

# UNION PACIFIC SYSTEM

## UNION PACIFIC RAILROAD COMPANY

### Colorado Division

# EMPLOYEES' TIME TABLE

To Take Effect Sunday, June 21, 1925

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.

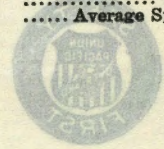
MILEAGE SOUTHERN DISTRICT	
KANSAS DIVISION	
Main Line.....	304.19
Branches.....	231.88
Total.....	536.07
CENTRAL DIVISION	
Main Line.....	251.67
Branches.....	423.79
Total.....	675.46
COLORADO DIVISION	
Main Line.....	638.53
Branches.....	247.29
Total.....	885.82
GRAND TOTAL	
Main Line.....	1,194.39
Branches.....	902.96
Total.....	2,097.35



# CONDENSED TIME TABLE.

## KANSAS CITY AND CHEYENNE—WESTWARD.

SECOND CLASS					FIRST CLASS										Distance from Kansas City	Time Table No. 107 June 21, 1925	
	155 Time Freight	157 Time Freight	105 Passenger	107 Motor Passenger	137 Passenger	169 Passenger	16 Passenger	109 Passenger	12 Passenger	105 Passenger	14 Passenger	101 Passenger	21 Passenger	103 Passenger			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	Leave Daily	Leave Daily			
		6.15PM	4.25PM		8.00AM	1.00AM						10.00PM	6.15PM	10.40AM	0.0	KANSAS CITY	
		8.00	5.45		9.13	2.15						10.58	7.13	11.47AM	39.6	LAWRENCE	
		9.40PM	6.41	10.35AM	10.10AM	3.05						11.40PM	7.55	12.40PM	67.8	TOPEKA	
		12.10AM	8.35	12.18PM		4.30						12.57AM	9.13	2.20	119.4	MANHATTAN	
		3.30	9.10PM	1.00PM		5.40						1.40AM	10.00	3.15	139.5	JUNCTION CITY	
		6.05				6.57						2.29	10.46	4.25	172.3	SOLOMON	
		8.15AM				8.00AM						3.05	11.25PM	5.20	186.6	SALINA	
	6.00PM	6.00PM				12.45PM						6.25AM	2.40AM	9.40PM	303.3	ELLIS	
	10.00PM					12.15PM						5.30AM	1.55AM	8.50PM	377.4	OAKLEY	
	2.00AM					3.00PM						7.40	3.59	11.05PM	429.8	SHARON SPRINGS	
	9.00AM											8.55AM	5.25	12.50AM	535.5	HUGO	
	5.00PM							11.30PM	6.00PM	4.15PM	4.00PM	11.30AM	3.30PM	11.25AM	640.4	DENVER	
	11.35PM							12.02AM	6.36	4.47	4.35	12.01PM		1.30PM	659.5	BRIGHTON	
	12.40AM							12.45AM	7.15	5.25PM	5.20	12.40PM		2.06	686.5	LA SALLE	
	2.10													2.40	743.5	BORIE	
	7.20AM													4.40PM	746.4	CHEYENNE	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(37.20) 11.8	(22.45) 12.7	(4.45) 29.4	(2.25) 29.7	(2.10) 31.3	(15.00) 25.1	(1.15) 36.8	(3.30) 30.2	(1.10) 39.5	(3.40) 28.9	(1.10) 39.5	(18.30) 34.6	(23.25) 31.7	(26.05) 28.6	Time .....		
															Average Speed Per Hour .....		



### MILEAGE SOUTHERN DISTRICT

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

**W. M. JEFFERS,**  
General Manager

**H. J. PLUMHOF,**  
General Superintendent

**G. L. WHIPPLE,**  
General Superintendent Transportation

To Take Effect Sunday, June 21, 1925  
"Mountain Time" M. A. 10:51

The right is reserved to vary from this Time Table at pleasure.  
For the government and information of employees only, and not intended for the use of the public.

# CONDENSED TIME TABLE.

## KANSAS CITY AND CHEYENNE—EASTWARD.

**Time Table No. 107**  
June 21, 1925

**STATIONS**

Distance from Cheyenne	FIRST CLASS						SECOND CLASS					
	15	106	22	13	126	104	11	106	108	170	138	154
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Motor 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
KANSAS CITY			8.45 AM		1.00 PM	4.10 PM		11.40 AM		9.10 PM	6.20 PM	5.30 AM
LAWRENCE			7.32		11.52 AM	3.00		10.15		7.50	5.05	2.45
TOPEKA			6.50		11.10	2.20		9.18	4.15 PM	7.01	4.20 PM	1.05 AM
MANHATTAN			5.32		9.52	1.02		7.40	2.35	5.15		9.30 PM
JUNCTION CITY			5.00		9.20	12.25 PM		7.00 AM	1.45 PM	4.25		8.00
SOLOMON			3.41		8.02	11.15 AM				2.38		5.10
SALINA			3.20		7.40	10.50				2.15 PM		4.00 PM
ELLIS			12.10 AM		4.35 AM	7.45 AM				10.20 AM		8.00 AM
OAKLEY			11.00 PM		3.30 AM	6.35 AM				9.10 AM		5.00 AM
SHARON SPRINGS			8.40		1.30	4.30				6.45 AM		12.01 AM
HUGO			7.05		12.05 AM	3.15						8.00 PM
DENVER	7.15 AM	10.15 AM	4.25	2.00 PM	8.50 PM	12.30 AM	8.30 PM					12.05 PM
BRIGHTON	6.39	9.33	12.15 PM	11.30 AM	4.20 PM	6.30 PM	7.55					4.00 AM
LA SALLE	5.55 AM	8.40	11.30 AM	1.26	3.45	5.52	7.15 PM					5.00 AM
BORIE	0.0		10.50	12.45 PM	2.55	4.50						1.15 AM
CHEYENNE	0.0	6.45 AM	9.15 AM		1.15 PM	2.55 PM						10.00 PM
(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	(1.20)	(3.30)	(22.30)	(1.15)	(22.45)	(24.15)	(1.15)	(4.40)	(2.30)	(13.25)	(2.00)	(54.30)
Average Speed Per Hour	38.4	30.2	33.1	36.9	32.8	30.8	36.9	29.9	28.7	28.1	33.9	12.7

### SPEED TABLE

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

### COLORADO DIVISION

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

**P. GROOME,**  
Assistant Superintendent, Denver, Colorado.

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

**J. E. BAKER,**  
Assistant Trainmaster, Denver, Colorado.

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

**F. R. JENKINS,**  
Night Chief Dispatcher, Denver, Colorado.

### TRAIN DISPATCHERS... Denver, Colorado

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



NORTHERN SUBDIVISION—Denver and Cheyenne—EASTWARD

Time Table No. 107 June 21, 1925	Distances from Cheyenne	FIRST CLASS									SECOND CLASS						
		15 Passenger	106 Passenger	160 Passenger	22 Passenger	18 Passenger	126 Passenger	162 Passenger	104 Passenger	11 Passenger	251 Time Freight	178 Way Freight	154 Time Freight				
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
DN-R DENVER UD	106.0	7.15AM	10.15AM	10.30AM	12.15PM	2.00PM	4.20PM	5.25PM	6.30PM	8.30PM							
R 29TH STREET	104.9									4.00AM	8.00PM	5.00AM					
DN-R PULLMAN RA	103.8	7.08	10.08	10.23	12.08PM	1.53	4.13	5.18	6.23	8.23	3.50	7.45	4.40				
C.B. & Q.R.R. CROSSING	101.1																
SAND CREEK JCT.	101.0	7.03	10.02	10.19AM	11.51AM	1.47	4.07	5.12PM	6.16	8.15	2.50	7.30PM	3.40				
ADAMS	100.0																
DUPONT	98.2	6.57	9.54	11.46	1.43	4.02	6.11	8.11	2.35	3.30							
HAZELTINE	94.7	6.52	9.48	11.41	1.39	3.58	6.06	8.06	2.20	3.20							
HENDERSON HN	91.9	6.47	9.42	11.37	1.34	3.53	6.00	8.02	2.05	3.10							
NORTHWAY	89.2																
DN BRIGHTON BI	86.9	6.39	9.33	11.30	1.26	3.45	5.52	7.55	1.55	2.55							
POWARS	83.0																
D LUPTON UP	80.2	6.28	9.20	11.20	1.16	3.35	5.40	7.46	1.25	2.35							
IONE ON	75.9	6.20	9.11	11.13	1.09	3.25	5.30	7.40	1.12	2.20							
DN PLATTEVILLE PA	71.2	6.13	9.03	11.07	1.03	3.15	5.22	7.33	12.55	2.05							
HOUSTON	68.3																
D GILCREST GI	66.0	6.05	8.52	11.00	12.54	3.05	5.11	7.25	12.33	1.40							
PECKHAM	63.6																
DN-R LA SALLE SA	59.9	5.55AM	8.40	10.50	12.45PM	2.55	4.50	7.15PM	12.01AM	1.15							
EVANS VA	57.8		8.34	10.41	12.44	2.46	4.45	1.05									
DN GREELEY HG	64.3		8.28	10.35	12.40	2.38	4.40	12.55									
GREELEY JCT.	51.9																
D LUCERNE C	50.1		8.16	10.26	12.31	2.31	4.30	12.40									
EATON	46.8		8.10	10.20	12.27	2.27	4.24	12.30									
DN G.W.RY. CROSSING UR	46.7																
D AULT A	43.0		8.02	10.14	12.21	2.21	4.15	12.20									
DN PIERCE RI	39.1		7.55	10.07	12.17	2.17	4.07	12.10AM									
D NUNN NU	34.1		7.47	10.00	12.10	2.10	3.58	11.45PM									
DOVER	29.0		7.39	9.53	12.03	2.03	3.52	11.35									
DICKER	24.1		7.33	9.47	11.56	1.56	3.46	11.25									
DN CARE CR	20.0		7.27	9.41	11.50	1.50	3.32	11.10									
WARREN	15.6		7.20	9.35	11.44	1.44	3.26	10.50									
GLEASON	11.3		7.15	9.29	11.38	1.38	3.20	10.35									
DN SPEER S	8.1		7.10	9.23	11.33	1.33	3.14	10.25									
DN BORIE BO				9.15AM				10.00PM									
CORLETT JCT.	4.5		6.57AM				1.25PM	3.05PM									

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

DN-R CHEYENNE N	6.45AM	1.15PM	2.55PM														
(106.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time .....	(1.20)	(3.30)	(0.11)	(3.00)	(1.15)	(3.05)	(0.18)	(3.35)	(1.15)	(3.59)	(0.30)	(7.00)					
Average speed per hour.....	34.5	30.2	27.0	34.3	36.9	34.4	23.0	29.6	36.9	11.6	7.3	14.7					

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. See special instructions, page seventeen, governing movement of Colorado Division trains at Corlett Junction.



**WESTWARD—BOULDER BRANCH—EASTWARD**

Length of passing tracks in feet, location of water, fuel, interlocking plant, turning stations, scales and telephones.	FIRST CLASS			Distances from Brighton	Time Table No. 107 June 21, 1925			FIRST CLASS			Distances from Boulder	2nd Class		
	175	553	551		552	554	174	552	554	174		552	554	174
	Way Freight	Motor Passenger	Motor Passenger		Motor Passenger	Motor Passenger	Way Freight	Motor Passenger	Motor Passenger	Way Freight		Motor Passenger	Motor Passenger	Way Freight
2,898	WT	4.20AM	1.30PM		DN-R	BRIGHTON	BI	27.6				11.00AM		
	P	4.32	f 1.38	4.1		YOXALL		23.6	f	12.05PM		10.30		
2,580	YP	4.55	s 1.48	s 10.05AM	8.1	D-R	ST. VRAINS	VS	19.5	s	11.57AM	s 3.35PM	s 10.05	
	S		s		8.1	DENT DIST. R. R. CROSSING		19.5	s		s			
	P				11.0	STATE COAL MINE JCT.		16.6						
	P	5.09	s 1.57	s 10.15	11.4	R	PARKDALE JCT.		16.2	s	11.47	s 3.21	s 9.10	
	Y	5.20	s 2.04	s 10.22	15.1	D	ERIE	G	12.5	s	11.39	s 3.15	s 8.58	
	S		s		15.1	C. B. & Q. R. R. CROSSING		12.5	s		s			
	f	5.25	f 2.08	f 10.28	16.4	TABOR		11.2	f	11.35	f 3.11	f 8.48		
	f	5.37	f 2.14	f 10.34	17.8	LEYNER		9.8						
	P	5.52	f 2.22	f 10.45	24.0	R	VALMONT		8.6	s	11.20	s 2.57	s 8.20	
	S		s		25.0	INLAND OIL CO.		2.6						
	S		s		26.0	C. & S. RY. CROSSING		1.6	s		s			
	YP	6.00AM	2.35PM	11.00AM	26.5	R	BOULDER JUNCTION		1.1		11.15AM	2.50PM	8.10AM	

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

1,850	WP	6.10AM	2.40PM	11.05AM	27.6	DN-R	BOULDER	BR	11.10AM	2.45PM	7.50AM
		Arrive Daily	Arrive Daily	Arrive Daily			(27.6)		Leave Daily	Leave Daily	Leave Daily
		(1.50)	(1.10)	(1.00)					(1.10)	(0.50)	(8.10)
		15.1	23.7	19.5					23.7	23.4	8.7
		..... Time .....							..... Average Speed Per Hour .....		

**WESTWARD—FORT COLLINS BRANCH—EASTWARD**

Length of passing tracks in feet, location of water, fuel, interlocking plant, turning stations, scales and telephones.	FIRST CLASS			Distances from Dent	Time Table No. 107 June 21, 1925			FIRST CLASS			Distances from Buckeye	Second Class		
	177	163	161		160	162	178	160	162	178		160	162	178
	Way Freight	Passenger	Passenger		Passenger	Passenger	Way Freight	Passenger	Passenger	Way Freight		Passenger	Passenger	Way Freight
1,135	YP	2.00AM	7.25PM	9.34AM	D-R	DENT	FD	41.7				9.15AM	4.05PM	4.05PM
	P	2.30	s 7.31	s 9.39	1.7	MILLIKEN	M	40.0	s	9.05	s 3.55	s 3.45		
	I				2.0	G. W. RY. CROSSING		39.7						
2,023	WP	2.50	f 7.41	f 9.49	7.8	KOENIG	KO	34.4	f	8.56	f 3.47	f 3.10		
	S		s	s	9.0	G. W. RY. CROSSING		32.7	s		s			
	f	3.00	f 7.49	f 9.56	9.1	KELIM		32.6	f	8.50	f 3.41	f 3.00		
	f	3.25	f 7.58	f 10.04	13.4	BOYD LAKE		28.3	f	8.40	f 3.32	f 2.45		
	f	3.43	f 8.05	f 10.11	16.3	REDMOND		26.4	f	8.34	f 3.27	f 2.35		
2,205	P	4.00	f 8.12	f 10.18	19.5	HARMONY	HY	22.2	f	8.26	f 3.20	f 2.20		
7,237	WFTOP	4.30AM	8.25PM	10.30AM	25.0	D-R	FORT COLLINS	FC	16.7	8.15AM	3.10PM	2.00PM		
					25.2	C. & S. RY. CROSSING		16.5						
					25.3	C. & S. RY. CROSSING		16.4						
	P				27.9	POUDRE		13.8						
	P				30.0	FLAVIN		11.7						
	P				32.6	REMINGTON		9.1						
1,605	P				34.5	PORTNER		7.2						
	P				38.6	RIPPLE		3.1						
1,601	YP				41.7	BUCKEYE								
		Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily			
		(2.30)	(1.00)	(0.56)					(1.00)	(0.55)	(2.05)			
		10.0	25.0	26.3					25.0	27.0	12.0			
		..... Time .....							..... Average Speed Per Hour .....					

**WESTWARD—GREELEY BRANCH—EASTWARD**

Length of passing tracks in feet, location of water, fuel, interlocking plant, turning stations, scales and telephones.	SECOND CLASS		Distances from Greeley	Time Table No. 107 June 21, 1925		Distances from Briggsdale	SECOND CLASS			
	193	191		192	194					
	Mixed	Mixed		Mixed	Mixed					
7,973	WYOP	10.30AM	9.15AM	DN-R	GREELEY	HG	28.1	1.50PM	1.50PM	
	YP				GREELEY JCT.		25.8			
1,803	YP	10.50AM	s 9.35	D-R	CLOVERLY	CV	22.1	s 1.20	1.20PM	
			f		ALDEN		19.7	f		
2,110	P		f 9.48		GILL		17.7	s 12.50		
			f		MATTHEWS		15.0	f		
1,600	P		s 10.02		BARNESVILLE		13.6	f 12.30		
1,600	WP		s 10.14		CORNISH	WD	9.5	f 12.15PM		
1,997	P		s 10.28		FOSSTON		4.9	f 11.55AM		
1,601	YP		10.40AM	D-R	BRIGGSDALE	BG		11.40AM		
		Ar. Tuesday, Thursday, Saturday	Ar. Monday, Wednesday and Friday		(23.1)			Lv. Monday, Wednesday and Friday	Lv. Tuesday, Thursday, Saturday	
		(0.20)	(1.25)					(2.10)	(0.50)	
		18.0	19.8					12.9	12.0	
		..... Time .....						..... Average Speed Per Hour .....		

**WESTWARD—PLEASANT VALLEY BRANCH—EASTWARD**

Length of passing tracks in feet, location of water, fuel, interlocking plant, turning stations, scales and telephones.	2nd Class		Distances from Cloverly	Time Table No. 107 June 21, 1925		Distances from Purcell	2nd Class		
	193	194		193	194				
	Mixed	Mixed		Mixed	Mixed				
1,803	YP	10.50AM		D-R	CLOVERLY	CV	18.6	1.10PM	
					CORNELL		11.4		
1,601	P	s 11.10			LOWE		10.6		
1,600		f 11.25			GALETON		8.5	s 12.46	
		f 11.35			CAMFIELD		4.8	f 12.31	
1,593	YP	11.50AM			MEYER		2.4	f 12.22	
					PURCELL			12.10PM	
		Ar. Tuesday, Thursday, Saturday			(13.6)			Lv. Tuesday, Thursday, Saturday	
		(1.00)						(1.00)	
		13.6						13.6	
		..... Time .....						..... Average Speed Per Hour .....	

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

WESTWARD—JULESBURG SUBDIVISION—Julesburg and Sterling—EASTWARD

Length of passing tracks in feet, location of water, fuel, interlocking plant, turning stations, scales and telephones.	FIRST CLASS				SECOND CLASS				Distances from Julesburg	Time Table No. 107				Distances from Denver	FIRST CLASS				SECOND CLASS							
	251				11					13					15				16				252			
	Time Freight	Passenger	Passenger	Passenger	Time Freight	Passenger	Passenger	Passenger		Time Freight	Passenger	Passenger	Passenger		Time Freight	Passenger	Passenger	Passenger	Time Freight	Passenger	Passenger	Passenger	Time Freight	Passenger	Passenger	Passenger
3,909 w	4:05 PM	4:05 PM	4:17	41.7	1:30 PM	3:43 PM	8:35 AM	2:10 AM	4.4	DN-R JULESBURG	197.2	5:00 AM	4:30 PM	9:20 PM	6:40 AM											
3,663	3:47	3:56	3:44	32.4	1:55	3:53	8:48	2:19	7.3	ADRIAN	192.8	4:37	4:15	9:04	5:50											
3,473 w	3:27	3:34	3:24	28.4	2:14	4:03	9:03	2:28	14.6	OVID	189.9	4:25	4:03	8:54	5:25											
4,600	3:10 PM	3:15 PM	3:07	19.7	2:35	4:13	9:15	2:38	22.8	HITT	186.0	4:13	3:48	8:42	4:55											
4,600 w	3:00	3:00	2:58	17.8	3:00	4:23	9:27	2:48	30.1	RED LION	174.4	3:59	3:38	8:31	4:25											
3,618	2:50	2:50	2:48	16.4	3:28	4:33	9:40	3:00	38.8	MARCOTT	171.4	3:45	3:28	8:19	3:45											
4,712 w	2:40	2:40	2:38	15.4	3:50	4:43	9:51	3:10	45.6	CROOK	167.1	3:35	3:18	8:08	3:10											
3,801	2:30	2:30	2:28	14.4	4:10	4:53	10:00	3:22	53.4	PROCTOR	158.4	3:22	3:08	7:58	2:45											
4,712 w	2:20	2:20	2:18	13.4	4:30 PM	5:01 PM	10:10 AM	3:30 AM	57.5	POWELL	156.1	3:10 AM	3:00 PM	7:50 PM	2:30 AM											

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

Length of passing tracks in feet, location of water, fuel, interlocking plant, turning stations, scales and telephones.	FIRST CLASS				SECOND CLASS				Distances from Julesburg	Time Table No. 107				Distances from Denver	FIRST CLASS				SECOND CLASS							
	251				11					13					15				16				252			
	Time Freight	Passenger	Passenger	Passenger	Time Freight	Passenger	Passenger	Passenger		Time Freight	Passenger	Passenger	Passenger		Time Freight	Passenger	Passenger	Passenger	Time Freight	Passenger	Passenger	Passenger	Time Freight	Passenger	Passenger	Passenger
3,909 w	4:05 PM	4:05 PM	4:17	41.7	1:30 PM	3:43 PM	8:35 AM	2:10 AM	4.4	DN-R JULESBURG	197.2	5:00 AM	4:30 PM	9:20 PM	6:40 AM											
3,663	3:47	3:56	3:44	32.4	1:55	3:53	8:48	2:19	7.3	ADRIAN	192.8	4:37	4:15	9:04	5:50											
3,473 w	3:27	3:34	3:24	28.4	2:14	4:03	9:03	2:28	14.6	OVID	189.9	4:25	4:03	8:54	5:25											
4,600	3:10 PM	3:15 PM	3:07	19.7	2:35	4:13	9:15	2:38	22.8	HITT	186.0	4:13	3:48	8:42	4:55											
4,600 w	3:00	3:00	2:58	17.8	3:00	4:23	9:27	2:48	30.1	RED LION	174.4	3:59	3:38	8:31	4:25											
3,618	2:50	2:50	2:48	16.4	3:28	4:33	9:40	3:00	38.8	MARCOTT	171.4	3:45	3:28	8:19	3:45											
4,712 w	2:40	2:40	2:38	15.4	3:50	4:43	9:51	3:10	45.6	CROOK	167.1	3:35	3:18	8:08	3:10											
3,801	2:30	2:30	2:28	14.4	4:10	4:53	10:00	3:22	53.4	PROCTOR	158.4	3:22	3:08	7:58	2:45											
4,712 w	2:20	2:20	2:18	13.4	4:30 PM	5:01 PM	10:10 AM	3:30 AM	57.5	POWELL	156.1	3:10 AM	3:00 PM	7:50 PM	2:30 AM											

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, location of water, fuel, interlocking plant, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS				Distances from Julesburg	Time Table No. 107 June 21, 1925		Distances from Denver	FIRST CLASS				SECOND CLASS			
	251	305	308	301	11	13	561	15		16	14		562	12	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	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	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
4,712 WFTYO	5.20PM	7.45PM	6.05PM	4.00AM	5.07PM	10.20AM	7.15AM	3.40AM	57.5	DN-R STERLING ST	139.7	3.00AM	2.50PM	6.05 PM	7.40 PM	6.30AM	11.40PM	5.40AM	1.50AM	
							f 7.24		61.7	42 HALL	135.5			f 5.53						
3,587	5.48	f 8.15	f 6.19	4.13	5.17	10.30	s 7.28	3.49	64.1	D ATWOOD OD	133.1	2.50	2.40	s 5.48	7.30	f 6.18	11.29	f 5.10	1.35	
							f 7.32		66.8	27 BERTLAND	130.4			f 5.31						
3,590 W	6.02	s 8.40	s 6.31	4.24	5.25	10.39	s 7.41	f 3.57	70.2	DN MERINO MI	127.0	f 2.41	2.31	s 5.25	7.21	s 6.07	11.20	f 4.55	1.20	
							f 7.45		72.1	19 BETA	125.1			f 5.18						
3,600	6.13	f 9.05	f 6.42	4.34	5.33	10.47	s 7.54	4.04	76.0	3.9 MESSEK	121.2	2.32	2.24	s 5.12	7.14	f 5.54	11.11	4.34	1.05	
							f 8.07		78.4	24 BALZAC	118.8	2.29	2.21	f 5.07	7.01	5.50	11.06	f 3.35	1.00	
2,602	6.23	9.30PM	6.55PM	4.45AM	5.40	10.55	s 8.04	4.11	81.0	26 DN-R UNION UN	116.2	f 2.25	2.18	s 5.02	7.08	5.45AM	11.01PM	3.25AM	12.55	
							f 8.07		82.8	13 COOPER	114.4			f 4.56						
4,595 W	7.00	10.47	10.15	6.18	5.47	11.03	s 8.15	4.19	87.0	42 D SNYDER SN	110.2	2.16	2.10	s 4.48	7.00	5.10	11.00	12.42		
							f 8.35		93.8	6.8 DODD	103.4	2.08	2.02	f 4.38	6.52	5.18	11.00	12.30		
2,621	7.20	10.58	10.26	6.25	5.55	11.11	f 8.27	4.27	96.9	3.1 HURLBY	100.3			f 4.33						
							f 8.35		98.6	17 DN FORT MORGAN FM	98.6	s 2.02	1.55	s 4.30	6.45	5.30	11.00	12.20AM		
4,605 W	7.35	10.19	9.47	6.30	6.05	11.22	s 8.15	4.35	106.1	7.5 NARROWS	91.1	1.51	1.45	f 4.19	6.35	5.10	11.00			
1,919	8.00	10.13	9.41	6.35	6.14	11.34	f 8.59	4.46	109.0	2.9 D WELDON DN	88.2	f 1.48	1.42	s 4.15	6.32	5.10	11.00	11.55PM		
3,805	8.10	10.13	9.41	6.35	6.17	11.37	s 9.05	4.49	114.2	5.2 GOODRICH GD	83.0	1.39	1.35	s 4.06	6.24	5.23	11.00	11.44		
1,159	8.25	10.07	9.37	6.37	6.24	11.44	s 9.16	4.56	117.7	3.5 D ORCHARD CH	79.5	f 1.33	1.29	s 3.57	6.18	5.00	11.00	11.38		
3,797 W	8.35	10.00	9.30	6.30	6.28	11.49	s 9.25	5.01	121.4	2.7 SUBLLETTE	76.8			f 3.48						
							f 9.33		124.8	3.4 MASTERS MA	72.4	1.24	1.19	s 3.42	6.06	5.10	11.00	11.23		
2,600	8.55	10.10	9.38	6.38	6.36	11.58 AM	s 9.39	5.10	180.2	5.4 CANTON	67.0	1.17	1.12	f 3.34	5.58	5.10	11.00	11.10		
2,600	9.15	10.10	9.38	6.38	6.43	12.05 PM	f 9.48	5.18	136.4	5.2 D HARDIN HR	61.8	1.10	1.05	s 3.27	5.50	5.10	11.00	10.55		
2,486 W	9.35	10.10	9.38	6.38	6.50	12.12	s 9.57	5.25	139.1	3.7 KUNER	58.1			f 3.20						
							f 10.05		143.1	4.0 D KERSHEY KR	54.1	f 1.01	12.55	s 3.14	5.40	5.10	11.00	10.35		
3,804	9.55	10.10	9.38	6.38	6.59	12.22	s 10.15	f 5.36	147.2	4.1 AUBURN	50.0			f 3.07						
							f 10.25		151.1	3.9 DN-R LA SALLE SA	46.1	12.50AM	12.45 PM	3.00 PM	5.30 PM	5.10	11.00	10.15PM		
8,502 WFTY	10.15PM				7.10PM	12.35 PM	10.45 AM	5.50AM		(98.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(4.55)	(1.45)	(0.50)	(0.45)	(2.03)	(2.15)	(3.30)	(2.10)	Time	(2.10)	(2.05)	(3.05)	(2.10)	(0.45)	(0.39)	(2.15)	(3.35)
19.0	13.4	28.2	31.3	45.6	41.6	26.7	43.2	Average speed per hour	43.2	44.9	30.4	43.2	31.3	36.1	8.0	26.1

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, location of water, fuel, interlocking plant, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS						Distances from Kansas City	Time Table No. 107 June 21, 1925		Distances from Denver	FIRST CLASS						SECOND CLASS	
	97	155	101	7	39	21	5	103		8	40		22	126	104	6	154	96		
	C. R. I. & P. Freight	Time Freight	Passenger	C. R. I. & P. Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Passenger		C. R. I. & P. Passenger	C. R. I. & P. Passenger		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		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
4,021 WFTYOP		9:00 AM	12:10 PM			8:20 AM		3:45 AM	535.5	DN-R HUGO HU	104.9	4:20 PM	8:45 PM	12:25 AM	10:45 AM					
1,682		9:25	12:20			8:30		3:56	541.8	BAGDAD	99.1	4:10	8:27	12:09 AM	10:15					
1,552 W		9:40	12:30			8:40		4:06	548.0	LAKE	92.4	4:00	8:15	11:59 PM	10:00					
2,428		9:50	12:35			8:45		4:12	550.5	(C. R. I. & P. Crossing) LIMON MN	89.9	3:55	8:11	11:55	9:50					
		8:10 PM		12:15 PM	9:00 AM		4:50 AM		550.6	LIMON JUNCTION	89.8	12:55 PM	3:30 PM		12:25 AM	3:00 AM				
2,623 P	8:28	10:15	12:45	12:25	9:12	8:57	5:00	4:22	556.6	RIVER BEND RB	83.8	12:45	3:20	3:43	7:53	11:44	12:14	9:12	8:57	2:45
2,504 YP	8:56	10:45	12:57	12:35	9:24	9:09	5:11	4:34	563.2	CEDAR POINT CP	77.2	12:35	3:10	3:33	7:43	11:34	12:04 AM	8:30	2:30	
2,589	9:08	10:55	1:03	12:45	9:31	9:15	5:17	4:41	567.3	BUICK	78.1	12:24	3:05	3:23	7:33	11:28	11:58 PM	8:15	2:15	
2,597 W	9:20	11:05	1:13	12:52	9:38	9:21	5:25	4:49	572.2	AGATE AX	68.2	12:17	2:57	3:17	7:25	11:19	11:50	7:55	2:00	
2,440	9:35	11:20	1:21	1:00	9:47	9:28	5:34	4:58	577.9	LOWLAND	62.5	12:08 PM	2:48	3:08	7:15	11:10	11:41	7:35	1:40	
2,613 WFP	10:00	11:59 AM	1:33	1:12	9:59	9:39	5:45	5:09	584.2	DEER TRAIL DX	56.2	11:59 AM	2:40	2:58	7:06	11:00	11:31	7:20	1:25	
2,577	10:18	12:20 PM	1:43	1:22	10:08	9:48	5:55	5:19	590.1	PEORIA	50.3	11:49	2:30	2:45	6:54	10:50	11:22	6:50	1:00	
2,592	10:41	12:35	1:53	1:32	10:16	9:56	6:05	5:31	596.6	BYERS BY	49.8	11:40	2:20	2:38	6:45	10:41	11:13	6:35	12:40	
2,927 W	11:40 PM	1:00	2:08	1:44	10:26	10:06	6:16	5:41	602.5	STRASBURG SR	37.9	11:32	2:08	2:30	6:36	10:32	11:04	6:16	12:25	
2,484	12:05 AM	1:20	2:20	2:00	10:34	10:14	6:26	5:53	608.9	BENNETT BT	31.5	11:24	2:00	2:20	6:27	10:23	10:55	5:53	12:05 AM	
2,585	12:35	1:50	2:28	2:10	10:42	10:22	6:35	6:01	613.7	MANILA	26.7	11:17	1:50	2:10	6:18	10:15	10:47	5:35	11:50 PM	
2,582 W	1:00	2:48	2:38	2:18	10:50	10:30	6:43	6:11	618.4	WATKINS WK	22.0	11:10	1:42	2:02	6:10	10:08	10:40	5:20	11:35	
2,611	1:40	3:10	2:50	2:30	10:58	10:40	6:54	6:23	624.8	MESA	15.6	10:58	1:33	1:50	5:59	9:58	10:28	4:55	11:05	
									628.2	MAGEE	12.2									
2,749 P	2:10	3:30	3:02	2:39	11:08	10:48	7:04	6:35	630.7	SABLE	9.7	10:48	1:25	1:40	5:50	9:49	10:19	4:40	10:50	
									633.2	ROYDALE	7.2									
2,509	2:25	3:45	3:10	2:45	11:17	10:55	7:11	6:43	634.8	SANDOWN	6.1	10:38	1:17	1:30	5:43	9:43	10:13	4:25	10:35	
									636.0	LOWRY	4.4									
WFTYOP	2:40	3:55	3:23	2:53	11:23	11:18	7:18	6:53	638.2	DN-R PULLMAN RA	2.2	10:32	1:12	1:22	5:37	9:37	10:07	4:10	10:20	
		5:00 PM							639.3	R 29th STREET	1.1							4:00 AM		
	3:00 AM		3:30 PM	3:00 PM	11:30 AM	11:25 AM	7:25 AM	7:00 AM	640.4	DN-R DENVER UD		10:25 AM	1:05 PM	1:15 PM	5:30 PM	9:30 PM	10:00 PM		10:05 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	

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

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, location of water, fuel, interlocking plant, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS			Distances from Kansas City	Time Table No. 107 June 21, 1925	Distances from Denver	FIRST CLASS			SECOND CLASS	
	155	101	21	103	104	22	126				154				
	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Time Freight				
1,791 WFTYOP	2.00AM	8.55AM	5.25AM	12.50AM	429.8	DN-R SHARON SPRINGS PS	210.6	3.05AM	6.55PM	11.59PM	6.00PM				
3,170	2.20	f 9.05	5.35	1.00	438.8	4.0 SUNLAND	206.6	2.55	6.45	f 11.50	5.42				
2,136	2.49	f 9.15	5.45	1.10	438.4	4.6 MONOTONY	202.0	2.49	6.40	f 11.43	5.30				
3,107 W	3.15	f 9.21	5.51	1.16	441.8	D 8.4 WESKAN MO	198.6	2.44	6.35	f 11.37	5.15				
2,167	3.40	f 9.31	6.00	1.25	448.3	6.5 CHERMUNG	192.1	2.36	6.27	f 11.24	4.55				
2,123	4.00	f 9.40	6.09	1.33	453.4	5.1 ARAPAHOE AP	187.0	2.29	6.21	f 11.16	4.40				
2,659	4.20	f 9.47	6.17	1.40	458.4	5.0 SALIS	182.0	2.22	6.14	f 11.07	4.20				
2,655 W	4.40	s 9.59	6.26	1.52	463.1	4.7 DN CHEYENNE WELLS CW	177.8	2.15	6.06	s 10.59	4.05				
2,654	4.55	f 10.09	6.35	2.05	468.1	5.0 ASCALON	172.8	2.05	5.56	f 10.47	3.45				
2,678 P	5.15	f 10.17	6.43	2.15	473.6	5.5 FIRST VIEW	166.8	1.55	5.49	f 10.39	3.25				
2,616	5.35	f 10.29	6.55	2.25	482.3	8.7 ARENA	158.1	1.42	5.35	f 10.21	2.55				
2,908 WFY	5.55	s 10.44	7.08	2.38	487.7	5.4 DN KIT CARSON KC	152.7	1.35	5.27	s 10.11	2.35				
2,611	6.10	f 10.54	7.16	2.46	494.0	6.3 SORRENTO	146.4	1.23	5.17	f 10.00	1.50				
2,599 P	6.25	f 11.04	7.24	2.54	500.4	6.4 WILD HORSE WH	140.0	1.15	5.09	f 9.50	1.35				
2,608 W	6.45	f 11.16	7.33	3.03	507.6	7.2 D AROYA RO	132.8	1.06	5.00	f 9.37	1.15				
2,599	7.10	f 11.34	7.46	3.15	517.9	10.3 BOYERO BO	122.5	12.53	4.47	f 9.20	12.50				
1,854 WP	7.30	f 11.45AM	7.57	3.25	526.8	8.4 CLIFFORD	114.1	12.43	4.37	f 9.06	12.30				
4,021 WFTYOP	8.00AM	12.05PM	8.10AM	3.40AM	535.5	9.2 DN-R HUGO HU	104.9	12.30AM	4.25PM	8.50PM	12.05PM				
	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.**  
 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, location of water, fuel, interlocking plant, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS				Distances from Kansas City	Time Table No. 107 June 21, 1925	Distances from Denver	FIRST CLASS				SECOND CLASS											
	155		157		103		169					101		21		126		104		170		22		156		154	
	Time Freight	Way Freight	Passenger	Motor Passenger	Passenger	Motor Passenger	Passenger	Motor Passenger				Passenger	Motor Passenger	Passenger	Motor Passenger	Passenger	Motor Passenger	Passenger	Motor Passenger	Passenger	Motor Passenger	Way Freight	Time Freight	Passenger	Motor Passenger	Way Freight	Time Freight
Leave Daily	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
2,310 WFTO	6.00PM	7.15AM	8.50PM	12.15PM	5.30AM	1.55AM	303.3	DN-R	ELLIS	RT	337.1	3.30AM	6.35AM	9.10AM	11.00PM	4.00PM	5.00AM										
3,066	6.20	7.27	9.00	12.28	5.45	2.04	308.4		RIGA		332.0	3.18	6.15	8.58	10.45	3.30	4.00										
2,614	6.40	7.50	9.10	12.40	6.05	2.13	313.7	D	OGALLAH	OG	326.7	3.10	6.05	8.48	10.33	3.20	3.25										
2,478 W	7.05	8.34	9.25	1.00	6.17	2.33	322.3	DN	WAKEBENY	W	318.1	2.55	5.50	8.34	10.20	3.05	2.55										
2,106	7.25	9.20	9.38	1.15	6.29	2.45	330.0		VODA		310.4	2.45	5.36	8.20	10.03	2.30	2.00										
1,718 W	7.40	9.50	9.50	1.28	6.37	2.53	335.8	D	COLLYER	JY	304.6	2.35	5.29	8.08	9.50	2.05	1.44										
2,507	8.00	10.20	10.03	1.44	6.47	3.03	343.3	D	QUINTER	QN	297.1	2.25	5.19	7.54	9.30	1.44	1.24										
3,340 WF	8.20	10.50	10.13	2.00	6.57	3.13	350.9	D	BUFFALO PARK	BP	289.5	2.12	5.09	7.40	9.18	1.00	1.08										
2,162	8.35	11.20AM	10.24	2.12	7.05	3.21	356.3	DN	GRAINFIELD	GF	284.1	2.03	5.00	7.30	9.08	12.35	12.56										
2,615 W	8.53	12.05PM	10.37	2.30	7.17	3.32	365.2	D	GRINNELL	GD	275.2	1.48	4.48	7.17	8.53	12.05PM	12.33										
2,121	9.20	12.30	10.45	2.45	7.25	3.39	371.2	D	CAMPUS	CA	269.2	1.40	4.40	6.58	8.43	11.00AM	12.18										
2,598 WFYP	10.00	1.30	11.05	3.00PM	7.40	3.59	377.4	DN-E	OAKLEY	OQ	263.0	1.30	4.30	6.45AM	8.35	10.40	12.01AM										
2,626 P	10.28	1.55	11.20	3.12	7.50	4.15	386.1		MONUMENT	MU	254.3	1.16	4.15	6.18	8.18	9.28	11.20PM										
2,142 P	10.45	2.20	11.32	3.02	7.59	4.24	393.6		PAGE CITY	PG	246.8	1.07	4.06	6.08	8.05	9.08	10.45										
2,195 Y	11.00	2.40	11.42	3.00	8.07	4.32	399.0	D	WINONA	GW	241.4	12.57	3.58	6.48	7.55	8.48	10.10										
1,564	11.14	3.00	11.52	3.47	8.15	4.42	406.1		LISBON		234.3	12.45	3.48	6.10	7.41	8.23	9.30										
1,967 W	11.20	3.25	11.58PM	3.47	8.18	4.45	408.4	D	McALLASTER	MK	232.0	12.40	3.45	6.18	7.38	8.18	9.20										
1,369	11.35	3.45	12.08AM	3.52	8.27	4.53	414.5		TURKEY CREEK		225.9	12.30	3.37	6.00	7.28	7.30	8.50										
2,088 P	11.50PM	4.05	12.21	3.52	8.35	5.02	421.1		WALLACE	A	219.3	12.21	3.29	6.00	7.20	7.15	8.35										
2,624 W	12.12AM	4.17	12.27	3.52	8.40	5.08	425.6		SOMENA		214.8	12.12	3.23	6.00	7.12	6.55	8.20										
1,791WFTYOP	12.55AM	4.30PM	12.40AM	3.52	8.50AM	5.15AM	429.8	DN-R	SHARON SPRINGS	PS	210.6	12.05AM	3.15AM	6.00	7.05PM	6.45AM	8.00PM										
	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(126.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	(6.55) 18.3	(9.15) 18.7	(3.50) 33.0	(2.45) 26.9	(3.20) 37.9	(3.20) 37.9			Time			(3.25) 37.0	(3.20) 37.9	(2.25) 30.6	(3.55) 32.3	(9.15) 18.7	(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.





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

Total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown, under favorable weather conditions.  
(A deduction of ten (10) per cent. will be made for fast trains.)

Classification	Engine Numbers	Denver and La Salle		La Salle and Carr		Carr and Borie		Speer and Corlett Jct.		Julesburg and La Salle		Brighton and Boulder		Denver and Ft. Collins		Ellis and Sharon Springs		Sharon Springs and Denver		Oakley and Plainville		Greeley and Pleasant Valley Branches		
		WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	
C 51	158	100-120	2000	1400	750	1400	500	1400	2000	700	1300	2000	900	900	900	900	750	750	750	750	900	900	900	900
C 57	187	201-358	3000	2200	1450	3000	850	3000	3000	975	2000	4500			1600	1800	1500	1500	1500	1500				
C 57	161	402-477	2500	2000	1250	2000	750	2000	2500	900	1600	3000	1050	1050	1500	1500	1350	1350	1350	1350			1200	1250
C 57	172	478-499	2500	2000	1250	2000	750	2000	2500	900	1600	3000	1100	1100	1500	1500	1350	1350	1350	1350			1200	1250
T 69	103	1300-1316	2000	1200	700	1100	700	1100	2000	550	1100	2500	800	800	1000	1000	600	600	600	600	700	700	750	800
T 69	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
MK67	205	1900-1949	3000	2800	1600	3000	900	3000	3500	975														
MK63	214	2200-2294	3000	3000	1800	3500	1000	3500	3500	1000	2500	5000												
MK63	288	2480-2490	3000	3000	1800	3500	1000	3500	3500	1000	2500	5000												
TT63	285	5000-5039	4000	3500	2200	3700	1400	3700	3500	1300	3000	6000												

**CLASSIFICATION**

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

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

C 57 21 161  
30 30

**THE FOLLOWING STRUCTURES HAVE LESS THAN STANDARD CLEARANCE AND WILL NOT CLEAR A MAN ON SIDE OR TOP OF CAR.**

**ELLIS TO DENVER**

Wakeeney, Kans.	Spout on water tank	Overhead and side clearance.
Collyer, Kans.	Standpipe	Side clearance.
Buffalo Park, Kans.	Standpipe	Side clearance.
Grinnell, Kans.	Pumphouse roof	Side clearance.
	Standpipe	Side clearance.
Oakley, Kans.	Standpipe	Side clearance.
MP 405.61	Steel bridge	Side clearance.
MP 406.76	Steel bridge	Side clearance.
McAllaster, Kans.	Spout on water tank	Overhead and side clearance.
Somena, Kans.	Spout on water tank	Overhead and side clearance.
MP 427.80	Steel bridge	Side clearance.
Sharon Springs, Kans.	Standpipe (east of depot)	Side clearance.
	Standpipe (west of depot)	Side clearance.
	Light poles between main & passing tracks opposite depot platform	Side clearance.
Weskan, Kans.	Spout on water tank	Overhead and side clearance.
Cheyenne Wells, Colo.	Standpipe	Side clearance.
Kit Carson, Colo.	Spout on water tank	Overhead and side clearance.
Aroya, Colo.	Spout on water tank	Overhead and side clearance.
MP 514.94	Steel bridge	Side clearance.
MP 518.82	Steel bridge	Side clearance.
MP 522.79	Steel bridge	Side clearance.
Clifford, Colo.	Standpipe	Side clearance.
MP 534.63	Steel bridge	Side clearance.
Hugo, Colo.	Standpipe	Side clearance.
Lake, Colo.	Spout on water tank	Overhead and side clearance.
Agate, Colo.	Spout on water tank	Overhead and side clearance.
Dear Trail, Colo.	Standpipe	Side clearance.
MP 592.09	Steel bridge	Side clearance.
MP 602.15	Steel bridge	Side clearance.
MP 602.27	Steel bridge	Side clearance.
Strasburg, Colo.	Standpipe	Side clearance.
Watkins, Colo.	Spout on water tank	Overhead and side clearance.
MP 627.80	Steel bridge	Side clearance.

**DENVER TO BORIE**

Denver, Colo.	Trolley wire at 42nd and Josephine Sts.	Overhead clearance.
Denver, Colo.	20th St. Viaduct	Overhead clearance.
	Sig. Br. at 20th St.	Overhead clearance.
	23rd St. Viaduct	Overhead clearance.
	Trolley line at 47th & York Sts.	Overhead clearance.
MP 15.58	Steel bridge	Side clearance.
MP 16.34	Steel bridge	Side clearance.
Brighton, Colo.	Spout on water tank	Overhead and side clearance.
Carr, Colo.	Coal chute	Side clearance.
	Standpipe	Side clearance.
Speer, Wyo.	Standpipe	Side clearance.

**JULESBURG TO LA SALLE**

MP 7.05	Steel bridge	Side clearance.
Crook, Colo.	Spout on water tank	Overhead and side clearance.
MP 33.18	Steel bridge	Side clearance.
MP 48.71	Steel bridge	Side clearance.
MP 50.34	Steel bridge	Side clearance.
Sterling, Colo.	Standpipe (east of depot)	Side clearance.
	Standpipe (west of depot)	Side clearance.
Ft. Morgan, Colo.	Spout on water tank	Overhead and side clearance.
	Coal chute	Side clearance.
MP 106.41	Steel bridge	Side clearance.
MP 132.53	Steel bridge	Side clearance.

**COLBY BRANCH**

Paleo, Kans.	Spout on water tank	Overhead and side clearance.
Bogue, Kans.	Standpipe	Side clearance.
MP 135.22	Steel bridge	Side clearance.
MP 139.66	Steel bridge	Side clearance.
MP 145.06	Steel bridge	Side clearance.
MP 145.91	Steel bridge	Side clearance.
Morland, Kans.	Spout on water tank	Overhead and side clearance.

MP 150.46	Steel bridge	Overhead and side clearance.
MP 151.49	Steel bridge	Overhead and side clearance.
MP 154.40	Steel bridge	Overhead and side clearance.
Hoxie, Kans.	Standpipe	Side clearance.
Menlo, Kans.	Spout on water tank	Overhead and side clearance.
Colby, Kans.	Standpipe	Side clearance.

**DENT SUBDIVISION**

St. Vrain, Colo.	Standpipe	Side clearance.
------------------	-----------	-----------------

**BOULDER BRANCH**

Brighton, Colo.	Standpipe	Side clearance.
Erie, Colo.	Spout on water tank	Overhead and side clearance.

**FORT COLLINS BRANCH**

Koenig, Colo.	Standpipe	Side clearance.
Ft. Collins, Colo.	Standpipe	Side clearance.
MP 26.79	Steel bridge	Side clearance.
MP 31.84	Steel bridge	Side clearance.

**GREELEY BRANCH**

Cornish, Colo.	Standpipe	Side clearance.
----------------	-----------	-----------------

**PLEASANT VALLEY BRANCH**

Purcell, Colo.	Standpipe	Side clearance.
----------------	-----------	-----------------

**PURITAN BRANCH**

Puritan Mine	Guy to smoke stack	Overhead clearance.
	Electric light wire	Overhead clearance.

**SHAMROCK SPUR**

Shamrock Mine	Telephone Line	Overhead clearance.
---------------	----------------	---------------------

**EUREKA SPUR**

Monroe Mine	Box car loader	Side clearance.
Eureka Mine	Guy to smoke stack	Overhead and side clearance.

**BAUM SPUR**

Baum Mine	Tipple	Overhead and side clearance.
-----------	--------	------------------------------

**JOHNSON SPUR**

Johnson Mine	Box car loader	Side clearance.
	Engine house	Side clearance.

# COLORADO DIVISION

## SPECIAL RULES

2 (R). Time Inspectors are located as shown below:

W. F. Hayes, General Supervisor of Time Service, Omaha.
Denver ..... Hansen and Hansen
Denver ..... Cosley Jewelry Co.
Brighton ..... J. C. Wehrman
Greeley ..... Nelson Jewelry Co.
Ft. Collins ..... C. E. Messerschmidt
Boulder ..... Crowder & Collins
Sterling ..... W. J. Headrick
Hugo ..... Harvey Mann
Limon ..... H. V. Keller
Oakley ..... S. D. Silverwood
Ellis ..... A. Mulheim & Sons
Plainville ..... Lambert Bros.
Kansas City, Mo. .... J. H. Mace Jewelry Co.

3 (R). Standard clocks are located as shown below:

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

10 (h). At night, a yellow light on a Dwarf Signal, or on a "Call-on" or "Short-arm" Signal of an interlocking plant indicates "proceed at slow speed."

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

- (a) In yards where switch engines are employed and at stations where switching is being done;
- (b) At meeting points, until the train to be met is clear of the main track;
- (c) When standing;
- (d) On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

28. (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
12	Between Denver and La Salle.	Regular stops east of La Salle.
21	Between Denver and Borie.	California.
21	Between Denver and Borie.	Northwest beyond Granger.
22	Buffalo Park.	Topeka, Lawrence and Kansas City.
103	Ogallah.	Denver.
103	Buffalo Park.	Regular stops west of Oakley.
104	Ogallah.	Regular stops east of Ellis.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
13	Between Sterling and La Salle.	Regular stops east of Sterling.
13	Between La Salle and Denver.	Regular stops east of La Salle.
101	Quinter.	Salina and east of Salina.
101	Between Oakley and Sharon Springs.	Colby Branch stations.
101	Wallace.	Salina and east of Salina.
22	Between Borie and Denver.	Ogden and west of Ogden.
22	Between Borie and Denver.	Northwest beyond Granger.
22	Buffalo Park.	Regular and flag stop stations of No. 22.
103	Buffalo Park.	Regular stops east of Buffalo Park.
103	Ogallah.	Regular stops east of Ellis.
104	Ogallah.	Denver.
126	Any station.	West of Cheyenne.

30 (R). The bell must be kept ringing while an engine or motor is moving (with or without cars) within the city limits of Fort Collins.

83 (R). Clearance card (Form 2643) must be received as follows:  
 At La Salle, by all trains;  
 At Limon, by all trains;  
 At Oakley, by all trains;  
 At Colby, by all extra trains.

Trains are not required to receive clearance card (Form 2643) when there is no operator on duty at Briggsdale, Cloverly, Purcell, Dent, or Sand Creek Junction.

83 (S). Trains will register by registering ticket (Form 2642) as follows:  
 At Pullman, all outbound first-class trains;  
 At Pullman, all inbound trains;  
 At Union, Nos. 11, 12, 13, 14, 15, and 18;  
 At Valmont, Nos. 551 and 553.

At Limon Jct., C. R. I. & P. trains entering or leaving U. P. track, will register at Limon.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Ellis	Sand Creek Jct.	Firestone	Boulder
Oakley	Brighton	Dent	Milliken
Sharon Springs	La Salle	Julesburg	Fort Collins
Hugo	Greeley	Sterling	Buckeye
Limon	Eaton	Fort Morgan	Plainville
Deer Trail	Carr	State Coal Mine Jct.	Hill City
Pullman	Speer	Parkdale Jct.	Colby
Denver	St. Vrain	Boulder Jct.	

98 (R). The Colorado State Law governing movement of trains over railroad crossings at grade is as follows:

"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.

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.

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."

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
Limon (M.P. 550.5)	C.R.I. & P. (Crossing)	U.P.	
Limon Jct. (M.P. 550.6)	C.R.I. & P.		Limon Jct. is the switch west of telegraph office at Limon.
Denver 38th Street	U. P. out-bound main track.		Freight trains arriving Denver must stop before crossing 38th Street and must not cross over outbound main track until proceed signal has been received from the switchtender. If a train is seen approaching they will not proceed until that train has passed.
Denver 42nd & Josephine Sts. (Denver Subdivision) and 47th & York Sts. (Northern Subdivision)	Tramway.		When Tramway cars have been given permission to cross U. P. tracks, the blade of the signal over Tramway Crossing will be horizontal with U. P. tracks and a red light will be displayed at night in addition, and U. P. trains and engines must stop, and must not proceed until the signal indicates "proceed," or the movement is fully protected. When the signal blade is parallel with U. P. tracks and in addition a green light is displayed at night, U. P. trains and engines may proceed.
Sand Creek Junction. (M.P. 4.9)	C.B. & Q.	U. P. over C. B. & Q. of same or inferior class.	Interlocking Plant.
Eaton (M.P. 59.3)	G. W.	U. P.	Interlocking Plant.
St. Vrain (M.P. 22.2)	Dent Subdivision & Boulder Branch.	Dent Subdivision.	By gate—to be set normally against Boulder Branch trains.
Wild Cat (M.P. 40.9)	G. W.	U. P. over G. W. of same or inferior class.	Interlocking Plant.

Continued on page 17.

# COLORADO DIVISION

## SPECIAL RULES

98 (S). Continued.

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
La Salle Junction.	Northern and Dent Subdivisions.	—	Westward trains on Dent Subdivision must be preceded by a flagman out of La Salle Jet., unless it has been ascertained that all overdue trains have arrived or left.
Corlett Junction. (M.P. 101.5)	Wyoming Division.	—	A train going from Colorado Division to Wyoming Division will stop clear of Wyoming Division main track. If a train is approaching from west on Wyoming Division, a train from Colorado Division will not open the switch to nor obstruct the Wyoming Division main track, and a train going from Wyoming Division to Colorado Division will not cross over until the approaching train has stopped at stop board 1,000 feet west of junction. Eastward trains on Wyoming Division will stop at stop board and not proceed until it is known that the cross-over and the route to Colorado Division are clear.
Union (M.P. 81.0)	C.B. & Q.	—	Eastward trains must stop clear of C. B. & Q. junction switch unless it has been ascertained that all overdue superior trains have arrived or left.
Sterling (M.P. 57.2)	C.B. & Q.	U. P. over C. B. & Q. of same or inferior class on U. P. main or passing tracks. C. B. & Q. over U. P. of same or inferior class on U. P. stock yard tracks.	

98 (S). Continued.

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
Erie (M.P. 15.1)	C.B. & Q.	U. P. trains moving in either direction have precedence over northward C. B. & Q. trains. Southward C. B. & Q. trains have precedence over U. P. trains in either direction.	
Boulder Junction. (M.P. 26.0)	C. & S. (Crossing)	U. P. over C. & S. of same or inferior class.	
Boulder Junction. (M.P. 26.5)	C. & S.	—	Between the hours of 7:15 P. M. and 7:15 A. M., trains going to Boulder must receive permission by telephone from the operator at Boulder, before going on C. & S. main track at Boulder Junction.
Milliken (M.P. 2.0)	G. W.	U. P. over G. W. of same or inferior class.	
Kelim (M.P. 9.0)	G. W.	G. W. over U. P. of same or inferior class.	
Fort Collins (M.P. 25.16)	C. & S.	C. & S.	Automatic signals are controlled by derails on U. P. tracks south of crossing. Westward U. P. trains will throw derail, and it must not be released until the entire train is clear of the crossing. Eastward U. P. trains must stop clear of the crossing and not proceed until the derails are thrown.
Fort Collins (M.P. 25.26)	C. & S.	C. & S.	Gate.

99 (G). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on the platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

101 (E). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101(A), 509, 510, and 808), the fact must be reported to the train dispatcher from the first point of communication, telephone booth, or telegraph office.

103 (A). A trainman will ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

103 (R). Engines must not be run under any coal mine tipple, nor through hopper tracks at coal chutes, and air must be working on all cars before starting to put up coal.

104 (R). At Sharon Springs, trains switching in west end of yard must not drop nor cut off cars to any track which is not protected by derail or by cars which are secured by hand brakes.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

Location	Maximum Speed Miles Per Hour		Remarks
	Pagr.	Frts.	
At any point.	60	35	
At any point.	35		With caboose.
At any point.		35	Light engines with or without caboose.
At any point.	20	20	Engines backing up with or without cars.
At any point.	35	35	With 1900, 2200, 2400, and 5000 class engines.
At any point.	30	30	Passing coaling stations.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
At any point.		25	Gravel trains.
At any point.	5	5	On tracks laid with light rail.
On any wye.	5	5	
Ellis Subdivision.	50		Between M.P. 400 and M.P. 425.
Sharon Springs.	5	5	By engines on light rail in Round-house Yard and on rip tracks.
Between Buick and Cedar Point.	40		
Denver—Between 23rd St. and City Limits.	20	15	Light engines must not exceed speed shown in "Frts." column.
Denver—Between Union Station and 23rd St.	10	5	Light engines must not exceed speed shown in "Frts." column.
Through Nunn.	15	15	
Through Ault.	15	15	
Through Eaton.	15	15	
Eaton.	5	5	By engines on curve at east end of Great Western Transfer.
Through Greeley.	15	15	
Through La Salle.	15	15	
Through Platteville.	15	15	
Through Lupton.	30	30	

Continued on page 18.

# COLORADO DIVISION

## SPECIAL RULES

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
Through Brighton.	15	15	
Between Carr and Speer.	45		On curves.
Through Speer.	5		Train No. 21.
Between Sand Creek Jct. and St. Vrains.		30	
Between St. Vrains and La Salle.		25	
Between Sand Creek Jct. and Dent.	40		
Between St. Vrains and Ogilvy.	20	20	By 2200, 2400, and 5000 class engines.
Wild Cat.	25	25	Over Great Western Crossing.
Sterling and Julesburg Subdivisions.	10	10	By C. B. & Q. 5200 class engines on passing or business tracks.
Sterling.	10	10	Over Chestnut Street Crossing.
Boulder Branch.	25	20	
Boulder Branch.	15	15	With 200 or 300 class engines.
Between Dent and Ft. Collins.	30	25	
Between Ft. Collins and Buckeye.	25	25	
Fort Collins.	5	5	Over Lincoln Street.
Greeley Branch.	25	20	
Greeley Branch.	15	15	With 200 or 300 class engines.
Pleasant Valley Branch.	25	20	
Pleasant Valley Branch.	15	15	With 200 or 300 class engines.
Between Plainville and Colby.	30	25	
Colby.	20	20	Within city limits.
Between Colby and Oakley.	35	25	
Spurs and Branches shown on page 14 of this time-table.	15	15	
	Motor Psg.		
Boulder Branch.	30		
Greeley Branch.	30		
Pleasant Valley Branch.	30		
Between Plainville and Colby.	30		
Spurs and Branches shown on page 14 of this time-table.	20		

Continued on page 18.

405 (R). Between Ellis and M. P. 636.5 inclusive, Distant Signals located approximately one-half mile from initial switch, are used for facing point switch protection. When signal indicates "caution" reduce speed immediately and proceed not exceeding six miles an hour, looking for obstructions on track and stop before passing initial switch and examine all facing point switches in order to be sure that they are in proper position, except that Rules 401 to 524 inclusive will govern at Signals Nos. 5363, 5368 and 5374, just west of Hugo.

509 (E). Relative to Rule 509(B), the flagman must be sent ahead at night, even though the next signal in advance is in plain view and the track can be seen to be clear.

509 (F). When a train is stopped by a block signal at "stop" position, on double track when ready to proceed as per Rule 509(C) and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14b) will be given before the train proceeds.

525. 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 instructions from the proper officer.

674 (R). To indicate the route to be used through the interlocking plant at Sterling, the following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

For main track,	—	o
For diverging route,	o	—
For stockyards track,	o	o

720 (R). Employes when traveling on company business and caretakers of live stock or freight, may be carried on freight trains between stations at which such trains stop, when provided with proper transportation. Freight trains, except trains consisting mostly of live stock, will carry passengers above the age of fifteen years or under fifteen years when accompanied by parents, guardian, or other competent person, between points at which they stop. Local freight trains will carry passengers on Denver, Hugo, Julesburg and Sterling Subdivisions, Greeley and Pleasant Valley Branches. Agents and conductors must notify passengers that freight trains will not be required to stop with caboose opposite platform for them to get on or off.

802 (A). When one or more cars are being switched or pushed over a public crossing, a man must go ahead of them, or must act as crossing watchman. When a train has been opened to clear a public crossing, a trainman must act as crossing watchman when a train or engine is passing on a siding or main track.

Where a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

802 (R). The following will govern trains, engines and motors at the highway crossings named below:

At Brighton, stop and send a man ahead to protect the street crossing before passing over Division Street (Lincoln Highway).

At Sand Creek Junction, eastward on Dent Subdivision, stop west of Brighton Paved Road and remain there until route has been lined up through the interlocking plant.

At Fort Collins, a man must be sent ahead to protect the street crossing before passing over Linden Street.

At Narrows, when trains are to meet, the rear brakeman of the train taking siding must protect the highway crossing until the train to be met has passed.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 31 on Form 1216 "Conductor's Car and Tonnage Report."

6,000 pounds for each empty or loaded car weighing less than 40,000 pounds (including light weight of car).

3,000 pounds for each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car).

824 (R). In addition to making inspection of train as often as possible as per Rule 824, every freight train must stop and must be inspected at the following points:

Location	Direction
Wakeoney	—Eastward and westward;
Oakley	—Eastward and westward;
McAflaster	—Eastward;
Cheyenne Wells	—Eastward and westward;
Kit Carson	—Eastward and westward;
Limon	—Eastward and westward;
Deer Trail	—Eastward and westward;
Strasburg	—Eastward;
Brighton	—Westward;
La Salle	—Eastward and westward;
Pierce	—Eastward;
Carr	—Eastward and westward;
Warren	—Eastward—with 2,500 tons or more;
Warren	—Eastward—with less than 2,500 tons when retainers are used;
Warren	—Eastward gravel trains;
Gleason	—Eastward gravel trains;
Speer	—Eastward;
Borie	—Eastward;
St. Vrains	—Eastward and westward;
Hardin	—Eastward, when cars were picked up at LaSalle;
Fort Morgan	—Eastward and westward;
Crook	—Eastward and westward.

824 (S). On passenger trains, air test as required by Air Brake Rule 1016 must be made at Speer—Eastward; Speer—Westward, except via Borie.

On freight trains, air test as required by Air Brake Rule 1017 must be made at Speer—Eastward.

824 (T). Retainers must be used as follows: Speer to Carr, eastward freight trains with 2,500 tons or more, use on fifty per cent of cars in train; Speer to Carr, eastward freight trains with less than 2,500 tons, use as many as engineer requests.

SPECIAL RULES CONTINUED ON PAGE 19.

# COLORADO DIVISION SPECIAL RULES

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the 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 the Railroad Surgeon.

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE
Omaha	A. F. Jonas	Chief Surgeon
Denver	H. L. Taylor	Division Surgeon
Denver	R. M. Shea	District Surgeon
Denver	O. L. Prien	District Surgeon
Denver	J. A. McCaw	Oculist
Denver	T. E. Beyer	Aurist
Brighton	J. F. Alexander	District Surgeon
Lupton	Edwin Lewis	District Surgeon
La Salle	D. M. Mitchel	District Surgeon
Greeley	W. F. Spaulding	District Surgeon
Eaton	J. C. Carlson	District Surgeon
Pierce	J. N. Agan	District Surgeon
Cheyenne	G. A. Fox	Division Surgeon
Cheyenne	Strader & Beck	Oculists
Cheyenne	Geo. P. Johnston	Consulting Surgeon
Cheyenne	John D. Shingle	District Surgeon
Boulder	P. R. Farrington	District Surgeon
Julesburg	F. G. Dutton	District Surgeon
Sedgwick	W. C. Davidson	District Surgeon
Hill	H. W. Houf	District Surgeon
Sterling	Walter Hays	District Surgeon
Merino	W. B. Lutes	District Surgeon
Ft. Morgan	E. E. Evans	District Surgeon
Kersey	F. P. N. VanLandeghem	District Surgeon
Frederick	Paul L. Leyda	District Surgeon
Milliken	Carl G. Fuson	District Surgeon
Fort Collins	P. J. McHugh	District Surgeon
Ellis	H. S. Durrett	District Surgeon
Ellis	D. R. Stoner	District Surgeon
Wakarusa	W. Y. Herrick	District Surgeon
Quinter	C. M. McConkey	District Surgeon
Grinnell	J. J. Barclay	District Surgeon
Oakley	C. M. Miller	District Surgeon
Winona	H. M. Butler	District Surgeon
Sharon Springs	H. E. Nelson	District Surgeon
Cheyenne Wells	H. C. Homer	District Surgeon
Hugo	J. A. McConnell	District Surgeon
Limon	J. D. Kessinger	District Surgeon
Agate	B. T. Cantwell	District Surgeon
Byers	S. Woodward	District Surgeon
Colby	W. J. Lewis	District Surgeon
Morland	G. E. Webber	District Surgeon
Hill City	I. B. Parker	District Surgeon
Plainville	M. J. Miller	District Surgeon

847 (A). Trainmen on passenger trains entering terminals where engine will be detached, will open steam heat valve at rear of train, and give signal as per Rule 16 (j) to engineman who will immediately shut off steam. The valve will be left open until closed by car inspector.

865 (A). Cars placarded "Explosives" must not be placed next to tank cars, wooden underframe cars, flat or gondola cars, nor next to cars loaded with pipe, lumber, iron, steel, or similar articles liable to break through end of the placarded car, nor next to cars containing lighted heaters, stoves, or lanterns. In through trains they must be placed near the middle of the train at least 15 cars from the engine and at least 10 cars from the caboose if the length of the train will permit. In local trains in order to avoid unnecessary

switching at stations, they may be placed not less than one car length from engine or caboose, but must not be placed next to cars placarded "Acid" or "Inflammable" in any train.

Tank cars placarded "Inflammable" when possible, must not be placed next to gondola or flat cars which are loaded with lumber, rails, pipe, or anything which is liable to shift.

When placards become detached or are lost in transit, employe in charge of train must see that they are replaced upon arrival at next terminal if in a through train, or at the first station stop if in a local train.

Train and engine men, yardmasters, agents, or other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with instructions and regulations governing the handling of them. Conductors must notify enginemen of the presence and location of cars containing explosives in the train, before leaving the initial station or station where such cars are picked up.

Empty tank cars must not be moved from any station until all shipping cards and "Inflammable" and dome placards have been removed.

On account of danger of fire from sparks and other causes, cars loaded with commodities shown in list following must be placed at least 10 cars behind the engine:

Alfalfa Meal	Oil	Sewing Machines	Silk
Pianos	Emigrant Movables	Paint	Wagons
Hay and Straw	Furniture	Wool	Oakum
Vehicles	Hemp, Jute and	Automobiles	Cotton
Varnish	Sisal Fibre	Rubber	Turpentine

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named:

- Cars with emergency drawbars;
- Outfit cars;
- Emigrant movables;
- All wooden underframe cars;
- Any car tagged with Form 4725 reading, "Handle only at rear end of train."

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Cars with drawbars out, not containing perishable freight or livestock, must not be handled in revenue trains, but must be set out at first side track, except when a car has drawbar out of one end and can be handled in rear of train by good drawbar on other end, it may be taken to nearest repair point, except from Carr to Borie, westward, and from Corlett Junction to Speer, eastward.

877 (A). Engine men must not go outside of cab or gangway or on the step to inspect any part of an engine while it is moving. When such inspection is necessary, the engine must be stopped.

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

896 (R). 2400 and 5000 class engines must not go on the following tracks:

- Adams —Spur.
- Dupont —House track;
- Hazeltine —House track;
- Henderson —West end house track;
- Brighton —Stock, mill and beet tracks;
- Brighton —Team track east of Bridge St.;
- Lupton —Old house track, cabbage track and that portion of depot track east of Fourth St. Crossing;
- Platteville —Mill Spur;
- Peckham —Beet track;
- La Salle —Beet, stock, team and coal tracks;
- Evans —House and elevator tracks;
- Greeley —No. 1 and rip tracks;
- Greeley —Auto. Spur and Clayton Spur;
- Greeley —West cross-over to house track and west house track;
- Greeley —No. 4 track;
- Greeley —C. & S. main track east of depot;
- Greeley —Mack's Spur and Farr Produce Company Spur;
- Greeley —Boise Payette Lumber Company Spur;
- Greeley —Hickman Lumbeck Spur and Balcum Seed Company Spur;
- Greeley —Sixth Avenue track and Post Coal Company Spur;
- Greeley —Weller Brothers Spur and Sugar Factory tracks;
- Greeley —Gas House Spur;
- Lucerne —Beet track and house track east of stock yards;
- Eaton —Highline track and Northern Implement Company Spur;
- Eaton —Great Western transfer track and wye track;
- Ault —Business and beet tracks;
- Pierce —West end house track and Mill Spur;
- Nunn —House track;
- Dover —House track;
- Decker —Spur track;
- Carr —No. 2 track and cross-over between tracks Nos. 1 and 2;
- Sterling —Scale track.

2400, 5000 and 7000 class engines cannot turn on turn-table at La Salle.

At Sterling, Track No. 1 must not be used by freight trains when it can be avoided.

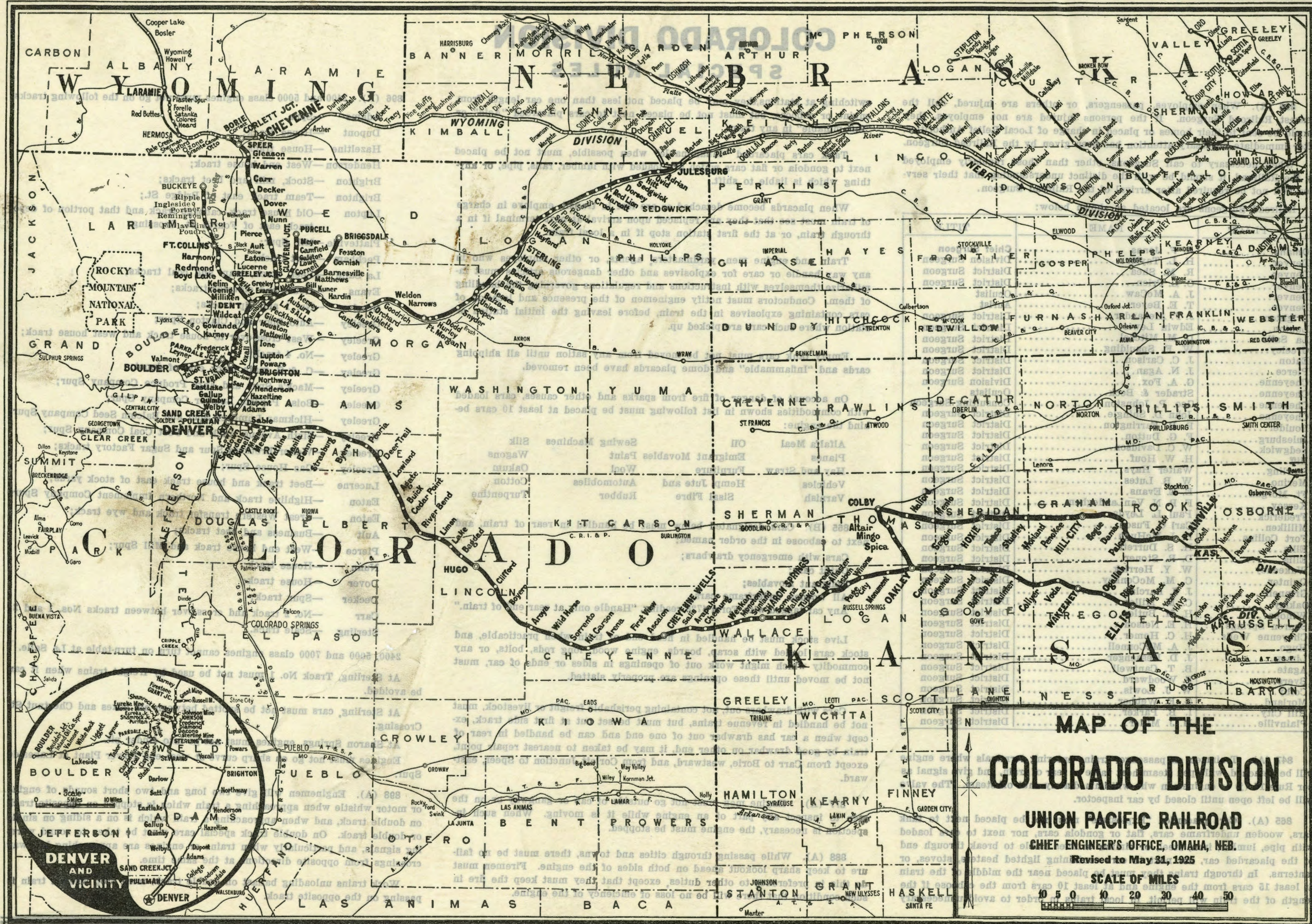
At Sterling, cars must not be spotted between air boxes and Chestnut St. Crossing.

At Sharon Springs, engines must not go into cinder pit.

Engines must not go on sharp curve at west end Power Plant at Lakeside Spur.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.



**MAP OF THE**  
**COLORADO DIVISION**  
**UNION PACIFIC RAILROAD**  
 CHIEF ENGINEER'S OFFICE, OMAHA, NEB.  
 Revised to May 31, 1925  
 SCALE OF MILES  
 0 5 10 20 30 40 50