

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon	Chicago
J. M. L. JENSEN, Asst. Chief Surgeon	Chicago
F. E. BALLINGER, Local Surgeon and Examiner	Council Bluffs, Ia.
ABBOTT M. DEAN, Oculist and Aurist	Council Bluffs, Ia.
J. H. JUDD, Oculist and Aurist	
R. D. SCHROCK	
HERMAN F. JOHNSON	
HAROLD GIFFORD, Oculist	Omaha, Neb.
FREDERICK O. BECK	So. Omaha
E. H. WORTHMAN	Louisville
JAMES E. M. THOMSON	
C. F. FERCIOT, Asst. Local Surgeon	Lincoln
HARVEY D. RUNTY	De Witt
J. HAROLD LYNCH, Division Surgeon and Examiner	Fairbury, Neb.
V. J. WALL	Mahaska, Kan.
PAUL L. BEIDERWELL	Belleville, Kan.
C. V. HAGGMAN	Scandia
M. D. McCOMAS	Courtland
CLAUDE W. INGE, Local Surgeon	Formosa
D. D. ALLEN, Sub. Local Surgeon	Mankato
H. MORRISON	Smith Center
VICTOR E. WATTS	Athol
B. HARTMAN	Kensington
E. A. NELSON, Surgeon	
E. L. MORGAN, Asst. Local Surgeon	Phillipsburg
H. S. BENNIE	Almena
W. STEPHENSON	Norton
H. O. HARDESTY	Jennings
WARREN W. McDOUGAL, Local Surgeon	Colby
M. J. RENNER, Local Surgeon and Examiner	
D. D. VERMILLION, Oculist, Aurist and Examiner	Goodland, Kan.
F. L. BERGEN	Burlington, Colo.
EDWARD W. REID	Flagler
J. O. CLANIN, Local Surgeon and Examiner	Limon
G. B. CHANDLER	Calhan
W. P. McCROSSIN, Surgeon and Examiner	
J. E. CUNNING, Asst. Local Surgeon and Examiner	Colorado Springs
F. H. CARPENTER, Surgeon and Examiner	
W. M. BANE, Oculist and Aurist	Denver, Colo.
GEO. M. EDMONDS	
L. C. EDMONDS	Horton, Kan.
F. E. WRIGHTMAN	Sabetha
W. T. WILDHABER	Beatrice, Neb.
PAUL A. REED	Deshler

C. E. MEKOTA, General Claim Agent, Chicago, Ill.

G. R. BRANCH, Superintendent  
K. K. STOKES, Gen'l. Sup't. Transportation

A. R. RUITER, Sup't. Motive Power  
O. W. LIMESTALL, Ass't. General Manager

G. P. TRACHTA, Gen'l. Sup't. Motive Power  
G. W. RANEY, General Manager

W. H. HILLIS,  
Operating Officer

## Chicago, Rock Island & Pacific Railway

# TIME TABLE

## WESTERN DIVISION FIRST DISTRICT

# No. 7

EFFECTIVE AT 12:01 A. M.

## SUNDAY, SEPTEMBER 29, 1946

CENTRAL TIME—Phillipsburg and EAST  
MOUNTAIN TIME—Phillipsburg and WEST

DESTROY ALL TIME TABLES OF PREVIOUS DATE

### PREVENT INJURY



### SAFETY FIRST

This Time Table for the exclusive use  
and guidance of Employees

# Westward

# Main Line

# Eastward

SECOND CLASS			FIRST CLASS		SUBDIVISION 6 STATIONS			Office Hours Week Days		FIRST CLASS			SECOND CLASS			
97	89	91	7	25	STATIONS			*Sundays and Holidays		26	8	80	92	96		
Chicago Colorado California Red Ball	Mixed	Rocket Freight	Rocket	Passenger	Time Table No. 7 September 29, 1946					Passenger	Rocket	Mixed	Rocket Freight	Colorado Chicago Red Ball		
Daily	Daily Except Sunday	Daily	Daily	Daily	LEAVE			From	To							
P.M. 11.00		A.M. 11.00	P.M. 10.20	P.M. 5.35				Continuous		M. P. from Chicago	Distance from Council Bluffs	Signs	A.M. 8.55	A.M. 12.16	A.M. 1.30	A.M. 6.00
			s 10.30	s 5.45	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	TO					s 8.40	A.M. 12.07		
			s 10.51	s 6.10	Yd.	A 316	Q..... Co. Bluffs... 1.2			499.2	RYd FWT		s 8.30	P.M. 11.59		
			11.06	7.10		A 320	UP Tr. Ia... 2.7			500.4	1.2		s 7.50	11.52		
						A 324	Omaha, Neb. 4.4			503.1	3.9	R				
11.42		11.43	11.15	7.25			CRISP Jct. 0.0			507.5	8.3		7.30	11.42		P.M. 10.59
							UP Crossing 0.3			507.5	8.3					2.24
11.50		11.45	11.17	f 7.29	63	204	A 325	G.....		507.8	8.6	RYd	7.26	11.40		10.55
12.01		11.53	11.22	f 7.37	53	18	A 329	ALBRIGHT... TO 4.8	Continuous	512.6	13.4		7.16	11.35		10.45
12.14		12.05	11.30	f 7.47	52	25	A 335	RUMSEY... P 5.5		518.1	18.9		f 7.08	11.30		10.38
								RICHFIELD... P 7.7								1.55
12.28		12.16	11.37	s 7.58	92	28	A 343	LOUISVILLE... TO 0.0	8:30 a.m. to 12:30 a.m. *8:30 a.m. to 12:30 a.m.	525.8	26.6	W	s 6.56	11.22		10.26
								MoPac Crossing... 4.7		525.8	26.6					
								CB&Q Crossing... 0.5		530.5	31.3					
12.38		12.26	11.43	f 8.05	57	15	A 348	SOUTH BEND... P 5.3		531.0	31.8		s 6.46	11.15		10.19
12.52		12.40	11.49	s 8.15	51	26	A 353	MURDOCK... TO 6.7	8:30 a.m. 5:30 p.m.	536.3	37.1		s 6.36	11.09		10.11
1.02		12.50	11.55	s 8.26	91	19	A 360	ALVO... TO 7.3	8:00 a.m. 5:00 p.m.	543.0	43.8		s 6.24	11.03		10.02
1.14		1.01	12.01	f 8.36	98	27	A 367	PRAIRIE HOME... P 6.7		550.3	51.1		s 6.12	10.55		9.52
1.25		1.11	12.07	8.45	49	56	A 374	HAVELOCK... P 3.8		557.0	57.8		f 6.01	10.48		12.50
								MoPac Crossing... UX 0.6		560.8	61.6					12.40
1.50		1.31	s 12.20	s 9.05	E 56 W 52	570	A 378	LINCOLN... TO 2.9	Continuous	561.4	62.2	WYd	s 5.52	10.42		9.32
								COLLEGE VIEW... 5.5		564.3	65.1					A.M.-7- 12.30
2.02		1.43	12.30	f 9.18	51	18	A 386	ROKEYB... P 5.5		569.8	70.6		f 5.27	10.27		9.18
2.12		1.51	12.35	s 9.28	50	23	A 392	MARTELL... P 7.0		575.3	76.1		s 5.19	10.22		11.33
2.25		2.03	12.41	s 9.40	79	27	A 399	HALLAM... TO 6.3	8:00 a.m. 5:00 p.m.	582.3	83.1	W	s 5.08	10.16		11.25
2.37		2.13	12.47	s 9.51	51	25	A 405	CLATONIA... TO 6.8	8:30 a.m. 5:30 p.m.	588.6	89.4		s 4.56	10.10		11.16
2.47		2.23	12.53	f 10.04	51	25	A 411	DE WITT... P 6.6		595.4	96.2		s 4.44	10.04		11.06
2.57		2.33	12.59	s 10.17	51	25	A 419	PLYMOUTH... TO 9.0	7:30 a.m. 4:30 p.m.	602.0	102.8		s 4.33	9.58		10.56
3.12	P.M. 4.00	2.48	1.08	s 10.32	79	32	A 428	JANSEN... TO 6.3	8:30 a.m. 5:30 p.m.	611.9	112.7	R	s 4.18	9.49		10.47
3.30	4.15	3.10	1.15	10.50		Yd.	A 435	FAIRBURY... TO 119.0	Continuous	618.2	119.0	RYd FWT	s 4.04	9.41	A.M. 6.30	8.15
													6.30	8.00	10.00	10.32
													Daily Except Sunday	Daily	Daily	10.32
26.4	25.2	28.5	44.6	28.0	Average Speed Per Hr.								28.4	48.2	25.2	21.6
4.30	0.15	4.10	2.55	5.15	SCHEDULE TIME								4.51	2.35	0.15	5.30

### CENTRAL TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 26.  
SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 10 MINUTES.  
Time Table Rule 14-A in Effect.

Local extra leaves Fairbury about 6:00 A. M. Monday, Wednesday, Friday for Council Bluffs.

Local extra leaves Council Bluffs about 6:00 A. M. Tuesday, Thursday, Saturday for Fairbury.

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS						SUBDIVISION 7 STATIONS				FIRST CLASS		SECOND CLASS	
91	97	25	7					Time Table No. 7				26	8	96	92
Rocket Freight	Chicago Colorado California Red Ball	Passenger	Rocket	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	September 29, 1946	M. P. from St. Joseph	Distance from Fairbury	Signs	Passenger	Rocket	Colorado Kansas City Red Ball	Rocket Freight
Daily	Daily	Daily	Daily												
P.M. 3:35	A.M. 5:00	P.M. 11:00	A.M. 1:19									A.M. 3:50	P.M. 9:37	P.M. 8:20	P.M. 7:45
3:50	5:15	s 11:15	1:28	51		A 441	DS F	FAIRBURY TO	155.5		RYd FWT				
4:08	5:33	s 11:32	1:36	51	29	A 449	BH	UP Crossing UX	155.8	0.3		s 3:31	9:27	7:50	7:30
4:15	5:40	s 11:42	1:40	51	24	A 454	WO	THOMPSON, NEB. P	162.5	7.0					
4:25	5:50	s 11:54	1:46	50	26	A 460	WY	CB&Q Crossing	163.7	8.2		s 3:21	9:19	7:35	7:15
4:30	5:55	11:59		50		A 463		MAHASKA, KAN. TO	170.3	14.8		s 3:12	9:15	7:25	7:05
4:40	6:05	s 12:20	1:58					NARKA TO	174.8	19.3		s 3:00	9:09	7:15	6:55
5:38	7:55	f 2:39	2:04	53	19	A 473	VI	MUNDEN TO	181.6	26.1		2:52	9:06	7:10	6:50
5:50	8:03	s 2:50	2:09	51	23	A 477		KALISH P	184.8	29.3		s 2:45	9:00	7:00	6:40
6:00	8:12	s 3:04	2:15	82	21	A 483		BELLEVILLE TO	189.4	33.9	YdF WTY	s 2:30		91-92	96
6:08	8:21	s 3:15	2:20	51	20	A 488		RYDAL P	194.0	38.5		f 2:04	8:53	5:00	6:10
6:16	8:31	s 3:26	2:24	37	24	A 493		SCANDIA P	198.7	43.2	W	s 1:49	8:48	4:47	5:57
6:30	8:46	s 3:45	2:33	65	61	A 500		MoPac Crossing	198.8	43.3		s 1:40	8:42	4:37	5:50
6:41	8:57	s 4:00	2:41	50	21	A 508	KO	COURTLAND TO	204.9	49.4		s 1:30	8:37	4:29	5:41
6:48	9:05	s 4:11	2:45	83	33	A 514	CF	AT&SF Crossing UX	204.9	49.4		s 1:21	8:32	4:21	5:34
6:57	9:14	s 4:25	2:51	50	41	A 520	MK	FORMOSO TO	209.9	54.4		s 1:10	8:24	4:10	5:26
7:06	9:23	s 4:37	2:57	50	38	A 527	BE	MONTROSE P	215.1	59.6		s 12:53	8:14	3:57	5:16
7:16	9:37	s 4:52	3:05	50	66	A 533	NY	MANKATO TO	222.1	66.6	W	s 12:44	8:10	3:46	5:04
7:41	9:49	s 5:07	3:13	52	34	A 541	AY	OTEGO P	230.1	74.6		s 12:33	8:04	3:39	4:57
7:49	9:58	s 5:20	3:18	51	31	A 547	HF	ESBON TO	234.8	79.3		s 12:22	7:58	3:30	4:48
7:57	10:06	s 5:30	3:22	83	25	A 551	NE	LEBANON TO	241.5	86.0		s 12:12	7:51	3:21	4:39
8:05	10:14	s 5:40	3:26	49	22	A 556	DU	BELLAIRE TO	248.0	92.5		s 11:55	7:41	3:12	4:30
8:20	10:35	6:00	3:33				KG	SMITH CENTER TO	254.1	98.6	W	P.M. 91		3:01	4:18
							DU	ATHOL TO	262.1	106.6		s 11:44	7:36	2:53	4:09
							KG	KENSINGTON TO	268.1	112.6		s 11:35	7:32	2:46	4:02
							Z	AGRA TO	272.7	117.2		s 11:24	7:28	2:39	3:54
								GRETNA P	277.7	122.2		s 11:15	7:22	2:30	3:45
								PHILLIPSBURG TO	283.9	128.4	RYd FWT	Daily	Daily	Daily	Daily
								LEAVE							
32.7	32.8	26.5	57.5					AVERAGE SPEED PER HOUR				29.6	57.0	33.5	36.7
4.45	5.35	7.00	2.14					SCHEDULE TIME				4.35	2.15	5.50	4.00

### CENTRAL TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 26.  
SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 10 MINUTES.

Time Table Rule 14-A In Effect.

No. 7 Discharge from stop points—Receive for stop points.

Local extra leaves Fairbury about 6:00 A. M. Monday, Wednesday and Friday for Phillipsburg.

No. 8 Discharge from stop points—Receive for stop points.

Local extra leaves Phillipsburg about 6:00 A. M. Tuesday, Thursday and Saturday for Fairbury.

FOR OPERATORS HOURS SERVICE SEE PAGE 9

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 8 STATIONS			FIRST CLASS		SECOND CLASS					
91	97	25	7	STATIONS			8	26	96	92				
Rocket Freight	Chicago Colorado California Red Ball	Passenger	Rocket	Time Table No. 7			Rocket	Passenger	Colorado Kansas City Red Ball	Rocket Freight				
Daily	Daily	Daily	Daily	September 29, 1946										
P.M. 7.35	A.M. 10.35	A.M. 5.10	A.M. 2.35	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	M. P. from St. Joseph	Distance from Phillipsburg	Signs	P.M. 6.20	P.M. 10.05	P.M. 1.00	P.M. 2.30
7.55	10.50	s 5.23	2.43	90	24	A 570	Z.... PHILLIPSBURG...TO	283.9	.....	RYdFWT	6.11	s 9.49	12.29	2.15
8.10	11.03	s 5.36	2.49	50	22	A 577	GR.. STUTTGART...TO	291.5	7.6	.....	6.05	s 9.36	12.17	2.05
8.20	11.18	s 5.50	2.56	50	23	A 586	VW.. PRAIRIE VIEW...TO	298.3	14.4	.....	5.58	s 9.22	P.M. 12.01	1.49
8.28	11.26	s 5.57	3.00	.....	24	A 590	NA... ALMENA...TO	306.5	22.6	.....	5.54	s 9.14	A.M. 11.53	1.42
9.03 <sup>26</sup>	11.40 <sup>96</sup>	s 6.15	3.11	47 W74	76	A 597	SI... CALVERT...P	310.6	26.7	.....	s 5.47	<sup>91</sup> 9.03	<sup>97</sup> 11.40	1.33
9.18	11.57	s 6.28	3.20	62	20	A 606	..... NORTON...TO	318.0	34.1	W	5.36	s 8.46	10.53	1.17
9.30	12.13	s 6.41	3.27	62	21	A 614	9.0 8.0 AU... DELLVALE...P	327.0	43.1	.....	5.30	s 8.35	10.33	1.07
9.43	12.24	s 6.54	3.33	83	33	A 621	7.4 JN... CLAYTON...TO	335.0	51.1	.....	5.24	s 8.25	10.13	12.58
9.58	12.46 <sup>92</sup>	s 7.08	3.40	50	27	A 629	8.4 DM... JENNINGS...TO	342.4	58.6	.....	5.18	s 8.11	9.53	12.46 <sup>97</sup>
10.15	1.06	s 7.23	3.47	83	58	A 639	9.4 SU... DRESDEN...TO	350.8	66.9	.....	5.10	s 7.57	9.38	12.34
10.35	1.28	s 7.40	3.55	51	40	A 649	10.6 XD... SELDEN...TO	360.2	76.3	WY	5.02	s 7.43	9.16	12.19
10.42	1.36	f 7.47		50	8	A 654	4.5 ..... REXFORD...TO	370.8	86.9	.....	4.59	f 7.35	9.08	12.13
10.49	1.44	s 7.55	4.02	50	27	A 658	4.5 ..... BRETON...P	375.3	91.4	.....	4.55	s 7.30	9.00	12.07
11.02	2.04	s 8.10	4.11	90	43	A 666	8.0 ..... GEM...P	379.8	95.9	.....	s 4.47	s 7.18	8.45	11.56
11.15	2.24	s 8.25	4.19	50	32	A 674	8.2 BA... COLBY...TO	387.8	103.9	W	4.38	s 7.04	8.25	11.44
11.31	2.44	s 8.39	4.27	50	45	A 684	9.8 VN... LEVANT...TO	396.0	112.1	.....	4.31	s 6.50	7.58	11.31
11.46	3.04	s 8.50	4.35	80	20	A 693	9.3 SF... BREWSTER...TO	405.8	121.9	.....	4.24	s 6.37	7.45	11.18
12.20	3.30	9.05	4.46	.....	Yard	A 702	8.7 GD... EDSON...TO	415.1	131.2	.....	4.17	6.25	7.30	11.05
		A.M.	A.M.				139.9 GOODLAND...TO	423.8	139.9	RYdFWT	P.M.	P.M.	A.M.	A.M.
							LEAVE				Daily	Daily	Daily	Daily
29.4	28.5	35.7	64.1				AVERAGE SPEED PER HOUR...				68.2	38.2	25.4	40.9
4.45	4.55	3.55	2.11				SCHEDULE TIME.....				2.03	3.40	5.30	3.25

### MOUNTAIN TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 26.  
SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 10 MINUTES.  
Time Table Rule 14-A In Effect.

No. 7 Discharge from stop points—Receive for stop points.

Local extra leaves Phillipsburg about 6:00 A. M. Tuesday, Thursday and Saturday for Goodland.

Local extra leaves Goodland about 6:00 A. M. Monday, Wednesday and Friday for Phillipsburg.

FOR OPERATORS HOURS SERVICE SEE PAGE 9

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 9 STATIONS			Office Hours Week Days					FIRST CLASS		SECOND CLASS		
97	91	25	7				Time Table No. 7			*Sundays and Holidays					8	26	96	92	
Chicago Colorado California Red Ball	Rocket Freight	Passenger	Rocket				September 29, 1946								Rocket	Passenger	Colorado Kansas City Red Ball	Rocket Freight	
Daily	Daily	Daily	Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE				From	To	M. P. from St. Joseph	Distance from Goodland	Signs				
P.M. 5.00	A.M. 1.40	A.M. 9.15	A.M. 4.50		Yard	A 702	GD..	.....	GOODLAND	TO	Continuous.	423.8	.....	RYdFWT	P.M. 4.13	P.M. 6.15	A.M. 6.30	A.M. 10.20	
5.10	1.50	9.23	4.56	51	7	A 708	.....	51	CARUSO	.....	.....	429.3	5.5	.....	4.05	6.03	6.08	9.59	
5.20	1.58	9.29	4.59	50	20	A 712	.....	50	RULETON	P	.....	433.4	9.6	.....	4.02	5.58	6.02	9.53	
5.48	2.10	9.42	5.05	87	20	A 720	RA..	87	KANORADO, KAN.	TO	8:30 a.m. 5:30 p.m.	441.4	17.6	.....	3.56	5.48	5.51	9.42	
6.00	2.19	9.49	5.10	50	9	A 726	.....	50	PECONIC, COLO.	P	.....	447.3	23.5	.....	3.51	5.38	5.44	9.23	
6.15	2.29	10.02	5.17	51	45	A 732	BR..	51	BURLINGTON	TO	Continuous.	453.7	29.9	W	3.45	5.30	5.35	9.14	
6.26	2.38	10.10	5.23	76	.....	A 738	.....	76	HUNGERFORD	P	.....	459.7	35.9	.....	3.39	5.18	5.23	9.05	
6.32	2.43	10.14	5.23	.....	23	A 741	.....	.....	BETHUNE	P	.....	462.0	38.2	.....	.....	5.14	4.57	9.00	
6.59	3.00	10.30	5.35	83	52	A 751	RT..	83	STRATTON	TO	8:00 a.m. 5:00 p.m. *Same.	472.1	48.3	WY	3.29	5.01	4.42	8.45	
7.15	3.15	10.42	5.41	50	23	A 758	ON..	50	VONA	TO	8:30 a.m. 5:30 p.m.	479.3	55.5	.....	3.23	4.49	4.27	8.35	
7.29	3.31	10.55	5.47	51	21	A 765	BT..	51	SEIBERT	TO	8:30 a.m. 5:30 p.m.	486.3	62.5	.....	3.18	4.38	4.16	8.25	
7.54	3.58	11.14	5.57	83	18	A 776	FA..	83	FLAGLER	TO	9:00 a.m. 5:00 p.m. 10:00 p.m. 6:00 a.m. *Same.	497.3	73.5	W	3.09	4.22	3.58	8.08	
8.04	4.13	11.23	6.03	48	.....	A 782	.....	48	SAUGUS	P	.....	503.3	79.5	.....	3.04	4.11	3.48	8.00	
8.14	4.23	11.32	6.08	60	17	A 787	BI..	60	ARRIBA	TO	8:30 a.m. 5:30 p.m.	508.8	85.0	.....	3.00	4.04	3.39	7.52	
8.25	4.32	11.42	6.14	50	17	A 793	.....	50	BOVINA	P	.....	514.6	90.8	.....	.....	3.54	3.30	7.44	
8.37	4.44	11.53	6.19	85	26	A 799	GN..	85	GENOA	TO	8:30 a.m. 5:30 p.m.	520.7	96.9	.....	2.51	3.45	3.20	7.35	
8.47	4.54	12.01	6.25	53	.....	A 805	.....	53	MUSTANG	P	.....	526.3	103.0	.....	2.45	3.36	3.08	7.26	
9.15	5.20	12.15	6.31	.....	Yard	A 809	MIN..	.....	LIMON	TO	Continuous.	530.8	107.0	RYd FWTY	2.40	3.30	3.00	7.20	
P.M.	A.M.	P.M.	A.M.												P.M.	P.M.	A.M.	A.M.	
25.2	29.2	35.7	63.6						LEAVE						Daily	Daily	Daily	Daily	
4.15	3.40	3.00	1.41						.....	AVERAGE SPEED PER HOUR.....					69.0	38.9	30.6	35.7	
									.....	SCHEDULE TIME.....					1.33	2.45	3.30	3.00	

### MOUNTAIN TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 26.  
SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF NOS. 7 and 8 NOT LESS THAN 10 MINUTES.

Time Table Rule 14-A In Effect.

No. 7 Discharge from stop points—Receive for stop points.  
No. 8 Receive for Lincoln and east.

Local extra leaves Goodland about 6:00 A. M. Monday, Wednesday and Friday for Limon.

Local extra leaves Limon about 6:00 A. M. Tuesday, Thursday and Saturday for Goodland.

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 10 STATIONS			Office Hours Week Days					FIRST CLASS		SECOND CLASS		
991		7					Time Table No. 7			*Sundays and Holidays					8		992		
Chicago Colorado Red Ball Mixed		Rocket					LEAVE			From To		M. P. from St. Joseph Distance from Limon			Rocket		Colorado Chicago Red Ball Mixed		
Daily		Daily										Signs							
P.M. 12:35		A.M. 6:51		Capacity of Sidings			Capacity of Other Tracks			Station Numbers			RYd FWTY			P.M. 2:25		A.M. 6:00	
12:55		7:06		Yard			A 809			Continuous.		530.8			2:06		5:05		
1:10		7:15		28			A 818			UP Crossing		530.8			1:58		4:45		
1:52		7:22		50			A 828			RESOLIS		542.6 11.8			1:52		4:25		
2:07		7:28		60			A 834			MATHESON		550.0 19.2			1:47		4:10		
2:42		7:41		28			A 834			SM.....SIMLA		556.3 25.5			1:36		3:50		
3:17		7:53		38			A 839			RAMAH		561.1 30.3			1:27		3:28		
3:32		7:57		24			A 839			GH.....CALHAN		570.8 40.0			1:23		3:18		
3:52		8:07		51			A 849			TIP TOP		578.8 48.0			1:12		2:48		
4:07		8:19		19			A 857			PEYTON		582.0 51.2			12:59		2:20		
4:22		8:29		26			A 861			FALCON		591.3 60.5			12:50		1:50		
4:42		8:35		50			A 870			SHIRLEY		594.9 64.1			12:45		1:30		
5:00 P.M.		8:35 A.M.		14			A 873			ELSMERE		600.1 69.3			12:41		1:25		
				603			A 879			ROSWELL		607.3 76.5			12:37		1:20		
				57			A 886			CS.....COLO. SPGS.		609.6 78.8			12:31		1:15		
				Yard			A 888			See T. T. Rule 16e		Continuous.			12:25		1:10		
										78.8		RYdWY			Daily		Daily		
17.9		45.5								LEAVE					47.3		17.5		
4.25		1.44								...AVERAGE SPEED PER HOUR...					1.40		4.30		
										...SCHEDULE SPEED.....									

### MOUNTAIN TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 15 MINUTES.

Time Table Rule 14-A In Effect.

No. 8 Receive for Limon and beyond.

# Westward

# Eastward

SECOND CLASS				FIRST CLASS		UNION PACIFIC JOINT TRACK			FIRST CLASS		SECOND CLASS							
97		91		25		7		September 29, 1946			8		26		92		96	
Chicago Colorado California Red Ball		Rocket Freight		Passenger		Rocket		LEAVE			Rocket		Passenger		Rocket Freight		Colorado Kansas City Red Ball	
Daily		Daily		Daily		Daily					Daily		Daily		Daily		Daily	
P.M. 10:30		A.M. 6:00		P.M. 12:25		A.M. 6:51					P.M. 2:23		P.M. 3:15		A.M. 6:51		A.M. 2:00	
6:30 A.M.		12:01 P.M.		2:45 P.M.		8:25 A.M.		LIMON } See T. T. Rule 16b-c-d			1:00 P.M.		1:15 P.M.		3:50 A.M.		10:30 P.M.	
								DENVER } 89.8			Daily		Daily		Daily		Daily	
								LEAVE										
11.2		15.0		38.5		57.3		...AVERAGE SPEED PER HOUR...			64.9		44.9		29.8		25.7	
8.00		6.01		2.20		1.34		...SCHEDULE TIME.....			1.23		2.00		3.01		3.30	

### MOUNTAIN TIME



# Westward

# Ruskin Branch

# Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7-A STATIONS		Office Hours Week Days	M. P. from St. Joseph	Signs	SECOND CLASS			
889							Time Table No. 7					LEAVE		*Sundays and Holidays	
Mixed												Mixed			
Dally Except Sunday								From To							
A.M. 6.30				Yard	A435	DS	FAIRBURY	TO	Continuous.	155.5	RYdFWT	P.M. 12.45			
						F	UP Crossing			157.3					
6.55				16	AN 8		GLADSTONE			163.6		A.M. 11.25			
7.15				36	AN14		GILEAD			169.5		11.00			
7.55				30	AN24	RN	HEBRON	TO	8:00 a.m. 5:00 p.m.	179.4		10.15			
8.25				49	AN31	DE	DESHLER	TO	8:00 a.m. 5:00 p.m.	187.1	W	9.45			
8.45 A.M.				58	AN39	SK	RUSKIN	TO	8:30 a.m. 5:30 p.m.	194.9	RY	9.15 A.M.			
												Dally Except Sunday			
17.5							LEAVE					11.3			
2.15							AVERAGE SPEED PER HOUR					3.30			
							SCHEDULE TIME								

CENTRAL TIME  
 TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 889 IS SUPERIOR TO No. 880.  
 Time Table Rule No. 14 in Effect.



## SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. **ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.**

Within the limits of municipalities, enginemen will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

Authorized speed all subdivisions through switch leads of turnouts:

	Rockets	Pagr.	Frt.
No. 10:	15	15	10
Less than No. 10:	10	10	10

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>ALL SUBDIVISIONS</b>				
Class C-43 engines handling passenger trains	Freight	Train S	speed	
Mikado Engines	50	50		
5000 Series Engines	60	50		
Except Engine 5040 and 5100 series	70	60		
3000 Series Engines	45	45	45	45
Tangent track movement through spring switches	35		35	
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30		30	
Railroad crossings not protected by interlocking, except where higher speed authorized in this rule (engine only)	10	10	10	10
Trains hauling dead engines, side rods up			25	20
Trains hauling dead engines, side rods down			10	10
Switch engines without engine trucks			18	18
Steam engines operating light, without cars or with cabs only, must not exceed a speed of ten MPH below authorized freight train speed				
Engines with drivers blocked up	30	30	30	30
<b>Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:</b>				
260 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars No. 9047 and 9057 with Freight Gears	35	35	35	35
9045, 9050 and 9051 with passenger gears	60	60	60	60
Gas electric motor car 9012	40	40	40	40
All other gas electric motor cars	60	60	50	45
Gas-electric motor cars without trailers or diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal holsts, ditcher spreaders and any similar machines, when moving on their own car or trucks:				
With boom supported			25	15
With boom removed or not supported			15	15
<b>NOTE:</b>				
These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service, in such case speed restrictions will be as follows:				
Albright to Limon			40	40
Limon to Colo. Springs			30	30
Subdivision 6A			15	15
Subdivision 7A			15	15

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>NOTE:</b>				
Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.				
<b>NOTE:</b>				
Ditchers, or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practical, while movement being made.				
<b>NOTE:</b>				
Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.				
<b>SUBDIVISION 6 (Except as shown below)</b>	60	60	50	50
MP 507-20 to MP 508-0		20		20
MP 508-28 to MP 511-19	50	60	40	40
MP 515-25 to MP 515-38		50		40
MP 518-24 to MP 519-08		50		40
MP 525.8 MoPac crossing	40		25	
Bridge 5303	30		30	
MP 530.5 CB&Q crossing	30		30	
MP 530-34 to MP 531-18		50		40
MP 545-03 to MP 546-38	50	50	40	40
MP 551-29 to MP 552-09		50		40
MP 560-20 to MP 560-30		30		30
Lincoln—Vine St. to "M" St.	18	18	18	18
Lincoln—"M" St. to South St.	35	35	25	25
MP 585-02 to MP 585-26		50		35
MP 151-09 to MP 151-23		50		40
MP 152-22 to MP 153-01		50		40
MP 153-35 to MP 155-26	50	50	40	40
Facing Point Spring switch East end Fairbury yard	30		30	
5000 and 2693 to 2713 engines must not use				
Rumsey Elevator Track				
Louisville Sand Tracks				
4000 engines or heavier must not use				
Havelock Army Airforce Storage Spur.				
Engines larger than S32 must not use				
University Place—Spur,				
College View—Spurs No. 1 and 2.				
<b>SUBDIVISION 6A (Except as shown below)</b>	30	30	25	15
Engines 895 to 944 and 1931 to				
2144 either single or double	15	15	15	15
headed over				
Engines backing up	15	15	15	15
Engines heavier than T-31 must not use				
Steinauer Mill Spur				
<b>SUBDIVISION 7 (Except as shown below)</b>	60	60	50	50
Facing point spring switch West end Fairbury yard		30		30
MP 163.7 CB&Q crossing	40		35	
MP 164-20 to MP 166-0	50	50	40	40
Belleville within yard limits	Restricted	ed Speed		
MP 197-32 to MP 198-10		50		40
MP 198.8 MoPac crossing		20		20
MP 204.9 AT&SF crossing	40		35	
MP 215-23 to MP 217-18	50	50	40	40
MP 225-02 to MP 225-19		50		40
MP 230-28 to MP 231-03		50		40
MP 257-8 to MP 257-16		50		40
5000 and 2693 to 2713 engines must not use:				
Belleville House Track				
Mankato County Spur				
Bellaire House Track				
<b>SUBDIVISION 7A (Except as shown below)</b>	20	20	20	15
Engines backing up	15	15	15	15
<b>SUBDIVISION 8 (Except as shown below)</b>	70	70	50	50
MP 283-36 to MP 292-38	60	60	45	45
MP 293-02 to MP 293-13		50		40
MP 306-20 to MP 306-35		50		40
MP 316-12 to MP 316-25		50		40
MP 323-39 to MP 324-28	50	50	40	40
MP 329-15 to MP 329-25				
MP 337-13 to MP 338-8		60		45
MP 339-30 to MP 339-36				
MP 343-26 to MP 344-4		55		40
MP 344-11 to MP 344-19				
MP 350-16 to MP 353-31		60		45
MP 382-23 to MP 382-30				
MP 387-12 to MP 387-19				
MP 416-20 to MP 423-32	60		45	

## SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>SUBDIVISION 9 (Except as shown below)...</b>	70	70	50	50
5000 engines with 74 Inch Drivers.....	60	60		
Other 5000 engines.....	50	50		
MP 427-38 to MP 428-25.....		60		40
MP 463-29 to MP 464-4.....		65		45
MP 488-37 to MP 489-8.....		65		45
MP 492-32 to MP 494-11.....		60		40
<b>SUBDIVISION 10 (Except as shown below)...</b>	60	60	35	35
M50 and Mikado engines.....	35	35		
MP 532 to MP 542.....	55	50		
MP 546 to MP 568.....	50	50		
MP 568 to MP 581.....	55	50		
MP 593-30 to MP 596-22.....	55	60		
MP 596-22 to MP 597-7.....		45		30
MP 597-7 to MP 607.....	55	50		
MP 607 to MP 609.....	30	30	20	20
Elmore—Other tracks.....	20	20	20	20
Engines 2600 to 2699 and 4000 to 4061, single or directly coupled with lighter class engines; Engines 2500 to 2699 and 4000 to 4061 when double headed, must be separated by two or more cars;				
Engines 831 to 979, 1600 to 2144 and 2300 to 2319 when double headed directly coupled; Over Bridge 5489.....	15		15	
Engines 2500 to 2699 and 4000 to 4061 Over Bridge 6070.....	15		15	

### SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds of Rocket trains.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

Other restrictions for Rocket trains are as follows:

Subdivision 6.—MP 530.5 CB&Q crossing.....	45 MPH.
Subdivision 7.—MP 163.7 CB&Q Crossing.....	45 MPH.
Belleville within yard limits.....	Restricted Speed
MP 198.8 MoPao Crossing.....	30 MPH.

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearances are to be received.

Headlight on Rocket trains must be burning dimly during daylight hours.

Mars Signal Lights on Rocket engines shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40, P-42 or M-50 class, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of Ten (10) miles per hour less than speed authorized for Rocket trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Such passenger trains will observe same speed restrictions shown in time table applicable to Rocket trains.

Rocket trains handling conventional type of equipment hauled by passenger Diesel may be operated at permissible Rocket speeds. All members of crew to be informed of such equipment and must make careful inspection at regular stops.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of fifty-five (55) miles per hour and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers.....	4½ Inches
Rocket train cars only.....	7 Inches
Conventional passenger cars.....	12 Inches
Gas-Electric motor cars.....	3 Inches

### OPERATORS' HOURS SERVICE

#### SUBDIVISION 7

	Week Days	
	*Sundays and Holidays From	To
Fairbury.....	Continuous	
Mahaska.....	6:45 a.m.	3:45 p.m.
Narka.....	8:30 a.m.	5:30 p.m.
Munden.....	7:30 a.m.	4:30 p.m.
Belleville.....	Continuous	
Courtland.....	8:00 a.m.	5:00 p.m.
Formosa.....	8:30 a.m.	5:30 p.m.
Mankato.....	8:00 a.m.	5:00 p.m.
	8:00 p.m.	4:00 a.m.
	8:00 a.m.	5:00 p.m.
	8:00 p.m.	4:00 a.m.
Esbon.....	7:30 a.m.	4:30 p.m.
Lebanon.....	8:00 a.m.	5:00 p.m.
Bellaire.....	8:30 a.m.	5:30 a.m.
Smith Center.....	Continuous	
Athol.....	8:00 a.m.	5:00 p.m.
Kensington.....	8:30 a.m.	5:30 p.m.
Agra.....	8:00 a.m.	5:00 p.m.
Phillipsburg.....	Continuous	

### OPERATORS' HOURS SERVICE

#### SUBDIVISION 8

	Week Days	
	*Sundays and Holidays From	To
Phillipsburg.....	Continuous	
Stuttgart.....	7:00 a.m.	4:00 p.m.
Prairie View.....	7:00 a.m.	4:00 p.m.
	7:00 a.m.	9:00 a.m.
Almena.....	7:00 a.m.	4:00 p.m.
Norton.....	Continuous	
Clayton.....	8:00 a.m.	5:00 p.m.
Jennings.....	7:15 a.m.	4:15 p.m.
Dresden.....	8:30 a.m.	5:30 p.m.
Selden.....	7:30 a.m.	4:30 p.m.
Rexford.....	7:00 a.m.	4:00 p.m.
Colby.....	Continuous	
Levant.....	8:00 a.m.	5:00 p.m.
Brewster.....	6:30 a.m.	3:30 p.m.
	6:30 a.m.	3:30 p.m.
Goodland.....	Continuous	

## SPECIAL INSTRUCTIONS

### 1. USE OF RED HEADLIGHT ON TWO OR MORE TRACKS:

When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display Red Headlight. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear.

The operation and use of Red Headlight will not relieve enginemen or trainmen from complying with Rule 102.

### ON SINGLE TRACK:

When head-end protection is required as provided by Rule 99, enginemen will immediately display Red Headlight. This will not relieve forward trainman or fireman from complying with fourth paragraph of Rule 99.

When occupying main track meeting an opposing train, Red Headlight will be displayed approaching and while standing on main track awaiting arrival of opposing train.

1a. On trains equipped with red oscillating rear-end light, trainmen and enginemen will be governed by the following instructions:

When a train stops or is moving under circumstances in which it may be overtaken by another train, the trainman, acting as flagman, will immediately display red oscillating light, and it will not be extinguished until normal speed of train is resumed.

When signal is displayed, engineman on approaching train will immediately proceed at restricted speed.

The operation and use of rear-end red oscillating light will not in any way relieve trainmen from complying with Rules 99 and 885.

1b. Headlight on freight diesel engines must be burning dimly during daylight hours, except will be concealed or extinguished when train turns out to meet another and has stopped clear of main track.

2. Council Bluffs is the initial station for westward trains, Subdivision 6, leaving that station.

3. Nos. 7 and 25 must obtain clearance before leaving Omaha.

3a. When no operator on duty trains may leave Jansen and Ruskin without clearance if the train order signal indicates proceed.

4. Restricted use of Register Books as follows:

Council Bluffs—Passenger Station, for passenger trains, and freight trains originating.

Council Bluffs—Yard Office, for freight trains terminating.

Omaha—For Nos. 7, 8, 25 and 26.

Jansen—For trains originating and terminating.

4a. All trains will register by Form 1339 at Albright.

4b. Trains Nos. 7 and 8 will register by Form 1339 at Fairbury, Goodland and Limon.

5. Bulletin Boards and General Order Books are located at:

Council Bluffs—Passenger Station	Goodland—Telegraph Office
Fairbury—Telegraph Office	Goodland—Round House
Fairbury—Round House	Limon
Horton	Colorado Springs
Phillipsburg	Denver—D&RGW Telegraph Office, Union Depot

5a. Conductors and Enginemen are not required to consult Bulletin Board and General Order Books at intermediate points on a subdivision.

5b. Conductors and Enginemen running over more than one division must consult Bulletin Board and General Order Book at the initial point on each division, except where they have consulted the Bulletin Board and General Order Book of such division at the initial point of run.

6. Standard Clocks are located at:

Council Bluffs.	Phillipsburg.
Lincoln.	Goodland.
Fairbury.	Limon.
Belleville.	Colorado Springs.
Horton.	

### 7. Official Hospitals.

Name	Place	Telephone
Jennie Edmundson	Council Bluffs, Iowa, Pierce and Oak Sts.	2769
Fairbury	Fairbury, Neb., 612 Fifth St.	80
St. Francis	Colorado Springs, Colo., 812 E. Pikes Peak Ave.	283
St. Luke's	Denver, Colo., E 19th Ave. and Pearl St.	York 2851

### Emergency Hospitals.

Name	Place	Telephone
Clarkston	Omaha, Neb., 26th St. and Dewey Ave.	AT-9930
St. Elizabeth's	Lincoln, Neb., 1145 South St.	F2366
Murdock Memorial	Sabetha, Kan., South 14th St.	60
Lutheran	Beatrice, Neb., 1201 South Ninth St.	106
Norton City	Norton, Kan., East Wilmington St.	Bell 130, Farmers 5
Boothroy Memorial	Goodland, Kan., 120 6th St.	5110
Beth-El	Colorado Springs, Colo., 1400 East Boulder St.	2830

8. "g" Conditional stops for revenue passengers only.

### 11. All railroad crossings at grade are protected by Interlocking, except as follows:

Sub-divn.	MP	Crossing	Remarks	Operated by	Normal Position Gate AGAINST	Light Arrangement for	
						Stop	Proceed
6	507.5	UP	Gate	Trainmen	UP	Red	
6	560.8	MoPac					
6a	129.3	UP					
6a	129.5	CB&Q					
7	165.8	UP					
7	204.9	AT&SF	Gate	Trainmen	AT&SF	Red	
10	530.8	UP					

### 11a. Railroad crossings at grade are protected by Automatic Interlocking as shown below.

Sub-divn.	MP	Crossing	Sub-divn.	MP	Crossing
6	530.5	CB&Q.	7	198.8	MoPac.
7	163.7	CB&Q.	7a	157.3	UP

11b. At Scandia (MP 198.8) westward movement from CRI&P Ry. siding and house track is governed by color light dwarf signals. Switches must be properly lined for such movements before a proceed indication of signals can be given.

11c. At Lincoln (MP 560.1) switch on OLB end of crossover and switch to C&NW transfer are electrically locked. Before these switches may be operated automatic signals must be placed in stop position. Instructions for operating these locks and switches are posted in release box.

13. Passengers may be carried on local extras except between Fairbury and Council Bluffs.

14. Following rule in effect on Subdivisions where so specified in foot notes of time table. Freight trains and mixed trains will be notified of following Extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

"C. & E. . . . . after (time) protect against!

Extra . . . . . " Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN and thereafter proceed as the way is seen or known to be clear.

14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received, reading eastward-northward (or westward-southward) extra trains or eastward-northward (or westward-southward) extra trains except extra . . . . . wait at . . . . . (a station in rear) until . . . . . the train addressed is relieved from protecting its rear against such following extra trains, or extra train, until the time named in the order.

16. Trains between Council Bluffs passenger station and CRI&P Jct., UP Transfer will be governed by Des Moines division time table.

16a. While operating on all Union Pacific tracks in Council Bluffs, Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific rules, bridge subdivision special rules and bridge subdivision time table.

16b. Trains between Limon and 21st Street Denver will be governed by Union Pacific R. R. time table, special rules and operating rules.

16c. Trains between 21st Street and Cherry Creek Denver will be governed by DUTRY operating rules.

16d. Trains between Cherry Creek and 7th Street yard Denver will be governed by AT&SFRY, D&RGWRR joint time table and operating rules.

16e. Trains between Colorado Springs and D&RGW connection Monument Creek will be governed by AT&SFRY, D&RGWRR joint time table and operating rules.

18. First class trains, approaching stations used jointly with other divisions, if the time of trains of all divisions using the same track at such stations is not shown on the time tables of all divisions, shall approach such stations at RESTRICTED SPEED, prepared to stop should the track be occupied.

18a. BEATRICE—Trains and engines must stop before passing over Sixth Street crossing and be protected by a member of crew located on ground at crossing.

19. Branch line trains must protect against approaching main line trains at Junction points.

26. Automatic Block Signal Rules, except Rule 509 (b), are in effect between Union Pacific connection Albright and Limon.

28. Minimum Clearance of Bridges, Tunnels, etc.:  
Height 17 ft., 2 in., width 13 ft.

28a. All employes are hereby notified that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through, or under the following named bridges or viaducts:

Sub-Div.	Mile Post	Kind of Structure
6	517.3	Overhead Highway Crossing.
6	542.2	Overhead Highway Crossing.
6	544.3	Overhead Highway Crossing.
6	548.4	Overhead Highway Crossing.
6	553.1	Overhead Highway Crossing.
6	560.2	Overhead Trolley Wire.
6	560.5	Overhead Highway Crossing.
6	560.9	Overhead Trolley Wire.
6	562.0	Overhead Trolley Wire.
6	564.1	Overhead Highway Crossing.
6a	155.4	Overhead Highway Crossing.
6a	65.6	Overhead Railway Bridge.
6a	81.8	Truss Bridge.
6a	91.1	Overhead Highway Crossing.
6a	91.8	Overhead Highway Crossing.
6a	92.3	Truss Bridge.
6a	121.4	Overhead Highway Crossing.
6a	129.7	Truss Bridge.
7	189.5	Overhead Highway Crossing.
7	189.6	Overhead Highway Crossing.
7	199.0	Truss Bridge.
7	274.9	Overhead Highway Crossing.
7	277.8	Overhead Highway Crossing.
7a	157.1	Overhead Highway Crossing.
7a	158.2	Truss Bridge.
7a	174.0	Truss Bridge.
7a	179.7	Truss Bridge.
9	528.7	Overhead Highway Crossing.
10	533.0	Overhead Highway Crossing.
10	548.9	Truss Span.
10	606.4	Overhead Railway Crossing.
10	606.5	Nevada Avenue Viaduct.
10	606.8	Cascade Avenue Viaduct.

31. Industrial or spur tracks between stations are located at:

Sub-div.	MP	Name	Cap Capacity
6	557.7	Army Airforce Storage Spur.....	37
6	558.0	W. T. Good Spur.....	12
6	559.6	University Place.....	75
8	313.6	State Sanitorium Spur.....	7

32. Lights on train order signals will not be displayed when train order offices are closed.

32a. At interlocking stations where Train Order signal is operated by Signalman, Train Order signal will not be displayed in proceed indication for a train or engine until the route is set and interlocking signals cleared to permit its movement, when no train orders are held for delivery.

#### DISPATCHERS

34. When heavy rains are reported dispatchers will give train and enginemen notification of same by train order in following form:

"Heavy rains between ..... and ..... All trains run carefully watching for places likely to be affected."

#### TRAINMEN AND ENGINEMEN

34a. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY REGARDLESS OF TIME.

35. At stations where emergency telephones are located, conductor should communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, Conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

The following letters in "Station" and "Signs" Columns indicate:

- F—Fuel Station.
- P—Train Dispatchers Telephone.
- R—Train Register Station.
- T—Turn Table.
- W—Water Station.
- Y—Wye.
- UX—Railroad Crossing not protected by Interlocking.
- TO—Train Order Station.
- Yd—Station where yard limit signs are maintained.

#### TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	72	50.0	105	34.3
34	106.0	73	49.3	110	32.7
36	100.0	74	48.6	115	31.3
38	94.7	75	48.0	120	30.0
40	90.0	76	47.4	125	28.8
42	85.7	77	46.7	130	27.7
45	80.0	78	46.1	135	26.7
48	75.0	79	45.6	140	25.7
50	72.0	80	45.0	145	24.8
52	69.2	81	44.4	150	24.0
54	66.6	82	43.9	155	23.2
56	64.2	83	43.4	160	22.5
58	62.0	84	42.9	170	21.2
60	60.0	85	42.4	180	20.0
61	59.0	86	41.9	190	18.9
62	58.0	87	41.4	200	18.0
63	57.1	88	40.9	210	17.1
64	56.2	89	40.4	220	16.4
65	55.3	90	40.0	230	15.6
66	54.5	91	39.6	240	15.0
67	53.7	92	39.1	250	14.4
68	52.9	93	38.7	260	13.8
69	52.1	94	38.2	270	13.3
70	51.4	95	37.9	280	12.3
71	50.7	100	36.0	290	12.4

R. L. JONES, Asst. Supt.,  
Goodland, Kans.

A. B. HARRISON, Trainmaster,  
Fairbury, Neb.

R. J. HARRISON, Asst. Trainmaster,  
Denver, Colo.

J. H. MULLINIX, Master Mechanic,  
Fairbury, Neb.

L. B. ENGLISH, Road Foreman Equipment,  
Fairbury, Neb.

W. F. KLINE, Road Foreman Equipment,  
Goodland, Kans.

F. B. KIRK, Chief Dispatcher.

A. S. BISHOP, Night Chief Dispatcher.

H. A. HILL,  
A. D. WILLIAMS,  
J. E. BENTON,  
J. J. WILKE,  
R. H. CHANDLER,  
R. E. WILLIAMS,  
E. M. RECTOR,  
K. E. ELYEA,  
J. A. JACKSON,

Train Dispatchers,  
Fairbury, Neb.