

UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE
No. 34

Effective Sunday,
APRIL 28, 1963

At 12:01 A. M.
 Central Time East of Ellis and on Plainville Branch
 Mountain Time West of Ellis

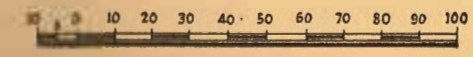
Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

EASTERN DISTRICT
KANSAS DIVISION

CORRECTED TO MAR. 10, 1959

Scale of Miles



CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS			Time-Table No. 34 April 28, 1963
369 Mixed				69 Passenger	9 Passenger	17 Passenger	
Daily				Daily	Daily	Daily	STATIONS
				11.00 PM	9.20 PM	7.30 AM	
				11.08 PM	9.25	7.35	KANSAS CITY, KAN.
				12.45 AM	10.27	8.47	TOPEKA
				1.45	11.20	9.48	MANHATTAN
				2.30	11.49 PM	10.12	JUNCTION CITY
				A 8.36 AM	12.45 AM	11.14 AM	SALINA
					2.49	1.21 PM	CT ELLIS
					1.59	12.26	MT
					3.58	2.35	SHARON SPRINGS
					5.30	4.13	HUGO
					7.50	6.10	Ar DENVER
					8.20 AM	6.45	Lv
						A 8.50 PM	CHEYENNE
							MT
							OGDEN
							(1239.5 via Cheyenne) (1217.1 via Borie)

(15.05) 30.1 (4.35) 40.7 (22.40) 53.7 (14.20) 52.2 Thru time
Average speed per hour

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Genl. Supt. Transportation

H. B. JOPLING, Superintendent..... Kansas City, Kan.
 R. W. HOLLAND, Assistant Superintendent..... Kansas City, Kan.
 R. E. ORRICK, Terminal Superintendent..... Kansas City, Kan.
 A. A. MAIS, Assistant Terminal Superintendent..... Kansas City, Kan.
 V. O. GILLESPIE, Assistant Terminal Superintendent... Kansas City, Kan.
 B. E. JAYNES, Trainmaster..... Marysville, Kan.
 G. E. O'HARA, Trainmaster..... Salina, Kan.
 R. F. WEISS, Master Mechanic..... Kansas City, Kan.
 R. H. BYRD, Road Foreman of Engines..... Kansas City, Kan.
 N. W. McCURDY, Road Foreman of Engines..... Denver, Colo.
 D. W. SMITH, Road Foreman of Engines..... Marysville, Kan.
 R. H. UHRICH, Division Engineer..... Kansas City, Kan.
 V. M. DURRANT, General Roadmaster..... Kansas City, Kan.
 R. V. SMITH, Asst. Supt. of Safety and Courtesy..... Kansas City, Kan.

FIRST SUBDIVISION, BETWEEN KANSAS CITY AND JUNCTION CITY, AND BRANCHES

H. W. LANDRETH, Chief Train Dispatcher..... Kansas City, Kan.
 C. E. DARRAH, Assistant Chief Train Dispatcher..... Kansas City, Kan.
 G. T. COYNE, Assistant Chief Train Dispatcher..... Kansas City, Kan.

FIRST SUBDIVISION, BETWEEN JUNCTION CITY AND SALINA, SECOND SUBDIVISION, BETWEEN SALINA AND ELLIS, AND BRANCHES

H. I. MARKLE, SR., Chief Train Dispatcher..... Salina, Kan.
 P. L. MOBLEY, Assistant Chief Train Dispatcher..... Salina, Kan.

SECOND SUBDIVISION, BETWEEN ELLIS AND SHARON SPRINGS, THIRD SUBDIVISION, AND BRANCHES

J. F. HARRITT, Chief Train Dispatcher..... Denver, Colo.
 B. L. SIVERS, Assistant Chief Train Dispatcher..... Denver, Colo.
 H. D. MEAD, Assistant Chief Train Dispatcher..... Denver, Colo.

FOURTH SUBDIVISION, AND BRANCHES

W. V. MYERS, Chief Train Dispatcher..... Marysville, Kan.
 V. E. MEINCKE, Assistant Chief Train Dispatcher..... Marysville, Kan.
 L. D. TRYON, Assistant Chief Train Dispatcher..... Marysville, Kan.

MILEAGE

Main Line..... 899.44
 Branches..... 598.56
 Total..... 1498.00

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.	46"	78.3	1' 2"	58.	1'40"	36
31"	116.1	47"	76.6	1' 3"	57.1	1'45"	34.3
32"	112.5	48"	75.	1' 4"	56.2	1'50"	32.7
33"	109.1	49"	73.5	1' 5"	55.3	1'55"	31.3
34"	105.9	50"	72.	1' 6"	54.5	2'	30
35"	102.9	51"	70.6	1' 7"	53.7	2'15"	26.6
36"	100.	52"	69.2	1' 8"	52.9	2'30"	24.
37"	97.3	53"	67.9	1' 9"	52.1	2'45"	21.8
38"	94.7	54"	66.6	1'10"	51.4	3'	20.
39"	92.3	55"	65.4	1'11"	50.7	3'30"	17.1
40"	90.	56"	64.2	1'12"	50.	4'	15.
41"	87.8	57"	63.1	1'15"	48.	5'	12.
42"	85.7	58"	62.	1'20"	45.	6'	10.
43"	83.7	59"	61.	1'25"	42.3	7'	8.6
44"	81.8	1'	60.	1'30"	40.	8'	7.5
45"	80.	1'01"	59.	1'35"	37.9	10'	6.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 34 April 28, 1963	Mile Post	FIRST CLASS			SECOND CLASS		
		10 Passenger	70 Passenger	18 Passenger	370 Mixed		
STATIONS							
KANSAS CITY, MO. CT	0.0	A 9.05 AM	A 7.00 PM	A 11.10 PM			
KANSAS CITY, KAN.	2.5	8.36	6.33	10.40			
TOPEKA	68.0	7.33	5.10	9.30			
MANHATTAN	119.3	6.43	4.57	8.38			
JUNCTION CITY	189.5	6.10	3.25	8.08			
SALINA	186.6	5.02	2.20 PM	7.06			
ELLIS	CT	2.49		4.43			
MT	803.3	1.44 AM		3.40			
SHARON SPRINGS	429.8	11.45 PM		1.35			
HUGO	535.5	10.11		12.01 PM			
DENVER	Lv	8.20		10.15 AM			
Ar	640.4	7.55 PM		9.45			
CHEYENNE	747.9			7.35 AM			
OGDEN	MT	9.10 AM					
(1239.5 via Cheyenne) (1217.1 via Borie)		Daily	Daily	Daily			Daily

Thru time..... (22.55) (4.40) (14.35) (16.45)
 Average speed per hour..... 53.1 40.0 55.3 27.9

WESTWARD

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

EASTWARD

Train	AT	Discharge Passengers From	Pick Up Passengers Destined To	Train	AT	Discharge Passengers From	Pick Up Passengers Destined To
17	7th St. Station, Kansas City, Kan.		Denver or beyond.	10	{Russell. Ellsworth. Abilene. 7th St. Station, Kansas City, Kan.	Denver or beyond.	Topeka, Kansas City or beyond.
17	{Abilene. Ellsworth. Russell. Wakeeney. Cheyenne Wells. Lawrence. 139 Lawrence.	Topeka, Lawrence Kansas City or beyond.	Denver or beyond.	10		Denver or beyond.	Kansas City or beyond.
17	Lawrence.	Salina or beyond.	Denver or beyond.	118	Lawrence.	Wichita or beyond.	Des Moines or beyond.
15	Lawrence.	Des Moines or beyond.	South of Herington.	140	Lawrence.	Stations where scheduled to stop.	Davenport or beyond.
139	Lawrence.	Davenport or beyond.	Stations where scheduled to stop.	16	Lawrence.	South of Herington.	Des Moines or beyond.
9	7th St. Station, Kansas City, Kan.		Denver or beyond.	18	{Cheyenne Wells. Winona. Grainfield. Quinter. Wilson.	Denver or beyond.	Salina or beyond where scheduled to stop.
9	{Abilene. Ellsworth. Russell. Lawrence. 69 Any Station. 69 Solomon.	Topeka, Lawrence, Kansas City or beyond.	Denver or beyond.	18		Denver or beyond.	Topeka, Kansas City or beyond.
117		Des Moines or beyond.	Wichita or beyond.	18	Ft. Riley. St. Marys. Wamego.	Denver or beyond.	Kansas City or beyond.
69		Any point destined to points on Solomon Branch.	Denver or beyond.	18	{7th St. Station, Kansas City, Kan.	Denver or beyond.	

WESTWARD

SECOND CLASS

FIRST SUBDIVISION

Table with columns for Car capacity, Time Freight, Local Freight, C. R. I. & P. Mixed, A. T. & S. F. Mixed, and Stations. Includes time-table for April 28, 1963.

On single tracks, except in C. T. C. territory, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.

For stations not shown on schedule pages.—See Page 23.

WESTWARD

FIRST CLASS

FIRST SUBDIVISION

Table with columns for Passenger, C. R. I. & P. Passenger, C. R. I. & P. Rocket Passenger, Passenger, C. R. I. & P. Passenger, C. R. I. & P. Rocket Passenger, Passenger, Mile Post, and Stations. Includes time-table for April 28, 1963.

On single track, except in C. T. C. territory, westward trains are superior to trains of the same class in the opposite direction, except that No. 10 is superior to No. 69.—See Rule 72.

Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.

Time shown at Union Station and at Kansas City, Kansas, is for information only. Between Union Station and Terminal Jct., trains and engines are governed by Operating Rules, time-table and special instructions of Kansas City Terminal Railroad.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

For stations not shown on schedule pages.—See Page 23.

WESTWARD

SECOND SUBDIVISION

Table with columns for Car capacity of coaches, etc., 155 Local Freight, 369 Mixed, 17 Passenger, 9 Passenger. Includes times for stations like SALINA YL, BROOKVILLE, etc.

Time-Table No. 34 April 28, 1963

STATIONS

Vertical list of stations including SALINA YL, BROOKVILLE, ARCOLA, TERRA COTTA, etc.

BLOCK SIGNALS

(7.15) 16.1 (7.51) 31.0

(4.15) 57.0 (4.11) 58.0

.....Thru-timeAverage speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 370 is superior to No. 155.—See Rule 72.

SECOND SUBDIVISION

EASTWARD

Table with columns for 18 Passenger, 10 Passenger, 154 Local Freight, 370 Mixed. Includes times for stations like SALINA YL, BROOKVILLE, etc.

Time-Table No. 34 April 28, 1963

STATIONS

Vertical list of stations including SALINA YL, BROOKVILLE, ARCOLA, TERRA COTTA, etc.

BLOCK SIGNALS

(4.15) 57.2 (4.05) 59.5

(6.15) 18.7 (8.30) 28.8

.....Thru-timeAverage speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 370 is superior to No. 155.—See Rule 72. No. 10 will make hand to hand exchange of mail at Russell.

WESTWARD

THIRD SUBDIVISION

THIRD SUBDIVISION

EASTWARD

Table with columns for Car capacity, Second Class, First Class (Mixed, Passenger, C.R.I. & P. Rocket Passenger, Passenger), Time-Table No. 34, April 28, 1963, and Stations. Includes times for various stations like Sharon Springs, Sunland, Weskan, etc.

Table with columns for Mile Post, First Class (Passenger, C.R.I. & P. Rocket Passenger, Passenger), Second Class, Time-Table No. 34, April 28, 1963, and Stations. Includes times for various stations like Sharon Springs, Sunland, Weskan, etc.

(8.00) 34.7 (3.17) 63.5 (1.23) 63.3 (3.19) 62.8 Thru time Average speed per hour

Thru time..... (3.12) (1.18) (3.15) (6.39) Average speed per hour..... 65.1 67.4 64.1 31.3

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

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

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD		FOURTH SUBDIVISION										
		SECOND CLASS										
City of origin and destination, with the Rule (A), Page 23.	YXP	Time-Table No. 34 April 28, 1963										
		STATIONS										
		217 Local Freight									Mile Post	
		Daily									0.0	
												7.9
												15.5
												22.2
												27.6
												37.1
												46.0
												49.2
												54.0
												58.8
												58.5
												64.0
												89.9 (107.8)
												8.32PM
												76.4 (118.8)
												8.45PM
												118.4
												122.6
												128.1
												128.2
												137.4
												141.8
												144.8
												147.1
												147.1
												152.7
												158.1
												154.4
												159.1
												167.5
												176.6
												177.0
												184.0
												191.2
												191.2
												200.5
												200.7
												209.0
												218.8
												221.9
												226.4
												227.2
												227.4
												240.8
												249.6
												251.8

(0.13) Thru time
25.4 .. Average speed per hour

Between Hastings and Grand Island, westward trains are superior to trains of the same class in the opposite direction.—See Rule. 72.
For stations not shown on schedule pages.—See Page 23.

FOURTH SUBDIVISION		EASTWARD										
		SECOND CLASS										
City of origin and destination, with the Rule (A), Page 23.	YXP	Time-Table No. 34 April 28, 1963										
		STATIONS										
		218 Local Freight									Mile Post	
		Daily									0.0	
												7.9
												15.5
												22.2
												27.6
												37.1
												46.0
												49.2
												54.0
												58.8
												58.5
												64.0
												89.9 (107.8)
												8.32PM
												76.4 (118.8)
												8.45PM
												118.4
												122.6
												128.1
												128.2
												137.4
												141.8
												144.8
												147.1
												147.1
												152.7
												158.1
												154.4
												159.1
												167.5
												176.6
												177.0
												184.0
												191.2
												191.2
												200.5
												200.7
												209.0
												218.8
												221.9
												226.4
												227.2
												227.4
												240.8
												249.6
												251.8

(0.20) Thru time
10.5 .. Average speed per hour

Between Hastings and Grand Island, westward trains are superior to trains of the same class in the opposite direction.—See Rule. 72.
For stations not shown on schedule pages.—See Page 23.

WESTWARD				ST. JOSEPH BRANCH				EASTWARD			
Car capacity of engine, etc. See Rule 6(A), Page 22.	SECOND CLASS			Mile Post	SECOND CLASS						
	217 Local Freight				218 Local Freight						
	Daily				Daily						
Time-Table No. 34 April 28, 1963											
STATIONS											
ST. JOSEPH YL				0.0							
DN-R TERMINAL YARD YL MK				13.9	A 11.00 ^{PM}						
DN-R TROY YL RO				18.9	10.10						
SEVERANCE				24.8	9.20						
LEONA				28.9	9.05						
D ROBINSON HB				34.2	8.55						
M. P. CROSSING				42.2							
DN HIAWATHA YL H				42.7	8.30						
HAMLIN				50.2	7.30						
D MORRILL WB				54.1	7.20						
D SABBETHA S				60.7	7.03 ²¹⁷						
ONEIDA				68.8	6.00						
D SENEOA SN				77.5	5.40						
BAILBYVILLE				84.2	4.50						
D AXTELL FR				89.2	4.30						
SUMMIT				94.4	4.05						
D BEATTIE B				99.8	3.55						
D HOME HO				105.2	3.35						
UPLAND				107.8	3.25 ^{PM}						
(107.8)				Daily							

(3 32) Thru time..... (7 35)
 30.5 Average speed per hour..... 14.2

Time shown at Terminal Yard is for information only.

Between Troy and St. Joseph, trains are governed by Operating Rules, time-table and special instructions of C.R.I.&P. R. R.

WESTWARD U. S. HOSPITAL BRANCH EASTWARD				WESTWARD LEAVENWORTH BRANCH EASTWARD			
Car capacity of engine, etc. See Rule 6(A), Page 22.	Time-Table No. 34 April 28, 1963			Mile Post	Time-Table No. 34 April 28, 1963		
	STATIONS				STATIONS		
	SABLE YL				0.0	DN-R LEAVENWORTH YL RH	
1.8 -					COCHRANE		
SUNELL YL				1.8	ALFA		
(1.8)					LANSING		
					FAIRMOUNT		
					D TONGANOXIE NX		
					BISMAROK GROVE YL		
					LAWRENCE YL DA		

..... Thru time.....
 Average speed per hour....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Time shown at Leavenworth is for information only. Between Cochrane and Leavenworth, trains are governed by Operating Rules, time-table and special instructions of Missouri Pacific R. R.
 At Cochrane, eastward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal 247 feet west of junction switch.
 At Cochrane, westward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal near junction switch.

WESTWARD				MANHATTAN BRANCH				EASTWARD			
Car capacity of engine, etc. See Rule 6(A), Page 22.	SECOND CLASS			Mile Post	SECOND CLASS						
	471 Time Freight				472 Time Freight						
	Daily				Daily						
Time-Table No. 34 April 28, 1963											
STATIONS											
BESTWALL				144.6							
ALCOVE SPRINGS				140.4							
DN-R MARYSVILLE YL MS				134.2	A 6.30 ^{AM}						
MARIETTA				128.9	6.05						
OKETO				124.4	6.00						
D BARNSTON NR				118.0	5.50						
BADGER				114.8							
C. B. & Q. CROSSING				118.1							
D BLUE SPRINGS BS				110.8	5.35						
HOLMESVILLE				105.7	5.25						
G. R. I. & P. CROSSING				97.2							
DN-R BEATRICK YL BX				96.8	5.00 ^{AM}						
(47.7)				Daily							

(1.45) Thru time..... (1.80)
 31.4 Average speed per hour..... 24.9

WESTWARD				McPHERSON BRANCH				EASTWARD			
Car capacity of engine, etc. See Rule 6(A), Page 22.	SECOND CLASS			Mile Post	SECOND CLASS						
	181 Local Freight				182 Local Freight						
	Daily Except Sunday				Daily Except Sunday						
Time-Table No. 34 April 28, 1963											
STATIONS											
DN-R SALINA YL				0.0	A 2.00 ^{PM}						
A. T. & S. F. CROSSING				0.6							
C. B. I. & P. CROSSING				0.6							
M. P. CROSSING				0.6							
WESLEYAN				2.9	1.35						
MENTOR				8.0	f 1.25						
D ASSARIA RI				12.2	s 1.10						
BRIDGEPORT				15.8	f 12.50						
M. P. CROSSING				20.7							
D LINDSBOG DN				20.9	s 12.31						
JOHNSTOWN				26.7	f 12.09 ^{PM}						
HILTON				30.8	f 11.45 ^{AM}						
A. T. & S. F. CROSSING				35.1							
D-B McPHERSON YL MF				35.4	11.30 ^{AM}						
(35.4)				Daily Except Sunday							

(2 30) Thru time..... (2 30)
 14.1 Average speed per hour..... 14.1

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

For stations not shown on schedule pages.—See Page 23.

WESTWARD				JUNCTION CITY BRANCH				EASTWARD			
Car capacity of freight cars, see Rule 6(A), Page 22.	SECOND CLASS			Time-Table No. 34 April 28, 1963	Mile Post	SECOND CLASS			Car capacity of freight cars, see Rule 6(A), Page 22.		
			175 Local Frt. Mon., Wed., Fri.				176 Local Frt.				
	FIXED		5.00 AM	DN-R	JUNCTION CITY YL JN	0.0	A	11.00 AM			
23		f	5.20		8.1 ALIDA	8.1	f	10.40			
42		s	5.40	D	5.5 MILFORD MR	18.6	s	10.25			
17		s	6.00	D	5.8 WAKEFIELD WF	19.4	s	10.10			
15		f	6.22		8.5 BROUGHTON	27.9	f	9.47			
30		s	7.45	D	5.5 OLAY CENTER CA	33.4	s	9.30			
4					0.8 DEHYD	34.2					
14		f	8.05		6.9 IDANA	41.1	f	8.25			
9		f	8.15		4.9 BROWDALE	46.0	f	8.12			
15	Y	s	9.35	D-R	5.9 MILTONVALE MV	51.9	s	8.00			
			9.37		0.2 M. V. JUNCTION YL	52.1		7.42			
			10.42		20.0 C. O. JUNCTION YL	72.1		7.02			
	Y	A	10.45 AM	D-R	0.4 CONCORDIA YL ND	72.5		7.00 AM			
					(72.5)						
			(5.45) 12.3	 Thru time.....			(4.00) 18.0			
				Average speed per hour.....						

Time shown at M. V. Junction and C. O. Junction are for information only.
Between M. V. Junction and C. O. Junction, trains are governed by Operating Rules, time-table and special instructions of AT&SF Ry.

WESTWARD				SOLOMON BRANCH				EASTWARD			
Car capacity of freight cars, see Rule 6(A), Page 22.				Time-Table No. 34 April 28, 1963	Mile Post				Car capacity of freight cars, see Rule 6(A), Page 22.		
77	Y			D-R	SOLOMON SK	0.0					
40				D	6.5 NILES XN	6.5					
33					2.6 VERDI	9.0					
30				D	6.7 BENNINGTON BN	14.7					
55					6.2 LINDSEY	20.9					
18				D	2.4 MINNEAPOLIS MI	28.3					
16					0.4 A. T. & S. F. CROSSING	28.7					
7					0.7 ALFMIL	24.4					
18					4.7 SUMNERVILLE	29.1					
83				D	5.6 DELPHOS DF	34.7					
30				D	6.9 GLASCO GK	41.6					
33				D	6.2 SIMPSON BE	46.8					
25					3.0 ASHERVILLE	49.8					
					7.4 M. P. CROSSING	57.2					
84				D-R	0.2 BELOIT YL BL	57.4					
					(57.4)						
				 Thru time.....						
				Average speed per hour.....						

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

WESTWARD				PLAINVILLE BRANCH				EASTWARD			
Car capacity of freight cars, see Rule 6(A), Page 22.	SECOND CLASS			Time-Table No. 34 April 28, 1963	Mile Post	SECOND CLASS			Car capacity of freight cars, see Rule 6(A), Page 22.		
			185 Local Frt. Tues., Thurs., Sat.				183 Local Frt. Mon., Wed., Fri.				
	FIXED			DN-R	SALINA YL BC A	0.0	A	12.35 PM			
24					3.4 TRENTON	8.4	f	12.20			
28					2.6 SHIPTON	6.0	f	12.13			
13					3.0 MARYDEL	9.0	f	12.07			
29				D	2.5 OULVER CU	11.5	f	12.01 PM			
42				D	7.0 TESCOOTT SX	18.5	f	11.45 AM			
49				D	5.3 BEVERLY VY	28.8	f	11.32			
					2.6 SHADY BEND	26.4	f	11.26			
21					6.5 QUARTZITE	32.9					
					0.9 A. T. & S. F. CROSSING	38.8					
33				D	0.3 LINCOLN CENTER NC	84.1	f	11.11			
33					6.6 VESPER	40.7	f	10.58			
44				D	6.2 SYLVAN GROVE YG	46.9	f	10.45			
					5.5 WOLF CREEK	52.4					
47				D	3.6 LUCAS QS	66.0	f	10.25			
39				D	9.4 LURAY AU	65.4	f	10.05			
43				D	6.1 WALDO OW	71.5	f	9.50			
27				D	7.7 PARADISE VM	79.2	f	9.34			
88				D	7.8 NATOMA NO	87.0	f	9.18			
28					8.1 CODELL	95.1	f	9.02			
28	Y		7.45 AM	DN-R	8.4 PLAINVILLE YL VN	103.5	A	8.45 AM	1.30 PM		
37					6.9 ZURICH	110.4	s	1.00			
33				D	7.4 PALCO PO	117.8	s	12.50			
22					4.9 DAMAR	122.7	s	12.40			
23				D	6.6 BOGUE BG	129.8	s	12.25			
36	Y			D	8.7 HILL CITY CI	138.0	s	12.05 PM			
28				D	6.7 PENOKEE PK	144.7	s	11.42 AM			
26				D	5.5 MORLAND MD	160.2	s	11.20			
27					6.2 STUDLEY	155.4	s	11.00			
29					7.1 TABCO	162.5	s	10.40			
27				D	7.9 HOXIE KZ	170.4	s	10.10			
23					8.7 SEGUIN	179.1	f	9.00			
30					7.1 MENLO	186.2	s	8.35			
28					7.8 HALFORD	194.0	f	8.10			
26 PT				D	9.5 COLEY CB	208.5	s	7.40			
30					6.4 ALTAIR	208.9	f	7.00			
15					3.6 MINGO	212.5	f	6.50			
30					5.8 SPIGA	218.0	f	6.30			
DPT				DN-R	6.7 OAKLEY YL OQ	224.7		6.15 AM			
					(224.7)						
				 Thru time.....						
				Average speed per hour.....						

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

East leg of wye at Oakley and at Colby are Plainville Branch main track.

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

Designation "Pgr."—Train with diesel locomotive and all passenger train equipment.
 Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
 Referring to Rule 10 (J). When two or three speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour	
	Psgr.	Frt.
Maximum speed.	79	60
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30
When caboose is handled in train consisting of passenger train equipment.	60	
When using No. 14 turnouts.	25	20
When using other cross-overs or turnouts.	15	15
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20
Within yard limits protected by continuous block signal system, where not otherwise restricted. (This in no way modifies requirements of Rule 93.)	60	35
Within yard limits not protected by continuous block signal system.	50	25
Diesel road freight and road-switch locomotives. Gas turbine locomotives.	65	65
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35
	50	50
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30
Multiple unit engine when controlled from other than leading unit.	30	30
Diesel locomotive running light dynamic brake not in operation, on descending grade in excess of 1%.		35
When more than 50% of tonnage is gravel or ore.		40
When 50% or more of tonnage is grain.		40
Train handling wrecking derricks: Derricks with 6-wheel trucks.	40	
Derricks with 4-wheel trucks.	35	
For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight train on curves and other restricted locations must be complied with.)	20	
Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line.	30	
On branch lines.	20	
Note—Wedge snow plows 900005-900007-900008 must not be operated on branches as follows: St. Joseph Branch between Elwood and Troy; Junction City Branch; Solomon Branch beyond MP 23; McPherson Branch beyond MP 21; Plainville Branch between Colby and Plainville.		

GENERAL

Location	Miles Per Hour	
	Psgr.	Frt.
Trains handling UP ore cars 26,000 to 26,499 loaded or empty.		45
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Jordan spreaders and other machines of spreader type, when in operation.		15
Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.		35
		45
		45
On wye tracks, except those portions used as main track.	5	5
On inside tracks at stations indicated below, account rail weighing 60 pounds or less.	5	5
FIRST SUBDIVISION: Fort Riley —House		
SECOND SUBDIVISION: Ellsworth —South Elevator Wilson —Mill Spur Bunker Hill —House		
LEAVENWORTH BRANCH: Leavenworth —Barker Ramp Old Roundhouse		
SOLOMON BRANCH: Verdi —Industry Bennington —Industry Minneapolis —Siding AT&SF Connection Spur Sumnerville —Industry Delphos —East Mill Siding Industry Spur Glasco —Elevator Simpson —Industry Asherville —Industry		
PLAINVILLE BRANCH: All Stations except Hoxie —All Sidings		
McPHERSON BRANCH: Mentor —All Sidings Assaria —All Sidings Bridgeport —All Sidings Lindsborg —Business Farmer's Union Anderson Spur East Mill West Mill Johnston —Siding Hilton —Siding McPherson —Junk Yard Business Stock		
JUNCTION CITY BRANCH: Miltonvale —Coal Spur		

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Between Mile Posts— Belvue 99.7 and 99.8.	70	50
Between Mile Posts— Terminal Jct., 3.28 and 3.30.	30	25	104.6 and 104.8.	35	35
Muncie 13.2 and 13.4.	75	55	Wamego 105.4 and 107.0.	70	50
16.3 and 17.2.	70	55	St. George 117.8 and 118.2.	70	50
Bonner Springs 17.9 and 18.0.	30	30	119.1 and 119.4.	30	25
20.2 and 20.5.	75	55	Manhattan 121.9 and 122.0.	70	50
Loring 21.4 and 21.8.	75	55	123.1 and 123.5.	40	25
23.6 and 23.9.	75	55	124.7 and 125.3.	60	45
25.4 and 25.7.	75	55	Eureka Lake 129.2 and 129.3.	70	50
27.5 and 27.8.	75	55	East Funston 132.5 and 132.7.	70	50
Linwood 30.8 and 30.9.	75	55	133.7 and 137.2.	60	30
33.1 and 33.4.	75	55	Junction City 141.0 and 141.5.	70	50
36.5 and 36.9.	60	45	143.6 and 145.3.	40	25
Lawrence, within city limits.	30	25	Kansas Falls 148.7 and 148.9.	70	50
39.5 and 39.9.	30	25	150.0 and 150.2.	70	50
42.5 and 43.1.	70	55	Chapman, within city limits.	40	40
Grantville 65.7 and 66.3.	75	55	Ablene, between Oplena and Elm Streets.	30	25
67.4 and 67.9.	30	25	Ablene, over A. T. & S. F. Crossing.	30	25
Topeka, over Quincy Street and Kansas Avenue.	12	12	165.9 and 166.2.	70	50
68.0 and 69.4.	20	20	167.9 and 168.3.	50	35
Rossville, within city limits.	45	45	Sand Spring 169.3 and 169.6.	70	50
St. Marys, within city limits.	25	25	Solomon 173.3 and 173.5.	60	30
94.7 and 95.0.	70	50	New Cambria 181.2 and 181.3.	70	60

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Between Mile Posts— 203.9 and 208.1.	70	50
Between Mile Posts— Sallina, over A. T. & S. F. Crossing.	30	25	Terra Cotta 208.4 and 209.4.	60	45
190.7 and 190.9.	70	50	210.0 and 211.1.	40	25
Bavaria 198.4 and 198.7.	70	50	Carnelio 211.3 and 212.8.	60	30
Brookville 201.7 and 202.2.	70	50	213.1 and 215.1.	40	25
			215.5 and 216.1.	60	30

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Between Mile Posts— Kanopolis 221.9 and 222.4.	40	25	Between Mile Posts— Yocemento 296.5 and 296.9.	70	50
Ellsworth , over St. L. & S. F. Crossing.	20	20	297.5 and 297.8.	70	50
224.6 and 225.0.	60	45	Ellis 304.3 and 307.0.	55	40
225.6 and 225.8.	70	50	Riga 311.4 and 311.8.	70	50
228.2 and 228.5.	70	50	Wakeeney Between first crossing west and second crossing east of depot.	40	25
230.6 and 230.9.	60	45	323.3 and 324.0.	55	40
Black Wolf 231.7 and 233.0.	50	35	Voda 330.2 and 330.6.	70	50
235.0 and 236.2.	50	35	331.7 and 332.1.	60	45
238.4 and 239.5.	70	50	335.0 and 335.5.	60	45
Wilson , No. 18 within city limits.	40		Collyer 336.6 and 337.0.	55	40
Wilson , within city limits		45	Oakley 383.4 and 384.3.	70	50
242.3 and 242.8.	70	50	Winona 401.3 and 401.8.	70	50
Dorrance 249.5 and 250.0.	60	45	405.5 and 405.8.	60	45
Bunker Hill 256.4 and 257.0.	70	50	McAllaster 419.6 and 420.5.	70	50
Balta 270.1 and 270.5.	70	50	Wallace 424.9 and 425.0.	70	50
Victoria , within city limits.	60	40			
Hays , within city limits.	35	35			

THIRD SUBDIVISION

Maximum speed.	79	60	Between Mile Posts— River Bend 558.8 and 559.3.	55	40
Between Mile Posts— Chemung 450.8 and 451.1.	70	50	561.3 and 562.0.	70	50
Arapahoe 454.5 and 454.6.	70	50	562.9 and 567.2.	60	45
Cheyenne Wells , within city limits.	50	60	Deer Trail 587.2 and 589.8.	60	40
Aroya 512.4 and 512.7.	70	50	Byers 598.9 and 601.5.	70	50
Bagdad 543.9 and 544.9.	70	50	Strasburg 605.2 and 607.0.	70	50
546.2 and 546.6.	70	50	Watkins 619.3 and 620.5.	70	50
			Denver , over grade crossings within city limits.	35	25

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Maximum speed.	60	60	Between Mile Posts— Hanover Within city limits.	25	25
Light engines.		35	134.1 and 134.9.	55	55
Between Mile Posts— Menoken 4.1 and 4.3.	55	55	135.0 and 135.2.	50	50
6.0 and 6.2.	55	55	136.1 and 136.5.	50	50
7.2 and 7.4.	55	55	Hollenberg 140.0 and 140.3.	50	50
Grove 8.8 and 9.0.	55	55	140.7 and 141.7.	35	35
Emmett 26.5 and 26.9.	50	50	Steele City 142.2 and 142.7.	50	50
Aikins 33.6 and 33.9.	55	55	145.3 and 145.5.	50	50
36.7 and 37.1.	50	50	Fairbury C. R. I. & P. Crossing M. P. 152.7 and 154.1.	20	20
Onaga 39.3 and 40.9.	50	50	C. R. I. & P. Crossing M. P. 154.4.	25	25
42.0 and 42.8.	50	50	155.1 and 155.4.	50	50
43.4 and 45.6.	55	55	156.2 and 156.5.	55	55
Nolan 48.2 and 49.0.	55	55	157.5 and 157.9.	55	55
Lillis 56.6 and 56.9.	55	55	160.0 and 160.3.	55	55
57.6 and 57.8.	55	55	163.5 and 163.8.	55	55
M. P. Crossing M. P. 58.3.	30	30	164.9 and 166.3.	50	50
58.3 and 58.8.	30	30	Alexandria 175.5 and 175.9.	50	50
Winifred 67.9 and 68.2.	50	50	Belvidere C. B. & Q. Crossing M. P. 177.0.	35	35
Upland 110.1 and 110.8.	45	45	177.2 and 177.4.	55	55
111.3 and 111.5.	50	60	181.7 and 182.0.	55	55
Marysville Through turn-out to passenger main track—east end yard west of Elm Street.	10	10	Carleton 184.5 and 184.8.	55	55
Marysville Freight trains entering and moving through yard tracks.		10	185.3 and 185.9.	55	55
115.7 and 116.2.	55	55	187.9 and 189.5.	50	50
Herkimer 118.6 and 119.1.	50	50	190.0 and 190.5.	55	55
121.1 and 126.9.	50	50	C. & N. W. Crossing M. P. 191.2.	35	35
			Hastings M. P. 226.7 Fourth Subdivision to M. P. 2.1 Hastings Branch.	20	20
			Hastings , freight trains entering and moving through yard tracks.		10
			Between Hastings and Grand Island.	35	30

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour			
	Psg.	Fr.		Psg.	Fr.		
Leavenworth Branch. Between Lawrence and Leavenworth. Trains handling outfit cars.	25	25	Salina, between Prescott Street and Union Station.		10		
Between Leavenworth and Corral: On straight track. On curves.	15	15	Plainville Branch. Maximum speed.	30	30		
Between Corral and Knox.	5	5	1100 class diesel engines.	25	25		
Manhattan Branch. Between Beatrice and Marysville.	40	40	Over Broadway By-Pass, Salina.	10	10		
Badger, C. B. & Q. Crossing M. P. 113.1.	20	20	Trains handling outfit cars.		20		
Between Marysville and Bestwall.	20	20	At Mile Posts—				
Light engines, between Beatrice and Marysville.	35	35	51.7 75.7 77.7	} 30	25		
Between Mile Posts—			61.9 76.3 83.8				
100.2 and 100.5.	25	25	73.4 76.6 95.8				
107.3 and 107.6.			74.5 77.2 98.0				
110.3 and 111.6.	30	30	Between Mile Posts—				
118.8 and 120.0.			139.6 and 139.9.	25	25		
At Mile Posts—			Over East Leg of Wye, Colby.	10	10		
112.5 113.5	25	25	St. Joseph Branch. Maximum speed, between Troy and M. P. 50 and between M. P. 65 and Upland.	35	35		
Manhattan, over Poyntz Avenue and a trainman must act as crossing watchman.	3	3	Trains handling outfit cars.		20		
Junction City Branch. Between Junction City and Miltonvale.	20	20	Between Mile Posts—				
Between M. P. 19.7 and 20.0.	10	10	6.7 and 6.8; 14.5 and 14.8	} 25	35		
Solomon Branch. Maximum speed. Trains handling outfit cars.	25	25	17.8 and 26.2; 32.6 and 33.3				
McPherson Branch. Maximum speed. Trains handling outfit cars.	25	20	39.1 and 41.7; 44.2 and 44.7				
			47.1 and 47.3; 48.3 and 48.6				
			50.3 and 65.8; 57.9 and 58.4				
			66.5 and 67.2; 72.2 and 72.5				
			73.4 and 75.3; 77.0 and 83.0				
			99.4 and 101.3; 104.0 and 107.2				
			U. S. Hospital Branch. Maximum speed—				
			On straight track.			20	20
			On curves.	15	15		
			Over Bridge 0.09.		5		

Union Pacific Railroad Employees Hospital Association Physicians and Surgeons Are Located as Shown Below:

NAME	TITLE	PLACE	NAME	TITLE	PLACE	NAME	TITLE	PLACE
Graham J. Owens	District Surgeon	Kansas City, Mo.	P. S. Camba	Surgeon	Leavenworth, Kan.	M. M. Halley	Surgeon	Topeka, Kan.
W. P. Bunting	Aurist	Kansas City, Mo.	H. L. Songot	Surgeon	Lincoln, Kan.	F. J. Bice	Surgeon	Wakarusa, Kan.
John R. Rufe	Oculist	Kansas City, Mo.	William Holwerda	Surgeon	Lindsborg, Kan.	J. J. Homilton	Surgeon	Wakarusa, Kan.
H. H. Owens	Surgeon	Kansas City, Mo.	J. A. Fairchild	Surgeon	Manhattan, Kan.	J. G. Swails	Surgeon	Wathena, Kan.
R. L. Owens	Surgeon	Kansas City, Mo.	R. D. Hughes	Surgeon	Marysville, Kan.	Frank A. Diaboli	Surgeon	Wilson, Kan.
F. Denn Applegate	Surgeon	Kansas City, Mo.	Robert M. Thomas	Surgeon	Marysville, Kan.	J. S. Benwell	District Surgeon	Denver, Colo.
Leiland E. Stanley	Surgeon	Kansas City, Kan.	Weir Pierson	Surgeon	McPherson, Kan.	Willis L. Bonnett	Physician	Denver, Colo.
J. Warren Manley	Physician	Kansas City, Kan.	H. S. Poutz	Surgeon	Minneapolis, Kan.	J. H. Bachtold	Surgeon	Denver, Colo.
C. J. Mullen	Oculist	Kansas City, Kan.	J. J. Marchbanks	Surgeon	Oakley, Kan.	J. R. Blair	Aurist	Denver, Colo.
L. G. Hoins	Surgeon	Abilene, Kan.	Gordon B. Soknvee	Surgeon	Oakley, Kan.	A. T. Haley	Surgeon	Denver, Colo.
Roger P. Weltmer	Surgeon	Boholt, Kan.	C. S. Plockenstein	Surgeon	Onaga, Kan.	A. P. Loy	Oculist	Denver, Colo.
W. W. Weltmer	Surgeon	Boholt, Kan.	Rukeno A. Walsh	Surgeon	Onaga, Kan.	Robert M. Muul	Surgeon	Denver, Colo.
F. W. Mitts	Surgeon	Bonner Springs, Kan.	A. M. Pelester	Surgeon	Plainville, Kan.	R. A. O'Dell	Shops Surgeon	Denver, Colo.
F. D. Taylor	Surgeon	Clay Center, Kan.	Valo Pago	Surgeon	Plainville, Kan.	L. N. Meyers	Surgeon	Cheyenne Wells, Colo.
H. R. Custer	Surgeon	Colby, Kan.	C. C. Gunter	Surgeon	Quinter, Kan.	R. F. Courtney	Surgeon	Hugo, Colo.
F. E. Haughey	Surgeon	Concordia, Kan.	H. W. Hietserman	Surgeon	Quinter, Kan.	J. O. Clantin	Surgeon	Limon, Colo.
G. A. Surface	Surgeon	Ellis, Kan.	Walter J. Pettijohn	Surgeon	Russell, Kan.	Arnold McDermott	District Surgeon	Omaha, Nebr.
G. L. Ward	Surgeon	Ellis, Kan.	F. N. White	Surgeon	Russell, Kan.	Robert W. Taylor	Oculist & Aurist	Boatrick, Neb.
H. St. C. O'Donnell	Surgeon	Ellsworth, Kan.	Owen W. D. Craig	Surgeon	St. Joseph, Mo.	W. T. Wildhaber	Surgeon	Beatrice, Neb.
D. W. Bolton	Surgeon	Frankfort, Kan.	Samuel E. Senot	Surgeon	St. Joseph, Mo.	Forest A. Mountford	Surgeon	Dawson, Neb.
M. A. Brawley	Surgeon	Frankfort, Kan.	O. Earl Whitsett	Oculist & Aurist	St. Joseph, Mo.	D. O. Hughes	Surgeon	Fairbury, Neb.
H. D. Warren	Physician	Hanover, Kan.	Oreal L. Smith	Surgeon	St. Marys, Kan.	E. G. Johnson	Surgeon	Grand Island, Neb.
William M. Brower	Surgeon	Hays, Kan.	R. E. Cheney	Aurist	Salina, Kan.	K. F. McDermott	Surgeon	Grand Island, Neb.
Lloyd W. Reynolds	Surgeon	Hays, Kan.	Kenneth L. Druet	Physician	Salina, Kan.	C. H. Magliore	Surgeon	Grand Island, Neb.
Roy Meldinger	Surgeon	Hawath, Kan.	C. E. Scott	Surgeon	Salina, Kan.	Leo M. Adams	Surgeon	Grand Island, Neb.
John Rapp	Surgeon	Hoxlo, Kan.	Max S. Lank	Oculist	Salina, Kan.	J. A. Proffit	Oculist & Aurist	Grand Island, Neb.
Nuonschwander	Surgeon	Hoxlo, Kan.	John C. Mitchell	Surgeon	Salina, Kan.	Clyde L. Kleager	Surgeon	Hastings, Neb.
H. L. Bunker, Jr.	Surgeon	Junction City, Kan.	C. M. Barnes	Surgeon	Seneca, Kan.	O. A. Kostal	Surgeon	Hastings, Neb.
Harry O'Donnell	Surgeon	Junction City, Kan.	J. J. Chung	Physician	Sharon Springs, Kan.			
Russell Frink	Surgeon	Lawrence, Kan.	Philip L. Stevens	Surgeon	Tonganoxie, Kan.			

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:
 D—diesel oil station;
 F—turbine fuel station;
 I—interlocking;
 O—fuel oil station;
 P—telephone;
 T—turntable;

X—cross-over;
 Y—wye;
 Z—track scales;
 AI—automatic interlocking;
 CS—center siding;
 ES—eastward siding;
 WS—westward siding.

FOLLOWING STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Siding, etc. See Rule 6(A)	Switch Connection	Location	Mile Post	Car Capacity of Siding, etc. See Rule 6(A)	Switch Connection
(FIRST SUBDIVISION)				(FOURTH SUBDIVISION)			
Edwardsville (1)	14.0	52 XP	Both	Spence	132.5	17 P	East
Forest Lake (1)	15.0	43 XP	Both	Sedan	196.4	12 P	Both
Sunflower	16.7	14 XP	Both	Anan	213.8	10 P	West
Lenape (1)	23.5	36 XP	Both	Hansen	235.1	26 P	Both
Midland (1)	43.2	25 XP	Both	Westwood	248.7	35	Both
Buck Creek (1)	46.1	28 XP	Both				
Newman (1)	55.9	31 XP	Both				
Kiro	75.2	35 P	Both	Sid (McPherson Branch)	5.31	18	West
Swamp Angel	114.8	6	Both				
Ogdensburg (1)	130.3	22 P	Both				
Funston	133.6	131 P	Both				

(1) Flag stop for 70.

Standard Clocks Are Located as Shown Below

Kansas City	Union Station	Pullman	Roundhouse, Engine Dispatcher's Office
Denver, 30th Street	Dispatcher's Office	Denver, 30th Street	Register Room
Denver, 29th Street	Yard Office	Denver, 29th Street	Yard Office
Armstrong	Roundhouse	Denver, 29th Street	Conductor's Room, Freight Station
Armstrong	Receiving Track	Denver, 29th Street	Register Room
Fairfax District	BOP Yard Office	Denver, 29th Street	Dispatcher's Office
Kaw Junction	Telegraph Office	Denver, 29th Street	"U. D." Telegraph Office
Lawrence	Telegraph Office	Plainville	Telegraph Office
Topeka	Telegraph Office	Leavenworth	Telegraph Office
Topeka	Engineer's Wash Room	St. Joseph	Terminal Yard Office
Topeka	Yard Office	St. Joseph	Engineer's Locker Room
Junction City	Telegraph Office	Marysville	Telegraph Office
Salina	Register Room, Union Station	Marysville	Dispatcher's Office
Salina	Telegraph Office, Union Station	Marysville	Roundhouse
Salina	Chief Dispatcher's Office	Hastings	Engineer's Wash Room
Salina	Dispatcher's Office	Hastings	Yard Office
Salina	Yard Office	Grand Island	Telegraph Office
Salina	Roundhouse	Grand Island	Roundhouse
Ellis	Telegraph Office	Grand Island	Yard Office
Oakley	Telegraph Office	Grand Island	Telegraph Office
Sharon Springs	Telegraph Office		
Hugo	Telegraph Office		
Limon	Telegraph Office		
Pullman	Yard Office		