



UNION PACIFIC RAILROAD COMPANY
 Eastern District



Colorado Division

TIME-TABLE
No. 167

Effective Sunday,
January 14, 1940
 at 12:01 A. M. Mountain Time



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

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS			FIRST CLASS										Distance from Kansas City	Time-Table No. 167 JANUARY 14, 1940
319 Time Freight Daily	251 Time Freight	155 Time Freight Daily	3 Passenger Daily	37 Passenger Daily	111 Stream-liner Passenger	15 Passenger	23 Passenger	21 Passenger	99 Stream-liner Passenger	105 Stream-liner Passenger	333 Mixed Daily			
												0.0	KANSAS CITY, MO.	
		7.00 PM										2.5	KANSAS CITY, KAN.	
												39.6	LAWRENCE	
		9.00										68.0	TOPEKA (North Topeka)	
		9.06										72.9	MENOKEN	
		10.35 PM										119.3	MANHATTAN	
		12.01 AM										139.5	JUNCTION CITY	
		12.48										172.3	SOLOMON	
		2.00										186.6	SALINA	
		A 7.30 AM										303.3	ELLIS	
												377.4	OAKLEY	
												429.8	SHARON SPRINGS	
												535.5	HUGO	
												640.4	DENVER	
		(12.30)											..... Thru Time.....
													..... Average speed per hour.....
		6.05 PM	A 4.00	6.30 AM	6.00 PM	5.45 PM	A 9.20 AM	A 7.00 AM				640.4	DENVER	
		6.33	2.27	6.57	6.25	6.06	8.55					659.5	BRIGHTON	
		7.08	1.30 AM	7.47	6.58	6.31	8.31	5.20				686.5	LA SALLE	
			10.40 PM				7.12	2.45					STERLING	
			8.30 PM				6.17	1.15 AM					JULESBURG	
			9.00 AM				2.10 AM	4.25 PM					OMAHA	
			8.45 AM										COUNCIL BLUFFS	
			A 9.30 AM									743.5	BORIE	
												746.4	CHEYENNE	
			A 9.05 PM										OGDEN	
													(1217.1 Via Borie)	
													..... Thru Time.....
													..... Average speed per hour.....
		(3.00)	(20.15)	(3.00)	(2.45)	(12.45)	(8.10)	(15.35)	(28.55)					
					38.5	45.2	68.5	35.9	42.5					

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

C. P. CAHILL,
General Manager

G. L. WHIPPLE,
General Superintendent Transportation

A. L. COEY, Superintendent..... Denver, Colo.

J. M. GUILD, Assistant Superintendent..... Denver, Colo.

C. B. WOOLARD, Trainmaster..... Denver, Colo.

F. R. JENKINS
Chief Train Dispatcher

P. GROOME
Assistant Chief Train Dispatcher

H. KIRKPATRICK
D. E. FRASER
C. A. VICKROY
J. H. WESNER
L. E. CAMPBELL
J. J. BOWLIN
E. E. CRUTCHFIELD
S. G. TWEDT
G. T. COYNE
Train Dispatchers
Denver, Colo.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 167 JANUARY 14, 1940	Distance from Cheyenne	FIRST CLASS										SECOND CLASS				
		22 Passenger	100 Stream-liner Passenger	106 Stream-liner Passenger	24 Passenger	170 Passenger	38 Passenger	4 Passenger	112 Stream-liner Passenger	12 Passenger	154 Time Freight	250 Time Freight	248 Time Freight	370 Mixed	334 Mixed	
KANSAS CITY, MO.	746.4	A 7.35 AM	A 10.30 AM	A 1.38 PM	A 3.45 PM	A 8.50 PM										
KANSAS CITY, KAN.	743.9	7.23	10.22	1.32	3.32	8.34									A 5.00 AM	
LAWRENCE	706.8	6.42	9.46	12.56	2.45	7.41										
TOPEKA (North Topeka)	678.4	6.10	9.18	12.30 PM	2.15	7.00									11.40 PM	
MENOKEN	673.5	5.56	9.09		2.01	6.30									11.05	
MANHATTAN	627.1	5.00	8.22		1.05	5.25									9.15	
JUNCTION CITY	606.9	4.25	7.55		12.30 PM	4.50									8.00	
SOLOMON	574.1	3.28	7.16		11.27 AM	3.50									6.22	
SALINA	559.8	3.10	7.00 AM		11.05	3.30 PM									6.00 PM	
ELLIS	443.1	12.40 AM			8.30										6.00 AM	
OAKLEY	369.0	10.00 PM			5.20										4.45	
SHARON SPRINGS	316.6	8.56			4.20										2.45 AM	
HUGO	210.9	6.57			2.10 AM										11.10 PM	
DENVER	106.0	4.50 PM			11.59 PM										6.45 PM	
..... Thru Time.....		(13.45)	(3.30)	(1.08)		(5.20)									(23.00)	
..... Average speed per hour.....		46.6	53.3	60.0		35.0									(18.25)	
DENVER	106.0				11.35 PM		A 8.50 AM	A 10.30 AM	4.45 PM	8.00 PM					A 3.00 AM	
BRIGHTON	86.9				11.02		8.05	10.00	5.03	8.21					2.05	
LA SALLE	59.9				10.31		7.27	9.30	5.27	8.48					1.10 AM	
STERLING									6.44	10.48 PM					5.50	
JULESBURG									7.30 PM	12.10 AM					7.10 PM	
OMAHA									A 1.25 AM	A 8.00 AM					7.15 AM	
COUNCIL BLUFFS															11.05 PM	
BORIE							6.12 AM								A 8.15 AM	
CHEYENNE	0.0				9.10 PM			8.00 AM							11.00 PM	
OGDEN					8.35 AM			7.35 PM								
(1217.1 Via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	
..... Thru Time.....					(30.10)		(13.15)	(2.30)	(7.40)	(11.00)					(4.00)	
..... Average speed per hour.....					40.7		43.5	42.4	73.0	50.9					(16.45)	
															(26.07)	
															(3.30)	

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
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

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. 167 JANUARY 14, 1940	Distance from Denver	FIRST CLASS		SECOND CLASS	
	333 Mixed	23 Passenger	21 Passenger	24 Passenger				22 Passenger	370 Mixed		
	Daily	Daily	Daily								
2,310 WFTYOP	7.05 PM	5.10 AM	12.50 AM	303.3	DN-R ELLIS Rt	337.1	A 7.15 AM	A 11.35 PM	A 8.15 AM		
2,933 P	f 7.14	5.17	12.57	308.4	5.1 RIGA	332.0	7.00	11.18	f 7.40		
2,567 P	f 7.23	f 5.24	1.02	313.7	5.3 D OGALLAH Og	326.7	f 6.53	11.13	f 7.33		
2,423 WP	s 7.40	s 5.37	1.11	322.3	8.6 DN WAKEENEY W	318.1	s 6.40	s 11.02	s 7.20		
2,021 P	f 7.50	5.46	1.19	330.0	7.7 VODA	310.4	6.25	10.51	f 6.52		
1,670 P	f 8.00	f 5.55	1.25	335.8	5.8 D COLLYER Jy	304.6	f 6.18	10.44	f 6.45		
2,464 P	s 8.12	s 6.06	1.33	343.3	7.5 D QUINTER Qn	297.1	f 6.06	10.35	f 6.30		
3,299 WP	f 8.23	f 6.16	1.40	350.0	7.6 D BUFFALO PARK Bp	289.5	f 5.52	10.28	f 6.16		
2,120 P	s 8.34	s 6.22	1.45	356.3	5.4 D GRAINFIELD Gf	284.1	f 5.46	10.23	f 5.46		
2,570 P	f 8.48	s 6.34	1.53	365.2	8.9 D GRINNELL Gd	275.2	f 5.35	10.14	f 5.10		
2,082 P	f 8.57	6.41	1.58	371.2	6.0 CAMPUS	269.2	5.28	10.08	f 4.55		
2,789 WFTYOP	s 9.18	s 6.55	2.13	377.4	6.2 DN OAKLEY Og	263.0	s 5.20	s 10.00	s 4.45		
2,586 P	f 9.40	f 7.06	2.23	386.1	8.7 MONUMENT	254.3	5.06	9.40	f 4.05		
2,096 P	f 9.55	f 7.14	2.30	393.6	7.5 PAGE CITY	246.8	4.59	9.33	f 3.52		
2,155 YP	f 10.05	s 7.21	2.35	399.0	5.4 D WINONA Gw	241.4	f 4.54	9.28	f 3.42		
1,915 WP	f 10.18	f 7.32	2.44	408.4	9.4 McALLASTER	232.0	4.42	9.18	f 3.25		
1,318 P	10.26	7.39	2.50	414.5	6.1 TURKEY CREEK	225.9	4.36	9.12	3.17		
2,038 P	f 10.35	f 7.46	2.56	421.1	6.6 WALLACE	219.3	4.30	9.06	f 3.08		
2,574 P	10.41	7.51	3.00	425.6	4.5 SOMENA	214.8	4.25	9.01	3.00		
1,722 WFTYOP	A 10.55 PM	A 8.00 AM	A 3.10 AM	429.8	4.2 DN-R SHARON SPRINGS Ps	210.6	4.20 AM	8.56 PM	2.45 AM		
					(126.5)		Daily	Daily	Daily		

(3.50) (2.50) (2.20) Thru Time (2.55) (2.39) (5.30)
 33.0 44.6 54.2 Average speed per hour 43.4 47.7 23.0

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 pick up revenue passengers for stations east of Salina.
 No. 22 will stop at any station to let off revenue passengers from Denver or beyond.

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. E. Cheney
 - Sharon Springs Muhlheim's
 - Limon H. V. Keller
 - Denver Hansen & Hansen, Inc.
 - Denver R. W. Gumm
 - Brighton J. L. Faulkner
 - Greeley Utter Jewelry Co.
 - Cheyenne J. Burri Jewelry Co.
 - Julesburg W. F. Ramsel
 - Sterling W. J. Headrick
 - Sterling Rominger Jewelry Co., Inc.
 - Boulder J. W. Crowder
 - Fort Collins C. W. Hodgson

Standard clocks are located as shown below:

- 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
- Eaton Telegraph Office
- Cheyenne Dispatchers' Office
- Cheyenne Telegraph Office
- Cheyenne Conductors' Room, Passenger Station
- Cheyenne Yard Office
- Cheyenne Engine Dispatchers' Office
- Julesburg Telegraph 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. 167 JANUARY 14, 1940	Distance from Denver	FIRST CLASS		SECOND CLASS	
	333 Mixed	23 Passenger	21 Passenger	24 Passenger				22 Passenger	370 Mixed		
	Daily	Daily	Daily								
1,722 WFTYOP	11.05 PM	8.05 AM	3.15 AM	429.8	DN-R SHARON SPRINGS Ps	210.6	A 4.15 AM	A 8.50 PM	A 2.30 AM		
3,076 P	11.13	8.12	3.22	433.8	4.0 SUNLAND	206.6	4.03	8.41	2.16		
2,085 P	11.20	8.19	3.28	438.4	4.6 LAPAZ	202.0	3.58	8.36	2.10		
3,060 WP	f 11.29	s 8.25	3.32	441.8	3.4 D WESKAN Mo	198.6	3.55	8.33	f 2.05		
2,118 P	11.38	8.32	3.38	448.2	6.4 CHEMUNG	192.2	3.49	8.27	1.56		
2,078 P	f 11.45	f 8.37	3.43	453.1	4.9 ARAPAHOE	187.3	3.43	8.22	f 1.49		
2,611 P	11.53 PM	8.43	3.48	458.2	5.1 SALIS	182.2	3.33	8.17	1.42		
2,613 WP	s 12.05 AM	s 8.50	3.54	463.0	4.8 DN CHEYENNE WELLS Cw	177.4	s 3.28	s 8.11	s 1.35		
2,516 P	12.12	8.57	3.59	468.1	5.1 ASCALON	172.3	3.21	8.05	1.17		
2,630 P	f 12.20	f 9.03	4.04	473.5	5.4 FIRST VIEW	166.9	3.16	8.00	f 1.08		
2,567 P	12.30	9.12	4.12	482.3	8.8 ARENA	158.1	3.06	7.51	12.52		
2,864 WFTYOP	s 12.43	s 9.22	4.20	487.7	5.4 D KIT CARSON Ke	152.7	f 3.00	7.45	s 12.43		
2,562 P	12.51	9.30	4.27	494.0	6.3 SORRENTO	146.4	2.50	7.37	12.21		
2,548 P	f 1.00	f 9.37	4.33	500.4	6.4 WILD HORSE	140.0	2.44	7.31	f 12.11 AM		
2,559 P	f 1.10	f 9.45	4.40	507.6	7.2 D AROYA Ro	132.8	2.37	7.24	f 11.56 PM		
2,555 P	f 1.23	f 9.55	4.49	518.0	10.4 BOYERO	122.4	2.28	7.15	f 11.39		
4,614 WP	1.34	10.04	4.57	526.3	8.3 CLIFFORD	114.1	2.20	7.07	f 11.25		
3,983 WFTYOP	A 1.55 AM	A 10.17 AM	A 5.16 AM	535.5	9.2 DN-R HUGO Hu	104.9	2.10 AM	6.57 PM	11.10 PM		
					(105.7)		Daily	Daily	Daily		

(2.50) (2.12) (2.01) Thru Time (2.05) (1.53) (3.20)
 37.3 48.0 52.4 Average speed per hour 50.7 56.1 31.7

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

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
John R. Nilsson	Chief Surgeon	Omaha, Nebr.	All Districts.
J. F. Langdon	District Surgeon	Omaha, Nebr.	Eastern District.
A. M. McDermott	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
G. A. Surface	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
W. Y. Herrick	Surgeon	Wakeeney, Kans.	Ellis to Quinter.
Benj. S. Morris	Surgeon	Quinter, Kans.	Ellis to Oakley.
J. J. Barclay	Surgeon	Grinnell, Kans.	Quinter to Oakley.
Wm. F. Deal	Surgeon	Oakley, Kans.	Grinnell to Winona and Oakley to Colby.
H. E. Nelson	Surgeon	Sharon Springs, Kans.	Winona to Cheyenne Wells.
L. N. Meyers	Surgeon	Cheyenne Wells, Colo.	Sharon Springs to Hugo.
J. A. McConnell	Surgeon	Hugo, Colo.	Cheyenne Wells to Bennett.
Charles W. Amos	Surgeon	Limon, Colo.	Ryers to Hugo.
C. W. Reed	Surgeon	Byers, Colo.	Deer Trail to Denver.
Wm. M. Greig	Division Surgeon	Denver, Colo.	Colorado Division.
R. M. Shea	Surgeon	Denver, Colo.	Colorado Division.
A. T. Haley	Surgeon	Denver, Colo.	Colorado Division.
R. W. Danielson	Oculist	Denver, Colo.	Denver.
J. O. Long	Oculist	Denver, Colo.	Denver.
T. E. Beyer	Aurist	Denver, Colo.	Denver.
J. W. Wells	Surgeon	Brighton, Colo.	Denver to Lupton and Brighton to Erie.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
A. T. Monismith	Surgeon	Lupton, Colo.	Brighton to Platteville.
W. L. Wilkinson	Surgeon	La Salle, Colo.	La Salle to Kersey.
T. C. Wilmoth	Surgeon	Greeley, Colo.	Evans to Eaton.
E. G. Holden	Surgeon	Eaton, Colo.	Greeley to Ault.
Galen A. Fox	Division Surgeon	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr.
W. A. Bunten	Consulting Surgeon	Cheyenne, Wyo.	Cheyenne.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr.
Beck and Newman	Oculists	Cheyenne, Wyo.	Cheyenne.
C. H. Folsom and Wm. A. Day	Surgeons	Julesburg, Colo.	Julesburg to Sterling and Ogallala to Lodge Pole.
W. C. Davidson	Surgeon	Sedgwick, Colo.	Julesburg to Iliff.
O. J. Schmitt	Surgeon	Sterling, Colo.	Iliff to Merino.
A. F. Williams	Surgeon	Ft. Morgan, Colo.	Sterling to Weldona.
F. H. McCabe	Surgeon	Frederick, Colo.	St. Vrain to Dent.
P. R. Farrington	Surgeon	Boulder, Colo.	Boulder to Erie.
F. A. Humphrey	Surgeon	Ft. Collins, Colo.	La Salle to Ft. Collins.

WESTWARD

DENVER SUBDIVISION

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. 167 JANUARY 14, 1940	STATIONS
	97 C.R.I. & P. Freight	91 C.R.I. & P. Freight	333 Mixed	23 Passenger	7 C.R.I. & P. Rocket	21 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
3,983 WFTYP			2.10AM	10.22AM		5.21AM	535.5	DN-R HUGO Hu	
5,745 P			2.23	10.31		5.30	541.7	6.2 BAGDAD	
1,505 WP			2.33	10.38		5.37	547.0	6.2 LAKE	
2,386 P			s 2.40	s 10.44		s 5.44	550.5	(C. R. I. & P. Crossing) DN-R LIMON Mn	
	2.15PM	3.00AM				6.50AM	550.6	LIMON JUNCTION	
2,580 P	2.35	3.12	f 2.51	10.54	6.57	5.52	556.6	6.0 RIVER BEND	
2,530 YP	2.53	3.23	f 3.02	11.03	7.04	6.00	563.2	6.6 CEDAR POINT	
2,456 P	3.01	3.29	f 3.09	11.08	7.08	6.05	567.1	3.9 BUICK	
2,452 P	3.10	3.37	f 3.20	f 11.14	7.13	6.10	572.2	5.1 AGATE Ax	
1,718 P	3.19	3.46	3.29	11.20	7.18	6.16	578.1	5.9 LOWLAND	
2,559 WFTYP	3.35	4.05	f 3.45	f 11.28	7.24	6.23	584.2	6.1 DN DEER TRAIL Dx	
2,529 P	3.48	4.16	3.55	11.35	7.30	6.31	590.1	5.9 PEORIA	
2,553 P	3.59	4.27	f 4.05	f 11.43	7.36	6.37	596.6	6.5 BD BYERS By	
2,584 WP	4.12	4.39	f 4.16	f 11.52AM	7.42	6.44	602.5	5.9 D STRASBURG Sr	
2,433 P	4.26	4.52	f 4.28	f 12.01PM	7.49	6.51	608.9	6.4 D BENNETT Bt	
2,536 P	4.36	5.00	4.40	12.07	7.53	6.56	613.7	4.8 MANILA	
2,477 WP	4.45	5.07	f 4.48	f 12.12	7.57	7.01	618.4	4.7 WATKINS	
2,563 P	5.11	5.18	5.00	12.20	8.03	7.09	625.0	6.6 MESA	
							628.1	3.1 MAGEE	
2,706 P	5.25	5.26	5.08	12.28	8.08	7.15	630.5	2.4 SABLE	
							633.2	2.7 ROYDALE	
2,467 P	5.35	5.32	5.15	12.34	8.12	7.20	634.3	1.1 SANDOWN	
							636.0	1.7 LOWRY	
WFTYP	A 5.50PM	A 5.40AM	A 5.35AM	A 12.40PM	A 8.18AM	A 7.29AM	638.2	2.2 PULLMAN	

(3.35) (2.40) (3.25) (2.18) (1.28) (2.08) Thru Time
24.4 32.8 30.1 44.7 59.8 48.1 Average speed per hour

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

DENVER SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Denver	FIRST CLASS			SECOND CLASS		
		24 Passenger	8 C.R.I. & P. Rocket	22 Passenger	92 C.R.I. & P. Freight	96 C.R.I. & P. Freight	370 Mixed
		Daily	Daily	Daily	Daily	Daily	Daily
3,983 WFTYP	104.9	A 2.05AM		A 6.52PM		A 11.00PM	
5,745 P	98.7	1.53		6.42		10.46	
1,505 WP	92.5	1.47		6.36		f 10.36	
2,386 P	89.9	s 1.43		s 6.32		s 10.29	
	89.8	A 2.45PM		A 6.50AM	A 10.15PM		
2,580 P	83.8	1.33	2.35	6.23	6.28	9.45	
2,530 YP	77.2	1.25	2.29	6.15	6.18	9.32	
2,456 P	73.3	1.20	2.25	6.10	6.05	9.22	
2,452 P	68.2	1.15	2.20	6.05	5.52	9.10	
1,718 P	62.3	1.10	2.15	6.00	5.43	8.58	
2,559 WFTYP	56.2	1.04	2.09	5.54	5.32	8.45	
2,529 P	50.3	12.56	2.03	5.46	5.21	8.25	
2,553 P	43.8	12.50	1.58	5.40	5.11	8.12	
2,584 WP	37.9	12.44	1.53	5.34	5.02	8.00	
2,433 P	31.5	12.37	1.48	5.27	4.52	7.47	
2,536 P	26.7	12.32	1.44	5.22	4.40	7.38	
2,477 WP	22.0	12.28	1.40	5.18	4.30	7.30	
2,563 P	15.4	12.21	1.34	5.11	4.20	7.18	
2,706 P	9.9	12.15	1.29	5.05	4.11	7.08	
2,467 P	6.1	12.10	1.25	5.00	4.05	7.00	
WFTYP	2.2	12.05AM	1.20PM	4.55PM	3.56AM	6.50PM	

..... Thru Time (2.00) (1.25) (1.57) (2.54) (3.25) (4.00)
..... Average speed per hour 51.4 61.8 52.7 30.2 25.6 25.7

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

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 167

JANUARY 14, 1940

FIRST CLASS

STATIONS	15 Passenger	21 Passenger	7 C.R.I.&P. Rocket	38 Passenger	111 Streamliner Passenger	4 Passenger	23 Passenger	516 Motor Passenger	24 Passenger
DN-R DENVER Ud	A 7.00AM	A 7.40AM	A 8.25AM	A 8.50AM	A 9.20AM	A 10.30AM	A 12.50PM	A 4.20PM	A 11.35PM
DN 36TH STREET Ra	6.51	7.30	8.19	8.39	9.14	10.23	12.41	4.11	11.26
PULLMAN	6.50	7.29AM	8.18AM	8.38	9.13	10.22	12.40PM	4.10	11.25
C. B. & Q. CROSSING									
SAND CREEK JCT.	6.45AM			8.33	9.09	10.17		4.05PM	11.20
DUPONT				8.27	9.05	10.12			11.15
HAZELTINE				f 8.19	9.02	10.09			11.11
HENDERSON				f 8.13	9.00	10.06			11.08
NORTHWAY									
DN BRIGHTON Bi				s 8.05	8.55	f 10.00			11.02
POWARS									
D LUPTON Up				f 7.53	8.49	9.52			10.54
IONE				f 7.48	8.45	9.48			10.49
D PLATTEVILLE Pa				f 7.43	8.41	9.43			10.44
VASQUEZ									
HOUSTON									
D GILCREST Gi				f 7.36	8.37	9.38			10.38
PECKHAM									
HAMBERT									
DN-R LA SALLE Sa				s 7.27	8.31AM	s 9.30			s 10.31
EVANS				7.20		f 9.25			10.24
DN GREELEY Hg				s 7.15		s 9.20			s 10.19
GREELEY JCT.									
D LUCERNE C				7.04		f 9.07			10.12
DN EATON Ur				7.01		s 9.03			10.08
G. W. CROSSING									
D AULT A				6.56		s 8.58			10.03
STAGE									
D PIERCE Ri				6.52		f 8.52			9.59
D NUNN Nu				6.47		f 8.45			9.54
DOVER				6.42		f 8.39			9.49
DECKER				6.38		8.34			9.44
DN CARR Cr				6.34		f 8.29			9.39
WARREN				6.29		8.23			9.34
GLEASON				6.24		8.18			9.29
D SPEER S				6.19		f 8.14			9.24
DN BORIE Bo				6.12AM					
CORLETT JCT.						8.08			9.17
DN TOWER A AY						8.03			9.12
DN-R CHEYENNE N CY						8.00AM			9.10PM

Thru Time.....	(0.15)	(0.11)	(0.07)	(2.38)	(0.49)	(2.30)	(0.10)	(0.15)	(2.25)
Average speed per hour.....	20.0	12.0	18.9	39.3	56.5	42.4	13.2	20.0	43.9

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

Except that No. 111 is superior to westward trains of the same class.

The time of Nos. 111 and 112 must be cleared not less than ten minutes by other first class trains and not less than fifteen minutes by second class and extra trains.

No. 24 will stop at any station to let off revenue passengers from Granger or beyond.

No. 38 will stop at any station to let off revenue passengers from Laramie or beyond.

No. 4 will stop at any station between La Salle and Denver to let off revenue passengers from west of La Salle.

See page 11 for information about sidings, water, fuel, interlocking plants, etc., and distance from Cheyenne.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 167

JANUARY 14, 1940

SECOND CLASS

STATIONS	Distance from Cheyenne	251	333	91	97	334	154
		Time Freight	Mixed	C.R.I.&P. Freight	C.R.I.&P. Freight	Mixed	Time Freight
DN-R DENVER Ud	106.0		A 5.55AM	A 6.00AM	A 6.30PM	A 7.15PM	
DN 36TH STREET Ra	104.2	A 4.00AM	5.40	5.45	5.55	7.02	A 3.00AM
PULLMAN	103.8	3.10	5.35AM	5.40AM	5.50PM	6.57	2.42
C. B. & Q. CROSSING	101.1						
SAND CREEK JCT.	101.0	2.57				6.49	2.35
DUPONT	97.9	2.50					2.30
HAZELTINE	94.7	2.44					2.22
HENDERSON	91.9	2.38					2.15
NORTHWAY	90.0						
DN BRIGHTON Bi	86.9	2.27					2.05
POWARS	83.2						
D LUPTON Up	80.2	2.15					1.55
IONE	75.9	2.07					1.45
D PLATTEVILLE Pa	71.2	1.58					1.37
VASQUEZ	69.8						
HOUSTON	68.2						
D GILCREST Gi	66.0	1.45					1.25
PECKHAM	63.6						
HAMBERT	62.7						
DN-R LA SALLE Sa	59.9	1.30AM				s 5.17	1.10
EVANS	57.8					5.10	12.59
DN GREELEY Hg	54.3					s 5.04	12.52
GREELEY JCT.	52.0						
D LUCERNE C	50.2					4.56	12.44
DN EATON Ur	46.8					s 4.51	12.37
G. W. CROSSING	46.7						
D AULT A	43.0					s 4.45	12.30
STAGE	41.0						
D PIERCE Ri	39.2					4.39	12.23
D NUNN Nu	34.1					4.33	12.15
DOVER	29.0					4.27	12.07AM
DECKER	24.1					4.22	11.59PM
DN CARR Cr	20.0					4.17	11.50
WARREN	15.6					4.11	11.28
GLEASON	11.6					4.05	11.20
D SPEER S	8.2					3.59	11.13
DN BORIE Bo							11.00PM
CORLETT JCT.	4.5					3.52	
DN TOWER A AY	1.3					3.47	
DN-R CHEYENNE N CY	0.0					3.45PM	

Thru Time.....	(2.30)	(0.20)	(0.20)	(0.40)	(3.30)	(4.00)
Average speed per hour.....	17.7	6.6	6.6	3.3	30.3	25.3

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

The time of Nos. 111 and 112 must be cleared not less than ten minutes by other first class trains and not less than fifteen minutes by second class and extra trains.

No. 334 will stop at any station to let off revenue passengers from Cheyenne or beyond.

WESTWARD				DENT SUBDIVISION				EASTWARD			
SECOND CLASS		FIRST CLASS		Distance from Denver	Time-Table No. 167 JANUARY 14, 1940	Distance from La Salle	FIRST CLASS		SECOND CLASS		
212	509	515	15				510	516	211	334	
Mixed	Motor Passenger	Motor Passenger	Passenger				Motor Passenger	Motor Passenger	Mixed	Mixed	
Daily	Daily	Daily	STATIONS								
					SAND CREEK JCT.	45.6	A 6.45AM	A 4.06PM	A 6.49PM		
				8.2	WELBY	42.4					
1,556				9.8	QUIMBY	40.8	f 6.35	f 3.59	6.39		
				11.1	GALLUP	39.5					
1,806				13.8	EAST LAKE	36.8	f 6.25	f 3.53	f 6.33		
				16.4	SATT	34.2					
1,550				18.1	DARLOW	32.6	f 6.15	f 3.45	6.24		
2,643		11.10AM	A11.10AM	22.2	ST. VRAINS	28.4	f 6.08	A11.28AM	3.37PM	6.16	
				22.2	U. P. CROSSING	28.4					
2,620		A11.17AM		26.1	FREDERICK	24.5	s 5.58	11.18AM		f 6.07	
1,880				27.8	FIRESTONE	22.8	f 5.54			f 6.02	
1,075				30.2	HARNEY	20.4	f 5.50			5.58	
1,549				34.6	GOWANDA	18.0	f 5.43			5.52	
				38.3	WILD CAT	12.3	5.38			5.47	
				40.9	G. W. CROSSING	9.7					
1,086		5.05PM		42.8	DENT	7.8	5.33		A 9.48AM	5.40	
		f 5.08		44.5	OGILVY	6.1	5.30		f 9.44	5.37	
9,137		A 5.20PM		50.6	LA SALLE	0.0	5.20AM		9.35AM	5.27PM	
					(45.6)		Daily	Daily	Daily	Daily	
	(0.15)	(0.07)	(0.22) Thru Time			(1.25)	(0.10)	(0.28)	(0.13)	(1.22)
	31.2	33.4	46.9 Average speed per hour			32.2	23.4	38.9	36.0	33.2

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

WESTWARD				STERLING SUBDIVISION				EASTWARD						
SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 167 JANUARY 14, 1940	Distance from Julesburg	FIRST CLASS		SECOND CLASS					
251	71	303	111				301	15	72	250	248			
Time Freight	C. B. & Q. Freight	C. B. & Q. Passenger	Streamliner Passenger				C. B. & Q. Passenger	Passenger	C. B. & Q. Freight	Time Freight	Time Freight			
Daily	Daily	Daily	Daily	Daily	Daily	STATIONS								
9,228					DN-R STERLING	57.6								
				61.7	HALL									
3,544				64.1	D ATWOOD	64.1	f 4.42	7.18	3.13	f 2.55				
				66.8	BEEFLAND									
3,545				70.2	D MERINO	70.2	f 4.48	7.23	3.21	f 3.05				
				72.1	BETA									
6,852				76.0	MESSEX	76.0	4.53	7.28	3.28	f 3.14				
				78.4	BALZAC	78.4	4.56	7.30	3.31	3.18				
2,952				81.0	DN UNION	81.0	A 5.00PM	7.32	A 3.35AM	f 3.24				
				82.8	COOPER									
4,549				87.0	D SNYDER	87.0		7.37		f 3.33				
2,570				93.8	D DODD	93.8		7.43		3.42				
				96.9	HURLEY									
4,536				98.6	DN FORT MORGAN	98.6		7.47		s 3.51				
1,870				106.0	NARROWS	106.0		7.52		4.00				
3,754				109.0	D WELDONA	109.0		7.54		f 4.05				
1,112				114.2	GOODRICH	114.2		7.58		f 4.12				
3,746				117.7	D ORCHARD	117.7		8.01		f 4.17				
				121.4	SUBLETTE									
2,951				124.8	MASTERS	124.8		8.07		f 4.27				
2,957				130.2	CANTON	130.2		8.11		4.34				
5,751				136.4	D HARDIN	136.4		8.15		f 4.42				
				139.1	KUNER	139.1								
3,758				143.1	D KERSEY	143.1		8.21		f 4.55				
				147.2	AUBURN	147.2								
9,137				151.1	DN-R LA SALLE	151.1		A 8.31AM		A 5.15AM				
					(93.6)									
	(2.35)	(0.50)	(0.25)	..... Thru Time			(1.19)	(0.30)	(2.30)	(0.34)	(0.52)	(2.07)	(2.35)	
	36.2	28.2	56.4	..... Average speed per hour			71.1	47.0	37.4	41.5	27.1	44.2	36.2	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 112 is superior to westward trains of the same class and No. 250 is superior to No. 303 and No. 71. The time of Nos. 111 and 112 must be cleared not less than ten minutes by other first class trains and not less than fifteen minutes by second class and extra trains.

WESTWARD				JULESBURG SUBDIVISION				EASTWARD			
SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 167 JANUARY 14, 1940	Distance from Denver	FIRST CLASS		SECOND CLASS		
251	111	15	112				12	248	250		
Time Freight	Streamliner Passenger	Passenger	Streamliner Passenger				Passenger	Time Freight	Time Freight		
Daily	Daily	Daily	STATIONS								
3,919					DN JULESBURG	197.2	A 7.30AM	A12.10AM	A 5.00AM	A 7.10PM	
3,620				7.1	D OVID	190.1	7.22	s11.56PM	4.15	6.58	
				11.2	HITT	186.0					
4,000				14.6	D SEDGWICK	182.6	7.16	s11.45	3.55	6.48	
				19.0	DORSEY	178.2					
4,952				23.1	RED LION	174.1	7.10	f11.33	3.40	6.37	
				25.8	MARCOTT	171.4					
4,953				30.1	DN CROOK	167.1	7.05	s11.24	3.25	6.27	
				34.2	TOBIN	163.0					
3,563				38.8	PROCTOR	158.4	6.58	f11.13	3.10	6.16	
				41.1	POWELL	156.1					
				43.4	SELMA	153.8					
4,560				45.6	D ILIFF	151.6	6.53	f11.03	2.55	6.07	
				50.1	FORD	147.1					
4,201				53.5	HAYFORD	143.7	6.47	10.53	2.30	5.57	
				57.2	C. B. & Q. CROSSING	140.0					
9,228				57.5	DN-R STERLING	139.7	6.44PM	10.48PM	2.00AM	5.50PM	
					(57.5)		Daily	Daily	Daily	Daily	
	(1.40)	(0.54)	(1.25)	..... Thru Time			(0.46)	(1.22)	(3.00)	(1.20)
	34.5	63.9	40.6	..... Average speed per hour			75.0	42.1	19.2	43.1

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 112 is superior to westward trains of the same class. The time of Nos. 111 and 112 must be cleared not less than ten minutes by other first class trains and not less than fifteen minutes by second class and extra trains.

WESTWARD				STERLING SUBDIVISION				EASTWARD					
SECOND CLASS		FIRST CLASS		Distance from Denver	Time-Table No. 167 JANUARY 14, 1940	Distance from Denver	FIRST CLASS		SECOND CLASS				
304	112	12	302				72	250	248				
C. B. & Q. Passenger	Streamliner Passenger	Passenger	C. B. & Q. Passenger				C. B. & Q. Freight	Time Freight	Time Freight				
Daily	Daily	Daily	Daily	STATIONS									
9,228					DN-R STERLING	139.7	A 5.00AM	A 6.43PM	A10.40PM	A11.59PM	A 1.25AM	A 5.45PM	A 1.00AM
				135.5	HALL								
3,544				133.1	D ATWOOD	133.1	4.49	6.35	f10.30	f11.47	1.09	5.32	12.40
				130.4	BEEFLAND								
3,545				127.0	D MERINO	127.0	f 4.43	6.30	f10.22	f11.39	12.59	5.24	12.32
				125.1	BETA								
6,852				121.2	MESSEX	121.2	4.37	6.26	f10.15	11.32	12.49	5.16	12.24
				118.8	BALZAC	118.8	4.34	6.24	10.13	11.29	12.43	5.12	12.20
2,952				116.2	DN UNION	116.2	4.30AM	6.22	f10.10	11.25PM	12.33AM	5.08	12.16
				114.4	COOPER								
4,549				110.2	D SNYDER	110.2		6.17	f10.03			5.00	12.08AM
2,570				103.4	D DODD	103.4		6.12	9.55			4.52	11.58PM
				100.3	HURLEY								
4,536				98.6	DN FORT MORGAN	98.6		6.08	f 9.50			4.46	11.50
1,870				91.2	NARROWS	91.2		6.02	9.39			4.37	11.36
3,754				88.2	D WELDONA	88.2		6.00	f 9.36			4.33	11.31
1,112				83.0	GOODRICH	83.0		5.56	f 9.29			4.27	11.23
3,746				79.5	D ORCHARD	79.5		5.53	f 9.25			4.22	11.18
				75.8	SUBLETTE								
2,951				72.4	MASTERS	72.4		5.48	f 9.17			4.13	11.08
2,957				67.0	CANTON	67.0		5.44	9.12			4.07	11.00
5,751				61.8	D HARDIN	61.8		5.40	f 9.07			4.00	10.52
				58.1	KUNER	58.1							
3,758				54.1	D KERSEY	54.1		5.34	f 8.58			3.50	10.40
				50.0	AUBURN	50.0							
9,137				46.1	DN-R LA SALLE	46.1		5.27PM	8.48PM			3.38PM	10.25PM
					(93.6)								
	(0.30)	(1.16)	(1.52)	..... Thru Time			(0.34)	(0.52)	(2.07)	(2.35)			
	47.0	73.9	50.1	..... Average speed per hour			41.5	27.1	44.2	36.2			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 112 is superior to westward trains of the same class and No. 250 is superior to No. 303 and No. 71. The time of Nos. 111 and 112 must be cleared not less than ten minutes by other first class trains and not less than fifteen minutes by second class and extra trains.

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. 167 JANUARY 14, 1940		Distance from Boulder	FIRST CLASS		SECOND CLASS	
	375 Local Freight	515 Motor Passenger		STATIONS			516 Motor Passenger	376 Local Freight		
4,405 WYOP	8.30AM		0.0	DN BRIGHTON	27.6			A 3.10PM		
P f	8.42		4.2	4.2 YOKALL	23.4			f 2.55		
2,643 WYP	f 9.00	11.28AM	8.1	D ST. VRAINS	19.5	A 3.37PM		f 2.45		
			8.1	0.0 U. P. CROSSING	19.5					
P f	9.10	f11.32	10.9	2.8 STATE COAL MINE JCT.	10.7	f 3.33		f 2.35		
P f	9.12	f11.33	11.4	0.5 PARKDALE JCT.	10.2	f 3.32		f 2.30		
YP s	9.22	s11.38	15.1	3.7 ERIE	12.5	s 3.27		s 1.35		
			15.1	0.0 C. B. & Q. CROSSING	12.5					
	f 9.28	f11.40	16.4	1.3 TABOR	11.2	f 3.24		f 1.25		
	f 9.34	f11.42	17.8	1.4 LEYNER	9.8	f 3.21		f 1.20		
	f 9.39	f11.45	19.6	1.8 LIGGETT	8.0	f 3.18		f 1.15		
	f 9.44	f11.48	22.1	2.5 WHITE ROCK	5.5	f 3.13		f 1.07		
P f	9.54	f11.51AM	24.0	1.9 VALMONT	3.6	f 3.09		f 1.00PM		
			26.0	2.0 C. & S. CROSSING	1.6			11.51AM		
WYP s	10.00	s12.05PM	26.1	0.1 ARA	1.5	s 3.04		s11.25AM		
1,850 P	A10.15AM	A12.10PM	27.6	1.5 DN-R BOULDER	0.0	3.00PM		11.15AM		
				(27.6)		Daily		Daily Except Sunday		

(1.45) 14.8 (0.42) 28.0 Thru Time (0.37) 31.6 (3.55) 7.0
 Average speed per hour
 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.

WESTWARD

FORT COLLINS BRANCH

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Dent	Time-Table No. 167 JANUARY 14, 1940		Distance from Buckeye	SECOND CLASS	
	211 Mixed	212 Mixed		STATIONS				
1,086 WYP	9.48AM		0.0	DN DENT	41.7	A 5.05PM		
	f 9.53		1.7	1.7 MILLIKEN	40.0	f 5.00		
			2.0	0.3 G. W. CROSSING	39.7			
1,974 P	f10.00		7.3	5.3 KOENIG	34.4	f 4.49		
			9.0	1.7 G. W. CROSSING	32.7			
	f10.05		9.1	0.1 KELIM	32.6	f 4.45		
	f10.11		13.5	4.4 BOYD LAKE	28.2	f 4.36		
	f10.15		16.4	2.9 REDMOND	25.3	f 4.31		
2,155 P	f10.19		19.5	3.1 HARMONY	22.2	f 4.25		
7,590 WFTYOP	A10.35AM		25.0	5.5 D-R FORT COLLINS	16.7	4.15PM		
			25.2	0.2 C. & S. CROSSING	16.5			
			25.3	0.1 C. & S. CROSSING	16.4			
P f			27.9	2.6 Poudre	13.8			
P f			30.0	2.1 BOETTCHER	11.7			
P f			32.6	2.6 REMINGTON	9.1			
1,555 P			34.6	2.0 PORTNER	7.1			
1,925 P			38.5	3.9 RIPPLE	3.2			
1,551 YP			41.7	3.2 BUCKEYE	0.0			
				(41.7)		Daily		

(0.47) 32.0 Thru Time (0.50) 30.0
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 At Dent Nos. 211 and 212 need not go to depot.

U. S. HOSPITAL BRANCH

PURITAN BRANCH

RIPPLE BRANCH

Distance from Sable	Time-Table No. 167 JANUARY 14, 1940		Distance from Parkdale Jct.	Time-Table No. 167 JANUARY 14, 1940		Distance from Ripple	Time-Table No. 167 JANUARY 14, 1940	
	STATIONS	Distance from Bunell		STATIONS	Distance from End of Track		STATIONS	Distance from End of Track
1.6	SABLE	1.6	1.9	PARKDALE JCT.	3.1	2.2	RIPPLE	2.3
	BUNELL		1.0	PURITAN	1.2	2.2	ORCUTT	0.1
			3.1	1.2 END OF TRACK		2.3	END OF 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. 167 JANUARY 14, 1940		Distance from Purcell	SECOND CLASS	
	193 Local Freight	194 Local Freight		STATIONS				
1,753 YP	10.05AM		0.0	DN CLOVERLY	13.6	A12.05PM		
	f10.13		2.2	2.2 CORNELL	11.4	f11.57AM		
	f10.17		3.1	0.9 LOWE	10.5	f11.53		
1,552 P	f10.25		5.1	2.0 GALETON	8.5	f11.45		
1,550	f10.40		8.8	3.7 CAMFIELD	4.8	f11.30		
	f10.50		11.2	2.4 MEYER	2.4	f11.20		
1,540 YP	A11.00AM		13.6	2.4 PURCELL	0.0	11.10AM		
				(13.6)		Tuesday Thursday Saturday		

(0.55) 14.8 Thru Time (0.55) 14.8
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

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. 167 JANUARY 14, 1940		Distance from Briggsdale	SECOND CLASS	
	193 Local Freight	191 Local Freight		STATIONS				
11,740 WYOP	9.45AM	9.45AM	0.0	DN GREELEY	26.1	A12.45PM	A12.25PM	
YP			2.3	2.3 GREELEY JCT.	25.8			
1,753 YP	A10.05AM	s10.05	6.0	3.7 CLOVERLY	22.1	s12.25	12.05PM	
		f10.11	8.4	2.4 ALDEN	19.7	f12.19		
2,061 P		f10.18	10.4	2.0 GILL	17.7	f12.12		
		f10.25	13.1	2.7 MATTHEWS	15.0	f12.05PM		
1,551		f10.32	14.5	1.4 BARNESVILLE	13.6	f11.58AM		
1,550 P		f10.44	18.6	4.1 CORNISH	9.5	f11.46		
1,950 P		f10.58	23.2	4.6 FOSSTON	4.9	f11.32		
1,553 YP		A11.10AM	28.1	4.9 D BRIGGSDALE	0.0	11.20AM		
				(28.1)		Monday Wednesday Friday	Tuesday Thursday Saturday	

(0.20) 18.0 (1.25) 19.8 Thru Time (1.25) 19.8 (0.20) 18.0
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.