

UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

**TIME-TABLE
No. 24**

Effective Sunday,
SEPTEMBER 15, 1957

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

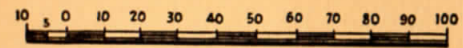
*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

**EASTERN DISTRICT
KANSAS DIVISION**

CORRECTED TO MAR. 20, 1948

Scale of Miles



WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		17		9	
	Local Freight	Mixed	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DWT YEP	7.30AM	4.10AM	11.54AM	12.59AM				
63 F	f 7.45	f 4.20	12.01PM	1.06				
121 F	s 7.55	s 4.30	12.06	1.11				
42 F	f 8.01	f 4.35	12.09	1.14				
F	f 8.04	f 4.38	12.11	1.16				
46 F	f 8.10	f 4.45	12.15	1.20				
58 YP	s 8.35	s 4.58	12.23	1.27				
WB 105 ES 105 F	s 9.15 ¹⁵⁴	s 5.10	12.29 ³⁷⁰	1.32				
I								
37 F	f 9.30	f 5.22	12.38	1.39				
69 F	s 9.45	s 5.35	12.46	1.46				
73 F	s 9.58	s 5.45	12.51	1.51				
52 F	s 10.10	s 5.57	12.57	1.57 ¹⁰				
51 F	f 10.20	f 6.04	1.02	2.02				
76 F	s 11.25 ³⁷⁰	s 6.22 ¹⁵⁴	1.07	2.07				
62 F	f 12.06 ^{PM}	f 6.27	1.10	2.11				
119 F	s 12.30	s 6.37	1.15	2.16				
27 F	f 12.45	f 6.41	1.18	2.19				
F	s 1.00	s 6.47	1.22	2.23				
48 F	f 1.27 ¹⁷	f 6.56	1.27 ¹⁵⁵	2.28				
144 F	s 2.00	s 7.10	s 1.34	s 2.37				
39 F	f 2.10	f 7.30	1.39	2.44				
52 F	f 2.20	f 7.35	1.42	2.47				
DW YEP	A 2.45 ^{PM}	8.00 7.30	1.51 1.00	3.10 2.19				
62 F		f 7.41	1.06	2.25				
52 F		f 7.49	1.11	2.30				
50 F		s 8.01 ³⁷⁰	1.20	2.38				
42 F		f 8.21	1.27	2.45				
34 F		f 8.29	1.33	2.51				
51 F		f 8.40	1.39	2.58				
67 F		f 8.50	1.46	3.05				
44 F		f 9.01	1.50	3.10				
50 F		f 9.14	1.57 ¹⁸	3.18				
42 F		f 9.22	2.02	3.23				
56 DWYP		s 9.50	s 2.10	s 3.30				
51 F		f 10.03	2.18	3.38				
48 F		f 10.13	2.24	3.45				
44 F		f 10.20	2.28	3.50				
40 F		f 10.32	2.36	3.58				
41 F		f 10.49	2.46	4.09				
53 F		10.55	2.50	4.13				
34 W YEP		A 11.01AM	A 2.54 ^{PM}	A 4.17AM				

Time-Table No. 24
September 15, 1957

STATIONS

DN-R SALINA YL SC A
0.6
A. T. & S. F. CROSSING
7.6
BAVARIA
6.6
D BROOKVILLE RK
4.0
ARCOLA
1.9
TERRA COTTA
4.3
CARNEIRO
7.6
D KANOPOLIS KA
4.5
DN ELLSWORTH YL WO
0.7
ST. L. & S. F. CROSSING
7.1
BLACK WOLF
8.4
D WILSON WN
6.5
D DORRANCE DO
7.0
D BUNKER HILL BH
5.8
HOMER
4.1
DN RUSSELL YL RU
3.4
BALTA
5.7
D GORHAM GJ
3.1
WALKER
4.1
D VICTORIA VC
5.2
TOULON
5.3
DN HAYS YL HA
5.3
YOCEMENTO
3.4
HOG BACK
4.5
CT MT DN-R ELLIS YL RT MT
5.1
RIGA
5.3
OGALLAH
8.6
DN WAKEENEY W
7.7
VODA
5.8
D COLLYER JY
7.5
D QUINTER QN
7.6
D BUFFALO PARK BP
5.4
D GRAINFIELD GF
8.9
D GRINNELL GD
6.0
CAMPUS
6.2
DN OAKLEY YL OQ
8.7
D MONUMENT MU
7.5
D PAGE CITY PG
5.4
D WINONA GW
9.4
McALLASTER
12.7
D WALLACE A
4.5
SOMENA
4.2
DN-R SHARON SPRINGS YL PS

BLOCK SIGNALS

(7.15) (7.51) (4.00) (4.18) Thru time
16.1 31.0 60.8 56.6 Average 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.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS		SECOND CLASS	
	Passenger	Streamliner Passenger	Local Freight	Mixed
	Daily	Daily	Daily	Daily
DWT YEP	6.30PM	3.06AM	11.15AM	2.00PM
63 F	6.19	2.50	f 11.00	f 1.28
121 F	6.13	2.45	s 10.50	s 1.18
42 F	6.09	2.42	f 10.40	f 1.08
F	6.07	2.40	f 10.37	f 1.03
46 F	6.04	2.36	f 10.30	f 12.55
58 YP	5.55	2.28	s 10.15	s 12.40
WB 105 ES 105 F	s 5.50	2.23	s 9.15 ¹⁵⁵	s 12.29 ¹⁷
I				
37 F	5.40	2.14	s 8.55	f 12.12
69 F	5.32	2.07	s 8.40	s 12.01 ^{PM}
73 F	5.26	2.02	s 8.00	s 11.50 ^{AM}
52 F	5.20	1.57 ⁹	s 7.30	s 11.40
51 F	5.14	1.49	f 6.59	f 11.32 ¹⁵⁵
76 F	s 5.10	1.45	s 6.22 ³⁶⁹	s 11.25 ¹⁵⁵
62 F	5.04	1.40	f 6.05	f 11.17
119 F	4.59	1.34	s 5.56	s 11.07
27 F	4.56	1.31	f 5.38	f 11.01
F	4.53	1.28	s 5.31	s 10.55
48 F	4.48	1.24	f 5.23	f 10.47
144 F	s 4.43	s 1.19	s 5.15	s 10.37
39 F	4.34	1.13	f 5.05	f 10.27
52 F	4.30	1.10	f 4.58	f 10.22
DW YEP	4.25 3.15	1.06 ^{AM} 11.56 ^{PM}	4.50 ^{AM}	10.15 8.45
62 F	2.58	11.49		f 8.25
52 F	2.53	11.45		f 8.15
50 F	s 2.40	11.38		s 8.01 ³⁶⁹
42 F	2.33	11.30		f 7.25
34 F	2.27	11.25		f 7.16
51 F	2.20	11.18		f 7.05
67 F	2.12	11.12		f 6.50
44 F	2.06	11.07		f 6.43
50 F	1.57 ¹⁷	10.59		f 6.27
42 F	1.46	10.54		f 6.18
56 DWYP	s 1.40	s 10.47		s 6.10
51 F	1.30	10.39		f 5.33
48 F	1.24	10.33		f 5.20
44 F	1.19	10.28		f 5.12
40 F	1.10	10.20		f 4.59
41 F	12.59	10.09		f 4.43
53 F	12.55	10.05		4.37
34 W YEP	12.50 ^{PM}	10.00 ^{PM}		4.30 ^{AM}

Time-Table No. 24
September 15, 1957

STATIONS

DN-R SALINA YL SC A
0.6
A. T. & S. F. CROSS.
7.6
BAVARIA
6.6
D BROOKVILLE RK
4.0
ARCOLA
1.9
TERRA COTTA
4.3
CARNEIRO
7.6
D KANOPOLIS KA
4.5
DN ELLSWORTH YL WO
0.7
ST. L. & S. F. CROSS.
7.1
BLACK WOLF
8.4
D WILSON WN
6.5
D DORRANCE DO
7.0
D BUNKER HILL BH
5.8
HOMER
4.1
DN RUSSELL YL RU
3.4
BALTA
5.7
D GORHAM GJ
3.1
WALKER
4.1
D VICTORIA VC
5.2
TOULON
5.3
DN HAYS YL HA
5.3
YOCEMENTO
3.4
HOG BACK
4.5
CT MT DN-R ELLIS YL RT MT
5.1
RIGA
5.3
OGALLAH
8.6
DN WAKEENEY W
7.7
VODA
5.8
D COLLYER JY
7.5
D QUINTER QN
7.6
D BUFFALO PARK BP
5.4
D GRAINFIELD GF
8.9
D GRINNELL GD
6.0
CAMPUS
6.2
DN OAKLEY YL OQ
8.7
D MONUMENT MU
7.5
D PAGE CITY PG
5.4
D WINONA GW
9.4
McALLASTER
12.7
D WALLACE A
4.5
SOMENA
4.2
DN-R SHARON SPRINGS YL PS

BLOCK SIGNALS

(4.40) (4.06) (6.25) (8.30)
52.2 59.3 18.2 28.6

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

WESTWARD

THIRD SUBDIVISION

Car capacity of ordinary cars for revenue passengers—See Rule 6(A), Page 22.	SECOND CLASS		FIRST CLASS		
	83	369	17	7	9
	C. R. I. & P. Freight Daily	Mixed Daily	Passenger Daily	C. R. I. & P. Rocket Passenger Daily	Streamliner Passenger Daily
34 W YP		11.30AM	2.59PM		4.19AM
61 F		11.36	3.04		4.24
62 F		11.47	3.11		4.31
41 F		11.54AM	3.16		4.36
42 F		f 12.04PM	3.20		4.40
50 F		12.15 ¹⁸	3.24		4.45
54 F		s 12.37	3.29		4.49
53 F		12.45	3.34		4.54
53 F		f 12.53	3.38		4.59
52 F		1.04	3.45		5.07
58 YP		s 1.17	3.50		5.12
53 F		1.26	3.55		5.18
51 F		f 1.35	4.01		5.23
52 F		f 1.45	4.07		5.29
52 F		f 1.59	4.15		5.38
95 F		2.11	4.22		5.45
82 DW YP		2.24 2.42	4.30 4.33		5.54 5.55
119 F		2.51	4.39		6.02
31 F		2.59	4.44		6.09
47 F		s 3.12	s 4.49		s 6.18
51 F		5.30PM		6.51AM	
100 F		f 3.22	4.55	6.58	6.25
51 F		f 3.32	5.01	7.05	6.32
100 F		f 3.37	5.05	7.10	6.36
24 F		f 3.44	5.09	7.15	6.41
WS 28 } ES 50 }		f 3.52	5.14	7.20	6.46
51 F		s 4.01	5.19	7.27	6.52
52 F		f 4.16	5.24	7.33	6.58
58 F		f 4.27	5.29	7.39	7.04
100 F		f 4.35	5.34	7.45	7.10
51 F		f 4.45	5.39	7.51	7.16
100 F		f 4.53	5.43	7.55	7.20
52 F		f 5.01	5.47	7.59	7.24
F		8.50	5.52	8.04	7.29
84 F		9.00	5.57	8.08	7.33
72 YP		9.05	6.00	8.10	7.36
F		A 9.15 ³⁷⁰	6.01	8.11	7.37
75 F		5.28	6.02	8.12	7.38
DWOOTYPE		A 5.45PM	A 6.08PM	A 8.16AM	A 7.45AM

Time-Table No. 24
September 15, 1957

STATIONS

DN-R SHARON SPRINGS YL PS
4.0
SUNLAND
8.0
D WESKAN MO
6.4
CHEMUNG
4.9
ARAPAHOE
5.1
SALIS
4.8
DN CHEYENNE WELLS CW
5.1
ASCALON
5.4
FIRST VIEW
8.8
ARENA
5.4
D KIT CARSON KC
6.3
SORRENTO
6.4
WILD HORSE
7.2
AROYA
10.4
BOYERO
8.3
CLIFFORD
9.2
DN-R HUGO YL HU
6.2
BAGDAD
6.2
LAKE
2.6
DN-R (C. R. I. & P. Crossing) LIMON YL MN
0.1
LIMON JUNCTION YL
6.0
RIVER BEND
6.6
CEDAR POINT
3.9
BUICK
5.1
D AGATE AX
6.9
LOWLAND
6.1
DN DEER TRAIL DX
5.9
PEORIA
6.6
D BYERS BY
5.9
D STRASBURG SR
6.4
DN BENNETT BT
4.8
MANILA
4.7
WATKINS
6.6
MESA
3.1
MAGEE
2.5
SABLE
2.7
ROYDALE
0.8
DN SANDOWN JCT. SW
0.3
SANDOWN
3.9
PULLMAN YL

(208.4)

BLOCK SIGNALS

(3.45) (6.15) (3.09) (1.25) (3.26) Thru time
22.2 33.8 66.2 61.8 60.7 Average speed per hour

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.

THIRD SUBDIVISION

EASTWARD

Mile Post	FIRST CLASS			SECOND CLASS	
	18	8	10	84	370
	Passenger	C. R. I. & P. Rocket Passenger	Streamliner Passenger	C. R. I. & P. Freight	Mixed
429.8	A 12.42PM		A 9.55PM		A 3.40AM
433.8	12.37		9.50		3.30
441.8	12.30		9.44		f 3.15
448.2	12.25		9.39		3.02
453.1	12.20		9.35		f 2.55
458.2	12.15 ³⁶⁰		9.31		2.48
463.0	12.09		9.27		s 2.40
468.1	12.03PM		9.23		2.28
473.5	11.59AM		9.19		f 2.20
482.3	11.51		9.12		2.05
487.7	11.47		9.08		s 1.55
494.0	11.41		9.03		1.40
500.4	11.35		8.58		f 1.30
507.6	11.29		8.52		f 1.19
518.0	11.19		8.44		f 1.05
523.3	11.11		8.38		f 12.52
535.5	11.02		8.30		12.40
541.7	10.58		8.29		12.10AM
547.9	10.52		8.19		11.55PM
550.5	10.46		8.14		11.45
550.5	s 10.43		s 8.11		s 11.40
550.6		A 2.13PM		A 12.45PM	
556.6	10.37	2.07	8.02	12.30	f 11.15
563.2	10.31	2.02	7.56	12.20PM	f 11.06
567.1	10.26	1.59	7.52	11.55AM	f 10.59
572.2	10.22	1.54	7.47	11.45	f 10.50
578.1	10.17	1.49	7.42	11.32	10.40
584.2	10.12	1.43	7.36	11.20	s 10.30
590.1	10.06	1.38	7.31	11.13	10.18
596.6	10.00	1.33	7.25 ⁸³	11.05	f 10.08
602.5	9.55	1.28	7.20	10.58	f 9.59
608.9	9.49	1.23	7.15	10.50	f 9.51
613.7	9.45	1.19	7.11	10.42	9.45
618.4	9.41	1.15	7.07	10.35	f 9.39
625.0	9.35	1.10	7.01	10.22	9.29
628.1					
630.5	9.30	1.05	6.55	10.10	9.20
633.2	9.27	1.02	6.52	10.03	9.17
634.0	9.26	1.01	6.51	10.00AM	9.15 ⁸³
634.3	9.25	1.00	6.50		9.13
638.2	9.20AM	12.55PM	6.45PM		9.01PM
	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Thru time..... (3.22) (1.18) (3.10) (2.45) (6.39)
Average speed per hour..... 61.9 67.4 65.8 30.3 31.3

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.

WESTWARD

FOURTH SUBDIVISION

SECOND CLASS

Table with columns for Car capacity of seating, etc., and 217 Local Freight. Rows include train numbers (130, 149, 130, 37, 130, 134, 135, 126, 150, 60, 130, 140, 133, 132, 130, 135, 130, 130, 103, 35) and station codes (F, PAI, DWTFD, WTEPD, WCTEPD).

Table with columns for 217 Local Freight (Daily) and Mile Post. Mile Post values range from 0.0 to 251.8.

Time-Table No. 24, September 15, 1957. STATIONS: MENOKEN, GROVE, DELIA IA, EMMETT GC, AIKINS, ONAGA GA, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT FN, WINIFRED, UPLAND, DN-R MARYSVILLE YL MS, HERKIMER KI, BREMEN, C. B. & Q. CROSS., HANOVER HA, HOLLENBERG, STEELE CITY, RUDY, C. B. & Q. CROSS., ENDICOTT ND, C. R. I. & P. CROSS., FAIRBURY Q, C. R. I. & P. CROSS., HEDRIX, ALEXANDRIA A, BELVIDERE VI, C. B. & Q. CROSS., CARLETON C, C. & N. W. CROSS., DAVENPORT DO, C. B. & Q. CROSS., EDGAR SG, FAIRFIELD FD, GLENVIL GV, LEVEL, M. P. CROSSING, C. B. & Q. CROSS., DN-R HASTINGS YL AN, DONIPHAN DV, BELT LINE CROSS., DN-R GRAND ISLAND YL GE.

CENTRALIZED TRAFFIC CONTROL

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

Table with columns for Car capacity of seating, etc., and 218 Local Freight. Rows include train numbers (130, 149, 130, 37, 130, 134, 135, 126, 150, 60, 130, 140, 133, 132, 130, 135, 130, 130, 103, 35) and station codes (F, PAI, DWTFD, WTEPD, WCTEPD).

Table with columns for 218 Local Freight (Daily) and Mile Post. Mile Post values range from 0.0 to 251.8.

Time-Table No. 24, September 15, 1957. STATIONS: MENOKEN, GROVE, DELIA IA, EMMETT GC, AIKINS, ONAGA GA, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT FN, WINIFRED, UPLAND, DN-R MARYSVILLE YL MS, HERKIMER KI, BREMEN, C. B. & Q. CROSS., HANOVER HA, HOLLENBERG, STEELE CITY, RUDY, C. B. & Q. CROSS., ENDICOTT ND, C. R. I. & P. CROSS., FAIRBURY Q, C. R. I. & P. CROSS., HEDRIX, ALEXANDRIA A, BELVIDERE VI, C. B. & Q. CROSS., CARLETON C, C. & N. W. CROSS., DAVENPORT DO, C. B. & Q. CROSS., EDGAR SG, FAIRFIELD FD, GLENVIL GV, LEVEL, M. P. CROSSING, C. B. & Q. CROSS., DN-R HASTINGS YL AN, DONIPHAN DV, BELT LINE CROSS., DN-R GRAND ISLAND YL GE.

CENTRALIZED TRAFFIC CONTROL

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				JUNCTION CITY BRANCH				EASTWARD					
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 24 September 15, 1957	Mile Post	SECOND CLASS			176 Mixed				
			175 Mixed										
			Daily Except Sunday										
WTYED			3.35AM	DN-R	JUNCTION CITY YL JN	0.0	A	6.30PM					
23		f	3.55		ALIDA	8.1	f	6.10					
42		s	4.15	D	MILFORD MR	13.6	s	5.55					
17		s	4.35	D	WAKEFIELD WF	19.4	s	5.40					
15		f	4.57		BROUGHTON	27.9	f	5.17					
30		s	6.20	D	CLAY CENTER YL CA	33.4	s	5.00					
4					DEHYD	34.2							
14		f	6.45		IDANA	41.1	f	2.25					
9		f	6.55		BROWDALE	46.0	f	2.12					
15	Y	s	8.15	D-R	MILTONVALE YL MV	51.9	s	2.00					
			8.17		M. V. JUNCTION YL	52.1		1.42					
			9.02		C. O. JUNCTION YL	72.1		1.02					
	Y	A	9.05AM	D-R	CONCORDIA YL ND	72.5		1.00PM					
					(72.5)								
			(5.30) 13.2		..... Thru time.....			(5.30) 13.2				
					..... Average speed per hour.....							

The time shown at M. V. Junction and C. O. Junction is for information only.

Trains are governed by A. T. & S. F. Time-Table and Rules while using their tracks between M. V. Junction and C. O. Junction.

WESTWARD				SOLOMON BRANCH				EASTWARD					
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 24 September 15, 1957	Mile Post	SECOND CLASS			165 Mixed				
			166 Mixed										
			Mondays, Wednesdays, Fridays										
77	Y		7.30AM	D-R	SOLOMON YL SK	0.0	A	1.25PM					
40					NILES	6.5							
33		s	7.45	D	VERDI	9.0	f	1.00					
30		f	7.55		BENNINGTON	14.7	s	12.50					
55		s	8.10	D	LINDSEY	20.9	f	12.35					
18		f	8.25		MINNEAPOLIS YL MI	23.3	s	12.25					
16		s	8.40	D	A. T. & S. F. CROSSING	23.7							
7					ALFMIL	24.4							
18		f	8.55		SUMNERVILLE	29.1	f	12.05PM					
33		s	9.15	D	DELPHOS DF	34.7	s	11.55AM					
30		s	9.30	D	GLASCO GK	41.6	s	11.40					
33		s	9.55	D	SIMPSON BE	46.8	s	11.25					
25		s	10.10		ASHEVILLE	49.8	s	11.15					
					M. P. CROSSING	57.2							
34	W	A	10.45AM	D-R	BELOIT YL BL	57.4		11.00AM					
					(57.4)								
			(3.15) 17.7		..... Thru time.....			(2.25) 23.8				
					..... 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 sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 24 September 15, 1957	Mile Post	FIRST CLASS			534 Motor Passenger				
			185 Local Freight										
			Daily Except Sunday										
WTYED			4.30 AM	DN-R	SALINA YL SC	0.0	A	11.35AM					
24		f	4.37		TRENTON	3.4	f	11.26					
28		f	4.45		SHIPTON	6.0	f	11.22					
13		f	4.50		MARYDEL	9.0	f	11.17					
29		s	5.00	D	CULVER CU	11.5	s	11.13					
42		s	5.15	D	TESCOTT SX	18.5	s	11.02					
49		s	5.30	D	BEVERLY VY	23.8	s	10.51					
21		f	5.35		SHADY BEND	26.4	f	10.44					
21					QUARTZITE	32.9							
					A. T. & S. F. CROSSING	33.8							
32		s	5.55	D	LINCOLN CENTER NC	34.1	s	10.32					
53		s	6.10	D	VESPER VS	40.7	s	10.20					
44		s	6.25	D	SYLVAN GROVE YL YG	46.9	s	10.10					
					WOLF CREEK	52.4							
47		s	6.45	D	LUCAS QS	56.0	s	9.55					
39		s	7.05	D	LURAY AU	65.4	s	9.40					
43		s	7.20	D	WALDO OW	71.5	s	9.28					
27		s	7.40	D	PARADISE VM	79.2	s	9.15					
38		s	8.00	D	NATOMA NO	87.0	s	9.02					
28		s	8.15		CODELL	95.1	f	8.50					
28	Y	A	7.45AM	DN-R	PLAINVILLE YL VN	103.5		8.35 ¹⁸³ 8.30					
37		s	8.16 ⁵³⁴	D	ZURICH ZU	110.4	s	8.16 ¹⁸⁵					
33		s	8.40	D	PALCO PO	117.8	s	8.04					
22		s	9.00		DAMAR	122.7	s	7.54					
23		s	9.15	D	BOGUE BG	129.3	s	7.42					
36	Y	s	10.00	D	HILL CITY YL CI	138.0	s	7.28					
28		s	10.20	D	PENOKEE PK	144.7	s	7.18					
26		s	10.40	D	MORLAND MD	150.2	s	7.08					
27		s	11.00 ¹⁸⁶		STUDLEY	155.4	s	6.58					
29		s	11.20		TASCO	162.5	s	6.45					
27		s	11.45AM	D	HOXIE KZ	170.4	s	6.32					
23		f	12.10PM		SEGUIN	179.1	f	6.19					
30		s	12.35	D	MENLO MZ	186.2	s	6.07					
28		f	1.00		HALFORD	194.0	s	5.54					
26	PT	s	1.42	D	COLBY YL CB	203.5	s	5.39					
30		f	2.02		ALTAIR	208.9	f	5.25					
15		f	2.10		MINGO	212.5	f	5.19					
30		f	2.25		SPICA	218.0	f	5.10					
	DPWT	A	2.45PM	DN-R	OAKLEY YL OQ	224.7		5.00AM					
					(224.7)								
			(7.00) 17.3		..... Thru time.....			(6.35) 34.1				
					..... Average speed per hour.....							

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

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

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 "Str."** —Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "Psgr."** —Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	75	55	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track.			30
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	On curves.			25
Inspection bus cars.		40	40	Trains handling scale test cars: On main line.			30
When caboose is handled in train consisting of passenger train equipment.		60		On branch lines.			20
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling U. P. ore cars Nos. 8000 to 8499 under load or empty.			45
Within yard limits not protected by continuous block signal system.	50	40	25	Trains handling air-dump cars.			35
Maximum speed for diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	When using No. 14 turn-outs.	25	20	20
Diesel locomotives running light, dynamic brake not in operation.			35	When using other cross-overs or turn-outs.	15	15	15
Diesel switch engines in road service.		35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
Diesel locomotives 1500 to 1563, inclusive.		50	50	Over spring switches, where movement is over facing point switch.	20	20	20
Light engines.			45	On wye tracks, except those portions used as main track.	5	5	5
When more than 50% of the tonnage is gravel.			30	Jordan spreaders and other machines of spreader type, when in operation.			15
Train handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20	On side tracks laid with rail weighing 60 pounds or less.		5	5
				Wedge snow plows 05, 06, 07 and 08 may be operated on all main lines and branches, except as follows: St. Joseph Branch—Elwood to Troy. Junction City Branch. Solomon Branch beyond M. P. 23. McPherson Branch beyond M. P. 21. Plainville Branch between Colby and Plainville.			25

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed between Kansas City and Topeka. Topeka and Salina.	75 79	75 75	55 55	Between Mile Posts— Belvue 99.7 and 99.8.	70	60	45
Between Mile Posts— Terminal Jct. , 3.28 and 3.30.	30	30	25	104.6 and 105.0.	35	35	35
Muncie 13.2 and 13.4.	75	65	50	Wamego 105.4 and 107.0.	70	60	45
16.3 and 17.2.	70	60	50	St. George 117.8 and 118.2.	70	60	45
Bonner Springs 17.9 and 18.0.	30	30	30	119.1 and 119.4.	30	30	25
20.2 and 20.4.	75	65	50	Manhattan 121.9 and 122.0.	70	60	45
Loring 21.4 and 21.8.	75	65	50	123.1 and 123.5.	40	35	25
23.6 and 23.9.	75	65	50	124.7 and 125.3.	60	50	40
25.3 and 25.5.	75	65	50	Eureka Lake 129.2 and 129.3.	70	60	45
27.5 and 27.7.	75	65	50	East Funston 132.5 and 132.7.	70	60	45
Linwood 30.8 and 30.9.	75	65	50	133.7 and 137.1.	50	40	25
33.1 and 33.4.	75	65	50	Junction City 141.0 and 141.4.	70	60	45
36.5 and 36.9.	60	50	40	143.6 and 145.2.	40	35	25
Lawrence , within city limits.	30	30	25	Kansas Falls 148.7 and 148.9.	70	60	45
39.5 and 39.9.	30	30	25	150.0 and 150.2.	70	60	45
42.4 and 43.0.	70	60	50	Abilene , between Oplena and Elm Streets.	30	30	25
Grantville 65.7 and 66.2.	75	65	50	Abilene , over A. T. & S. F. Crossing.	30	30	25
67.5 and 67.9.	30	30	25	165.9 and 166.1.	70	60	45
Topeka , over Quincy Street and Kansas Avenue.	12	12	12	167.9 and 168.3.	50	45	35
68.0 and 69.4.	20	20	20	Sand Spring 169.3 and 169.5.	70	60	45
Menoken , through turn-out.	25	20	20	Solomon 173.3 and 173.5.	50	40	25
Rossville , within city limits.	45	45	45	New Cambria 181.2 and 181.3.	70	60	45
St. Marys , within city limits.	25	25	25				
94.7 and 95.0.	70	60	45				

SECOND SUBDIVISION

Maximum speed.	79	75	55	Between Mile Posts— 203.9 and 208.0.	70	60	45
Between Mile Posts— Salina , over A. T. & S. F. Crossing.	30	30	25	Terra Cotta 208.4 and 209.4.	60	50	40
190.7 and 190.8.	70	60	45	210.0 and 211.1.	40	35	25
Bavaria 198.4 and 198.7.	70	60	45	Carnelro 211.3 and 212.8.	50	40	25
Brookville 201.7 and 202.2.	70	60	45	213.1 and 215.3.	40	35	25
				215.5 and 216.1.	50	40	25

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Between Mile Posts— Kanopolis 221.9 and 222.4.	40	35	25	Between Mile Posts— Yocemento 296.5 and 296.9.	70	60	45
Ellsworth , over St. L. & S. F. Crossing.	20	20	20	297.5 and 297.7.	70	60	45
224.6 and 225.0.	60	50	40	Ellis , over inspection pits in main track.	25	25	25
225.6 and 225.8.	70	60	45	304.3 and 307.0.	60	50	40
228.4 and 228.7.	70	60	45	Riga 311.4 and 311.8.	70	60	45
230.6 and 230.9.	60	50	40	Wakeeney Between first crossing west and second crossing east of depot.	40	40	25
Black Wolf 231.7 and 233.0.	50	40	30	323.3 and 324.0.	55	45	35
235.0 and 236.2.	50	40	30	Voda 330.2 and 330.6.	70	60	45
238.4 and 239.5.	70	60	45	331.7 and 332.1.	60	50	40
Wilson , No. 18 within city limits.		40		335.0 and 335.4.	60	50	40
Wilson , within city limits.			45	Collyer 336.6 and 337.0.	55	45	35
242.3 and 242.7.	70	60	45	Oakley 383.4 and 384.3.	70	60	45
Dorrance 249.5 and 250.0.	60	50	40	Winona 401.3 and 401.8.	70	60	45
Bunker Hill 256.4 and 256.9.	70	60	45	405.5 and 405.8.	60	50	40
Balta 270.1 and 270.4.	70	60	45	McAllaster 419.6 and 420.5.	70	60	45
Victoria , within city limits.	50	50	40	Wallace 424.9 and 425.0.	70	60	45
Hays , within city limits.	35	35	35				

THIRD SUBDIVISION

Maximum speed.	79	75	55	Between Mile Posts— River Bend 558.8 and 559.3.	55	45	35
Between Mile Posts— Chemung 450.8 and 451.1.	70	60	45	561.3 and 562.0.	70	60	45
Arapahoe 454.5 and 454.6.	70	60	45	562.9 and 567.2.	60	50	40
Cheyenne Wells , within city limits.	50	50	50	Cedar Point Siding.	5	5	5
Aroya 512.4 and 512.7.	70	60	45	Deer Trail 587.2 and 589.8.	60	50	40
Bagdad 543.9 and 544.9.	70	60	45	Byers 598.9 and 601.5.	70	60	45
546.2 and 546.6.	70	60	45	Strasburg 605.2 and 607.0.	70	60	45
				Watkins 619.3 and 620.5.	70	60	45
				Denver , over grade crossings within city limits.	35	35	25

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed.	55	55	Between Mile Posts— Hanover Within city limits.	25	25
Light engines.		35	134.1 and 134.9.	50	50
Between Mile Posts— Menoken 4.1 and 4.3.	50	50	135.0 and 135.2.	45	45
6.0 and 6.2.	50	50	136.1 and 136.5.	45	45
7.2 and 7.4.	50	50	Hollenberg 140.0 and 140.3.	45	45
Grove 8.8 and 9.0.	50	50	140.7 and 141.7.	30	30
Emmett 26.5 and 26.9.	45	45	Steele City 142.2 and 142.6.	45	45
Aikins 33.6 and 33.9.	50	50	145.3 and 145.5.	45	45
36.7 and 37.1.	45	45	Fairbury C. R. I. & P. Crossing M. P. 152.7 and 154.1.	20	20
Onaga 39.3 and 40.9.	45	45	C. R. I. & P. Crossing M. P. 154.4.	25	25
42.0 and 42.8.	45	45	155.1 and 155.4.	45	45
43.4 and 45.6.	50	50	156.2 and 156.5.	50	50
Nolan 48.2 and 49.0.	50	50	157.6 and 158.0.	50	50
Lillis 56.6 and 56.9.	50	50	160.0 and 160.3.	50	50
57.6 and 57.8.	50	50	163.5 and 163.8.	50	50
M. P. Crossing M. P. 58.3.	30	30	164.9 and 166.3.	45	45
58.3 and 58.8.	30	30	Alexandria 175.5 and 175.9.	45	45
Winifred 67.9 and 68.2.	45	45	Belvidere C. B. & Q. Crossing M. P. 177.0.	35	35
Upland 110.1 and 110.8.	45	45	177.2 and 177.5.	50	50
111.3 and 111.5.	50	50	181.7 and 182.0.	50	50
Marysville Through turn-out to passenger main track—east end yard west of Elm Street.	10	10	Carleton 184.5 and 184.8.	50	50
Marysville Freight trains entering and moving through yard tracks.		6	185.3 and 185.9.	50	50
115.7 and 116.2.	50	50	187.9 and 189.5.	45	45
Herkimer 118.6 and 119.1.	45	45	190.0 and 190.5.	50	50
121.1 and 126.9.	45	45	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.		6
			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 20	Salina, between Prescott Street and Union Station.		10
Between Leavenworth and Corral: On straight track. On curves.	15 10	15 10	Plainville Branch. Motor trains. Other trains.	40 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 Manhattan. Trains handling outfit cars.	25	25 20	At Mile Posts— 51.7 75.7 77.7 61.9 76.3 83.8 73.4 76.6 95.8 74.5 77.2 98.0	30	25
Light engines, between Beatrice and Marysville.	35	35	Between Mile Posts— 139.6 and 139.9.	25	25
Between Mile Posts— 100.2 and 100.5. 107.3 and 107.6. 110.3 and 111.6. 118.8 and 120.0.	25 30	25 30	St. Joseph Branch. Maximum speed, between Troy and M. P. 50 and between M. P. 65 and Upland.	35	35
At Mile Posts— 112.5 113.5	25	25	Maximum speed, between M. P. 50 and M. P. 65.	30	30
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 Clay Center. Between Clay Center and Miltonvale. Trains handling outfit cars.	25 20 20	25 20 20	Between Mile Posts— 6.7 and 6.8; 14.5 and 14.8 17.8 and 25.2; 32.6 and 33.3 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	25	25
Between M. P. 19.7 and 20.0.	10	10	U. S. Hospital Branch. Maximum speed— On straight track. On curves. Trains handling outfit cars. Over Bridge 0.09.	30 15	30 15
Solomon Branch. Maximum speed. Trains handling outfit cars.	25	25 20			20 5
McPherson Branch. Maximum speed. Trains handling outfit cars.	25	25 20			

Union Pacific Railroad Employes 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.	H. L. Songer.....	Surgeon	Lincoln Center, Kan.	Harold W. Powers....	Oculist & Aurist.	Topeka, Kan.
Irvin M. Birenboim..	Aurist	Kansas City, Mo.	William Holwards....	Surgeon	Lindsberg, Kan.	L. G. Schwartz.....	Surgeon	Topeka, Kan.
Andrew W. McAlester, 3rd....	Oculist	Kansas City, Mo.	R. G. Schoonhoven...	Surgeon	Manhattan, Kan.	F. J. Bice.....	Surgeon	Wamego, Kan.
H. H. Owens.....	Surgeon	Kansas City, Mo.	J. W. Randall.....	Surgeon	Marysville, Kan.	Glen E. Martin.....	Surgeon	Wamego, Kan.
R. L. Owens.....	Surgeon	Kansas City, Mo.	Robert M. Thomas....	Surgeon	Minneapolis, Kan.	Benj. Brunner, Jr....	Surgeon	Wathona, Kan.
Donald J. Smith.....	Physician	Kansas City, Kan.	Weir Pierson.....	Surgeon	Oakley, Kan.	J. G. Swails.....	Surgeon	Wilson, Kan.
J. Warren Manley....	Oculist	Kansas City, Kan.	H. S. Fouts.....	Surgeon	Onaga, Kan.	Frank A. D'abul.....	District Surgeon	Denver, Colo.
C. J. Mullen.....	Surgeon	Abilene, Kan.	J. J. Marchbanks....	Surgeon	Plainville, Kan.	J. S. Benwell.....	Surgeon	Denver, Colo.
L. G. Hains.....	Surgeon	Beloit, Kan.	Gordon B. Sekvaco....	Surgeon	Quinter, Kan.	Willis L. Bennett....	Physician	Denver, Colo.
Roger P. Weltmer....	Surgeon	Beloit, Kan.	C. S. Fleckenstein...	Surgeon	Russell, Kan.	J. H. Bechtold.....	Aurist	Denver, Colo.
W. W. Weltmer.....	Surgeon	Bonner Springs, Kan.	Eugene A. Walsh.....	Surgeon	Russell, Kan.	J. R. Blair.....	Surgeon	Denver, Colo.
K. M. Rothuff.....	Surgeon	Chapman, Kan.	A. M. Pederson.....	Surgeon	Sabetha, Kan.	A. T. Haley.....	Surgeon	Denver, Colo.
G. G. Greules.....	Surgeon	Clay Center, Kan.	Vale Page.....	Surgeon	Sabetha, Kan.	Ivan E. Hix.....	Oculist & Aurist.	Denver, Colo.
G. W. Hale.....	Surgeon	Colby, Kan.	C. C. Gunter.....	Surgeon	St. Joseph, Mo.	Robert M. Maul.....	Surgeon	Denver, Colo.
J. L. Jensen.....	Surgeon	Concordia, Kan.	H. W. Hiesterman....	Surgeon	St. Joseph, Mo.	L. N. Meyers.....	Surgeon	Cheyenne Wells, Colo.
L. E. Haugby.....	Surgeon	Ellis, Kan.	Clyde S. Smith.....	Surgeon	St. Marys, Kan.	D. J. Romeo.....	Surgeon	Hugo, Colo.
G. A. Surface.....	Surgeon	Ellis, Kan.	Walter J. Pettijohn..	Surgeon	St. Marys, Kan.	J. O. Clanin.....	Surgeon	Limon, Colo.
G. L. Ward.....	Surgeon	Ellsworth, Kan.	F. N. White.....	Surgeon	St. Marys, Kan.	Arnold McDermott....	District Surgeon	Omaha, Neb.
H. St. C. O'Donnell...	Surgeon	Frankfort, Kan.	F. E. Wrightman....	Surgeon	St. Marys, Kan.	Robert W. Taylor....	Oculist & Aurist.	Beatrice, Neb.
D. W. Bolton.....	Surgeon	Frankfort, Kan.	Clemens Rucker....	Surgeon	St. Marys, Kan.	W. T. Wildhaber....	Surgeon	Beatrice, Neb.
M. A. Brawley.....	Surgeon	Hanover, Kan.	Orson W. D. Craig...	Surgeon	St. Marys, Kan.	Forest A. Moutford..	Surgeon	Davenport, Neb.
G. L. Mowry.....	Surgeon	Hays, Kan.	Samuel E. Senor.....	Surgeon	St. Marys, Kan.	D. O. Hughes.....	Surgeon	Fairbury, Neb.
William M. Brewer....	Surgeon	Hays, Kan.	O. Earl Whitell.....	Oculist & Aurist.	St. Marys, Kan.	E. G. Johnson.....	Surgeon	Grand Island, Neb.
Lloyd W. Reynolds...	Surgeon	Hawatha, Kan.	Orval L. Smith.....	Surgeon	St. Marys, Kan.	K. P. McDermoth....	Surgeon	Grand Island, Neb.
Ray Meidinger.....	Surgeon	Hill City, Kan.	R. E. Cheney.....	Oculist & Aurist.	St. Marys, Kan.	C. H. Maxziore.....	Surgeon	Grand Island, Neb.
Vernon A. Vesper....	Surgeon	Hoxie, Kan.	Kenneth L. Druet....	Physician	St. Marys, Kan.	L. E. Imes.....	Surgeon	Grand Island, Neb.
John Rapp Neunschwander..	Surgeon	Junction City, Kan.	Ernest E. Harvey....	Surgeon	St. Marys, Kan.	J. A. Proffitt.....	Oculist & Aurist.	Grand Island, Neb.
H. L. Bunker, Jr....	Surgeon	Junction City, Kan.	Max S. Lake.....	Oculist & Aurist.	St. Marys, Kan.	Clyde L. Kleager....	Surgeon	Hastings, Neb.
Harry O'Donnell....	Surgeon	Lawrence, Kan.	John C. Mitchell....	Surgeon	St. Marys, Kan.	O. A. Kestel.....	Surgeon	Hastings, Neb.
Russell Frink.....	Surgeon	Leavenworth, Kan.	C. M. Barnes.....	Surgeon	St. Marys, Kan.			
P. S. Combs.....	Surgeon	Leavenworth, Kan.	W. H. Lents.....	Surgeon	St. Marys, Kan.			
			Philip L. Stevens....	Surgeon	St. Marys, Kan.			
			M. K. Miller, Jr....	Surgeon	Topeka, 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:
 C—coaling station;
 D—diesel oil station;
 F—turbine fuel station;
 I—interlocking;
 O—fuel oil station;
 P—telephone;
 T—turntable;
 W—water station;
- 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	Powell	161.5	P	.....
Sunflower.....	16.7	14 XP	Both	Sedan	196.4	12 P	Both
Lenape (1).....	23.5	36 XP	Both	Anan	213.8	10 P	West
Midland (1).....	43.2	25 XP	Both	Hansen	235.1	26 P	Both
Buck Creek (1).....	46.1	28 XP	Both	River	245.4	6 P	Both
Medina.....	53.6	17 X	Both	Westwood.....	248.7	35	Both
Newman (1).....	55.9	31 XP	Both				
Kiro	75.2	35 P	Both				
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, 36th Street.....	Dispatcher's Office	Register Room	Register Room
Denver, 36th Street.....	Yard Office	Telegraph Office	Telegraph Office
Denver, 29th Street.....	Roundhouse	Yard Office	Yard Office
Denver.....	Receiving Track	Conductor's Room, Freight Station	Conductor's Room, Freight Station
Fairfax District.....	BOP Yard Office	Register Room	Register Room
Kaw Junction.....	Telegraph Office	Dispatcher's Office	Dispatcher's Office
Lawrence.....	Telegraph Office	"U. D." Telegraph Office	"U. D." Telegraph Office
Topeka.....	Telegraph Office	Telegraph Office	Telegraph Office
Topeka.....	Engineer's Wash Room	Telegraph Office	Telegraph Office
Topeka.....	Yard Office	Telegraph Office	Telegraph Office
Manhattan.....	Telegraph Office	Union Depot Telegraph Office	Union Depot Telegraph Office
Manhattan.....	Engineer's Wash Room	Terminal Yard Office	Terminal Yard Office
Junction City.....	Telegraph Office	Engineer's Locker Room	Engineer's Locker Room
Junction City.....	Telegraph Office	Telegraph Office	Telegraph Office
Junction City.....	Crew Dispatcher's Office	Telegraph Office	Telegraph Office
Salina.....	Register Room, Union Station	Telegraph Office	Telegraph Office
Salina.....	Telegraph Office, Union Station	Yard Office	Yard Office
Salina.....	Chief Dispatcher's Office	Yard Office	Yard Office
Salina.....	Dispatcher's Office	Yard Office	Yard Office
Salina.....	Yard Office	Yard Office	Yard Office
Salina.....	Roundhouse	Yard Office	Yard Office
Ellis.....	Telegraph Office	Yard Office	Yard Office
Oakley.....	Telegraph Office	Yard Office	Yard Office
Sharon Springs.....	Telegraph Office	Yard Office	Yard Office
Hugo.....	Telegraph Office	Yard Office	Yard Office
Limon.....	Telegraph Office	Yard Office	Yard Office
Pullman.....	Yard Office	Yard Office	Yard Office