



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

UNION PACIFIC SYSTEM
 UNION PACIFIC RAILROAD COMPANY



Colorado Division
TIME-TABLE
No. 145
Effective Sunday,
January 20, 1935
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. 145 JANUARY 20, 1935
333 Mixed	319 Mixed	251 Time Freight	155 Time Freight	155 Time Freight	557 Motor Passenger	127 Passenger	11 Passenger	15 Passenger	101 Passenger	21 Passenger	103 Mixed		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
												0.0	KANSAS CITY, MO.
				7.00 PM								2.5	KANSAS CITY, KAN.
				8.00								39.6	LAWRENCE
				9.00								68.0	TOPEKA (North Topeka)
				9.10								71.8	MENOKEN
				10.55 PM								119.3	MANHATTAN
				12.20 AM								139.5	JUNCTION CITY
				1.49								172.3	SOLOMON
4.00 PM				3.30 AM								186.6	SALINA
7.30				A 2.00 PM								303.3	ELLIS
9.55												377.4	OAKLEY
11.45 PM												429.8	SHARON SPRINGS
3.00 AM												535.5	HUGO
A 6.50 AM												640.4	DENVER
(15.50)				(19.00)									..... Thru Time..... Average speed per hour.
	6.00 PM	A 4.00 AM	6.30 AM		4.00 PM	5.45 PM	A 1.13 PM	A 7.00 AM				640.4	DENVER
	6.30	2.15	6.57		4.37	6.08	12.32 PM					659.5	BRIGHTON
	7.07	1.15 AM	7.35		5.40	6.34	11.55 AM	5.15				686.5	LA SALLE
		10.20 PM					9.47	3.00					STERLING
		8.30 PM					8.00 AM	1.45 AM					JULESBURG
		9.00 AM					11.40 PM	4.25 PM					OMAHA
		8.45 AM											COUNCIL BLUFFS
		A 9.30 AM					A 7.55 PM					743.5	BORIE
	9.05 PM											746.4	CHEYENNE
	A 6.20 PM											Via Ch'ne 1229.5	OGDEN
													(1217.1 Via Borie)

(24.20) (20.00) (3.00) (4.20) (2.10) (14.33) (15.35) (31.25) Thru Time
From Omaha 24.5 47.6 38.4 35.9 39.1 .. Average speed per hour

MILEAGE COLORADO DIVISION
Main Line..... 640.27
Branches..... 117.82
Total..... 758.09

N. A. WILLIAMS,
General Manager

G. L. WHIPPLE,
General Superintendent Transportation

W. C. WOLCOTT, Superintendent... Denver, Colo.
C. P. CAHILL, Assistant Superintendent... Denver, Colo.
J. M. GUILD, Trainmaster..... Denver, Colo.

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.

F. R. JENKINS
Chief Train Dispatcher

P. GROOME
Night Chief Train Dispatcher

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 145 JANUARY 20, 1935	Distance from Cheyenne	FIRST CLASS						SECOND CLASS						
		22 Passenger	104 Passenger	170 Passenger	118 Passenger	12 Passenger	16 Mixed	558 Motor Passenger	250 Time Freight	154 Time Freight	252 Time Freight	370 Mixed	334 Mixed	
STATIONS														
KANSAS CITY, MO.	746.4	A 8.00 AM	A 4.30 PM	A 8.45 PM										
KANSAS CITY, KAN.	743.9	7.47	4.15	8.30										
LAWRENCE	706.8	7.00	3.20	7.40										
TOPEKA (North Topeka)	678.4	6.25	2.40	6.55										
MENOKEN	674.6	6.11	2.25	6.19										
MANHATTAN	627.1	5.12	1.15	5.15										
JUNCTION CITY	606.9	4.40	12.35 PM	4.40										
SOLOMON	574.1	3.40	11.35 AM	3.37										
SALINA	559.8	3.20	11.10	3.15 PM										
ELLIS	443.1	12.35 AM	8.10											
OAKLEY	369.0	9.55 PM	4.36											
SHARON SPRINGS	316.6	8.43	3.05											
HUGO	210.9	6.40	12.30 AM											
DENVER	106.0	4.25 PM	10.00 PM											
..... Thru Time..... Average speed per hour.		(14.35) 43.9	(17.30) 36.6	(5.30) 33.9									(23.35)	(19.25)
DENVER	106.0	A 4.00 PM			A 10.30 AM	5.00 PM	11.55 PM	A 10.20 AM	2.30 PM	A 3.00 AM	3.00 AM			A 7.25 PM
BRIGHTON	86.9	3.27			9.57	5.23	12.22 AM	9.33	2.57	2.05	3.27			
LA SALLE	59.9	2.55			9.22	6.00	1.05	8.40	3.38	1.10	4.03			5.50
STERLING						7.50	3.35		5.50		6.05			
JULESBURG						9.15 PM	4.55 AM		A 7.10 PM		7.15 AM			
OMAHA						A 6.50 AM	A 3.25 PM				11.30 PM			
COUNCIL BLUFFS											A 11.52 PM			
BORIE											11.00 PM			
CHEYENNE	0.0	1.30 1.10 PM						7.00 AM						4.00 PM
OGDEN		12.10 AM												
(1217.1 Via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (30.50) (2.35) (12.50) (14.30) (3.20) (4.40) (4.00) (19.30) (3.25)
Average speed per hour.. 39.9 33.5 43.6 38.6 32.8 To Omaha

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
36"	100	53"	67.9	1' 4"	56.2	1' 30"	40	2' 50"	21.2
38"	94.7	54"	66.6	1' 5"	55.3	1' 40"	36	3'	20
40"	90	55"	65.4	1' 6"	54.5	1' 45"	34.3	3' 9"	19
42"	85.7	56"	64.2	1' 7"	53.7	1' 50"	32.7	3' 20"	18
45"	80	57"	63.1	1' 8"	52.9	2'	30	3' 31"	17
48"	75	58"	62	1' 9"	52.1	2' 10"	27.6	3' 45"	16
49"	73.5	59"	61	1' 10"	51.4	2' 15"	26.6	4'	15
50"	72	1'	60	1' 12"	50	2' 20"	25.7	5'	12
51"	70.6	1' 1"	59	1' 15"	48	2' 30"	24	6'	10
52"	69.2	1' 2"	58	1' 20"	45	2' 40"	22.5	7' 30"	8
		1' 3"	57.1	1' 25"	42.3	2' 45"	21.8	10'	6

WESTWARD				ELLIS 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. 145 JANUARY 20, 1935	Distance from Denver	FIRST CLASS		SECOND CLASS		
	333	101	21				104	22	370		
	Mixed	Passenger	Passenger				Passenger	Passenger	Mixed		
	Daily	Daily	Daily								
STATIONS											
2,310 WFTYOP	7.30 PM	5.15 AM	12.05 AM	303.3	DN-R ELLIS Rt	337.1	A 6.55 AM	A 11.25 PM	A 9.00 AM		
2,933 P	f 7.40	5.23	12.14	308.4	5.1 RIGA	332.0	f 6.40	11.15	f 8.35		
2,567 P	f 7.50	5.30	12.22	313.7	5.3 OGALLAH Og	326.7	f 6.30	11.09	f 8.25		
2,423 WP	s 8.05	s 5.43	12.32	322.3	8.6 WAKEENEY W	318.1	s 6.15	s 10.58	s 8.00		
2,021 P	f 8.15	5.51	12.42	330.0	7.7 VODA	310.4	f 5.51	10.48	f 7.10		
1,670 P	f 8.25	5.59	12.50	335.8	5.8 COLLYER Jy	304.6	f 5.39	10.41	f 6.50		
2,464 P	s 8.37	s 6.08	12.59	343.3	7.5 QUINTER Qn	297.1	s 5.29	10.32	f 6.08		
3,299 WP	f 8.48	6.18	1.07	350.9	7.6 BUFFALO PARK Bp	289.5	f 5.17	10.24	f 5.50		
2,120 P	s 9.00	s 6.27	1.13	356.3	5.4 GRAINFIELD Gf	284.1	s 5.07	10.18	f 5.25		
2,570 P	f 9.15	s 6.37	1.22	365.2	8.9 GRINNELL Gd	275.2	f 4.54	10.09	f 5.05		
2,082 P	9.25	6.45	1.28	371.2	6.0 CAMPUS	269.2	f 4.44	10.03	f 4.44		
2,789 WFYP	s 9.55	s 7.00	s 1.43	377.4	6.2 DN OAKLEY Oq	263.0	s 4.36	s 9.55	s 4.21		
2,586 P	f 10.08	7.10	1.53	386.1	8.7 MONUMENT	254.3	f 4.21	9.42	f 3.57		
2,096 P	f 10.20	7.18	2.01	393.6	7.5 PAGE CITY	246.8	f 4.08	9.32	f 3.43		
2,155 YP	f 10.33	s 7.25	2.07	399.0	5.4 WINONA Gw	241.4	f 3.58	f 9.25	f 3.31		
1,915 WP	f 10.47	7.35	2.20	408.4	9.4 McALLASTER	232.0	f 3.42	9.12	f 2.56		
1,318 P	10.57	7.41	2.27	414.5	6.1 TURKEY CREEK	225.9	3.33	9.04	2.46		
2,038 P	f 11.10	7.48	2.36	421.1	6.6 WALLACE	219.3	f 3.24	8.56	f 2.36		
2,574 P	11.17	7.53	2.42	425.6	4.5 SOMENA	214.8	3.15	8.50	2.23		
1,722 WFTYOP	A 11.30 PM	A 8.00 AM	A 2.50 AM	429.8	4.2 DN-R SHARON SPRINGS Ps	210.6	3.05 AM	8.43 PM	2.15 AM		
					(126.5)		Daily	Daily	Daily		
	(4.00) 31.6	(2.45) 46.0	(2.45) 46.0		..... Thru Time.....	(3.50) 33.0	(2.42) 46.8	(6.45) 18.7		

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

No. 21 will stop at any station to pick up sleeping car passengers for stations beyond Granger.
No. 22 will stop at any station to pick up revenue passengers for stations east of Salina.

Time Inspectors are located as shown below:

Standard clocks 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.
 - Denver.....R. W. Gumm
 - Brighton.....J. L. Faulkner
 - La Salle.....C. E. Kinney
 - Greeley.....J. Burri Jewelry Co.
 - Cheyenne.....Ed H. Humpal
 - Julesburg.....W. J. Headrick
 - Boulder.....J. W. Crowder
 - Fort Collins.....C. W. Hodgson

- Ellis.....Telegraph Office
- Oakley.....Telegraph Office
- Sharon Springs.....Telegraph Office
- Hugo.....Telegraph Office
- Limon.....Telegraph Office
- Denver....."U. D." Telegraph Office
- Denver.....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
- Cheyenne.....Dispatchers' Office
- Julesburg.....Engine Dispatchers' Office
- Sterling.....Telegraph Office
- Fort Collins.....Telegraph Office

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. 145 JANUARY 20, 1935	Distance from Denver	FIRST CLASS		SECOND CLASS		
	333	101	21				104	22	370		
	Mixed	Passenger	Passenger				Passenger	Passenger	Mixed		
	Daily	Daily	Daily								
STATIONS											
1,722 WFTYOP	11.45 PM	8.10 AM	2.55 AM	429.8	DN-R SHARON SPRINGS Ps	210.6	A 2.55 AM	A 8.38 PM	A 1.57 AM		
3,076 P	11.53 PM	8.18	3.03	433.8	4.0 SUNLAND	206.6	2.45	8.32	1.45		
2,085 P	12.01 AM	8.26	3.09	438.4	4.6 LAPAZ	202.0	2.40	8.27	1.36		
3,060 WP	f 12.11	s 8.32	3.14	441.8	3.4 WESKAN Mo	198.6	f 2.35	8.23	f 1.30		
2,118 P	12.20	8.39	3.21	448.2	6.4 CHEMUNG	192.2	2.26	8.16	1.16		
2,078 P	f 12.29	8.44	3.27	453.1	4.9 ARAPAHOE	187.3	f 2.19	8.10	f 1.08		
2,611 P	12.37	8.50	3.33	458.2	5.1 SALIS	182.2	2.12	8.05	12.58		
2,613 WP	s 12.50	s 8.58	3.39	463.0	4.8 DN CHEYENNE WELLS Cw	177.4	s 2.06	f 8.00	s 12.50		
2,516 P	12.58	9.05	3.46	468.1	5.1 ASCALON	172.3	1.56	7.53	12.27		
2,630 P	f 1.06	9.11	3.53	473.5	5.4 FIRST VIEW	166.9	f 1.49	7.46	f 12.19		
2,567 P	1.16	9.20	4.02	482.3	8.8 ARENA	158.1	1.35	7.36	12.04 AM		
2,864 WFYP	s 1.28	s 9.30	4.10	487.7	5.4 D KIT CARSON Ke	152.7	s 1.28	7.30	s 11.55 PM		
2,562 P	1.37	9.38	4.18	494.0	6.3 SORRENTO	146.4	1.18	7.23	11.35		
2,548 P	f 1.48	9.45	4.26	500.4	6.4 WILD HORSE	140.0	f 1.11	7.16	f 11.25		
2,559 P	f 2.01	9.53	4.35	507.6	7.2 D AROYA Ro	132.8	f 1.02	7.09	f 11.10		
2,555 P	f 2.14	10.03	4.45	518.0	10.4 BOYERO	122.4	f 12.50	6.59	f 10.53		
4,614 WP	2.28	10.13	4.55	526.3	8.3 CLIFFORD	114.1	12.40	6.50	f 10.38		
3,983 WFTYP	A 2.50 AM	A 10.25 AM	A 5.05 AM	535.5	9.2 DN-R HUGO Hu	104.9	12.30 AM	6.40 PM	10.25 PM		
					(105.7)		Daily	Daily	Daily		
	(3.05) 34.3	(2.15) 48.0	(2.10) 48.7		..... Thru Time.....	(2.25) 43.7	(1.58) 53.7	(3.32) 29.9		
					.... Average speed per hour....					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 333 is superior to No. 104.

No. 21 will stop at any station to pick up sleeping car passengers for stations beyond Granger.

Railroad Surgeons are located as shown below:

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. Herrick	District Surgeon	Wakeeney, Kans.	Oakley to Ellis.
Benj. S. Morris	District Surgeon	Quinter, Kans.	Quinter to Oakley.
J. J. Barclay	District Surgeon	Grinnell, Kans.	Grinnell to Winona and Oakley to Colby.
Wm. F. Deal	District Surgeon	Oakley, Kans.	Winona to Cheyenne Wells.
H. E. Nelson	District Surgeon	Sharon Springs, Kans.	Cheyenne Wells to Bennett.
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.	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.

NAME	TITLE	PLACE	TERRITORY
W. L. Wilkinson	District Surgeon	La Salle, Colo.	La Salle to Kersey.
I. C. Wilmoth	District Surgeon	Greeley, Colo.	Evans to Eaton.
E. G. Holden	District Surgeon	Eaton, Colo.	Greeley to Ault.
Galen A. Fox	Division 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.
O. J. Schmitt	District Surgeon	Sterling, Colo.	Iliff to Merino.
A. F. Williams	District Surgeon	Ft. Morgan, Colo.	Sterling to Weldona.
F. P. N. Van-Landeghem	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	Ft. Collins, Colo.	La Salle to Ft. Collins.

WESTWARD

DENVER SUBDIVISION

Table with columns for Second Class (97, 333, 91) and First Class (101, 7, 21, 5) trains, including arrival and departure times and distances from Kansas City.

Time-Table No. 145
JANUARY 20, 1935

STATIONS

Station list including HUGO, BAGDAD, LAKE, LIMON JUNCTION, RIVER BEND, CEDAR POINT, BUICK, AGATE, LOWLAND, DEER TRAIL, PEORIA, BYERS, STRASBURG, BENNETT, MANILA, WATKINS, MESA, MAGEE, SABLE, ROYDALE, SANDOWN, LOWRY, and PULLMAN.

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

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

No. 21 will stop at any station to pick up sleeping car passengers for stations beyond Granger.

DENVER SUBDIVISION

EASTWARD

Table with columns for First Class (8, 22, 104, 6) and Second Class (92, 370, 96) trains, including arrival and departure times and distances from Denver.

Time-Table No. 145
JANUARY 20, 1935

STATIONS

Station list including HUGO, BAGDAD, LAKE, LIMON JUNCTION, RIVER BEND, CEDAR POINT, BUICK, AGATE, LOWLAND, DEER TRAIL, PEORIA, BYERS, STRASBURG, BENNETT, MANILA, WATKINS, MESA, MAGEE, SABLE, ROYDALE, SANDOWN, LOWRY, and PULLMAN.

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

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

WESTWARD

NORTHERN SUBDIVISION

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS								Distance from Denver	Time-Table No. 145 JANUARY 20, 1935	STATIONS
	96	370	319	557	250	155	92	252			
	C.R.I. & P. Freight	Mixed	Mixed	Motor Passenger	Time Freight	Time Freight	C.R.I. & P. Freight	Time Freight			
	6.30PM		6.00PM	4.00PM			3.05AM		0.0	DN-R DENVER Ud	
	6.35	6.30PM	6.05	4.07	2.30PM	6.30AM	3.10	3.00AM	1.8	DN 36TH STREET Ra	
	6.50PM	6.35PM	6.06	4.08	2.31	6.31	3.15AM	3.01	2.2	PULLMAN	
									4.9	C. B. & Q. CROSSING	
			6.13	4.15	2.38	6.38		3.08	5.0	SAND CREEK JCT.	
4,544			6.17	4.19	2.42	6.42		3.12	8.1	DUPONT	
2,779			6.21	4.23	2.46	6.46		3.16	11.3	HAZELTINE	
2,547			6.24	4.26	2.50	6.50		3.20	14.1	HENDERSON	
									16.7	NORTHWAY	
4,405			6.30	4.37	2.57	6.57		3.27	19.1	DN BRIGHTON Bi	
									22.8	POWARS	
4,561			6.38	4.47	3.07	7.07		3.37	25.8	D LUPTON Up	
2,543			6.43	4.53	3.14	7.13		3.43	30.1	IONE	
4,537			6.49	5.00	3.19	7.19		3.49	34.8	D PLATTEVILLE Pa	
									37.8	HOUSTON	
5,729			6.55	5.09	3.25	7.25		3.55	40.0	D GILCREST Gi	
									42.4	PECKHAM	
9,137			s 7.07	s 5.30 5.40	A 3.33PM	7.35		A 4.03AM	46.1	DN-R LA SALLE Sa	
2,861			7.11	f 5.50		7.40			48.2	EVANS	
11,740			s 7.19	s 6.01		7.47			51.7	DN GREELEY Hg	
									54.0	GREELEY JCT.	
3,995			7.27	f 6.08		7.54			55.8	D LUCERNE C	
3,856			7.33	s 6.15		8.03			59.2	DN EATON Ur	
									59.3	G. W. CROSSING	
3,163			7.39	s 6.21		8.10			63.0	D AULT A	
									65.0	STAGE	
3,172			7.44	s 6.28		8.16			66.8	D PIERCE Ri	
2,966			7.52	s 6.37		8.32			71.9	D NUNN Nu	
4,623			8.01	f 6.46		8.40			77.0	DOVER	
2,565			8.10	6.56		8.47			81.9	DECKER	
4,754			8.17	s 7.15 7.25		8.55			86.0	D CARR Cr	
4,625			8.26	f 7.35		9.03			90.4	WARREN	
2,555			8.34	f 7.47		9.11			94.4	GLEASON	
4,625			8.43	f 8.00		9.20			97.8	D SPEER S	
3,953					A 9.30AM				103.1	DN BORIE Bo	
			8.50	8.08					101.5	CORLETT JCT.	
			8.55	8.14					104.7	DN TOWER A AY	
			A 9.05PM	A 8.20PM					106.0	DN-R CHEYENNE N CY	

(0.10) 13.2 (0.05) 4.8 (3.05) 34.4 (4.20) 24.5 (1.03) 42.2 (3.00) 33.8 (0.10) 13.2 (1.03) 42.2 Thru Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 558 is superior to No. 155.

WESTWARD

NORTHERN SUBDIVISION

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS								Distance from Denver	Time-Table No. 145 JANUARY 20, 1935	STATIONS
	16	6	104	127	12	22	8	21			
	Mixed	C.R.I. & P. Passenger	Passenger	Passenger	Passenger	Passenger	C.R.I. & P. Passenger	Passenger			
	11.55PM	10.15PM	10.00PM	5.45PM	5.00PM	4.25PM	11.00AM	8.00AM	0.0	DN-R DENVER Ud	
	12.01AM	10.20	10.04	5.49	5.04	4.30	11.05	8.05	1.8	DN 36TH STREET Ra	
	12.02	A 10.22PM	A 10.07PM	5.50	5.05	A 4.31PM	A 11.07AM	8.06	2.2	PULLMAN	
									4.9	C. B. & Q. CROSSING	
	12.06			5.54	5.09			8.10	5.0	SAND CREEK JCT.	
4,544	12.09			5.57	5.12			8.14	8.1	DUPONT	
2,779	12.12			6.00	5.15			8.17	11.3	HAZELTINE	
2,547	12.15			6.03	5.18			f 8.21	14.1	HENDERSON	
									16.7	NORTHWAY	
4,405	12.22			6.08	5.23			s 8.31	19.1	DN BRIGHTON Bi	
									22.8	POWARS	
4,561	f 12.30			6.15	5.30			s 8.41	25.8	D LUPTON Up	
2,543	12.35			6.19	5.34			f 8.46	30.1	IONE	
4,537	12.40			6.23	5.39			s 8.53	34.8	D PLATTEVILLE Pa	
									37.8	HOUSTON	
5,729	12.45			6.28	5.44			f 8.59	40.0	D GILCREST Gi	
									42.4	PECKHAM	
9,137	A 12.55AM			s 6.34	A 5.50PM			s 9.10	46.1	DN-R LA SALLE Sa	
2,861				6.37				f 9.15	48.2	EVANS	
11,740				s 6.43				s 9.28	51.7	DN GREELEY Hg	
									54.0	GREELEY JCT.	
3,995				6.48				f 9.38	55.8	D LUCERNE C	
3,856				6.52				s 9.47	59.2	DN EATON Ur	
									59.3	G. W. CROSSING	
3,163				6.56				s 9.54	63.0	D AULT A	
									65.0	STAGE	
3,172				7.00				f 10.02	66.8	D PIERCE Ri	
2,966				7.06				f 10.11	71.9	D NUNN Nu	
4,623				7.12				f 10.20	77.0	DOVER	
2,565				7.17				10.29	81.9	DECKER	
4,754				s 7.25				f 10.39	86.0	D CARR Cr	
4,625				7.32				10.47	90.4	WARREN	
2,555				7.38				10.55	94.4	GLEASON	
4,625				7.44				11.03	97.8	D SPEER S	
3,953					A 7.55PM				103.1	DN BORIE Bo	
									101.5	CORLETT JCT.	
									104.7	DN TOWER A AY	
								A 11.20AM	106.0	DN-R CHEYENNE N CY	

(1.00) 46.1 (0.07) 18.9 (0.07) 18.9 (2.10) 47.6 (0.50) 55.3 (0.06) 22.0 (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.
No. 12 will stop on flag at Brighton to pick up revenue passengers for North Platte and East.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 145 JANUARY 20, 1935		Distance from Cheyenne	FIRST CLASS							
			15 Passenger	5 C.R.I. & P. Passenger	21 Passenger	118 Passenger	7 C.R.I. & P. Passenger	11 Passenger	101 Passenger	22 Passenger
YIP	DN-R DENVER Ud	106.0	A 7.00AM	A 7.15AM	A 7.30AM	A 10.30AM	A 1.11PM	A 1.13PM	A 1.15PM	A 4.00PM
OP	DN 36TH STREET Ra	104.2	6.54	7.07	7.23	10.22	1.03	1.05	1.08	3.52
WFTYOP	PULLMAN	103.8	6.52	7.05AM	7.22AM	10.21	1.01PM	1.03	1.05PM	3.51
IP	C. B. & Q. CROSSING	101.1								
	SAND CREEK JCT.	101.0	6.45AM			10.15		12.55		3.45
4,544 P	DUPONT	97.9				10.10		12.49		3.40
2,779 P	HAZELTINE	94.7				10.06		12.45		3.36
2,547 P	HENDERSON	91.9				10.03		12.41		3.33
	NORTHWAY	89.3								
4,405 WYOP	DN BRIGHTON Bi	86.9				9.57		12.32		3.27
P	POWARS	83.2								
4,561 P	D LUPTON Up	80.2				9.47		12.22		3.19
2,543 P	IONE	75.9				9.41		12.17		3.14
4,537 P	D PLATTEVILLE Pa	71.2				9.36		12.12		3.09
P	HOUSTON	68.2								
5,729 P	D GILCREST Gi	66.0				9.29		12.05PM		3.02
P	PECKHAM	63.6								
9,137 WFTYP	DN-R LA SALLE Sa	59.9			s 9.22			11.55AM		s 2.55
2,861 P	EVANS	57.8			9.15					2.48
11,740 WYOP	DN GREELEY Hg	54.3			s 9.02					s 2.43
YP	GREELEY JCT.	52.0								
3,995 P	D LUCERNE C	50.2				8.50				2.35
3,856 WP	DN EATON Ur	46.8				8.46				2.31
IP	G. W. CROSSING	46.7								
3,163 P	D AULT A	43.0				8.41				2.26
P	STAGE	41.0								
3,172 WYP	D PIERCE Ri	39.2				8.37				2.22
2,966 P	D NUNN Nu	34.1				8.32				2.17
4,623 P	DOVER	29.0				8.27				2.12
2,565 P	DECKER	24.1				8.22				2.07
4,754 WFTYP	D CARR Cr	20.0				8.17				2.02
4,625 P	WARREN	15.6				8.12				1.57
2,555 P	GLEASON	11.6				8.07				1.52
4,625 WYP	D SPEER S	8.2				8.02				1.47
3,953 IP	DN BORIE Bo				7.55AM					
P	CORLETT JCT.	4.5								1.40
IP	DN TOWER A AY	1.3								1.34
WFTYOP	DN-R CHEYENNE N CY	0.0								1.30PM
	(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (0.15) (0.10) (0.08) (2.35) (0.10) (1.18) (0.10) (2.30)
Average speed per hour..... 20.0 13.2 16.5 33.5 13.2 35.5 13.2 42.4

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
No. 22 will stop at any station to let off revenue passengers from Granger or beyond.
No. 11 will stop at any station to let off revenue passengers from Sterling or beyond.
No. 118 will stop at any station to let off revenue passengers from Laramie or beyond.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 145 JANUARY 20, 1935		Distance from Cheyenne	SECOND CLASS						
			251 Time Freight	91 C.R.I. & P. Freight	333 Mixed	558 Motor Passenger	97 C.R.I. & P. Freight	334 Mixed	154 Time Freight
YIP	DN-R DENVER Ud	106.0		A 5.15AM	A 6.50AM	A 10.20AM	A 7.30PM	A 7.25PM	
OP	DN 36TH STREET Ra	104.2	A 4.00AM	4.55	6.43	10.11	7.20	7.16	A 3.00AM
WFTYOP	PULLMAN	103.8	3.15	4.45AM	6.40AM	10.10	7.10PM	7.12	2.42
IP	C. B. & Q. CROSSING	101.1							
	SAND CREEK JCT.	101.0	2.55			10.03		7.05	2.35
4,544 P	DUPONT	97.9	2.45			9.55			2.30
2,779 P	HAZELTINE	94.7	2.37			f 9.49			2.22
2,547 P	HENDERSON	91.9	2.30			f 9.43			2.15
	NORTHWAY	89.3							
4,405 WYOP	DN BRIGHTON Bi	86.9	2.15			s 9.33		Via Dent Sub Divn	2.05
P	POWARS	83.2							
4,561 P	D LUPTON Up	80.2	2.03			s 9.23			1.55
2,543 P	IONE	75.9	1.53			f 9.15			1.45
4,537 P	D PLATTEVILLE Pa	71.2	1.45			s 9.09			1.37
P	HOUSTON	68.2							
5,729 P	D GILCREST Gi	66.0	1.30			f 8.59			1.25
P	PECKHAM	63.6							
9,137 WFTYP	DN-R LA SALLE Sa	59.9	1.15AM			s 8.40		s 5.40	1.10
2,861 P	EVANS	57.8				f 8.28		5.31	12.59
11,740 WYOP	DN GREELEY Hg	54.3				s 8.20		s 5.25	12.52
YP	GREELEY JCT.	52.0							
3,995 P	D LUCERNE C	50.2				f 8.09		5.16	12.44
3,856 WP	DN EATON Ur	46.8				s 8.03		s 5.11	12.37
IP	G. W. CROSSING	46.7							
3,163 P	D AULT A	43.0				s 7.56		s 5.04	12.30
P	STAGE	41.0							
3,172 WYP	D PIERCE Ri	39.2				f 7.51		4.59	12.23
2,966 P	D NUNN Nu	34.1				f 7.45		4.52	12.15
4,623 P	DOVER	29.0				f 7.39		4.45	12.07AM
2,565 P	DECKER	24.1				7.33		4.39	11.59PM
4,754 WFTYP	D CARR Cr	20.0				s 7.28		4.34	11.50
4,625 P	WARREN	15.6				7.23		4.27	11.28
2,555 P	GLEASON	11.6				7.18		4.21	11.20
4,625 WYP	D SPEER S	8.2				f 7.13		4.15	11.13
3,953 IP	DN BORIE Bo								11.00PM
P	CORLETT JCT.	4.5				7.07		4.08	
IP	DN TOWER A AY	1.3				7.02		4.02	
WFTYOP	DN-R CHEYENNE N CY	0.0				7.00AM		4.00PM	
	(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (2.45) (0.30) (0.10) (3.20) (0.20) (3.25) (4.00)
Average speed per hour..... 16.1 4.4 13.2 31.8 6.6 31.0 25.7

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 558 is superior to No. 155.
No. 334 will stop at any station to let off revenue passengers from Cheyenne or beyond.

WESTWARD				DENT SUBDIVISION				EASTWARD			
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	FIRST CLASS			Distance from Denver	Time-Table No. 145 JANUARY 20, 1935	Distance from La Salle	FIRST CLASS			SECOND CLASS	
	514	509	512				15	511	510	334	
	Motor Passenger Daily	Motor Passenger Daily	Motor Passenger Daily				Passenger	Motor Passenger	Motor Passenger	Mixed	
				5.0					A 7.05PM		
				8.2							
1,556				9.8				f 6.37	6.56		
1,806				11.1							
				13.8				f 6.27	f 6.50		
				16.4							
1,550				18.1				f 6.16	6.42		
2,643				22.2				f 6.07	A 12.40PM		
				22.2							
2,620				26.1				s 5.57	s 12.33		
1,860				27.8				f 5.52	f 12.30		
1,075				30.2				f 5.47	f 12.26		
1,549				34.6				f 5.40	f 12.20		
				38.3				5.35	f 12.14		
				40.9							
1,086				42.8				5.29	A 9.43AM		
				44.5				5.26	f 9.39		
				48.7				5.20	f 9.33		
9,137				50.6				5.15AM	9.30AM		
								Daily	Daily		

WESTWARD				JULESBURG SUBDIVISION				EASTWARD			
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS			Distance from Julesburg	Time-Table No. 145 JANUARY 20, 1935	Distance from Denver	FIRST CLASS			SECOND CLASS	
	251	11	15				16	12	252	250	
	Time Freight Daily	Passenger Daily	Passenger Daily				Mixed	Passenger	Time Freight	Time Freight	
				0.0							
3,919				4.4							
3,620				7.1							
3,953				11.2							
4,952				14.6							
4,952				19.0							
4,953				23.1							
4,953				25.8							
3,563				30.1							
				34.2							
4,560				38.8							
				41.1							
				43.4							
4,560				45.6							
				50.1							
3,755				53.5							
				57.2							
4,663				57.5							

..... Thru Time.....
 Average speed per hour.....
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

..... Thru Time.....
 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 tele-phones.	SECOND CLASS			Distance from Julesburg	Time-Table No. 145 JANUARY 20, 1935	Distance from Denver	FIRST CLASS			SECOND CLASS		
	251	71	303				11	301	15	72	252	250
	Time Freight Daily	C. B. & Q. Freight Daily	C. B. & Q. Mixed Daily				Passenger Daily	C. B. & Q. Passenger Daily	Passenger Daily	C. B. & Q. Freight	Time Freight	Time Freight
4,663				57.5								
3,544				61.7								
				64.1								
3,545				66.8								
				70.2								
				72.1								
6,852				76.0								
				78.4								
2,952				81.0								
				82.8								
4,549				87.0								
2,570				93.8								
				96.9								
				98.6								
4,536				106.0								
1,870				109.0								
3,754				114.2								
1,112				117.7								
3,746				121.4								
				124.8								
2,951				130.2								
2,957				135.4								
5,751				139.1								
				143.1								
3,758				147.2								
				151.1								

WESTWARD				STERLING SUBDIVISION				EASTWARD					
Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS			Distance from Julesburg	Time-Table No. 145 JANUARY 20, 1935	Distance from Denver	FIRST CLASS			SECOND CLASS			
	251	71	303				16	304	12	302	72	252	250
	Time Freight Daily	C. B. & Q. Freight Daily	C. B. & Q. Mixed Daily				Mixed	C. B. & Q. Mixed	Passenger	C. B. & Q. Passenger	C. B. & Q. Freight	Time Freight	Time Freight
4,663				139.7									
				135.5									
3,544				133.1									
				130.4									
3,545				127.0									
				125.1									
6,852				121.2									
				118.8									
2,952				116.2									
				114.4									
4,549				110.2									
2,570				103.4									
				100.3									
4,536				98.6									
1,870				91.2									
3,754				88.2									
1,112				83.0									
3,746				79.5									
				75.8									
2,951				72.4									
2,957				67.0									
5,751				61.8									
				58.1									
3,758				54.1									
				50.0									
9,137				46.1									

..... Thru Time.....
 Average speed per hour.....
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 250 is superior to No. 303 and No. 71. No. 11 will stop at any station to pick up revenue passengers for stations La Salle or beyond.

..... Thru Time.....
 Average speed per hour.....
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 250 is superior to No. 303 and No. 71. No. 12 will stop at any station to pick up revenue passengers for stations Sterling or beyond.

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. 145 JANUARY 20, 1935		Distance from Boulder	FIRST CLASS		SECOND CLASS		
	375 Mixed			510 Motor Passenger			509 Motor Passenger			376 Mixed	
	Daily Except Sunday			Daily							
4,405 WYOP	f	8.45AM	0.0	DN BRIGHTON	Bi	27.6		A	1.05PM		
	f	8.53	4.2	4.2		23.4		f	12.47		
2,643 YP	f	9.02	8.1	D ST. VRAINS	Vs	19.5	A	2.42PM	f	12.40	
			8.1	0.0		19.5					
	f	9.10	10.9	U. P. CROSSING		16.7	f	2.36	f	12.20	
	f	9.12	11.4	D STATE COAL MINE JCT.	Sj	16.2	f	2.34	f	12.15	
			15.1	0.5		12.5	s	2.29	s	12.05PM	
			15.1	PARKDALE JCT.		12.5					
			16.4	3.7		11.2	f	2.24	f	11.52AM	
			17.8	0.0		9.8	f	2.21	f	11.47	
			19.6	1.3		8.0	f	2.18	f	11.43	
			22.1	1.4		5.5	f	2.14	f	11.39	
			24.0	1.8		3.6	f	2.11	f	11.35	
			26.0	1.9		1.6					
			26.1	2.0		1.5	s	2.05	s	11.20	
1,850 WYP	s	10.30	26.1	0.1		0.0					
	A	11.00AM	27.6	1.5	DN-R BOULDER	Br				11.15AM	
				0.0			Daily			Daily Except Sunday	
				(27.6)							
			(2.15) 12.3	(0.50) 23.4	..... Thru Time.....	(0.42) 27.9	(1.50) 15.1			

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

U. S. HOSPITAL BRANCH		PURITAN BRANCH		RIPPLE BRANCH					
Distance from Sable	Time-Table No. 145 JANUARY 20, 1935		Distance from Bunell	Time-Table No. 145 JANUARY 20, 1935		Distance from Parkdale Jct.	Time-Table No. 145 JANUARY 20, 1935		Distance from End of Track
	STATIONS			STATIONS			STATIONS		
1.6	SABLE	1.6	PARKDALE JCT.	3.1	RIPPLE	2.3	END OF TRACK	2.3	
	BUNELL		PURITAN	1.2	ORCUTT	0.1	END OF TRACK	0.1	
			END OF TRACK	3.1	END OF TRACK	2.3	END OF TRACK	2.3	

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. 145 JANUARY 20, 1935		Distance from Purcell	SECOND CLASS				
	193 Local Freight			194 Local Freight			194 Local Freight				
	Tuesday Thursday Saturday			Tuesday Thursday Saturday			Tuesday Thursday Saturday				
1,753 YP	f	10.20AM	0.0	D CLOVERLY	Gn	13.6	A	12.25PM			
	f	10.28	2.2	2.2		11.4	f	12.17			
	f	10.32	3.1	0.9		10.5	f	12.13			
1,552 P	f	10.40	5.1	LOWE		8.5	f	12.05PM			
	f	10.55	8.8	2.0		4.8	f	11.50AM			
	f	11.05	11.2	D GALETON	Gn	2.4	f	11.40			
1,540 YP	A	11.15AM	13.6	3.7		0.0		11.30AM			
				2.4				Tuesday Thursday Saturday			
				PURCELL							
				(13.6)							
			(0.55) 14.8	..... Thru Time.....	(0.55) 14.8					

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

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. 145 JANUARY 20, 1935		Distance from Buckeye	FIRST CLASS				
	509 Motor Passenger			511 Motor Passenger			512 Motor Passenger		514 Motor Passenger		
	Daily			Daily			Daily		Daily		
1,086 WYP	f	3.15PM	0.0	N DENT	Fd	41.7	A	11.27AM	A	5.10PM	
	f	3.20	1.7	1.7		40.0	f	11.19	f	5.02	
			2.0	0.3		39.7					
1,974 P	f	3.28	7.3	G. W. CROSSING		34.4	f	11.11	f	4.52	
			9.0	5.3		32.7					
			9.1	KOENIG		32.6	f	11.06	f	4.46	
			13.5	1.7		28.2	f	11.00	f	4.38	
			16.4	G. W. CROSSING		25.3	f	10.54	f	4.31	
2,155 P	f	3.44	19.5	0.1		22.2	f	10.49	f	4.25	
	f	3.52	25.0	KELIM		16.7					
7,590 WTYOP	A	4.05PM	25.0	4.4	D-R FORT COLLINS	Fe	10.40AM	4.15PM			
			25.2	2.9		16.5					
			25.3	BOYD LAKE		16.4					
			27.9	2.0		13.8					
			30.0	REDMOND		11.7					
			32.6	3.1		9.1					
1,555 P			34.6	HARMONY		7.1					
1,925 P			38.5	5.5		3.2					
1,551 YP			41.7	0.2		0.0					
				C. & S. CROSSING							
				0.1							
				C. & S. CROSSING							
				2.6							
				POUDRE							
				2.1							
				BOETTCHER							
				2.6							
				REMINGTON							
				2.0							
				PORTNER							
				3.9							
				RIPPLE							
				3.2							
				BUCKEY							
				(41.7)							
				Daily							
				Daily							
				(0.50) 30.0	(0.47) 31.9	..... Thru Time.....	(0.47) 31.9	(0.55) 27.3		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
At Dent, Nos. 511, 512 and 514 need not go to depot.

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. 145 JANUARY 20, 1935		Distance from Briggsdale	SECOND CLASS				
	193 Local Freight			191 Local Freight			192 Local Freight		194 Local Freight		
	Tuesday Thursday Saturday			Monday Wednesday Friday			Monday Wednesday Friday		Tuesday Thursday Saturday		
11,740 WYOP	f	10.00AM	0.0	DN GREELEY	Hg	28.1	A	1.15PM	A	12.45PM	
			2.3	2.3		25.8					
1,753 YP	A	10.20AM	6.0	GREELEY JCT.		22.1	s	12.55	12.25PM		
			8.4	3.7		19.7	f	12.45			
2,061 P			10.4	CLOVERLY		17.7	f	12.40			
			13.1	2.4		15.0	f	12.26			
1,551			14.5	ALDEN		13.6	f	12.20			
1,550 WP			18.6	2.0		9.5	f	12.05PM			
1,950 P			23.2	GILL		4.9	f	11.45AM			
1,553 YP	A	11.25AM	28.1	2.7		0.0	11.30AM				
				MATTHEWS							
				1.4							
				BARNESVILLE							
				4.1							
				CORNISH							
				4.6							
				FOSTON							
				4.9							
				BRIGGSDALE	Bg						
				(28.1)							
				Monday Wednesday Friday							
				Tuesday Thursday Saturday							
				(0.20) 18.0	(1.25) 19.8	..... Thru Time.....	(1.45) 16.1	(0.20) 18.0		

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