

UNION PACIFIC RAILROAD COMPANY

Eastern District



Colorado Division

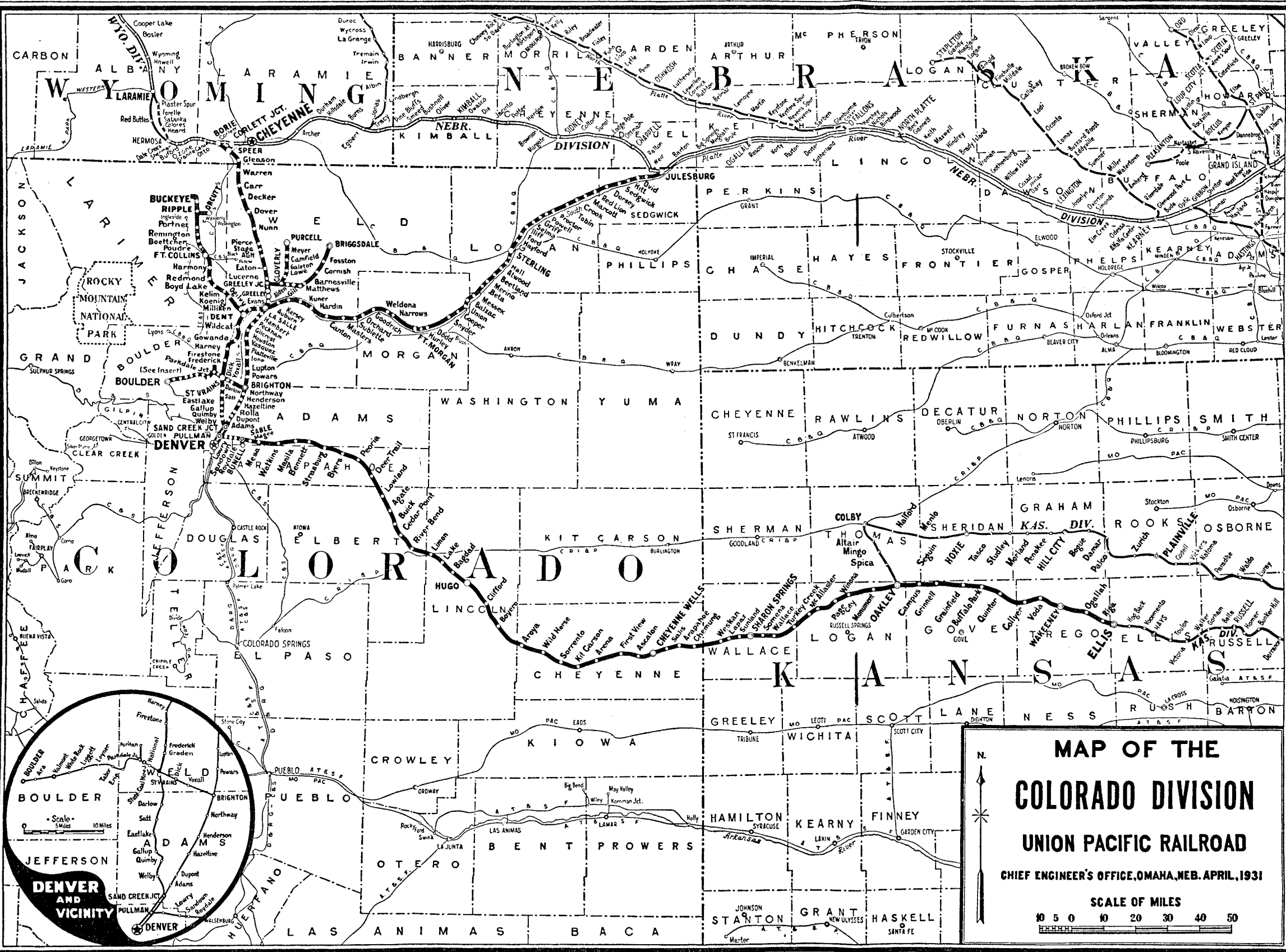
TIME-TABLE

No. 173

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



FOR EMPLOYEES ONLY



WESTWARD				ELLIS SUBDIVISION				EASTWARD			
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 173 FEBRUARY 4, 1941	Distance from Denver	FIRST CLASS			SECOND CLASS
	333 Mixed	37 Passenger	21 Passenger	24 Passenger				38 Passenger	22 Passenger	370 Mixed	
											Daily
2,310 WFTYOP	6.25 PM	6.50 AM	2.15 AM	303.3	DN-R ELLIS	337.1	A 7.15 AM	A 2.45 PM	A 11.20 PM	A 8.15 AM	
2,933 P	f 6.34	6.57	2.21	308.4	5.1 RIGA	332.0	6.57	2.33	11.05	f 7.40	
2,587 P	f 6.43	f 7.04	2.27	313.7	5.3 D OGALLAH	328.7	f 6.40	2.28	10.58	f 7.33	
2,423 WF	s 7.00	s 7.17	2.35	322.3	8.6 DN WAKEENEY	318.1	s 6.28	2.20	s 10.49	s 7.17	
2,021 P	f 7.10	7.26	2.42	330.0	7.7 VODA	310.4	6.13	2.13	10.37	f 6.39	
1,870 P	f 7.20	f 7.35	2.47	335.8	5.8 D COLLYER	304.6	f 6.06	2.08	10.30	f 6.31	
2,464 P	s 7.33	s 7.46	2.54	343.3	7.5 D QUINTER	297.1	s 5.54	2.01	10.21	f 6.16	
8,299 WF	f 7.45	f 7.55	3.01	350.9	7.6 D BUFFALO PARK	289.5	f 5.46	1.54	10.14	f 6.04	
2,120 P	s 7.56	s 8.04	3.06	356.3	5.4 D GRAINFIELD	284.1	s 5.39	1.49	10.09	f 5.39	
2,570 P	f 8.10	s 8.15	3.14	365.2	8.9 D GRINNELL	276.2	f 5.29	1.41	10.01	f 5.05	
2,082 P	f 8.19	8.23	3.20	371.2	6.0 CAMPUS	269.2	5.22	1.36	9.55	f 4.55	
2,789 WFTY	s 8.45	s 8.38	3.27	377.4	6.2 DN OAKLEY	263.0	s 5.15	f 1.30	s 9.48	s 4.45	
2,586 P	f 8.57	f 8.48	3.35	386.1	8.7 MONUMENT	254.3	5.02	1.20	9.34	f 4.10	
2,096 P	f 9.27	f 8.56	3.42	393.6	7.5 PAGE CITY	246.8	4.55	1.14	9.27	f 3.57	
2,155 YP	f 9.35	s 9.04	3.47	399.0	5.4 D WINONA	241.4	f 4.50	1.09	9.21	f 3.47	
1,915 WF	f 9.47	f 9.15	3.56	408.4	9.4 McALLASTER	232.0	4.40	1.00	9.11	f 3.15	
1,318 P	9.55	9.22	4.02	414.5	6.1 TURKEY CREEK	226.9	4.34	12.55	9.06	3.07	
2,038 P	f 10.03	f 9.29	4.08	421.1	6.6 WALLACE	219.3	4.28	12.49	8.59	f 2.59	
2,574 P	10.09	9.34	4.12	425.6	4.5 SOMENA	214.8	4.23	12.45	8.56	2.53	
1,722 WFTYOP	A 10.15 PM	A 9.45 AM	A 4.17 AM	429.8	4.2 DN-R SHARON SPRINGS	210.6	4.17 AM	12.41 PM	8.50 PM	2.45 AM	
					(126.5)		Daily	Daily	Daily	Daily	

(3.50)	(2.55)	(2.02)	..... Thru Time.....	(2.58)	(2.04)	(2.30)	(5.30)
33.0	43.3	62.2	..... Average speed per hour.....	42.7	61.2	50.6	23.0

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

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

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
Oakley	A. E. Cheney
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	Telegraph 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	Telegraph Office
La Salle	Telegraph Office
Greeley	Telegraph Office
Eaton	Telegraph Office
Cheyenne	Dispatchers' Office
Cheyenne	Telegraph Office
Cheyenne	Conductors' Room, Passenger Station
Cheyenne	Yard Office
Cheyenne	Engine Dispatchers' Office
Julesburg	Telegraph Office
Sterling	Telegraph Office
Fort Collins	Telegraph Office

WESTWARD				HUGO SUBDIVISION				EASTWARD			
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 173 FEBRUARY 4, 1941	Distance from Denver	FIRST CLASS			SECOND CLASS
	333 Mixed	37 Passenger	21 Passenger	24 Passenger				38 Passenger	22 Passenger	370 Mixed	
											Daily
1,722 WFTYOP	10.25 PM	9.50 AM	4.20 AM	429.8	DN-R SHARON SPRINGS	210.6	A 4.10 AM	A 12.38 PM	A 8.47 PM	A 2.30 AM	
3,076 P	10.33	9.58	4.24	433.8	4.0 SUNLAND	206.6	4.03	12.32	8.40	2.16	
2,085 P	10.40	10.04	4.29	438.4	4.6 LAPAZ	202.0	3.58	12.28	8.36	2.10	
3,060 WF	f 10.50	s 10.12	4.32	441.8	3.4 D WESKAN	188.6	3.55	12.25	8.33	f 2.05	
2,118 P	10.59	10.20	4.38	448.2	6.4 CHEMUNG	192.2	3.49	12.19	8.27	1.56	
2,078 P	f 11.06	f 10.26	4.42	453.1	4.9 ARAPAHOE	187.3	3.43	12.15	8.22	f 1.49	
2,611 P	11.13	10.32	4.47	458.2	5.1 SALIS	182.2	3.33	12.10	8.17	1.42	
2,613 WF	s 11.25	s 10.41	4.52	463.0	4.8 DN CHEYENNE WELLS	177.4	s 3.28	12.06	s 8.12	s 1.35	
2,516 P	11.32	10.48	4.57	468.1	5.4 ASCALON	172.3	3.21	12.02 PM	8.05	1.17	
2,630 P	f 11.40	f 10.55	5.02	473.5	8.8 FIRST VIEW	166.9	3.16	11.57 AM	8.00	f 1.08	
2,587 P	11.51 PM	11.04	5.09	482.3	5.4 ARENA	158.1	3.06	11.49	7.52	12.52	
2,864 WFTY	s 12.05 AM	s 11.14	5.15	487.7	8.3 D KIT CARSON	152.7	f 3.00	11.44	f 7.46	s 12.43	
2,562 P	12.21	11.22	5.20	494.0	6.3 SORRENTO	146.4	2.50	11.38	7.39	12.21	
2,548 P	f 12.30	f 11.32	5.26	500.4	6.4 WILD HORSE	140.0	2.44	11.32	7.33	f 12.11 AM	
2,559 P	f 12.40	f 11.41	5.33	507.6	7.2 D AROYA	132.8	2.37	11.25	7.26	f 11.56 PM	
2,555 P	f 12.53	f 11.53 AM	5.42	518.0	10.4 BOYERO	122.4	2.28	11.16	7.16	f 11.39	
4,614 WF	1.03	12.02 PM	5.49	526.3	8.3 CLIFFORD	114.1	2.20	11.08	7.08	f 11.25	
3,983 WFTY	A 1.25 AM	A 12.13 PM	A 5.59 AM	535.5	9.2 DN-R HUGO	104.9	2.10 AM	10.59 AM	6.58 PM	11.10 PM	
					(105.7)		Daily	Daily	Daily	Daily	

(3.00)	(2.23)	(1.39)	..... Thru Time.....	(2.00)	(1.39)	(1.49)	(3.20)
35.2	44.4	65.0	..... Average speed per hour.....	52.8	65.0	58.2	31.7

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
John R. Nilsson	Chief Surgeon	Omaha, Nebr.	All Districts.
J. F. Langdon	District Surgeon	Omaha, Nebr.	Eastern District.
A. M. McDermott	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
G. A. Surface	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
W. Y. Herrick	Surgeon	Wakeeney, Kans.	Ellis to Quinter.
Benj. S. Morris	Surgeon	Quinter, Kans.	Ellis to Oakley.
J. J. Barclay	Surgeon	Grinnell, Kans.	Quinter to Oakley.
C. M. Miller	Surgeon	Oakley, Kans.	Grinnell to Winona and Oakley to Colby.
M. L. Brakebill	Surgeon	Sharon Springs, Kans.	Winona to Cheyenne Wells.
L. N. Meyers	Surgeon	Cheyenne Wells, Colo.	Sharon Springs to Hugo.
John W. Hudson	Surgeon	Kit Carson, Colo.	Cheyenne Wells to Hugo.
J. A. McConnell	Surgeon	Hugo, Colo.	Cheyenne Wells to Bennett.
Charles W. Amos	Surgeon	Limon, Colo.	Byers to Hugo.
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.
R. W. Danielson	Oculist	Denver, Colo.	Denver.
J. O. Long	Oculist	Denver, Colo.	Denver.
T. E. Beyer	Aurist	Denver, Colo.	Denver.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
J. W. Wells	Surgeon	Brighton, Colo.	Denver to Lupton and Brighton to Erie.
A. T. Monismith	Surgeon	Lupton, Colo.	Brighton to Plattville.
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. Buntan	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 Iiif.
O. J. Schmitt	Surgeon	Sterling, Colo.	Iiif 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

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City	Time-Table No. 173	
	97	333	91	37	7	21		FEBRUARY 4, 1941	
	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			
3,983 WFTYP		1.35AM		12.18PM		6.02AM	535.5	DN-R HUGO Hu	
5,745 P		1.53		12.27		6.09	541.7	6.2 BAGDAD	
1,505 WP		2.05		12.35		6.16	547.9	6.2 LAKE	
2,386 P		2.15		12.43		6.21	550.5	2.6 (C.R.I. & P. Crossing) LIMON Mn	
	2.25PM		12.30AM		6.53AM		550.6	0.1 LIMON JUNCTION	
2,580 P	2.35	f 2.25	12.40	12.52	7.00	6.28	556.6	6.0 RIVER BEND	
2,530 YP	2.45	f 2.35	12.53	1.00	7.07	6.35	563.2	6.6 CEDAR POINT	
2,456 P	2.51	f 2.41	12.59	1.07	7.12	6.40	567.1	3.9 BUICK	
2,452 P	3.00	f 2.49	1.15	f 1.15	7.16	6.44	572.2	5.1 D AGATE Ax	
1,718 P	3.09	2.56	1.24	1.22	7.21	6.49	578.1	5.9 LOWLAND	
2,559 WFTYP	3.24	f 3.10	1.35	f 1.32	7.27	6.55	584.2	6.1 DN DEER TRAIL Dx	
2,529 P	3.34	3.18	1.44	1.46	7.33	7.01	590.1	5.9 PEORIA	
2,553 P	3.51	f 3.28	1.55	f 1.52	7.39	7.07	596.6	6.5 D BYERS By	
2,584 WP	4.10	f 3.38	2.08	f 2.00	7.45	7.13	602.5	5.9 D STRASBURG Sr	
2,433 P	4.24	f 3.50	2.21	f 2.07	7.51	7.19	608.9	6.4 D BENNETT Bt	
2,536 P	4.35	3.58	2.29	2.14	7.55	7.23	613.7	4.8 MANILA	
2,477 WP	4.45	f 4.05	2.36	f 2.20	7.59	7.27	618.4	4.7 WATKINS	
2,563 P	4.55	4.13	2.48	2.28	8.05	7.33	626.0	6.6 MESA	
							628.1	3.1 MAGEE	
2,706 P	5.15	4.20	2.56	2.34	8.10	7.38	630.5	2.4 SABLE	
							633.2	2.7 ROYDALE	
2,467 P	5.35	4.26	3.02	2.39	8.13	7.42	634.3	1.1 SANDOWN	
WFTYOP	A 5.50PM	A 4.45AM	A 3.10AM	A 2.44PM	A 8.18AM	A 7.48AM	638.2	3.9 PULLMAN	
								(102.7)	

(3.25) (3.10) (2.40) (2.26) (1.25) (1.46) Thru Time
 25.6 32.4 32.8 42.2 61.8 57.2 Average speed per hour

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

DENVER SUBDIVISION

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	FIRST CLASS				SECOND CLASS			Distance from Denver	Time-Table No. 173	
	24	38	8	22	92	96	370		FEBRUARY 4, 1941	
	Passenger	Passenger	C.R.I. & P. Rocket Passenger	Passenger	C.R.I. & P. Freight	C.R.I. & P. Freight	Mixed		STATIONS	
3,983 WFTYP	A 2.05AM	A 10.56AM		A 6.55PM				104.9	DN-R HUGO Hu	
5,745 P	1.53	10.48		6.46			98.7	6.2 BAGDAD		
1,505 WP	1.47	10.42		6.40			92.5	6.2 LAKE		
2,386 P	1.43	10.39		6.37			89.9	2.6 (C.R.I. & P. Crossing) LIMON Mn		
			A 2.25PM		A 6.50AM	A 10.15PM	89.8	0.1 LIMON JUNCTION		
2,580 P	1.33	10.32	2.17	6.29	6.28	9.45	83.8	6.0 RIVER BEND		
2,530 YP	1.25	10.25	2.11	6.22	6.14	9.32	77.2	6.6 CEDAR POINT		
2,456 P	1.20	10.21		6.17	6.04	9.22	73.3	3.9 BUICK		
2,452 P	1.15	10.16	2.02	6.12	5.54	9.10	68.2	5.1 D AGATE Ax		
1,718 P	1.10	10.10		6.07	5.42	8.58	62.3	5.9 LOWLAND		
2,559 WFTYP	1.04	10.05	1.53	6.01	5.32	8.45	56.2	6.1 DN DEER TRAIL Dx		
2,529 P	12.56	9.59	1.46	5.55	5.22	8.25	50.3	5.9 PEORIA		
2,553 P	12.50	9.53	1.41	5.49	5.13	8.12	43.8	6.5 D BYERS By		
2,584 WP	12.44	9.48	1.35	5.43	5.05	8.00	37.9	5.9 D STRASBURG Sr		
2,433 P	12.37	9.42	1.30	5.37	4.56	7.47	31.5	6.4 D BENNETT Bt		
2,536 P	12.32	9.37		5.32	4.47	7.38	26.7	4.8 MANILA		
2,477 WP	12.28	9.33	1.23	5.28	4.40	7.31	22.0	4.7 WATKINS		
2,563 P	12.21	9.27		5.21	4.30	7.18	15.4	6.6 MESA		
							12.3	3.1 MAGEE		
2,706 P	12.15	9.22	1.12	5.15	4.20	7.08	9.9	2.4 SABLE		
							7.2	2.7 ROYDALE		
2,467 P	12.10	9.19		5.10	4.05	7.00	6.1	1.1 SANDOWN		
WFTYOP	12.05AM	9.15AM	1.05PM	5.05PM	3.56AM	6.50PM	2.2	3.9 PULLMAN		
	Daily	Daily	Daily	Daily	Daily	Daily		(102.7)		

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

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

WESTWARD

NORTHERN SUBDIVISION

SECOND CLASS

Table with columns for station names, time of arrival, and distance from Denver. Includes rows for stations like Denver, 36th Street, Pullman, etc.

Time-Table No. 173

FEBRUARY 4, 1941

STATIONS

Table listing stations and their corresponding train numbers and directions. Includes stations like Denver, 36th Street, Pullman, etc.

(106.0)

(1.25) (0.15) (0.06) (3.00) (1.03) (3.00) (0.06) ... Thru Time ... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 111 is superior to westward trains of the same class.

Between Denver and La Salle all extra trains will run via Lupton unless otherwise instructed.

WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS

Table with columns for station names, time of arrival, and distance from Denver. Includes rows for stations like Denver, 36th Street, Pullman, etc.

Time-Table No. 173

FEBRUARY 4, 1941

STATIONS

Table listing stations and their corresponding train numbers and directions. Includes stations like Denver, 36th Street, Pullman, etc.

(106.0)

(0.06) (0.47) (2.10) (2.55) (0.05) (0.42) (0.05) (0.08) (0.05) (2.55) ... Thru Time ... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 111 is superior to westward trains of the same class.

No. 37 will stop on flag at Ault to pick up revenue passengers for Laramie and West.

Between Denver and La Salle all extra trains will run via Lupton unless otherwise instructed.

See page 8 for information about sidings, water, fuel, interlocking, etc., and distance from Cheyenne.

NORTHERN SUBDIVISION EASTWARD

Time-Table No. 173
FEBRUARY 4, 1941

FIRST CLASS

STATIONS	15	21	7	38	111	4	37	516	24
	Passenger	Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Motor Passenger	Passenger
DN-R DENVER Ud	7:00AM	8:00AM	8:25AM	8:45AM	9:20AM	10:15AM	3:00PM	3:40PM	10:55PM
DN 36TH STREET Ra	6:51	7:49	8:19	8:36	9:14	9:58	2:46	3:33	10:46
PULLMAN	6:50	7:48AM	8:18AM	8:35	9:13	9:57	2:44PM	3:32	10:45
C. B. & Q. CROSSING									
SAND CREEK JCT.	6:45AM			8:15	9:09	9:52		3:27PM	10:40
DUPONT				8:11	9:05	9:46			10:35
ROLLA									
HAZELTINE				8:08	9:02	f 9:43			10:31
HENDERSON				8:05	9:00	f 9:40			10:28
NORTHWAY									
DN BRIGHTON Bi				8:00	8:55	s 9:35			10:22
POWARS									
D LUPTON Up				7:53	8:49	f 9:26			10:14
IONE				7:48	8:45	f 9:20			10:09
D PLATTEVILLE Pa				7:43	8:41	f 9:14			10:04
VASQUEZ									
HOUSTON									
D GILCREST Gi				7:37	8:37	f 9:06			9:58
PECKHAM									
HAMBERT									
DN-R LA SALLE Sa				s 7:29	8:31AM	s 8:58			s 9:51
EVANS				7:22		f 8:52			9:44
DN GREELEY Hg				s 7:17		s 8:47			s 9:39
GREELEY JCT.									
D LUCERNE C				7:07		f 8:38			9:32
DN EATON Ur				7:03		s 8:34			9:28
G. W. CROSSING									
D AULT A				6:58		s 8:28			9:23
STAGE									
D PIERCE Ri				6:54		f 8:23			9:19
D NUNN Nu				6:49		f 8:17			9:14
DOVER				6:44		f 8:11			9:09
DECKER				6:39		8:06			9:04
DN CARR Cr				6:34		f 8:01			8:59
WARREN				6:29		7:55			8:54
GLEASON				6:24		7:50			8:49
D SPEER S				6:19		f 7:45			8:44
DN BORIE Bo				6:10AM					
CORLETT JCT.						7:39			8:37
DN TOWER A AY						7:34			8:32
DN-R CHEYENNE N-CY						7:30AM			8:30PM

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

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 111 is superior to westward trains of the same class. The time of Nos. 111 and 112 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12 and not less than fifteen minutes by second class and extra trains.

Between Denver and La Salle all extra trains will run via Lupton unless otherwise instructed.
No. 24 will stop at any station to let off revenue passengers from Granger or beyond.
No. 38 will stop at any station Speer to La Salle to let off passengers from Laramie or beyond.
No. 4 will stop at any station between La Salle and Denver to let off revenue passengers from west of La Salle.
See page 11 for information about sidings, water, fuel, interlocking, etc., and distance from Cheyenne.

NORTHERN SUBDIVISION EASTWARD

Time-Table No. 173
FEBRUARY 4, 1941

SECOND CLASS

STATIONS	91	251	333	97	334	154
	C.R.I.&P. Freight	Time Freight	Mixed	C.R.I.&P. Freight	Mixed	Time Freight
DN-R DENVER Ud	3:30AM		5:00AM	6:30PM	6:25PM	
DN 36TH STREET Ra	3:13	3:45AM	4:50	5:55	6:12	3:00AM
PULLMAN	3:10AM	3:11	4:45AM	5:50PM	6:07	2:42
C. B. & Q. CROSSING						
SAND CREEK JCT.		2:57			5:59	2:35
DUPONT		2:50				2:30
ROLLA						
HAZELTINE		2:44				2:22
HENDERSON		2:38				2:15
NORTHWAY						
DN BRIGHTON Bi		2:27				2:05
POWARS						
D LUPTON Up		2:15				1:55
IONE		2:07				1:45
D PLATTEVILLE Pa		1:58				1:37
VASQUEZ						
HOUSTON						
D GILCREST Gi		1:45				1:25
PECKHAM						
HAMBERT						
DN-R LA SALLE Sa		1:30AM			4:27	1:10
EVANS					4:20	12:59
DN GREELEY Hg					4:14	12:52
GREELEY JCT.						
D LUCERNE C					4:07	12:44
DN EATON Ur					4:02	12:37
G. W. CROSSING						
D AULT A					3:57	12:30
STAGE						
D PIERCE Ri					3:50	12:23
D NUNN Nu					3:44	12:15
DOVER					3:38	12:07AM
DECKER					3:32	11:59PM
DN CARR Cr					3:27	11:50
WARREN					3:21	11:28
GLEASON					3:15	11:20
D SPEER S					3:09	11:13
DN BORIE Bo						11:00PM
CORLETT JCT.					3:02	
DN TOWER A AY					2:57	
DN-R CHEYENNE N-CY					2:55PM	

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

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 111 is superior to westward trains of the same class. The time of Nos. 111 and 112 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12 and not less than fifteen minutes by second class and extra trains.

Between Denver and La Salle all extra trains will run via Lupton unless otherwise instructed.
No. 334 will stop at any station to let off revenue passengers from Cheyenne or beyond.

WESTWARD					DENT SUBDIVISION					EASTWARD						
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Denver	Time-Table No. 173 FEBRUARY 4, 1941					Distance from La Salle	FIRST CLASS		SECOND CLASS		
	212 Mixed	509 Motor Passenger	515 Motor Passenger	STATIONS					15 Passenger	510 Motor Passenger		516 Motor Passenger	211 Mixed	334 Mixed		
	Daily	Daily	Daily													
1,556			f 9.44	9.38AM	5.0				45.6	A 6.45AM		A 3.27PM		A 5.59PM		
1,806			f 9.49		11.1				42.4	f 6.35		f 3.21		5.49		
1,550			f 9.54		13.8				40.8	f 6.25		f 3.15		f 5.43		
2,643	PWY		9.59AM	A 9.59AM	16.4				39.5	f 6.15		f 3.08		5.34		
2,620	YP		A 10.04AM		18.1				36.8	f 6.08	A 10.15AM	3.00PM		5.26		
1,860	F				22.2				34.2	s 5.58	10.05AM			f 5.17		
1,075	F				26.1				32.5	f 5.54				f 5.12		
1,549	F				27.8				30.2	f 5.50				5.08		
1,086	WYP		4.15PM		30.2				20.4	f 5.43				5.02		
9,137	WFTYP		A 4.30PM		34.6				16.0	f 5.38				4.57		
					40.9				9.7	5.33		A 9.48AM		4.50		
					42.8				7.8	5.30		f 9.44		4.47		
					44.5				6.1	5.20AM		9.35AM		4.37PM		
					50.6				0.0	Daily	Daily	Daily	Daily	Daily		

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

WESTWARD			STERLING SUBDIVISION				EASTWARD										
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS				Distance from Julesburg	Time-Table No. 173 FEBRUARY 4, 1941									
	251 Time Freight	71 C. B. & Q. Freight	STATIONS					303 C. B. & Q. Passenger	111 Streamliner Passenger	301 C. B. & Q. Passenger	15 Passenger						
9,228	WFTOP	10.40PM	2.00PM	4.35PM	7.12AM	3.05AM	2.45AM	57.5	DN-R	STERLING	St						
3,544	F	10.52	2.12	f 4.42	7.18	3.13	f 2.55	61.7	D	HALL	Od						
3,545	F	11.01	2.23	f 4.48	7.23	3.21	f 3.05	66.8	D	ATWOOD	Od						
6,852	F	11.20	2.33	4.53	7.28	3.28	f 3.14	70.2	D	BEEFLAND	MI						
2,952	F	11.24	2.39	4.56	7.30	3.31	3.18	72.1	D	MERINO	MI						
4,549	WP	11.28	A 2.50PM	A 5.00PM	7.32	A 3.35AM	f 3.24	76.0	DN	BETA	Un						
2,570	F	11.36			7.37		f 3.33	78.4	D	MESSEX	Sn						
4,536	WFP	11.44			7.43		3.42	81.0	D	BALZAC	Un						
1,870	F	11.50PM			7.47		s 3.51	82.8	DN	UNION	Un						
3,754	F	12.01AM			7.52		4.00	87.0	D	COOPER	Sn						
1,112	F	12.06			7.54		f 4.05	88.8	D	SNYDER	Sn						
3,746	F	12.15			7.58		f 4.12	93.8	D	DODD	Sn						
2,951	F	12.20			8.01		f 4.17	96.9	D	HURLEY	Sn						
2,957	F	12.30			8.07		f 4.27	98.6	DN	FORT MORGAN	Fm						
5,751	WP	12.38			8.11		4.34	106.0	D	NARROWS	Dn						
3,758	F	12.46			8.15		f 4.42	109.0	D	WELDONA	Dn						
		12.57			8.21		f 4.55	114.2	D	GOODRICH	Dn						
					8.21		f 4.55	117.7	D	ORCHARD	Dn						
					8.31AM		A 5.15AM	121.4	D	SUBLETTE	Dn						
								124.8	D	MASTERS	Ms						
								130.2	D	CANTON	Ms						
								135.4	D	HARDIN	Hr						
								139.1	D	KUNER	Hr						
								143.1	D	KERSEY	Kr						
								147.2	D	AUBURN	Kr						
								161.1	DN-R	LA SALLE	Sa						

(2.35) (0.50) (0.25) (1.19) (0.30) (2.30) Thru Time (0.80) (0.52) (2.02) (2.85)
 36.2 28.2 56.4 71.1 47.0 37.4 Average speed per hour 27.1 46.3 36.2
 Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 111 and 112 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12 and not less than fifteen minutes by second class and extra trains.

WESTWARD					JULESBURG SUBDIVISION					EASTWARD					
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 173 FEBRUARY 4, 1941					Distance from Denver	FIRST CLASS		SECOND CLASS	
	251 Time Freight	111 Streamliner Passenger	15 Passenger	STATIONS					112 Streamliner Passenger	12 Passenger		248 Time Freight	250 Time Freight		
3,919	WFTIP	8.30PM	6.17AM	1.15AM	0.0	DN	JULESBURG	Jb	197.2	A 6.40PM	A 12.10AM		A 5.00AM	A 7.10PM	
3,620	OP	8.45	6.25	f 1.27	7.1	D	OID	Vi	190.1	6.32	s 11.56PM		4.35	7.01	
4,000	WP	8.56	6.32	f 1.38	11.2	D	HITT	Zd	186.0						
4,952	F	9.07	6.39	f 1.48	14.6	D	SEDGWICK	Zd	182.6	6.26	s 11.45		3.55	6.52	
4,953	WP	9.18	6.45	f 1.59	19.0	D	DORSEY		178.2						
3,563	F	9.30	6.52	f 2.10	23.1	D	RED LION		174.1	6.20	f 11.33		3.40	6.41	
1,600	F	9.41	6.58	f 2.20	25.8	D	MARCOTT		171.4						
4,560	F	9.52	7.04	2.30	30.1	DN	CROOK	Ck	167.1	6.15	s 11.24		3.26	6.32	
4,201	F	9.52	7.04	2.30	34.2	D	TOBIN		163.0						
9,228	WFTOP	A 10.10PM	A 7.11AM	A 2.40AM	38.8	D	PROCTOR		158.4	6.08	f 11.13		3.10	6.21	
					41.1	D	POWELL		156.1						
					42.2	D	GRUFF		155.0						
					43.4	D	SEYMA		153.8						
					45.6	D	LIFF	F	151.6	6.03	f 11.03		2.55	6.11	
					50.1	D	FORD		147.1						
					53.5	D	HAYFORD		143.7	5.57	10.53		2.30	6.01	
					57.2	DN-R	C. B. & Q. CROSSING		140.0						
					57.5	DN-R	STERLING	St	139.7	5.54PM	10.48PM		2.00AM	5.55PM	

(1.40) (0.54) (1.25) Thru Time (0.46) (1.22) (3.00) (1.15)
 34.5 63.9 40.6 Average speed per hour 75.0 42.1 19.2 46.0
 Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 112 is superior to westward trains of the same class. The time of Nos. 111 and 112 must be cleared not less than ten minutes by Nos. 12 and 15, and not less than fifteen minutes by second class and extra trains.

WESTWARD			STERLING SUBDIVISION				EASTWARD							
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS				Distance from Denver	Time-Table No. 173 FEBRUARY 4, 1941						
	304 C. B. & Q. Passenger	112 Streamliner Passenger	12 Passenger	STATIONS				302 C. B. & Q. Passenger	72 C. B. & Q. Freight	250 Time Freight	248 Time Freight			
9,228	WFTOP	A 4.20AM	A 5.53PM	A 10.40PM	A 11.43PM		A 1.25AM	A 5.40PM	A 1.00AM					
3,544	F	4.09	5.45	f 10.30	f 11.34		1.09	5.32	12.40					
3,545	F	f 4.03	5.40	f 10.22	f 11.26		12.59	5.24	12.32					
6,852	F	3.57	5.36	f 10.16	11.20		12.49	5.16	12.24					
2,952	F	3.54	5.34	10.13	11.17		12.43	5.12	12.20					
4,549	WP	3.50AM	5.32	f 10.10	11.13PM		12.33AM	5.08	12.16					
2,570	F													
4,536	WFP													
1,870	F													
3,754	F													
1,112	F													
3,746	F													
2,951	F													
2,957	F													
5,751	WP													
3,758	F													
9,137	WFTYP													

(0.80) (1.16) (1.52) (0.30) (0.52) (2.02) (2.85)
 47.0 73.9 50.1 47.0 27.1 46.3 36.2
 Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 111 and 112 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12 and not less than fifteen minutes by second class and extra trains.

WESTWARD

BOULDER BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, First Class, Time-Table No. 173, Stations, and Distance from Brighton/Boulder. Includes sub-tables for 375 Local Freight and 515 Motor Passenger.

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

U. S. HOSPITAL BRANCH

PURITAN BRANCH

RIPPLE BRANCH

Table with columns for Distance from Sable/Bunnell/Parkdale Jct., Time-Table No. 173, Stations, and Distance from End of Track for three branches.

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, Time-Table No. 173, Stations, and Distance from Cloverly/Purcell. Includes sub-tables for 193 Local Freight and 194 Local Freight.

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

WESTWARD

FORT COLLINS BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, Time-Table No. 173, Stations, and Distance from Dent/Buckeye. Includes sub-tables for 211 Mixed and 212 Mixed.

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.

WESTWARD

GREELEY BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, Time-Table No. 173, Stations, and Distance from Briggsdale. Includes sub-tables for 193 Local Freight and 194 Local Freight.

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