



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



**Colorado Division**

**TIME-TABLE**  
**No. 173**

**Effective Tuesday,**  
**February 4, 1941**  
**at 12:01 A. M. Mountain Time**



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**FOR EMPLOYEES ONLY**

# CONDENSED TIME-TABLE

## WESTWARD

SECOND CLASS			FIRST CLASS								Distance from Kansas City	Time-Table No. 173 FEBRUARY 4, 1941	STATIONS	
319 Time Freight Daily	251 Time Freight	155 Time Freight Daily	3 Passenger Daily	37 Passenger Daily	111 Stream- liner Passenger	15 Passenger	21 Passenger Daily	99 Stream- liner Passenger Daily	105 Stream- liner Passenger Daily	333 Mixed Daily				
											0.0	KANSAS CITY, MO.		
		7.00 PM						10.00 PM	5.00 PM	11.00 AM	9.50 AM	2.5	KANSAS CITY, KAN.	
								10.05	5.05	11.05	9.58	39.6	LAWRENCE	
								10.41	5.42	11.42 AM	10.49	68.0	TOPEKA (North Topeka)	
		9.00						11.09	6.12	A12.08 PM	11.40	72.9	MENOKEN	
		9.06						11.14	6.18		11.46 AM	119.3	MANHATTAN	
		10.35 PM						11.55 PM	7.02		1.00 PM	139.5	JUNCTION CITY	
		12.01 AM						12.22 AM	7.30		1.50	172.3	SOLOMON	
		1.00						12.53	8.09		2.50	186.6	SALINA	
		2.00						1.10	A 8.30 PM		3.45	303.3	ELLIS	
		A 7.25 AM						2.15			6.25	377.4	OAKLEY	
								3.27			8.45	429.8	SHARON SPRINGS	
								4.20			10.25 PM	535.5	HUGO	
								6.02			1.35 AM	640.4	DENVER	
								A 3.00 PM			A 5.00 AM		..... Thru Time..... Average speed per hour..	
		(12.25)								(3.30) 53.3	(1.08) 60.0	(20.10)	DENVER	
												640.4	BRIGHTON	
		6.05 PM	A 3.45 AM	6.30 AM				5.30 PM	5.45 PM	A 9.20 AM	A 7.00 AM	8.25 AM	659.5	LA SALLE
		6.33	2.27	6.57				5.55	6.06	8.55		8.55	686.5	STERLING
		7.08	1.30 AM	7.59				6.31	6.31	8.31	5.20	9.30		JULESBURG
			10.40 PM							7.12	2.45			OMAHA
			8.30 PM							6.17	1.15 AM			COUNCIL BLUFFS
			9.00 AM							2.10 AM	4.25 PM			BORIE
			8.45 AM											CHEYENNE
			A 9.30 AM											OGDEN
			A 9.05 PM									11.20 11.40 AM	746.4	(1217.1 Via Borie)
												A 11.25 PM	Via Cheyenne 1229.5	
												A 6.30 AM		
			Daily											
			(3.00)	(20.00)	(3.00)			(2.55)	(31.35)	(8.10)	(15.35)	(26.25)		..... Thru Time..... Average speed per hour..
								36.4	38.5	68.5	35.9	46.5		

MILEAGE COLORADO DIVISION  
Main Line..... 640.27  
Branches..... 117.82  
Total..... 758.09

**C. P. CAHILL,**  
General Manager

**P. J. LYNCH,**  
Superintendent Transportation

**G. J. MULICK, Superintendent... Denver, Colo.**  
**F. R. JENKINS, Assistant Superintendent... Denver, Colo.**  
C. B. WOOLARD, Trainmaster..... Denver, Colo.

H. KIRKPATRICK  
D. E. FRASER  
J. H. WESNER  
L. E. CAMPBELL  
E. E. CRUTCHFIELD  
S. G. TWEDT  
W. C. SATTERFIELD  
J. F. BARRETT  
W. C. JENSEN  
Train  
Dispatchers  
Denver, Colo.

C. A. VICKROY  
Chief Train Dispatcher

P. GROOME—J. J. BOWLIN  
Assistant Chief Train Dispatchers

# CONDENSED TIME-TABLE

## EASTWARD

Time-Table No. 173 FEBRUARY 4, 1941		FIRST CLASS										SECOND CLASS				
STATIONS	Distance from Cheyenne	22	100	106	24	170	38	4	112	12	154	250	248	370	334	
		Passenger	Stream- liner Passenger	Stream- liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream- liner Passenger	Passenger	Time Freight	Time Freight	Time Freight	Mixed	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	A 9.00 PM									
KANSAS CITY, KAN.	743.9	7.04	10.22	1.32	3.32	7.50	8.55			A 5.00 AM						
LAWRENCE	706.8	6.21	9.46	12.56	2.45	7.03	8.17									
TOPEKA (North Topeka)	678.4	5.47	9.18	12.30 PM	2.15	6.32	7.50			11.50 PM						
MENOKEN	673.5	5.32	9.09		2.01	6.03	7.45			11.05						
MANHATTAN	627.1	4.45	8.22		1.00	5.05	7.03			9.15						
JUNCTION CITY	606.9	4.12	7.55		12.30 PM	4.30	6.38			8.00						
SOLOMON	574.1	3.10	7.16		11.27 AM	3.30	5.58			6.22						
SALINA	559.8	2.55	7.00 AM		11.05	3.10 PM	5.45			6.00 PM			A 2.10 PM			
ELLIS	443.1	12.28 AM			8.30		3.50			6.00 AM			9.30 AM			
OAKLEY	369.0	9.48 PM			5.15		1.30						4.45			
SHARON SPRINGS	316.6	8.50			4.17		12.41 PM						2.45 AM			
HUGO	210.9	6.58			2.10 AM		10.59 AM						11.10 PM			
DENVER	106.0	5.00 PM			11.59 PM		9.10 AM						6.45 PM			
..... Thru Time..... Average speed per hour..		(13.15) 48.3	(3.30) 53.3	(1.08) 60.0		(5.00) 37.3				(23.00)			(18.25)			
DENVER	106.0				10.55 PM	A 8.45 AM	A 10.15 AM	3.55 PM	8.00 PM	A 3.00 AM	2.30 PM	8.45 PM		A 6.25 PM		
BRIGHTON	86.9				10.22	8.00	9.35	4.13	8.21	2.05	2.57	9.17				
LA SALLE	59.9				9.51	7.29	8.58	4.37	8.48	1.10 AM	3.38	10.25 PM		4.37		
STERLING								5.54	10.48 PM		5.55	2.00 AM				
JULESBURG								6.40 PM	12.15 AM		7.10 PM	5.15 AM				
OMAHA								A 12.35 AM	A 8.00 AM		7.15 AM	11.05 PM				
COUNCIL BLUFFS											A 8.15 AM	A 11.52 PM				
BORIE						6.10 AM				11.00 PM						
CHEYENNE	0.0				8.30 PM		7.30 AM							2.55 PM		
OGDEN					8.35 AM		7.40 PM									
(1217.1 Via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Thru Time..... Average speed per hour..					(30.10) 40.8	(24.20) 50.0	(2.45) 38.5	(7.40) 73.0	(11.00) 50.9	(4.00)	(16.45)	(26.07)		(8.80)		

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

Table with columns for Second Class (333 Mixed), First Class (37 Passenger, 21 Passenger), and Second Class (370 Mixed). Includes Time-Table No. 173 for February 4, 1941, with stations from Ellis to Sharon Springs and distances from Kansas City and Denver.

Summary table with columns for Thru Time and Average speed per hour for various classes.

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

No. 22 will stop at any station to pick up revenue passengers for stations east of Salina.
No. 22 will stop at any station to let off revenue passengers from Denver or beyond.
Mail section of No. 21 will stop at Oakley.

Two columns of lists: 'Time Inspectors are located as shown below:' and 'Standard clocks are located as shown below:'. Lists names and locations for various stations.

WESTWARD

HUGO SUBDIVISION

EASTWARD

Table with columns for Second Class (333 Mixed), First Class (37 Passenger, 21 Passenger), and Second Class (370 Mixed). Includes Time-Table No. 173 for February 4, 1941, with stations from Sharon Springs to Hugo and distances from Kansas City and Denver.

Summary table with columns for Thru Time and Average speed per hour for various classes.

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

Table with two main sections: 'Railroad Surgeons are located as shown below:' and 'Railroad Surgeons are located as shown below:'. Each section has columns for Name, Title, Place, and Territory.

WESTWARD

DENVER SUBDIVISION

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City
	97 C.R.I. & P. Freight	333 Mixed	91 C.R.I. & P. Freight	37 Passenger	7 C.R.I. & P. Rocket Passenger	21 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
3,983 WFTYP		1.35AM		12.18PM		6.02AM	535.5
5,745 P		1.53		12.27		6.09	541.7
1,505 WP		2.05		12.35		6.16	547.9
2,386 P		s 2.15		s12.43		6.21	550.5
	2.25PM		12.30AM		6.53AM		550.6
2,580 P	2.35	f 2.25	12.40	12.52	7.00	6.28	556.6
2,530 YP	2.45	f 2.35	12.53	1.00	7.07	6.35	563.2
2,456 P	2.51	f 2.41	12.59	1.07	7.12	6.40	567.1
2,452 P	3.00	f 2.49	1.15	f 1.15	7.16	6.44	572.2
1,718 P	3.09	2.56	1.24	1.22	7.21	6.49	578.1
2,559 WFTYP	3.24	f 3.10	1.35	f 1.32	7.27	6.55	584.2
2,529 P	3.34	3.18	1.44	1.46	7.33	7.01	590.1
2,553 P	3.51	f 3.28	1.55	f 1.52	7.39	7.07	596.6
2,584 WP	4.10	f 3.38	2.08	f 2.00	7.45	7.13	602.5
2,433 P	4.24	f 3.50	2.21	f 2.07	7.51	7.19	608.9
2,536 P	4.35	3.58	2.29	2.14	7.55	7.23	613.7
2,477 WP	4.45	f 4.05	2.36	f 2.20	7.59	7.27	618.4
2,563 P	4.55	4.13	2.48	2.28	8.05	7.33	625.0
							628.1
2,706 P	5.15	4.20	2.56	2.34	8.10	7.38	630.5
							633.2
2,467 P	5.35	4.26	3.02	2.39	8.13	7.42	634.3
WFTYOP	A 5.50PM	A 4.45AM	A 3.10AM	A 2.44PM	A 8.18AM	A 7.48AM	638.2

(3.25) 25.6 (3.10) 32.4 (2.40) 32.8 (2.26) 42.2 (1.25) 61.8 (1.46) 57.2

Time-Table No. 173  
FEBRUARY 4, 1941

STATIONS

DN-R	HUGO	Hu
	6.2	
	BAGDAD	
	6.2	
	LAKE	
	2.6	
(C. R. I. & P. Crossing)		
DN-R	LIMON	Mn
	0.1	
	LIMON JUNCTION	
	6.0	
	RIVER BEND	
	6.6	
	CEDAR POINT	
	3.9	
	BUICK	
	5.1	
D	AGATE	Ax
	5.9	
	LOWLAND	
	6.1	
DN	DEER TRAIL	Dx
	5.9	
	PEORIA	
	6.5	
D	BYERS	By
	5.9	
D	STRASBURG	Sr
	6.4	
D	BENNETT	Bt
	4.8	
	MANILA	
	4.7	
	WATKINS	
	6.6	
	MESA	
	3.1	
	MAGEE	
	2.4	
	SABLE	
	2.7	
	ROYDALE	
	1.1	
	SANDOWN	
	3.9	
	PULLMAN	

(102.7)

..... 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

Length of sidings in feet, etc. See Rule 6(A).	FIRST CLASS				SECOND CLASS			Distance from Denver
	24 Passenger	38 Passenger	8 C.R.I. & P. Rocket Passenger	22 Passenger	92 C.R.I. & P. Freight	96 C.R.I. & P. Freight	370 Mixed	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
3,983 WFTYP	A 2.05AM	A10.56AM		A 6.55PM			A11.00PM	
5,745 P	1.53	10.48		6.46			10.46	
1,505 WP	1.47	10.42		6.40			f10.36	
2,386 P	s 1.43	10.39		s 6.37			s10.29	
			A 2.25PM		A 6.50AM	A10.15PM		
2,580 P	1.33	10.32	2.17	6.29	6.28	9.45	f 9.59	
2,530 YP	1.25	10.25	2.11	6.22	6.14	9.32	f 9.49	
2,456 P	1.20	10.21		6.17	6.04	9.22	9.39	
2,452 P	1.15	10.16	2.02	6.12	5.54	9.10	f 9.29	
1,718 P	1.10	10.10		6.07	5.42	8.58	9.11	
2,559 WFTYP	1.04	10.05	1.53	6.01	5.32	8.45	s 9.00	
2,529 P	12.56	9.59	1.46	5.55	5.22	8.25	8.41	
2,553 P	12.50	9.53	1.41	5.49	5.13	8.12	f 8.31	
2,584 WP	12.44	9.48	1.35	5.43	5.05	8.00	f 8.19	
2,433 P	12.37	9.42	1.30	5.37	4.56	7.47	f 8.00	
2,536 P	12.32	9.37		5.32	4.47	7.38	7.45	
2,477 WP	12.28	9.33	1.23	5.28	4.40	7.31	f 7.37	
2,563 P	12.21	9.27		5.21	4.30	7.18	7.25	
2,706 P	12.15	9.22	1.12	5.15	4.20	7.08	7.15	
2,467 P	12.10	9.19		5.10	4.05	7.00	7.08	
WFTYOP	12.05AM	9.15AM	1.05PM	5.05PM	3.56AM	6.50PM	7.00PM	

(2.00) 51.4 (1.41) 61.0 (1.20) 65.7 (1.50) 56.0 (2.54) 30.2 (3.25) 25.6 (4.00) 25.7

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

WESTWARD

NORTHERN SUBDIVISION

SECOND CLASS

Table with columns for train numbers (248, 370, 96, 319, 250, 155, 92) and their respective times and classes (Freight, Mixed, C.R.I. & P. Freight).

Distance from Denver

Time-Table No. 173 FEBRUARY 4, 1941

STATIONS

Table listing stations from DENVER to CHEYENNE with track directions (DN, DN-R, D, DN-R) and mile markers.

(106.0)

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

Length of sidings in feet, etc. See Rule 6(A).

Table listing train numbers and their corresponding freight or passenger status (e.g., YIP, OP, WFTYOP, IP, P, F, WYOP).

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. ... Between Denver and La Salle all extra trains will run via Lupton unless otherwise instructed.

WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS

Table with columns for train numbers (24, 12, 37, 3, 22, 112, 8, 515, 38, 21) and their respective times and classes (Passenger, Streamliner, C.R.I. & P. Rocket Passenger, Motor Passenger).

Time-Table No. 173 FEBRUARY 4, 1941

STATIONS

Table listing stations from DENVER to CHEYENNE with track directions (DN-R, DN, D, DN-R) and mile markers.

(106.0)

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

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. ... Between Denver and La Salle all extra trains will run via Lupton unless otherwise instructed. See page 8 for information about sidings, water, fuel, interlocking, etc., and distance from Cheyenne.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 173

FEBRUARY 4, 1941

FIRST CLASS

	15	21	7	38	111	4	37	516	24
	Passenger	Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Motor Passenger	Passenger
DN-R DENVER Ud	A 7.00AM	A 8.00AM	A 8.25AM	A 8.45AM	A 9.20AM	A 10.15AM	A 3.00PM	A 3.40PM	A 10.55PM
DN 36TH STREET Ra	6.51	7.49	8.19	8.36	9.14	9.58	2.46	3.33	10.46
PULLMAN	6.50	7.48AM	8.18AM	8.35	9.13	9.57	2.44PM	3.32	10.45
C. B. & Q. CROSSING									
SAND CREEK JCT.	6.45AM			8.15	9.09	9.52		3.27PM	10.40
DUPONT				8.11	9.05	9.46			10.35
ROLLA									
HAZELTINE				8.08	9.02	f 9.43			10.31
HENDERSON				8.05	9.00	f 9.40			10.28
NORTHWAY									
DN BRIGHTON Bi				8.00	8.55	s 9.35			10.22
POWARS									
D LUPTON Up				7.53	8.49	f 9.26			10.14
IONE				7.48	8.45	f 9.20			10.09
D PLATTEVILLE Pa				7.43	8.41	f 9.14			10.04
VASQUEZ									
HOUSTON									
D GILCREST Gi				7.37	8.37	f 9.06			9.58
PECKHAM									
HAMBERT									
DN-R LA SALLE Sa				s 7.29	8.31AM	s 8.58		s 9.51	
EVANS				7.22		f 8.52		9.44	
DN GREELEY Hg				s 7.17		s 8.47		s 9.39	
GREELEY JCT.									
D LUCERNE C				7.07		f 8.38		9.32	
DN EATON Ur				7.03		s 8.34		9.28	
G. W. CROSSING									
D AULT A				6.58		s 8.28		9.23	
STAGE									
D PIERCE Ri				6.54		f 8.23		9.19	
D NUNN Nu				6.49		f 8.17		9.14	
DOVER				6.44		f 8.11		9.09	
DECKER				6.39		8.06		9.04	
DN CARR Cr				6.34		f 8.01		8.59	
WARREN				6.29		7.55		8.54	
GLEASON				6.24		7.50		8.49	
D SPEER S				6.19		f 7.45		8.44	
DN BORIE Bo				6.10AM					
CORLETT JCT.						7.39		8.37	
DN TOWER A AY						7.34		8.32	
DN-R CHEYENNE N-CY						7.30AM		8.30PM	

BLOCK SIGNALS

Thru Time	(0.15)	(0.12)	(0.07)	(2.35)	(0.49)	(2.45)	(0.16)	(0.13)	(2.25)
Average speed per hour	20.0	11.0	18.9	39.9	56.5	38.5	8.3	23.0	43.9

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-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 Nos. 38, 4, 24, 21, 3, 37 and 12 and not less than fifteen minutes by second class and extra trains.

Between Denver and La Salle 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 La Salle to let off passengers from Laramie or beyond.  
 No. 4 will stop at any station between La Salle and Denver to let off revenue passengers from west of La Salle.  
 See page 11 for information about sidings, water, fuel, interlocking, etc., and distance from Cheyenne.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 173

FEBRUARY 4, 1941

SECOND CLASS

Length of sidings in feet, etc. See Rule 6(A).

Distance from Cheyenne

4,544 P  
1,510  
2,779 P  
2,547 P

4,405 WYOP

4,561 P

2,543 P

4,537 P

5,720 P

0,137 WFTYP

2,861 P

11,740 WYOP

3,995 P

3,856 WP

3,163 P

3,172 WYP

2,966 P

4,623 P

2,565 P

4,754 WFTYP

4,625 P

2,555 P

4,625 WYP

3,953 IP

STATIONS

DN-R DENVER Ud	106.0	A 3.30AM		A 5.00AM	A 6.30PM	A 6.25PM	
DN 36TH STREET Ra	104.2	3.13	A 3.45AM	4.50	5.55	6.12	A 3.00AM
PULLMAN	103.8	3.10AM	3.11	4.45AM	5.50PM	6.07	2.42
C. B. & Q. CROSSING	101.1						
SAND CREEK JCT.	101.0			2.57		5.59	2.35
DUPONT	97.9			2.50			2.30
ROLLA	96.1						
HAZELTINE	94.7			2.44			2.22
HENDERSON	91.9			2.38			2.15
NORTHWAY	90.0						
DN BRIGHTON Bi	86.9			2.27			2.05
POWARS	83.2						
D LUPTON Up	80.2			2.15			1.55
IONE	76.9			2.07			1.45
D PLATTEVILLE Pa	71.2			1.58			1.37
VASQUEZ	69.8						
HOUSTON	68.2						
D GILCREST Gi	66.0			1.45			1.25
PECKHAM	63.6						
HAMBERT	62.7						
DN-R LA SALLE Sa	59.9			1.30AM		s 4.27	1.10
EVANS	57.8					4.20	12.59
DN GREELEY Hg	54.3					s 4.14	12.52
GREELEY JCT.	52.0						
D LUCERNE C	50.2					4.07	12.44
DN EATON Ur	46.8					s 4.02	12.37
G. W. CROSSING	46.7						
D AULT A	43.0					s 3.57	12.30
STAGE	41.0						
D PIERCE Ri	39.2					3.50	12.23
D NUNN Nu	34.1					3.44	12.15
DOVER	29.0					3.38	12.07AM
DECKER	24.1					3.32	11.59PM
DN CARR Cr	20.0					3.27	11.50
WARREN	15.6					3.21	11.28
GLEASON	11.6					3.15	11.20
D SPEER S	8.2					3.09	11.13
DN BORIE Bo							11.00PM
CORLETT JCT.	4.5					3.02	
DN TOWER A AY	1.3					2.57	
DN-R CHEYENNE N-CY	0.0					2.55PM	

Thru Time	(0.20)	(2.15)	(0.15)	(0.40)	(3.30)	(4.00)
Average speed per hour	6.6	19.7	8.8	3.3	30.3	25.3

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-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 Nos. 38, 4, 24, 21, 3, 37 and 12 and not less than fifteen minutes by second class and extra trains.

Between Denver and La Salle 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				
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Denver	Time-Table No. 173 FEBRUARY 4, 1941				
	212 Mixed	509 Motor Passenger	515 Motor Passenger	STATIONS						
				15 Passenger		510 Motor Passenger	516 Motor Passenger	211 Mixed	334 Mixed	
	Daily	Daily	Daily							
IP				9.38AM	5.0					
1,556	P		f 9.44		8.2					
1,806	P		f 9.49		11.1					
1,550	P		f 9.54		13.8					
2,643	PWY		9.59AM	A 9.59AM	16.4					
2,620	YP		A10.04AM		18.1					
1,860	P				22.2					
1,075	P				22.2					
1,549	P				26.1					
1,086	WYP		4.15PM		27.8					
9,137	WFTTP		f 4.18		30.2					
			A 4.30PM		34.6					
					40.9					
					42.8					
					44.5					
					50.6					

(0.15) (0.05) (0.21) ..... Thru Time ..... (1.25) (0.10) (0.27) (0.13) (1.22)  
 31.2 46.8 49.1 ..... Average speed per hour ..... 32.2 23.4 38.3 36.0 33.2  
 Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.  
 Between Denver and La Salle all extra trains will run via Lupton unless otherwise instructed.  
 At Dent Nos. 211 and 212 need not go to depot.

WESTWARD			STERLING SUBDIVISION					EASTWARD							
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS					Distance from Julesburg	Time-Table No. 173 FEBRUARY 4, 1941						
	251 Time Freight	71 C. B. & Q. Freight	STATIONS												
			303 C. B. & Q. Passenger	111 Streamliner Passenger	301 C. B. & Q. Passenger	15 Passenger									
9,228	WFTOP		10.40PM	2.00PM			4.35PM	7.12AM	3.05AM	2.45AM	57.5				
3,544	P		10.52	2.12			f 4.42	7.18	3.13	f 2.55	61.7				
3,545	P		11.01	2.23			f 4.48	7.23	3.21	f 3.05	66.8				
6,852	P		11.20	2.33			4.53	7.28	3.28	f 3.14	70.2				
			11.24	2.39			4.56	7.30	3.31	3.18	72.1				
2,952	P		11.28	A 2.50PM			A 5.00PM	7.32	A 3.35AM	f 3.24	76.0				
4,549	WP		11.36							f 3.33	78.4				
2,570	P		11.44							3.42	81.0				
4,536	WFP		11.50PM							s 3.51	82.8				
1,870	P		12.01AM								87.0				
3,754	P		12.06								93.8				
1,112	P		12.15								96.9				
3,746	P		12.20								98.6				
2,951	P		12.30								106.0				
2,957	P		12.38								109.0				
5,751	WP		12.46								114.2				
3,758	P		12.57								117.7				
9,137	WFTTP		A 1.15AM								121.4				

(2.35) (0.50) (0.25) (1.19) (0.30) (2.30) ..... Thru Time ..... (0.30) (1.52) (1.52) (0.30) (0.52) (2.02) (2.35)  
 36.2 28.2 56.4 71.1 47.0 37.4 ..... Average speed per hour ..... 47.0 27.1 47.0 27.1 46.3 36.2  
 Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 111 and 112 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12 and not less than fifteen minutes by second class and extra trains.

WESTWARD			JULESBURG SUBDIVISION					EASTWARD						
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS					Distance from Julesburg	Time-Table No. 173 FEBRUARY 4, 1941					
	251 Time Freight	111 Streamliner Passenger	STATIONS											
			15 Passenger											
3,919	WFTIF		8.30PM	6.17AM	1.15AM	0.0								
3,620	OP		8.45	6.25	f 1.27	7.1								
4,000	WP		8.56	6.32	f 1.38	14.6								
4,952	P		9.07	6.39	f 1.48	23.1								
4,953	WP		9.18	6.45	f 1.59	30.1								
3,563	P		9.30	6.52	f 2.10	38.8								
1,600						41.1								
4,560	P		9.41	6.58	f 2.20	45.6								
4,201	P		9.52	7.04	2.30	53.5								
9,228	WFTOP		A10.10PM	A 7.11AM	A 2.40AM	57.5								

(1.40) (0.54) (1.25) ..... Thru Time ..... (0.46) (1.22) (3.00) (1.15)  
 34.5 63.9 40.6 ..... Average speed per hour ..... 75.0 42.1 19.2 46.0  
 Westward trains are superior to trains of the same class in the opposite direction. See Rule S-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 Nos. 12 and 15, and not less than fifteen minutes by second class and extra trains.

WESTWARD			STERLING SUBDIVISION					EASTWARD						
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS					Distance from Denver	Time-Table No. 173 FEBRUARY 4, 1941					
	251 Time Freight	71 C. B. & Q. Freight	STATIONS											
			304 C. B. & Q. Passenger	112 Streamliner Passenger	12 Passenger	302 C. B. & Q. Passenger								
9,228	WFTOP		10.40PM	2.00PM			4.35PM	7.12AM	3.05AM	2.45AM	57.5			
3,544	P		10.52	2.12			f 4.42	7.18	3.13	f 2.55	61.7			
3,545	P		11.01	2.23			f 4.48	7.23	3.21	f 3.05	66.8			
6,852	P		11.20	2.33			4.53	7.28	3.28	f 3.14	70.2			
			11.24	2.39			4.56	7.30	3.31	3.18	72.1			
2,952	P		11.28	A 2.50PM			A 5.00PM	7.32	A 3.35AM	f 3.24	76.0			
4,549	WP		11.36							f 3.33	78.4			
2,570	P		11.44							3.42	81.0			
4,536	WFP		11.50PM							s 3.51	82.8			
1,870	P		12.01AM								87.0			
3,754	P		12.06								93.8			
1,112	P		12.15								96.9			
3,746	P		12.20								98.6			
2,951	P		12.30								106.0			
2,957	P		12.38								109.0			
5,751	WP		12.46								114.2			
3,758	P		12.57								117.7			
9,137	WFTTP		A 1.15AM								121.4			

(2.35) (0.50) (0.25) (1.19) (0.30) (2.30) ..... Thru Time ..... (0.30) (1.52) (1.52) (0.30) (0.52) (2.02) (2.35)  
 36.2 28.2 56.4 71.1 47.0 37.4 ..... Average speed per hour ..... 47.0 27.1 47.0 27.1 46.3 36.2  
 Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 111 and 112 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12 and not less than fifteen minutes by second class and extra trains.

WESTWARD

BOULDER BRANCH

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Brighton	Time-Table No. 173 FEBRUARY 4, 1941		Distance from Boulder	FIRST CLASS		SECOND CLASS	
	375 Local Freight	Daily Except Sunday	515 Motor Passenger	Daily		516 Motor Passenger	376 Local Freight					
4,405 WYOP	f 8.30AM				0.0	DN	<b>BRIGHTON</b>	27.6			A 3.10PM	
	f 8.42				4.2		YOXALL	23.4			f 2.55	
1,388					7.1		DICK	20.5				
2,643 WYOP	f 9.00		10.15AM		8.1	D	<b>ST. VRAINS</b>	19.5	A 3.00PM		f 2.45	
					8.1		U. P. CROSSING	19.5				
					10.0		NATIONAL	17.6				
	f 9.10		f 10.19		10.9		STATE COAL MINE JCT.	16.7	f 2.56		f 2.35	
	f 9.12		f 10.20		11.4		<b>PARKDALE JCT.</b>	16.2	f 2.55		f 2.30	
	8 9.22		8 10.26		15.1		ERIE	12.5	s 2.50		s 1.35	
					15.1		C. B. & O. CROSSING	12.5				
	f 9.28		f 10.28		16.4		TABOR	11.2	f 2.45		f 1.25	
	f 9.34		f 10.31		17.8		LEYNER	9.8	f 2.42		f 1.20	
	f 9.39		f 10.34		19.6		LIGGETT	8.0	f 2.39		f 1.15	
	f 9.44		f 10.38		22.1		WHITE ROCK	5.5	f 2.34		f 1.07	
	f 9.54		f 10.41		24.0		VALMONT	3.6	f 2.30		f 1.00PM	
					26.0		C. & S. CROSSING	1.6				
WYOP	8 10.00		8 10.45		26.1		ARA	1.5	s 2.25		8 11.25AM	
1,860	f 10.15AM		f 10.50AM		27.6	DN-R	<b>BOULDER</b>	0.0	2.20PM		11.15AM	
							(27.6)		Daily		Daily Except Sunday	

(1.45) 14.8      (0.35) 33.4      ..... Thru Time ..... (0.40) 29.2      (3.55) 7.0  
 .... Average speed per hour ....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.  
 Time shown at Boulder is for information only. Trains are governed by Colorado and Southern time-table and rules while using their tracks between Ara and Boulder.

WESTWARD

FORT COLLINS BRANCH

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		Distance from Dent	Time-Table No. 173 FEBRUARY 4, 1941		Distance from Buckeye	SECOND CLASS	
	211 Mixed	Daily		212 Mixed				
1,086 WYOP		9.48AM	0.0			41.7	A 4.15PM	
		f 9.53	1.7			40.0	f 4.10	
			2.0			39.7		
1,974		f 10.00	7.3			34.4	f 3.59	
			9.0			32.7		
		f 10.05	9.1			32.6	f 3.55	
		f 10.11	13.5			28.2	f 3.46	
		f 10.15	16.4			25.3	f 3.41	
2,155		f 10.19	19.5			22.2	f 3.35	
7,590 WYTOP		A 10.35AM	25.0	D-R	<b>FORT COLLINS</b>	16.7	3.25PM	
			25.2		C. & S. CROSSING	16.5		
			25.3		C. & S. CROSSING	16.4		
			27.9		POUDRE	13.8		
			30.0		BOETTCHER	11.7		
			32.6		REMINGTON	9.1		
1,555			34.6		PORTNER	7.1		
1,925			38.5		RIPPLE	3.2		
1,551			41.7		BUCKEYE	0.0		

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

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.  
 At Dent Nos. 211 and 212 need not go to depot.

U. S. HOSPITAL BRANCH

PURITAN BRANCH

RIPPLE BRANCH

Distance from Sable	Time-Table No. 173 FEBRUARY 4, 1941		Distance from Bunell	Distance from Parkdale Jct.	Time-Table No. 173 FEBRUARY 4, 1941		Distance from Ripple	Time-Table No. 173 FEBRUARY 4, 1941		Distance from End of Track
	STATIONS	STATIONS			STATIONS	STATIONS				
1.6	SABLE		1.6		PARKDALE JCT.	3.1		RIPPLE	2.3	
	BUNELL			1.9	PURITAN	1.2	2.2	ORCUTT	0.1	
				3.1	END OF TRACK		2.3	END OF TRACK		

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		Distance from Cloverly	Time-Table No. 173 FEBRUARY 4, 1941		Distance from Purcell	SECOND CLASS	
	193 Local Freight	Tuesday Thursday Saturday		194 Local Freight	STATIONS			
1,753		10.05AM	0.0			13.6	A 12.05PM	
		f 10.17	3.1			10.5	f 11.53AM	
1,552		f 10.25	5.1	D	GALETON	8.5	f 11.45	
1,550		f 10.40	8.8		CAMFIELD	4.8	f 11.30	
		f 10.50	11.2		MEYER	2.4	f 11.20	
1,540		A 11.00AM	13.6		PURCELL	0.0	11.10AM	

(0.55) 14.8      ..... Thru Time ..... (0.55) 14.8  
 .... Average speed per hour ....  
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.

WESTWARD

GREELEY BRANCH

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		Distance from Greeley	Time-Table No. 173 FEBRUARY 4, 1941		Distance from Briggsdale	SECOND CLASS	
	193 Local Freight	191 Local Freight		192 Local Freight	194 Local Freight			
11,740 WYOP		9.45AM	0.0	DN	<b>GREELEY</b>	28.1	A 12.45PM	A 12.25PM
			2.3		GREELEY JCT.	25.8		
1,753		A 10.05AM	6.0		CLOVERLY	22.1	8 12.25	12.05PM
			8.4		ALDEN	19.7	f 12.19	
2,061			10.4		GILL	17.7	f 12.12	
			13.1		MATHEWS	15.0	f 12.05PM	
1,551			14.5		BARNESVILLE	13.6	f 11.58AM	
1,550			18.6		CORNISH	9.5	f 11.46	
1,050			23.2		FOSSTON	4.9	f 11.32	
1,553		A 11.10AM	28.1	D	<b>BRIGGSDALE</b>	0.0	11.20AM	

(0.20) 18.0      (1.25) 19.8      ..... Thru Time ..... (1.25) 19.8      (0.20) 18.0  
 .... Average speed per hour ....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.