

Company Surgeons

	Location
T. L. HANSEN, Chief Surgeon.....	Chicago
F. E. BALLINGER, Local Surgeon and Examiner.....	Chicago
ABBOTT M. DEAN, Oculist and Aurlst.....	Council Bluffs, Ia.
J. H. JUDD, Oculist and Aurlst.....	Council Bluffs, Ia.
R. D. SCHROCK.....	Council Bluffs, Ia.
HERMAN F. JOHNSON.....	Council Bluffs, Ia.
N. C. SCOTT, Asst. Local Surgeon.....	Council Bluffs, Ia.
HAROLD GIFFORD, Oculist.....	Omaha, Neb.
FREDERICK O. BECK.....	So. Omaha
E. H. WORTHMAN.....	Louisville
JAMES E. M. THOMSON.....	Louisville
C. F. FERCIOT, Asst. Local Surgeon.....	Lincoln
HARVEY D. RUNTY.....	De Witt
J. HAROLD LYNCH, Division Surgeon and Examiner.....	Fairbury, Neb.
R. P. LUCE, Asst. Division Surgeon and Examiner.....	Fairbury, Neb.
V. J. WALL.....	Mahaska, Kan.
H. D. THOMAS, Asst. Local Surgeon and Examiner.....	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.....	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.....	Colby
D. D. VERMILLION, Oculist, Aurlst 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.....	Calhan
L. J. KENNEDY, Asst. Local Surgeon and Examiner.....	Colorado Springs
A. W. MAYER, Jr., Surgeon and Examiner.....	Colorado Springs
W. M. BANE, Oculist and Aurlst.....	Denver, Colo.
GEO. M. EDMONDS.....	Horton
F. E. WRIGHTMAN.....	Sabetha
W. T. WILDHABER.....	Beatrice, Neb.
PAUL A. REED.....	Deshler

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

R. W. ANDERSON,
Superintendent

O. W. LIMESTALL,
Gen'l Sup't Transportation

M. R. WILSON,
Sup't Motive Power

R. E. JOHNSON,
Ass't General Manager

F. R. HOSACK,
Gen'l Sup't Motive Power

C. L. FRANKLIN,
General Manager

W. H. HILLIS,
Vice President-Operations

Chicago, Rock Island & Pacific Railway

TIME TABLE

**WESTERN DIVISION
SECOND DISTRICT**

No. 2

EFFECTIVE AT 12:01 A. M.

SUNDAY, MAY 28, 1950

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 Employes**

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS					SUBDIVISION 6 STATIONS			Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays						FIRST CLASS		SECOND CLASS			
97	89	91	7	25				Time Table No. 2 May 28, 1950			From To						26	8	80	92	96	
Chicago Colorado California Red Ball	Mixed	Rocket Freight	Rocket	Passenger	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE						M. P. from Chicago	Distance from Council Bluffs	Signs	Passenger	Rocket	Mixed	Rocket Freight	Colorado Chicago Red Ball	
Daily	Daily Except Sunday	Daily	Daily	Daily																		
P.M. 11.00		A.M. 11.00	P.M. 10.20	A.M. 6.45	Yd.	2316	Q	Co. Bluffs	Continuous	499.2		RYd FWT	P.M. 7.00	A.M. 12.16			A.M. 1.30	A.M. 6.00				
			B 10.30	S 6.55				UP Tr., Ia.		500.4	1.2		6.50	A.M. 12.07								
			B 10.51	S 7.15		2320	YD	Omaha, Neb.	Continuous	503.1	3.9	R	{ 6.30	{ 11.59								
			11.06	7.45				CRI&P Jct.		507.5	8.3		{ 6.15	{ 11.39			P.M. 10.59	2.24				
11.42		11.43	11.13	7.55		2324		UP Crossing		507.5	8.3		5.53	11.28								
								See T.T. Rules 18 and 19a														
								TWO MAIN TRACKS														
11.50 P.M.		11.45	11.15	f 7.57	63	204	2325	G	ALBRIGHT	TO	507.8	8.6	RYd	5.50	11.25		10.54	2.20				
12.01 A.M.		11.53 A.M.	11.20	f 8.03	53	4	2329		RUMSEY	P	512.6	13.4		5.43	11.20		10.43	2.03				
12.14		12.05 P.M.	11.32	f 8.10	52	25	2335		RICHFIELD	P	518.1	18.9		f 5.35	11.14		10.34	1.55				
12.28		12.16	11.39	s 8.19	92	28	2343	K	LOUISVILLE	TO	525.8	26.6	W	s 5.24	11.06		10.20	1.40				
12.38		12.26	11.45	f 8.26	57	15	2348		MoPac Crossing		525.8	26.6										
12.52		12.40	11.50	s 8.35	51	26	2353	CK	CB&Q Crossing		530.5	31.3										
1.02		12.50	11.56	s 8.45	91	19	2360	AO	SOUTH BEND	P	531.0	31.8		s 5.16	10.59		10.10	1.29				
1.14		1.01	12.02	f 8.55	38	27	2367		MURDOCK	TO	536.3	37.1		s 5.06	10.54		10.00	1.20				
1.25		1.11	12.08	9.03	49	56	2374		ALVO	TO	543.0	43.8		s 4.55	10.48		9.51	1.02				
									PRAIRIE HOME	P	550.3	51.1		s 4.44	10.40		9.41	12.50				
									HAVELOCK	P	557.0	57.8		f 4.33	10.33		9.32	12.40				
									MoPac Crossing	UX	560.8	61.6										
1.50		1.31	12.20	s 9.23	56	570	2378	CN	LINCOLN	TO	561.4	62.2	WYd	s 4.21	10.27		9.25	A.M. 7-12.20				
									COLLEGE VIEW		564.3	65.1										
2.02		1.43	12.30	f 9.33	51	18	2386		ROKEY	P	569.8	70.6		f 3.56	10.12		9.13	P.M. 11.25				
2.12		1.51	12.35	s 9.42	50	23	2392		MARTELL	P	575.3	76.1		s 3.49	10.07		9.06	11.16				
2.25		2.03	12.41	s 9.52	79	27	2399	HM	HALLAM	TO	582.3	83.1		s 3.38	10.01		8.57	11.05				
2.37		2.13	12.47	s 10.02	51	25	2405	CA	CLATONIA	TO	588.6	89.4		s 3.28	9.55		8.47	10.54				
2.47		2.23	12.53	f 10.11	51	25	2411		DE WITT	P	595.4	96.2		s 3.18	9.49		8.37	10.43				
2.57		2.33	12.59	s 10.22	51	25	2419	MY	PLYMOUTH	TO	602.0	102.8	W	s 3.08	9.43		8.28	10.32				
3.12	P.M. 4.00	2.53	1.08	s 10.37	79	32	2428	NS	JANSEN	TO	611.9	112.7	R	s 2.53	9.34	A.M. 6.45	8.15	10.17				
3.30 A.M.	4.15 P.M.	3.10 P.M.	s 1.15	s 10.50		Yd.	2435	DS	FAIRBURY	TO	618.2	119.0	RYd FWT	2.40 P.M.	9.26 P.M.	6.30 A.M.	8.00 P.M.	10.00 P.M.				
								F														
									LEAVE					Daily	Daily	Daily Except Sunday	Daily	Daily				
26.4	25.2	28.5	44.6	33.2				Average Speed Per Hr.						35.7	48.0	25.2	21.6	14.9				
4.30	0.15	4.10	2.55	4.05				SCHEDULE TIME						3.20	2.50	0.15	5.30	8.00				

CENTRAL 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 10 MINUTES.
 FORM Y ORDERS AUTHORIZED.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 7 STATIONS						FIRST CLASS		SECOND CLASS			
91	97		25	7									26	8		96	92	
Rocket Freight	Chicago Colorado California Red Ball		Passenger	Rocket	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE			M. P. from St. Joseph	Distance from Fairbury	Signs	Passenger	Rocket	Colorado Kansas City Red Ball	Rocket Freight	
Daily	Daily		Daily	Daily	Yard		2435	DS } F }					RYd FWT	P.M. 2:30	P.M. 9:22	P.M. 6:20	P.M. 7:40	
P.M. 3:35	A.M. 5:00		A.M. 11:15	A.M. 1:19				..... FAIRBURY TO			155.5	.....					
							 UP Crossing UX			155.8	0.3						
3:50	5:15		11:30	1:28	51		2441	..... THOMPSON, NEB. P			162.5	7.0		s 2:14	9:12	5:36	7:25
							 CB&Q Crossing P			163.7	8.2						
4:08	5:33		11:43	1:36	51	29	2449	..... MAHASKA, KAN. TO			170.3	14.8		s 2:04	9:04	5:21	7:10
4:15	5:40		11:51	1:40	51	24	2454	..... NARKA TO			174.8	19.3		s 1:55	9:00	5:11	7:04
4:25	5:50		12:01	1:46	50	26	2460	..... MUNDEN TO			181.6	26.1		s 1:44	8:54	5:01	6:55
4:30	5:55		12:07		50		2463	..... KALISH P			184.8	29.3			8:51	4:55	6:50
4:40	6:05		12:15	s 1:58		Yard	2468	..... BELLEVILLE TO			189.4	33.9	YdF WTY	1:30	s 8:46	4:40	6:40
5:30	7:45		1:35					..... RYDAL P			194.0	38.5		12:55	8:39	3:01	6:08
5:40	7:55		1:42	2:04	63	19	2473	..... SCANDIA P			198.7	43.2	W	12:48	8:35	2:51	6:01
6:01	8:03		1:52	2:09	51	23	2477	..... MoPac Crossing P			198.8	43.3					
								..... COURTLAND TO			204.9	49.4		s 12:38	8:29	2:42	5:52
6:15	8:12		2:05	2:15	82	21	2483	..... AT&SF Crossing UX			204.9	49.4					
								..... FORMOSO TO			209.9	54.4		s 12:28	8:24	2:35	5:45
6:23	8:21		2:15	2:20	61	20	2488	..... MONROSE P			215.1	59.6		s 12:19	8:19	2:25	5:38
6:31	8:31		2:25	2:24	37	24	2493	..... MANKATO TO			222.1	66.6	W	12:08	g 8:13	2:02	5:28
6:46	8:46		2:45	g 2:33	65	61	2500	..... OTEGO P			230.1	74.6		11:48	8:05	1:48	5:17
6:57	8:57		2:59	2:41	50	21	2508	..... ESBON TO			234.8	79.3		s 11:39	8:01	1:41	5:10
7:05	9:05		3:09	2:45	83	33	2514	..... LEBANON TO			241.5	86.0		s 11:28	7:55	1:32	5:01
7:13	9:14		3:22	2:51	50	41	2520	..... BELLAIRE TO			248.0	92.5		s 11:17	7:49	1:23	4:52
7:22	9:23		3:34	2:57	50	38	2527	..... SMITH CENTER TO			254.1	98.6	W	11:06	g 7:43	1:14	4:43
7:43	9:33		3:54	g 3:05	50	66	2533	..... ATHOL TO			262.1	106.6		s 10:46	7:36	1:02	4:31
7:59	9:45		4:08	3:13	52	34	2541	..... KENSINGTON TO			268.1	112.6		s 10:35	7:31	12:54	4:21
8:07	9:54		4:21	3:18	51	31	2547	..... AGRA TO			272.7	117.2		s 10:24	7:27	12:47	4:02
8:15	10:02		4:31	3:22	83	25	2551	..... GRETNA P			277.7	122.2		s 10:14	7:23	12:39	3:54
8:22	10:14		4:41	3:26	49	22	2556	..... PHILLIPSBURG TO			283.9	128.4	RYd FWT	10:05	7:18	12:30	3:45
8:35	10:35		5:05	3:33		Yard	2563	LEAVE						Daily	Daily	Daily	Daily	
								..... AVERAGE SPEED PER HOUR P.M.						31.4	62.1	30.8	37.8
								..... SCHEDULE TIME P.M.						4.25	2.04	5.50	3.55

CENTRAL 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 10 MINUTES.

FORM Y ORDERS AUTHORIZED

No. 7 Discharge from Chicago and Englewood.
Receive for Denver and Colorado Springs.

No. 8 Discharge from Denver and Colorado Springs.
Receive for Englewood and Chicago.

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			26	8	96	92			
Rocket Freight	Chicago Colorado California Red Ball	Passenger	Rocket	Time Table No. 2			Passenger	Rocket	Colorado Kansas City Red Ball	Rocket Freight			
Daily	Daily	Daily	Daily	May 28, 1950									
P.M. 8:00	A.M. 10:35	P.M. 4:25	A.M. 2:35	LEAVE			A.M. 8:45	P.M. 6:16	A.M.-97 10:35	P.M. 2:30			
8:15	10:50	s 4:35	2:43	Z....	PHILLIPSBURG	TO	283.9	.....	RYdFWT	s 8:29	6:09	10:13	2:18
8:27	11:03	s 4:44	2:49	GR..	STUTTGART	TO	291.5	7.6	.....	s 8:16	6:03	9:55	2:09
8:40	11:18	s 4:54	2:56	VW..	PRAIRIE VIEW	TO	298.3	14.4	.....	s 8:02	5:56	9:35	1:54
8:48	11:28	s 4:59	3:00	NA..	ALMENA	TO	306.5	22.6	.....	s 7:54		9:23	1:48
9:02	11:44	s 5:16	3:11	SI....	CALVERT	P	310.6	26.7	.....	s 7:43	s 5:46	9:05	1:39
9:18	12:01	s 5:36	3:20	.....	NORTON	TO	318.0	34.1	W	s 7:26	s 5:36	8:45	1:24
9:33	12:18	s 5:49	3:27	.....	DELLVALE	P	327.0	43.1	.....	s 7:15	5:30	8:27	1:14
9:44	12:30	s 6:02	3:33	.....	CLAYTON	TO	335.0	51.1	.....	s 7:05	5:24	8:12	1:05
9:59	12:53	s 6:13	3:40	.....	JENNINGS	TO	342.4	58.5	.....	s 6:51	5:17	7:55	12:53
10:14	1:14	s 6:31	3:48	.....	DRESDEN	TO	350.8	66.9	.....	s 6:37	5:09	7:38	12:41
10:31	1:34	s 6:46	3:57	.....	SELDEN	TO	360.2	76.3	WY	s 6:23	5:01	7:18	12:26
10:38	1:42	f 6:53		.....	REXFORD	TO	370.8	86.9	.....	f 6:15		7:07	12:20
10:45	1:50	s 7:02	4:04	.....	BRETTON	P	375.3	91.4	.....	s 6:10	4:54	6:57	12:14
10:56	2:10	s 7:18	4:12	.....	GEW	P	379.8	95.9	.....	s 5:58	s 4:46	6:40	12:03
11:09	2:30	s 7:31	4:20	.....	COLBY	TO	387.8	103.9	W	s 5:44	4:38	6:15	11:51
11:25	2:50	s 7:43	4:28	.....	LEVANT	TO	396.0	112.1	.....	s 5:30	4:30	5:59	11:38
11:40	3:05	s 7:57	4:36	.....	BREWSTER	TO	405.8	121.9	.....	s 5:17	4:23	5:44	11:18
12:20	3:30	8:10	4:46	.....	EDSON	.....	415.1	131.2	.....	5:05	4:16	5:30	11:05
		P.M.	A.M.	.....	GOODLAND	TO	423.8	139.9	RYdFWT	A.M.	P.M.	A.M.	A.M.
				.....						Daily	Daily	Daily	Daily
32.1	28.5	37.3	64.1	.....	LEAVE					38.2	69.9	27.5	40.9
4.20	4.55	3.45	2.11	.....	AVERAGE SPEED PER HOUR...					3.40	2.00	5.05	3.25
				.....	SCHEDULE TIME.....								

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.
 FORM Y ORDERS AUTHORIZED.

No. 7 Norton—Receive for regular stop points in Colorado, discharge from Lincoln and points east except will make regular stop on Monday.
 Colby—Receive for regular stop points in Colorado, discharge from Lincoln and points east except will make regular stops on Thursday, Friday, Saturday and Sunday.

FOR OPERATORS HOURS SERVICE SEE PAGE 9

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 9 STATIONS				Office Hours Week Days, except Saturdays					FIRST CLASS		SECOND CLASS	
97	91	25	7				Time Table No. 2				*Sundays and Holidays					26	8	96	92
Chicago Colorado California Red Ball	Rocket Freight	Passenger	Rocket				May 28, 1950				**Saturdays					Passenger	Rocket	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	P.M. 8.20	A.M. 4.50	.....	Yard	2702	GD..	.....	GOODLAND	.....	TO	Continuous.	423.8	.....	RYdFWT	A.M.-7 4.45	P.M. 4.12	A.M. 4.30	A.M. 9.55
5.09	1.50	8.27	4.56	51	12	2708	.....	.....	CARUSO	.....	.....	429.3	5.5	.....	.....	4.33	4.06	4.12	9.39
5.23	1.58	8.34	5.00	50	20	2712	.....	.....	RULETON	.....	P	433.4	9.6	.....	s 4.28	4.02	4.04	9.33	
5.40	2.10	8.46	5.07	87	71	2720	RA..	.....	KANORADO, KAN.	.....	TO	7:00 a.m. 4:00 p.m.	441.4	17.6	.....	s 4.18	3.56	3.52	9.23
5.49	2.19	8.53	5.12	60	9	2726	.....	.....	PECONIC, COLO.	.....	P	447.3	23.5	.....	.....	4.10	3.51	3.43	9.16
6.05	2.29	9.05	5.18	51	112	2732	BR..	.....	BURLINGTON	.....	TO	Continuous.	453.7	29.9	W	s 4.01	3.46	3.34	9.07
6.17	2.38	9.12	5.24	76	.....	2738	.....	.....	HUNGERFORD	.....	P	459.7	35.9	.....	.....	3.49	3.41	3.21	8.59
6.23	2.43	9.17		.....	35	2741	.....	.....	BETHUNE	.....	P	462.0	38.2	.....	s 3.44			3.15	8.56
6.51	3.00	9.32	5.35	83	52	2751	RT..	.....	STRATTON	.....	TO	7:30 a.m. 4:30 p.m.	472.1	48.3	WY	s 3.28	3.31	3.00	8.43
7.08	3.15	9.43	5.41	50	23	2758	ON..	.....	VONA	.....	TO	8:30 a.m. 5:30 p.m.	479.3	55.5	.....	s 3.15	3.25	2.42	8.34
7.22	3.31	9.53	5.47	51	21	2765	BT..	.....	SEIBERT	.....	TO	7:30 a.m. 4:30 p.m.	486.3	62.5	.....	s 3.00	3.19	2.29	8.25
7.47	3.58	10.12	5.57	90	34	2776	FA..	.....	FLAGLER	.....	TO	7:30 a.m. 4:30 p.m.	497.3	73.5	W	s 2.47	3.10	2.09	8.10
7.57	4.13	10.20	6.03	48	.....	2782	.....	.....	SAUGUS	.....	P	503.3	79.5	.....	.....	2.38	3.05	1.56	8.02
8.07	4.23	10.30	6.08	50	70	2787	BI..	.....	ARRIBA	.....	TO	7:30 a.m. 4:30 p.m.	508.8	85.0	.....	s 2.32	3.00	1.46	7.55
8.18	4.32	10.39	6.14	50	17	2793	.....	.....	BOVINA	.....	P	514.6	90.8	.....	s 2.24			1.36	7.48
8.30	4.44	10.50	6.19	85	39	2799	GN..	.....	GENOA	.....	TO	7:30 a.m. 4:30 p.m.	520.7	96.9	.....	s 2.16	2.51	1.25	7.40
8.40	4.54	11.02	6.25	53	.....	2805	.....	.....	MUSTANG	.....	P	526.3	103.0	.....	.....	2.06	2.45	1.11	7.28
9.15 P.M.	5.20 A.M.	11.20 P.M.	6.31 A.M.	.....	Yard	2809	LN..	.....	LIMON	.....	TO	Continuous.	630.8	107.0	RYd FWTY	2.00 A.M.	2.40 P.M.	1.00 A.M.	7.20 A.M.
																Daily	Daily	Daily	Daily
25.2	29.2	35.7	63.6						.....AVERAGE SPEED PER HOUR.....							38.9	69.7	30.6	41.4
4.15	3.40	3.00	1.41						.....SCHEDULE TIME.....							2.45	1.32	3.30	2.35

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.

FORM Y ORDERS AUTHORIZED

No. 7 Discharge from Lincoln and points east.
Receive for Denver and Colorado Springs.
No. 8 Receive for Lincoln and stop points east.
Discharge from Denver and Colorado Springs.

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			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 10 STATIONS			Office Hours Week Days, except Saturdays		M. P. from St. Joseph	Distance from Limon	Signs	FIRST CLASS		SECOND CLASS		
991			7						LEAVE			From	To				8		992		
Chicago Colorado Red Ball Mixed			Rocket									*Sundays and Holidays							Colorado Chicago Red Ball Mixed		
Daily			Daily									**Saturdays									
P.M. 3:40			A.M. 6:51			.....	Yard	2809	MN..... LIMON..... TO			Continuous.	530.8	.....	RYd FWTY	P.M. 2:25			A.M. 6:00		
4:00			7:06			28	.....	2818	..... UP Crossing..... UX				530.8	.....						
f 4:18			7:15			50	23	2828	..... RESOLIS..... P				542.6	11.8		2:06				5:05	
s 4:33			7:22			38	28	2834	..... MATHESON..... P				550.0	19.2		1:58		f 4:45			
f 4:43			7:28			24	21	2839	SM..... SIMLA..... TO			7:00 a.m. 4:00 p.m.	556.3	25.5	W	g 1:52		f 4:25			
s 5:05			7:41			51	25	2849	..... RAMAH..... P				561.1	30.3		1:47		f 4:10			
5:20			7:53			19	.....	2857	GH..... CALHAN..... TO			7:00 a.m. 4:00 p.m.	570.8	40.0	W	g 1:36		f 3:50			
f 5:28			7:57			26	16	2861	..... TIP TOP..... P				578.8	48.0		1:27		3:28			
f 5:48			8:07			50	22	2870	..... PEYTON..... P				582.0	51.2		1:23		f 3:18			
5:54						.....	14	2873	..... FALCON..... P				591.3	60.5	W	1:12		f 2:48			
6:04			8:19			.....	43	2879	..... SHIRLEY.....				594.9	64.1				2:38			
6:20			8:29			57	235	2886	..... ELSMERE..... P				600.1	69.3		12:59		2:20			
7:25 P.M.			8:35 A.M.			.....	Yard	2888	..... ROSWELL..... P				607.3	76.5	YdWTY	12:50		1:50			
						.....	Yard	2888	CS..... COLO. SPGS..... TO			Continuous.	609.6	78.8	RYdWY	12:45 P.M.		1:30 A.M.			
									See T. T. Rule 18e 78.8							Daily		Daily			
21.1			45.5						LEAVE							47.3		17.5			
3:45			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, EXCEPT No. 7 IS SUPERIOR TO No. 8 AND No. 991 IS SUPERIOR TO No. 992
 SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 15 MINUTES.
 FORM Y ORDERS AUTHORIZED.
 No. 8 Receive for Limon and beyond.

Westward

Eastward

SECOND CLASS			FIRST CLASS			Station Numbers	UNION PACIFIC JOINT TRACK			FIRST CLASS		SECOND CLASS				
25			97				7			8		92				
Mixed			Chicago Colorado California Red Ball			Rocket Freight			Rocket			Rocket		Colorado Kansas City Red Ball		
Daily			Daily			Daily			Daily			Daily		Daily		
P.M. 11:50			P.M. 10:30			A.M. 6:00			A.M. 6:51			P.M. 2:23		A.M. 6:51		
3:30 A.M.			6:30 A.M.			12:01 P.M.			3:25 A.M.			1:00 P.M.		3:50 A.M.		
												Daily		Daily		
24.5			11.2			15.0			57.3			64.9		29.8		
3:40			8:00			6:01			1:34			1:23		3:01		
														3:29		
														3:30		

MOUNTAIN TIME

Westward

Horton Branch

Eastward

SECOND CLASS				Capacity of Slidings	Capacity of Other Trackage	Station Numbers	SUBDIVISION 6-A STATIONS		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	From	To	M. P. from St. Joseph	Signs	SECOND CLASS			
		89					LEAVE										
		Mixed															
		Daily Except Sunday															
		A.M. 9-40		Yard	539	HN.....	HORTON	TO	8:30 a.m.	5:30 p.m.	40.8		RYd FWT	P.M. 2:00			
		f 9:55		24	17006	.....	MERCIER				46.5			f 1:35			
		s 10:10		23	17010	.....	POWHATTAN				50.6			s 1:20			
		s 10:35		20	17018	V.....	FAIRVIEW	TO	7:30 a.m.	4:30 p.m.	58.7			s 12:45			
		s 10:55		45	17024	SA.....	SABETHA	TO	8:00 a.m.	5:00 p.m.	64.5		W	s 12:20			
		f 11:10		22	17027	.....	BERWICK				68.2			f 12:05			
		s 11:35		30	17035	BN.....	BERN, KAN.	TO	8:30 a.m.	5:30 p.m.	75.5			A.M. 89 s 11:35			
		A.M. 80 s 12:05		27	17043	D.....	DU BOIS, NEB.	TO	7:30 a.m.	4:30 p.m.	83.5			s 11:05			
		P.M. s 12:35		43	17051	W.....	PAWNEE	TO	8:30 a.m.	5:30 p.m.	91.9		W	s 10:35			
		s 1:05	22	17	17059	SR.....	STEINAUER	TO	7:30 a.m.	4:30 p.m.	99.9			s 10:03			
		f 1:20		11	17064	.....	MAYBERRY				104.3			f 9:48			
		s 1:40		20	17069	.....	LEWISTON				109.5			s 9:30			
		s 2:00		21	17074	GI.....	VIRGINIA	TO	8:00 a.m.	5:00 p.m.	114.6			s 9:15			
		s 2:20		18	17080	.....	ROCKFORD				120.6			s 8:55			
		s 3:00	21	129	17089	BG.....	BEATRICE	TO	7:30 a.m.	4:30 p.m.	129.2		WY	s 8:25			
						.....	UP Crossing	UX			129.3						
						.....	CB&Q Crossing	UX			129.5						
		s 3:25		23	17097	.....	ELLIS				137.6			s 7:25			
		s 3:45		27	17003	.....	HARBINE				143.2			s 7:05			
		4.00 P.M.	79	32	2428	NS.....	JANSEN	TO	7:30 a.m.	4:30 p.m.	149.2		R	6:45 A.M.			
														Daily Except Sunday			
		17.1					LEAVE							15.0			
		6.20					AVERAGE SPEED PER HOUR.....							7.15			
							SCHEDULE TIME.....										

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

Westward

Ruskin Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7-A STATIONS		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	M. P. from St. Joseph	Signs	SECOND CLASS			
889							STATIONS					Time Table No. 2		880	
			Mixed				LEAVE	From	To						
			Daily Except Sunday				DS.....FAIRBURY.....TO	Continuous.		155.6	BYdFWT			P.M. 12.45	
			A.M. 6.30	Yard	2435		F }UP Crossing.....			157.3				A.M.	
							.....GLADSTONE.....			163.6				11.25	
			6.55		16	36008	.....GILEAD.....			169.5				11.00	
			7.15		36	36014	.....HEBRON.....TO	8:00 a.m. 5:00 p.m.		179.4				10.15	
			7.55		30	36024	RN.....DESHLER.....TO	8:00 a.m. 5:00 p.m.		187.1	W			9.45	
			8.25		49	36031	DE.....RUSKIN.....TO	8:00 a.m. 5:00 p.m.		194.9	RY			9.15 A.M.	
			8.45 A.M.		58	36039	SK.....LEAVE.....							Daily Except Sunday	
			17.5				AVERAGE SPEED PER HOUR.....							11.3	
			2.15				SCHEDULE TIME.....							3.30	

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, engine men 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	15
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
ALL SUBDIVISIONS				
Class C-43 engines handling passenger trains	Freight	Train S	speed	
Mikado Engines.....	50	50	.....	.....
5000 Series Engines.....	60	60	.....	.....
5100 Series Engines.....	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 with main rods removed and side rods in place.....	.....	.....	25	20
With all rods down.....	.....	.....	10	10
Switch engines without engine trucks.....	.....	.....	18	18
Steam engines or Diesel freight engines running forward without cars, or with cabooses only, must not exceed a speed of 10 MPH below authorized freight train speed.....	.....	.....	.....	.....
Engines running backward, with or without cars, must not exceed a speed of 25 MPH.	.....	.....	.....	.....
Diesel switch engines, Class S-15 and other small type diesel engines must not be operated on main tracks or to foreign line connections nor through interlocking plants unless coupled with one or more cars.	.....	.....	.....	.....
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, preferably a system empty, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the Dispatcher.	.....	.....	.....	.....
Engines with drivers blocked up.....	30	30	30	30
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
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	60	45
Gas-electric motor cars without trailers or diesel engines without cars, approaching interlocking signals and within interlocking limits.....	10	10	10	10
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:	.....	.....	25	15
With boom supported.....	.....	.....	15	15
With boom removed or not supported.....	.....	.....	.....	.....

LOCATION

NOTE:

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:

	Tangent	Curve	Tangent	Curve
Albright to Limon.....	40	40
Limon to Colo. Springs.....	30	30
Subdivision 6A.....	15	15
Subdivision 7A.....	15	15

NOTE:

Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.

NOTE:

Ditchers and other types of spreaders, locomotive cranes, clam shells, steam shovels, drag lines and similar machines with wings or booms handled in trains in through movement must have wings and booms in trailing position, when practical, while movement being made.

NOTE:

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.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 6 (Except as shown below)...	60	60	50	50
MP 507-20 to MP 508-0.....	.....	20	.....	20
MP 508-28 to MP 511-19.....	60	60	40	40
MP 515-25 to MP 515-39.....	.....	60	.....	40
MP 518-24 to MP 519-08.....	.....	50	.....	40
MP 525.8 MoPac crossing (engine only).....	40	.....	25	.....
Bridge 6303.....	20	.....	20	.....
MP 530.5 CB&Q crossing (engine only).....	30	.....	30	.....
MP 530-34 to MP 531-18.....	.....	50	.....	40
MP 545-03 to MP 546-38.....	60	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 South St.....	18	18	18	18
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.....	.....	60	.....	40
MP 153-36 to MP 155-26.....	50	60	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-Spur No. 1 and 2.	.....	.....	.....	.....
SUBDIVISION 6A (Except as shown below)...	30	30	25	15
Engines 895 to 944 and 1931 to 2144 either single or double headed over.....	15	15	15	15
Engines backing up.....	15	15	15	15
Engines heavier than T-31 must not use Steinauer..... Mill Spur	.....	.....	.....	.....
SUBDIVISION 7 (Except as shown below)...	60	60	50	50
Facing point spring switch West end Fairbury yard.....	.....	30	.....	30
MP 163.7 CB&Q crossing (engine only).....	40	.....	35	.....
MP 164-20 to MP 169-12.....	45	45	35	35
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 (engine only).....	40	.....	35	.....
MP 215-23 to MP 217-18.....	60	50	40	40
MP 225-02 to MP 225-19.....	.....	60	.....	40
MP 230-28 to MP 231-03.....	.....	60	.....	40
MP 257-8 to MP 257-16.....	40	60	.....	40
Bridge 2648.....	.....	30	.....	.....
5000 and 2693 to 2713 engines must not use: Belleville..... House Track Mankato..... County Spur Belleire..... House Track	.....	.....	.....	.....
SUBDIVISION 7A (Except as shown below)...	20	20	20	15
Engines backing up.....	15	15	15	15

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 8 (Except as shown below)	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 323-32 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 415-20 to MP 423-32.....	60		45	
SUBDIVISION 8 (Except as shown below)	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
SUBDIVISION 10 (Except as shown below)	59	59	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	50		
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.....	10	10	10	10
Colorado Springs—Mesa Road Crossing.....	18		18	
Engines 4000 to 4061 series when doubleheaded with any series engines: Over Bridge 5489.....	20		20	
Engines 2500 to 2699 and 4000 to 4061 Over Bridge 6070.....	15		15	
Engines 3000 and 5000 series prohibited on Sub. Div. 10 West of MP 531.5.....				

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 (engine only)..... 45 MPH.

Subdivision 7.—MP 163.7 CB&Q Crossing (engine only)..... 45 MPH.
 Belleville within yard limits..... Restricted Speed
 MP 198.8 MoPac Crossing..... 30 MPH.
 Bridge 2648..... 60 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.

Passenger trains consisting of Rocket equipment handled by steam passenger engines and passenger trains with conventional equipment handled by Diesel engines must not exceed speed authorized for steam passenger trains.

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded.

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.....	4 1/2 Inches
Rocket train cars only.....	7 Inches
Conventional passenger cars.....	12 Inches
Gas-Electric motor cars.....	3 Inches

OFFICE HOURS
WEEK DAYS,
EXCEPT SATURDAYS
*SUNDAY AND
HOLIDAYS
**SATURDAYS

OPERATORS' HOURS SERVICE

SUBDIVISION 7

	From	To
Fairbury.....	Continuous	
Mahaaka.....	7:30 a.m.	4:30 p.m.
Narka.....	8:30 p.m.	5:30 a.m.
Munden.....	8:30 a.m.	5:30 p.m.
Belleville.....	Continuous	
Courtland.....	8:00 a.m.	5:00 p.m.
Formosa.....	8:00 a.m.	5:00 p.m.
Mankato.....	8:00 a.m.	4:00 p.m.
	7:00 p.m.	3:00 a.m.
	7:00 p.m.	3:00 a.m.
Esbon.....	7:30 a.m.	4:30 p.m.
Lebanon.....	8:00 a.m.	5:00 p.m.
Bellaire.....	6:00 p.m.	3:00 a.m.
	9:00 a.m.	5:00 p.m.
Smith Center.....	9:00 a.m.	5:00 p.m.
	6:00 p.m.	2:00 a.m.
	6:00 p.m.	2:00 a.m.
Athol.....	8:00 a.m.	5:00 p.m.
Kensington.....	8:30 a.m.	5:30 p.m.
Agre.....	8:30 a.m.	5:30 p.m.
Phillipsburg.....	Continuous	

SUBDIVISION 8

	From	To
Phillipsburg.....	Continuous	
Stuttgart.....	7:30 a.m.	4:30 p.m.
Prairie View.....	7:00 a.m.	4:00 p.m.
Almena.....	7:00 a.m.	4:00 p.m.
Norton.....	Continuous	
Clayton.....	8:00 a.m.	5:00 p.m.
Jennings.....	7:30 a.m.	4:30 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.
Goodland.....	Continuous	

SPECIAL INSTRUCTIONS

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. 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 when operator on duty.

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

Fairbury—Round House

Horton

Phillipsburg

Goodland—Round House

Limon

Colorado Springs

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 Cloaks are located at:

Council Bluffs
Lincoln
Fairbury
Belleville
Horton.

Phillipsburg.
Goodland.
Limon.
Colorado Springs.

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....	6110
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	507.6	UP.....	Gate.....	Trainmen	UP.....	Red..	.....
6	580.8	MoPae.....	.....	.....	.....	.....	.....
6a	129.3	UP.....	.....	.....	.....	.....	.....
6a	129.6	CB&Q.....	.....	.....	.....	.....	.....
7	155.8	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	530.6	CB&Q.	7	198.8	MoPae.
7	163.7	CB&Q.	7a	167.3	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 OL&B 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.

11d. Bridge 3432 is equipped with flood and fire protection appliance which controls eastward signal No. 3442 and westward absolute signal at Jennings. If signal No. 3442, or westward absolute signal Jennings, Kans. is found displaying a stop indication, bridge must be inspected before passing over it.

11e. Bridge 4885 is equipped with flood and fire protection appliance which controls eastward signal No. 4886 and westward absolute signal at Selbert, Colo. If signal No. 4886, or westward absolute signal at Selbert is found displaying a stop indication, bridge must be inspected before passing over it.

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.

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&SF Ry, D&RGWRR joint time table and operating rules.

16e. Trains between Colorado Springs and D&RGW connection Monument Creek will be governed by AT&SF Ry, 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 station 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.

18b. FAIRBURY—Sub. Div. 7a trains and engines must stop before passing over Fourth and Fifth Street Crossings and be protected by a member of crew located on ground at crossing.

18c. Fairbury, Nebr. Sub-Div. 7, U. P. Crossing trainmen must precede the train or engine and give signal over crossing if safe to proceed. When practicable switchmen will flag this crossing for Trains No. 7 and No. 8 but head brakeman must be prepared to do so in case there is no switchman at the crossing.

SPECIAL INSTRUCTIONS—Concluded

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

26. Automatic Block Signal Rules are in effect between Union Pacific connection Albright and Limon.

26a. A train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing OVERLAP SIGN.

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

28a. All employees 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	564.1	Overhead Highway Crossing.
6	565.4	Overhead Highway Crossing.
6a	555.6	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	Car Capacity
6	557.7	Army Airforce Storage Spur.....	37
6	558.0	W. T. Good Spur.....	12
6	559.6	University Place.....	75
9	313.6	State Sanitorium Spur.....	7

32. Phillipsburg, Kans. A two indication color light train order signal is in service at Phillipsburg, Kans. See Rules 231 and 232.

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	12.9
71	50.7	100	36.0	290	12.4

R. B. FETTERS, Asst. Supt.,
Goodland, Kans.

L. C. LONNEGREN, Trainmaster,
Fairbury, Neb.

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

P. J. BIGGAN, Master Mechanic,
Goodland, Kans.

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

J. W. NOLAN, Chief Dispatcher.

R. B. SARVIS, Night Chief Dispatcher.

A. D. WILLIAMS,
J. E. BENTON,
F. GIRDNER,
J. J. WILKE,
R. H. CHANDLER,
L. E. OLSON,

} Train Dispatchers,
Fairbury, Neb.