



MAP OF THE
COLORADO DIVISION
 UNION PACIFIC RAILROAD
 CHIEF ENGINEER'S OFFICE, OMAHA, NEB. APRIL, 1931
 SCALE OF MILES
 0 50 10 20 30 40 50

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

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FOR EMPLOYEES ONLY

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			
										STATIONS		
45 WFTTOP	8.55PM	7.20AM	12.20AM	303.3	DN-R ELLIS YL RT	303.3	A 2.20PM	A11.00PM	A10.05AM			
02 P	f 9.05	7.28	12.28	308.4	RIGA	308.4	2.06	10.35	f 9.10			
52 P	f 9.17	f 7.35	12.34	313.7	D OGALLAH OG	313.7	2.00	10.25	f 8.50			
50 WP	s 9.40	s 7.48	12.44	322.3	DN WAKEENEY YL W	322.3	f 1.50	s10.15	s 8.30			
42 P	f10.00 ³⁸	7.58 ³⁷⁰	12.53	330.0	VODA	330.0	1.40	10.00 ³⁵⁵	f 7.58 ³⁷			
34 P	f10.15	f 8.05	1.00	335.8	D COLLYER JY	335.8	1.34	9.51	f 7.30			
51 P	s10.30	s 8.15	1.08	343.3	D QUINTER QN	343.3	1.25	9.42	s 7.10			
67 WP	f10.45	f 8.25	1.16	350.9	D BUFFALO PARK BP	350.9	1.17	9.34	f 6.50			
44 P	f11.00	s 8.32	1.22	356.3	D GRAINFIELD GF	356.3	1.12	9.28	f 6.40			
50 P	f11.20	s 8.43	1.31	365.2	D GRINNELL GD	365.2	1.03	9.18	f 6.20			
42 P	f11.30PM	8.50	1.37	371.2	CAMPUS	371.2	12.57	9.12	f 6.05			
56 WFTYP	s12.10AM	s 9.05	s 1.50	377.4	DN OAKLEY YL OQ	377.4	s12.50	s 9.05	s 5.50			
51 P	f12.30	f 9.15	2.00	386.1	MONUMENT	386.1	12.37	8.50	f 5.18			
43 P	f12.45	f 9.23	2.08	393.6	PAGE CITY	393.6	12.30	8.42	f 5.08			
44 YP	f 1.00	s 9.30	2.14	399.0	D WINONA GW	399.0	12.25	8.37	f 5.00			
40 WP	f 1.15	f 9.41	2.24	408.4	McALLASTER	408.4	12.14	8.26	f 4.44			
24 P	1.25	9.48	2.31	414.5	TURKEY CREEK	414.5	12.08	8.20	4.36			
41 P	f 1.40	f 9.56	2.38	421.1	WALLACE	421.1	12.01PM	8.13	f 4.28			
53 P	1.50	10.01	2.43	425.6	SOMENA	425.6	11.56AM	8.08	4.20			
34 WFTTOP	A 2.05AM	A10.10AM	A 2.50AM	429.8	DN-R SHARON SPRINGS YL PS	429.8	11.50AM	8.02PM	4.10AM			
	(5.10)	(2.50)	(2.30)		(126.5)		Daily	Daily	Daily			
	24.2	44.6	49.0				(2.30)	(2.58)	(5.55)			
							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 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 Office
- La Salle Telegraph Office
- Greeley Telegraph Office
- Eaton Telegraph Office
- Cheyenne Dispatchers' Office
- Sterling 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			
										STATIONS		
34 WFTTOP	2.30AM	10.18AM	2.58AM	429.8	DN-R SHARON SPRINGS YL PS	429.8	A11.40AM	A 7.55PM	A 3.40AM			
61 P	2.40	10.25	3.04	433.8	SUNLAND	433.8	11.30	7.49	3.25			
41 P	2.48 ³⁷⁰	10.31	3.10 ³⁷⁰	438.4	LAPAZ	438.4	11.25	7.44	2.48 ³⁵⁵			
62 WP	f 3.14 ²³	s10.36	3.14 ³⁵⁵	441.8	D WESKAN MO	441.8	11.21	7.40	f 2.33			
41 P	3.30	10.43	3.21	448.2	CHEMUNG	448.2	11.15	7.34	2.23			
42 P	f 3.40	f10.48	3.26	453.1	ARAPAHOE	453.1	11.10	7.29	f 2.15			
50 P	3.50	10.53	3.31	458.2	SALIS	458.2	11.05	7.24	2.05			
54 WP	s 4.10	s11.00 ²⁴	3.36	463.0	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	ASCALON	468.1	10.53	7.10	1.42			
53 P	f 4.30	f11.13	3.49	473.6	FIRST VIEW	473.6	10.47	7.04	f 1.35			
52 P	4.43	11.22	3.58	482.3	ARENA	482.3	10.37	6.54	1.20			
58 WFTYP	s 5.05	s11.30	4.05	487.7	D KIT CARSON KC	487.7	10.30	f 6.48	s 1.10			
53 P	5.20	11.37	4.12	494.0	SORRENTO	494.0	10.19	6.41	12.52			
51 P	f 5.35	11.44	4.19	500.4	WILD HORSE	500.4	10.12	6.34	f12.42			
52 P	f 5.50	11.52AM	4.27	507.6	AROYA	507.6	10.05	6.26	f12.32			
52 P	f 6.10	12.03PM	4.38	518.0	BOYERO	518.0	9.55	6.16	f12.17			
95 WP	6.25	12.11	4.47	526.3	CLIFFORD	526.3	9.46	6.07	f12.05AM			
82 WFTYP	A 6.40AM	A12.22PM	A 5.00AM	635.6	DN-R HUGO YL HU	635.6	9.35AM	5.57PM	11.50PM			
	(4.10)	(2.04)	(2.02)		(105.7)		Daily	Daily	Daily			
	25.5	51.1	52.0				(2.05)	(1.58)	(3.50)			
							50.7	53.7	27.6			

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 Bennet.
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 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.	Julesburg to Laramie and Cheyenne to Carr.
W. A. Bunten	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	355	91	37	7	23		MARCH 7, 1943	
	C.R.I. & P. Freight	Mixed	C.R.I. & P. Freight	Passenger	C.R.I. & P. Rocket Passenger	Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily		BLOCK SIGNALS	
82 WFTTP		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 WF		7.20		12.47		5.22	547.9		LAKE
47 P		8 7.40		12.57		5 5.30	550.5		(C. R. I. & P. Crossing)
							550.5	DN-R	LIMON YL MN
							550.6		LIMON JUNCTION
51 P	5.30PM		7.05AM		6.53AM		558.6		RIVER BEND
50 P	5.45	f 7.55	7.20	1.07	7.00	5.40	563.2		CEDAR POINT
51 P	6.00	f 8.10	7.33	1.16	7.07	5.49	567.1		BUICK
52 P	6.08	f 8.17	7.40	1.21	7.12	5.54	572.2	D	AGATE AX
24 P	6.18	f 8.33 ²⁴	7.50	1.27	7.16	6.00	578.1		LOWLAND
52 WFTTP	6.27	8.45	8.01	1.33	7.21	6.06 ⁹²	584.2	DN	DEER TRAIL DX
51 P	6.45	8 9.07	8.20 ²⁴	1.51 ⁸	7.27	6.14	590.1		PEORIA
52 P	6.57	9.35	8.35	2.05	7.33	6.21	596.6	D	BYERS BY
58 WF	7.10	f 9.55	8.53	2.12	7.39	6.28	602.5	D	STRASBURG SR
49 P	7.20 ⁹⁶	f 10.15	9.20	2.19	7.45	6.35	608.9	DN	BENNETT BT
51 P	7.30	f 10.40	9.35	2.26	7.51 ²⁴	6.42	613.7		MANILA
50 WF	7.38	10.55	9.45	2.32	7.55	6.47	618.4		WATKINS
52 P	7.55 ³⁷⁰	f 11.10	10.00	2.38	7.59	6.52	625.0		MESA
	8.20	11.22	10.15	2.45	8.05	6.59	628.1		MAGEE
							630.5	DN	SABLE SB
84 P	8.40	11.32	10.25	2.51	8.11	7.05	633.2	D	ROYDALE RY
96 YP	8.50	11.37	10.30	2.55	8.14	7.08	634.3		SANDOWN
49 P	8.55	11.40	10.35	2.57	8.16	7.09	638.2		PULLMAN YL
WFTYOP	A 9.20PM	A 11.55AM	A 11.00AM	A 3.05PM	A 8.20AM	A 7.15 ²⁴ AM			

(3.50) (4.55) (3.55) (2.35) (1.27) (2.07) Thru Time
 22.9 20.9 22.4 39.7 60.4 48.5 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

Car capacity of sidings, etc. See Rule 6(A).	FIRST CLASS			SECOND CLASS			Mile Post	Time-Table No. 179	
	24	8	38	92	96	370		MARCH 7, 1943	
	Passenger	C.R.I. & P. Rocket Passenger	Passenger	C.R.I. & P. Freight	C.R.I. & P. Freight	Mixed		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily		BLOCK SIGNALS	
82 WFTTP	A 9.25AM		A 5.50PM			A 11.20PM	535.5	DN-R	HUGO YL HU
119 P	9.11		5.41			11.02	541.7		BAGDAD
31 WF	9.04		5.34			10.52	547.9		LAKE
47 P	8 9.00		8 5.30			8 10.45	550.5		(C. R. I. & P. Crossing)
							550.6	DN-R	LIMON YL MN
							550.6		LIMON JUNCTION
51 P	8.51		5.18	A 2.23PM			558.6		RIVER BEND
50 P	8.43		5.10				563.2		CEDAR POINT
51 P	8.38		5.05			9.55	567.1		BUICK
52 P	8.33 ³⁵⁵		4.59			f 9.45	572.2	D	AGATE AX
24 P	8.27		4.53			9.30	578.1		LOWLAND
52 WFTTP	8.20 ⁹¹		4.46			9.20	584.2	DN	DEER TRAIL DX
51 P	8.13		4.39			8.57	590.1		PEORIA
52 P	8.06		4.32			f 8.45	596.6	D	BYERS BY
58 WF	8.00		4.26			f 8.30	602.5	D	STRASBURG SR
49 P	7.51 ⁷		4.19			f 8.15	608.9	DN	BENNETT BT
51 P	7.43		4.14			8.05	613.7		MANILA
50 WF	7.38		4.09			f 7.55 ⁹⁷	618.4		WATKINS
52 P	7.30		4.01			7.40	625.0		MESA
							628.1		MAGEE
84 P	7.24		3.55			7.30	630.5	DN	SABLE SB
96 YP	7.21		3.52			7.26	633.2	D	ROYDALE RY
49 P	7.20		3.50			7.23	634.3		SANDOWN
WFTYOP	7.15 ²³ AM		3.45PM			7.15PM	638.2		PULLMAN YL

..... Thru Time (2.10) (1.18) (2.05) (2.53) (2.50) (4.05)
 Average speed per hour 47.4 67.4 49.3 30.4 30.9 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

Table with columns for Car Capacity, Time (248, 377, 370, 250, 96, 355, 92), Distance from Denver, and Stations (DN-R DENVER YL UD to DN-R CHEYENNE YL N CY).

Time-Table No. 179

MARCH 7, 1943

STATIONS

Table with columns for Direction (DN-R), Station Name, and Mile Post (0.0 to 106.0).

BLOCK SIGNALS

(106.0)

(1.45) (3.15) (0.30) (1.12) (0.09) (4.07) (0.07) ... 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 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

Table with columns for Car Capacity, Time (17, 37, 112, 16, 38, 8, 23, 63, 24), Distance from Denver, and Stations (DN-R DENVER YL UD to DN-R CHEYENNE YL N CY).

Time-Table No. 179

MARCH 7, 1943

STATIONS

Table with columns for Direction (DN-R), Station Name, and Mile Post (0.0 to 106.0).

BLOCK SIGNALS

(106.0)

(3.00) (2.40) (0.44) (1.05) (0.05) (0.05) (3.00) (3.15) (0.05) ... 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 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

Car Capacity of sidings, etc. See Rule 6(A)	Distance From Denver	FIRST CLASS										
		Time-Table No. 179 MARCH 7, 1943										
		24	23	7 C.R.I.&P. Rocket Passenger	15	111 Streamliner Passenger	38	18	37	64		
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed		
		STATIONS										
		DN-R DENVER YL UD	0.0	6.00AM	7.35AM	8.25AM	8.45AM	9.45AM	10.30AM	11.15AM	3.35PM	11.55PM
		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
		PULLMAN YL	2.2	5.55	7.15AM	8.20AM	8.33	9.38	10.16	10.57	3.05PM	11.39
		C. B. & Q. CROSSING	2.7									
		DN SAND CREEK JCT. YL SK	4.9	5.50		8.25AM		9.33	10.10	10.52		11.34
		DUPONT	5.0	5.42				9.28	10.05	10.47		11.29
		ROLLA	8.1									
		HAZELTINE	9.9						9.25	10.00 ³⁵⁵	10.44	11.24
		HENDERSON	11.3	5.37					9.22	9.55	10.41	11.20
		NORTHWAY	14.1	5.33								
		DN BRIGHTON YL BI	16.0									
		POWARS	19.1	5.26				9.16 ²³	9.48	10.34 ³⁵⁵		11.13
		D LUPTON UP	22.8						9.08	9.38	10.24	11.03
		IONE	25.8	5.15					9.04 ⁶³	9.33 ²³	10.19	10.57 ²⁴⁸
		DN PLATTEVILLE PA	30.1	5.10					8.59	9.28	10.14	10.52
		VASQUEZ	34.8	5.05								
		HOUSTON	36.2									
		D GILCREST GI	37.8	4.59				8.54	9.21 ⁶³	10.07		10.45
		PECKHAM	40.0									
		HAMBERT	42.4									
		DN-R LA SALLE YL SA	43.3	4.50				8.46AM	9.12	9.58 ²³		10.35
		EVANS	46.1	4.41					9.05	9.51		10.23
		DN GREELEY YL HG	48.2	4.35				8.59	9.45 ⁶³			10.17
		GREELEY JCT.	51.7									
		D LUCERNE C	54.0	4.25					8.47	9.32		10.06
		DN EATON YL UR	55.8	4.19					8.41	9.26		10.00
		G. W. CROSSING	59.2									
		D AULT A	59.3	4.12					8.35	9.20		9.53
		STAGE	63.0									
		DN PIERCE RI	65.0	4.07					8.30	9.15		9.48
		D NUNN NU	66.8	4.01					8.24	9.09		9.41
		DOVER	71.9	3.55					8.18	9.03		9.34
		DECKER	77.0	3.50					8.13	8.58		9.28 ³⁷⁷
		DN CARR CR	81.9	3.45					8.08	8.53		9.23
		WARREN	86.0	3.38					8.02	8.47		9.14
		GLEASON	90.4	3.33					7.57	8.42		9.08
		DN SPEER YL S	94.4	3.27					7.52	8.37		9.02
		DN BORIE YL BO	97.8						7.45AM			
		CORLETT JCT.	103.1	3.20						8.30		8.55
		DN TOWER A YL AY	101.5	3.15						8.25		8.50
		DN-R CHEYENNE YL N-CY	104.7	3.10AM						8.20AM		8.45PM
			106.0									
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (2.50) (0.20) (0.05) (0.20) (0.59) (2.45) (2.55) (0.30) (3.10)
 Average speed per hour..... 37.4 6.6 26.4 15.0 46.9 37.5 36.3 4.4 33.5

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 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

Car capacity of sidings, etc. See Rule 6(A)	Distance from Denver	SECOND CLASS						
		Time-Table No. 179 MARCH 7, 1943						
		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
		STATIONS						
		DN-R DENVER YL UD	0.0	12.01PM	12.50PM	6.30PM	11.00PM	
		DN 36TH STREET YL RA	1.7	9.30AM	11.46AM	12.10PM	5.45PM	6.25
		PULLMAN YL	2.2	8.00	11.00AM	11.55AM	5.00	6.23
		C. B. & Q. CROSSING	2.7					
		DN SAND CREEK JCT. YL SK	4.9	7.50			4.48	6.16
		DUPONT	5.0	7.38			4.38	8.41
		ROLLA	8.1					
		HAZELTINE	9.9	7.28			4.32	8.35
		HENDERSON	11.3	7.18			4.22 ¹⁶	8.25
		NORTHWAY	14.1					
		DN BRIGHTON YL BI	16.0	7.11			4.08	8.15
		POWARS	19.1					
		D LUPTON UP	22.8	6.58			3.55	8.00
		IONE	25.8	6.52			3.48	7.47 ³⁷⁷
		DN PLATTEVILLE PA	30.1	6.45			3.40	7.25 ²⁵⁰
		VASQUEZ	34.8					
		HOUSTON	36.2					
		D GILCREST GI	37.8	6.35			3.30	7.15
		PECKHAM	40.0					
		HAMBERT	42.4					
		DN-R LA SALLE YL SA	43.3	6.20AM			3.15	4.45
		EVANS	46.1				3.01	4.33
		DN GREELEY YL HG	48.2				2.53	4.25
		GREELEY JCT.	51.7					
		D LUCERNE C	54.0				2.43	4.09
		DN EATON YL UR	55.8				2.35	4.02
		G. W. CROSSING	59.2					
		D AULT A	59.3				2.25	3.54
		STAGE	63.0					
		DN PIERCE RI	65.0				2.17	3.47
		D NUNN NU	66.8				2.08	3.40
		DOVER	71.9				1.58	3.32
		DECKER	77.0				1.50	3.25
		DN CARR CR	81.9				1.40	3.18
		WARREN	86.0				1.18	3.03
		GLEASON	90.4				1.10	2.55
		DN SPEER YL S	94.4				1.00 ³⁵⁵	2.48
		DN BORIE YL BO	97.8				12.45PM	
		CORLETT JCT.	103.1					
		DN TOWER A YL AY	101.5				2.40	
		DN-R CHEYENNE YL N-CY	104.7				2.35	
			106.0				2.30PM	
				Daily	Daily	Daily	Daily	Daily

Thru Time..... (3.10) (1.01) (0.55) (5.00) (4.00) (3.00) (1.40)
 Average speed per hour..... 14.2 2.1 2.4 20.6 26.5 14.8 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 8-72. 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		Mile Post	FIRST CLASS		SECOND CLASS			
	212			MARCH 7, 1943			15		211		334	
	Mixed	Daily		STATIONS			Passenger		Mixed	Mixed		
			5.0	DN SAND CREEK JCT. VL SK	5.0	A 8.25AM				A 6.16PM		
			8.2	WELBY	8.2							
31	P		9.8	QUIMBY	9.8	8.15				6.09		
			11.1	GALLUP	11.1							
36	P		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	D ST. VRAINS VL VS	22.2	f 7.54				f 5.52		
			22.2	U. P. CROSSING	22.2							
53	YP		26.1	D FREDERICK VL FR	26.1	f 7.48				f 5.44		
			27.8	FIRESTONE VL	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		
			38.3	WILD CAT	38.3	7.29				5.25		
			40.9	G. W. CROSSING	40.9							
21	WYP		42.8	N DENT VL FD	42.8	7.23			A10.08AM	5.18		
			44.5	OGILVY	44.5	7.20			f10.04	5.15		
WFTYP			50.6	DN-R LA SALLE VL SA	50.6	7.10AM			9.55AM	5.06PM		
				(45.6)		Daily			Daily	Daily		

(0.15) Thru Time (1.15) Thru Time (0.13) Thru Time (1.11) Thru Time
 31.2 Average speed per hour 36.5 Average speed per hour 36.0 Average speed per hour 38.5 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 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		EASTWARD									
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 179		FIRST CLASS		SECOND CLASS			
	455		111			MARCH 7, 1943		16		112		248	
	Time Freight	C. B. & Q. Freight	Streamliner Passenger	Passenger		STATIONS		Passenger	Streamliner Passenger	C. B. & Q. Freight	Time Freight	Time Freight	Time Freight
169	WFTOP	3.00PM	1.30PM	3.20AM	7.24AM	4.45AM	3.01AM	57.6	DN-R STERLING VL 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	BETTLAND				
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				
								78.4	BALZAC				
52	P	3.51	A 2.30PM	4.06	7.44	f 5.22	A 3.35AM	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	5.46		98.8	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				
								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		5.30	8.27	f 6.37		135.4	HARDIN				
		5.59 112						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 6.30PM		A 6.00AM	8.45AM	A 7.00AM		151.1	DN-R LA SALLE VL SA				
									(93.6)				

(3.30) Thru Time (2.20) Thru Time (1.16) Thru Time (0.60) Thru Time (2.25) Thru Time
 25.5 Average speed per hour 40.1 Average speed per hour 75.2 Average speed per hour 37.1 Average speed per hour 28.2 Average speed per hour 38.7 Average speed per hour 38.7 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		FIRST CLASS		SECOND CLASS			
	455		111			MARCH 7, 1943		112		16		248	
	Time Freight	Time Freight	Streamliner Passenger	Passenger		STATIONS		Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight
80	WFTYP	12.45PM	1.15PM	6.30AM	3.15AM	0.0	DN JULESBURG VL JB	0.0	A 7.55PM	A 9.05PM	A 6.00AM	A 2.15PM	
75	OP	1.00	1.30 250	6.38	f 3.26	7.1	D OVID VI	7.1	7.42	8.49	5.40	1.30 477	
73	WP	1.10	1.40	6.45	f 3.37	14.6	D SEDGWICK ZD	14.6	7.37	8.37	6.25	1.11	
						19.0	DORSEY	19.0					
95	P	1.22	1.52	6.51	f 3.47	23.1	RED LION	23.1	7.31	f 8.25	6.10	12.51	
						25.8	MARCOTT	25.8					
95	WP	1.32	2.02	6.57	f 3.57	30.1	DN CROOK CK	30.1	7.26	8.16	4.50	12.36	
						34.2	TOBIN	34.2					
72	P	1.44	2.14	7.04	f 4.08	38.8	PROCTOR	38.8	7.20	f 8.04	4.35	12.16	
						41.1	POWELL	41.1					
						42.2	GRIFF	42.2					
94	P	1.54	2.24	7.09	f 4.17 248	45.6	D ILLIFF F	45.6	7.15	f 7.55	4.17 15	12.01AM	
						50.1	FORD	50.1					
77	P	2.10	2.39	7.15	4.25	53.5	HAYFORD	53.5	7.09	7.46	3.40	11.45PM	
						57.2	C. B. & Q. CROSSING	57.2					
169	WFTOP	A 2.25PM	A 2.50AM	A 7.21AM	A 4.35AM	57.5	DN-R STERLING VL ST	57.5	7.05PM	7.40PM	3.25AM	11.20PM	
							(57.5)	Daily	Daily	Daily	Daily	Daily	

(1.40) Thru Time (0.51) Thru Time (1.20) Thru Time (0.50) Thru Time (1.25) Thru Time (2.55) Thru Time
 34.5 Average speed per hour 67.6 Average speed per hour 43.1 Average speed per hour 69.0 Average speed per hour 40.6 Average speed per hour 22.3 Average speed per hour 19.7 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. 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.

WESTWARD		STERLING SUBDIVISION		EASTWARD									
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 179		FIRST CLASS		SECOND CLASS			
	16		112			MARCH 7, 1943		72		248		250	
	Passenger	Streamliner Passenger	C. B. & Q. Passenger	Passenger		STATIONS		C. B. & Q. Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
169	WFTOP	A 7.30PM	A 7.02PM	A 11.20PM	57.5	DN-R STERLING VL ST							
					61.7	HALL							
72	P	f 7.18	6.55	f 11.03	64.1	D ATWOOD OD			1.16	2.20	10.05		
					66.8	BETTLAND							
74	P	f 7.11	6.50	f 10.56	70.2	D MERINO MI			1.06	2.11	9.56		
					72.1	BETA							
143	P	f 7.03	6.46	10.50	76.0	MESSEX			12.56	2.03	9.48		
					78.4	BALZAC			12.50	1.59	9.44		
52	P	f 6.57	6.42	f 10.42PM	81.0	DN UNION UN			12.40AM	1.55	9.40		
					82.8	COOPER							
94	WP	f 6.50	6.37		87.0	D SNYDER SN				1.47	9.32		
53	P	6.41	6.32		93.8	DODD				1.37	9.22		
					96.9	HURLEY							
100	WFP	f 6.35	6.27		98.8	DN FORT MORGAN FM				1.30	9.15		
35	P	6.25	6.21		106.0	NARROWS				1.18	9.03		
79	P	f 6.19 112	6.19 16		109.0	D WELDONA DN				1.13	8.58		
22	P	f 6.01	6.15		114.2	GOODRICH				1.06	8.51		
78	P	f 5.55	6.12		117.7	ORCHARD				1.01	8.46		
					121.4	SUBLETTE							
53	P	f 5.45	6.07		124.8	MASTERS				12.51	8.36		
50	P	5.38	6.03		130.2	CANTON				12.43	8.28		
121	WP	f 5.32 455	5.59 455		135.4	HARDIN				12.36	8.21		
					139.1	KUNER							
78	P	f 5.22	5.53		143.1	D KERSEY KR				12.25	8.10		
					147.2	AUBURN							
56	WFTYP	5.10PM	5.46PM		151.1	DN-R LA SALLE VL SA				12.10AM	7.55PM		
						(93.6)	Daily	Daily	Daily	Daily	Daily	Daily	

(2.20) Thru Time (1.16) Thru Time (0.38) Thru Time (0.50) Thru Time (2.25) Thru Time
 40.1 Average speed per hour 75.2 Average speed per hour 37.1 Average speed per hour 28.2 Average speed per hour 38.7 Average speed per hour 38.7 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

BOULDER BRANCH

EASTWARD

Table with columns for Car Capacity, Second Class, Distance from Brighton, Time-Table No. 179, Mile Post, and Second Class. Includes stations like Brighton YL, Yoxall, Dick, St. Vrains YL, U.P. Crossing, National, State Coal Mine Jct. YL, Parkdale Jct. YL, Erie, C.B. & Q. Crossing, Tabor, Leyner, Liggett, White Rock, Valmont YL, C. & S. Crossing, Ara YL, and Boulder YL.

(1.45) Thru Time... (1.45) Average speed per hour... 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.

WESTWARD

FORT COLLINS BRANCH

EASTWARD

Table with columns for Car Capacity, Second Class, Distance from Dent, Time-Table No. 179, Mile Post, and Second Class. Includes stations like Dent YL, Milliken YL, G.W. Crossing, Koening, G.W. Crossing, Kelim, Boyd Lake, Redmond, Harmony, Fort Collins YL, C. & S. Crossing, Poudre YL, Boettcher YL, Remington, Fortner, Ripple, and Buckeye YL.

(0.47) Thru Time... (0.50) Average speed per hour... 32.0 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 Sable/Parkdale Jct./Ripple, Time-Table No. 179, Mile Post, and Stations. Includes stations like Sable, Bunell, Parkdale Jct. YL, Puritan, End of Track, Ripple, Orcutt, and End of Track.

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Table with columns for Car Capacity, Second Class, Distance from Cloverly, Time-Table No. 179, Mile Post, and Second Class. Includes stations like Cloverly, Lowe, Galton, Camfield, Meyer, Purcell, and Ripple.

(0.55) Thru Time... (0.55) Average speed per hour... 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 Car Capacity, Second Class, Distance from Greeley, Time-Table No. 179, Mile Post, and Second Class. Includes stations like Greeley YL, Greeley Jct. YL, Cloverly, Alden, Gill, Matthews, Barnesville, Cornish, Fosston, and Briggsdale.

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

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