

# UNION PACIFIC RAILROAD COMPANY

## Eastern District



### Colorado Division

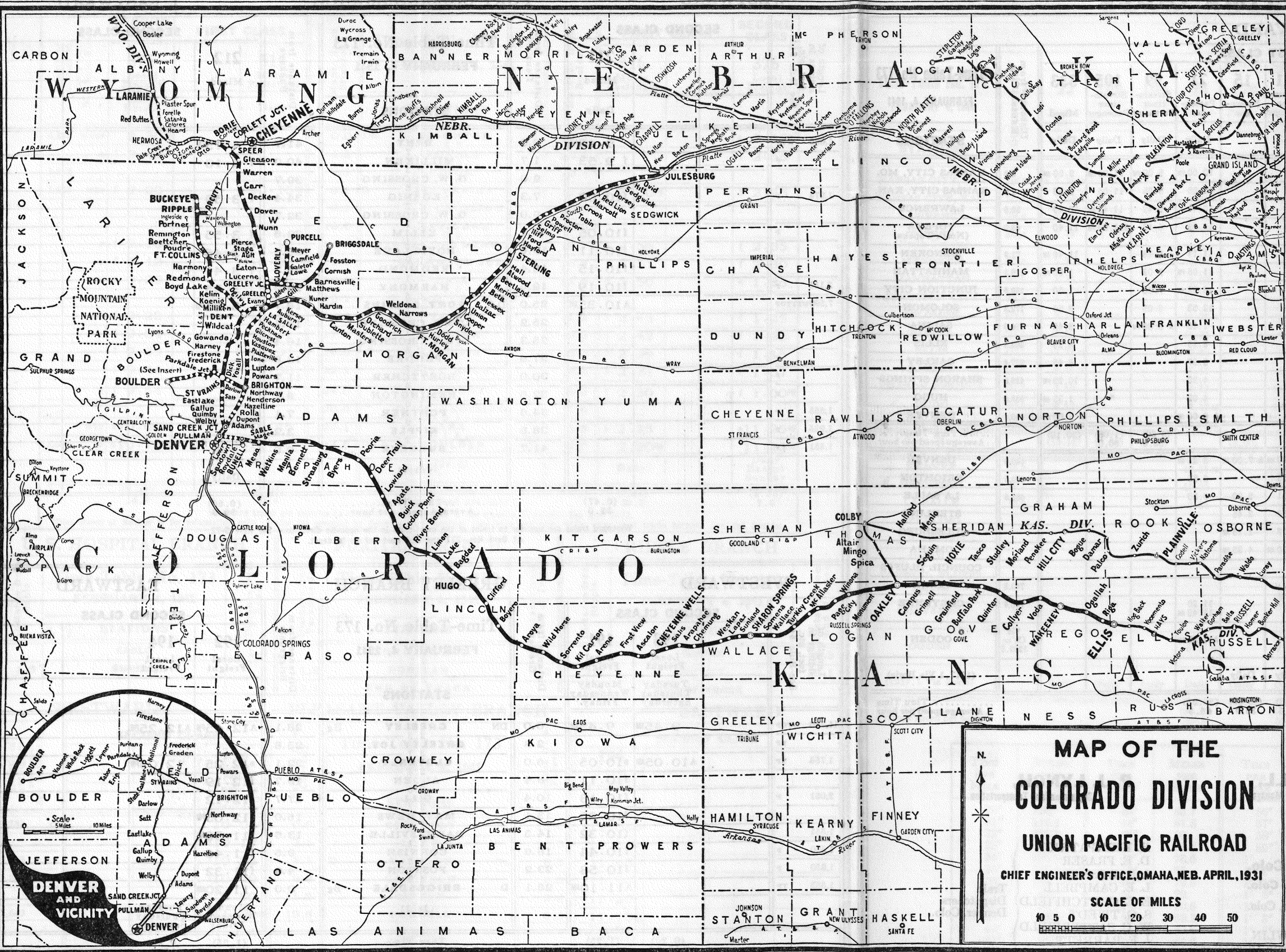
# TIME-TABLE

## No. 173

**Effective Tuesday,  
February 4, 1941  
at 12:01 A. M. Mountain Time**



**FOR EMPLOYEES ONLY**



**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

# CONDENSED TIME-TABLE

## WESTWARD

SECOND CLASS			FIRST CLASS										Distance from Kansas City	Time-Table No. 173 FEBRUARY 4, 1941
319	251	155	3	37	111	15	21	99	105	333				
Time Freight	Time Freight	Time Freight	Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Mixed				
Daily		Daily	Daily	Daily			Daily	Daily	Daily	Daily				
												0.0	KANSAS CITY, MO.	
												2.5	KANSAS CITY, KAN.	
												39.6	LAWRENCE	
												68.0	TOPEKA (North Topeka)	
												72.9	MENOKEN	
												119.3	MANHATTAN	
												139.5	MANHATTAN	
												172.3	JUNCTION CITY	
												186.6	SOLOMON	
												303.3	SALINA	
												377.4	ELLIS	
												429.8	OAKLEY	
												535.5	SHARON SPRINGS	
												640.4	HUGO	
													DENVER	
													..... Thru Time.....	
													.. Average speed per hour..	
												640.4	DENVER	
												659.5	BRIGHTON	
												686.5	LA SALLE	
													STERLING	
													JULESBURG	
													OMAHA	
													COUNCIL BLUFFS	
													BORIE	
													CHEYENNE	
													OGDEN	
													(1217.1 Via Borie)	

(3.00) (20.00) (3.00) (2.55) (31.35) (8.10) (15.35) (26.25) ..... Thru Time  
36.4 38.5 68.5 35.9 46.5 .. 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

**G. J. MULICK, 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  
E. E. CRUTCHFIELD  
S. G. TWEDT  
W. C. SATTERFIELD  
J. F. BARRETT  
W. C. JENSEN

Train  
Dispatchers  
Denver, Colo.

C. A. VICKROY Chief Train Dispatcher  
P. GROOME—J. J. BOWLIN Assistant Chief Train Dispatchers

# CONDENSED TIME-TABLE

## EASTWARD

Time-Table No. 173 FEBRUARY 4, 1941		FIRST CLASS										SECOND CLASS				
STATIONS	Distance from Cheyenne	22	100	106	24	170	38	4	112	12		154	250	248	370	334
		Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Passenger		Time Freight	Time Freight	Time Freight	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									
MENOKEN	673.5	5.32	9.09		2.01	6.03	7.45									
MANHATTAN	627.1	4.45	8.22		1.00	5.05	7.03									
JUNCTION CITY	606.9	4.12	7.55		12.30 PM	4.30	6.38									
SOLOMON	574.1	3.10	7.16		11.27 AM	3.30	5.58									
SALINA	559.8	2.55	7.00 AM		11.05	3.10 PM	5.45									
ELLIS	443.1	12.28 AM			8.30		3.50									
OAKLEY	369.0	9.48 PM			5.15		1.30									
SHARON SPRINGS	316.6	8.50			4.17		12.41 PM									
HUGO	210.9	6.58			2.10 AM		10.59 AM									
DENVER	106.0	5.00 PM			11.59 PM		9.10 AM									
		(13.15) 48.3	(3.30) 53.3	(1.08) 60.0		(5.00) 37.3						(23.00)			(18.25)	
..... Thru Time.....																
.. Average speed per hour..																
DENVER	106.0				10.55 PM		A 8.45 AM	A 10.15 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	9.35	4.13	8.21		2.05	2.57	9.17		
LA SALLE	59.9				9.51		7.29	8.58	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									
CHEYENNE	0.0				8.30 PM			7.30 AM				11.00 PM				
OGDEN					8.35 AM		7.40 PM									
(1217.1 Via Borie)																

Thru Time..... (30.10) (24.20) (2.45) (7.40) (11.00) (4.00) (16.45) (26.07) (3.80)  
Average speed per hour.. 40.8 50.0 38.5 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' 15"	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 30"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 45"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	3' 15"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3' 30"	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	4'	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	5'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	6'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	7'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	8'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	9'	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, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City	Time-Table No. 173 FEBRUARY 4, 1941	Distance from Denver	FIRST CLASS			SECOND CLASS
	333 Mixed	37 Passenger	21 Passenger	24 Passenger	38 Passenger	22 Passenger				370 Mixed			
											Daily	Daily	Daily
2,310 WFTYOP	6.25 PM	6.50 AM	2.15 AM	303.3	DN-R ELLIS	Rt	337.1	A 7.15 AM	A 2.45 PM	A 11.20 PM	A 8.15 AM		
2,933 P	f 6.34	6.57	2.21	308.4	RIGA		332.0	6.57	2.33	11.05	f 7.40		
2,567 P	f 6.43	f 7.04	2.27	313.7	D 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 WAKEENEY	W	318.1	s 6.28	2.20	s 10.49	s 7.17		
2,021 P	f 7.10	7.26	2.42	330.0	VODA		310.4	6.13	2.13	10.37	f 6.39		
1,670 P	f 7.20	f 7.35	2.47	335.8	D 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 QUINTER	Qn	297.1	s 5.54	2.01	10.21	f 6.16		
3,299 WF	f 7.45	f 7.55	3.01	350.9	D 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 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 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	CAMPUS		269.2	5.22	1.36	9.55	f 4.55		
2,789 WFTY	s 8.45	s 8.38	3.27	377.4	DN OAKLEY	Oq	263.0	s 5.15	f 1.30	s 9.48	s 4.45		
2,586 P	f 8.57	f 8.48	3.35	386.1	MONUMENT		254.3	5.02	1.20	9.34	f 4.10		
2,096 P	f 9.27	f 8.56	3.42	393.6	PAGE CITY		246.8	4.55	1.14	9.27	f 3.57		
2,155 YP	f 9.35	s 9.04	3.47	399.0	D WINONA	Gw	241.4	f 4.50	1.09	9.21	f 3.47		
1,915 WP	f 9.47	f 9.15	3.56	408.4	McALLASTER		232.0	4.40	1.00	9.11	f 3.15		
1,318 P	9.55	9.22	4.02	414.5	TURKEY CREEK		225.9	4.34	12.55	9.06	3.07		
2,038 P	f 10.03	f 9.29	4.08	421.1	WALLACE		219.3	4.28	12.49	8.59	f 2.59		
2,574 P	10.09	9.34	4.12	425.6	SOMENA		214.8	4.23	12.45	8.56	2.53		
1,722 WFTYOP	A 10.15 PM	A 9.45 AM	A 4.17 AM	429.8	DN-R SHARON SPRINGS	Ps	210.6	4.17 AM	12.41 PM	8.50 PM	2.45 AM		
					(126.5)			Daily	Daily	Daily	Daily		

(3.50) (2.55) (2.02) ..... Thru Time ..... (2.58) (2.04) (2.30) (5.30)  
 33.0 43.3 62.2 ..... Average speed per hour ..... 42.7 61.2 50.6 23.0

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
  - Boulder ..... Rominger Jewelry Co., Inc.
  - Fort Collins ..... 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, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City	Time-Table No. 173 FEBRUARY 4, 1941	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 WFTYOP	10.25 PM	9.50 AM	4.20 AM	429.8	DN-R SHARON SPRINGS	Ps	210.6	A 4.10 AM	A 12.38 PM	A 8.47 PM	A 2.30 AM		
3,076 P	10.33	9.58	4.24	433.8	SUNLAND		206.6	4.03	12.32	8.40	2.16		
2,085 P	10.40	10.04	4.29	438.4	LAPAZ		202.0	3.58	12.28	8.36	2.10		
3,060 WP	f 10.50	s 10.12	4.32	441.8	D WESKAN	Mo	198.6	3.55	12.25	8.33	f 2.05		
2,118 P	10.59	10.20	4.38	448.2	CHEMUNG		192.2	3.49	12.19	8.27	1.56		
2,078 P	f 11.06	f 10.26	4.42	453.1	ARAPAHOE		187.3	3.43	12.15	8.22	f 1.49		
2,611 P	11.13	10.32	4.47	458.2	SALIS		182.2	3.33	12.10	8.17	1.42		
2,613 WP	s 11.25	s 10.41	4.52	463.0	DN CHEYENNE WELLS	Cw	177.4	s 3.28	12.06	s 8.12	s 1.35		
2,516 P	11.32	10.48	4.57	468.1	ASCALON		172.3	3.21	12.02 PM	8.05	1.17		
2,630 P	f 11.40	f 10.55	5.02	473.5	FIRST VIEW		166.9	3.16	11.57 AM	8.00	f 1.08		
2,567 P	11.51 PM	11.04	5.09	482.3	ARENA		158.1	3.06	11.49	7.52	12.52		
2,864 WFTY	s 12.05 AM	s 11.14	5.15	487.7	D KIT CARSON	Kc	152.7	f 3.00	11.44	f 7.46	s 12.43		
2,562 P	12.21	11.22	5.20	494.0	SORRENTO		146.4	2.50	11.38	7.39	12.21		
2,548 P	f 12.30	f 11.32	5.26	500.4	WILD HORSE		140.0	2.44	11.32	7.33	f 12.11 AM		
2,559 P	f 12.40	f 11.41	5.33	507.6	D AROYA	Ro	132.8	2.37	11.25	7.26	f 11.56 PM		
2,555 P	f 12.53	f 11.53 AM	5.42	518.0	BOYERO		122.4	2.28	11.16	7.16	f 11.39		
4,614 WP	1.03	12.02 PM	5.49	526.3	CLIFFORD		114.1	2.20	11.08	7.08	f 11.25		
3,983 WFTY	A 1.25 AM	A 12.13 PM	A 5.59 AM	535.5	DN-R HUGO	Hu	104.9	2.10 AM	10.59 AM	6.58 PM	11.10 PM		
					(105.7)			Daily	Daily	Daily	Daily		

(3.00) (2.23) (1.30) ..... Thru Time ..... (2.00) (1.30) (1.49) (3.20)  
 35.2 44.4 65.0 ..... Average speed per hour ..... 52.8 65.0 58.2 31.7

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.
C. M. Miller	Surgeon	Oakley, Kans.	Grinnell to Winona and Oakley to Colby.
M. L. Brakebill	Surgeon	Sharon Springs, Kans.	Winona to Cheyenne Wells.
L. N. Meyers	Surgeon	Cheyenne Wells, Colo.	Sharon Springs to Hugo.
John W. Hudson	Surgeon	Kit Carson, Colo.	Cheyenne Wells 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.

**Railroad Surgeons are located as shown below:**

NAME	TITLE	PLACE	TERRITORY
J. W. Wells	Surgeon	Brighton, Colo.	Denver to Lupton and Brighton to Erie.
A. T. Monismith	Surgeon	Lupton, Colo.	Brighton to Plattville.
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. Buntan	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.

WESTWARD

DENVER SUBDIVISION

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Kansas City
	97 C.R.I. & P. Freight	333 Mixed	91 C.R.I. & P. Freight	37 Passenger	7 C.R.I. & P. Rocket Passenger	21 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
3,983 WFTYP		1.35AM		12.18PM		6.02AM	535.5
5,745 P		1.53		12.27		6.09	541.7
1,505 WP		2.05		12.35		6.16	547.9
2,386 P		s 2.15		s 12.43		6.21	550.5
		2.25PM				6.53AM	550.6
2,580 P		2.35 f 2.25	12.40	12.52	7.00	6.28	556.6
2,530 YP		2.45 f 2.35	12.53	1.00	7.07	6.35	563.2
2,456 P		2.51 f 2.41	12.59	1.07	7.12	6.40	567.1
2,452 P		3.00 f 2.49	1.15	f 1.15	7.16	6.44	572.2
1,718 P		3.09	2.56	1.24	1.22	7.21	578.1
2,559 WFTYP		3.24 f 3.10	1.35	f 1.32	7.27	6.55	584.2
2,529 P		3.34	3.18	1.44	1.46	7.33	590.1
2,553 P		3.51 f 3.28	1.55	f 1.52	7.39	7.07	596.6
2,584 WP		4.10 f 3.38	2.08	f 2.00	7.45	7.13	602.5
2,433 P		4.24 f 3.50	2.21	f 2.07	7.51	7.19	608.9
2,536 P		4.35	3.58	2.29	2.14	7.55	613.7
2,477 WP		4.45 f 4.05	2.36	f 2.20	7.59	7.27	618.4
2,563 P		4.55	4.13	2.48	2.28	8.05	625.0
							628.1
2,706 P		5.15	4.20	2.56	2.34	8.10	630.5
							633.2
2,467 P		5.35	4.26	3.02	2.39	8.13	634.3
WFTYOP	A 5.50PM	A 4.45AM	A 3.10AM	A 2.44PM	A 8.18AM	A 7.48AM	638.2

(3.25) (3.10) (2.40) (2.26) (1.25) (1.46)  
25.6 32.4 32.8 42.2 61.8 57.2

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

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

DENVER SUBDIVISION

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	FIRST CLASS				SECOND CLASS			Distance from Denver
	24 Passenger	38 Passenger	8 C.R.I. & P. Rocket Passenger	22 Passenger	92 C.R.I. & P. Freight	96 C.R.I. & P. Freight	370 Mixed	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
3,983 WFTYP	A 2.05AM	A 10.56AM		A 6.55PM			A 11.00PM	104.9
5,745 P	1.53	10.48		6.46			10.46	98.7
1,505 WP	1.47	10.42		6.40			f 10.36	92.5
2,386 P	s 1.43	10.39		s 6.37			s 10.29	89.9
			A 2.25PM		A 6.50AM	A 10.15PM		89.8
2,580 P	1.33	10.32	2.17	6.29	6.28	9.45	f 9.59	83.8
2,530 YP	1.25	10.25	2.11	6.22	6.14	9.32	f 9.49	77.2
2,456 P	1.20	10.21		6.17	6.04	9.22	9.39	73.3
2,452 P	1.15	10.16	2.02	6.12	5.54	9.10	f 9.29	68.2
1,718 P	1.10	10.10		6.07	5.42	8.58	9.11	62.3
2,559 WFTYP	1.04	10.05	1.53	6.01	5.32	8.45	s 9.00	56.2
2,529 P	12.56	9.59	1.46	5.55	5.22	8.25	8.41	50.3
2,553 P	12.50	9.53	1.41	5.49	5.13	8.12	f 8.31	43.8
2,584 WP	12.44	9.48	1.35	5.43	5.05	8.00	f 8.19	37.9
2,433 P	12.37	9.42	1.30	5.37	4.56	7.47	f 8.00	31.5
2,536 P	12.32	9.37		5.32	4.47	7.38	7.45	26.7
2,477 WP	12.28	9.33	1.23	5.28	4.40	7.31	f 7.37	22.0
2,563 P	12.21	9.27		5.21	4.30	7.18	7.25	15.4
								12.3
2,706 P	12.15	9.22	1.12	5.15	4.20	7.08	7.15	9.9
								7.2
2,467 P	12.10	9.19		5.10	4.05	7.00	7.08	6.1
WFTYOP	12.05AM	9.15AM	1.05PM	5.05PM	3.56AM	6.50PM	7.00PM	2.2

(2.00) (1.41) (1.20) (1.50) (2.54) (3.25) (4.00)  
51.4 61.0 65.7 56.0 30.2 25.6 25.7

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

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



NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 173

FEBRUARY 4, 1941

FIRST CLASS

STATIONS	15	21	7	38	111	4	37	516	24
	Passenger	Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Motor Passenger	Passenger
DN-R DENVER Ud	7:00AM	8:00AM	8:25AM	8:45AM	9:20AM	10:15AM	3:00PM	3:40PM	10:55PM
DN 36TH STREET Ra	6:51	7:49	8:19	8:36	9:14	9:58	2:46	3:33	10:46
PULLMAN	6:50	7:48AM	8:18AM	8:35	9:13	9:57	2:44PM	3:32	10:45
C. B. & Q. CROSSING									
SAND CREEK JCT.	6:45AM			8:15	9:09	9:52		3:27PM	10:40
DUPONT				8:11	9:05	9:46			10:35
ROLLA									
HAZELTINE				8:08	9:02	f 9:43			10:31
HENDERSON				8:05	9:00	f 9:40			10:28
NORTHWAY									
DN BRIGHTON Bi				8:00	8:55	s 9:35			10:22
POWARS									
D LUPTON Up				7:53	8:49	f 9:26			10:14
IONE				7:48	8:45	f 9:20			10:09
D PLATTEVILLE Pa				7:43	8:41	f 9:14			10:04
VASQUEZ									
HOUSTON									
D GILCREST Gi				7:37	8:37	f 9:06			9:58
PECKHAM									
HAMBERT									
DN-R LA SALLE Sa				s 7:29	8:31AM	s 8:58		s 9:51	
EVANS				7:22		f 8:52		9:44	
DN GREELEY Hg				s 7:17		s 8:47		s 9:39	
GREELEY JCT.									
D LUCERNE C				7:07		f 8:38		9:32	
DN EATON Ur				7:03		s 8:34		9:28	
G. W. CROSSING									
D AULT A				6:58		s 8:28		9:23	
STAGE									
D PIERCE Ri				6:54		f 8:23		9:19	
D NUNN Nu				6:49		f 8:17		9:14	
DOVER				6:44		f 8:11		9:09	
DECKER				6:39		8:06		9:04	
DN CARR Cr				6:34		f 8:01		8:59	
WARREN				6:29		7:55		8:54	
GLEASON				6:24		7:50		8:49	
D SPEER S				6:19		f 7:45		8:44	
DN BORIE Bo				6:10AM					
CORLETT JCT.						7:39		8:37	
DN TOWER A AY						7:34		8:32	
DN-R CHEYENNE N-CY						7:30AM		8:30PM	

Thru Time	(0.15)	(0.12)	(0.07)	(2.35)	(0.49)	(2.45)	(0.13)	(2.25)
Average speed per hour	20.0	11.0	18.9	39.9	56.5	38.5	8.3	23.0

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.  
 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, etc., and distance from Cheyenne.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 173

FEBRUARY 4, 1941

SECOND CLASS

STATIONS	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	3:30AM		5:00AM	6:30PM	6:25PM	
DN 36TH STREET Ra	3:13	3:45AM	4:50	5:55	6:12	3:00AM
PULLMAN	3:10AM	3:11	4:45AM	5:50PM	6:07	2:42
C. B. & Q. CROSSING						
SAND CREEK JCT.					5:59	2:35
DUPONT						2:30
ROLLA						
HAZELTINE		2:44				2:22
HENDERSON		2:38				2:15
NORTHWAY						
DN BRIGHTON Bi		2:27				2:05
POWARS						
D LUPTON Up		2:15				1:55
IONE		2:07				1:45
D PLATTEVILLE Pa		1:58				1:37
VASQUEZ						
HOUSTON						
D GILCREST Gi		1:45				1:25
PECKHAM						
HAMBERT						
DN-R LA SALLE Sa		1:30AM			4:27	1:10
EVANS					4:20	12:59
DN GREELEY Hg					4:14	12:52
GREELEY JCT.						
D LUCERNE C					4:07	12:44
DN EATON Ur					4:02	12:37
G. W. CROSSING						
D AULT A					3:57	12:30
STAGE						
D PIERCE Ri					3:50	12:23
D NUNN Nu					3:44	12:15
DOVER					3:38	12:07AM
DECKER					3:32	11:59PM
DN CARR Cr					3:27	11:50
WARREN					3:21	11:28
GLEASON					3:15	11:20
D SPEER S					3:09	11:13
DN BORIE Bo						11:00PM
CORLETT JCT.					3:02	
DN TOWER A AY					2:57	
DN-R CHEYENNE N-CY					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						
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Denver	Time-Table No. 173 FEBRUARY 4, 1941				Distance from La Salle	FIRST CLASS		SECOND CLASS	
	212 Mixed Daily	509 Motor Passenger Daily	515 Motor Passenger Daily	STATIONS				15 Passenger	510 Motor Passenger		516 Motor Passenger	211 Mixed	334 Mixed	
				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	PWY		9.59AM	A 9.59AM	22.2	ST. VRANS	28.4	f 6.08	A 10.15AM	3.00PM		5.26		
					22.2	U. P. CROSSING	28.4							
2,620	YP		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	WYP		4.15PM		42.8	DENT	7.8	5.33		A 9.48AM		4.50		
			f 4.18		44.5	OGLIVY	6.1	5.30		f 9.44		4.47		
9,137	WFTYP		A 4.30PM		50.6	LA SALLE	0.0	5.20AM		9.35AM		4.37PM		

(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 33.3 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. 173 FEBRUARY 4, 1941			
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Julesburg	STATIONS					
	251 Time Freight Daily	71 C. B. & Q. Freight Daily	303 C. B. & Q. Passenger Daily	111 Streamliner Passenger Daily		301 C. B. & Q. Passenger Daily	15 Passenger Daily	STATIONS			
								STATIONS			
9,228	WFTOP	10.40PM	2.00PM	4.35PM	7.12AM	3.05AM	2.45AM	57.5	DN-R	STERLING	St
								61.7		HALL	
3,544	P	10.52	2.12	f 4.42	7.18	3.13	f 2.55	64.1	D	ATWOOD	Od
								66.8		BEEFLAND	
3,545	P	11.01	2.23	f 4.48	7.23	3.21	f 3.05	70.2	D	MERINO	Mi
								72.1		BETA	
6,852	P	11.20	2.33	4.53	7.28	3.28	f 3.14	76.0		MESSEX	
								78.4		BALZAC	
2,952	P	11.28	A 2.50PM	A 5.00PM	7.32	A 3.35AM	f 3.24	81.0	DN	UNION	Un
								82.8		COOPER	
4,549	WFP	11.36			7.37		f 3.33	87.0	D	SNYDER	Sn
2,570	P	11.44			7.43		3.42	93.8		DODD	
								96.9		HURLEY	
4,536	WFP	11.50PM			7.47		s 3.51	98.6	DN	FORT MORGAN	Fm
1,870	P	12.01AM			7.52		4.00	106.0		NARROWS	
3,754	P	12.06			7.54		f 4.05	109.0	D	WELDONA	Dn
1,112	P	12.15			7.58		f 4.12	114.2		GOODRICH	
3,746	P	12.20			8.01		f 4.17	117.7		ORCHARD	
								121.4		SUBLETTE	
2,951	P	12.30			8.07		f 4.27	124.8	D	MASTERS	Ms
2,957	P	12.38			8.11		4.34	130.2		CANTON	
5,751	WFP	12.46			8.15		f 4.42	135.4	D	HARDIN	Hr
								139.1		KUNER	
3,758	P	12.57			8.21		f 4.55	143.1	D	KERSEY	Kr
								147.2		AUBURN	
9,137	WFTYP	A 1.15AM			8.31AM		A 5.15AM	151.1	DN-R	LA SALLE	Sa

(2.35) (0.50) (0.25) (1.19) (0.30) (2.30) ..... Thru Time ..... (0.30) (0.52) (2.35)  
 36.2 28.2 56.4 71.1 47.0 37.4 ..... Average speed per hour ..... 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				JULESBURG SUBDIVISION				EASTWARD						
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 173 FEBRUARY 4, 1941				Distance from Denver	FIRST CLASS		SECOND CLASS	
	251 Time Freight Daily	111 Streamliner Passenger Daily	15 Passenger Daily	STATIONS				112 Streamliner Passenger	12 Passenger		248 Time Freight	250 Time Freight		
				STATIONS										
3,919	WFTYP	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	OID	Vi	190.1	6.32	s 11.56PM	4.35	7.01	
					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	
					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	
					25.8		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	
					41.1		POWELL		156.1					
1,600					42.2		GRIFF		155.0					
					43.4		SEYMA		153.8					
4,560	P	9.41	6.58	f 2.20	45.6	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	
					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	

(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.

WESTWARD				STERLING SUBDIVISION				EASTWARD			
Length of sidings in feet, etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Denver	Time-Table No. 173 FEBRUARY 4, 1941					
	304 C. B. & Q. Passenger	112 Streamliner Passenger	12 Passenger	302 C. B. & Q. Passenger		STATIONS					
						STATIONS					
9,228	WFTOP	A 4.20AM	A 5.53PM	A 10.40PM	A 11.43PM	139.7	DN-R	STERLING	St		
						135.5		HALL			
3,544	P	4.09	5.45	f 10.30	f 11.34	133.1	D	ATWOOD	Od		
						130.4		BEEFLAND			
3,545	P	f 4.03	5.40	f 10.22	f 11.26	127.0	D	MERINO	Mi		
						125.1		BETA			
6,852	P	3.57	5.36	f 10.16	11.20	121.2		MESSEX			
						118.8		BALZAC			
2,952	P	3.50AM	5.32	f 10.10	11.13PM	116.2	DN	UNION	Un		
						114.4		COOPER			
4,549	WFP		5.27	f 10.03		110.2	D	SNYDER	Sn		
2,570	P		5.22	9.55		103.4		DODD			
						100.3		HURLEY			
4,536	WFP		5.18	f 9.50		98.6	DN	FORT MORGAN	Fm		
1,870	P		5.12	9.39		91.2		NARROWS			
3,754	P		5.10	f 9.36		88.2	D	WELDONA	Dn		
1,112	P		5.06	f 9.29		83.0		GOODRICH			
3,746	P		5.03	f 9.25		79.5		ORCHARD			
						75.8		SUBLETTE			
2,951	P		4.58	f 9.17		72.4	D	MASTERS	Ms		
2,957	P		4.54	9.12		67.0		CANTON			
5,751	WFP		4.50	f 9.07		61.8	D	HARDIN	Hr		
						58.1		KUNER			
3,758	P		4.44	f 8.58		54.1	D	KERSEY	Kr		
						50.0		AUBURN			
9,137	WFTYP		4.37PM	8.48PM		46.1	DN-R	LA SALLE	Sa		

(0.30) (1.16) (1.52) (0.30) (0.52) (2.35)  
 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

Table with columns for Length of sidings, Second Class, First Class, Time-Table No. 173, Stations, Distance from Brighton/Boulder, and Second Class. Includes stations like Brighton, Yokall, St. Vrains, National, State Coal Mine Jct., Parkdale Jct., Erie, C.B. & O. Crossing, Tabor, Leyner, Liggett, White Rock, Valmont, C. & S. Crossing, Ara, and Boulder.

(1.45) 14.8 (0.35) 33.4 Thru Time 29.2 Average speed per hour 7.0 (0.40) 29.2 (3.55) 7.0

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.

WESTWARD

FORT COLLINS BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, Time-Table No. 173, Stations, Distance from Dent/Bruce, and Second Class. Includes stations like Dent, Milliken, G.W. Crossing, Koening, Kelim, Boyd Lake, Redmond, Harmony, Fort Collins, C. & S. Crossing, Poudre, Boettcher, Remington, Portner, Ripple, and Buckeye.

(0.47) 32.0 Thru Time 30.0 Average speed per hour 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.

U. S. HOSPITAL BRANCH

PURITAN BRANCH

RIPPLE BRANCH

Table with columns for Distance from Sable/Bunell/Parkdale Jct./Ripple, Time-Table No. 173, Stations, and Distance from End of Track. Includes stations Sable, Bunell, Parkdale Jct., Puritan, and Ripple.

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, Time-Table No. 173, Stations, Distance from Cloverly/Purcell, and Second Class. Includes stations Cloverly, Low, Galeton, Camfield, Meyer, and Purcell.

(0.55) 14.8 Thru Time 14.8 Average speed per hour 14.8 (0.55) 14.8

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

WESTWARD

GREELEY BRANCH

EASTWARD

Table with columns for Length of sidings, Second Class, Time-Table No. 173, Stations, Distance from Greeley/Briggsdale, and Second Class. Includes stations Greeley, Greeley Jct., Cloverly, Alden, Gill, Matthews, Barnesville, Cornish, Fosston, and Briggsdale.

(0.20) 18.0 (1.25) 19.8 Thru Time 19.8 Average speed per hour 18.0 (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.