

DENVER SUBDIVISION

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.
Maximum speed.	90	75	65	45
Maximum speed, mixed trains.				50
Freight engines not otherwise shown.			45	
C. R. I. & P. 2300 class engines.			50	40
C. R. I. & P. 2600, 2700, 4000 and 5000 class engines.			40	40
Cedar Point, on siding.	5	5	5	5
Between Mile Posts— Bagdad 544.0 and 546.6	70	60	60	45
River Bend 558.8 and 559.3	55	45	45	35
561.3 and 562.0	70	60	60	45

NORTHERN SUBDIVISION				
Maximum speed.	90	75	75	50
Freight engines not otherwise shown.			50	
Between Tower A and Corlett Jct.			70	
Between Mile Posts— LaSalle 47.8 and 48.0	70	60	60	50
Evans 49.4 and 49.7	70	60	60	50
Warren 91.8 and 92.2	70	60	60	45
93.3 and 97.5	60	50	50	30
93.3 and 97.5 mixed trains Speer				40

STERLING SUBDIVISION				
Maximum speed.	90	75	70	50
With C. B. & Q. 5200 and 5500 class engines.			45	45
Freight engines not otherwise shown.			50	

JULESBURG SUBDIVISION				
Maximum speed.	90	75	70	50
Freight engines not otherwise shown.			50	

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.
562.9 and 567.2	60	50	50	40
562.9 and 567.2 with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
562.9 and 567.2 with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
Deer Trail 587.2 and 589.8	60	50	50	40
Byers 598.9 and 601.5	70	60	60	45
Strasburg 605.2 and 607.0	70	60	60	45
Watkins 619.3 and 620.5 Mesa	70	60	60	45

DENT SUBDIVISION				
Maximum speed.	60	60	60	45
800, 3900, 5000 and 9000 class and Mallet type engines.			30	30
Freight engines not otherwise shown.			50	
Wild Cat, over Great Western crossing.	40	40	40	20
Westward, Signal M-51, Sand Creek Jct. to paved road.	20	20	20	20

BRANCHES				
Boulder Branch Maximum speed.			25	25
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.			15	15
Between Parkdale Jct. and Erie.			15	15
Valmont Spur, M.P. 1, over C. & S. crossing.			10	
Fort Collins Branch Between Dent and Fort Collins.			40	30
Between Fort Collins and Buckeye.			25	25
Between Dent and Fort Collins with Pacific type engines.			30	
Dent, over west wye switch.			10	10
Fort Collins, within city limits.			15	15
Greeley Branch			15	15
Pleasant Valley Branch			15	15
Puritan Branch.			15	15

H. H. LARSON
General Manager

H. E. SHUMWAY
General Superintendent
Transportation

A. E. STODDARD
Asst. General Manager

W. J. MORRISON
General Superintendent

J. F. LEWIS, Superintendent.....	Denver, Colo.
F. R. JENKINS, Assistant Superintendent.....	Denver, Colo.
W. C. SATTERFIELD, Asst. Superintendent.....	Denver, Colo.
J. C. JOCHIM, Terminal Trainmaster.....	Denver, Colo.
C. A. VICK ROY, Chief Train Dispatcher.....	Denver, Colo.
P. GROOME, Asst. Chief Train Dispatcher.....	Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher.....	Denver, Colo.
R. J. DUNN, Master Mechanic.....	Denver, Colo.
W. L. FRENCH, Road Foreman of Engines.....	Denver, Colo.
J. A. BUNJER, Division Engineer.....	Denver, Colo.
H. V. HITE, General Roadmaster.....	Denver, Colo.

MILEAGE COLORADO DIVISION	
Main Line.....	640.3
Branches.....	106.4
Total.....	746.7

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Adolph Sachs....	Medical Director	Omaha, Nebr.	
Lynn T. Hall....	Asst. Medical Director	Omaha, Nebr.	
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.
J. A. McConnell....	Surgeon	Hugo, Colo.....	Cheyenne Wells to Bennett.
C. W. Reed....	Surgeon	Byers, Colo.....	Deer Trail to Denver.
Wm. M. Greig....	Division Surgeon	Denver, Colo.....	Colorado Division.
A. T. Haley....	Surgeon	Denver, Colo.....	Colorado Division.
H. W. Stuver....	Surgeon	Denver, Colo.....	Denver Emergency Station.
T. E. Beyer and J. R. Blair....	Aurists	Denver Colo.....	Colorado Division
I. E. Hix....	Oculist	Denver, Colo.....	Colorado Division
J. W. Wells....	Surgeon	Brighton, Colo...	Denver to Lupton and Brighton to Erie.
E. R. Pearson....	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...	Wyoming Division.
J. D. Shingle and G. W. Koford..	Surgeons	Cheyenne, Wyo..	} Cheyenne to Laramie and Cheyenne to Carr.
R. C. Gramlich....	Surgeon	Cheyenne, Wyo..	
W. A. Buntin....	Surgeon	Cheyenne, Wyo..	} Cheyenne.
E. W. Newman....	Oculist	Cheyenne, Wyo..	
R. I. Williams....	Aurist	Cheyenne, Wyo..	} Cheyenne.
Wm. A. Day....	Surgeon	Julesburg, Colo...	
W. C. Davidson....	Surgeon	Sedgwick, Colo...	Julesburg to Sterling and Ogallala to Lodge Pole.
F. E. Palmer....	Surgeon	Sterling, Colo...	Julesburg to Iliff.
A. F. Williams....	Surgeon	Ft. Morgan, Colo..	Iliff to Merino.
Guy A. Ashbaugh..	Surgeon	Frederick, Colo...	Sterling to Weldona.
P. R. Farrington..	Surgeon	Boulder, Colo....	St. Vrains to Dent.
F. A. Humphrey....	Surgeon	Ft. Collins, Colo..	Boulder to Erie. La Salle to Ft. Collins.

UNION PACIFIC RAILROAD COMPANY
Eastern District



Colorado Division

TIME-TABLE
No. 186

Effective Sunday,
June 2, 1946
at 12:01 A. M. Mountain Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS								Distance from Kansas City	Time-Table No. 186 JUNE 2, 1946	STATIONS
369	55	57	54	17	112	51	37	9	39	69				
Mixed	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
							11.30 PM	8.45 PM	6.30 PM	10.00 AM	0.0	CT	KANSAS CITY, MO.	
							11.38 PM	8.50	6.38	10.08	2.5		KANSAS CITY, KAN.	
							1.10 AM	9.53	8.15	11.50 AM	68.0		TOPEKA	
							2.30	10.42	9.30	1.30 PM	119.3		MANHATTAN	
							3.25	11.05	10.10	2.20	139.5		JUNCTION CITY	
	4.00 PM						5.00	11.55 PM	A 11.15 PM	A 3.30 PM	186.6		SALINA	
	9.30 8.55 PM						8.05 7.20	1.50 AM 12.55			303.3	CT MT	ELLIS	
	12.10 AM						9.10	2.11			377.4		OAKLEY	
	2.30						10.25 AM	2.59			429.8		SHARON SPRINGS	
	7.00 AM						12.55 PM	4.42			535.5		HUGO	
	A 12.50 PM						3.30 PM	6.45 AM			640.4	MT	DENVER	
	(21.50)								(4.45) 39.2	(5.30) 34.0		 Thru Time	
													.. Average speed per hour ..	
											640.4		DENVER	
											659.5		BRIGHTON	
											686.5		LA SALLE	
													STERLING	
													JULESBURG	
													OMAHA	
													NORTH PLATTE	
													BORIE	
													CHEYENNE	
													GRANGER	
												Via Cheyenne 1229.5	OGDEN	
													(1217.1 Via Borie)	

(7.40) (3.00) (7.00) (9.35) (7.40) (2.45) (32.10) (12.35) Thru Time
36.7 35.3 39.8 42.1 73.0 38.6 37.3 59.9 .. Average speed per hour

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
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 Wall Jewelry Co.

Standard clocks are located as shown below:

Ellis Telegraph Office
Oakley Telegraph Office
Sharon Springs Telegraph Office
Hugo Telegraph Office
Limon "U. D." Telegraph Office
Denver Dispatchers' Office
Denver 23rd Street Register Room
Denver Conductor's Room, Freight Station
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

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 186 JUNE 2, 1946		Distance from Cheyenne	FIRST CLASS								SECOND CLASS			
18	38		10	40	70	111	53	56	52	58	370	334		
Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mixed	Mixed	Mixed			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		746.4	A 11.25 PM	A 8.35 AM	A 12.15 PM	A 8.45 PM								
		743.9	11.18	8.26	12.07 PM	8.30								
		678.4	10.10	7.25	10.55 AM	7.10								
		627.1	9.08	6.32	9.40	5.35								
		606.9	8.40	6.10	9.10	5.00								
		559.8	7.30	5.05	8.00 AM	3.45 PM					A 3.00 PM			
		443.1	4.55 3.45	3.10 2.05							11.35 AM 10.05			
		369.0	2.17	12.55							5.50			
		316.6	1.15 PM	12.07 AM							4.10 AM			
		210.9	11.10 AM	10.25 PM							11.50 PM			
		106.0	9.05 AM	8.45 PM							6.50 PM			
					(4.15) 43.9	(5.00) 37.3					(21.10)			
		106.0	A 8.20 AM	8.35 AM	8.30 PM		A 8.00 AM	A 8.50 AM		A 10.45 AM	A 11.55 PM		A 6.30 PM	
		86.9	7.54	8.04	7.59		7.36			10.10	11.12			
		59.9	7.16	7.31	7.34		7.05	7.25		9.37	10.33		5.05	
							5.47	5.08						
							4.59	3.50						
							12.55 AM			A 12.25 PM				
								1.45 AM		5.00 AM				
			6.05 AM	6.15 AM										
		0.0			6.15 PM					8.00 AM	8.45 PM		2.30 PM	
			10.40 PM											
				7.30 PM										
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time (9.40) (28.55) (15.20) (8.05) (7.05) (7.25) (2.45) (3.10) (4.00)
Average speed per hour.. 41.7 42.9 49.2 69.2 39.3 63.2 36.5 33.5 26.5

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"	46.2	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			
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 186 JUNE 2, 1946	Mile Post	FIRST CLASS		SECOND CLASS	
	369 Mixed	37 Passenger	9 Passenger	10 Passenger				38 Passenger	370 Mixed		
										STATIONS	
45 WFTTOP	8.55PM	7.20AM	12.55AM	303.3	DN-R	ELLIS YL RT	303.3	A 2.05AM	A 3.45PM	A 10.05AM	
62 P	f 9.05	7.28	1.01	308.4		5.1 RIGA	308.4	1.57	3.34	f 9.10	
52 P	f 9.17	f 7.35	1.06	313.7	D	OGALLAH OG	313.7	1.52	3.28	f 8.50	
50 WP	s 9.40	s 7.50	1.14	322.3	DN	WAKEENEY W	322.3	1.45	3.19	s 8.20	
42 P	f 10.00	8.00 ³⁷⁰	1.21	330.0		7.7 VODA	330.0	1.38	3.10	f 8.00 ³⁷	
34 P	f 10.15	f 8.07	1.32 ¹⁰	335.8	D	COLLYER JY	335.8	1.32 ⁹	3.03	f 7.30	
51 P	s 10.30	s 8.17	1.39	343.3	D	QUINTER QN	343.3	1.25	2.54	s 7.10	
67 WP	f 10.45	f 8.27	1.46	350.9	D	BUFFALO PARK BP	350.9	1.18	2.45	f 6.50	
44 P	f 11.00	s 8.35	1.51	356.3	D	GRAINFIELD GF	356.3	1.13	2.39	f 6.40	
50 P	f 11.20	s 8.47	1.59	365.2	D	GRINNELL GD	365.2	1.05	2.30	f 6.20	
42 P	f 11.30PM	8.54	2.04	371.2		8.9 CAMPUS	371.2	1.00	2.24	f 6.05	
56 WFTFP	s 12.05AM	s 9.10	s 2.11	377.4	DN	OAKLEY YL OQ	377.4	s 12.53	s 2.13	s 5.50	
51 P	f 12.23	f 9.20	2.19	386.1	D	MONUMENT MU	386.1	12.45	2.04	f 5.18	
43 P	f 12.39 ¹⁰	f 9.29	2.25	393.6	D	PAGE CITY PG	393.6	12.39 ³⁶⁹	1.56	f 5.08	
44 WYP	f 1.00	s 9.37	2.30	399.0	D	WINONA GW	399.0	12.34	1.50	f 5.00	
40 P	f 1.15	f 9.48	2.38	408.4		9.4 McALLASTER	408.4	12.26	1.40	f 4.44	
24 P	1.25	9.55	2.43	414.5		4.5 TURKEY CREEK	414.5	12.21	1.33	4.36	
41 P	f 1.40	f 10.03	2.49	421.1	D	WALLACE A	421.1	12.15	1.26	f 4.28	
53 P	1.50	10.08	2.53	425.6		6.6 SOMENA	425.6	12.11	1.21	4.20	
34 WFTTOP	A 2.05AM	A 10.15AM	A 2.57AM	429.8	DN-R	SHARON SPRINGS YL PS	429.8	12.07AM	1.15PM	4.10AM	
	(5.10) 24.2	(2.55) 43.4	(2.02) 62.2			(126.5)		(1.58) 64.3	(2.30) 50.6	(5.55) 21.4	
 Thru Time										
	... Average speed per hour ...										

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

No. 38 will stop at Wakeeneey to let off revenue passengers from Denver or west, or to pick up revenue passengers for Salina and east where scheduled to stop.

WESTWARD				HUGO SUBDIVISION				EASTWARD			
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 186 JUNE 2, 1946	Mile Post	FIRST CLASS		SECOND CLASS	
	369 Mixed	37 Passenger	9 Passenger	38 Passenger				10 Passenger	370 Mixed		
										STATIONS	
34 WFTTOP	2.30AM	10.23AM	2.59AM	429.8	DN-R	SHARON SPRINGS YL PS	429.8	A 1.10PM	A 12.05AM	A 3.40AM	
61 P	2.40	10.30	3.03 ³⁷⁰	433.8		4.0 SUNLAND	433.8	1.03	11.58PM	3.03 ⁹	
41 P	2.48 ³⁷⁰	10.35	3.07	438.4		4.6 LAPAZ	438.4	12.58	11.54	2.48 ³⁶⁹	
62 WP	f 3.10 ⁹	s 10.40	3.10 ³⁶⁹	441.8	D	WESKAN MO	441.8	12.54	11.51	f 2.33	
41 P	3.30	10.48	3.16	448.2		3.4 CHEMUNG	448.2	12.47	11.45	2.23	
42 P	f 3.40	f 10.54	3.20	453.1		4.9 ARAPAHOE	453.1	12.42	11.41	f 2.15	
50 P	3.50	11.00	3.25	458.2		5.1 SALIS	458.2	12.37	11.37	2.05	
54 WP	s 4.10	s 11.08	3.29	463.0	DN	CHEYENNE WELLS CW	463.0	12.32	11.33	s 1.55	
53 P	4.20	11.15	3.34	468.1		5.1 ASCALON	468.1	12.27	11.28	1.42	
53 P	f 4.30	f 11.23	3.39	473.5		5.4 FIRST VIEW	473.5	12.21	11.23	f 1.35	
52 P	4.43	11.32	3.47	482.3		8.8 ARENA	482.3	12.12	11.16	1.20	
58 WFTFP	s 5.05	s 11.43	3.53	487.7	D	KIT CARSON KC	487.7	12.06PM	11.11	s 1.10	
53 P	5.20	11.56 ³⁸	3.58	494.0		6.3 SORRENTO	494.0	11.56 ³⁷	11.06	12.52	
51 P	f 5.35	12.05PM	4.05	500.4		6.4 WILD HORSE	500.4	11.49	11.01	f 12.42	
52 P	f 5.50	12.13	4.11	507.6		7.2 AROYA	507.6	11.41	10.55	f 12.32	
52 P	f 6.10	12.24	4.20	518.0		10.4 BOYERO	518.0	11.30	10.46	f 12.17	
95 WP	6.25	12.33	4.27	526.3		8.3 CLIFFORD	526.3	11.21	10.39	f 12.05AM	
82 WFTFP	A 6.40AM	A 12.45PM	A 4.39AM	535.5	DN-R	HUGO YL HU	535.5	11.10AM	10.29PM	11.50PM	
	(4.10) 25.5	(2.22) 44.7	(1.40) 63.4			(105.7)		(2.00) 52.9	(1.36) 66.0	(3.50) 27.6	
 Thru Time										
	... Average speed per hour ...										

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

WESTWARD U. S. HOSPITAL BRANCH EASTWARD

WESTWARD

DENVER SUBDIVISION

Car Capacity of Siding, Etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS				Distance from Kansas City	Time Table No. 186		Mile Post
	97	369	91	37	25	7	9		JUNE 2, 1946		
	C.R.I.&P. Freight	Mixed	C.R.I.&P. Freight	Passenger	C.R.I.&P. Passenger	C.R.I.&P. Rocket Passenger	Passenger		STATIONS		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
82WFTYP		7.00AM		12.55PM			4.42AM	535.5	DN-R HUGO YL HU	535.5	
119 P		7.12		1.04			4.49	541.7	6.2 BAGDAD	541.7	
31 WP		7.20		1.12			4.55	547.9	6.2 LAKE	547.9	
47 P		s7.40		s1.21			s5.01	550.5	2.6 (C. R. I. & P. Crossing) LIMON YL MN	550.5	
	10.15PM		7.10AM		1.05PM	6.51 ⁹² AM		550.6	LIMON JUNCTION YL	550.6	
51 P	10.30 ³⁷⁰	f7.55	7.25	1.31	1.12	6.58	5.07	556.6	6.0 RIVER BEND	556.6	
50 P	10.45	f8.10	7.40	1.39	1.20	7.05	5.14	563.2	6.6 CEDAR POINT	563.2	
51 P	10.57	f8.17	7.52	1.44	1.25	7.10	5.19	567.1	3.9 BUICK	567.1	
52 P	11.10	f8.33	8.04	1.51	1.31	7.15	5.24	572.2	5.1 AGATE AX	572.2	
24 P	11.20	8.45	8.15	1.57 ⁸	1.37	7.20	5.29	578.1	5.9 LOWLAND	578.1	
52 WFTYP	11.45PM	s9.07	8.35	2.06	1.51 ⁸	7.27	5.36 ⁹²	584.2	6.1 DN DEER TRAIL DX	584.2	
51 P	12.05 ⁹⁶ AM	9.35	8.50	2.13	1.58	7.33	5.42	590.1	5.9 PEORIA	590.1	
52 P	12.25	f9.56 ³⁸	9.05	2.20	2.05	7.39	5.48	596.6	6.5 D BYERS BY	596.6	
58 WP	12.40	f10.15	9.20	2.27	2.11	7.45	5.53	602.5	5.9 DN STRASBURG SR	602.5	
49 P	12.55	f10.40	9.43 ³⁸	2.34	2.18	7.51	5.59	608.9	6.4 D BENNETT BT	608.9	
51 P	1.10	10.55	9.58	2.39	2.23	7.55	6.03	613.7	4.8 MANILA	613.7	
50 WP	1.25	f11.10	10.08	2.44 ²⁶	2.28	7.59	6.07	618.4	4.7 WATKINS	618.4	
52 P	1.40	11.22	10.23	2.51	2.36 ²⁶	8.04	6.13	625.0	6.6 MESA	625.0	
								628.1	3.1 MAGEE	628.1	
84 P	1.55	11.32	10.35	2.58	2.50	8.08	6.18	630.5	2.4 DN SABLE SB	630.5	
72 YP	2.03	11.37	10.40	3.01	2.55	8.10	6.21	633.2	2.7 ROYDALE	633.2	
49 P	2.08	11.40	10.45	3.03	2.57	8.11	6.22	634.3	1.1 SANDOWN	634.3	
WFTYOP	A2.25AM	A11.55AM	A11.00AM	A3.10PM	A3.05PM	A8.16AM	A6.27AM	638.2	3.9 PULLMAN YL	638.2	

(4.10) (4.55) (3.50) (2.15) (2.00) (1.25) (1.45) Thru Time
 21.0 20.9 22.1 45.6 43.8 61.8 58.7 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

Car Capacity of Siding, Etc. See Rule 6(A).	Distance from Kansas City	FIRST CLASS				SECOND CLASS		
		38	8	26	10	92	370	96
		Passenger	C.R.I.&P. Rocket Passenger	C.R.I.&P. Passenger	Passenger	C.R.I.&P. Freight	Mixed	C.R.I.&P. Freight
82WFTYP	535.5	DN-R HUGO YL HU	535.5	A 11.05AM			A 11.20PM	
119 P	541.7	6.2 BAGDAD	541.7	10.57			11.02	
31 WP	547.9	6.2 LAKE	547.9	10.51			10.52	
47 P	550.5	2.6 (C. R. I. & P. Crossing) LIMON YL MN	550.5	S 10.47			S 10.45	
	550.6	LIMON JUNCTION YL	550.6					
51 P	556.6	6.0 RIVER BEND	556.6	10.39	A2.23PM	A4.10PM	A 6.51 ⁷ AM	
50 P	563.2	6.6 CEDAR POINT	563.2	10.32	2.11	3.48	6.20	
51 P	567.1	3.9 BUICK	567.1	10.28	2.06	3.42	6.12	
52 P	572.2	5.1 AGATE AX	572.2	10.22	2.02	3.36	6.00	
24 P	578.1	5.9 LOWLAND	578.1	10.16	1.57 ³⁷	3.30	5.45	
52 WFTYP	584.2	6.1 DN DEER TRAIL DX	584.2	10.10	1.51 ²⁵	3.22	5.36 ⁹	
51 P	590.1	5.9 PEORIA	590.1	10.03	1.45	3.15	5.21	
52 P	596.6	6.5 D BYERS BY	596.6	9.56 ³⁶⁹	1.40	3.08	5.11	
58 WP	602.5	5.9 DN STRASBURG SR	602.5	9.50	1.36	3.02	5.02	
49 P	608.9	6.4 D BENNETT BT	608.9	9.43 ⁹¹	1.31	2.55	4.52	
51 P	613.7	4.8 MANILA	613.7	9.38	1.27	2.50	4.44	
50 WP	618.4	4.7 WATKINS	618.4	9.33	1.23	2.44 ³⁷	4.36	
52 P	625.0	6.6 MESA	625.0	9.26	1.18	2.36 ²⁵	4.25	
	628.1	3.1 MAGEE	628.1					
84 P	630.5	2.4 DN SABLE SB	630.5	9.20	1.14	2.27	4.16	
72 YP	633.2	2.7 ROYDALE	633.2	9.17	1.11	2.23	4.11	
49 P	634.3	1.1 SANDOWN	634.3	9.15	1.10	2.21	4.09	
WFTYOP	638.2	3.9 PULLMAN YL	638.2	9.10AM	1.05PM	2.15PM	4.00AM	

..... Thru Time (1.55) (1.18) (1.55) (1.37) (2.51) (4.05) (3.20)
 Average speed per hour 53.6 67.4 45.8 63.6 30.8 25.2 26.3

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

WESTWARD

U. S. HOSPITAL BRANCH

EASTWARD

Distance from Sable	Time-Table No. 186		Mile Post
	JUNE 2, 1946		
	STATIONS		
0.0	SABLE	0.0	
1.6	BUNELL	1.6	

WESTWARD

NORTHERN SUBDIVISION

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS							Distance from Denver	Time-Table No. 186 JUNE 2, 1946	Mile Post
	96	248	370	377	250	92				
	C.R.I.&P. Freight	Time Freight	Mixed	Time Freight	Time Freight	C.R.I.&P. Freight				
	Daily	Daily	Daily	Daily	Daily	Daily				
YIP	10.30PM		6.50PM			3.50AM	0.0			
OF	10.35	10.00PM	7.05	7.00PM	6.35PM	3.55	1.7			
WFTYOP	A10.40PM	10.01	A 7.15PM	7.01	6.37	A 4.00AM	2.2			
IP							4.9			
		10.08		7.07		6.43	5.0			
95 P		10.14		7.13		6.49	8.1			
							9.9			
57 P		10.19		7.18		6.54	11.3			
52 P		10.23		7.22		6.59	14.1			
							16.0			
91 WYOP		10.33		7.31		7.09	19.1			
							22.8			
94 P		10.42		7.39		7.17	25.8			
53 P		10.56 ⁵⁸		7.49 ¹⁰		7.23	30.1			
95 P		11.06		7.54		7.29	34.8			
							36.2			
							37.8			
119 P		11.15		8.01		7.40 ¹⁰	40.0			
							42.4			
							43.3			
192 WFTYOP		A11.25PM		8.15		A 7.50PM	46.1			
60 P				8.20			48.2			
247 WYOP				8.28			51.7			
							54.0			
81 P				8.35			55.8			
80 P				8.42			59.2			
							59.3			
85 P				8.49			63.0			
							65.0			
64 WYOP				8.55			66.8			
52 P				9.03			71.9			
96 P				9.11			77.0			
51 P				9.28 ⁵⁸			81.9			
94 WFTYOP				9.38			86.0			
97 P				9.45			90.4			
52 P				9.51			94.4			
95 WYOP				9.57			97.8			
45 P							103.1			
72 IP				10.03			101.5			
				10.08			104.7			
				A10.15PM			106.0			

(0.10) 13.2 (1.25) 31.3 (0.25) 5.3 (3.15) 32.1 (1.15) 35.5 (0.10) 13.2Thru TimeAverage speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 58, 9, 51, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.

WESTWARD

NORTHERN SUBDIVISION

FIRST CLASS											Distance from Denver	Time-Table No. 186 JUNE 2, 1946	Mile Post
10	57	54	37	17	112	51	26	8	38	9			
Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
8.45PM	8.00PM	6.30PM	6.00PM	5.05PM	5.00PM	3.00PM	2.10PM	1.00PM	9.05AM	7.00AM	0.0		
8.49	8.05	6.34	6.03	5.08	5.02	3.05	2.14	1.04	9.09	7.03	1.7		
A8.50PM	8.07	6.35	6.04	5.09	5.03	3.07	A2.15PM	A 1.05PM	A 9.10AM	7.04	2.2		
											4.9		
	8.17 ¹⁰	6.39	6.08	5.13	5.06	3.12				7.07	5.0		
	8.21	6.44	6.12	5.17	5.09	3.17				7.11	8.1		
											9.9		
	8.24	6.47	6.15	5.20	5.12	3.21				7.14	11.3		
	8.27	6.50	6.18	5.23	5.14	3.25				7.17	14.1		
											16.0		
	f 8.36	f 6.57	6.23	5.28	5.18	s3.34				7.23	19.1		
											22.8		
	f 8.45	f 7.05	6.30	5.35	5.23	f3.43				7.29 ¹¹	25.8		
	8.50	7.09	6.34	5.39	5.26	3.48				7.33	30.1		
	8.55	7.13	6.39	5.44	5.30	f3.54				7.37 ¹⁸	34.8		
											36.2		
											37.8		
	9.01	7.18	6.44	5.49	5.34	4.00				7.42 ³⁸	40.0		
											42.4		
	s 9.10	A 7.25PM	s 6.51	s 5.56	A 5.40PM	s4.09				7.49	46.1		
	9.15		6.55	6.00		4.13				7.52	48.2		
	s 9.25		s 7.03	s 6.08		s4.25 ³⁴				s8.02	51.7		
											54.0		
	9.31		7.08	6.13		4.31				8.08	55.8		
	f 9.36		7.14 ¹⁰	6.17		f4.37				8.12	59.2		
											59.3		
	f 9.42		7.21	6.22		f4.43				8.16	63.0		
											65.0		
	9.48 ⁵⁸		7.25	6.26		4.48				8.20	66.8		
	9.57		7.30	6.31		f4.54				8.25	71.9		
	10.03		7.35	6.36		4.59				8.30	77.0		
	10.08		7.40	6.41		5.04				8.35	81.9		
	f10.16		7.48	6.47 ¹⁰		f5.11				8.42 ⁵²	86.0		
	10.23		7.54	6.58		5.17				8.48	90.4		
	10.29		7.59	7.03		5.23				8.53	94.4		
	10.35		8.04	7.08		f5.28				8.58	97.8		
			A 8.15PM	A 7.20PM							103.1		
	10.40					5.33				9.03	101.5		
	10.45					5.38				9.08	104.7		
	A11.00PM									A9.20AM	106.0		

(0.05) 26.4 (3.00) 35.3 (0.55) 50.3 (2.15) 45.8 (2.15) 45.8 (0.40) 69.2 (2.45) 38.6 (0.05) 26.4 (0.05) 26.4 (0.05) 26.4 (2.20) 45.4Thru TimeAverage speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 58, 9, 51, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. No. 54 will stop on flag at Brighton and Lupton for passengers for east of LaSalle. No. 9 will stop at LaSalle for revenue passengers holding coach or sleeping car reservations.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 186

JUNE 2, 1946

FIRST CLASS

Distance from Denver	Mile Post	STATIONS										
		9	111	18	7	38	53	52	25	37	10	58
		Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Passenger	Mixed
0.0	0.0	A 6:45AM	A 8:00AM	A 8:20AM	A 8:25AM	A 8:35AM	A 8:50AM	A 10:45AM	A 3:25PM	A 3:30PM	A 8:30PM	A 11:55PM
1.7	1.7	6:28	7:54	8:15	8:17	8:25	8:39	10:34	3:08	3:11	8:22	11:41
2.2	2.2	6:27AM	7:53	8:14	8:16AM	8:24	8:38	10:33	3:05PM	3:10PM	8:21	11:39
4.9	4.9											
5.0	5.0		7:49	8:10		8:20	8:34AM	10:29			8:17 ⁵⁷	11:32
8.1	8.1		7:46	8:06		8:16		10:24			8:12	11:27
9.9	9.9											
11.3	11.3		7:43	8:03		8:13		10:20			8:08	11:23
14.1	14.1		7:41	8:00		8:10		10:16			8:05	11:19
16.0	16.0											
19.1	19.1	DN	7:36	7:54		8:04		10:10			7:59	11:12
22.8	22.8											
25.8	25.8	D	7:29 ⁹	7:47		7:57		10:01			7:53	11:02
30.1	30.1		7:20	7:43		7:53		9:55			7:49 ³⁷⁷	10:56 ²⁴⁸
34.8	34.8	D	7:16	7:37 ⁹		7:48		9:50			7:45	10:50
36.2	36.2											
37.8	37.8											
40.0	40.0	D	7:12	7:24		7:42 ⁹		9:44			7:40 ²⁵⁰	10:43
42.4	42.4											
43.3	43.3											
46.1	46.1	DN-R	7:05AM	7:16		7:31		9:37			7:34	10:33
48.2	48.2			7:11		7:26		9:31			7:31	10:23
51.7	51.7	DN		7:06		7:20		9:26			7:28	10:17
54.0	54.0											
55.8	55.8	D		6:58		7:09		9:16			7:19	10:06
59.2	59.2	DN		6:54		7:05		9:12			7:14 ³⁷	10:00
59.3	59.3											
63.0	63.0	DN		6:49		6:59		9:07			7:10	9:53
65.0	65.0											
66.8	66.8	D		6:45		6:55		9:03			7:06	9:48 ⁵⁷
71.9	71.9	D		6:40		6:50		8:58			7:01	9:41
77.0	77.0			6:35		6:45		8:53			6:56	9:34
81.9	81.9			6:30		6:40		8:48			6:51	9:28 ³⁷⁷
86.0	86.0	DN		6:25		6:35		8:42 ⁹			6:47 ¹⁷	9:23
90.4	90.4			6:19		6:29		8:27			6:41	9:14
94.4	94.4			6:15		6:25		8:21			6:36	9:08
97.8	97.8	DN		6:11		6:21		8:16			6:31	9:02
103.1	103.1	DN		6:05AM		6:15AM						
101.5	101.5							8:10			6:25	8:55
104.7	104.7	DN						8:05			6:20	8:50
106.0	106.0	DN-R						8:00AM			6:15PM	8:45PM

Thru Time.....	(0.18)	(0.55)	(2.15)	(0.09)	(2.20)	(0.16)	(2.45)	(0.20)	(0.20)	(2.15)	(3.10)
Average speed per hour.....	7.3	50.3	45.8	14.7	44.2	18.7	38.6	6.6	6.6	47.1	33.5

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 58, 9, 51, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains. Between Cheyenne and LaSalle the time of No. 334 must be cleared not less than ten minutes by eastward extra trains. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 186

JUNE 2, 1946

SECOND CLASS

Car capacity of sidings, etc. See Rule 6(A).	Distance from Denver	Mile Post	STATIONS					
			97	455	91	369	477	334
			C.R.I.&P. Freight	Time Freight	C.R.I.&P. Freight	Mixed	Time Freight	Mixed
	0.0	0.0	A 5:00AM		A 12:01PM	A 12:50PM		A 6:30PM
YIP	1.7	1.7	2:35	A 3:00AM	11:05AM	11:59AM	A 6:00PM	6:25
OP	2.2	2.2	2:25AM	2:30	11:00AM	11:55AM	5:30	6:23
WFTYOP	4.9	4.9						
IP	5.0	5.0		2:11			5:24PM	6:16
95 P	8.1	8.1		2:05				
	9.9	9.9						
57 P	11.3	11.3		1:59				
52 P	14.1	14.1		1:55				
	16.0	16.0						
91 WYOP	19.1	19.1		1:45				
P	22.8	22.8						
94 P	25.8	25.8		1:32				
53 P	30.1	30.1		1:25				
95 P	34.8	34.8		1:18				
	36.2	36.2						
P	37.8	37.8						
119 P	40.0	40.0		1:10				
P	42.4	42.4						
	43.3	43.3						
192 WFTYOP	46.1	46.1		12:55AM				4:45
60 P	48.2	48.2						4:33
247 WYOP	51.7	51.7						4:25 ⁵¹
YP	54.0	54.0						
81 P	55.8	55.8						4:09
80 P	59.2	59.2						4:02
I	59.3	59.3						
65 P	63.0	63.0						3:54
P	65.0	65.0						
64 WYP	66.8	66.8						3:47
52 P	71.9	71.9						3:40
96 P	77.0	77.0						3:32
51 P	81.9	81.9						3:25
94 WFTYOP	86.0	86.0						3:18
97 P	90.4	90.4						3:03
52 P	94.4	94.4						2:55
95 45 WYP	97.8	97.8						2:48
72 IP	103.1	103.1						
P	101.5	101.5						2:40
IP	104.7	104.7						2:35
WFTYOP	106.0	106.0						2:30PM

Thru Time.....	(2.35)	(2.05)	(1.01)	(0.55)	(0.36)	(4.00)
Average speed per hour.....	0.85	21.3	2.2	2.4	5.5	26.5

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class. See Rule S-72. Between Sand Creek Jct. and LaSalle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 18, 38, 52, 10, 58, 9, 51, 17, 37, 54 and 57, and not less than fifteen minutes by second class and extra trains. Between Cheyenne and LaSalle the time of No. 334 must be cleared not less than ten minutes by eastward extra trains. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. No. 334 will stop at any station to let off revenue passengers from Cheyenne and beyond.

WESTWARD					JULESBURG SUBDIVISION					EASTWARD				
Car Capacity of Sidings, Etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 186 JUNE 2, 1946	Mile Post	FIRST CLASS		SECOND CLASS				
	455	477	111	53				112	54	248	250			
	Time Freight	Time Freight	Streamliner Passenger	Passenger				Streamliner Passenger	Passenger	Time Freight	Time Freight			
80	7:00PM	9:15AM	4:59AM	3:50AM	0.0	DN	JULESBURG YL JB	0.0	A 7:44PM	A 11:25PM	A 4:40AM	A 2:30AM		
75	7:33 ¹¹²	9:30	5:05	f 4:00 ²⁴⁸	7.1	D	7.1 OVID VI	7.1	7:33 ⁴⁵⁵	11:05	4:00 ⁵³	1:25		
73	7:50	9:45	5:11	f 4:09	14.6	D	4.4 SEDGWICK ZD	14.6	7:28	10:52	3:40	1:10		
					19.0		4.1 DORSEY	19.0						
95	8:02	10:00	5:17	f 4:18	23.1		2.7 RED LION	23.1	7:22	10:40	3:27	12:55		
					25.8		4.3 MARCOTT	25.8						
95	8:16	10:12	5:22	f 4:28	30.1	DN	8.7 CROOK CK	30.1	7:17	10:30	3:17	12:40		
72	8:28	10:24	5:28	f 4:38	38.8		2.3 PROCTOR	38.8	7:11	10:18	3:05	12:27		
					41.1		4.5 POWELL	41.1						
94	8:39	10:35	5:33	f 4:45	45.6	D	7.9 ILIFF F	45.6	7:06	10:09	2:50	12:15		
77	8:50	10:50	5:39	f 4:53	53.5		3.7 HAYFORD	53.5	7:00	9:59	2:40	12:01AM		
					57.2		0.3 C. B. & Q. CROSSING	57.2						
169	9:00PM	A 11:15AM	A 5:43AM	A 5:00AM	57.5	DN-R	STERLING YL ST	57.5	6:57PM	9:53PM	2:30AM	11:40PM		
							(57.5)		Daily	Daily	Daily	Daily		

(2.00) (2.00) (0.44) (1.10) Thru Time (0.47) (1.32) (2.10) (2.50)
 28.8 28.8 78.4 49.3 Average speed per hour 73.4 37.5 26.6 20.3

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 54 and 53, and not less than fifteen minutes by second class and extra trains.

WESTWARD					STERLING SUBDIVISION					EASTWARD						
Car Capacity of Sidings, Etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 186 JUNE 2, 1946	Mile Post	FIRST CLASS		SECOND CLASS						
	455	477	71	111				53	301	302	112	54	250	72	248	
	Time Freight	Time Freight	C. B. & Q. Freight	Streamliner Passenger				Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	Streamliner Passenger	Passenger	Time Freight	C. B. & Q. Freight	Time Freight	
169	9:40PM	12:15PM	12:01PM	5:47AM	5:08AM	3:35AM	57.5	DN-R	STERLING ST	57.5	A 1:40AM	A 6:55PM	A 9:40PM	A 10:50PM	A 11:00PM	A 2:00AM
							61.7	D	4.2 HALL	61.7	f 1:23	6:48	f 9:26	10:30	10:45	1:47
72	10:00	12:28	12:15	5:53	f 5:18	f 3:43	64.1	D	2.4 ATWOOD OD	64.1	f 1:16	6:43	f 9:18	10:15 ⁴⁵⁵	10:35	1:38
							66.8	D	3.4 BEEFLAND	66.8	f 1:10	6:39	f 9:08	9:49	10:23 ⁴⁵⁵	1:30
74	10:15 ²⁵⁰	12:41	12:28	5:58	f 5:26	f 3:51	70.2	D	5.8 MERINO MI	70.2	1:07	6:37	9:04	9:44	10:06	1:26
143	10:23 ⁷²	12:51	12:37	6:02	f 5:33	3:59	76.0		2.4 MESSEX	76.0	f 1:02AM	6:35	f 9:01	9:40	10:01PM	1:22
							78.4	DN	2.6 BALZAC	78.4						
52	10:32	1:05	A 1:01PM	6:06	f 5:39	A 4:10AM	81.0	DN	1.8 UNION UN	81.0						
							82.8	D	4.2 COOPER	82.8						
94	10:45	1:15		6:10	f 5:47		87.0	D	6.8 SNYDER SN	87.0						
53	10:54	1:25		6:15	5:54		93.8		4.8 DODD	93.8						
100	11:03	1:35		6:20	s 6:01		98.6	DN	4.8 FORT MORGAN FM	98.6						
35	11:15	1:50		6:25	6:09		106.0		7.4 NARROWS	106.0						
79	11:20	1:55		6:27	f 6:15		109.0	D	3.0 WELDONA DN	109.0						
22	11:28	2:04		6:31	f 6:22		114.2		5.2 GOODRICH	114.2						
78	11:33	2:15		6:34	f 6:27		117.7		3.5 ORCHARD	117.7						
							121.4		3.7 SUBLETTE	121.4						
53	11:43	2:27		6:39 ⁵³	f 6:39 ¹¹¹		124.8		3.4 MASTERS	124.8						
50	11:51PM	2:35		6:43	6:47		130.2		5.4 CANTON	130.2						
121	12:05 ²⁴⁸	2:43		6:47	f 6:54		135.4		5.2 HARDIN	135.4						
							139.1		3.7 KUNER	139.1						
78	12:20	2:58		6:53	f 7:03		143.1	D	4.0 KERSEY KR	143.1						
							147.2		4.1 AUBURN	147.2						
56	12:40AM	A 3:30PM		A 7:01AM	A 7:15AM		151.1	DN-R	3.9 LASALLE YLSA	151.1						
									(93.6)		Daily	Daily	Daily	Daily	Daily	Daily

(3.00) (3.15) (1.00) (1.14) (2.07) (0.35) Thru Time (0.38) (1.12) (2.10) (2.50) (0.59) (2.20)
 31.2 28.8 23.5 75.8 44.2 40.3 Average speed per hour 37.1 78.0 43.2 33.4 23.6 40.1

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to No. 71. See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 53, 301, 302 and 54 and not less than fifteen minutes by second class and extra trains.

WESTWARD					DENT SUBDIVISION					EASTWARD				
Car Capacity of Sidings, Etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Denver	Time-Table No. 186 JUNE 2, 1946	Mile Post	FIRST CLASS		SECOND CLASS				
	212	Mixed	53	211				477	334					
	Time Freight	Time Freight	Passenger	Mixed				Time Freight	Mixed					
					5.0	DN	SAND CREEK JCT. YL SK	5.0	A 8:34AM		A 5:24PM	A 6:16PM		
					8.2		1.6 WELBY	8.2						
31					9.8		1.3 QUIMBY	9.8	8:27		5:14	6:09		
					11.1		2.7 GALLUP	11.1						
38					13.8		2.6 EAST LAKE	13.8	8:21		5:06	f 6:04		
					16.4		1.7 SATT	16.4						
31					18.1		4.1 DARLOW	18.1	8:16		4:57	5:58		
55					22.2	DN	3.9 ST. VRAINS YL VS	22.2	f 8:10		4:49	f 5:52		
					22.2		3.9 U. P. CROSSING	22.2						
53					26.1	D	1.7 FREDERICK YL FR	26.1	f 8:02		4:38	f 5:44		
					27.8		1.7 FIRESTONE YL	27.8	7:57		4:34	5:40		
19					30.2		2.4 HARNEY	30.2	7:54		4:28	5:37		
31					34.6		4.4 GOWANDA	34.6	7:49		4:18	5:30		
					38.3		3.7 WILD CAT	38.3	7:44		4:10	5:25		
					40.9		1.9 G. W. CROSSING	40.9						
21					42.8	N	1.7 DENT YL FD	42.8	7:37	A 10:08AM	3:59	5:18		
					44.6		6.1 OGLIVY	44.6	7:34	f 10:04	3:55	5:15		
WFTIP					50.6	DN-R	5.1 LA SALLE YL SA	50.6	7:25AM	9:55AM	3:40PM	5:05PM		
							(45.6)		Daily	Daily	Daily	Daily		

(0.15) (0.15) (0.44) (1.10) Thru Time (0.47) (1.32) (2.10) (2.50)
 31.2 31.2 78.4 49.3 Average speed per hour 73.4 37.5 26.6 20.3

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot.

WESTWARD					FORT COLLINS BRANCH					EASTWARD				
Car Capacity of Sidings, Etc. See Rule 6(A)	SECOND CLASS		FIRST CLASS		Distance from Dent	Time-Table No. 186 JUNE 2, 1946	Mile Post	FIRST CLASS		SECOND CLASS				
	211	Mixed	212	Mixed										
	Time Freight	Time Freight	Time Freight	Time Freight										
21					0.0	N	DENT YL FD	0.0	A 4:20PM					
					1.7		1.7 MILLIKEN YL	1.7	f 4:15					
					2.0		0.3 G. W. CROSSING	2.0						
					7.3		5.3 KOENIG	7.3	f 4:04					
					9.0		1.7 G. W. CROSSING	9.0						
					9.1		0.1 KELIM	9.1	f 4:00					
					13.5		4.4 BOYD LAKE	13.5	f 3:51					
					16.4		2.9 REDMOND	16.4	f 3:46					
42					19.5		3.1 HARMONY	19.5	f 3:40					
136					25.0	D-R	5.5 FORT COLLINS YL FC	25.0	3:30PM					
					25.2		0.2 C. & S. CROSSING	25.2						
					25.3		0.1 C. & S. CROSSING	25.3						
					27.9		2.6 POUFRE YL	27.9						
					30.0		2.1 BOETTCHER YL	30.0						
					38.5		8.5 RIPPLE	38.5						
					41.7		3.2 BUCKEYE YL	41.7						
							(41.7)		Daily					

(0.47) (0.47) (0.44) (1.10) Thru Time (0.47) (1.32) (2.10) (2.50)
 32.0 32.0 78.4 49.3 Average speed per hour 73.4 37.5 26.6 20.3

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

BOULDER BRANCH

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Brighton	Time-Table No. 186 JUNE 2, 1946		Mile Post	SECOND CLASS	
		375 Local Freight	376 Local Freight		375 Local Freight	376 Local Freight
		8.30 AM	0.0	0.0	A	1.00 PM
55 WYOP		f 8.42	4.2	4.2	f	12.40
P	7.1			7.1		
IWYP	8.1	f 9.00	8.1	8.1	f	12.30
	8.1			8.1		
	10.0			10.0		
P	10.9	f 9.10	10.9	10.9	f	12.20
P	11.4	f 9.12	11.4	11.4	f	12.15
P	15.1	f 9.22	15.1	15.1	f	12.10
	15.1			15.1		
	16.4	f 9.28	16.4	16.4	f	12.05
	17.8	f 9.34	17.8	17.8	f	12.01 PM
	19.6	f 9.39	19.6	19.6	f	11.57 AM
P	24.0	f 9.54	24.0	24.0	f	11.45
	26.0			26.0		
WYP	26.1	f 10.00	26.1	26.1	f	11.25
P	27.6	f 10.15 AM	27.6	27.6	f	11.15 AM
						Daily Except Sunday

(1.45) Thru Time (1.45)
15.8 Average speed per hour 15.8

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.

GREELEY BRANCH

WESTWARD

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Greeley	Time-Table No. 186 JUNE 2, 1946		Mile Post
		STATIONS		
247 WYOP	0.0	DN	GREELEY YL HG	0.0
YP	2.3		GREELEY JCT. YL	2.3
34 YP	6.0		CLOVERLY	6.0
	8.4		ALDEN	8.4
37 P	10.4	D	GILL GI	10.4
	13.8		MATTHEWS	13.8
	14.5		BARNESVILLE	14.5
P	18.6		CORNISH	18.6
	23.2		FOSSTON	23.2
29 YP	28.1		BRIGGS DALE	28.1
			(28.1)	

PLEASANT VALLEY BRANCH

WESTWARD

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Cloverly	Time-Table No. 186 JUNE 2, 1946		Mile Post
		STATIONS		
34 YP	0.0		CLOVERLY	0.0
	3.1		LOWE	3.1
P	5.1	D	GALETON GN	5.1
			(5.1)	

PURITAN BRANCH

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Parkdale Jct.	Time-Table No. 186 JUNE 2, 1946		Mile Post
		STATIONS		
	0.0		PARKDALE JCT. YL	0.0
	1.9		PURITAN	1.9
	3.1		END OF TRACK	3.1

THE SPEEDS SHOWN BELOW ARE THE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

- Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
- Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Inspection bus cars.			40	40	Trains handling gravel loaded in wooden Hart convertible cars.				25
When caboose is handled in train consisting of passenger equipment.			50		When more than 50% of the tonnage is gravel.				40
3900 class engines.			60	50	Trains handling company roadway machines on their own wheels: On straight track.				30
5000 and 9000 class engines.			50	50	On curves.				25
4000 class engines.			45	45	Within yard limits and passing fueling stations.	50	50	40	25
MacArthur type engines with 63-inch drivers.			50	45	Over spring switches, when using turnouts.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
Mallet, Ten Wheeler and Consolidation type engines.			35	35	When using cross-overs or turnouts.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	When using cross-overs or turnouts with 800, 3900, 5000, 9000 class and Mallet type engines, except at Sand Creek Jct.				6 6
Engines running backward.	20	20	20	20	On wye tracks.	5	5	5	5
Trains handling scale test cars: On main line.					3500 and 5000 class engines on any coal mine lead or track.				10
On branch lines.					Jordan spreaders and other machines of spreader type, when in operation.				15

ELLIS SUBDIVISION

Maximum speed.	90	75	65	45	331.7 and 332.1	60	50	50	40
Maximum speed, mixed trains.				50	335.0 and 335.4	60	50	50	40
Freight engines not otherwise shown.			45		Collyer 336.6 and 337.0	55	45	45	35
Wakeeney, between first crossing west and second crossing east of depot.	40	40	40	25	Oakley 383.4 and 384.3	70	60	60	45
Between Miles Posts— Ellis 304.3 and 307.0	55	45	45	40	Winona 401.3 and 401.8	70	60	60	45
Riga 311.4 and 311.8	70	60	60	45	405.5 and 405.8	60	50	50	40
Wakeeney 323.3 and 324.0	70	60	60	45	Turkey Creek 419.6 and 420.0	70	60	60	45
Voda 330.2 and 330.6	70	60	60	45	Wallace 424.9 and 425.0 Somena	70	60	60	45

HUGO SUBDIVISION

Maximum speed.	90	75	65	45	Between Mile Posts— Chemung 450.8 and 451.1	70	60	60	45
Maximum speed, mixed trains.				50	Arapahoe 454.5 and 454.6	70	60	60	45
Freight engines not otherwise shown.			45		Aroya 512.4 and 512.7 Boyero	70	60	60	45