

DENVER SUBDIVISION

Location	Miles Per Hour			
	Str.	DE-Psgr.	Psg.	Frt.
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
Between Mile Posts— Bagdad 543.9 and 544.9 546.2 and 546.6	70 70	60 60	60 60	45 45
River Bend 558.8 and 559.3 561.3 and 562.0	55 70	45 60	45 60	35 45

NORTHERN SUBDIVISION

Maximum speed.	90	75	75	50
Freight engines not otherwise shown.			50	
Light engines			45	45
Between Mile Posts— Denver Yard 0.4 and 0.7 westward track 2.4 and 2.5 westward track 2.5 and 2.4 eastward track 0.7 and 0.4 eastward track	30 30 30 30 30	30 30 30 30 30	30 30 30 30 30	25 25 25 25 25
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
Speer 93.3 and 97.4 93.3 and 97.4 mixed trains. 97.4 and 97.7	60 60 50	50 50 50	50 50 40	30 40 25
Corlett Side 97.7 and 97.9 97.9 and 98.6 101.4 and 101.5 Corlett Jct. and M.P. 103.9	30 50 70 70	30 50 60 60	30 40 60 70	25 25 45 —
Borie Side 97.7 and 99.4	50	50	40	25

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	
Light engines			45	45
LaSalle Between M.P. 149.6 and 150.7 Between M.P. 150.7 and 150.9 Between M.P. 150.9 and 151.1	50 30 50	50 30 50	40 30 40	25 25 25

JULESBURG SUBDIVISION

Maximum speed.	90	75	70	50
Freight engines not otherwise shown.			50	
Light engines			45	45

Location

Miles Per Hour

Location	Str.	DE-Psgr.	Psg.	Frt.
River Bend 562.9 and 567.2	60	50	50	40
562.9 and 567.2, with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
562.9 and 567.2, with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
Cedar Point siding.	5	5	5	5
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.			40	40
Freight engines not otherwise shown.			50	
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	20	20
Between Mile Posts— Quimby 10.0 and 10.6	60	50	50	40
Gallup 11.6 and 12.0	60	50	50	40
East Lake 14.3 and 14.6	60	50	50	40
Wild Cat Over Great Western crossing. 37.9 and 38.0	40 60	40 50	40 50	20 40
G. W. Crossing 40.4 and 40.5	60	50	50	40

BRANCHES

Boulder Branch Maximum speed.			25	25
Between St. Vrain 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

A. E. STODDARD
General ManagerB. F. WELLS
General SuperintendentH. E. SHUMWAY
General Superintendent Transportation

W. C. SATTERFIELD, Superintendent..... Denver, Colo.
 F. R. JENKINS, Assistant Superintendent..... Denver, Colo.
 J. C. JOCHIM, Assistant Superintendent..... 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.
 H. T. SNYDER, Master Mechanic..... Denver, Colo.
 N. W. McCURDY, Road Foreman of Engines..... Denver, Colo.
 P. C. LOOMIS, Road Foreman of Engines..... North Platte, Nebr.
 L. I. HAMMOND, 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.
John S. Benwell....	Surgeon	Denver, Colo.	Colorado Division
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.	Cheyenne.
W. A. Buntin....	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. Vrain 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. 190

Effective Sunday,
 February 16, 1947
 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. 190 FEBRUARY 16, 1947		
			369 Mixed Daily				57 Passen- ger Daily	37 Passen- ger Daily	17 Passen- ger Daily	9 Passen- ger Daily	69 Passen- ger Daily		53 Passen- ger Daily	111 Stream- liner Passenger Daily	STATIONS
												7.00 PM	12.55 AM	0.0	OMAHA
												2.10 AM 1.20	4.46 3.50	281.3	CT MT NORTH PLATTE
												3.35	4.59	362.5	JULESBURG
												5.00	5.47	420.0	STERLING
												7.25	7.05	513.6	LA SALLE
								11.30 PM		8.45 PM	10.00 AM			0.0	KANSAS CITY, MO.
								11.38 PM		8.50	10.08			2.5	KANSAS CITY, KAN.
								1.05 AM		9.53	11.50 AM			68.0	TOPEKA
								3.05		11.10 PM	2.20 PM			139.5	JUNCTION CITY
								4.35		12.01 AM	4.40			186.6	SALINA
			8.55 PM					8.05 7.20		2.05 1.10	8.30 PM			303.3	CT MT ELLIS
			2.40 AM					10.23 AM		3.13				429.8	SHARON SPRINGS
			7.00 AM					12.50 PM		4.58				535.5	HUGO
			12.50 PM				7.00 PM	3.30 5.20	5.05 PM	7.05 7.25		8.55 AM	8.00 AM	640.4	AR LV DENVER
							8.18	6.09	5.54	8.20				686.5	LA SALLE
								7.35 PM	7.20 PM					743.5	BORIE
							10.05 PM			9.45 AM				746.4	CHEYENNE
								6.45 AM							OGDEN
															(1217.1 Via Borie) (1225.9 Via Cheyenne)
(15.55) 21.1							(3.05) 34.4	(32.15) 37.7	(2.15) 45.8	(14.00) 53.3	(10.30) 29.0	(14.55) 37.6	(8.08) 69.2	Thru Time ..Average speed per hour	

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."	Office
Denver	Dispatchers'	Office
Denver 23rd Street	Register	Room
Denver	Conductors' Room, Freight	Station
29th Street	Yard	Office
36th Street	Telegraph	Office
36th Street	Register	Room
Pullman	Yard	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. 190		Distance from Cheyenne and Omaha	FIRST CLASS								SECOND CLASS						
FEBRUARY 16, 1947			38	18	10	70	54	112	52				370	334			
STATIONS			Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Stream- liner Passenger	Passen- ger				Mixed	Mixed			
OMAHA		0.0					7.10 AM	1.40 AM									
NORTH PLATTE	CT MT	281.3					11.15 PM 9.35	9.50 PM 8.47									
JULESBURG		362.5					7.45	7.44									
STERLING		420.0					6.15	6.57									
LA SALLE		513.6					4.00	5.43									
KANSAS CITY, MO.		746.4	11.50 PM		9.00 AM	8.35 PM											
KANSAS CITY, KAN.		743.9	11.32		8.53	8.15											
TOPEKA		678.4	10.20		7.53	6.45											
JUNCTION CITY		606.9	8.35		6.35	4.20											
SALINA		559.8	7.20		5.36	3.00 PM											
ELLIS	CT MT	443.1	4.35 3.35		3.45 2.40	11.25 AM							10.05 AM				
SHARON SPRINGS		316.6	12.55 PM		12.36 AM								4.10				
HUGO		210.9	10.58 AM		11.00 PM								12.10 AM				
DENVER	LV AR	106.0	8.50 7.45	8.10 AM	9.15 9.00		3.00 PM	5.00 PM	10.45 AM				6.50 PM	5.55 PM			
LA SALLE		59.9	6.19	6.49	7.59				9.28					4.05			
BORIE			5.15 AM	5.45 AM													
CHEYENNE		0.0			6.50 PM				8.00 AM					1.00 PM			
OGDEN			6.40 PM														
(1217.1 Via Borie)			Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily			
(1225.9 Via Cheyenne)																	
Thru Time.....		(28.10)	(2.25)	(13.10)	(9.10)	(15.10)	(7.40)	(2.45)				(15.15)	(4.55)				
Average speed per hour..		43.8	42.7	56.7	31.3	36.9	73.0	36.5				22.1	21.6				

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	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. 190 FEBRUARY 16, 1947	Mile Post	FIRST CLASS		SECOND CLASS	
		369	37	9				10	38	370	
		Mixed	Passenger	Passenger				Passenger	Passenger	Mixed	
		Daily	Daily	Daily							
45 WCTTP		8.55PM	7.20AM	1.10AM	303.3	DN-R ELLIS YL RT	303.3	A 2.40AM	A 3.35PM	A 10.05AM	
62 P		f 9.05	7.28	1.16	308.4	5.1 RIGA	308.4	2.31	3.14	f 9.10	
52 P		f 9.17	f 7.35	1.21	313.7	5.3 OGALLAH OG	313.7	2.24	3.08	f 8.50	
50 WP		s 9.40	s 7.50	1.29	322.3	8.6 DN WAKEENEY W	322.3	2.15	s 2.58	s 8.20	
42 P		f 10.00	8.00 ³⁷⁰	1.36	330.0	7.7 VODA	330.0	2.07	2.48	f 8.00 ³⁷	
34 P		f 10.15	f 8.07	1.41	335.8	5.8 D COLLYER JY	335.8	2.01	2.42	f 7.30	
51 P		s 10.30	s 8.17	1.52 ¹⁰	343.3	7.5 D QUINTER QN	343.3	1.52 ⁹	2.34	s 7.10	
67 WP		f 10.45	f 8.27	1.59	350.9	7.6 D BUFFALO PARK BP	350.9	1.46	2.26	f 6.50	
44 P		f 11.00	s 8.35	2.04	356.3	8.9 D GRAINFIELD GF	356.3	1.41	2.21	f 6.40	
50 P		f 11.20	s 8.47	2.12	365.2	8.9 D GRINNELL GD	365.2	1.33	2.12	f 6.20	
42 P		f 11.30PM	8.54	2.17	371.2	6.0 CAMPUS	371.2	1.28	2.05	f 6.05	
56 WCTP		s 12.05AM	s 9.10	s 2.24	377.4	6.2 DN OAKLEY YL OQ	377.4	s 1.21	s 1.53	s 5.50	
51 P		f 12.23	f 9.20	2.32	386.1	8.7 D MONUMENT MU	386.1	1.14	1.44	f 5.18	
43 P		f 12.40	f 9.29	2.38	393.6	7.5 D PAGE CITY PG	393.6	1.08	1.36	f 5.08	
44 WTP		f 1.03 ¹⁰	s 9.37	2.43	399.0	5.4 D WINONA GW	399.0	1.03 ³⁶⁹	1.30	f 5.00	
40 P		f 1.30	f 9.48	2.51	408.4	9.4 McALLASTER	408.4	12.55	1.20	f 4.44	
24 P		1.40	9.55	2.56	414.5	6.1 TURKEY CREEK	414.5	12.50	1.14	4.36	
41 P		f 1.55	f 10.03	3.02	421.1	6.6 D WALLACE A	421.1	12.44	1.07	f 4.28	
53 P		2.05	10.08	3.06	425.6	4.5 SOMENA	425.6	12.40	1.02	4.20	
34 WCTTP		A 2.20AM	A 10.15AM	A 3.11AM	429.8	4.2 DN-R SHARON SPRINGS YL PS	429.8	12.36AM	12.55PM	4.10AM	
					(126.5)			Daily	Daily	Daily	
					(5.25) 23.4	(2.55) 43.4	(2.01) 62.7	Thru Time.....Average speed per hour.....	(2.04) 61.2	(2.40) 47.4	(5.55) 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. 190 FEBRUARY 16, 1947		Mile Post	FIRST CLASS		SECOND CLASS	
		369	37	9		STATIONS	38		10	370		
		Mixed					Passenger		Passenger	Mixed		
		Daily					Daily		Daily	Passenger		Passenger
34 WCTTP		2.40AM	10.23AM	3.13AM	429.8	DN-R SHARON SPRINGS YL PS	429.8	A 12.47PM	A 12.33AM	A 3.40AM		
61 P		2.50	10.30	3.20 ³⁷⁰	433.8	4.0 SUNLAND	433.8	12.41	12.28	3.20 ⁹		
41 P		3.02 ³⁷⁰	10.35	3.25	438.4	4.6 LAPAZ	438.4	12.36	12.24	3.02 ³⁶⁹		
62 WP		f 3.12	s 10.40	3.28	441.8	3.4 D WESKAN MO	441.8	12.32	12.21	f 2.55		
41 P		3.20	10.48	3.33	448.2	6.4 CHEMUNG	448.2	12.26	12.16	2.47		
42 P		f 3.37 ⁹	10.54	3.37 ³⁶⁹	453.1	4.9 ARAPAHOE	453.1	12.21	12.12	f 2.40		
50 P		3.50	11.00	3.42	458.2	5.1 SALIS	458.2	12.16	12.08	2.30		
54 WP		s 4.10	s 11.08	3.46	463.0	4.8 DN CHEYENNE WELLS CW	463.0	12.11	12.04AM	s 2.20		
53 P		4.20	11.15	3.51	468.1	5.1 ASCALON	468.1	12.06	11.59PM	2.07		
53 P		f 4.30	11.23	3.56	473.5	5.4 FIRST VIEW	473.5	12.01PM	11.54	f 2.00		
52 P		4.43	11.32	4.04	482.3	8.8 ARENA	482.3	11.51AM	11.47	1.45		
58 WCTP		s 5.05	s 11.45 ³⁸	4.09	487.7	5.4 D KIT CARSON KC	487.7	11.45 ³⁷	11.42	s 1.35		
53 P		5.20	11.57AM	4.15	494.0	6.3 SORRENTO	494.0	11.39	11.37	1.15		
51 P		f 5.35	12.03PM	4.20	500.4	6.4 WILD HORSE	500.4	11.33	11.32	f 1.05		
52 P		f 5.50	12.10	4.26	507.6	7.2 AROYA	507.6	11.26	11.26	f 12.55		
52 P		f 6.10	12.20	4.35	518.0	10.4 BOYERO	518.0	11.16	11.17	f 12.40		
95 WP		6.25	12.29	4.42	526.3	8.3 CLIFFORD	526.3	11.08	11.10	f 12.25		
82 WCTTP		A 6.40AM	A 12.40PM	A 4.55AM	535.5	9.2 DN-R HUGO YL HU	535.5	10.58AM	11.00PM	12.10AM		
						(105.7)		Daily	Daily	Daily		
						Thru Time.....		(1.49)	(1.33)	(3.30)		
						Average speed per hour.....		58.2	68.2	30.2		
Westward trains are superior to trains of the same class in the opposite direction. See Rule 8-72.												

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
38	Cheyenne Wells.....	Denver or West.....	Salina and East where scheduled to stop.
37	Arapahoe.....	Any Point.....	Any Point.
37	First View.....	Any Point.....	Any Point.

DENVER SUBDIVISION

Westward trains are superior to trains of the same class in the opposite direction. See Rule 8-72.

EASTWARD

Westward trains are superior to trains of the same class in the opposite direction. See Rule 8-72.

2

WESTWARD		NORTHERN SUBDIVISION								Time-Table No. 190 FEBRUARY 16, 1947			
Car Capacity of Siding, Etc. See Rule 6(A).	SECOND CLASS							Distance from Denver	STATIONS			Mile Post	
			96 C.R.I.&P. Freight	248 Time Freight	370 Mixed	377 Time Freight	250 Time Freight		92 C.R.I.&P. Freight				
			Daily	Daily	Daily	Daily	Daily		Daily				
TIP			10.30PM			6.50PM			3.50AM	0.0	DN-R DENVER YL UD	0.0	
										0.6	23RD STREET YL	0.6	
EP			10.35	10.00PM	7.05 ⁵⁷	7.10PM	6.35PM	3.55		1.7	DN-R 36TH STREET YL RA	1.7	
WOOTTEP			A10.40PM	10.02	A 7.30PM	7.16	6.37	A 4.00AM		2.2	PULLMAN YL	2.2	
										4.9	C. B. & Q. CROSSING	4.9	
IP				10.09		7.19	6.44			5.0	DN SAND CREEK JCT. YL SK	5.0	
95 P				10.15		7.25	6.50			8.1	DUPONT	8.1	
										9.9	ROLLA	9.9	
57 P				10.20		7.30	6.55			11.3	HAZELTINE	11.3	
52 P				10.24		7.35	6.59			14.1	HENDERSON	14.1	
										16.0	NORTHWAY	16.0	
91 WTEP				10.34		7.45	7.09			19.1	DN BRIGHTON YL BI	19.1	
P										22.8	POWARS	22.8	
94 P				10.43		7.54	7.18			25.8	D LUPTON UP	25.8	
53 P				10.49		8.00	7.24			30.1	IONE	30.1	
95 P				10.55		8.12 ¹⁰	7.30			34.8	D PLATTEVILLE PA	34.8	
										36.2	VASQUEZ	36.2	
P										37.8	HOUSTON	37.8	
119 P				11.04		8.22	7.39			40.0	D GILCREST GI	40.0	
P										42.4	PECKHAM	42.4	
										43.3	HAMBERT	43.3	
192 WOTTP				A11.15PM		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 WTEP						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	
64 WTP						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				81.9	DECKER	81.9	
94 WOTTP						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 WTP						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	
WOOTTEP						A10.15PM				106.0	DN-R CHEYENNE YL N CY	106.0	

BLOCK SIGNALS

Double Track

(106.0)

(106.0)

.....Thru Time
.....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, 9, 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. 190		Mile Post
												FEBRUARY 16, 1947		
10	57	37	17	112	54	26	8	38	9		STATIONS			
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					
9.15PM	7.00PM	5.20PM	5.05PM	5.00PM	3.00PM	1.15PM	1.00PM	8.50AM	7.25AM	0.0	DN-R DENVER YL UD		0.0	
										0.6	0.6 23RD STREET YL		0.6	
9.19	7.05 ³⁷⁰	5.23	5.08	5.02	3.04	1.19	1.04	8.54	7.28	1.7	DN-R 36TH STREET YL RA		1.7	
9.20PM	7.06	5.24	5.09	5.03	3.05	1.20PM	1.05PM	8.55AM	7.29	2.2	0.5 PULLMAN YL		2.2	
										4.9	2.7 C. B. & Q. CROSSING		4.9	
	7.10	5.27	5.12	5.06	3.09				7.32 ¹⁸	5.0	0.1 DN SAND CREEK JCT. YL SK		5.0	
	7.14	5.31	5.16	5.09	3.13				7.39 ¹¹¹	8.1	3.1 DUPONT		8.1	
										9.9	1.8 ROLLA		9.9	
f 7.19	5.34	5.19	5.12	3.16					7.44	11.3	1.4 HAZELTINE		11.3	
f 7.25	5.37	5.22	5.14	3.19					7.47	14.1	2.8 HENDERSON		14.1	
										16.0	1.9 NORTHWAY		16.0	
s 7.34	5.42	5.27	5.18	3.25					7.53	19.1	3.1 DN BRIGHTON YL -BI		19.1	
										22.8	3.7 POWARS		22.8	
f 7.43	5.49	5.34	5.23	3.33					8.00	25.8	3.0 D LUTON UP		25.8	
f 7.50	5.53	5.38	5.26	3.37					8.04	30.1	4.3 IONE		30.1	
f 7.56	5.57	5.42	5.30	3.41					8.08	34.8	4.7 D PLATTEVILLE PA		34.8	
										36.2	1.4 VASQUEZ		36.2	
										37.8	1.6 HOUSTON		37.8	
f 8.07 ¹⁰	6.02	5.47	5.34	3.46					8.13	40.0	2.2 D GILCREST GI		40.0	
										42.4	2.4 PECKHAM		42.4	
										43.3	0.9 HAMBERT		43.3	
s 8.18	s 6.09	s 5.54	s 5.40PM	s 3.55PM					8.20	46.1	2.8 DN-R LA SALLE YL SA		46.1	
f 8.22	6.13	5.58							8.24	48.2	2.1 EVANS		48.2	
s 8.37	s 6.20	s 6.05							s 8.34	51.7	3.5 DN GREELEY YL HG		51.7	
										54.0	2.3 GREELEY JCT.		54.0	
f 8.43	6.26	6.11							8.40	55.8	1.8 D LUCERNE C		55.8	
f 8.48	6.30	6.15							8.43	59.2	3.4 DN EATON YL UR		59.2	
										59.3	0.1 G. W. CROSSING		59.3	
f 8.54	6.34	6.19							8.47	63.0	3.7 DN AULT A		63.0	
f 9.00	6.38	6.23							8.51 ⁵²	66.8	3.8 D PIERCE RI		66.8	
f 9.06	6.43	6.28							8.56	71.9	5.1 D NUNN NU		71.9	
f 9.12	6.48	6.33							9.01	77.0	5.1 DOVER		77.0	
9.17	6.53	6.38							9.06	81.9	4.9 DECKER		81.9	
f 9.23	6.58	6.43							9.11	86.0	4.1 DN CARR CR		86.0	
9.30	7.11 ¹⁰	6.49							9.16	90.4	4.4 WARREN		90.4	
f 9.37	7.16	6.54							9.21	94.4	4.0 GLEASON		94.4	
f 9.43	7.21	6.59							9.26	97.8	3.4 DN SPEER YL S		97.8	
	A 7.35PM	A 7.20PM								103.1	5.3 DN BORIE YL BO		103.1	
9.48									9.31	101.5	3.2 CORLETT JCT.		101.5	
9.54									9.36	104.7	1.3 DN TOWER A YL AY		104.7	
A 10.05PM									A 9.45AM	106.0	1.3 DN-R CHEYENNE YL N CY		106.0	
(106.0)														

(106.0)

.....Thru Time
.....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, 9, 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. 190
FEBRUARY 16, 1947

Distance from Denver	STATIONS	Mile Post	FIRST CLASS									
			9 Passenger	38 Passenger	18 Passenger	111 Streamliner Passenger	7 C.R.I.&P. Rocket Passenger	53 Passenger	52 Passenger	25 C.R.I.&P. Passenger	37 Passenger	10 Passenger
0.0	DN-R DENVER YL UD	0.0	A 7.05AM	A 7.45AM	A 8.10AM	A 8.00AM	A 8.25AM	A 8.55AM	A 10.45AM	A 2.45PM	A 3.30PM	A 9.00PM
0.6	23RD STREET YL	0.6			7.50 ¹¹¹	7.50 ¹⁸						
1.7	DN-R 36TH STREET YL RA	1.7	6.51	7.11	7.37	7.48	8.17	8.39	10.28	2.36	3.11	8.49
2.2	PULLMAN YL	2.2	6.50AM	7.10	7.36	7.47	8.16AM	8.38	10.27	2.35PM	3.10PM	8.48
4.9	C. B. & Q. CROSSING	4.9										
5.0	DN SAND CREEK JCT. YL SK	5.0		7.06	7.32 ⁹	7.43		8.34AM	10.23			8.44
8.1	DUPONT	8.1		7.01	7.28	7.39 ⁹			10.18			8.40
9.9	ROLLA	9.9										
11.3	HAZELTINE	11.3		6.58	7.25	7.36			10.14			8.37
14.1	HENDERSON	14.1		6.55	7.22	7.34			10.10			8.34
16.0	NORTHWAY	16.0										
19.1	DN BRIGHTON YL BI	19.1		6.49	7.17	7.29			10.03			8.28
22.8	POWARS	22.8										
25.8	D LUPTON UP	25.8		6.40	7.10	7.23			9.54			8.20
30.1	IONE	30.1		6.36	7.06	7.20			9.48			8.16
34.8	D PLATTEVILLE PA	34.8		6.32	7.02	7.16			9.42			8.12 ³⁷⁷
36.2	VASQUEZ	36.2										
37.8	HOUSTON	37.8										
40.0	D GILCREST GI	40.0		6.27	6.57	7.12			9.36			8.07 ⁵⁷
42.4	PECKHAM	42.4										
43.3	HAMBERT	43.3										
46.1	DN-R LA SALLE YL SA	46.1		6.19	6.49	7.05AM			9.28			7.59
48.2	EVANS	48.2		6.15	6.45				9.22			7.56
51.7	DN GREELEY YL HG	51.7		6.10	6.40				9.16			7.51
54.0	GREELEY JCT.	54.0										
55.8	D LUCERNE C	55.8		6.02	6.32				9.06			7.43
59.2	DN EATON YL UR	59.2		5.58	6.28				9.01			7.39
59.3	G. W. CROSSING	59.3										
63.0	DN AULT A	63.0		5.54	6.24				8.55			7.35
66.8	D PIERCE RI	66.8		5.50	6.20				8.51 ⁹			7.32
71.9	D NUNN NU	71.9		5.46	6.16				8.45			7.28
77.0	DOVER	77.0		5.42	6.12				8.40			7.24
81.9	DECKER	81.9		5.38	6.08				8.35			7.20
86.0	DN CARR CR	86.0		5.34	6.04				8.27			7.16
90.4	WARREN	90.4		5.29	5.59				8.22			7.11 ³⁷
94.4	GLEASON	94.4		5.25	5.55				8.17			7.06
97.8	DN SPEER YL S	97.8		5.21	5.51				8.12			7.02
103.1	DN BORIE YL BO	103.1		5.15AM	5.45AM							
101.5	CORLETT JCT.	101.5							8.07			6.57
104.7	DN TOWER A YL AY	104.7							8.03			6.53
106.0	DN-R CHEYENNE YL N-CY	106.0							8.00AM			6.50PM
(106.0)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....			(0.15)	(2.30)	(2.25)	(0.55)	(0.09)	(0.21)	(2.45)	(0.10)	(0.20)	(2.10)
Average speed per hour.....			8.8	41.1	42.6	50.3	14.7	14.3	38.6	13.2	6.6	48.9

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, 9, 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. 190
FEBRUARY 16, 1947

Car Capacity of Sidings, Etc. See Rule 6(A).	Distance from Denver	STATIONS	Mile Post	SECOND CLASS					
				97 C.R.I.&P. Freight	455 Time Freight	91 C.R.I.&P. Freight	369 Mixed	477 Time Freight	334 Mixed
		DN-R DENVER YL UD	0.0	A 6.30AM		A 12.01PM	A 12.50PM		A 5.55PM
		23RD STREET YL	0.6						
		DN-R 36TH STREET YL RA	1.7	5.40	A 3.00AM	11.05AM	11.59AM	A 5.35PM	5.43
		PULLMAN YL	2.2	5.30AM	2.30	11.00AM	11.55AM	5.16	5.40
		C. B. & Q. CROSSING	4.9						
		DN SAND CREEK JCT. YL SK	5.0		2.11			5.10PM	5.35PM
		DUPONT	8.1		2.05				
		ROLLA	9.9						
		HAZELTINE	11.3		1.59				
		HENDERSON	14.1		1.55				
		NORTHWAY	16.0						
		DN BRIGHTON YL BI	19.1		1.45				
		POWARS	22.8						
		D LUPTON UP	25.8		1.32				
		IONE	30.1		1.25				
		D PLATTEVILLE PA	34.8		1.18				
		VASQUEZ	36.2						
		HOUSTON	37.8						
		D GILCREST GI	40.0		1.10				
		PECKHAM	42.4						
		HAMBERT	43.3						
		DN-R LA SALLE YL SA	46.1		12.55AM				3.45PM
		EVANS	48.2						3.32
		DN GREELEY YL HG	51.7						3.25
		GREELEY JCT.	54.0						
		D LUCERNE C	55.8						3.00
		DN EATON YL UR	59.2						2.53
		G. W. CROSSING	59.3						
		DN AULT A	63.0						2.42
		D PIERCE RI	66.8						2.33
		D NUNN NU	71.9						2.24
		DOVER	77.0						2.15
		DECKER	81.9						2.07
		DN CARR CR	86.0						1.59
		WARREN	90.4						1.44
		GLEASON	94.4						1.35
		DN SPEER YL S	97.8						1.25
		DN BORIE YL BO	103.1						
		CORLETT JCT.	101.5						1.15
		DN TOWER A YL AY	104.7						1.10
		DN-R CHEYENNE YL N-CY	106.0						1.00PM
		(106.0)		Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....				(1.00)	(2.05)	(1.01)	(0.55)	(0.25)	(4.55)
Average speed per hour.....				2.2	21.3	2.2	2.4	7.9	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, 9, 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.

