

# UNION PACIFIC RAILROAD COMPANY

## Eastern District



### Colorado Division

# TIME-TABLE

## No. 192

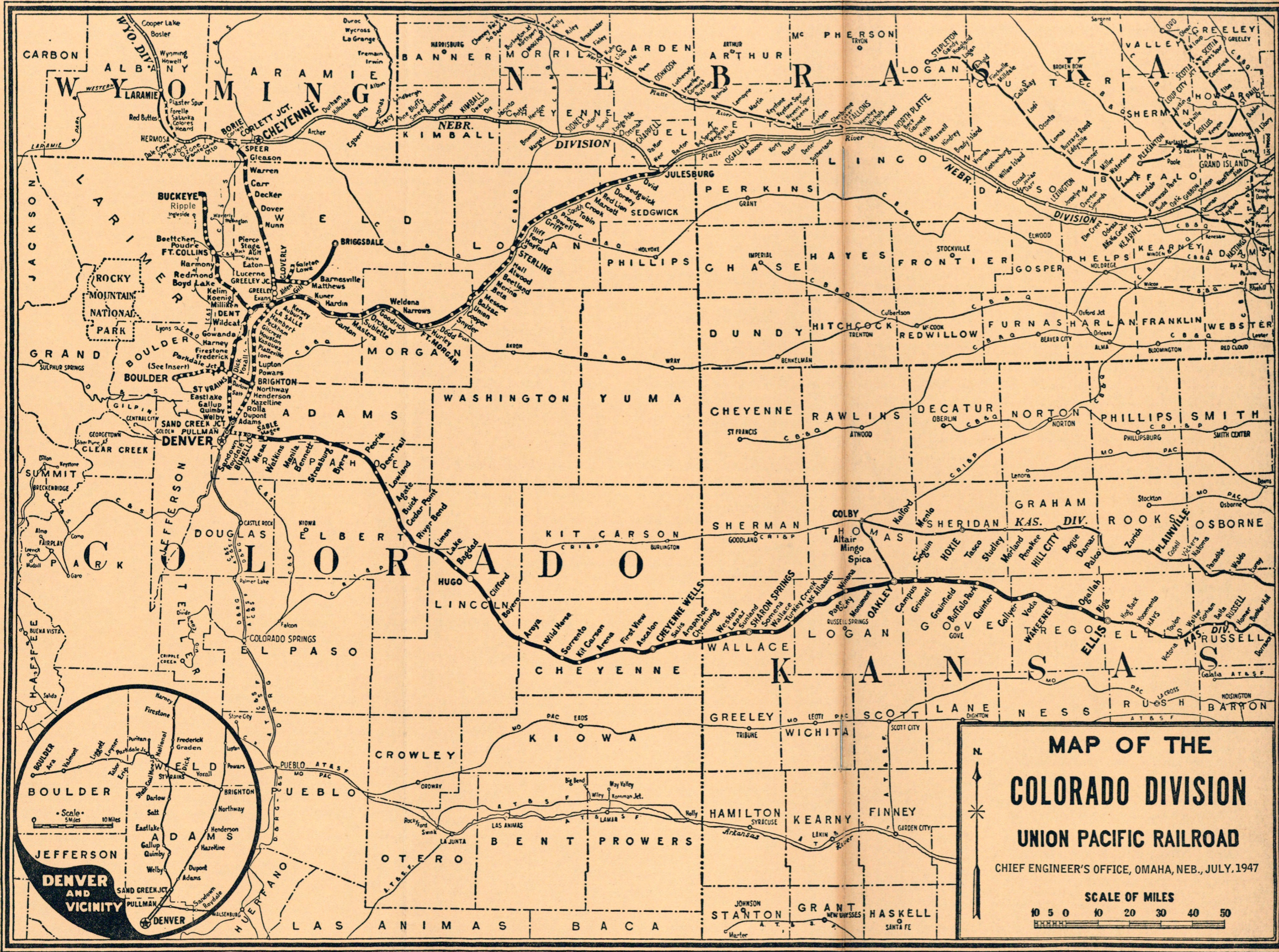
### Effective Monday

## September 1, 1947

at 12:01 A. M. Mountain Time

# *Be Careful Today*

### FOR EMPLOYEES ONLY



# CONDENSED TIME-TABLE

## WESTWARD

SECOND CLASS				FIRST CLASS								Distance from Omaha and Kansas City	Time-Table No. 192 SEPTEMBER 1, 1947		
369				57	37	17	9	69	53	111	STATIONS				
Mixed Daily				Passen- ger Daily	Passen- ger Daily	Passen- ger Daily	Passen- ger Daily	Passen- ger Daily	Passen- ger Daily	Stream- liner Passenger Daily		0.0	OMAHA		
										7.00 PM	12.55 AM	281.3	CT MT	NORTH PLATTE	281.3
										2.40 AM	4.47 3.50	362.5		JULESBURG	362.5
										4.05	4.59	420.0		STERLING	420.0
										5.40	5.47	513.6		LA SALLE	513.6
										7.55	7.05 <sup>PM</sup>	0.0		KANSAS CITY, MO.	0.0
												2.5		KANSAS CITY, KAN.	2.5
												68.0		TOPEKA	68.0
												139.5		JUNCTION CITY	139.5
												186.6		SALINA	186.6
												303.3	CT MT	ELLIS	303.3
												429.8		SHARON SPRINGS	429.8
												535.5		HUGO	535.5
												640.4	AR LV	DENVER	640.4
												686.5		LA SALLE	686.5
												743.5		BORIE	743.5
												746.4		CHEYENNE	746.4
														OGDEN	
														(1217.1 Via Borie) (1229.5 Via Cheyenne)	

(15.55) 21.1 (3.05) 34.4 (32.15) 37.7 (2.15) 45.8 (13.50) 53.9 (10.30) 29.0 (15.30) 36.1 (8.05) 69.2 ..... Thru Time  
..Average speed per hour

**A. E. STODDARD** General Manager  
**H. E. SHUMWAY** General Superintendent Transportation

**E. HICKS**  
General Superintendent

**W. C. SATTERFIELD, Superintendent**..... Denver, Colo.  
J. C. JOCHIM, Assistant Superintendent..... Denver, Colo.  
C. T. ALFORD, Terminal Trainmaster..... Denver, Colo.  
B. E. JAYNES, Trainmaster..... Denver, Colo.  
C. A. VICK ROY, Chief Train Dispatcher..... Denver, Colo.  
F. R. JENKINS, Asst. Chief Train Dispatcher..... Denver, Colo.  
B. L. SIVERS, 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.

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

**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 ..... 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. 192 September 1, 1947		Distance from Cheyenne and Omaha	FIRST CLASS								SECOND CLASS	
STATIONS			38	18	10	70	54	112	52	370	334	
OMAHA		Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Stream- liner Passenger	Passen- ger	Mixed	Mixed		
OMAHA		0.0					8.50 AM	1.40 AM				
NORTH PLATTE		281.3					12.35 AM	9.50 PM				
JULESBURG		362.5					11.10 PM	8.47				
STERLING		420.0						9.20	7.44			
LA SALLE		513.6						7.50	6.57			
KANSAS CITY, MO.		746.4						5.30	5.43			
KANSAS CITY, KAN.		743.9	11.50 PM		7.45 AM	8.15 PM						
TOPEKA		678.4	11.32		7.34	7.55						
JUNCTION CITY		606.9	10.20		6.34	6.25						
SALINA		559.8	8.35		5.20	4.00						
ELLIS		443.1	7.10		4.25	2.40 PM						
SHARON SPRINGS		316.6	4.40		2.30	11.15 AM						
HUGO		210.9	3.35		1.25 AM							
DENVER		106.0	12.55 PM		11.23 PM							
LA SALLE		59.9	10.58 AM		9.47							
BORIE		0.0	8.50		8.00		4.30 PM	5.00 PM				
CHEYENNE		0.0	7.45		7.45			10.45 AM				
OGDEN		0.0	6.19		6.47	6.45		9.30				
(1217.1 Via Borie) (1229.5 Via Cheyenne)		0.0	5.15 AM		5.45 AM							
Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

Thru Time..... (28.00) 43.4 (2.25) 42.7 (13.10) 56.7 (9.00) 33.7 (15.20) 36.5 (7.40) 73.0 (2.45) 36.5 (15.15) 22.1 (4.50) 31.9  
Average speed per hour

**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.	
C. D. Seigel	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
G. A. Surface	Surgeon	Ellis, Kans.	Ellis to Wakeeney.
W. Y. Herrick	Surgeon	Wakeeney, Kans.	Ellis to Quinter.
Benj. S. Morris	Surgeon	Quinter, Kans.	Ellis to Oakley.
J. J. Barclay	Surgeon	Grinnell, Kans.	Quinter to Oakley.
C. M. Miller	Surgeon	Oakley, Kans.	Grinnell to Winona and Oakley to Colby.
M. L. Brakebill	Surgeon	Sharon Springs, Kans.	Winona to Cheyenne Wells.
L. N. Meyers	Surgeon	Cheyenne Wells, Colo.	Sharon Springs to Hugo.
Bernard B. Gloeckler	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. Bunten	Surgeon	Cheyenne, Wyo.	Cheyenne.
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.
R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.

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

NAME	TITLE	PLACE	TERRITORY
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.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

WESTWARD

ELLIS SUBDIVISION

EASTWARD

Car Capacity of Sidings, Etc. See Rule 6(A). Page 10	SECOND CLASS			FIRST CLASS			Distance from Kansas City	Time-Table No. 192 SEPTEMBER 1, 1947			Mile Post	FIRST CLASS		SECOND CLASS				
	369 Mixed			37 Passenger				9 Passenger				STATIONS	38 Passenger		10 Passenger		370 Mixed	
	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily
45 WCTYZP	f	8.55PM		f	7.20AM		303.3	DN-R	ELLIS YL	RT	303.3	A	3.35PM	A	1.25AM	A	10.05AM	
62 P	f	9.05		f	7.28		308.4		5.1 RIGA		308.4		3.14		1.15		f	9.10
52 P	f	9.17		f	7.35		313.7	D	5.3 OGALLAH	OG	313.7		3.08		1.09		f	8.50
50 WP	s	9.40		s	7.50		322.3	DN	8.6 WAKEENEY	W	322.3	s	2.58		1.00		s	8.20
42 P	f	10.00		f	8.00 <sup>370</sup>		330.0		7.7 VODA		330.0		2.48		12.52		f	8.00 <sup>37</sup>
34 P	f	10.15		f	8.07		335.8	D	5.8 COLLYER	JY	335.8		2.42		12.46		f	7.30
51 P	s	10.30		s	8.17		343.3	D	7.5 QUINTER	QN	343.3		2.34		12.39		s	7.10
67 WP	f	10.45		f	8.27		350.9	D	7.6 BUFFALO PARK	BP	350.9		2.26		12.33		f	6.50
44 P	f	11.00		f	8.35		356.3	D	5.4 GRAINFIELD	GF	356.3		2.21		12.28		f	6.40
50 P	f	11.20		f	8.47		365.2	D	8.9 GRINNELL	GD	365.2		2.12		12.20		f	6.20
42 P	f	11.30PM		f	8.54		371.2	D	6.0 CAMPUS		371.2		2.05		12.15		f	6.05
56 WCTP	s	12.09 <sup>10</sup> AM		s	9.10		377.4	DN	8.7 OAKLEY YL	OQ	377.4	s	1.53	s	12.09 <sup>369</sup>		s	5.50
51 P	f	12.23		f	9.20		386.1	D	7.5 MONUMENT	MU	386.1		1.44		12.01AM		f	5.18
43 P	f	12.53		f	9.29		393.6	D	5.4 PAGE CITY	PG	393.6		1.36		11.55PM		f	5.08
44 WTP	f	1.10		f	9.37		399.0	D	9.4 WINONA	GW	399.0		1.30		11.50		f	5.00
40 P	f	1.30		f	9.48		408.4		6.1 McALLASTER		408.4		1.20		11.42		f	4.44
24 P	f	1.40		f	9.55		414.5		6.1 TURKEY CREEK		414.5		1.14		11.37		f	4.36
41 P	f	1.55		f	10.03		421.1	D	6.6 WALLACE	A	421.1		1.07		11.31		f	4.28
53 P	f	2.05		f	10.08		425.6		4.5 SOMENA		425.6		1.02		11.27		f	4.20
34 WCTYZP	A	2.20AM		A	10.15AM		429.8	DN-R	4.2 SHARON SPRINGS YL	PS	429.8		12.55PM		11.23PM		A	4.10AM
		(5.25) 23.4		(2.55) 43.4		(1.59) 63.8			(126.5)			Daily	Daily	Daily				
		.....Thru Time.....										(2.40) 47.4	(2.02) 62.2	(5.55) 21.4				
		.....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 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). Page 10	SECOND CLASS			FIRST CLASS			Distance from Kansas City	Time-Table No. 192 SEPTEMBER 1, 1947			Mile Post	FIRST CLASS		SECOND CLASS				
	369 Mixed			37 Passenger				9 Passenger				STATIONS	38 Passenger		10 Passenger		370 Mixed	
	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily
34 WCTYZP	f	2.40AM		f	10.23AM		429.8	DN-R	4.0 SHARON SPRINGS YL	PS	429.8	A	12.47PM	A	11.20PM	A	3.40AM	
61 P	f	2.50		f	10.30		433.8		4.0 SUNLAND		433.8		12.41		11.15		3.20	
41 P	f	3.02 <sup>370</sup>		f	10.35		438.4		4.6 LAPAZ		438.4		12.36		11.11		3.02 <sup>369</sup>	
62 WP	f	3.12		s	10.40		441.8	D	3.4 WESKAN	MO	441.8		12.32		11.08		f	2.55
41 P	f	3.20		f	10.48		448.2		6.4 CHEMUNG		448.2		12.26		11.03		2.47	
42 P	f	3.37		f	10.54		453.1		4.9 ARAPAHOE		453.1		12.21		10.59		f	2.40
50 P	f	3.50		f	11.00		458.2		5.1 SALIS		458.2		12.16		10.55		2.30	
54 WP	s	4.10		s	11.08		463.0	DN	4.8 CHEYENNE WELLS	CW	463.0		12.11		10.51		s	2.20
53 P	f	4.20		f	11.15		468.1		5.1 ASCALON		468.1		12.06		10.46		2.07	
53 P	f	4.30		f	11.23		473.5		5.4 FIRST VIEW		473.5		12.01PM		10.41		f	2.00
52 P	f	4.43		f	11.32		482.3		8.8 ARENA		482.3		11.51AM		10.34		1.45	
58 WCTP	s	4.56 <sup>9</sup>		s	11.45 <sup>38</sup>		487.7	D	5.4 KIT CARSON	KC	487.7		11.45 <sup>37</sup>		10.29		s	1.35
53 P	f	5.20		f	11.57AM		494.0		6.3 SORRENTO		494.0		11.39		10.24		1.15	
51 P	f	5.35		f	12.03PM		500.4		6.4 WILD HORSE		500.4		11.33		10.19		f	1.05
52 P	f	5.50		f	12.10		507.6		7.2 AROYA		507.6		11.26		10.13		f	12.55
52 P	f	6.10		f	12.20		518.0		10.4 BOYERO		518.0		11.16		10.04		f	12.40
95 WP	f	6.25		f	12.29		526.3		8.3 CLIFFORD		526.3		11.08		9.57		f	12.25
82 WCTYP	A	6.40AM		A	12.40PM		535.5	DN-R	9.2 HUGO YL	HU	535.5		10.58AM		9.47PM		A	12.10AM
		(4.00) 26.2		(2.17) 46.3		(1.37) 64.4			(105.7)				Daily	Daily	Daily			
		.....Thru Time.....											(1.49) 58.2	(1.33) 68.2	(3.30) 30.2			
		.....Average speed per hour.....																

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.



WESTWARD

NORTHERN SUBDIVISION

Car Capacity of Sidings, Etc. See Rule 5(A), Page 15	SECOND CLASS							Distance from Denver
	96 C.R.I.&P. Freight	377 Time Freight	248 Time Freight	370 Mixed	250 Time Freight	92 C.R.I.&P. Freight		
	Daily	Daily	Daily	Daily	Daily	Daily		
YIP	10.30PM				6.50PM	3.50AM	0.0	
							0.6	
ZP	10.35	10.30PM	10.00PM	7.03 <sup>57</sup>	6.35PM	3.55	1.7	
WCOTYZP	A10.40PM	10.36	10.02	A 7.30PM	6.37	A 4.00AM	2.2	
							4.9	
IP		10.39	10.09		6.44		5.0	
95 P		10.45	10.15		6.50		8.1	
							9.9	
57 P		10.50	10.20		6.55		11.3	
52 P		10.55	10.24		6.59		14.1	
							16.0	
91 WYZP		11.05	10.34		7.12 <sup>10</sup>		19.1	
P							22.8	
94 P		11.15	10.43		7.27		25.8	
53 P		11.21	10.49		7.33		30.1	
95 P		11.28	10.55		7.39		34.8	
							36.2	
P							37.8	
119 P		11.37	11.04		7.51		40.0	
P							42.4	
							43.3	
192 WCOTYP		11.55PM	A11.15PM		A 8.00PM		46.1	
60 P		12.01AM					48.2	
247 WYZP		12.08					51.7	
YP							54.0	
81 P		12.15					55.8	
80 P		12.22					59.2	
I							59.3	
65 P		12.28					63.0	
64 WYP		12.35					66.8	
52 P		12.42					71.9	
96 P		12.50					77.0	
51 P		12.58					81.9	
94 WCOTYP		1.10					86.0	
97 P		1.18					90.4	
52 P		1.25					94.4	
95 WYP		1.31					97.8	
45							103.1	
72 IP							101.5	
P		1.36					104.7	
IP		1.41					106.0	
WCOTYZP		A 2.00AM						

Time-Table No. 192  
SEPTEMBER 1, 1947

STATIONS

DN-R DENVER YL UD	0.0						
23RD STREET YL	0.6						
DN-R 36TH STREET YL RA	1.7						
PULLMAN YL	2.2						
C. B. & Q. CROSSING	4.9						
DN SAND CREEK JCT. YL SK	5.0						
DUPONT	8.1						
ROLLA	9.9						
HAZELTINE	11.3						
HENDERSON	14.1						
NORTHWAY	16.0						
DN BRIGHTON YL BI	19.1						
POWARS	22.8						
D LUPTON UP	25.8						
IONE	30.1						
D PLATTEVILLE PA	34.8						
VASQUEZ	36.2						
HOUSTON	37.8						
D GILCREST GI	40.0						
PECKHAM	42.4						
HAMBERT	43.3						
DN-R LA SALLE YL SA	46.1						
EVANS	48.2						
DN GREELEY YL HG	51.7						
GREELEY JCT.	54.0						
D LUCERNE C	55.8						
DN EATON YL UR	59.2						
G. W. CROSSING	59.3						
D AULT A	63.0						
D PIERCE RI	66.8						
D NUNN NU	71.9						
DOVER	77.0						
DECKER	81.9						
DN CARR CR	86.0						
WARREN	90.4						
GLEASON	94.4						
DN SPEER YL S	97.8						
DN BORIE YL BO	103.1						
CORLETT JCT.	101.5						
DN TOWER A YL AY	104.7						
DN-R CHEYENNE YL N CY	106.0						

BLOCK SIGNALS

Mile Post

(106.0)

(0.10) (3.30) (1.15) (0.40) (1.25) (0.10) .....Thru Time  
13.2 29.9 35.5 3.3 31.3 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, 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	Mile Post
10	57	37	17	112	54	26	8	38	9		
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	0.0	
8.00PM	7.00PM	5.20PM	5.05PM	5.00PM	4.30PM	1.15PM	1.00PM	8.50AM	7.55AM	0.6	
8.04	7.03 <sup>370</sup>	5.23	5.08	5.02	4.34	1.19	1.04	8.54	7.58	1.7	
A 8.05PM	7.04	5.24	5.09	5.03	4.35	A 1.20PM	A 1.05PM	A 8.55AM	7.59	2.2	
										4.9	
	7.08	5.27	5.12	5.06	4.39				8.03	5.0	
	7.11	5.31	5.16	5.09	4.43				8.07	8.1	
										9.9	
	f 7.14	5.34	5.19	5.12	4.46				8.10	11.3	
	f 7.18 <sup>10</sup>	5.37	5.22	5.14	4.49				8.13	14.1	
										16.0	
	s 7.30	5.42	5.27	5.18	4.55				8.20	19.1	
										22.8	
	f 7.39	5.48	5.33	5.23	5.03				8.26	25.8	
	f 7.45	5.52	5.37	5.26	5.07				8.30	30.1	
	f 7.52	5.56	5.41	5.30	5.11				8.34	34.8	
										36.2	
										37.8	
	f 7.59	6.00	5.45	5.34	5.16				8.39	40.0	
										42.4	
	s 8.10	s 6.07	s 5.52	A s 5.40PM	A s 5.25PM				8.46	46.1	
	f 8.15	6.10	5.55						8.49	48.2	
	s 8.37	s 6.17	s 6.02						s 8.56	51.7	
										54.0	
	f 8.43 <sup>334</sup>	6.22	6.07						9.01	55.8	
	f 8.48	6.27 <sup>10</sup>	6.11						9.05 <sup>52</sup>	59.2	
										59.3	
	f 8.54	6.32	6.15						9.09	63.0	
	f 9.00	6.36	6.19 <sup>10</sup>						9.13	66.8	
	f 9.06	6.41	6.23						9.19	71.9	
	f 9.12	6.47	6.28						9.25	77.0	
	9.17	6.52	6.33						9.30	81.9	
	f 9.23	7.00	6.38						9.35	86.0	
	9.30	7.08	6.43						9.40	90.4	
	f 9.37	7.14	6.51						9.46	94.4	
	f 9.43	7.19 <sup>334</sup>	6.58						9.51	97.8	
		A 7.35PM	A 7.20PM							103.1	
	9.48								10.01	101.5	
	9.54								10.06	104.7	
	A 10.05PM								A 10.20AM	106.0	

Time-Table No. 192  
SEPTEMBER 1, 1947

STATIONS

DN-R DENVER YL UD	0.0						
23RD STREET YL	0.6						
DN-R 36TH STREET YL RA	1.7						
PULLMAN YL	2.2						
C. B. & Q. CROSSING	4.9						
DN SAND CREEK JCT. YL SK	5.0						
DUPONT	8.1						
ROLLA	9.9						
HAZELTINE	11.3						
HENDERSON	14.1						
NORTHWAY	16.0						
DN BRIGHTON YL BI	19.1						
POWARS	22.8						
D LUPTON UP	25.8						
IONE	30.1						
D PLATTEVILLE PA	34.8						
VASQUEZ	36.2						
HOUSTON	37.8						
D GILCREST GI	40.0						
PECKHAM	42.4						
HAMBERT	43.3						
DN-R LA SALLE YL SA	46.1						
EVANS	48.2						
DN GREELEY YL HG	51.7						
GREELEY JCT.	54.0						
D LUCERNE C	55.8						
DN EATON YL UR	59.2						
G. W. CROSSING	59.3						
D AULT A	63.0						
D PIERCE RI	66.8						
D NUNN NU	71.9						
DOVER	77.0						
DECKER	81.9						
DN CARR CR	86.0						
WARREN	90.4						
GLEASON	94.4						
DN SPEER YL S	97.8						

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 192  
SEPTEMBER 1, 1947

FIRST CLASS

Distance from Denver	Mile Post	STATIONS																			
		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	0.0	DN-R DENVER YL UD																			
0.6	0.6	23RD STREET YL																			
1.7	1.7	DN-R 36TH STREET YL RA																			
2.2	2.2	PULLMAN YL																			
4.9	4.9	C. B. & Q. CROSSING																			
5.0	5.0	DN SAND CREEK JCT. YL SK																			
8.1	8.1	DUPONT																			
9.9	9.9	ROLLA																			
11.3	11.3	HAZELTINE																			
14.1	14.1	HENDERSON																			
16.0	16.0	NORTHWAY																			
19.1	19.1	DN BRIGHTON YL BI																			
22.8	22.8	POWARS																			
25.8	25.8	D LUPTON UP																			
30.1	30.1	IONE																			
34.8	34.8	D PLATTEVILLE PA																			
36.2	36.2	VASQUEZ																			
37.8	37.8	HOUSTON																			
40.0	40.0	D GILCREST GI																			
42.4	42.4	PECKHAM																			
43.3	43.3	HAMBERT																			
46.1	46.1	DN-R LA SALLE YL SA																			
48.2	48.2	EVANS																			
51.7	51.7	DN GREELEY YL HG																			
54.0	54.0	GREELEY JCT.																			
55.8	55.8	D LUCERNE C																			
59.2	59.2	DN EATON YL UR																			
59.3	59.3	G. W. CROSSING																			
63.0	63.0	D AULT A																			
66.8	66.8	D PIERCE RI																			
71.9	71.9	D NUNN NU																			
77.0	77.0	DOVER																			
81.9	81.9	DECKER																			
86.0	86.0	DN CARR CR																			
90.4	90.4	WARREN																			
94.4	94.4	GLEASON																			
97.8	97.8	DN SPEER YL S																			
103.1	103.1	DN BORIE YL BO																			
101.5	101.5	CORLETT JCT.																			
104.7	104.7	DN TOWER A YL AY																			
106.0	106.0	DN-R CHEYENNE YL N-CY																			
		(106.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (0.11) (2.30) (2.25) (0.55) (0.09) (0.23) (2.45) (0.10) (0.20) (2.10)  
Average speed per hour..... 12.0 41.1 42.6 50.3 14.7 13.0 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, 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.

NORTHERN SUBDIVISION

EASTWARD

Time-Table No. 192  
SEPTEMBER 1, 1947

SECOND CLASS

Car Capacity of Sidings, Etc. See Rule 6(A), Page 15	Distance from Denver	Mile Post	STATIONS																		
			97 C.R.I.&P. Freight	455 Time Freight	91 C.R.I.&P. Freight	369 Mixed	477 Time Freight	334 Mixed													
	0.0	0.0	DN-R DENVER YL UD																		
	0.6	0.6	23RD STREET YL																		
	1.7	1.7	DN-R 36TH STREET YL RA																		
	2.2	2.2	PULLMAN YL																		
	4.9	4.9	C. B. & Q. CROSSING																		
	5.0	5.0	DN SAND CREEK JCT. YL SK																		
	8.1	8.1	DUPONT																		
	9.9	9.9	ROLLA																		
	11.3	11.3	HAZELTINE																		
	14.1	14.1	HENDERSON																		
	16.0	16.0	NORTHWAY																		
	19.1	19.1	DN BRIGHTON YL BI																		
	22.8	22.8	POWARS																		
	25.8	25.8	D LUPTON UP																		
	30.1	30.1	IONE																		
	34.8	34.8	D PLATTEVILLE PA																		
	36.2	36.2	VASQUEZ																		
	37.8	37.8	HOUSTON																		
	40.0	40.0	D GILCREST GI																		
	42.4	42.4	PECKHAM																		
	43.3	43.3	HAMBERT																		
	46.1	46.1	DN-R LA SALLE YL SA																		
	48.2	48.2	EVANS																		
	51.7	51.7	DN GREELEY YL HG																		
	54.0	54.0	GREELEY JCT.																		
	55.8	55.8	D LUCERNE C																		
	59.2	59.2	DN EATON YL UR																		
	59.3	59.3	G. W. CROSSING																		
	63.0	63.0	D AULT A																		
	66.8	66.8	D PIERCE RI																		
	71.9	71.9	D NUNN NU																		
	77.0	77.0	DOVER																		
	81.9	81.9	DECKER																		
	86.0	86.0	DN CARR CR																		
	90.4	90.4	WARREN																		
	94.4	94.4	GLEASON																		
	97.8	97.8	DN SPEER YL S																		
	103.1	103.1	DN BORIE YL BO																		
	101.5	101.5	CORLETT JCT.																		
	104.7	104.7	DN TOWER A YL AY																		
	106.0	106.0	DN-R CHEYENNE YL N-CY																		
			(106.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (1.00

WESTWARD		JULESBURG SUBDIVISION				EASTWARD							
Car Capacity of Sidings, Etc. See Rule 6(A), Page 15	SECOND CLASS		FIRST CLASS		Distance from Julesburg	Time-Table No. 192 SEPTEMBER 1, 1947							
	455	477	53	111		Mile Post	FIRST CLASS		SECOND CLASS				
	Time Freight	Time Freight	Passenger	Streamliner Passenger			112	54	248	250			
80	WCTP	6.30PM	9.15AM	s 4.05AM	s 4.59AM	0.0	DN	JULESBURG YL JB	0.0	A 7.44PM	A 9.15PM	A 4.40AM	A 2.30AM
75	ZP	6.45	9.30	f 4.16 <sup>248</sup>	5.06	7.1	D	OID VI	7.1	7.33	s 9.00	4.16 <sup>53</sup>	1.10
73	WP	6.55	9.45	f 4.30	5.12	14.6	D	SEDGWICK ZD	14.6	7.28	s 8.45	3.55	12.55
	P					19.0		DORSEY	19.0				
95	P	7.22 <sup>112</sup>	10.00	f 4.42	5.18	23.1		RED LION	23.1	7.22 <sup>455</sup>	s 8.32	3.27	12.40
	P					25.8		MARCOTT	25.8				
95	WP	7.44	10.12	f 4.52	5.23	30.1	D	CROOK CK	30.1	7.17	s 8.24	3.17	12.25
72	P	8.13 <sup>54</sup>	10.24	f 5.02	5.29	38.8		PROCTOR	38.8	7.11	f 8.13 <sup>455</sup>	3.05	12.05AM
	P					41.1		POWELL	41.1				
94	P	8.40	10.35	f 5.12	5.34	45.6	D	LIFF F	45.6	7.06	s 8.05	2.50	11.55PM
77	P	8.50	10.50	5.22	5.40	53.5		HAYFORD	53.5	7.00	7.55	2.40	11.40
	IP					57.2		C. B. & Q. CROSSING	57.2				
169	WCTP	A 9.00PM	A 11.15AM	A 5.30AM	A 5.45AM	57.5	DN-R	STERLING YL ST	57.5	6.57PM	7.50PM	2.30AM	11.20PM
		(2.30) 23.0	(2.00) 28.8	(1.25) 40.6	(0.46) 75.0					(0.47) 73.4	(1.25) 40.6	(2.10) 26.6	(3.10) 18.1

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. 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), Page 15	SECOND CLASS			FIRST CLASS			Distance from Julesburg	Time Table No. 192 SEPTEMBER 1, 1947									
	455	477	71	111	53	301		Mile Post	FIRST CLASS		SECOND CLASS						
	Time Freight	Time Freight	C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger			302	54	112	250	72	248			
169	WCTP	9.40PM	12.15PM	12.01PM	5.47AM	5.40AM	3.35AM	57.5	DN-R	STERLING YL ST	57.5	A 1.40AM	A 7.40PM	A 6.55PM	A 10.40PM	A 11.00PM	A 2.00AM
								61.7		HALL	61.7						
72	P	10.05 <sup>250</sup>	12.28	12.15	5.53 <sup>53</sup>	f 5.53 <sup>111</sup>	f 3.43	64.1	D	ATWOOD OD	64.1	f 1.23	f 7.30	6.48	10.05 <sup>455</sup>	10.45	1.29
								66.8		BEETLAND	66.8						
74	P	10.15	12.41	12.28	5.58	f 6.05	f 3.51	70.2	D	MERINO MI	70.2	f 1.16	f 7.21	6.43	9.57	10.35	1.21
143	P	10.23 <sup>72</sup>	12.51	12.37	6.02	f 6.12	3.59	76.0		MESSEX	76.0	f 1.10	f 7.16	6.39	9.50	10.23 <sup>455</sup>	1.14
								78.4		BALZAC	78.4						
52	P	10.30	1.05	A 1.01PM	6.06	f 6.18	A 4.10AM	81.0	DN	UNION UN	81.0	f 1.02AM	f 7.07	6.35	9.44	10.01PM	1.07
								82.8		COOPER	82.8						
94	WP	10.38	1.15		6.10	f 6.26		87.0	D	SNYDER SN	87.0		f 6.58	6.31	9.36		12.55
53	P	10.47	1.25		6.15	6.34		93.8		DODD	93.8		6.50	6.26	9.28		12.46
100	WCP	10.55	1.35		6.20	s 6.40		98.6	DN	FT. MORGAN FM	98.6		f 6.44	6.22	9.22		12.40
35	P	11.05	1.50		6.25	6.49		106.0		NARROWS	106.0		6.34	6.17	9.13		12.31
79	P	11.10	1.55		6.27	f 6.54		109.0	D	WELDONA DN	109.0		f 6.31	6.15	9.09		12.27
22	P	11.18	2.04		6.31	f 7.01		114.2		GOODRICH	114.2		f 6.24	6.11	9.03		12.20
78	P	11.25	2.15		6.34	f 7.07		117.7		ORCHARD	117.7		f 6.19	6.08	8.58		12.15
								121.4		SUBLETTE	121.4						
53	P	11.34	2.27		6.39	f 7.17		124.8		MASTERS	124.8		f 6.10	6.03	8.49		12.06AM
50	P	11.41	2.35		6.43	7.21		130.2		CANTON	130.2		6.03	5.59	8.42		11.59PM
121	WP	11.52 <sup>248</sup>	2.43		6.47	f 7.28		135.4		HARDIN	135.4		f 5.55 <sup>112</sup>	5.55 <sup>54</sup>	8.35		11.52 <sup>455</sup>
								139.1		KUNER	139.1						
78	P	12.10AM	2.58		6.53	f 7.38		143.1	D	KERSEY KR	143.1		f 5.41	5.49	8.25		11.42
								147.2		AUBURN	147.2						
56	WCTP	A 12.40AM	A 3.20PM		A 7.01AM	A 7.50AM		151.1	DN-R	LaSALLE YL SA	151.1		5.30PM	5.43PM	8.15PM		11.30PM
		(3.00) 31.2	(3.05) 30.4	(1.00) 23.5	(1.14) 75.8	(2.10) 43.2	(0.35) 40.3					(0.38) 37.1	(2.10) 43.2	(1.12) 78.0	(0.59) 23.6	(2.30) 37.4	

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), Page 15	SECOND CLASS		Time-Table No. 192 SEPTEMBER 1, 1947				FIRST CLASS				SECOND CLASS	
	212	Mixed	Daily	Distance from Denver	53		211		477		334	
					Passenger	Mixed	Time Freight	Mixed	Time Freight	Mixed		
					DN	SAND CREEK JCT. YL SK	5.0	A 9.07AM		A 5.10PM	A 11.20PM	
				5.0		WELBY	8.2					
31	P			8.2		QUIMBY	9.8	8.59		4.58	11.11	
				9.8		GALLUP	11.1					
36	P			11.1		EAST LAKE	13.8	8.53		4.50	f 11.04	
				13.8		SATT	16.4					
31	P			16.4		DARLOW	18.1	8.47		4.43	10.57	
55	IPWY			18.1		ST. VRAINS YL VS	22.2	f 8.41		4.35	f 10.48	
				22.2		U. P. CROSSING	22.2					
53	YP			22.2		FREDERICK YL FR	26.1	f 8.33		4.22	f 10.37	
				26.1		FIRESTONE YL	27.8	8.28		4.17	10.31	
19	P			27.8		HARNEY	30.2	8.25		4.11	10.25	
31	P			30.2		GOWANDA	34.6	8.20		4.03	10.17	
				34.6		WILD CAT	38.3	8.14		3.57	10.10	
				38.3		G. W. CROSSING	40.9					
21	WYP			40.9		DENT YL FD	42.8	8.07	A 10.08AM	3.50	10.01	
				42.8		LA SALLE YL SA	50.6	7.55AM	9.55AM	3.35PM	9.45PM	
				50.6								
				(0.15) 31.2				(1.12) 38.5		(0.13) 36.0	(1.35) 28.8	(1.35) 28.8

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				WESTWARD		BOULDER BRANCH				EASTWARD		
Car Capacity of Sidings, Etc. See Rule 6(A), Page 15	SECOND CLASS		Time-Table No. 192 SEPTEMBER 1, 1947				SECOND CLASS		Time-Table No. 192 SEPTEMBER 1, 1947				SECOND CLASS	
	211	Mixed	Daily	Mile Post	375		Mile Post	376		375		Mile Post	376	
					Local Freight	Daily Except Sunday		Local Freight	Daily Except Sunday	Local Freight	Daily Except Sunday			
21	WYP	10.08AM	0.0	N	DENT YL FD	A 3.20PM	55	WYZP	8.30AM	0.0	DN-R	BRIGHTON YL BI	A 1.00PM	
				1.7		MILLIKEN YL			f 8.42	4.2		YOXALL	f 12.40	
				2.0		G. W. CROSSING			f 9.00	8.1	D	ST. VRAINS YL VS	f 12.30	
				7.3		KOENIG			f 9.00	8.1		U. P. CROSSING		
				9.0		G. W. CROSSING			f 9.10	10.0		NATIONAL		
				9.1		KELIM			f 9.10	10.9		STATE COAL MINE JCT. YL	f 12.20	
				13.5		BOYD LAKE			f 9.12	11.4		PARKDALE JCT. YL	f 12.15	
				16.4		REDMOND			f 9.22	15.1		ERIE	s 12.10	
42	P	f 10.40	19.5			HARMONY			f 9.28	16.4		C. B. & Q. CROSSING		
				25.0		FORT COLLINS YL FC			f 9.34	17.8		TABOR	f 12.05	
				25.2		C. & S. CROSSING			f 9.39	19.6		LEYNER	f 12.01PM	
				25.3		C. & S. CROSSING			f 9.54	24.0		LIGGETT	f 11.57AM	
				27.9		POUDRE YL			f 9.54	24.0		VALMONT YL	f 11.45	
				30.0		BOETTCHER YL			s 10.00	26.0		C. & S. CROSSING		
				38.5		RIPPLE			A 10.15AM	27.6	DN-R	ARA YL	s 11.25	
				41.7		BUCKEYE YL						BOULDER YL BR	11.15AM	
				(41.7)									Daily Except Sunday	
				(0.47) 32.0					(0.50) 30.0				(1.45) 15.8	

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. 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.

**SPEEDS SHOWN BELOW ARE 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.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour 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	Within yard limits and passing fueling stations.	50	50	40	25
When caboose is handled in train consisting of passenger train equipment.			50		Over spring switches, when using turnouts.	15	15	15	15
3900 class engines.			60	50	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
5000 and 9000 class engines.			50	50	When using cross-overs or turn outs:				
4000 class engines.			45	45	9000 class engines;				
MacArthur type engines with 63-inch drivers.			55	50	Forward movement.			10	10
MacArthur type engines with 57-inch drivers.			35	35	Back-up movement.			6	6
Mallet, Ten Wheeler and Consolidation type engines.			35	35	All other classes of engines;				
0-6-0 and 0-8-0 type yard engines.			20	20	Forward movement.	15	15	15	15
Engines running backward.	20	20	20	20	Back-up movement.	10	10	10	10
Trains handling scale test cars:					On wye tracks.	5	5	5	5
On main line.				30	3500 and 5000 class engines on any coal mine lead or track.				10
On branch lines.				20	Jordan spreaders and other machines of spreader type, when in operation.				15
Trains handling gravel loaded in wooden Hart convertible cars.				25					
When more than 50% of the tonnage is gravel.				40					
Trains handling company roadway machines on their own wheels:									
On straight track.				30					
On curves.				25					

**ELLIS SUBDIVISION**

Maximum speed.	75	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				
Between Mile Posts—					336.6 and 337.0	55	45	45	35
Ellis					Oakley				
304.3 and 307.0	55	45	45	40	383.4 and 384.3	70	60	60	45
Riga					Winona				
311.4 and 311.8	70	60	60	45	401.3 and 401.8	70	60	60	45
Wakeeney					405.5 and 405.8	60	50	50	40
Between first crossing west and second crossing east of depot.	40	40	40	25	Turkey Creek				
323.3 and 324.0	70	60	60	45	419.6 and 420.5	70	60	60	45
Voda					Wallace				
330.2 and 330.6	70	60	60	45	424.9 and 425.0	70	60	60	45
					Somena				

**HUGO SUBDIVISION**

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

**DENVER SUBDIVISION**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.	75	75	65	45	River Bend				
Maximum speed, mixed trains.				50	562.9 and 567.2	60	50	50	40
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	562.9 and 567.2, with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
C. R. I. & P. 2600, 2700, 4000 and 5000 class engines.			40	40	Cedar Point siding.	5	5	5	5
Between Mile Posts—					Deer Trail				
Bagdad					587.2 and 589.8	60	50	50	40
543.9 and 544.9	70	60	60	45	Byers				
546.2 and 546.6	70	60	60	45	598.9 and 601.5	70	60	60	45
River Bend					Strasburg				
558.8 and 559.3	55	45	45	35	605.2 and 607.0	70	60	60	45
561.3 and 562.0	70	60	60	45	Watkins				
					619.3 and 620.5	70	60	60	45
					Mesa				

**NORTHERN SUBDIVISION**

Maximum speed.	75	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	30	30	30	25
2.4 and 2.5 westward track	30	30	30	25
2.5 and 2.4 eastward track	30	30	30	25
0.7 and 0.4 eastward track	30	30	30	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	60	50	50	30
93.3 and 97.4 mixed trains.				40
97.4 and 97.7	50	50	40	25
Corlett Side				
97.7 and 97.9	30	30	30	25
97.9 and 98.6	50	50	40	25
101.4 and 101.5	70	60	60	45
Corlett Jct. and M.P. 103.9			70	
Borie Side				
97.7 and 99.4	50	50	40	25

**STERLING SUBDIVISION**

Maximum speed.	75	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	50	50	40	25
Between M.P. 150.7 and 150.9	30	30	30	25
Between M.P. 150.9 and 151.1	50	50	40	25

**JULESBURG SUBDIVISION**

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

**SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))**

6. The following letters placed before figures of a schedule indicate:

s—regular stop;  
f—flag stop to receive or discharge traffic;  
A—arrive.

6(A). The following letters placed in column with station name in time-table indicate:

D —day operator  
N —night operator  
DN—day and night operator

R —train register  
YL—yard limits

The following letters placed in columns provided in time-table indicate:

C —coal  
I —interlocking  
O —oil  
P —dispatcher's telephone  
T —turntable  
W —water  
X —cross-over

Y —wye  
Z —track scales  
AI —automatic interlocking signals  
CS —center siding  
ES —eastward siding  
WS —westward siding  
RCS—remote control switch