

Company Surgeons.

Location

T. L. HANSEN, Chief Surgeon, La Salle St. Station.....	} Chicago
J. M. L. JENSEN, Asst. Chief Surgeon.....	
ARNOLD L. NELSON, Divn. Surgeon and Examiner.....	} Des Moines
JAMES B. FRASER, Asst. Divn. Surgeon and Examiner.....	
VICTOR G. PARSONS, Asst. Divn. Surgeon and Examiner.....	
C. JONES, Oculist and Aurist.....	
HAMBERS, TAIT AND MARQUIS, Oculists.....	} West Des Moines
FRED STERNAGEL.....	
N. L. KRUEGER.....	Stuart
R. M. NEEDLES, Surgeon and Examiner.....	Atlantic
W. H. HALLORAN.....	Audubon
C. C. HUNTLEY.....	Avoca
H. B. MOOREHEAD.....	Underwood
LEE R. MARTIN, Local Surgeon and Examiner.....	} Council Bluffs
J. P. COGLEY, Local Surgeon and Examiner.....	
A. M. DEAN, Oculist and Aurist.....	
F. L. EAGLE, Oculist.....	} Omaha
J. H. JUDD, Oculist and Aurist.....	
C. C. MILLETT, Local Surgeon.....	
R. D. SCHROCK.....	
JAMES E. M. THOMSON.....	Lincoln
C. F. FERCIOT, Asst. Local Surgeon.....	} De Witt
HARVEY D. RUNTY.....	
J. HAROLD LYNCH, Divn. Surgeon and Examiner.....	Fairbury, Neb.
R. P. LUCE, Asst. Divn. Surgeon and Examiner.....	} Mahaska, Kan.
V. J. WALL.....	
H. D. THOMAS, Asst. Local Surgeon and Examiner.....	} Belleville, Kan.
PAUL L. BEIDERWELL.....	
M. D. McCOMAS.....	Courtland
CLAUDE W. INGE, Local Surgeon.....	Formoso
VICTOR E. WATTS.....	Smith Center
B. HARTMAN.....	Kensington
E. A. NELSON, Surgeon.....	} Phillipsburg
M. TOWNSEND GLASSEN.....	
H. S. BENNIE.....	Almena
W. STEPHENSON.....	Norton
GEO. D. MARSHALL, Local Surgeon.....	Colby
H. O. HARDESTY.....	Jennings
M. J. RENNER, Local Surgeon and Examiner.....	} Goodland, Kan.
D. D. VERMILLION, Oculist, Aurist and Examiner.....	
R. B. COURTNEY.....	Burlington, Colo.
J. O. CLANIN, Local Surgeon and Examiner.....	Limon
G. B. CHANDLER.....	Calhan
W. P. McCROSSIN, Surgeon and Examiner.....	} Colorado Springs
L. J. KENNEDY, Asst. Local Surgeon and Examiner.....	
A. W. MAYER, Jr., Surgeon and Examiner.....	Denver
W. M. BANE, Oculist.....	} Clay Center
CARL RUFF, Local Surgeon.....	
R. G. SCHOONHOVEN.....	Manhattan
F. E. WRIGHTMAN.....	Sabetha
W. T. WILDHABER.....	Beatrice, Neb.
PAUL A. REED.....	Deshler

Official Hospitals.	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.....	Tabor 3241
Horton Hospital.....	Horton, Kan., East Front St.....	25
Iowa Lutheran.....	Des Moines, 712 Parnell.....	6-5141
Atlantic.....	Atlantic, Fifth and Oak Sts.....	236
Nebraska Methodist.....	Omaha, Nebr., 3612 Cumin St.....	Walnut 0042
St. Elizabeth's.....	Lincoln, Neb., 1145 South St.....	F 2366
Murdock Memorial.....	Sabetha, Kan., South 14th St.....	60
Lutheran.....	Beatrice, Neb., 1201 South Ninth St.....	106
Boothroy Memorial.....	Goodland, Kan., 120 6th St.....	5110
Norton City.....	Norton, Kan., East Wilming- ton St.....	Bell 130, Farmers
Glockner.....	Colorado Springs, 2200 N. Tejon	Main 184
Clay Center Hospital.....	Clay Center, 1508 Sixth St.....	232

Chicago, Rock Island & Pacific Railroad



TIME TABLE

WESTERN DIVISION FIRST DISTRICT

No. 1

EFFECTIVE AT 12:01 A. M.

SUNDAY, APRIL 26, 1953

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

H. G. DENNIS,
Superintendent

B. F. WELLS,
Ass't General Manager

E. E. FOULKS,
General Superintendent
of Transportation

R. E. JOHNSON,
General Manager

This Time Table for the exclusive use
and guidance of Employees

Main Line Westward

SECOND CLASS			FIRST CLASS				M. P. from Chicago	Distance from Short Line Jct.	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 5 STATIONS	
197	83	81	7	101	9	55					Time Table No. 1	
M. & St. L. Freight	Chicago Colorado Red Ball	Chicago Omaha Red Ball	Rocket	M. & St. L. Passenger	Passenger	Passenger	April 26, 1953					
Daily	Daily	Daily	Daily	Daily	Daily	Daily						
	P.M. 2:30	A.M. 12:01					355.6		Yard	WX, X	<div style="font-size: small;"> Signal Indication MP 355-28 to MP 362-29 Rules 450 to 453 incl. T. T. Rule 26 </div>	
			P.M. 7:55		A.M. 4:45	A.M. 12:15	357.8	2.2	341	MS		
				A.M. 8:03	4:48	12:18	358.3					
P.M. 8:45	2:45	12:22	7:57		4:48	12:18	358.6	3.0				
9:05 P.M.	2:55	12:30	8:02	8:17 A.M.	4:54	12:24	362.6	7.0	109	350		
			8:06		4:58	12:29	362.7					
	3:02	12:37	8:11		5:04	12:36	366.3	10.7				
	3:10	12:45	8:15		5:08	12:41	372.7	17.1	125	22		
	3:15	12:51	8:19		5:12	12:45	376.6	21.0	77	34		
	3:20	12:57	8:23		5:16	12:50	379.8	24.2	49	53		
	3:26	1:03	8:27		5:20	12:55	383.2	27.6	50			
	3:32	1:09	8:32		5:25	1:01	387.4	31.8	80	50		
	3:40	1:18	8:36		5:30	1:06	393.1	37.5	49	28		
	3:46	1:26	8:40		5:34	1:12	398.2	42.6	80	93		
	3:52	1:49	8:47		5:41	1:19	403.1	47.5	80	30		
	4:02	1:59	8:56		5:50	1:34	410.1	54.5	69	52		
	4:11	2:12	9:04		5:58	1:44	417.4	61.8	49	50		
	4:21	2:23	9:10		6:05	1:52	425.5	69.9	100	60		
	4:30	2:33	9:18	g 9:18	6:15	2:02	432.5	76.9	49	25		
	4:39	2:43	9:24	g 9:18	6:21	2:09	439.9	84.3	120 50	453		
	4:47	2:53	9:31		6:28	2:16	445.8	90.2	45	31		
	4:55	3:03	9:37		6:34	2:23	452.4	96.8	46	57		
	5:10	3:12	9:46		6:43	2:32	458.7	103.1	61	91		
			9:53		6:50	2:39	460.2	104.6				
	5:22	3:24	9:59		6:56	2:44	467.2	111.6	51	38		
	5:30	3:33	10:03		7:01	2:50	473.6	118.0	73	21		
	5:37	3:41	10:07		7:05	2:55	478.5	122.9	52	55		
	5:44	3:48	10:12		7:10	3:01	483.5	127.9	81	30		
	5:51	3:55	10:16		7:14	3:06	488.3	132.7	48	4		
	5:58	4:03	10:20	s 10:20	7:30	3:30	493.7	138.1	51			
	7:30 P.M.	5:00 A.M.					498.2	142.6	130	Yard		
							499.1	143.5				
							499.2	143.6		Yard		
							499.9	144.3				
							500.2	144.6				
							500.4	144.8				
							503.1	147.5				
12.0	28.7	28.6	49.5	17.1	45.9	36.3						
0.20	5.00	4.59	2.56	0.14	3.10	4.00						

SHORT LINE JCT. (RI Crossing)		TO
2.2	DES MOINES		TO
0.5	DMU Crossing	UX
0.3	M&StL JCT	TO
4.0	WEST DES MOINES	TO
0.1	M&StL Jct	TO
3.6	COMMERCE	TO
6.4	BOONEVILLE	P
3.9	VAN METER	TO
3.2	DE SOTO	TO
3.4	CLUCAS	P
4.2	EARLHAM	TO
5.7	DEXTER	TO
4.9	STUART	TO
7.0	MENLO	TO
7.3	CASEY	TO
8.1	ADAIR	TO
7.0	ANITA	TO
7.4	WIOTA	P
5.9	ATLANTIC	TO
6.6	MARNE	P
6.3	WALNUT	TO
1.5	AVOCA	TO
7.0	HARLAN JCT	P
6.4	SHELBY	TO
4.9	MINDEN	TO
5.0	NEOLA (CMStP&P Crossing)	TO
4.8	UNDERWOOD	TO
5.4	WESTON	P
4.5	CHAUTAQUA	P
0.9	EAST YARD	TO
0.1	Wabash, CB&Q and CMStP&P Crossings	TO
0.7	CO. BLUFFS	UX
0.3	IC and C&NW Crossing	UX
0.2	CB&Q and C&NW Crossing	UX
2.7	UP TRANSFER, IA.	TO
147.5	OMAHA, NEB	TO

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED

No. 7 discharge from Des Moines and beyond, receive for Omaha and beyond.
PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.

Trains handling rock cars between Earlham Quarry and West Des Moines must not exceed speed of 30 MPH.

Main Line Eastward

SUBDIVISION 5

STATIONS

Time Table No. 1

April 26, 1953

WX Signal Indication
DX MP 362-29 to MP 355-28
MS Rules 450 to 453 incl.
RR T. T. Rule 26

AUTOMATIC BLOCK SIGNALS MP 362-29 to MP 499-06 Rules 350 to 356 incl.

SHORT LINE JCT.
 (RI Crossing)
 ... DES MOINES ...
 ... DMU Crossing ...
 ... M&StL JCT. ...
WEST DES MOINES

See T. T. Rule 15 and 15a
TWO MAIN TRACKS

Distance from Council Bluffs	Signs	Station Numbers	10	6	102	8	196	84	82
143.6	RFWYYd	2172							
141.4	RFWYdW	2174	P.M. 2:10	P.M. 11:00				P.M. 12:45	P.M. 11:50
140.9									
140.6			2:00	10:50	P.M. 7:48	2:30	A.M. 3:00	A.M. 11:35	7:47
136.6	RYd	2179	1:56	10:45	P.M. 7:39	2:25	2:45	11:25	7:37
136.5					P.M. 7:39		A.M. 2:45		
132.9		2183	1:53	10:41		2:22		11:19	7:30
126.5		2189	1:48	10:35		2:17		11:10	7:20
122.6		2193	1:45	10:31		2:13		11:05	7:14
119.4		2196	1:41	10:26		2:09		10:59	7:08
116.0		2200	1:38	10:22		2:05		10:53	7:02
111.8		2204	1:34	10:17		2:01		10:47	6:56
106.1		2209	1:30	10:11		1:57		10:39	6:48
101.0	WY	2215	1:26	10:06		1:53		10:32	6:41
96.1		2219	1:22	10:00		1:49		10:25	6:34
89.1		2226	1:16	9:50		1:42		10:12	6:24
81.8		2234	1:08	9:42		1:34		9:56	6:13
73.7		2242	1:00	9:33		1:26		9:44	6:01
66.7		2249	12:54	9:26		1:20		9:34	5:51
59.3	FWYYd	2256	12:46	9:18		1:12		9:24	5:40
53.4		2262	12:39	8:59		1:03		9:16	5:31
46.8		2269	12:32	8:52		12:56		9:07	5:22
40.5	Y	2275	12:26	8:44		12:50		8:58	5:10
39.0									
32.0		2284	12:18	8:32		12:42		8:46	4:49
25.6		2290	12:11	8:23		12:35		8:37	4:41
20.7		2295	12:07	8:17		12:31		8:29	4:33
15.7		2300	12:03	8:12		12:26		8:22	4:25
10.9		2305	11:59	8:07		12:22		8:16	4:17
5.5		2310	11:54	8:02		12:17		8:09	4:09
1.0	RWYd		11:49	7:57		12:12		8:00	4:00
0.1								A.M. 8:00	P.M. 4:00
0.7	RFWYYd	2316	11:47	7:55		12:10			
0.3									
0.2									
2.7	Yd		11:40	7:45					
147.5	WRYd	2320	11:30 A.M.	7:30 P.M.					
			54.5	41.5	26.7	53.2	16.0	30.2	18.2
			2.40	3.30	0.09	2.44	0.15	4.45	7.50

TWO MAIN TRACKS

SEE FOOT NOTES ON PAGE 1.

No. 8 discharge from Omaha and beyond, receive for Iowa City and beyond.

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 6 STATIONS			M. P. from Chicago	Distance from East Yard	Signs	FIRST CLASS		SECOND CLASS		
	79	Mixed	25	7				Passenger	Rocket	STATIONS				26	8	80	94	92
	Daily Except Sunday		Daily	Daily			Time Table No. 1						Daily	Daily	Daily Except Saturday	Daily	Daily	
				P.M.			April 26, 1953									P.M.	A.M.	
				10.16	130	Yard	Q	EAST YARD	TO	498.2		RW Yd				4.55	4.55	
				10.20		Yard	2316	Co. Bluffs		499.2	1.0	RYd FWT						
				10.30				UP Tfr., Ia.		500.4	2.2							
				11.06			2320	US Omaha, Neb.	TO	503.1	4.9	R						
				11.17			2324	CRI&P Jct.		507.5	9.3							
				12.01				UP Crossing	UX	507.5	9.3							
				11.19	63	204	2325	ALBRIGHT	TO	507.8	9.6	RYd	5.05	11.15		3.22	3.22	
				11.24	53	4	2329	RUMSEY	P	512.6	14.4		4.58	11.10		3.12	3.12	
				11.30	52	25	2335	RICHFIELD	P	518.1	19.9		4.50	11.04		3.01	3.01	
				11.38	92	28	2343	LOUISVILLE	TO	525.8	27.6		4.39	10.56		2.41	2.41	
								MoPac Crossing		525.8	27.6							
								CB&Q Crossing		530.5	32.3							
				11.45	57	15	2348	SOUTH BEND	P	531.0	32.8		4.31	10.49		2.28	2.28	
				11.50	51	26	2353	MURDOCK	TO	536.3	38.1		4.21	10.44		2.18	2.18	
				11.56	91	19	2360	ALVO	TO	543.0	44.8		4.10	10.38		2.06	2.10	
				12.02	38	27	2367	PRAIRIE HOME	P	550.3	52.1		3.59	10.30		1.51	2.00	
				12.08	49	56	2374	HAVELOCK	P	557.0	58.8		3.48	10.23		1.39	1.51	
								MoPac Crossing	UX	560.8	62.6							
				12.20	E 56 W 52	570	2378	LINCOLN	TO	561.4	63.2	Yd	3.36	10.17		1.31	1.44	
								COLLEGE VIEW	P	564.3	66.1							
				12.30	51	18	2386	ROKEBY	P	569.8	71.6		3.11	10.02		1.22	1.22	
				12.35	50	23	2392	MARTELL	P	575.3	77.1		3.04	9.57		1.12	1.12	
				12.41	79	27	2399	HALLAM	TO	582.3	84.1		2.53	9.51		12.59	12.59	
				12.47	51	25	2405	CLATONIA	TO	588.6	90.4		2.43	9.45		12.48	12.47	
				12.53	51	25	2411	DE WITT	P	595.4	97.2		2.33	9.39		12.36	12.30	
				12.59	51	25	2419	PLYMOUTH	TO	602.0	103.8		2.23	9.33		12.24	12.20	
				1.08	79	32	2428	JANSEN	TO	611.9	113.7	R	2.08	9.24		12.06	12.06	
				1.15		Yard	2435	FAIRBURY	TO	618.2	120.0	RYd FWT	1.55	9.16		11.55	11.55	
				1.15				Average Speed Per Hr.					31.7	47.0		25.2	24.0	
				2.44				SCHEDULE TIME					3.38	2.33		0.15	5.00	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD EXCEPT No. 7 IS SUPERIOR TO No. 26
 PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.
 FORM Y ORDERS AUTHORIZED.

Information Only:—No. 84 Fairbury 2:00 A.M., Eastyard 7:00 A.M.
 No. 83 East Yard 8:30 P.M., Fairbury 12:30 A.M.

Westward

Main Line

Eastward

FIRST CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7 STATIONS			M. P. from St. Joseph	Distance from Fairbury	Signs	FIRST CLASS		SECOND CLASS	
	25	7											26	8	94	92
	Passenger	Rocket											Passenger	Rocket	Freight	Freight
	Daily	Daily											Daily	Daily	Daily	Daily
	A. M. 3:40	A. M. 1:19	.....	Yard	2435	DS } F }	..... FAIRBURY TO	155.5	.....	RYd FWT	P. M. s 1:45	P. M. s 9:12	A. M. 11:25	P. M. 11:25
	s 3:50	1:28	51	.....	2441	.....	..... UP Crossing P	155.8	0.3	.....					
	s 4:03	1:36	51	29	2449	BH..	..... THOMPSON, NEB. P	162.5	7.0	.....	s 1:29	9:02	11:09	11:09
	s 4:12	1:40	51	24	2454	WO..	..... CB&Q Crossing P	163.7	8.2	.....					
	s 4:23	1:46	50	26	2460	WY..	..... MAHASKA, KAN. TO	170.3	14.8	.....	s 1:19	8:54	10:57	10:57
	4:34		50	.....	2463	VI..	..... NARKA TO	174.8	19.3	.....	s 1:10	8:50	10:49	10:49
	s 4:50	s 1:58	.....	Yard	2468	VI..	..... MUNDEN TO	181.6	26.1	.....	s 12:59	8:44	10:38	10:38
	s 5:50		.....	.....	.....	.....	..... KALISH P	184.8	29.3	.....	12:52	8:41	10:33	10:33
	f 5:56	2:04	53	19	2473	.....	..... BELLEVILLE TO	189.4	33.9	YdF WTY	s 12:45	s 8:36	10:25	10:25
	s 6:05	2:09	51	23	2477	.....	..... RYDAL P	194.0	38.5	.....	f 12:10	8:29	9:28	9:28
	s 6:15	2:15	82	21	2483	KO..	..... SCANDIA P	198.7	43.2	.....	s 12:03	8:25	9:21	9:21
	s 6:25	2:20	51	20	2488	CF..	..... MoPac Crossing P	198.8	43.3	.....					
	s 6:35	2:24	37	24	2493	.....	..... COURTLAND TO	204.9	49.4	.....	A. M. s 11:53	8:19	9:12	9:12
	s 6:55	g 2:33	106	61	2500	MK..	..... AT&SF Crossing UX	204.9	49.4	.....					
	s 7:07	2:41	50	21	2508	BE..	..... FORMOSO TO	209.9	54.4	.....	s 11:43	8:14	9:04	9:04
	s 7:17	2:45	83	33	2514	NY..	..... MONTROSE P	215.1	59.6	.....	s 11:34	8:09	8:58	8:58
	s 7:30	2:51	50	41	2520	AY..	..... MANKATO TO	222.1	66.6	.....	s 11:23	g 8:03	8:45	8:45
	s 7:41	2:57	50	22	2527	HF..	..... OTEGO P	230.1	74.6	.....	s 11:03	7:55	8:33	8:33
	s 8:00	g 3:05	95	66	2533	NE..	..... ESBON TO	234.8	79.3	.....	s 10:54	7:51	8:26	8:26
	s 8:13	3:13	52	34	2541	DU..	..... LEBANON TO	241.5	86.0	.....	s 10:43	7:45	8:17	8:17
	s 8:26	3:18	51	31	2547	DU..	..... BELLAIRE TO	248.0	92.5	.....	s 10:32	7:39	8:09	8:09
	s 8:36	3:22	83	25	2551	KG..	..... SMITH CENTER TO	254.1	98.6	.....	s 10:21	g 7:33	8:00	8:00
	s 8:44	3:26	49	22	2556	NE..	..... ATHOL TO	262.1	106.6	.....	s 10:01	7:26	7:45	7:45
	s 8:59	s 3:33	.....	Yard	2563	Z...	..... KENSINGTON TO	268.1	112.6	.....	s 9:50	7:21	7:36	7:36
	A. M. 29.8	A. M. 57.6	.....	.....	.....	.....	..... AGRA TO	272.7	117.2	.....	s 9:39	7:17	7:29	7:29
	4.19	2.14	.....	.....	.....	.....	..... GRENA P	277.7	122.2	.....	s 9:29	7:13	7:22	7:22
			.....	.....	.....	.....	..... PHILLIPSBURG TO	283.9	128.4	RYd FWT	9:20	7:08	7:13	7:13
			.....	.....	.....	.....	..... AVERAGE SPEED PER HOUR P			.....	A. M. 31.4	P. M. 62.0	A. M. 37.2	P. M. 37.2
			.....	.....	.....	.....	..... SCHEDULE TIME P			.....	4.05	2.04	3.27	3.27

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 26.

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.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M.P.H.

Information only:—

	No. 84	No. 83
Phillipsburg.....	9:05 P.M.	5:35 A.M.
Belleville.....	11:45 P.M.	2:30 A.M.
Belleville.....	12:30 A.M.	1:45 A.M.
Fairbury.....	1:30 A.M.	12:45 A.M.

Westward

Main Line

Eastward

FIRST CLASS							SUBDIVISION 8 STATIONS							FIRST CLASS			SECOND CLASS				
25		7					Time Table No. 1							26		8		94		92	
Passenger		Rocket					April 26, 1953							Passenger		Rocket		Freight		Freight	
Daily		Daily												Daily		Daily		Daily		Daily	
A. M.	8.20	A. M.	2.35	.....	Yard	2563	Z....	PHILLIPSBURG.....	TO	283.9	.....	RYdFWT	-A. M.-25-	7.59	-P. M.-92-	6.06	A. M.	5.45	P. M.	5.45
s	8.30	2.43		90	24	2570	GR..	STUTTGART.....	TO	291.5	7.6	.....	s	7.47	5.59		s	5.34	5.34	
s	8.40	2.49		50	22	2577	VW..	PRAIRIE VIEW.....	TO	298.3	14.4	.....	s	7.36	5.53		s	5.25	5.25	
s	8.52	2.56		50	23	2586	NA..	ALMENA.....	TO	306.5	22.6	.....	s	7.24	5.46		s	5.13	5.13	
s	8.58	3.00		.....	24	2590	.....	CALVERT.....	.....	310.6	26.7	.....	s	7.18			s	5.06	5.06	
s	9.20	3.11		E 47 W 74	76	2597	SI..	NORTON.....	TO	318.0	34.1	.....	s	7.09	s	5.36	s	4.55	4.55	
s	9.34	3.20		52	20	2606	.....	DELLVALE.....	P	327.0	43.1	.....	s	6.52	5.26		s	4.40	4.40	
s	9.46	3.27		52	21	2614	AU..	CLAYTON.....	TO	335.0	51.1	.....	s	6.40	5.20		s	4.28	4.28	
s	9.56	3.33		83	33	2621	JN..	JENNINGS.....	TO	342.4	58.5	.....	s	6.29	5.14		s	4.17	4.17	
s	10.10	3.40		50	27	2629	DM..	DRESDEN.....	TO	350.8	66.9	.....	s	6.17	5.07		s	4.04	4.04	
s	10.24	3.48		83	58	2639	SU..	SELDEN.....	TO	360.2	76.3	Y	s	6.02	4.59		s	3.48	3.50		
s	10.40	3.57		51	62	2649	XD..	REXFORD.....	TO	370.8	86.9	.....	s	5.45	4.51		s	3.30	3.34	
f	10.47			50	8	2654	.....	BRETON.....	P	375.3	91.4	.....	f	5.38			f	3.24	3.27	
s	10.54	4.04		50	27	2658	.....	GEM.....	P	379.8	95.9	.....	s	5.31	4.44		s	3.18	3.19	
s	11.15	4.12		90	82	2666	BA..	COLBY.....	TO	387.8	103.9	.....	s	5.19	s	4.36	s	3.06	3.07	
s	11.27	4.20		50	32	2674	VA..	LEVANT.....	TO	396.0	112.1	.....	s	5.05	4.28		s	2.54	2.54	
s	11.40	4.28		54	56	2684	SF..	BREWSTER.....	TO	405.8	121.9	.....	s	4.50	4.20		s	2.40	2.40	
s	11.55	4.36		80	29	2693	.....	EDSON.....	P	415.1	131.2	.....	s	4.36	4.13		s	2.27	2.27	
A. M.	12.10	4.46		.....	Yard	2702	GD..	GOODLAND.....	TO	423.8	139.9	RYdFWT	A. M.	4.16	P. M.	4.06	A. M.	2.15	P. M.	2.15
P. M.																					
	36.5	64.1												37.5	70.0			40.0	40.0		
	3.50	2.11												3.43	2.00			3.30	3.30		

Westward

Sandown-North Yard

Eastward

Freight Trains (Information only)

81							SUBDIVISION 9-A STATIONS							84		82	
Freight		Freight					Time Table No. 1							Freight		Freight	
Daily		Daily					April 26, 1953							Daily		Daily	
A. M.	2.00	P. M.	10.00	54	36	.....	Rules	SANDOWN.....	.....	.....	.....	.....	A. M.	10.00	P. M.	3.30	
2.08	10.08						400 to	BELT.....	4.0	4.0		9.36	3.06				
5.00	1.30						406	NORTH YARD-DENVER...	2.7	6.7		9.30	3.00				
3.00	3.30						Signal Indications	SCHEDULE TIME.....	6.7			A. M.	0.30	P. M.	0.30		
							M. P. 0-3 to M. P. 3-39										
							T. Table Rule 16d										

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 26.
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.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M.P.H.

Information only:—No. 84 Goodland 4:20 P. M., Phillipsburg 7:50 P. M.
No. 83 Phillipsburg 4:55 A. M., Goodland 9:30 A. M.

Westward

Main Line

Eastward

FIRST CLASS						SUBDIVISION 9 STATIONS				FIRST CLASS		SECOND CLASS	
25	7					Time Table No. 1				26	8	92	94
Passenger	Rocket					April 26, 1953				Passenger	Rocket	Freight	Freight
Daily	Daily									Daily	Daily	Daily	Daily
P. M.	A. M.	Capacity of Sidings	Capacity of Other Tracks	Station Numbers		M. P. from St. Joseph	Distance from Goodland	Signs		A. M.	P. M.	P. M.	A. M.
12.25	4.50	.....	Yard	2702	GD..	423.8	.....	RYdFWT	s	3.55	4.02	1.45	1.45
12.35	4.56	51	12	2708	.....	429.3	5.5	.....	s	3.32	3.56	1.37	1.37
s 12.42	5.00	50	20	2712	.....	433.4	9.6	.....	s	3.22	3.52	1.31	1.31
s 12.56	5.07	87	71	2720	RA..	441.4	17.6	.....	s	3.12	3.46	1.19	1.19
1.10	5.12	50	9	2726	.....	447.3	23.5	.....	s	3.03	3.41	1.10	1.10
s 1.24	5.18	88	123	2732	BR..	453.7	29.9	.....	s	2.54	3.36	12.56	1.01
1.32	5.24	76	.....	2738	.....	459.7	35.9	.....	s	2.47	3.31	12.48	12.52
s 1.37		.....	35	2741	.....	462.0	38.2	.....	s	2.42		12.44	12.47
s 1.52	5.35	83	52	2751	RT..	472.1	48.3	Y	s	2.28	3.21	12.30	12.33
s 2.03	5.41	50	23	2758	ON..	479.3	55.5	.....	s	2.17	3.15	12.20	12.23
s 2.13	5.47	51	32	2765	BT..	486.3	62.5	.....	s	2.07	3.09	12.10	12.13
s 2.28	5.57	90	34	2776	AG..	497.3	73.5	.....	s	1.54	3.00	11.56	11.56
2.35	6.03	48	.....	2782	.....	503.3	79.5	.....	s	1.44	2.55	11.46	11.46
s 2.50	6.08	50	70	2787	BI..	508.8	85.0	.....	s	1.37	2.50	11.37	11.37
s 2.57	6.14	50	17	2793	.....	514.6	90.8	.....	s	1.29		11.28	11.28
s 3.10	6.19	85	39	2799	GN..	520.7	96.9	.....	s	1.21	2.41	11.18	11.18
3.20	6.25	53	.....	2805	.....	526.3	103.0	.....	s	1.11	2.35	11.07	11.07
s 3.40	6.31	.....	Yard	2809	MN..	530.8	107.0	RYd FWTY	s	1.05	2.30	11.00	11.00
P. M.	A. M.									A. M.	P. M.	A. M.	P. M.
32.9	63.6									37.8	69.9	38.9	38.9
3.15	1.41									2.50	1.32	2.45	2.45

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 26.
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.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M.P.H.

Information only:—No. 84 Limon 1:00 P.M., Goodland 3:50 P.M.
No. 83 Goodland 10:40 A.M., Limon 2:30 P.M.

Westward

Eastward

SECOND CLASS		FIRST CLASS				UNION PACIFIC JOINT TRACK				FIRST CLASS		SECOND CLASS	
81	83	7				April 26, 1953				8	84 82		
Freight	Freight	Rocket		Station Numbers						Rocket	Freight	Freight	
Daily	Daily	Daily								Daily	Daily	Daily	
P. M.	P. M.	A. M.								P. M.	P. M.	P. M.	
9.30	5.30	6.51		2809		LIMON		See T. T. Rules 16b-c-d		2.13	12.45	7.30	
P. M.	10.00	8.11		.....		SANDOWN				12.59	A. M.	3.30
A. M.	P. M.	8.25		65000		DENVER				12.50	A. M.	P. M.	
		A. M.				89.8				P. M.			
18.6	18.6	57.2				AVERAGE SPEED PER HOUR				65.1	30.5	20.1	
4.30	4.30	1.34				SCHEDULE TIME				1.23	2.45	4.00	

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 10 STATIONS			M. P. from St. Joseph	Distance from Limon	Signs	FIRST CLASS		SECOND CLASS	
883		7					Time Table No. 1						April 26, 1953		8		884
Freight		Rocket								RYd FWTY		Rocket		Freight		
Daily		Daily										Daily		Daily		
P. M. 5.40		A. M. 6.51		Yard		2809		MN.....LIMON.....TO		530.8		P. M. s 2.15		A. M. 4.30		
6.02		7.06		28		2818		.....UP Crossing.....UX		530.8		1.56		4.05	
6.20		7.15		50		2828		.....RESOLIS.....P		542.6		1.48		3.45	
6.35		7.22		38		2834		.....MATHESON.....P		550.0		g 1.42		3.25	
6.45		7.28		24		2839		SM.....SIMLA.....TO		556.3		1.37		3.10		
7.10		7.41		51		2849		.....RAMAH.....P		561.1		g 1.26		2.50	
7.35		7.57		19		2857		.....CALHAN.....TO		570.8					
7.59		8.07		26		2861		.....TIP TOP.....P		578.8		1.13		2.18	
8.05		8.19		50		2870		.....PEYTON.....P		582.0		1.02		1.48	
8.15		8.29			2873		.....FALCON.....P		591.3		1.38		1.20		
9.15		8.35			2879		.....SHIRLEY.....P		594.9		12.49		1.20		
10.10 P. M.		s 8.35 A. M.		57		2886		.....ELSMERE.....P		600.1		12.40		12.50	
17.9		45.5		Yard		2888		.....ROSWELL.....P		607.3		RYdWY		12.35 P. M.	
4.30		1.44						CS.....COLO. SPGS.....TO		609.6		1.40		4.00		
								See T. T. Rule 16e. 78 8								
								.....AVERAGE SPEED PER HOUR.....							
								.....SCHEDULE SPEED.....							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 8 AND No. 883 IS SUPERIOR TO No. 884

SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 10 MINUTES.

No. 8 Receive for Limon and beyond.

FORM Y ORDERS AUTHORIZED.

Westward

Clay Center Line

Eastward

SECOND CLASS			FIRST CLASS			SUBDIVISION 37			FIRST CLASS			SECOND CLASS		
	73			225		STATIONS				226			74	
	Freight			Passenger		Time Table No. 1				Passenger			Freight	
	Daily			Daily		April 26, 1953				Daily			Daily	
	P.M. 10.15			A.M. 2.30	Capacity of Sidings W122 or 70	Capacity of Other Tracks Yard	Station Numbers		M. P. from St. Joseph	Signs		P.M. s 7.40		A.M. 6.45
	10.35		f	2.43	42	20	18009	FA.....McFARLAND.....TO	122.0	RFWY Yd		f	7.18	6.10
	10.45		f	2.50	56	23	18014	.....WABAUNSEE.....P	131.0			f	7.08	6.00
								.....ZEANDALE.....P	135.8					
	11.02		s	3.05				.....UP Crossing.....UX	143.0					
	11.16		f	3.17	71	121	18021	HD.....MANHATTAN.....TO	143.2		s	6.58		5.45
	11.30		f	3.27	55	19	18030	.....KEATS.....P	152.1		f	6.39		5.30
	11.45		f	3.37	55	20	18039	RY.....RILEY.....TO	160.7		f	6.28		5.17
	P.M. 12.01		f	3.47	55	33	18046	.....BALA.....P	167.5		f	6.17		5.00
	A.M.				58	17	18052	.....BROUGHTON.....P	173.6		f	6.08		4.45
	12.10		s	4.05				GF.....CLAY CENTER.....TO	179.4	Yd	s	5.58		4.35
	12.23		f	4.16	56	42	18065	.....WABAUNSEE.....P	187.1		f	5.34		4.16
	12.36		s	4.29	48	52	18073	FO.....CLIFTON.....TO	196.0		s	5.22		3.53
								.....MoPac Crossing.....UX	196.7					
	12.50		s	4.44	60	40	18079	FR.....CLYDE.....TO	201.3		s	5.09		3.41
	1.02		f	4.57	55	20	18088	SR.....AGENDA.....TO	209.8		f	4.55		3.29
	1.20		f	5.15	55	20	18094	BD.....CUBA.....TO	216.2		f	4.45		3.20
	1.45		s	5.30		Yard	2468	VI.....BELLEVILLE.....TO	226.1	RFWY Yd		4.30 P.M.		3.00 A.M.
	A.M.							.....AVERAGE SPEED PER HOUR.....				32.9		27.8
	29.7			34.7				.....SCHEDULE TIME.....				3.10		3.45
	3.30			3.00										

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 73 IS SUPERIOR TO No. 74.

FORM Y ORDERS AUTHORIZED

Westward

Guthrie Center Branch

Eastward

SECOND CLASS			SUBDIVISION 5-A			SECOND CLASS		
	1015		STATIONS				1014	
	Freight		Time Table No. 1				Freight	
	Monday Wednesday Friday		April 26, 1953				Monday Wednesday Friday	
	A.M. 11.05	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	M. P. from Chicago	Distance from Guthrie Center	Signs	P.M. 12.55
	11.37	80	30	2219	GH.....MENLO.....TO	403.1	14.6	R
	11.55		15	32009	.....MONTEITH.....	412.6	5.1	
	A.M.		56	32015	.....GUTHRIE CENTER.....	417.7		RT
	17.5				.....AVERAGE SPEED PER HOUR.....			12.05 P.M.
	0.50				.....SCHEDULE TIME.....			17.5
								0.50

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1015 IS SUPERIOR TO No. 1014.

TIME TABLE RULE No. 14 IN EFFECT.

Westward

Audubon Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-B STATIONS			M. P. from Chicago	Distance from Audubon	Signs	SECOND CLASS			
1019							STATIONS						1018			
Freight							Time Table No. 1						Freight			
Tuesday Thursday Saturday							April 26, 1953						Tuesday Thursday Saturday			
P.M. 2.00				N 130 B 50	453	2256	WN	ATLANTIC	TO	439.9	25.2	RFWYYd	P.M. 6.15			
2.20					17	33007		LORAH		446.7	18.4		5.45			
2.35					31	33012		BRAYTON		452.0	13.1		5.25			
3.00					47	33016		EXIRA		455.7	9.4		5.10			
3.20					25	33021		HAMLIN		461.0	4.1		4.45			
4.00 P.M.					110	33025		AUDUBON	TO	465.1		RT	4.30 P.M.			
12.6							AVERAGE SPEED PER HOUR						14.4			
2.00							SCHEDULE TIME						1.45			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1019 IS SUPERIOR TO No. 1018. TIME TABLE RULE No. 14 IN EFFECT.

Westward

Carson Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-C STATIONS			M. P. from Chicago	Distance from Carson	Signs	SECOND CLASS			
1029							STATIONS						1028			
Freight							Time Table No. 1						Freight			
Monday Wednesday Friday							April 26, 1953						Monday Wednesday Friday			
P.M. 4.30				61	91	2275	HR	AVOCA	TO	458.7	17.7	RYYd	P.M. 7.20			
4.55					23	34006		HANCOCK		465.1	11.3		6.55			
5.30					46	34012		OAKLAND		471.0	5.4		6.30			
5.55 P.M.					56	34018		CARSON	TO	476.4		RT	6.05 P.M.			
12.4							AVERAGE SPEED PER HOUR						14.2			
1.25							SCHEDULE TIME						1.15			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1029 IS SUPERIOR TO No. 1028. TIME TABLE RULE No. 14 IN EFFECT. CB&Q AND CRI&P TRAINS AND ENGINES WILL USE ALL TRACKS AT CARSON JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED

Westward

Harlan Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-D STATIONS			M. P. from Chicago	Distance from Harlan	Signs	SECOND CLASS			
1025							STATIONS						1024			
Freight							Time Table No. 1						Freight			
Monday Wednesday Friday							April 26, 1953						Monday Wednesday Friday			
P.M. 4.30								HARLAN JCT		460.2	11.8		P.M. 7.00			
4.50					31	35007		CORLEY		466.7	5.3		6.15			
5.30 P.M.					62	35012		HARLAN	TO	472.0		RT	6.00 P.M.			
11.8							AVERAGE SPEED PER HOUR						11.8			
1.00							SCHEDULE TIME						1.00			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1025 IS SUPERIOR TO No. 1024. TIME TABLE RULE No. 14 IN EFFECT.

Westward

Horton Branch

Eastward

SECOND CLASS				SUBDIVISION 6-A STATIONS				SECOND CLASS			
79				STATIONS				80			
Time Table No. 1				Time Table No. 1				Time Table No. 1			
April 26, 1953				April 26, 1953				April 26, 1953			
Capacity of Siding	Capacity of Other Tracks	Station Numbers	M. P. from St. Joseph	Signs	Capacity of Siding	Capacity of Other Tracks	Station Numbers	M. P. from St. Joseph	Signs		
Mixed					Mixed						
Daily Except Sunday					Daily Except Saturday						
A.M. 9.40	Yard	539	40.8	RYdT	P.M. 2.00						
f 9.55	24	17006	46.5		f 1.35						
s 10.10	23	17010	50.6		s 1.20						
s 10.35	20	17018	58.7		s 12.45						
s 10.55	45	17024	64.5		s 12.20						
f 11.10	22	17027	68.2		P.M. 12.05						
s 11.35	30	17035	75.5		f 12.05						
A.M. 80					A.M. 79						
s 12.05	27	17043	83.5		s 11.35						
P.M. 12.35	43	17051	91.9		s 10.35						
s 1.05	22	17059	99.9		s 10.03						
f 1.20		17064	104.3		f 9.48						
s 1.40	20	17069	109.5		s 9.30						
s 2.00	21	17074	114.6		s 9.15						
s 2.20	18	17080	120.6		s 8.55						
s 3.00	21	129 17089	129.2	Y	s 8.25						
			129.3								
			129.5								
s 3.25	23	17097	137.6		s 7.25						
s 3.45	27	17103	143.2		s 7.05						
s 4.00	79	32 2428	149.2	R	6.45						
P.M. 17.1					A.M. 15.0						
6.20					7.15						
				AVERAGE SPEED PER HOUR ...							
				SCHEDULE 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				SUBDIVISION 7-A STATIONS				SECOND CLASS			
779				STATIONS				780			
Time Table No. 1				Time Table No. 1				Time Table No. 1			
April 26, 1953				April 26, 1953				April 26, 1953			
Capacity of Siding	Capacity of Other Tracks	Station Numbers	M. P. from St. Joseph	Signs	Capacity of Siding	Capacity of Other Tracks	Station Numbers	M. P. from St. Joseph	Signs		
Mixed					Mixed						
Daily Except Sunday					Daily Except Sunday						
A.M. 6.30	Yard	2435	155.5	RYdFWT	P.M. 12.45						
s 6.55	16	36008	157.3		A.M. 11.25						
s 7.15	36	36014	163.6		s 11.00						
s 7.55	30	36024	169.5		s 10.15						
s 8.25	49	36031	187.1		s 9.45						
s 8.45	58	36039	194.9	RY	9.15						
A.M. 17.5					A.M. 11.3						
2.15					3.30						
				AVERAGE SPEED PER HOUR ...							
				SCHEDULE TIME							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 779 IS SUPERIOR TO No. 780
Time Table Rule No. 14 In Effect.

SPEED RESTRICTIONS

LOCATION

ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

No. 20.....	35
No. 15.....	25
No. 10.....	15
Less than No. 10.....	10

LOCATION No. 15 AND No. 20 TURNOUTS

No. 15 Turnouts:

Subdivision 5 MP 499 pole 6 End of two main tracks
Subdivision 37 MP 179 pole 22, East End Siding.

No. 20 Turnouts:

Subdivision 5 MP 362 pole 24 end of two main tracks
MP 362 pole 28 M&StL connection.

MAXIMUM ENGINE SPEEDS

345 to 377, inclusive.....	25
500 to 528, inclusive.....	30
529 to 599; 700 to 707, inclusive.....	40
716 to 749; 752 to 835; 1000 to 1016, inclusive.....	50
145 to 160; 425 to 474, inclusive.....	65
38 to 127; 402 to 411; 430 to 441; 1200 and 1300 series.....	70
400 and 401; 485 to 499; 601 to 677; 750 and 751, inclusive.....	79
9006, 9012, 9014.....	40
Other Motor Cars.....	60

Trains and engines making movement against current of traffic on two main tracks over facing point switches.....	30
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Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only).....	10
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Engines running forward light or with only one car.....	Freight train speed
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Road freight or passenger diesels, other than road switchers, backing up..... When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	40
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Diesel switch engines, series 345 to 350, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.	
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When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.	
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Motor cars without cars approaching interlocking signals and within interlocking limits.....	10
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Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer.....	25
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Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.	
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These instructions will not apply to wrecking derricks with boom trailing, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern.

Subdivision 5, 6, 7, 8 and 9.....	40
37 and 10.....	25
All other subdivisions.....	15

Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.

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.

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

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 5 (Except as shown below)		
MP 357-31 to MP 358-33.....	79	50
MP 358-33 to MP 363-3 (Except as shown below).....	30	30
MP 362-28 to MP 363-3.....	40	40
MP 365-11 to MP 366-12.....	55	40
MP 376-22 to MP 376-37.....	75	40
MP 377-11 to MP 378-13.....	40	30
MP 378-14 to MP 384-36 (Except as shown below).....	60	40
MP 378-21 to MP 378-35.....	50	40
MP 380-5 to MP 380-31.....	50	40
MP 381-1 to MP 381-30.....	70	40
MP 395-0 to MP 395-15.....	50	40
MP 396-0 to MP 406-34 (Except as shown below).....	75	40
MP 400-16 to MP 400-26.....	65	40
MP 406-0 to MP 406-14.....	65	40
MP 406-34 to MP 409-20.....	55	40
MP 413-28 to MP 414-0.....	75	40
MP 414-0 to MP 420-10 (Except as shown below).....	50	40
MP 414-0 to MP 414-14.....	45	30
MP 420-10 to MP 423-34 (Except as shown below).....	75	40
MP 423-20 to MP 423-34.....	60	40
MP 426-8 to MP 426-17.....	70	40
MP 435-34 to MP 437-24.....	60	40
MP 442-9 to MP 448-23 (Except as shown below).....	70	40
MP 444-1 to MP 444-20.....	45	35
Bridge 4462.....	40	30
MP 448-23 to MP 450-3.....	70	40
MP 450-3 to MP 463-8 (Except as shown below).....	50	40
MP 451-3 to MP 451-21.....	60	40
MP 453-7 to MP 453-20.....	60	40
MP 454-34 to MP 455-16.....	60	40
MP 456-30 to MP 457-8.....	60	40
SUBDIVISION 6 (Except as shown below)		
MP 507-21 to MP 508-12.....	79	50
MP 508-12 to MP 511-19.....	25	25
MP 511-19 to MP 521-33 (Except as shown below).....	60	40
MP 514-3 to MP 514-12.....	70	40
MP 515-28 to MP 515-41.....	65	40
MP 518-25 to MP 519-7.....	60	40
MP 521-33 to MP 522-5.....	65	40
MP 525.8 Mo. Pac. Crossing (Eng. only).....	45	30
MP 526-39 to MP 527-7.....	70	40
MP 530-0 to MP 531-17.....	45	30
MP 530.5 CB&Q Crossing.....	45	30
MP 531-17 to MP 535-40.....	70	40
MP 543-21 to MP 543-33.....	75	40
MP 545-4 to MP 546-30.....	60	40
MP 551-30 to MP 552-9.....	60	40
MP 557-27 to MP 557-41.....	65	40
MP 560-18 to MP 563-17.....	18	18
MP 563-17 to MP 564-27.....	65	40
MP 569-26 to MP 569-37.....	70	40
MP 574-39 to MP 575-14.....	65	40
MP 576-17 to MP 576-24.....	60	40
MP 579-8 to MP 579-30.....	75	40
MP 585-2 to MP 585-23.....	70	40
MP 593-22 to MP 593-34.....	75	40
MP 151-12 to MP 153-35.....	65	40
MP 153-35 to MP 155-20.....	50	40

SPEED RESTRICTIONS

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 7 (Except as shown below)		
MP 155-20 to MP 156-10	50	50
MP 155.8 Un. Pac. Crossing (Eng. only)	40	40
MP 156-10 to MP 158-29	65	65
MP 163.7 CB&Q Crossing (Eng. only)	60	60
MP 164-17 to MP 166-00	55	40
MP 166-00 to MP 169-12	65	40
MP 188-16 to MP 189-20	40	40
MP 196-13 to MP 199-9	60	60
MP 198.8 Mo. Pac. Crossing	30	20
MP 204.9 AT&SF Crossing (Eng. only)	40	35
MP 209-6 to MP 209-17	75	75
MP 211-19 to MP 211-29	75	75
MP 213-24 to MP 213-34	75	75
MP 215-23 to MP 218-27	60	60
MP 222-00 to MP 223-11	65	65
MP 225-6 to MP 225-18	60	60
MP 226-3 to MP 226-37	75	75
MP 229-30 to MP 230-16	75	75
MP 230-32 to MP 231-2	60	60
MP 237-18 to MP 239-38	70	70
MP 243-32 to MP 244-4	75	75
MP 254-9 to MP 254-21	60	60
MP 257-7 to MP 267-19	75	75
MP 258-21 to MP 260-23	60	60
Bridge 2648	65	65
MP 276-7 to MP 276-19	65	65
MP 283-11 to MP 283-37	60	60
SUBDIVISION 8 (Except as shown below)		
MP 283-37 to MP 284-29	79	50
MP 284-29 to MP 292-37	60	60
MP 292-37 to MP 293-35	75	75
MP 292-37 to MP 293-35	60	60
MP 297-9 to MP 298-26	65	65
MP 298-26 to MP 311-35 (Except as shown below)	75	75
MP 306-17 to MP 306-37	60	60
MP 316-10 to MP 318-35	60	60
MP 318-35 to MP 323-33	75	75
MP 323-33 to MP 324-30	60	60
MP 327-5 to MP 327-20	75	75
MP 343-25 to MP 344-4	65	65
MP 350-14 to MP 350-34	75	75
MP 382-23 to MP 382-33	75	75
MP 387-10 to MP 387-22	70	70
MP 423-20 to MP 423-32	60	60
SUBDIVISION 9 (Except as shown below)		
MP 423-32 to MP 424-20	79	50
MP 427-37 to MP 428-27	60	60
MP 463-29 to MP 464-4	75	75
MP 488-37 to MP 489-8	75	75
MP 492-30 to MP 494-12	65	65
MP 530-11 to MP 530-32	30	30
SUBDIVISION 10 (Except as shown below)		
MP 530-32 to MP 531-0	59	40
MP 564-24 to MP 580-17	30	30
MP 593-36 to MP 606-8	65	65
MP 606-8 to MP 609-9	55	55
MP 603-30 Maizeland Road Crossing	45	18
MP 605-20 Paseo Road Crossing	18	18
MP 605-30 Templeton Road Crossing	18	18
MP 606-38 Beacon Street Crossing	18	18
MP 608-36 Mesa Road Crossing	18	18
Sandown to Belt		
	25	25
SUBDIVISION 37 (Except as shown below)		
MP 125-0 to MP 125-8	55	45
MP 131-11 to MP 131-21	50	40
MP 132-21 to MP 132-28	45	35
MP 133-32 to MP 134-7	50	40
MP 142-18 to MP 142-25	45	35
MP 145-0 to MP 145-21	40	35
MP 161-7 to MP 161-25	40	35
MP 163-7 to MP 163-25	50	40
MP 168-21 to MP 170-7	45	35
MP 171-18 to MP 172-18	45	40
MP 178-25 to MP 179-18	45	35
MP 194-4 to MP 194-25	20	20
MP 201-32 to MP 202-11	45	40
SUBDIVISION 5A (Except as shown below)		
MP 403-1 to MP 411-0	45	35
MP 413-2 to MP 413-9	30	20
MP 415-14 to MP 415-26	20	20

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 5B (Except as shown below)		
MP 453-0 to MP 465-5	25	25
	15	15
SUBDIVISION 5C (Except as shown below)		
Bridge 4613	30	30
MP 466-0 to MP 476-12	10	10
	15	15
SUBDIVISION 5D		
	25	25
SUBDIVISION 6A		
	25	25
SUBDIVISION 7A		
MP 157.3 Un. Pac Crossing	20	20
	20	20

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.
 When using drawbridges railroad crossings or moving thru towns or cities where speed is governed by ordinance, must not exceed speed designated for other passenger trains unless otherwise specified.

SPECIAL INSTRUCTIONS

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, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum height of water above rail
Diesel engines and Motor Cars	3 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

2. Short Line Junction is the initial station for trains originating there.
 - 2a. Des Moines is the initial station for trains originating there.
 - 2b. East yard is the initial and terminal station for second class and extra trains.
 - 2c. Omaha is the initial and terminal station for first-class trains except Nos. 7 and 8.
 - 2d. Council Bluffs is the initial and terminal station for Trains Nos. 7 and 8.
3. Nos. 7 and 25 must obtain clearance before leaving Omaha.
 - 3a. Trains may leave Harlan Junction without clearance.
 - 3b. Trains may leave Audubon, Harlan, Guthrie Center and Carson without clearance when train order office is closed and train order signal indicates proceed.
 - 3c. At Guthrie Center, Audubon, Carson and Harlan the dispatcher's O. K. time and initials will not be required on clearances except when orders are delivered at these stations.
 - 3d. Trains may leave Jansen and Ruskin without clearance if the train order signal indicates proceed.
 - 3e. All trains departing D&RGW North Yard Denver and all trains departing Sandown enroute North Yard Denver must obtain clearance.
4. Restricted use of register books as follows:
 - Shore Line Jct., Des Moines and Jansen—For trains originating and terminating.
 - Council Bluffs Passenger station, Omaha—For first-class trains.
 - 4a. All trains will register by Form 1339 at West Des Moines and at Albright when Operator is on duty.
 - 4b. Eastward trains will not be required to check register or obtain clearance by train order at West Des Moines.
 - 4c. No. 8 will register by Form 1339 at Des Moines. Nos. 7 and 8 will register by Form 1339 at Fairbury, Goodland and Limon.

SPECIAL INSTRUCTIONS

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

Short Line Jct.—Yard Office.
 Short Line Jct.—Engine House.
 Des Moines—Passenger Station.
 West Des Moines.
 Atlantic.
 Council Bluffs—Passenger Station.
 Council Bluffs—Engine House.
 East Yard—Engineers' Wash Room.
 East Yard—Yard Office.
 Fairbury—Telegraph Office.
 Fairbury—Engine House.
 Phillipsburg.
 Goodland—Telegraph Office.
 Goodland—Engine House.
 Limon.
 Colorado Springs.
 Denver—D&RGW Telegraph Office, Union Depot.
 Denver—D&RGW—North Yard Office.
 Belleville.
 McFarland.
 Horton.

5a. 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:

Short Line Jct.—Yard Office.
 Short Line Jct.—Engine House.
 Des Moines—Telegraph Office.
 West Des Moines.
 Atlantic.
 East Yard—Yard Office.
 Council Bluffs—Engineers' Wash room.
 Lincoln.
 Fairbury.
 Phillipsburg.
 Goodland.
 Limon.
 Colorado Springs.
 Denver—D&RGW—North Yard Office.
 McFarland.
 Belleville.
 Horton.

7. Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

- 8. f—Flag stop to receive or discharge traffic.
- g—Conditional stop for revenue passengers only.
- s—Regular Stop.

11. Railroad crossings at Grade are protected by interlocking except as follows:

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates Against	Light Arrangement for	
						Stop	Proceed
5	358.3	DMU	Gate	Gateman	DMU	Red	.....
5	499.9	IC & C&NW	.....	.....	.....	.....	.....
5	500.2	C&NW-CB&Q	.....	.....	.....	.....	.....
6	507.5	UP	Gate	Trainmen	UP	Red	.....
6	560.8	MoPac	.....	.....	.....	.....	.....
6a	129.3	UP	.....	.....	.....	.....	.....
6a	129.5	CB&Q	.....	.....	.....	.....	.....
7	204.9	AT&SF	Gate	Trainmen	AT&SF	Red	.....
10	530.8	UP	.....	.....	.....	.....	.....
37	143.0	UP	.....	.....	.....	.....	.....
37	195.7	MoPac	.....	.....	.....	.....	.....

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

Sub-Div.	MP	Crossing	Sub-Div.	MP	Crossing
5	362.7	M&StLJct.	7	155.8	UP
6	525.8	MoPac	7	198.8	MoPac
6	530.5	CB&Q	7a	157.3	UP
7	163.7	CB&Q			

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.

15. Between West Des Moines and Short Line Jct., inferior trains and yard engines may occupy main tracks moving with the current of traffic, on the time of first class trains but must avoid delay thereto.

Between E. 4th St. and W. 11th St. Des Moines, all trains and engines will move at LOW SPEED.

15a. Engines and trains may move between Short Line Jct. and West Des Moines without train orders.

Trains and engines may move against the current of traffic between Des Moines passenger station and Short Line Tower when protection has been afforded by yardmaster and crew so notified.

15b. Between Third and Eighth Streets, Council Bluffs, Iowa, all trains and engines will move at LOW SPEED. Inferior trains and engines may occupy the main tracks on time of first class trains, but must avoid delay thereto. Trains and engines may move between East Yard, Council Bluffs and U.P. Transfer without train orders or clearances.

15c. First class trains will run at restricted speed through Belleville yard MP 187-30 to MP 189-20 Subdivision 7 and MP 224-33 to MP 226-4 Subdivision 37.

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

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

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

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

16d. Trains between Belt and North Yard will be governed by D&RGWRR 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. At M&StL Junction (Mile Post 358-6, Subdiv. 5), trains moving against current of traffic will stop before crossing intersection. All trains and engines moving with current of traffic approach intersection at RESTRICTED SPEED.

Signal No. 3587 will govern trains and engine movement from M&StL tracks to Westward main track. Normal indication of Signal 3587 is "Stop", and will indicate proceed only when switches are properly lined.

"Push Button" type light indicators are located at junction switch and east end of crossover switch. Before lining switches for movements toward either main track, trainmen must know that indicators are indicating a white light. In case of failure of indicator lights, train movement must be protected per Rule 99.

If Signal 3587 does not indicate proceed after junction switch and both crossover switches have been lined, be governed by Rule 351.

18a. West Des Moines: The end of Two Main Tracks and M&StL Jct. at MP 362.7 is protected by Home Interlocking signals.

Westward trains meeting eastward trains at end of Two Main Tracks will stop with forward end of engine or car immediately east of station. When ready to proceed, Home Interlocking signal will clear if block is unoccupied when forward end of engine, or car, is opposite station.

Eastward Dwarf signal located between Main track and Siding at MP 362-33 will indicate proceed when Main Track switch is lined for siding, providing block is unoccupied.

21. At Interlockings following whistle signals designate route desired:

Short Line Jct. for trains and engines:

To Subdiv. 18—One long and one short.

To Subdiv. 31—One long and four shorts.

To Westward Main Track—Two long and two short.

To Eastward Main Track—Two long.

From Short Line Jct. Yard to Des Moines—One short, two long and one short.

To enter Short Line Jct. Yard from Des Moines—One short, one long and one short.

21a. Westward trains enroute to M&StLRR will sound four short blasts of whistle approaching West Des Moines.

26. Automatic block signal rules are in effect as follows:

Between Short Line Jct. and End of block sign at MP 498-41, Council Bluffs, except on westward track from end of block sign West 1st Street, Des Moines to Signal 3585, and except on eastward track between end of block sign west of West 11th Street, Des Moines, to signal 3574.

26a. Des Moines, West 11th St. MP 358.3 Subdivision 5. Dwarf signals are located 200 feet from crossing and govern movement in normal direction of traffic, and have no automatic block signal function. When they indicate "Stop" trains and engines must be preceded by a flagman to the crossing.

26b. 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.

SPECIAL INSTRUCTIONS—Concluded

26c. 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.

26d. At Scandia (MP 198.8) westward movement from CRI&P RR. siding and house track is governed by color light dwarf signals.

26e. 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, is found displaying a Stop indication, bridge must be inspected before passing over it.

26f. Bridge 4885 is equipped with flood and fire protection appliance which controls Eastward Signal No. 4886 and Westward Absolute signal at Seibert. If Signal No. 4886, or Westward Absolute signal at Seibert is found displaying a stop indication, bridge must be inspected before passing over it.

28. 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	
5	361.1	Truss Span	
	373.0	Truss Span	
	378.6	Viaduct	
	380.1	Viaduct	
	380.5	Truss Span	
	381.0	Viaduct	
	408.2	Viaduct	
	417.6	Viaduct	
	436.0	Viaduct	
	443.0	Viaduct	
	444.2	Viaduct	
	447.2	Truss Span	
	449.8	Viaduct	
	452.5	Viaduct	
	458.5	Truss Span	
	458.9	Viaduct	
	492.9	Viaduct	
6	496.9	Viaduct	
	517.3	Viaduct	
	542.2	Viaduct	
	544.3	Viaduct	
	548.4	Viaduct	
	553.1	Viaduct	
	560.5	Viaduct	
7	564.1	Viaduct	
	155.4	Viaduct	
	189.5	Viaduct	
	189.6	Viaduct	
	199.0	Truss Span	
	274.9	Viaduct	
	277.8	Viaduct	
	9	528.7	Viaduct
		533.0	Viaduct
	10	548.9	Truss Span
606.4		Overhead Railway Crossing	
606.5		Nevada Avenue Viaduct	
606.8		Cascade Avenue Viaduct	
Sandown Belt		2.9	Viaduct
		3.1	Overhead Railway Crossing
		3.5	Overhead Railway Crossing
		3.7	Overhead Railway Crossing
		3.8	Viaduct
37		143.0	Truss Span
	146.4	Truss Span	
5a	414.5	Truss Span	
5d	461.3	Truss Span	
6a	65.5	Overhead Railway Crossing	
	81.8	Truss Span	
	91.1	Viaduct	
	91.8	Viaduct	
	92.3	Truss Span	
	121.4	Viaduct	
	129.7	Truss Span	
	7a	157.1	Viaduct
		158.2	Truss Span
		174.0	Truss Span
179.7		Truss Span	

31. Industrial or spur tracks are located at:

Sub. Div.	Mile Post	Name	Car Capacity
5	384.5	Concrete Matl. & Construction Co.	40
5	385.6	Quarry	125
5b	463.3	Nishna	12
6	556.0	Bethany Spur	3
6	558.0	W. T. Good Spur	12
8	313.6	State Sanitorium Spur	7
37	192.6	Gas Spur	14

33. 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.

33a. 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.

34. "Precautions, unusual conditions." When snow plows are operated preceding or following other trains, Absolute Block between open stations must be maintained between such trains in territory involved. If necessary, Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

Snow plows, while in road operation will not exceed speed of 5 MPH when meeting, passing or being passed by a passenger train.

35. At stations where 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 and symbol shown in "Station" and "Signs" columns indicate:

- F—Fuel station.
- P—Train dispatcher's telephone.
- R—Train register station.
- T—Turntable.
- W—Water station for diesel engines.
- Ws—Water station for steam engines.
- Y—Wye.
- UX—Railroad crossing not protected by interlocking.
- TO—Train order station.
- Yd—Station where yard limit signs are maintained.
- ⊛—Radio Installation.

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

H. V. BROWN, Ass't Supt., Goodland.

C. E. KLINE, Trainmaster, Fairbury.

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

D. L. WAITE, Asst. Trainmaster, Belleville.

L. E. IVERSON, Road Foreman Equipment, Council Bluffs.

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

J. W. NOLAN, Chief Dispatcher.

R. B. SARVIS, Night Chief Dispatcher.

TRAIN ORDER OFFICES

OFFICE HOURS

Week Days
Except Saturday

*Sundays and Holidays

**Saturdays

SUBDIVISION 5

Short Line Jct.	Continuous	
Des Moines	Continuous	
West Des Moines	Continuous	
Van Meter	8:00 a.m.	5:00 p.m.
De Soto	8:30 a.m.	5:30 p.m.
Earlham	8:00 a.m.	5:00 p.m.
Dexter	8:30 a.m.	5:30 p.m.
Stuart	Continuous	
Menlo	8:30 a.m.	5:30 p.m.
Casey	7:00 a.m.	4:00 p.m.
Adair	7:30 a.m.	4:30 p.m.
Anita	7:00 a.m.	4:00 p.m.
Atlantic	Continuous	
Walnut	8:30 a.m.	5:30 p.m.
Avoca	7:30 a.m.	3:30 p.m.
	7:00 p.m.	3:00 a.m.
	7:30 a.m.	4:30 p.m.
Shelby	8:30 a.m.	5:30 p.m.
Minden	Continuous	
Neola	7:00 a.m.	4:00 p.m.
Underwood	Continuous	
East Yard	Continuous	
Omaha	Continuous	

SUBDIVISION 6

Albright	7:30 p.m.	3:30 a.m.
	*..** 7:30 p.m.	3:30 a.m.
	** 8:00 a.m.	4:00 p.m.
Louisville	4:00 p.m.	12:00 a.m.
	*..** 4:00 p.m.	12:00 a.m.
Murdock	8:30 a.m.	5:30 p.m.
Alvo	8:30 p.m.	5:30 a.m.
Lincoln	Continuous	
Hallam	8:00 p.m.	4:00 a.m.
Clatonia	7:00 a.m.	4:00 p.m.
Plymouth	7:00 a.m.	4:00 p.m.
Jansen	8:30 a.m.	5:30 p.m.
Fairbury	Continuous	

SUBDIVISION 7

Fairbury	Continuous	
Mahaska	7:00 a.m.	4:00 p.m.
Narka	8:30 p.m.	5:30 a.m.
Munden	8:30 a.m.	5:30 p.m.
Belleville	Continuous	
Courtland	9:00 a.m.	6:00 p.m.
Formoso	8:00 a.m.	5:00 p.m.
	7:30 a.m.	3:30 p.m.
Mankato	** 7:30 a.m.	3:30 p.m.
	7:30 p.m.	3:30 a.m.
	*..** 7:30 p.m.	3:30 a.m.
Esbon	7:00 a.m.	4:00 p.m.
Lebanon	8:00 a.m.	5:00 p.m.
Bellaire	8:30 p.m.	5:30 a.m.
	8:00 a.m.	4:00 p.m.
Smith Center	*..** 8:00 a.m.	4:00 p.m.
	4:00 p.m.	12:00 a.m.
	*..** 4:00 p.m.	12:00 a.m.
Athol	8:00 a.m.	5:00 p.m.
Kensington	7:00 a.m.	4:00 p.m.
Agra	8:30 a.m.	5:30 p.m.
Phillipsburg	Continuous	

SUBDIVISION 8

Phillipsburg	Continuous	
Stuttgart	7:30 a.m.	4:30 p.m.
Prairie View	7:30 a.m.	4:30 p.m.
Almena	7:00 a.m.	4:00 p.m.
	10:30 a.m.	6:30 p.m.
Norton	*..** 10:30 a.m.	6:30 p.m.
	2:30 a.m.	10:30 a.m.
	*..** 2:30 a.m.	10:30 a.m.
Clayton	8:00 a.m.	5:00 p.m.
Jennings	7:00 a.m.	4:00 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.
	9:30 a.m.	5:30 p.m.
Colby	*..** 9:30 a.m.	5:30 p.m.
	1:30 a.m.	9:30 a.m.
	*..** 1:30 a.m.	9:30 a.m.
Levant	8:00 a.m.	5:00 p.m.
Brewster	7:00 a.m.	4:00 p.m.
Goodland	Continuous	

SUBDIVISION 9

Goodland	Continuous	
Kanorado	7:30 a.m.	4:30 p.m.
	9:00 a.m.	5:00 p.m.
Burlington	*..** 9:00 a.m.	5:00 p.m.
	1:00 a.m.	9:00 a.m.
	*..** 1:00 a.m.	9:00 a.m.
Stratton	7:30 a.m.	4:30 p.m.
Vona	8:30 a.m.	5:30 p.m.
Seibert	7:30 a.m.	4:30 p.m.
Flagler	7:00 a.m.	4:00 p.m.
Arriba	7:30 a.m.	4:30 p.m.
Genoa	8:30 a.m.	5:30 p.m.
Limon	Continuous	

SUBDIVISION 10

Limon	Continuous	
Simla	7:00 a.m.	4:00 p.m.
Calhan	7:00 a.m.	4:00 p.m.
Colo. Spgs.	Continuous	

SUBDIVISION 37

McFarland	Continuous	
Manhattan	11:00 a.m.	7:00 p.m.
	*..** 12:01 a.m.	8:01 a.m.
Riley	8:30 a.m.	5:30 p.m.
Clay Center	8:00 a.m.	5:00 p.m.
	** 8:00 a.m.	5:00 p.m.
	8:00 a.m.	5:00 p.m.
Morganville	8:00 a.m.	5:00 p.m.
Clifton	8:00 a.m.	5:00 p.m.
Clyde	8:00 a.m.	5:00 p.m.
Agenda	8:00 a.m.	5:00 p.m.
Cuba	8:30 p.m.	5:30 a.m.
Belleville	Continuous	

SUBDIVISION 5-A

Menlo	7:30 a.m.	4:30 p.m.
Guthrie Center	8:30 a.m.	5:30 p.m.

SUBDIVISION 5-B

Atlantic	Continuous	
Brayton	8:30 a.m.	5:30 p.m.
Exira	7:00 a.m.	4:00 p.m.
Audubon	8:00 a.m.	5:00 p.m.

SUBDIVISION 5-C

Harlan	8:30 a.m.	5:30 p.m.
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SUBDIVISION 5-D

Avoca	7:30 a.m.	3:30 p.m.
	7:00 p.m.	3:00 a.m.
Hancock	8:30 a.m.	5:30 p.m.
Oakland	8:30 a.m.	5:30 p.m.
Carson	8:30 a.m.	5:30 p.m.

SUBDIVISION 6-A

Horton	8:30 a.m.	5:30 p.m.
Fairview	8:30 a.m.	5:30 p.m.
Sabetha	8:00 a.m.	5:00 p.m.
Bern	8:30 a.m.	5:30 p.m.
DuBois	7:30 a.m.	4:30 p.m.
Pawnee	8:30 a.m.	5:30 p.m.
Virginia	8:00 a.m.	5:00 p.m.
Beatrice	7:30 a.m.	4:30 p.m.
Jansen	8:30 a.m.	5:30 p.m.

SUBDIVISION 7-A

Fairbury	Continuous	
Hebron	8:00 a.m.	5:00 p.m.
Deshler	8:00 a.m.	5:00 p.m.
Ruskin	8:00 a.m.	5:00 p.m.