

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Colorado Division

137 TIME-TABLE 137

Effective Sunday, January 1, 1933

at 12:01 A.M. Mountain Time



FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS						FIRST CLASS											Distance from Kansas City	Time-Table No. 137 JANUARY 1, 1933
	333 Mixed	319 Mixed	251 Time Freight	155 Time Freight	155 Time Freight	155 Time Freight	537 Motor Passenger	127 Passenger	13 Passenger	15 Passenger	101 Passenger	21 Passenger	103 Passenger					
	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
							8.00AM				10.00PM	5.30PM	10.40AM	0.0	KANSAS CITY, MO.			
							8.07				10.06	5.36	10.47	2.5	KANSAS CITY, KAN.			
							8.05				10.57	6.21	11.42AM	39.6	LAWRENCE			
							9.00				11.32	6.58	12.35PM	68.0	TOPEKA (North Topeka)			
							9.15				11.40PM	7.06	12.43	72.5	MENOKEN			
														148.3	MARYSVILLE			
							1.00PM							185.7	BEATRICE			
							2.25							245.2	VALPARAISO			
							A 4.15PM											
														119.3	MANHATTAN			
														139.5	JUNCTION CITY			
														172.3	SOLOMON			
														186.6	SALINA			
														303.3	ELLIS			
														377.4	OAKLEY			
														429.8	SHARON SPRINGS			
														535.5	HUGO			
														640.4	DENVER			
															..... Thru Time.....		
															..... Average speed per hour.....		
														640.4	DENVER			
														659.5	BRIGHTON			
														686.6	LA SALLE			
															STERLING			
															JULESBURG			
															OMAHA			
															COUNCIL BLUFFS			
														743.5	BORIE			
														746.4	CHEYENNE			
															OGDEN			
															(1217.1)			

(2.50) 37.4 (21.15) (5.30)

(2.50) 37.4 (14.43) 38.0 (15.35) 35.8

(31.50) 38.6

..... 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.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 137 JANUARY 1, 1933	Distance from Cheyenne	FIRST CLASS						SECOND CLASS												
		22 Passenger	104 Passenger	170 Passenger	118 Passenger	12 Passenger	16 Passenger	538 Motor Passenger	154 Time Freight	154 Time Freight	154 Time Freight	252 Time Freight	370 Mixed	334 Mixed						
STATIONS																				
KANSAS CITY, MO.	746.4	A 8.35AM	A 4.30PM	A 8.45PM				A 5.55PM												
KANSAS CITY, KAN.	743.9	8.20	4.15	8.32				5.40			A 5.30AM									
LAWRENCE	706.8	7.30	3.20	7.40				4.35			2.45									
TOPEKA (North Topeka)	678.4	6.50	2.40	6.55				3.50			1.05									
MENOKEN	673.9	6.34	2.21	6.19				3.30			12.25AM									
MARYSVILLE								1.10PM												
BEATRICE								11.05AM												
VALPARAISO								9.10AM												
MANHATTAN	627.1	5.32	1.17	5.15							9.30PM									
JUNCTION CITY	606.9	5.00	12.40PM	4.40							8.00									
SOLOMON	574.1	3.50	11.35AM	3.40							6.30									
SALINA	559.8	3.30	11.10	3.20PM							6.00PM		A 3.00PM							
ELLIS	443.1	12.35AM	8.10							A 4.00AM	5.45AM		10.30AM							
OAKLEY	369.0	9.52PM	4.28							10.35PM			4.10							
SHARON SPRINGS	316.6	8.48	3.05							6.30PM			1.55AM							
HUGO	210.9	6.38	12.29AM							11.40AM			10.30PM							
DENVER	106.0	4.05PM	10.00PM							5.15AM			7.00PM							
..... Thru Time.....		(15.30)	(17.30)	(5.25)				(8.45)		(22.45)	(23.45)		(19.00)							
..... Average speed per hour.....		41.3	36.6	34.4				28.0					23.9							
DENVER	106.0	A 3.45PM			A 11.50AM	4.30PM	11.55PM		A 5.00AM			7.50PM		A 6.59PM						
BRIGHTON	86.9	3.12			11.06	4.56	12.27AM		3.00			8.27		6.20						
LA SALLE	59.9	2.40			10.21	5.30	1.15		2.05AM			9.30PM		5.42						
STERLING						7.25	3.40					12.40AM								
JULESBURG						8.50PM	5.30AM					4.25AM								
OMAHA						A 7.00AM	A 4.40PM					2.30AM								
COUNCIL BLUFFS												A 2.50AM								
BORIE									11.30PM											
CHEYENNE	0.0	1.15 12.55PM			8.35AM									4.05PM						
OGDEN		11.35PM																		
(1217.1)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily						

Thru Time..... (32.00) (3.15) (13.30) (15.45) (5.30) (30.00) (2.54)
 Average speed per hour..... 33.4 32.6 41.4 33.5

C. C. BARNARD, Superintendent
C. P. CAHILL, Assistant Superintendent
 J. M. GUILD, Trainmaster

F. R. JENKINS
 Chief Train Dispatcher
 P. GROOME
 Night Chief Train Dispatcher

H. KIRKPATRICK
 L. F. CREAGAN
 C. A. VICKROY
 J. H. WESNER
 L. E. CAMPBELL
 R. R. DICKSON
 J. J. BOWLIN
 E. E. CRUTCHFIELD

} Train
 Dispatchers,
 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

Length of sidings in feet, location of water, fuel, interlocking, plants, turning stations, scales and telephones.	WESTWARD				Distance from Kansas City	ELLIS SUBDIVISION				Distance from Deaver	EASTWARD			
	SECOND CLASS		FIRST CLASS			FIRST CLASS		SECOND CLASS						
	333 Mixed Daily	155 Time Freight Monday Wednesday Friday	101 Passenger Daily	21 Passenger Daily		104 Passenger	22 Passenger	370 Mixed	154 Time Freight					
2,310 WFTOP	8.10PM	6.00PM	4.55AM	12.05AM	303.3	DN-R ELLIS Rt	337.1	A 6.55AM	A 11.25PM	A 9.15AM	A 4.00AM			
2,933 F	f 8.19	6.35	5.04	12.14	308.4	5.1 RIGA	332.0	f 6.35	11.18	f 8.12	3.20			
2,567 F	f 8.29	6.50	5.12	12.22	313.7	5.3 OGALLAH	326.7	f 6.25	11.10	f 8.02	3.00			
2,423 WF	s 8.46	7.10	s 5.22	12.32	322.3	8.6 DN WAKEENEY W	318.1	s 6.10	s 10.59	s 7.42	2.24			
2,021 F	f 8.56	7.20	5.32	12.42	330.0	7.7 VODA	310.4	f 5.55	10.47	f 7.07	1.45			
1,670 WF	f 9.07	7.31	5.40	12.50	335.8	8.8 D COLLYER Jy	304.6	f 5.40	10.40	f 6.52	1.30			
2,464 F	s 9.20	7.55	s 5.49	12.59	343.3	7.5 D QUINTER Qn	297.1	s 5.23	10.32	f 6.27	12.59			
3,299 WF	f 9.36	8.08	5.57	1.07	350.9	7.6 BUFFALO PARK	289.5	f 5.11	10.24	f 5.57	12.25			
2,120 F	s 9.51	8.18	s 6.03	1.13	356.3	5.4 D GRAINFIELD Gf	284.1	s 5.01	10.18	f 5.23	12.10AM			
2,570 F	f 10.08	8.30	6.12	1.22	365.2	8.9 D GRINNELL Gd	275.2	f 4.48	10.08	f 4.58	11.45PM			
2,082 F	f 10.18	8.40	6.18	1.28	371.2	6.0 CAMPUS	269.2	f 4.38	10.00	f 4.38	11.20			
2,789 WFTF	s 10.35	9.05	s 6.25	1.43	377.4	6.2 DN OAKLEY Oq	263.0	s 4.28	s 9.52	s 4.10	10.35			
2,586 F	f 10.50	9.40	6.43	1.53	386.1	8.7 MONUMENT	254.3	f 4.10	9.40	f 3.32	9.40			
2,096 F	f 11.02	10.05	6.51	2.01	393.6	7.5 PAGE CITY	246.8	f 3.59	9.31	f 3.18	8.58			
2,155 YF	f 11.15	10.15	s 6.57	2.07	399.0	5.4 D WINONA Gw	241.4	f 3.51	9.25	f 3.07	8.10			
1,514	11.25	10.29	7.07	2.17	406.0	7.0 LISBON	234.4	3.40	9.16	2.47	7.45			
1,915 WF	f 11.29	10.35	7.10	2.20	408.4	2.4 MCALLASTER	232.0	f 3.36	9.13	f 2.42	7.40			
1,318 F	11.37	10.50	7.17	2.27	414.5	6.1 TURKEY CREEK	225.9	3.27	9.06	2.27	7.20			
2,038 F	f 11.47	11.05	7.24	2.36	421.1	6.6 WALLACE	219.3	f 3.19	8.59	f 2.12	7.05			
2,574 F	11.57PM	11.15	7.30	2.42	425.6	4.5 SOMENA	214.8	3.11	8.54	2.03	6.50			
1,722 WFTOP	A 12.05AM	A 11.45PM	A 7.40AM	A 2.50AM	429.8	4.2 DN-R SHARON SPRINGS Ps	210.6	3.05AM	8.48PM	1.55AM	6.30PM			

(3.55) 32.3 (5.45) 22.0 (2.45) 46.0 (2.45) 46.0 Thru Time (3.50) 33.0 (2.37) 48.3 (7.20) 17.3 (9.25) 13.3
 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Except No. 370 is superior to No. 155.

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. 137 JANUARY 1, 1933	Distance from Denver	FIRST CLASS			SECOND CLASS		
			155 Time Freight	333 Mixed	101 Passenger	21 Passenger	104 Passenger	22 Passenger				154 Time Freight	370 Freight				
			Tuesday Thursday Saturday	Daily	Daily	Daily											
1,722 WFTYP			2.00 AM	12.15 AM	7.50 AM	2.55 AM	429.8	DN-R SHARON SPRINGS Ps	210.6	A 2.55 AM	A 8.43 PM	A 5.20 PM	A 1.35 AM				
3,076 P			2.20	12.23	7.59	3.03	433.8	4.0 SUNLAND	206.6	2.47	8.33	5.03	1.25				
2,085 P			2.42	12.30	8.07	3.09	438.4	4.6 LAPAZ	202.0	2.42	8.28	4.53	1.18				
3,060 WP			3.14	f 12.38	f 8.13	3.14	441.8	3.4 D WESKAN Mo	198.6	f 2.37	8.24	4.40	f 1.12				
2,118 P			3.30	12.45	8.20	3.21	448.2	6.4 CHEMUNG	192.2	2.28	8.17	4.30	1.02				
2,078 P			3.45	f 12.54	8.26	3.27	453.4	5.2 ARAPAHOE	187.0	f 2.21	8.11	4.20	f 12.54				
2,611 P			4.00	1.00	8.33	3.33	458.2	4.8 SALIS	182.2	2.13	8.06	4.10	12.46				
2,613 WP			4.15	s 1.10	s 8.43	3.39	463.0	4.8 DN CHEYENNE WELLS Cw	177.4	s 2.06	8.00	3.56	s 12.38				
2,516 P			4.30	1.17	8.51	3.46	468.1	5.1 ASCALON	172.3	1.56	7.53	3.10	12.28				
2,630 P			4.45	f 1.25	9.01	3.53	473.5	5.4 FIRST VIEW	166.9	f 1.49	7.47	2.55	f 12.20				
2,567 P			5.00	1.36	9.11	4.02	482.3	8.8 ARENA	158.1	1.36	7.36	2.25	12.03 AM				
2,864 WFTYP			5.41	s 1.47	s 9.23	4.10	487.7	5.4 D KIT CARSON Kc	152.7	s 1.29	7.30	1.55	s 11.54 PM				
2,562 P			6.00	2.02	9.33	4.18	494.0	6.3 SORRENTO	146.4	1.19	7.23	1.30	11.39				
2,548 P			6.15	f 2.14	9.41	4.26	500.4	6.4 WILD HORSE	140.0	f 1.12	7.16	1.15	f 11.29				
2,559 P			6.30	f 2.28	9.50	4.35	507.8	7.2 AROYA	132.8	f 1.03	7.08	12.55	f 11.15				
2,555 P			6.50	f 2.48	10.00	4.45	518.0	10.4 BOYERO	122.4	f 12.51	6.57	12.25	f 10.59				
4,614 WP			7.10	f 3.02	10.10	4.55	526.3	8.3 CLIFFORD	114.1	12.40	6.48	12.10 PM	f 10.45				
3,983 WFTYP			A 7.55 AM	A 3.25 AM	A 10.20 AM	A 5.05 AM	535.5	9.2 DN-R HUGO Hu	104.9	12.29 AM	6.38 PM	11.40 AM	10.30 PM				

(5.55) 17.9 (3.10) 33.4 (2.30) 42.3 (2.10) 48.7 Thru Time..... (2.26) 43.4 (2.05) 50.7 (5.40) 18.6 (3.05) 34.3
 Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Except No. 370 is superior to No. 155.

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. 137 JANUARY 1, 1933	Distance from Denver	FIRST CLASS				SECOND CLASS			
	155 Time Freight	333 Mixed	97 C. R. I. & P. Freight	101 Passenger	7 C. R. I. & P. Passenger	21 Passenger	5 C. R. I. & P. Passenger				8 C. R. I. & P. Passenger	22 Passenger	6 C. R. I. & P. Passenger	104 Passenger	154 Time Freight	370 Freight	96 C. R. I. & P. Freight	
	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily											
3,983 WFTYP	8.45AM	3.35AM		10.25AM		5.10AM		535.5	DN-R HUGO Hu	104.9		A 6.33PM		A 12.24AM		A 11.25AM	A 10.20PM	
5,745 F	9.05	3.47		10.34		5.20		541.7	6.2 BAGDAD	98.7		6.21		12.14		11.00	10.05	
1,505 WP	9.20	3.57		10.41		5.27		547.9	6.2 LAKE	92.5		6.14		12.07		10.41	f 9.55	
2,386 F	9.35	s 4.07		s 10.50		s 5.33		550.5	(C. R. I. & P. Crossing) DN-R LIMON Mn	89.9		s 6.09		s 12.02AM		10.20	s 9.50	
			2.20AM		10.45AM		4.40AM	550.6	0.1 LIMON JUNCTION	89.8	A 1.15PM		A 11.15PM					A 3.30AM
2,580 F	10.00	f 4.21	2.45	11.00	10.55	5.43	4.51	556.6	6.0 RIVER BEND	83.8	1.05	5.59	11.06	f 11.52PM		10.00	f 9.37	3.15
2,530 YP	10.23	f 4.32	3.00	11.10	11.05	5.53	5.04	563.2	6.6 CEDAR POINT	77.2	12.55	5.49	10.58	11.43		9.45	f 9.28	3.00
2,456 F	10.33	f 4.38	3.10	11.16	11.11	5.59	5.12	567.1	3.9 BUICK	73.3	12.49	5.43	10.52	11.37		9.32	9.20	2.40
2,452 F	10.42	f 4.48	3.19	f 11.22	11.17	6.05	5.19	572.2	5.1 D AGATE Ax	68.2	12.42	5.36	10.45	f 11.30		9.20	f 9.08	2.28
2,391 F	10.52	4.56	3.29	11.29	11.24	6.12	5.28	578.1	5.9 LOWLAND	62.3	12.34	5.27	10.38	11.22		9.07	8.53	2.15
2,559 WFTYP	11.10	f 5.08	3.44	f 11.39	11.34	6.20	5.38	584.2	6.1 D DEER TRAIL Dx	56.2	12.27	5.19	10.31	f 11.14		8.52	s 8.43	2.00
2,529 F	11:42AM	5.19	3.59	11.47	11.42	6.28	5.48	590.1	5.9 PEORIA	50.3	12.19	5.11	10.23	11.06		8.35	8.31	1.40
2,553 F	12.12PM	f 5.31	4.09	f 11.55AM	11.50	6.36	5.59	596.6	6.5 D BYERS By	43.8	12.12	5.04	10.16	f 10.59		8.20	f 8.22	1.25
2,584 WP	12.45	f 5.41	4.20	f 12.04PM	11.59AM	6.45	6.07	602.5	5.9 D STRASBURG Sr	37.9	12.04PM 11.59AM	4.57	10.09	f 10.52		7.58	f 8.10	1.10
2,433 F	1.10	f 5.51	4.32	f 12.16	12.10PM	6.54	6.16	608.9	6.4 BENNETT	31.5	11.43	4.50	10.02	f 10.45		7.40	f 7.58	12.55
2,536 F	1.25	5.57	4.41	12.24	12.18	7.01	6.22	613.7	4.8 MANILA	26.7	11.37	4.44	9.56	10.39		7.20	7.48	12.45
2,477 WP	1.50	f 6.03	4.51	f 12.34	12.25	7.07	6.28	618.4	4.7 WATKINS	22.0	11.32	4.39	9.51	f 10.34		7.07	f 7.41	12.35
2,563 F	2.15	6.11	5.01	12.42	12.34	7.15	6.38	625.0	6.6 MESA	15.4	11.23	4.30	9.41	10.25		6.38 6.11	7.29	12.15
								628.1	3.1 MAGEE	12.3								
2,706 F	2.30	6.19	5.11	12.50	12.44	7.22	6.47	630.5	2.4 SABLE	9.9	11.17	4.22	9.33	10.17		5.47	7.19	12.05AM
								633.2	2.7 ROYDALE	7.2								
2,467 F	3.00	6.25	5.18	12.57	12.52	7.27	6.55	634.3	1.1 SANDOWN	6.1	11.12	4.17	9.28	10.12		5.40	7.13	11.55PM
								636.0	1.7 LOWRY	4.4								
WFTYP	A 3.50PM	A 6.40AM	A 5.30AM	A 1.05PM	A 1.01PM	A 7.35AM	A 7.05AM	638.2	2.2 PULLMAN	2.2	11.07AM	4.12PM	9.22PM	10.07PM		5.30AM	7.05PM	11.40PM
									(102.7)		Daily	Daily	Daily	Daily		Tuesday Thursday Saturday	Daily	Daily

(7.05)	(3.05)	(3.10)	(2.40)	(2.18)	(2.25)	(2.25)	..... Thru Time	(2.08)	(2.21)	(1.53)	(2.17)	(5.55)	(3.15)	(3.50)
14.5	33.3	27.7	38.5	38.6	42.5	36.2	..... Average speed per hour	41.1	43.7	46.5	44.9	17.4	31.6	22.4

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Except No. 370 is superior to No. 97 and No. 155.

WESTWARD

NORTHERN SUBDIVISION

SECOND CLASS

FIRST CLASS

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS							FIRST CLASS								Distance from Denver
	96 C. R. I. & P. Freight	155 Time Freight	252 Time Freight	370 Freight	319 Mixed	154 Time Freight	16 Passenger	104 Passenger	6 C. R. I. & P. Passenger	509 Motor Passenger	127 Passenger	12 Passenger	22 Passenger	8 C. R. I. & P. Passenger	21 Passenger	
	Daily	Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
IP	11.30PM					6.15PM	11.55PM	10.00PM	9.15PM	6.00PM	4.35PM	4.30PM	4.05PM	11.00AM	8.10AM	0.0
	11.35	11.00PM	7.50PM	7.00PM	6.20	5.15AM	12.01AM	10.04	9.20	6.07	4.40	4.35	4.10	11.05	8.15	1.8
WFTOP	A11.40PM	11.05	7.55	A 7.05PM	6.22	A 5.30AM	12.02	A10.07PM	A 9.22PM	6.09	4.41	4.36	A 4.12PM	A11.07AM	8.16	2.2
IP																4.9
		11.12	8.02		6.27		12.07		A 6.15PM	4.45	4.40				8.20	5.0
																6.0
4,544 F		11.17	8.07		6.31		12.11			4.48	4.43				8.24	8.1
2,779 F		11.22	8.12		6.35		12.14			4.51	4.46				8.27	11.3
2,547 F		11.27	8.17		6.39		12.17			4.54	4.49			f 8.31	14.1	16.7
																19.1
4,405 WTOP		11.37	8.27		6.46		12.27			5.01	4.56				8.41	19.1
F																22.8
4,561 F		11.52	8.42		6.56		f12.36			5.08	5.04				8.51	26.8
2,543 F		11.59PM	8.49		6.59		12.42			5.13	5.09			f 8.56	30.1	30.1
4,537 F		12.07AM	8.55		7.05		12.49			5.18	5.14			s 9.03	34.8	37.8
F																40.0
5,729 F		12.17	9.05		7.12		12.55			5.23	5.19			f 9.10	40.0	42.4
F																46.1
9,137 WFTIP		12.30	A 9.15PM		7.23		A 1.05AM			s 5.30	A 5.25PM				9.25	48.1
2,861 F		12.40			7.27					5.36				f 9.30	48.2	51.7
11,740 WTOP		12.48			s 7.35					s 5.45				s 9.43	51.7	54.0
TP																55.8
3,995 F		1.14			7.42					5.52				f 9.50	55.8	59.2
3,856 WF		1.21			7.47					f 5.58				s 9.57	59.2	59.3
IP																63.0
3,163 F		1.30			7.52					f 6.04				s10.04	63.0	65.0
F																66.8
3,172 WTP		1.40			7.56					6.10				f10.12	66.8	71.9
2,966 F		1.55			8.03					6.17				f10.21	71.9	77.0
4,623 F		2.10			8.10					6.24				f10.30	77.0	81.9
2,565 F		2.25			8.17					6.30				10.39	81.9	86.0
4,754 WFTIP		2.45			8.24					6.39				f10.49	86.0	90.4
4,625 F		3.00			8.32					6.47				10.57	90.4	94.4
2,555 F		3.17			8.40					6.55				11.05	94.4	97.8
4,625 WTP		3.30			8.48					7.05				11.13	97.8	103.1
3,953 IP																101.5
F		3.40			8.53					7.10				11.18	101.5	104.7
IP		3.50			9.00					7.18				11.23	104.7	106.0
WFTOP		A 4.30AM			A 9.05PM					A 7.25PM				A11.30AM	106.0	

Time-Table No. 137
JANUARY 1, 1933

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	
D	LUPTON	Up
	IONE	
	PLATTEVILLE	
	HOUSTON	
	GILCREST	
	PECKHAM	
DN-R	LA SALLE	Sa
	EVANS	
DN	GREELEY	Hg
	GREELEY JCT.	
	LUCERNE	
	EATON	
DN	G. W. CROSSING	Ur
D	AULT	A
	STAGE	
D	PIERCE	Ri
	NUNN	
	DOVER	
	DECKER	
DN	CARR	Cr
	WARREN	
	GLEASON	
DN	SPEER	S
DN	BORIE	Bo
	CORLETT JCT.	
DN	TOWER A	AY
DN-R	CHEYENNE	NY

(0.10) 13.2 (5.30) 19.3 (1.25) 31.3 (0.05) 4.8 (2.50) 37.4 (0.15) 1.6 (1.10) 39.5 (0.07) 18.9 (0.07) 18.9 (0.15) 20.0 (2.50) 37.4 (0.55) 50.2 (0.07) 18.9 (0.07) 18.9 (3.20) 31.8

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

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

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 137
JANUARY 1, 1933

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Cheyenne	FIRST CLASS									SECOND CLASS						
		15 Passenger	5 C. R. I. & P. Passenger	21 Passenger	118 Passenger	7 C. R. I. & P. Passenger	13 Passenger	101 Passenger	22 Passenger	516 Motor Passenger	290 Time Freight	251 Time Freight	154 Time Freight	97 C. R. I. & P. Freight	333 Mixed	155 Time Freight	334 Mixed
DN-R DENVER Ud	106.0	A 7.00AM	A 7.15AM	A 7.45AM	A 11.50AM	A 1.11PM	A 1.13PM	A 1.15PM	A 3.45PM	A 4.00PM				A 6.00AM	A 6.50AM		A 6.59PM
ND 36TH STREET Ra	104.2	6.52	7.07	7.37	11.43	1.03	1.05	1.08	3.37	3.53	A 12.30AM	A 5.00AM	A 5.00AM	5.35	6.45	A 5.00PM	6.54
PULLMAN	103.8	6.50	7.05AM	7.35AM	11.42	1.01PM	1.03	1.05PM	3.36	3.52	10.00PM	3.50	3.55	5.30AM	6.40AM	3.50PM	6.52
C. B. & Q. CROSSING	101.1																
SAND CREEK JCT.	101.0	6.41			11.35				3.30	3.45PM	9.32	3.35	3.40				6.46
ADAMS	100.0																
DUPONT	97.9	6.35			11.25				3.25		9.22	3.25	3.30				6.39
HAZELTINE	94.7	6.30			11.20				3.21		9.14	3.17	3.22				6.35
HENDERSON	91.9	6.26			11.15				3.18		9.07	3.10	3.15				6.26
NORTHWAY	89.3																
DN BRIGHTON Bi	88.9	f 6.18			11.06				3.12		8.52	2.55	3.00				6.20
POWARS	83.2																
D LUPTON Up	80.2	f 6.08			10.56				3.04		8.42	2.45	2.50				6.10
IONE	75.9	6.02			10.46				2.59		8.30	2.35	2.40				6.02
PLATTEVILLE	71.2	5.56			10.41				2.54		8.22	2.27	2.32				5.56
HOUSTON	68.2																
GILCREST	66.0	5.49			10.31				2.47		8.10	2.15	2.20				5.51
PECKHAM	63.6																
DN-R LA SALLE Sa	59.9	5.40AM			10.21				2.40		7.55	2.00AM	2.05				5.42
EVANS	57.8				10.11				2.33		7.27		1.29				5.36
DN GREELEY Hg	54.3				10.04				2.28		7.00		1.22				5.30
GREELEY JCT.	52.0																
LUCERNE	50.2				9.50				2.20		6.50		1.14				5.14
EATON	46.8				9.43				2.16		6.40		1.07				5.09
DN G. W. CROSSING Ur	46.7																
D AULT A	43.0				9.35				2.11		6.25		1.00				5.03
STAGE	41.0																
D PIERCE Ri	39.2				9.29				2.07		6.10		12.53				4.58
NUNN	34.1				9.22				2.02		5.46		12.45				4.52
DOVER	29.0				9.16				1.57		5.38		12.37				4.46
DECKER	24.1				9.11				1.52		5.30		12.29				4.41
DN CARR Cr	20.0				9.06				1.47		5.20		12.20AM				4.36
WARREN	15.6				8.59				1.42		5.05		11.58PM				4.30
GLEASON	11.6				8.54				1.37		4.55		11.50				4.25
DN SPEER S	8.2				8.49				1.32		4.45		11.43				4.20
DN BORIE Bo													11.30PM				
CORLETT JCT.	4.6				8.44				1.25		4.35						4.13
DN TOWER A AY	1.3				8.37				1.19		4.20						4.07
DN-R CHEYENNE N CY	0.0				8.35AM				1.15PM		4.15PM						4.05PM

Thru Time.....	(1.20)	(0.10)	(0.10)	(3.15)	(0.10)	(1.18)	(0.10)	(2.30)	(0.15)	(8.15)	(3.00)	(5.30)	(0.30)	(0.10)	(1.10)	(2.54)
Average speed per hour.....	34.6	13.2	13.2	32.6	13.2	35.5	13.2	42.4	20.0	12.6	14.8	18.4	4.4	13.2	0.3	36.5

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

WESTWARD

JULESBURG SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD				JULESBURG SUBDIVISION			EASTWARD								
	SECOND CLASS				FIRST CLASS			FIRST CLASS			SECOND CLASS					
				251 Time Freight	13 Passenger	15 Passenger	Distance from Julesburg	Time-Table No. 137 JANUARY 1, 1933	Distance from Denver	16 Passenger	12 Passenger	252 Time Freight				
			Daily	Daily	Daily		STATIONS									
3,919 WFTF			9.00PM	8.05AM	1.50AM	0.0	DN JULESBURG Jb	197.2	A 5.05AM	A 8.50PM	A 4.25AM					
						4.4	ADRIAN	192.8								
3,620 OP			9.13	8.15	2.05	7.3	D OVID Vi	189.9	f 4.46	8.34	3.30					
						11.2	HITT	186.0								
3,953 WF			9.25	8.26	2.16	14.6	D SEDGWICK zd	182.6	f 4.36	8.22	3.00					
						19.0	DORSEY	178.2								
4,952 P			9.39	8.37	2.28	22.8	RED LION	174.4	4.26	f 8.12	2.28					
						25.8	MARCOTT	171.4								
4,953 WF			9.55	8.50	2.40	30.1	D CROOK ck	167.1	f 4.16	8.02	1.40					
						34.2	TOBIN	163.0								
3,563 P			10.07	9.05	2.51	38.8	PROCTOR	158.4	f 4.05	7.50	1.22					
						41.1	POWELL	156.1								
						43.4	SELMA	153.8								
4,560 P			10.18	9.18	3.01	45.6	D ILIFF F	151.6	f 3.55	7.40	1.07					
						50.1	FORD	147.1								
3,755 P			10.29	9.28	3.11	53.5	HAYFORD	143.7	3.46	7.31	12.52					
						57.2	C. B. & Q. CROSSING	140.0								
4,663 WFTOP			A10.40PM	A 9.37AM	A 3.25AM	57.5	DN-R STERLING St	139.7	3.40AM	7.25PM	12.40AM					
							(57.5)		Daily	Daily	Daily					

(1.40) 34.5 (1.32) 37.5 (1.35) 36.3 Thru Time (1.25) 40.6 (1.25) 40.6 (3.45) 15.3
 Average speed per hour

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

WESTWARD

STERLING SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS				Distance from Julesburg	Time-Table No. 137 JANUARY 1, 1933	Distance from Denver	FIRST CLASS				SECOND CLASS		
		251 Time Freight	71 C. B. & Q. Freight		303 C. B. & Q. Mixed	13 Passenger	15 Passenger	301 C. B. & Q. Passenger					16 Passenger	304 C. B. & Q. Mixed	12 Passenger	302 C. B. & Q. Passenger	252 Time Freight	72 C. B. & Q. Freight
		Daily	Daily		Daily	Daily	Daily	Daily										
4,663 WFTOP		10.55PM	7.20PM		4.20PM	9.47AM	3.35AM	2.45AM	57.5	DN-R STERLING St	139.7	A 3.30AM	A 5.55AM	A 7.20PM	A 12.01AM		A 12.10AM	A 1.15AM
									61.7	HALL	135.5							
3,544 P		11.07	7.40		f 4.29	9.57	f 3.44	2.55	64.1	ATWOOD	133.1	f 3.13	f 5.44	7.10	11.49PM		11.54PM	12.55
									66.8	BETLAND	130.4							
3,545 WP		11.16	7.55		s 4.37	10.05	f 3.52	f 3.03	70.2	MERINO	127.0	f 3.03	s 5.34	7.02	f 11.37		11.42	12.43
									72.1	BETA	125.1							
6,852 P		11.30	8.05		f 4.44	10.10	f 3.59	3.10	76.0	MESSEX	121.2	f 2.50	f 5.24	6.56	11.30		11.30	12.33
									78.4	BALZAC	118.8	2.47	5.20	6.53	11.27		11.14	12.27
2,952 P		11.38	A 8.30PM		A 4.51PM	10.16	f 4.06	A 3.16AM	81.0	DN UNION Un	116.2	f 2.44	5.15AM	6.50	11.23PM		11.10	12.20AM
									82.8	COOPER	114.4							
4,549 WP		11.46				10.23	f 4.14		87.0	D SNYDER Sn	110.2	f 2.35		6.43			11.02	
2,570 P		11.56PM				10.30	4.22		93.8	DODD	103.4	2.27		6.36			10.52	
									96.9	HURLEY	100.3							
4,536 WFP		12.10AM				s 10.40	s 4.30		98.6	DN FORT MORGAN Fm	98.6	s 2.21		s 6.30			10.45	
1,870 P		12.23				10.50	4.39		106.0	NARROWS	91.2	2.10		6.19			10.35	
3,754 P		12.28				10.53	f 4.42		109.0	D WELDONA Dn	88.2	f 2.07		6.16			10.31	
1,112 P		12.37				10.59	f 4.48		114.2	GOODRICH	83.0	f 2.01		6.09			10.24	
3,746 WP		12.43				11.03	f 4.52		117.7	ORCHARD	79.5	f 1.57		6.06			10.18	
									121.4	SUBLETTE	75.8							
2,951 P		12.53				11.11	f 5.00		124.8	MASTERS	72.4	f 1.49		5.59			10.08	
2,957 P		1.01				11.17	5.06		130.2	CANTON	67.0	1.43		5.53			10.00	
5,751 WP		1.09				11.23	f 5.12		135.4	D HARDIN Hr	61.8	f 1.37		5.47			9.52	
									139.1	KUNER	58.1							
3,758 P		1.25				11.33	f 5.22		143.1	D KERSEY Kr	54.1	f 1.25		5.39			9.42	
									147.2	AUBURN	50.0							
9,137 WFTTP		A 1.40AM				A 11.45AM	A 5.35AM		151.1	DN-R LA SALLE Sa	46.1	1.15AM		5.30PM			9.30PM	
										(93.6)		Daily	Daily	Daily	Daily		Daily	Daily

(2.45) 84.0 (1.10) 20.1 (0.31) 45.5 (1.58) 47.6 (2.00) 46.8 (0.31) 45.5 Thru Time (2.15) 41.6 (0.40) 35.2 (1.50) 51.0 (0.38) 37.1 (2.40) 35.1 (0.55) 25.6
 Average speed per hour
 Block Signals

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

WESTWARD		BOULDER BRANCH		EASTWARD				
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS		Distance from Brighton	Time-Table No. 137 JANUARY 1, 1933		Distance from Boulder	FIRST CLASS	
	515 Motor Passenger	Daily		STATIONS	516 Motor Passenger		Daily	
								515	516
4,405 WTOP			0.0	DN BRIGHTON Bi	27.6			
			4.2	4.2 YOXALL	23.4			
2,043 YP	12.40PM		8.1	D-R ST. VRAINS Vs	19.5	A 3.17PM		
			8.1	0.0 U. P. CROSSING	19.5			
	f 12.45		10.9	2.8 R STATE COAL MINE JCT.	16.7	f 3.09		
	12.47		11.4	0.5 PARKDALE JCT.	16.2	3.07		
WTF	12.53		15.1	3.7 ERIE	12.5	s 3.02		
			15.1	0.0 C. B. & Q. CROSSING	12.5			
	f 12.57		16.4	1.3 TABOR	11.2	f 2.59		
			17.8	1.4 LEYNER	9.8			
	f 1.04		19.6	1.8 LIGGETT	8.0	f 2.53		
			22.1	2.5 WHITE ROCK	5.5			
	f 1.13		24.0	1.9 VALMONT	3.6	f 2.46		
			26.0	2.0 C. & S. CROSSING	1.6			
WT	1.20		26.1	0.1 ARA	1.5	2.40		
1,850 F	A 1.30PM		27.6	1.5 DN-R BOULDER Br	0.0	2.35PM		
				(27.6)		Daily		
	(0.50) 23.4			..... Thru Time..... Average speed per hour.....	(0.42) 27.8			

Time shown at Boulder is for information only. Trains are governed by Colorado and Southern time-table and rules while using their tracks between Ara and Boulder.

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. 137 JANUARY 1, 1933		Distance from Briggsdale	SECOND CLASS	
	193 Local Freight	191 Local Freight		STATIONS	192 Local Freight		194 Local Freight	
								193	194
11,740 WTOP	10.00AM	10.00AM	0.0	DN-R GREELEY Hg	28.1	A 1.40PM	A 12.45PM	
			2.3	2.3 GREELEY JCT.	25.8			
1,753 YP	A 10.20AM	10.20	6.0	3.7 CLOVERLY	22.1	s 1.20	12.25PM	
		f	8.4	2.4 ALDEN	19.7	f		
2,061 F		f 10.33	10.4	2.0 GILL	17.7	f 1.05		
		f	13.1	2.7 MATTHEWS	15.0	f		
1,551 F		f 10.47	14.5	1.4 BARNESVILLE	13.6	f 12.45		
1,550 WF		f 10.59	18.6	4.1 CORNISH	9.5	f 12.30		
1,950 F		f 11.13	23.2	4.6 FOSSTON	4.9	f 12.10PM		
1,558 YP		A 11.25AM	28.1	4.9 D BRIGGSDALE Bg	0.0	11.55AM		
				(28.1)		Monday Wednesday Friday	Tuesday Thursday Saturday	
	(0.20) 18.0	(1.25) 19.8		..... Thru Time..... Average speed per hour.....	(1.45) 16.0	(0.20) 18.0		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except No. 510 is superior to No. 511. No. 512 is superior to No. 513.

WESTWARD		FORT COLLINS BRANCH		EASTWARD					
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS		Distance from Dent	Time-Table No. 137 JANUARY 1, 1933		Distance from Buckeye	FIRST CLASS		
	509 Motor Passenger	513 Motor Passenger		511 Motor Passenger	STATIONS		510 Motor Passenger	512 Motor Passenger	514 Motor Passenger
1,086 WTP	7.15PM	12.08PM	9.43AM	0.0	N DENT Fd	41.7	A 9.00AM	A 11.27AM	A 5.12PM
	f 7.20	f 12.14	f 9.48	1.7	1.7 MILLIKEN	40.0	s 8.52	f 11.19	f 5.04
				2.0	0.3 G. W. CROSSING	39.7			
1,974 F	f 7.28	12.22	9.55	7.3	5.3 KOENIG	34.4	f 8.44	11.11	4.56
				9.0	1.7 G. W. CROSSING	32.7			
	f 7.31	12.30	10.00	9.1	0.1 KELIM	32.6	f 8.41	11.06	4.51
	f 7.38	12.36	10.06	13.5	4.4 BOYD LAKE	28.2	f 8.35	11.00	4.43
	f 7.43	12.41	10.11	16.4	2.9 REDMOND	25.3	f 8.29	10.54	4.36
2,155 F	f 7.49	12.47	10.17	19.5	3.1 HARMONY	22.2	f 8.24	10.49	4.30
7,500 WFTYOP	A 8.00PM	A 1.00PM	A 10.30AM	25.0	5.5 D-R FORT COLLINS Fc	16.7	8.15AM	10.40AM	4.20PM
				25.2	0.2 C. & S. CROSSING	16.5			
				25.3	0.1 C. & S. CROSSING	16.4			
				27.9	2.6 POUDRE	13.8			
				30.0	2.1 BOETCHER	11.7			
				32.6	2.6 REMINGTON	9.1			
1,555 F				34.6	2.0 PORTNER	7.1			
1,925 F				38.5	3.9 RIPPLE	3.2			
1,551 YP				41.7	3.2 BUCKEYE	0.0			
					(41.7)		Daily	Daily	Daily
	(0.45) 33.3	(0.52) 28.8	(0.47) 31.9		..... Thru Time..... Average speed per hour.....	(0.45) 33.3	(0.47) 31.9	(0.52) 28.8	

At Dent, Nos. 510, 511, 512, 513 and 514 need not go to depot, and will use west leg of wye as Fort Collins Branch main track.

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. 137 JANUARY 1, 1933		Distance from Purcell	SECOND CLASS	
	193 Local Freight	191 Local Freight		STATIONS	194 Local Freight			
							193	194
1,753 YP			0.0	193 Local Freight				
			2.2	Tuesday Thursday Saturday				
			3.1	10.20AM				
1,552 F			5.1					
1,550 F			8.8	f 10.40				
			11.2	f 10.55				
1,540 YP			13.6	f 11.05				
				A 11.15AM				
				(13.6)				
	(0.55) 14.8			..... Thru Time..... Average speed per hour.....	(0.55) 14.8			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except No. 510 is superior to No. 511. No. 512 is superior to No. 513.

SPECIAL RULES

COLORADO DIVISION

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

TRAIN	STOPS	PASSENGERS FOR
12	Between Denver and LaSalle.	Beyond LaSalle.
12	Between LaSalle and Sterling.	Sterling and beyond.
13	Between Sterling and LaSalle.	LaSalle and beyond.
21	Between Ellis and Denver.	Sleeping car passengers beyond Granger.
22	Between Sharon Spgs. and Ellis.	East of Salina.
127	Between Denver and Cheyenne.	Cheyenne and beyond.

TRAIN	STOPS	PASSENGERS FROM
12	Between LaSalle and Sterling.	LaSalle and beyond.
13	Between Sterling and Denver.	Sterling and beyond.
22	Cheyenne Wells.	Denver.
22	Between Cheyenne and Denver.	Beyond Granger.
334	Between Cheyenne and Denver.	Cheyenne and beyond.
127	Between Denver and Cheyenne.	Denver 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. Vrains —all Boulder Branch trains when an operator is on duty.

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

- At Pullman
- At Sand Creek Jct.
- At Dent—Nos. 510, 511, 512, 513 and 514
- At Buckeye
- At Cloverly
- At Purcell

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 St. Vrains
- At Dent—trains to or from Fort Collins Branch
- At Briggsdale

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 36th Street by the only section of second 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 No. 516 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, No. 319, 333, 334 and 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	{ Denver, including Pullman and Sand Creek Jct.	Julesburg	Ara
Wakeeney		Sterling	{ Dent, including Milliken
Oakley			
Sharon Springs	{ Brighton La Salle Greeley Eaton Speer	St. Vrains, including Frederick and Firestone	{ Fort Collins, including Poudre and Boettcher
Cheyenne Wells			
Kit Carson			
Hugo		State Coal Mine Jct., including Parkdale Jct.	Buckeye
Limon			
Deer Trail			

93 (S). At La Salle, before moving from Dent Subdivision to Northern Subdivision thru east cross-over, stop before passing Signal M-501 until switches are lined, and be governed by indication of the signal.

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.....A. C. Webster
- Sharon Springs.....Muhlheim's
- Limon.....H. V. Keller
- Denver.....Hansen & Hansen, Inc.
- Brighton.....J. L. Faulkner
- Greeley.....C. E. Kinney
- Cheyenne.....J. Burri Jewelry Co.
- Julesburg.....Ed H. Humpal
- Sterling.....W. J. Headrick
- Boulder.....J. W. Crowder
- Fort Collins.....C. W. Hodgson

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
- 29th Street.....Yard Office
- 36th Street.....Telegraph Office
- Pullman (Roundhouse).....Engine Dispatchers' Office
- Brighton.....Telegraph Office
- La Salle.....Telegraph Office
- Greeley.....Telegraph Office
- Cheyenne.....Dispatchers' Office
- Cheyenne.....Telegraph Office
- Cheyenne.....Conductors' Room, Passenger Station
- Cheyenne.....Yard Office
- Julesburg.....Telegraph Office
- Sterling.....Telegraph Office
- Fort Collins.....Telegraph Office

9 (R). Switch lights will not be kept burning at night and trains must approach all facing point switches prepared to stop and must know that the switches are in proper position before passing over them at the following locations:

- On Boulder Branch, west of Parkdale Jct.;
- On Greeley Branch, Cloverly and west;
- On Pleasant Valley Branch;
- On Fort Collins Branch, west of Fort Collins.

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.

11 (R). Between Pullman and Ellis, where color light block signals are in service, yellow fuseses must not be used, and when a fusee of any color is found burning on or near the track, it must not be passed until burned out.

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.

U. S. HOSPITAL BRANCH		
Distance from Sable	Time-Table No. 137	Distance from Bunell
	JANUARY 1, 1933	
	STATIONS	
	SABLE	1.6
1.6	BUNELL	

PURITAN BRANCH		
Distance from Parkdale Jct.	Time-Table No. 137	Distance from End of Track
	JANUARY 1, 1933	
	STATIONS	
	PARKDALE JCT.	3.1
1.9	PURITAN	1.2
3.1	END OF TRACK	

RIPPLE BRANCH		
Distance from Ripple	Time-Table No. 137	Distance from End of Track
	JANUARY 1, 1933	
	STATIONS	
	RIPPLE	2.3
2.2	ORCUTT	0.1
2.3	END OF TRACK	

COLORADO DIVISION

SPECIAL RULES

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.

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.		
Pullman	U. P. out-bound main track.		Trains and engines from Denver Subdivision must not cross over Northern Subdivision out-bound main track until signal No. 6381 indicates proceed. If a train or engine is seen approaching, they must not proceed until that train or engine has passed over or is stopped. See rule 511, 511(A), 511(B), D-511.
Denver 36th Street	U. P. out-bound main track.		Trains and engines arriving at 36th Street must not cross over out-bound 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 or engine is seen approaching they must not proceed until that train or engine 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, 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, trains and engines may proceed.
Sand Creek Junction (M. P. 4.9)	C.B.&Q.	U. P.	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
Cheyenne (M. P. 510.8)	Westward Wyo. Div. freight trains cross Colo. Div. main track and Wyo. Div. No. 2 track. Eastward Wyo. Div. freight trains cross Colo. Div. main track.		Interlocking Plant.
St. Vrains (M. P. 22.2)	U. P.	Dent Subdivision.	Gate.
Wild Cat (M. P. 40.9)	G. W.	U. P.	Gate.
Julesburg (M. P. 365.4)	Nebr. Div.		Interlocking Plant.
Sterling (M. P. 57.2)	C. B. & Q.	U. P.	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.	
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.	Gate.
Kelim (M. P. 9.0)	G. W.	G. W.	
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.	Gate.

98 (T). Relative to Rule 98 (B), the view is obstructed at all times at the following crossings:

- At Limon, for all eastward and westward trains;
- At Erie, for all westward trains;
- At Ara, for all eastward and westward 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 Ellis, Hugo, Denver, Sterling and Julesburg Subdivisions, 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 as follows:

- When necessary to take cars to or from a spur;
- On work trains;
- On coal runs, between St. Vrains and Parkdale Jct.

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 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, on either yard or main tracks, except as follows:

- When the switches to be passed over can be plainly seen to be properly lined;
- Where the movement is over a crossing protected by a crossing watchman on duty. See Rule 802 (A);
- Between Denver and Sand Creek Jct., continuous main track movements;
- At Denver, on stock yard lead, at Lafayette Street;
- At Fort Collins, continuous main track movements between passenger depot and roundhouse.

Employees are prohibited from riding on engines or cars as follows:

- 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;
- On leading footboard while coupling engine to cars;
- On engine pilots;
- On deadwood, drawbars, brake beams, journal boxes, or brake wheels;
- On end of cars containing loads which may shift.

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.

103 (C). A trainman, when one available, must ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

104 (F). Spring switches are indicated by a letter "S" on switch target, and trains moving against the current of traffic must stop and examine switch points before passing over them.

After a train or engine has started through a spring switch, the switch must be set by hand for tracks over which movement is being made before a reverse movement is made, or before backing up to take slack.

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, it must be ascertained whether or not these tracks are occupied and movements made in accordance with the conditions.

SPECIAL RULES

COLORADO DIVISION

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 cabooses. Freight engines used in passenger service on branches, must not exceed the speed specified for those engines in freight service.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
At any point.	70	45	
At any point.	45		With freight engines.
At any point.	45	45	Light engines.
At any point.	40	25	Passing coaling stations.
At any point.		35	Trains handling any gravel loaded in Hart Convertible (wooden) cars, when total gravel does not exceed 50% of tonnage.
At any point.		25	On any train when more than 50% of the tonnage is gravel.
At any point.	30	30	Trains handling system or foreign scale test cars.
At any point.	20	20	Engines backing up with or without cars.
At any point.	5	5	On tracks laid with rail weighing less than 70 pounds per yard, with engines weighing more than 172,000 pounds on drivers.
Within yard limits.	40	25	Speed must be as much slower as conditions may require.
On heavy curves.	30	30	With U. P. 9000 class engines.
Over spring switches.	15	15	When using turnouts.
Over spring switches.	20	20	When not using turnouts, but where switch points will be caused to oscillate under such movement.
Over spring switches.	20	20	When not using turnout, but when movement is over facing point switch.
On sidings.	15	15	Speed must be as much slower as rules or conditions may require.
On wye tracks.	10	10	
When using crossovers or turnouts.	6	6	With Mikado, Mallet type, and U. P. 5000 and 9000 class engines.
Ellis Subdivision.		40	Account of curves of 3 degrees or over as follows: Between M. P. 305.36 and M. P. 307.04. Between M. P. 331.70 and M. P. 332.10. Between M. P. 335.03 and M. P. 337.01. Between M. P. 405.48 and M. P. 405.80.
Hugo Subdivision.		40	
Denver Subdivision.	20	40	Over culvert 536.71.
	50	30	Between Cedar Point and Buick. Account of curves of 3 degrees or over as follows: Between M. P. 558.00 and M. P. 559.24. Between M. P. 587.19 and M. P. 589.10.
U. S. Hospital Branch.	10	10	With 2400, 3600, and 5000 class engines.
Northern Subdivision.	20	20	Within city limits Brighton.
	5	5	All Great Western Railway tracks at Eaton.
	50	30	Between M. P. 92 and M. P. 97.
Cheyenne, over switches on old stock yard track near Crow Creek bridge.	15	15	Speed must be as much slower as conditions may require.
Sterling Subdivision.	60	40	Between M. P. 59 and M. P. 68.
Dent Subdivision.	50	45	With 3600, 5000, and 9000 class engines.
		20	Over Bridge 46.14 with 3600, 5000 and 9000 class engines.
	20	20	Between M. P. 50.10 and M. P. 50.30.
Wild Cat.	25	25	Over Great Western Crossing.

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
Boulder Branch.	30	20	
Between Brighton and St. Vrain.	15	15	With 200 and 300 class engines.
Between St. Vrain and Parkdale Jct.	15	15	With 3600 and 5000 class engines.
Between Parkdale Jct. and Erie.	15	15	With 200 and 300 class engines.
Fort Collins Branch.	45		With motor trains.
Fort Collins Branch.	35	25	
Fort Collins.	15	15	Within city limits.
Between Fort Collins and Buckeye.	25	25	
Greeley Branch.	30	20	With 200 class engines.
	15	15	With 200 class engines.
Pleasant Valley Branch.	30	20	
	15	15	With 200 class engines.
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 Rule 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 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.

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 in movements through interlocking plants, the following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

At Julesburg:	
Westward main track to Colorado Division,	— o
Colorado Division to eastward main track,	— o
Westward main track Nebraska Division to eastward main track Nebraska Division,	o — o
Eastward main track Nebraska Division to westward main track Nebraska Division,	o — o
Colorado Division to westward main track,	o — o

674 (R). Continued.

At Sterling:	
For main track,	—
For diverging route,	— o
For stockyards track,	o — o —
At Eaton:	
For main track,	—
For house track,	— o
For factory lead,	o — o
At Tower A, Cheyenne:	
Stock yard,	— o —
Colorado Division main track,	— o
New yard south lead,	— o —
Wyoming Division eastward main track,	o — o
Wyoming Division westward main 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:

- Persons in charge of live stock or other freight when provided with proper transportation.
- Employes with annual pass or with trip pass so endorsed.
- 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)
191-192	—On Greeley Branch
193-194	—On Pleasant Valley Branch.

Agents and conductors must notify passengers that local freight or mixed trains will stop with cabooses 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, between Dent and Milliken and (with passenger motor cars) between roundhouse and passenger station at Fort Collins, 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, (except with passenger motor cars, where it will be permissible for trainman to ride in leading end of 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.

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

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

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 (except steel underframe cars may be placed near head end when so requested by attendant in charge);
- 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 (S). Cars must not be handled behind caboose as follows:

- Between Cheyenne and Speer —Eastward;
- Between Carr and 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 moves by, 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). 3600, 5000, 7000, and 9000 class engines must not go on the following tracks account 60 pound rail:

- Ogallah —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 between windmill and west switch;
- Winona —Wye tracks;
- Winona —Stockyard track;
- Lisbon —Passing 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;
- Lapas —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;
- 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 —Storage track No. 4;
- Greeley —Repair track;
- Greeley —C. & S. connection, between 5th and 6th Streets;
- 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

COLORADO DIVISION

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. Vrains —Storage track 13 car lengths east of east switch of elevator;
- 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 —Tipple tracks;
- Gowanda —Stockyard track;
- Hanbury —Beet track;
- Bunell —All side tracks;
- Puritan —Eureka spur.

When absolutely necessary, 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;
- 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;
- Powars —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 crossover switch near Fourth Street 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 between Chestnut Street and a point opposite west interlocking derail;
- Sterling —Yard track No. 2 through west switch;
- Sterling —Yard track No. 3 through west switch;

896 (R). Continued.

- Sterling —Yard track No. 4;
- Sterling —Hog yard track;
- Sterling —Through crossover between main track and yard track No. 1 east of depot;
- Sterling —East roundhouse lead, between Chestnut Street and east switch of caboose track;
- 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 —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. Vrains —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 23rd Street 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;
- 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 —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 Hugo, trains and engines must not go on scale track.

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 U. S. Hospital Branch.

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.
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.....	Block Signal 13.....	Side.
Denver.....	Block Signal 22.....	Side.
Denver.....	Block Signal 24.....	Side.
Denver.....	Trolley wire, 47th Ave. & York St.	Top.
M. P. 15.58.....	Bridge.....	Side.
M. P. 16.36.....	Bridge.....	Side.
Brighton.....	Block Signal 192.....	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.
Speer.....	Standpipe.....	Side.
Dent Subdivision.		
St. Vrains.....	Standpipe.....	Side.
Dent.....	Standpipe.....	Side.
All Coal Mines.....	Tipples, box car loaders, engine-houses, and other structures.....	Side and top.

Employes must not ride on top or on side ladders of cars being moved by or under tipples or other structures at coal mines.

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 remedied.

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.

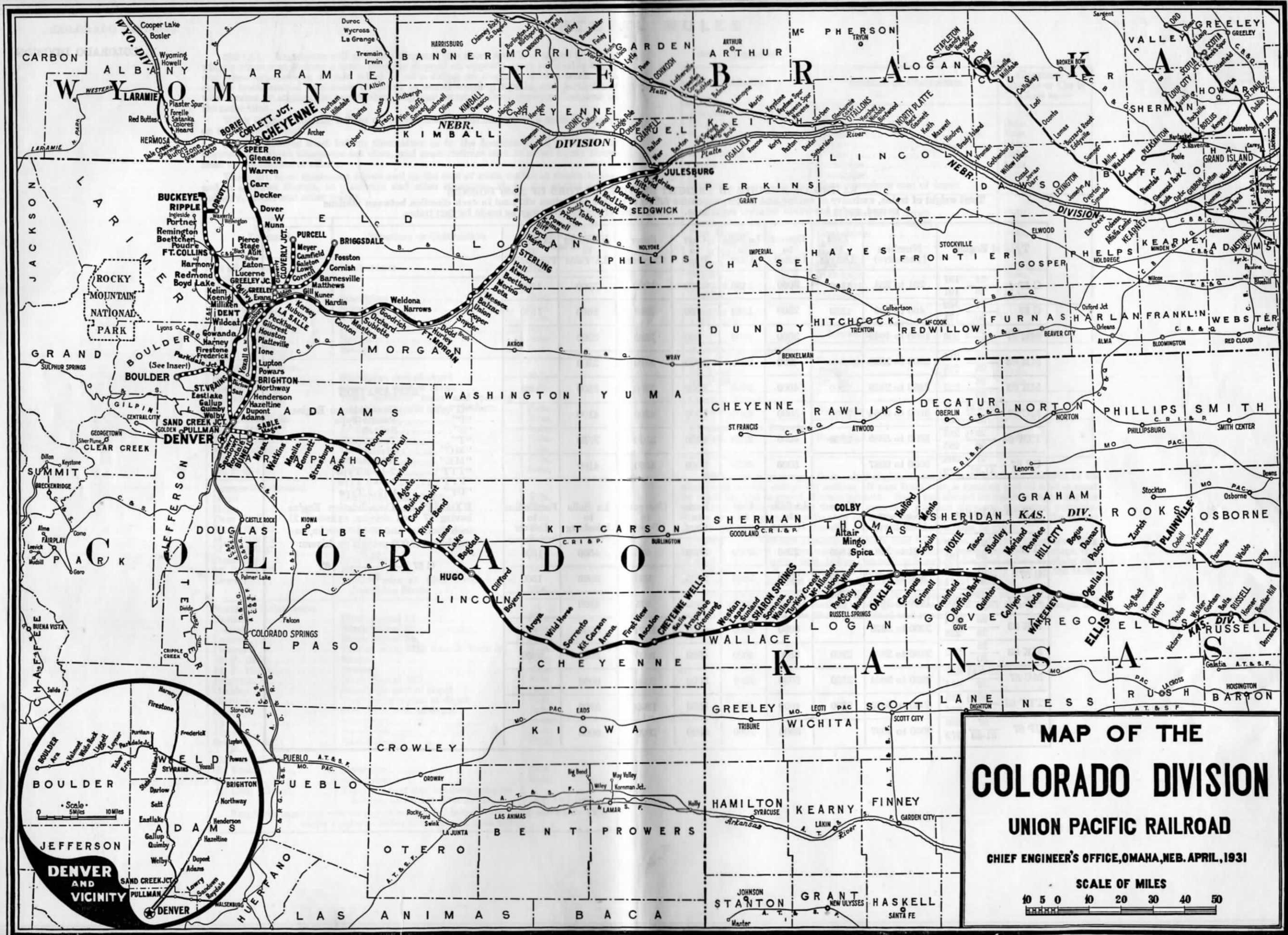
Type of Engine	Numbers (Inclusive)	Ellis to Denver	Denver to La Salle	La Salle to Carr	Carr to Borie	Speer to Cheyenne	Julesburg to La Salle	Denver to Fort Collins
C 57 $\frac{22}{30}$ 187 21 162 30 171	201 to 358	1500	3000	1450	850	3000	2000	1600
C 57 $\frac{21}{30}$ 162 30 171	400 to 499	1350	2500	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 28 228	2200 to 2320		3000	2000	1000	3500	2500	
MK 63 $\frac{26}{30}$ 222	2480 to 2499	2200	4000	2400	1000	3500	3500	3000
MC 57 $\frac{26 \& 41}{32}$ 457 32 464	3600 to 3664	3500	5000	4000	3000	4500	4100	
TTT 63 $\frac{29\frac{1}{2}}{30}$ 285 30 295	5000 to 5089	2700	4000	3000	1600	3500	3750	
UP 67 $\frac{27}{31-32}$ 368 31-32 372	9000 to 9087		5000	4000	3000	4500	4100	
Type of Engine	Numbers (Inclusive)	Denver to Ellis	La Salle to Denver	Carr to La Salle	Borie to Carr	Cheyenne to Speer	La Salle to Julesburg	Fort Collins to Denver
C 57 $\frac{22}{30}$ 187 21 162 30 171	201 to 358	1500	2200	3000	3000	975	4500	1600
C 57 $\frac{21}{30}$ 162 30 171	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 28 228	2200 to 2320		3000	4000	4000	1000	5000	
MK 63 $\frac{26}{30}$ 222	2480 to 2499	2200	3500	4000	4000	1000	5000	3000
MC 57 $\frac{26 \& 41}{32}$ 457 32 464	3600 to 3664	3500	5000	5000	5000	2000	6000	
TTT 63 $\frac{29\frac{1}{2}}{30}$ 285 30 295	5000 to 5089	2700	4000	4000	4000	1300	5200	
UP 67 $\frac{27}{31-32}$ 368 31-32 372	9000 to 9087		5000	5000	5000	2000	6000	

EXPLANATION

- "C" ----- Consolidation Engines
- "P" ----- Pacific Type
- "S" ----- Switch
- "T" ----- Ten Wheelers
- "MC" ----- Mallet
- "MK" ----- Mikado Type
- "TTT" ----- 2-10-2 Type
- "FTT" ----- 4-10-2 Type
- "UP" ----- 4-12-2 Type

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

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



**MAP OF THE
COLORADO DIVISION
UNION PACIFIC RAILROAD**

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

SCALE OF MILES

0 5 10 20 30 40 50

DENVER AND VICINITY

Scale 5 Miles 10 Miles