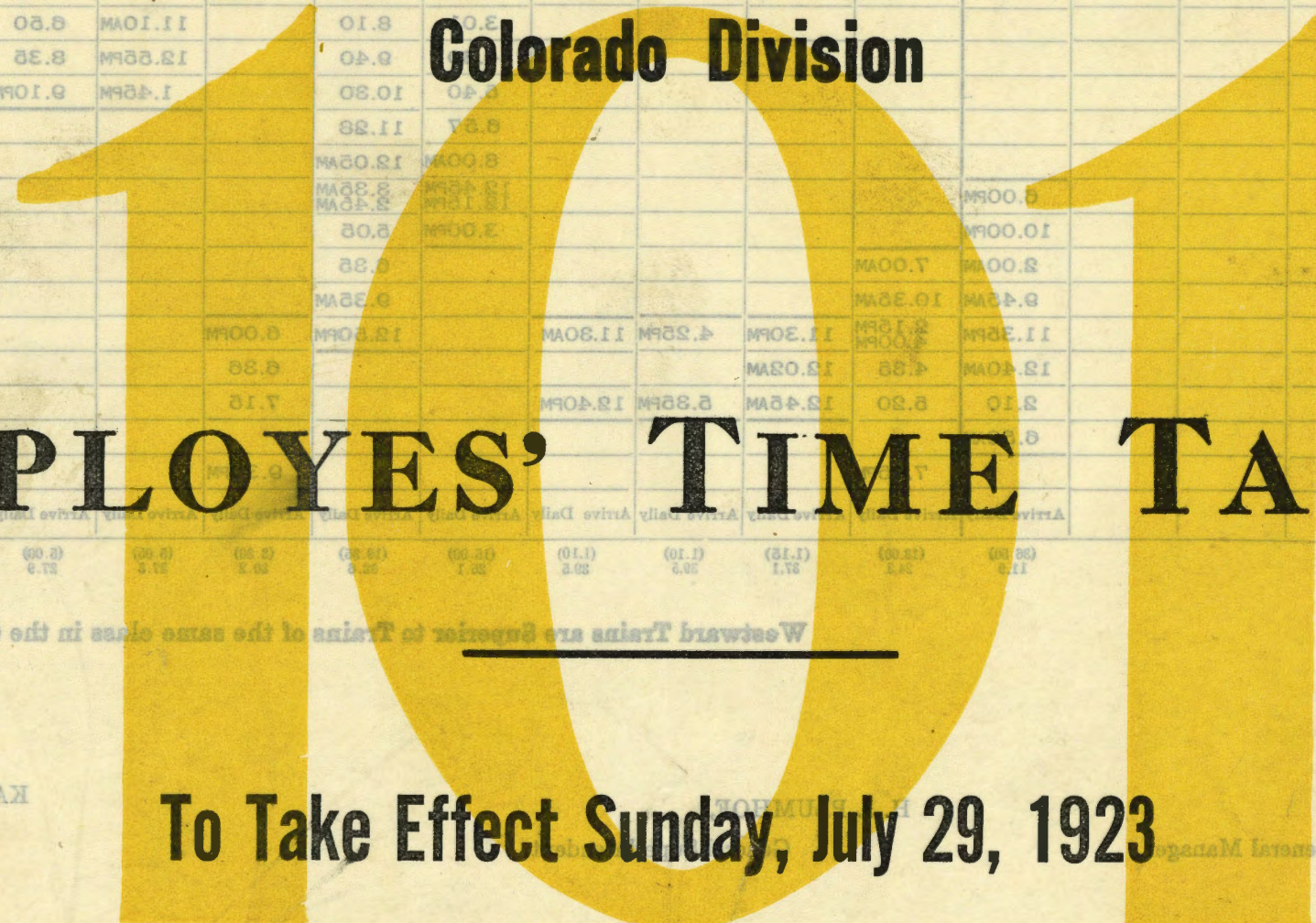


UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Colorado Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, July 29, 1923

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.



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.....	238.87
Total.....	877.40
GRAND TOTAL	
Main Line.....	1194.39
Branches.....	884.54
Total.....	2078.93

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—WESTWARD.

SECOND CLASS					FIRST CLASS										Distance from Kansas City	Time Table No. 101 July 29, 1923	
155 Time Freight	105 Passenger	16 Passenger	12 Passenger	14 Passenger	169 Passenger	119 Passenger	109 Passenger	107 Passenger	105 Passenger	103 Passenger	21 Passenger	0.0	STATIONS				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				39.6	KANSAS CITY	
					1.00AM	6.15PM		8.40AM	4.25PM	10.40AM		67.8	LAWRENCE				
					2.15	7.20		9.56	5.45	11.45AM		119.4	TOPEKA				
					3.01	8.10		11.10AM	6.50	12.40PM		189.5	MANHATTAN				
					4.30	9.40		12.55PM	8.35	2.15		172.3	JUNCTION CITY				
					5.40	10.30		1.45PM	9.10PM	3.15		186.6	SOLOMON				
					6.57	11.28				4.23		303.3	SALINA				
					8.00AM	12.05AM				5.00		377.4	ELLIS				
					12.45PM	3.35AM				9.25PM		429.8	OAKLEY				
					12.15PM	2.45AM				8.35PM		536.5	SHARON SPRINGS				
					3.00PM	5.05				10.55PM		640.4	HUGO				
					2.00AM	7.00AM				12.35AM		686.5	DENVER				
					9.45AM	10.35AM				3.55		743.5	BRIGHTON				
					11.35PM	2.15PM	11.30PM	4.25PM	11.30AM	7.15AM	1.30PM	746.4	LA SALLE				
					12.40AM	4.35	12.02AM			8.00AM			BORIE				
					2.10	5.20	12.45AM	5.35PM	12.40PM	8.36	2.40		CHEYENNE				
					6.50AM					9.24	4.40PM						
						7.45PM				9.24							
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
					(36.50) 11.9	(13.00) 24.3	(1.15) 37.1	(1.10) 39.5	(1.10) 39.5	(15.00) 25.1	(19.35) 32.6	(3.30) 30.2	(5.05) 27.5	(5.00) 27.9	(26.05) 28.6	(3.10) 32.6	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.....	228.87
Total	867.40
GRAND TOTAL	
Main Line.....	1194.39
Branches.....	884.54
Total	2078.93

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—EASTWARD.

Time Table No. 101
July 29, 1923

STATIONS	Distance from Cheyenne	FIRST CLASS											SECOND CLASS		
		22	102	104	106	108	170	15	13	11	106	110	154	Time Freight	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Time Freight	
KANSAS CITY	746.4		9:15AM	4:40PM	11:55AM	7:05PM	8:50PM							5:30AM	
LAWRENCE	706.8		8:03	3:26	10:27	5:10	7:42							2:45	
TOPEKA	678.6		7:16	2:42	9:33	4:47	7:00							1:05AM	
MANHATTAN	627.0		5:36	1:17	7:45	3:05	5:15							9:40PM	
JUNCTION CITY	606.0		4:50	12:35PM	7:00AM	2:20PM	4:35							8:00	
SOLOMON	574.1		3:27	11:26AM			2:57							5:00	
SALINA	559.8		3:05AM	11:05			2:35PM							4:00PM	
ELLIS	448.1		11:40PM	7:45AM			10:45AM							5:00AM	
OAKLEY	369.0		8:20	4:25			7:10AM							12:20AM	
SHARON SPRINGS	316.6		6:45	3:08							6:20PM			8:00PM	
HUGO	210.9		4:05	12:15AM							3:00PM			11:40AM	
DENVER	106.0	12:15PM	12:50PM	9:00PM			7:30AM	2:00PM	8:30PM	11:15AM	10:15AM	5:45PM	4:00AM	7:00AM	
BRIGHTON	86.0	11:35AM		5:45			6:54			9:38	4:57	5:25			
LA SALLE	59.9	10:52		4:55			6:10AM	12:45PM	7:15PM	8:40	4:00	3:40AM			
BORIE	0.0	9:15AM										10:25PM			
CHEYENNE	0.0			2:55PM						6:45AM	2:00PM				
(746.4)		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		(8:00)	(19:25)	(25:45)	(4:55)	(4:45)	(13:20)	(1:20)	(1:15)	(1:15)	(11:35)	(3:45)	(54:5)		
Average Speed Per Hour		34.3	32.9	28.9	28.3	29.3	28.0	34.8	37.1	37.1	27.2	28.2	18.8		

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. C. KINNEY,
Acting Assistant Superintendent, Denver, Colorado.

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

W. UPTON,
Chief Dispatcher, Denver, Colorado.

J. E. SMITH,
Night Chief Dispatcher, 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. 101								
																		July 29, 1923								
																		STATIONS								
								155	177	153	252	16	109	163	12	105	21	14	557	103	161					
								Time Freight	Way Freight	Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Motor Passenger	Passenger	Passenger					
								Leave Daily	Leave Daily Ex. Saturday	Leave Daily Ex. Saturday	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	4.25PM	4.00PM	1.30PM	11.30AM			8.00AM	7.50AM			DN-R DENVER UD	
								11.35PM	10.00PM	9.00PM	7.50PM														R 29TH STREET	
								11.45	10.15	9.10	8.00	11.37	6.07	6.02	4.32	4.07	1.37	11.37			8.07	7.57			DN-R PULLMAN RA	
																									C., B. & Q. R. R. CROSS'G	
								11.55PM	10.30PM	9.23	8.15	11.42	6.13	6.08PM	4.37	4.12	1.47	11.42			8.13	8.02AM			SAND CREEK JCT.	
																									ADAMS	
								12.03AM		9.30	8.25	11.46	6.17		4.41	4.16	1.51	11.46			8.17				DUPONT	
3,032								12.13		9.38	8.38	11.50	6.22		4.46	4.21	1.55	11.50			8.22				HAZELTINE	
3,230								12.20		9.42	8.38	11.54PM	6.27		4.50	4.26	1.59	11.54AM			8.26				HENDERSON	
2,998																										NORTHWAY
								12.40		10.05	9.00	12.02AM	6.36		4.57	4.35	2.06	12.01PM			8.36				DN BRIGHTON BI	
																										POWARS
								1.00		10.20	9.15	12.12	6.46		5.06	4.45	2.15	12.10			8.46				D LUPTON UP	
2,436								1.12		10.30	9.25	12.19	6.52		5.12	4.51	2.20	12.16			8.52				IONE	
2,998								1.26		10.40	9.32	12.26	6.57		5.18	4.58	2.25	12.22			9.03				DN PLATTEVILLE PA	
																										HOUSTON
								1.40		10.50	9.42	12.33	7.05		5.25	5.06	2.32	12.30			9.13				D GILCREST GI	
																										PECKHAM
								2.10		11.15	10.00PM	12.45AM	7.15		5.35PM	5.20	2.40	12.40PM			9.32AM	9.24			DN-R LA SALLE SA	
6,589 TYFWP								2.20		11.25PM		7.20			5.24	2.44					9.35	9.28			D EVANS VA	
3,308								2.35		12.15AM		7.35			5.40	2.58					9.43AM	9.35	9.45		DN-R GREELEY HG	
16,989 OYW																										GREELEY JCT.
								2.46		12.30		7.43			5.47	3.04					9.54				D LUCERNE C	
4,445								2.56		12.45		7.50			5.55	3.10					10.00				D EATON EN	
3,007 W																										DN G W. RY. CROSSING UR
								3.06		1.05		7.57			6.03	3.16					10.14				D AULT A	
2,460 YW								3.20		1.30		8.04			6.10	3.21					10.22				DN PIERCE RI	
3,013								3.36		2.00		8.12			6.22	3.29					10.31				D NUNN NU	
3,181								3.57		2.20		8.20			6.32	3.38					10.40				DOVER	
3,010								4.07		2.38		8.30			6.42	3.46					10.48				DECKER	
2,700 YFW								5.15		3.10		8.40			6.52	4.00					10.58				DN CARR CR	
3,000								5.38		3.30		8.50			7.02	4.10					11.08				WARREN	
3,000								5.58		3.50		9.00			7.12	4.20					11.16				GLEASON	
2,999 WY								6.15		4.10		9.10			7.22	4.30					11.25				DN SPEER SP	
								6.50AM								4.40PM									DN BORIE BO	
										4.30AM		9.20PM			7.30PM							11.34AM			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 Ex. Saturday	Arrive Daily Ex. Sunday	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
(7.15)	(0.30)	(8.00)	(2.10)	(1.15)	(3.30)	(0.13)	(1.10)	(8.45)	(3.10)	(1.10)	(0.11)	(8.45)	(0.12)				
13.9	7.8	13.2	20.9	37.1	30.2	23.0	39.5	28.2	32.5	39.5	30.5	28.2	25.0				

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.

NORTHERN SUBDIVISION—Denver and Cheyenne—EASTWARD

Time Table No. 101 July 29, 1923		Distances from Cheyenne	FIRST CLASS									SECOND CLASS													
			15	160	106	22	560	13	110	162	104	11	251	178	154										
STATIONS			Passenger	Passenger	Passenger	Passenger	Motor Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight	Way Freight	Time Freight										
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Ar. Daily	Arrive Daily										
DN-R	DENVER UD	106.0	7.30AM	10.05AM	10.15AM	12.15PM		2.00PM	5.45PM	6.10PM	6.20PM	8.30PM													
R	29TH STREET	104.9											4.00AM	8.00PM	7.00AM										
DN-R	PULLMAN RA	103.8	7.23	9.58	10.08	12.08		1.53	5.38	6.03	6.13	8.23	3.10	7.45	6.35										
	C.B. & Q.R.E. CROSSING	101.1																							
	SAND CREEK JCT.	101.0	7.18	9.54AM	10.02	12.01PM		1.47	5.30	5.57PM	6.06	8.15	2.50	7.30PM	6.15										
	ADAMS	100.0																							
	DUPONT	98.2	7.12	9.54	11.56AM		1.43	5.22		6.02	8.11		2.35	6.00											
D	HAZELTINE Z	94.7	7.07	9.48	11.50		1.38	5.16		5.57	8.06		2.20	5.50											
	HENDERSON HN	91.9	7.02	9.42	11.42		1.35	5.10		5.53	8.02		2.10	5.40											
	NORTHWAY	89.2																							
DN	BRIGHTON BI	86.9	6.54	9.33	11.35		1.27	4.57		5.45	7.55		1.55	5.25											
	POWARS	83.0																							
D	LUPTON UP	80.2	6.43	9.20	11.23		1.16	4.45		5.34	7.46		1.27	5.00											
	IONE ON	75.9	6.35	9.11	11.16		1.09	4.30		5.26	7.40		1.12	4.40											
DN	PLATTEVILLE PA	71.2	6.28	9.03	11.09		1.03	4.20		5.18	7.33		12.55	4.25											
	HOUSTON	68.8																							
D	GILCREST GI	66.0	6.20	8.52	11.02		12.54	4.12		5.06	7.25		12.33	4.05											
	PHOKHAM	63.6																							
DN-R	LA SALLE SA	59.9	6.10AM	8.40	10.52	12.30PM	12.45PM	4.00		4.55	7.15PM		12.01AM	3.40											
D	EVANS VA	57.8		8.34	10.43	12.25		3.43		4.45				2.55											
DN-R	GREELEY HG	54.3		8.28	10.38	12.15PM		3.38		4.40				2.35											
	GREELEY JCT.	51.9																							
D	LUCERNE C	50.1		8.18	10.26		3.30			4.31				2.14											
D	EATON EN	46.8		8.10	10.20		3.26			4.26				2.00											
DN	G.W.RY. CROSSING UR	46.7																							
D	AULT A	43.0		8.02	10.14		3.16			4.19				1.45											
DN	PIERCE RI	39.1		7.55	10.07		3.06			4.13				1.30											
D	NUNN NU	34.1		7.47	10.00		2.56			4.05				1.00											
	DOVER	29.0		7.39	9.53		2.49			3.58				12.40											
	DECKER	24.1		7.33	9.47		2.43			3.46				12.20AM											
DN	CARR CR	20.0		7.27	9.41		2.37			3.34				11.58PM											
	WARREN	15.6		7.20	9.35		2.31			3.28				11.30											
	GLEASON	11.3		7.15	9.29		2.25			3.22				11.10											
DN	SPEER SP	8.1		7.10	9.23		2.19			3.17				10.40											
DN	BORIE BO				9.15AM									10.25PM											
	CORLETT JCT.	4.5		6.57AM				2.10PM		3.07PM															

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	(106.0)	Leave Daily	Leave Daily	6.45AM	Leave Daily	Leave Daily	Leave Daily	2.00PM	Leave Daily	Leave Daily	2.55PM	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time			(1.20)	(0.12)	(3.30)	(3.00)	(0.15)	(1.15)	(3.45)	(0.13)	(3.25)	(1.15)	(3.59)	(0.30)	(3.35)			
Average speed per hour			84.8	24.0	30.2	34.3	22.4	37.1	23.2	22.2	31.1	37.1	11.00	8.0	12.0			

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.

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. 101 July 29, 1923			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					
2,182 YW	4.20AM	5.00PM	9.55AM		DN-R BRIGHTON BI	27.6	8.30AM	4.10PM	11.00AM			
	4.32	f 5.10	f 10.05	4.1	4.1	YOXALL	f 8.20	f 4.00	10.30			
2,000 YS	4.55	s 5.25	s 10.15	8.1	D-R ST. VRAINS VS	19.5	s 8.10	s 3.50	s 10.15			
				8.1	0.0	DENT DIST. R. R. CROSSING						
				11.0	2.9	STATE COAL MINE JCT.						
PS	5.09	s 5.32	s 10.23	11.4	0.4	PARKDALE JCT.	s 8.02	s 3.42	s 9.10			
YW	5.20	s 5.39	s 10.30	15.1	3.7	ERIE G	s 7.53	s 3.33	s 8.58			
				15.1	0.0	C. B. & Q. R. R. CROSSING						
	f 5.25	f 5.43	f 10.34	16.4	1.3	TABOR	f 7.48	f 3.27	f 8.48			
				17.8	1.4	LEYNER						
	f 5.37	f 5.49	f 10.40	19.5	1.7	LIGGETT	f 7.40	f 3.20	f 8.36			
				22.1	2.6	WHITE ROCK						
	s 5.52	s 5.57	s 10.48	24.0	1.9	VALMONT	s 7.30	s 3.10	s 8.20			
				25.0	1.0	INLAND OIL CO.						
				26.0	1.0	C. & S. R. R. CROSSING						
822 Y	6.00AM	6.05PM	11.00AM	26.5	0.5	R BOULDER JUNCTION	7.25AM	3.05PM	8.10AM			
					1.1							

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	6.10AM	6.10PM	11.05AM	27.6	DN-R BOULDER BR	7.20AM	3.00PM	7.50AM
	Arrive Daily	Arrive Daily	Arrive Daily		(27.6)	Leave Daily	Leave Daily	Leave Daily
	(1.50)	(1.10)	(1.10)			(1.10)	(1.10)	(3.10)
	15.1	23.7	23.7			23.7	23.7	8.7

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

WESTWARD—FORT COLLINS BRANCH—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning Stations.	FIRST CLASS			Distances from Dent	Time Table No. 101 July 29, 1923			Distances from Ft. Collins	FIRST CLASS			2nd Class
	177	163	161		160	162	178					
	Way Freight	Passenger	Passenger		Passenger	Passenger	Way Freight					
1,585 PY	2.00AM	7.35PM	9.25AM		D-R DENT FD	25.0	8.35AM	4.35PM	4.10PM			
	f 2.20	s 7.40	s 9.30	1.7	1.7	MILLIKEN M	s 8.31	s 4.31	f 3.50			
				2.0	0.3	G. W. RY. CROSSING						
2,423 FW	2.50	f 7.49	f 9.39	7.3	5.3	KOENIG	f 8.21	f 4.21	f 3.10			
				9.0	0.1	G. W. RY. CROSSING						
	f 3.00	f 7.55	f 9.45	9.1	4.8	KELIM	f 8.16	f 4.16	f 3.00			
	f 3.25	f 8.03	f 9.53	13.4	2.9	BOYD LAKE	f 8.07	f 4.07	f 2.45			
	f 3.43	f 8.09	f 9.59	16.3	8.2	REDMOND	f 8.02	f 4.02	f 2.35			
2,605 P	4.00	f 8.15	f 10.05	19.5	5.5	HARMONY	f 7.56	f 3.56	f 2.20			
8,037 TYFWPO	4.30AM	8.25PM	10.15AM	25.0	25.0	D-R FORT COLLINS FC	7.45AM	3.45PM	2.00PM			
	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily				
	(2.30)	(0.50)	(0.50)			(0.50)	(0.50)	(2.10)				
	10.0	30.0	30.0			30.0	30.0	11.5				

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

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. 101 July 29, 1923			Distances from Purcell	2nd Class		
	193	194	194		193	194	194				
	Mixed	Mixed	Mixed		Mixed	Mixed	Mixed				
2,203 PY	10.50AM				D-R CLOVERLY CV	18.6					1.10PM
721				2.2	2.2	CORNELL	11.4				
				3.1	0.9	LOWE	10.5				
2,001 P	s 11.10			3.1	2.0	GALETON	8.5			s 12.46	
2,000	f 11.25			3.8	3.7	CAMFIELD	4.8			f 12.31	
	f 11.35			11.2	2.4	MEYER	2.4			f 12.22	
1,998 PY	11.50AM			13.6	2.4	PURCELL				f 12.10PM	
	Ar. Tuesday, Thursday, Saturday				(13.6)					Lv. Tuesday, Thursday, Saturday	
	(1.00)									(1.00)	
	14.0									14.0	

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. 101 July 29, 1923			Distances from Briggsdale	First Class		SECOND CLASS	
	193	191	557		560	192	194					
	Mixed	Mixed	Motor Passenger		Motor Passenger	Mixed	Mixed					
8,851 OYW	10.25AM	9.15AM	9.50AM		DN-R GREELEY HG	28.1	12.10PM	1.50PM	1.50PM			
Y				2.3	2.3	GREELEY JCT.	25.8					
2,203 PY	10.50AM	s 9.35	s 10.05	6.0	D-R CLOVERLY CV	22.1	s 11.55AM	s 1.20	1.20PM			
		f 9.48	s 10.15	8.4	2.4	ALDEN	f 11.50	f				
2,510 P		f 9.48	f 10.10	10.4	2.0	GILL	s 11.45	f 12.45				
		f 9.48	f 10.15	13.1	2.7	MATTHEWS	f	f				
2,000		s 10.02	s 10.23	14.5	1.4	BARNESVILLE	s 11.35	f 12.25				
2,000 W		s 10.14	s 10.31	18.6	4.1	CORNISH	s 11.25	f 12.10PM				
2,397		s 10.28	s 10.40	23.2	4.6	FOSSTON	s 11.15	f 11.50AM				
2,001 Y	10.40AM	11.00AM	11.00AM	28.1	4.9	D-R BRIGGSDALE BG	11.05AM	11.30AM				
	Ar. Tuesday, Thursday, Saturday	Ar. Monday, Wednesday and Friday	Arrive Daily		(28.1)		Leave Daily	Lv. Monday, Wednesday and Friday	Lv. Tuesday, Thursday, Saturday			
	(0.25)	(1.25)	(1.10)				(1.05)	(2.20)	(0.31)			
	14.4	19.8	24.0				25.8	12.0	12.8			

WESTWARD-Boulder Branch-EASTWARD 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	FIRST CLASS				SECOND CLASS			
	Time Table No. 101				Time Table No. 101				Time Table No. 101				Time Table No. 101			
	251	11	13	15	16	14	12		252	16	14	12	252	16	14	12
4,869 TFW	1.30PM	3.43PM	8.35AM	2.10AM	5.20AM	4.30PM	9.30PM	6.40AM	5.20AM	4.30PM	9.30PM	6.40AM	5.20AM	4.30PM	9.30PM	6.40AM
4,063	1.55	3.53	8.48	2.21	5.01	4.15	9.14	6.20	5.01	4.15	9.14	6.20	5.01	4.15	9.14	6.20
4,021 w	2.14	4.03	9.03	2.32	4.47	4.03	9.04	5.55	4.47	4.03	9.04	5.55	4.47	4.03	9.04	5.55
2,985	2.35	4.13	9.15	2.43	4.32	3.48	8.52	5.30	4.32	3.48	8.52	5.30	4.32	3.48	8.52	5.30
3,021 w	3.00	4.23	9.27	2.55	4.18	3.38	8.41	5.10	4.18	3.38	8.41	5.10	4.18	3.38	8.41	5.10
4,018	3.28	4.33	9.40	3.08	4.01	3.28	8.29	4.40	4.01	3.28	8.29	4.40	4.01	3.28	8.29	4.40
2,980 w	3.50	4.43	9.51	3.20	3.48	3.18	8.18	4.20	3.48	3.18	8.18	4.20	3.48	3.18	8.18	4.20
3,049	4.10	4.53	10.00	3.32	3.32	3.08	8.08	3.55	3.32	3.08	8.08	3.55	3.32	3.08	8.08	3.55
5,112 TFW	4.30PM	5.01PM	10.10AM	3.40AM	3.20AM	3.00PM	8.00PM	3.40AM	3.20AM	3.00PM	8.00PM	3.40AM	3.20AM	3.00PM	8.00PM	3.40AM

Time..... (3.00) 1.92 (1.18) 44.3 (1.25) 36.3 (1.80) 96.4 Average speed per hour..... (2.00) 28.8 (1.30) 88.4 (1.30) 88.4 (3.00) 19.2

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

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Telephone and Turning stations.	FIRST CLASS				FIRST CLASS			Distances from Julesburg	FIRST CLASS				SECOND CLASS			
	Time Table No. 101				Time Table No. 101				Time Table No. 101				Time Table No. 101			
	177	168	161	178	160	162	178		160	162	178	160	162	178	160	162
1,552 TFW	2.00AM	7.35PM	9.35AM	4.10PM	8.35AM	4.35PM	4.10PM	10.40AM	1.00AM	11.00AM	10.40AM	4.10PM	8.35AM	4.35PM	4.10PM	10.40AM
1,552 TFW	2.20	7.40	9.30	3.50	8.31	4.31	3.50	10.32	10.31	10.14	10.14	3.50	8.31	4.31	4.31	10.32
1,552 TFW	2.50	7.49	9.39	3.10	8.21	4.21	3.10	10.28	10.28	10.10	10.10	3.10	8.21	4.21	4.21	10.28
1,552 TFW	3.00	7.55	9.45	2.45	8.18	4.18	3.00	10.25	10.25	10.08	10.08	2.45	8.18	4.18	4.18	10.25
1,552 TFW	3.25	8.03	9.53	2.24	8.07	4.07	2.45	10.21	10.21	10.04	10.04	2.24	8.07	4.07	4.07	10.21
1,552 TFW	3.43	8.09	9.59	2.03	8.02	4.02	2.35	10.18	10.18	10.01	10.01	2.03	8.02	4.02	4.02	10.18
1,552 TFW	4.00	8.15	10.05	1.68	7.58	3.58	2.20	10.14	10.14	9.57	9.57	1.68	7.58	3.58	3.58	10.14
1,552 TFW	4.30AM	8.25PM	10.15AM	2.00PM	7.45AM	3.45PM	2.00PM	10.10	10.10	9.53	9.53	2.00	7.45AM	3.45PM	3.45PM	10.10

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. 101 July 29, 1923	STATIONS	Distances from Denver	FIRST CLASS				SECOND CLASS			
	251	305	308	301	11	13	561	15					16	14	562	304	302	306	252	
	Time Freight	C. B. & Q. Freight	C. B. & Q. Passenger	C. B. & Q. Passenger	Passenger	Passenger	Motor Passenger	Passenger					Passenger	Passenger	Motor Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	C. B. & Q. Freight	Time Freight	
5,112 TFWO	5.35 PM	8.05 PM	6.15 PM	4.15 AM	5.07 PM	10.20 AM	8.15 AM	3.50 AM	57.5	DN-R STERLING	139.7	3.10 AM	2.50 PM	6.15 PM	7.50 PM	6.45 AM	11.40 PM	6.30 AM	2.30 AM	
3,987	6.00	8.40	6.27	4.28	5.17	10.80	8.30	4.00	64.1	D ATWOOD	133.1	3.00	2.40	6.00	7.40	6.33	11.29	6.05	2.10	
3,990 W	6.20	9.10	6.40	4.39	5.25	10.39	8.45	4.09	70.2	DN MERINO	127.0	2.51	2.31	5.47	7.81	6.22	11.20	5.44	1.55	
4,000	6.34	9.40	6.49	4.49	5.33	10.47	8.00	4.17	76.0	MESSEX	121.2	2.42	2.24	5.33	7.24	6.09	11.11	5.22	1.40	
2,429	6.40	9.50	6.54	4.54	5.36	10.51	8.06	4.20	78.4	BALZAC	118.8	2.39	2.21	5.25	7.21	6.04	11.06	5.14	1.35	
3,002	6.47	10.05 PM	7.00 PM	5.00 AM	5.40	10.55	8.12	4.24	81.0	DN-R UNION	116.2	2.35	2.18	5.20	7.18	5.58 AM	11.01 PM	5.00 AM	1.30	
1,026	7.10	10.10	7.10	5.10	5.47	11.03	8.25	4.39	87.0	D SNYDER	110.2	2.25	2.10	5.04	7.10				1.17	
3,021	7.84				5.55	11.11	8.40	4.41	93.8	D DODD	108.4	2.15	2.02	4.50	7.02				1.05	
2,991 FW	8.00				6.05	11.22	8.00	4.50	98.6	DN FOET MORGAN	98.6	2.09	1.55	4.40	6.55				12.50	
2,819	8.30				6.14	11.34	8.15	5.01	106.1	NARROWS	91.1	1.57	1.45	4.26	6.45					
3,000	8.38				6.17	11.37	8.22	5.04	109.0	D WELDON	88.2	1.54	1.42	4.22	6.42				12.17	
1,559	8.50				6.24	11.44	8.35	5.11	114.2	GOODRICH	83.0	1.44	1.35	4.10	6.35				12.06 AM	
2,944 W	9.00				6.28	11.49	8.45	5.16	117.7	D ORCHARD	79.5	1.38	1.29	4.00	6.28				11.58 PM	
3,000	9.14				6.36	11.58 AM	8.00	5.25	124.8	SUBLETTE	75.8	1.35								
3,007	9.28				6.43	12.05 PM	8.10	5.33	130.2	MASTERS	72.4	1.28	1.19	3.43	6.16				11.43	
2,886 W	9.40				6.50	12.12	8.22	5.40	135.4	D HARDIN	61.8	1.12	1.05	3.22	6.00				11.15	
3,016	10.00				6.59	12.22	8.44	5.51	143.1	D KERSNEY	54.1	1.02	12.55	3.05	5.50				10.45	
6,589 TYFW	10.25 PM				7.10 PM	12.35 PM	8.54 AM	6.05 AM	151.1	DN-R LA SALLE	46.1	12.50 AM	12.45 PM	2.45 PM	5.40 PM				10.25 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(4.50) 17.0	(2.00) 11.7	(0.45) 31.3	(0.45) 31.3	(2.08) 45.6	(2.15) 41.6	(4.00) 23.4	(2.15) 41.4		Time		(2.20) 40.1	(2.05) 44.9	(3.30) 26.7	(2.10) 43.1	(0.47) 30.0	(0.39) 36.1	(1.30) 15.6	(4.05) 22.9	

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

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. 101 July 29, 1923		Distances from Denver	FIRST CLASS					SECOND CLASS		
	97	155	7	105	39	119	5	103		8	106		40	102	104	6	154	94		
	C. R. I. & P. Freight	Time Freight	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Passenger		C. R. I. & P. Passenger	Passenger		C. R. I. & P. Passenger	Passenger	Passenger	C. R. I. & P. Passenger	Time Freight	C. R. I. & P. Freight		
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				
4,421 OTFWYP		9.45AM		10.35AM		9.35AM		3.55AM	535.5	DN-R HUGO HU	104.9					10.35AM				
2,082		10.10		10.45		9.45		4.06	541.3	5.8 BAGDAD	99.1		f 2.38		3.46	11.59PM	10.10			
1,962 W		10.25		10.54		9.56		4.16	548.0	6.7 LAKE	92.4		f 2.28		3.35	11.48	9.25			
2,828		10.00PM	s 10.35	12.01PM	s 11.03	10.20AM	s 10.01	5.05AM	550.5	(O. R. I. & P. Crossing.) DN-R LIMON MN	89.9		12.50PM	s 2.22	3.05PM	s 3.29	s 11.43	11.55PM	s 9.15	3.00AM
8,023 P		10.20		10.53	s 11.14	10.32		10.12	556.6	6.1 RIVER BEND RB	83.8		12.40	s 2.10	2.55	3.18	11.32	11.44	9.00	2.34
2,964 PY		10.48		11.14	f 11.24	10.42		10.25	563.2	6.6 CEDAR POINT CP	77.2		12.30	f 2.01	2.46	3.08	11.22	11.34	8.40	2.10
2,989		11.12		11.28	f 11.30	10.49		10.31	567.3	4.1 BUICK	73.1		12.24	f 1.53	2.40	3.02	11.12	11.28	8.25	1.50
2,997 W		11.43PM		11.48AM	s 11.38	10.56		10.38	572.2	4.9 AGATE AX	68.2		12.17	s 1.45	2.32	2.54	11.02	11.20	8.05	1.25
2,840		12.01AM		12.08PM	f 11.46	11.04		10.44	577.9	5.7 LOWLAND	62.5		12.08PM	f 1.35	2.23	2.45	10.52	11.11	7.50	1.00
3,013 PFWY		12.25		1.02	s 11.59AM	11.17		10.57	584.2	6.3 DEER TRAIL DX	56.2		11.59AM	s 1.25	2.15	2.35	s 10.42	11.01	s 7.36	s 12.25AM
2,977		12.50		1.10	f 12.14PM	11.25		11.07	590.1	5.9 PEORIA	50.3		11.49	f 1.10	2.06	2.23	10.31	10.52	7.10	11.59PM
2,992 W		1.20		1.57	s 12.30	11.38		11.18	596.6	6.5 BYERS BY	43.8		11.38	s 12.57	1.57	2.12	f 10.20	10.43	6.50	11.34
3,827 W		1.50		2.40	s 12.45	11.48		11.29	602.5	5.9 STRASBURG SR	37.9		11.29	s 12.45	1.48	2.03	f 10.10	10.34	6.31	11.22
2,884		2.22		3.00	s 12.57	11.59AM		11.40	608.9	6.4 BENNETT BT	31.5		11.20	s 12.25	1.38	1.54	f 9.57	10.25	6.08	11.04
2,985		2.40		3.15	f 1.07	12.07PM		11.48	618.7	4.8 MANILA	26.7		11.13	f 12.07PM	1.30	1.46	9.49	10.17	5.50	10.52
2,982 W		3.10		3.30	s 1.21	12.15		11.57AM	618.4	4.7 WATKINS WK	22.0		11.05	s 11.57AM	1.21	1.35	f 9.41	10.10	s 5.30	s 10.40
3,011		3.46		3.52	f 1.45	12.24		12.07PM	624.8	6.4 MESA	15.6		10.53	f 11.46	1.10	1.25	9.30	9.58	5.00	10.20
3,149 P		4.15		4.15	f 1.54	12.32		12.17	630.7	5.9 SABLE	9.7		10.45	f 11.36	12.59	1.15	9.20	9.49	4.45	9.49
									633.2	2.5 ROYDALE	7.2									
2,909		4.30		4.30	2.18	2.01		12.38	634.3	1.1 SANDOWN	6.1		10.38	11.29	12.53	1.05	9.14	9.43	4.30	8.55
									636.7	2.4 COLLEGE	3.7									
OTFWPY		4.45		4.40	2.23	2.08		12.47	638.2	1.5 DN-R PULLMANRA	2.2		10.32	11.22	12.47	12.57	9.07	9.37	4.15	8.40
									639.3	1.1 R 29th STREET	1.1									
		5.00PM		2.30PM	2.15PM	12.55PM		12.50PM	640.4	1.1 DN-R DENVER UD			10.25AM	11.15AM	12.40PM	12.50PM	9.00PM	9.30PM		8.20PM
		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(7.00)	(7.15)	(2.29)	(3.40)	(2.35)	(3.15)	(2.35)	(3.20)	 Time.....	(2.25)	(3.35)	(2.25)	(3.05)	(3.10)	(2.25)	(3.35)	(6.40)
12.8	14.5	36.2	28.6	34.8	32.5	34.8	31.4	 Average speed per hour.....	87.2	29.2	87.2	94.0	88.1	87.2	15.9	18.5

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

11.48										MASTERS	104.9		11.58AM	11.00	8.36		9.14		
11.30										CANTON	180.3		12.08PM	11.10	8.48		9.28		
11.15										HARDIN	188.4		12.12	11.32	8.50		9.40		
										KUMER	199.1		11.32						
10.48										KERRBY	143.1		12.32	11.44	8.59		10.00		
										AUBURN	147.3		11.54AM						
10.25PM										DN-R LA SALLE	181.1		12.38PM	12.15PM	7.10PM		10.25PM		

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

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. 101 July 29, 1923	Distances from Denver	FIRST CLASS			SECOND CLASS				
	155 Time Freight		105 Passenger		119 Passenger		103 Passenger					104 Passenger		106 Passenger		102 Passenger		154 Time Freight	
	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily				Leave Daily	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily
2,191 POTFWY			2.00AM		7.00AM	6.35AM	12.35AM	429.8	DN-R SHARON SPRINGS PS	210.6	3.02AM	6.20PM	6.35PM	6.00PM					
3,520			2.20	f	7.08	6.45	12.45	433.8	4.0 SUNLAND	208.6	2.51	f	6.09	6.27	5.42				
2,536			2.44	f	7.16	6.53	12.55	438.4	4.6 MONOTONY	202.0	2.44	f	6.03	6.21	5.30				
3,507 W			3.00	s	7.25	6.59	1.02	441.8	3.4 WESKAN MO	198.6	2.38	s	5.57	6.15	5.15				
2,567			3.22	f	7.34	7.07	1.11	448.3	6.5 CHEMUNG	192.1	2.28	f	5.48	6.07	4.55				
2,523			3.42	s	7.44	7.15	1.20	453.4	5.1 ARAPAHOE AP	187.0	2.19	s	5.37	6.00	4.40				
3,059			4.02	f	7.54	7.24	1.30	458.4	5.0 SALIS	182.0	2.11	f	5.26	5.53	4.20				
3,055 W			4.20	s	8.05	7.33	1.41	463.1	4.7 DN CHEYENNE WELLS CW	177.3	2.03	s	5.17	5.47	4.05				
3,054			4.36	f	8.15	7.42	1.53	468.1	5.0 ASCALON	172.3	1.53	f	5.03	5.37	3.45				
3,078 P			5.06	f	8.25	7.50	2.01	473.6	5.5 FIRST VIEW	166.8	1.45	f	4.53	5.30	3.25				
3,016			5.30	f	8.42	8.02	2.13	482.3	8.7 ARENA	158.1	1.31	f	4.38	5.17	2.55				
3,308 FWY			5.55	s	8.58	8.16	2.28	487.7	5.4 DN KIT CARSON KC	152.7	1.24	s	4.27	5.10	2.35				
3,011			6.18	f	9.09	8.25	2.39	494.0	6.3 SORRENTO	146.4	1.13	f	4.12	5.00	2.05				
2,999 P			6.36	s	9.22	8.34	2.50	500.4	6.4 WILD HORSE WH	140.0	1.04	s	4.02	4.52	1.45				
3,003 W			7.00	s	9.35	8.43	3.02	507.6	7.2 D AROYA RO	132.8	12.54	s	3.48	4.42	1.20				
2,999			7.30	s	9.54	8.58	3.17	517.9	10.3 BOYERO BO	122.5	12.40	s	3.30	4.28	12.50				
2,254 PW			8.00	f	10.08	9.10	3.30	526.8	8.4 CLIFFORD	114.1	12.27	f	3.15	4.18	12.20PM				
4,557 POTFWY			8.30AM		10.25AM	9.25AM	3.45AM	535.6	9.2 DN-R HUGO HU	104.9	12.15AM		3.00PM	4.05PM	11.40AM				
			Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		(105.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily					

.....Time.....
Average speed per hour.....

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

.....Time.....
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. 101		Distances from Denver	FIRST CLASS			SECOND CLASS	
	155		157		103	169	119	July 29, 1923		104	170		102	156	154		
	Time Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Stations		Passenger	Passenger		Passenger	Way Freight	Time Freight	Way Freight	Time Freight
	Leave Daily	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily			
2,710 OTFW	6.00PM	7.15AM	8.35PM	12.15PM	2.45AM	308.3	DN-R ELLIS RT	337.1	6.35AM	9.35AM	10.30PM	4.00PM	5.00AM				
3,466	6.20	7.27	8.45	12.25	2.55	308.4	5.1 RIGA	332.0	6.23	9.23	10.20	3.45	4.20				
3,014	6.40	8.00	8.55	12.35	3.05	313.7	5.3 OGALLAH OG	326.7	6.12	9.13	10.10	3.30	4.00				
2,878 W	7.10	8.50	9.12	12.53	3.25	322.3	8.6 DN WAKHENEY W	318.1	6.00	8.59	9.57	3.05	3.25				
2,466	7.30	9.34	9.25	1.05	3.33	330.0	7.7 VODA	310.4	5.45	8.45	9.45	2.30	2.55				
2,118 W	7.50	9.50	9.37	1.17	3.48	335.8	5.8 D COLLYER JY	304.6	5.37	8.33	9.37	2.05	2.40				
2,907	8.10	10.20	9.51	1.32	4.00	343.3	7.5 D QUINTER QN	297.1	5.25	8.19	9.20	1.32	2.16				
3,740 W	8.30	10.50	10.01	1.46	4.13	350.0	7.6 D BUFFALO PARK BP	289.5	5.12	8.03	9.06	1.00	1.55				
2,562	8.56	11.20AM	10.12	1.56	4.25	356.3	5.4 DN GRAINFIELD QF	284.1	5.03	7.53	8.56	12.35	1.38				
3,015 W	9.20	12.05PM	10.25	2.12	4.40	365.2	8.9 D GRINNELL GD	275.2	4.40	7.36	8.40	12.05PM	1.10				
2,521	9.33	12.30	10.33	2.25	4.50	371.2	6.0 A CAMPUS CA	269.2	4.31	7.23	8.30	11.00AM	12.50				
2,998 PYFW	10.00	1.30	10.55	2.40PM	5.05	377.4	6.2 DN-OAKLEY OQ	263.0	4.22	7.10AM	8.20	10.40	12.20AM				
3,026 P	10.26	1.55	11.10	2.51	5.13	386.1	8.7 MONUMENT MU	254.3	4.08	6.09	7.59	9.10	11.10PM				
2,542 P	10.52	2.20	11.22	3.01	5.27	393.6	7.5 PAGE CITY PG	246.8	3.59	5.29	7.45	8.50	10.52				
2,595 Y	11.10	2.40	11.32	3.13	5.35	399.0	5.4 D WINONA GW	241.4	3.51	5.20	7.36	8.25	10.10				
1,964	11.24	3.00	11.43	3.24	5.45	406.0	7.1 LISBON	234.3	3.41	5.10	7.23	8.00	9.30				
2,367 W	11.47PM	3.25	11.47	3.35	5.50	408.4	2.3 DN McALLASTER MK	232.0	3.38	5.08	7.20	7.55	9.20				
1,769	12.15AM	3.45	11.57PM	3.46	6.00	414.5	6.1 TURKEY CREEK	226.9	3.29	5.00	7.08	7.30	8.50				
2,488 P	12.32	4.05	12.08AM	3.57	6.10	421.1	6.6 WALLACE A	219.3	3.21	5.00	7.00	7.15	8.35				
3,024 W	12.40	4.17	12.15	4.08	6.17	425.6	4.5 SOMENA	214.8	3.15	5.00	6.53	6.55	8.20				
2,191 POTFWY	12.55AM	4.30PM	12.25AM	4.19	6.25AM	429.8	4.2 DN-SHARON SPRINGS PS	210.6	3.08AM	5.08	6.45PM	6.45AM	8.00PM				
	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily		(126.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.	Leave Daily	Leave Daily			
	(6.55) 13.3	(9.15) 13.7	(3.50) 33.0	(2.25) 30.6	(3.40) 34.5		Time		(3.27) 36.6	(2.25) 30.6	(3.45) 33.7	(9.15) 13.7	(9.00) 14.0				
							Average speed per hour										

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

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. 101 July 29, 1923			Distances from Oakley	FIRST CLASS		SECOND CLASS		
	185 Mixed			183 Passenger		585 Motor Passenger		STATIONS				184 Passenger	586 Motor Passenger	186 Mixed		
	Leave Daily Ex. Sunday			Leave Daily		Leave Daily Ex. Sunday						Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
1,826 OYFW			7.00AM	8.35PM	11.50AM	103.5	DNR	PLAINVILLE	P	121.2	4.15AM	2.45PM			2.30PM	
			s 7.30	s 8.53	s 12.06PM	110.4	D	ZURICH	ZU	114.3	s 3.55	s 2.31			s 2.05	
1,781 W			s 8.00	s 9.11	s 12.23	117.8	D	PALCO	PO	106.9	s 3.85	s 2.14			s 1.45	
			s 8.25	s 9.26	s 12.37	122.7		DAMAR	DA	102.0	s 3.20	s 2.00			s 1.15	
1,807 W			s 8.55	s 9.43	s 12.53	129.3	D	BOGUE	BG	95.4	s 3.03	s 1.44			s 12.53	
2,202 PY			s 9.40	s 10.03	1.13PM	138.0	D-R	HILL CITY	CI	86.7	s 2.45	1.25PM			s 12.20PM	
			s 10.15	s 10.20		144.7	D	PENOKEE	PK	80.0	s 2.28				s 11.45AM	
1,461 W			s 11.15	s 10.36		150.2	D	MORLAND	MD	74.5	s 2.16				s 11.15	
1,791			s 11.35	s 10.50		155.4		STUDLEY	SY	69.3	s 1.58				s 10.30	
			s 11.59AM	s 11.05		162.5		TASCO	CO	62.2	s 1.42				s 10.05	
1,778 PFW			s 12.40PM	s 11.30		170.4	D	HOXIE	KZ	54.3	s 1.25				s 9.40	
			f 1.03	f 11.52PM		179.1		SEGUIN		45.6	f 1.05				f 9.05	
1,782 W			s 1.35	s 12.10AM		186.2	D	MENLO	MZ	38.5	s 12.50				s 8.45	
			f 1.59	f 12.30		194.0		HALFORD		30.7	f 12.30				f 8.15	
1,856 PFW			s 2.40	s 12.55		203.6	D	COLBY	CB	21.1	s 12.01AM				s 7.50	
			f 3.01	f 1.13		208.9		ALTAIR		15.8	f 11.44PM				f 7.15	
			f 3.13	f 1.21		212.4		MINGO		12.3	f 11.36				f 7.05	
			f 3.34	f 1.35		218.0		SPICA		6.7	f 11.24				f 6.50	
2,998 PFW			4.00PM	1.55AM		224.7	DN-R	OAKLEY	OQ		11.10PM				6.30AM	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday			(121.2)			Leave Daily	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday	

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.

GRANT SPUR		STERLING MINE SPUR		PURITAN BRANCH	
End of Track Distance from	Time Table No. 101 July 29, 1923	End of Track Distance from	Time Table No. 101 July 29, 1923	End of Track Distance from	Time Table No. 101 July 29, 1923
0.0	FIRESTONE JCT.	0.0	EUREKA JCT.	0.0	CLAYTON JCT.
0.3	FIRESTONE MINE	0.0	MUNROE MINE	0.1	CLAYTON MINE
0.5	END OF TRACK	0.0	EUREKA MINE	0.5	END OF TRACK
1.3	GRANT JCT.	0.7	STERLING MINE JCT.	1.1	PARKDALE JCT.
0.7	GRANT MINE	0.7	STERLING MINE	0.8	PARKDALE
0.2	RUSSELL MINE	0.8	STERLING MINE	1.2	PURITAN
1.5	END OF TRACK	0.8	STERLING MINE	0.8	SHARROCK JCT.
		0.1	END OF TRACK	0.2	PURITAN MINE
				0.2	END OF TRACK

U. S. HOSPITAL BRANCH			SHAMROCK SPUR			EUREKA SPUR			STERLING MINE SPUR				
Time Table No. 101 July 29, 1923 WESTWARD			Time Table No. 101 July 29, 1923 EASTWARD			Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923				
STATIONS SABLE BUNELL (End of Track)			STATIONS SHAMROCK JCT. EUREKA JCT. SHAMROCK MINE END OF TRACK			STATIONS EUREKA JCT. MUNROE MINE EUREKA MINE END OF TRACK			STATIONS STERLING MINE JCT. STERLING MINE END OF TRACK				
Distance from Sable	1.39		Distance from Shamrock Jct.	0.3	0.9	1.0	Distance from Eureka Jct.	0.5	0.6	0.8	Distance from Sterling Mine Jct.	0.7	0.8
STATE COAL MINE SPUR Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923				
STATIONS STATE COAL MINE JCT. CLAYTON JCT. STATE COAL MINE END OF TRACK			STATIONS JOHNSON JOHNSON MINE END OF TRACK			STATIONS FIRESTONE JCT. FIRESTONE MINE END OF TRACK			STATIONS GRANT JCT. GRANT MINE RUSSELL MINE END OF TRACK				
Distance from State Coal Mine Jct.	0.7	2.2	Distance from Johnson	0.3	0.4	Distance from Firestone Jct.	0.3	0.5	Distance from Grant Jct.	0.8	1.3	1.5	
CLAYTON MINE SPUR Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923				
STATIONS CLAYTON JCT. CLAYTON MINE END OF TRACK			STATIONS BAUM MINE END OF TRACK			STATIONS BAUM MINE END OF TRACK			STATIONS BAUM MINE END OF TRACK				
Distance from Clayton Jct.	0.4	0.5	Distance from Diamond	0.9	1.2	Distance from Diamond	0.9	1.2	Distance from Diamond	0.9	1.2		
PURITAN BRANCH Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923				
STATIONS PARKDALE JCT. PARKDALE PURITAN SHAMROCK JCT. PURITAN MINE END OF TRACK			Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923			Time Table No. 101 July 29, 1923				
Distance from Parkdale Jct.	0.6	1.9	Distance from Johnson	0.3	0.4	Distance from Johnson	0.3	0.4	Distance from Johnson	0.3	0.4		

COLORADO DIVISION SPECIAL RULES

PASSENGER TRAINS

1. Passenger trains will stop on signal, for revenue passengers, as follows:

- (a) At Quinter and Wallace:
No. 119 to let off from Salina and east.
- (b) Oakley to Sharon Springs:
No. 119 to let off from stations on Colby Branch.
- (c) At Ogallah:
No. 103 to let off from Salina and East.
No. 104 to take on for Salina and East.
- (d) At Buffalo Park:
No. 102 to take on for regular stops Topeka and East.
No. 103 to pick up for regular stops West of Oakley.
- (e) Cheyenne to Denver:
No. 104 to let off from Cheyenne and West of Cheyenne.
- (f) Sterling to La Salle:
No. 13 to let off from East of Julesburg.
- (g) At Brighton:
No. 12 to pick up for North Platte and East.

FREIGHT TRAINS

2. Within the state of Kansas freight trains with cabooses or coach, except main-line trains composed mostly of livestock, will carry passengers above the age of fifteen (15) or under 15 years when accompanied by parent, guardian, or other competent person, between points where such trains stop. Conductors and agents must notify passengers that freight trains will not be required to stop with caboose opposite platform for them to get off or on. Employees when traveling on Company business, caretakers of livestock or perishable freight, may be carried on freight trains between stations at which they stop when provided with proper transportation. Local freight trains will carry passengers on Denver, Hugo, Julesburg and Sterling Subdivisions, Greeley branch and Pleasant Valley branch. Wooden underframe cars of less than 80,000 pounds capacity (and those 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 in rear 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, the latter will be handled next to caboose.

FREIGHT TRAIN INSPECTION

3. In addition to inspection of trains as often as possible, as per Rule 324, every freight train must stop and be inspected at following stations:

NORTHERN SUBDIVISION:

EASTWARD—Borie, Speer, Carr, Pierce, La Salle; also, at Gleason and Warren on gravel trains and when retainers are used between Speer and Carr.

WESTWARD—Brighton, La Salle, Carr.

DENT SUBDIVISION:

EASTWARD and WESTWARD—Firestone.

STERLING SUBDIVISION:

EASTWARD—La Salle, Hardin, Fort Morgan; WESTWARD—Fort Morgan, La Salle.

JULESBURG SUBDIVISION:

EASTWARD and WESTWARD—Crook.

DENVER SUBDIVISION:

EASTWARD and WESTWARD—Watkins, Deer Trail, Limon.

HUGO SUBDIVISION:

EASTWARD and WESTWARD—Cheyenne Wells, Kit Carson.

ELLIS SUBDIVISION:

EASTWARD and WESTWARD—McAllaster, Oakley, Wakeeney.

Engineers 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. This will give train standing and running inspection on both sides.

AUTOMATIC BLOCK SIGNALS

- (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; the Train Dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by official instructions.
- (b) 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" reduce speed immediately and proceed not to exceed six (6) miles per hour, looking for obstructions on 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 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 the 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 the train will do no more than stop and then start, Engineer will whistle off before starting. This applies on single track also when the flagman is not to be sent ahead.
- (e) Train and engine men must take quick action in notifying Dispatcher in case of signal failures.

- (f) At 42nd and Josephine Streets, Denver, Denver Subdivision, and at 47th and York Streets, Denver, Northern Subdivision, signals 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 track, 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 the train fully protected. Signals will be at Stop when Tramway cars have been given right to cross our tracks.
- (g) When derrails on tracks leading from main track 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.

DIVISION SPEED RESTRICTIONS

5. The speed shown below must not be exceeded:
 - (a) 60 miles an hour by passenger trains;
 - (b) 35 miles an hour by freight trains (including light engines with or without caboose);
 - (c) 35 miles an hour by passenger trains with cabooses;
 - (d) 30 miles an hour by all trains under coaling stations;
 - (e) 30 miles an hour by trains moving against current of traffic;
 - (f) 25 miles an hour by gravel trains;
 - (g) 20 miles an hour by engines backing up with or without cars;
 - (h) 15 miles an hour by trains using cross-overs or turn-outs;
 - (i) 35 miles an hour by 1900-2200-2400 class engines in all service;
 - (j) 5 miles an hour by all trains on passing or business tracks laid with rail 60 pounds or less per yard;
 - (k) Within yard limits:
 - 30 miles an hour by first-class trains (as much slower as rules or conditions require);
 - 15 miles an hour by all other trains and engines (as much slower as rules or conditions require);
 - (l) 12 miles an hour by passenger trains between Denver Union Station and 23rd Street;
 - (m) 8 miles an hour by freight trains and light engines between Denver Union Station and 23rd Street;
 - (n) 20 miles an hour by passenger trains between 23rd Street and City limits, Denver;
 - (o) 15 miles an hour by freight trains between 23rd Street and City limits, Denver.

SUBDIVISION SPEED RESTRICTIONS

6. NORTHERN SUBDIVISION:
The speed shown below must not be exceeded:
 - (a) 45 miles an hour by passenger trains on curves between Carr and Speer;
 - (b) 15 miles an hour by all trains through following stations: Brighton, Platteville, La Salle, Greeley, Eaton, Ault and Nunn.
 - (c) Do not exceed 5 miles an hour on curve East end of Great Western transfer and on wye at Eaton with any engine or cars.
7. DENT SUBDIVISION:
The speed shown below must not be exceeded:
 - (a) 40 miles an hour by passenger trains between Sand Creek 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 all trains over Great Western crossing at Wild Cat;
 - (e) 5 miles an hour by 2800 class engines on passing and business tracks.
8. STERLING AND JULESBURG SUBDIVISIONS:
The speed shown below must not be exceeded:
 - (a) 8 miles an hour by C. B. & Q. 5200 class engines on passing or business tracks;
 - (b) 10 miles an hour by all trains or engines over Chestnut Street crossing, Sterling.
9. DENVER SUBDIVISION:
The speed shown below must not be exceeded:
 - (a) 50 miles an hour by passenger trains between Denver and Agate;
 - (b) 40 miles an hour by passenger trains between Agate and River Bend;
 - (c) 35 miles an hour by passenger trains on curve at M. P. 559.0;
 - (d) 25 miles an hour by freight trains on curve at M. P. 559.0;
 - (e) 5 miles an hour by all trains and engines on wye tracks at Deer Trail.
10. ELLIS SUBDIVISION:
The speed shown below must not be exceeded:
 - (a) 50 miles an hour by passenger trains M. P. 400 to M. P. 425;
 - (b) Account of curves, passenger trains must not exceed 35 miles an hour, and freight trains 25 miles an hour, as follows:
 - Between M. P. 331.71—332.14
 - Between M. P. 335.06—335.42
 - Between M. P. 336.59—337.08
 - Between M. P. 405.48—405.80
 - (c) 5 miles an hour by all engines switching over hopper track at Oakley.

11. BRANCHES:

The speed shown below must not be exceeded:

	MILES PER HOUR		
	Motor Passenger Trains	Steam Passenger Trains	Freight Trains
(a) Boulder Branch.....	30	25	20
(b) Greeley Branch.....	30	25	20
(c) Pleasant Valley Branch.....	30	25	20
(d) Ft. Collins Branch.....	30	35	25
(e) Colby Branch: Between Plainville and Colby.....	30	30	25
Between Colby and Oakley.....	30	35	25
(f) Other Branches.....	20	15	15
(g) On all branches all trains reduce to 20 miles an hour on curves over 3 degrees shown by curve warning signs.			
(h) The speed shown below must not be exceeded: 5 miles an hour by 2800 class engines on passing or business tracks; 8 miles an hour by all trains over Lincoln Street at Fort Collins; 6 miles an hour by all trains and engines on legs of wye at Colby; 20 miles an hour by all trains and engines within the city limits of Colby.			

SPECIAL RULES—COLORADO DIVISION

- Livestock must be handled on head end of train when practicable to do so.
- Scale Test Cars 03146 and 03147 must be handled on rear of train, just ahead of the caboose.
- Train and engine men, yardmasters and agents, or other employees, who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the instructions and regulations covering the handling of such commodities. Conductors must notify Engineer of the presence and location of cars containing explosives, in the train, before leaving the initial station, or station where such cars may be picked up. When placards become detached, or lost in transit, employe in charge of train must see they are replaced upon arrival at next terminal, if in a through train; at the first station stop, if in a local train. Cars placarded "Explosives" must be placed in through trains near the middle of the train and at least 15 cars from the engine and at least 10 cars from the caboose, if the length of the train will permit. To avoid unnecessary switching at any station, cars placarded "Explosives" may be placed in local freight trains not closer than one car length from the engine or caboose, but must not be placed next to cars placarded "Acid" or "Inflammable," in either local or through trains. Tank cars placarded "Inflammable" must be placed in trains, if possible, at least 5 cars from the engine and 5 cars from the caboose; when the length of the train does not permit this, they must be placed as near the middle of the train as practicable. Cars placarded "Explosives" must not be placed next to tank cars, wooden underframe, flat or gondola cars, or next to carloads of pipe, lumber, iron, steel or similar articles liable to break through the end of the placarded cars, nor next to cars containing lighted heaters, stoves or lanterns. When possible, tank cars placarded "Inflammable" must not be placed next to gondolas, or flat cars, loaded with lading liable to shift, such as lumber, rails, pipe, etc. EMPTY tank cars must not be moved from any station until all shipping cards and inflammable and dome placards have been removed from the car. Following is list of commodities which, account danger of fire from sparks and other causes, must be placed at least 10 cars behind the engine:

Alfalfa Meal	Furniture	Rubber
Pianos	Hemp, Jute and Sisal Fibre	Silk
Hay and Straw	Sisal Fibre	Wagons
Vehicles	Sewing Machines	Oakum
Varnish	Paint	Cotton
Oil	Wool	Turpentine
Emigrant Movables	Automobiles	
- 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 where a 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.
- Tracks known as lead tracks in various yards must be kept clear at all times, when possible to do so. Whenever necessary to block them, proper notice must be given train and engine men on inbound and outbound trains, by Yardmaster, Agent or Operator. This does not relieve train and engine men from a 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.
- 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 that officers may be called to assist.
- In addition to instructions carried in Rule 710, trainmen must not go between cars while they are moving for any purpose whatsoever, and must not crawl out of cupola windows to get on top of caboose, but will use end ladders provided for that purpose.
- Caboose must not be kicked, but must be handled with engine to a stop.
- The poling of cars is prohibited by switch or road crews.
- Air must be coupled up on all cars before starting to put up coal at all coal chutes.
- 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 until these openings are properly slatted.
- Employes alighting from moving trains, or cars, or walking alongside of same, getting off cars, or engines, or engine tanks, must be very careful to avoid personal injury while doing so.
- All super-heated 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.
- Engineers or Firemen will not move engine or any part of machinery on engine, without knowledge of location of other member of engine crew.

- In passing through towns Firemen will give their attention to looking ahead, and must have their fires in such condition that they can do so without loss of efficiency of the engine. They will only be relieved from this duty when it is necessary to shovel coal into the fire-box. There must be no failure to keep sharp look-out ahead on both sides of engine, when passing through town or City limits. On double track, special care must be exercised in sounding of warning signals, particularly when trains or engines from opposite direction are approaching crossing at the same time.
- When rules require headlights to 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 supercede or modify those contained in Rule 17 and D-17.
- When ash pans are blown out, the door of the fire-box must be closed entirely, and the pan blower valve opened gently before turning on full force.
- Engineer must stop train immediately when steam hose bursts or becomes disconnected or something is noticed dragging on train.
- Trainmen must provide themselves with proper wearing apparel to permit of their going out in severe storms and staying out as long as necessary. Conductors are responsible for knowing their brakemen are so equipped.
- Trainmen will ride rear of tanks of locomotives backing up while switching at stations or moving in yards.
- Conductors must know that blue signals are down on both ends of the train before giving Engineer a proceed signal. Blue flags must be removed from the rear end before they are removed from the engine.
- Trainmen on passenger trains entering terminals, where engines will be detached, will open steam heat valve, at rear of train, and signal Engineer, as per Rule 16-J, who will immediately shut off steam, and leave valve open until steam line is thoroughly blown out. This must be done at following points:

Northern Subdivision:—Immediately after passing Sand Creek Tower.
Denver Subdivision:—Immediately after passing College.
Ellis Subdivision:—Immediately after passing Yard Limit Board at Ellis.

- Trainmen will keep their lights in electric lanterns burning until switching movements are completed before putting them out. The use of electric lanterns for any other than a white light is unauthorized.
- Flagman will see that rear door of the rear Pullman on train is locked when it is necessary for him to leave rear end of train.
- Train and engine men, in charge of trains which are stopped on passing tracks, for the purpose of meeting or passing trains, must stand well into the clear of the main track to avoid possible personal injuries.
- Switchmen will ride on front footboards of switch engines in direction engines are moving, either on yard or main tracks, when no cars ahead, to enable them to observe position of switches or other conditions, for which they will be held responsible jointly with Engineer.
- Engineers will sound two long and two short blasts of the whistle when approaching a train on a passing track or one that may be stopped on opposite main track.
- Whenever switching is 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 be on hand to flag such crossings when any trains are passing on the main track or passing track.
- 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.
- Wire reports must be made to Superintendent of each case where passenger train is not properly heated to afford comfort to passengers, giving full particulars and cause of lack of heat.
- Engines must not run through hopper track on coal chutes.
- Engines must not be run under any coal mine tipples.
- Back-up movements between stations must not be made where there are facilities for turning locomotives. Back-up movements made by any train must be protected by use of Conductor's emergency tail hose. This applies also to trains making movements around wyes.
- Train and engine employes 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.
- Each employe governed by Hours of Service Law must register for himself on Federal Register, and such information must agree with time slips. Employes must advise superior officers of time their service expires, giving ample time to relieve them at expiration of their service, to comply with requirements of the law.
- In working local cars at stations where Agents are not on duty, Conductor will leave in Waybill Box seals removed from cars, showing number of seal applied and Conductor's name.
- Following structures will not clear man riding on side or top of car:

Bridges 150.46, 151.49 and 154.40, over Solomon River, on Colby Branch, are not of standard clearance and width.
P. F. E. icing platform, 26th Street, Denver. Old Caboose or Oklahoma No. 1 track, Denver.
Coal Chute, Carr. Freight Depot, Greeley. Coal Chute, La Salle. Ice House platform, La Salle.
Engine House roof, South side, La Salle. Tipples on all coal mines, Colorado Division.
Conveyor type coal stations, when aprons are inclined downward.
- Following stand pipes are equipped with locking device, which requires spout to be moved to position parallel with track and handle placed in stirrup on post on platform to prevent wind blowing spout around; enginemmen must see these spouts are in position and locked after taking water:

Carr
Snyder
Hugo
Sedgwick
Orchard
Clifford
Hiff
Hardin
- As a precaution against personal injuries to passengers, trainmen will use the following words—"Watch Your Step," as passengers are stepping down on step box from step of car.
- Outbound second class and extra trains will register at Pullman. Conductors of other trains will leave register ticket (form 2642) with operator.
- Employes are cautioned of the possibility of Personal Injury, getting caught in the electric switches and switch mechanisms controlled by Interlocking Towers in the Denver Union Terminal Yard.
- Crews handling train and engine movements from C. & S. Coach Yard to Track No. 10 Denver Union Station must call Towerman in Tower A and Leverman in Tower B by phone and secure permission before making movement.

SUBDIVISIONS

13. NORTHERN SUBDIVISION:

- (a) Freight trains arriving Denver will come to full stop before crossing 38th Street, and wait for Proceed Signal from switch tender before crossing over outbound main track. If a train is seen approaching they will not proceed until such train passes.
- (b) Train and engine men using passing track at Speer must do so expecting to find cars thereon.
- (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) 1900-2200-2400 class engines must not be used on wye and storage tracks at Greeley Junction, storage tracks at Sand Creek, Great Western transfer at Eaton, nor on 60-pound rail track leading to main building, warehouse, syrup vat, power house and coal bins on the south end, lime and coal bins on north end.
- (e) Material track at Greeley Junction must not be used by passenger trains.
- (f) Eastward and Westward passenger trains, except Westward via Borie, will make running air test immediately after leaving station at Speer.
- (g) Colorado Division trains East ward 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.
- (h) Eastward Freight trains will make air test at Speer in accordance with Rule 1017.
- (i) 7000 class engines must not use No. 3 track at La Salle.
- (j) When cars are set out on No. 1 track at La Salle they must be shoved to the extreme west end of track or to a coupling.

14. STERLING AND JULESBURG SUBDIVISIONS:

- (a) Track No. 1 at Sterling must not be used by freight trains unless absolutely necessary.
- (b) When trains meet at Narrows rear Brakeman of train taking siding will protect the public crossing until the train to be met has passed.
- (c) Cars must not be spotted between air boxes and Chestnut Street crossing, Sterling.
- (d) 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.
- (e) Trains Nos. 11, 13 and 15 will not register at Union. Conductors will leave register ticket (Form 2642) with Operator.

(f) 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).

15. HUGO AND ELLIS SUBDIVISIONS:

- (a) 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.
- (b) Train and engine men must expect to find cars on passing track East of cross-over at Oakley. Hand brakes must be set on all cars set out on coach spur at Oakley.

16. DENT SUBDIVISION AND BRANCHES:

- (a) Conductors will secure and leave in Waybill Box at Milliken a seal record of all loaded closed cars set on transfer to the Great Western Railroad between 7 P. M. and 7 A. M.
- (b) Trains using passing tracks on Dent Subdivision and Branches must do so with expectation of finding cars on such tracks. Cars must not be left on passing tracks when other tracks are available.
- (c) Trains are not required to secure clearance card (Form 2643) at Sand Creek Junction and Dent when Operator is not on duty.
- (d) Between 7:15 P. M. and 7:15 A. M., trains going to Boulder will get permission from Operator at Boulder, by telephone, before going out on C. & S. main track at Boulder Junction.
- (e) Trains are not required to secure clearance card (Form 2643) at Briggsdale, Cloverly, Purcell, Dent, when Operator is not on duty.
- (f) Trains must be preceded by flagman over Linden Street at Fort Collins.
- (g) City of Ft. Collins ordinance requires engine bell be kept ringing while engine is moving, with or without cars, within the City limits.
- (h) Conductors of all extra trains must call telegraph office for orders before leaving Colby.
- (i) Engines are prohibited from going on sharp curve of Construction Track just east of the Power Plant of the Lakeside Construction Company on the Valmont Spur.

RAILWAY CROSSINGS

See 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. 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.

GREAT WESTERN 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.

COLORADO & SOUTHERN AT FT. COLLINS.

Colorado & Southern has right to cross ahead of Union Pacific in either direction. Automatic signals are controlled by derails 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 derails are thrown.

COLORADO & SOUTHERN 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.

GREAT WESTERN RY. AT MILLIKEN.

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

GREAT WESTERN RY. 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 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 Jet.		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 ²⁰ / ₂₄ 158	100-120	2000	1400	750	1400	500	1400	2000	700	1300	2000	900	900	900	900	750	1500	750	750	900	900	900	950
MK57 ^{23 1/2} / ₃₀ 205	1900-1949	3000	2800	1600	3000	900	3000	3500	975														
MK63 ²⁶ / ₂₈ 214	2200-2294 2480-2490	3000	3000	1800	3500	1000	3500	3500	1000														
C 57 ²¹ / ₃₀ 161	402-477	2500	2000	1250	2000	750	2000	2500	900	1800	3000	1050	1050	1500	1500	1200	1200	1200	1200			1200	1250
T 69 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
C 57 ²¹ / ₃₀ 172	478-499	2500	2000	1250	2000	750	2000	2500	900	1600	3000	1100	1100	1500	1500	1200	1200	1200	1200			1200	1250
C 57 ²² / ₃₀ 187	201-358	3000	2200	1450	3000	850	3000	3000	975	2000	4500	1800	1800	1350	1350	1350	1350	1350	1350				
T 69 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

CLASSIFICATION
 "E"—Eight Wheelers
 "A"—Atlantic Type
 "P"—Pacific Type
 "T"—Ten Wheelers
 "M"—Moguls
 "C"—Consolidation Engines
 "TW"—Twelve Wheelers
 "S"—Switch
 "MK"—Mikado Type
EXAMPLE: Consolidation Engine having 57-inch drivers, cylinders 21-inch diameter and 30-inch stroke, and weighing 161,000 pounds on drivers:
 C 57 ²¹/₃₀ 161

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.

Following is List of Stations where Composite Telephones are Located:
COMPOSITE TELEPHONE WIRES ON EACH SIDE OF POLE ON LOWER ARM DENVER TO ELLIS.
COMPOSITE TELEPHONE INSIDE WIRE ON COLBY BRANCH.

STATION	RINGS	STATION	RINGS	STATION	RINGS
Dispatcher	1 long.	Dent	2 long, 2 short.	Cedar Point	1 long, 3 short.
Denver Exchange	1 long.	La Salle	2 long, 1 short.	Colby	3 long.
Boulder	1 short, 1 long, 1 short.	Greeley Freight House	1 long.	Clifford	2 long, 2 short.
Darlow	2 short, 2 long.	Greeley Passenger	1 long, 1 short.	Deer Trail	1 long, 2 short.
Dent	2 long, 2 short.	Cloverly	3 long, 2 short.	Damar	2 short.
Eastlake	1 long, 1 short.	Gill	1 long, 4 short.	Damar (Section House)	3 short.
Firestone	3 long, 1 short.	Barnesville	4 long.	First View	3 long, 1 short.
Frederick	5 short.	Corniah	1 long, 5 short.	Hill City	1 short.
Ft. Collins (Passenger)	1 long, 3 short.	Fosston	3 long, 1 short.	Hugo	2 long, 1 short.
Ft. Collins (Freight)	3 short.	Briggsdale	1 long, 1 short, 1 long.	Hoxie	2 long.
Gowanda	2 long.	Galeton	1 long, 3 short.	Monument	3 long, 3 short.
Harmony	2 long, 3 short.			Morland	1 long, 3 short.
Kelim	1 short, 2 long.			Oakley	4 long.
Koenig	2 long, 1 short.			Page City	3 short, 1 long.
Milliken	1 long, 4 short.			Plainville	4 short.
Parkdale	3 long.			Pullman	2 long.
Quimby	3 long, 1 short.			River Bend	2 short, 1 long.
Sand Creek	1 long, 2 short.			Sable	4 short.
St. Vrain	1 short, 1 long.			Sharon Springs	3 long.
				Tasco	1 long, 1 short.
				Wild Horse	3 short.
				Wallace	2 short, 2 long.

LIST OF SURGEONS.

SURGEON	PLACE	OFFICE	DISTRICT
Dr. A. F. Jeans, Chief Surgeon	Omaha	612 Omaha Loan & Bldg. Ass'n. Bldg.	All Divisions.
" H. L. Taylor, Division Surgeon	Denver	{ Room 415 Majestic Block, 16th and Broadway, Tel. Main. 424	Colorado Division.
" B. M. Shea	Denver	{ Room 415 Majestic Block, 16th and Broadway, Tel. Main. 424	Colorado Division.
" Q. B. Prien	Denver	{ Room 415 Majestic Block, 16th and Broadway, Tel. Main. 424	Colorado Division.
" H. R. Stilwill, Oculist	Denver	{ Room 820 Metropolitan Bldg., 16th and Court Place, Tel. Main 8223	Colorado Division.
" T. E. Beyer	Denver	{ Room 419 Majestic Block, Tel. Champa 4503	Colorado Division.
" J. F. Alexander	Brighton	Brighton	Denver to Lupton and Boulder Branch.
" Edwin Lewis	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 & Hill, Oculists	Cheyenne	Opera House Block	Cheyenne.
" Geo. P. Johnston	Cheyenne	Cheyenne	Cheyenne to Carr.
" John D. Shingle	Cheyenne	Cheyenne	Cheyenne to Carr.
" Clay E. Giffin	Boulder	Boulder	Boulder Branch.
" Dutton & Rook	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.
" C. A. Hadsell	Kit Carson	Kit Carson	Cheyenne Wells to Hugo.
" 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.
" E. D. Beckner	Hoxie	Hoxie	Hill City to Colby.
" G. E. Webber	Morland	Morland	Hill City to Hoxie.
" L. 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.

GENERAL TIME INSPECTORS

W. F. HAYES, Gen'l Time Inspector, Railway Exchange Building Chicago, Ill.
 H. J. COWELL, Ass't Gen'l Time Inspector Chicago
 L. L. DOTY, Ass't Gen'l Time Inspector Chicago

LOCAL TIME SERVICE INSPECTORS

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

LOCATION STANDARD CLOCKS

Ellis, Kansas Telegraph Office
 Plainville, Kansas Telegraph Office
 Oakley, Kansas Telegraph Office
 Sharon Springs, Kansas Telegraph Office
 Hugo, Colorado Telegraph Office
 Limon, Colorado Telegraph Office
 Pullman, Colorado Telegraph Office
 Ft. Collins, Colorado Telegraph Office
 Denver, Colorado Dispatcher's Office
 Denver, Colorado, U. D. Telegraph Office
 Denver, Colorado Round House
 Brighton, Colorado Telegraph Office
 La Salle, Colorado Telegraph Office
 Greeley, Colorado Telegraph Office
 Sterling, Colorado Telegraph Office
 Union, Colorado Telegraph Office
 Pierce, Colorado Telegraph Office

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. MARCH, 1922

