



# UNION PACIFIC RAILROAD COMPANY

## Eastern District



### Colorado Division

# TIME-TABLE

## No. 175

**Effective Sunday,  
January 25, 1942  
at 12:01 A. M. Mountain Time**



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**FOR EMPLOYEES ONLY**



WESTWARD

ELLIS SUBDIVISION

EASTWARD

WESTWARD

HUGO SUBDIVISION

EASTWARD

Table with columns for Second Class, First Class (37, 23), Distance from Kansas City, and Time-Table No. 175 JANUARY 25, 1942. Includes stations from DN-R ELLIS to DN-RSHARON SPRINGS PS.

Table with columns for Second Class, First Class (37, 23), Distance from Denver, and Time-Table No. 175 JANUARY 25, 1942. Includes stations from DN-RSHARON SPRINGS PS to DN-R HUGO.

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

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 Bail Railroad Time Service, Chicago, Ill.
R. V. Owens, General Supervisor of Time Service, Omaha.
List of locations including Ellis, Oakley, Sharon Springs, Limon, Denver, Brighton, Greeley, Cheyenne, Julesburg, Sterling, Boulder, and Fort Collins.

Standard clocks are located as shown below:
List of locations including Ellis, Oakley, Sharon Springs, Limon, Denver, Brighton, Greeley, Cheyenne, Julesburg, Sterling, and Fort Collins, with corresponding telegraph office and engine dispatcher locations.

Railroad Surgeons are located as shown below:

Table with columns: NAME, TITLE, PLACE, TERRITORY. Lists surgeons such as John R. Nilsson, J. F. Langdon, G. A. Surface, etc., and their locations in Nebraska, Kansas, and Colorado.

Railroad Surgeons are located as shown below:

Table with columns: NAME, TITLE, PLACE, TERRITORY. Lists surgeons such as J. W. Wells, A. T. Monismith, W. L. Wilkinson, etc., and their locations in Colorado and Wyoming.

**WESTWARD**

**DENVER SUBDIVISION**

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City	Time-Table No. 175	
	97 C.R.I. & P. Freight	91 C.R.I. & P. Freight	355 Mixed	37 Passenger	7 C.R.I. & P. Rocket Passenger	23 Passenger		JANUARY 25, 1942	
	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
3,983 WFTF			1.25AM	12.52PM		5.38AM	536.5	DN-R	HUGO HU
6,745 P			1.35	1.01		5.45	541.7	6.2	BAGDAD
1,505 WP			1.45	1.09		5.52	547.9	6.2	LAKE
2,388 P			s 2.01	s 1.17		s 6.04	550.5	2.6	(C. R. I. & P. Crossing)
	5.30PM	7.05AM					550.6	0.1	DN-R LIMON MN
2,580 P	5.46	7.20	f 2.11	1.26		6.11	556.6	6.0	LIMON JUNCTION
2,530 YP	6.05	7.33	f 2.22	1.34		6.17	563.2	6.6	RIVER BEND
2,456 P	6.15	7.39	f 2.29	1.40		6.22	567.1	3.9	CEDAR POINT
2,452 P	6.23	7.50	f 2.38	f 1.48		6.28	572.2	5.1	BUICK
1,718 P	6.32	8.01	2.46	1.58		6.33	578.1	5.9	D AGATE AX
2,559 WFTF	6.50	8.20	f 3.01	f 2.10		6.40	584.2	6.1	LOWLAND
2,529 P	6.59	8.30	3.10	2.19		6.47	590.1	5.9	DN DEER TRAIL DX
2,553 P	7.10	8.42	f 3.23	f 2.26		6.54	596.6	6.5	PEORIA
2,584 WP	7.20	8.54	f 3.35	f 2.34		7.00	602.5	5.9	D BYERS BY
2,433 P	7.35	9.18	f 3.47	f 2.43		7.06	608.9	6.4	D STRASBURG SR
2,536 P	7.47	9.33	3.54	2.49		7.11	613.7	4.8	D BENNETT BT
2,477 WP	8.10	10.00	f 4.02	f 2.55		7.16	618.4	4.7	MANILA
2,563 P	8.22	10.12	4.10	3.03		7.23	625.0	6.6	WATKINS
							628.1	3.1	MESA
2,706 P	8.40	10.27	4.20	3.09		7.30	630.6	2.4	MAGEE
							633.2	2.7	SABLE
2,467 P	8.55	10.35	4.26	3.13		7.35	634.3	1.1	ROYDALE
WFTFOP	A 9.20PM	A 11.00AM	A 4.45AM	A 3.18PM		A 7.40AM	638.2	8.9	SANDOWN
								3.9	PULLMAN
									(102.7)

(3.50) 22.9 (3.55) 22.4 (3.20) 30.8 (2.26) 42.2 (1.25) 61.8 (2.02) 50.5 ..... 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**

Length of sidings in feet, etc. See Rule 6(A).	FIRST CLASS			SECOND CLASS			Distance from Denver	Time-Table No. 175	
	24 Passenger	8 C.R.I. & P. Rocket Passenger	38 Passenger	92 C.R.I. & P. Freight	96 C.R.I. & P. Freight	370 Mixed		JANUARY 25, 1942	
	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
3,983 WFTF	A 10.36AM		A 6.17PM			A 11.00PM	104.9	DN-R	HUGO HU
5,745 P	10.28		6.08			10.42	98.7	6.2	BAGDAD
1,505 WP	10.22		6.02			10.32	92.5	6.2	LAKE
2,388 P	s 10.18		s 5.56			s 10.25	89.9	2.6	(C. R. I. & P. Crossing)
							89.8	0.1	DN-R LIMON MN
2,580 P	10.10		5.46			f 9.50	83.8	6.0	LIMON JUNCTION
2,530 YP	10.03		5.39			f 9.40	77.2	6.6	RIVER BEND
2,456 P	9.58		5.34			9.30	73.3	3.9	CEDAR POINT
2,452 P	9.53		5.29			f 9.22	68.2	5.1	BUICK
1,718 P	9.47		5.23			9.11	62.3	5.9	D AGATE AX
2,559 WFTF	9.42		5.18			s 9.03	56.2	6.1	LOWLAND
2,529 P	9.36		5.12			8.41	50.3	5.9	DN DEER TRAIL DX
2,553 P	9.30		5.06			f 8.31	43.8	6.5	PEORIA
2,584 WP	9.24		5.00			f 8.19	37.9	5.9	D BYERS BY
2,433 P	9.18		4.54			f 8.00	31.6	6.4	D STRASBURG SR
2,536 P	9.13		4.48			7.47	26.7	4.8	D BENNETT BT
2,477 WP	9.09		4.43			f 7.37	22.0	4.7	MANILA
2,563 P	9.03		4.36			7.25	15.4	6.6	WATKINS
							12.3	3.1	MESA
2,706 P	8.58		4.30			7.15	9.9	2.4	MAGEE
							7.3	2.7	SABLE
2,467 P	8.54		4.25			7.08	6.1	1.1	ROYDALE
WFTFOP	8.50AM		4.20PM			7.00PM	2.2	8.9	SANDOWN
								3.9	PULLMAN
	Daily	Daily	Daily	Daily	Daily	Daily			(102.7)

..... Thru Time ..... (1.46) 58.0 (1.18) 67.4 (1.57) 52.7 (2.54) 30.2 (2.55) 30.0 (4.00) 25.7  
..... Average speed per hour .....

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 number (248, 377, 370, 96, 250, 355, 92), time, and distance from Denver. Includes notes like 'Via Dent Sub Divn'.

Time-Table No. 175
JANUARY 25, 1942

STATIONS

Station list including DENVER, 36TH STREET, PULLMAN, SAND CREEK JCT., DUPONT, ROLLA, HAZELTINE, HENDERSON, NORTHWAY, BRIGHTON, POWARS, LUPTON, IONE, PLATTEVILLE, VASQUEZ, HOUSTON, GILCREST, PECKHAM, HAMBERT, LA SALLE, EVANS, GREELEY, LUCERNE, EATON, G.W. CROSSING, AULT, STAGE, PIERCE, NUNN, DOVER, DECKER, CARR, WARREN, GLEASON, SPEER, BORIE, CORLETT JCT., TOWER A, CHEYENNE.

(106.0)

Length of sidings in feet, etc. See Rule 6(A). 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 8-72. The time of Nos. 111 and 112 must be cleared not less than ten minutes by Nos. 38, 4, 24, 224, 23, 223, 3, 37 and 16 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

Table with columns for train number (3, 37, 38, 16, 112, 8, 24, 23, 223), time, and distance from Denver. Includes notes like 'Two Main Tracks' and 'BLOCK SIGNALS'.

Time-Table No. 175
JANUARY 25, 1942

STATIONS

Station list including DENVER, 36TH STREET, PULLMAN, SAND CREEK JCT., DUPONT, ROLLA, HAZELTINE, HENDERSON, NORTHWAY, BRIGHTON, POWARS, LUPTON, IONE, PLATTEVILLE, VASQUEZ, HOUSTON, GILCREST, PECKHAM, HAMBERT, LA SALLE, EVANS, GREELEY, LUCERNE, EATON, G.W. CROSSING, AULT, STAGE, PIERCE, NUNN, DOVER, DECKER, CARR, WARREN, GLEASON, SPEER, BORIE, CORLETT JCT., TOWER A, CHEYENNE.

(106.0)

Length of sidings in feet, etc. See Rule 6(A). 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 8-72. The time of Nos. 111 and 112 must be cleared not less than ten minutes by Nos. 38, 4, 24, 224, 23, 223, 3, 37 and 16 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. See page 8 for information regarding length of sidings in feet, etc., and distance from Denver.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 175  
JANUARY 25, 1942

FIRST CLASS

	24	15	23	7	111	4	38	37	224
	Passenger	Passenger	Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Passenger
DN-R DENVER UD	A 6.30AM	A 7.00AM	A 8.00AM	A 8.25AM	A 9.20AM	A 10.50AM	A 11.00AM	A 3.30PM	A 11.30PM
DN 36TH STREET RA	6.12	6.51	7.41	8.19	9.12	10.35	10.42	3.19	11.20
PULLMAN	6.10	6.50	7.40AM	8.18AM	9.11	10.33	10.41	3.18PM	11.18
C. B. & Q. CROSSING									
SAND CREEK JCT.	6.05	6.45AM		9.08	10.28	10.37			11.13
DUPONT	6.00			9.04	10.23	10.33			11.08
ROLLA									
HAZELTINE	f 5.55			9.01	f 10.19	10.30			11.03
HENDERSON	f 5.50			<b>8.58</b>	f 10.16	10.27			10.59
NORTHWAY									
DN BRIGHTON BI	s 5.45			8.54	s 10.10	10.22			<b>10.54</b>
POWARS									
D LUPTON UP	f 5.35			8.48	s 10.01	10.15			10.46
IONE	f 5.28			8.45	f 9.54	10.11			10.41
D PLATTEVILLE PA	f 5.22			8.41	f 9.48	10.07			10.36
VASQUEZ									
HOUSTON									
D GILCREST GI	f 5.14			<b>8.35</b>	f 9.42	10.01			10.29
PECKHAM									
HAMBERT									
DN-R LA SALLE SA	s 5.05			8.28AM	s 9.32	s 9.54			s 10.20
EVANS	f 4.56				f 9.24	9.48			10.12
DN GREELEY HG	s 4.50				s 9.20	s 9.43			s 10.07
GREELEY JCT.									
D LUCERNE C	f 4.36				f 9.10	9.33			9.55
DN BATOM UR	s 4.31				s 9.03	9.29			9.49
G. W. CROSSING									
D AULT A	s 4.24				s 8.58	<b>9.24</b>			9.42
STAGE									
D PIERCE RI	f 4.18				f 8.52	9.19			9.36
D NUNN NU	f 4.12				f 8.46	9.13			9.30
DOVER	f 4.05				f 8.40	9.08			9.24
DECKER	3.58				8.34	9.03			<b>9.18</b>
DN CARR CR	f 3.52				f 8.30	8.59			9.12
WARREN	3.44				8.24	8.54			9.06
GLEASON	3.38				8.19	8.49			9.00
D SPEER S	f 3.32				f 8.14	8.44			8.55
DN BORIE BO									
CORLETT JCT.	3.25				8.09	8.39			8.50
DN TOWER A AY	3.20				8.05	8.35			8.45
DN-R CHEYENNE N-CY	3.15AM				8.00AM	8.30AM			8.40PM
(106.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (3.15) (0.15) (0.20) (0.07) (0.52) (2.50) (2.30) (0.12) (2.50)  
Average speed per hour..... 32.6 8.8 6.0 18.9 53.2 37.4 42.4 11.0 37.4  
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 ten minutes by Nos. 38, 4, 24, 224, 23, 223, 3, 37 and 16 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. 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. 4 will stop at any station between LaSalle and Denver to let off revenue passengers from west of LaSalle.  
See page 11 for information regarding length of sidings in feet, etc., and distance from Cheyenne.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 175  
JANUARY 25, 1942

SECOND CLASS

	154	355	91	455	334	97	331
	Time Freight	Mixed	C.R.I.&P. Freight	Time Freight	Mixed	C.R.I.&P. Freight	Time Freight
DN-R DENVER UD		A 5.00AM	A 12.01PM		A 6.25PM	A 11.00PM	
DN 36TH STREET RA	A 3.00AM	4.50	11.10AM	A 1.00PM	6.12	9.30	A 11.00PM
PULLMAN	2.42	4.45AM	11.00AM	12.30	6.07	9.20PM	10.56
C. B. & Q. CROSSING							
SAND CREEK JCT.				12.20	5.59		10.49
DUPONT				12.14			10.44
ROLLA							
HAZELTINE	2.22			12.04PM			10.39
HENDERSON	2.15			11.57AM			<b>10.35</b>
NORTHWAY							
DN BRIGHTON BI	2.05			11.47			10.27
POWARS							
D LUPTON UP	1.55			11.35			10.18
IONE	1.45			11.25			10.12
D PLATTEVILLE PA	1.37			11.17			10.03
VASQUEZ							
HOUSTON							
D GILCREST GI	1.25			11.05			9.50
PECKHAM							
HAMBERT							
DN-R LA SALLE SA	1.10			10.50AM	s 4.27		9.35PM
EVANS	12.59				4.20		
DN GREELEY HG	12.52				s 4.14		
GREELEY JCT.							
D LUCERNE C	12.44				4.07		
DN BATOM UR	12.37				s 4.02		
G. W. CROSSING							
D AULT A	12.30				s 3.57		
STAGE							
D PIERCE RI	12.23				3.50		
D NUNN NU	12.15				3.44		
DOVER	12.07AM				3.38		
DECKER	11.59PM				3.32		
DN CARR CR	11.50				3.27		
WARREN	11.28				3.21		
GLEASON	11.20				3.15		
D SPEER S	11.13				3.09		
DN BORIE BO	11.00PM						
CORLETT JCT.					3.02		
DN TOWER A AY					2.57		
DN-R CHEYENNE N-CY					2.55PM		
(106.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (4.00) (0.15) (0.50) (2.10) (3.30) (1.40) (1.25)  
Average speed per hour..... 25.3 8.8 2.6 34.1 30.3 1.3 31.3

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 ten minutes by Nos. 38, 4, 24, 224, 23, 223, 3, 37 and 16 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 or beyond.



WESTWARD

BOULDER BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, First Class, Distance from Brighton/Boulder, Time-Table No. 175, Stations, and Distance from Boulder. Includes times for 375 Local Freight and 376 Local Freight.

(1.45) 14.8

(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.

WESTWARD

FORT COLLINS BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, Distance from Dent/Buckeye, Time-Table No. 175, Stations, and Distance from Buckeye. Includes times for 211 Mixed and 212 Mixed.

(0.47) 32.0

(0.50) 30.0

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.

U. S. HOSPITAL BRANCH

PURITAN BRANCH

RIPPLE BRANCH

Table with columns for Distance from Sabie/Bunell/Parkdale Jct./Ripple, Time-Table No. 175, Stations, and Distance from End of Track. Includes times for 193 Local Freight and 194 Local Freight.

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, Distance from Cloverly/Purcell, Time-Table No. 175, Stations, and Distance from Purcell. Includes times for 193 Local Freight and 194 Local Freight.

(0.55) 14.8

(0.55) 14.8

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

WESTWARD

GREELEY BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, Distance from Greeley/Briggsdale, Time-Table No. 175, Stations, and Distance from Briggsdale. Includes times for 192 Local Freight and 194 Local Freight.

(0.20) 18.0

(1.25) 19.8

(1.25) 19.8

(0.20) 18.0

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