

CONDENSED TIME-TABLE

WESTWARD

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Colorado Division

EMPLOYEES' TIME-TABLE

To Take Effect Sunday, April 26, 1931

at 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	507.75
Main Line	507.75
Branches	0.00
Total	507.75
CENTRAL DIVISION	201.00
Main Line	201.00
Branches	0.00
Total	201.00
COLORADO DIVISION	627.25
Main Line	627.25
Branches	0.00
Total	627.25
GRAND TOTAL	1336.00
Main Line	1336.00
Branches	0.00
Total	1336.00

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS														Distance from Kansas City	Time-Table No. 126			
		251 Time Freight	155 Time Freight					577 Motor Passenger	137 Passenger	119 Passenger	127 Passenger	567 Motor Passenger	13 Passenger	15 Passenger	569 Motor Passenger	169 Passenger	21 Passenger		101 Passenger	103 Passenger	APRIL 26, 1931	
		Arrive Daily	Leave Daily					Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		
									8.00AM							1.00AM	10.00PM	6.15PM	10.40AM	0.0	KANSAS CITY, MO.	
			6.15PM						8.07							1.07	10.05	6.21	10.47	2.5	KANSAS CITY, KAN.	
			7.50						9.05							2.03	10.51	7.10	11.47AM	39.6	LAWRENCE	
			9.35					2.35PM	10.00							2.50	11.28	7.45	12.40PM	68.0	TOPEKA (North Topeka)	
			10.00PM					2.45	10.10AM							3.00	11.36PM	7.54	12.49	72.5	MENOKEN	
								5.25PM	1.20PM											148.3	MARYSVILLE	
									2.50											185.7	BEATRICE	
									4.35PM											245.2	VALPARAISO	
			12.30AM													4.10	12.30AM	8.57	2.15	119.3	MANHATTAN	
			4.10													5.40	1.10	9.45	3.05	139.5	JUNCTION CITY	
			6.15													7.00	1.49	10.36	4.08	172.3	SOLOMON	
			8.15AM												8.00AM	7.25AM	2.25	11.10PM	4.55	186.6	SALINA	
			6.00PM												12.15PM		4.30	1.25AM	8.10	303.3	ELLIS	
			9.00PM												2.55PM		6.10	3.03	10.45PM	377.4	OAKLEY	
			2.00AM														7.25	4.15	12.30AM	429.8	SHARON SPRINGS	
			8.45AM														9.55AM	6.45	3.45	535.5	HUGO	
			5.00PM														1.00PM	9.45AM	7.00AM	640.4	DENVER	
			(47.45)					(2.50) 28.3	(8.35) 28.6						(7.55) 14.8	(6.25) 29.1	(16.00) 40.0	(16.45) 38.2	(21.20) 30.0		..... Thru Time..... Average speed per hour.....
			5.00AM	10.05PM						6.15PM	4.30PM		1.09PM	7.15AM			1.30PM		8.00AM	640.4	DENVER	
			2.55	10.45						6.46	5.00		12.30PM	6.33			1.59		8.31	659.5	BRIGHTON	
			2.00AM	11.55PM						7.24	5.33	10.25AM	11.45AM	5.50			2.31		9.10	686.5	LA SALLE	
			10.55PM									7.15AM	9.32	3.35							STERLING	
			9.00PM										7.37AM	1.50AM							JULESBURG	
			9.00AM										11.50PM	4.25PM							OMAHA	
				3.00AM																	743.5	BORIE
										9.15PM	7.30PM									11.15AM	746.4	CHEYENNE
																					1217.1	OGDEN (1217.1)
			Leave Daily	Arrive Daily				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			(21.00)	(57.45)								(8.00) 35.3	(8.00) 35.3	(8.10) 29.6	(14.19) 39.1	(15.50) 35.3			(33.15) 36.6	(24.35) 30.4	..... Thru Time..... Average speed per hour.....

MILEAGE SOUTHERN DISTRICT

KANSAS DIVISION	
Main Line.....	305.78
Branches.....	353.88
Total.....	659.66
CENTRAL DIVISION	
Main Line.....	251.66
Branches.....	423.23
Total.....	674.89
COLORADO DIVISION	
Main Line.....	638.55
Branches.....	117.82
Total.....	756.37
GRAND TOTAL	
Main Line.....	1195.99
Branches.....	894.93
Total.....	2090.92

N. A. WILLIAMS,
General Manager.

W. H. GUILD,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME-TABLE

Time-Table No. 126

APRIL 26, 1931

Distance from
Cheyenne

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Cheyenne	EASTWARD												
		128 Passenger	22 Passenger	104 Passenger	170 Passenger	570 Motor Passenger	120 Passenger	108 Passenger	12 Passenger	16 Passenger	568 Motor Passenger	138 Passenger	578 Motor Passenger	154 Time Freight	252 Time Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Leave Daily
KANSAS CITY, MO.	746.4	7.50AM	8.00AM	4.10PM	8.45PM						5.40PM			
KANSAS CITY, KAN.	743.9	7.38	7.48	4.00	8.35						5.27		5.30AM	
LAWRENCE	706.8	6.30	6.50	2.57	7.40						4.30		2.45	
TOPEKA (North Topeka)	678.4	5.45	6.10	2.15	7.00						3.50	10.10AM	1.05	
MENOKEN	673.9	5.23	5.54	1.57	6.09						3.30	10.00	12.25AM	
MARYSVILLE											1.10PM	7.30AM		
BEATRICE											11.05AM			
VALPARAISO											9.10AM			
MANHATTAN	627.1	4.10	4.52	12.50	5.15								9.30PM	
JUNCTION CITY	606.9	3.25	4.20	12.15PM	4.35								8.00	
SOLOMON	574.1	2.10	3.20	11.05AM	3.33								5.15	
SALINA	559.8	1.40AM	2.55	10.40	3.15PM	3.00PM							4.40PM	
ELLIS	443.1	10.20PM	12.01AM	7.35		11.05AM							8.00AM	
OAKLEY	369.0	6.30	9.00PM	4.15		7.15AM							12.01AM	
SHARON SPRINGS	316.6	4.55	7.55	2.55									8.00PM	
HUGO	210.9	2.10PM	5.40	12.35AM									12.35PM	
DENVER	106.0	11.00AM	3.00PM	10.00PM									5.15AM	
..... Thru Time.....		(19.50)	(16.00)	(17.10)	(5.30)	(8.45)					(8.40)	(2.40)	(47.15)	
..... Average speed per hour.....		32.3	40.0	37.3	33.9	21.8					30.2	30.1		
DENVER	106.0		2.30PM	7.05PM			10.00AM	11.50AM	3.45PM	11.30PM			5.00AM	7.50PM
BRIGHTON	86.9		1.34	6.22			9.18	11.11	4.16	12.02AM			1.45	8.27
LA SALLE	59.9		12.55PM	5.48			8.30	10.35	5.05	12.50	2.35PM		12.45AM	9.30PM
STERLING								7.15	3.05	5.25PM				12.40AM
JULESBURG								8.53PM	4.35AM					4.25AM
OMAHA								6.30AM	3.25PM					
BORIE			11.30AM										10.00PM	
CHEYENNE	0.0			4.05PM			6.45AM	8.50AM						
OGDEN			11.20PM											
(1217.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Arrive Daily

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

(31.40)
38.5

(3.00)
35.3

(3.15)
32.6

(3.00)
35.3

(13.45)
40.7

(14.55)
37.6

(2.50)
33.0

(55.30)

(8.35)

C. C. BARNARD, Superintendent..... Denver, Colo.
C. P. CAHILL, Assistant Superintendent..... Denver, Colo.
 G. A. GIFFORD, Trainmaster..... Denver, Colo.
 F. R. JENKINS, Chief Train Dispatcher..... Denver, Colo.
 P. GROOME, Night Chief Train Dispatcher..... Denver, Colo.
 H. KIRKPATRICK, Train Dispatcher..... Denver, Colo.
 G. W. BARR, Train Dispatcher..... Denver, Colo.
 L. F. CREAGAN, Train Dispatcher..... Denver, Colo.
 C. A. VICKROY, Train Dispatcher..... Denver, Colo.
 J. H. WESNER, Train Dispatcher..... Denver, Colo.
 L. E. CAMPBELL, Train Dispatcher..... Denver, Colo.
 R. R. DICKSON, Train Dispatcher..... Denver, Colo.
 J. J. BOWLIN, Train Dispatcher..... Denver, Colo.
 E. E. CRUTCHFIELD, Train Dispatcher..... Denver, Colo.

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

ELLIS SUBDIVISION

EASTWARD

Main time-table grid with columns for Second Class, First Class, Stations, and Distance from Denver. Includes rows for various train numbers and times.

Summary table with columns for Average speed per hour and Thru Time for various train classes.

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

Vertical table on the left side of the page, possibly a schedule or index.

Vertical list of names and titles, likely a staff directory or list of officials.

WESTWARD

HUGO SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS				Distance from Kansas City	Time-Table No. 126 APRIL 26, 1931	Distance from Denver	FIRST CLASS				SECOND CLASS					
	155 Time Freight				21 Passenger		101 Passenger					103 Passenger		104 Passenger		128 Passenger		22 Passenger		154 Time 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	Arrive Daily	Arrive Daily	
1,722WFTYOP					2.00AM	7.25AM	4.15AM	12.30AM	429.8	DN-R SHARON SPRINGS Ps	210.6	2.45AM	4.45PM	7.50PM		5.20PM					
3,076					2.38	7.33	4.23	12.38	433.8	SUNLAND	206.6	2.38	f 4.36	7.40		5.03					
2,085					3.00	7.41	4.31	12.45	438.4	LAPAZ	202.0	2.33	f 4.30	7.34		4.53					
3,060 W					3.15	7.46	4.36	f 12.51	441.8	D WESKAN Mo	198.6	2.29	f 4.25	7.29		4.40					
2,118					3.30	7.54	4.44	12.59	448.2	CHEMUNG	192.2	2.22	f 4.17	7.21		4.30					
2,078					3.45	8.01	4.51	f 1.06	453.4	ARAPAHOE	187.0	2.16	s 4.10	7.15		4.20					
2,611					4.00	8.08	4.58	1.13	458.2	SALIS	182.2	2.11	f 4.04	7.10		4.10					
2,613 W					4.15	8.14	5.04	s 1.26	463.0	DN CHEYENNE WELLS Cw	177.4	s 2.05	s 3.56	7.04		3.56					
2,516					4.30	8.21	5.11	1.35	468.1	ASCALON	172.3	1.55	f 3.46	6.57		3.35					
2,630 P					4.45	8.28	5.19	f 1.49	473.5	FIRST VIEW	166.9	1.49	f 3.39	6.51		3.20					
2,567					5.00	8.38	5.29	2.05	482.3	ARENA	158.1	1.36	f 3.27	6.39		2.52					
2,864 PWFY					5.41	8.50	5.41	s 2.20	487.7	DN KIT CARSON Kc	152.7	s 1.30	s 3.19	6.33		2.40					
2,562					6.00	9.00	5.49	2.30	494.0	SORRENTO	146.4	1.21	f 3.05	6.25		2.22					
2,548 P					6.15	9.08	5.57	f 2.40	500.4	WILD HORSE	140.0	1.14	s 2.57	6.18		2.10					
2,559					6.30	9.16	6.05	f 2.52	507.6	D AROYA Ro	132.8	1.06	s 2.46	6.10		1.55					
2,555					6.50	9.27	6.17	f 3.08	518.0	BOYERO	122.4	12.55	s 2.33	5.59		1.35					
4,614 WP					7.10	9.38	6.27	f 3.23	526.3	CLIFFORD	114.1	12.46	f 2.21	5.50		1.18					
3,983WFTYOP					7.55AM	9.50AM	6.40AM	3.35AM	535.5	DN-R HUGO Hu	104.9	12.35AM	2.10PM	5.40PM		12.35PM					

(5.55) 17.9 (2.25) 43.7 (2.25) 43.7 (3.05) 34.3 Thru Time (2.10) 48.8 (2.35) 40.9 (2.10) 48.8 (4.45) 22.3
 Average speed per hour (105.7)

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

DENVER SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS					Distance from Kansas City	Time-Table No. 126 APRIL 26, 1931	Distance from Denver	FIRST CLASS					SECOND CLASS	
	155	97	7	21	101	5	103	8	128				22	104	6	154	96		
	Time Freight	C. R. I. & P. Freight	C. R. I. & P. Passenger	Passenger	Passenger	C. R. I. & P. Passenger	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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
3,983 WFTYOP	8.45AM		10.25AM	9.55AM	6.45AM		3.45AM	535.5	DN-R HUGO	104.9	2.05PM	5.35PM	12.30AM		11.25AM				
5,745	9.05		10.25AM	10.07	6.57		3.57	541.7	6.2 BAGDAD	98.7	f 1.48	5.23	12.18		11.00				
1,505 W	9.20		10.25AM	10.17	7.06		4.07	547.9	6.2 LAKE	92.5	f 1.38	5.15	12.10		10.45				
2,386	9.35		10.25AM	10.24	7.12		4.12	550.5	2.6 (C. R. I. & P. Crossing) LIMON	89.9	s 1.30	5.10	12.05AM		10.24				
		2.20AM	10.45AM		4.50AM			550.6	0.1 LIMON JUNCTION	89.8	1.15PM			1.05AM					
2,580 P	10.00	2.45	10.55	10.35	7.22	5.00	f 4.25	556.6	6.0 RIVER BEND	83.8	f 1.17	4.59	11.54PM	12.52	10.00				
2,580 YP	10.20	3.00	11.05	10.45	7.31	5.12	f 4.36	563.2	6.6 CEDAR POINT	77.2	f 1.08	4.49	11.44	12.42	9.45				
2,456	10.30	3.10	11.11	10.51	7.37	5.19	f 4.42	567.1	3.9 BUICK	73.3	f 1.02	4.43	11.38	12.36	9.32				
2,452	10.39	3.19	11.17	10.57	f 7.43	5.25	f 4.50	572.2	5.1 D AGATE	68.2	12.40	s 12.56	4.36	11.31	12.29				
2,391	10.49	3.29	11.24	11.04	7.50	5.33	4.58	578.1	5.9 LOWLAND	62.3	12.32	f 12.48	4.28	11.23	12.21				
2,559 WFTYOP	11.15	3.44	11.34	11.15	f 8.01	5.43	s 5.09	584.2	6.1 DN DEER TRAIL	56.2	12.25	s 12.41	4.21	11.16	12.14				
2,529	11.50AM	3.59	11.42	11.25	8.10	5.53	5.19	590.1	5.9 PEORIA	50.3	12.17	f 12.32	4.13	11.08	12.06AM				
2,553	12.10PM	4.09	11.50	11.33	f 8.20	6.03	f 5.31	596.6	6.5 D BYERS	43.8	12.10PM	s 12.25	4.06	11.01	11.59PM				
2,584 W	1.17	4.20	11.59AM	11.40	f 8.32	6.14	f 5.41	602.5	5.9 D STRASBURG	37.9	11.59AM	s 12.17	3.59	10.54	11.52				
2,433	1.40	4.32	12.09PM	11.49	f 8.44	6.24	f 5.53	608.9	6.4 D BENNETT	31.5	11.49	s 12.09PM	3.52	10.47	11.45				
2,536	2.00	4.41	12.15	11.55AM	8.53	6.30	6.01	613.7	4.8 MANILA	26.7	11.40	f 11.55AM	3.46	10.41	11.39				
2,477 W	2.15	4.51	12.20	12.02PM	f 9.01	6.38	f 6.09	618.4	4.7 DN WATKINS	22.0	11.35	s 11.41	3.41	10.36	11.34				
2,563	2.35	5.01	12.29	12.10	9.10	6.48	6.18	625.0	6.6 MESA	15.4	11.25	f 11.30	3.29	10.26	11.25				
								628.1	3.1 MAGEE	12.3									
2,706 P	3.18	5.11	12.39	12.20	9.19	6.57	6.29	630.5	2.4 SABLE	9.9	11.19	f 11.22	3.18	10.17	11.19				
								633.2	2.7 ROYDALE	7.2									
2,467	3.35	5.18	12.44	12.25	9.24	7.02	6.35	634.3	1.1 SANDOWN	6.1	11.14	11.17	3.12	10.12	11.14				
								636.0	1.7 LOWRY	4.4									
WFTYOP	3.50PM	5.30AM	12.55PM	12.50PM	9.34AM	7.15AM	6.50AM	638.2	2.2 DN-R PULLMAN	2.2	11.07AM	11.10AM	3.07PM	10.07PM	11.07PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(102.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				

(6.35) 15.6 (3.10) 27.7 (2.10) 40.4 (2.55) 35.1 (2.49) 36.4 (2.25) 36.1 (3.05) 33.3 Thru Time (2.08) 41.1 (2.55) 35.1 (2.28) 41.6 (2.23) 43.1 (1.58) 44.5 (5.55) 17.4 (4.15) 20.6
 Average speed per hour.....

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

WESTWARD

DENT SUBDIVISION

EASTWARD

SECOND CLASS

FIRST CLASS

FIRST CLASS

SECOND CLASS

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.

Main table with columns for train numbers (177, 561, 565, 563, 560, 562, 564, 178), departure/arrival times, and distances from Denver and La Salle. Includes station names like SAND CREEK JCT., WELBY, QUIMBY, GALLUP, EAST LAKE, SATT, DARLOW, ST. VRAINS, U. P. CROSSING, FREDERICK, FIRESTONE, HARNEY, GOWANDA, WILD CAT, G. W. CROSSING, DENT, OGILVY, HANBURY, LA SALLE.

Time-Table No. 126
APRIL 26, 1931

STATIONS

Station list with distances from Denver and La Salle. Includes Sand Creek Jct., Welby, Quimby, Gallup, East Lake, Satt, Darlow, St. Vrains, U. P. Crossing, Frederick, Firestone, Harney, Gowanda, Wild Cat, G. W. Crossing, Dent, Ogilvy, Hanbury, La Salle.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
At Dent, Nos. 562, 563, 564 and 565 need not go to depot, and will use west leg of wye as Fort Collins Branch main track.

Bottom section of the table containing detailed arrival and departure times for various stations, including Greely Jct., Lucerne, Eaton, G. W. Crossing, Ault, Stage, Pierce, Nun, Dover, Decker, Carr, Warren, Gleason, Spew, Borne, Corlett Jct., and Cheyenne. Includes average speed per hour and thru time.

EASTWARD

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 126

APRIL 26, 1931

FIRST CLASS

SECOND CLASS

Distance from Cheyenne

Table with columns for stations, arrival times, and departure times for various train classes (103, 15, 5, 101, 560, 120, 108, 21, 7, 13, 22, 554, 104, 251, 154, 97, 155, 178, 290).

STATIONS: DN-R DENVER Ud, DN 36TH STREET Ra, PULLMAN, C. B. & Q. CROSSING, SAND CREEK JCT., ADAMS, DUPONT, HAZELTINE, HENDERSON, NORTHWAY, DN BRIGHTON Bi, POWARS, DN LUPTON Up, IONE, DN PLATTEVILLE Pa, HOUSTON, D GILCREST Gi, PECKHAM, DN-R LA SALLE Sa, EVANS, DN GREELEY Hg, GREELEY JCT., D LUCERNE C, EATON, DN G. W. CROSSING Ur, D AULT A, STAGE, DN PIERCE Ri, D NUNN Nu, DOVER, DECKER, DN CARR Cr, WARREN, GLEASON, DN SPEER S, DN BORIE Bo, CORLETT JCT., DN-R CHEYENNE N

Block Signals

Double Track

Double Track

Table with 2 columns: Thru Time and Average speed per hour, with values for each station.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that eastward first class trains are superior to No. 553.

Time shown at Cheyenne is for information only. Trains are governed by Wyoming Division time-table between Cheyenne and Corlett Jct. See Rule 98 (S) on Page 15 governing trains to and from Wyoming Division.

WESTWARD				BOULDER BRANCH				EASTWARD			
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Brighton	Time-Table No. 126 APRIL 26, 1931		Distance from Boulder	FIRST CLASS		SECOND CLASS		
	175 Local Freight	553 Motor Passenger		554 Motor Passenger	174 Local Freight						
	Leave Daily Ex. Sunday	Leave Daily		Arrive Daily	Arrive Daily Ex. Sunday						
4,405 WYOP	7.00AM	12.35PM	0.0	DN-R BRIGHTON	27.6	4.10PM	12.20PM				
P	7.12	f12.44	4.2	4.2 YOXALL	23.4	f 3.58	11.50AM				
2,643 YP	s 7.35	s12.52	8.1	D-R ST. VRAINS	19.5	s 3.50	s11.30				
			8.1	0.0 U. P. CROSSING	19.5						
P	f	f	10.9	2.8 R STATE COAL MINE JCT.	16.7	f	f				
P	7.45	12.59	11.4	0.5 PARKDALE JCT.	16.2	3.43	11.18				
WY	s 7.55	s 1.07	15.1	3.7 D ERIE	12.5	s 3.35	s11.00				
			15.1	0.0 C. B. & Q. CROSSING	12.5						
	f 8.05	f 1.11	16.4	1.3 TABOR	11.2	f 3.31	f10.48				
			17.8	1.4 LEYNER	9.8						
	f 8.15	f 1.18	19.6	1.8 LIGGETT	8.0	f 3.24	f10.28				
			22.1	2.5 WHITE ROCK	5.5						
P	s 8.25	f 1.27	24.0	1.9 VALMONT	3.6	f 3.15	s10.10				
			26.0	2.0 C. & S. CROSSING	1.6						
WYP	8.50	1.32	26.1	0.1 R ARA	1.5	3.10	9.50				
1,850 P	9.00AM	1.40PM	27.6	1.5 DN-R BOULDER	0.0	3.05PM	9.40AM				
	Arrive Daily Ex. Sunday	Arrive Daily		(27.6)		Leave Daily	Leave Daily Ex. Sunday				
	(2.00) 13.8	(1.05) 25.6		..... Thru Time.....		(1.05) 25.6	(2.40) 10.3			
				.....Average speed per hour.....						

WESTWARD				FORT COLLINS BRANCH				EASTWARD			
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Dent	Time-Table No. 126 APRIL 26, 1931		Distance from Buckeye	FIRST CLASS		SECOND CLASS		
	177 Local Freight	561 Motor Passenger		564 Motor Passenger	562 Motor Passenger		560 Motor Passenger	563 Motor Passenger	565 Motor Passenger	178 Local Freight	
	Leave Daily	Leave Daily		Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
1,086 WYP	10.30PM	7.15PM	0.0	DN DENT	41.7	8.30AM	2.12PM	4.42PM	3.40PM		
P	f11.00	s 7.20	1.7	1.7 MILLIKEN	40.0	s 8.22	f 2.07	f 4.37	f 3.30		
			2.0	0.3 G. W. CROSSING	39.7						
1,974 P	f11.30	f 7.28	7.3	5.3 KOENIG	34.4	f 8.14	1.59	4.29	3.06		
			9.0	1.7 G. W. CROSSING	32.7						
	11.50PM	f 7.31	9.1	0.1 KELIM	32.6	f 8.11	1.56	4.26	2.49		
	12.20AM	f 7.38	13.5	4.4 BOYD LAKE	28.2	f 8.05	1.50	4.20	2.37		
	12.50	f 7.43	16.4	2.9 REDMOND	25.3	f 7.59	1.44	4.14	2.27		
2,155 P	1.20	f 7.49	19.5	3.1 HARMONY	22.2	f 7.54	1.39	4.09	2.15		
7,590 WFTYOP	2.00AM	8.00PM	25.0	5.5 D-R FORT COLLINS	16.7	7.45AM	1.30PM	4.00PM	2.00PM		
			25.2	0.2 C. & S. CROSSING	16.5						
			25.3	0.1 C. & S. CROSSING	16.4						
P			27.9	2.6 POUDRE	13.8						
P			30.0	2.1 BOETTCHER	11.7						
P			32.6	2.6 REMINGTON	9.1						
1,555 P			34.6	2.0 PORTNER	7.1						
1,925 P			38.5	3.9 RIPPLE	3.2						
1,551 YP			41.7	3.2 BUCKEYE	0.0						
	Arrive Daily	Arrive Daily		(41.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	(3.30) 07.1	(0.45) 33.3		..... Thru Time.....		(0.45) 33.3	(0.42) 35.7	(0.42) 35.7	(1.40) 15.0	
				.....Average speed per hour.....						

At Dent, Nos. 562, 563, 564 and 565 need not go to depot, and will use west leg of wye as Fort Collins Branch main track.

WESTWARD				GREELEY BRANCH				EASTWARD			
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Greeley	Time-Table No. 126 APRIL 26, 1931		Distance from Briggsdale	SECOND CLASS		SECOND CLASS		
	193 Local Freight	191 Local Freight		192 Local Freight	194 Local Freight						
	Lv. Tuesday, Thursday, and Saturday	Lv. Monday, Wednesday, and Friday		Ar. Monday, Wednesday and Friday	Ar. Tuesday, Thursday and Saturday						
11,740 WYOP	10.00AM	10.00AM	0.0	DN-R GREELEY	28.1	1.40PM	12.45PM				
YP			2.3	2.3 GREELEY JCT.	25.8						
1,753 YP	10.20AM	s10.20	6.0	D-R CLOVERLY	22.1	s 1.20	12.25PM				
		f	8.4	3.7 ALDEN	19.7	f					
2,061 P		f10.33	10.4	2.4 GILL	17.7	f 1.05					
		f	13.1	2.7 MATTHEWS	15.0	f					
1,551 P		f10.47	14.5	1.4 BARNESVILLE	13.6	f12.45					
1,550 WP		f10.59	18.6	4.1 CORNISH	9.5	f12.30					
1,950 P		f11.13	23.2	4.6 FOSSTON	4.9	f12.10PM					
1,553 YP		11.25AM	28.1	4.9 D-R BRIGGSDALE	0.0	11.55AM					
	Ar. Tuesday, Thursday and Saturday	Ar. Monday, Wednesday and Friday		(28.1)		Lv. Monday, Wednesday and Friday	Lv. Tuesday, Thursday and Saturday				
	(0.20) 18.0	(1.25) 19.8		..... Thru Time.....		(1.45) 16.0	(0.20) 18.0			
				.....Average speed per hour.....						

WESTWARD				PLEASANT VALLEY BRANCH				EASTWARD			
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Cloverly	Time-Table No. 126 APRIL 26, 1931		Distance from Purcell	SECOND CLASS		SECOND CLASS		
	193 Local Freight			194 Local Freight							
	Lv. Tuesday, Thursday and Saturday			Ar. Tuesday, Thursday and Saturday							
1,753 YP		10.20AM	0.0	D-R CLOVERLY	13.6	12.25PM					
			2.2	2.2 CORNELL	11.4						
			3.1	0.9 LOWE	10.5						
1,552 P		f10.40	5.1	2.0 GALETON	8.5	f12.05PM					
1,550		f10.55	8.8	3.7 CAMFIELD	4.8	f11.50AM					
		f11.05	11.2	2.4 MEYER	2.4	f11.40					
1,540 YP		11.15AM	13.6	2.4 R PURCELL	0.0	11.30AM					
		Ar. Tuesday, Thursday and Saturday		(13.6)		Lv. Tuesday, Thursday and Saturday					
				(0.55) 14.8		..... Thru Time.....		(0.55) 14.8		
				.....Average speed per hour.....						

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

U. S. HOSPITAL BRANCH

Time-Table No. 126		
APRIL 26, 1931		
STATIONS		
Distance from Sable	Distance from Bunell	
1.6	1.6	SABLE
		BUNELL

PURITAN BRANCH

Time-Table No. 126		
APRIL 26, 1931		
STATIONS		
Distance from Parkdale Jct.	Distance from End of Track	
1.9	1.2	PARKDALE JCT.
		PURITAN
3.1		END OF TRACK

RIPPLE BRANCH

Time-Table No. 126		
APRIL 26, 1931		
STATIONS		
Distance from Ripple	Distance from End of Track	
2.2	2.3	RIPPLE
		ORCUTT
2.3		END OF TRACK

COLORADO DIVISION

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

- The Ball Railroad Time Service..... Chicago, Ill.
- R. V. Owens, General Supervisor of Time Service, Omaha.
- Ellis..... Muhlheim's
- Oakley..... F. H. Hayward
- Sharon Springs..... Muhlheim's
- Limon..... H. V. Keller
- Denver..... Hansen & Hansen, Inc.
- Brighton..... J. L. Faulkner
- Greeley..... C. E. Kinney
- Sterling..... The Rominger Jewelry Co., Inc.
- Boulder..... J. W. Crowder
- Fort Collins..... Messerschmitt Jewelry Co.

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

- Ellis..... Telegraph Office
- Oakley..... Telegraph Office
- Sharon Springs..... Telegraph Office
- Hugo..... Telegraph Office
- Limon..... Telegraph Office
- Denver (Union Station)..... "U. D." Telegraph Office
- Denver (Union Station)..... Conductors' Register Room
- Denver (Union Station)..... Dispatchers' Office
- Denver (29th Street)..... Yard Office
- Denver (Roundhouse)..... Engineers' Register Room
- 36th Street..... Telegraph Office
- Brighton..... Telegraph Office
- La Salle..... Telegraph Office
- Greeley..... Telegraph Office
- Eaton..... Telegraph Office
- St. Vrain..... Telegraph Office
- Julesburg..... Telegraph Office
- Sterling..... Telegraph Office
- Fort Collins..... Telegraph Office

9 (R). Lights will not be kept burning at night in the train order signals on the Greeley Branch, and at Erie, and at those stations trains will be governed by the day indication of the signals.

10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed."

10 (r). By day and by night, a red, yellow, or green light is displayed on color light block signals. See Rule 526 (A).

The indication of these lights is as follows:

Color	Indication
Red.	Stop.
Yellow.	Approach next signal prepared to stop.
Green.	Proceed.

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

In yards where yard engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track;

When standing;

On two or more tracks when approaching trains running in opposite direction.

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

27 (A). In block signal limits, trains will not be required to stop for a switch light not burning at night, when it can be seen that the switch is in proper position.

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

TRAIN	STOPS	PASSENGERS FOR
12	Between Denver and LaSalle.	Omaha and beyond.
21	Between Ellis and Denver.	Denver and beyond.
21	Between Denver and Borie.	Beyond Granger.
101	Between Ellis and Denver.	Denver and beyond.
101	Between Hugo and Denver.	Passengers, express and baggage for Denver.
119	Between Denver and Cheyenne.	Cheyenne and beyond.
127	Between Denver and Cheyenne.	Beyond Granger.

SPECIAL RULES

28 (R). Continued.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
13	Between Sterling and Denver.	Regular stops east of LaSalle.
21	Between Ellis and Denver.	Any station.
22	Cheyenne Wells.	Denver and beyond.
22	Between Borie and Denver.	Beyond Granger.
101	Between Ellis and Denver.	Any station.
104	Between Denver and Oakley.	Denver and beyond.
119	Between Denver and Cheyenne.	Denver and beyond.
120	Between Cheyenne and Denver.	Cheyenne and beyond.
104	Between Cheyenne and Denver.	Cheyenne and beyond.

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 Oakley —all trains;
- At Limon —all trains;
- At LaSalle —all trains;
- At St. Vrain —all eastward and westward trains on Boulder Branch except when there is no operator on duty.

Trains are not required to receive clearance card (Form 2643) as per Rule 83 (A) as follows:

- At Pullman —all trains to or from Denver Subdivision;

- At Sand Creek Jct.—all trains to or from Dent Subdivision;

- At Dent —Nos. 562, 563, 564 and 565;

- At Buckeye —eastward trains;

- At Purcell —eastward trains.

When there is no operator on duty, trains are not required to receive clearance card (Form 2643) as per Rule 83 (A) as follows:

- At Dent —trains to or from Fort Collins Branch;

- At Cloverly —trains to or from Pleasant Valley Branch;

- At Briggsdale —eastward trains.

A clearance card received at Denver by the only section of first class trains going to the Denver Subdivision will confer the same authority as when received at Pullman.

A clearance card received at Boulder by the only section of eastward first and second class trains will confer the same authority as when received at Ara.

83 (S). All second class and extra trains must register at 36th Street.

All first class trains must register by registering ticket (Form 2642) at 36th Street, as per Rule 83 (B).

No. 97 must register by registering ticket (Form 2642) at 36th Street, as per rule 83 (B).

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

Ellis	Brighton	{ St. Vrain, including	{ Ara, including
Wakeney	Lupton	{ Frederick and	{ Boulder
Oakley	La Salle	{ Firestone	{ Fort Collins, including
Sharon Springs	Greeley	{ Dent, including	{ Poudre and
Cheyenne Wells	Eaton	{ Milliken	{ Boettcher
Kit Carson	Ault	{ Julesburg	{ Buckeye
Hugo	Speer	{ Ovid	
Limon		{ Sterling	
Deer Trail		{ State Coal Mine Jct., including	
{ Denver, including		{ Parkdale Jct.	
{ Pullman and			
{ Sand Creek Jct.			

93 (S). At La Salle, the switch leading to Dent Subdivision extension must be left set for the extension except when being used. Trains moving from Dent Subdivision to Northern Subdivision at this point must stop back of Signal M-501 until switches are lined and be governed by indication of the signal.

At Pullman all trains and engines from Denver Subdivision must not cross over Northern Subdivision outbound main track until signal No. 6381 indicates proceed. If a train is seen approaching, they must not proceed until that train has passed, or is stopped. See rules 511, 511 (A), 511 (B), and D-511.

98 (B). Where a train is required to stop at a railroad crossing at grade not protected by interlocking plant or automatic crossing signals, and the view from either side is obstructed more than 200 feet, a member of the crew must precede the train and give proceed signal from the crossing, if safe to proceed, and the train must not proceed over the crossing until the proceed signal has been received.

At the following crossings, view is obstructed at all times:

At Limon, for all Eastward and Westward trains.

At Kelim, for all Eastward trains.

At Erie, for all Westward trains.

At Ara, for all Eastward and Westward trains.

SPECIAL RULES

98 (R). 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, except where there is 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.

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.	U. P.	
Limon Junction (M. P. 550.6)	C.R.I.&P.		Limon Junction is the switch west of telegraph office at Limon.
Denver 36th Street	U. P. out-bound main track.		Trains arriving at 36th Street must not cross over outbound main track until proceed signal has been received from the switchtender and the color light signal on signal No. 18 indicates proceed. If a train is seen approaching they must not proceed until that train has passed.
Denver 42nd & Josephine Sts. (Denver Subdivision) and 47th & York Sts. (Northern Subdivision)	Tramway.		When the arm of the signal extends across U. P. tracks, and in addition a red light is displayed at night, U. P. trains and engines must not pass over the crossing. When the arm of the signal extends 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.
Borie	Westward, Colo. Div. crosses Wyo. Div. No. 2 track.		Interlocking Plant.

98 (S). Continued.

Location	Railroad Crossed, or, Junction with	Trains Which Have Precedence	How Governed
Corlett Junction (M. P. 101.5)	Wyoming Division.		A train going from Colorado Division to Wyoming Division must stop clear of Wyoming Division main track. If a train is approaching from west on Wyoming Division, a train from Colorado Division must not obstruct the Wyoming Division main track, and a train going from Wyoming Division to Colorado Division must not cross over until the approaching train has stopped at stop board 1,000 feet west of junction. Eastward trains on Wyoming Division must stop at stop board and not proceed until it is known that the cross-over and the route to Colorado Division are clear.
St. Vrain (M. P. 22.2)	U. P.	Dent Subdivision.	Gate.
Wild Cat (M. P. 40.9)	G. W.	U. P.	Gate.
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.	Interlocking Plant.
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.
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.	
Ara (M. P. 26.0)	C. & S.	U. P. over C. & S. of same or inferior class.	

COLORADO DIVISION

98 (S). Continued.

Location	Railroad Crossed, or, Junction with	Trains Which Have Precedence	How Governed
Ara (M. P. 26.5)	C. & S.		Trains going to Boulder must receive permission from the operator at Ara, before going on C. & S. main track at Ara.
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. 25.2)	C. & S.	C. & S.	Automatic signals are controlled by derails on U. P. tracks south of crossing. Westward U. P. trains must 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. 25.3)	C. & S.	C. & S.	By gate — to be set normally against Union Pacific trains.

99 (R). When a train order is received reading, "All eastward (or westward) extra trains wait at _____ until _____", the train addressed is relieved from protecting its rear end against following extra trains until time named in order. On Colorado Division, use of this train order is authorized only on Greeley Branch, Pleasant Valley Branch, and, between Fort Collins and Buckeye on Fort Collins Branch.

101 (G). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which would 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, except that permissive block signals in horizontal position will be reported at first stop, or open telegraph office, or summit of grade, if no previous opportunity for reporting.

D-102 (A). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches, or unless the return movement has been authorized and protected by train dispatcher.

103 (A). Cars must not be handled ahead of engine between stations, except in work train service, or, when necessary to take them to or from a spur. When this is done, it must be for no greater distance than necessary, and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of the engine.

In switching with an engine equipped with footboards, when there are no cars ahead of the engine, a yardman or trainman (and not more than one) must ride on leading footboard of engine in direction the engine is moving, except where the movement is not over a crossing and the switches to be passed over can be plainly seen to be properly lined.

- Employees are prohibited from riding:
- (a) On engine footboard between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;
 - (b) On leading footboard while coupling engine to cars;
 - (c) On engine pilots;
 - (d) On deadwood, drawbars, brake beams, journal boxes, and brake wheels;
 - (e) On ends of cars containing loads which may shift.

COLORADO DIVISION

103 (B). Engines must not be run under any coal mine tippie, nor over hoppers at coal chutes. Air must be working on all cars when putting up coal and before starting up incline leading to beet trestles at sugar factories.

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.

104 (S). At La Salle, before moving on to the Northern or the Dent Subdivision main tracks from the first switch west or the first switch east of the coal chute, trains or engines must be preceded by a flagman and it must be known that there are no trains moving on the Northern or the Dent Subdivision main tracks between junction switch and Main Street crossing west of depot.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:
(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without caboose. Freight engines used in passenger service on branches, must not exceed the speed specified for those engines in freight service.)

Location	Maximum Speed Miles an Hour		Remarks
	Psg.	Frt.	
At any point.	70	45	
At any point.	20	20	Engines backing up with or without cars.
At any point.	45	45	With freight engines.
Within yard limits.	40	25	Speed must be as much slower as conditions may require.
At any point.		25	Gravel trains.
At any point.	40	25	Passing coaling stations.
When using crossovers or turnouts.	6	6	With Mikado, Mallet type, 5000 and 9000 class engines.
At any point.	5	5	With all engines except 100 and 400 class on track laid with rail weighing less than 70 pounds.
On heavy curves.	30	30	With 9000 class engines.
On any wye.	5	5	
Ellis Subdivision.	20	35	Passing passenger station at Wakeeney. Account of curves of 3 degrees or over as follows:
	50	35	Between M. P. 305.36 and M. P. 307.04.
	50	35	Between M. P. 323.27 and M. P. 324.01.
	50	35	Between M. P. 331.70 and M. P. 332.09.
	50	35	Between M. P. 335.04 and M. P. 335.41.
	40	35	Between M. P. 336.59 and M. P. 337.01.
	50	35	Between M. P. 405.48 and M. P. 405.80.
Hugo Subdivision.		35	
Denver Subdivision.	40	35	Between Cedar Point and Buick. Account of curves of 3 degrees or over as follows:
	40	35	Between M. P. 558.67 and M. P. 559.24.
	50	35	Between M. P. 587.19 and M. P. 587.44.
	50	35	Between M. P. 588.61 and M. P. 589.10.
	50	35	Between M. P. 598.91 and M. P. 599.61.
	50	35	Between M. P. 600.03 and M. P. 600.42.
U. S. Hospital Spur.	10	10	With 2400 class engines.
Brighton.	20	20	Within city limits.
Greeley.	15	15	Within city limits.
Eaton.	5	5	With engines on all Great Western Railway Tracks.
Nunn.	35	35	Within city limits.
Northern Subdivision.	50	35	Eastward passenger trains Borie to Carr. Eastward freight trains Speer to Carr.
	50	30	Between M. P. 96.27 and M. P. 96.70.
	50	30	Between M. P. 97.75 and M. P. 97.92.
	25	25	With 9000 class engines between M. P. 47.79 and M. P. 48.03.
Dent Subdivision.	50	45	
		40	With 3600, 5000, and 9000 class engines.

SPECIAL RULES

152 (R). Continued.

Location	Maximum Speed Miles an Hour		Remarks
	Psg.	Frt.	
Wild Cat.	25	25	Over Great Western Crossing.
Sterling Subdivision.	10	10	With C. B. & Q. 5200 class engines on passing or business tracks.
	35	35	With 5000 and 9000 class engines Over bridge 132.20.
Sterling.	10	10	Over Chestnut Street Crossing.
Boulder Branch. Between Brighton and St. Vrain.	15	15	With 200 and 300 class engines.
Between Parkdale Jet. and Erie.	15	15	With 200 and 300 class engines.
Between Erie and Ara.	25	25	With 200 and 300 class engines.
Between St. Vrain and Parkdale Jet.	15	15	With 3600 and 5000 class engines.
Fort Collins Branch.	35	25	
Fort Collins Branch.	45	25	With motor trains.
Fort Collins.	5	5	Over Lincoln Street.
Between Fort Collins and Buckeye.	25	25	
Greeley Branch.	30	15	With 200 and 300 class engines.
	15	15	With 100 and 400 class engines.
	30	30	
Pleasant Valley Branch.	20	15	With 200 and 300 class engines.
	15	15	With 100 and 400 class engines.
	30	30	
On Branches shown on page 13 of this time-table.	15	15	

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

509 (E). Relative to Rule 509 (B), except in yard limits, 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, 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) must be given before the train proceeds.

509 (G). On single track, when a light engine, or a motor train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), after placing one torpedo one-fourth mile from rear of train, it may proceed at slow speed, not exceeding six miles an hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

509 (H). When a train is stopped by a block signal at a meeting or passing point on single track under conditions making it necessary to send a flagman ahead to comply with Rules 509 (A) or 509 (E), if the engineman of the train which is stopped is verbally informed by a trainman of the train on the siding that his train has more cars than the siding will hold, the train which is to use the main track may proceed at slow speed not exceeding six miles an hour to next signal, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

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 employee 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 employee of the Signal Department or by instructions from the proper officer.

525 (A). If a Home Block Signal fails to indicate "stop", or a Distant Block Signal fails to indicate "caution", when a light engine, or a motor train with only one trainman, enters a block, the train dispatcher must be notified from the first available point of communication, and report must be sent to the superintendent by wire.

526 (A). By day or by night, if the light is not burning on a color light block signal, trains and engines must stop and be governed by Rules 509 (A), 509 (B), and 509 (E), on single track, and by Rule 509 (C) on double track.

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

713 (A). A member of the crew must be stationed on the rear end in position to give or receive necessary signals when meeting trains on double track or when meeting trains on sidings. At stations where there is a depot, to be on the rear end when passing depot and at blind sidings to be on rear end when passing station board, except that when the train has an observation or special car, he must be on front platform of the rear car or on 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.

720 (R). Passengers may be carried on freight trains between stations at which the trains stop, as follows:

- (a) Persons in charge of live stock or other freight when provided with proper transportation.
- (b) Employees with annual pass or with trip pass so endorsed.
- (c) Passengers with revenue tickets when presented for passage on:

Trains Between Stations

Freight, except those consisting mostly of stock

- In Kansas (see last paragraph hereof)
- On Ellis Subdivision
- On Hugo Subdivision (Between Weaskan and Sharon Springs)
- On Greeley Branch
- On Pleasant Valley Branch.

Agents and conductors must notify passengers that local freight or mixed trains will stop with caboose opposite platform for them to get on or off.

Within the State of Kansas on freight trains, passengers under 15 years of age must be accompanied by parent, guardian, or other competent person.

802 (A). When one or more cars are being switched or pushed over a road crossing not protected by a watchman or employe assigned as such, or, when a road engine, with or without cars, is backing over such a crossing at a station, a member of the crew must precede the movement and act as crossing watchman, and he must not get on front end of the leading car or on rear of tank until it has passed over the crossing.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

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

802 (R). Between Ara and the passenger depot at Boulder and between Dent and Milliken, back-up movements over road crossings may be made without a member of the crew preceding the movement to act as crossing watchman as required by Rule 802 (A), when the front of the leading car is equipped with tail hose, warning whistle and air valve. Such movements must be made at slow speed, and a man must ride on the front of the leading car.

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

At Brighton, on sugar factory spur, stop and a man must be sent ahead to act as crossing watchman 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 act as crossing watchman before moving over North College Avenue.

At Narrows and Goodrich when trains are on siding, a trainman must act as crossing watchman until train for which they took siding has passed.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 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 practicable as per Rule 824, every freight train must stop and must be inspected at the following points:

- Oakley —Eastward and westward;
- Kit Carson —Eastward and westward;
- Deer Trail —Eastward and westward;
- La Salle —Eastward and westward;
- Carr —Eastward.

SPECIAL RULES

COLORADO DIVISION

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:

NAME	TITLE	PLACE	TERRITORY
John R. Nilsson	Chief Surgeon	Omaha, Nebr.	Ellis to Wakeeney.
A. M. McDermott	District Surgeon	Ellis, Kans.	Ellis to Quinter.
W. Y. Herriek	District Surgeon	Wakeeney, Kans.	Quinter to Ellis.
Benj. S. Morris	District Surgeon	Quinter, Kans.	Quinter to Oakley.
J. J. Barelay	District Surgeon	Grinnell, Kans.	Grinnell to Winona and Oakley to Colby.
Wm. F. Deal	District Surgeon	Oakley, Kans.	Oakley to Sharon Springs.
H. M. Butler	District Surgeon	Winona, Kans.	Winona to Cheyenne Wells.
H. E. Nelson	District Surgeon	Sharon Springs, Kans.	Sharon Springs to Hugo.
H. C. Homer	District Surgeon	Cheyenne Wells, Colo.	Cheyenne Wells to Bennet.
J. A. McConnell	District Surgeon	Hugo, Colo.	Byers to Hugo.
J. D. Kessinger	District Surgeon	Limon, Colo.	Deer Trail to Denver.
H. F. Lorimer	District Surgeon	Byers, Colo.	Colorado Division.
H. L. Taylor	Division Surgeon	Denver, Colo.	Colorado Division.
R. M. Shea	District Surgeon	Denver, Colo.	Denver.
Wm. M. Greig	District Surgeon	Denver, Colo.	Denver to Lupton and Brighton to Erie.
J. A. McCaw	Oculist	Denver, Colo.	Brighton to Platteville.
T. E. Beyer	Aurist	Denver, Colo.	La Salle to Kersey.
J. W. Wells	District Surgeon	Brighton, Colo.	Evans to Eaton.
A. T. Monismith	District Surgeon	Lupton, Colo.	Greeley to Ault.
W. L. Wilkinson	District Surgeon	La Salle, Colo.	Julesburg to Laramie and Cheyenne to Carr.
W. F. Spaulding	District Surgeon	Greeley, Colo.	Cheyenne.
E. G. Holden	District Surgeon	Eaton, Colo.	Cheyenne.
G. A. Fox	Division Surgeon	Cheyenne, Wyo.	Julesburg to Sterling and Ogallala to Lodge Pole.
John D. Shingle	District Surgeon	Cheyenne, Wyo.	Julesburg to Liff.
Strader & Beck	Oculists	Cheyenne, Wyo.	Crook to Sterling.
Geo. P. Johnston	Consulting Surgeon	Cheyenne, Wyo.	Iliff to Merino.
C. H. Folsom	District Surgeon	Julesburg, Colo.	Sterling to Weldona.
W. C. Davidson	District Surgeon	Sedgwick, Colo.	Hardin to La Salle.
H. W. Houf	District Surgeon	Iliff, Colo.	St. Vrain to Dent.
Walter Hays	District Surgeon	Sterling, Colo.	Boulder to Erie.
E. E. Evans	District Surgeon	Ft. Morgan, Colo.	La Salle to Ft. Collins.
F. P. N. VanLandeghem	District Surgeon	Kersey, Colo.	
F. H. McCabe	District Surgeon	Frederick, Colo.	
P. R. Farrington	District Surgeon	Boulder, Colo.	
P. J. McHugh	District Surgeon	Fort Collins, Colo.	

865 (A). Trainmen, enginemen, yardmen, agents, and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Conductors must notify enginemen of the presence and location in the train of cars containing explosives and of loaded placarded tank cars before leaving the initial station or station where such cars are picked up.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must be not nearer than the 16th car from the engine, electric locomotive, or motor car, nor the 11th car from the caboose, if the length of the train will permit.

Cars placarded "Explosives" may be placed in local freight, local pick-up, and local set-out trains not nearer than the second car from the engine, electric locomotive, motor car, or caboose when placing them near the middle of the train would require additional switching at way stations.

Cars placarded "Explosives" must not be placed in through or local trains next to cars placarded "Inflammable" or "Corrosive Liquid," nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns.

Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves or lanterns, and when practicable must be placed not nearer than the sixth car from the engine, electric locomotive, motor car, or caboose, nor next to gondola or flat cars with lading such as logs, lumber, rails or pipe that is likely to shift.

Empty tank cars must not be moved from stations unless dome cover and all outlets have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains.

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

- Drover cars, occupied or unoccupied;
- Scale test cars;
- 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".

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars. (See timetable Rule 865-C.)

Switching must not be done with drover cars, except in handling to or from trains. 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.

Freight cars with bad order draw bars may be handled in trains under the following conditions:

- (a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired;
- (b) When containing live stock or perishables, may be chained up in train and handled to first repair point;
- (c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good draw bar can be coupled to the caboose and in addition is secured by chain, and has air and hand brakes operative. On ascending grades, a trainman must ride the car.

A red flag by day or a red light by night must be displayed on the rear of any car handled behind caboose.

865 (C). When not used on head end of train, helper engine must be cut in ahead of caboose, and when there are wooden underframe cars or drover cars on the rear end, the helper engine must be cut in ahead of them.

865 (R). Cars must not be handled behind caboose as follows:
 Corlett Junction to Speer —Eastward;
 Carr to Borie —Westward.

877 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

887 (R). On passenger trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at the following points:

- Speer—Eastward;
- Speer—Westward, except via Borie.

Eastward freight trains between Speer and Carr must make air test as required by Air Brake Rule 1042 when angle cock has been turned or hose separated.

887 (S). Retainers must be used as follows:
 Borie to Carr, on all eastward freight trains of 2,500 tons or more, use on fifty per cent of cars in train.

Exception:—Trains averaging not to exceed sixty gross tons per car may be handled without the use of retainers when handled by engines equipped with two air compressors which are operative.

Responsibility for the use of retainers under this exception rests primarily with the engineman and he will direct as to their use; however, retainers must be used if in the judgment of conductor their use is necessary.

887 (T). Standard brake pipe pressure of ninety pounds must be maintained on freight trains, Borie to Carr, as required by Air Brake Rule 1014 for designated heavy grades.

When not necessary to stop at Carr for other purposes, brake pipe pressure of ninety pounds may be maintained to the first stop east of Carr, where it must be reduced to seventy pounds, and, a member of the train crew must watch the train as it pulls past him, to see if all brakes have been released when feed valve is adjusted to the 70 pound brake pipe pressure.

888 (A). While passing through cities, towns, and yards, 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, 3600, 5000, 7000, and 9000 class engines must not go on the following tracks:

- Ogallah —Business track;
- Voda —Business track;
- Collyer —Business track;
- Buffalo Park —Business track;
- Grainfield —Business track;
- Grinnell —Business track;
- Campus —Business track;
- Oakley —Business track;
- Oakley —Coach spur;
- Oakley —Stockyard track;
- Oakley —Spur tracks leading to roundhouse stalls;
- Monument —Business track;

896 (R). Continued.

- Page City —Business track;
- Winona —Business track;
- Winona —Wye tracks;
- Winona —Stockyard track;
- McAllaster —Business track;
- Wallace —Business track;
- Sharon Springs —Repair tracks Nos. 1 and 2 between curves;
- Sharon Springs —Radial tracks at roundhouse;
- Sharon Springs —First side track south of depot, except between east crossover switch and 4 car lengths west of the east standpipe;
- Lapaz —Business spur;
- Weskan —Business track;
- Arapahoe —Business track;
- Cheyenne Wells —Stock track;
- Cheyenne Wells —Boiler house spur;
- Cheyenne Wells —Business track, 4 car lengths at west end;
- Kit Carson —Coal chute spur;
- Sorrento —Business track;
- Wild Horse —Business track;
- Hugo —Depot spur;
- Hugo —5 car lengths east of Boyd Street on business track;
- Hugo —Depressed track at cinder pit;
- Hugo —First track north of cinder pit;
- Hugo —Repair tracks Nos. 1 and 2;
- Hugo —South run-around track;
- Hugo —Radial tracks at roundhouse;
- River Bend —Business track;
- Buick —Business track;
- Agate —Business track, between east derail and train order signal;
- Deer Trail —Coal chute spur, between derail and end of spur;
- Deer Trail —Business track, between mail crane and west derail;
- Peoria —Business track;
- Strasburg —Business track, between road crossing and 8 car lengths west;
- Bennett —Business track, between east derail and west switch;
- Manila —Business track;
- Watkins —Business track;
- Sable —Beet track;
- Roydale —Beet track, between oil rack and west end of beet dump;
- Sandown —Business track;
- Adams —Spur track, between derail and end of spur;
- Dupont —Business track;
- Hazeltine —Business track, between east switch and stockyards;
- Henderson —Business track, between west derail and vegetable platform;
- Brighton —Beet puller track;
- Brighton —Trestle tracks at sugar factory;
- Lupton —Trestle tracks at sugar factory;
- Platteville —Canning factory spur, between derail and end of spur;
- Peckham —Business track, between east derail and center of beet dump;
- Evans —Beet track;
- Evans —Mill spur;
- Greeley —Highline tracks at sugar factory;
- Greeley —Gas house spur;
- Greeley —Post coal spur;
- Greeley —Weller spur;
- Greeley —Hickman spur;
- Greeley —Boise Payette spur;
- Greeley —Mack spur;
- Greeley —Storage track No. 4;
- Greeley —Repair track;
- Greeley —C. & S. connection, between 5th and 6th Streets;
- Greeley —C. & S. connection, back of depot;
- Greeley —6th Avenue spur;
- Lucerne —Business track, between east derail and west end of stockyard;
- Lucerne —Beet track;
- Eaton —Trestle tracks at sugar factory;
- Nunn —Business track;
- Dover —Business track;
- Decker —Spur track;
- Carr —Track No. 2;
- Julesburg —Old engine house spur;
- Ovid —Trestle tracks at sugar factory;
- Sterling —Yard track No. 2, east of east end of depot;
- Sterling —Yard track No. 3, between depot and east switch;
- Sterling —Coal bin spur near roundhouse;
- Sterling —Hopper track, west of east end of sand house;
- Sterling —West industry spur (Hole track);
- Sterling —East lead to sugar factory, between east switch and beginning of curve;

Continued on page 17.

SPECIAL RULES

896 (R). Continued.

- Sterling —C. B. & Q. coach spur;
- Sterling —Charging station track;
- Sterling —Old repair track;
- Sterling —Warehouse track north of sugar factory, 11 car lengths at west end;
- Sterling —Beet storage spur, between clearance point and end;
- La Salle —Diner track;
- East lake —Business track;
- St. Vrain —Storage track 13 car lengths east of east switch of elevator;
- Sterling Mine —Main spur;
- Sterling Mine —Tipple tracks;
- Frederick —Business track east of elevator;
- Baum Mine —All tipple tracks and north tail track;
- Frederick Mine —Tipple and lump tracks;
- Firestone —Beet track;
- Grant Mine —Main spur;
- Grant Mine —Tipple tracks;
- Gowanda —Stockyard track;
- Hanbury —Beet track;
- State Coal Mine Jct. —State Mine spur;
- Bunell —All side tracks;
- Puritan —Eureka spur.

When absolutely necessary, 2400, 3600, 5000, and 7000 class engines may use the following tracks, but, a speed of 5 miles an hour must not be exceeded:

- Riga —Passing track;
- Voda —Passing track, between east and west switches of business track;
- Page City —Passing track;
- Lisbon —Passing track;
- McAllaster —Passing track;
- Sunland —Passing track;
- Lapaz —Passing track, 5 car lengths at east end;
- Kit Carson —Passing track, between coal chute spur switch and west wye track switch;
- Sorrento —Passing track, through west switch of house track;
- Clifford —Passing track, through east switch of house track;
- Cedar Point —Passing track;
- Manila —Passing track, between east and west switches of business track;
- Sandown —Passing track, 12 car lengths at west end;
- Hazeltine —Passing track, between east switch and west business track switch;
- Hazeltine —Business track, between west switch and stockyard;
- Brighton —West leg of wye;
- Brighton —Warehouse track at sugar factory;
- Brighton —Lime track at sugar factory;
- Brighton —Boiler house track at sugar factory;
- Brighton —Middle track at sugar factory;
- Brighton —East coal pit track at sugar factory;
- Brighton —Kuner pickle spurs Nos. 1 and 2;
- Powers —Spur track;
- Houston —Business track;
- Peckham —Business track, between west derail and 2 car lengths west of center of beet dump;
- Greeley —First track east of main track, between Kuner warehouse and tool house;
- Greeley —Sugar factory storage spur (Big Line);
- Greeley —Between turnout from main sugar factory lead and storage spur;
- Greeley Jct. —Storage track;
- Greeley Jct. —Wye track, 40 car lengths at east end;
- Lucerne —Passing track through east switch of business track;
- Lucerne —Business track, between east switch and east derail;
- Pierce —Business track, between east derail and beet dump;
- Carr —Through east switch of track No. 1;
- Carr —Through east switch of track No. 3;
- Warren —Passing track, between east switch and west end of business track;
- Warren —Business track;
- Gleason —Passing track;
- Gleason —Stock track;
- Speer —Water spur;
- Speer —Business track;
- Ovid —Passing track;
- Sedgwick —Passing track;
- Proctor —Business track, 13 car lengths at west end;
- Sterling —Yard track No. 1 east of depot;
- Sterling —Yard track No. 2 through west switch;
- Sterling —Yard track No. 3 through west switch;
- Sterling —Yard track No. 4;

896 (R). Continued.

- Sterling —Hog yard track;
- Sterling —Through crossover between main track and yard track No. 1 east of depot;
- Sterling —East roundhouse lead;
- Sterling —Whiskers track;
- Sterling —Coal chute track, connection with turntable;
- Sterling —Through crossover from hopper track to east sugar factory lead;
- Sterling —Cinder pit track;
- Sterling —Hopper track east of east end of sand house;
- Sterling —Repair track, 4 car lengths at west end;
- Sterling —Scale track;
- Sterling —Through crossover between main track and first track north of main track east of C. B. & Q. wye;
- Sterling —Trestle tracks at sugar factory;
- Sterling —North sugar factory warehouse track, 11 car lengths at west end;
- Sterling —West roundhouse lead;
- Sterling —Sugar factory boiler house spur;
- Sterling —First track north of coal pit at sugar factory;
- Sterling —First track south of coal pit at sugar factory;
- Dodd —Passing track;
- Dodd —Business track through east turnout, and between beet dump and west switch;
- Hurley —Beet track;
- Narrows —Passing track, between east switch and east switch of beet track;
- Weldona —Passing track, through pickle factory switch;
- Weldona —Pickle factory spur;
- La Salle —East beet dump spur;
- Welby —Beet spur;
- Gallup —Beet spur;
- Satt —Beet spur;
- Darlow —Passing track, between center of beet dump and west switch;
- Darlow —Business track, between elevator and west switch;
- St. Vrain —Coal spur;
- Frederick —Business spur, between switch and elevator;
- Johnson Mine —Tipple tracks;
- Johnson Mine —Tail tracks;
- Firestone —Storage track No. 2;
- Gowanda —Passing track;
- Dent —Passing tracks Nos. 1 and 2;
- Ogilvy —Beet track.

5000 and 9000 class engines may use the following tracks, but, a speed of 5 miles an hour must not be exceeded on the wye tracks and 10 miles an hour on the other tracks named:

- Denver —All crossovers between the two main tracks;
- Denver —Pullman wye;
- Denver —Scale track from 40th Street through the Pullman yard to junction with the Long Alice at York Street, thence on Long Alice to K. P. main track;
- Denver —North Store track;
- Denver —Roundhouse lead, between 36th Street and junction with the K. P. at Pullman depot;
- Denver —Coal chute tracks and tracks Nos. 2, 3, 4, and 5 to turntable;
- Denver —Old third rail track, between 36th Street and Broadway viaduct;
- Denver —Hill yard tracks and old main Nos. 1 to 9, inclusive;
- Denver —Top ten, between 36th Street and the crossover from top ten to four, and through the crossovers in those tracks;
- Denver —Oklahoma tracks Nos. 1 to 10, inclusive, 12, 14, and 17 and crossovers;
- Denver —Coach yard lead, between 36th and 25th Streets;
- Denver —C. & S. connection, between 25th and 23rd Streets;
- Sand Creek Jct. —Mountain States Mixed Feed spur;
- Dupont —Passing track, between west switch and east derail on beet track;
- Hazeltine —Passing track, between west switch and west switch of stock track;
- Henderson —Passing track, between east switch and tool house;
- Brighton —Passing track;
- Brighton —Stock track, between west switch and Long's Peak Avenue crossing;
- Brighton —Beet track;
- Brighton —East business track;
- Brighton —Crossovers near Bridge Street;
- Brighton —Scale passing track, between west switch and section house;

896 (R). Continued.

- Brighton —Boulder branch main, between east switch and Bridge Street;
- Lupton —Passing track;
- Lupton —House track, between east switch and switch of sugar factory spur;
- Lupton —Through crossover, between main track and house track;
- Lupton —Through crossover, between main track and passing track;
- Ione —Passing track, between west switch and spur track switch;
- Platteville —House track, between east switch and derail of elevator spur;
- Platteville —Passing track, between west switch and 6 car lengths west of east switch;
- Gilcrest —Passing track;
- La Salle —Stock track, between west switch and coal chute;
- La Salle —Dent Subdivision extension;
- La Salle —Through crossovers, from main track to passing track;
- La Salle —Lead, between Dent Subdivision west of coal chute and stock track;
- La Salle —Julesburg passing track, between east switch and First Avenue crossing;
- La Salle —Storage track No. 1, 15 car lengths east of west switch;
- La Salle —Storage track No. 2, 15 car lengths east of west switch;
- La Salle —Storage track No. 3;
- La Salle —D. P. passing track, between west switch and First Avenue crossing;
- La Salle —Wye track;
- La Salle —Sterling Subdivision passing track, between east switch and ice house;
- Greeley —South passing track and Greeley branch main track, between east switch and tool house at west end of yard;
- Greeley —C. & S. connection, between switch and Mack spur switch;
- Greeley —New track;
- Greeley —North passing track, between west switch and Eighth Street;
- Greeley —New four, between west switch and C. & S. water tank;
- Greeley Jct. —Storage track No. 2, between west switch and 9 car lengths east;
- Lucerne —Passing track, between west switch and depot;
- Eaton —Passing track, between east switch and 3 car lengths east of west switch;
- Eaton —Town track, between west switch and east derail;
- Eaton —Crossover between passing track and town track;
- Eaton —Eaton Flour Mills track, between west switch and freight depot crossing;
- Eaton —Stock track;
- Stage —Beet track;
- Pierce —Passing track;
- Dover —Passing track, between east switch and 7 car lengths east of west switch;
- Carr —Passing track;
- Carr —Through crossovers from main track to passing track;
- Carr —Track No. 1, between west switch and east derail;
- Carr —Coal chute track east of coal chute;
- Carr —Through crossover from track No. 1 to coal chute track;
- Speer —Passing track;
- Borie —Passing track;
- Borie —Set out track.

Trains hauled by 9000 class engines picking up or setting out will hold onto sufficient cars so that engine will not pass beyond main track frog leading to industries on house tracks, or pass beyond passing track frogs leading to back tracks off of passing tracks.

At Sharon Springs, engines must not go on depressed track of cinder pit.

At Cedar Point, trains and engines must not exceed a speed of five (5) miles an hour on passing track between west wye switch and west passing track switch.

At Sable, 7000 and 9000 class engines must not go on the Hospital Spur.

At Sterling, cars must not be spotted between air boxes and Chestnut Street crossing.

At Valmont, engines must not be operated on the sharp curve at west end of Public Service Power Plant.

At Sharon Springs, Hugo, LaSalle, and Sterling, 5000, 7000, and 9000 class engines must not be turned on turntables.

At Hugo and LaSalle, 2400 class engines must not be turned on turntables.

At Sharon Springs back-up westbound movement with 3600, 5000, and 7000 class engines must not be made thru the east switch to the east leg of wye account sharp curvature.

2400 class engines may use tracks laid with 60 lb. rail at a speed not to exceed 5 miles an hour, but must not go on any trestle tracks.

3600 and 5000 class engines must not exceed 10 miles an hour on any coal mine lead, or track.

SPECIAL RULES

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.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at —
At all stations.....	Mail cranes.....	Side.
Ellis Subdivision. Collyer.....	Standpipe.....	Side.
Buffalo Park.....	Standpipe.....	Side.
Oakley.....	Standpipe.....	Side.
M. P. 405.61.....	Bridge.....	Side.
M. P. 406.76.....	Bridge.....	Side.
M. P. 427.80.....	Bridge.....	Side.
Hugo Subdivision. Sharon Springs.....	Standpipe, east of depot.....	Side.
Sharon Springs.....	Standpipe, west of depot.....	Side.
Sharon Springs.....	Poles between main and passing tracks opposite depot platform.....	Side.
Cheyenne Wells.....	Standpipe.....	Side.
M. P. 514.94.....	Bridge.....	Side.
M. P. 518.82.....	Bridge.....	Side.
M. P. 522.79.....	Bridge.....	Side.
Clifford.....	Standpipe.....	Side.
M. P. 534.63.....	Bridge.....	Side.
Denver Subdivision. Hugo.....	Standpipe east of depot.....	Side.
Hugo.....	Standpipe west of depot.....	Side.
Agate.....	Water tank spout.....	Side and top.
Deer Trail.....	Standpipe.....	Side.
M. P. 592.09.....	Bridge.....	Side.
M. P. 602.15.....	Bridge.....	Side.
M. P. 602.27.....	Bridge.....	Side.
Strasburg.....	Standpipe.....	Side.
M. P. 627.30.....	Bridge.....	Side.
Denver.....	Trolley wire at 42nd Avenue and Josephine Street.....	Top.
Northern Subdivision. Denver.....	Semaphore at 31st St.....	Side.
Pullman.....	Semaphore opposite depot.....	Side.
Denver.....	Trolley wire, 47th Ave. & York St.....	Top.
M. P. 15.58.....	Bridge.....	Side.
M. P. 16.36.....	Bridge.....	Side.
Speer.....	Standpipe.....	Side.
Brighton.....	Semaphore No. 192 west of depot.....	Side.
Greeley.....	Standpipe east of depot.....	Side.
Greeley.....	Train order signal at depot.....	Side.
Greeley.....	Standpipe west of depot.....	Side.
Eaton.....	Standpipe.....	Side.
Pierce.....	Standpipe.....	Side.
Dent Subdivision. St. Vrain.....	Standpipe.....	Side.
All Coal Mines.....	Tipples, box car loaders, engine-houses, etc.....	Side and top.
Dent.....	Standpipe.....	Side.

899. Continued.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at —
Julesburg Subdivision. M. P. 7.05.....	Bridge.....	Side.
M. P. 33.18.....	Bridge.....	Side.
M. P. 48.71.....	Bridge.....	Side.
M. P. 50.34.....	Bridge.....	Side.
Crook.....	Standpipe.....	Side.
Iliff.....	Standpipe.....	Side.
Sterling.....	First semaphore east of depot.....	Side.
Sterling Subdivision. Sterling.....	Standpipe, east of depot.....	Side.
Sterling.....	Standpipe, west of depot.....	Side.
Fort Morgan.....	Coal chute.....	Side.
M. P. 106.41.....	Bridge.....	Side.
M. P. 132.53.....	Bridge.....	Side.
Merino.....	Standpipe.....	Side.
Snyder.....	Standpipe.....	Side.
Orchard.....	Standpipe.....	Side.
Hardin.....	Standpipe.....	Side.
Boulder Branch. All Coal Mines.....	Tipples, box car loaders, engine-houses, etc.....	Side and top.
Fort Collins Branch. Fort Collins.....	Standpipe.....	Side.
M. P. 26.79.....	Bridge.....	Side.
M. P. 31.84.....	Bridge.....	Side.
Greeley Branch. Cornish.....	Standpipe.....	Side.
Pleasant Valley Branch. Purcell.....	Standpipe.....	Side.

1051. On a passenger train, after engine or engine crew has been changed or an angle cock closed, except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Steam or power should not be shut off unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes must be given.

1051 (A). The test prescribed in Rule 1051 will also be made (except on ascending grades in excess of one per cent) one mile from meeting points, railroad crossings, end of double track, drawbridges, before descending heavy grades, and before reaching any hazardous point. Engineman must know that brakes are properly holding the train, and if not, the train must be stopped, cause ascertained and remedied.

Rear brakeman must station himself on the retainer valve end of the rear car, and if air escapes from the retainer valve, give proceed signal; if air does not escape, the train must be stopped, the cause ascertained and remedial.

RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS
 Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Ellis to Denver	Denver to La Salle	La Salle to Carr	Carr to Borie	Speer to Corlett Jet.	Julesburg to La Salle	Denver to Fort Collins	
C 57	$\frac{22}{30}$ 187 191	201 to 358	1500	3000	1450	850	3000	2000	1600
C 57	$\frac{21}{30}$ 162 171	400 to 499	1350	2500	1250	750	2500	1600	1500
MK 57	$\frac{23\frac{3}{4}}{30}$ 206	1900 to 1949		3000	1600	900	3500	2200	
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320		3000	2000	1000	3500	2500	
MK 63	$\frac{26}{30}$ 222	2480 to 2499	2200	4000	2400	1000	3500	3500	
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089	2700	4000	3000	1600	3500	3750	
UP 67	$\frac{27}{31-32}$ 354 355	9000 to 9062		5000	4000	3000	4500	4100	

Type of Engine	Numbers (Inclusive)	Denver to Ellis	La Salle to Denver	Carr to La Salle	Borie to Carr	Corlett Jet. to Speer	La Salle to Julesburg	Fort Collins to Denver	
C 57	$\frac{22}{30}$ 187 191	201 to 358	1500	2200	3000	3000	975	4500	1600
C 57	$\frac{21}{30}$ 162 171	400 to 499	1350	2000	2000	2000	900	3000	1500
MK 57	$\frac{23\frac{3}{4}}{30}$ 206	1900 to 1949		2800	3000	3000	975	4500	
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320		3000	4000	4000	1000	5000	
MK 63	$\frac{26}{30}$ 222	2480 to 2499	2200	3500	4000	4000	1000	5000	
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089	2700	4000	4000	4000	1300	5200	
UP 67	$\frac{27}{31-32}$ 354 355	9000 to 9062		5000	5000	5000	2000	6000	

EXPLANATION
 "C" Consolidation Engines
 "P" Pacific Type
 "T" Ten Wheelers
 "MC" . . . Mallet
 "MK" . . . Mikado Type
 "TTT" . . . 2-10-2 Type

EXAMPLE: Consolidation Engine
 having 57 inch drivers, cylinders
 21 inch diameter and 30 inch
 stroke, and weighing 162,000
 pounds on drivers:

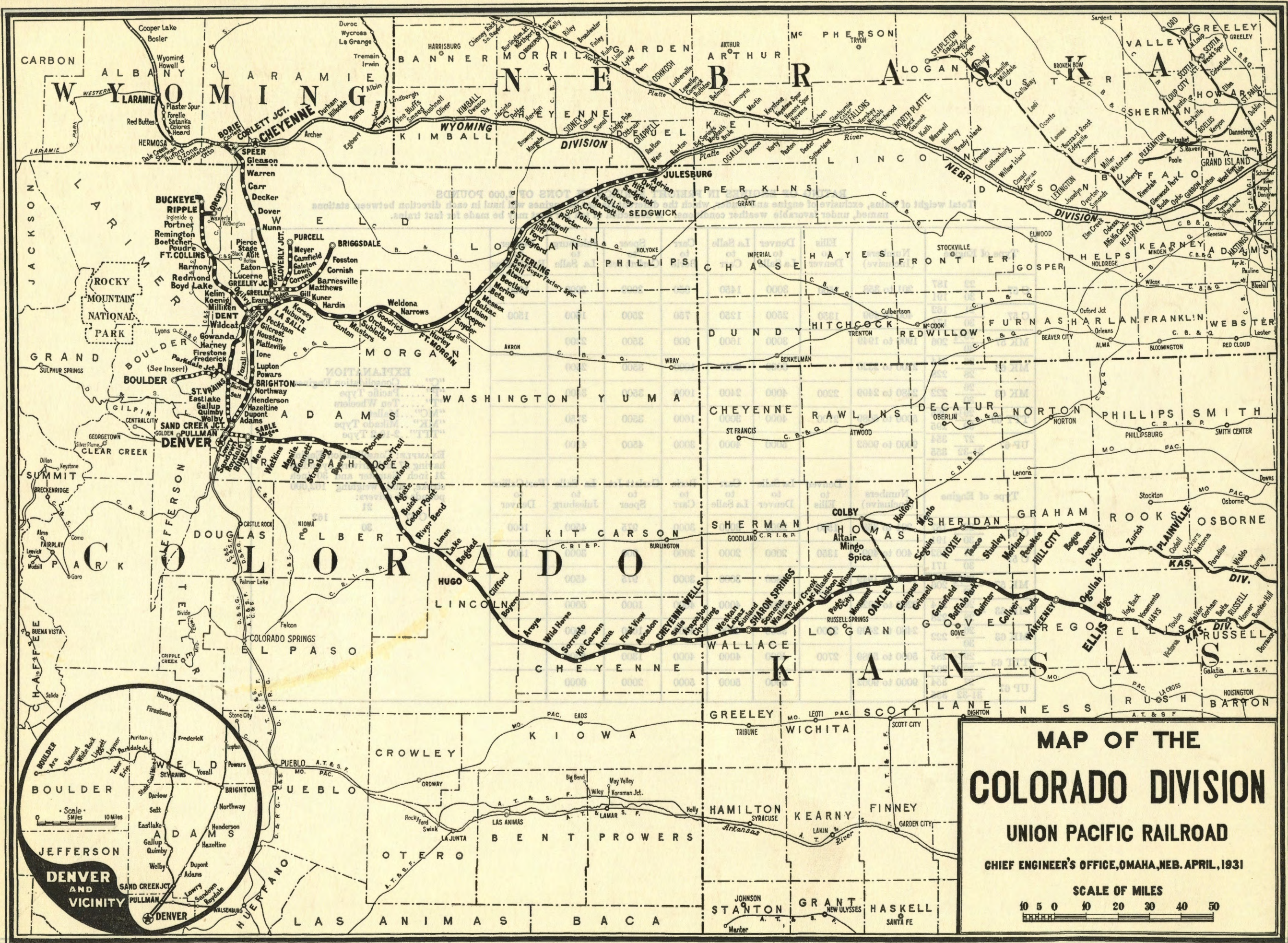
C 57 $\frac{21}{30}$ 162

MAP OF THE
COLORADO DIVISION

UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE OMAHA, NEB. APRIL, 1931

SCALE OF MILES
 0 10 20 30 40 50



**MAP OF THE
COLORADO DIVISION
UNION PACIFIC RAILROAD**
CHIEF ENGINEER'S OFFICE, OMAHA, NEB. APRIL, 1931

SCALE OF MILES
0 10 20 30 40 50