT.	101.5	
IP		10.08							104.7	DN TOWER A YL AY	104.7	
WFTOP		A 10.15PM							106.0	DN-R CHEYENNE YL N CY	106.0	

(106.0)

(1.45) (3.15) (0.30) (1.12) (0.09) (4.07) (0.07)
25.4 32.6 4.4 37.0 14.7 25.0 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

FIRST CLASS

Car capacity
of sidings, etc.
See Rule 6(A).Distance from
Denver

Time-Table No. 179

MARCH 7, 1943

Mile Post

STATIONS

DN-R	DENVER	YL	UD	0.0
DN	36TH STREET	YL	RA	1.7
	PULLMAN	YL		2.2
	C. B. & Q. CROSSING			4.9
DN	SAND CREEK JCT.	YL	SK	5.0
	DUPONT			8.1
	ROLLA			9.9
	HAZELTINE			11.3
	HENDERSON			14.1
	NORTHWAY			16.0
DN	BRIGHTON	YL	BI	19.1
	POWARS			22.8
D	LUPTON		UP	25.8
	IONE			30.1
DN	PLATTEVILLE		PA	34.8
	VASQUEZ			36.2
	HOUSTON			37.8
D	GILCREST		GI	40.0
	PECKHAM			42.4
	HAMBERT			43.3
DN-R	LA SALLE	YL	SA	46.1
	EVANS			48.2
DN	GREELEY	YL	HG	51.7
	GREELEY JCT.			54.0
D	LUCERNE		C	55.8
DN	EATON	YL	UR	59.2
	G. W. CROSSING			59.3
D	AULT		A	63.0
	STAGE			65.0
DN	PIERCE		RI	66.8
D	NUNN		NU	71.9
	DOVER			77.0
	DECKER			81.9
DN	CARR		CR	86.0
	WARREN			90.4
	GLEASON			94.4
DN	SPEER	YL	S	97.8
DN	BORIE	YL	BO	103.1
	CORLETT JCT.			101.5
DN	TOWER A	YL	AY	104.7
DN-R	CHEYENNE	YL	N CY	106.0

(106.0)

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

(3.00)	(2.40)	(0.44)	(1.05)	(0.05)	(0.05)	(3.00)	(3.15)	(0.05)
35.3	38.7	62.8	42.6	26.4	26.4	35.3	32.6	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. No. 16 will stop on flag at Brighton and Lupton for passengers for east of La Salle.

Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 179

MARCH 7, 1943

FIRST CLASS

Car Capacity of sidings, etc. See Rule (6-A)	Distance From Denver	STATIONS	Mile Post	FIRST CLASS								
				24 Passenger	23 Passenger	7 C.R.I.&P. Rocket Passenger	15 Passenger	111 Streamliner Passenger	38 Passenger	18 Passenger	37 Passenger	64 Mixed
YIP	0.0	DN-R DENVER YL UD	0.0	A 6.00AM	A 7.35AM	A 8.25AM	A 8.45AM	A 9.45AM	A 10.30AM	A 11.15AM	A 3.35PM	A 11.55PM
OP	1.7	DN 36TH STREET YL RA	1.7	5.56	7.16	8.21	8.34	9.39	10.17	10.58	3.06	11.40
WFTYOP	2.2	PULLMAN YL	2.2	5.55	7.15AM	8.20AM	8.33	9.38	10.16	10.57	3.05PM	11.39
IP	4.9	C. B. & Q. CROSSING	4.9									
	5.0	DN SAND CREEK JCT. YL SK	5.0	5.50			8.25AM	9.33	10.10	10.52		11.34
95 P	8.1	DUPONT	8.1	5.42				9.28	10.05	10.47		11.29
	9.9	ROLLA	9.9									
57 P	11.3	HAZELTINE	11.3	5.37				9.25	10.00 ³⁵⁵	10.44		11.24
52 P	14.1	HENDERSON	14.1	5.33				9.22	9.55	10.41		11.20
	16.0	NORTHWAY	16.0									
91WYOP	19.1	DN BRIGHTON YL BI	19.1	f 5.26				9.16 ²³	9.48	10.34 ³⁵⁵		11.13
P	22.8	POWARS	22.8									
94 P	25.8	D LUPTON UP	25.8	f 5.15				9.08	9.38	10.24		11.03
53 P	30.1	IONE	30.1	5.10				9.04 ⁶³	9.33 ²³	10.19		10.57 ²⁴⁸
95 P	34.8	DN PLATTEVILLE PA	34.8	f 5.05				8.59	9.28	10.14		10.52
	36.2	VASQUEZ	36.2									
P	37.8	HOUSTON	37.8									
119 P	40.0	D GILCREST GI	40.0	4.59				8.54	9.21 ⁶³	10.07		10.45
P	42.4	PECKHAM	42.4									
	43.3	HAMBERT	43.3									
192WFTY	46.1	DN-R LA SALLE YL SA	46.1	s 4.50				8.46AM	s 9.12	s 9.58 ²³		s 10.35
60 P	48.2	EVANS	48.2	4.41					9.05	9.51		10.23
247WYOP	51.7	DN GREELEY YL HG	51.7	s 4.35				s 8.59	s 9.45 ⁶³			s 10.17
YP	54.0	GREELEY JCT.	54.0									
81 P	55.8	D LUCERNE C	55.8	4.25					8.47	9.32		10.06
80 P	59.2	DN EATON YL UR	59.2	f 4.19				f 8.41	9.26			f 10.00
I	59.3	G. W. CROSSING	59.3									
65 P	63.0	D AULT A	63.0	f 4.12					8.35	9.20		9.53
P	65.0	STAGE	65.0									
64WYP	66.8	DN PIERCE RI	66.8	4.07					8.30	9.15		9.48
52 P	71.9	D NUNN NU	71.9	4.01					8.24	9.09		9.41
96 P	77.0	DOVER	77.0	3.55					8.18	9.03		9.34
51 P	81.9	DECKER	81.9	3.50					8.13	8.58		9.28 ³⁷⁷
94WFP	86.0	DN CARR CR	86.0	3.45					8.08	8.53		s 9.23
97 P	90.4	WARREN	90.4	3.38					8.02	8.47		9.14
52 P	94.4	GLEASON	94.4	3.33					7.57	8.42		9.08
45 WYP	97.8	DN SPEER YL S	97.8	3.27					7.52	8.37		9.02
72 IP	103.1	DN BORIE YL BO	103.1					7.45AM				
P	101.5	CORLETT JCT.	101.5	3.20						8.30		8.55
IP	104.7	DN TOWER A YL AY	104.7	3.15						8.25		8.50
WFTYOP	106.0	DN-R CHEYENNE YL N-CY	106.0	3.10AM						8.20AM		8.45PM
		(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....

Average speed per hour.....

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

Time-Table No. 179

MARCH 7, 1943

SECOND CLASS

Car capacity of sidings, etc. See Rule 8(A).	Distance from Denver	STATIONS	Mile Post	477 Time Freight	91 C.R.I.&P. Freight	355 Mixed	154 Time Freight	334 Mixed	455 Time Freight	97 C.R.I.&P. Freight
YIP	0.0	DN-R DENVER YL UD	0.0		A 12.01 PM	A 12.50 PM		A 6.30 PM		A 11.00 PM
OP	1.7	DN 36TH STREET YL RA	1.7	A 9.30 AM	11.46 AM	12.10 PM	A 5.45 PM	6.25	A 10.00 PM	9.30
WFTYOP	2.2	PULLMAN YL	2.2	8.00	11.00 AM	11.55 AM	5.00	6.23	9.30	9.20 PM
IP	4.9	C. B. & Q. CROSSING	4.9							
	5.0	DN SAND CREEK JCT. YL SK	5.0	7.50			4.48	6.16	9.00	
95 P	8.1	DUPONT	8.1	7.38			4.38		8.41	
	9.9	ROLLA	9.9							
57 P	11.3	HAZELTINE	11.3	7.28			4.32		8.35	
52 P	14.1	HENDERSON	14.1	7.18			4.22 ¹⁶		8.25	
	16.0	NORTHWAY	16.0							
91 WYOP	19.1	DN BRIGHTON YL BI	19.1	7.11			4.08		8.15	
P	22.8	POWARS	22.8							
94 P	25.8	D LUPTON UP	25.8	6.58			3.55		8.00	
53 P	30.1	IONE	30.1	6.52			3.48		7.47 ³⁷⁷	
95 P	34.8	DN PLATTEVILLE PA	34.8	6.45			3.40		7.25 ²⁵⁰	
	36.2	VASQUEZ	36.2							
P	37.8	HOUSTON	37.8							
119 P	40.0	D GILCREST GI	40.0	6.35			3.30		7.15	
P	42.4	PECKHAM	42.4							
	43.3	HAMBERT	43.3							
192 WFTYP	46.1	DN-R LA SALLE YL SA	46.1	6.20 AM			3.15	4.45	7.00 PM	
60 P	48.2	EVANS	48.2				3.01	4.33		
247 WYOP	51.7	DN GREELEY YL HG	51.7				2.53	4.25		
YP	54.0	GREELEY JCT.	54.0							
82 P	55.8	D LUCERNE C	55.8				2.43	4.09		
80 P	59.2	DN EATON YL UR	59.2				2.35	4.02		
I	59.3	G. W. CROSSING	59.3							
65 P	63.0	D AULT A	63.0				2.25	3.54		
P	65.0	STAGE	65.0							
64 WYP	66.8	DN PIERCE RI	66.8				2.17	3.47		
52 P	71.9	D NUNN NU	71.9				2.08	3.40		
96 P	77.0	DOVER	77.0				1.58	3.32		
51 P	81.9	DECKER	81.9				1.50	3.25		
94 WFTYP	86.0	DN CARR CR	86.0				1.40	3.18		
97 P	90.4	WARREN	90.4				1.18	3.03		
52 P	94.4	GLEASON	94.4				1.10	2.55		
95 WYP	97.8	DN SPEER YL S	97.8				1.00 ³⁵⁵	2.48		
45							12.45 PM			
72 IP	103.1	DN BORIE YL BO	103.1							
P	101.5	CORLETT JCT.	101.5					2.40		
IP	104.7	DN TOWER A YL AY	104.7					2.35		
WFTYOP	106.0	DN-R CHEYENNE YL N-CY	106.0					2.30 PM		
		(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily

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

(3.10)
14.2

(1.01)
2.1

(0.55)
2.4

(5.00)
20.6

(4.00)
26.5

(3.00)
14.8

(1.40)
1.3

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

Car Capacity of Sidings, Etc. See Rule 6(A).		SECOND CLASS		Distance from Denver	Time-Table No. 179 MARCH 7, 1943	Mile Post	FIRST CLASS		SECOND CLASS	
		212 Mixed	212 Daily				15 Passenger	15 Passenger	211 Mixed	334 Mixed
	IP			5.0	DN SAND CREEK JCT. YL SK	5.0	A 8.25 AM			A 6.16 PM
				8.2	WELBY	8.2				
31	P			9.8	QUIMBY	9.8	8.15			6.09
36	P			11.1	GALLUP	11.1				
				13.8	EAST LAKE	13.8	8.08			f 6.04
				16.4	SATT	16.4				
31	P			18.1	DARLOW	18.1	8.00			5.58
55	IPWY			22.2	ST. VRAINS YL VS	22.2	f 7.54			f 5.52
				22.2	U. P. CROSSING	22.2				
53	YP			26.1	FREDERICK YL FR	26.1	f 7.48			f 5.44
	P			27.8	FIRESTONE YL	27.8	7.44			5.40
19	P			30.2	HARNEY	30.2	7.40			5.37
31	P			34.6	GOWANDA	34.6	7.34			5.30
	P			38.3	WILD CAT	38.3	7.29			5.25
				40.9	G. W. CROSSING	40.9				
21	WYP		4.20 PM	42.8	N DENT YL FD	42.8	7.23		A 10.08 AM	5.18
			f 4.23	44.6	OGILVY	44.6	7.20		f 10.04	5.15
	WFTYP		A 4.35 PM	50.6	DN-R LA SALLE YL SA	50.6	7.10 AM		9.55 AM	5.05 PM
					(45.6)		Daily		Daily	Daily

(0.15)
31.2..... Thru Time
..... Average speed per hour(1.15)
36.5(0.13)
36.0(1.11)
38.5

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

STERLING SUBDIVISION

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Julesburg	Time-Table No. 179 MARCH 7, 1943	STATIONS
	455 Time Freight Daily	71 C. B. & Q. Freight Daily	477 Time Freight Daily	111 Streamliner Passenger Daily	15 Passenger Daily	301 C. B. & Q. Passenger Daily			
169	WFTOP	3.00 PM	1.30 PM	3.20 AM	7.24 AM	4.45 AM	3.01 AM	57.5	DN-R STERLING YL ST
								61.7	HALL
72	P	3.20	1.45	3.35	7.31	f 4.56	f 3.09	64.1	D ATWOOD OD
								66.8	BEETLAND
74	P	3.35	1.58	3.50	7.36	f 5.06	f 3.17	70.2	D MERINO MI
								72.1	BETA
143	P	3.43	2.07	3.58	7.40	f 5.14	3.24	76.0	MESSEX
	P	3.47	2.11	4.02	7.42	5.18	3.27	78.4	BALZAC
52	P	3.51	A 2.30 PM	4.06	7.44	f 5.22	A 3.35 AM	81.0	DN UNION UN
								82.8	COOPER
94	WP	4.00		4.15	7.49	f 5.31		87.0	D SNYDER SN
53	P	4.10		4.25	7.54	5.39		93.8	DODD
								96.9	HURLEY
100	WFP	4.30		4.35	7.59	s 5.46		98.6	DN FORT MORGAN FM
35	P	4.42		4.47	8.04	5.55		106.0	NARROWS
79	P	4.46		4.51	8.07	f 6.00		109.0	D WELDONA DN
22	P	4.54		4.59	8.11	f 6.07		114.2	GOODRICH
78	P	4.59		5.04	8.14	f 6.13		117.7	ORCHARD
	P							121.4	SUBLETTE
53	P	5.09		5.14	8.19	f 6.22		124.8	MASTERS
50	P	5.17		5.22	8.23	6.29		130.2	CANTON
121	WP	5.32 ¹⁶ 5.59 ¹¹²		5.30	8.27	f 6.37		135.4	HARDIN
	P							139.1	KUNER
78	P	6.15		5.41	8.33	f 6.47		143.1	D KERSEY KR
								147.2	AUBURN
56	WFTYP	A 6.30 PM		A 6.00 AM	S A 8.45 AM	A 7.00 AM		151.1	DN-R LA SALLE YL SA

(3.30)
25.5(1.00)
23.5(2.40)
35.1(1.21)
69.3(2.15)
41.6(0.34)
41.5..... Thru Time
..... Average speed per hour

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

JULESBURG SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 179 MARCH 7, 1943		Mile Post	FIRST CLASS		SECOND CLASS	
	455	477	111	15					112	16	248	250
	Time Freight	Time Freight	Streamliner Passenger	Passenger					Streamliner Passenger	Passenger	Time Freight	Time Freight
	Daily	Daily	Daily	Daily								
80 WFTIP	12.45 ^{PM}	1.15 ^{AM}	6.30 ^{AM}	3.15 ^{AM}	0.0	STATIONS		0.0	A 7.55 ^{PM}	A 9.05 ^{PM}	A 6.00 ^{AM}	A 2.15 ^{AM}
75 OP	1.00	1.30 ²⁵⁰	6.38	f 3.26	7.1			7.1	7.42	s 8.49	5.40	1.30 ⁴⁷⁷
73 WP	1.10	1.40	6.45	f 3.37	14.6			14.6	7.37	s 8.37	5.25	1.11
P					19.0			19.0				
95 P	1.22	1.52	6.51	f 3.47	23.1			23.1	7.31	f 8.25	5.10	12.51
P					25.8			25.8				
95 WP	1.32	2.02	6.57	f 3.57	30.1			30.1	7.26	s 8.16	4.50	12.36
P					34.2			34.2				
72 P	1.44	2.14	7.04	f 4.08	38.8			38.8	7.20	f 8.04	4.35	12.16
P					41.1			41.1				
94 P	1.54	2.24	7.09	f 4.17 ²⁴⁸	45.6			45.6	7.15	f 7.55	4.17 ¹⁵	12.01 ^{AM}
					50.1			50.1				
77 P	2.10	2.39	7.15	4.25	53.5			53.5	7.09	7.46	3.40	11.45 ^{PM}
IP					57.2			57.2				
169 WFTOP	A 2.25 ^{PM}	A 2.50 ^{AM}	A 7.21 ^{AM}	A 4.35 ^{AM}	57.5			57.5	7.05 ^{PM}	7.40 ^{PM}	3.25 ^{AM}	11.20 ^{PM}
						DN-R STERLING VL I ST			Daily	Daily	Daily	Daily
	(1.40)	(1.35)	(0.51)	(1.20)		 Thru Time			(0.50)	(1.25)	(2.35)	(2.55)
	34.5	36.3	67.6	43.1		 Average speed per hour			69.0	40.6	22.3	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.

STERLING SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6 (A).	Time-Table No. 179 MARCH 7, 1943		Mile Post	FIRST CLASS			SECOND CLASS		
				16	112	302	72	248	250
				Passenger	Streamliner Passenger	C. B. & Q. Passenger	C. B. & Q. Freight	Time Freight	Time Freight
169 WFTOP	DN-R	STERLING VL ST	57.5	A 7.30 ^{PM}	A 7.02 ^{PM}	A 11.20 ^{PM}	A 1.30 ^{AM}	A 2.35 ^{AM}	A 10.20 ^{PM}
		HALL	61.7						
72 P	D	ATWOOD OD	64.1	f 7.18	6.55	f 11.03	1.16	2.20	10.05
		BETLAND	66.8						
74 P	D	MERINO MI	70.2	f 7.11	6.50	f 10.56	1.06	2.11	9.56
		BETA	72.1						
143 P		MESSEX	76.0	f 7.03	6.46	10.50	12.56	2.03	9.48
P		BALZAC	78.4	7.00	6.44	10.47	12.50	1.59	9.44
52 P	DN	UNION UN	81.0	f 6.57	6.42	f 10.42 ^{PM}	12.40 ^{AM}	1.55	9.40
		COOPER	82.8						
94 WP	D	SNYDER SN	87.0	f 6.50	6.37			1.47	9.32
53 P		DODD	93.8	6.41	6.32			1.37	9.22
		HURLEY	96.9						
100 WFP	DN	FORT MORGAN FM	98.6	f 6.35	6.27			1.30	9.15
35 P		NARROWS	106.0	6.25	6.21			1.18	9.03
79 P	D	WELDONA DN	109.0	f 6.19 ¹¹²	6.19 ¹⁶			1.13	8.58
22 P		GOODRICH	114.2	f 6.01	6.15			1.06	8.51
78 P		ORCHARD	117.7	f 5.55	6.12			1.01	8.46
P		SUBLETTE	121.4						
53 P		MASTERS	124.8	f 5.45	6.07			12.51	8.36
50 P		CANTON	130.2	5.38	6.03			12.43	8.28
121 WP		HARDIN	135.4	f 5.32 ⁴⁵⁵	5.59 ⁴⁵⁵			12.36	8.21
P		KUNER	139.1						
78 P	D	KERSEY KR	143.1	f 5.22	5.53			12.25	8.10
		AUBURN	147.2						
56 WFTIP	DN-R	LA SALLE VL SA	151.1	5.10 ^{PM}	5.46 ^{PM}			12.10 ^{AM}	7.55 ^{PM}
		(93.6)		Daily	Daily	Daily	Daily	Daily	Daily
				(2.20)	(1.16)	(0.38)	(0.50)	(2.25)	(2.25)
				40.1	75.2	37.1	28.2	38.7	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. 179 MARCH 7, 1943		Mile Post	SECOND CLASS		
			375 Local Freight Daily Except Sunday		STATIONS	376 Local Freight				
55	WYOP		8.30AM	0.0	DN	BRIGHTON YL BI	0.0	A 1.00PM		
	P		f 8.42	4.2		YOXALL	4.2	f 12.40		
				7.1		DICK	7.1			
	IWYP		f 9.00	8.1	D	ST. VRAINS YL VS	8.1	f 12.30		
				8.1		U. P. CROSSING	8.1			
				10.0		NATIONAL	10.0			
	P		f 9.10	10.9		STATE COAL MINE JCT. YL	10.9	f 12.20		
	P		f 9.12	11.4		PARKDALE JCT. YL	11.4	f 12.15		
	P		s 9.22	15.1		ERIE	15.1	s 12.10		
				15.1		C. B. & Q. CROSSING	15.1			
			f 9.28	16.4		TABOR	16.4	f 12.05		
			f 9.34	17.8		LEYNER	17.8	f 12.01PM		
			f 9.39	19.6		LIGGETT	19.6	f 11.57AM		
			f 9.44	22.1		WHITE ROCK	22.1	f 11.50		
	P		f 9.54	24.0		VALMONT YL	24.0	f 11.45		
				26.0		C. & S. CROSSING	26.0			
	WYP		s 10.00	26.1		ARA YL	26.1	s 11.25		
	P		A 10.15AM	27.6	DN-R	BOULDER YL BR	27.6	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.

U. S. HOSPITAL BRANCH

PURITAN BRANCH

RIPPLE BRANCH

Distance from Sable	Time-Table No. 179 MARCH 7, 1943	Mile Post
	STATIONS	
0.0	SABLE	0.0
1.6	BUNELL	1.6
Trains are governed by U.S. Government rules and instructions between Sable and Bunell.		

Distance from Parkdale Jct.	Time-Table No. 179 MARCH 7, 1943	Mile Post
	STATIONS	
0.0	PARKDALE JCT. YL	0.0
1.9	PURITAN	1.9
3.1	END OF TRACK	3.1

Distance from Ripple	Time-Table No. 179 MARCH 7, 1943	Mile Post
	STATIONS	
0.0	RIPPLE	0.0
2.2	ORCUTT	2.2
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. 179		Mile Post	SECOND CLASS			
				193 Local Freight		MARCH 7, 1943			194 Local Freight			
				Tuesday Thursday Saturday		STATIONS						
34	YP			10.05AM	0.0	CLOVERLY		0.0	A12.05PM			
				f10.17	3.1	3.1 LOWE		3.1	f11.53AM			
	P			f10.25	5.1	D	2.0 GALETON GN	5.1	f11.45			
				f10.40	8.8	3.7 CAMFIELD		8.8	f11.30			
				f10.50	11.2	2.4 MEYER		11.2	f11.20			
	YP			A11.00AM	13.6	2.4 PURCELL		13.6	11.10AM			
Tuesday Thursday Saturday												
(13.6)												

(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

FORT COLLINS BRANCH

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			Distance from Dent	Time-Table No. 179 MARCH 7, 1943	Mile Post	SECOND CLASS				
			211 Mixed				212 Mixed				
			Daily								
21	WTP		10.08AM	0.0		0.0	A 4.20PM				
	P		f10.13	1.7		1.7	f 4.15				
				2.0		2.0					
	P		f10.20	7.3		7.3	f 4.04				
				9.0		9.0					
	P		f10.25	9.1		9.1	f 4.00				
			f10.31	13.5		13.5	f 3.51				
			f10.35	16.4		16.4	f 3.46				
42	P		f10.40	19.5		19.5	f 3.40				
136	WFTYP		A10.55AM	25.0	D-R FORT COLLINS YL FC	25.0	3.30PM				
				25.2	C. & S. CROSSING	25.2					
				25.3	C. & S. CROSSING	25.3					
				27.9	POUDRE YL	27.9					
	P			30.0	BOETTCHER YL	30.0					
	P			32.6	REMINGTON	32.6					
	P			34.6	PORTNER	34.6					
	P			38.5	RIPPLE	38.5					
	T			41.7	BUCKEYE YL	41.7					
					(41.7)		Daily				

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

Westward trains are superior to trains of the same class in the opposite direction. See Rule 8-72.
At Dent Nos. 211 and 212 need not go to depot.

WESTWARD

GREELEY BRANCH

EASTWARD

Car Capacity of Siding, Etc. See Rule 6(A).	SECOND CLASS				Distance from Greeley	Time-Table No. 179 MARCH 7, 1943	Mile Post	SECOND CLASS			
		193 Local Freight	191 Local Freight					192 Local Freight	194 Local Freight		
		Tuesday Thursday Saturday	Monday Wednesday Friday								
247	WTFP	9.45AM	9.45AM	0.0	DN	GREELEY YL HG	0.0	A12.45PM	A12.25PM		
	YP			2.3		GREELEY JCT. YL	2.3				
34	YP	A10.05AM	10.05	6.0		CLOVERLY	6.0	12.25	12.05PM		
			10.11	8.4		ALDEN	8.4	12.19			
37	P		10.18	10.4		GILL	10.4	12.12			
			10.25	13.8		MATTHEWS	13.8	12.05PM			
			10.32	14.5		BARNESVILLE	14.5	11.58AM			
	P		10.44	18.6		CORNISH	18.6	11.46			
			10.58	23.2		FOSSTON	23.2	11.32			
29	YP		A11.10AM	28.1	D	BRIGSDALE 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 8-72.

