

Union Pacific Railroad Company

Eastern District



Colorado Division

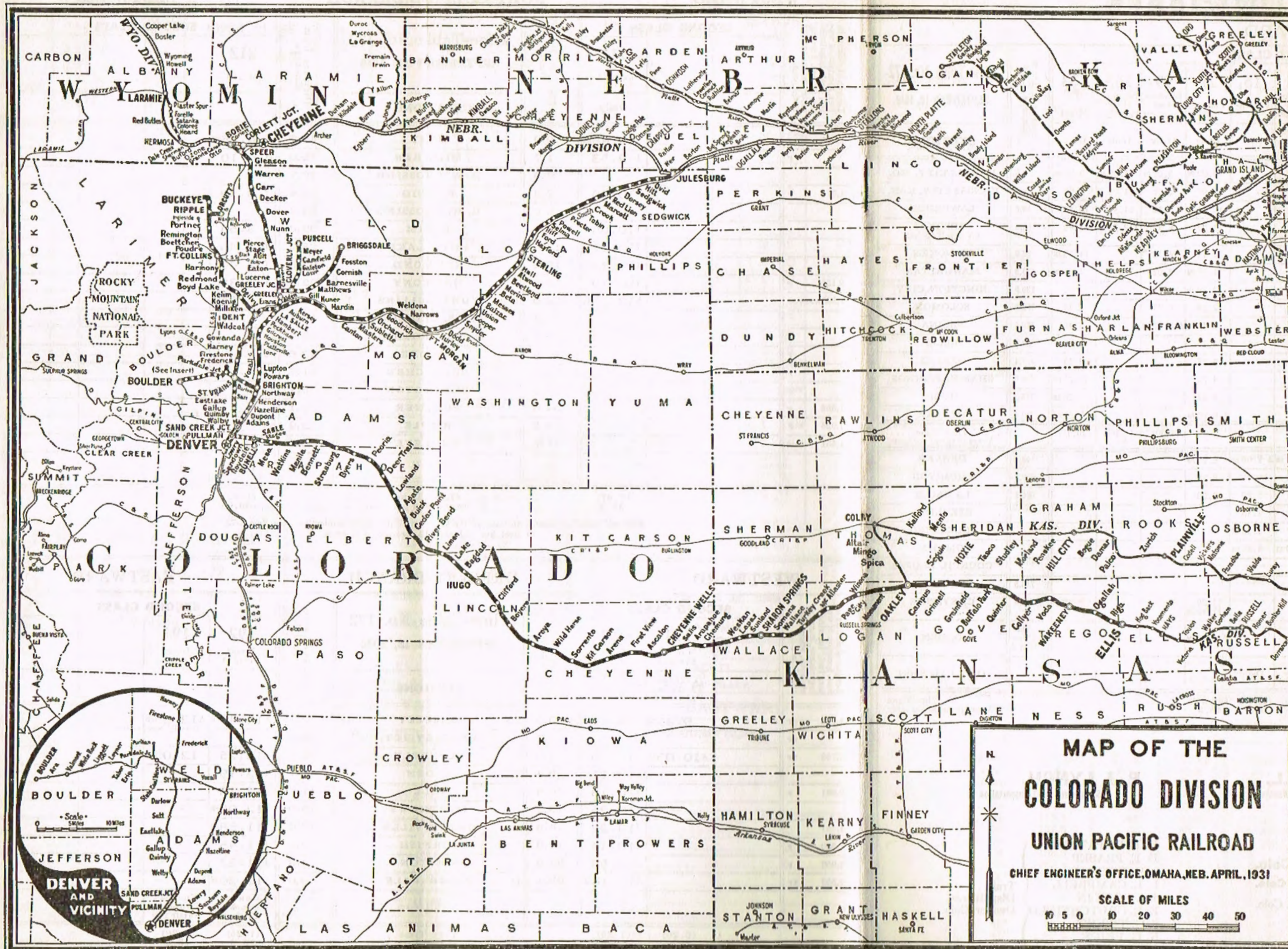
TIME-TABLE

No. 172

**Effective Wednesday,
September 18, 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. 172		
	319	251	155			3	37	111	15	21	99	105	333			SEPTEMBER 18, 1940	
	Time Freight	Time Freight	Time Freight			Passen- ger	Passen- ger	Stream- liner Passenger	Passen- ger	Passen- ger	Stream- liner Passenger	Stream- liner Passenger	Mixed		STATIONS		
	Daily		Daily			Daily	Daily			Daily	Daily	Daily	Daily	0.0	KANSAS CITY, MO.		
							11.55 PM			10.00 PM	5.00 PM	11.00 AM	9.50 AM	2.5	KANSAS CITY, KAN.		
			7.00 PM				12.01 AM			10.05	5.05	11.05	9.58	39.6	LAWRENCE		
							12.50			10.41	5.42	11.42 AM	10.49	68.0	TOPEKA (North Topeka)		
		9.00					1.25			11.09	6.12	12.08 PM	11.40	72.9	MENOKEN		
		9.06					1.32			11.14	6.18		11.46 AM	119.3	MANHATTAN		
		10.35 PM					2.38			11.55 PM	7.02		1.00 PM	139.5	JUNCTION CITY		
		12.01 AM					3.17			12.22 AM	7.30		1.50	172.3	SOLOMON		
		1.00					4.10			12.53	8.09		2.50	186.6	SALINA		
		2.00					4.45			1.10	8.30 PM		3.45	303.3	ELLIS		
		7.25 AM					6.50			2.15			6.25	377.4	OAKLEY		
							8.38			3.27			8.45	429.8	SHARON SPRINGS		
							9.55 AM			4.20			10.25 PM	535.5	HUGO		
							12.32 PM			6.02			1.35 AM	640.4	DENVER		
							3.00 PM			8.00 AM			5.00 AM		 Thru Time..... Average speed per hour.		
			(12.25)								(3.30) 53.3	(1.08) 60.0	(20.10)	640.4	DENVER		
	6.05 PM	3.45 AM	6.30 AM			5.30 PM	5.45 PM	9.20 AM	7.00 AM	8.25 AM				659.5	BRIGHTON		
	6.33	2.27	6.57			5.55	6.06	8.55		8.55				686.5	LA SALLE		
	7.08	1.30 AM	7.59			6.31	6.31	8.31	5.20	9.30					STERLING		
		10.40 PM						7.12	2.45						JULESBURG		
		8.30 PM						6.17	1.15 AM						OMAHA		
		9.00 AM						2.10 AM	4.25 PM						COUNCIL BLUFFS		
		8.45 AM												743.5	BORIE		
		9.30 AM					7.55 PM							746.4	CHEYENNE		
	9.05 PM					8.25 PM				11.20 11.40 AM					OGDEN		
							6.30 AM			11.25 PM				Via Ch'ne 1220.6			
		Daily						Daily	Daily						(1217.1 Via Borie)		
(3.00) (20.00) (3.00)						(2.55) 36.4	(31.35) 38.5	(8.10) 88.5	(15.35) 35.9	(26.25) 46.5						 Thru Time..... Average speed per hour	

Train
Dispatchers
Denver, Colo.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 172		Distance from Cheyenne	FIRST CLASS										SECOND CLASS				
SEPTEMBER 10, 1940			22	100	106	24	170	38	4	112	12		154	250	248	370	334
STATIONS			Passen- ger	Stream- liner Passenger	Stream- liner Passenger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Stream- liner Passenger	Passen- ger		Time Freight	Time Freight	Time Freight	Mixed	Mixed
									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	7.04	10.22	1.32	3.32	7.50	8.55				A 5.00 AM					
LAWRENCE		706.8	6.21	9.46	12.56	2.45	7.03	8.17									
TOPEKA (North Topeka)		678.4	5.47	9.18	12.30 PM	2.15	6.32	7.50				11.50 PM					
MENOKEN		673.5	5.32	9.09		2.01	6.03	7.45				11.05					
MANHATTAN		627.1	4.45	8.22		1.00	5.05	7.03				9.15					
JUNCTION CITY		608.9	4.12	7.55		12.30 PM	4.30	6.38				8.00					
SOLOMON		574.1	3.10	7.16		11.27 AM	3.30	5.58				6.22					
SALINA		559.8	2.55	7.00 AM		11.05	3.10 PM	5.45				6.00 PM			A 2.10 PM		
ELLIS		443.1	12.28 AM			8.30		3.50				6.00 AM			9.30 AM		
OAKLEY		369.0	9.48 PM			5.15		1.30							4.45		
SHARON SPRINGS		316.6	8.50			4.17		12.41 PM							2.45 AM		
HUGO		210.9	6.58			2.10 AM		10.59 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	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	2.05	2.57	9.17			
LA SALLE		59.9				9.51		7.29	9.30	4.37	8.48	1.10 AM	3.38	10.25 PM		4.37	
STERLING										5.54	10.48 PM		5.55	2.00 AM			
JULESBURG										6.40 PM	12.15 AM		7.10 PM	5.15 AM			
OMAHA										A 12.35 AM	A 8.00 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		7.40 PM									
(1217.1 Via Borie)			Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily			Daily	Daily	
Thru Time.....						(30.10)		(24.20)	(2.30)	(7.40)	(11.00)	(4.00)	(16.45)	(26.07)		(3.80)	
Average speed per hour.....						40.8		50.0	42.4	73.0	50.9						

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. 172 SEPTEMBER 18, 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	STATIONS					Daily	Daily	Daily	Daily			
2,310 WFTTOP	6.25PM	6.50AM	2.15AM	303.3	DN-R	ELLIS	Rt	337.1	A 7.15AM	A2.45PM	A11.20PM	A 8.15AM		
2,933 P	f 6.34	6.57		308.4		5.1 RIGA		332.0	6.57		11.05	f 7.40		
2,567 P	f 6.43	f 7.04	2.27	313.7	D	8.6 OGALLAH	Og	326.7	f 6.40	2.28	10.58	f 7.33		
2,423 WP	s 7.00	s 7.17	2.35	322.3	DN	7.7 WAKEENEY	W	318.1	s 6.28	2.20	s 10.49	s 7.17		
2,021 P	f 7.10	7.26		330.0		5.8 VODA		310.4	6.13		10.37	f 6.39		
1,670 P	f 7.20	f 7.35	2.47	335.8	D	7.5 COLLYER	Jy	304.6	f 6.06	2.08	10.30	f 6.31		
2,464 P	s 7.33	s 7.46	2.54	343.3	D	7.6 QUINTER	Qn	297.1	s 5.54	2.01	10.21	f 6.16		
3,209 WP	f 7.45	f 7.55	3.01	350.9	D	5.4 BUFFALO PARK	Bp	289.5	f 5.46	1.54	10.14	f 6.04		
2,120 P	s 7.56	s 8.04	3.06	356.3	D	8.9 GRAINFIELD	Gf	284.1	s 5.39	1.49	10.09	f 5.39		
2,570 P	f 8.10	s 8.15	3.14	365.2	D	6.0 GRINNELL	Gd	275.2	f 5.29	1.41	10.01	f 5.05		
2,082 P	f 8.19	8.23	3.20	371.2		6.2 CAMPUS		269.2	5.22		9.55	f 4.55		
2,789 WFTP	s 8.45	s 8.38	3.27	377.4	DN	8.7 OAKLEY	Oq	263.0	s 5.15	f 1.30	s 9.48	s 4.45		
2,588 P	f 8.57	f 8.49	3.35	386.1		7.5 MONUMENT		254.3	5.02	1.21	9.34	f 4.10		
2,096 P	f 9.27	f 8.58	3.42	393.6		5.4 PAGE CITY		246.8	4.55		9.27	f 3.57		
2,155 YP	f 9.35	s 9.06	3.47	399.0	D	9.4 WINONA	Gw	241.4	f 4.50	1.09	9.21	f 3.47		
1,915 WP	f 9.47	f 9.18	3.56	408.4		6.1 McALLASTER		232.0	4.40	1.00	9.11	f 3.25		
1,318 P	9.55	9.26		414.5		6.6 TURKEY CREEK		225.9	4.34			3.17		
2,038 P	f 10.03	f 9.34	4.08	421.1		4.5 WALLACE		219.3	4.28	12.49	8.59	f 3.08		
2,574 P	10.09	9.39	4.12	425.6		4.2 SOMENA		214.8	4.23			3.00		
1,722 WFTTOP	A 10.15PM	A 9.50AM	A 4.17AM	429.8	DN-R	4.2 SHARON SPRINGS	Ps	210.6	4.17AM	12.41PM	8.50PM	2.45AM		
						(126.5)			Daily	Daily	Daily	Daily		
	(3.50) 33.0	(3.00) 42.3	(2.02) 62.2			 Thru Time.....		(2.58) 42.7	(2.04) 61.2	(2.30) 80.6	(5.30) 23.0			
						 Average speed per hour....								

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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.
Mail section of No. 21 will stop at Oakley.

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. 172 SEPTEMBER 18, 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		
													STATIONS	
1,722 WFTTOP	10.25PM	9.55AM	4.20AM	429.8	DN-R SHARON SPRINGS Ps	210.6	A4.10AM	A12.38PM	A 8.47PM	A 2.30AM				
3,076 P	10.33	10.03		433.8	4.0 SUNLAND	206.6	4.03	12.32	8.40	2.16				
2,085 P	10.40	10.09		438.4	4.6 LAPAZ	202.0	3.58		8.36	2.10				
3,060 WP	f10.50	s10.17	4.32	441.8	3.4 D WESKAN Mo	198.6	3.55	12.25	8.33	f 2.05				
2,118 P	10.59	10.25		448.2	6.4 CHEMUNG	192.2	3.49		8.27	1.56				
2,078 P	f11.06	f10.32	4.43	453.1	4.9 ARAPAHOE	187.3	3.43	12.15	8.22	f 1.49				
2,611 P	11.13	10.38		458.2	5.1 SALIS	182.2	3.33		8.17	1.42				
2,613 WP	s11.25	s10.47	4.52	463.0	4.8 DN CHEYENNE WELLS Cw	177.4	s3.28	12.06PM	s 8.12	s 1.35				
2,516 P	11.32	10.55		468.1	5.1 ASCALON	172.3	3.21		8.05	1.17				
2,630 P	f11.40	f11.03	5.02	473.5	5.4 FIRST VIEW	166.9	3.16	11.57AM	8.00	f 1.08				
2,567 P	11.51PM	11.13		482.3	8.8 ARENA	158.1	3.06		7.52	12.52				
2,864 WFTP	s12.05AM	s11.25	5.15	487.7	5.4 D KIT CARSON Ke	152.7	f3.00	11.44	f 7.46	s12.43				
2,562 P	12.21	11.38		494.0	6.3 SORRENTO	146.4	2.50	11.38	7.39	12.21				
2,548 P	f12.30	f11.47	5.26	500.4	6.4 WILD HORSE	140.0	2.44	11.32	7.33	f12.11AM				
2,559 P	f12.40	f11.56AM	5.33	507.6	7.2 D AROYA Ro	132.8	2.37	11.25	7.26	f11.56PM				
2,555 P	f12.53	f12.07PM		518.0	10.4 BOYERO	122.4	2.28	11.16	7.16	f11.39				
4,614 WP	1.03	12.16	5.50	526.3	8.3 CLIFFORD	114.1	2.20	11.08	7.08	f11.25				
3,983 WFTTP	A 1.25AM	A12.27PM	A 5.59AM	535.5	9.2 DN-R HUGO Hu	104.9	2.10AM	10.59AM	6.58PM	11.10PM				
					(105.7)		Daily	Daily	Daily	Daily				
	(3.00) 35.2	(2.32) 41.7	(1.39) 65.0		 Thru Time.....		(2.00) 52.8	(1.39) 65.0	(1.49) 58.2	(3.20) 31.7				
					 Average speed per hour....									

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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.
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. Buntin	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.
Wm. A. Day	Surgeon	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

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

EASTWARD

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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. 172 SEPTEMBER 18, 1940	
		248 Time Freight	370 Mixed	96 C.R.I.&P. Freight	319 Time Freight	250 Time Freight	155 Time Freight	92 C.R.I.&P. Freight			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
YIP			6.45PM	6.30PM				3.50AM	0.0	DN-R DENVER	Ud
OF		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									4.0	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	
1,510									9.9	ROLLA	
2,770 F		9.04			6.23	2.46	6.46		11.3	HAZELTINE	
2,547 F		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
									22.8	POWARS	
4,561 F		9.27			6.41	3.07	7.07		25.8	D LUPTON	Up
2,543 F		9.33			6.46	3.14	7.28		30.1	IONE	
4,537 F		9.39			6.52	3.19	7.43		34.8	D PLATTEVILLE	Pa
									36.2	VASQUEZ	
									37.8	HOUSTON	
5,729 F		9.58			6.58	3.25	7.51		40.0	D GILCREST	Gi
									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
2,501 F					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 F					7.27		8.12		55.8	D LUCERNE	C
3,856 WP					7.33		8.17		59.2	DN EATON	Ur
I									59.3	G. W. CROSSING	
3,163 F					7.39		8.22		63.0	D AULT	A
									65.0	STAGE	
3,172 WYF					7.44		8.27		66.8	D PIERCE	Ri
2,966 F					7.52		8.34		71.9	D NUNN	Nu
4,623 F					8.01		8.45		77.0	DOVER	
2,565 F					8.10		8.52		81.0	DECKER	
4,754 WYF					8.17		9.02		86.0	DN CARR	Cr
4,626 F					8.26		9.09		90.4	WARREN	
2,555 F					8.34		9.15		94.4	GLEASON	
4,625 WYF					8.44		9.21		97.8	D SPEER	S
3,953 IF							A 9.30AM		103.1	DN BORIE	Bo
					8.50				101.5	CORLETT JCT.	
					8.55				104.7	DN TOWER A	AY
WFTYOP					A 9.05PM				106.0	DN-R CHEYENNE	N CY

(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

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-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 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

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.		FIRST CLASS										Time-Table No. 172 SEPTEMBER 18, 1940	
		24 Passenger	12 Passenger	37 Passenger	3 Passenger	22 Pas- senger	112 Streamliner Passenger	8 C.R.I.&P. Rocket Passenger	515 Motor Pas- senger	38 Pas- senger	21 Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		11.59PM	8.00PM	5.45PM	5.30PM	5.00PM	3.55PM	1.00PM	9.30AM	9.10AM	8.25AM	DN-R DENVER	Ud
		12.03AM	8.03	5.48	5.34	5.04	3.57	1.03	9.33	9.15	8.28	DN 36TH STREET	Ra
		A 12.05AM	8.04	5.49	5.35	A 5.05PM	3.58	A 1.05PM	9.34	A 9.15AM	8.29	PULLMAN	
												C. B. & Q. CROSSING	
			8.08	5.53	5.39		4.01		A 9.38AM		8.33	SAND CREEK JCT.	
			8.11	5.56	5.42		4.04				8.36	DUPONT	
												ROLLA	
			8.14	5.59	f 5.45		4.07				8.39	HAZELTINE	
			8.16	6.01	f 5.48		4.09				8.42	HENDERSON	
												NORTHWAY	
			8.21	6.06	s 5.55		4.13				s 8.55	DN BRIGHTON	Bi
												POWARS	
			8.27	6.12	s 6.03		4.19				s 9.04	D LUPTON	Up
			8.31	6.16	f 6.08		4.22				9.09	IONE	
			8.35	6.20	s 6.14		4.26				s 9.14	D PLATTEVILLE	Pa
												VASQUEZ	
												HOUSTON	
			8.40	6.25	f 6.20		4.30				f 9.20	D GILCREST	Gi
												PECKHAM	
												HAMBERT	
			s 8.47PM	s 6.31	s 6.31		s 4.37PM				s 9.30	DN-R LA SALLE	Sa
				6.34	f 6.37						9.34	EVANS	
				s 6.43	s 6.47						s 9.42	DN GREELEY	Hg
												GREELEY JCT.	
					6.48	f 6.54					f 9.48	D LUCERNE	C
					6.52	s 7.00					s 9.55	DN EATON	Ur
												G. W. CROSSING	
					6.56	s 7.08					s 10.01	D AULT	A
												STAGE	
					7.00	f 7.14					f 10.07	D PIERCE	Ri
					7.05	f 7.22					10.14	D NUNN	Nu
					7.10	f 7.30					10.21	DOVER	
					7.15	7.36					10.28	DECKER	
					7.25	s 7.44					f 10.35	DN CARR	Cr
					7.32	f 7.51					10.44	WARREN	
					7.38	f 7.59					10.55	GLEASON	
					7.44	f 8.07					11.01	D SPEER	S
					A 7.55PM							DN BORIE	Bo
						8.13					11.08	CORLETT JCT.	
						8.18					11.13	DN TOWER A	AY
						A 8.25PM					A 11.20AM	DN-R CHEYENNE	N CY

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

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-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 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.

Time-Table No. 172

SEPTEMBER 18, 1940

STATIONS

DN-R	DENVER	Ud	A 7.00AM	A 8.00AM	A 8.25AM	A 8.45AM	A 9.20AM	A 10.30AM	A 3.00PM	A 3.40PM	A 10.55PM
DN	36TH STREET	Ra	6.51	7.49	8.19	8.36	9.14	10.23	2.46	3.33	10.46
	PULLMAN		6.50	7.48AM	8.18AM	8.35	9.13	10.22	2.44PM	3.32	10.45
	C. B. & Q. CROSSING										
	SAND CREEK JCT.		6.45AM			8.15	9.09	10.17		3.27PM	10.40
	DUPONT					8.11	9.05	10.12			10.35
	ROLLA										
	HAZELTINE					8.08	9.02	10.09			10.31
	HENDERSON					8.05	9.00	10.06			10.28
	NORTHWAY										
DN	BRIGHTON	Bi				8.00	8.55	10.00			10.22
	POWARS										
D	LUPTON	Up				7.53	8.49	9.52			10.14
	IONE					7.48	8.45	9.48			10.09
D	PLATTEVILLE	Pa				7.43	8.41	9.43			10.04
	VASQUEZ										
	HOUSTON										
D	GILCREST	Gi				7.37	8.37	9.38			9.58
	PECKHAM										
	HAMBERT										
DN-R	LA SALLE	Sa				7.29	8.31AM	9.30			9.51
	EVANS					7.22		9.25			9.44
DN	GREELEY	Hg				7.17		9.20			9.39
	GREELEY JCT.										
D	LUCERNE	C				7.07		9.10			9.32
DN	EATON	Ur				7.03		9.06			9.28
	G. W. CROSSING										
D	AULT	A				6.58		9.00			9.23
	STAGE										
D	PIERCE	Ri				6.54		8.55			9.19
D	NUNN	Nu				6.49		8.50			9.14
	DOVER					6.44		8.45			9.09
	DECKER					6.39		8.39			9.04
DN	CARR	Cr				6.34		8.33			8.59
	WARREN					6.29		8.25			8.54
	GLEASON					6.24		8.19			8.49
D	SPEER	S				6.19		8.14			8.44
DN	BORIE	Bo				6.10AM					
	CORLETT JCT.							8.08			8.37
DN	TOWER A	AY						8.03			8.32
DN-R	CHEYENNE	N-CY						8.00AM			8.30PM

Thru Time.....	(0.15)	(0.12)	(0.07)	(2.35)	(0.40)	(2.30)	(0.16)	(0.13)	(2.25)
Average speed per hour.....	20.0	11.0	18.9	39.9	56.5	42.4	8.3	23.0	43.9

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-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 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.

No. 4 will stop at any station between La Salle and Denver to let on revenue passengers from west of La Salle. See page 11 for information about sidings, water, fuel, interlocking plants, etc., and distance from Cheyenne.

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

FIRST CLASS

Time-Table No. 172

SEPTEMBER 18, 1940

STATIONS

YIP	DN-R	DENVER	Ud	108.0	A 3.30AM	A 5.00AM	A 6.30PM	A 6.25PM	
OP	DN	36TH STREET	Ra	104.2	3.13	3.45AM	4.50	5.55	6.12
WFTYOP		PULLMAN		103.8	3.10AM	3.11	4.45AM	5.50PM	6.07
IP		C. B. & O. CROSSING		101.1					
		SAND CREEK JCT.		101.0		2.57			5.59
4,544 P		DUPONT		97.9		2.50			
1,510		ROLLA		96.1					
2,779 P		HAZELTINE		94.7		2.44			2.22
2,547 P		HENDERSON		91.9		2.38			2.15
		NORTHWAY		90.0					
4,405 WTOP	DN	BRIGHTON	Bi	86.9		2.27			2.05
P		POWARS		83.2					
4,561 P	D	LUPTON	Up	80.2		2.15			1.55
2,543 P		IONE		75.9		2.07			1.45
4,537 P	D	PLATTEVILLE	Pa	71.2		1.58			1.37
		VASQUEZ		69.8					
P		HOUSTON		68.2					
5,729 P	D	GILCREST	Gi	66.0		1.45			1.25
P		PECKHAM		63.6					
		HAMBERT		62.7					
9,137 WFTY	DN-R	LA SALLE	Sa	59.9		1.30AM			4.27
2,861 P		EVANS		57.8					4.20
11,740 WTOP	DN	GREELEY	Hg	54.3					4.14
IP		GREELEY JCT.		52.0					
3,995 P	D	LUCERNE	C	50.2					4.07
3,856 WP	DN	EATON	Ur	48.8					4.02
I		G. W. CROSSING		46.7					
3,163 P	D	AULT	A	43.0					3.57
P		STAGE		41.0					
3,172 WTP	D	PIERCE	Ri	39.2					3.50
2,966 P	D	NUNN	Nu	34.1					3.44
4,623 P		DOVER		29.0					3.38
2,565 P		DECKER		24.1					3.32
4,754 WFTY	DN	CARR	Cr	20.0					3.27
4,625 P		WARREN		15.6					3.21
2,555 P		GLEASON		11.6					3.15
4,625 WTP	D	SPEER	S	8.2					3.09
3,953 IP	DN	BORIE	Bo						11.00PM
P		CORLETT JCT.		4.5					3.02
IP	DN	TOWER A	AY	1.3					2.57
WFTYOP	DN-R	CHEYENNE	N-CY	0.0					2.55PM

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 S-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 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

Time-Table No. 172

SEPTEMBER 18, 1940

STATIONS

SAND CREEK JCT.

WELBY

QUIMBY

GALLUP

EAST LAKE

SATT

DARLOW

ST. VRAINS

U. P. CROSSING

FREDERICK

FIRESTONE

HARNEY

GOWANDA

WILD CAT

G. W. CROSSING

DENT

OGILVY

LA SALLE

(45.6)

DN-R

Sa

FIRST CLASS

SECOND CLASS

15

Passenger

510

Motor Passenger

516

Motor Passenger

211

Mixed

334

Mixed

212

Mixed

509

Motor Passenger

515

Motor Passenger

Daily

Daily

Daily

9.38AM

f 9.44

f 9.49

f 9.54

9.59AM

A 9.59AM

A 10.04AM

4.15PM

f 4.18

A 4.30PM

Distance from
Denver

5.0

8.2

9.8

11.1

13.8

16.4

18.1

22.2

22.2

26.1

27.8

30.2

34.6

38.3

40.9

42.8

44.5

50.6

Block Signals

Distance from
La Salle

45.6

42.4

40.8

39.5

36.8

34.2

32.5

28.4

28.4

24.5

22.8

20.4

16.0

12.3

9.7

7.8

6.1

0.0

A 6.45AM

f 6.35

f 6.25

f 6.15

f 6.08

s 5.58

f 5.54

f 5.50

f 5.43

5.38

5.33

5.30

5.20AM

Daily

A 3.27PM

f 3.21

f 3.16

f 3.08

A 10.15AM

3.00PM

10.05AM

Daily

A 5.59PM

6.49

f 5.43

5.34

5.26

f 5.17

f 5.12

5.08

5.02

4.57

A 9.48AM

f 9.44

9.35AM

Daily

4.50

4.47

4.37PM

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

23.4

38.3

36.0

33.2

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

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

At Dent Nos. 211 and 212 need not go to depot.

WESTWARD

STERLING SUBDIVISION

Time-Table No. 172
SEPTEMBER 18, 1940

Length of siding in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Julesburg	STATIONS		
	251	71	303	111	301	15		DN-R	STERLING	St
	Time Freight	C. B. & Q. Freight	C. B. & Q. Passenger	Streamliner Passenger	C. B. & Q. Passenger	Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily				
9,228 WFTOP	10.40PM	3.00PM	4.35PM	7.12AM	3.05AM	2.45AM	57.5		HALL	
							61.7		ATWOOD	Od
3,544 P	10.52	3.12	f 4.42	7.18	3.13	f 2.55	64.1		BEETLAND	
							66.8		MERINO	Mi
3,545 P	11.01	3.23	f 4.48	7.23	3.21	f 3.05	70.2		BETA	
							72.1		MESSEX	
6,852 P	11.20	3.33	4.53	7.28	3.28	f 3.14	76.0		BALZAC	
	11.24	3.39	4.56	7.30	3.31	3.18	78.4		UNION	Un
2,952 P	11.28	A 3.50PM	A 5.00PM	7.32	A 3.35AM	f 3.24	81.0		COOPER	
							82.8		SNYDER	Sn
4,549 WP	11.36			7.37		f 3.33	87.0		DODD	
2,570 P	11.44			7.43		3.42	93.8		HURLEY	
							96.9		FORT MORGAN	Fm
4,536 WFP	11.50PM			7.47		a 3.51	98.8		NARROWS	
1,870 P	12.01AM			7.52		4.00	106.0		WELDONA	Dn
3,754 P	12.06			7.54		f 4.05	109.0		GOODRICH	
1,112 P	12.15			7.58		f 4.12	114.2		ORCHARD	
3,746 P	12.20			8.01		f 4.17	117.7		SUBLETTE	
							121.4		MASTERS	Ms
2,951 P	12.30			8.07		f 4.27	124.8		CANTON	
2,957 P	12.38			8.11		4.34	130.2		HARDIN	Hr
5,751 WP	12.46			8.15		f 4.42	135.4		KUNER	
							139.1		KERSEY	Kr
3,758 P	12.57			8.21		f 4.55	143.1		AUBURN	
							147.2		LA SALLE	Sa
9,137 WFTTP	A 1.15AM			A 8.31AM		A 5.15AM	151.1		(93.6)	
	(2.35)	(0.50)	(0.25)	(1.19)	(0.30)	(2.30)		Thru Time.....		
	36.2	28.2	56.4	71.1	47.0	37.4		Average speed per hour.....		

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 111 and 112 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			
Length of siding in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 172 SEPTEMBER 18, 1940	Distance from Denver	FIRST CLASS		SECOND CLASS	
	251 Time Freight	111 Streamliner Passenger		15 Passenger				112 Streamliner Passenger	12 Passenger	248 Time Freight	250 Time Freight
		Daily	Daily								
3,919 WFTTP	8.30PM	6.17AM	1.15AM	0.0	DN JULESBURG Jb	197.2	A 6.40PM	A 12.10AM	A 5.00AM	A 7.10PM	
3,620 OP	8.45	6.25	f 1.27	7.1	D OVID Vi	190.1	6.32	s 11.56PM	4.35	7.01	
P				11.2	HITT	186.0					
4,000 WP	8.56	6.32	f 1.38	14.6	D SEDGWICK Zd	182.6	6.26	s 11.45	3.55	6.52	
P				19.0	DORSEY	178.2					
4,952 P	9.07	6.39	f 1.48	23.1	RED LION	174.1	6.20	f 11.33	3.40	6.41	
P				26.8	MARCOTT	171.4					
4,953 WP	9.18	6.45	f 1.59	30.1	DN CROOK Ck	167.1	6.15	s 11.24	3.25	6.32	
				34.2	TOBIN	163.0					
3,563 P	9.30	6.52	f 2.10	38.8	PROCTOR	158.4	6.08	f 11.13	3.10	6.21	
P				41.1	POWELL	156.1					
1,600				42.2	GRIFF	155.0					
				43.4	SELMA	153.8					
4,560 P	9.41	6.58	f 2.20	45.0	D ILIFF F	151.6	6.03	f 11.03	2.55	6.11	
				50.1	FORD	147.1					
4,201 P	9.52	7.04	2.30	53.5	HAYFORD	143.7	5.57	10.53	2.30	6.01	
IP				57.2	C. B. & Q. CROSSING	140.0					
9,228 WFTOP	A 10.10PM	A 7.11AM	A 2.40AM	57.5	DN-R STERLING St	139.7	5.54PM	10.48PM	2.00AM	5.55PM	
					(57.5)		Daily	Daily	Daily	Daily	
	(1.40)	(0.54)	(1.25)		 Thru Time		(0.46)	(1.22)	(3.00)	(1.15)	
	34.5	63.9	40.6		 Average speed per hour		75.0	42.1	19.2	46.0	
Westward trains are superior to trains of the same class in the opposite direction. See Rule S-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 Nos. 12 and 15, and not less than fifteen minutes by second class and extra trains.											

STERLING SUBDIVISION										EASTWARD											
Time-Table No. 172										SECOND CLASS											
SEPTEMBER 18, 1940										72			250			248					
										C. B. & Q. Freight			Time Freight			Time Freight					
STATIONS										304			112			12			302		
										C. B. & Q. Passenger			Streamliner Passenger			Passenger			C. B. & Q. Passenger		
Length of siding in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Block Signals	Distance from Denver	9,228	WFTOP	DN-R	STERLING	St	139.7	A 4.20AM	A 5.53PM	A 10.40PM	A 11.43PM	A 1.25AM	A 5.40PM	A 1.00AM						
			135.5																		
			3,544	P	D	ATWOOD	Od	133.1	4.09	5.45	f 10.30	f 11.34	1.09	5.32	12.40						
			3,545	P	D	BEETLAND		130.4													
					D	MERINO	Mi	127.0	f 4.03	5.40	f 10.22	f 11.26	12.59	5.24	12.32						
			6,852	P		BETA		125.1													
						MESSEX		121.2	3.57	5.36	f 10.16	11.20	12.49	5.16	12.24						
				P		BALZAC		118.8	3.54	5.34	10.13	11.17	12.43	5.12	12.20						
			2,952	P	DN	UNION	Un	116.2	3.50AM	5.32	f 10.10	11.13PM	12.33AM	5.08	12.16						
						COOPER		114.4													
			4,549	WP	D	SNYDER	Sn	110.2		5.27	f 10.03			5.00	12.08AM						
			2,570	P		DODD		103.4		5.22	9.55			4.52	11.58PM						
						HURLEY		100.3													
			4,536	WFP	DN	FORT MORGAN	Fm	98.0		5.18	f 9.50			4.46	11.50						
			1,870	P		NARROWS		91.2		5.12	9.39			4.37	11.36						
			3,754	P	D	WELDONA	Dn	88.2		5.10	f 9.36			4.33	11.31						
			1,112	P		GOODRICH		83.0		5.06	f 9.29			4.27	11.23						
			3,746	P		ORCHARD		79.6		5.03	f 9.25			4.22	11.18						
				P		SUBLETTE		76.8													
			2,951	P	D	MASTERS	Ms	72.4		4.58	f 9.17			4.13	11.08						
2,957	P		CANTON		67.0		4.54	9.12			4.07	11.00									
5,751	WP	D	HARDIN	Hr	61.8		4.50	f 9.07			4.00	10.52									
	P		KUNER		58.1																
3,758	P	D	KERSEY	Kr	54.1		4.44	f 8.58			3.50	10.40									
			AUBURN		50.0																
9,137	WFTTP	DN-R	LA SALLE	Sa	46.1		4.37PM	8.48PM			3.38PM	10.25PM									
(03.6)										Daily	Daily	Daily	Daily	Daily	Daily	Daily					
..... Thru Time										(0.30)	(1.16)	(1.52)	(0.30)	(0.52)	(2.02)	(2.35)					
..... Average speed per hour										47.0	73.9	50.1	47.0	27.1	46.3	36.2					
Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to Nos. 303 and 71. The time of Nos. 111 and 112 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

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. 172 SEPTEMBER 18, 1940		Distance from Boulder	FIRST CLASS		SECOND CLASS	
	375 Local Freight	Daily Except Sunday	515 Motor Passenger	Daily		STATIONS			516 Motor Passenger		376 Local Freight	
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
1,388					7.1		DICK		20.5			
2,643 WTP	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		17.0			
P	f 9.10		f 10.19		10.9		STATE COAL MINE JCT.		16.7	f 2.56		f 2.35
P	f 9.12		f 10.20		11.4		PARKDALE JCT.		10.2	f 2.55		f 2.30
YP	s 9.22		s 10.26		15.1		ERIE		12.5	s 2.50		s 1.35
					15.1		C. B. & Q. CROSSING		12.5			
	f 9.28		f 10.28		10.4		TABOR		11.2	f 2.45		f 1.25
	f 9.34		f 10.31		17.8		LEYNER		9.8	f 2.42		f 1.20
	f 9.39		f 10.34		19.6		LIGGETT		8.0	f 2.39		f 1.15
	f 9.44		f 10.38		22.1		WHITE ROCK		5.5	f 2.34		f 1.07
P	f 9.54		f 10.41		24.0		VALMONT		3.6	f 2.30		f 1.00PM
					26.0		C. & S. CROSSING		1.8			
WTP	s 10.00		s 10.45		26.1		ARA		1.5	s 2.25		s 11.25AM
1,850 P	A 10.15AM		A 10.50AM		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.....				(0.40) 29.2		(3.55) 7.0		
Average speed per hour		Average speed per hour		Average speed per hour				Average speed per hour		Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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. 172 SEPTEMBER 18, 1940		Distance from Bunell	Distance from Parkdale Jct.	Time-Table No. 172 SEPTEMBER 18, 1940		Distance from End of Track	Distance from Ripple	Time-Table No. 172 SEPTEMBER 18, 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	2.2	ORCUTT		0.1
				3.1	END OF TRACK	2.3	2.3	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. 172		Distance from Purcell	SECOND CLASS				
			193		SEPTEMBER 18, 1940					194		
			Local Freight							Local Freight		
			Tuesday									
			Thursday									
			Saturday									
1,753	YP		10.05AM	0.0	STATIONS		13.6					
			f10.17	3.1	CLOVERLY							
1,552	P		f10.25	6.1	3.1		10.5					
1,550			f10.40	8.8	LOWE							
			f10.50	11.2	2.0		8.5					
1,540	YP		A11.00AM	13.6	D GALETON Gn		4.8					
					3.7		2.4					
					CAMFIELD							
					2.4							
					MEYER							
					2.4							
					PURCELL							
					(13.6)		0.0					

(0.55)

14.8

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

(0.55)

14.8

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

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. 172 SEPTEMBER 18, 1940	Distance from Buckeye	SECOND CLASS		
		211					212		
		Mixed							
		Daily			STATIONS				
1,086 WTP		9.48AM	0.0		DENT	41.7	A 4.15PM		
	P	f 9.53	1.7		MILLIKEN	40.0	f 4.10		
			2.0		G. W. CROSSING	39.7			
1,974 P		f 10.00	7.3		KOENIG	34.4	f 3.59		
			9.0		G. W. CROSSING	32.7			
	P	f 10.05	9.1		KELIM	32.6	f 3.55		
		f 10.11	13.5		BOYD LAKE	28.2	f 3.46		
		f 10.15	16.4		REDMOND	25.3	f 3.41		
2,155 P		f 10.19	19.5		HARMONY	22.2	f 3.35		
7,590 WFTOP		A 10.35AM	25.0		D-R FORT COLLINS Fc	16.7	3.25PM		
			25.2		C. & S. CROSSING	16.5			
			25.3		C. & S. CROSSING	16.4			
	P		27.9		POUDRE	13.8			
	P		30.0		BOETTCHER	11.7			
	P		32.6		REMINGTON	9.1			
1,555 P			34.6		PORTNER	7.1			
1,926 P			38.5		RIPPLE	3.2			
1,551 YP			41.7		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 S-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. 172 SEPTEMBER 18, 1940	Distance from Briggsdale	SECOND CLASS		
	193 Local Freight	191 Local Freight					192 Local Freight	194 Local Freight	
	Tuesday Thursday Saturday	Monday Wednesday Friday		STATIONS					
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		
1,763 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	
					(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.					

(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 S-72.