

PASSENGER TRAINS

The scheduling of trains in Denver Union Station was no easy task. In 1947, C. R. Hines wrote the railroads and gave them an outline of how the station was going to arrange the arrival and departure of their trains.

THE DENVER UNION TERMINAL RAILWAY COMPANY

Denver, Colorado
June 13, 1947

Messrs: J. J. Ryan, AT&SF, C&S, CB&Q
J. Harrison, CRI&P
Walter Allen, D&RGW
W. C. Satterfield, UP

Gentlemen:

Enclosed herewith please find the following statements:

Statement showing tracks where trains may be expected to arrive and depart.

Proposed plan of operation in terminal yard.

The above statements are based on trains being on time; if trains are late yardmasters will be compelled to make different arrangements. If you need additional copies please advise.

You will notice that the depot yards will be considerably congested during the period from 7 to 10 A.M. and from 3 to 7 P.M. It may be difficult during these times to handle troop trains, freight trains, or transfer movements; however, we will be pleased to make every effort to do so.

Yours very truly,

C. R. Hines

Manager

Cy-Messrs: A. H. Lobeck
J. W. Blossom
J. J. Rae
J. N. McKnight
W. Zarlengo
L. Ampleman
J. DePoyster
H. I. Scofield

THE DENVER UNION TERMINAL RAILWAY COMPANY Office of Manager

Under proposed train schedules effective June 15, 1947, trains can be expected to arrive and depart from tracks as follows:

Track

- 1—UP 9 in and out, UP 111, CB&Q 1, UP 53, CRI&P 8, CB&Q 10, UP 112, UP 16, UP 57, CB&Q 302.
- 2—UP 38 in and out, CRI&P 26, UP 37 in and out, D&RGW 15, UP 10 in and out.
- 3—UP 15, UP 18, D&RGW 4, UP 52, UP 369, UP 17, D&RGW 19.
- 4—CB&Q 3, CB&Q 39, C&S 1, UP 54, D&RGW 7, C&S 7, C&S 8.
- 5—CB&Q 301, C&S 2, D&RGW 6, CB&Q 40, D&RGW 3, CB&Q 12, UP 334.
- 6—AT&SF 130, C&S 31, AT&SF 101, AT&SF 90, AT&SF 141.
- 7—D&RGW 1, CRI&P 25, D&RGW 2.
- 8—D&RGW 16, D&RGW 20, CRI&P 7, D&RGW 5, C&S 29.
- 9—C&S 30, D&RGW 8, C&S 32
- 1-A—UP 370.

C. R. Hines

Manager

Denver, Colorado
June 13, 1947

THE DENVER UNION TERMINAL RAILWAY COMPANY

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PROPOSED PLAN OF OPERATION IN TERMINAL YARDS EFFECTIVE WITH CHANGE IN THE TIME CARD EFFECTIVE JUNE 15, 1947

By 5:00 A.M., a baggage car and a combination RPO-baggage car for UP 38, and a combination RPO-baggage car for UP train 9 first out, will be set on track 1-A for advance loading. By 6:00 A.M. the head end cars for D&RGW train 1 will be set on track 7 for advance loading. By 6:40 AM C&S train 31 will be made up on track 6 for loading.

6:00 A.M. CB&Q train 3 will arrive on track 4. A D&RGW switch engine will pick up all sealed cars off head end of train 3 setting cars for D&RGW train 1 to track 7 and any cars for D&RGW train 5 or for Denver to track 11. Track 4 will have to be cleared by 8:05 A.M. if CB&Q 39 is on time. If the unloading of 3's cars has not been completed, they will be moved from track 4 to track 11.



6:30 A.M. Road engine for UP train 9 will come in against combination car on track 1-A.

7:00 A.M. CB&Q train 301 will arrive on track 5 and must be unloaded and track cleared by 8:05 A.M. for C&S train 2.

7:00 A.M. UP train 9 (City of St. Louis) will arrive on track 1. A switch engine will follow train in and pick up the Denver car on rear end before passengers are allowed to get off and move the car to track 2 near passenger subway for unloading. Another switch engine will have hold of UP 9's engine and head end car on track 1-A and move it to track 1 with a minimum of delay and train is made up. As soon as transfer is unloaded from incoming train, a cut will be made between coach and baggage car and unloading be completed. Track must be cleared by 7:45 A.M. to make room for UP 15.

7:15 A.M. C&S train 30 will arrive on track 9. If head end cars cannot be made empty by 8:05 A.M., the passenger equipment will be cut off and taken to coach yard to make room for D&RGW train 8.

7:15 A.M. D&RGW train 16 will arrive on track 8. Track will have to be cleared by 8:15 A.M. for CRI&P train 7.

7:15 A.M. UP train 9 will depart from track 1.

7:20 A.M. D&RGW train 20 will arrive on track 8. Track will have to be cleared by 8:15 A.M. and any cars that cannot be unloaded by that time will be set to track 11 where unloading will be completed.

7:45 A.M. UP train 38's head end cars will pull in on creamery track and passenger cars will arrive on track 2 off the wye with a switch engine. A switch engine follows head end into creamery track, picks up cars off road engine, and sets them on outside wagon track for unloading. The switch engine handling train into track 2 cuts out the Denver cars and the diner and sets in a diner previously set at south end of track 3 into train on track 2 and rear end of train 38 is complete.

7:50 A.M. AT&SF train 130 will arrive on track 6 behind C&S train 31.

7:55 A.M. UP train 15 will arrive track 3 and will pull up as far as possible to permit passengers to unload on platform and still keep crossing clear. This equipment will have to be made empty and off track 1 by 8:40 A.M. for D&RGW 4.

8:00 A.M. UP 111 (City of Denver) will arrive on track 1 and must be unloaded and track cleared by 8:20 A.M. for CB&Q train 1.

8:10 A.M. UP train 18 (Portland Rose) will be shoved in off the wye on track 3 up to cars off 15's train. Switch engine holds on to baggage car and through coach and sets them to track 2 for 38's train, then to track 1-A to pick up rest of 38's head end and back to track 2 and train 38 is made up. Track 3 will have to be cleared by 8:40 A.M. for D&RGW train 4.

8:15 A.M. C&S train 2 (Texas Zephyr) will arrive on track 5.

8:15 A.M. D&RGW train 8 (The Prospector) will arrive on track 9.

8:20 A.M. CB&Q train 39 (Exposition Flyer) will arrive on track 4. CB&Q switch engine sets out the St. Louis equipment and the diner. D&RGW switch engine sets through baggage car over to track 9 north end after unloading has been accomplished and takes the rest of the equipment to Burnham for servicing.

8:25 A.M. CRI&P train 7 (Rocky Mountain Rocket) will arrive track 8.

8:30 A.M. CB&Q train 1 (Denver Zephyr) will arrive on track 1. Track must be cleared by 9:40 A.M. for UP 53.

8:40 A.M. C&S train 31 will depart from track 6.

8:50 A.M. D&RGW train 1 (Royal Gorge) will depart from track 7. About 7:20 A.M. the rear cars for this train will be brought in from Burnham and pushed up to head end cars set earlier for advance loading.

8:50 A.M. UP train 38 (Pony Express) will depart from track 2.

8:55 A.M. D&RGW train 4 (Colorado Eagle) will arrive on track 3.

9:55 A.M. UP train 53 will arrive on track 1.

10:45 A.M. UP train 52 will arrive on track 3.

11:00 A.M. Head end cars for AT&SF 101 will be set on track 6 for advance loading. CRI&P train 26 will make up on track 2 for advance loading.

11:50 A.M. D&RGW train 6 (Exposition Flyer) will arrive on track 5. First CB&Q switch engine picks up all passenger cars and goes around wye. Second switch engine pushes 2 baggage cars up to through baggage car and spots the through cars at north end track 5 for CB&Q 40's head end. Passenger cars are brought back and shoved to baggage cars and train is made up. Diners cut out and in and St. Louis cars added in coach yard.

Noon—CRI&P train 8 will make up on track 1 for advance loading and C&S train 1 will make up on track 4.

12:50 P.M. UP train 369 will arrive on track 3.

1:00 P.M. CRI&P train 8 (Rocky Mountain Rocket) will depart from track 1.

1:00 P.M. C&S train 1 (Texas Zephyr) will depart from track 4.

1:00 P.M. CB&Q train 40 (Exposition Flyer) will depart from track 5.

1:15 P.M. AT&SF train 101 will depart from track 6. Baggage car was spotted on track 6 for loading about 11:00 A.M. and about noon passenger equipment will be pushed up to baggage car and train made up.

1:15 P.M. CRI&P train 26 will depart from track 2.

1:20 P.M. UP will spot their trains 37 and 17's head end cars on track 1-A for advance loading with 17's cars first out. All but one of these cars come from coach yard. A car on UP 369's train which arrived on track 3 will be set to track 1-A as a part of train 17's head end.

2:00 P.M. D&RGW train 5 (Exposition Flyer) will

depart from track 8. About 1:00 P.M. passenger equipment will be brought back from Burnham and pulled in on track 8 with their train 7's baggage car on rear where it will be cut off. Then through baggage car will be picked up on track 9 and set to track 8 and train is made up.

2:00 P.M. AT&SF train 90 will arrive on track 6. As soon as passengers are off passenger equipment will be cut off and taken to coach yard.

2:45 P.M. CRI&P train 25 will arrive on track 7.

3:30 P.M. UP train 37's head end cars will arrive on track 5, the passenger equipment will arrive off the wye with switch engine. Prior to the arrival of train 37 a diner and Denver Pullmans will be spotted on south end of track 1 keeping crossing from mail room clear. Switch engine bringing in 37's cars will cut out the Denver Pullmans and the diner Tower "A" end and set in the Pullmans and diner which were spotted on track 1. Head end cars for train 17 and 37 spotted on track 1-A for advance loading will be picked up and set to track 2 for 37 and track 3 for train 17 and both trains are made up.

3:45 P.M. C&S train 32 will arrive on track 9.

4:00 P.M. CB&Q train 10 (Denver Zephyr) will depart from track 1. Train is to be set by 3:00 P.M. for loading.

4:00 P.M. UP train 54 will depart from track 4 Train should be made up by 2 P.M. for loading.

4:35 P.M. D&RGW train 3 (Colorado Eagle) will depart from track 5. Train should be set by 3:35 for loading.

5:00 P.M. UP train 112 (City of Denver) will depart from track 1. Will make up as soon after departure of CB&Q train 10 as possible.

5:05 P. M. UP train 17 (Portland Rose) will depart from track 3. Passenger cars to be set about 3 P.M. Head end cars set from track 1-A to track 3 about 4:15 P.M.

5:20 P.M. Up train 37 (Pony Express) will depart from track 2.

5:30 P.M. D&RGW train 7 (Prospector) will depart from track 4. Train to be set and baggage car picked up off track 8 by 4:30 P.M.

5:30 P.M. UP train 16 (National Parks Special) will

depart from track 1 at 5:30 P.M. Train to be set promptly after departure of UP 112.

6:30 P.M. D&RGW train 2 will arrive on track 7. R. Cor.

6:50 P.M. UP train 370 will depart from track 1-A. Cars should be set on track 1-A by 5 P.M. for loading.

7:00 P.M. C&S train 7 will depart from track 4. Head end cars to be pulled in and spotted 4:30 P.M. behind D&RGW train 7 for advance loading.

7:00 P.M. UP train 57 will depart from track 1. Train to make up as soon after UP 16 departs as possible.

7:30 P.M. D&RGW train 15 will depart from track 2. About 5:30 P.M. D&RGW will bring their 19 and 15 in on track 2 and after spotting 15's train will hold on to 19's cars and spot them on track 3.

7:50 P.M. AT&SF train 141 will depart from track 6. About 4:30 P.M. head end car will be brought in with C&S 29's train on track 8 and cut off and set over to track 6 for advance loading. Passenger equipment to be set in about 7 P.M.

8:00 P.M. C&S train 29 will depart from track 8. Train to be set by 4:30 P.M. for advance loading.

8:05 P.M. D&RGW train 19 will depart from track 3. Will be spotted for loading at 5:30 P.M.

8:45 P.M. UP train 10's head end will arrive on track 3 and spot at crossing north end. Passenger equipment will come in on track 2. About 7:00 P.M. a combination mail and baggage car for train 10 will be set on track 1-A for advance loading. After departure D&RGW train 19 at 8:05 P.M. a Pullman will be spotted on track 3 south of passenger subway for advance loading. Head end will be set from track 1-A to track 2 without any delay and Pullman on track 3 will be picked up and set to train on track 2 via Tower "A" and train is made up and at 9 P.M. UP train 10 will depart from track 2.

9:00 P.M. CB&Q train 12 will depart from track 5. Train to be spotted by 7:00 P.M. for advance loading.

9:40 P.M. C&S train 8 will arrive on track 4.

10:30 P.M. CB&Q train 302 will depart from track 1. Train to be spotted as soon as possible after departure of UP train 57 at 7:00 P.M. for advance loading.

11:50 P.M. UP train 334 will arrive on track 5.

C.R. Hines
Manager