

United States Railroad Administration

W. G. McADOO, Director General of Railroads

UNION PACIFIC RAILROAD

COLORADO DIVISION.

EMPLOYEES' TIME TABLE

To Take Effect Sunday, September 1, 1918

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



For the government and information of Employees 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. 89 September 1, 1918				
										155 Time Freight	16 Passenger	12 Passenger	169 Passenger	119 Passenger	109 Passenger	107 Passenger	105 Passenger	103 Passenger	21 Passenger				STATIONS		
										Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
										9.15PM			1.00AM	6.00PM		8.30AM	3.45PM	10.40AM		0.0			KANSAS CITY		
										11.25PM			2.14	7.14		9.58	5.15	11.52AM		38.9			LAWRENCE		
										1.00AM			3.01	8.01		10.59AM	6.16	12.35PM		67.1			TOPEKA		
										4.55			4.25	9.24		12.51PM	7.58	2.12		118.8			MANHATTAN		
										7.30			6.07	10.20		2.30PM	9.25PM	3.30		138.9			JUNCTION CITY		
										9.30			7.25	11.22				4.32		171.7			SOLOMON		
										10.45AM			7.50AM	11.51PM				5.03		186.7			SALINA		
										9.20PM				2.25AM				9.25PM 8.35PM		302.8			ELLIS		
										3.39AM				4.45				11.00		376.8			OAKLEY		
										8.00AM				6.40				12.45AM		429.2			SHARON SPRINGS		
										2.20PM				10.50				4.00		534.9			HUGO		
										10.30PM	10.00PM	1.30PM		2.30PM	6.00PM			7.30	3.15PM	639.8			DENVER		
										11.35PM	10.34	2.02			6.38			8.30 9.10	3.48	658.9			BRIGHTON		
										1.00AM	11.20PM	2.40PM			7.30			10.03	4.31	686.2			LA SALLE		
										6.50AM									6.40PM	743.9			BORIE		
															10.00PM			12.30PM		745.8			CHEYENNE		
										Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(745.8)		

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

W. M. JEFFERS
Vice-President and General Manager

G. O. BROPHY,
General Superintendent

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—EASTWARD.

Time Table No. 89 September 1, 1918	Distance from Cheyenne	FIRST CLASS								SECOND CLASS													
		22	102	104	106	108	170	15	13	154													
		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														
KANSAS CITY	745.8		10.30AM	5.15PM	12.20PM	7.55PM	10.00PM			5.55AM													
LAWRENCE	706.9		9.07	3.48	10.42AM	6.05	8.25			3.55													
TOPEKA	678.7		8.20	3.00	9.45	5.10	7.35			2.30AM													
MANHATTAN	627.0		6.50	1.14	7.58	3.20	6.00			10.50PM													
JUNCTION CITY	606.9		6.00	12.15PM	7.00AM	2.20PM	5.00			9.55													
SOLOMON	574.1		4.49	11.02AM			3.40			6.20													
SALINA	560.1		4.27	10.35			3.15PM			5.00PM													
ELLIS	443.0		12.55AM 11.45PM	6.35 5.25						5.10AM													
OAKLEY	369.0		9.22	3.20						12.05AM													
SHARON SPRINGS	316.6		7.50	1.45AM						7.45PM													
HUGO	210.9		4.40	10.55PM						12.30PM													
DENVER	106.0	12.25PM	1.00PM	7.45 7.05	10.30AM		8.00AM	6.00PM	L 4.00AM A 4.30AM														
BRIGHTON	86.9	11.38AM		6.18	9.54		7.14	5.20	2.25														
LA SALLE	59.6	10.55		5.00	9.00		6.25AM	4.27PM	12.50AM														
BORIE	0.0	9.18AM		3.40					7.55PM														
CHEYENNE (745.8)	0.0			3.30PM	7.00AM																		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily														

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A. F. VICK ROY
SUPERINTENDENT, DENVER

C. R. MARKLE, Trainmaster, Denver

C. C. BARNARD, Trainmaster, Denver

D. BLACK, Chief Train Dispatcher, Denver
Denver, Hugo, Ellis Districts and Colby Branch

W. F. LARIMER, Chief Train Dispatcher, Denver
Northern, Dent, Sterling, Julesburg Districts and Branches

O. N. SHEPHERD, Night Chief Train Dispatcher, Denver

TRAIN DISPATCHERS, DENVER

H. E. FLAVIN
H. KIRKPATRICK
G. S. MEGINNESS

A. C. HUFFSMITH
T. A. SMITH
J. E. SMITH

C. E. CONROY
G. W. BARR
L. F. CREAGAN

NORTHERN DISTRICT—Denver and Cheyenne—WESTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS								FIRST CLASS								Distances from Denver	Time Table No. 89 September 1, 1918	
					155	252	177	175	16	109	21	163	12	557	103	161		STATIONS	
					Time Freight	Time Freight	Way Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Motor Passenger	Passenger	Passenger			
				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
								10.00PM	6.00PM	3.15PM	3.00PM	1.30PM		8.30AM	8.10AM				
3,792 WYTFPO				10.30PM	7.50PM	9.45AM	7.45AM	10.07	6.07	3.22	3.07	1.37		8.37	8.17		1.1	DN-R DENVER	
				10.45	8.00	9.55	7.55										2.2	R 29TH STREET	
																	4.9	DN-R PULLMAN	
																	5.0	C., B. & Q. R. B. CROSS'G	
				10.55	8.10	10.12AM	8.05	10.14	6.12	3.27	3.12PM	1.42		8.43	8.23AM		6.1	SAND CREEK JC.	
																	6.1	ADAMS	
3,029				11.05	8.18		8.15	10.18	f 6.18	3.31		1.48		f 8.47			8.1	DUPONT	
3,230				11.15	8.30		8.25	10.22	f 6.22	3.37		1.52		f 8.52			11.5	D HAZELTINE	
2,998				11.20	8.35		8.35	10.25	s 6.28	3.41		1.56		s 8.57			14.1	HENDERSON	
																	16.8	NORTHWAY	
3,405 YWO				11.35	9.00		8.45AM	s 10.34	s 6.38	s 3.45		s 2.02		s 9.10			19.1	DN-R BRIGHTON	
																	22.9	POWARS	
2,436				11.53PM	9.14			s 10.45	s 6.50	s 3.56		s 2.12		s 9.24			25.7	D LUPTON	
2,998				12.05AM	9.25			10.52	s 6.58	4.03		2.18		s 9.32			30.3	IONE	
3,402 W				12.18	9.34			10.59	s 7.06	4.10		2.24		s 9.40			34.8	D PLATEVILLE	
3,305				12.30	9.44			11.06	s 7.15	4.18		2.31		s 9.49			40.0	D GILCREST	
									f 7.19					f 9.53			42.2	PECKHAM	
3,596 TYFWP				12.50	10.00PM			11.20PM	s 7.30	s 4.27		2.40PM	10.20AM	s 10.03			46.4	DN-R LA SALLE	
3,308				1.10					f 7.35	4.30			f 10.25	s 10.08			48.2	D EVANS	
3,369 OYW				1.25					s 7.47	s 4.42			10.40AM	s 10.20			51.7	DN-R GREELEY	
																	53.9	GREELEY JCT.	
4,445				1.45					s 7.56	4.50				f 10.33			56.0	D LUCERNE	
3,004 W				2.00					s 8.04	s 4.58				s 10.38			59.3	D EATON	
																	59.4	G. W. RY. CROSSING	
3,613				2.15					s 8.12	s 5.08				s 10.45			63.0	D AULT	
2,460 YW				2.35					s 8.22	5.17				s 10.55			66.7	DN PIERCE	
3,013				2.55					s 8.32	5.28				s 11.05			71.8	D NUNN	
3,181				3.15					s 8.42	5.38				f 11.15			77.1	DOVER	
3,010				3.35					s 8.49	5.46				11.22			81.8	DECKER	
2,700 YFW				4.20					s 8.58	s 5.58				s 11.38			86.1	DN CARR	
3,000				4.50					9.10	6.06				11.48			9.04	WARREN	
3,000				5.20					9.22	6.14				f 1.58AM			94.4	GLEASON	
2,999 WY				5.50					9.35	6.26				f 12.08PM			97.8	DN SPEER	
				6.50AM						6.40PM							103.1	DN BORIE	
									9.50PM					12.20PM			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	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	10.00PM	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	12.30PM	Arrive Daily	Arrive Daily	106.0	DN-R CHEYENNE	
(8.20) 12.3	(2.10) 21.4	(0.23) 10.4	(1.00) 17.0	(1.20) 34.8	(4.00) 26.5	(3.25) 30.2	(0.12) 25.0	(1.10) 39.7	(0.20) 15.9	(4.00) 26.5	(0.18) 23.0						Time over District	
																		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 Fifteen, governing movement of Colorado Division trains between Corlett Junction and Cheyenne, Wyoming Division.

NORTHERN DISTRICT—Denver and Cheyenne—EASTWARD

Time Table No. 89 September 1, 1918	Distances from Cheyenne	FIRST CLASS											SECOND CLASS											
		15	160	106	22	560	162	13	104	154	174	178	251											
		Passenger	Passenger	Passenger	Passenger	Motor Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight	Way Freight	Time Freight											
STATIONS	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arrive Daily												
DN-R DENVER 106.0	8.00AM	10.25AM	10.30AM	12.25PM																				
R 29TH STREET 1.1																								
DN-R PULLMAN 1.1	7.50	10.17	10.23	12.10																				
C.B. & Q.R.R. CROSSING 2.7																								
SAND CREEK JC. 0.1	7.40	10.12AM	10.18	12.04PM																				
ADAMS 1.1																								
DUPONT 2.0	7.34		f 10.12	11.58AM																				
HAZELTINE 3.4	7.26		f 10.07	11.52																				
HENDERSON 2.6	7.22		f 10.03	11.47																				
NORTHWAY 2.7																								
DN-R BRIGHTON 2.3	7.14		s 9.54	11.38																				
POWARS 3.8			f																					
D LUPTON 2.8	7.02		s 9.42	11.27																				
IONE 4.6	6.55		s 9.32	11.20																				
D PLATTEVILLE 4.5	6.48		f 9.20	11.14																				
D GILCREST 5.2	6.38		s 9.12	11.07																				
PECKHAM 2.2			f 9.08																					
DN-R LA SALLE 4.2	6.25AM		s 9.00	s 10.55	1.35PM																			
D EVANS 1.8			s 8.54	10.46	f 1.25																			
DN-R GREELEY 3.5			s 8.46	s 10.40	1.15PM																			
GREELEY JCT. 2.2																								
D LUCERNE 2.1			s 8.36	10.33																				
D EATON 3.3			s 8.30	10.28																				
G. W. RY. CROSSING 0.1																								
D AULT 3.6			s 8.23	10.21																				
DN PIERCE 3.7			s 8.16	10.16																				
D NUNN 5.1			s 8.06	10.09																				
DOVER 5.3			s 7.56	10.02																				
DECKER 4.7				7.48	9.54																			
DN CARR 4.3			s 7.40	9.47																				
WARREN 4.3				7.34	9.40																			
GLEASON 4.0			f 7.27	9.34																				
DN SPEER 3.4			f 7.20	9.28																				
DN BORIE 5.3				9.18AM																				
CORLETT JCT. 3.1	4.5			7.12AM																				
									3.40PM															

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 (106.0)	Lv. Daily	Lv. Daily	Leave Daily	Leave Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Leave Daily
Time over District.....	(1.35)	(0.13)	(3.30)	(3.07)	(0.20)	(0.13)	(1.33)	(3.35)	(3.35)	(1.00)	(0.20)	(4.25)
Average speed per hour.....	29.3	23.0	30.3	33.1	15.9	24.4	30.0	29.5	11.9	18.0	12.0	10.2

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See special instructions, Page Fifteen, governing movement of Colorado Division trains between Corlett Junction and Cheyenne, Wyoming Division.

WESTWARD—BOULDER BRANCH—Brighton and Boulder—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	FIRST CLASS			Distances from Brighton	Time Table No. 89 September 1, 1918	Distances from Boulder	FIRST CLASS			2nd Class	
	2nd Class	175	553				551	552	554		174
	Way Freight	Motor Passenger	Motor Passenger				Motor Passenger	Motor Passenger	Motor Passenger		Way Freight
2,182 yw	9.10AM	2.30PM	10.00AM		DN-R BRIGHTON	27.7	9.10AM	2.00PM	3.50PM		
	9.30	f 2.40	f 10.09	3.9	8.9 YOXALL	23.8	f 8.58	f 1.46	3.30		
2,000 y	9.50	s 2.55	s 10.23	8.3	4.4 ST. VRAINS	19.4	s 8.45	s 1.38	2.55		
				8.3	(DENT DIST. R. R. CROSSING)	19.4					
				11.0	3.1 (STATE COAL MINE JCT.)	16.7					
P s	10.10	s 3.05	f 10.33	11.4	0.4 PARKDALE	16.3	s 8.32	s 1.26	s 2.40		
927 yw	s 10.42	s 3.15	s 10.42	15.1	3.7 ERIE	12.6	s 8.24	s 1.16	f 2.15		
				15.1	C. B. & Q. R. R. CROSSING	12.6					
	f 11.00	f 3.22	f 10.49	16.4	1.3 TABOR	11.3	f 8.18	f 1.10	f 2.00		
	f 11.15	f 3.30	f 10.58	19.5	3.1 LIGGETT	8.2	f 8.11	f 1.00	f 1.40		
	f 11.40	f 3.40	f 11.10	24.0	4.5 VALMONT	3.7	f 8.01	f 12.51	f 1.25		
				25.1	1.1 INLAND OIL CO.	2.6					
				26.1	1.0 C. & S. E. R. CROSSING	1.6					
822 y	11.55AM	3.50PM	11.22AM	26.3	0.2 BOULDER JUNCTION	1.4	7.55AM	12.45PM	1.10PM		

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

2,250 w	12.05PM	4.00PM	11.32AM	27.7	DN-R BOULDER	7.50AM	12.40PM	1.00PM
	Arrive Daily	Arrive Daily	Arrive Daily		(27.7)	Leave Daily	Leave Daily	Leave Daily
	(2.55)	(1.30)	(1.32)			(1.20)	(1.20)	(2.50)
	9.4	18.5	20.4			20.8	20.8	9.7

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

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

WESTWARD—PLEASANT VALLEY BRANCH—Cloverly and Purcell—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	FIRST CLASS			Distances from Greeley	Time Table No. 89 September 1, 1918	Distances from Hangerford	2nd Class		
	2nd Class	193	194				193	194	
	Mixed	Mixed	Mixed				Mixed	Mixed	
2,303 PY	10.50AM			6.0	D-R CLOVERLY	14.0		1.10PM	
721				8.0	2.0 CORNELL	12.0			
				8.9	0.9 LOWE	11.1			
2,001 P s	11.10			11.1	2.2 GALETON	8.9		s 12.46	
2,000 s	11.25			14.8	3.7 CAMFIELD	5.2		s 12.31	
	11.35			17.2	2.4 MEYER	2.8		s 12.22	
1,993 PWY	11.50AM			20.0	2.8 PURCELL			12.10PM	
					(14.0)			Lv. Tuesday Thursday, Saturday	
								(1.00) 14.0	

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

WESTWARD—STATE COAL MINE SPUR—EASTWARD

Distance from State Coal Mine Junction	Time Table No. 89 September 1, 1918			Distance from State Coal Mine Tipple
	STATIONS			
	0.0	STATE COAL MINE JCT.	2.2	
2.2	STATE COAL MINE TIPPLE	0.0		

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

WESTWARD—GREELEY BRANCH—Greeley and Briggsdale—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS		FIRST CLASS		Distances from Greeley	Time Table No. 89 September 1, 1918	Distances from Briggsdale	FIRST CLASS		SECOND CLASS	
	193	191	557	560				192	194		
	Mixed	Mixed	Motor Passenger	Motor Passenger				Mixed	Mixed		
3,369 oyw	10.25AM	9.15AM	10.40AM		DN-R GREELEY	28.0	1.05PM	1.35PM	1.35PM		
Y				2.2	2.2 GREELEY JCT.	25.8					
2,303 PY	10.50AM	s 9.40	s 10.54	6.0	3.8 D-R CLOVERLY	22.0	s 12.43	s 1.05	1.10PM		
		f 9.55	f 11.01	8.3	2.3 ALDEN	19.7	f 12.38	f			
2,510 P			s 11.07	10.3	2.0 GILL	17.7	s 12.33	s 12.52			
			f 11.16	13.1	2.8 MATHEWS	14.9	f				
2,000		s 10.10	s 11.16	14.5	1.4 BARNESVILLE	13.5	s 12.24	s 12.33			
2,000 w		s 10.25	s 11.25	18.6	4.1 CORNISH	9.4	s 12.15	s 12.24			
2,397		s 10.40	s 11.35	23.3	4.7 FOSSTON	4.7	s 12.05PM	s 12.15PM			
2,001 y		10.55AM	11.45AM	28.0	4.7 D-R BRIGGSDALE		11.55AM	11.59AM			
	Ar. Tuesday, Thursday, Saturday	Ar. Monday, Wednesday and Friday	Arrive Daily		(28.0)		Leave Daily	Lv. Monday, Wednesday and Friday	Lv. Tuesday, Thursday, Saturday		
	(0.25)	(1.40)	(1.05)				(1.10)	(1.36)	(0.25)		
	14.4	15.8	25.8				24.0	18.5	14.4		

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WESTWARD—PURITAN BRANCH—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	Distances from Parkdale	Time Table No. 89 September 1, 1918			Distances from United Collieries, Shamrock and End of Track
		STATIONS			
		0.0	PARKDALE	3.1	
2,000 P	0.0	R	PARKDALE	3.1	
	1.9		PURITAN	1.2	
	2.3		SHAMROCK SPUR	0.8	
	3.1		END OF TRACK	0.0	
			(3.1)		
	2.3		SHAMROCK SPUR	0.9	
	2.7		UNITED COLLIERIES SPUR	0.4	
	3.2		SHAMROCK	0.0	
			(0.9)		
	2.7		UNITED COLLIERIES SPUR	0.5	
	3.2		UNITED COLLIERIES	0.0	
			(0.5)		

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

WESTWARD—DENT DISTRICT—Sand Creek Junction and La Salle—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS				FIRST CLASS				Distances from Denver	Time Table No. 89 September 1, 1918	Distances from La Salle	FIRST CLASS				SECOND CLASS	
	177 Way Freight				559 Motor Passenger	557 Motor Passenger	163 Passenger	161 Passenger				160 Passenger	162 Passenger	558 Motor Passenger	560 Motor Passenger	178 Way Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Ex. Sunday
3,792 TFPOWY	9.45AM							1.1	DN-R DENVER	50.5	10.25AM	3.45PM					
	9.55							2.2	R 29TH STREET	49.4							9.40PM
PI								4.9	DN-R PULLMAN	48.3	10.17	3.38					9.30
	f 10.12							5.0	C. B. & Q. CROSSING	45.6							
2,004	f 10.25							9.8	SAND CREEK JC.	45.5	f 10.12	3.32					9.20
2,129 P	s 10.40							13.8	QUIMBY	40.7	f 10.03	f 3.22					f 9.05
2,000 PW	f 11.00							17.9	EAST LAKE	36.7	s 9.54	s 3.12					s 8.50
2,000 PY	s 11.20							22.2	DARLOW	32.6	f 9.45	f 3.04					s 8.30
I								22.2	D-R ST. VRAINS	28.3	s 9.36	s 2.55					s 8.10
1,996	s 11.30							25.4	BOULDER BRCH. CROSS'G	28.3							
2,950 P	s 11.35							26.0	DAONO	25.1							s 7.50
	f 11.50AM							27.8	D FREDERICK	24.5	s 9.26	s 2.43					s 7.30
1,519	f 12.05PM							30.1	FIRESTONE	22.7	f 9.22	f 2.39					f 7.20
1,680 W	s 12.25							34.5	HARNEY	20.4	f 9.18	f 2.34					f 7.10
I								38.2	D GOWANDA	18.0	f 9.00	f 2.26					s 6.50
								40.6	WILD CAT	12.3	f 8.50	f 2.18					6.30
1,535 PY	1.00PM							42.6	G. W. RY. CROSSING	9.9							
								44.5	D-R DENT	7.9	8.40AM	2.10PM	9.30AM	2.05PM			6.10PM
								48.7	OGILVY	6.0			f 9.18	f 1.53			
2,056 TYFWP								50.5	HANBURY	1.8			f 9.10	f 1.45			
	Arrive Daily								DN-R LA SALLE	50.5			9.05AM	1.40PM			Leave Daily
	Ex. Sunday																Leave Daily
	(3.15) 12.0								..... Time over District		(1.45) 24.3	(1.35) 26.9	(0.25) 19.0	(0.25) 19.0			(3.30) 11.8

Westward Trains are Superior to Trains of the same class in the opposite direction.—See Rule 72. Trains 558 and 560 have right over trains 557 and 559, La Salle to Dent.

WESTWARD—FORT COLLINS BRANCH—Dent and Fort Collins—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS				FIRST CLASS		Distances from Dent	Time Table No. 89 September 1, 1918	Distances from Ft. Collins	FIRST CLASS		SECOND CLASS					
	177 Way Freight				163 Passenger	161 Passenger				160 Passenger	162 Passenger	178 Way Freight					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday				
1,535 PY	1.00PM								D-R DENT	25.0	8.40AM	2.10PM					6.00PM
P	1.10						1.6	23.4	MILLIKEN	23.4	s 8.35	s 2.05					s 5.40
							2.0	23.0	G. W. RY. CROSSING	23.0							
2,423 PW	s 1.25						7.2	17.8	KOENIG	17.8	f 8.25	f 1.54					s 5.20
							9.0	16.0	G. W. RY. CROSSING	16.0							
	f 1.32						9.1	15.9	KELIM	15.9	f 8.21	f 1.50					f 5.00
	f 1.42						13.4	11.6	BOYD LAKE	11.6	f 8.11	f 1.42					f 4.35
	f 1.55						16.3	8.7	REDMOND	8.7	f 8.06	f 1.36					f 4.20
2,605 P	s 2.10						19.5	5.5	HARMONY	5.5	f 8.00	f 1.30					s 4.00
3,682 TYFWP	2.45PM						25.0		DR FORT COLLINS	25.0	7.45AM	1.15					3.30PM
	Arrive Daily										Arrive Daily	Arrive Daily					Arrive Daily
	Ex. Sunday																Ex. Sunday
	(1.45) 14.9								..... Time over District		(0.55) 27.2	(0.55) 27.2					(2.30) 10.0

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

WESTWARD—JULESBURG DISTRICT—Julesburg and Sterling—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS				FIRST CLASS		Distances from Julesburg	Time Table No. 89 September 1, 1918	Distances from Denver	FIRST CLASS		SECOND CLASS							
	263	251	13	15	12	16				252	264								
	Way Freight Leave Daily Ex. Sunday	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Arrive Daily	Passenger Arrive Daily				Time Freight Arrive Daily	Way Freight Arrive Daily Ex. Sunday								
4,162 TYFW	12.15PM	9.10AM	11.10AM	2.10AM			DN-R JULESBURG	197.3	7.55PM	4.20AM	7.15AM	11.10AM							
					4.0		ADRIAN	193.3											
4,068	f 12.42	9.35	s 11.24	2.21	7.2		OID	190.1	s 7.41	4.06	6.52	s 10.30							
					11.2		HITT	186.1											
3,025 w	s 1.05	10.05	s 11.39	2.33	14.6		D SEDGWICK	182.7	s 7.30	f 3.55	6.25	s 10.05							
					19.0		DORSEY	178.3											
2,985	f 1.33	10.30	f 11.54AM	2.43	22.9		RED LION	174.4	f 7.16	f 3.40	6.00	f 9.30							
2,968 w	s 1.56	10.50	s 12.10PM	2.56	30.1		D CROOK	167.2	s 7.04	s 3.28	5.35	s 9.10							
3,012	s 2.26	11.20	s 12.25	3.12	38.8		PROCTOR	158.5	s 6.48	3.12	5.10	s 8.45							
					41.1		POWELL	156.2											
2,980 w	s 2.52	11.40	s 12.40	3.27	45.6		D ILIFF	151.7	s 6.36	f 2.50	4.42	s 8.10							
					50.1		FORD	147.2											
3,049	f 3.15	11.55AM	12.52	3.39	53.2		HAYFORD	144.1	6.26	2.32	4.15	f 7.45							
					57.2		C.B.& Q.R.R.CROSSING	140.1											
5,112TYFW	3.30PM	12.15PM	1.05PM	3.50AM	57.6		DN-R STERLING	139.7	6.20PM	2.20AM	4.00AM	7.30AM							
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday							

(3.15) (3.05) (1.55) (1.40) Time over District..... (1.35) (2.00) (3.15) (3.35)
 12.5 18.7 30.0 34.5 Average speed per hour..... 36.3 28.8 17.7 16.0

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

WESTWARD-STERLING DISTRICT-Sterling and LaSalle-EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS		FIRST CLASS				Distances from Julesburg	Time Table No. 89 September 1, 1918	Distances from Denver	FIRST CLASS				SECOND CLASS	
	251	305	303	301	13	15				12	16	302	304	306	252
	Time Freight	C. B. & Q. Freight	C. B. & Q. Passenger	C. B. & Q. Passenger	Passenger	Passenger				Passenger	Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	C. B. & Q. Freight	Time Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
5,112TYFW	1.30PM	8.05PM	5.45PM	4.20AM	1.10PM	3.55AM	57.6	DN-R STERLING	139.7	6.10PM	2.15AM	11.25PM	6.55AM	6.30AM	3.10AM
							61.7	4.1	136.6						
							64.1	HALL	133.2						
	2.00	8.40	5.59	4.33	1.22	4.05	66.8	2.4	130.5	5.59	2.01	11.13	6.40	5.53	2.35
							70.2	D ATWOOD	127.1						
							72.1	2.7	125.2						
	2.26	9.10	6.14	4.44	1.35	4.15	76.0	3.4	121.3	5.40	1.50	11.04	6.28	5.35	2.15
							78.3	DN MERINO	119.0						
							81.0	1.9	116.3						
							82.8	3.9	114.5						
	2.50	9.40	6.24	4.54	1.44	4.23	87.0	8.9	110.3	5.27	1.40	10.55	6.19	5.21	1.51
							88.8	MESSEX	103.3						
	3.00	9.50	6.29	4.58	1.49	4.27	94.0	2.3	99.4	5.22	1.35	10.50	6.14	5.14	1.46
							98.6	BALZAC	98.7						
	3.12	10.05PM	6.35PM	5.05AM	1.55	4.32	106.1	2.7	91.2	5.15	1.30	10.45PM	6.10AM	5.05AM	1.40
							109.0	DN-R UNION	88.3						
							114.2	1.8	83.1						
							117.7	4.2	79.6						
							121.5	COOPER	75.8						
3,066	3.35				2.05	4.40	124.7	DN SNYDER	72.6	5.02	1.20				1.20
							130.3	7.0	67.0						
3,021	4.05				2.18	4.51	135.4	D DODD	61.9	4.48	1.06				12.47
							139.2	2.9	58.1						
							143.2	HURLEY	54.1						
							147.3	1.7	50.0						
2,983 FW	4.38				2.28	5.02	150.9	DN FORT MORGAN	46.4	4.38	12.59				12.36
								7.5							
1,319								2.9							
								2.9							
3,000	5.15				2.48	5.17		5.2							12.15AM
								5.2							
1,559	5.32				2.56	5.24		3.5							11.59PM
								3.5							
2,944 W	5.46				3.04	5.30		3.8							11.45
								3.8							
								3.2							
3,000	6.10				3.15	5.38		5.6							11.26
								5.6							
3,000	6.30				3.30	5.46		6.1							11.06
								6.1							
2,886 W	6.50				3.40	5.54		3.8							10.50
								3.8							
								4.0							
3,016	7.20				3.46			4.0							10.30
								4.1							
								4.1							
3,462 TYFW	7.45PM				3.52	6.06		8.6							10.10PM
								8.6							
								93.3							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		DN-R LA SALLE		2.45PM	11.25PM				
								(93.3)							
										Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(6.15)	(2.00)	(0.50)	(0.45)	(3.00)	(2.25)	..... Time over District	(3.25)	(2.50)	(0.40)	(0.45)	(1.25)	(5.00)
17.3	11.7	23.1	31.2	31.0	33.6	..... Average speed per hour	27.2	33.0	35.1	31.2	16.5	18.6

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

DENVER DISTRICT—Hugo and Denver—WESTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS										FIRST CLASS				Distances from Kansas City	Time Table No. 89 September 1, 1918			
											97	155	7	119		5	103	STATIONS	
											C. R. I. & P. Freight	Time Freight	C. R. I. & P. Passenger	Passenger		C. R. I. & P. Passenger	Passenger		
											Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
4,557 OTFWYP												2.20PM		10.50AM		4.10AM	535.5	DN-R	HUGO
2,082												2.42		11.00		4.21	541.1		5.6 BAGDAD
1,952 W												3.10		11.13		4.34	548.0		6.9 LAKE
2,828																			2.5 (C. R. I. & P. Crossing.)
3,023 P											6.45PM	3.25	3.00PM	11.20	5.15AM	4.40	550.5	DN-R	LIMON
2,964 PY											7.10	3.54	3.12	11.35	5.27	4.52	556.6	D	6.1 RIVER BEND
2,989											7.35	4.16	3.24	11.47	5.40	5.05	563.0	N	6.4 CEDAR POINT
2,997 W											7.52	4.27	3.34	11.54AM	5.47	5.11	567.2		4.2 BUICK
2,840											8.09	4.41	3.43	12.04PM	5.55	5.18	572.2	DN	5.0 AGATE
3,013 PFWY											8.30	4.58	3.52	12.14	6.04	5.27	577.9		5.7 LOWLAND
2,977											9.03	5.18	4.01	12.28	6.14	5.40	584.2	DN	6.3 DEER TRAIL
3,092 W											9.27	5.32	4.09	12.40	6.24	5.49	589.9		5.7 PEORIA
3,327 W											10.20	5.52	4.19	12.54	6.35	6.00	596.6	D	6.7 BYERS
2,863											10.50	6.10	4.28	1.07	6.45	6.12	602.5	DN	5.9 STRASBURG
2,985											11.25	6.30	4.38	1.20	6.55	6.24	608.9	D	6.4 BENNETT
2,932 W											11.45PM	6.42	4.45	1.30	7.03	6.34	613.5		4.6 MANILA
3,008											12.10AM	6.56	4.53	1.42	7.12	6.44	618.4	DN	4.9 WATKINS
3,151 P											12.35	7.15	5.03	1.53	7.24	6.58	624.8		6.4 MESA
2,912											1.00	7.30	5.11	2.03	7.35	7.08	630.7		5.9 SABLE
3,792 OTFWPY											1.15	7.44 8.00	5.17	2.10	7.41	7.16	632.9		2.2 ROYDALE
											1.30	8.15	5.23	2.16	7.48	7.22	634.4		1.5 SANDOWN
												8.30PM					636.4		2.0 COLLEGE
											1.45AM		5.30PM	2.30PM	7.55AM	7.30AM	638.2		1.8 DN-R PULLMAN
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	639.3		1.1 R 29th STREET
																	640.4		1.1 DN-R DENVER

(7.00) 12.8 (8.10) 17.0 (2.30) 86.0 (3.40) 28.6 (2.40) 33.7 (3.20) 31.5

..... Time over District
..... Average speed per hour

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

DENVER DISTRICT—Hugo and Denver—EASTWARD

Time Table No. 89 September 1, 1918	Distances from Denver	FIRST CLASS				SECOND CLASS																
		8 C. R. I. & P. Passenger	102 Passenger	6 C. R. I. & P. Passenger	104 Passenger	154 Time Freight	94 C. R. I. & P. Freight															
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily															
DN-R HUGO 5.6	104.9		4.30PM		10.50PM	11.30AM																
BAGDAD 6.9	99.3		4.21		10.39	11.00																
LAKE 2.5 (C. R. I. & P. Crossing.)	92.4	f	4.11		10.28	10.25																
DN-R LIMON 6.1	89.9		2.30PM	s 4.06	10.00PM	10.23	10.15	3.15AM														
D RIVER BEND 6.4	83.8	f	2.20	s 3.54	9.50	10.13	9.50	2.55														
N CEDAR POINT 4.2	77.4	f	2.10	f 3.43	9.40	10.03	9.30	2.30														
BUICK 5.0	73.2	f	2.03	f 3.34	9.32	9.56	9.05	2.10														
DN AGATE 5.7	68.2	s	1.55	s 3.24	9.24	9.47	8.40	1.50														
LOWLAND 6.3	62.5		1.46	s 3.13	9.13	9.38	8.15	1.30														
DN DEER TRAIL 5.7	56.2	s	1.36	s 3.00	9.03	9.27	7.50	1.02														
PEORIA 6.7	50.5	f	1.27	f 2.43	8.54	9.14	7.22	12.40														
D BYERS 5.9	43.8	s	1.17	s 2.29	8.44	9.04	7.05	12.10AM														
DN STRASBURG 6.4	37.9	s	1.07	s 2.15	8.35	8.54	6.45	11.50PM														
D BENNETT 4.6	31.5	s	12.56	s 2.02	8.25	8.43	6.24	11.25														
MANILA 4.9	26.9	f	12.49	f 1.52	8.17	8.35	6.02	11.10														
DN WATKINS 6.4	22.0	s	12.41	s 1.42	8.10	8.26	5.23	10.55														
MESA 5.9	15.6	f	12.31	f 1.31	8.00	8.16	5.00	10.28														
SABLE 2.2	9.7	f	12.21	f 1.21	7.50	8.06	4.40	10.04														
ROYDALE 1.5	7.5																					
SANDOWN 2.0	6.0		12.14	1.14	7.44	8.00	4.30	9.40														
COLLEGE 1.8	4.0																					
Automatic Block Signals DN-R PULLMAN 1.1	2.2		12.08	1.07	7.37	7.52	4.15	9.20														
R 29th STREET 1.1	1.1						4.00AM															
DN-R DENVER (104.9)			12.01PM	1.00PM	7.30PM	7.45PM		9.00PM														
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily														

Time over District..... (2.29) (8.30) (2.30) (8.05) (7.30) (6.15)
 Average speed per hour..... 36.1 29.9 36.0 34.0 38.8 34.4

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

U. S. HOSPITAL BRANCH

WESTWARD	Distance from Sable	STATIONS	Distance from Bunell	EASTWARD
	0	SABLE JCT.	1.39	
	1.39	BUNELL (End of Track)	0	

WESTWARD—HUGO DISTRICT—Sharon Springs and Hugo—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS					FIRST CLASS			Distances from Kansas City	Time Table No. 89 September 1, 1918	Distances from Denver	FIRST CLASS			SECOND CLASS					
						155 Time Freight	119 Passenger	103 Passenger				102 Passenger	104 Passenger	154 Time Freight						
						Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily						
2,191 POTFWY						8.00AM	6.50AM	12.55AM	429.8	DN-R SHARON SPRINGS	210.6	7.40PM	1.40AM	6.30PM						
3,522						8.17	7.00	1.04	433.8	4.0 SUNLAND	206.6	7.32	1.32	6.17						
2,586						8.34	7.12	1.13	438.3	4.5 MONOTONY	202.1	7.25	1.26	6.02						
8,500 W						8.48	s 7.22	1.21	441.8	3.5 D WESKAN	198.6	s 7.19	1.21	5.52						
2,564						9.12	7.33	1.31	448.1	6.3 CHEMUNG	192.3	7.09	1.12	5.32						
2,523						9.32	s 7.43	1.41	453.4	5.3 ARAPAHOE	187.0	s 7.00	1.04	5.15						
8,059						9.52	7.53	1.50	458.4	5.0 SALIS	182.0	6.52	12.56	5.00						
8,055 FW						10.10	s 8.03	s 2.00	463.1	4.7 DN CHEYENNE WELLS	177.3	s 6.44	s 12.48	4.45						
8,054						10.28	8.13	2.11	467.9	4.8 ASCALON	172.5	6.35	12.40	4.30						
8,078 P						10.50	f 8.25	2.21	473.6	5.7 FIRST VIEW	166.8	f 6.26	12.31	4.10						
8,016						11.14	f 8.42	2.36	482.3	8.7 ARENA	158.1	f 6.09	12.16	3.40						
8,308 FWY						11.28	s 8.57	s 2.44	487.7	5.4 DN KIT CARSON	152.7	s 5.59	s 12.07AM	3.20						
8,011						11.46AM	f 9.10	2.55	493.9	6.2 SORRENTO	146.5	f 5.45	11.56PM	2.55						
2,999 P						12.02PM	f 9.22	3.05	500.1	6.2 WILD HORSE	140.3	f 5.35	11.46	2.36						
8,042 W						12.23	s 9.38	3.16	507.6	7.5 D AROYA	132.8	s 5.24	11.35	2.13						
8,998						12.51	s 10.00	3.32	517.8	10.2 BOYERO	122.6	s 5.07	11.22	1.42						
2,257 FW						1.15	f 10.19	3.45	526.5	8.7 CLIFFORD	118.9	f 4.53	11.10	1.15						
4,557 POTFWY						1.45PM	10.40AM	4.00AM	535.5	9.0 DN-R HUGO	104.9	4.40PM	10.55PM	12.30PM						
						Arrive Daily	Arrive Daily	Arrive Daily		(105.7)		Leave Daily	Leave Daily	Leave Daily						

(5.45)	(8.50)	(8.05)	..... Time over District	(8.00)	(2.45)	(6.00)
18.4	27.6	34.3	..... Average speed per hour	35.2	38.4	17.7

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

WESTWARD-ELLIS DISTRICT-Ellis and Sharon Springs-EASTWARD.

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS				FIRST CLASS				Distances from Kansas City	Time Table No. 89 September 1, 1918	Distances from Denver	FIRST CLASS				SECOND CLASS			
	157 Way Freight		155 Time Freight		103 Passenger		119 Passenger					104 Passenger		102 Passenger		156 Way Freight		154 Time Freight	
	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily		
2,710 OTFW	6.30AM	9.20PM	8.35PM	2.25AM	303.3	DN-R	ELLIS	337.0	5.25AM	11.45PM	3.00PM	5.10AM							
3,466	6.55	9.45	8.44	2.35	308.6		5.2 RIGA	331.8	f 5.18	11.32	2.43	4.50							
3,014	s 7.25	10.13	f 8.55	2.45	313.7	D	5.1 OGALLAH	326.7	s 5.09	11.22	s 2.22	4.28							
2,378 W	s 8.15	11.08	s 9.12	3.00	322.3	DN	8.6 WAKEENEY	318.1	s 4.55	11.08	s 1.50	3.52							
2,466	f 8.45	11.40PM	9.26	3.12	330.0		7.7 VODA	310.4	f 4.41	10.53	f 1.17	3.12							
2,118 W	s 9.15	12.02AM	s 9.37	3.21	335.8	D	5.8 COLLYER	304.6	f 4.31	10.40	s 12.57	2.45							
2,907	s 9.45	12.30	s 9.52	3.33	343.3	D	7.5 QUINTER	297.1	s 4.18	10.25	s 12.28PM	2.18							
3,740 W	s 10.15	1.00	f 10.08	3.46	350.9	D	7.6 BUFFALO PARK	289.5	f 4.05	10.08	s 11.58AM	1.50							
2,562	s 10.35	1.30	s 10.18	3.55	356.3	DN	5.4 GRAINFIELD	284.1	s 3.55	9.58	s 11.40	1.30							
3,015 W	s 11.11	2.08	f 10.35	4.14	365.2	D	8.9 GRINNELL	275.2	f 3.40	9.43	s 11.11	12.53							
2,521	f 11.35AM	2.33	f 10.45	4.26	371.1		5.9 CAMPUS	269.3	f 3.30	9.34	f 10.51	12.30							
2,998 PYPW	s 12.01PM	3.20	s 11.00	4.45	377.4	DN	6.3 OAKLEY	263.0	s 3.20	9.23	s 10.30	12.01AM							
3,026 P	f 1.20	3.55	f 11.17	5.02	386.1		8.7 MONUMENT	254.3	2.58	f 9.07	f 9.35	11.17PM							
2,542 P	f 1.50	4.25	f 11.30	5.15	393.6		7.5 PAGE CITY	246.8	2.47	f 8.55	f 9.08	10.25							
2,595	s 2.20	4.50	s 11.40	5.26	399.0	D	5.4 WINONA	241.4	f 2.37	8.45	s 8.50	10.00							
1,960	2.50	5.15	11.56PM	5.43	406.0		7.0 LISBON	234.4	2.21	8.30	8.22	9.14							
2,367 W	s 3.05	5.25	f 12.01AM	5.48	408.4	DN	2.4 McALLASTER	232.0	2.17	f 8.25	s 8.16	9.00							
1,747	3.35	5.45	12.12	6.03	414.6		6.2 TURKEY CREEK	225.8	2.08	8.14	7.43	8.42							
2,488 P	s 4.00	6.17	f 12.27	6.17	421.1		6.5 WALLACE	219.3	1.59	f 8.05	s 7.31	8.25							
3,024 W	4.15	6.45	12.36	6.27	425.6		4.5 SOMENA	214.8	1.52	7.57	7.16	8.12							
2,191 POTFWY	4.30PM	7.00AM	12.45AM	6.40AM	429.8	DN-R	4.2 SHARON SPRINGS	210.6	1.45AM	7.50PM	7.00AM	8.00PM							
	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily			(126.4)		Leave Daily	Leave Daily	Leave Daily Except Sun.	Leave Daily							

(10.00)	(9.40)	(4.10)	(4.15)	Time over District	(3.40)	(3.55)	(8.00)	(9.10)
12.6	13.0	30.3	29.7	Average speed per hour	34.5	32.2	15.8	13.8

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

WESTWARD—COLBY BRANCH—Plainville and Oakley—EASTWARD.

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Turn Tables and Wyes.	SECOND CLASS			FIRST CLASS			Distances from Salina	Time Table No. 89 September 1, 1918	Distances from Oakley	FIRST CLASS			SECOND CLASS			
		185 Mixe		183 Passenger	585 Motor Passenger					134 Passenger	586 Motor Passenger	32	186 Mixed			
		Leave Daily Ex. Sunday		Leave Daily	Leave Daily Ex. Sunday					Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday			
7,547 O P Y F W		7.00AM		8.35PM	11.50AM	103.5	D-R	PLAINVILLE	121.2	4.15AM	2.45PM	11.30AM	3.30PM			
1,786		s 7.35		s 8.53	s 12.06PM	110.4	D	ZURICH	114.8	s 4.00	s 2.31	11.18	s 3.08			
3,800		s 8.12		s 9.11	s 12.23	117.8	D	PALCO	108.9	s 3.40	s 2.14	11.04	s 2.43			
1,484 P		s 8.38		s 9.26	s 12.37	122.7	P	DAMAR	102.0	s 3.25	s 2.00	10.55	s 2.26			
3,792 W		s 9.12		s 9.43	s 12.53	129.3	D	BOGUE	95.4	s 3.08	s 1.44	10.43	s 2.04			
6,143 Y		s 9.53		s 10.03	1.13PM	138.0	D-R	HILL CITY	86.7	s 2.48	1.25PM	10.27	1.35 1.13			
1,782		s 10.28		s 10.20		144.7	D	PENOKEE	80.0	s 2.32		10.13	s 12.22PM			
3,242 W		s 11.00 11.20		s 10.36		150.2	D	MORLAND	74.5	s 2.19		10.03	11.40AM 11.20			
3,403		s 11.45AM		s 10.51		155.4		STUDLEY	69.3	s 2.05		9.53	s 11.02			
1,816 P		f 12.06PM		f 11.10		162.4	P	TASCO	62.3	f 1.48		9.46	f 10.39			
3,747 F W		s 12.35		s 11.30		170.2	D	HOXIE	54.5	s 1.28		9.25	s 10.21			
1,788		f 1.08		f 11.52PM		179.0		SEGUIN	45.7	f 1.07		9.07	f 9.42			
3,333 W		s 1.34		s 12.10AM		186.2	D	MENLO	38.5	s 12.50		8.53	s 9.18			
1,787		f 2.03		f 12.30		194.0		HALFORD	30.7	f 12.30		8.38	f 8.50			
9,711 P Y W		s 2.39		s 12.55		203.6	D P	COLBY	21.1	s 12.05AM		8.20AM	s 8.12			
1,881		f 3.01		f 1.13		209.4		ALTAIR	15.3	f 11.47PM			f 7.47			
1,043		f 3.13		f 1.21		212.8		MINGO	11.9	f 11.39			f 7.36			
1,841		f 3.34		f 1.35		218.5		SPICA	6.2	f 11.26			f 7.20			
11,308 P Y F W		4.00PM		1.55AM		224.7	DN-R P	OAKLEY		11.10PM			7.00AM			
		Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily Ex. Sunday			(121.6)		Leave Daily	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday			

(9.00) 18.6 (5.20) 22.8 (1.28) 24.9 Time over District (5.05) 23.4 (1.20) 25.8 (3.80) 14.2
 Average speed per hour

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

East leg of Y at Oakley and Colby are considered main track.

COLORADO DIVISION—SPECIAL RULES.

1. No. 119 will stop on Ellis District to let off passengers holding tickets from stations on Colby branch.
2. (A) All freight trains in the State of Kansas, to which a caboose or coach is attached, will carry passengers holding proper transportation between points where stops will be made, except that this rule shall not apply to trains on the main line, the most of which train shall be composed of cars loaded with live stock. Children under fifteen years of age must be accompanied.
- (B) Conductors and Agents must notify passengers that freight trains are not required to stop with caboose at platform.
- (C) Local freight trains will carry passengers on Denver, Hugo, Julesburg and Sterling Districts.
3. When a train has more than one locomotive each engineman will be provided with copies of all orders and clearance cards.
4. Trains in Block Signal Districts will wait five minutes after flag-man has started before proceeding through the block. (See Rule 504.)
5. Outfit cars and empty flat and wooden coal cars must be handled next to caboose; outfit cars in all cases placed first ahead of caboose. (See Bulletin 72.)

DIVISION SPEED RESTRICTIONS.

6. All trains must not exceed 15 miles per hour when using cross-overs or turn-outs and **BE UNDER CONTROL THROUGH SIDINGS, INTERLOCKING PLANTS AND YARD LIMITS.**
7. Trains moving against current of traffic will not exceed 30 miles per hour, and will stop at railroad crossings, whether protected by interlocking plants or not.
8. All trains will not exceed a speed of 30 miles per hour passing coaling stations.
9. All engines backing up will not exceed a speed of 20 miles per hour.

DISTRICT SPEED RESTRICTIONS, TRAIN AND AIR INSPECTION AND SPECIAL RULES.

NORTHERN DISTRICT:

10. (A) Passenger trains will not exceed 50 miles per hour, freight trains 35 miles per hour.
 - (B) 2200 class engines will not exceed 40 miles per hour Borie to Carr.
 - (C) All trains will reduce speed to 10 miles per hour over junction switch at Speer, and in using cross-overs in either direction at Sand Creek Junction and Pullman.
 - (D) In addition to inspection of trains as often as possible, per Rule 820, freight trains will stop and inspect: Eastward at Speer, Carr, Pierce and La Salle; Westward at Brighton, La Salle and Carr; Eastward gravel trains at Warren and Brighton; in addition to other inspection points.
 - (E) Eastward freight trains will not leave Speer without maximum train line pressure, as indicated by air gauge on engine and caboose and air test made.
 - (F) Colorado Division trains east-bound will remain clear, not throwing main line switch on Wyoming Division at Corlett Junction if a train is seen approaching from west until train has come to a full stop at stop-board, one thousand feet west of Junction. A Colorado Division train going west on Wyoming Division will not cross over from track Number One to Colorado Division if a train is seen approaching from the west on track Number Two, until train has come to a full stop at stop-board, one thousand feet west of Junction.
 - (G) Composite telephone wires between Denver and Warren, top outside or field wire. Warren to Speer, second outside or field wire.
Speer to Cheyenne, top arm second wire from track.
 - (H) Outbound second-class trains and extra trains only will register at Pullman. Conductors of other trains will leave register ticket with operator.
 - (I) Speed of trains through towns on Northern District as follows must not be exceeded: Brighton, 6 miles per hour; Lupton, 15 miles per hour; Platteville, 12 miles per hour; La Salle, 12 miles per hour; Greeley, 6 miles per hour; Eaton, 6 miles per hour; Ault, 6 miles per hour; Nunn, 10 miles per hour.
- No. 104 will stop at stations east of Evans to discharge passengers from points west of La Salle. Second-class and extra trains only will register at Brighton. Conductors of other trains leave register ticket with operator.

11. STERLING DISTRICT:

- (A) Passenger trains will not exceed 50 miles per hour, freight trains 35 miles per hour.
- (B) In addition to inspection of trains as often as possible, per Rule 820, freight trains will stop and inspect: Eastward at Orchard and Snyder; Westward at Ft. Morgan.
- (C) Trains 13 and 15 will not register at Union. Conductors leave register ticket with operator.

12. JULESBURG DISTRICT:

- (A) Passenger trains will not exceed 50 miles per hour, freight trains 35 miles per hour.
- (B) In addition to inspection of trains as often as possible, per Rule 820, Eastward and Westward freight trains will stop and inspect at Crook.

13. DENT DISTRICT:

- (A) Passenger trains will not exceed 40 miles per hour, freight trains 25 miles per hour between St. Vrain and Dent.
Passenger trains will not exceed 30 miles per hour, freight trains 20 miles per hour between Sand Creek Junction and St. Vrain.
- (B) In addition to inspection of trains as often as possible, per Rule 820, Eastward and Westward freight trains will stop and inspect at Gowanda.
- (C) Outbound second class and extra trains only will register at Pullman. Conductors of other trains leave register ticket with operator.

14. DENVER DISTRICT:

- (A) Between Denver and Deer Trail passenger trains will not exceed 45 miles per hour, freight trains 25 miles per hour.
- (B) Between Deer Trail and Hugo passenger trains will not exceed 50 miles per hour, freight trains 30 miles per hour.
- (C) In addition to inspection of trains as often as possible, per Rule 820, Eastward and Westward freight trains will stop and inspect at Watkins, Deer Trail and Limon.
- (D) All trains will reduce speed to 10 miles per hour over cross-over in either direction at Pullman.
- (E) Outbound second class and extra trains only will register at Pullman. Conductors of other trains leave register ticket with operator.
- (F) From Ellis, Kansas, to College, Colorado, inclusive, Distant Signals, located approximately one-half mile from initial switch, are used for facing point switch protection. When signal indicates "Caution," bring train under control immediately and proceed not to exceed six miles per hour, looking for obstruction on the track and stop before passing initial switch and make an examination of all facing point switches to see that points are in proper position, except signals Numbers 5353, 5358 and 5362, just west of Hugo, where Block Signal Rules 301 to 306, inclusive, and Rules 501 to 517, inclusive, will govern.
- (G) Composite telephone wires each side of pole on lower arm.

15. HUGO DISTRICT:

- (A) Passenger trains will not exceed 50 miles per hour, freight trains 30 miles per hour.
- (B) In addition to inspection of trains as often as possible, per Rule 820, Eastward and Westward freight trains will stop and inspect at Kit Carson and Cheyenne Wells.
- (C) From Ellis, Kansas, to College, Colorado, inclusive, Distant Signals, located approximately one-half mile from initial switch, are used for facing point switch protection. When signal indicates "Caution," bring train under control immediately and proceed not to exceed six miles per hour, looking for obstruction on the track and stop before passing initial switch and make an examination of all facing point switches to see that points are in proper position, except signals Numbers 5353, 5358 and 5362, just west of Hugo, where Block Signal Rules 301 to 306, inclusive, and Rules 501 to 517, inclusive, will govern.
- (D) Composite telephone wires each side of pole on lower arm.

16. ELLIS DISTRICT:

- (A) Passenger trains will not exceed 50 miles per hour, freight trains 30 miles per hour.
- (B) In addition to inspection of trains as often as possible, per Rule 820, Eastward and Westward freight trains will stop and inspect at McAllaster, Oakley and WaKeeney.
- (C) From Ellis, Kansas, to College, Colorado, inclusive, Distant Signals, located approximately one-half mile from initial switch, are used for facing point switch protection. When signal indicates "Caution," bring train under control immediately and proceed not to exceed six miles per hour, looking for obstruction on the track and stop before passing initial switch and make an examination of all facing point switches to see that points are in proper position, except signals Numbers 5353, 5358 and 5362, just west of Hugo, where Block Signal Rules 301 to 306, inclusive, and Rules 501 to 517, inclusive, will govern.
- (D) Composite telephone wires each side of pole on lower arm.

17. BOULDER BRANCH:

- (A) Passenger trains will not exceed 30 miles per hour between Boulder Jct. and Tabor, and 40 miles per hour between Tabor and Brighton. Freight trains will not exceed 20 miles per hour between Brighton and Boulder Jct.

18. GREELEY BRANCH:

- (A) Passenger trains will not exceed 30 miles per hour, freight trains 20 miles per hour.
- (B) Trains are not required to secure clearance at Briggsdale and Cloverly when operator is not on duty.

19. PLEASANT VALLEY BRANCH:

- (A) Passenger trains will not exceed 30 miles per hour, freight trains 20 miles per hour.
- (B) Trains are not required to secure clearance at Purcell and Cloverly when operator is not on duty.

20. FT. COLLINS BRANCH:

- (A) Passenger trains will not exceed 40 miles per hour, freight trains 25 miles per hour.
- (B) Trains will not exceed 8 miles per hour over Lincoln Street, Ft. Collins.

21. COLBY BRANCH:

- (A) Passenger trains will not exceed 35 miles per hour, freight trains 25 miles per hour.
- (B) Conductors of all extra trains will call at telegraph office for orders before leaving Colby.
- (C) Colby City Ordinance Number 141 limits speed of trains to twenty (20) miles per hour within the corporate limits of Colby.

COLORADO DIVISION.

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.)

DENVER, CHEYENNE AND JULESBURG.

Class	ENGINE NUMBERS	DENVER AND CARR		CARR AND CHEYENNE		JULESBURG AND DENVER		DENVER AND BOULDER	
		WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 57 — ²⁰ / ₂₄ —137	100-120	750	1400	500	500	1300	2000	900	1000
CC 57 — ^{22 & 24} / ₃₄ —162	119	850	1475	600	600			1000	1200
TW 57 — ²¹ / ₃₀ —165	1800-1807	1100	2000	700	650	1800	2500		
C 57 — ^{17 & 28} / ₃₀ —181	150-157	1600	2400	900	900	2400	2700		
C 51 — ²¹ / ₂₈ —141	130-143	800	1500	650	675	1500	2500		
C 57 — ^{15½ & 26} / ₃₀ —171	480-499	1350	2100	750	775	2000	2500		
T 62 — ²⁰ / ₂₈ —134	1250-1289	800	1500	550	575	1500	2500		
T 69 — ²⁰ / ₂₄ —113	1317-1319	700	1100	450	475	1100	1600	850	950
C 57 — ^{15½ & 26} / ₃₀ —174	400	1250	2000	750	775				
C 57 — ^{15½ & 26} / ₃₀ —157	402-419	1250	2000	750	775	2000	2500		
C 57 — ^{15½ & 26} / ₃₀ —160	420-477	1350	2000	750	775	2000	2500		
C 57 — ^{15½ & 26} / ₃₀ —171	478-479	1350	2000	750	775	2000	2500		
C 57 — ²² / ₃₀ —187	201-252 300-358	1450	2000	950	950	2000	3000		

ELLIS TO DENVER.

Class	ENGINE NUMBERS	ELLIS AND HUGO		HUGO AND DENVER	
		WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 51 — ²⁰ / ₂₄ —137	100-120	750	1500	800	800
TW 57 — ²¹ / ₃₀ —165	1800-1807	1100	2000	1100	1100
T 69 — ²⁰ / ₂₄ —103	1300-1316	600	1200	600	600
T 62 — ²⁰ / ₂₄ —103	1306-1311	600	1200	650	650
C 57 — ^{15½ & 26} / ₃₀ —174	400	1100	2000	1100	1100
C 57 — ^{15½ & 26} / ₃₀ —157	402-419	1100	2000	1100	1100
C 57 — ^{15½ & 26} / ₃₀ —160	420-477	1100	2000	1100	1100
C 57 — ^{15½ & 26} / ₃₀ —171	478-479 480-499	1100	2000	1100	1100

Eastward rating Hugo to Ellis, with helper, Kit Carson to First View and McAllaster to Winona, or doubling.

CLASSIFICATION OF ENGINES.

- | | | | |
|----------------------------|--------------------|-------------------|----------------------|
| “C”—Consolidation Engines. | “M”—Moguls. | “P”—Pacific Type. | “E”—Eight Wheelers. |
| “T”—Ten Wheelers. | “A”—Atlantic Type. | “S”—Switch. | “TW”—Twelve Wheeler. |

COLORADO DIVISION.
ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS.

COLORADO DIVISION.	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car)
Ellis and Oakley	6000 lbs.	3000 lbs.
Oakley and Sharon Springs	6000 "	3000 "
Sharon Springs and Hugo	6000 "	3000 "
Hugo and Denver	6000 "	3000 "
Denver and Carr	6000 "	3000 "
Julesburg and Denver	6000 "	3000 "
Brighton and Boulder	6000 "	3000 "
Plainville and Oakley	6000 "	3000 "

SPEED TABLE.

RUNNING												EQUALS
2 Miles		2½ Miles		3 Miles		3½ Miles		4 Miles		5 Miles		
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	
12		15		18		21		24		30		10 miles per hour
6		7	30	9		10	30	12		15		20 " " "
4		5		6		7		8		10		30 " " "
3		3	45	4	30	5	15	6		7	30	40 " " "
2	40	3	20	4		4	40	5	20	6	40	45 " " "
2	24	3		3	36	4	12	4	48	6		50 " " "
2	10	2	43	3	15	3	48	4	20	5	25	55 " " "
2		2	30	3		3	30	4		5		60 " " "
1	50	2	18	2	45	3	13	3	40	4	35	65 " " "
1	42	2	8	2	33	2	59	3	24	4	15	70 " " "

SPEED TABLE.

TIME Going 1 Mile		Miles Per Hour	TIME Going 1 Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
12		5	1	20	45
6		10	1	12	50
4		15	1	5	55
3		20	1		60
2	24	25		55	65
2		30		51	70
1	43	35			
1	30	40			

RAILWAY CROSSINGS.

See General Rule No. 98.

The following is the 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 the 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. CROSSING AT STERLING:

Union Pacific trains have right to cross ahead of Burlington trains of the same class in either direction on Union Pacific main line or passing track. Burlington trains have right to cross ahead of Union Pacific trains of the same class in either direction on Union Pacific stock yard tracks.

G. W. RY. AT WILD CAT:

Union Pacific trains have right to cross ahead of Great Western Railway trains of the same class in either direction.

GREAT WESTERN AT EATON:

Union Pacific trains have right to cross ahead of Great Western trains of the same class in either direction.

DENVER & INTERURBAN AT FT. COLLINS:

Union Pacific trains have right to cross ahead of Denver & Interurban trains in either direction. Denver & Interurban trains have right to cross ahead of Union Pacific trains in either direction in switching movement. Union Pacific trains entering or leaving Ft. Collins must flag over Denver & Interurban tracks on Linden Street.

COLORADO & SOUTHERN AT FT. COLLINS:

Colorado & Southern trains have right to cross ahead of Union Pacific trains of same class in either direction. Union Pacific and Colorado & Southern trains have right to cross ahead of trains of inferior class. Automatic signals are controlled by derails on Union Pacific tracks south of crossing. Union Pacific trains northbound will throw derail, which must not be released until engine and all cars are clear of Colorado & Southern crossing. Trains southbound must stop into clear north of crossing and not proceed until derails are thrown.

C. & S. RY. AT BOULDER JCT.

Union Pacific trains have right to cross ahead of Colorado & Southern trains of the same class in either direction at railroad crossing, east leg of wye at Boulder Junction.

G. W. RY. AT MILLIKEN.

Union Pacific trains have right to cross ahead of Great Western trains of the same class in either direction at Milliken.

G. W. AT KELIM.

Great Western trains have right to cross ahead of Union Pacific trains of the same class in either direction at Kelim.

C. R. I. & P. AT LIMON.

Union Pacific trains have right to cross ahead of Rock Island trains of the same class in either direction at railroad grade crossing at Limon.

LIST OF SURGEONS.

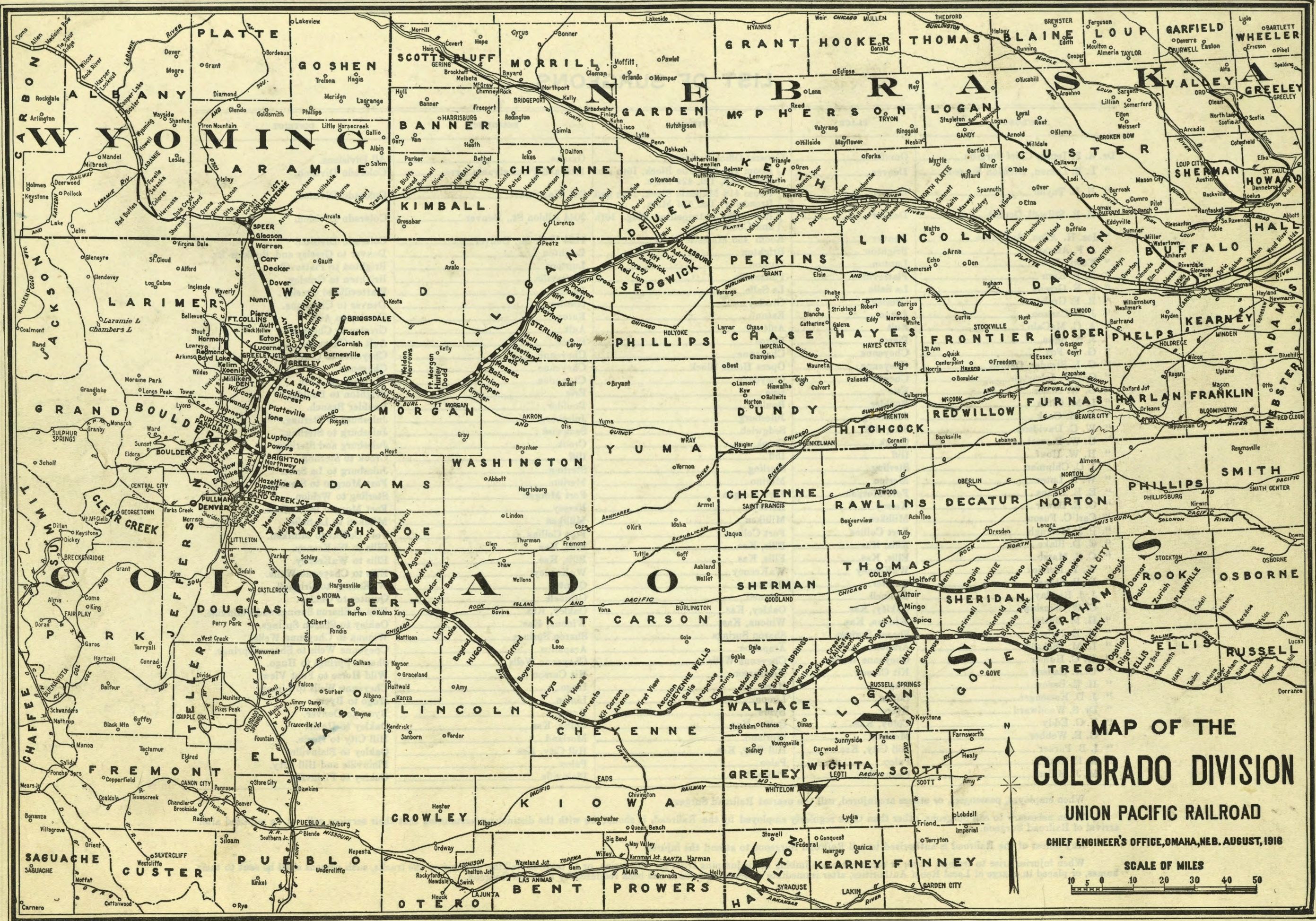
SURGEON	PLACE	OFFICE	RESIDENCE	DISTRICT
Dr. A. F. Jonas, Chief Surgeon.....	Omaha.....	General Office Building.....	Omaha.....	All Divisions.
" L. E. Lemen, Division Surgeon.....	Denver.....	{ Room 418 Majestic Block, 16th and Broadway, Tel. 424 Main.	16th and Pennsylvania Aves.....	Colorado Division.
" H. L. Taylor.....	Denver.....	{ Room 418 Majestic Block, 16th and Broadway, Tel. 424 Main.	641 Vine Street.....	Colorado Division.
" H. R. Stilwell, Oculist.....	Denver.....	{ Room 820 Metropolitan Bldg., 16th and Court Place.	2044 Albion St., Denver.....	Colorado Division.
" Jos. H. Allen, Specialist.....	Denver.....	Room 435 Majestic Block.....	1144 York St., Denver.....	Colorado Division.
" J. F. Alexander.....	Brighton.....	Brighton.....	Brighton.....	Denver to Greeley and Boulder Br.
" Edwin Lewis.....	Lupton.....	Lupton.....	Lupton.....	Brighton to Platteville.
" B. F. Kern.....	Platteville.....	Platteville.....	Platteville.....	Brighton to Greeley.
" A. E. Greene.....	La Salle.....	La Salle.....	La Salle.....	Platteville to Greeley.
" R. F. Graham.....	Greeley.....	Greeley.....	Greeley.....	Denver to Cheyenne.
" J. C. Carlson.....	Eaton.....	Eaton.....	Eaton.....	Greeley to Ault.
" A. C. McCain.....	Ault.....	Ault.....	Ault.....	Greeley to Cheyenne.
" J. N. Agan.....	Pierce.....	Pierce.....	Pierce.....	Ault to Cheyenne.
" G. A. Fox.....	Cheyenne.....	Cheyenne.....	Cheyenne.....	Cheyenne to Carr.
" G. L. Strader, Oculist.....	Cheyenne.....	Opera House Block.....	Cheyenne.....	Cheyenne.
" Geo. P. Johnston.....	Cheyenne.....	Cheyenne.....	Cheyenne.....	Cheyenne to Carr.
" G. W. Bixler.....	Erie.....	Erie.....	Erie.....	Brighton to Boulder.
" L. M. Giffin.....	Boulder.....	Boulder.....	Boulder.....	Boulder Branch.
" D. M. Cook.....	Julesburg.....	Julesburg.....	Julesburg.....	Julesburg to Sterling.
" W. C. Davidson.....	Sedgwick.....	Sedgwick.....	Sedgwick.....	Julesburg to Sterling.
" G. W. Barrett.....	Crook.....	Crook.....	Crook.....	Julesburg and Sterling.
" H. W. Houf.....	Iliff.....	Iliff.....	Iliff.....	Crook to Sterling.
" J. C. Chipman.....	Sterling.....	Sterling.....	Sterling.....	Julesburg to La Salle.
" W. B. Lutes.....	Merino.....	Merino.....	Merino.....	Fort Morgan to Sterling.
" E. E. Evans.....	Fort Morgan.....	Fort Morgan.....	Fort Morgan.....	Sterling to Weldon.
" C. E. Bower.....	Kersey.....	Kersey.....	Kersey.....	Fort Morgan to La Salle.
" Carl C. Fuson.....	Milliken.....	Milliken.....	Milliken.....	Milliken to La Salle.
" P. J. McHugh.....	Fort Collins.....	Fort Collins.....	Fort Collins.....	Fort Collins to Milliken.
" C. D. Blake.....	Ellis, Kas.....	Ellis, Kas.....	Ellis, Kas.....	Ellis to WaKeeney.
" C. S. Marsh.....	Ellis, Kas.....	Ellis, Kas.....	Ellis, Kas.....	Ellis to WaKeeney.
" W. Y. Herrick.....	WaKeeney.....	WaKeeney.....	WaKeeney.....	Ellis to Cheyenne Wells.
" D. R. Stoner.....	Quinter.....	Quinter.....	Quinter.....	WaKeeney to Grinnell.
" J. J. Barclay.....	Grinnell.....	Grinnell.....	Grinnell.....	Quinter to Oakley.
" C. W. Winslow.....	Oakley, Kas.....	Oakley, Kas.....	Oakley, Kas.....	Ellis to Sharon Springs and Plainville.
" H. M. Butler.....	Winona, Kas.....	Winona, Kas.....	Winona, Kas.....	Oakley to Sharon Springs.
" H. E. Nelson.....	Sharon Springs.....	Sharon Springs.....	Sharon Springs.....	Winona to Cheyenne Wells.
" L. M. Dickson.....	Arapahoe.....	Arapahoe.....	Arapahoe.....	Cheyenne Wells to Sharon Springs.
" H. C. Homer.....	Cheyenne Wells.....	Cheyenne Wells.....	Cheyenne Wells.....	Sharon Springs to Hugo.
" C. A. Hadsell.....	Kit Carson.....	Kit Carson.....	Kit Carson.....	Wild Horse to First View.
" H. E. Bacon.....	Hugo.....	Hugo.....	Hugo.....	Cheyenne Wells to Limon.
" J. D. Kessenger.....	Limon.....	Limon.....	Limon.....	Hugo to Byers.
" Dr. S. Woodward.....	Byers.....	Byers.....	Byers.....	Byers to Denver.
" V. C. Eddy.....	Colby, Kas.....	Colby, Kas.....	Colby, Kas.....	Oakley to Hoxie.
" G. E. Webber.....	Morland.....	Morland.....	Morland.....	Hill City to Hoxie.
" I. B. Parker.....	Hill City, Kas.....	Hill City, Kas.....	Hill City, Kas.....	Oakley to Plainville.
" R. E. Teall.....	Palco.....	Palco.....	Palco.....	Plainville and Hill City.
" M. J. Miller.....	Plainville.....	Plainville.....	Plainville.....	Oakley to Plainville.

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

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

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

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



MAP OF THE COLORADO DIVISION

UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. AUGUST, 1918

