

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

COLORADO DIVISION.

EMPLOYÉES' TIME TABLE

To Take Effect Sunday, March 12, 1916,

At 12:01 A. M. "Mountain Time."



For the government and information of Employees only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

CHARLES WARE
General Manager

W. M. JEFFERS
General Superintendent

W. D. LINCOLN
Superintendent Transportation

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—WESTWARD.

SECOND CLASS										FIRST CLASS							Distance from Kansas City	Time Table No. 81 March 12, 1916					
										155	16	12	167	169	119	109		107	105	103	101	21	STATIONS
										Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
										Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
										9.15PM					6.00PM		8.05AM	4.10PM	10.40AM			0.0	KANSAS CITY
										11.14PM					7.14		9.40	5.38	11.52AM			38.9	LAWRENCE
										12.25AM					7.55		10.48AM	6.40	12.35PM			67.1	TOPEKA
										4.00					9.20		12.42PM	8.18	2.08			118.8	MANHATTAN
										7.30					10.00		1.30	9.00PM	2.50			138.9	JUNCTION CITY
										9.30					11.00		3.00		3.52			171.7	SOLOMON
										10.50AM				8.00AM	11.27PM		3.30PM		4.30			185.7	SALINA
										9.00PM				12.15PM	1.55AM				7.55			302.8	ELLIS
										2.05AM				4.00PM	4.00				9.56			376.8	OAKLEY
										5.50AM			9.00AM		5.30				11.45PM			429.2	SHARON SPRINGS
										12.45PM			1.15PM		8.45AM				3.00AM			534.9	HUGO
										A 8.45 L 10.30	10.00PM	2.45PM	5.00PM		12.20PM	7.30PM		A 6.40 L 7.20	4.30PM	1.00PM	639.8	DENVER	
										11.35PM	10.34	3.17				8.11		8.00	5.02	1.34	658.9	BRIGHTON	
										1.00AM	11.20PM	3.50PM				9.00		9.05	5.40	2.10	686.2	LA SALLE	
										7.00AM										4.00PM	743.9	BORIE	
															11.15PM			11.15AM	7.55PM		745.8	CHEYENNE	
										Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(745.8)

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—EASTWARD.

Time Table No. 81 March 12, 1916	Distance from Cheyenne	FIRST CLASS									SECOND CLASS										
		22	102	104	106	108	170	168	13	15	154										
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight									
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
KANSAS CITY	745.8		9.15AM	5.00PM	10.40AM	7.40PM					5.55AM										
LAWRENCE	708.9		8.00	3.35	8.52	6.01					3.55										
TOPEKA	678.7		7.20	2.50	8.00	5.00					2.30AM										
MANHATTAN	627.0		5.50	1.15	6.28	3.10					10.50PM										
JUNCTION CITY	608.9		5.15	12.35PM	5.45AM	2.20					9.55										
SOLOMON	574.1		4.04	11.25AM		1.06					6.20										
SALINA	560.1		3.42	11.00		12.40PM	4.10PM				5.00PM										
ELLIS	443.0		12.10AM	7.10			11.10				8.30AM										
OAKLEY	389.0		8.40PM	4.00			8.00AM				12.55AM										
SHARON SPRINGS	316.6		7.05	2.30AM				5.00PM			9.20PM										
HUGO	210.9		4.15	11.45PM				1.15PM			3.20PM										
DENVER	106.0	12.30PM	L 1.10PM A 11.15AM	L 8.30PM A 6.35PM	9.15AM		9.00AM	3.00PM	7.30AM	L 7.20AM A 4.30AM											
BRIGHTON	86.9	11.46AM	10.35	5.48	8.32			2.12	6.50	2.45											
LA SALLE	59.6	11.00	9.50	4.55	7.35			1.15PM	6.00AM	12.50AM											
BORIE	0.0	9.30AM								7.55PM											
CHEYENNE (745.8)	0.0		8.00AM	2.50PM	5.45AM																
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily										

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

NORTHERN DISTRICT—Denver and Cheyenne—EASTWARD

Time Table No. 81 March 12, 1916	Distances from Cheyenne	FIRST CLASS										SECOND CLASS			
		15	106	160	102	22	13	558	162	104	154	178	174	251	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Motor Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight	Freight	
STATIONS	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Ar. Daily	Arrive Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arrive Daily		
DN-R DENVER	106.0	7.30AM	9.15AM	10.05AM	11.15AM	12.30PM	3.00PM		5.00PM	6.35PM					
R 29TH STREET	104.9										4.30AM	1.25AM	1.00PM	6.30PM	
DN-R PULLMAN	103.8	7.21	9.08	9.58	11.08	12.23	2.47		4.53	6.23	4.20	1.05	12.45	4.25	
C.B. & Q.R.R. CROSSING	101.1														
SAND CREEK JC.	101.0	7.15	9.02	9.50AM	10.58	12.10	2.40		4.45PM	6.15	4.05	12.50AM	12.30PM	4.10PM	
ADAMS	99.9														
DUPONT	97.9	7.09	f 8.54		10.52	12.04PM	2.32			6.08	3.45				
HAZELTINE	94.5	7.02	f 8.47		10.46	11.58AM	2.25			f 6.03	3.25				
HENDERSON	91.9	6.58	f 8.42		10.42	11.55	2.20			f 5.58	3.05				
NORTHWAY	89.2														
DN BRIGHTON	86.9	s 6.50	s 8.32		s 10.35	11.46	s 2.12			s 5.48	2.45				
POWARS	83.1		f												
D LUPTON	80.3	6.38	s 8.20		10.24	11.35	s 2.00			s 5.37	2.20				
IONE	75.7	6.30	f 8.09		10.16	11.27	1.50			f 5.29	2.00				
D PLATEVILLE	71.2	6.23	s 8.00		10.10	11.20	s 1.35			s 5.20	1.40				
GILCREST	66.0	6.13	f 7.50		10.01	11.11	f 1.25			f 5.08	1.20				
PECKHAM	63.8		f 7.46								1.10				
DN-R LA SALLE	59.6	6.00AM	s 7.35		s 9.50	s 11.00	1.15PM	2.50PM		s 4.55	12.50	12.10AM			
D EVANS	57.8		s 7.30		9.47	10.57		s 2.45		4.47	11.50PM				
DN-R GREELEY	54.3		s 7.23		s 9.40	s 10.50		2.35PM		s 4.38	11.35				
GREELEY JUNCTION	52.1														
LUCERNE	50.0		f 7.12		9.30	10.44				f 4.26	11.20				
D EATON	46.7		s 7.06		9.22	10.40				s 4.20	11.08				
G. W. RY. CROSSING	46.6														
D AULT	43.0		s 6.59		9.16	10.35				s 4.13	10.54				
DN PIERCE	39.3		s 6.53		9.10	10.30				s 4.06	10.40				
NUNN	34.2		s 6.46		9.02	10.24				f 3.58	10.20				
DOVER	28.9		f 6.39		8.55	10.15				3.51	10.02				
DECKER	24.2		6.33		8.48	10.07				3.45	9.40				
DN CARR	19.9		s 6.27		8.40	10.00				s 3.39	s 9.10				
WARREN	15.6		6.20		8.32	9.51				3.30	s 8.40				
GLEASON	11.6		f 6.13		8.27	9.45				3.21	8.27				
DN SPEER	8.2		f 6.05		8.20	9.40				f 3.13	8.15				
DN BORIE						9.30AM					7.55PM				
DN CORLETT JCT.	4.5		5.55AM		8.10AM					3.00PM					

The figures given below are for information only.—See Time Table and Rules of Wyoming Division, for running between Corlett Junction and Cheyenne.

DN-R CHEYENNE (106.0)	Lv. Daily	5.45AM	Lv. Daily	8.00AM	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Lv. Daily	2.50PM	Leave Daily	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily

Time over District.....	(1.30)	(3.30)	(0.15)	(3.15)	(3.00)	(1.45)	(0.15)	(0.15)	(3.40)	(8.35)	(0.35)	(0.30)	(2.20)
Average speed per hour.....	30.9	30.3	20.0	32.6	34.4	26.5	21.2	20.0	28.9	11.9	8.0	7.8	1.8

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

See special instructions, Page Fifteen, governing movement of Colorado Division trains between Corlett Junction and Cheyenne, Wyoming Division.

Eastward freight trains will not leave Speer without maximum train line pressure as indicated by air gauge on engine and caboose and air test made. Will also stop at Warren and Carr five minutes for trainmen to make careful inspection of train and for wheels to cool. When retainers are used on freight trains between Speer and Carr, such trains will make 5 minute stop at Gleason for inspection. First class trains are not required to register at Pullman. Conductors will leave registering ticket with operator. All trains will reduce speed to ten miles per hour over junction switch at Speer and in using cross-overs in either direction at Sand Creek Junction and Pullman. A maximum speed of fifty miles per hour for passenger trains and thirty-five miles per hour for freight trains must not be exceeded on Northern District. 2200 Class Engines must not exceed a speed of 40 miles per hour Brighton to Denver and Borie to Carr.

JULESBURG DISTRICT—Julesburg and LaSalle—WESTWARD

Length Sidings in feet, and location of Scales, Water, Fuel, Turning Stations and Wyes.	SECOND CLASS										FIRST CLASS							Distances from Julesburg	Time Table No. 81 March 12, 1916
											251	305	303	301	561	13	15		
											Freight	C. B. & Q. Freight	C. B. & Q. Passenger	C. B. & Q. Passenger	Motor Passenger	Passenger	Passenger		
											Leave Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily		
9,068 TYFW											3.05AM					8.35AM	1.40AM	4.0	
240																		4.0	
2,060																f 8.47		7.2	
3,049											3.30					8.49	1.52	7.9	
1,005																		11.2	
5,922 w											3.55					s 8.59	f 2.03	14.6	
1,647																		19.0	
3,964											4.20					f 9.12	2.16	22.9	
4,851 w											4.40					s 9.25	f 2.29	30.1	
5,997											5.10					f 9.40	2.43	38.8	
1,088											5.20					9.45	2.48	41.1	
5,020 w											5.40					s 9.53	f 2.55	45.6	
1,292																		50.1	
4,087											6.10					10.03	3.08	53.2	
I																		57.2	
54,631 TYFWO											6.30					10.15	3.20	57.6	
1,025											7.30	8.05PM	5.45PM	4.20AM	1.10PM	10.20	3.25	61.7	
2,981															f			61.7	
1,490											7.55	f 8.40	f 5.58	4.33	s 1.24	10.31	3.35	64.1	
5,078 w																		66.8	
1,013											8.15	s 9.10	s 6.10	s 4.44	s 1.36	f 10.43	s 3.46	70.2	
1,658															f			72.1	
2,429											8.30	f 9.40	f 6.20	4.54	f 1.50	10.54		76.0	
4,405											8.40	f 9.50	6.26	4.58	f 1.55	10.58	3.58	78.3	
2,022											8.50	10.05PM	6.35PM	5.05AM	s 2.01	11.02	4.02	81.0	
5,498 w															f	11.05		82.8	
4,081											9.06				s 2.12	11.12	4.12	87.0	
5,538 FW											9.25				f 2.27	11.22	4.23	94.0	
2,806											9.45				s 2.38	s 11.32	s 4.33	98.6	
5,026															f			106.1	
2,865											10.18				s 2.58	11.50	4.49	109.0	
4,762 w											10.32				f 3.10	11.59AM	4.57	114.2	
1,005											10.40				s 3.18	12.05PM	5.04	117.7	
4,290															f			121.5	
3,000											11.05				f 3.32	12.17	f 5.14	124.7	
4,480 w											11.25				f 3.43	12.27	5.22	130.3	
588											11.45AM				s 3.54	12.35	5.30	135.4	
1,189															f			136.5	
9,068															f			139.2	
1,608											12.10PM				s 4.12	12.51	f 5.42	143.2	
16,328 TYFW															f			147.3	
											1.00PM					4.30PM	1.10PM	150.9	
											Arrive Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily		
											(9.55)	(2.00)	(0.50)	(0.45)	(3.20)	(4.35)	(4.15)		
											15.2	11.7	28.1	31.2	27.9	32.9	35.5		

STATIONS	
DN-R JULESBURG	4.0
ADRIAN	3.2
OVID	0.7
WEST OVID	3.3
HITT	3.4
D SEDGWICK	4.4
DORSEY	3.9
RED LION	7.2
D CROOK	8.7
PROCTOR	2.3
POWELL	4.5
D ILIFF	4.5
FORD	3.1
HAYFORD	4.0
C.B.& Q.R.R.CROSSING	0.4
DN-R STERLING	4.1
HALL	2.4
ATWOOD	2.7
BETLAND	3.4
DN MERINO	1.9
BETA	3.9
MESSEX	2.3
BALZAC	2.7
DN-R UNION	1.8
COOPER	4.2
D SNYDER	7.0
DODD	4.6
DN FORT MORGAN	7.5
NARROWS	2.9
D WELDON	5.2
GOODRICH	3.5
D ORCHARD	3.8
SUBLETTE	3.2
MASTERS	5.6
CANTON	5.1
D HARDIN	1.1
SAND PIT SPUR	2.7
KUNER	4.0
D KERSEY	4.1
AUBURN	3.6
DN-R LA SALLE	(150.9)

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.
 Nos. 13 and 15 are not required to register at Union. Conductors will leave registering ticket with operator.
 A maximum speed of 50 miles per hour for passenger trains and 35 miles per hour for freight trains must not be exceeded on Julesburg District.

..... Time over District
 Average speed per hour

DENVER DISTRICT—Hugo and Denver—WESTWARD

Length Sidings in feet, and location of Scales, Water, Fuel, Turning Stations and Wyes.	SECOND CLASS										FIRST CLASS								Distances from Kansas City	Time Table No. 81 March 12, 1918		
											97	155	167	7	39	119	5	103		STATIONS		
											C. R. I. & P. Freight	Time Freight	Passenger	C. R. I. & P. Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Passenger				
											Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
34,354 OTFWP												12.45PM	1.15PM				8.45AM		3.00AM	534.9	DN-R	HUGO
3,092												1.25	f 1.25				8.55		3.10	540.5		5.6 BAGDAD
3,471 W												2.00	f 1.35				9.05		3.20	547.4		6.9 LAKE
4,034											6.00PM	2.15	s 1.45	11.40AM	9.50AM	s 9.15	5.00AM	s 3.30	549.9	DN-R	(O. R. I. & P. Crossing.) LIMON	
4,953 P											6.30	2.40	f 1.56	11.52AM	10.00	9.28	5.10	3.42	556.0	D	6.1 RIVER BEND	
4,799 PY											7.00	3.15	f 2.08	12.05PM	10.12	9.40	5.20	3.55	562.4		6.4 CEDAR POINT	
3,689											7.20	3.40	f 2.16	12.14	10.20	9.47	5.28	4.02	566.6		4.2 GODFREY	
3,804 W											7.55	3.52	s 2.24	12.22	10.30	9.55	5.36	4.10	571.6	D	5.0 AGATE	
3,072											8.30	4.10	f 2.33	12.32	10.40	10.02	5.44	4.20	577.3		5.7 LOWLAND	
6,190 PFWY											9.00	4.30	s 2.46	12.45	10.52	s 10.17	5.54	s 4.36	583.6	DN	6.3 DEER TRAIL	
3,984											9.55	4.50	f 3.08	12.55	11.02	10.28	6.04	4.46	589.3		5.7 PEORIA	
4,714 W											10.05	5.10	s 3.22	1.08	11.18	10.38	6.16	f 4.56	596.0	D	6.7 BYERS	
3,637 W											11.45PM	5.30	s 3.33	1.20	11.30	10.48	6.26	5.08	601.9		5.9 STRASBURG	
3,810											12.15AM	5.50	s 3.45	1.32	11.40	10.58	6.38	f 5.19	608.3	D	6.4 BENNETT	
2,986											12.35	6.05	f 3.55	1.40	11.48	11.08	6.46	5.28	612.9		4.6 MANILA	
4,827 W											1.05	6.25	s 4.05	1.53	11.58AM	11.18	6.54	f 5.38	617.8	DN	4.9 WATKINS	
3,247											1.35	6.50	f 4.17	2.03	12.10PM	11.30	7.06	5.52	624.2		6.4 MESA	
4,025											2.05	7.10	f 4.30	2.10	12.20	11.40	7.16	6.02	630.1		5.9 SABLE	
384																			632.3		2.2 ROYDALE	
3,906											2.25	7.25	f 4.36	2.16	12.25	11.48AM	7.22	6.09	633.8		1.5 SANDOWN	
338,032OTFWP											2.45	7.50	4.45	2.23	12.33	12.01PM	7.28	6.20	637.6		3.8 PULLMAN	
												8.45PM							638.7	Automatic Block Signals	DN-R PULLMAN	
											3.00AM		5.00PM	2.30PM	12.40PM	12.20PM	7.35AM	6.40AM	639.8		1.1 R 29th STREET	
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			DN-R DENVER	
																					(104.9)	

(9.00) (8.00) (3.45) (2.50) (2.50) (3.35) (2.35) (3.40)
 10.00 13.00 28.0 31.8 31.8 29.3 34.8 28.6

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

All trains will reduce speed to ten miles per hour in using cross-over in either direction at Pullman.

All trains will approach K. P. Wye just east of Pullman under control expecting to find trains turning.

First class trains are not required to register at Pullman. Conductors will leave registering ticket with operator.

A maximum speed of 45 miles per hour for passenger trains and 25 miles per hour for freight trains must not be exceeded between Denver and Limon.

A maximum speed of 50 miles per hour for passenger trains and 30 miles per hour for freight trains must not be exceeded between Limon and Hugo.

DENVER DISTRICT—Hugo and Denver—EASTWARD

Time Table No. 81 March 12, 1916	Distances from Denver	FIRST CLASS						SECOND CLASS												
		168	8	102	40	104	6	154	90											
		Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Time Freight	C. R. I. & P. Freight											
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily												
DN-R HUGO 5.6	104.9	12.45PM		4.10PM		11.40PM		2.50PM												
BAGDAD 6.9	99.3	f 12.26		3.52		11.25		2.25												
LAKE 2.5 (C. R. I. & P. Crossing.)	92.4	f 12.12		3.40		11.10		2.00												
DN-R LIMON 6.1	89.9	s 12.05PM	12.25PM	s 3.35	3.45PM	s 11.05	11.15PM	1.45	3.15AM											
D RIVER BEND 6.4	83.8	f 11.52AM	12.15	3.25	3.35	10.52	11.02	1.18	2.55											
CEDAR POINT 4.2	77.4	f 11.38	12.05PM	3.15	3.25	10.40	10.50	12.58	2.30											
GODFREY 5.0	73.2	f 11.28	11.58AM	3.09	3.19	10.30	10.42	12.40	2.10											
D AGATE 5.7	68.2	s 11.15	11.51	3.02	3.12	f 10.22	10.32	12.22PM	1.50											
LOWLAND 6.3	62.6	f 11.05	11.44	2.54	3.04	10.13	10.23	11.55AM	1.30											
DN DEER TRAIL 5.7	56.2	s 10.52	11.36	s 2.46	2.56	s 10.04	10.14	11.36	1.02											
PEORIA 6.7	50.5	f 10.28	11.27	2.34	2.48	9.55	10.05	11.02 10.28	12.40											
D BYERS 5.9	43.8	s 10.15	11.18	2.24	2.39	f 9.46	9.56	9.50	12.10AM											
STRASBURG 6.4	37.9	s 10.06	11.08	2.16	2.32	f 9.37	9.47	9.30	11.45PM											
D BENNETT 4.6	31.5	s 9.57	10.58	2.07	2.24	f 9.27	9.37	9.10	11.25											
MANILA 4.9	26.9	f 9.48	10.46	2.00	2.18	9.18	9.30	8.58	11.15											
DN WATKINS 6.4	22.0	s 9.40	10.38	1.53	2.12	f 9.09	9.23	8.45	10.55											
MESA 5.9	15.6	f 9.29	10.28	1.39	2.03	8.58	9.14	8.20	10.05											
SABLE 2.2	9.7	f 9.20	10.19	1.31	1.43	8.50	9.06	8.00	9.40											
ROYDALE 1.5	7.5																			
SANDOWN 3.8	6.0	f 9.13	10.13	1.24	1.35	8.44	9.00	7.48	9.25											
DN-R PULLMAN 1.1	2.2	9.07	10.07	1.17	1.27	8.37	8.52	7.35	9.10											
R 29th STREET 1.1	1.1							7.20AM												
DN-R DENVER (104.9)		9.00AM	10.00AM	1.10PM	1.20PM	8.30PM	8.45PM		9.00PM											
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily											

Time over District.....	(3.45)	(2.25)	(3.00)	(2.25)	(3.10)	(2.30)	(7.30)	(6.15)
Average speed per hour.....	28.0	37.2	35.0	37.2	33.1	36.0	13.9	14.8

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

All trains will reduce speed to ten miles per hour in using cross-over in either direction at Pullman.

All trains will approach K. P. Wye just east of Pullman under control expecting to find trains turning.

First class trains are not required to register at Pullman. Conductors will leave registering ticket with operator.

A maximum speed of 45 miles per hour for passenger trains and 25 miles per hour for freight trains must not be exceeded between Denver and Limon.

A maximum speed of 50 miles per hour for passenger trains and 30 miles per hour for freight trains must not be exceeded between Limon and Hugo.

WESTWARD—HUGO DISTRICT—Sharon Springs and Hugo—EASTWARD

Length Sidings in feet, and location of Scales, Water, Fuel, Turning Stations and Wyes.	SECOND CLASS				FIRST CLASS				Distances from Kansas City	Time Table No. 81 March 12, 1916	Distances from Denver	FIRST CLASS			SECOND CLASS				
					155 Time Freight	167 Passenger	119 Passenger	103 Passenger				168 Passenger	102 Passenger	104 Passenger	154 Time Freight				
					Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
8,090POTFWY					5.50AM	9.00AM	5.30AM	11.45PM	429.2	DN-R SHARON SPRINGS	210.6	5.00PM	7.00PM	2.25AM	8.40PM				
2,535					6.20 f	9.18	5.48	12.03AM	437.7	8.5 MONOTONY	202.1	f 4.42	6.45	2.10	8.10				
4,441 W					6.35 s	9.26	5.55 f	12.09	441.2	3.5 D WESKAN	198.6	s 4.35	6.40	2.04	8.00				
2,564					6.55 f	9.40	6.05	12.20	447.5	6.3 CHEMUNG	192.3	f 4.22	6.31	1.55	7.42				
1,997					7.15 s	9.50	6.15	12.31	452.8	5.3 ARAPAHOE	187.0	s 4.10	6.24	1.48	7.27				
3,059					7.35 f	10.02	6.24	12.40	457.8	5.0 SALIS	182.0	f 4.00	6.17	1.40	7.12				
10,957 FW					7.55 s	10.12	s 6.35	s 12.50	462.5	4.7 DN CHEYENNE WELLS	177.3	s 3.50	s 6.10	s 1.34	7.00				
3,661					8.10 f	10.22	6.42	12.59	467.3	4.8 ASCALON	172.5	f 3.40	6.02	1.24	6.45				
3,901 P					8.25 f	10.32	6.52	1.15	473.0	5.7 FIRST VIEW	166.8	f 3.28	5.55	1.15	6.30				
3,818					8.50 f	10.50	7.05	1.30	481.7	3.7 ARENA	158.1	f 3.08	5.39	12.56	5.55				
7,640 FWY					9.10 s	11.02	s 7.16	s 1.40	487.1	5.4 DN KIT CARSON	152.7	s 2.58	s 5.30	s 12.48	5.40				
4,020					9.30 f	11.16	7.26	1.49	493.3	6.2 SORRENTO	146.5	f 2.45	5.18	12.39	5.18				
3,597 P					9.50 s	11.30	7.38	1.58	499.5	6.2 WILD HORSE	140.3	s 2.30	5.09	12.31	4.53				
3,602 W					10.15 s	11.45AM	7.50	2.09	507.0	7.5 D AROYA	132.8	s 2.15	4.58	12.22	4.35				
3,999					10.50 s	12.05PM	8.08	2.23	517.2	10.2 BOYERO	122.6	s 1.55	4.45	12.08AM	4.10				
2,829 FW					11.20 f	12.25	8.22	2.36	525.9	3.7 CLIFFORD	113.9	f 1.35	4.30	11.58PM	3.45				
34,354POTFWY					11.50AM	12.45PM	8.40AM	2.55AM	534.9	9.0 DN-R HUGO	104.9	1.15PM	4.15PM	11.45PM	3.20PM				
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(105.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily				

(6.00)	(3.45)	(3.10)	(3.10)Time over District.....	(3.45)	(2.45)	(2.40)	(5.20)
17.6	28.2	33.3	33.3Average speed per hour.....	28.2	33.4	33.6	19.8

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

A maximum speed of 50 miles per hour for passenger trains and 30 miles per hour for freight trains must not be exceeded on Hugo District.
Pacific type engines must not exceed a speed of 45 miles per hour.

WESTWARD—ELLIS DISTRICT—Ellis and Sharon Springs—EASTWARD.

Length Sidings in feet, and location of Scales, Water, Fuel, Turning Stations and Wyes.	SECOND CLASS			FIRST CLASS			Distances from Kansas City	Time Table No. 81 March 12, 1916	Distances from Denver	FIRST CLASS			SECOND CLASS			
		157 Way Freight	155 Time Freight	103 Passenger	169 Passenger	119 Passenger				104 Passenger	170 Passenger	102 Passenger	156 Way Freight	154 Time Freight		
		Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily		
5,749 OTFW		6.40AM	9.00PM	7.55PM	12.15PM	1.55AM	302.8	DN-R ELLIS	337.0	6.05AM	11.10AM	11.05PM	4.00PM	6.40AM		
3,435		7.05	9.20	8.04	f 12.30	2.06	308.0	5.2 RIGA	331.8	5.50	f 10.55	10.46	3.30	5.50		
4,898		s 7.30	9.40	8.12	s 12.47	2.15	313.1	D 5.1 OGALLAH	326.7	5.40	s 10.45	10.36	s 3.10	5.05		
5,251 W		s 8.10	10.20	s 8.26	s 1.12	s 2.30	321.7	D 8.6 WAKEENEY	318.1	5.25	s 10.25	s 10.20	s 2.35	4.25		
3,463		8.35	10.50	8.38	f 1.32	2.42	329.4	7.7 VODA	310.4	5.11	f 10.05	10.04	f 2.00	3.55		
3,965 W		s 8.55	11.20	8.48	s 1.46	2.50	335.2	D 5.8 COLLYER	304.6	5.04	s 9.48	9.55	s 1.46	3.35		
4,760		s 9.30	11.50PM	9.00	s 2.10	3.02	342.7	D 7.5 QUINTER	297.1	4.52	s 9.30	9.41	s 12.50	3.02		
5,918 W		s 10.10	12.15AM	9.12	s 2.34	3.15	350.3	7.6 BUFFALO PARK	289.5	4.40	s 9.10	9.30	s 12.20PM	2.25		
4,788		s 10.35	12.35	s 9.20	s 2.52	3.25	355.7	DN 5.4 GRAINFIELD	284.1	4.33	s 8.55	s 9.20	s 11.50AM	2.10		
4,917 W		s 11.15	1.05	9.33	s 3.20	3.40	364.6	D 8.9 GRINNELL	275.2	4.20	s 8.30	9.00	s 11.15	1.45		
3,525		11.35AM	1.25	9.41	f 3.40	3.50	370.5	5.9 CAMPUS	269.3	4.11	f 8.15	8.50	f 10.45	1.25		
11,625 PYFW		12.05PM 12.45	2.05	s 9.56	4.00PM	4.00	376.8	DN-R 6.3 OAKLEY	263.0	s 4.00	8.00AM	s 8.40	10.20 9.20	12.55		
5,744 P		f 1.20	2.40	f 10.11		4.14	385.5	8.7 MONUMENT	254.3	3.39		f 8.21	f 8.55	12.10AM		
2,541		f 1.45	3.28	f 10.24		4.25	393.0	7.5 PAGE CITY	246.8	3.28		f 8.11	f 8.30	11.55PM		
5,985		s 2.05	3.40	s 10.35		4.35	398.4	D 5.4 WINONA	241.4	s 3.20		s 8.02	s 8.00	11.40		
1,960		2.30	3.58	10.49		4.46	405.4	7.0 LISBON	234.4	3.05		7.46	7.20	11.05		
2,883 W		s 2.40	4.08	f 10.55		4.50	407.8	N 2.4 McALLASTER	232.0	3.01		f 7.42	s 7.10	10.55		
1,747		3.05	4.25	11.06		5.00	414.0	6.2 TURKEY CREEK	225.8	2.52		7.32	6.50	10.15		
4,143 P		s 3.30	4.40	f 11.16		5.10	420.5	6.5 WALLACE	219.3	2.43		f 7.20	s 6.30	9.50		
3,024 W		3.45	4.50	11.25		5.17	425.0	4.5 SOMENA	214.8	2.37		7.12	6.15	9.38		
38,090 POTFWY		4.00PM	5.10AM	11.40PM		5.25AM	429.2	DN-R 4.2 SHARON SPRINGS	210.6	2.30AM		7.05PM	6.00AM	9.20PM		
		Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(126.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.	Leave Daily		

(9.20)	(8.10)	(8.45)	(8.45)	(8.30)	Time over District	(8.35)	(3.10)	(4.00)	(10.00)	(9.40)
13.6	15.4	33.7	19.7	36.1	Average speed per hour	35.2	23.3	31.6	12.6	13.1

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

No. 119 will stop to let off passengers holding tickets from stations on Colby Branch.
 No. 104 will stop on flag at Quinter, Collyer, Wakeeney and Ogallah for passengers destined to points east of Salina.
 No. 103 will stop at Quinter, Collyer and Ogallah for passengers from points east of Salina.
 A maximum speed of 50 miles per hour for passenger trains and 30 miles per hour for freight trains must not be exceeded between Sharon Springs and Oakley.
 A maximum speed of 45 miles per hour for passenger trains and 30 miles per hour for freight trains must not be exceeded between Oakley and Ellis.

Weight of car	Weight of load	Weight of car and load
5000 lbs.	5000 lbs.	10000 lbs.
4000 "	4000 "	8000 "
3000 "	3000 "	6000 "
2000 "	2000 "	4000 "
1000 "	1000 "	2000 "
500 "	500 "	1000 "

WESTWARD-COLBY BRANCH-Plainville and Oakley-EASTWARD.

Length Sidings in feet, and location of Scales, Water, Fuel, Turning Stations and Wyes.	SECOND CLASS				FIRST CLASS				Distances from Salina	Time Table No. 81 March 12, 1916		Distances from Oakley	FIRST CLASS				SECOND CLASS				
	185 Mixed				135 Passenger					STATIONS			136 Passenger				186 Mixed				
	Leave Daily Ex. Sunday				Leave Daily								Arrive Daily				Arrive Daily Ex. Sunday				
7,547 PYFW				7.00AM				8.25PM	103.6	D-R	PLAINVILLE	121.6	4.25AM				4.15PM				
1,786 P				s 7.30				s 8.45	110.5		6.9 ZURICH	114.7	s 4.04				s 3.40				
3,800				s 8.10				s 9.05	117.9	D	7.4 PALCO	107.3	s 3.46				s 3.10				
1,482 P				s 8.30				s 9.20	122.8		4.9 DAMAR	102.4	s 3.33				s 2.35				
3,792 PW				s 9.00				s 9.37	129.5		6.7 BOGUE	95.7	s 3.16				s 2.05				
3,877				s 9.50				s 10.00	138.1	D	8.6 HILL CITY	87.1	s 2.56				s 1.15				
1,782				s 10.15				s 10.18	144.8		6.7 PENOKEE	80.4	s 2.40				s 12.40				
1,781 W				s 11.05				s 10.35	150.3	D	5.5 MORLAND	74.9	s 2.27				s 12.20PM				
3,435				s 11.40AM				s 10.50	155.5		5.2 STUDLEY	69.7	s 2.12				s 11.40AM				
1,816 P				f 12.05PM				f 11.10	162.5		7.0 TASCO	62.7	f 1.52				f 11.15				
3,745 FW				s 12.30				s 11.30	170.4	D	7.9 HOXIE	54.8	s 1.30				s 10.50				
1,808				f 1.00				f 11.52PM	179.1		8.7 SEGUIN	48.1	f 1.08				f 10.20				
3,333 PW				s 1.25				s 12.10AM	186.2		7.1 MENLO	39.0	s 12.50				s 10.00				
1,787				f 1.55				f 12.30	194.0		7.8 HALFORD	31.2	f 12.30				f 9.40				
9,271 PYW				s 2.45				s 12.55	203.5	D	9.5 COLBY	21.7	s 12.05AM				s 9.15				
1,331				f 3.10				f 1.13	209.4		5.9 ALTAIR	15.8	f 11.47PM				f 8.55				
1,029				f 3.20				f 1.21	212.8		3.4 MINGO	12.4	f 11.39				f 8.45				
1,841				f 3.40				f 1.35	218.5		5.7 SPICA	6.7	f 11.26				f 8.30				
11,625 PYFW				4.10PM				1.55AM	225.2	DN-R	6.7 OAKLEY		11.10PM				8.10AM				
				Arrive Daily Ex. Sunday				Arrive Daily			(121.6)		Leave Daily				Leave Daily Ex. Sunday				

(9.10)
13.2

(5.30)
21.9

..... Time over District
..... Average speed per hour

(5.15)
23.1

8.05
15.0

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

East leg of Y at Oakley and Colby will be considered main track.

Conductors of all extra trains must call at Telegraph office for orders before leaving Colby.

A maximum speed of 25 miles per hour for passenger trains and 20 miles per hour for freight trains must not be exceeded between Oakley and Colby.

A maximum speed of 35 miles per hour for passenger trains and 25 miles per hour for freight trains must not be exceeded between Colby and Plainville.

COLORADO DIVISION.

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS.

COLORADO DIVISION.	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car)
	Ellis and Oakley -----	6000 lbs.
Oakley and Sharon Springs -----	6000 "	3000 "
Sharon Springs and Hugo -----	6000 "	3000 "
Hugo and Denver -----	6000 "	3000 "
Denver and Carr -----	6000 "	3000 "
Julesburg and Denver -----	6000 "	3000 "
Brighton and Boulder -----	6000 "	3000 "
Plainville and Oakley -----	6000 "	3000 "

SPECIAL INSTRUCTIONS.

Colorado Division trains east-bound will remain clear, not throwing main line switch on Wyoming Division at Corlett Junction if a train is seen approaching from west until train has come to a full stop at stop-board, one thousand feet west of Junction. A Colorado Division train going west on Wyoming Division will not cross over from track Number One to Colorado Division if a train is seen approaching from the west on track Number Two, until train has come to a full stop at stop-board, one thousand feet west of Junction.

Trains in Block Signal Districts will wait five minutes after flag-man has started, before proceeding through the block. (See Rule 504.)

All freight trains in the State of Kansas, to which a caboose or coach is attached, will carry passengers holding proper transportation between points where stops will be made, except that this rule shall not apply to trains on the main line, the most of which train shall be composed of cars loaded with live stock. Children under fifteen years of age must be accompanied.

Local Freight Trains will carry passengers on Denver-Hugo and Julesburg Districts.

Conductors and Agents must notify passengers that freight trains are not required to stop with caboose at platform.

Outfit cars and empty flat and wooden coal cars must be handled next to caboose; outfit cars in all cases placed first ahead of caboose.

COMPOSITE TELEPHONE WIRES

Denver and Warren, top outside or field wire.

Warren and Speer, second wire outside or field wire.

Speer and Cheyenne, top arm second wire from track.

Denver to Ellis, two wires each side of pole—lower bracket.

RAILWAY CROSSINGS.

See General Rule No. 98.

The following is the law in Colorado:

"TRAINS MUST STOP—SPEED ALLOWED.—In all cases where two railroads shall cross each other, every train on approaching such crossing, shall come to a full stop immediately before it reaches such crossing, and shall cross such track at a speed not exceeding four miles per hour."

"VIOLATING SECTION ONE—PENALTY.—Any and every engineer, conductor or other person, having charge of and running any locomotive or train on any such railroad, who shall violate section one of this act, shall be deemed guilty of a misdemeanor, and on conviction shall be fined in a sum not less than fifty nor more than two hundred dollars for each offense."

"ESTABLISH SAFETY APPLIANCES AT CROSSINGS.—Any railroad corporation whose road crosses any other railroad at the same level

may establish, at any crossing of said roads, a system of derailing switches, interlocking or automatic switches, and signals, or other safety appliances or devices, which render it safe to permit engines and trains to pass over such crossings without stopping, and when such system is established, the corporations operating the railroads having such common crossing, shall not be required to stop or slacken the speed of trains or engines at or approaching said crossing."

C. B. & Q. AT SAND CREEK:

Union Pacific trains in either direction have right to cross ahead of C. B. & Q. trains of the same class.

C. B. & Q. AT ERIE:

Union Pacific trains in either direction have right to cross ahead of C. B. & Q. trains going north. C. B. & Q. trains going south have right to cross ahead of Union Pacific trains going in either direction.

D. L. & N. W. AT BRIGHTON AND WILD CAT:

Union Pacific trains in either direction have right to cross ahead of D. L. & N. W. trains of the same class.

D. L. & N. W. AT QUIMBY:

D. L. & N. W. trains in either direction have right to cross ahead of Union Pacific trains of the same class.

C. B. & Q. AT STERLING:

Union Pacific trains going westward have right to cross ahead of C. B. & Q. trains going in either direction. C. B. & Q. trains in either direction have right to cross ahead of Union Pacific trains going eastward.

GREAT WESTERN AT EATON:

Union Pacific trains in either direction have right to cross ahead of Great Western trains of same class.

DENVER & INTERURBAN AT FT. COLLINS:

Union Pacific trains, in either direction, have right to cross ahead of Denver & Interurban trains. Denver & Interurban trains, in either direction, have right to cross ahead of Union Pacific trains in switching movement. Union Pacific trains entering or leaving Ft. Collins must flag over Denver & Interurban tracks on Linden Street.

COLORADO & SOUTHERN AT FT. COLLINS:

Colorado & Southern trains have right to cross ahead of Union Pacific trains of same class in either direction. Union Pacific and Colorado & Southern trains have right to cross ahead of trains of inferior class. Automatic signals are controlled by derails on Union Pacific tracks south of crossing. Union Pacific trains northbound will throw derail, which must not be released until engine and all cars are clear of Colorado &

Southern crossing. Trains southbound must stop into clear north of crossing and not proceed until derails are thrown.

OTHER CROSSINGS:

C. & S. RY. AT BOULDER JCT.

D. L. & N. W. AT MILLIKEN.

G. W. AT KELIM.

C. R. I. & P. AT LIMON.

A. F. VICK ROY

SUPERINTENDENT, DENVER

J. H. STEPHENS, Trainmaster, Denver
Denver, Hugo, Ellis Districts and Colby Branch

H. A. CONNETT, Chief Train Dispatcher, Denver
Denver, Hugo, Ellis Districts and Colby Branch

H. E. FLAVIN
H. KIRKPATRICK

C. M. HIGHSMITH, Trainmaster, Denver
Northern, Denver Northern, Julesburg Districts and Branches

W. F. LARIMER, Chief Train Dispatcher, Denver
Northern, Denver Northern, Julesburg Districts and Branches

D. BLACK, Night Chief Train Dispatcher, Denver

TRAIN DISPATCHERS, DENVER

J. F. BLATTENBURG
G. S. MEGINNESS

A. B. HAINES
A. C. HUFFSMITH

O. N. SHEPHERD
J. B. SOUTHWORTH

COLORADO DIVISION.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS.

Total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown, under favorable weather conditions.

(A deduction of ten (10) per cent. will be made for fast trains.)

DENVER, CHEYENNE AND JULESBURG.

ELLIS TO DENVER.

Class	Engine Numbers		DENVER AND CARR		CARR AND CHEYENNE		JULESBURG AND DENVER		DENVER AND BOULDER	
	OLD	NEW	WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 57 $\frac{20}{24}$ 137	1301-1319	100-120	750	1400	500	500	1800	2000	900	1000
CC 57 $\frac{22 \& 24}{34}$ 152	1320	119	850	1475	600	600			1000	1200
TW 57 $\frac{21}{30}$ 165	1500-1507	1800-1807	1100	2000	700	650	1800	2500		
C 57 $\frac{17 \& 28}{30}$ 181	1508-1519	150-157	1600	2400	900	900	2400	2700		
C 51 $\frac{21}{28}$ 141	1600-1617	130-143	800	1500	650	675	1500	2500		
C 57 $\frac{15\frac{1}{2} \& 26}{30}$ 171	1901-1920	480-499	1350	2100	750	775	2000	2500		
T 62 $\frac{20}{28}$ 134	1703-1742	1250-1289	800	1500	550	575	1500	2500		
T 69 $\frac{20}{24}$ 113	1817-1819	1317-1319	700	1100	450	475	1100	1600	850	950
C 57 $\frac{15\frac{1}{2} \& 26}{30}$ 174	1620	400	1250	2000	750	775				
C 57 $\frac{15\frac{1}{2} \& 26}{30}$ 157	1622-1639	402-419	1250	2000	750	775	2000	2500		
C 57 $\frac{15\frac{1}{2} \& 26}{30}$ 160	1640-1697	420-477	1350	2000	750	775	2000	2500		
C 57 $\frac{15\frac{1}{2} \& 26}{30}$ 171	1698-1699	478-479	1350	2000	750	775	2000	2500		
C 57 $\frac{22}{30}$ 187	201-252 300-358	201-252 300-358	1450	2000	950	950	2000	3000		

Class	Engine Numbers		ELLIS AND HUGO		HUGO AND DENVER	
	OLD	NEW	WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 51 $\frac{20}{24}$ 137	1301-1319	100-120	750	1500	800	800
TW 57 $\frac{21}{30}$ 165	1500-1507	1800-1807	1100	2000	1100	1100
T 69 $\frac{20}{24}$ 103	1800-1816	1300-1316	600	1200	600	600
T 62 $\frac{20}{24}$ 103	1806-1811	1306-1311	600	1200	650	650
C 57 $\frac{15\frac{1}{2} \& 26}{30}$ 174	1620	400	1100	2000	1100	1100
C 57 $\frac{15\frac{1}{2} \& 26}{30}$ 157	1622-1639	402-419	1100	2000	1100	1100
C 57 $\frac{15\frac{1}{2} \& 26}{30}$ 160	1640-1697	420-477	1100	2000	1100	1100
C 57 $\frac{15\frac{1}{2} \& 26}{30}$ 171	1698-1699 1901-1920	478-479 480-499	1100	2000	1100	1100

Eastward rating Hugo to Ellis, with helper, Kit Carson to First View and McAllaster to Winona, or doubling.

CLASSIFICATION OF ENGINES.

“C”—Consolidation Engines.
“T”—Ten Wheelers.

“M”—Moguls.
“A”—Atlantic Type.

“P”—Pacific Type.
“S”—Switch.

“E”—Eight Wheelers.
“TW”—Twelve Wheeler.

SPEED TABLE.

RUNNING												EQUALS
2 Miles		2½ Miles		3 Miles		3½ Miles		4 Miles		5 Miles		
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	
12		15		18		21		24		30		10 miles per hour
6		7	30	9		10	30	12		15		20 “ “ “ “
4		5		6		7		8		10		30 “ “ “ “
3		3	45	4	30	5	15	6		7	30	40 “ “ “ “
2	40	3	20	4		4	40	5	20	6	40	45 “ “ “ “
2	24	3		3	36	4	12	4	48	6		50 “ “ “ “
2	10	2	43	3	15	3	48	4	20	5	25	55 “ “ “ “
2		2	30	3		3	30	4		5		60 “ “ “ “
1	50	2	18	2	45	3	13	3	40	4	35	65 “ “ “ “
1	42	2	8	2	33	2	59	3	24	4	15	70 “ “ “ “

SPEED TABLE.

TIME Going 1 Mile		Miles Per Hour	TIME Going 1 Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
12		5	1	20	45
6		10	1	12	50
4		15	1	5	55
3		20	1		60
2	24	25		55	65
2		30		51	70
1	43	35			
1	30	40			

LIST OF SURGEONS.

SURGEON	PLACE	OFFICE	RESIDENCE	DISTRICT
Dr. A. F. Jonas, Chief Surgeon.....	Omaha.....	General Office Building.....	Omaha.....	All Divisions.
" L. E. Lemen, Division Surgeon.....	Denver.....	{ Room 418 Majestic Block, 16th and Broadway, Tel. 424 Main.	16th and Pennsylvania Aves.....	Colorado Division.
" H. L. Taylor.....	Denver.....	{ Room 418 Majestic Block, 16th and Broadway, Tel. 424 Main.	641 Vine Street.....	Colorado Division.
" H. R. Stilwell, Oculist.....	Denver.....	{ Room 206 Metropolitan Bldg., 16th and Court Place.	2044 Albion St., Denver.....	Colorado Division.
" J. F. Alexander.....	Brighton.....	Brighton.....	Brighton.....	Denver to Greeley and Boulder Br.
" Edwin Lewis.....	Lupton.....	Lupton.....	Lupton.....	Brighton to Platteville.
" B. F. Kern.....	Platteville.....	Platteville.....	Platteville.....	Brighton to Greeley.
" A. E. Greene.....	La Salle.....	La Salle.....	La Salle.....	Platteville to Greeley.
" R. F. Graham.....	Greeley.....	Greeley.....	Greeley.....	Denver to Cheyenne.
" J. C. Carlson.....	Eaton.....	Eaton.....	Eaton.....	Greeley to Ault.
" A. C. McCain.....	Ault.....	Ault.....	Ault.....	Greeley to Cheyenne.
" J. N. Agan.....	Pierce.....	Pierce.....	Pierce.....	Ault to Cheyenne.
" W. T. Royce.....	Carr.....	Carr.....	Carr.....	Pierce to Cheyenne.
" Barber & Fox.....	Cheyenne.....	Cheyenne.....	Cheyenne.....	Cheyenne to Greeley.
" G. L. Strader, Oculist.....	Cheyenne.....	Opera House Block.....	Cheyenne.....	Cheyenne.
" G. W. Bixler.....	Erie.....	Erie.....	Erie.....	Brighton to Boulder.
" L. M. Giffin.....	Boulder.....	Boulder.....	Boulder.....	Boulder Branch.
" Babcock and Cook.....	Julesburg.....	Julesburg.....	Julesburg.....	Julesburg to Sterling.
" W. C. Davidson.....	Sedgwick.....	Sedgwick.....	Sedgwick.....	Julesburg to Sterling.
" G. W. Barrett.....	Crook.....	Crook.....	Crook.....	Julesburg and Sterling.
" J. H. Daniel.....	Iliff.....	Iliff.....	Iliff.....	Crook to Sterling.
" J. C. Chipman.....	Sterling.....	Sterling.....	Sterling.....	Julesburg to La Salle.
" W. B. Lutes.....	Merino.....	Merino.....	Merino.....	Fort Morgan to Sterling.
" E. E. Evans.....	Fort Morgan.....	Fort Morgan.....	Fort Morgan.....	Sterling to Weldon.
" C. E. Bower.....	Kersey.....	Kersey.....	Kersey.....	Fort Morgan to La Salle.
" Carl C. Fuson.....	Milliken.....	Milliken.....	Milliken.....	Milliken to La Salle.
" P. J. McHugh.....	Fort Collins.....	Fort Collins.....	Fort Collins.....	Fort Collins to Milliken.
" C. D. Blake.....	Ellis, Kas.....	Ellis, Kas.....	Ellis, Kas.....	Ellis to WaKeeney.
" C. S. Marsh.....	Ellis, Kas.....	Ellis, Kas.....	Ellis, Kas.....	Ellis to WaKeeney.
" A. B. Jones.....	WaKeeney, Kas.....	WaKeeney, Kas.....	WaKeeney, Kas.....	Ellis to Cheyenne Wells.
" D. R. Stoner.....	Quinter.....	Quinter.....	Quinter.....	WaKeeney to Grinnell.
" J. J. Barclay.....	Grinnell.....	Grinnell.....	Grinnell.....	Quinter to Oakley.
" C. W. Winslow.....	Oakley, Kas.....	Oakley, Kas.....	Oakley, Kas.....	Ellis to Sharon Springs and Plainville.
" H. M. Butler.....	Winona, Kas.....	Winona, Kas.....	Winona, Kas.....	Oakley to Sharon Springs.
" W. J. Scott.....	Sharon Springs.....	Sharon Springs.....	Sharon Springs.....	Winona to Cheyenne Wells.
" L. M. Dickson.....	Arapahoe.....	Arapahoe.....	Arapahoe.....	Cheyenne Wells to Sharon Springs.
" C. O. Booth.....	Cheyenne Wells.....	Cheyenne Wells.....	Cheyenne Wells.....	Sharon Springs to Hugo.
" C. A. Hadsell.....	Kit Carson.....	Kit Carson.....	Kit Carson.....	Wild Horse to First View.
" H. E. Bacon.....	Hugo.....	Hugo.....	Hugo.....	Cheyenne Wells to Limon.
" J. D. Kessenger.....	Limon.....	Limon.....	Limon.....	Hugo to Byers.
" W. M. Beaver.....	Byers.....	Byers.....	Byers.....	Hugo to Denver.
" G. E. Webber.....	Colby, Kas.....	Colby, Kas.....	Colby, Kas.....	Oakley to Hoxie.
" A. H. Van Duyn.....	Morland.....	Morland.....	Morland.....	Hill City to Hoxie.
" R. E. Teall.....	Hill City, Kas.....	Hill City, Kas.....	Hill City, Kas.....	Oakley to Plainville.
" M. J. Miller.....	Palco.....	Palco.....	Palco.....	Plainville and Hill City.
	Plainville.....	Plainville.....	Plainville.....	Oakley to Plainville.

When employes, passengers, or others are injured, call the nearest Company Surgeon.

When necessary to call Surgeons, other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after arrival of Company Surgeon.

Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When injuries arise to tramps, boys, or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons shall be sent to their homes, or placed in charge of Local Relief Authorities, after immediate necessary attention has been rendered by Company Surgeon.

UNION PACIFIC RAILROAD COMPANY

NEBRASKA DIVISION Council Bluffs to Cheyenne—Main Line and Branches	- 1,240.60 Miles
WYOMING DIVISION Cheyenne to Ogden—Main Line and Branches	- - - - 536.45 Miles
KANSAS DIVISION Kansas City to Ellis—Main Line and Branches	- - - - 974.36 Miles
COLORADO DIVISION Ellis to Cheyenne—Main Line and Branches	- - - - 859.32 Miles
Total	- - 3,610.73 Miles

