Form 1126—I

3000—9-15-1907

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

CENTRAL DISTRICT.

NEBRASKA DIVISION

TIME TABLE No. 7B,

Taking Effect Sunday, Sept. 15th, 1907, at 12:01 o'clock A. M.

CENTRAL TIME.

Superseding Time Table No. 7A

NOTE—Important Changes in Time Table Rules and Exceptions to General Rules

For the exclusive guidance of Employes, not for the information of the public. The Company reserves the right to vary from it at pleasure.

F. O. MELCHER, General Manager.

W. S. TINSMAN, Assistant General Manager.

H. S. CABLE, General Superintendent.

C. L. BROWN, Superintendent.

WESTWARD — MAIN LINE. — EASTWARD

SUB-DIVISION 14
STATIONS.
TIME TABLE NO. 7B
Sept. 15th, 1907

WESTWARD: THIRD CLASS		WESTWARD: SECOND CLASS				WESTWARD: FIRST CLASS						Car Capacity		Maximum Grade Ascending	LEAVE / ARRIVE	Maximum Grade Ascending	Distance from Chicago or St. Joseph	Fuel, Water, Turn Tables and Wyes	EASTWARD: FIRST CLASS						EASTWARD: SECOND CLASS				EASTWARD: THIRD CLASS	
No. 87	No. 85		No. 951	No. 991	No. 97	No. 7	No. 353	No. 305	No. 17	No. 5	No. 15	Other Tracks	Passing Tracks						No. 354	No. 304	No. 18	No. 306	No. 6	No. 8	No. 90	No. 998	No. 94		No. 86	No. 88
Local Freight	Local Freight		Fast Freight	Fast Freight	Fast Freight	Rocky Mt. Limited	Mail & Express	Mail and Express	Mail and Express	Mail and Express	Local Passenger								Mail & Express	Local Passenger	Mail and Express	Mail and Express	Mail and Express	Rocky Mt. Limited	Fast Freight	Fast Freight	Fast Freight		Local Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday
.....	AM 5.45	.....	PM 7.30	.....	AM 3.00	PM 11.05	.....	.....	PM 4.10	PM 1.05	AM 8.15	....	....		Q.....CO. BLUFFS...DN (End of Double Track)		499.2	FWT	.....	s 10.45	PM s 3.15	.....	PM s 5.10	AM s 3.05	PM s 8.00	.....	AM s 4.00	.....	PM s 5.00	.....
	5.55		7.40		3.10	s 11.15		.....	s 4.15	s 1.10	s 8.20				1.3 ..... U. P. TRANSFER... See Time		500.5			s 10.40	s 3.10	.....	s 5.05	s 3.00	7.50		3.50		4.50	
						s {11.30 / 11.40}		.....	s {4.30 / 4.40}	s {1.25 / 1.35}	s {8.35 / 8.45}				2.9 MU..... OMAHA....D Table		503.4			s {10.25 / 10.15}	s {2.55 / 2.45}	.....	s {4.50 / 4.40}	s {2.45 / 2.35}						
						11.50			4.49	1.47	8.57				3.5 ..... SOUTH OMAHA Rules		506.9			10.05	2.33		4.28	2.24						
.....	6.29	.....	8.28	.....	5.45	11.52	.....	.....	4.50	1.48	8.58	....	....	.....	0.5 ...SO. OMAHA JUNC.. 17 & 17a (End of Double Track)	.....	507.4	.....	.....	10.04	2.32	.....	4.27	2.23	7.05	.....	3.03	.....	4.02	.....
.....	s 6.45	.....	s 8.30	.....	s 4.05	11.54 PM	.....	.....	s 4.53	1.49	s 9.00	350	80	.....	0.5 G.....ALBRIGHT.....DN	52.8	507.9	.....	.....	10.03	s 2.30	.....	4.26	2.21	s 7.00	.....	s 3.00	.....	s 4.00	.....
.....	f 7.13	.....	8.45	.....	4.20	12.02 AM	.....	.....	f 5.02	1.57	9.09	....	68	52.8	4.6 .....RUMSEY.....	18.5	512.5	.....	.....	9.55	f 2.17	.....	4.15	2.13	6.45	.....	2.35	.....	f 3.30	.....
.....	s 7.45	.....	9.17	.....	4.34	12.10	.....	.....	s 5.15	2.07 18	f 9.19	34	68	52.8	5.6 FR..... RICHFIELD.....D	52.8	518.1	.....	.....	f 9.45	s 2.07 5	.....	4.05	2.05 94	6.30	.....	f 2.05 8	.....	s 3.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3.9 .....M. P. Sand Spur Crossing.....	.....	522.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 8.15	.....	9.40	.....	4.52	12.20	.....	.....	f 5.30	2.17 89	9.30 304	25	69	18.5	3.5 K..... MEADOW .....D	20.0	525.5	.....	.....	f 9.30 15	f 1.50	.....	3.48	1.49	6.02	.....	f 1.20	.....	s 2.17 5	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0.3 .....M. P. Crossing.....	.....	525.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.7 .....C. B. & Q. Crossing.....	.....	530.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 8.43	.....	9.57	.....	5.05	12.28	.....	.....	s 5.40 90	2.27	f 9.40	29	75	39.6	0.4 SB..... SOUTH BEND .....DN	.....	530.9	W	.....	f 9.19	s 1.38 86	.....	3.38	1.39	5.40 17	.....	f 1.00	.....	s 1.38 18	.....
.....	s 9.11 304	.....	10.20	.....	5.25	12.40 94	.....	.....	s 5.53	2.38	s 9.52	30	67	52.8	5.4 MD..... MURDOCK .....D	45.9	536.3	.....	.....	s 9.11 85	s 1.27	.....	3.28	1.29	5.15	.....	f 12.40 7	.....	s 1.05	.....
.....	s 9.43	.....	10.40	.....	5.44	12.50	.....	.....	s 6.07	2.52	s 10.05	29	67	52.8	6.8 AO..... ALVO .....D	52.8	543.1	.....	.....	s 8.58	s 1.13	.....	3.15	1.15	4.45	.....	AM f 12.10	.....	s 12.35	.....
.....	s 10.17 15	.....	11.00	.....	6.11	1.00 8	.....	.....	f 6.20	3.02 6	f 10.17 85	42	30	52.8	7.2 MA..... PRAIRIE HOME .....D	52.8	550.3	.....	.....	f 8.47	f 12.58	.....	3.02 5	1.00 7	4.15	.....	PM f 11.45	.....	PM s 12.05	.....
.....	s 10.50	.....	11.20 94	.....	6.32	1.10	.....	.....	f 6.32	3.14	10.30	27	66	52.8	6.7 HK..... HAVELOCK.....D	37.0	557.0	.....	.....	8.35	s 12.46	.....	2.48	12.45	3.45	.....	951 f 11.20	.....	AM s 11.33	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3.7 .....M P. Crossing.....	.....	560.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 11.05 89 AM	.....	s 11.40 PM	.....	s 6.55	s 1.19	.....	.....	s {6.40 / 6.45}	s 3.25 90	s 10.40 86	545	110	26.4	0.7 CN..... LINCOLN.....DN	52.8	561.4	FWT	.....	s {8.25 / 8.20}	s 12.35	.....	s 2.40	s 12.35	s {5 3.25 / 3.05}	.....	s 11.00	.....	s {15-85 11.05 / 10.40}	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	....	.....	2.9 .....COLLEGE VIEW.....	.....	564.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 12.15 PM 18	.....	12.21 AM S	.....	7.25	1.33	.....	.....	f 7.00	3.40	s 10.55	26	68	52.8	5.5 RK..... ROKEBY .....D	52.8	569.8	.....	.....	s 8.02	f 12.15 85	.....	2.24 90	12.21 951	2.24 6	.....	f 10.35	.....	s 10.15	.....
.....	s 12.45	.....	12.40	.....	7.50 304	1.40	.....	.....	f 7.10	3.50	s 11.05	31	67	52.8	5.5 MC..... MARTELL .....D	52.8	575.3	.....	.....	s 7.50 97	s 12.05 PM	.....	2.16	12.11 AM	1.55	.....	f 10.00	.....	s 9.50	.....
.....	s 1.25 90	.....	1.05	.....	8.12	1.51	.....	.....	s 7.25	4.04	s 11.20	34	67	52.8	7.1 HM..... HALLAM .....D	52.8	582.4	W	.....	s 7.36	s 11.47 AM	.....	2.05	11.59 PM	1.25 85	.....	f 9.25	.....	s 9.17	.....
.....	s 1.56 6	.....	1.22	.....	8.32 86	2.00	.....	.....	s 7.35	4.14	s 11.32 18	34	68	26.4	6.2 CA..... CLATONIA .....D	52.8	588.6	.....	.....	s 7.24	s 11.32 15	.....	1.56 85	11.49	1.00	.....	f 8.50	.....	s 8.32 97	.....
.....	s 2.35	.....	1.45	.....	8.52	2.09	.....	.....	s 7.48	4.25	s 11.45	38	67	52.8	6.8 DW..... DE WITT.....D	42.2	595.4	.....	.....	s 7.12	s 11.16	.....	1.44	11.39	PM 12.30	.....	f 8.25	.....	s 8.00	.....
.....	s 3.15	.....	2.19 7	.....	9.20	2.19 951	.....	.....	s 8.00 94	4.37	s 11.59 AM—90	34	67	52.8	6.6 MY..... PLYMOUTH.....D	52.8	602.0	W	.....	s 7.00	s 11.00	.....	1.33	11.29	AM 11.59 15	.....	f 8.00 17	.....	s 7.25	.....
PM 3.15	s 4.10	.....	s 3.00	AM 5.40 334	s 10.00	2.31	PM 10.10	PM 4.40	s 8.21	4.55	s 12.20 PM	258	66	52.8	9.9 NS..... JANSEN .....DN	44.4	St. J. 149.2	.....	AM—991 s5.22	s 6.45 86	s 6.40	PM s 1.02	1.17	11.17	s 11.05	PM s 6.00	s 7.05	.....	s 6.45 304	s 7.50 AM
s 3.45 PM	s 4.40 PM—305	.....	s 3.30 AM	s 6.00 86-AM	s 10.25 AM-18-90	s 2.41 AM	s 10.22 PM	s 4.55 PM-5-85	s 8.35 PM	s 5.05 PM-805-998	s 12.35 PM-6-306	364	....	26.4	6.6 F..... FAIRBURY.....DN	.....	155.8	FWT	5.10 AM	s 6.30 AM	97-90 10.25 AM	15-6 12.50 PM	306-15 1.02 PM	11.05 PM	18-97 10.35 AM	5 5.30 PM	6.30 PM	.....	991 6.05 AM	7.25 AM
Daily Ex. Sunday	Daily Ex Sunday		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex Sunday				ARRIVE (119.3) LEAVE				Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday
0.30	10.55		8.00	0.20	7.25	3.36	0.12	0.15	4.25	4.00	4.20				.....Schedule Time.....				0.12	4.15	4.50	0.12	4.08	4.00	9 25	0.30	9.30	.....	10.55	0.25
13.2	10.9		14.9	19.8	16.0	33.1	33.0	25.0	27.0	29.8	27.5				.....Average speed per hour.....				33.0	28.0	24.5	33.0	28.9	29.8	12.7	13.2	12.6	.....	10.9	15.8

WESTWARD — MAIN LINE — EASTWARD

SUB-DIVISION 15
STATIONS.
TIME TABLE NO. 7B
Sept 15th, 1907

WESTWARD THIRD CLASS No. 83 Local Fr'ght Daily Ex. Sun.	WESTWARD THIRD CLASS No. 81 Local Fr'ght Daily Ex. Sun.	WESTWARD SECOND CLASS No. 993 Fast Freight Daily	WESTWARD SECOND CLASS No. 97 Fast Freight Daily	WESTWARD SECOND CLASS No. 951 Fast Freight Daily	WESTWARD SECOND CLASS No. 925 Local Passenger Daily Ex. Sunday	WESTWARD FIRST CLASS No. 17 Mail & Express Daily	WESTWARD FIRST CLASS No. 27 Mail and Express Daily	WESTWARD FIRST CLASS No. 5 Express Daily	WESTWARD FIRST CLASS No. 7 Rocky Mt. Limited Daily	WESTWARD FIRST CLASS No. 39 Mail and Express Daily	Car Capacity Other Tracks	Car Capacity Passing Tracks	Maximum Grade Ascending	LEAVE / ARRIVE	Maximum Grade Ascending	Distance from St. Joseph	Fuel, Water, Turn Tables and Wyes	EASTWARD FIRST CLASS No. 40 Mail and Express Daily	EASTWARD FIRST CLASS No. 28 Mail and Express Daily	EASTWARD FIRST CLASS No. 18 Mail & Express Daily	EASTWARD FIRST CLASS No. 6 Express Daily	EASTWARD FIRST CLASS No. 326 Local Passenger Daily Ex. Sun.	EASTWARD FIRST CLASS No. 8 Rocky Mt. Limited Daily	EASTWARD SECOND CLASS No. 94 Fast Freight Daily	EASTWARD SECOND CLASS No. 90 Fast Freight Daily	THIRD CLASS No. 84 Local Freight Daily Ex. Sun.	THIRD CLASS No. 82 Local Fr'ght Daily Ex. Sun.
.....	AM 4.30	.....	AM 11.20	AM 9.00	.....	PM 8.40	.....	PM 5.15	AM 2.50	.....	355	....	.....	F FAIRBURY 0.1 DN	42.8	155.8	WFT	.....	.....	AM s 10.15	306-PM s 12.50	.....	PM—353 s 10.55	.....	PM s 4.30	AM s 8.30	.....	PM s 1.30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	St. J. & G. I. Crossing 6.7	.....	155.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	f 4.55	.....	11.45 AM	f 10.02 18	.....	s 8.53	.....	5.29	3.00	.....	38	68	49.6	BU THOMPSON 1.3 D	26.4	162.6	.....	.....	.....	951 s 10.02	12.37	.....	10.40	.....	f 3.55	8.05	.....	s 1.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	C. B. & Q. Crossing 6.5	.....	163.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	f 5.35	.....	12.22 6-82—PM	f 10.45	.....	s 9.07	.....	5.44	3.13	.....	38	69	52.8	BH MAHASKA 4.4 D	25.3	170.4	.....	.....	.....	s 9.45	97-82 12.22	.....	10.27	.....	f 3.25	7.40	.....	PM—6-97 s 12.22
.....	f 5.50	.....	12.38	f 11.25 82—AM	.....	s 9.15	.....	5.54	3.20	.....	35	66	34.9	WO NARKA 6.8 D	42.2	174.8	W	.....	.....	s 9.35	12.15	.....	10.20	.....	f 3.00	7.25	.....	AM—951 s 11.25
.....	f 6.10	.....	1.05	f 12.03 6—PM	.....	s 9.28	.....	6.05	3.30	.....	33	68	50.2	WY MUNDEN 7.8 D	52.8	181.6	.....	.....	.....	s 9.23	951—PM 12.03	.....	10.10	.....	f 2.30	7.00	.....	s 10.45
.....	s 6.30 90—AM	.....	s 1.35 94	s 12.35 PM	.....	s 9.40 PM-326-8	.....	s 6.18	s 3.42	.....	238	....	50.2	VI BELLEVILLE DN	52.8	189.4	WFTY	.....	.....	9.07 AM	AM 11.45	.....	17 9.55	.....	97 2.00	81 6.30	.....	10.00 AM
AM 7.30	.....	PM 2.55 84	2.20 94	.....	AM 8.47	.....	.....	PM 6.35 5	6.22 27	3.42 40	AM 12.32	238	....	50.2	ARRIVE / LEAVE: VI BELLEVILLE 4.6 DN	52.8	189.4	WFTY	AM—7 s 3.25	AM s 9.45	.....	s 11.45	PM—17 s 9.15	17 s 9.55	.....	97 s 1.00	s 5.59	PM—993 s 2.55	.....
s 7.45	.....	3.12	2.38 84	.....	s 8.55	.....	.....	6.44	6.31	3.50	12.40	28	69	52.8	A RYDAL 4.7 D	52.8	194.0	.....	3.16	9.37	.....	11.35	s 9.00	9.45	.....	f 12.40	5.40	97 s 2.38	.....
s 8.05	.....	3.30	2.55	.....	s 9.03	.....	.....	s 6.55	6.40	3.58	f 12.48	33	67	2.6	SC SCANDIA 0.1 DN	40.3	198.7	W	3.09	s 9.28	.....	11.25	s 8.47	9.38	.....	PM f 12.20	5.13	s 2.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	M. P. Crossing 5.8	.....	198.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
s 8.30	.....	3.50	3.17	.....	s 9.15 28	.....	.....	s 7.08	6.52	4.10	1.00	29	67	52.8	KO COURTLAND 0.3 D	52.8	204.6	.....	2.58	925 s 9.15	.....	11.12	s 8.30	9.25	.....	AM f 11.55	4.50	s 1.25	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	A. T. & S. F. Crossing 5.0	.....	204.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
s 9.02 28	.....	4.15	3.35	.....	s 9.25	.....	.....	s 7.20	7.01	4.18 90	1.10	28	67	52.8	CF FORMOSO 5.1 D	47.5	209.9	.....	2.49	83 s 9.02	.....	11.02	s 8.15	9.16	.....	f 11.35	7 4.18	s 1.00	.....
s 9.35 925	.....	4.35	3.54	.....	s 9.35 83	.....	.....	7.30	7.11	4.27	1.19	38	66	52.8	RW MONTROSE 7.1 D	52.8	215.0	W	2.41	8.50	.....	10.53	s 8.02	9.06	.....	f 11.12	3.40	s 12.45	.....
s 10.39 6-91	.....	4.57	4.19	.....	s 9.50	.....	.....	s 7.45 326	7.25 326	4.39	s 1.32	62	65	47.5	MK MANKATO 8.0 DN	52.8	222.1	.....	2.30	s 8.34	.....	83-94 10.39	s 5-27 7.45 7.25	8.56	.....	6-83 s 10.39	3.20	PM s 12.15	.....
s 11.05	.....	5.22	4.43	.....	s 10.05 94	.....	.....	f 8.01	7.40	4.51	1.45	29	67	50.2	GT OTEGO 4.7 D	30.1	230.1	.....	2.20	s 8.15	.....	10.25	s 7.03	8.44	.....	925 f 10.05	2.55	AM s 11.45	.....
s 11.30 84	.....	5.35	4.58	.....	s 10.17 6	.....	.....	s 8.12	7.50	4.57	1.52	44	67	52.8	BE ESBON 6.7 D	52.8	234.8	.....	2.12	s 8.05	.....	925 10.17	s 6.50	8.37	.....	f 9.25	2.35	83 s 11.30	.....
s 11.50 AM	.....	5.57	5.20	.....	s 10.32	.....	.....	s 8.28 8	8.01	5.07	2.02 40-90	52	67	52.8	NY LEBANON 6.4 D	52.8	241.5	W	39-90 2.02	s 7.50	.....	10.06	s 6.35	27 8 28	.....	f 8.45	40-39 2.02	s 11.10	.....
s 12.10 PM	.....	6.20 326	5.40	.....	s 10.45 84	.....	.....	s 8.40	8.15 8	5.15	2.14	44	67	52.8	AY BELLAIRE 6.2 D	52.8	247.9	.....	1.50	s 7.35	.....	9.53	993 s 6.20	5 8 15	.....	f 8.15	1.15	925 s 10.45	.....
s 12.30	.....	s 6.45	s 6.05 326	.....	s 11.00	.....	.....	s 8.55	8.27	5.25	s 2.25	67	68	52.8	HF SMITH CENTRE 8.0 DN	52.8	254.1	WF	1.38	s 7.20	.....	9.42	97 s 6.05	8.03	.....	s 7.45	s 12.45	s 10.05	.....
s 1.00	.....	7.15	6.30	.....	s 11.17	.....	.....	f 9.09	8.40	5.35	2.36	33	67	52.8	NE ATHOL 6.0 D	52.8	262.1	.....	1.25	f 7.03	94	84 9.30	s 5.44	7.50	.....	f 7.03	28 AM 12.10	6 s 9.30	.....
s 1.20	.....	7.40 8	6.50	.....	s 11.30	.....	.....	s 9.20	8.50	5.42	2.45	37	67	52.8	DU KENSINGTON 4.5 DN	26.4	268.1	W	1.14	s 6.50	.....	9.20	s 5.25	993 7.40	.....	f 6.20	PM 11.50	s 8.55	.....
s 1.35	.....	7.55	7.05	.....	s 11.40	.....	.....	s 9.31	8.59	5.50 94	2.53	28	66	52.8	KG AGRA 5.0 D	52.8	272.6	.....	1.04	s 6.42	.....	9.12	s 5.12	7.33	.....	7 f 5.50	11.35	s 8.35	.....
s 1.55	.....	8.10	7.25 8	.....	s 11.50 AM	.....	.....	9.45	9.09	5.58	3.00	30	67	52.8	DP GRETNA 6.2 D	52.8	277.6	.....	12.55	6.33	.....	9.02	s 5.00	97 7.25	.....	f 5.25	11.20	s 8.15	.....
s 2.30 PM	.....	s 8.25 PM	s 7.55 PM	.....	s 12.02 PM	.....	.....	s 9.56 PM	s 9.22 PM	s 6.10 28—AM	s 3.10 AM	450	....	52.8	Z PHILLIPSBURG DN	.....	283.8	WFT	12.45 AM	7 6.20 AM	.....	8.50 AM	4.45 PM	7.15 PM	.....	5.00 AM	11.00 PM	8.00 AM	.....
Daily Ex. Sunday	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sunday		Daily	Daily	Daily	Daily	Daily				ARRIVE (128) LEAVE				Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily		Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
7.00	2.00	5.30	8.35	3.35	3.15		1.00	3.21	4.07	3.20	2.38				Schedule Time				2.40	3.25	1.03	4.00	4.30	3.40		11.30	9.30	6.55	3.30
13.0	16.8	17.2	14.9	9.4	28.9		33.6	28.2	31.1	38.4	35.8				Average speed per hour				35.4	27.6	29.6	32.0	20.9	34.9		11.1	13 5	13.6	9.6

WESTWARD — HORTON BRANCH — EASTWARD

SUB-DIVISION 12.
STATIONS.
TIME TABLE NO. 7B
Sept. 15th, 1907

WESTWARD THIRD CLASS No. 87 Local Freight Daily Ex. Sunday	WESTWARD SECOND CLASS No. 991 Fast Freight Daily	WESTWARD FIRST CLASS No. 353 Mail & Express Daily Ex. Sunday	WESTWARD FIRST CLASS No. 305 Mail & Express Daily	Car Capacity: Other Tracks	Car Capacity: Passing Tracks	Maximum Grade Ascending	LEAVE.	ARRIVE.	Maximum Grade Ascending	Distance from St. Joseph	Fuel, Water, Turn Tables and Wyes	EASTWARD FIRST CLASS No. 354 Mail & Express Daily Ex. Sunday	EASTWARD FIRST CLASS No. 306 Mail & Express Daily	EASTWARD SECOND CLASS No. 998 Fast Freight Daily	EASTWARD THIRD CLASS No. 88 Local Freight Daily Ex. Sunday
AM 8.00	PM 10.15	PM 6.10	PM 12.20	726	....	.....	HN	HORTON DN	.....	40.7	WFTY	s 9.25	ts 5.10	AM s 12.45	PM s 3.45
f 8.35	10.30	f 6.22	f 12.30	32	....	52.8		5.6 GERMANTOWN	50.2	46.3	.....	f 9.13	f 5.00	f 12.30	f 3.15
s 9.05 (354)	10.45	s 6.33	s 12.40	31	42	42.2	HO	4.3 POWHATTAN D	50.2	50.6	.....	(87) f 9.05	s 4.50	AM 12.15	s 2.50
s 9.30	11.10	s 6.48	s 12.55	24	43	50.2	V	8.1 FAIRVIEW D	52.8	58.7	.....	f 8.49	s 4.35	PM f 11.50	s 2.05
s 9.50	s 11.25 (968)	s 7.02	s 1.09	37	34	52.8	SA	5.8 SABETHA D	52.8	64.5	W	s 8.38	s 4.20	(991) s 11.25	s 1.35 (305)
f 10.05	11.40 PM	f 7.10	f 1.17 (88)	26	....	52.8	WR	5.5 BERWICK D	44.9	68.0	.....	f 8.30	f 4.10	f 11.07	f 1.17 PM
s 10.30	12.05 AM	s 7.26	s 1.35	40	33	42.2	BN	7.5 BERN D	50.2	75.5	.....	s 8.13	s 3.53	f 10.35	s 12.40 AM
s 11.00	12.35	s 7.44	s 1.55	36	34	52.8	D	8.0 DU BOIS D	42.2	83.5	.....	s 7.54	s 3.33	f 10.05	s 11.59 (87)
s 11.30 (58)	s 1.10	s 8.04	s 2.15	43	36	52.8	W	8.4 PAWNEE D	42.2	91.9	WF	s 7.37	s 3.15	s 9.35	s 11.30
s 11.59 AM	1.40	s 8.23	s 2.35	29	30	39.6	SR	8.0 STEINAUER D	40.0	99.9	W	s 7.20	s 2.55	f 9.10	s 11.05
s 12.15 PM	2.00	f 8.32	s 2.45 (306)	18	....	52.8	MW	4.3 MAYBERRY D	39.6	104.2	.....	f 7.12	s 2.45 (305)	f 9.00 (353)	s 10.50
s 12.35	2.25	f 8.45 (998)	s 3.00	35	33	52.8	ON	6.9 LEWISTON D	47.5	109.5	.....	f 6.58	s 2.32	f 8.45	s 10.35
s 12.55	2.50	s 8.56	s 3.13	27	31	47.5	GR	5.1 VIRGINIA D	52.8	114.6	.....	s 6.47	s 2.20	f 8.14	s 10.15
s 1.15	3.10	f 9.08	s 3.28	22	30	10.6	MS	6.0 ROCKFORD D	50.2	120.6	.....	f 6.33	s 2.07	f 7.50	s 9.45
.....	.....	.....	.....	....	....	.....		8.3 C. B. & Q. Crossing	.....	128.9	.....	.....	.....	.....	.....
s 1.50 (306)	s 3.45	s 9.28	s 3.50	141	28	37.5	BG	0.3 BEATRICE D	26.4	129.2	WY	s 6.15	s 1.50 (87)	s 7.20	s 9.15
.....	.....	.....	.....	....	....	.....		0.0 U. P. Crossing	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	....	....	.....		0.3 C. B. & Q. Crossing	.....	129.5	.....	.....	.....	.....	.....
s 2.20	4.25	f 9.47	s 4.10	27	40	50.2	KY	8.1 ELLIS D	39.6	137.6	.....	f 5.50	s 1.30	f 6.44	s 8.45
s 2.45	4.55	f 9.57	s 4.25	32	....	34.9	BI	5.6 HARBINE D	46.2	143.2	.....	f 5.35	s 1.17	f 6.20	s 8.15
s 3.15 PM	s 5.22 AM—354	s 10.10 PM	s 4.40 PM	258	66	39.1	NS	6.0 JANSEN DN	.....	149.2	.....	5.22 AM—991	1.02 PM	6.00 PM	7.45 AM
Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily				ARRIVE.	(108.5) LEAVE.				Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday
7.15	7.07	4.00	4.20					Schedule Time				4.03	4.08	6.45	8.00
15.0	15.2	27.1	25.0					Average speed per hour				26.8	26.2	16.1	13.5

SUB-DIVISION 16.
STATIONS.
TIME TABLE NO. 7B
Sept. 15th, 1907

WESTWARD SECOND CLASS No. 89 Local Freight Daily Ex. Sunday	WESTWARD FIRST CLASS No. 305 Mail & Express Daily	Car Capacity: Other Tracks	Car Capacity: Passing Tracks	Maximum Grade Ascending	LEAVE.	ARRIVE.	Maximum Grade Ascending	Distance from St. Joseph	Fuel, Water, Turn Tables and Wyes	EASTWARD FIRST CLASS No. 306 Mail & Express Daily	EASTWARD SECOND CLASS No. 80 Local Freight Daily Ex. Sunday
AM 7.30	PM 5.15	355	....	.....	F	FAIRBURY DN	24.3	155.8	WFT	PM s 12.15	PM s 4.30
.....	.....	....	....	.....		1.7 St. J. & G. I. Crossing	.....	157.5	.....	.....	.....
s 8.00	s 5.34	23	....	51.7	DO	6.2 GLADSTONE D	38.9	163.7	.....	AM s 11.55	s 3.55
s 8.20	s 5.48	20	27	45.7	DA	5.8 GILEAD D	40.1	169.5	.....	s 11.35	s 3.29
s 9.05	s 6.13	33	35	34.3	RN	10.0 HEBRON D	15.8	179.5	W	s 11.10	s 2.45
.....	.....	....	....	.....		0.5 C. B. & Q. Crossing	.....	180.0	.....	.....	.....
s 9.45	s 6.32	40	....	39.6	DH	7.1 DESHLER D	31.7	187.1	.....	s 10.48	s 2.12
s 10.28 (305)	s 6.51	35	....	42.2	KN	7.8 RUSKIN D	37.0	194.9	.....	(89) s 10.28	s 1.38
.....	.....	....	....	.....		5.1 C. & N. W. Crossing	.....	200.0	.....	.....	.....
s 10.50	s 7.05	20	....	42.2	RA	0.7 NORA D	39.6	200.7	.....	s 10.17	s 1.12
.....	.....	....	....	.....		6.2 C. B. & Q. Crossing	.....	.....	.....	.....	.....
s 11.15 AM	s 7.20 PM	29	31	37.0	NA	0.1 NELSON D	.....	207.0	WFT	10.00 AM	12.45 PM
Daily Ex. Sunday	Daily				ARRIVE.	(51.2) LEAVE.				Daily	Daily Ex. Sunday
3.45	2.05					Schedule Time				2.15	3.45
13.6	24.6					Average speed per hour				22.7	13.6

D. BURLEIGH,
Train Master,
Sub-Divisions 14 and 12,
Fairbury, Nebr.

W. L. HOPE,
Train Master,
Sub-Divisions 15 and 16,
Fairbury, Nebr.

F. M. RAIN,
Chief Dispatcher,

C. H. McGEE,
W. H. McCOY,
J. A. DICKENS,
W. C. CAVANAGH,
A. S. BISHOP,
B. M. STEARNS,
Dispatchers,
Fairbury, Nebr.

TIME-TABLE RULES

1. Westward trains, as indicated by Time-Table heading, are superior to trains of the same class in the opposite direction. (See General Rules 81, 86 and 88.)

2. Trains date from their initial terminal station on each Sub-Division. (See General Rule 4.)

3. Train Registering Books (See General Rule 83 *a*) are located as follows:

Council Bluffs—Passenger Station (for first class trains).
Council Bluffs—Yard Office (for all except first class trains).
Omaha—Union Station (for first class trains).
Omaha—Yard office (for all except first class trains).

Albright.	Phillipsburg.
Jansen.	Horton.
Fairbury.	Nelson.
Belleville.	

a. Nos. 5, 6, 7, 8, 17 and 304 will not stop to register at Albright nor Jansen. Conductors on Nos. 5, 6, 7, 8, 17 and 304 will throw off a register ticket (form 1339), to be recorded in Train Register by the Operator. Tickets must be correctly dated and timed and speed reduced so that operator can secure ticket.

b. Conductors on Nos. 8 and 6 will obtain written check of register at Jansen from Dispatcher at Fairbury.

c. Enginemen of trains Nos. 6 and 8 at Belleville and trains 90 and 94 at Jansen will not be required to check register, but will obtain written check of register from Conductors.

4. No train must leave its initial station on any Sub-Division until its Conductor has first reported at the telegraph office, ascertained if there are any orders for his train, and obtained clearance card Form "A."

5. General Order Boards are located as follows:

Council Bluffs
Fairbury
Belleville
Phillipsburg
Horton
} (for trains starting).

All Conductors and Enginemen are required to consult these Boards before starting on a trip and to sign for General Orders in the manner provided. They will be held responsible for compliance with General Orders posted before their departure. General Orders posted after departure will be delivered to trains on the road by Pink Bulletin.

6. Standard Clocks (See General Rules 3, 3 *a*, 3 *b*, and 3 *c*) are located at Council Bluffs, Fairbury, Belleville, Phillipsburg and Horton.

7. Company Surgeons are located as follows:

NAME.	LOCATION.	OFFICE.	RESIDENCE.
DR. S. C. PLUMMER, *Chief Surgeon.*	Chicago, Ills.	La Salle Street Station.	
DR. H. B. JENNINGS,	Council Bluffs, Ia.		
DR. J. E. SUMMERS, JR.	Omaha, Neb.	McCague Block, 15th and Dodge Streets. Tel. 646	203 So. 15th St. Tel. 299.
DR. W. H. SLARAUGH,	South Omaha, Neb.	24th and N Sts., Tel. 1140	914 23d Street, Tel. 3140
DR. A. R. MITCHELL,	Lincoln, Neb.	145 South 11th St. Tel. 486.	1606 L Street, Tel. 464.
DR. L. F. PENNER,	Jansen, Neb.		
DR. G. L. PRITCHETT, *Surgeon and Examiner.*	Fairbury, Neb.	5th, bet. E and F. Tel. 20.	Cor 7th and G. Tel. 77.
DR. J. S. BILLINGSLEY, *Surgeon and Examiner.*	Belleville, Kas.	Commercial St. Tel. 42.	Commercial St. Tel. 30.
DR. J. S. HENRY,	Scandia, Kas.		
DR. A. B. PETERS,	Mankato, Kas.	110 Commercial St. Tel. 22	125 Jefferson St. Tel. 60.
DR. C. D. BOWERS,	Lebanon, Kas.	Tel. 6.	Tel. 5.
DR. B. W. SLAGLE,	Smith Center, Kas.	Palace Drug Store. Tel. 20	S. W. cor. New York and Adams Sts. Tel. 15.
DR. L. A. GOLDEN,	Kensington, Kas.	Tel. 22.	Tel. 22.
DR. C. E. NELSON,	Phillipsburg, Kas.	Tel. 21.	Tel. 9.
DR. L. REYNOLDS, *Surgeon and Examiner.*	Horton, Kas.	Sautter Block. Tel. 104.	Bet. Florence and Beatrice on High St. Te.15.
DR. S. MURDOCK,	Sabetha, Kas.	Tel. 160.	Tel. 29.
DR. A. B. ANDERSON,	Pawnee City, Neb.	Over First Nat. Bk. Tel. 46	Tel. 47.
DR. C. A. BRADLEY,	Beatrice, Neb.	Room 8, Masonic Temple.	823 Market St. Tel. 45.

a. Prompt report must be made of all accidents.
Personal Injuries—when train is not wrecked—by message to Superintendent, who will promptly advise Claim Department.
In case of train wreck, "26 Report" must be made at once (Form 588) as per instructions thereon.
Mail reports of all accidents and casualties must be promptly made, using the following forms, *according to the instructions thereon and in the books of rules*:
Personal Injury Report (Form G 42 or 599, as appropriate).
List of Passengers (Form C T 29).
Ejectment (Form 1337).
Inspection (Form 704).
Fire Report (Form M. W. 42).
Stock Report (Enginemen—Form 1301).
Stock Report (Sectionmen—Form 1251).

8. Explanation of characters: (See General Rule 6.)
T—Turn Table. Y—Wye. W—Water. F—Fuel.

9. The Speed of trains over Platte River Bridge east of South Bend must not exceed twenty-five miles per hour.

a. The Speed of trains in the city of Lincoln between M street (two blocks west of passenger station) and Vine street (east of coal dock) must not exceed six miles per hour.

b. The Speed of trains around reverse curve at 27th street, east of Lincoln, must not exceed thirty miles per hour.

c. All trains will approach the crossing of the U. P. yard tracks between South Omaha Junction and Albright with caution, and the forward end of the train must not move over this crossing at a rate of speed to exceed six miles per hour.

10. No. 5 will stop at stations scheduled not to stop (except Rumsey), on Sub-Divison 14 and on Sub-Division 15 between Fairbury and Belleville, to let off passengers ticketed from Des Moines and points east thereof and at Narka for passengers holding tickets for points west of Belleville. Will also stop on signal at such stations to take on passengers ticketed to Denver, Colorado Springs, Pueblo or beyond.

a. No. 6 will stop at Smith Center and Mankato to let off passengers ticketed from Denver or points west thereof; will also stop at nonstop stations on Sub-Divisions 15 between Belleville and Fairbury, and on Sub-Division 14 to let off passengers ticketed from points west of Belleville and Nelson branch.

b. No. 6 will stop on signal at Jansen and Plymouth to take on passengers ticketed to Omaha or Council Bluffs, or points east thereof, at which No. 6 stops.

c. No. 6 will stop on signal on Sub-Division 14 and on 15 between Belleville and Fairbury to take on passengers ticketed to Chicago and points beyond.

d. No. 40 will stop at Smith Center and Mankato to let off passengers from Colorado Springs and points west thereof.

e. No. 27 will stop at non-stop stations to let off passengers ticketed from Belleville or points east or south thereof.

f. No. 28 will stop at non-stop stations to take on passengers ticketed to Belleville or points east or south thereof.

g. Passengers on No. 306 for connections of No. 72 at St. Joe transfer at Horton to No. 72.

h. A general notice or a special rule in the time table directing that a train will stop on signal at certain stations for certain passengers constitutes such stations a flag stop for that purpose. The combined green and white signal will be used. See general rule 28.

11. Westward second and third class, and extra freight trains will head through passing siding at Albright.

a. Branch trains must protect against approaching main line trains at junction points.

b. Trains 17 and 18 will be turned on Wye at Belleville; No. 18 (K. D. 59) backing up Kansas Division main line and heading through Wye; No. 17 (K. D. 60) backing up Nebraska main line and heading through Wye. This movement will be made under protection of General Rule 97*a* and Time-table Rule 16.

c. Semaphore signals located 2500 feet east of the Wye Switches at Belleville on Nebraska and Kansas Divisions are to be set against westward Trains by Trains using the wye.
Trains finding semaphore against them will stop at such signal until it indicates clear. See Rules 601 and 661.

12. Railroad Crossings are protected by Interlocking Signals (see General Rules 601 to 674) except as follows:
Lincoln Yard—Missouri Pacific.
Fairbury—St. J. & G. I., west of Dispatcher's Office and on Nelson Branch.
Scandia—M. P., west of Station.
Beatrice—C. B. & Q., and Union Pacific, east of Passenger Station and west of Freight House.
Hebron—C. B. & Q., west of Station.
Nora—C. & N. W., east of Station.
Nelson—C. B. & Q., east of Station.
Trains approaching the above crossings will stop at a point designated by Stop Boards and not proceed until absolutely sure that the track is clear.

13. The following are Auxiliary Lines (See General Rule 14, (*f*) and (*g*)):
Belleville (The Kansas Division).

14. Passengers may be carried on the last section of local freight trains.

16. All except first class trains will approach, (enter, and pass through the following named yards under full control,) expecting to find main track occupied or obstructed,

Albright.	Fairbury.
Lincoln.	Belleville.
Jansen,	Phillipsburg.

17. Trains between Council Bluffs Passenger Station and Union Pacific Transfer Station must be provided with the Time-Table and governed by the Rules and Orders of the Iowa Division.

a. Trains between Union Pacific Transfer Station and C., R. I. & P. Junction at South Omaha must be provided with the Time-Table and governed by the Rules and Orders of the Union Pacific R. R.; Nebraska Division; Bridge District.

26. Automatic signals have been erected at the ends of a block of single track between South Omaha and Albright; the westward signal is located 300 feet west of east passing siding switch and the eastward signal 150 feet east of Albright depot.
The normal position of these signals is "clear." The eastward signal will indicate "stop" when forward portion of westward train reaches east passing siding switch, and westward signal will indicate "stop" as forward portion of westward train passes it, both signals will continue to indicate "stop" until such train reaches west passing siding switch.
The westward signal will indicate "stop" when forward portion of eastward train reaches west passing siding switch, and eastward signal will indicate "stop" as forward portion of eastward train passes it; both signals will continue to indicate "stop" until such train reaches east passing siding switch.
Either signal being at "stop" is an indication that a train is approaching in opposite direction, and trains finding either signal at "stop" must stop before passing signal and flag themselves through block or take passing siding according to time table rules.
Small indicators are provided at each end of house track, showing when trains are approaching. When small semaphore blade on indicator is at "stop" the house track switches should not be opened.

31. Minimum Clearances of Bridges, Tunnels, etc.: Height 19 feet 3 inches; Width 13 feet 4 inches.

a. All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

Also, 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, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars:

Bridges, etc., on the Nebraska Division not having standard clearance.

ALBRIGHT TO PHILLIPSBURG.

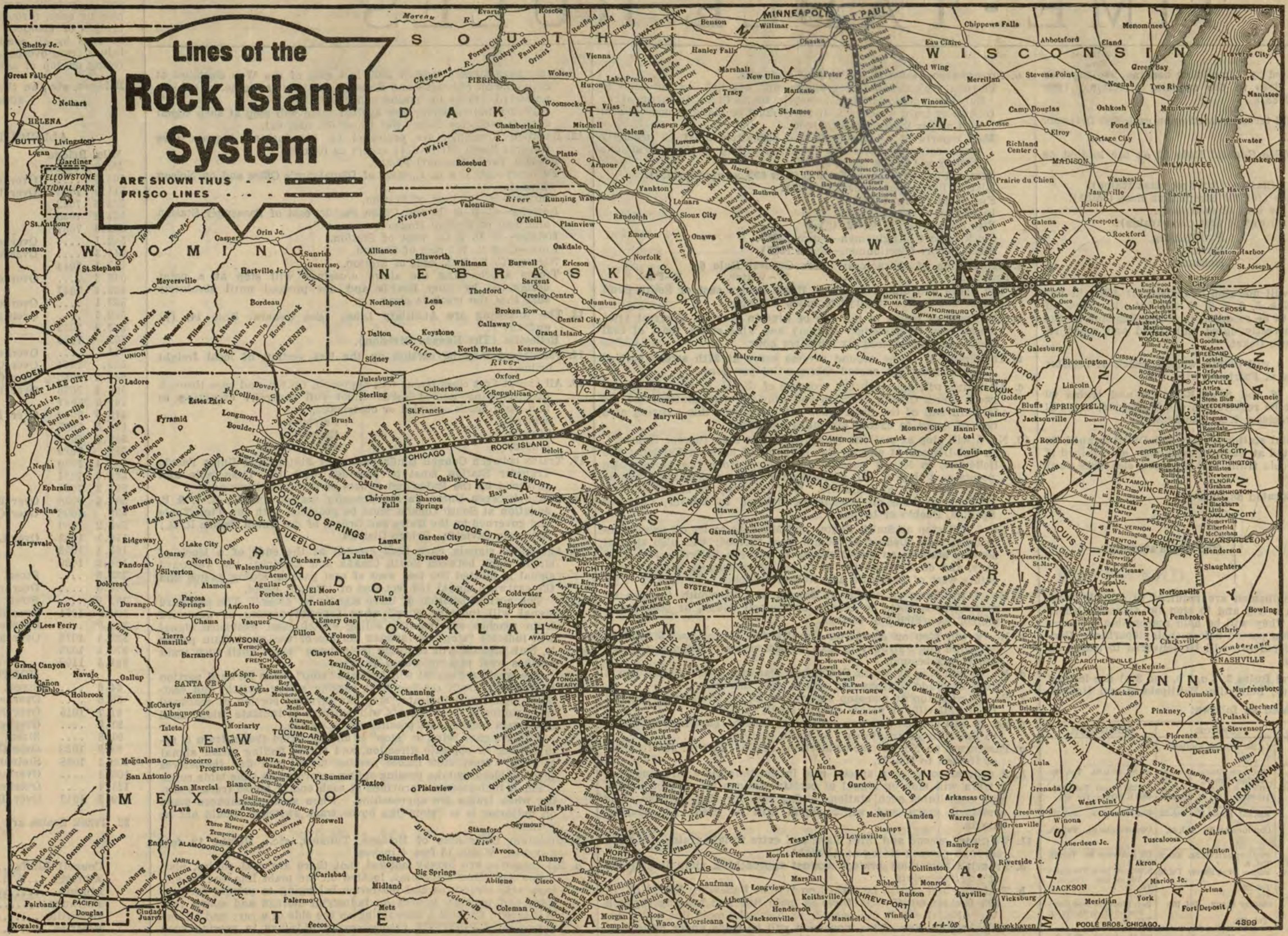
Mile Post	Bridge Number	Name
508.8	....	Overhead Bridge, Public Highway.
511.9	7003	Over Union Pacific Railway.
523.6	7023	
531.2	7035	
531.8	7037	
542.1	....	Overhead Bridge, Public Highway.
544.3	....	Overhead Bridge, Public Highway.
547.1	7044	
548.3	....	Overhead Bridge, Public Highway.
552.4	7047	
553.1	....	Overhead Bridge, Public Highway.
560.5	....	Overhead Bridge, Public Highway.
560.9	7059	
562.	7060	
564.	....	Overhead Bridge, Public Highway.
565.	7064	Over C. B. & Q. Railroad.
567.2	7065½	Over C. B. & Q. Railroad.
566.3	7066	Over Union Pacific Railroad.
567.5	7067	
576.6	7069	Over Missouri Pacific Railway.
584.5	7085	
585.8	7087	
588.	7089	
588.4	7090	
589.6	7091	
592.8	7095	
594.6	7096	Over Blue River, DeWitt, Nebr.
595.	7098	Over C. B. & Q. Railroad.
595.2	7099	
156.1	1052	Over Little Blue River, Fairbury, Nebr.
163.4	1058	
164.2	1060	
189.5	....	Street Viaduct, Belleville, Kans.
189.5	....	Overhead Bridge, U. P. R. R., Belleville,
189.6	....	Street Viaduct, Belleville, Kans.
199.	1071	Over Republican River, Scandia, Kans.
213.8	....	Overhead Bridge, Public Highway.
223.4	1078	Over Missouri Pacific Railway.
270.4	1095	
281.5	1100	

HORTON TO JANSEN.

64.6	....	Street Viaduct, Sabetha, Kans.
65.6	....	Overhead Crossing, St. J. & G. I. R. R.
81.7	1015	Over Nemaha River.
91.7	....	Overhead Bridge, Public Highway.
91.8	....	Street Viaduct, Pawnee, Nebr.
92.2	1022	Over C. B. & Q., Pawnee, Nebr.
100.1	1028	Steinauer, Nebr.
105.4	....	Overhead Bridge, Public Highway.
121.4	....	Overhead Bridge, Public Highway.
129.8	1043	Over Big Blue River, Beatrice, Nebr.

32. Track Scales are located as follows:

	Length—Feet.	Capacity—Tons.
Council Bluffs	38	100
Albright	36	60
Lincoln	36	60
Fairbury	36	60
Belleville	38	100
Beatrice	40	80
Horton	38	100


Lines of the
Rock Island
System
ARE SHOWN THUS
FRISCO LINES
SOUTH DAKOTA
WYOMING
NEBRASKA
MINN.
WISCONSIN
IOWA
ILLINOIS
INDIANA
COLORADO
KANSAS
MISSOURI
OKLAHOMA
IND. TY.
NEW MEXICO
ARKANSAS
TENN.
KY.
MISS.
ALA.
LA.
TEXAS
LAKE MICHIGAN
MINNEAPOLIS
ST. PAUL
CHICAGO
MILWAUKEE
DAVENPORT
ROCK ISLAND
DES MOINES
OMAHA
COUNCIL BLUFFS
LINCOLN
KANSAS CITY
ST. LOUIS
TOPEKA
WICHITA
DENVER
COLORADO SPRINGS
PUEBLO
SALT LAKE CITY
OGDEN
SANTA FE
TUCUMCARI
EL PASO
FORT WORTH
DALLAS
MEMPHIS
LITTLE ROCK
BIRMINGHAM
NASHVILLE
SHREVEPORT
JACKSON
POOLE BROS. CHICAGO.
4-4-'05
4399