

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Colorado Division

EMPLOYEES' TIME TABLE

To Take Effect Sunday, Sept. 28, 1924

12:01 A. M. "Mountain Time."

For the government and information of employes only, and not intended for the use of the public.

The right is reserved to vary from this Time Table at pleasure.



CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—WESTWARD.

SECOND CLASS										FIRST CLASS							Distance from Kansas City	Time Table No. 105 Sept. 28, 1924	
155	157	105	107	137	169	16	109	12	105	21	103	105	21	103	STATIONS				
Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	6.15PM	4.25PM		8.20AM	1.00AM								6.15PM	10.40AM	0.0	KANSAS CITY			
	8.03	5.45		9.36	2.15								7.13	11.45AM	39.6	LAWRENCE			
	9.40PM	6.50	11.00AM	10.35AM	3.01								7.55	12.40PM	67.8	TOPEKA			
	12.10AM	8.35	12.55PM		4.30								9.20	2.15	119.4	MANHATTAN			
	3.30	9.10PM	1.45PM		5.40								10.10	3.15	139.5	JUNCTION CITY			
	6.05				6.57								10.59	4.35	172.3	SOLOMON			
	8.15AM				8.00AM								11.40PM	5.00 5.20	186.6	SALINA			
6.00PM	6.00PM				12.45PM 12.15PM								3.05AM 2.15AM	9.40PM 8.50PM	303.3	ELLIS			
10.00PM					3.00PM								4.35	11.05PM	377.4	OAKLEY			
2.00AM												6.45AM	6.00	12.50AM	429.8	SHARON SPRINGS			
9.45AM												10.25AM	9.00	3.55	535.5	HUGO			
5.00PM 11.35PM						11.30PM	6.00PM	3.30PM	2.30PM 4.00PM	12.20PM 1.30PM	7.15AM 8.00AM				640.4	DENVER			
12.40AM						12.02AM	6.36	4.07	4.35	2.06	8.36				659.5	BRIGHTON			
2.10						12.45AM	7.15	4.45PM	5.20	2.40	9.24				686.5	LA SALLE			
7.20AM											4.40PM				743.5	BORIE			
							9.30PM		7.40PM		11.45AM				746.4	CHEYENNE			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(746.4)			
(37.20) 11.8	(23.45) 12.7	(4.45) 29.4	(2.45) 26.0	(2.15) 30.1	(15.00) 25.1	(1.15) 36.8	(3.30) 30.2	(1.15) 36.8	(12.55) 24.6	(23.25) 31.7	(26.05) 28.6 Time							
											 Average Speed Per Hour							

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

MILEAGE SOUTHERN DISTRICT

W. M. JEFFERS,
General Manager.

H. J. PLUMHOF,
General Superintendent.

KANSAS DIVISION	
Main Line.....	304.19
Branches.....	231.88
Total	536.07
CENTRAL DIVISION	
Main Line.....	251.67
Branches.....	423.79
Total	675.46
COLORADO DIVISION	
Main Line.....	638.53
Branches.....	247.29
Total	885.82
GRAND TOTAL	
Main Line.....	1194.39
Branches.....	902.96
Total	2097.35

The right is reserved to vary from this time table at pleasure. Information of employees only, and not intended for the use of the public.

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—EASTWARD.

Time Table No. 105 Sept. 28, 1924	Distance from Cheyenne	FIRST CLASS										SECOND CLASS										
		15	106	22	13	126	104	106	108	170	138	154										
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight										
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily											
KANSAS CITY	746.4			8.45AM				4.40PM	11.55AM		9.10PM	7.30PM	5.30AM									
LAWRENCE	706.8			7.32				3.26	10.27		7.50	6.15	2.45									
TOPEKA	678.6			6.50				2.42	9.33	5.15PM	7.00	5.30PM	1.05AM									
MANHATTAN	627.0			5.32				1.17	7.45	3.35	5.15		9.30PM									
JUNCTION CITY	606.9			5.00					12.35PM	7.00AM	2.45PM	4.25	8.00									
SOLOMON	574.1			3.41					11.26AM			2.43	4.50									
SALINA	559.8			3.20					11.05			2.20PM	4.00PM									
ELLIS	448.1			12.10AM 11.00PM				7.45 6.35			10.20AM 9.10AM		8.00AM 5.00AM									
OAKLEY	389.0			8.40				4.30			6.45AM		12.30AM									
SHARON SPRINGS	316.6		6.30PM	7.05				3.15					8.00PM									
HUGO	210.9		3.10PM	4.10					12.25AM				11.40AM									
DENVER	106.0	7.30AM	11.15AM 10.15AM	1.00PM 12.15PM	3.00PM	4.30PM	9.10PM 6.40PM						4.00AM 5.00AM									
BRIGHTON	86.9	6.54	9.33	11.30AM	2.25	3.45PM	5.52						3.55									
LA SALLE	59.9	6.10AM	8.40	10.50AM	1.40PM	2.55PM	4.50						2.15AM									
BORIE	0.0			9.15AM									10.00PM									
CHEYENNE (746.4)	0.0		6.45AM			1.15PM	2.55PM															
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									

Time	(1.20)	(11.45)	(23.30)	(1.20)	(3.15)	(24.45)	(4.55)	(2.30)	(13.40)	(1.51)	(54.30)
Average Speed Per Hour	38.4	26.9	33.1	38.4	32.6	30.1	28.3	28.7	27.6	36.6	12.7

SPEED TABLE

Time per Mile	Miles per Hour	Time Per Mile	Miles Per Hour
51"	70.6	1'25"	42.3
52"	69.2	1'30"	40
53"	67.9	1'40"	36
54"	66.6	1'45"	34.3
55"	65.4	1'50"	32.7
56"	64.2	2'	30
57"	63.1	2'10"	27.6
58"	62	2'15"	26.6
59"	61	2'20"	25.7
1'	60	2'30"	24
1' 1"	59	2'40"	22.5
1' 2"	58	2'45"	21.8
1' 3"	57.1	2'50"	21.2
1' 4"	56.2	3'	20
1' 5"	55.3	3' 9"	19
1' 6"	54.5	3'20"	18
1' 7"	53.7	3'31"	17
1' 8"	52.9	3'45"	16
1' 9"	52.1	4'	15
1'10"	51.4	5'	12
1'12"	50	6'	10
1'15"	48	7'30"	8
1'20"	45	10'	6

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

COLORADO DIVISION

C. C. BARNARD,
Superintendent, Denver, Colorado.

P. GROOME,
Assistant Superintendent, Denver, Colorado.

P. C. KINNEY,
Trainmaster, Denver, Colorado.

H. A. RIEBOW,
Trainmaster, Denver, Colorado.

J. E. SMITH,
Chief Dispatcher, Denver, Colorado.

C. A. VICK ROY,
Night Chief Dispatcher, Denver, Colorado.

TRAIN DISPATCHERS... Denver, Colorado

- H. KIRKPATRICK.....Denver, Colorado
- G. S. MEGINNESS..... Denver, Colorado
- G. W. BARR..... Denver, Colorado
- L. F. CREAGAN.....Denver, Colorado
- C. N. COVEY.....Denver, Colorado
- J. H. WESNER.....Denver, Colorado
- L. E. CAMPBELL.....Denver, Colorado
- F. R. JENKINS.....Denver, Colorado
- E. E. CRUTCHFIELD...Denver, Colorado
- R. R. DICKSON.....Denver, Colorado
- J. J. BOWLIN.....Denver, Colorado

NORTHERN SUBDIVISION—Denver and Cheyenne—WESTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS								FIRST CLASS								Distances from Denver	Time Table No. 105				
																		Sept. 28, 1924				
																		STATIONS				
								155 Time Freight	177 Way Freight	153 Way Freight	252 Time Freight	16 Passenger	109 Passenger	163 Passenger	105 Passenger	12 Passenger	21 Passenger	557 Motor Passenger	161 Passenger	103 Passenger		
								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
												11.30PM	6.00PM	5.55PM	4.00PM	3.30PM	1.30PM		8.03AM	8.00AM		
								11.35PM	10.00PM	9.00PM	7.50PM										1.1	DN-R DENVER UD
								11.45	10.15	9.10	8.00	11.37	6.07	6.02	4.07	3.37	1.37		8.10	8.07	2.2	R 29TH STREET
WYTFPO																					4.9	DN-R PULLMAN RA
																					5.0	C.B.&Q.R.R.CROSSING
								11.55PM	10.30PM	9.23	8.10	11.42	6.13	6.08PM	4.12	3.41	1.42		8.15AM	8.13	6.0	SAND CREEK JCT.
																					7.8	ADAMS
5,000								12.03AM		9.30	8.18	11.46	6.18	f 4.16	3.46	1.46				f 8.17	7.8	DUPONT
3,230								12.13		9.38	8.26	11.50	6.22	f 4.21	3.52	1.51				f 8.22	11.3	N HAZELTINE
2,998								12.20		9.42	8.30	11.54PM	6.27	f 4.26	3.57	1.55				f 8.26	14.1	HENDERSON
																					16.8	NORTHWAY
3,295 YWO								s 12.40		s 10.05	s 8.50	s 12.02AM	s 6.36	s 4.35	s 4.07	2.02				s 8.36	19.1	DN BRIGHTON
														f						f	23.0	POWARS
5,000								1.00		10.20	9.05	f 12.12	6.46	s 4.45	s 4.17	2.14				s 8.46	25.8	DN LUPTON
2,998								1.12		10.30	9.15	12.19	6.52	f 4.51	4.24	2.20				f 8.52	30.1	IONE
3,402 W								1.26		10.40	9.22	12.26	6.57	s 5.03	4.30	2.25				s 9.03	34.8	DN PLATTEVILLE
																				f	37.7	HOUSTON
3,308								1.40		10.50	9.32	12.33	7.05	s 5.11	4.37	2.32				s 9.13	40.0	DN GILCREST
														f						f	42.4	PECKHAM
3,302 TYFWP								s 2.15		s 11.25	9.50PM	12.45AM	s 7.15	s 5.20	4.45PM	s 2.40	10.00AM			s 9.24	46.1	DN-R LA SALLE
3,308								2.25		11.35PM			7.20	s 5.24		2.46	f 10.05			f 9.28	48.2	EVANS
3,323 OYW								2.35		12.30AM			s 7.35	s 5.40		s 2.58	10.15AM			s 9.35	51.7	DN-R GREELEY
																				s 9.45	54.1	GREELEY JCT.
4,445								2.46		12.45			7.43	f 5.47		3.04				f 9.54	55.9	D LUCERNE
4,308 W								2.56		1.20		s 7.50		s 5.55		3.10				s 10.00	59.2	D EATON
																					59.3	DN G W.RY.CROSSING UR
3,613								3.06		1.50			7.57	s 6.03		3.16				s 10.14	63.0	D AULT
3,629 YW								3.20		2.15			8.04	s 6.10		3.21				s 10.22	66.9	DN PIERCE
3,013								3.36		2.50			8.12	s 6.22		3.29				s 10.31	71.9	D NUNN
3,181								3.57		3.05			8.20	f 6.32		3.38				f 10.40	77.0	DOVER
3,010								4.07		3.20			8.30	f 6.42		3.46				10.48	81.9	DECKER
5,000 YFW								s 5.15		4.00			8.40	s 6.52		4.00				s 10.58	86.0	DN CARR
3,000								5.38		4.15			8.50		7.02		4.10			11.08	90.4	WARREN
3,000								5.58		4.30			9.00	f 7.12		4.20				f 11.16	94.7	GLEASON
2,999 WY								6.15		4.50			9.10	f 7.22		4.30				f 11.25	97.9	LN SPEER
4,000 I								7.20AM								4.40PM					103.1	DN BORIE
										5.07AM			9.20PM		7.30PM						101.5	CORLETT JCT.

The figures given below are for information only.—See Time Table and Rules of Wyoming Division, for running between Corlett Junction and Cheyenne.

Arrive Daily	Arrive Daily	5.30AM Arrive Daily	Arrive Daily	Arrive Daily	9.30PM Arrive Daily	Arrive Daily	7.40PM Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	11.45AM Arrive Daily	103.0	DN-R CHEYENNE
(7.45) 13.3	(0.30) 7.8	(8.30) 12.5	(2.00) 23.0	(1.15) 36.9	(3.30) 30.2	(0.13) 23.0	(3.40) 28.9	(1.15) 36.9	(3.10) 32.5	(0.15) 22.4	(0.12) 25.0	(3.45) 28.2				Time
																Average speed per hour

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.
See special instructions, Page Seventeen, governing movement of Colorado Division trains at Corlett Junction.
All trains must receive clearance card (Form 2643) at La Salle.

NORTHERN SUBDIVISION—Denver and Cheyenne—EASTWARD

Time Table No. 105 Sept. 28, 1924		Distances from Cheyenne	FIRST CLASS								SECOND CLASS				
			15 Passenger	106 Passenger	160 Passenger	22 Passenger	13 Passenger	560 Motor Passenger	126 Passenger	162 Passenger	104 Passenger	251 Time Freight	178 Way Freight	154 Time Freight	
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
N-R	DENVER UD	106.0	7.30AM	10.15AM	10.30AM	12.15PM	3.00PM		4.30PM	5.45PM	6.40PM				
R	29TH STREET	104.9										4.00AM	8.00PM	5.00AM	
DN-R	PULLMAN RA	103.8	7.23	10.08	10.23	12.08PM	2.53		4.23	5.38	6.33	3.50	7.45	4.50	
	C.B. & Q.R.R. CROSSING	101.1													
	SAND CREEK JCT.	101.0	7.18	10.02	10.19AM	11.51AM	2.48		4.12	5.32PM	6.26	2.50	7.30PM	4.40	
	ADAMS	100.0													
	DUPONT	98.2	7.12	f 9.54		11.46	2.42		4.07		f 6.18	2.35		4.30	
N	HAZELTINE Z	94.7	7.07	f 9.48		11.41	2.37		4.03		f 6.12	2.20		4.20	
	HENDERSON HN	91.9	7.02	f 9.42		11.37	2.33		3.57		f 6.05	2.05		4.10	
	NORTHWAY	89.2													
DN	BRIGHTON BI	86.9	s 6.54	s 9.33		s 11.30	s 2.25		s 3.45		s 5.52	1.55		3.55	
	POWARS	83.0		f							f				
DN	LUPTON UP	80.2	f 6.43	s 9.20		11.20	s 2.14		3.35		s 5.40	1.25		3.35	
	IONE ON	75.9	6.35	f 9.11		11.13	2.05		3.25		f 5.30	1.12		3.20	
DN	PLATTEVILLE PA	71.2	6.28	s 9.03		11.07	1.58		3.15		s 5.22	12.55		3.05	
	HOUSTON	68.3		f											
DN	GILCREST GI	66.0	6.20	f 8.52		11.00	1.50		3.05		s 5.11	12.33		2.45	
	PECKHAM	63.6		f							f				
DN-R	LA SALLE SA	59.9	6.10AM	s 8.40		s 10.50	1.40PM	12.55PM	s 2.55		s 4.50	12.01AM		s 2.15	
	EVANS VA	57.8		f 8.34		10.41		f 12.50	2.46		f 4.45			2.05	
DN-R	GREELEY HG	54.3		s 8.28		s 10.35		12.40PM	s 2.38		s 4.40			1.50	
	GREELEY JCT.	51.9													
D	LUCERNE C	50.1		f 8.16		10.26			2.31		f 4.33			1.30	
D	EATON EN	48.8		s 8.10		10.20			s 2.27		s 4.29			1.20	
DN	G.W.RY. CROSSING UR	46.7													
D	AULT A	48.0		s 8.02		10.14			2.21		s 4.19			1.05	
DN	PIERCE RI	39.1		s 7.55		10.07			2.17		s 4.09			s 12.50	
D	NUNN NU	34.1		s 7.47		10.00			2.10		s 3.59			12.20	
	DOVER	29.0		f 7.39		9.53			2.03		f 3.52			12.05AM	
	DECKER	24.1		7.33		9.47			1.56		f 3.46			11.55PM	
DN	CARR CR	20.0		s 7.27		9.41			1.50		s 3.32			s 11.35	
	WARREN	15.6		7.20		9.35			1.44		3.26			11.05	
	GLEASON	11.3		f 7.15		9.29			1.38		f 3.20			10.45	
DN	SPEER S	8.1		f 7.10		9.23			1.33		f 3.14			s 10.30	
DN	BORIE BO					9.15AM								10.00PM	
	CORLETT JCT.	4.5		6.57AM					1.25PM		3.05PM				

The figures given below are for information only.—See Time Table and Rules of Wyoming Division, for running between Corlett Junction and Cheyenne.

DN-R	CHEYENNE N		6.45AM					1.15PM	2.55PM					
(106.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time		(1.20)	(3.30)	(0.11)	(3.00)	(1.20)	(0.15)	(3.15)	(3.59)	(0.30)	(7.00)			
Average speed per hour		84.5	30.2	27.0	34.3	34.5	22.4	32.6	11.6	7.8	14.7			

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.
See special instructions, Page Seventeen, governing movement of Colorado Division trains at Corlett Junction
All trains must receive clearance card (Form 2643) at La Salle.

WESTWARD—BOULDER BRANCH—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	FIRST CLASS			Distances from Brighton	Time Table No. 105 Sept. 28, 1924			Distances from Boulder	FIRST CLASS			2nd Class
	175	553	551		552	554	174					
	Way Freight	Motor Passenger	Motor Passenger		Motor Passenger	Motor Passenger	Way Freight					
	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Ex. Sunday		
182 YW	4.20AM	4.40PM	9.55AM		DN-R BRIGHTON BI	27.6	8.30AM	4.05PM	11.00AM			
	f 4.32	f 4.48	f 10.03	4.1	YOXALL	23.5	f 8.15	f 3.55	10.30			
2,000 PY	s 4.55	s 4.58	s 10.12	8.1	DN-R ST. VRAINS VS	19.5	s 8.07	s 3.45	s 10.12			
				8.1	DENT DIST. R. R. CROSSING	19.5						
				11.0	STATE COAL MINE JCT.	16.6						
	f 5.09	s 5.07	s 10.20	11.4	R PARKDALE JCT.	16.2	s 7.57	s 3.35	s 9.10			
YW	s 5.20	s 5.14	s 10.27	15.1	D ERIE G	12.5	s 7.49	s 3.28	s 8.58			
				15.1	C. B. & Q. R. R. CROSSING	12.5						
	f 5.25	f 5.18	f 10.30	16.4	TABOR	11.2	f 7.45	f 3.24	f 8.48			
				17.8	LEYNER	9.8						
	f 5.37	f 5.24	f 10.36	19.5	LIGGETT	8.1	f 7.38	f 3.17	f 8.36			
				22.1	WHITE ROCK	5.5						
	f 5.52	f 5.32	f 10.45	24.0	R VALMONT	3.6	s 7.30	s 3.10	s 8.20			
				25.0	INLAND OIL CO.	2.6						
				26.0	C. & S. RY. CROSSING	1.6						
PY	6.00AM	5.45PM	11.00AM	26.5	R BOULDER JUNCTION	1.1	7.25AM	3.05PM	8.10AM			

The figures given below are for information only.—See Time Table and Rules of Colorado & Southern Ry., for running between Boulder Junction and Boulder.

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	2nd Class	FIRST CLASS	Distances from Brighton	Time Table No. 105 Sept. 28, 1924	Distances from Boulder	FIRST CLASS	2nd Class
	175	553		BOULDER BR		552	174
	Way Freight	Motor Passenger		(27.6)		Motor Passenger	Way Freight
2,250 PW	6.10AM	5.50PM	27.6	DN-R BOULDER BR		7.20AM	3.00PM
	Arrive Daily	Arrive Daily		(27.6)		Leave Daily	Leave Daily
	Ex. Sunday					Ex. Sunday	
	(1.50)	(1.10)	(1.10)	Time	(1.10)	(1.05)	(3.10)
	15.1	23.7	23.7	Average Speed Per Hour	23.7	25.4	8.7

Nos. 552 and 554 have right over Nos. 551 and 553 Boulder Junction to Brighton.

WESTWARD—GREELEY BRANCH—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS			Distances from Greeley	Time Table No. 105 Sept. 28, 1924			Distances from Briggsdale	FIRST CLASS			2nd Class
	193	191	557		560	192	194					
	Mixed	Mixed	Motor Passenger		Motor Passenger	Mixed	Mixed					
8,851 POYW	10 30AM	9.15AM	10.20AM	DN-R GREELEY HG	28.1	12.35PM	1.50PM	1.50PM				
				GREELEY JCT.	25.8							
2,203 PY	10.50AM	s 9.35	s 10.35	D-R CLOVERLY CV	22.1	s 12.21	s 1.20	1.20PM				
		f 9.48	f 10.40	ALDEN	19.7	f 12.16	f					
2,510 P		f 9.48	s 10.45	GILL	17.7	s 12.11	s 12.50					
		f	f	MATTHEWS	15.0	f	f					
.000 P		s 10.02	s 10.53	BARNESVILLE	13.6	s 12.01PM	f 12.30					
2,000 PW		s 10.14	s 11.01	CORNISH WD	9.5	s 11.50AM	f 12.15PM					
2,397 P		s 10.28	s 11.10	FOSSTON	4.9	s 11.40	f 11.55AM					
2,001 PY		10.40AM	11.25AM	D-R BRIGGSDALE BG		11.30AM	11.40AM					
	Ar. Tuesday, Thursday, Saturday	Ar. Monday, Wednesday and Friday	Arrive Daily	(28.1)		Leave Daily	Lv. Monday, Wednesday and Friday	Lv. Tuesday, Thursday, Saturday				
	(0.20)	(1.25)	(1.05)	Time	(1.05)	(2.10)	(0.30)					
	18.0	19.8	25.9	Average Speed Per Hour	25.9	12.9	12.0					

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

WESTWARD—FORT COLLINS BRANCH—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS			Distances from Dent	Time Table No. 105 Sept. 28, 1924			Distances from Buckeye	FIRST CLASS			2nd Class
	177	163	161		160	162	178					
	Way Freight	Passenger	Passenger		Passenger	Passenger	Way Freight					
1,535 PY	2.00AM	7.35PM	9.39AM	DN-R DENT FD	41.7	9.09AM	4 10PM	4 10PM				
	f 2.30	s 7.40	s 9.44	MILLIKEN M	40.0	s 9.04	s 4.06	s 3.50				
				G. W. RY. CROSSING	39.7							
2,423 PW	s 2.50	f 7.49	f 9.53	KOENIG KO	34.4	f 8.53	f 3.56	f 3.10				
				G. W. RY. CROSSING	32.7							
	f 3.00	f 7.55	f 9.59	KELIM	32.6	f 8.48	f 3.51	f 3.00				
	f 3.25	f 8.03	f 10.07	BOYD LAKE	28.3	f 8.39	f 3.42	f 2.45				
	f 3.43	f 8.09	f 10.13	REDMOND	25.4	f 8.34	f 3.37	f 2.35				
2,605 P	f 4.00	f 8.15	f 10.19	HARMONY HY	22.2	f 8.27	f 3.31	f 2.20				
8,037 TYFWP	4.30AM	8.25PM	10.30AM	DN-R FORT COLLINS FC	16.7	8.15AM	3.20PM	2.00PM				
				POUDRE	13.8							
				FLAVIN	11.7							
				REMINGTON	9.1							
2,005				PORTNER	7.2							
				RIPPLE	3.1							
2,001 Y				BUCKEYE								
	Arrive Daily	Arrive Daily	Arrive Daily	(41.7)		Leave Daily	Leave Daily	Leave Daily				
	(2.30)	(0.50)	(0.51)	Time	(0.54)	(0.50)	(2.10)					
	10.0	30.0	29.0	Average Speed Per Hour	27.0	30.0	11.5					

WESTWARD—PLEASANT VALLEY BRANCH—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	2nd Class		Distances from Cloverly	Time Table No. 105 Sept. 28, 1924			Distances from Purcell	2nd Class	
	193	194		193	194				
	Mixed	Mixed		Mixed	Mixed				
2,203 PY	Lv. Tuesday, Thursday, Saturday	10.50AM	D-R CLOVERLY CV	13.6	1.10PM				
721			CORNELL	11.4					
			LOWE	10.5					
2,001 P	s 11.10		GALETON	8.5	s 12.46				
2,000	f 11.25		CAMPFIELD	4.8	f 12.31				
	f 11.35		MEYER	2.4	f 12.22				
1,998 PY	11.50AM		R PURCELL		12.10PM				
	Ar. Tuesday, Thursday, Saturday		(13.6)		Lv. Tuesday, Thursday, Saturday				
	(1.00)	(1.00)	Time	(1.00)	(1.00)				
	13.6	13.6	Average Speed Per Hour	13.6	13.6				

WESTWARD—JULESBURG SUBDIVISION—Julesburg and Sterling—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning stations.	SECOND CLASS						FIRST CLASS			Distances from Julesburg	Time Table No. 105 Sept. 28, 1924	Distances from Denver	FIRST CLASS			SECOND CLASS					
							251 Time Freight	13 Passenger	15 Passenger				16 Passenger	12 Passenger	252 Time Freight						
							Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily						
4,869 TYFW							1.30PM	8.35AM	2.10AM	DN-R JULESBURG JB	197.2	5.00AM	9.30PM	6.40AM							
										4.4 ADRIAN	192.8										
4,063							1.55	s 8.51	2.21	2.9 OVID VI	189.9	4.43	s 9.10	6.00							
										3.9 HITT	186.0										
4,021 w							2.14	s 9.08	f 2.32	3.4 D SEDGWICK ZD	182.6	f 4.31	s 8.57	5.35							
										4.4 DORSEY	178.2										
5,000							2.35	f 9.22	2.43	3.8 RED LION	174.4	f 4.19	f 8.43	5.05							
										3.0 MARCOTT	171.4										
5,000 w							s 3.00	s 9.35	f 2.55	4.3 Block Signals D CROOK CK	167.1	f 4.07	s 8.30	s 4.35							
4,018							3.28	s 9.49	3.08	8.7 PROCTOR PX	158.4	3.55	f 8.15	3.55							
										2.3 POWELL	156.1										
2,930 w							3.50	s 10.02	3.20	4.5 D ILIFF F	151.6	f 3.45	s 8.00	3.20							
										4.5 FORD	147.1										
4,201							4.10	10.13	3.32	3.3 HAYFORD	143.8	3.32	7.48	2.55							
										8.8 C.B. & Q.R.R. CROSSING	140.0										
5,112TYFWO							4.30PM	10.25AM	3.40AM	0.3 DN-R STERLING ST	139.7	3.20AM	7.40PM	2.40AM							
							Arrive Daily	Arrive Daily	Arrive Daily	57.5		Leave Daily	Leave Daily	Leave Daily							

(3.00) 19.2 (1.50) 31.3 (1.30) 33.3 Time (1.40) 34.5 (1.50) 31.3 (4.00) 14.4
 Average speed per hour

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

WESTWARD—STERLING SUBDIVISION—Sterling and LaSalle—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS						FIRST CLASS						Distances from Julesburg	Time Table No. 105 Sept. 28, 1924	Distances from Denver	FIRST CLASS						SECOND CLASS					
	251 Time Freight		305 C. B. & Q. Freight		303 C. B. & Q. Passenger		301 C. B. & Q. Passenger		13 Passenger		15 Passenger					16 Passenger		12 Passenger		304 C. B. & Q. Passenger		302 C. B. & Q. Passenger		306 C. B. & Q. Freight		252 Time Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
5,112 TYFWO	5.35PM	7.45PM	6.05PM	4.15AM	10.35AM	3.50AM	57.5	DN-R STERLING ST	139.7	3.10AM	7.30PM	6.45AM	11.40PM	6.30AM	1.50AM												
							61.7	4.2 HALL	136.5																		
3,987	5.48	f 8.15	f 6.19	4.28	s 10.45	4.00	64.1	D ATWOOD OD	133.1	3.00	s 7.20	f 6.33	11.29	f 6.05	1.35												
							66.8	2.7 BERTLAND	130.4																		
3,990 W	6.02	s 8.40	s 6.31	s 4.39	s 10.55	f 4.09	70.2	DN MBRINO MI	127.0	f 2.51	s 7.11	s 6.22	s 11.20	f 5.44	1.20												
							72.1	1.9 BETA	126.1																		
4,000	6.13	f 9.05	f 6.42	4.49	f 11.05	4.17	76.0	3.9 MESSEX	121.2	2.42	f 7.03	f 6.09	11.11	f 5.22	1.05												
2,429	6.18	9.15	6.48	4.54	11.11	4.20	78.4	2.4 BALZAC	118.8	2.39	6.59	6.04	11.06	f 5.14	1.00												
3,002	6.23	9.30PM	6.55PM	5.00AM	f 11.17	4.24	81.0	DN-R UNION UN	116.2	s 2.35	s 6.55	5.58AM	11.01PM	5.00AM	12.55												
1,026							82.8	1.8 COOPER	114.4																		
5,000 W	6.42				s 11.29	4.32	87.0	D SNYDER SN	110.2	2.25	s 6.42				12.42												
3,021	7.00				f 11.39	4.41	93.8	4.2 DODD	103.4	2.15	f 6.32				12.30												
							96.9	1.7 HURLBY	100.3																		
5,000 FW	s 7.30				s 11.52AM	s 4.50	98.6	DN FORT MORGAN FM	98.6	s 2.09	s 6.25				s 12.20AM												
2,319	8.00				12.02 PM	5.01	106.1	2.9 NARROWS	91.1	1.57	6.08																
4,205	8.10				s 12.10	5.04	109.0	D WELDON DN	88.2	f 1.54	s 6.03				11.55PM												
1,559	8.25				f 12.20	5.11	114.2	5.2 GOODRICH GD	83.0	1.44	f 5.55				11.44												
4,196 W	8.35				s 12.30	5.16	117.7	3.5 DN ORCHARD CH	79.6	f 1.38	s 5.50				11.38												
							121.4	3.7 SUBLETTE	76.8																		
3,000	8.55				f 12.40	5.25	124.8	3.4 MASTERS MA	72.4	1.28	f 5.38				11.23												
3,007	9.15				12.48	5.33	130.2	5.4 CANTON	67.0	1.20	5.30				11.10												
2,836 W	9.35				s 12.59	5.40	135.4	5.2 DN HARDIN HR	61.8	1.12	s 5.22				10.55												
					f 1.07		139.1	3.7 KUNER	58.1		f																
4,204	9.55				s 1.15	f 5.51	143.1	4.0 D KERSEY KR	54.1	f 1.02	s 5.08				10.35												
							147.2	4.1 AUBURN	50.0																		
9,302 TYFW	10.15PM				1.35 PM	6.05AM	161.1	3.9 DN-R LA SALLE SA	46.1	12.50AM	4.55PM				10.15PM												
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(98.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily												

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

All trains must receive clearance card (Form 2643) at La Salle.

WESTWARD—DENVER SUBDIVISION—Hugo and Denver—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS		FIRST CLASS						Distances from Kansas City	Time Table No. 105 Sept. 28, 1924		Distances from Denver	FIRST CLASS						SECOND CLASS	
	C. R. I. & P. Freight	Time Freight	7	105	39	21	5	103		8	106		40	22	104	6	154	96		
	Leave Daily	Leave Daily	C. R. I. & P. Passenger	Motor Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Passenger		C. R. I. & P. Passenger	Motor Passenger		C. R. I. & P. Passenger	Passenger	Passenger	C. R. I. & P. Passenger	Time Freight	C. R. I. & P. Freight		
4,421 OTFWTF		9.45AM		10.25AM		9.00AM		3.55AM	535.5	DN-R HUGO HU	104.9						10.25AM			
2,082		10.05	f	10.35		9.10		4.06	541.3	5.8 BAGDAD	99.1	f	2.55		3.55	12.03AM	10.05			
1,952 W		10.20	f	10.47		9.20		4.16	548.0	6.7 LAKE	92.4	f	2.45		3.45	11.53PM	9.40			
2,828		s 10.30	s	10.55		s 9.24		s 4.22	550.5	(C. R. I. & P. Crossing.) 0.1 LIMON MN	89.9	s	2.40		s 3.40	s 11.47	s 9.24			
		8.00PM		10.31	12.30PM	10.56	9.35AM	9.25	550.6	6.0 LIMON JUNCTION	89.8		12.50PM	2.39	3.10PM	3.38	11.45	11.55PM	9.17	2.30AM
8,028 P		8.20		10.48	12.40	s 11.10	9.48	9.38	556.6	6.6 RIVER BEND RB	88.8	D	12.40	s 2.29	3.00	3.28	11.34	11.44	9.00	2.15
2,964 FY		8.48		11.08	12.52	f 11.25	10.00	9.50	563.2	6.6 CEDAR POINT CP	77.2	N	12.30	f 2.20	2.51	3.18	11.24	11.34	8.40	2.00
2,989		9.00		11.20	12.58	f 11.35	10.07	9.57	567.3	4.1 BUICK	73.1		12.24	f 2.10	2.44	3.12	11.18	11.28	8.25	1.45
2,997 W		9.15		11.30AM	1.05	s 11.45AM	10.14	10.04	572.2	4.9 AGATE AX	68.2	D	12.17	s 2.00	2.36	3.04	11.09	11.19	8.05	1.35
2,840		9.30		12.08PM	1.12	f 12.08PM	10.23	10.13	577.9	5.7 LOWLAND	62.5		12.08PM	f 1.50	2.26	2.55	11.00	11.10	7.50	1.20
3,013 PFWY		s 10.00	s	12.35	1.21	s 12.23	10.36	s 10.26	584.2	6.3 DEER TRAIL DX	56.2	DN	11.59AM	s 1.40	2.18	2.45	s 10.50	11.00	s 7.36	s 1.05
2,977		10.40 10.50		12.55	1.29	f 12.38	10.45	10.35	590.1	5.9 PEORIA	50.3		11.49	f 1.29	2.09	2.30	10.40	10.50	7.10	12.40
2,992		11.15PM		1.15	1.39	s 12.48	10.58	10.44	596.6	6.5 BYERS BY	43.8	D	11.38	s 1.15	1.59	2.21	f 10.30	10.41	6.50	12.20
3,327 W		12.01AM		1.48 2.12	1.48	s 1.03	11.09	10.54	602.5	5.9 STRASBURG SR	37.9	DN	11.30	s 1.03	1.48	2.12	f 10.20	10.32	6.31	12.01AM
2,884		12.25		2.50	2.03	s 1.15	11.22	11.05	608.9	6.4 BENNETT BT	31.5	D	11.22	s 12.47	1.40	2.03	f 10.07	10.23	6.08	11.40PM
2,985		12.40		3.05	2.10	f 1.33	11.30	11.15	613.7	4.8 MANILA	26.7		11.15	f 12.35	1.33	1.53	9.59	10.15	5.50	11.25
2,982 W		1.00		3.30	2.18	s 1.47	11.40	11.23	618.4	4.7 WATKINS WK	22.0	DN	11.08	s 12.27	1.25	1.47	f 9.51	10.08	s 5.30	s 11.05
8,011		1.40		3.55	2.30	f 2.00	11.52AM	11.33	624.8	6.4 MESA	15.6		10.53	f 12.15	1.14	1.35	9.40	9.58	5.00	10.35
									628.2	3.4 MAGEE	12.2									
3,149 P		2.10		4.15	2.39	f 2.09	12.01PM	11.43	630.7	2.5 SABLE	9.7		10.45	f 12.01PM 11.43AM	1.04	1.25	9.30	9.49	4.45	10.20
									633.2	1.1 ROYDALE	7.2									
2,909		2.25		4.30	2.45	2.15	12.10	11.50AM	634.3	2.4 SANDOWN	6.1		10.38	11.30	12.58	1.15	9.24	9.43	4.30	10.05
									636.7	1.5 COLLEGE	3.7									
OTFWPY		2.40		4.40	2.53	2.23	12.18	12.13PM	638.2	1.1 DN-R PULLMAN RA	2.2		10.32	11.22	12.52	1.07	9.17	9.37	4.15	9.50
				5.00PM					639.8	1.1 R 29th STREET	1.1									4.00AM
		3.00AM		3.00PM	2.30PM	12.25PM	12.20PM	7.40AM	640.4	1.1 DN-R DENVER UD			10.25AM	11.15AM	12.45PM	1.00PM	9.10PM	9.30PM		9.35PM
		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(104.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(7.00) 12.8	(7.15) 14.7	(2.30) 36.0	(4.05) 25.6	(2.50) 31.7	(3.20) 31.4	(2.35) 34.8	(3.20) 31.4		Time.....		(2.25) 37.2	(3.50) 27.4	(2.25) 37.2	(3.05) 34.0	(3.10) 33.1	(2.25) 37.2	(6.25) 14.4	(4.55) 18.2	
										Average speed per hour.....										

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.
All Trains must receive Clearance Card (Form 2643) at Limon.

Limon Junction is at switch west of Limon Depot, where Rock Island trains enter and leave Union Pacific rails.
 The passing track at Limon is located West of Limon Junction.
 Train register for Limon Junction will be maintained at Limon Depot.

WESTWARD—HUGO SUBDIVISION—Sharon Springs and Hugo—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS				FIRST CLASS				Distances from Kansas City	Time Table No. 105 September 28, 1924	Distances from Denver	FIRST CLASS				SECOND CLASS			
					155 Time Freight	105 Motor Passenger	21 Passenger	103 Passenger				104 Passenger	106 Motor Passenger	22 Passenger	154 Time Freight				
					Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
191POTFWY					2.00AM	6.45AM	6.00AM	12.50AM	429.8	DN-R SHARON SPRINGS PS	210.6	3.05AM	6.30PM	6.55PM	6.00PM				
520					2.20	f 6.53	6.10	1.00	433.8	4.0 SUNLAND	206.6	2.55	f 6.23	6.45	5.42				
2,586					2.49	f 7.01	6.20	1.10	438.4	4.6 MONOTONY	202.0	2.49	f 6.16	6.39	5.30				
3,507 W					3.15	s 7.12	6.26	1.16	441.8	3.4 D WESKAN MO	198.6	2.44	s 6.10	6.33	5.15				
2,567					3.40	f 7.22	6.35	1.25	448.3	6.5 CHEMUNG	192.1	2.36	f 5.55	6.24	4.55				
2,523					4.00	s 7.34	6.44	1.33	453.4	5.1 ARAPAHOE AP	187.0	2.29	s 5.47	6.17	4.40				
3,059					4.20	f 7.45	6.52	1.40	458.4	5.0 SALIS	182.0	2.22	f 5.38	6.10	4.20				
3,055 W					s 4.40	s 7.58	s 7.01	s 1.52	463.1	4.7 DN CHEYENNE WELLS CW	177.3	s 2.15	s 5.30	s 6.00	s 4.05				
3,054					4.55	f 8.10	7.10	2.05	468.1	5.0 ASCALON	172.3	2.05	f 5.18	5.50	3.45				
3,078 P					5.20	f 8.25	7.20	2.22	473.6	5.5 FIRST VIEW	166.8	1.55	f 5.10	5.42	3.25				
3,016					5.45	f 8.40	7.30	2.34	482.3	8.7 ARENA	168.1	1.42	f 4.50	5.30	2.55				
3,308 FWY					s 6.05	s 8.55	s 7.43	s 2.48	487.7	5.4 DN KIT CARSON KC	162.7	s 1.35	s 4.40	5.20	s 2.35				
3,011					6.25	f 9.03	7.51	2.56	494.0	6.3 SORRENTO	146.4	1.21	f 4.28	5.08	2.05				
2,999 P					6.40	s 9.18	7.59	3.04	500.4	6.4 WILD HORSE WH	140.0	1.13	s 4.18	5.00	1.45				
3,003 W					7.05	s 9.32	8.08	3.13	507.6	7.2 D AROYA RO	132.8	1.03	s 4.04	4.50	1.20				
2,999					7.35	s 9.50	8.21	3.25	617.9	10.3 BOYERO BO	122.6	12.50	s 3.44	4.35	12.50				
2,254 FW					8.00	f 10.05	8.32	3.35	626.3	8.4 CLIFFORD	114.1	12.40	f 3.28	4.25	12.20PM				
4,557POTFWY					8.30AM	10.20AM	8.50AM	3.50AM	535.6	9.2 DN-R HUGO HU	104.9	12.25AM	3.10PM	4.10PM	11.40AM				
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(105.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily				
					(6.30) 16.3	(3.35) 29.5	(2.50) 37.3	(3.00) 35.8		Time.....		(2.40) 39.3	(3.20) 31.7	(2.45) 38.1	(6.20) 16.7				
					Average speed per hour.....														

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

WESTWARD—ELLIS SUBDIVISION—Ellis and Sharon Springs—EASTWARD.

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS					FIRST CLASS			Distances from Kansas City	Time Table No. 105 Sept 28, 1924			Distances from Denver	FIRST CLASS			SECOND CLASS	
		155	157	103	169	21		104		170	22	156		154				
		Time Freight	Way Freight	Passenger	Motor Passenger	Passenger		Passenger		Motor Passenger	Passenger	Way Freight		Time Freight				
	Leave Daily	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily							
2,710 OTFW	6.00PM	7.15AM	8.50PM	12.15PM	2.15AM	303.3	DN-R	ELLIS	RT	337.1	6.35AM	9.10AM	11.00PM	4.00PM	5.00AM			
3,466	6.20	7.27	9.00	f 12.28	2.24	308.4		5.1 RIGA		332.0	6.20	f 8.58	10.45	3.30	4.00			
3,014	6.40	s 7.50	9.10	s 12.40	2.33	313.7	D	OGALLAH	OG	326.7	6.12	s 8.48	10.33	s 3.20	3.40			
2,878 W	s 7.10	s 8.34	s 9.25	s 1.00	s 2.50	322.3	DN	8.6 WAKENEY	W	318.1	s 6.00	s 8.34	s 10.20	s 3.05	s 2.50			
2,466	7.30	f 9.20	9.38	f 1.15	3.02	330.0		7.7 VODA		310.4	5.47	f 8.20	10.03	f 2.30	2.20			
2,118 W	7.45	s 9.50	f 9.50	s 1.28	3.11	335.8	DN	5.8 COLLYER	JY	304.6	5.40	s 8.08	f 9.50	s 2.05	2.04			
2,907	8.05	s 10.20	s 10.03	s 1.44	3.23	343.3	D	7.5 QUINTER	QN	297.1	f 5.30	s 7.54	s 9.38	s 1.44	1.44			
3,740 FW	8.25	s 10.50	10.13	s 2.00	3.35	350.9	D	7.6 BUFFALO PARK	BP	289.5	5.17	s 7.38	9.24	s 1.00	1.28			
2,562	8.40	s 11.20AM	s 10.24	s 2.12	3.45	358.3	DN	5.4 GRAINFIELD	GF	284.1	s 5.08	s 7.28	s 9.14	s 12.35	1.16			
3,015 W	9.00	s 12.05PM	f 10.37	s 2.30	3.57	365.2	D	8.9 GRINNELL	GD	275.2	4.53	s 7.11	f 9.00	s 12.05PM	12.53			
2,521	9.30	f 12.30	10.45	f 2.45	4.05	371.2		6.0 CAMPUS	CA	269.2	4.45	f 6.58	8.50	f 11.00AM	12.38			
2,998 PYFW	s 10.00	s 1.30	s 11.05	3.00PM	4.30	377.4	DN-R	6.2 OAKLEY	OQ	263.0	s 4.30	6.45AM	s 8.40	s 10.40	s 12.20AM			
3,026 P	10.28	f 1.55	f 11.20		4.42	386.1		8.7 MONUMENT	MU	254.3	4.18		f 8.20	f 9.10	11.20PM			
2,542 P	10.45	f 2.20	f 11.32		4.52	393.6		7.5 PAGE CITY	PG	246.8	4.09		f 8.08	f 8.50	10.45			
2,595 Y	11.10	s 2.40	s 11.42		5.02	399.0	DN	5.4 WINONA	GW	241.4	f 4.01		s 7.59	s 8.25	10.10			
1,964	11.24	3.00	11.52		5.12	406.1		7.1 LISBON		234.3	3.51		7.46	8.00	9.30			
2,367 W	11.58PM	s 3.25	f 11.58PM		5.15	408.4	DN	2.3 McALLASTER	MK	232.0	3.48		s 7.43	s 7.55	s 9.20			
1,769	12.15AM	3.45	12.08AM		5.23	414.5		6.1 TURKEY CREEK		225.9	3.39		7.31	7.30	8.50			
2,488 P	12.32	s 4.05	f 12.18		5.32	421.1		6.6 WALLACE	A	219.3	3.31		f 7.23	s 7.15	8.35			
3,024 W	12.40	4.17	12.24		5.38	425.6		4.5 SOMENA		214.8	3.25		7.15	6.55	8.20			
2,191 POTFWY	12.55AM	4.30PM	12.40AM		5.50AM	429.8	DN-R	4.2 SHARON SPRINGS	PS	210.8	3.15AM		7.05PM	6.45AM	8.00PM			
	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily			(128.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.	Leave Daily			

(6.55)	(9.15)	(3.50)	(2.45)	(3.35)	Time	(3.20)	(2.25)	(3.55)	(9.15)	(9.00)
18.3	13.7	33.0	26.9	35.3	----- Average speed per hour -----	37.9	30.6	32.3	18.7	14.0

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

All trains must receive clearance card (Form 2643) at Oakley.

WESTWARD—COLBY BRANCH—EASTWARD.

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS			FIRST CLASS			Distances from Salina	Time Table No. 105 Sept. 28, 1924	Distances from Oakley	FIRST CLASS			SECOND CLASS				
	185 Mixed			133 Passenger		585 Motor Passenger				134 Passenger			586 Motor Passenger		186 Mixed		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
326 OPYFW	7.00AM			8.50PM	11.50AM	108.5	DN-R PLAINVILLE VN	121.2	4.30AM	2.45PM			2.30PM				
	s 7.30			s 9.05	s 12.06PM	110.4	D ZURICH ZU	114.3	s 4.05	s 2.31			s 2.05				
1,781 W	s 8.00			s 9.24	s 12.23	117.8	D PALCO PO	106.9	s 3.45	s 2.14			s 1.45				
	s 8.25			s 9.36	s 12.37	122.7	DAMAR DA	102.0	s 3.30	s 2.00			s 1.15				
1,807 W	s 8.55			s 9.53	s 12.53	129.3	D BOGUE BG	95.4	s 3.13	s 1.44			s 12.53				
2,202 PY	s 9.40			s 10.13	1.13PM	138.0	D-R HILL CITY CI	86.7	s 2.55	1.25PM			s 12.20PM				
	s 10.15			s 10.30		144.7	D PENOKEE PK	80.0	s 2.38				s 11.45AM				
1,461 W	s 11.15			s 10.46		150.2	D MORLAND MD	74.5	s 2.26				s 11.15				
1,791	s 11.35			s 11.00		155.4	STUDLEY SY	69.3	s 2.08				s 10.30				
	s 11.59AM			s 11.15		162.5	TASCO CO	62.2	s 1.52				s 10.05				
1,778 PFW	s 12.40PM			s 11.40PM		170.4	D HOXIE KZ	54.3	s 1.35				s 9.40				
	f 1.03			f 12.02AM		179.1	SEGUIN	45.6	f 1.15				f 9.05				
1,782 W	s 1.35			s 12.20		186.2	D MENLO MZ	38.5	s 1.00				s 8.45				
	f 1.59			f 12.40		194.0	HALFORD HA	30.7	f 12.40				f 8.15				
1,856 PYW	s 2.40			s 1.03		203.6	DN COLBY CB	21.1	s 12.10AM				s 7.50				
	f 3.01			f 1.17		208.9	ALTAIR	15.8	f 11.54PM				f 7.15				
	f 3.13			f 1.25		212.4	MINGO MI	12.3	f 11.46				f 7.05				
	f 3.34			f 1.35		218.0	SPICA	6.7	f 11.34				f 6.50				
2,998 PFW	4.00PM			2.05AM		224.7	DN-R OAKLEY OQ		11.20PM				6.30AM				
	Arrive Daily			Arrive Daily	Arrive Daily		(12.2)		Leave Daily	Leave Daily			Leave Daily				
	(9.00) 13.5			(5.15) 23.0	(1.23) 24.9		Time.....		(5.10) 23.4	(1.20) 25.9			(8.00) 18.1				
							Average speed per hour										

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.
 East leg of Wye at Oakley and Colby is Colby Branch Main Track.
 All trains must receive clearance card (Form 2643) at Oakley.

LAKESIDE SPUR		
Distance from Valmont	Time Table No. 105 Sept. 28, 1924	Distance from Lakeside
	STATIONS	
0	VALMONT	1.76
1.76	LAKESIDE END OF TRACK	0
STATE COAL MINE SPUR		
Distance from State Coal Mine Jct.	Time Table No. 105 Sept. 28, 1924	Distance from End of Track
	STATIONS	
	STATE COAL MINE JCT. 0.7	2.2
0.7	CLAYTON JCT. 1.3	1.5
2.0	STATE COAL MINE 0.2	0.2
2.2	END OF TRACK	
CLAYTON MINE SPUR		
Distance from Clayton Jct.	Time Table No. 105 Sept. 28, 1924	Distance from End of Track
	STATIONS	
	CLAYTON JCT. 0.4	0.5
0.4	CLAYTON MINE 0.1	0.1
0.5	END OF TRACK	
PURITAN BRANCH		
Distance from Parkdale Jct.	Time Table No. 105 Sept. 28, 1924	Distance from End of Track
	STATIONS	
	PARKDALE JCT. 1.9	3.1
1.9	PURITAN 0.4	1.2
2.3	SHAMROCK JCT. 0.6	0.8
2.9	PURITAN MINE 0.2	0.2
3.1	END OF TRACK	

U. S. HOSPITAL BRANCH		
Distance from Sable	Time Table No. 105 Sept. 28, 1924	Distance from Bunell
	STATIONS	
	SABLE	1.39
1.39	BUNELL END OF TRACK	
SHAMROCK SPUR		
Distance from Shamrock Jct.	Time Table No. 105 Sept. 28, 1924	Distance from End of Track
	STATIONS	
	SHAMROCK JCT. 0.3	1.0
0.3	EUREKA JCT. 0.6	0.7
0.9	SHAMROCK MINE 0.1	0.1
1.0	END OF TRACK	
EUREKA SPUR		
Distance from Eureka Jct.	Time Table No. 105 Sept. 28, 1924	Distance from End of Track
	STATIONS	
	EUREKA JCT. 0.5	0.6
0.5	MUNROE MINE 0.1	0.1
0.6	EUREKA MINE 0.0	0.0
0.6	END OF TRACK	
STERLING MINE SPUR		
Distance from Sterling Mine Jct.	Time Table No. 105 Sept. 28, 1924	Distance from End of Track
	STATIONS	
	STERLING MINE JCT. 0.7	0.8
0.7	STERLING MINE 0.1	0.1
0.8	END OF TRACK	

BAUM SPUR		
Distance from Diamond	Time Table No. 105 Sept. 28, 1924	Distance from End of Track
	STATIONS	
	DIAMOND 0.9	1.2
0.9	BAUM MINE 0.3	0.3
1.2	END OF TRACK	
JOHNSON SPUR		
Distance from Johnson	Time Table No. 105 Sept. 28, 1924	Distance from End of Track
	STATIONS	
	JOHNSON 0.3	0.4
0.3	JOHNSON MINE 0.1	0.1
0.4	END OF TRACK	
GRANT SPUR		
Distance from Grant Jct.	Time Table No. 105 Sept. 28, 1924	Distance from End of Track
	STATIONS	
	FIRESTONE 0.8	1.5
0.8	GRANT MINE 0.5	0.7
1.3	RUSSELL MINE 0.2	0.2
1.5	END OF TRACK	

SPECIAL RULES

PASSENGER TRAINS STOPS

1. Passenger trains will stop on signal, for revenue passengers, as follows:
 - (a) Denver to Speer:
No. 21 to take on for California points.
 - (b) Speer to Denver:
No. 22 to let off from Ogden and beyond.
 - (c) Cheyenne to Denver:
No. 126 to let off from west of Cheyenne.
 - (d) Denver to LaSalle:
No. 12 to take on for regular stops east of LaSalle.
 - (e) LaSalle to Denver:
No. 13 to let off from regular stops east of LaSalle.
 - (f) At Quinter and Wallace:
No. 21 to let off from Salina and east.
 - (g) Oakley to Sharon Springs:
No. 21 to let off from Colby Branch stations.
 - (h) At Ogallah:
No. 103 to let off from Hays and east and take on for Denver.
No. 104 to take on for regular stops Hays and east and let off from Denver.
 - (i) At Buffalo Park:
No. 22 to let off from regular and flag stops of No. 22 and take on for regular stops Topeka and east.
No. 103 to let off and take on for regular stops west of Oakley.

FREIGHT TRAIN INSPECTION

2. Engineer will reduce speed sufficiently for head brakeman to drop off safely and give entire train running inspection on one side; conductor will walk up one side and brakeman the other, giving entire train thorough standing inspection; conductor will allow train to pull by him, on opposite side, from which it pulled by head brakeman.

In addition to inspection of trains as often as possible, in accordance with Rule 824, every freight train must be stopped and be inspected at following stations:

(a) NORTHERN SUBDIVISION:

EASTWARD—Borie, Speer, Carr, Pierce, La Salle. Gravel trains at Gleason and Warren. Trains with 2500 or more tons must use retainers on fifty per cent of cars in train between Speer and Carr eastward and must stop for inspection at Warren. Trains of less than 2500 tons eastward between Speer and Carr will use as many retainers as engineer requests and must stop at Warren for inspection when retainers are used.

WESTWARD—Brighton, La Salle, Carr.

(b) DENT SUBDIVISION:

EASTWARD and WESTWARD—Firestone.

(c) JULESBURG SUBDIVISION:

EASTWARD and WESTWARD—Crook.

(d) STERLING SUBDIVISION:

EASTWARD and WESTWARD—La Salle, Fort Morgan. Eastward trains picking up cars at La Salle will also inspect at Hardin.

(e) DENVER SUBDIVISION:

EASTWARD—Watkins, Deer Trail, Limon.

WESTWARD—Limon, Deer Trail.

(f) HUGO SUBDIVISION:

EASTWARD and WESTWARD—Cheyenne Wells, Kit Carson.

(g) ELLIS SUBDIVISION:

EASTWARD—McAllaster, Oakley, Wakeeney.

WESTWARD—Wakeeney, Oakley.

AUTOMATIC BLOCK SIGNALS

3. (a) If a Home Block Signal fails to indicate stop or a Distant Block Signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal, Train Dispatcher must be notified from the first available point of communication and telegraph report must be sent Superintendent. The employe left at the signal must stop and notify all trains moving in direction governed by the signal and must remain there until relieved by Signal Department employe or by official instructions.
- (b) From Ellis, Kansas, to Mile Post 636.5, inclusive, Distant Signals, located approximately one-half mile from initial switch, are used for facing point switch protection. When signal indicates "Caution" reduce speed immediately and proceed not to exceed six (6) miles an hour, looking for obstructions on track and stop before passing initial switch and examine all facing point switches to determine points are in proper position, except Signals Nos. 5363, 5368 and 5374, just west of Hugo, where Rules 401 to 516, inclusive, will govern.
- (c) In connection with observance of Home Block Signal at Stop position, Rule 509 (b). AT NIGHT, the flagman shall be sent ahead, whether the next signal is in plain view and track seen to be clear or not.
- (d) On double track when a train is stopped by Home Block Signal at Stop position, Rule 509 (c). When conditions are such that train will do no more than stop and then start, Engineer will whistle off before starting. This applies on single track also when flagman is not to be sent ahead.
- (e) Train and Enginemen must quickly notify Dispatcher of signal failures.
- (f) At 42nd and Josephine Streets, Denver, Denver Subdivision, and at 47th and York Streets, Denver, Northern Subdivision, signals are located over Tramway crossing. When signal blade is parallel with Union Pacific tracks, and in addition a green light is displayed, at night, it indicates Proceed. When signal blade is horizontal with Union Pacific tracks, and in addition a red light is displayed, at night, it indicates Stop. When these signals are in stop position, train must stop and not proceed until signal is changed, or until Engineer is informed of the situation and movement of train fully protected. Signals will be at stop when Tramway cars have been given right to cross Union Pacific tracks.
- (g) When derrails on tracks leading from main track, connected with switch controllers, are closed, block signals are at stop. When derrails are run through they should not be closed, but should be spiked open until they can be repaired.
- (h) Refer to rules 10 (b) and 10 (c) of Rules and Instructions of the Transportation Department. The night proceed indication on dwarf signals and call-on or short arm signals at interlocking plants has been changed to YELLOW.

SPEED RESTRICTIONS

The speed shown below must not be exceeded:

4. COLORADO DIVISION.

- (a) 60 miles an hour by passenger trains;
- (b) 35 miles an hour by freight trains (including light engines with or without cabooses);
- (c) 35 miles an hour by passenger trains with cabooses;
- (d) 35 miles an hour by trains with 1900, 2200 and 2400 class engines;
- (e) 30 miles an hour by trains under and passing coaling stations;
- (f) 30 miles an hour by trains moving against current of traffic;
- (g) 25 miles an hour by gravel trains;
- (h) 20 miles an hour by engines backing up with or without cars;
- (i) 15 miles an hour by trains using cross-overs or turn-outs;
- (j) 5 miles an hour by trains on passing, business, house or stock tracks laid with light rail;
- (k) 5 miles an hour by trains and engines on any wye.

Within yard limits:

- (l) 30 miles an hour by first-class trains (or as much slower as rules or conditions require);
- (m) 15 miles an hour by other trains and engines (or as much slower as rules or conditions require).

5. NORTHERN SUBDIVISION:

- (a) 45 miles an hour by passenger trains on curves between Carr and Speer;
- (b) 15 miles an hour by trains through following stations: Brighton, Platteville, La Salle, Greeley, Eaton, Ault and Nunn;
- (c) 30 miles an hour by trains through Lupton;
- (d) 5 miles an hour by engines on curve east end of Great Western transfer at Eaton;
- (e) 5 miles an hour by train 21 passing through Speer;
- (f) 10 miles an hour by passenger trains between Denver Union Station and 23rd Street, Denver;
- (g) 5 miles an hour by freight trains and light engines between Denver Union Station and 23rd Street, Denver;
- (h) 20 miles an hour by passenger trains between 23rd Street and City limits, Denver;
- (i) 15 miles an hour by freight trains and light engines between 23rd Street and City limits, Denver.

6. DENT SUBDIVISION:

- (a) 40 miles an hour by passenger trains between Sand Creek Junction and Dent;
- (b) 30 miles an hour by passenger trains between Dent and La Salle;
- (c) 30 miles an hour by freight trains;
- (d) 25 miles an hour by trains over Great Western Railway crossing west of Wild Cat;
- (e) 20 miles an hour by 2200 and 2400 class engines between St. Vrain and Ogilvy;
- (f) 5 miles an hour by trains and engines on passing and business tracks.

7. JULESBURG AND STERLING SUBDIVISIONS:

- (a) 10 miles an hour by C. B. & Q. 5200 class engines on passing or business tracks;
- (b) 10 miles an hour by trains or engines over Chestnut Street crossing, Sterling.

8. DENVER SUBDIVISION:

- (a) 50 miles an hour by passenger trains between River Bend and Cedar Point;
- (b) 40 miles an hour by passenger trains between Cedar Point and Buick and between Bennett and Pullman;
- (c) 35 miles an hour by passenger trains on curve at Mile Post 559;
- (d) 25 miles an hour by freight trains on curve at Mile Post 559;
- (e) 10 miles an hour by passenger trains between Denver Union Station and 23rd Street, Denver;
- (f) 5 miles an hour by freight trains and light engines between Denver Union Station and 23rd Street, Denver;
- (g) 20 miles an hour by passenger trains between 23rd Street and City limits, Denver;
- (h) 15 miles an hour by freight trains and light engines between 23rd Street and City limits, Denver.

9. ELLIS SUBDIVISION:

- (a) 50 miles an hour by passenger trains Mile Post 400 to Mile Post 425;
- (b) 35 miles an hour by passenger trains and 25 miles an hour by freight trains on following curves:
Between Mile Post 331.71 and Mile Post 332.14
Between Mile Post 335.06 and Mile Post 335.42
Between Mile Post 336.59 and Mile Post 337.08
Between Mile Post 405.48 and Mile Post 405.80
- (c) 5 miles an hour by engines over hopper track at Oakley;
- (d) 5 miles an hour by engines on light rail in Sharon Springs roundhouse yard and on rip tracks.

10. BRANCHES:

	MILES PER HOUR		
	Motor Passenger Trains	Steam Trains	Freight Trains
(a) Boulder, Greeley and Pleasant Valley Branches.....	30	25	20
(b) Trains with 200 or 300 class engines.....	..	15	15
(c) Ft. Collins Branch:			
(d) Between Dent and Ft. Collins.....	..	35	25
(e) Between Ft. Collins and Buckeye.....	..	15	15
(f) Colby Branch:			
(g) Between Plainville and Colby.....	30	30	25
(h) Between Colby and Oakley.....	..	35	25
(i) Other Branches.....	20	15	15
(j) 20 miles an hour by trains on curves over three degrees shown by curve warning signs;			
(k) 5 miles an hour by trains and engines on passing or business tracks;			
(l) 5 miles an hour by trains and engines over Lincoln Street at Fort Collins;			
(m) 20 miles an hour by trains and engines within city limits of Colby.			

SPECIAL RULES

- 11 (1) Within state of Kansas, freight trains with caboose or coach, except main line trains composed mostly of livestock, will carry passengers above the age of fifteen (15) years, (or under the age of fifteen (15) years when accompanied by parent, guardian, or other competent person), between points where such trains stop. Local freight trains will carry passengers on Denver, Hugo, Julesburg and Sterling Subdivisions, Greeley and Pleasant Valley Branches. Conductors and Agents must notify passengers that freight trains are not required to stop with caboose opposite platform for passengers to get on or off. Employees traveling on company business and caretakers of livestock or perishable freight may be carried on freight trains between stations at which they stop, when provided with proper transportation.
- (2) Except between Denver and Borie or Cheyenne, wooden underframe cars of less than 80,000 pounds capacity (and cars of heavier capacity, when their condition makes it necessary), empty wooden flat cars, outfit cars, emigrant movables, cars equipped with emergency drawbars and cars tagged with Form 4275, "Handle only at rear end of train," must be handled in rear of train ahead of caboose. Outfit cars should be handled first ahead of caboose, but when outfit cars and cars equipped with emergency drawbars are handled in the same train, cars with emergency drawbars will be handled next to caboose.
- All wooden underframe cars, regardless of capacity, when handled between Denver and Borie or Cheyenne, must be placed on rear of train immediately ahead of outfit cars and cars equipped with emergency drawbars and cars tagged with Form 4275, "Handle only at rear end of train."
- Whenever possible, place flat or gondola cars loaded with rail, timbers, or other commodities subject to shifting, at least five cars ahead of caboose and five cars behind engine.
- Cars with drawbars out, not containing perishable freight or livestock, must not be handled in revenue trains, but set out at first side track, except when car has drawbar out of one end and can be handled in rear of train by good drawbar on other end, such car can be handled to nearest repair point, except between Carr and Borie, Westward, and Corlett Junction and Speer, Eastward.
- (3) Conductor must notify engineer of location in train of cars containing explosives before leaving initial station, or station where such cars are picked up.
- In through trains, place cars placarded "Explosives" near middle of train at least fifteen cars from engine and ten cars from caboose, if length of train will permit. To avoid unnecessary switching at any station, cars placarded "Explosives" may be placed in local freight trains not less than one car from engine or caboose, but in either local or through trains must not be placed next to cars placarded "Acid" or "Inflammable", or next to tank cars, wooden underframe, flat or gondola cars, or next to carloads of pipe, lumber, iron, steel or other commodities subject to shifting, or next to cars containing lighted heaters, stoves or lanterns.
- If length of train permits, place tank cars placarded "Inflammable" at least five cars from engine and five cars from caboose, or as near middle of train as practicable. When possible to avoid, must not be placed next to flat or gondola cars loaded with pipe, lumber, rails or other commodities subject to shifting.
- EMPTY tank cars must not be moved from any station until all shipping cards, inflammable and dome placards have been removed from car.
- Account danger of fire from sparks and other causes, place following commodities at least ten cars behind engine:
- | | | | | |
|-------------------|-----------|--------|-----------------|----------|
| Alfalfa Meal | Furniture | Oakum | Sewing Machines | Varnish |
| Automobiles | Hay | Oil | Silk | Vehicles |
| Cotton | Hemp | Paint | Straw | Wagons |
| Emigrant Movables | Jute | Pianos | Sisal Fibre | Wool |
| | | Rubber | Turpentine | |
- (4) To avoid setting out fires, give particular attention to ashpans. If engine is equipped with a sprinkler, engineer must use it. Enginemen must not take engines from roundhouse if ashpan doors are not closed tight and will be held responsible for keeping ashpan doors and dampers closed while on road. Freight enginemen will inspect ashpans at stations listed as freight train inspection points in Special Rule 2; passenger enginemen at any point where stop is made of sufficient length to permit inspection. Engineers will make telegraph report to Superintendent of any improper condition of ashpan and show on work reports all repairs needed on engine so Mechanical Department may be informed. Engines received from Wyoming Division on train 22 carry Hanna coal. Account spark-throwing qualities of this coal, enginemen will give close attention, endeavoring to avoid setting out fires.
- When ashpans are blown out, door of fire-box must be closed entirely, and pan blower valve opened partially before turning on full force.
- All superheated engines must be operated with partly open or cracked throttle while drifting. On passenger trains Engineers will place independent or straight air brake valve in application position after engine has been coupled onto train and blue flag placed in position, or when taking coal or water, or when Engineer leaves engine cab for any purpose. This also applies to freight trains. On engines not equipped with independent or straight air brake valve, Engineer must personally see that throttle valve is properly closed, reverse lever placed on center of quadrant and latched and cylinder cocks opened while standing.
- (5) Engineers or Firemen will not move engine or any part of machinery on engine, without knowledge of location of other members of engine crew. Enginemen are forbidden to be outside of gangway or down on steps while engine is in motion. If necessary to inspect the locomotive, stop must be made for that purpose.
- (6) Engineer must stop train immediately when steam hose bursts or becomes disconnected or something is noticed dragging on train.
- (7) When rules require headlights be displayed, electric headlights on engines will be dimmed under conditions outlined below, except in foggy or stormy weather, or when other conditions make it inadvisable:
- In yards where switch engines are employed and at stations where other engines are switching;
 - At meeting points until train to be met is clear of the main track;
 - When standing;
 - On two or more tracks when approaching trains running in opposite direction.
- These instructions do not supersede or modify those contained in Rule 17 and D-17.
- (8) Engineers will sound two long and two short blasts of whistle when approaching a train on a passing track or one that may be stopped on opposite main track.
- On double track, special care must be exercised in sounding warning signals, particularly when trains or engines from opposite direction are approaching crossing at the same time.
- (9) Standpipes at following stations are equipped with locking device, requiring spout be moved to position parallel with track and handle placed in stirrup on post on platform to prevent wind blowing spout around:
- | | | | | | |
|------|-------|--------|---------|------|----------|
| Carr | Iliff | Snyder | Orchard | Hugo | Clifford |
|------|-------|--------|---------|------|----------|
- Enginemen must see spouts are locked in position after taking water.
- (10) In passing through towns, Firemen will give attention to looking ahead, and must have fires in such condition that they can do so without loss of efficiency of engine. They will only be relieved from this duty when necessary to shovel coal into fire-box. There must be no failure to keep sharp lookout ahead on both sides of engine, when passing through town or city limits.
- (11) Livestock must be handled on head end of train when practicable to do so.

- (12) Conductors must know blue signals are down on both ends of train before giving Engineer proceed signal. Blue signals must be removed from rear end before removing from engine.
- (13) In working local cars at stations where Agents are not on duty, Conductor will leave in waybill box, seals removed from cars and signed memo showing seals applied.
- (14) Trainmen must provide themselves with proper wearing apparel to permit their going out in severe storms and staying out as long as necessary. Conductors are responsible for knowing their brakemen are so equipped.
- (15) Train and engine employees of C. B. & Q. and C. R. I. & P. are not permitted to operate on joint track until they have passed examination on Union Pacific book of rules. Conductors in charge of such trains will be held responsible for knowing that each member of their train and engine crew have passed such examination.
- (16) Make wire report to Superintendent of each case of insufficient heat on passenger trains, giving full particulars and cause of lack of heat.
- (17) Back-up movements between stations must not be made where there are facilities for turning locomotives. Back-up movements by any train, including movements around wyes, must be protected by use of Conductor's emergency tail hose.
- (18) When switching is being done at a station, a member of the train crew must flag the street crossing in either a forward or back-up movement, to protect against accidents to pedestrians or vehicles.
- Grade crossings must be cut when trains are standing on passing tracks or main tracks for any purpose and trainmen must flag such crossings when any trains are passing on main track or passing track.
- To avoid confusion, trainmen will refrain from giving "Come Ahead" signals to vehicles or pedestrians on highways at points where crossing watchmen are located.
- (19) As a precaution against personal injuries to passengers, trainmen will use the words—"Watch Your Step", as passengers are stepping down on step-box from step of car.
- When passengers are, for any reason, carried by a station at which they should have left train, they should not be discharged between stations, but should be discharged where they can receive proper care. If this cannot be otherwise accomplished, train should be backed to station.
- (20) Keys must not be removed from brake shoe to use for making repairs to equipment, etc. Keys will only be removed when necessary to change brake shoes.
- When necessary to repair brakes on cars, before starting the work, trainmen will make certain air brake has been cut out and car thoroughly bled.
- (21) In addition to complying with instructions in Rule 710, Trainmen must not go between cars while they are moving for any purpose whatsoever, and must not go out cupola windows to get on top of caboose, but will use end ladders provided for that purpose.
- (22) Do not unload barrels of oil from cars onto trucks. Use skids for this work.
- (23) Trainmen will not move stock cars loaded with scrap, boards, engine wood, long rods, bolts, etc., or any commodity which might work out of lower openings unless these openings are properly slatted.
- (24) Trainmen will ride rear of tanks of locomotives backing up while switching at stations or moving in yards.
- (25) Trainmen must use every effort to keep unauthorized persons off their train, and when unable to do so peaceably, notify Chief Dispatcher by wire so officers may be called to assist.
- (26) Trainmen should keep light burning in electric lantern until switching movements are completed. Use of electric lanterns is not authorized for any other than a white light.
- (27) Flagman will see rear door of rear Pullman on train is locked when necessary for him to leave rear end of train.
- (28) Trainmen on passenger trains entering terminals, where engines will be detached, will open steam heat valve, at rear of train, and signal Engineer, in accordance with Rule 16-J, who will immediately shut off steam, and leave valve open until steam is thoroughly blown out. This must be done at following points:
- Northern Subdivision:—Immediately after passing Sand Creek Tower.
 Denver Subdivision:—Immediately after passing Mesa.
 Ellis Subdivision:—Immediately after passing Yard Limit Board at Ellis.
- (29) Train and enginemen are forbidden to change clothes or wash up while on duty coming into terminals.
- (30) Train and enginemen on trains stopped on passing tracks, to meet or pass trains, must stand well into clear of main track to avoid possible personal injuries.
- (31) Employees alighting from moving trains, or cars, or walking alongside of same, getting off cars, or engines, or engine tanks, must exercise care to avoid personal injury while doing so.
- (32) Following structures are not of standard clearance and width and will not clear man riding on side or top of car:
- P. F. E. icing platform, 26th Street, Denver;
 Old Caboose track, Denver;
 Oklahoma No. 1 track, Denver;
 Coal chute, ice house platform, engine house roof (south side), La Salle;
 Freight depot, Greeley;
 Coal chute, Carr;
 Bridge 151.49, Colby Branch;
 Tipples at all coal mines, Colorado Division;
 Conveyor type coaling stations, when aprons are inclined downward.
- (33) Refer to Rules 101, 101(A), 509, 510 and 808, Rules and Instructions of the Transportation Department. When a train encounters any dangerous defect in roadway or track or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus, the fact must be reported to Dispatcher as per Rule 510 from first point of communication, telephone booth or telegraph office.
- (34) Each employe governed by Hours of Service Law must register for himself on Federal Register and such information must agree with timeslips. Employes must advise superior officers as to when their time will expire, giving ample time to relieve them before expiration of their time, in compliance with the law.
- (35) Engines must not be run through hopper track on coal chutes or under any coal mine tipple.
- (36) Air must be coupled up on all cars before starting to put up coal at any coal chute.
- (37) Caboose must not be kicked, but must be handled with engine to a stop.
- (38) Crews are forbidden to pole cars.
- (39) When possible, tracks known as lead tracks in yards must be kept clear. Whenever necessary to block them proper notice must be given Train and Enginemen on inbound and outbound trains, by Yardmaster, Agent or Operator. This does not relieve Train and Enginemen from proper observance of yard rules and they will be held strictly accountable for yard accidents on lead tracks, as well as on any other track in yard, whether this information is received or not.
- (40) A Switchman will ride on front footboard of switch engine in direction engine is moving, either on yard or main tracks, when no cars ahead, to enable him to observe position of switches or other conditions, for which he will be held jointly responsible with Engineer. Not more than one Switchman will be permitted to ride on front footboard of switch engine in direction engine is moving.
- (41) When necessary to protect against being moved or coupled into, certain bad order cars on repair tracks with other cars, some of which it may be necessary to move, a red flag by day and red light by night will be displayed on such cars, to indicate they must not under any circumstances be moved or coupled into.

SPECIAL RULES

12. NORTHERN SUBDIVISION:

- (a) Freight trains arriving Denver will come to full stop before crossing 38th Street, and wait for proceed signal from Switchtender before crossing over outbound main track. If a train is seen approaching they will not proceed until such train passes.
 - (b) Outbound second-class and extra trains will register at Pullman. Conductors of other trains will leave register ticket (Form 2642) with Operator.
 - (c) Trains or engines using sugar factory spur at Brighton must come to full stop before crossing Division Street (Lincoln Highway), then flag over.
 - (d) When cars are set out on No. 1 track at La Salle they must be shoved to extreme west end of track or to a coupling, and at least five hand brakes set. When "Alfalfa Mill" crossing, west end La Salle yard, is cut, rear end must have at least five hand brakes set.
 - (e) All trains must receive a clearance card (Form 2643) at La Salle.
 - (f) 2400, 5000 and 7000 class engines cannot use turn table at LaSalle but must be turned on wye track.
 - (g) To avoid doubling over to get freight trains in clear at Carr, cars must not be placed on back track next to coal chute.
 - (h) Trains using passing track at Speer will expect to find cars thereon.
 - (i) Eastward and westward passenger trains, except westward via Borie, will make running air test immediately after leaving station at Speer.
 - (j) Eastward freight trains will make air test at Speer in accordance with Rule 1017.
 - (k) Colorado Division trains eastward will remain clear, not throwing main track switch, on Wyoming Division at Corlett Junction if a train is seen approaching from the West, until the train has come to a full stop at stop board one thousand feet West of Junction. A Colorado Division train going West on the Wyoming Division will not cross over from Track No. 1 to Colorado Division if train is seen approaching from West on Track No. 2, until train has come to full stop at stop board, one thousand feet West of Junction.
 - (l) 2400 and 5000 class engines must not be used on following tracks:
 - Adams Spur.
 - Dupont, house track.
 - Hazeltine, house track.
 - Henderson, west end house track.
 - Brighton, stock, mill and beet tracks.
 - Brighton, team track east of Bridge St.
 - Lupton, condenser and stock tracks.
 - Lupton, old house track and Barwise Spur.
 - Platteville, beet and house tracks and Mill Spur.
 - Peckham, beet track.
 - La Salle, beet, stock, team and coal tracks.
 - Evans, house and elevator tracks.
 - Greeley, No. 1, and rip tracks.
 - Greeley, auto spur, Clayton Spur.
 - Greeley, west crossover to house track and west house track.
 - Greeley, No. 4 track.
 - Greeley, C. & S. main line east of depot.
 - Greeley, Mack's Spur and Farr Produce Co. Spur
 - Greeley, Boise Payette Lumber Co. Spur.
 - Greeley, Hickman Lumbeck Spur and Balcum Seed Co. Spur
 - Greeley, Sixth Avenue track and Post Coal Co. spur.
 - Greeley, Weller Bros. Spur and Sugar Factory tracks.
 - Greeley, Gas House Spur.
 - Lucerne, beet track and house track east of stock yards.
 - Eaton, High line track and Northern Implement Co. Spur.
 - Eaton, Great Western transfer track and wye track.
 - Ault, business and beet tracks.
 - Pierce, west end house track and Mill Spur.
 - Nunn, house track
 - Dover, house track.
 - Decker, spur track.
 - Carr, No. 2 track and crossover from No. 1 to No. 2.
- When necessary to work on these tracks, trains with 2400 and 5000 class engines will hold onto sufficient cars to avoid engines moving on these tracks.

13. JULESBURG AND STERLING SUBDIVISIONS:

- (a) When avoidable, Track No. 1 at Sterling must not be used by freight trains.
- (b) Cars must not be spotted between air boxes and Chestnut Street crossing, Sterling.
- (c) Following whistle signals will be used in notifying Towerman, Sterling, of route desired:
 - For main-track, one long;
 - For diverging route, one long, one short;
 - For stockyards track, one long, one short (repeated).
- (d) 2400 class engines must not be operated over scale at Sterling.
- (e) Eastward trains must stop clear of C. B. & Q. Junction switch at Union until it is ascertained that superior trains have arrived or departed, unless train order is received conferring authority to proceed.
- (f) Trains 13 and 15 will not register at Union. Conductors will leave register ticket (Form 2642) with Operator.
- (g) Intake ditch of North Sterling Irrigation Company parallels Union Pacific tracks Cooper to Beta. Enginemen will be on lookout for any unusual amount of water on north side of track between Union and Beta and when such condition is noticed, make quick telegraph report to Superintendent, Chief Dispatcher, Division Engineer and Roadmaster.
- (h) When trains meet at Narrows, rear brakeman of train taking siding will protect public crossing until train to be met has passed.
- (i) All trains must receive a clearance card (Form 2643) at La Salle.
- (j) Trains arriving LaSalle will expect to find Julesburg passing track blocked.

14. DENVER, HUGO AND ELLIS SUBDIVISIONS:

- (a) Outbound second-class and extra trains will register at Pullman. Conductors of other trains will leave register ticket (Form 2642) with Operator.
 - (b) Trains switching in west end of Sharon Springs yard must not drop or cut off cars to any track, except those protected by derail, or cars secured by hand brakes. Cars must be shoved into cinder pit at Sharon Springs. Engines must not go into cinder pit.
 - (c) Trains using passing track, east of cross-over at Oakley, will expect to find cars thereon. Hand brakes must be set on all cars set out on coach spur Oakley.
 - (d) All trains must receive a clearance card (Form 2643) at Oakley and Limon.
- ### 15. DENT SUBDIVISION AND BRANCHES:
- (a) Trains using passing tracks on Dent Subdivision and Branches will expect to find cars thereon. Cars must not be left on passing tracks when other tracks are available.
 - (b) Eastward Dent Subdivision trains must stop west of road, known as Brighton paved road, at Sand Creek until clear route has been given them by Towerman at Sand Creek.
 - (c) All trains must receive a clearance card (Form 2643) at La Salle.
 - (d) Westward Dent Subdivision trains will not pass LaSalle Junction without sending a flag ahead of train unless they have first ascertained from Operator at LaSalle that all overdue trains have arrived.
 - (e) Conductors will leave in waybill box at Milliken a seal record of all loaded closed cars set on transfer to Great Western Railway between 7 P. M. and 7. A. M.
 - (f) Trains must be preceded by flagman over Linden Street, Fort Collins.
 - (g) City of Ft. Collins ordinance requires engine bell be kept ringing while engine is moving, with or without cars, within City limits.
 - (h) Between 7:15 P. M. and 7:15 A. M., trains going to Boulder will secure permission from Operator at Boulder, by telephone, before going on C. & S. main track Boulder Junction.
 - (i) Engines are prohibited from going on sharp curve of Construction Track just east of Power Plant of Lakeside Construction Company on Lakeside Spur.
 - (j) Trains 551 and 553 will not register at Valmont. Conductors will leave register ticket (Form 2642) with Agent.
 - (k) Trains are not required to secure clearance card (Form 2643) at Briggsdale, Cloverly, Purcell, Dent, or Sand Creek Junction when no Operator on duty.
 - (l) Conductors of all extra trains must call at telegraph office for orders before leaving Colby.
 - (m) All trains must receive a clearance card (Form 2643) at Oakley.

RAILWAY CROSSINGS

See Rule No. 98.

The following is law in Colorado:

"TRAINS MUST STOP—SPEED ALLOWED.—In all cases where two railroads shall cross each other, every train on approaching such crossing, shall come to a full stop immediately before it reaches such crossing, and shall cross such track at a speed not exceeding four miles per hour."

"VIOLATING SECTION ONE—PENALTY.—Any and every engineer, conductor or other person, having charge of and running any locomotive or train on any such railroad, who shall violate section one of this act, shall be deemed guilty of a misdemeanor, and on conviction shall be fined in a sum not less than fifty nor more than two hundred dollars for each offense."

"ESTABLISH SAFETY APPLIANCES AT CROSSINGS.—Any railroad corporation whose road crosses any other railroad at the same level may establish, at any crossing of said roads, a system of derailing switches, interlocking or automatic switches, and signals, or other safety appliances or devices, which render it safe to permit engines and trains to pass over such crossings without stopping, and when such system is established, the corporations operating the railroads having such common crossing, shall not be required to stop or slacken the speed of trains or engines at or approaching said crossing."

- C. B. & Q. AT SAND CREEK.**
Union Pacific trains have right to cross ahead of C. B. & Q. trains of same class in either direction.
- C. B. & Q. AT ERIE.**
Union Pacific trains in either direction have right to cross ahead of C. B. & Q. trains going north. C. B. & Q. trains going south have right to cross ahead of Union Pacific trains going in either direction.
- C. B. & Q. AT STERLING.**
Union Pacific trains have right to cross ahead of C. B. & Q. trains of same class in either direction on Union Pacific main line or passing track. C. B. & Q. trains have right to cross ahead of Union Pacific trains of same class in either direction on Union Pacific stock yard tracks.
- GREAT WESTERN AT M. P. 40.9, WEST OF WILD CAT.**
Union Pacific trains have right to cross ahead of Great Western trains of same class in either direction.
- GREAT WESTERN AT EATON.**
Union Pacific trains have right to cross ahead of Great Western trains of same class in either direction.
- COLORADO & SOUTHERN AT FT. COLLINS.**
Colorado & Southern has right to cross ahead of Union Pacific in either direction. Automatic signals are controlled by derrails on Union Pacific tracks south of crossing. Union Pacific northbound will throw derail, which must not be released until engine and all cars are clear of Colorado & Southern crossing. Union Pacific southbound must stop into clear north of crossing and not proceed until derrails are thrown.
- COLORADO & SOUTHERN AT BOULDER JUNCTION.**
Union Pacific trains have right to cross ahead of Colorado & Southern trains of same class in either direction at railroad crossing, east leg of wye Boulder Junction.
- GREAT WESTERN AT MILLIKEN.**
Union Pacific trains have right to cross ahead of Great Western trains of same class in either direction Milliken.
- GREAT WESTERN AT KELIM.**
Great Western trains have right to cross ahead of Union Pacific trains of same class in either direction Kelim.
- C. R. I. & P. AT LIMON.**
Union Pacific trains have right to cross ahead of Rock Island trains of same class in either direction Limon.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS.

Total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown, under favorable weather conditions.

(A deduction of ten (10) per cent. will be made for fast trains.)

Classification	Engine Numbers	Denver and La Salle		La Salle and Carr		Carr and Borie		Speer and Corlett Jct.		Julesburg and La Salle		Brighton and Boulder		Denver and Ft. Collins		Ellis and Sharon Springs		Sharon Springs and Denver		Oakley and Plainville		Greeley and Pleasant Valley Branches	
		WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST
C 51 $\frac{20}{24}$ 158	100-120	2000	1400	750	1400	500	1400	2000	700	1300	2000	900	900	900	900	750	750	750	750	900	900	900	950
C 57 $\frac{22}{30}$ 187	201-358	3000	2200	1450	3000	850	3000	3000	975	2000	4500			1600	1600	1500	1500	1500	1500				
C 57 $\frac{21}{30}$ 181	402-477	2500	2000	1250	2000	750	2000	2500	900	1600	3000	1050	1050	1500	1500	1350	1350	1350	1350			1200	1250
C 57 $\frac{21}{30}$ 172	478-499	2500	2000	1250	2000	750	2000	2500	900	1600	3000	1100	1100	1500	1500	1350	1350	1350	1350			1200	1250
T 69 $\frac{20}{24}$ 103	1300-1316	2000	1200	700	1100	700	1100	2000	550	1100	2500	800	800	1000	1000	600	600	600	600	700	700	750	800
T 69 $\frac{20}{24}$ 113	1317-1319	2000	1200	700	1100	450	1100	2000	550	1100	2500	800	800	1000	1000	750	750	750	750	750	750	750	800
MK57 $\frac{23\frac{1}{2}}{30}$ 205	1900-1949	3000	2800	1800	3000	900	3000	3500	975														
MK63 $\frac{26}{28}$ 214	2200-2294 2480-2490	3000	3000	1800	3500	1000	3500	3500	1000	2500	5000												
TTT63 $\frac{29\frac{1}{2}}{30}$ 285	5000-5039	4000	3500	2200	3700	1400	3700	3500	1300	3000	5000												

CLASSIFICATION

- "A"..... Atlantic Type
- "C"..... Consolidation Engines
- "E"..... Eight Wheelers
- "M"..... Moguls
- "S"..... Switch
- "P"..... Pacific Type
- "T"..... Ten Wheelers
- "MK"..... Mikado Type
- "TTT"..... Two Ten Two Type
- "TW"..... Twelve Wheelers

EXAMPLE: Consolidation Engine having 57-inch drivers, cylinders 21-inch diameter and 30-inch stroke, and weighing 161,000 pounds on drivers:

C 57 $\frac{21}{30}$ 181

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS ON COLORADO DIVISION: For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car) 6,000 lbs.; for each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car) 3,000 lbs.

COMPOSITE TELEPHONES

STATION	RINGS	STATION	RINGS
Brighton.....	1 short, 1 long.	Clifford.....	2 long, 2 short.
Denver (Dispatcher's Office).....	1 long.	Cedar Point.....	1 long, 3 short.
Denver (Telephone Exchange).....	1 long.	Denver (Dispatchers's office).....	1 long.
Boulder (Passenger).....	1 short, 1 long, 1 short.	Denver, (Telephone Exchange).....	1 long.
Boulder Junction.....	3 short.	Deer Trail.....	1 long, 2 short.
Darlow.....	2 short, 2 long.	First View.....	3 long, 1 short.
Eastlake.....	1 long, 1 short.	Hugo.....	2 long, 1 short.
Parkdale Junction.....	3 long.	Monument.....	3 long, 3 short.
Quimby (Section House).....	3 short, 1 long.	Oakley.....	4 long.
Sand Creek (Interlocking Tower).....	1 long, 2 short.	Page City.....	3 short, 1 long.
St. Vrain.....	2 long.	Pullman.....	2 long.
State Coal Mine Junction.....		River Bend.....	2 short, 1 long.
Valmont.....	4 short.	Sable.....	4 short.
Yoxall.....		Sharon Springs.....	3 long.
		Wild Horse.....	3 short.
		Wallace.....	2 short, 2 long.
Denver (Dispatcher's Office).....	1 long	Colby.....	3 long.
Denver (Telephone Exchange).....	1 long	Damar (Station).....	2 short.
Dent.....	2 long, 2 short.	Damar (Section House).....	3 short.
Firestone.....	4 short.	Halford.....	1 long, 1 short, 1 long
Frederick.....	4 short.	Hill City.....	1 short.
Ft. Collins (Passenger).....	1 long, 3 short.	Hoxie.....	2 long.
Ft. Collins (Freight).....	3 short.	Mingo.....	5 short.
Gowanda.....	1 short, 1 long	Morland.....	1 long, 3 short.
Harmony.....	2 long, 3 short.	Oakley.....	4 long.
Koeng.....	2 long, 1 short.	Plainville.....	4 short.
Milliken.....	1 long, 1 short.	Tasco.....	1 long, 1 short.
Sterling Mine Junction.....			
St. Vrain.....	2 long.		

COMPOSITE TELEPHONE WIRES ARE LOCATED:
DENVER TO ELLIS—ON EACH SIDE OF POLE ON LOWER ARM
COLBY BRANCH—INSIDE WIRE

LIST OF SURGEONS

SURGEON	PLACE	OFFICE	DISTRICT
Dr. A. F. Jonas, Chief Surgeon.....	Omaha.....	612 Omaha Loan & Bldg. Ass'n. Bldg.	All Divisions.
" H. L. Taylor, Division Surgeon.....	Denver.....	{ Room 415 Majestic Bldg., 16th and Broadway, Tel. Main. 424	Colorado Division.
" R. M. Shea.....	Denver.....	{ Room 415 Majestic Bldg., 16th and Broadway, Tel. Main. 424	Colorado Division.
" O. L. Prien.....	Denver.....	{ Room 415 Majestic Bldg., 16th and Broadway, Tel. Main. 424	Colorado Division.
" J. A. McCaw, Oculist.....	Denver.....	{ Room 419 Majestic Bldg., 16th and Broadway Tel. Main 2518	Colorado Division.
" T. E. Beyer.....	Denver.....	{ Room 419 Majestic Bldg., Tel. Champa 4503	Colorado Division.
" J. F. der.....	Brighton.....	Brighton.....	Denver to Lupton and Boulder Branch.
" Edwin.....	Lupton.....	Lupton.....	Brighton to Platteville.
" D. M. Mitchel.....	La Salle.....	La Salle.....	Platteville to Greeley.
" W. F. Spaulding.....	Greeley.....	Greeley.....	La Salle to Eaton.
" J. C. Carlson.....	Eaton.....	Eaton.....	Greeley to Ault.
" J. N. Agan.....	Pierce.....	Pierce.....	Eaton to Carr.
" G. A. Fox.....	Cheyenne.....	Cheyenne.....	Cheyenne to Carr.
" Strader & Beck, Oculists.....	Cheyenne.....	Opera House Block.....	Cheyenne.
" Geo. P. Johnston.....	Cheyenne.....	Cheyenne.....	Cheyenne to Carr.
" John D. Shingle.....	Cheyenne.....	Cheyenne.....	Cheyenne to Carr.
" P. R. Farrington.....	Boulder.....	Boulder.....	Boulder Branch.
" F. G. Dutton.....	Julesburg.....	Julesburg.....	Julesburg to Sedgwick.
" W. C. Davidson.....	Sedgwick.....	Sedgwick.....	Julesburg to Crook.
" H. W. Houf.....	Iliff.....	Iliff.....	Crook to Sterling.
" J. C. Chipman.....	Sterling.....	Sterling.....	Crook to Merino.
" W. B. Lutes.....	Merino.....	Merino.....	Sterling to Ft. Morgan.
" E. E. Evans.....	Fort Morgan.....	Fort Morgan.....	Merino to Weldon.
" F. P. N. Van Landeghem.....	Kersey.....	Kersey.....	Weldon to La Salle.
" Paul L. Leyda.....	Frederick.....	Frederick.....	Denver to Dent.
" Carl C. Fuson.....	Milliken.....	Milliken.....	Milliken to La Salle and Ft. Collins.
" P. J. McHugh.....	Fort Collins.....	Fort Collins.....	Fort Collins to Milliken.
" H. S. Durrett.....	Ellis.....	Ellis.....	Ellis to Wakeeney.
" D. R. Stoner.....	Ellis.....	Ellis.....	Ellis to Wakeeney.
" W. Y. Herrick.....	Wakeeney.....	Wakeeney.....	Ellis to Quinter.
" C. M. McConkey.....	Quinter.....	Quinter.....	Wakeeney to Grinnell.
" J. J. Barclay.....	Grinnell.....	Grinnell.....	Quinter to Oakley.
" C. M. Miller.....	Oakley.....	Oakley.....	Grinnell to Winona and Colby.
" H. M. Butler.....	Winona.....	Winona.....	Oakley to Sharon Springs.
" H. E. Nelson.....	Sharon Springs.....	Sharon Springs.....	Winona to Cheyenne Wells.
" H. C. Homer.....	Cheyenne Wells.....	Cheyenne Wells.....	Sharon Springs to Kit Carson.
" J. A. McConnell.....	Hugo.....	Hugo.....	Kit Carson to Limon.
" J. D. Kessenger.....	Limon.....	Limon.....	Hugo to Byers.
" B. T. Cantwell.....	Agate.....	Agate.....	Byers to River Bend.
" S. Woodward.....	Byers.....	Byers.....	Limon to Denver.
" W. J. Lewis.....	Colby.....	Colby.....	Oakley to Hoxie.
" G. E. Webber.....	Morland.....	Morland.....	Hill City to Hoxie.
" I. B. Parker.....	Hill City.....	Hill City.....	Morland to Palco.
" R. E. Teall.....	Palco.....	Palco.....	Plainville to Hill City.
" M. J. Miller.....	Plainville.....	Plainville.....	Palco to Plainville.

TIME SERVICE

W. F. HAYES, General Supervisor of Time Service, Omaha, Nebr.

LOCATION OF LOCAL TIME INSPECTORS

COSLEY JEWELRY CO..... Denver, Colo.
 J. C. WEHRMAN..... Brighton, Colo.
 NELSON JEWELRY CO..... Greeley, Colo.
 C. E. MESSERSCHMIDT..... Ft. Collins, Colo.
 CROWDER & COLLINS..... Boulder, Colo.
 W. J. HEADRICK..... Sterling, Colo.
 HARVEY MANN..... Hugo, Colo.
 H. V. KELLER..... Limon, Colo.
 S. D. SILVERWOOD..... Oakley, Kans.
 A. MULHEIM & SONS..... Ellis, Kans.
 LAMBERT BROS..... Plainville, Kans.
 J. H. MACE JEWELRY CO., 1122 Grand Ave... Kansas City, Mo.

LOCATION OF STANDARD CLOCKS

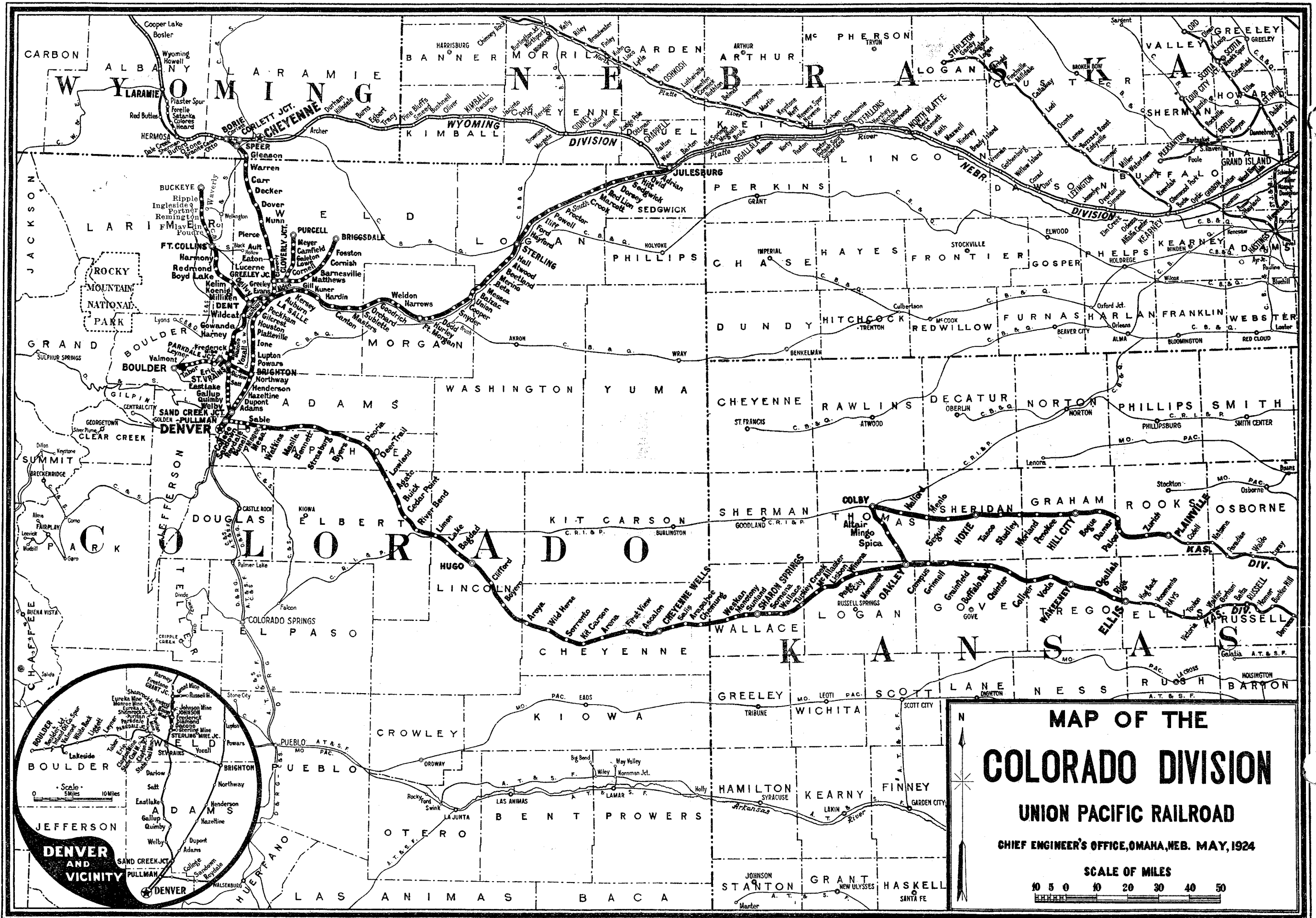
Denver, Colorado, (Union Station)..... "U. D." Telegraph Office
 Denver, Colorado, (Union Station)..... Dispatcher's Office
 Denver, Colorado, (29th St.)..... Yard Office
 Denver, Colorado, (Roundhouse)..... Engineers' Register Room
 Pullman, Colorado..... Telegraph Office
 Brighton, Colorado..... Telegraph Office
 La Salle, Colorado..... Telegraph Office
 Greeley, Colorado..... Telegraph Office
 Pierce, Colorado..... Telegraph Office
 St. Vrains, Colorado..... Telegraph Office
 Ft. Collins, Colorado..... Telegraph Office
 Sterling, Colorado..... Telegraph Office
 Union, Colorado..... Telegraph Office
 Hugo, Colorado..... Telegraph Office
 Limon, Colorado..... Telegraph Office
 Sharon Springs, Kansas..... Telegraph Office
 Oakley, Kansas..... Telegraph Office
 Ellis, Kansas..... Telegraph Office
 Plainville, Kansas..... Telegraph Office

When employees, passengers, or others are injured, call nearest Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by Railroad, it should be with distinct understanding their services will not be required after arrival of Railroad Surgeon.

Any officer of the Railroad is authorized to call Railroad Surgeons to attend injured.

When injuries arise to tramps, boys, or other persons climbing on or jumping from moving trains, or to persons walking or lying on tracks, such persons shall be sent to their homes, or placed in charge of Local Relief Authorities, after necessary immediate attention has been rendered by Railroad Surgeon.



**MAP OF THE
COLORADO DIVISION
UNION PACIFIC RAILROAD**
CHIEF ENGINEER'S OFFICE, OMAHA, NEB. MAY, 1924

SCALE OF MILES
0 5 10 20 30 40 50

