

# UNION PACIFIC RAILROAD COMPANY

## Eastern District



### Colorado Division

# TIME-TABLE

## No. 192

**Effective Monday**  
**September 1, 1947**  
at 12:01 A. M. Mountain Time

*Be Careful Today*

FOR EMPLOYEES ONLY

*W.R. Brumbaugh*





# CONDENSED TIME-TABLE

## WESTWARD

SECOND CLASS				FIRST CLASS										Distance from Omaha and Kansas City	Time - Table No. 192 SEPTEMBER 1, 1947	
				57	37	17	9	69	53	111	Stream- liner Passenger					
369				Passen- ger Daily	Passen- ger Daily	Passen- ger Daily	Passen- ger Daily	Passen- ger Daily	Passen- ger Daily	Passen- ger Daily		Passen- ger Daily	Passen- ger Daily	0.0		
Mixed Daily															7.00 PM	12.55 AM
												2.40 AM	4.47	362.5		
												2.10	3.50			
												4.05	4.59	420.0		
												5.40	5.47			
												7.55	7.05	513.6		
												11.30 PM	9.30 PM	10.00 AM	0.0	
												11.38 PM	9.35	10.08		
												1.05 AM	10.38	11.50 AM	68.0	
												3.05	11.55 PM	2.20 PM		
												4.30	12.43 AM	4.40	139.5	
												8.05	2.55	8.30 PM		
												7.20	2.00		303.3	
												10.23 AM	4.02			
												12.50 PM	5.42		429.8	
												3.30		9.30 AM		
												7.00 PM	5.20	8.00 AM	535.5	
												8.18	6.07	5.05 PM		
													7.35 PM	7.20 PM	640.4	
												10.05 PM		7.40		
														7.55	686.5	
														8.46		
														10.20 AM	743.5	
													6.45 AM			
															746.4	
															640.4	
															686.5	
															743.5	
															746.4	
															640.4	
															686.5	
															743.5	
															746.4	

(15.55)  
21.1

(3.05)  
34.4

(32.15)  
37.7

(2.15)  
45.8

(13.50)  
53.9

(10.30)  
29.0

(15.30)  
36.1

(8.05)  
69.2

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

**A. E. STODDARD**  
General Manager

**H. E. SHUMWAY**  
General Superintendent Transportation

**E. HICKS**  
General Superintendent

**W. C. SATTERFIELD, Superintendent**..... Denver, Colo.  
**J. C. JOCHIM, Assistant Superintendent**..... Denver, Colo.  
**C. T. ALFORD, Terminal Trainmaster**..... Denver, Colo.  
**B. E. JAYNES, Trainmaster**..... Denver, Colo.  
**C. A. VICK ROY, Chief Train Dispatcher**..... Denver, Colo.  
**F. R. JENKINS, Asst. Chief Train Dispatcher**..... Denver, Colo.  
**B. L. SIVERS, Asst. Chief Train Dispatcher**..... Denver, Colo.  
**H. T. SNYDER, Master Mechanic**..... Denver, Colo.  
**N. W. McCURDY, Road Foreman of Engines**..... Denver, Colo.  
**P. C. LOOMIS, Road Foreman of Engines**..... North Platte, Nebr.  
**L. I. HAMMOND, Division Engineer**..... Denver, Colo.

**MILEAGE COLORADO DIVISION**

Main Line .....	640.3
Branches .....	106.4
<b>Total .....</b>	<b>746.7</b>

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
Denver 23rd Street .....	Register Room
Denver .....	Conductors' Room, Freight Station
29th Street .....	Yard Office
36th Street .....	Telegraph Office
36th Street .....	Register Room
Pullman .....	Yard 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



# CONDENSED TIME-TABLE

## EASTWARD

Time-Table No. 192 September 1, 1947	Distance from Cheyenne and Omaha	FIRST CLASS							SECOND CLASS			
		38	18	10	70	54	112	52	370	334		
STATIONS		Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Stream- liner Passenger	Passen- ger			Mixed	Mixed
OMAHA	0.0					8.50 AM	1.40 AM					
NORTH PLATTE <sup>CT</sup> MT	281.3					12.35 AM 11.10 PM	9.50 PM 8.47					
JULESBURG	362.5					9.20	7.44					
STERLING	420.0					7.50	6.57					
LA SALLE	513.6					5.30	5.43					
KANSAS CITY, MO.	746.4	11.50 PM		7.45 AM	8.15 PM							
KANSAS CITY, KAN.	743.9	11.32		7.34	7.55							
TOPEKA	678.4	10.20		6.34	6.25							
JUNCTION CITY	606.9	8.35		5.20	4.00							
SALINA	559.8	7.10		4.25	2.40 PM							
ELLIS <sup>CT</sup> MT	443.1	4.40 3.35		2.30 1.25 AM	11.15 AM					10.05 AM		
SHARON SPRINGS	316.6	12.55 PM		11.23 PM						4.10		
HUGO	210.9	10.58 AM		9.47						12.10 AM		
DENVER <sup>LV</sup> <sup>AR</sup>	106.0	8.50 7.45	8.10 AM	8.00 7.45		4.30 PM	5.00 PM	10.45 AM		6.50 PM	11.50 PM	
LA SALLE	59.9	6.19	6.47	6.45				9.30			9.45	
BORIE		5.15 AM	5.45 AM									
CHEYENNE	0.0			5.35 PM				8.00 AM			7.00 PM	
OGDEN		6.50 PM										
(1217.1 Via Borie) (1229.5 Via Cheyenne)		Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	

Thru Time.....	(28.00)	(2.25)	(13.10)	(9.00)	(15.20)	(7.40)	(2.45)	(15.15)	(4.50)
Average speed per hour..	43.4	42.7	56.7	33.7	36.5	73.0	36.5	22.1	31.9

### Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Adolph Sachs...	Medical Director	Omaha, Nebr.	
Lynn T. Hall....	Ast. Medical Director	Omaha, Nebr.	
C. D. Seigel.....	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
G. A. Surface.....	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
W. Y. Herrick.....	Surgeon	Wakeeney, Kans.	Ellis to Quinter.
Benj. S. Morris...	Surgeon	Quinter, Kans.	Ellis to Oakley.
J. J. Barclay.....	Surgeon	Grinnell, Kans.	Quinter to Oakley.
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.
Bernard B. Gloeckler.....	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.
A. T. Haley.....	Surgeon	Denver, Colo.	Colorado Division.
H. W. Stuver.....	Surgeon	Denver, Colo.	Denver Emergency Station.
John S. Benwell..	Surgeon	Denver, Colo.	Colorado Division
T. E. Beyer and J. R. Blair.....	Aurists	Denver, Colo.	Colorado Division.
I. E. Hix.....	Oculist	Denver, Colo.	Colorado Division.
J. W. Wells.....	Surgeon	Brighton, Colo.	Denver to Lupton and Brighton to Erie.
E. R. Pearson.....	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.	Wyoming Division.
J. D. Shingle and G. W. Koford..	Surgeons	Cheyenne, Wyo.	} Cheyenne to Laramie and Cheyenne to Carr.
R. C. Gramlich....	Surgeon	Cheyenne, Wyo.	
W. A. Bunten.....	Surgeon	Cheyenne, Wyo.	
E. W. Newman....	Oculist	Cheyenne, Wyo.	
R. I. Williams....	Aurist	Cheyenne, Wyo.	

### Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Wm. A. Day.....	Surgeon	Julesburg, Colo.	Julesburg to Sterling and Ogallala to Lodge Pole.
W. C. Davidson...	Surgeon	Sedgwick, Colo.	Julesburg to Iliff.
F. E. Palmer.....	Surgeon	Sterling, Colo.	Iliff to Merino.
A. F. Williams...	Surgeon	Ft. Morgan, Colo.	Sterling to Weldona.
Guy A. Ashbaugh..	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.

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



WESTWARD

ELLIS SUBDIVISION

EASTWARD

Car Capacity of Stairs, Etc. See Rule 6(A). Page 15	WESTWARD			Distance from Kansas City	Time-Table No. 192 SEPTEMBER 1, 1947	Mile Post	EASTWARD		
	SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS	
	369 Mixed	37 Passenger	9 Passenger				38 Passenger	10 Passenger	370 Mixed
	Daily	Daily	Daily		<b>STATIONS</b>				
45 WCTZP	8.55PM	7.20AM	2.00AM	303.3	DN-R ELLIS YL RT	303.3	A 3.35PM	A 1.25AM	A 10.05AM
62 P	f 9.05	7.28	2.06	308.4	5.1 RIGA	308.4	3.14	1.15	f 9.10
52 P	f 9.17	f 7.35	2.11	313.7	5.3 D OGALLAH OG	313.7	3.08	1.09	f 8.50
50 WP	s 9.40	s 7.50	2.20	322.3	8.6 DN WAKEENEY W	322.3	s 2.58	1.00	s 8.20
42 P	f 10.00	8.00 <sup>370</sup>	2.27	330.0	7.7 VODA	330.0	2.48	12.52	f 8.00 <sup>37</sup>
34 P	f 10.15	f 8.07	2.33	335.8	5.8 D COLLYER JY	335.8	2.42	12.46	f 7.30
51 P	s 10.30	s 8.17	2.40	343.3	7.5 D QUINTER QN	343.3	2.34	12.39	s 7.10
67 WP	f 10.45	f 8.27	2.47	350.9	7.6 D BUFFALO PARK BP	350.9	2.26	12.33	f 6.50
44 P	f 11.00	s 8.35	2.52	356.3	5.4 D GRAINFIELD GF	356.3	2.21	12.28	f 6.40
50 P	f 11.20	s 8.47	3.00	365.2	8.9 D GRINNELL GD	365.2	2.12	12.20	f 6.20
42 P	f 11.30PM	8.54	3.05	371.2	6.0 CAMPUS	371.2	2.05	12.15	f 6.05
56 WCTP	s 12.09 <sup>10</sup> AM	s 9.10	s 3.12	377.4	6.2 DN OAKLEY YL OQ	377.4	s 1.53	s 12.09 <sup>369</sup>	s 5.50
51 P	f 12.23	f 9.20	3.20	386.1	8.7 D MONUMENT MU	386.1	1.44	12.01AM	f 5.18
43 P	f 12.53	f 9.29	3.27	393.6	7.5 D PAGE CITY PG	393.6	1.36	11.55PM	f 5.08
44 WTP	f 1.10	s 9.37	3.32	399.0	5.4 D WINONA GW	399.0	1.30	11.50	f 5.00
40 P	f 1.30	f 9.48	3.40	408.4	9.4 McALLASTER	408.4	1.20	11.42	f 4.44
24 P	1.40	9.55	3.45	414.5	6.1 TURKEY CREEK	414.5	1.14	11.37	4.36
41 P	f 1.55	f 10.03	3.51	421.1	6.6 D WALLACE A	421.1	1.07	11.31	f 4.28
53 P	2.05	10.08	3.55	425.6	4.5 SOMENA	425.6	1.02	11.27	4.20
34 WCTZP	A 2.20AM	A 10.15AM	A 3.59AM	429.8	4.2 DN-R SHARON SPRINGS YL PS	429.8	12.55PM	11.23PM	4.10AM
	(5.25) 23.4	(2.55) 43.4	(1.59) 63.8		(126.5)		Daily	Daily	Daily
					..... Thru Time.....		(2.40) 47.4	(2.02) 62.2	(5.55) 21.4
					..... Average speed per hour.....				

BLOCK SIGNALS

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

No. 38 will stop at Grainfield to let off revenue passengers from Denver or west, or to pick up revenue passengers for Salina and east where scheduled to stop.



WESTWARD

HUGO SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A), Page 15

Car Capacity of Sidings, Etc. See Rule 6(A), Page 15	SECOND CLASS			FIRST CLASS		Distance from Kansas City	Time-Table No. 192 SEPTEMBER 1, 1947	Mile Post	FIRST CLASS		SECOND CLASS	
	369			37	9				38	10	370	
	Mixed	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Mixed	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
34 WOTZF	2.40 <sup>AM</sup>	10.23 <sup>AM</sup>	4.02 <sup>AM</sup>	429.8	DN-R SHARON SPRINGS YL PS	429.8	A 12.47 <sup>PM</sup>	A 11.20 <sup>PM</sup>	A 3.40 <sup>AM</sup>			
61 P	2.50	10.30	4.07	433.8	4.0 SUNLAND	433.8	12.41	11.15	3.20			
41 P	3.02 <sup>370</sup>	10.35	4.12	438.4	4.6 LAPAZ	438.4	12.36	11.11	3.02 <sup>369</sup>			
62 WP	f 3.12	s 10.40	4.15	441.8	3.4 D WESKAN MO	441.8	12.32	11.08	f 2.55			
41 P	3.20	10.48	4.20	448.2	6.4 CHEMUNG	448.2	12.26	11.03	2.47			
42 P	f 3.37	10.54	4.24	453.1	4.9 ARAPAHOE	453.1	12.21	10.59	f 2.40			
50 P	3.50	11.00	4.29	458.2	5.1 SALIS	458.2	12.16	10.55	2.30			
54 WP	s 4.10	s 11.08	4.33	463.0	4.8 DN CHEYENNE WELLS CW	463.0	12.11	10.51	s 2.20			
53 P	4.20	11.15	4.38	468.1	5.1 ASCALON	468.1	12.06	10.46	2.07			
53 P	f 4.30	11.23	4.43	473.5	5.4 FIRST VIEW	473.5	12.01 <sup>PM</sup>	10.41	f 2.00			
52 P	4.43	11.32	4.51	482.3	8.8 ARENA	482.3	11.51 <sup>AM</sup>	10.34	1.45			
58 WOTF	s 4.56 <sup>9</sup>	s 11.45 <sup>38</sup>	4.56 <sup>369</sup>	487.7	5.4 D KIT CARSON KC	487.7	11.45 <sup>37</sup>	10.29	s 1.35			
53 P	5.20	11.57 <sup>AM</sup>	5.02	494.0	6.3 SORRENTO	494.0	11.39	10.24	1.15			
51 P	f 5.35	12.03 <sup>PM</sup>	5.07	500.4	6.4 WILD HORSE	500.4	11.33	10.19	f 1.05			
52 P	f 5.50	12.10	5.13	507.6	7.2 AROYA	507.6	11.26	10.13	f 12.55			
52 P	f 6.10	12.20	5.22	518.0	10.4 BOYERO	518.0	11.16	10.04	f 12.40			
95 WP	6.25	12.29	5.29	526.3	8.3 CLIFFORD	526.3	11.08	9.57	f 12.25			
82 WOTF	A 6.40 <sup>AM</sup>	A 12.40 <sup>PM</sup>	A 5.39 <sup>AM</sup>	535.5	9.2 DN-R HUGO YL HU	535.5	10.58 <sup>AM</sup>	9.47 <sup>PM</sup>	12.10 <sup>AM</sup>			

BLOCK SIGNALS

(4.00) (2.17) (1.37) ..... Thru Time ..... (1.49) (1.33) (3.80)  
 26.2 46.3 64.4 ..... Average speed per hour ..... 58.2 68.2 80.2

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
38	Cheyenne Wells.....	Denver or West.....	Salina and East where scheduled to stop.
37	Arapahoe.....	Any Point.....	Any Point.
37	First View.....	Any Point.....	Any Point.



WESTWARD

DENVER SUBDIVISION

Car Capacity of Sidings, Etc. See Rule 6(A). Page 15	SECOND CLASS			FIRST CLASS				Distance from Kansas City	Time-Table No. 192 SEPTEMBER 1, 1947	Mile Post	
	97 C.R.I. & P. Freight	369 Mixed	91 C.R.I. & P. Freight	37 Passenger	25 C.R.I. & P. Passenger	7 C.R.I. & P. Rocket Passenger	9 Passenger				STATIONS
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
82 WCTP		7.00AM		12.50PM			5.42AM	535.5	DN-R HUGO YL HU	535.5	
119 P		7.12		1.00			5.49	541.7	6.2 BAGDAD	541.7	
31 WP		7.20		1.08			5.55	547.9	6.2 LAKE	547.9	
47 P		s7.40		s1.18			s6.01	550.5	(C. R. I. & P. Crossing) DN-R LIMON YL MN	550.5	
	10.25PM		6.10AM		12.25PM	6.51 <sup>92</sup> AM		550.6	LIMON JUNCTION YL	550.6	
51 P	10.40 <sup>370</sup>	f7.55	6.36 <sup>92</sup>	1.28	12.35	6.58	6.08	556.6	6.0 RIVER BEND	556.6	
50 P	11.15	f8.10	6.50	1.37	12.43	7.05	6.15	563.2	6.6 CEDAR POINT	563.2	
51 P	11.23	f8.17	6.58	1.42	12.48	7.10	6.20 <sup>92</sup>	567.1	3.9 BUICK	567.1	
52 P	11.32	f8.30	7.15 <sup>7</sup>	1.49	12.53	7.15 <sup>91</sup>	6.24	572.2	5.1 AGATE AX	572.2	
24 P	11.40PM	8.42	7.30	1.57 <sup>8</sup>	12.59	7.20	6.29	578.1	5.9 LOWLAND	578.1	
52 WCTP	12.25 <sup>96</sup> AM	s9.00	7.50	2.06	1.06	7.27	6.35	584.2	6.1 DN DEER TRAIL DX	584.2	
51 P	1.10	f9.15	8.10	2.13	1.13	7.33	6.41	590.1	5.9 PEORIA	590.1	
52 P	1.40	f9.40 <sup>38</sup>	8.30	2.20 <sup>26</sup>	1.20	7.39	6.47	596.6	6.5 D BYERS BY	596.6	
58 WP	2.10	f10.20	8.55	2.27	1.36 <sup>8</sup>	7.45	6.53	602.5	5.9 D STRASBURG SR	602.5	
49 P	2.40	f10.40	9.27 <sup>36</sup>	2.34	1.45	7.51	6.59	608.9	6.4 D BENNETT BT	608.9	
51 P	3.00	10.55	9.45	2.39	1.53 <sup>26</sup>	7.55	7.03	613.7	4.8 MANILA	613.7	
50 WP	3.25	f11.10	10.00	2.44	2.03	7.59	7.07	618.4	4.7 WATKINS	618.4	
52 P	3.55	11.22	10.25	2.51	2.12	8.04	7.14	625.0	6.6 MESA	625.0	
P								628.1	3.1 MAGEE	628.1	
84 P	4.16 <sup>92</sup>	11.32	10.40	2.58	2.20	8.08	7.19	630.5	2.4 SABLE	630.5	
72 YP	4.45	11.37	10.45	3.01	2.25	8.10	7.22	633.2	2.7 ROYDALE	633.2	
49 P	5.00	11.40	10.48	3.03	2.27	8.11	7.23	634.3	1.1 SANDOWN	634.3	
WCTPZ	A5.30AM	A11.55AM	11.00AM	A3.10PM	A2.35PM	A8.16AM	A7.29AM	638.2	3.9 PULLMAN YL	638.2	
	(7.05) 12.4	(4.55) 20.9	(4.50) 18.1	(2.20) 44.0	(2.10) 40.3	(1.25) 61.8	(1.47) 57.9		..... Thru Time ..... Average speed per hour		

BLOCK SIGNALS

GREELEY BRANCH		WESTWARD		EASTWARD		
Car Capacity of Sidings, Etc. See Rule 6(A). Page 15	Distance from Greeley	Time-Table No. 192 SEPTEMBER 1, 1947				Mile Post
		STATIONS				
		247 WYEP	0.0	DN	GREELEY YL HG	
			2.3	GREELEY JCT. YL	2.3	
34 YP	6.0		3.7	CLOVERLY	6.0	
			8.4	ALDEN	8.4	
37 P	10.4	D	2.0	GILL GI	10.4	
			3.4	MATTHEWS	13.8	
			14.5	BARNESVILLE	14.5	
29 YP	28.1		13.6	BRIGGS DALE	28.1	
			(28.1)			

PLEASANT VALLEY BRANCH		WESTWARD		EASTWARD		
Car Capacity of Sidings, Etc. See Rule 6(A). Page 15	Distance from Cloverly	Time-Table No. 192 SEPTEMBER 1, 1947				Mile Post
		STATIONS				
		34 YP	0.0		CLOVERLY	
			3.1	LOWE	3.1	
P	5.1	D	2.0	GALETON GN	5.1	
			(5.1)			

PURITAN BRANCH		WESTWARD		EASTWARD		
Car Capacity of Sidings, Etc. See Rule 6(A). Page 15	Distance from Parkdale Jct.	Time-Table No. 192 SEPTEMBER 1, 1947				Mile Post
		STATIONS				
			0.0		PARKDALE JCT. YL	
			1.9	PURITAN	1.9	
			3.1	END OF TRACK	3.1	

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



DENVER SUBDIVISION

EASTWARD

Time-Table No. 192

SEPTEMBER 1, 1947

Car Capacity of Sidings, etc. See Rule 6(A). Page 15	Distance from Kansas City	STATIONS	Mile Post	FIRST CLASS				SECOND CLASS		
				38 Passenger	8 C.R.I. & P. Rocket Passenger	26 C.R.I. & P. Passenger	10 Passenger	92 C.R.I. & P. Freight	370 Mixed	96 C.R.I. & P. Freight
82 WCTP	535.5	DN-R HUGO YL HU	535.5	A 10.51 AM			A 9.44 PM			A 11.50 PM
119 P	541.7	6.2 BAGDAD	541.7	10.42			9.37			11.35
31 WP	547.9	6.2 LAKE	547.9	10.36			9.32			11.22
47 P	550.5	2.6 (C. R. I. & P. Crossing) DN-R LIMON YL MN	550.5	S 10.32			S 9.29			S 11.15
	550.6	LIMON JUNCTION YL	550.6		A 2.23 PM	A 3.15 PM			A 6.51 AM <sup>7</sup>	A 2.00 AM
51 P	556.6	6.0 RIVER BEND	556.6	10.22	2.17	3.07	9.22	6.36 <sup>91</sup>	f 10.40 <sup>97</sup>	1.30
50 P	563.2	6.6 CEDAR POINT	563.2	10.15	2.11	2.59	9.16	6.26	f 10.25	1.15
51 P	567.1	3.9 BUICK	567.1	10.10	2.06	2.54	9.11	6.20 <sup>9</sup>	f 10.15	1.01
52 P	572.2	5.1 D AGATE AX	572.2	10.05	2.02	2.49	9.06	6.00	f 10.04	12.50
24 P	578.1	5.9 LOWLAND	578.1	9.59	1.57 <sup>37</sup>	2.43	9.01	5.46	9.50	12.40
52 WCTP	584.2	6.1 DN DEER TRAIL DX	584.2	9.52	1.51	2.37	8.56	5.30	S 9.40	12.25 <sup>97</sup>
51 P	590.1	5.9 PEORIA	590.1	9.46	1.45	2.30	8.50	5.21	9.27	12.05 AM
52 P	596.6	6.5 D BYERS BY	596.6	9.40 <sup>389</sup>	1.40	2.20 <sup>37</sup>	8.45	5.11	f 9.15	11.55 PM
58 WP	602.5	5.9 D STRASBURG SR	602.5	9.34	1.36 <sup>25</sup>	2.07	8.40	5.02	f 9.00	11.46
49 P	608.9	6.4 D BENNETT BT	608.9	9.27 <sup>91</sup>	1.31	2.00	8.34	4.52	f 8.45	11.36
51 P	613.7	4.8 MANILA	613.7	9.22	1.27	1.53 <sup>25</sup>	8.29	4.44	8.35	11.28
50 WP	618.4	4.7 WATKINS	618.4	9.17	1.23	1.46	8.25 <sup>370</sup>	4.36	f 8.25 <sup>10</sup>	11.20
52 P	625.0	6.6 MESA	625.0	9.10	1.18	1.38	8.18	4.25	7.57	11.07
P	628.1	3.1 MAGEE	628.1							
84 P	630.5	2.4 SABLE	630.5	9.04	1.14	1.31	8.13	4.16 <sup>97</sup>	7.47	10.57
72 TP	633.2	2.7 ROYDALE	633.2	9.01	1.11	1.28	8.10	4.11	7.42	10.52
49 P	634.3	1.1 SANDOWN	634.3	9.00	1.10	1.27	8.09	4.09	7.40	10.50
WOOTTPZ	638.2	3.9 PULLMAN YL	638.2	8.55 AM	1.05 PM	1.20 PM	8.05 PM	4.00 AM	7.30 PM	10.40 PM
		(102.7)		Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....				(1.56)	(1.18)	(1.55)	(1.39)	(2.51)	(4.20)	(3.20)
Average speed per hour.....				53.1	67.4	45.8	62.2	30.8	23.7	26.3

Thru Time..... (1.56) (1.18) (1.55) (1.39) (2.51) (4.20) (3.20)  
 Average speed per hour..... 53.1 67.4 45.8 62.2 30.8 23.7 26.3

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

WESTWARD

U. S. HOSPITAL BRANCH

EASTWARD

Distance from Sable		Time-Table No. 192	Mile Post	
		SEPTEMBER 1, 1947		
		STATIONS		
0.0		SABLE	0.0	
1.6		BUNELL	1.6	

136-W- 248-  
R13



WESTWARD

NORTHERN SUBDIVISION

SECOND CLASS

Car Capacity of Seatings, Etc. See Rule 6(A). Page 13	SECOND CLASS							Distance from Denver	Time-Table No. 192 SEPTEMBER 1, 1947				Mile Post
		96 C.R.I.&P. Freight	377 Time Freight	248 Time Freight	370 Mixed	250 Time Freight	92 C.R.I.&P. Freight		STATIONS				
		Daily	Daily	Daily	Daily	Daily	Daily						
YIP		10.30PM				6.50PM		3.50AM	0.0	DN-R DENVER YL UD		0.0	
									0.6	23RD STREET YL		0.6	
EP		10.35	10.30PM	10.00PM	7.03 <sup>57</sup>	6.35PM	3.55		1.7	DN-R 36TH STREET YL RA		1.7	
WOOTYEP		A 10.40PM	10.36	10.02	A 7.30PM	6.37	A 4.00AM		2.2	PULLMAN YL		2.2	
									4.9	C. B. & Q. CROSSING		4.9	
IP			10.39	10.09		6.44			5.0	DN SAND CREEK JCT. YL SK		5.0	
95 P			10.45	10.15		6.50			8.1	DUPONT		8.1	
									9.9	ROLLA		9.9	
57 P			10.50	10.20		6.55			11.3	HAZELTINE		11.3	
52 P			10.55	10.24		6.59			14.1	HENDERSON		14.1	
									16.0	NORTHWAY		16.0	
91 WYEP			11.05	10.34		7.12 <sup>10</sup>			19.1	DN BRIGHTON YL BI		19.1	
P									22.8	POWARS		22.8	
94 P			11.15	10.43		7.27			25.8	D LUPTON UP		25.8	
53 P			11.21	10.49		7.33			30.1	IONE		30.1	
95 P			11.28	10.55		7.39			34.8	D PLATTEVILLE PA		34.8	
									36.2	VASQUEZ		36.2	
P									37.8	HOUSTON		37.8	
119 P			11.37	11.04		7.51			40.0	D GILCREST GI		40.0	
P									42.4	PECKHAM		42.4	
									43.3	HAMBERT		43.3	
192 WCTYP			11.55PM	A 11.15PM		A 8.00PM			46.1	DN-R LA SALLE YL SA		46.1	
60 P			12.01AM						48.2	EVANS		48.2	
247 WYEP			12.08						51.7	DN GREELEY YL HG		51.7	
YP									54.0	GREELEY JCT.		54.0	
81 P			12.15						55.8	D LUCERNE C		55.8	
80 P			12.22						59.2	DN EATON YL UR		59.2	
I									59.3	G. W. CROSSING		59.3	
65 P			12.28						63.0	D AULT A		63.0	
64 WYEP			12.35						66.8	D PIERCE RI		66.8	
52 P			12.42						71.9	D NUNN NU		71.9	
96 P			12.50						77.0	DOVER		77.0	
51 P			12.58						81.9	DECKER		81.9	
94 WCTYP			1.10						86.0	DN CARR CR		86.0	
97 P			1.18						90.4	WARREN		90.4	
52 P			1.25						94.4	GLEASON		94.4	
95 45 WYEP			1.31						97.8	DN SPEER YL S		97.8	
72 IP									103.1	DN BORIE YL BO		103.1	
P			1.36						101.5	CORLETT JCT.		101.5	
IP			1.41						104.7	DN TOWER A YL AY		104.7	
WOOTYEP			A 2.00AM						106.0	DN-R CHEYENNE YL N CY		106.0	

BLOCK SIGNALS

Double Track

(0.10) (3.30) (1.15) (0.40) (1.25) (0.10) ..... Thru Time  
 13.2 29.9 35.5 3.3 31.3 13.2 ..... 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 8-72. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains.  
 Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.



WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS

10	57	37	17	112	54	26	8	38	9
Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
8.00PM	7.00PM	5.20PM	5.05PM	5.00PM	4.30PM	1.15PM	1.00PM	8.50AM	7.55AM
8.04	<b>7.03</b> <sup>370</sup>	5.23	5.08	5.02	4.34	1.19	1.04	8.54	7.58
A 8.05PM	7.04	5.24	5.09	5.03	4.35	A 1.20PM	A 1.05PM	A 8.55AM	7.59
	7.08	5.27	5.12	5.06	4.39				8.03
	7.11	5.31	5.16	5.09	4.43				8.07
	f 7.14	5.34	5.19	5.12	4.46				8.10
	f <b>7.18</b> <sup>10</sup>	5.37	5.22	5.14	4.49				8.13
	s 7.30	5.42	5.27	5.18	4.55				8.20
	f 7.39	5.48	5.33	5.23	5.03				8.26
	f 7.45	5.52	5.37	5.26	5.07				8.30
	f 7.52	5.56	5.41	5.30	5.11				8.34
	f 7.59	6.00	5.45	5.34	5.16				8.39
	s 8.10	s 6.07	s 5.52	A s 5.40PM	A s 5.25PM				8.46
	f 8.15	6.10	5.55						8.49
	s 8.37	s 6.17	s 6.02						s 8.56
	f <b>8.43</b> <sup>334</sup>	6.22	6.07						9.01
	f 8.48	<b>6.27</b> <sup>10</sup>	6.11						<b>9.05</b> <sup>52</sup>
	f 8.54	6.32	6.15						9.09
	f 9.00	6.36	<b>6.19</b> <sup>10</sup>						9.13
	f 9.06	6.41	6.23						9.19
	f 9.12	6.47	6.28						9.25
	9.17	6.52	6.33						9.30
	f 9.23	7.00	6.38						9.35
	9.30	7.08	6.43						9.40
	f 9.37	7.14	6.51						9.46
	f 9.43	<b>7.19</b> <sup>334</sup>	6.58						9.51
		A 7.35PM	A 7.20PM						
	9.48								10.01
	9.54								10.06
	A 10.05PM								A 10.20AM

Distance from Denver

Time-Table No. 192  
SEPTEMBER 1, 1947

Mile Post

STATIONS

DN-R	DENVER	YL	UD	0.0
	0.6			
	23RD STREET	YL		0.6
	1.1			
DN-R	36TH STREET	YL	RA	1.7
	0.5			
	PULLMAN	YL		2.2
	2.7			
	C. B. & Q. CROSSING			4.9
	0.1			
DN	SAND CREEK JCT.	YL	SK	5.0
	3.1			
	DUPONT			8.1
	1.8			
	ROLLA			9.9
	1.4			
	HAZELTINE			11.3
	2.8			
	HENDERSON			14.1
	1.9			
	NORTHWAY			16.0
	3.1			
DN	BRIGHTON	YL	BI	19.1
	3.7			
	POWARS			22.8
	3.0			
D	LUPTON		UP	25.8
	4.3			
	IONE			30.1
	4.7			
D	PLATTEVILLE		PA	34.8
	1.4			
	VASQUEZ			36.2
	1.6			
	HOUSTON			37.8
	2.2			
D	GILCREST		GI	40.0
	2.4			
	PECKHAM			42.4
	0.9			
	HAMBERT			43.3
	2.8			
DN-R	LA SALLE	YL	SA	46.1
	2.1			
	EVANS			48.2
	3.5			
DN	GREELEY	YL	HG	51.7
	2.3			
	GREELEY JCT.			54.0
	1.8			
D	LUCERNE		C	55.8
	3.4			
DN	EATON	YL	UR	59.2
	0.1			
	G. W. CROSSING			59.3
	3.7			
D	AULT		A	63.0
	3.8			
D	PIERCE		RI	66.8
	5.1			
D	NUNN		NU	71.9
	5.1			
	DOVER			77.0
	4.9			
	DECKER			81.9
	4.1			
DN	CARR		CR	86.0
	4.4			
	WARREN			90.4
	4.0			
	GLEASON			94.4
	3.4			
DN	SPEER	YL	S	97.8
	5.3			
DN	BORIE	YL	BO	103.1
	CORLETT JCT.			101.5
	3.2			
DN	TOWER A	YL	AY	104.7
	1.3			
DN-R	CHEYENNE	YL	N CY	106.0

BLOCK SIGNALS

Double Track

(0.05) 26.4 (3.05) 34.4 (2.15) 45.8 (2.15) 45.8 (0.40) 69.2 (0.55) 50.3 (0.05) 26.4 (0.05) 26.4 (0.05) 26.4 (2.25) 43.9

.....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. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains.

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

No. 54 will stop on flag at Brighton and Lupton for passengers for east of LaSalle.

No. 9 will stop at LaSalle for revenue passengers holding coach or sleeping car reservations.



NORTHERN SUBDIVISION

EASTWARD

FIRST CLASS

Distance from Denver

Time-Table No. 192

SEPTEMBER 1, 1947

Mile Post

STATIONS

Double Track

BLOCK SIGNALS

	9	38	18	111	7	53	52	25	37	10
	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Passenger
0.0	DN-R DENVER YL UD									
0.6	23RD STREET YL									
1.7	DN-R 36TH STREET YL RA									
2.2	PULLMAN YL									
4.9	C. B. & Q. CROSSING									
5.0	DN SAND CREEK JCT. YLSK									
8.1	DUPONT									
9.9	ROLLA									
11.3	HAZELTINE									
14.1	HENDERSON									
16.0	NORTHWAY									
19.1	DN BRIGHTON YL BI									
22.8	POWARS									
25.8	D LUPTON UP									
30.1	IONE									
34.8	D PLATTEVILLE PA									
36.2	VASQUEZ									
37.8	HOUSTON									
40.0	D GILCREST GI									
42.4	PECKHAM									
43.3	HAMBERT									
46.1	DN-R LA SALLE YL SA									
48.2	EVANS									
51.7	DN GREELEY YL HG									
54.0	GREELEY JCT.									
55.8	D LUCERNE C									
59.2	DN EATON YL UR									
59.3	G. W. CROSSING									
63.0	D AULT A									
66.8	D PIERCE RI									
71.9	D NUNN NU									
77.0	DOVER									
81.9	DECKER									
86.0	DN CARR CR									
90.4	WARREN									
94.4	GLEASON									
97.8	DN SPEER YL S									
103.1	DN BORIE YL BO									
101.5	CORLETT JCT.									
104.7	DN TOWER A YL AY									
106.0	DN-R CHEYENNE YL N-CY									
	(106.0)									

Thru Time.....	(0.11)	(2.30)	(2.25)	(0.55)	(0.09)	(0.23)	(2.45)	(0.10)	(0.20)	(2.10)
Average speed per hour.....	12.0	41.1	42.6	50.3	14.7	13.0	38.6	13.2	6.6	48.9

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. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains.

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



NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 192

SEPTEMBER 1, 1947

SECOND CLASS

Car Capacity of Seating, Etc. See Rule 16(A), Page 16	Distance from Denver	STATIONS	Mile Post	SECOND CLASS					
				97 C.R.I.&P. Freight	455 Time Freight	91 C.R.I.&P. Freight	369 Mixed	477 Time Freight	334 Mixed
		DN-R DENVER YL UD	0.0	A 6.30AM		A12.01PM	A12.50PM		A11.50PM
	0.6	0.6 23RD STREET YL	0.6						
	1.7	DN-R 36TH STREET YL RA	1.7	5.40	A 3.00AM	11.05AM	11.59AM	A 5.35PM	11.28
	2.2	0.5 PULLMAN YL	2.2	5.30AM	2.30	11.00AM	11.55AM	5.16	11.25
	4.9	2.7 C. B. & Q. CROSSING	4.9						
	5.0	0.1 DN SAND CREEK JCT. YL SK	5.0		2.11			5.10PM	11.20PM
95	8.1	3.1 DUPONT	8.1		2.05				
	9.9	1.8 ROLLA	9.9						
57	11.3	1.4 HAZELTINE	11.3		1.59				
52	14.1	2.8 HENDERSON	14.1		1.55				
	16.0	1.9 NORTHWAY	16.0						
91	19.1	3.1 DN BRIGHTON YL BI	19.1		1.45				
	22.8	3.7 POWARS	22.8						
94	25.8	3.0 D LUPTON UP	25.8		1.32				
53	30.1	4.3 IONE	30.1		1.25				
95	34.8	4.7 D PLATTEVILLE PA	34.8		1.18				
	36.2	1.4 VASQUEZ	36.2						
	37.8	1.6 HOUSTON	37.8						
119	40.0	2.2 D GILCREST GI	40.0		1.10				
	42.4	2.4 PECKHAM	42.4						
	43.3	0.9 HAMBERT	43.3						
192	46.1	2.8 DN-R LA SALLE YL SA	46.1		12.55AM				s 9.20PM
60	48.2	2.1 EVANS	48.2						9.12
247	51.7	3.5 DN GREELEY YL HG	51.7						s 9.05
	54.0	2.3 GREELEY JCT.	54.0						
81	55.8	1.8 D LUCERNE C	55.8						8.43 <sup>57</sup>
80	59.2	3.4 DN EATON YL UR	59.2						s 8.32
	59.3	0.1 G. W. CROSSING	59.3						
65	63.0	3.7 D AULT A	63.0						s 8.25
64	66.8	3.8 D PIERCE RI	66.8						8.18
52	71.9	5.1 D NUNN NU	71.9						8.10
96	77.0	5.1 DOVER	77.0						8.02
51	81.9	4.9 DECKER	81.9						7.54
94	86.0	4.1 DN CARR CR	86.0						s 7.47
97	90.4	4.4 WARREN	90.4						7.33
52	94.4	4.0 GLEASON	94.4						f 7.26
95 45	97.8	3.4 DN SPEER YL S	97.8						f 7.19 <sup>37</sup>
72	103.1	5.3 DN BORIE YL BO	103.1						
	101.5	3.2 CORLETT JCT.	101.5						7.10
	104.7	1.3 DN TOWER A YL AY	104.7						7.05
	106.0	1.3 DN-R CHEYENNE YL N-CY	106.0						7.00PM

BLOCK SIGNALS

Double Track

Via Dent Sub Div

Thru Time.....  
Average speed per hour

(1.00) (2.05) (1.01) (0.55) (0.25) (4.50)  
2.2 21.3 2.2 2.4 7.9 21.9

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. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains.

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 and beyond.



WESTWARD

JULESBURG SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A), Page 15	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 192 SEPTEMBER 1, 1947		Mile Post	FIRST CLASS		SECOND CLASS	
	455 Time Freight	477 Time Freight	53 Passenger	111 Streamliner Passenger		112 Streamliner Passenger	54 Passenger		248 Time Freight	250 Time Freight		
	Daily	Daily	Daily	Daily		Passenger	Passenger		Time Freight	Time Freight		
80 WCTP	6.30PM	9.15AM	s 4.05AM	s 4.59AM	0.0	DN	JULESBURG YL JB	0.0	A 7.44PM	A 9.15PM	A 4.40AM	A 2.30AM
75 ZP	6.45	9.30	f 4.16 <sup>248</sup>	5.06	7.1	D	7.1 OVID VI	7.1	7.33	s 9.00	4.16 <sup>53</sup>	1.10
73 WP	6.55	9.45	f 4.30	5.12	14.6	D	7.5 SEDGWICK ZD	14.6	7.28	s 8.45	3.55	12.55
P					19.0		4.4 DORSEY	19.0				
95 P	7.22 <sup>112</sup>	10.00	f 4.42	5.18	23.1		4.1 RED LION	23.1	7.22 <sup>455</sup>	s 8.32	3.27	12.40
P					25.8		2.7 MARCOTT	25.8				
95 WP	7.44	10.12	f 4.52	5.23	30.1	D	4.3 CROOK CK	30.1	7.17	s 8.24	3.17	12.25
72 P	8.13 <sup>54</sup>	10.24	f 5.02	5.29	38.8		8.7 PROCTOR	38.8	7.11	f 8.13 <sup>455</sup>	3.05	12.05AM
P					41.1		2.3 POWELL	41.1				
94 P	8.40	10.35	f 5.12	5.34	45.6	D	4.5 ILIFF F	45.6	7.06	s 8.05	2.50	11.55PM
77 P	8.50	10.50	5.22	5.40	53.5		7.9 HAYFORD	53.5	7.00	7.55	2.40	11.40
IP					57.2		3.7 C. B. & Q. CROSSING	57.2				
169 WCTP	A 9.00PM	A 11.15AM	A 5.30AM	A 5.45AM	57.5	DN-R	0.3 STERLING YL ST	57.5	6.57PM	7.50PM	2.30AM	11.20PM
							(57.5)		Daily	Daily	Daily	Daily

(2.30) (2.00) (1.25) (0.46) ..... Thru Time ..... (0.47) (1.25) (2.10) (3.10)  
 23.0 28.8 40.6 75.0 ..... Average speed per hour ..... 73.4 40.6 26.6 18.1

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. 54 and 53, and not less than fifteen minutes by second class and extra trains.

WESTWARD

STERLING SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A), Page 15	SECOND CLASS			FIRST CLASS			Distance from Julesburg	Time Table No. 192 SEPTEMBER 1, 1947		Mile Post	FIRST CLASS			SECOND CLASS		
	455 Time Freight	477 Time Freight	71 C. B. & Q. Freight	111 Streamliner Passenger	53 Passenger	301 C. B. & Q. Passenger		302 C. B. & Q. Passenger	54 Passenger		112 Streamliner Passenger	250 Time Freight	72 C. B. & Q. Freight	248 Time Freight		
	Daily	Daily	Daily	Daily	Daily	Daily		Passenger	Passenger		Passenger	Time Freight	Time Freight	Time Freight		
169 WCTP	9.40PM	12.15PM	12.01PM	5.47AM	5.40AM	3.35AM	57.5	DN-R	STERLING ST	57.5	A 1.40AM	A 7.40PM	A 6.55PM	A 10.40PM	A 11.00PM	A 2.00AM
							61.7		4.2 HALL	61.7						
72 P	10.05 <sup>250</sup>	12.28	12.15	5.53 <sup>53</sup>	5.53 <sup>111</sup>	3.43	64.1	D	2.4 ATWOOD OD	64.1	f 1.23	f 7.30	6.48	10.05 <sup>455</sup>	10.45	1.29
							66.8		2.7 BEETLAND	66.8						
74 P	10.15	12.41	12.28	5.58	f 6.05	f 3.51	70.2	D	3.4 MERINO MI	70.2	f 1.16	f 7.21	6.43	9.57	10.35	1.21
143 P	10.23 <sup>72</sup>	12.51	12.37	6.02	f 6.12	3.59	76.0		5.8 MESSEX	76.0	f 1.10	f 7.16	6.39	9.50	10.23 <sup>455</sup>	1.14
P							78.4		2.4 BALZAC	78.4						
52 P	10.30	1.05	A 1.01PM	6.06	f 6.18	A 4.10AM	81.0	DN	2.6 UNION UN	81.0	f 1.02AM	f 7.07	6.35	9.44	10.01PM	1.07
							82.8		1.8 COOPER	82.8						
94 WP	10.38	1.15		6.10	f 6.26		87.0	D	4.2 SNYDER SN	87.0		f 6.58	6.31	9.36		12.55
53 P	10.47	1.25		6.15	6.34		93.8		6.8 DODD	93.8		6.50	6.26	9.28		12.46
100 WCP	10.55	1.35		6.20	s 6.40		98.6	DNFT	4.8 MORGAN FM	98.6		f 6.44	6.22	9.22		12.40
35 P	11.05	1.50		6.25	6.49		106.0		7.4 NARROWS	106.0		6.34	6.17	9.13		12.31
79 P	11.10	1.55		6.27	f 6.54		109.0	D	3.0 WELDONA DN	109.0		f 6.31	6.15	9.09		12.27
22 P	11.18	2.04		6.31	f 7.01		114.2		5.2 GOODRICH	114.2		f 6.24	6.11	9.03		12.20
78 P	11.25	2.15		6.34	f 7.07		117.7		3.5 ORCHARD	117.7		f 6.19	6.08	8.58		12.15
P							121.4		3.7 SUBLETTE	121.4						
53 P	11.34	2.27		6.39	f 7.17		124.8		3.4 MASTERS	124.8		f 6.10	6.03	8.49		12.06AM
50 P	11.41	2.35		6.43	7.21		130.2		5.4 CANTON	130.2		6.03	5.59	8.42		11.59PM
121 WP	11.52 <sup>248</sup>	2.43		6.47	f 7.28		135.4		5.2 HARDIN	135.4		f 5.55 <sup>112</sup>	5.55 <sup>54</sup>	8.35		11.52 <sup>455</sup>
P							139.1		3.7 KUNER	139.1						
78 P	12.10AM	2.58		6.53	f 7.38		143.1	D	4.0 KERSEY KR	143.1		f 5.41	5.49	8.25		11.42
							147.2		4.1 AUBURN	147.2						
56 WCTP	A 12.40AM	A 3.20PM		A 7.01AM	A 7.50AM		151.1	DN-R	3.9 LaSALLE YLSA	151.1		5.30PM	5.43PM	8.15PM		11.30PM
									(93.6)		Daily	Daily	Daily	Daily	Daily	Daily

(3.00) (3.05) (1.00) (1.14) (2.10) (0.35) ..... Thru Time ..... (0.38) (2.10) (1.12) (2.25) (0.59) (2.30)  
 31.2 30.4 23.5 75.8 43.2 40.3 ..... Average speed per hour ..... 37.1 43.2 78.0 38.4 23.6 37.4

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. 53, 301, 302 and 54 and not less than fifteen minutes by second class and extra trains.



**WESTWARD**

**DENT SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A). Page 10	SECOND CLASS		Distance from Denver	Time-Table No. 192 SEPTEMBER 1, 1947		Mile Post	FIRST CLASS		SECOND CLASS		
	212 Mixed	Daily		STATIONS			53 Passenger	211 Mixed	477 Time Freight	334 Mixed	
				DN	SAND CREEK JCT. YL SK						AM
IP			5.0	DN	SAND CREEK JCT. YL SK	5.0	A9.07		A5.10	A11.20	
			8.2		WELBY	8.2					
31	P		9.8		QUIMBY	9.8	8.59		4.58	11.11	
			11.1		GALLUP	11.1					
36	P		13.8		EAST LAKE	13.8	8.53		4.50	f11.04	
			16.4		SATT	16.4					
31	P		18.1		DARLOW	18.1	8.47		4.43	10.57	
55	IPWT		22.2	DN	ST. VRAINS YL VS	22.2	f8.41		4.35	f10.48	
			22.2		U. P. CROSSING	22.2					
53	YP		26.1	D	FREDERICK YL FR	26.1	f8.33		4.22	f10.37	
	P		27.8		FIRESTONE YL	27.8	8.28		4.17	10.31	
19	P		30.2		HARNEY	30.2	8.25		4.11	10.25	
31	P		34.6		GOWANDA	34.6	8.20		4.03	10.17	
	P		38.3		WILD CAT	38.3	8.14		3.57	10.10	
			40.9		G. W. CROSSING	40.9					
21	WTP	3.20PM	42.8	N	DENT YL FD	42.8	8.07	A10.08AM	3.50	10.01	
WCTYP		A 3.35 <sup>477</sup> PM	50.6	DN-R	LA SALLE YL SA	50.6	7.55AM	9.55AM	3.35 <sup>212</sup> PM	9.45PM	
					(45.6)		Daily	Daily	Daily	Daily	

(0.15) ..... Thru Time ..... (1.12)  
 31.2 ..... Average speed per hour ..... 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**

**EASTWARD**

**WESTWARD**

**EASTWARD**

Car Capacity of Sidings, Etc. See Rule 6(A). Page 10	SECOND CLASS		Mile Post	FORT COLLINS BRANCH Time-Table No. 192 SEPTEMBER 1, 1947		Mile Post	SECOND CLASS		Boulder Branch Time-Table No. 192 SEPTEMBER 1, 1947	SECOND CLASS	
	211 Mixed	Daily		STATIONS			376 Local Freight				
				DN	SAND CREEK JCT. YL SK			AM		PM	
21	WTP	10.08AM	0.0	N	DENT YL FD	A 3.20PM		DN-R	BRIGHTON YL BI	A 1.00PM	
	P	f10.13	1.7		MILLIKEN YL	f 3.15			YOXALL	f12.40	
			2.0		G. W. CROSSING			D	ST. VRAINS YL VS	f12.30	
	P	f10.20	7.3		KOENIG	f 3.04			U. P. CROSSING		
			9.0		G. W. CROSSING				NATIONAL		
	P	f10.25	9.1		KELIM	f 3.00			STATE COAL MINE JCT. YL	f12.20	
		f10.31	13.5		BOYD LAKE	f 2.51			PARKDALE JCT. YL	f12.15	
		f10.35	16.4		REDMOND	f 2.46			ERIE	s12.10	
42	P	f10.40	19.5		HARMONY	f 2.40			C. B. & Q. CROSSING		
136	WCTYP	A10.55AM	25.0	D-R	FORT COLLINS YL FC	2.30PM			TABOR	f12.05	
			25.2		C. & S. CROSSING				LEYNER	f12.01PM	
			25.3		C. & S. CROSSING				LIGGETT	f11.57AM	
	P		27.9		POUDRE YL				VALMONT YL	f11.45	
	P		30.0		BOETTCHER YL				C. & S. CROSSING		
	P		38.5		RIPPLE				ARA YL	s11.25	
	Y		41.7		BUCKEYE YL				DN-R	BOULDER YL BR	11.15AM
					(41.7)	Daily			(27.6)	Daily Except Sunday	

(0.47) ..... Thru Time ..... (1.45)  
 32.0 ..... Average speed per hour ..... 15.8

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



**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "DE-Psgr."—Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Psgr." —Train with steam locomotive and all passenger train equipment.

Designation "Fr." —Train with freight cars; train with caboose only; locomotive without cars.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Fr." must not be exceeded.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

**GENERAL**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Inspection bus cars.			40	40	Within yard limits and passing fueling stations.	50	50	40	25
When caboose is handled in train consisting of passenger train equipment.			50		Over spring switches, when using turnouts.	15	15	15	15
3900 class engines.			60	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
5000 and 9000 class engines.			50	50					
4000 class engines.			45	45	When using cross-overs or turn outs: 9000 class engines; Forward movement. Back-up movement. All other classes of engines; Forward movement. Back-up movement.	15	15	15	15
MacArthur type engines with 63-inch drivers.			55	50					
MacArthur type engines with 57-inch drivers.			35	35					
Mallet, Ten Wheeler and Consolidation type engines.			35	35	On wye tracks.	5	5	5	5
0-6-0 and 0-8-0 type yard engines.			20	20					
Engines running backward.	20	20	20	20	3500 and 5000 class engines on any coal mine lead or track.				10
Trains handling scale test cars: On main line. On branch lines.			30 20						
Trains handling gravel loaded in wooden Hart convertible cars.				25	Jordan spreaders and other machines of spreader type, when in operation.				15
When more than 50% of the tonnage is gravel.				40					
Trains handling company roadway machines on their own wheels: On straight track. On curves.			30 25						

**ELLIS SUBDIVISION**

Maximum speed.	75	75	65	45	331.7 and 332.1	60	50	50	40
Maximum speed, mixed trains.				50	335.0 and 335.4	60	50	50	40
Freight engines not otherwise shown.			45		Collyer 336.6 and 337.0	55	45	45	35
Between Mile Posts— Ellis 304.3 and 307.0	55	45	45	40	Oakley 383.4 and 384.3	70	60	60	45
Riga 311.4 and 311.8	70	60	60	45	Winona 401.3 and 401.8	70	60	60	45
Wakeeney Between first crossing west and second crossing east of depot. 323.3 and 324.0	40	40	40	25	405.5 and 405.8	60	50	50	40
Voda 330.2 and 330.6	70	60	60	45	Turkey Creek 419.6 and 420.5	70	60	60	45
					Wallace 424.9 and 425.0	70	60	60	45
					Somena				

**HUGO SUBDIVISION**

Maximum speed.	75	75	65	45	Between Mile Posts— Chemung 450.8 and 451.1	70	60	60	45
Maximum speed, mixed trains.				50	Arapahoe 454.5 and 454.6	70	60	60	45
Freight engines not otherwise shown.			45		Aroya 512.4 and 512.7	70	60	60	45
					Boyero				



**DENVER SUBDIVISION**

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	75	75	65	45
Maximum speed, mixed trains.				50
Freight engines not otherwise shown.			45	
C. R. I. & P. 2300 class engines.			50	40
C. R. I. & P. 2600, 2700, 4000 and 5000 class engines.			40	40
Between Mile Posts— Bagdad				
543.9 and 544.9	70	60	60	45
546.2 and 546.6	70	60	60	45
River Bend				
558.8 and 559.3	55	45	45	35
561.3 and 562.0	70	60	60	45

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.
River Bend				
562.9 and 567.2	60	50	50	40
562.9 and 567.2, with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
562.9 and 567.2, with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
Cedar Point siding.	5	5	5	5
Deer Trail				
587.2 and 589.8	60	50	50	40
Byers				
598.9 and 601.5	70	60	60	45
Strasburg				
605.2 and 607.0	70	60	60	45
Watkins				
619.3 and 620.5	70	60	60	45
Mesa				

**NORTHERN SUBDIVISION**

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	75	75	75	50
Freight engines not otherwise shown.			50	
Light engines			45	45
Between Mile Posts— Denver Yard				
0.4 and 0.7 westward track	30	30	30	25
2.4 and 2.5 westward track	30	30	30	25
2.5 and 2.4 eastward track	30	30	30	25
0.7 and 0.4 eastward track	30	30	30	25
LaSalle				
47.8 and 48.0	70	60	60	50
Evans				
49.4 and 49.7	70	60	60	50
Warren				
91.8 and 92.2	70	60	60	45
Speer				
93.3 and 97.4	60	50	50	30
93.3 and 97.4 mixed trains.				40
97.4 and 97.7	50	50	40	25
Corlett Side				
97.7 and 97.9	30	30	30	25
97.9 and 98.6	50	50	40	25
101.4 and 101.5	70	60	60	45
Corlett Jct. and M.P. 103.9			70	
Borie Side				
97.7 and 99.4	50	50	40	25

**STERLING SUBDIVISION**

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	75	75	70	50
With C. B. & Q. 5200 and 5500 class engines.			45	45
Freight engines not otherwise shown.			50	
Light engines			45	45
LaSalle				
Between M.P. 149.6 and 150.7	50	50	40	25
Between M.P. 150.7 and 150.9	30	30	30	25
Between M.P. 150.9 and 151.1	50	50	40	25

**JULESBURG SUBDIVISION**

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	75	75	70	50
Freight engines not otherwise shown.			50	
Light engines			45	45

**DENT SUBDIVISION**

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	60	60	60	45
800, 3900, 5000 and 9000 class and Mallet type engines.			40	40
Freight engines not otherwise shown.			50	
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	20	20
Between Mile Posts— Quimby				
10.0 and 10.6	60	50	50	40
Gallup				
11.6 and 12.0	60	50	50	40
East Lake				
14.3 and 14.6	60	50	50	40
Wild Cat				
Over Great Western crossing.	40	40	40	20
37.9 and 38.0	60	50	50	40
G. W. Crossing				
40.4 and 40.5	60	50	50	40

**BRANCHES**

Branch	Str.	DE-Psgr.	Psgr.	Fr.
<b>Boulder Branch</b>				
Maximum speed.			25	25
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.			15	15
Between Parkdale Jct. and Erie.			15	15
Valmont Spur, M.P. 1, over C. & S. crossing.				10
<b>Fort Collins Branch</b>				
Between Dent and Fort Collins.			40	30
Between Fort Collins and Buckeye.			25	25
Between Dent and Fort Collins with Pacific type engines.			30	
Dent, over west wye switch.			10	10
Fort Collins, within city limits.			15	15
<b>Greeley Branch</b>			15	15
<b>Pleasant Valley Branch</b>			15	15
<b>Puritan Branch.</b>			15	15

**SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))**

6. The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

6(A). The following letters placed in column with station name in time-table indicate:

- D —day operator
- N —night operator
- DN—day and night operator
- R —train register
- YL—yard limits

The following letters placed in columns provided in time-table indicate:

- C —coal
- I —interlocking
- O —oil
- P —dispatcher's telephone
- T —turntable
- W—water
- X—cross-over
- Y —wye
- Z —track scales
- AI —automatic interlocking signals
- CS —center siding
- ES —eastward siding
- WS —westward siding
- RCS—remote control switch



