

UNION PACIFIC RAILROAD COMPANY
Eastern District



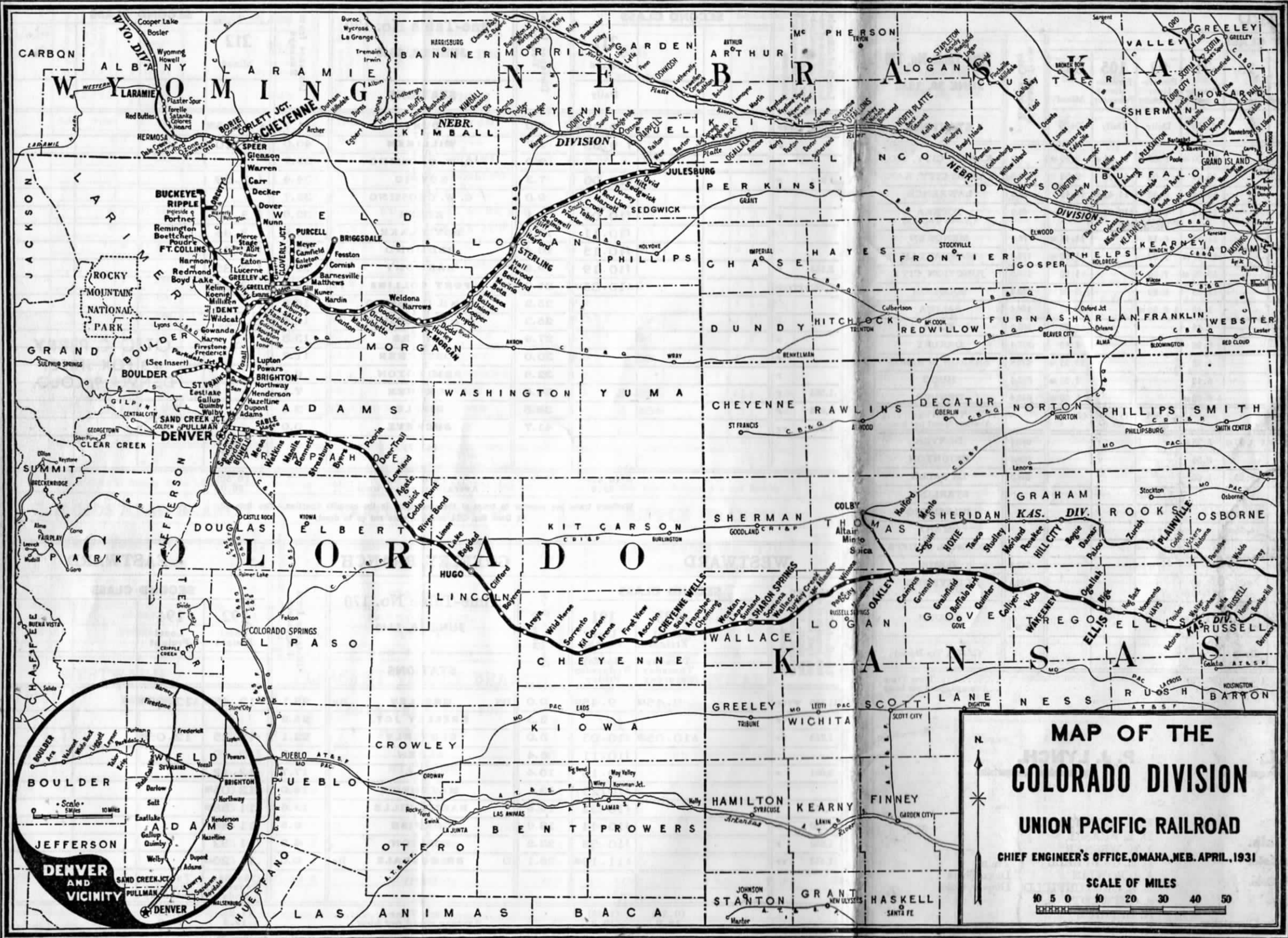
Colorado Division

TIME-TABLE
No. 170

Effective Sunday,
June 30, 1940
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. 170 JUNE 30, 1940
	319	251	155	19	3	37	111	15	21	99	105	333	
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Mixed	
	Daily		Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	
						11.55 PM			10.00 PM	5.00 PM	11.00 AM	9.50 AM	0.0
			7.00 PM			12.01 AM			10.05	5.05	11.05	9.58	2.5
						12.50			10.41	5.42	11.42 AM	10.49	39.6
			9.00			1.25			11.10	6.12	12.08 PM	11.40	68.0
			9.06			1.32			11.15	6.18		11.46 AM	72.9
			10.35 PM			2.38			11.57 PM	7.02		1.00 PM	119.3
			12.01 AM			3.17			12.22 AM	7.30		1.50	139.5
			1.00			4.10			12.53	8.09		2.50	172.3
			2.00			4.45			1.10	8.30 PM		3.45	186.6
			A 7.25 AM			6.40			2.15			6.25	303.3
						8.22			3.26			8.45	377.4
						9.30			4.23			10.25 PM	429.8
						11.43 AM			6.13			1.35 AM	535.5
						A 2.00 PM			A 8.00 AM			A 5.00 AM	640.4
			(12.25)							(3.30)	(1.08)	(20.10)	
										53.3	60.0		
	6.05 PM	A 3.45 AM	6.30 AM	A 8.20 AM	5.30 PM	5.45 PM	A 9.20 AM	A 7.00 AM	8.25 AM				640.4
	6.33	2.27	6.57	7.42	5.55	6.06	8.55		8.55				659.5
	7.08	1.30 AM	7.59	7.10	6.31	6.31	8.31	5.20	9.30				686.5
		10.40 PM		5.26			7.12	2.45					
		8.30 PM		4.26 AM			6.17	1.15 AM					
		9.00 AM		11.10 PM			2.10 AM	4.25 PM					
		8.45 AM											
		A 9.30 AM					7.55 PM						743.5
	A 9.05 PM			A 8.25 PM					11.20				746.4
									11.40 AM				
						A 6.30 AM			A 11.25 PM				Via Ch'ne 1229.5
	Daily						Daily	Daily					

(3.00) (20.00) (3.00) (10.10) (2.55) (29.35) (8.10) (15.35) (26.25)
55.0 36.4 41.1 68.5 35.9 46.1

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

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

C. P. CAHILL,
General Manager

P. J. LYNCH,
Superintendent Transportation

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

F. R. JENKINS, Assistant Superintendent...Denver, Colo.

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

H. KIRKPATRICK
D. E. FRASER
J. H. WESNER
L. E. CAMPBELL
J. J. BOWLIN
E. E. CRUTCHFIELD
S. G. TWEDT
K. G. PRICE
R. J. MORGAN

Train
Dispatchers
Denver, Colo.

C. A. VICKROY
Chief Train Dispatcher

P. GROOME
Assistant Chief Train Dispatcher

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 170 JUNE 30, 1940	Distance from Cheyenne	FIRST CLASS									SECOND CLASS				
		22 Passen- ger	100 Stream- liner Passenger	106 Stream- liner Passenger	24 Passen- ger	170 Passen- ger	38 Passen- ger	4 Passen- ger	112 Stream- liner Passenger	12 Passen- ger	20 Passen- ger	154 Time Freight	250 Time Freight	248 Time Freight	370 Mixed
STATIONS								Daily	Daily	Daily		Daily	Daily		
KANSAS CITY, MO.	746.4	A 7.15 AM	A 10.30 AM	A 1.38 PM	A 3.45 PM	A 8.10 PM	A 9.00 PM								
KANSAS CITY, KAN.	743.9	7.05	10.22	1.32	3.32	7.50	8.55				A 5.00 AM				
LAWRENCE	706.8	6.22	9.46	12.56	2.45	7.03	8.17								
TOPEKA (North Topeka)	678.4	5.50	9.18	12.30 PM	2.15	6.32	7.50				11.50 PM				
MENOKEN	673.5	5.35	9.09		2.01	6.03	7.44				11.05				
MANHATTAN	627.1	4.48	8.22		1.00	5.05	7.03				9.15				
JUNCTION CITY	606.9	4.15	7.55		12.30 PM	4.30	6.43				8.00				
SOLOMON	574.1	3.26	7.16		11.27 AM	3.30	5.58				6.22				
SALINA	559.8	3.10	7.00 AM		11.05	3.10 PM	5.45				6.00 PM			A 2.10 PM	
ELLIS	443.1	12.40 AM			8.30		3.50				6.00 AM			9.30 AM	
OAKLEY	369.0	10.00 PM			5.15		1.37							4.45	
SHARON SPRINGS	316.6	8.56			4.18		12.46 PM							2.45 AM	
HUGO	210.9	7.00			2.10 AM		11.01 AM							11.10 PM	
DENVER	106.0	5.00 PM			11.59 PM		9.10 AM							6.45 PM	
..... Thru Time..... Average speed per hour.		(13.15) 48.3	(3.30) 53.3	(1.08) 60.0		(5.00) 37.3					(23.00)			(18.25)	
DENVER	106.0				10.55 PM	A 8.45 AM	A 10.30 AM	3.55 PM	8.00 PM	4.10 PM	A 3.00 AM	2.30 PM	8.45 PM		A 6.25 PM
BRIGHTON	86.9				10.22	8.00	10.00	4.13	8.21	4.31	2.05	2.57	9.17		
LA SALLE	59.9				9.51	7.29	9.30	4.37	8.48	4.58	1.10 AM	3.38	10.25 PM		4.37
STERLING								5.54	10.48 PM	6.37		5.55	2.00 AM		
JULESBURG								6.40 PM	12.15 AM	7.40 PM		7.10 PM	5.15 AM		
OMAHA								A 12.35 AM	A 8.00 AM	A 3.03 AM		7.15 AM	11.05 PM		
COUNCIL BLUFFS												A 8.15 AM	A 11.52 PM		
BORIE						6.10 AM					11.00 PM				
CHEYENNE	0.0				8.30 PM		8.00 AM								2.55 PM
OGDEN					8.35 AM		7.35 PM								
(1217.1 Via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily			Daily	Daily

Thru Time..... (30.10) (26.25) (2.30) (7.40) (11.00) (9.53) (4.00) (16.45) (26.07) (3.30)
Average speed per hour.. 40.8 46.1 42.4 73.0 50.9 56.6

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' 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. 170 JUNE 30, 1940		Distance from Denver	FIRST CLASS		SECOND CLASS
	333 Mixed	37 Passenger	21 Passenger	STATIONS		24 Passenger	38 Passenger		22 Passenger	370 Mixed	
2,310WFTTOP	6.25PM	6.40AM	2.15AM	303.3	DN-R ELLIS Rt	337.1	A 7.15AM	A2.45PM	A11.35PM	A 8.15AM	
2,933 F	f 6.34	6.47	2.21	308.4	5.1 RIGA	332.0	6.47	2.40	11.18	f 7.40	
2,567 F	f 6.43	f 6.54	2.26	313.7	D 5.3 OGALLAH Og	326.7	f 6.40	2.35	11.13	f 7.33	
2,423 WF	s 7.00	s 7.07	2.33	322.3	DN 8.6 WAKEENEY W	318.1	s 6.28	2.27	s11.02	s 7.07	
2,021 F	f 7.10	7.16	2.40	330.0	7.7 VODA	310.4	6.13	2.20	10.51	f 6.39	
1,670 F	f 7.20	f 7.24	2.46	335.8	D 5.8 COLLYER Jy	304.6	f 6.06	2.15	10.44	f 6.31	
2,464 F	s 7.33	s 7.34	2.53	343.3	D 7.5 QUINTER Qn	297.1	f 5.54	2.08	10.35	f 6.16	
3,299 WF	f 7.45	f 7.44	3.00	350.9	D 7.6 BUFFALO PARK Bp	289.5	f 5.46	2.01	10.28	f 6.04	
2,120 F	s 7.56	s 7.50	3.05	356.3	D 5.4 GRAINFIELD Gf	284.1	f 5.39	1.56	10.23	f 5.39	
2,570 F	f 8.10	s 8.01	3.13	365.2	D 8.9 GRINNELL Gd	275.2	f 5.29	1.48	10.14	f 5.05	
2,082 F	f 8.19	8.08	3.18	371.2	6.0 CAMPUS	269.2	5.22	1.43	10.08	f 4.55	
2,789 WFTF	s 8.45	s 8.22	s 3.26	377.4	DN 6.2 OAKLEY Oq	263.0	s 5.15	1.37	s10.00	s 4.45	
2,586 F	f 8.57	f 8.32	3.35	386.1	8.7 MONUMENT	254.3	5.02	1.28	9.40	f 4.10	
2,096 F	f 9.10	f 8.40	3.42	393.6	7.5 PAGE CITY	246.8	4.55	1.21	9.33	f 3.57	
2,155 YF	f 9.28	s 8.47	3.47	399.0	D 5.4 WINONA Gw	241.4	f 4.50	1.16	9.28	f 3.47	
1,915 WF	f 9.43	f 8.58	3.56	408.4	9.4 McALLASTER	232.0	4.40	1.07	9.18	f 3.25	
1,318 F	9.51	9.04	4.02	414.5	6.1 TURKEY CREEK	225.9	4.34	1.01	9.12	3.17	
2,038 F	f10.00	f 9.11	4.08	421.1	6.6 WALLACE	219.3	4.28	12.55	9.06	f 3.08	
2,574 F	10.06	9.16	4.12	425.6	4.5 SOMENA	214.8	4.23	12.51	9.01	3.00	
1,722WFTTOP	A10.15PM	A 9.25AM	A 4.18AM	429.8	DN-RSHARON SPRINGS Ps	210.6	4.18AM	12.46PM	8.56PM	2.45AM	
				(126.5)				Daily			
(3.50) 33.0				(2.45) 46.0				(2.57) 42.9			
(2.03) 61.7				 Thru Time.....				(1.59) 63.8			
				 Average speed per hour.....				(2.39) 47.7			
								(5.30) 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. 170 JUNE 30, 1940	Distance from Denver	FIRST CLASS			SECOND CLASS
	333 Mixed	37 Passenger	21 Passenger	24 Passenger				38 Passenger	22 Passenger	370 Mixed	
Daily	Daily	Daily									
1,722 WFTOP	10.25 PM	9.30 AM	4.23 AM	429.8	DN-R SHARON SPRINGS Ps	210.6	A 4.10 AM	A 12.41 PM	A 8.50 PM	A 2.30 AM	
3,076 F	10.33	9.37	4.28	433.8	4.0 SUNLAND	206.6	4.03	12.37	8.44	2.16	
2,085 F	10.40	9.43	4.33	438.4	4.6 LAPAZ	202.0	3.58	12.33	8.39	2.10	
3,060 WF	f 10.50	s 9.49	4.36	441.8	3.4 D WESKAN Mo	198.6	3.55	12.30	8.36	f 2.05	
2,118 F	10.59	9.56	4.42	448.2	6.4 CHEMUNG	192.2	3.49	12.24	8.30	1.56	
2,078 F	f 11.06	f 10.01	4.47	453.1	4.9 ARAPAHOE	187.3	3.43	12.20	8.25	f 1.49	
2,611 F	11.13	10.07	4.52	458.2	5.1 SALIS	182.2	3.33	12.16	8.20	1.42	
2,613 WF	s 11.25	s 10.14	4.57	463.0	4.8 DN CHEYENNE WELLS Cw	177.4	s 3.28	12.12	s 8.15	s 1.35	
2,516 F	11.32	10.20	5.02	468.1	5.1 ASCALON	172.3	3.21	12.07	8.09	1.17	
2,630 F	f 11.40	f 10.26	5.07	473.5	5.4 FIRST VIEW	166.9	3.16	12.02 PM	8.04	f 1.08	
2,567 F	11.51 PM	10.35	5.15	482.3	8.8 ARENA	158.1	3.06	11.53 AM	7.55	12.52	
2,864 WFTF	s 12.05 AM	s 10.45	5.21	487.7	5.4 D KIT CARSON Kc	152.7	f 3.00	11.48	7.49	s 12.43	
2,562 F	12.21	10.52	5.28	494.0	6.3 SORRENTO	146.4	2.50	11.40	7.41	12.21	
2,548 F	f 12.30	f 10.58	5.34	500.4	6.4 WILD HORSE	140.0	2.44	11.34	7.35	f 12.11 AM	
2,559 F	f 12.40	f 11.06	5.41	507.6	7.2 D AROYA Ro	132.8	2.37	11.27	7.28	f 11.56 PM	
2,555 F	f 12.53	f 11.18	5.51	518.0	10.4 BOYERO	122.4	2.28	11.18	7.18	f 11.39	
4,614 WF	1.03	11.27	5.59	526.3	8.3 CLIFFORD	114.1	2.20	11.10	7.10	f 11.25	
3,983 WFTF	A 1.25 AM	A 11.38 AM	A 6.08 AM	535.5	9.2 DN-R HUGO Hu	104.9	2.10 AM	11.01 AM	7.00 PM	11.10 PM	
					(105.7)		Daily	Daily	Daily	Daily	
	(3.00) 35.2	(2.08) 49.6	(1.45) 60.4		 Thru Time		(2.00) 52.8	(1.40) 63.4	(1.50) 57.7	(3.20) 31.7	
					... Average speed per hour ...						

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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.	Byers 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.

DENVER SUBDIVISION

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EASTWARD

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OTTO C. PERRY
#3 FOX STREET
DENVER 9, COLO.

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. 170	
		248	370	96	319	250	155	92		JUNE 30, 1940	
		Time Freight	Mixed	C.R.I.&P. Freight	Time Freight	Time Freight	Time Freight	C.R.I.&P. Freight		STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
YIP			6.45PM	6.30PM				3.50AM	0.0	DN-R DENVER Ud	Double Track
OP		8.45PM	6.55	6.35	6.05PM	2.30PM	6.30AM	3.55	1.8	DN 36TH STREET Ra	
WFTYOP		8.47	A 7.00PM	A 6.36PM	6.06	2.31	6.31	A 3.56AM	2.2	PULLMAN	
IP									4.9	C. B. & Q. CROSSING	
		8.54			6.13	2.38	6.38		5.0	SAND CREEK JCT.	
4,544 F		8.59			6.18	2.42	6.42		8.1	DUPONT	
2,779 P		9.04			6.23	2.46	6.46		11.3	HAZELTINE	
2,547 P		9.09			6.26	2.50	6.50		14.1	HENDERSON	
									16.0	NORTHWAY	
4,405 WYOP		9.17			6.33	2.57	6.57		19.1	DN BRIGHTON Bi	
F									22.8	POWARS	
4,561 P		9.27			6.41	3.07	7.07		25.8	D LUPTON Up	
2,543 P		9.33			6.46	3.14	7.28		30.1	IONE	
4,537 P		9.39			6.52	3.19	7.43		34.8	D PLATTEVILLE Pa	
									36.2	VASQUEZ	
F									37.8	HOUSTON	
5,729 P		9.58			6.58	3.25	7.51		40.0	D GILCREST Gi	
F									42.4	PECKHAM	
									43.3	HAMBERT	
9,137 WFTYF		A 10.10PM			7.08	A 3.33PM	7.59		46.1	DN-R LA SALLE Sa	
2,861 P					7.12		8.02		48.2	EVANS	
11,740 WYOP					7.19		8.07		51.7	DN GREELEY Hg	
YF									54.0	GREELEY JCT.	
3,995 P					7.27		8.12		55.8	D LUCERNE C	
3,856 WF					7.33		8.17		59.2	DN EATON Ur	
I									59.3	G. W. CROSSING	
3,163 P					7.39		8.22		63.0	D AULT A	
F									65.0	STAGE	
3,172 WYF					7.44		8.27		68.8	D PIERCE Ri	
2,966 P					7.52		8.34		71.9	D NUNN Nu	
4,623 P					8.01		8.45		77.0	DOVER	
2,565 P					8.10		8.52		81.9	DECKER	
4,754 WFTYF					8.17		9.02		86.0	DN CARR Cr	
4,625 P					8.26		9.09		90.4	WARREN	
2,555 P					8.34		9.15		94.4	GLEASON	
4,625 WYF					8.44		9.21		97.8	D SPEER S	
3,953 IP							A 9.30AM		103.1	DN BORIE Bo	
F					8.50				101.5	CORLETT JCT.	
IP					8.55				104.7	DN TOWER A AY	
WFTYOP					A 9.05PM				106.0	DN-R CHEYENNE N CY	

(106.0)

(1.25) (0.15) (0.06) (3.00) (1.03) (3.00) (0.06)
31.3 8.8 22.0 34.7 42.2 33.8 22.0

..... 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 Nos. 19 and 111 are superior to westward trains of the same class. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12, and not less than fifteen minutes by second class and extra trains.

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

WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS												Time-Table No. 170	
24	12	37	3	22	20	112	28	8	515	38	21	JUNE 30, 1940	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I. & P. Passenger	C.R.I. & P. Rocket Passenger	Motor Passenger	Passenger	Passenger	STATIONS	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sat. Sun. Mon.	Daily	Daily	Daily	Daily	Double Track	
11.59PM	8.00PM	5.45PM	5.30PM	5.00PM	4.10PM	3.55PM	3.00PM	1.00PM	9.30AM	9.10AM	8.25AM		
12.03AM	8.03	5.48	5.34	5.04	4.13	3.57	3.05	1.03	9.33	9.15	8.28		
A 12.05AM	8.04	5.49	5.35	A 5.05PM	4.14	3.58	A 3.06PM	A 1.05PM	9.34	A 9.16AM	8.29		
	8.08	5.53	5.39		4.18	4.01			A 9.38AM		8.33		
	8.11	5.56	5.42		4.21	4.04					8.36		
	8.14	5.59	5.45		4.24	4.07					8.39		
	8.16	6.01	5.48		4.26	4.09					8.42		
	8.21	6.06	5.55		4.31	4.13					8.55		
	8.27	6.12	5.63		4.37	4.19					9.04		
	8.31	6.16	5.68		4.40	4.22					9.09		
	8.35	6.20	5.64		4.44	4.26					9.14		
	8.40	6.25	5.62		4.49	4.30					9.20		
	A 8.47PM	6.31	5.63		A 4.57PM	A 4.37PM					9.30		
		6.34	5.63								9.34		
		6.43	5.64								9.42		
		6.48	5.64								9.48		
		6.52	5.70								9.55		
		6.56	5.70								10.01		
		7.00	5.71								10.07		
		7.05	5.72								10.14		
		7.10	5.73								10.21		
		7.15	5.73								10.28		
		7.25	5.74								10.35		
		7.32	5.75								10.44		
		7.38	5.75								10.55		
		7.44	5.80								11.01		
		A 7.55PM											
			8.13								11.08		
			8.18								11.13		
			8.25PM								A 11.20AM		

(0.06) (0.47) (2.10) (2.55) (0.05) (0.47) (0.42) (0.06) (0.05) (0.08) (0.06) (2.55)
22.0 58.9 47.6 36.4 20.4 58.9 65.8 22.0 26.4 37.5 22.0 36.9

..... 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 Nos. 19 and 111 are superior to westward trains of the same class. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12, and not less than fifteen minutes by second class and extra trains.

No. 37 will stop on flag at Ault to pick up revenue passengers for Laramie and west.

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

See page 8 for information about sidings, water, fuel, interlocking plants, etc., and distance from Denver.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 170

JUNE 30, 1940

STATIONS

FIRST CLASS										
15	21	19	7	38	111	4	27	37	516	24
Passenger	Passenger	Passenger	C.R.I. & P. Rocket Passenger	Passenger	Streamliner Passenger	Passenger	C. R. I. & P. Passenger	Passenger	Motor Passenger	Passenger
DN-R DENVER Ud										
DN 36TH STREET Ra										
PULLMAN										
C. B. & Q. CROSSING										
SAND CREEK JCT.										
DUPONT										
HAZELTINE										
HENDERSON										
NORTHWAY										
DN BRIGHTON Bi										
POWARS										
D LUPTON Up										
IONE										
D PLATTEVILLE Pa										
VASQUEZ										
HOUSTON										
D GILCREST Gi										
PECKHAM										
HAMBERT										
DN-R LA SALLE Sa										
EVANS										
DN GREELEY Hg										
GREELEY JCT.										
D LUCERNE C										
DN EATON Ur										
G. W. CROSSING										
D AULT A										
STAGE										
D PIERCE Ri										
D NUNN Nu										
DOVER										
DECKER										
DN CARR Cr										
WARREN										
GLEASON										
D SPEER S										
DN BORIE Bo										
CORLETT JCT.										
DN TOWER A AY										
DN-R CHEYENNE N-CY										
(106.0)										
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Saturday Sunday Monday	Daily	Daily	Daily

Thru Time..... (0.15) (0.05) (1.10) (0.07) (2.35) (0.49) (2.30) (0.05) (0.15) (0.13) (2.25)
 Average speed per hour..... 20.0 26.4 39.5 18.9 39.9 56.5 42.4 26.4 20.0 23.0 43.9

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 19 and 111 are superior to westward trains of the same class. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12, and not less than fifteen minutes by second class and extra trains.

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

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

No. 38 will stop at any station Speer to La Salle to let off 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. 170

JUNE 30, 1940

STATIONS

SECOND CLASS										
91	251	333	97	334	154					
C.R.I. & P. Freight	Time Freight	Mixed	C.R.I. & P. Freight	Mixed	Time Freight					
DN-R DENVER Ud										
DN 36TH STREET Ra										
PULLMAN										
C. B. & Q. CROSSING										
SAND CREEK JCT.										
DUPONT										
HAZELTINE										
HENDERSON										
NORTHWAY										
DN BRIGHTON Bi										
POWARS										
D LUPTON Up										
IONE										
D PLATTEVILLE Pa										
VASQUEZ										
HOUSTON										
D GILCREST Gi										
PECKHAM										
HAMBERT										
DN-R LA SALLE Sa										
EVANS										
DN GREELEY Hg										
GREELEY JCT.										
D LUCERNE C										
DN EATON Ur										
G. W. CROSSING										
D AULT A										
STAGE										
D PIERCE Ri										
D NUNN Nu										
DOVER										
DECKER										
DN CARR Cr										
WARREN										
GLEASON										
D SPEER S										
DN BORIE Bo										
CORLETT JCT.										
DN TOWER A AY										
DN-R CHEYENNE N-CY										
(106.0)										
Daily	Daily	Daily	Daily	Daily	Daily					

Thru Time..... (0.20) (2.15) (0.15) (0.40) (3.30) (4.00)
 Average speed per hour..... 6.6 19.7 8.8 3.3 30.3 25.3

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 19 and 111 are superior to westward trains of the same class. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 38, 4, 24, 21, 3, 37 and 12, and not less than fifteen minutes by second class and extra trains.

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

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. 170		Distance from La Salle	FIRST CLASS		SECOND CLASS		Distance from Denver	Time-Table No. 170	
	212 Mixed	509 Motor Passenger	515 Motor Passenger		JUNE 30, 1940			15 Passenger	510 Motor Passenger	516 Motor Passenger	211 Mixed		JUNE 30, 1940	
	Daily	Daily	Daily		STATIONS								STATIONS	
			9.38AM	5.0	SAND CREEK JCT.	45.6	A 6.45AM		A 3.27PM		A 5.59PM			
				8.2	WELBY	42.4								
1,556	P		f 9.44	9.8	QUIMBY	40.8	f 6.35		f 3.21		5.49			
				11.1	GALLUP	39.5								
1,806	P		f 9.49	13.8	EAST LAKE	36.8	f 6.25		f 3.15		f 5.43			
				16.4	SATT	34.2								
1,550	P		f 9.54	18.1	DARLOW	32.5	f 6.15		f 3.08		5.34			
2,643	PWT	9.59AM	A 9.59AM	22.2	ST. VRAINS	28.4	f 6.08	A 10.15AM	3.00PM		5.26			
				22.2	U. P. CROSSING	28.4								
2,620	TP		A 10.04AM	26.1	FREDERICK	24.5	s 5.58	10.05AM			f 5.17			
1,860	P			27.8	FIRESTONE	22.8	f 5.54				f 5.12			
1,075	P			30.2	HARNEY	20.4	f 5.50				5.08			
1,549	P			34.6	GOWANDA	16.0	f 5.43				5.02			
				38.3	WILD CAT	12.3	5.38				4.57			
				40.9	G. W. CROSSING	9.7								
1,086	WTP	4.15PM		42.8	DENT	7.8	5.33			A 9.48AM	4.50			
		f 4.18		44.5	OGLVY	6.1	5.30			f 9.44	4.47			
9,137	WFTTP	A 4.30PM		50.6	LA SALLE	0.0	5.20AM			9.35AM	4.37PM			
					(45.6)		Daily	Daily	Daily	Daily	Daily			
	(0.15)	(0.05)	(0.21)		 Thru Time		(1.25)	(0.10)	(0.27)	(0.13)	(1.22)			
	31.2	46.8	49.1		 Average speed per hour		32.2	28.4	38.3	36.0	33.2			
Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 112 and 20 are superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12, and not less than fifteen minutes by second class and extra trains.														

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 112 and 20 are superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12, and not less than fifteen minutes by second class and extra trains.

WESTWARD					STERLING SUBDIVISION					EASTWARD				
SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 170		Distance from Julesburg	FIRST CLASS		SECOND CLASS		Distance from Denver	Time-Table No. 170	
	251 Time Freight	71 C. B. & Q. Freight	303 C. B. & Q. Passenger		JUNE 30, 1940			111 Streamliner Passenger	19 Passenger	301 C. B. & Q. Passenger	15 Passenger		JUNE 30, 1940	
	Daily	Daily	Daily		STATIONS								STATIONS	
9,228	WFTOP	10.40PM	3.00PM	4.35PM	7.12AM	5.26AM	3.05AM	2.45AM	57.5	DN-R STERLING	St	139.7	DN-R STERLING	St
					HALL				61.7	HALL		135.5	HALL	
3,544	P	10.52	3.12	f 4.42	7.18	5.36	3.13	f 2.55	64.1	D ATWOOD	Od	133.1	D ATWOOD	Od
					BETTLAND				66.8	BETTLAND		130.4	BETTLAND	
3,545	P	11.01	3.23	f 4.48	7.23	5.42	3.21	f 3.05	70.2	D MERINO	Mi	127.0	D MERINO	Mi
					BETA				72.1	BETA		125.1	BETA	
6,852	P	11.20	3.33	4.53	7.28	5.47	3.28	f 3.14	76.0	MESSEX		121.2	MESSEX	
		11.24	3.39	4.56	7.30	5.50	3.31	3.18	78.4	BALZAC		118.8	BALZAC	
2,952	P	11.28	A 3.50PM	A 5.00PM	7.32	5.53	A 3.35AM	f 3.24	81.0	DN UNION	Un	116.2	DN UNION	Un
					COOPER				82.8	COOPER		114.4	COOPER	
4,549	WP	11.36			7.37	5.59		f 3.33	87.0	D SNYDER	Sn	110.2	D SNYDER	Sn
2,570	P	11.44			7.43	6.05		3.42	93.8	DODD		103.4	DODD	
					HURLEY				96.9	HURLEY		100.3	HURLEY	
4,536	WFP	11.50PM			7.47	6.10		s 3.51	98.6	DN FORT MORGAN	Fm	98.6	DN FORT MORGAN	Fm
1,870	P	12.01AM			7.52	6.17		4.00	106.0	NARROWS		91.2	NARROWS	
3,754	P	12.06			7.54	6.20		f 4.05	109.0	D WELDONA	Dn	88.2	D WELDONA	Dn
1,112	P	12.15			7.58	6.25		f 4.12	114.2	GOODRICH		83.0	GOODRICH	
3,746	P	12.20			8.01	6.29		f 4.17	117.7	ORCHARD		79.5	ORCHARD	
					SUBLETTE				121.4	SUBLETTE		75.8	SUBLETTE	
2,951	P	12.30			8.07	6.36		f 4.27	124.8	D MASTERS	Ms	72.4	D MASTERS	Ms
2,957	P	12.38			8.11	6.41		4.34	130.2	CANTON		67.0	CANTON	
5,751	WP	12.46			8.15	6.46		f 4.42	135.4	D HARDIN	Hr	61.8	D HARDIN	Hr
									139.1	KUNER		58.1	KUNER	
3,758	P	12.57			8.21	6.53		f 4.55	143.1	D KERSEY	Kr	54.1	D KERSEY	Kr
									147.2	AUBURN		50.0	AUBURN	
9,137	WFTTP	A 1.15AM			A 8.31AM	A 7.05AM		A 5.15AM	151.1	DN-R LA SALLE	Sa	46.1	DN-R LA SALLE	Sa
					(93.6)									
	(2.35)	(0.50)	(0.25)	(1.19)	(1.39)	(0.30)	(2.30)		 Thru Time					
	36.2	28.2	56.4	71.1	56.7	47.0	37.4		 Average speed per hour					

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 112 and 20 are superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12, 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. 170		Distance from Julesburg	FIRST CLASS		SECOND CLASS		Distance from Denver	Time-Table No. 170	
	251 Time Freight	111 Streamliner Passenger	19 Passenger		JUNE 30, 1940			112 Streamliner Passenger	20 Passenger	12 Passenger	248 Time Freight		JUNE 30, 1940	
	Daily	Daily	Daily		STATIONS								STATIONS	
3,919	WFTTP	8.30PM	6.17AM	4.26AM	1.15AM	0.0	DN JULESBURG	Jb	197.2	A 6.40PM	A 7.39PM	A 12.10AM	A 5.00AM	A 7.10PM
3,620	OP	8.45	6.25	4.35	f 1.27	7.1	D OGD	Vi	190.1	6.32	7.27	s 11.56PM	4.35	7.01
					HITT				186.0					
4,000	WP	8.56	6.32	4.42	f 1.38	11.2	D SEDGWICK	Zd	182.6	6.26	7.19	s 11.45	3.55	6.52
					DORSEY				178.2					
4,952	P	9.07	6.39	4.50	f 1.48	23.1	RED LION		174.1	6.20	7.11	f 11.33	3.40	6.41
					MARCOTT				171.4					
4,953	WP	9.18	6.45	4.56	f 1.59	30.1	DN CROOK	Ck	167.1	6.15	7.04	s 11.24	3.25	6.32
					TOBIN				163.0					
3,563	P	9.30	6.53	5.04	f 2.10	38.8	PROCTOR		158.4	6.08	6.56	f 11.13	3.10	6.21
					POWELL				156.1					
4,560	P	9.41	6.59	5.11	f 2.20	43.4	SELMA		153.8					
					LIFF				151.6	6.03	6.49	f 11.03	2.55	6.11
4,201	P	9.52	7.05	5.18	2.30	53.5	FORD		147.1					
					HAYFORD				143.7	5.57	6.42	10.53	2.30	6.01
9,228	WFTOP	A 10.10PM	A 7.11AM	A 5.25AM	A 2.40AM	57.5	C. B. & Q. CROSSING		140.0					
					DN-R STERLING	St	139.7		5.54PM	6.37PM	10.48PM	2.00AM	5.55PM	
					(57.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	(1.40)	(0.54)	(0.59)	(1.25)	 Thru Time				(0.46)	(1.02)	(1.22)	(3.00)	(1.15)	
	34.5	63.9	58.5	40.6	 Average speed per hour				75.0	55.6	42.1	19.2	46.0	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that Nos. 112 and 20 are superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 19, 111, 112 and 20 must be cleared not less than ten minutes by Nos. 15, 301, 303, 304, 302 and 12, and not less than fifteen minutes by second class and extra trains.

STERLING SUBDIVISION										EASTWARD		
Time-Table No. 170										JUNE 30, 1940		
STATIONS										STATIONS		
9,228 WFTOP	DN-R	STERLING	St	139.7	A 4.20AM	A 5.53PM	A 6.34PM	A 10.40PM	A 11.43PM	A 1.25AM	A 5.40PM	A 1.00AM
		HALL		135.5								
3,544 P	D	ATWOOD	Od	133.1	4.09	5.45	6.25	f 10.30	f 11.34	1.09	5.32	12.40
		BETTLAND		130.4								
3,545 P	D	MERINO	Mi	127.0	f 4.03	5.40	6.19	f 10.22	f 11.26	12.59	5.24	12.32
		BETA		125.1								
6,852 P		MESSEX		121.2	3.57	5.36	6.13	f 10.16	11.20	12.49	5.16	12.24
		BALZAC		118.8	3.54	5.34	6.10	10.13	11.17	12.43	5.12	12.20
2,952 P	DN	UNION	Un	116.2	3.50AM	5.32	6.07	f 10.10	11.13PM	12.33AM	5.08	12.16
		COOPER		114.4								
4,549 WP	D	SNYDER	Sn	110.2		5.27	6.02	f 10.03			5.00	12.08AM
2,570 P		DODD		103.4		5.22	5.56	9.55			4.52	11.58PM
		HURLEY		100.3								
4,536 WFP	DN	FORT MORGAN	Fm	98.6		5.18	5.51	f 9.50			4.46	11.50
1,870 P		NARROWS		91.2		5.12	5.43	9.39			4.37	11.36
3,754 P	D	WELDONA	Dn	88.2		5.10	5.40	f 9.36			4.33	11.31
1,112 P		GOODRICH		83.0		5.06	5.35	f 9.29			4.27	11.23
3,746 P		ORCHARD		79.5		5.03	5.32	f 9.25			4.22	11.18
		SUBLETTE		75.8								
2,951 P	D	MASTERS	Ms	72.4		4.58	5.25	f 9.17			4.13	11.08
2,957 P		CANTON		67.0		4.54	5.20	9.12			4.07	11.00
5,751 WP	D	HARDIN	Hr	61.8		4.50	5.15	f 9.07			4.00	10.52
		KUNER		58.1								
3,758 P	D	KERSEY	Kr	54.1		4.44	5.08	f 8.58			3.50	10.40
		AUBURN		50.0								
9,137 WFTTP	DN-R	LA SALLE	Sa	46.1		4.37PM	4.58PM	8.48PM			3.38PM	10.25PM

WESTWARD

BOULDER BRANCH

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS	FIRST CLASS	Distance from Brighton	Time-Table No. 170 JUNE 30, 1940	Distance from Boulder	FIRST CLASS	SECOND CLASS
	375 Local Freight	515 Motor Passenger				516 Motor Passenger	376 Local Freight
	Daily Except Sunday	Daily					
4,405 WTOP	8.30AM		0.0	DN BRIGHTON Bi	27.6		A 3.10PM
P f 8.42			4.2	YOKALL	23.4		f 2.55
2,643 WYP	f 9.00	10.15AM	8.1	D ST. VRAINS Vs	19.5	A 3.00PM	f 2.45
			8.1	U. P. CROSSING	19.5		
			10.0	NATIONAL	17.6		
P f 9.10		f10.19	10.9	STATE COAL MINE JCT.	16.7	f 2.56	f 2.35
P f 9.12		f10.20	11.4	PARKDALE JCT.	16.2	f 2.55	f 2.30
YP s 9.22		s10.26	15.1	ERIE	12.5	s 2.50	s 1.35
			15.1	C. B. & Q. CROSSING	12.5		
	f 9.28	f10.28	16.4	TABOR	11.2	f 2.45	f 1.25
	f 9.34	f10.31	17.8	LEYNER	9.8	f 2.42	f 1.20
	f 9.39	f10.34	19.6	LIGGETT	8.0	f 2.39	f 1.15
	f 9.44	f10.38	22.1	WHITE ROCK	5.5	f 2.34	f 1.07
P f 9.54		f10.41	24.0	VALMONT	3.6	f 2.30	f 1.00PM
			26.0	C. & S. CROSSING	1.6		
WYP s10.00		s10.45	26.1	ARA	1.5	s 2.25	s11.25AM
1,850 P A10.15AM		A10.50AM	27.6	DN-R BOULDER Br	0.0	2.20PM	11.15AM
				(27.6)		Daily	Daily Except Sunday

(1.45)
14.8

(0.35)
33.4

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

(0.40)
29.2

(3.55)
7.0

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. 170 JUNE 30, 1940	Distance from Bunell	Distance from Parkdale Jct.	Time-Table No. 170 JUNE 30, 1940	Distance from End of Track	Distance from Ripple	Time-Table No. 170 JUNE 30, 1940	Distance from End of Track
	STATIONS			STATIONS			STATIONS	
	SABLE	1.6		PARKDALE JCT.	3.1		RIPPLE	2.3
1.6	BUNELL		1.9	PURITAN	1.2	2.2	ORCUTT	0.1
			3.1	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. 170 JUNE 30, 1940	Distance from Purcell	SECOND CLASS				
			193 Local Freight						194 Local Freight		
			Tuesday Thursday Saturday								
1,753	YF		10.05AM	0.0							
			f10.17	3.1							
1,552	P		f10.25	5.1							
1,550			f10.40	8.8							
			f10.50	11.2							
1,540	YF		A11.00AM	13.6							

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. 170 JUNE 30, 1940	Distance from Buckeye	SECOND CLASS					
		211				212					
		Mixed				Mixed					
		Daily		STATIONS							
1,086 WTP		9.48AM	0.0	DENT	41.7	A 4.15PM					
P		f 9.53	1.7	1.7 MILLIKEN	40.0	f 4.10					
			2.0	0.3 G. W. CROSSING	39.7						
1,974 P		f10.00	7.3	5.3 KOENIG	34.4	f 3.59					
			9.0	1.7 G. W. CROSSING	32.7						
P		f10.05	9.1	0.1 KELIM	32.6	f 3.55					
		f10.11	13.5	4.4 BOYD LAKE	28.2	f 3.46					
		f10.15	16.4	2.9 REDMOND	25.3	f 3.41					
2,155 P		f10.19	19.5	3.1 HARMONY	22.2	f 3.35					
7,500WTPOTP		A10.35AM	25.0	5.5 D-R FORT COLLINS Fc	16.7	3.25PM					
			25.2	0.2 C. & S. CROSSING	16.5						
			25.3	0.1 C. & S. CROSSING	16.4						
P			27.9	2.6 POUDRE	13.8						
P			30.0	2.1 BOETTCHER	11.7						
P			32.6	2.6 REMINGTON	9.1						
1,555 P			34.6	2.0 PORTNER	7.1						
1,925 P			38.5	3.9 RIPPLE	3.2						
1,551 YP			41.7	3.2 BUCKEYE	0.0						
				(41.7)		Daily					
(0.47) 32.0				 Thru Time..... Average speed per hour.....				(0.50) 30.0			
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.											

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. 170 JUNE 30, 1940			Distance from Briggsdale	SECOND CLASS				
		193 Local Freight	191 Local Freight						192 Local Freight	194 Local Freight			
		Tuesday Thursday Saturday	Monday Wednesday Friday										
	11,740	WTOP	9.45AM		9.45AM	0.0	DN		GREELEY	Hg	28.1	A12.45PM	A12.25PM
		YP				2.3			GREELEY JCT.		25.8		
	1,753	YP	A10.05AM		s10.05	6.0			CLOVERLY		22.1	s12.25	12.05PM
					f10.11	8.4			ALDEN		19.7	f12.19	
	2,061	P			f10.18	10.4			GILL		17.7	f12.12	
					f10.25	13.1			MATTHEWS		15.0	f12.05PM	
1,551			f10.32	14.5		BARNESVILLE		13.6	f11.58AM				
1,550	P		f10.44	18.6		CORNISH		9.5	f11.46				
1,950	P		f10.58	23.2		FOSSTON		4.9	f11.32				
1,553	YP		A11.10AM	28.1	D	BRIGGSDALE	Bg	0.0	11.20AM				
									Monday Wednesday Friday	Tuesday Thursday Saturday			
		(0.20) 18.0	(1.25) 19.8	 Thru Time..... Average speed per hour.....						(1.25) 19.8	(0.20) 18.0		
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.													