

DENVER SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	90	75	65	45	562.9 and 567.2	60	50	50	40
Maximum speed, mixed trains.				50	562.9 and 567.2 with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
Freight engines not otherwise shown.			45		562.9 and 567.2 with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
C. R. I. & P. 2300 class engines.			50	40	Deer Trail 587.2 and 589.8	60	50	50	40
C. R. I. & P. 2600, 2700, 4000 and 5000 class engines.			40	40	Byers 598.9 and 601.5	70	60	60	45
Cedar Point, on siding.	5	5	5	5	Strasburg 605.2 and 607.0	70	60	60	45
Between Mile Posts— Bagdad 544.0 and 546.6	70	60	60	45	Watkins 619.3 and 620.5	70	60	60	45
River Bend 558.8 and 559.3	55	45	45	35	Mesa	70	60	60	45
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	

DENT SUBDIVISION

Maximum speed.	60	60	60	45
800, 3900, 5000 and 9000 class and Mallet type engines.			40	40
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.
R. D. BURGHARDT, 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 Cheyenne and Cheyenne to Carr.
R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.....	Cheyenne.
W. A. Bunten.....	Surgeon.....	Cheyenne, Wyo.....	Cheyenne.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.....	Cheyenne.
R. I. Williams.....	Aurist.....	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.
F. E. Palmer.....	Surgeon.....	Sterling, Colo.....	Iliff to Merino.
A. F. Williams.....	Surgeon.....	Ft. Morgan, Colo.....	Sterling to Weldona.
Guy A. Ashbaugh.....	Surgeon.....	Frederick, Colo.....	St. Vrains to Dent.
P. R. Farrington.....	Surgeon.....	Boulder, Colo.....	Boulder to Erie.
F. A. Humphrey.....	Surgeon.....	Ft. Collins, Colo.....	La Salle to Ft. Collins.

UNION PACIFIC RAILROAD COMPANY  
Eastern District



Colorado Division

TIME-TABLE  
No. 187

Effective Sunday,  
July 7, 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 Omaha and Kansas City	Time-Table No. 187	
369	57	37	17	51	9	39	69	43	53	111	Time-Table No. 187	JULY 7, 1946			
Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
											0.0	CT OMAHA			
											281.3	CT MT NORTH PLATTE			
											362.5	JULESBURG			
											420.0	STERLING			
											513.6	LA SALLE			
											0.0	CT KANSAS CITY, MO.			
											2.5	KANSAS CITY, KAN.			
											68.0	TOPEKA			
											139.5	JUNCTION CITY			
											186.6	SALINA			
											303.3	CT MT ELLIS			
											429.8	SHARON SPRINGS			
											535.5	HUGO			
											640.4	MT DENVER			
											686.5	LA SALLE			
											743.5	BORIE			
											746.4	CHEYENNE			
												OGDEN			
												(1217.1 Via Borie)			
												(1225.9 Via Cheyenne)			

(21.60) (3.05) (32.10) (2.15) (2.35) (13.35) (4.45) (5.30) (5.20) (15.25) (8.05) ..... Thru Time  
 34.4 37.3 45.8 41.0 54.9 89.2 84.0 52.7 35.2 69.2 ..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 ..... Muhlfeld'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 ..... Telegraph Office
- Denver ..... "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. 187		FIRST CLASS										SECOND CLASS	
JULY 7, 1946		18	38	10	40	70	54	112	52	58		370	334
STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Passenger	Mixed		Mixed	Mixed
STATIONS													
OMAHA	CT							A 7.10 AM	A 1.40 AM				
NORTH PLATTE	CT MT							11.30 PM	9.50				
JULESBURG								10.00	8.47				
STERLING								7.44	7.44				
LA SALLE								6.15	6.57				
KANSAS CITY, MO.	CT							4.00	5.56				
KANSAS CITY, MO.	CT												
KANSAS CITY, KAN.													
TOPEKA													
JUNCTION CITY													
SALINA													
ELLIS	CT MT												
SHARON SPRINGS													
HUGO													
DENVER	MT												
LA SALLE													
BORIE													
CHEYENNE													
OGDEN													
(1217.1 Via Borie)													
(1225.9 Via Cheyenne)													

Thru Time ..... (2.15) (26.55) (13.20) (4.15) (5.00) (17.10) (7.40) (2.45) (3.10) (21.10) (4.55)  
 Average speed per hour.. 45.8 44.6 56.0 43.9 37.3 32.6 73.0 36.5 33.6 ..Average speed 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	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					
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Kansas City	Time-Table No. 187 JULY 7, 1946	Mile Post	FIRST CLASS		SECOND CLASS			
	369 Mixed		37 Passenger					9 Passenger		10 Passenger		38 Passenger	
	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	
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	5.3	OGALLAH OG	313.7	1.52	3.28	f 8.50			
50 WP	s 9.40	s 7.50	1.14	322.3	8.6	WAKEENEY W	322.3	1.45	s 3.19	s 8.20			
42 P	f 10.00	8.00 <sup>370</sup>	1.21	330.0	7.7	VODA	330.0	1.38	3.10	f 8.00 <sup>37</sup>			
34 P	f 10.15	f 8.07	1.32 <sup>10</sup>	335.8	5.8	COLLYER JY	335.8	1.32 <sup>9</sup>	3.03	f 7.30			
51 P	s 10.30	s 8.17	1.39	343.3	7.5	QUINTER QN	343.3	1.25	2.54	s 7.10			
67 WP	f 10.45	f 8.27	1.46	350.9	7.6	BUFFALO PARK BP	350.9	1.18	2.45	f 6.50			
44 P	f 11.00	s 8.35	1.51	356.3	5.4	GRAINFIELD GF	356.3	1.13	2.39	f 6.40			
50 P	f 11.20	s 8.47	1.59	365.2	8.9	GRINNELL GD	365.2	1.05	2.30	f 6.20			
42 P	f 11.30PM	8.54	2.04	371.2	6.0	CAMPUS	371.2	1.00	2.24	f 6.05			
56 WFTYP	s 12.05AM	s 9.10	s 2.11	377.4	6.2	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	8.7	MONUMENT MU	386.1	12.45	2.04	f 5.18			
43 P	f 12.39 <sup>10</sup>	f 9.29	2.25	393.6	7.5	PAGE CITY PG	393.6	12.39 <sup>369</sup>	1.56	f 5.08			
44 WYP	f 1.00	s 9.37	2.30	399.0	5.4	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	414.6	6.1	TURKEY CREEK	414.6	12.21	1.33	4.36			
41 P	f 1.40	f 10.03	2.49	421.1	6.6	WALLACE A	421.1	12.15	1.26	f 4.28			
53 P	1.50	10.08	2.53	426.6	4.5	SOMENA	426.6	12.11	1.21	4.20			
34 WFTTOP	A 2.05AM	A 10.15AM	A 2.57AM	429.8	4.2	SHARON SPRINGS YL PS	429.8	12.07AM	1.15PM	4.10AM			

(5.10) (2.55) (2.02) ..... Thru Time ..... (1.58) (2.30) (5.55)  
 24.2 43.4 62.2 ..... Average speed per hour .... 64.3 50.6 21.4

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.  
 No. 38 will stop at Grainfield 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. 187 JULY 7, 1946	Mile Post	FIRST CLASS		SECOND CLASS			
	369 Mixed		37 Passenger					9 Passenger		38 Passenger		10 Passenger	
	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	
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 <sup>370</sup>	433.8	4.0	SUNLAND	433.8	1.03	11.58PM	3.03 <sup>9</sup>			
41 P	2.48 <sup>370</sup>	10.35	3.07	438.4	4.6	LAPAZ	438.4	12.58	11.54	2.48 <sup>369</sup>			
62 WP	f 3.10 <sup>9</sup>	s 10.40	3.10 <sup>369</sup>	441.8	3.4	WESKAN MO	441.8	12.54	11.51	f 2.33			
41 P	3.30	10.48	3.16	448.2	6.4	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	4.8	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 WFTYP	s 5.05	s 11.43	3.53	487.7	5.4	KIT CARSON KC	487.7	12.06PM	11.11	s 1.10			
53 P	5.20	11.56 <sup>38</sup>	3.58	494.0	6.3	SORRENTO	494.0	11.56 <sup>37</sup>	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 WFTYP	A 6.40AM	A 12.45PM	A 4.39AM	535.5	9.2	HUGO YL HU	535.5	11.10AM	10.29PM	11.50PM			

(4.10) (2.22) (1.40) ..... Thru Time ..... (2.00) (1.36) (3.50)  
 25.5 44.7 63.4 ..... Average speed per hour .... 52.9 66.0 27.6

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.  
 No. 38 will stop at Cheyenne Wells to let off revenue passengers from Denver or west or to pick up revenue passengers for Salina and east where scheduled to stop.

WESTWARD

DENVER SUBDIVISION

Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS				Distance from Kansas City	Time-Table No. 187		Mile Post
	97 C.R.I.&P. Freight	369 Mixed	91 C.R.I.&P. Freight	37 Passenger	25 C.R.I.&P. Passenger	7 C.R.I.&P. Rocket Passenger	9 Passenger		JULY 7, 1946		
									STATIONS		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
82 WFTYP		7:00 AM		12:55 PM			4:42 AM	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		7:40		1:21			5:01	550.5	2.6 (C. R. I. & P. Crossing) LIMON YL MN	550.5	
	10:15 PM		7:10 AM		1:05 PM	6:51 AM		550.6	LIMON JUNCTION YL	550.6	
51 P	10:30 <sup>370</sup>	7:55	7:25	1:31	1:12	6:58	5:07	556.6	6.0 RIVER BEND	556.6	
50 P	10:45	8:10	7:40	1:39	1:20	7:05	5:14	563.2	6.6 CEDAR POINT	563.2	
51 P	10:57	8:17	7:52	1:44	1:25	7:10	5:19	567.1	3.9 BUICK	567.1	
52 P	11:10	8:33	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 <sup>8</sup>	1:37	7:20	5:29	578.1	5.9 LOWLAND	578.1	
52 WFTYP	11:45 PM	8:57	8:35	2:06	1:51 <sup>8</sup>	7:27	5:36 <sup>92</sup>	584.2	6.1 DN DEER TRAIL DX	584.2	
51 P	12:05 <sup>96</sup>	9:35	8:50	2:13	1:58	7:33	5:42	590.1	5.9 PEORIA	590.1	
52 P	12:25	9:56 <sup>38</sup>	9:05	2:20	2:05	7:39	5:48	596.6	6.5 D BYERS BY	596.6	
58 WP	12:40	10:15	9:20	2:27	2:11	7:45	5:53	602.5	5.9 DN STRASBURG SR	602.5	
49 P	12:55	10:40	9:43 <sup>38</sup>	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	11:10	10:08	2:44 <sup>26</sup>	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 <sup>26</sup>	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	
WFTYTOP	A2:25 AM	A11:55 AM	A11:00 AM	A3:10 PM	A3:05 PM	A8:16 AM	A6:27 AM	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 Sidings, Etc. See Rule 6(A).	Distance from Kansas City	FIRST CLASS				SECOND CLASS			Mile Post
		38 Passenger	8 C.R.I.&P. Rocket Passenger	26 C.R.I.&P. Passenger	10 Passenger	92 C.R.I.&P. Freight	370 Mixed	96 C.R.I.&P. Freight	
82 WFTYP	535.5							535.5	
119 P	541.7							541.7	
31 WP	547.9							547.9	
47 P	550.5							550.5	
	550.6							550.6	
51 P	556.6							556.6	
50 P	563.2							563.2	
51 P	567.1							567.1	
52 P	572.2							572.2	
24 P	578.1							578.1	
52 WFTYP	584.2							584.2	
51 P	590.1							590.1	
52 P	596.6							596.6	
58 WP	602.5							602.5	
49 P	608.9							608.9	
51 P	613.7							613.7	
50 WP	618.4							618.4	
52 P	625.0							625.0	
	628.1							628.1	
84 P	630.5							630.5	
72 YP	633.2							633.2	
49 P	634.3							634.3	
WFTYTOP	638.2							638.2	

(1.55) (1.18) (1.55) (1.37) (2.51) (4.05) (3.20)  
 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. 187		Mile Post
	JULY 7, 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. 187		Mile Post
	JULY 7, 1946								STATIONS		
	96 C.R.I.&P. Freight Daily	248 Time Freight Daily	370 Mixed Daily	377 Time Freight Daily	250 Time Freight Daily	92 C.R.I.&P. Freight Daily					
YIP	10.30PM		6.50PM				3.50AM	0.0	DN-R DENVER YL UD	0.0	
OP	10.35	10.00PM	7.05	7.10PM	6.35PM	3.55		1.7	DN-R 36TH STREET YL RA	1.7	
WFTTOP	A10.40PM	10.01	A 7.15PM	7.16	6.37	A 4.00AM		2.2	PULLMAN YL	2.2	
IP								4.9	C. B. & Q. CROSSING	4.9	
		10.08		7.19	6.41			5.0	DN SAND CREEK JCT. YLSK	5.0	
95 P		10.14		7.25	6.46			8.1	DUPONT	8.1	
								9.9	ROLLA	9.9	
57 P		10.19		7.30	6.50			11.3	HAZELTINE	11.3	
52 P		10.23		7.35	6.54			14.1	HENDERSON	14.1	
								16.0	NORTHWAY	16.0	
01 WYOP		10.33		7.54 <sup>10</sup>	7.03			19.1	DN BRIGHTON YL BI	19.1	
P								22.8	POWARS	22.8	
94 P		10.42		8.03	7.11			25.8	D LUPTON UP	25.8	
53 P		10.56 <sup>58</sup>		8.09	7.17			30.1	IONE	30.1	
95 P		11.06		8.15	7.23			34.8	D PLATTEVILLE PA	34.8	
								36.2	VASQUEZ	36.2	
P								37.8	HOUSTON	37.8	
119 P		11.15		8.22	7.34 <sup>10</sup>			40.0	D GILCREST GI	40.0	
P								42.4	PECKHAM	42.4	
								43.3	HAMBERT	43.3	
192 WFTYP		A11.25PM		8.32	A 7.50PM			46.1	DN-R LA SALLE YL SA	46.1	
60 P				8.37				48.2	EVANS	48.2	
247 WYOP				8.42				51.7	DN GREELEY YL HG	51.7	
YP								54.0	GREELEY JCT.	54.0	
81 P				8.48				55.8	D LUCERNE C	55.8	
80 P				8.53				59.2	DN EATON YL UR	59.2	
I								59.3	G. W. CROSSING	59.3	
65 P				8.58				63.0	DN AULT A	63.0	
P								65.0	STAGE	65.0	
64 WYP				9.03				66.8	D PIERCE RI	66.8	
52 P				9.10				71.9	D NUNN NU	71.9	
96 P				9.17				77.0	DOVER	77.0	
51 P				9.28 <sup>58</sup>				81.9	DECKER	81.9	
94 WYFP				9.38				86.0	DN CARR CR	86.0	
97 P				9.45				90.4	WARREN	90.4	
52 P				9.51				94.4	GLEASON	94.4	
95/45/ WYP				9.57				97.8	DN SPEER YL S	97.8	
72 IP								103.1	DN BORIE YL BO	103.1	
P				10.03				101.5	CORLETT JCT.	101.5	
IP				10.08				104.7	DN TOWER A YL AY	104.7	
WFTTOP				A10.15PM				106.0	DN-R CHEYENNE YL N CY	106.0	

(0.10) (1.25) (0.25) (3.05) (1.15) (0.10) ..... Thru Time  
 13.2 31.3 5.3 33.8 35.5 13.2 ..... Average 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

Car Capacity of Sidings, Etc. See Rule 6(A).	FIRST CLASS											Distance from Denver	Time-Table No. 187		Mile Post
	JULY 7, 1946												STATIONS		
	10 Passen- ger Daily	57 Passenger Daily	37 Passenger Daily	17 Passenger Daily	112 Streamliner Passenger Daily	51 Passenger Daily	54 Passenger Daily	26 C.R.I.&P. Passenger Daily	8 C.R.I.&P. Rocket Passenger Daily	38 Passenger Daily	9 Passenger Daily				
	8.45PM	7.00PM	6.00PM	5.05PM	5.00PM	3.05PM	3.00PM	2.10PM	1.00PM	9.05AM	7.00AM	0.0	DN-R DENVER YL UD	0.0	
	8.49	7.05	6.03	5.08	5.02	3.09	3.04	2.14	1.04	9.09	7.03	1.7	DN-R 36TH STREET YL RA	1.7	
	A8.50PM	7.06	6.04	5.09	5.03	3.10	3.05	A2.15PM	A 1.05PM	A 9.10AM	7.04	2.2	PULLMAN YL	2.2	
												4.9	C. B. & Q. CROSSING	4.9	
		7.10	6.08	5.13	5.06	3.14	3.09				7.07	5.0	DN SAND CREEK JCT. YLSK	5.0	
		7.14	6.12	5.17	5.09	3.18	3.13				7.11	8.1	DUPONT	8.1	
												9.9	ROLLA	9.9	
	f 7.19	6.15	5.20	5.12	3.21	3.16					7.14	11.3	HAZELTINE	11.3	
	f 7.25	6.18	5.23	5.14	3.24	3.19					7.17	14.1	HENDERSON	14.1	
												16.0	NORTHWAY	16.0	
	f 7.34	6.23	5.28	5.18	s3.32	f 3.26					7.23	19.1	DN BRIGHTON YL BI	19.1	
												22.8	POWARS	22.8	
	f 7.47 <sup>10</sup>	6.30	5.35	5.23	s3.41	f 3.33					7.29 <sup>11</sup>	25.8	D LUPTON UP	25.8	
	f 7.54	6.34	5.39	5.26	3.45	3.37					7.33 <sup>18</sup>	30.1	IONE	30.1	
	f 8.00	6.39	5.44	5.30	3.49	3.41					7.37 <sup>38</sup>	34.8	D PLATTEVILLE PA	34.8	
												36.2	VASQUEZ	36.2	
												37.8	HOUSTON	37.8	
		8.06	6.44	5.49	5.34	f3.54	3.46				7.42	40.0	D GILCREST GI	40.0	
												42.4	PECKHAM	42.4	
												43.3	HAMBERT	43.3	
	s 8.18	s 6.51	s 5.56	A 5.40PM	s4.03	A 3.55PM					7.49	46.1	DN-R LA SALLE YL SA	46.1	
	f 8.22	6.55	6.00		4.07						7.52	48.2	EVANS	48.2	
	s 8.37	s 7.03	s 6.08		s4.16						s8.02	51.7	DN GREELEY YL HG	51.7	
												54.0	GREELEY JCT.	54.0	
	f 8.43	7.11 <sup>10</sup>	6.14		4.21						8.08	55.8	D LUCERNE C	55.8	
	f 8.48	7.16	6.18		s4.28						8.12	59.2	DN EATON YL UR	59.2	
												59.3	G. W. CROSSING	59.3	
	f 8.54	7.21	6.23		f4.35						8.16	63.0	DN AULT A	63.0	
												65.0	STAGE	65.0	
	f 9.00	7.25	6.27		4.40						8.20	66.8	D PIERCE RI	66.8	
	f 9.06	7.30	6.32		4.46						8.25	71.9	D NUNN NU	71.9	
	f 9.12	7.35	6.37		4.51						8.30	77.0	DOVER	77.0	
		9.17	7.40	6.45 <sup>10</sup>	4.56						8.35 <sup>52</sup>	81.9	DECKER	81.9	
	f 9.23 <sup>58</sup>	7.48	6.51		5.01						8.42	86.0	DN CARR CR	86.0	
		9.30	7.54	6.57	5.06						8.48	90.4	WARREN	90.4	
	f 9.37	7.59	7.02		5.11						8.53	94.4	GLEASON	94.4	
	f 9.43	8.04	7.07		5.16						8.58	97.8	DN SPEER YL S	97.8	
		A 8.15PM	A 7.20PM									103.1	DN BORIE YL BO	103.1	
												101.5	CORLETT JCT.	101.5	
		9.48			5.21						9.03	104.7	DN TOWER A YL AY	104.7	
		9.54			5.26						9.08	106.0	DN-R CHEYENNE YL N CY	106.0	
	A10.05PM				A5.40PM						A9.20AM				

(0.05) (3.05) (2.15) (2.15) (0.40) (2.35) (0.55) (0.05) (0.05) (0.05) (2.20) ..... Thru Time  
 26.4 34.4 45.8 45.8 69.2 41.0 50.3 26.4 26.4 26.4 45.4 ..... Average 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. 187

JULY 7, 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	DN-R DENVER YL UD	6.45AM	8.00AM	8.20AM	8.25AM	8.35AM	8.55AM	10.45AM	3.25PM	3.30PM	8.30PM	11.55PM
1.7	DN-R 36TH STREET YL RA	6.28	7.54	8.07	8.17	8.18	8.39	10.28	3.08	3.11	8.16	11.41
2.2	PULLMAN YL	6.27AM	7.53	8.06	8.16AM	8.17	8.38	10.27	3.05PM	3.10PM	8.15	11.39
4.9	C. B. & Q. CROSSING											
5.0	DN SAND CREEK JCT. YLSK		7.49	8.02		8.11	8.34AM	10.23			8.11	11.32
8.1	DUPONT		7.46	7.58		8.07		10.18			8.06	11.27
9.9	ROLLA											
11.3	HAZELTINE		7.43	7.55		8.04		f10.14			8.03	11.23
14.1	HENDERSON		7.41	7.52		8.01		f10.10			8.00	11.19
16.0	NORTHWAY											
19.1	DN BRIGHTON YL BI		7.36	7.46		7.55		s10.03			7.54 <sup>377</sup>	11.12
22.8	POWARS											
25.8	D LUPTON UP		7.29 <sup>9</sup>	7.38		7.47		s 9.54			7.47 <sup>57</sup>	11.02
30.1	IONE		7.20	7.33 <sup>9</sup>		7.42		f 9.48			7.43	10.56 <sup>248</sup>
34.8	D PLATTEVILLE PA		7.16	7.23		7.37 <sup>9</sup>		f 9.42			7.39	10.50
36.2	VASQUEZ											
37.8	HOUSTON											
40.0	D GILCREST GI		7.12	7.18		7.27		f 9.36			7.34 <sup>250</sup>	10.43
42.4	PECKHAM											
43.3	HAMBERT											
46.1	DN-R LA SALLE YL SA		7.05AM	7.10		7.19		s 9.28			7.27	s10.33
48.2	EVANS			7.06		7.15		f 9.22			7.24	10.23
51.7	DN GREELEY YL HG			s7.01		s 7.10		s 9.16			s 7.20	s10.17
54.0	GREELEY JCT.											
55.8	D LUCERNE C			6.55		7.04		f 9.06			7.11 <sup>37</sup>	10.06
59.2	DN EATON YL UR			6.51		7.00		s 9.01			7.07	f10.00
59.3	G. W. CROSSING											
63.0	DN AULT A			6.47		6.56		s 8.55			7.03	9.53
65.0	STAGE											
66.8	D PIERCE RI			6.44		6.53		f 8.50			6.59	9.48
71.9	D NUNN NU			6.39		6.48		f 8.45			6.54	9.41
77.0	DOVER			6.34		6.43		f 8.40			6.49	9.34
81.9	DECKER			6.30		6.39		8.35 <sup>9</sup>			6.45 <sup>17</sup>	9.28 <sup>377</sup>
86.0	DN CARR CR			6.25		6.35		s 8.27			6.41	s 9.23 <sup>57</sup>
90.4	WARREN			6.20		6.30		8.22			6.36	9.14
94.4	GLEASON			6.16		6.26		8.17			6.32	f 9.08
97.8	DN SPEER YL S			6.11		6.21		f 8.12			6.28	f 9.02
103.1	DN BORIE YL BO			6.05AM		6.15AM						
101.5	CORLETT JCT.							8.07			6.23	8.55
104.7	DN TOWER A YL AY							8.03			6.18	8.50
106.0	DN-R CHEYENNE YL N-CY							8.00AM			6.15PM	8.45PM

Thru Time.....	(0.18)	(0.55)	(2.15)	(0.09)	(2.20)	(0.21)	(2.45)	(0.20)	(0.20)	(2.15)	(3.10)
Average speed per hour.....	7.3	50.3	45.8	14.7	44.2	14.3	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. 187

JULY 7, 1946

SECOND CLASS

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	DN-R DENVER YL UD	5.00AM		12.01PM	12.50PM		5.55PM
1.7	DN-R 36TH STREET YL RA	2.35	3.00AM	11.05AM	11.59AM	5.35PM	5.43
2.2	PULLMAN YL	2.25AM	2.30	11.00AM	11.55AM	5.30	5.40
4.9	C. B. & Q. CROSSING						
5.0	DN SAND CREEK JCT. YLSK		2.11			5.24PM	5.35PM
8.1	DUPONT		2.05				
9.9	ROLLA						
11.3	HAZELTINE		1.59				
14.1	HENDERSON		1.55				
16.0	NORTHWAY						
19.1	DN BRIGHTON YL BI		1.45				
22.8	POWARS						
25.8	D LUPTON UP		1.32				
30.1	IONE		1.25				
34.8	D PLATTEVILLE PA		1.18				
36.2	VASQUEZ						
37.8	HOUSTON						
40.0	D GILCREST GI		1.10				
42.4	PECKHAM						
43.3	HAMBERT						
46.1	DN-R LA SALLE YL SA		12.55AM				3.45PM
48.2	EVANS						3.32
51.7	DN GREELEY YL HG						3.25
54.0	GREELEY JCT.						
55.8	D LUCERNE C						3.00
59.2	DN EATON YL UR						2.53
59.3	G. W. CROSSING						
63.0	DN AULT A						2.42
65.0	STAGE						
66.8	D PIERCE RI						2.33
71.9	D NUNN NU						2.24
77.0	DOVER						2.15
81.9	DECKER						2.07
86.0	DN CARR CR						1.59
90.4	WARREN						1.44
94.4	GLEASON						f 1.35
97.8	DN SPEER YL S						f 1.25
103.1	DN BORIE YL BO						
101.5	CORLETT JCT.						1.15
104.7	DN TOWER A YL AY						1.10
106.0	DN-R CHEYENNE YL N-CY						1.00PM

Thru Time.....	(2.35)	(2.05)	(1.01)	(0.55)	(0.11)	(4.55)
Average speed per hour.....	0.85	21.3	2.2	2.4	18.0	21.6

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. 187 JULY 7, 1946					FIRST CLASS		SECOND CLASS			
	455	477	111	53		Mile Post	54	112	248	250	Mile Post	54	112	248	250	
	Time Freight	Time Freight	Streamliner Passenger	Passenger			Passenger	Streamliner Passenger	Time Freight	Time Freight		Passenger	Streamliner Passenger	Time Freight	Time Freight	
80 WFXFP	6.30PM	9.15AM	4.59AM	3.35AM	0.0	DN	JULESBURG YL JB	0.0	A	7.35PM	A	7.44PM	A	4.40AM	A	2.30AM
75 OP	6.45	9.30	5.05	f 3.45	7.1	D	7.1 OVID VI	7.1	s	7.21		7.33		4.10		1.25
73 WP	7.10 <sup>54</sup> 7.28 <sup>112</sup>	9.45	5.11	f 3.54 <sup>248</sup>	14.6	D	7.5 SEDGWICK ZD	14.6	s	7.10 <sup>455</sup>		7.28 <sup>455</sup>		3.54 <sup>53</sup>		1.10
95 P	7.50	10.00	5.17	f 4.04	19.0		4.4 DORSEY	19.0								
95 WP	8.05	10.12	5.22	f 4.14	30.1		4.1 RED LION	23.1	f	6.59		7.22		3.27		12.55
72 P	8.20	10.24	5.28	f 4.24	38.8		2.7 MARCOTT	25.8								
94 P	8.31	10.35	5.33	f 4.32	45.6		4.3 CROOK CK	30.1	s	6.50		7.17		3.17		12.40
77 P	8.42	10.50	5.39	4.40	53.5		8.7 PROCTOR	38.8	f	6.39		7.11		3.05		12.27
169 WFTOP	9.00PM	11.15AM	5.43AM	4.45AM	57.5		2.3 POWELL	41.1								
							4.5 ILIFF F	45.6	f	6.31		7.06		2.50		12.15
							7.9 HAYFORD	53.5	f	6.21		7.00		2.40		12.01AM
							3.7 C. B. & Q. CROSSING	57.2								
							0.3 DN-R STERLING YL ST	57.5		6.15PM		6.57PM		2.30AM		11.40PM
							(57.5)			Daily		Daily		Daily		Daily

(2.30) (2.00) (0.44) (1.10) ..... Thru Time ..... (1.20) (0.47) (2.10) (2.50)  
 23.0 28.8 78.4 49.3 ..... Average speed per hour ..... 43.1 73.4 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. No. 112 will stop at Julesburg to pick up revenue passengers for east of Omaha.

WESTWARD					STERLING SUBDIVISION					EASTWARD											
Car Capacity of Sidings, Etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 187 JULY 7, 1946					FIRST CLASS		SECOND CLASS								
	455	477	71	111		53	301	Mile Post	302	54	112	250	72	248							
	Time Freight	Time Freight	C. B. & Q. Freight	Streamliner Passenger		Passenger	C. B. & Q. Passenger		C. B. & Q. Passenger	Passenger	Streamliner Passenger	Time Freight	C. B. & Q. Freight	Time Freight							
169 WFTOP	9.40PM	12.15PM	12.01PM	5.47AM	4.53AM	3.35AM	57.5	DN-R STERLING YL ST	57.5	A	1.40AM	A	6.05PM	A	6.55PM	A	10.50PM	A	11.00PM	A	2.00AM
72 P	10.00	12.28	12.15	5.53	f5.03	f3.43	61.7	4.2 HALL	61.7												
74 P	10.15 <sup>250</sup>	12.41	12.28	5.58	f5.13	f3.51	66.8	2.4 ATWOOD OD	64.1	f	1.23	f	5.56	6.48	10.30	10.45	1.47				
143 P	10.23 <sup>72</sup>	12.51	12.37	6.02	f5.21	3.59	70.2	2.7 BEETLAND	66.8												
52 P	10.32	1.05	A1.01PM	6.06	f5.27	A4.10AM	76.0	3.4 MERINO MI	70.2	f	1.16	f	5.47	6.43	10.15 <sup>455</sup>	10.35	1.38				
94 WP	10.45	1.15		6.10	f5.36		78.4	5.8 MESSEX	76.0	f	1.10	f	5.39	6.39	9.49	10.23 <sup>455</sup>	1.30				
53 P	10.54	1.25		6.15	5.43		81.0	2.4 BALZAC	78.4	1.07	5.35	6.37	9.44	10.06	1.26						
100 WFP	11.03	1.35		6.20	s5.52		82.8	2.6 UNION UN	81.0	f	1.02AM	f	5.32	6.35	9.40	10.01PM	1.22				
35 P	11.15	1.50		6.25	6.01		87.0	1.8 COOPER	82.8												
79 P	11.20	1.55		6.27	f6.06		87.0	4.2 SNYDER SN	87.0			f	5.25	6.31	9.32		1.14				
22 P	11.28	2.04		6.31	f6.13		93.8	6.8 DODD	93.8			5.16	6.26	9.22		1.05					
78 P	11.33	2.15		6.34	f6.19		98.6	4.8 DN FORT MORGAN FM	98.6			f	5.10	6.22	9.15		12.58				
53 P	11.43	2.27		6.39	f6.28		106.0	7.4 NARROWS	106.0			5.00	6.17	9.03		12.47					
50 P	11.51PM	2.35		6.43	6.34		109.0	3.0 WELDONA DN	109.0			f	4.56	6.15	8.58		12.42				
121 WP	12.05 <sup>248</sup>	2.43		6.47	f6.41		114.2	5.2 GOODRICH	114.2			f	4.49	6.11	8.51		12.35				
78 P	12.20	2.58		6.53 <sup>53</sup>	f6.53 <sup>111</sup>		117.7	3.5 ORCHARD	117.7			f	4.44	6.08	8.46		12.30				
56 WFTFP	12.40AM	A3.30PM		A7.01AM	A7.15AM		121.4	3.7 SUBLETTE	121.4												
							124.8	3.4 MASTERS	124.8			f	4.34	6.03	8.36		12.20				
							130.2	5.4 CANTON	130.2			4.27	5.59	8.29		12.12					
							135.4	5.2 HARDIN	135.4			f	4.21	5.55	8.22		12.05 <sup>455</sup>				
							139.1	3.7 KUNER	139.1												
							143.1	4.0 D KERSEY KR	143.1			f	4.11	5.49	8.12		11.55PM				
							147.2	4.1 AUBURN	147.2												
							151.1	3.9 DN-R LASALLE YLSA	151.1			4.00PM	5.43PM	8.00PM		11.40PM					
							(93.6)			Daily		Daily		Daily		Daily					

(3.00) (3.15) (1.00) (1.14) (2.22) (0.35) ..... Thru Time ..... (0.38) (2.05) (1.12) (2.50) (0.59) (2.20)  
 31.2 28.8 23.5 75.8 38.8 40.3 ..... Average speed per hour ..... 37.1 44.9 78.0 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. 187 JULY 7, 1946					FIRST CLASS		SECOND CLASS			
	212	53	211	477		334	Mile Post	53	211	477	334	Mile Post	53	211	477	334
	Mixed	Passenger	Mixed	Time Freight		Mixed		Passenger	Mixed	Time Freight	Mixed		Passenger	Mixed	Time Freight	Mixed
31 P					5.0	DN	SAND CREEK JCT. YL SK	5.0	A	8.34AM		A	5.24PM	A	5.35PM	
36 P					8.2		1.6 WELBY	8.2								
31 P					9.8		1.3 QUIMBY	9.8		8.27			5.14	5.29		
55 IPWY					11.1		2.7 GALLUP	11.1								
53 YP					13.8		2.7 EAST LAKE	13.8		8.21			5.06	f5.23		
19 P					16.4		2.6 SATT	16.4								
31 P					18.1		1.7 DARLOW	18.1		8.16			4.57	5.17		
53 YP					22.2	DN	4.1 ST. VRAINS YL VS	22.2	f	8.10			4.49	f5.10		
19 P					22.2		3.9 U. P. CROSSING	22.2								
31 P					26.1	D	1.7 FREDERICK YL FR	26.1	f	8.02			4.38	f5.01		
53 YP					27.8		2.4 FIRESTONE YL	27.8		7.57			4.34	4.56		
19 P					30.2		4.4 HARNEY	30.2		7.54			4.28	4.50		
31 P					34.6		3.7 GOWANDA	34.6		7.49			4.18	4.43		
53 YP					38.3		2.6 WILD CAT	38.3		7.44			4.10	4.37		
19 P					40.9		2.6 G. W. CROSSING	40.9								
31 P					42.8	N	7.8 DENT YL FD	42.8		7.37	A	10.08AM		3.59	4.30	
53 YP					42.8	DN-R	7.8 LASALLE YL SA	42.8		7.25AM		9.55AM		3.40PM	4.15PM	
19 P					50.6		(45.6)		Daily		Daily		Daily	Daily		

(0.15) (0.13) (1.09) (0.13) (1.44) (1.20)  
 31.2 39.7 36.0 26.3 30.4

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. 187 JULY 7, 1946					SECOND CLASS			
	211	53	212	53		Mile Post	211	53	212	53	Mile Post	211	53	
	Mixed	Passenger	Mixed	Passenger			Mixed	Passenger	Mixed	Passenger				
21 WYP					0.0	N	DENT YL FD	0.0	A	3.20PM				
					1.7		1.7 MILLIKEN YL	1.7	f	3.15				
					2.0		0.3 G. W. CROSSING	2.0						
					7.3		5.3 KOENIG	7.3	f	3.04				
					9.0		1.7 G. W. CROSSING	9.0						
					9.1		0.1 KELIM	9.1	f	3.00				
					13.5		4.4 BOYD LAKE	13.5	f	2.51				
					16.4		2.9 REDMOND	16.4	f	2.46				
42 P					19.5		3.1 HARMONY	19.5	f	2.40				
136 WFTOP					25.0	D-R	5.5 FORT COLLINS YL FC	25.0		2.30PM				
					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						

WESTWARD

BOULDER BRANCH

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Brighton	SECOND CLASS		Mile Post	SECOND CLASS
		375 Local Freight	376 Local Freight		
		8.30AM	0.0		A 1.00PM
55 WYOP		f 8.42	4.2	4.2	f 12.40
P			7.1	7.1	
IWYP		f 9.00	8.1	8.1	f 12.30
			8.1	8.1	
			10.0	10.0	
P		f 9.10	10.9	10.9	f 12.20
P		f 9.12	11.4	11.4	f 12.15
P		f 9.22	15.1	15.1	f 12.10
			15.1	15.1	
		f 9.28	16.4	16.4	f 12.05
		f 9.34	17.8	17.8	f 12.01PM
		f 9.39	19.6	19.6	f 11.57AM
P		f 9.54	24.0	24.0	f 11.45
			26.0	26.0	
WYP		f 10.00	26.1	26.1	f 11.25
P		A 10.15AM	27.6	27.6	11.15AM
					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

PLEASANT VALLEY BRANCH

WESTWARD

EASTWARD

WESTWARD

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Greeley	Time-Table No. 187		Mile Post	Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Cloverly	Time-Table No. 187		Mile Post
		JULY 7, 1946					JULY 7, 1946		
		STATIONS				STATIONS			
247 WYOP	0.0	DN	GREELEY YL HG	0.0	34 YP	0.0	CLOVERLY	0.0	
YP	2.3		GREELEY JCT. YL	2.3	P	3.1	LOWE	3.1	
34 YP	6.0		CLOVERLY	6.0		5.1	GALETON	5.1	
	8.4		ALDEN	8.4			(5.1)		
37 P	10.4	D	GILL GI	10.4					
	13.8		MATTHEWS	13.8					
	14.5		BARNESVILLE	14.5					
	23.2		FOSSTON	23.2					
29 YP	28.1		BRIGGS DALE	28.1					
			(28.1)						

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

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 "Fr." —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 "Fr." must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
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. On curves.				30 25
5000 and 9000 class engines.			50	50	Within yard limits and passing fueling stations.	50	50	40	25
4000 class engines.			45	45	Over spring switches, when using turnouts.	15	15	15	15
MacArthur type engines with 63-inch drivers.			55	45	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
MacArthur type engines with 57-inch drivers.			35	35	When using cross-overs or turnouts.	15	15	15	15
Mallet, Ten Wheeler and Consolidation type engines.			35	35	When using cross-overs or turnouts with 800, 3900, 5000, 9000 class and Mallet type engines, except at Sand Creek Jct.				6 6
0-6-0 and 0-8-0 type yard engines.			20	20	On wye tracks.	5	5	5	5
Engines running backward.	20	20	20	20	3500 and 5000 class engines on any coal mine lead or track.				10
Trains handling scale test cars: On main line. On branch lines.			30	20	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	70	60	60	45
					Somona				

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	70	60	60	45
					Boyero				