Company Doctors	Location
H.S. BENNIE	Almena, Kans.
*D.E. WILCOX	Atlantic, Iowa
*E.M. JUEL	Atlantic, Iowa
C.C. HUNTLEY	Avoca, Ia.
*W.T. WILDHABER	Beatrice, Nebr.
P.L. BEIDERWELL	Belleville, Kans.
*H.D. DOUBEK	Belleville, Kans.
*E.J. CHANEY	Belleville, Kans.
*R.C. BEETHE	Burlington, Colo.
*CARL RUFF	Clay Center, Kans.
*G.D. MARSHALL	Colby, Kans.
*L.J. KENNEDY	Colorado Springs
*J.P. COGLEY	Council Bluffs
*A.L. NELSON	Des Moines, Ia.
JOHN LAMAR	Des Moines, Ia.
*A.W. MAYER	Denver, Colo.
P.A. REED	Deshler, Nebr.
H.D. RUNTY	DeWitt, Nebr.
G.D. KNOSP	Elmwood, Nebr.
*R.P. LUCE	Fairbury, Nebr.
*W.P. YOACHIM	Fairbury, Nebr.
JOHN STRAUB	Flagier Colo.
*M.J. RENNER	Goodland, Kans.
*W.J. MADDEN	Goodland, Kans.
F.R. APPLEGATE	Goodland, Kans.
*J.O. CLANIN	Limon, Colo.
*C.F. FERCIOTT	Lincoln, Nebr.
*F.S. WEBSTER	Lincoln, Nebr.
*P. GOETOWSKI	Lincoln, Nebr.
*K.F. BASCOM	Manhattan, Kans.
*A.E. COOPER	Norton, Kans.
C.C. MILLETT	Omaha, Nebr.
*E.A. NELSON	Phillipsburg, Kans.
*THOMAS F. TAYLOR	Phillipsburg, Kans.
*F.E. WRIGHTMAN	Sabetha, Kansas
*FRED STERNAGEL	West DesMoines, Ia.

*Examiners

Occulists & Aurists	
A.M. DEAN	Council Bluffs, Ia.
WM. BANE	Denver, Colo.
J.H. JUDD	Omaha, Nebr.
F.L. EAGLE	Omaha, Nebr.
G.S. MARQUIS	Des Moines
J.H. McNAMEE	Des Moines

OFFICIAL HOSPITALS

Place	Name	Telephone
Council Bluffs	Jennie Edmundson-Pierce & Oak Sts.	20231
Fairbury	Fairbury-612 5th St.	80
Colorado Springs	Glockner-2200 N. Tejon	ME-43731
Colorado Springs	St. Francis-812 E. Pikes Peak Ave.	ME-31713
Denver	St. Luke's-E. 19th Ave. & Pearl St.	AC-2-8411
Horton	Horton-E. Front St.	25
Des Moines	Iowa Lutheran-712 Parnell	6-5141
Atlantic	Atlantic-5th & Oak Sts.	236
Omaha	Nebraska Methodist-3612 Cumin St.	Walnut 0042
Lincoln	St. Elizabeth's-1145 South St.	3-2364
Sabetha	Murdock Memorial-S. 14th St.	60
Beatrice	Lutheran-1201 S. 9th St.	106
Goodland	Boothroy Memorial-120 6th St.	TW-9-2358
Norton	Norton City-E. Wilmington St.	130
Clay Center	Clay Center-1508 6th St.	232

5000 - 12-30-62

Chicago, Rock Island & Pacific Railroad

Rock Island

TIME TABLE

WESTERN DIVISION
FIRST DISTRICT

No. 2

EFFECTIVE AT 12:01 A. M.

SUNDAY, DECEMBER 30, 1962

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

B.L. SCHOECH
Superintendent

B.F. WELLS,
General Manager

R.H. ANDERSON,
Asst. General Manager

This Time Table for the exclusive use and guidance of Employes

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 Time Table No. 2 December 30, 1962
91	81	59	83	7	9	13		25					
CGW Freight	Freight	Freight	Freight	Psgr.	Psgr.	CGW Psgr.		Mail					
Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily					
	P.M. 8.20	A.M. 9.30	A.M. 12.01						355.6	.....	.....	Yard	X... WX. ..SHORT LINE JCT.. ..(CRI&P Crossing)
										0.6			
									356.2	.....	.....	.....	.... DMU-CGW- ..FtDDM&S Crossing..
										1.6			
				P.M. 8.15	A.M. 6.00			A.M. 12.55	357.8	2.2	.....	341	D.. MS. .....DES MOINES.....
										0.5			
									358.3	.....	.....	.....	....DMU Crossing.....
	8.35	9.42	12.13	8.17	6.03			12.57	358.6	3.0	.....	.....	....M&StL JCT.....
	8.40	9.47	12.20	8.22	6.09			1.07 8	362.6	7.0		459	BR. ..WEST DES MOINES..
										0.1			
									362.7	.....	.....	.....	.....M&StL Jct.....
	8.50	9.58	12.32	8.31	6.19			1.17		10.0			
									372.7	17.1	125	82	.....BOONEVILLE.....P
	8.56	10.04	12.37	8.35	6.23			1.21		3.9			
									376.6	21.0	77	34	VR.....VAN METER.....TO
										3.2			
									379.8	24.2	.....	26	.....DE SOTO.....
	9.04	10.09	12.50 8	8.41	6.31			1.28		3.4			
									383.2	27.6	50	.....	.....CLUCAS.....P
										2.4			
									385.6	30.0	.....	180	..... WINEAR .....P
	9.09	10.14	1.01	8.45	6.35			1.31		1.8			
									387.4	31.8	125	50	FR.....EARLHAM.....P
	9.15	10.21	1.10	8.50	6.40			1.36		5.7			
									393.1	37.5	49	28	.....DEXTER.....P
	9.21	10.27	1.16	8.54	q 6.45			1.41		5.1			
									398.2	42.6	80	93	CS.....STUART.....P
	9.26	10.32	1.22	8.58	6.49			1.45		4.9			
									403.1	47.5	80	30	.....MENLO..... P
	9.33	10.40	1.30	9.04	6.56			1.53		7.0			
									410.1	54.5	69	52	.....CASEY.....P
										6.7			
									416.8	61.2	.....	84	AD..... ADAIR.....TO
	9.48	10.55	1.50	9.17	7.12			2.08		7.8			
									425.5	69.0	100	60	BG.....ANITA.....TO
	9.55	11.02	1.58	9.23	7.19			2.15		7.0			
									432.5	76.0	49	25	.....WIOTA.....P
	10.08 82	11.10	2.35	q 9.32	q 7.33			s 2.40		7.4			
									439.9	83.4	120	503	WN.....ATLANTIC.....TO
	10.33	11.27	2.55	9.47 82	7.49			3.00		15.6			
									455.6	99.0	300	7	.....HILLIS.....P
										3.7			
P.M.						A.M.			459.3	102.7	.....	57	.....HANCOCK JCT..... P
9.53	10.53	11.46 10-84	3.20 25	10.02	8.08	5.55		3.20 83	474.7	118.1	125	.....	.....PETER..... P
9.57										1.9			
									476.6	120.0	.....	.....	.....McCLELLAND.....P
	11.05 P.M.	A.M. 12.05								9.8			
10.10 P.M.	12.01 A.M.	P.M. 12.30 P.M.	3.33 3.40 A.M.	10.13 10.15	8.21 8.23	6.07 A.M.		3.30 3.32	486.4	129.8	.....	.....	..... RIGG.....P
									487.8	131.4	130	Yard	1.6 Q..... BLUFFS .....TO
										0.9			
									488.7	.....	.....	.....	Wabash, CB&Q and ..... CMStP&P Crossing.....
										0.1			
				s 10.20	s 8.30			s 3.45	488.8	132.4	.....	Yard	.....CO. BLUFFS.....
										0.7			
									489.5	133.4	.....	.....	.....IC and C&NW Crossing
										0.3			
									489.8	.....	.....	.....	..... CB&Q and C&NW Crossing
										0.2			
				s 10.30	s 8.45			s 4.15	490.0	133.6	.....	.....	.....UP Transfer, Ia.
				s 10.40 P.M.	s 9.00 A.M.			s 4.45 A.M.	492.7	136.3	.....	.....	US.....OMAHA, NEB.....

Signal Indications MP 355-28 to 362-29 Rules 450 to 453, incl.

See T.T. Rules 15 and 15a

TWO MAIN TRACKS

AUTOMATIC BLOCK SIGNALS MP 362-29 TO MP 439-19 Rules 350-356, incl.

SIGNAL INDICATION MP 439-19 TO MP 489-0 Rules 400-406, incl.

TWO MAIN TRACKS

See T. T. Rule 16

136.3

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

FORM Y ORDERS AUTHORIZED BETWEEN ATLANTIC AND WEST DES MOINES.

No. 7 discharge from Des Moines and beyond, receive for Omaha and beyond.

No. 9 discharge from Englewood and Chicago.

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. 2
December 30, 1962

			Distance from Council Bluffs	Signs	Station Numbers	FIRST CLASS 10 Psgr. Daily			FIRST CLASS 14 CGW Psgr. Daily	FIRST CLASS 8 Psgr. Daily			SECOND CLASS 192 CGW Freight Daily	SECOND CLASS 84 Freight Daily	SECOND CLASS 60 Freight Daily	SECOND CLASS 82 Freight Daily
X WX	SHORT LINE JCT. (CRI&P Crossing)	TO ✱	132.4	RFWTYYd	2172									P.M. 3.00	P.M. 6.35	A.M. 1.00
	0.6															A.M.
	DMU-CGW-FtDDM&S Crossing	UX	131.8													
	1.6															
D. MS.	DES MOINES	TO	130.2	RFWYd	2174	P.M. s 1.30				A.M. s 1.30						
	0.5															
	DMU Crossing	UX	129.7	.....	.....											
	0.3															P.M.
	M&StL JCT.	.....	129.4	.....	.....	1.22				1.10				2.38	6.00	11.50
	4.0															
BR.	WEST DES MOINES	✱TO	125.4	RYd	2179	1.18				25 1.07				2.30	5.55	11.43
	0.1															
	M&StL Jct.		125.3	.....	.....											
	10.0															
	BOONEVILLE	P	115.3	.....	2189	1.09				12.58				2.15	5.43	11.28
	3.9															
VR	VAN METER	TO	111.4	.....	2193	1.06				12.55				2.08	5.38	11.21
	3.2															
	DE SOTO		108.2	.....	2196											
	3.4															
	CLUCAS	P	104.8	.....	2200	12.59				83 12.50				1.59	5.31	11.12
	2.4															
	WINEAR	P	102.4	Y	2202											
	1.8															
FR	EARLHAM	✱TO	100.6	.....	2204	12.56				12.46				1.53	5.26	11.07
	5.7															
	DEXTER	P	94.9	.....	2209	12.52				12.41				1.45	5.19	10.59
	5.1															
CS	STUART	TO	89.8	WY	2215	g 12.48				12.37				1.40	5.13	10.52
	4.9															
	MENLO	P	84.9	.....	2219	12.44				12.34				1.35	5.07	10.46
	7.0															
	CASEY	P	77.9	.....	2226	12.38				12.28				1.25	4.59	10.35
	6.7															
AD.	ADAIR	TO	71.2	.....	2234											
	7.8															
BG	ANITA	TO	63.4	.....	2242	12.27				12.17				1.05	4.43	10.18
	7.0															
	WIOTA	P	56.4	.....	2249	12.21				12.11 A.M.				12.50	4.35	10.10
	7.4															
WN	ATLANTIC	✱TO	49.0	RFWYYd	2256	s 12.15				g 12.04 P.M.				12.35	4.26	81 10.08
	15.6															
	HILLIS	P	33.4	.....	2272	12.01 P.M.				11.47				P.M. 12.11	4.08	7 9.47
	3.7															
	HANCOCK JCT.	P	29.7	.....	2276											
	15.4					A.M. 59 11.46			P.M. 9.35	11.31			A.M. 11.45	A.M. 59 11.46 10	3.46	9.00
	PETER	P	14.3	.....	2291								11.40			
	1.9															
	McCLELLAND	P	12.4	.....	2293											
	9.8															
	RIGG	P	2.6	.....	2303	11.34			9.20 P.M.	11.22			11.10 A.M.	11.18	3.33	8.35
	1.6															
Q	BLUFFS	✱TO	1.0	RFWTYd	.....	11.31				11.19				11.15 A.M.	3.30 P.M.	8.30 P.M.
	0.9															
	Wabash, CB&Q and CMStP&P Crossing.		0.1	.....	.....											
	0.1															
	CO. BLUFFS		.....	Yd	2316	s 11.29				s11.17						
	0.7															
	IC & C&NW Crossing	UX	.....	.....	.....											
	0.3															
	CB&Q & C&NW Crossing	UX	.....	.....	.....											
	0.2															
	UP TRANSFER, IA	....	.....	Yd	.....	11.22				11.02						
	2.7															
US	OMAHA, NEB.	TO	.....	WRYd	2320	11.15 A.M.				10.55 P.M.						
	136.3															

AUTOMATIC BLOCK SIGNALS MP 362-29 TO MP 439-19 Rules 350-356, Incl.

SIGNAL INDICATION MP 439-19 TO MP 489-0 Rules 400-406, Incl.

Signal Indications MP 355-28 to 362-29 Rules 450 to 453, Incl.

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

TWO MAIN TRACKS See T. T. Rule 16

SEE FOOT NOTES ON PAGE 1.

No. 8 discharge from Omaha and beyond, receive for Grinnell and beyond.

No. 10 receive for Minneapolis, St. Paul, Kansas City, Iowa City and beyond.

Westward — Main Line — Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 6 STATIONS Time Table No. 2 December 30, 1962		M.P. from Chicago	Signs	FIRST CLASS		SECOND CLASS		
59	81	307		7								8		60	308	82
Freight	Freight	Mixed		Psgr.								Psgr.		Freight	Mixed	Freight
Daily	Daily	Tues. Thurs. Sat.		Daily								Daily		Daily	Mon. Wed. Fri.	Daily
P.M. 12.50	A.M. 12.45			P.M. 10.15	130	Yard	.....	Q..... BLUFFS ...	✱TO	498.2	RFWT Yd	P.M. 11.19		P.M. 3.10		P.M. 7.25
								1.0								
				s 10.20	.....	Yard	2316	....CO. Bluffs....	....	499.2	Yd	s11.17				
								1.2								
				s 10.30	.....	.....	.....	...UP Tfr., Ia....	....	500.4	Yd	*11.02*				
								2.7								
				s*10.40* *11.05*	.....	.....	2320	US.Omaha,Neb..	TO	503.1	RW Yd	*10.55* s*10.30*				
								4.4								
1.25	1.25			*11.15*	.....	.....	2324	..CRI&P Jct.....	....	507.5	.....	*10.16*		2.20		6.15
					.....	.....	.....	0.0 ..UP Crossing..	UX	507.5	.....					
								0.3								
1.30	1.30			11.17	63	93	2325	G...	...ALBRIGHT.... TO	507.8	RYd	10.15		2.17		6.12
								4.8								
1.36	1.39			11.22	53	.....	2329	....	.....RUMSEY..... P	512.6	.....	10.11		2.11		6.05
								5.5								
1.43	1.41			11.27	52	25	2335	....	... RICHFIELD.....P	518.1	.....	10.07		2.04		5.57
								7.7								
1.52 60	1.58			11.34	92	35	2343	K..	.. LOUISVILLE.✱TO	525.8	.....	10.01		59 1.52		5.47
								0.0								
					.....	.....	.....	....	.MoPac Crossing.....	525.8	.....					
								4.7								
					.....	.....	.....	....	.CB&Q Crossing.....	530.5	.....					
								0.5								
2.00	2.08			11.41	57	15	2348	....	..SOUTH BEND....P	531.0	.....	9.54		1.33		5.37
								5.3								
2.08	2.17			11.46	51	26	2353	CK	....MURDOCK ..✱TO	536.3	.....	9.49		1.27		5.31
								6.7								
2.16	2.26			11.52	91	19	2360	....	..... ALVO..... P	543.0	.....	9.44		1.18		5.22
								7.3								
2.25	2.35			11.58 P.M.	38	27	2367	....	.PRAIRIE HOME...P	550.3	.....	9.38		1.09		5.13
								6.7								
					.....	63	2374	....	... HAVELOCK.....	557.0	.....					
								3.8								
					.....	.....	.....	....	.OL&B Crossing.UX	.....	.....					
								0.0								
					.....	.....	.....	....	.MoPac Crossing.UX	560.8	.....					
								0.6								
2.45	3.00			s 12.17 A.M.	E56 W52	575	2378	CN	.... LINCOLN..✱ TO	561.4	WYd	s 9.27		12.49		4.53
								2.9								
					.....	27	2381	....	COLLEGE VIEW..P	564.3	.....					
								5.5								
					.....	18	2386	....	..... ROKEBY.....	569.8	.....					
								5.5								
3.01	3.18			12.31	50	23	2392	....	.... MARTELL.....P	575.3	.....	9.05		12.31		4.33
								7.0								
3.10	3.27			12.37	79	27	2399	HM	..... HALLAM..✱TO	582.3	.....	9.00		12.21 P.M.		4.24
								6.3								
3.18	3.34			12.42	51	25	2405		... CLATONIA..... P	588.6	.....	8.55		12.14 A.M.		4.16
								6.8								
					.....	15	2411	....	.....DE WITT.....P	595.4	.....					
								6.6								
3.34	3.49			12.54	51	25	2419	MY	... PLYMOUTH...TO	602.0	W	8.44		11.58		4.01
		P.M.													A.M.	
3.50 82	4.00	4.00		1.02	79	32	2428	.....	..... JANSEN..... P	611.9	R	8.37		11.47	6.45	59 3.50
								6.3								
4.20 P.M.	4.15 A.M.	4.15 P.M.		s 1.15 A.M.	.....	Yard	2435	DS F	... FAIRBURY..✱TO	618.2	RYd FWT	8.31 P.M.		11.40 A.M.	6.30 A.M.	3.35 P.M.
									120.0							

Automatic Block Signals M.P. 507.20 to M.P. 155.20 Rules 350 to 356, Incl.

TWO MAIN TRACKS See T.T. Rule 16

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

Westward — Main Line — Eastward

SUBDIVISION 7

STATIONS

Time Table No. 2
December 30, 1962

Automatic Block Signals M.P. 155-20 to M.P. 283-36 Rules 350 to 356, Incl.

SECOND CLASS 59 Freight Daily	SECOND CLASS 81 Freight Daily	FIRST CLASS 7 Psgr. Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers			M.P. from St. Joseph	Signs	FIRST CLASS 8 Psgr. Daily	SECOND CLASS 60 Freight Daily	SECOND CLASS 82 Freight Daily
P.M. 4.30	A.M. 4.30	A.M. 1.19	.....	Yard	2435	DS F	..... FAIRBURY..... #TO	155.5	RYd FWT	P.M. s8.27	A.M. 11.30	P.M. 3.25
			.....	.....	.....	.....	0.3 ..... UP Crossing.....	155.8	.....			
4.39	4.39	1.26	51	....	2441	.....	6.7 .. THOMPSON, NEB.....P	162.5	.....	8.15	11.19	3.03
			.....	.....	.....	.....	1.2 ..... CB&Q Crossing.....P	163.7	.....			
4.49	4.49	1.34	125	29	2449	BH.	6.6 ... MAHASKA, KAN..... #TO	170.3	.....	8.08	11.11	2.54
4.54	4.54	1.38	51	24	2454		4.5 .....NARKA..... P	174.8	.....	8.04	11.06	2.49
5.01	5.01	1.44	50	26	2460		6.8 .....MUNDEN..... P	181.6	.....	7.58	10.59	2.42
				.....		.....	7.8		.....			
5.15 5.25	5.20 5.45	s2.00	.....	Yard	2468	VI..	.....BELLEVILLE..... #TO	189.4	YdF WTY	s7.51	10.50 10.40	2.30 2.00
5.31	5.56	2.06	53	19	2473	.....	4.6 .....RYDAL.....P	194.0	.....	7.41	10.21	1.53
		2.10	20		2477	.....	4.7 ..... SCANDIA.....P	198.7	.....	7.37		
			.....	.....	.....	.....	0.1 .... MoPac Crossing.....	198.8	.....			
5.46	6.12	2.16	82	21	2483	KO.	6.1 .....COURTLAND.....TO	204.9	.....	7.32	10.09	1.39
			.....	.....	.....	.....	0.0 ....AT&SF Crossing.....UX	204.9	.....			
5.52	6.20	2.20	51	20	2488		5.0 ..... FORMOSO..... P	209.9	.....	7.28	10.03	1.32
5.58	6.28	2.24	37	24	2493	.....	5.2 ..... MONTROSE.....P	215.1	.....	7.24	9.57	1.25
6.08	6.37	g2.33	106	61	2500	MK.	7.0 .....MANKATO..... #TO	222.1	.....	g7.17	9.49	1.16
6.20	6.47	2.41	50	21	2508	.....	8.0 .....OTEGO.....P	230.1	.....	7.09	9.40	1.06
6.26	6.53	2.45	83	33	2514		4.7 ..... ESBON..... P	234.8	.....	7.05	9.35	1.00
6.33	7.00	2.51	50	41	2520	NY.	6.7 .....LEBANON.....TO	241.5	.....	6.59	9.28	12.51
6.40	7.08	2.56	50	37	2527		6.5 ..... BELLAIRE ..... P	248.0	.....	6.54	9.21	12.43
6.49 8	7.15	g3.03	95	66	2533	HF.	6.1 ....SMITH CENTER..... #TO	254.1	.....	59 g6.49	9.14	12.35
6.57	7.23	3.11	52	34	2541		8.0 .....ATHOL.....P	262.1	.....	6.42	9.05	12.26
7.03	7.29	3.16	51	31	2547	DU.	8.0 ..... KENSINGTON.....TO	268.1	.....	6.37	8.58	12.18
7.08	7.34	3.20	83	25	2551		4.6 .....AGRA..... P	272.7	.....	6.33	8.53	12.12
7.13	7.39	3.24	49	22	2556	.....	5.0 .....GRETNA.....P	277.7	.....	6.29	8.47	12.05 P.M.
7.30 P.M.	7.45 A.M.	s3.37 A.M.	.....	Yard	2563	Z...	6.2 .... PHILLIPSBURG.... #TO	283.9	RYd FWT	6.24 P.M.	8.40 A.M.	11.55 A.M.
							128.4					

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

No. 7 Discharge from Omaha or Beyond.
Receive for Denver and Colorado Springs.
No. 8 Discharge from Denver and Colorado Springs.
Receive for Omaha and Beyond.

Westward — Main Line — Eastward

SECOND CLASS 59 Freight Daily	SECOND CLASS 81 Freight Daily	FIRST CLASS 7 Psgr. Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 8 STATIONS Time Table No. 2 December 30, 1962	M. P. from St. Joseph	Signs	FIRST CLASS 8 Psgr. Daily	SECOND CLASS 60 Freight Daily	SECOND CLASS 82 Freight Daily
P.M. 6.35	A.M. 7.01	A.M. 2.39		Yard	2563	Z.. ...PHILLIPSBURG.....*TO	283.9	RYdFWT	P.M. s5.22	A.M. 7.35	A.M. 10.40
						7.6					
6.48	7.13 60	2.46	90	24	2570	.....STUTTGART..... P	291.5	.....	5.13	81 7.13	10.27
						6.8					
6.58	7.23	2.52	50	22	2577	VW .....PRAIRIE VIEW..... TO	298.3	.....	5.07	6.55	10.19
						8.2					
7.10	7.35	2.59	50	23	2586	NA .....ALMENA..... TO	306.5	.....	5.00	6.43	10.07
						2.1					
					2588	....ALMENA JCT.....P	308.6	.....			
						2.0					
			.....	24	2590	..... CALVERT.....	310.6	.....			
						7.4					
7.25	7.48	s3.07	135	76	2597	SI.. ..... NORTON.....*TO	318.0	W	s4.50	6.28	9.52
						9.0					
				20	2606	.....DELLVALE.....P	327.0				
						3.0					
7.43	8.08	3.21	135			..... ROBERTSON ..... P	330.0	.....	4.36	6.13	9.36
						12.4					
8.00	8.25	3.34	83	33	2621	JN .....JENNINGS..... TO	342.4	.....	4.27	5.58	9.22
						8.4					
8.12	8.40	3.41	50	27	2629	.....DRESDEN..... P	350.8	.....	4.20	5.48	9.13
						9.4					
8.25	9.01 82	3.49	135	58	2639	SU .....SELDEN.....TO	360.2	Y	4.13	5.37	81 9.01
						10.6					
8.38	9.16	3.57	51	82	2649	XD ..... REXFORD..... TO	370.8	.....	4.05	5.25	8.50
						4.5					
				9	2654	..... BRETON.....P	375.3	.....			
						4.5					
8.50	9:30	4.04	135	27	2658	..... GEM.....P	379.8	.....	3.58	5.15	8.40
						8.0					
9.01	9.40	s4.13	90	82	2666	BA ..... COLBY.....*TO	387.8	W	s3.51	5.07	8.30
						8.2					
9.11	9.50	4.21	50	32	2674	VA ..... LEVANT.....TO	396.0	.....	3.44	4.58	8.20
						9.8					
9.23	10.01	4.29	54	56	2684	SF .....BREWSTER.....TO	405.8	.....	3.36	4.48	8.09
						9.3					
9 35	10.13	4.36 60	80	33	2693	..... EDSON.....P	415.1	.....	3.29	7 4.36	7.57
						8.7					
10.01 P.M.	10.45 A.M.	s4.50 A.M.	.....	Yard	2702	GD .....GOODLAND.....*TO	423.8	RYdFWT	3.22 P.M.	4.10 A.M.	7.45 A.M.
						139.9					

Automatic Block Signals M.P. 283-36 to M.P. 423-32, Rules 350 to 356 Incl.

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

FORM Y ORDERS AUTHORIZED.

Westward — Sandown-North Yard — Eastward

Freight Trains (Information only)

81 Freight Daily	59 Freight Daily	Capacity of Sidings	Capacity of Other Tracks		SUBDIVISION 9-A STATIONS Time Table No. 2 December 30, 1962	Distance from Sandown	Signs	82 Freight Daily	60 Freight Daily
P.M. 5.30 5.45	A.M. 4.00 4.10	105	Yard	.....	Rules 400 to 406 .....SANDOWN.....	.....	Y	A.M. 2.15	P.M. 11.00
					4.0				
6.00	4.20				.....BELT.....	4.0	.....	1.35	9.05
					2.7				
6.15 P.M.	4.30 A.M.				T. Table Rule 16d ..NORTH YARD-DENVER	6.7	RWFY	1.30 A.M.	9.00 P.M.
					6.7				

Signal Indications M.P. 0.3 to M.P. 3-39

Westward — Main Line — Eastward

SECOND CLASS			FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers		SUBDIVISION 9 STATIONS — Time Table No. 2 December 30, 1962	M.P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS		
59	81		7								8		60	82	
Freight	Freight		Psgr.								Psgr.		Freight	Freight	
Daily	Daily		Daily								Daily		Daily	Daily	
P.M. 10.25	P.M. 12.10		A.M. 4.54	.....	Yard	2702	GD	GOODLAND ..... #TO	423.8	RYdFWT	P.M. s3.18		A.M. 3.50	A.M. 6.40	
								5.5							
10.31	12.20		5.00	51	12	2708	....	CARUSO ..... P	429.3	.....	3.10		3.28	6.28	
								4.1							
10.36	12.26		5.03	50	20	2712	....	RULETON ..... P	433.4	.....	3.07		3.24	6.23	
								8.0							
10.44	12.36		5.09	87	71	2720	RA	KANORADO, KAN. ..... TO	441.4	.....	3.01		3.14	6.13	
								5.9							
10.50	12.44		5.14	50	9	2726	....	PECONIC, COLO. ..... P	447.3	.....	2.56		3.07	6.05	
								6.4							
10.57	12.53		q5.19	98	123	2732	BN.	BURLINGTON ..... #TO	453.7	W	q2.51		3.00	5.58	
								6.0							
11.03	1.01		5.25	76	.....	2738	....	HUNGERFORD ..... P	459.7	.....	2.43		2.53	5.51	
								2.5							
				.....	35	2741	....	BETHUNE	462.0	.....					
								10.1							
11.16	1.15		5.35 82	83	52	2751	RT	STRATTON ..... TO	472.1	Y	2.33		2.38	7 5.35	
								7.2							
11.24	1.24		5.41	50	23	2758	....	VONA ..... P	479.3	.....	2.27		2.30	5.18	
								7.0							
11.32	1.33		5.47	51	32	2765	BT	SEIBERT ..... TO	486.3	.....	2.21		2.22	5.09	
								11.0							
11.44	1.46		5.56	90	34	2776	AG	FLAGLER ..... # TO	497.3	.....	2.12		2.07	4.53	
								11.5							
11.59 P.M.	2.03 8		6.06	125	70	2787	BI.	ARRIBA ..... TO	508.8	.....	81 2.03		1.52	4.37	
12.06 A.M.	2.15		6.11	50	17	2793	....	BOVINA ..... P	514.6	.....			1.45	4.29	
								6.1							
12.16	2.30		6.16	85	39	2799	GN	GENOA ..... #TO	520.7	.....	1.54		1.38	4.20	
								10.1							
12.55 A.M.	3.10 P.M.		s6.30 A.M.	.....	Yard	2809	MN	LIMON ..... #TO	530.8	RYd FWY	1.45 P.M.		1.20 A.M.	4.00 A.M.	
								107.0							

Automatic Block Signals M.P. 423-32 to M.P. 530-32, Rules 350 to 356 Incl.

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

No. 7 Burlington, conditional stop Monday through Saturday discharge from Lincoln and points east, receive for Denver and Colorado Springs, regular stop Sunday and Holidays.

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

Westward — Eastward

SECOND CLASS			FIRST CLASS	Station Numbers		UNION PACIFIC JOINT TRACK — Time Table No. 2 December 30, 1962		FIRST CLASS		SECOND CLASS			
81	59		7					8		82	60		
Freight	Freight		Psgr.					Psgr.		Freight	Freight		
Daily	Daily		Daily					Daily		Daily	Daily		
P.M. 3.25	A.M. 1.05		A.M. 6.45	2809		LIMON	See T. T. Rules 16a-b-c	P.M. 1.24		A.M. 3.45	A.M. 1.15		
						83.8							
5.35 5.45	4.00 A.M.		8.04	.....		SANDOWN		12.11			11.00 P.M.		
						6.0							
6.15 P.M.			8.25 A.M.	85000		DENVER		12.01 P.M.		1.30 A.M.			
						89.8							

Westward — Main Line — Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 10 STATIONS Time Table No. 2 December 30, 1962	M. P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS			
		85		7							8		86			
		Freight		Psgr.							Psgr.		Freight			
		Daily Except Sat.		Daily							Daily		Daily Except Sat.			
		P.M. 4.00		A.M. 6.45	....	Yard	2809	MN..... LIMON.....*TO	530.8	RYd FWY	P.M. s1.28		A.M. 3.00			
								0.0								
					....	.....	.....	.....UP Crossing .....UX	530.8	.....						
								11.8								
		4.20		6.59	28	.....	2818	.....RESOLIS.....P	542.6	.....	1.14		2.10			
								7.4								
		4.30		7.07	50	23	2828	.....MATHESON.....P	550.0	.....	1.06		1.55			
								6.3								
		4.40		7.14	38	28	2834	SM.....SIMLA.....TO	556.3	.....	1.00		1.40			
								4.8								
		4.50		7.20	24	21	2839	.....RAMAH..... P	561.1	.....	12.55		1.25			
								9.7								
		5.15		7.32	51	25	2849	GH.....CALHAN.....TO	570.8	.....	12.45		1.04			
								11.2								
		5.40		7.47	26	16	2861	.....PEYTON.....P	582.0	.....	12.33		12.42 A.M.			
								9.3								
		5.55		7.57	50	22	2870	.....FALCON.....P	591.3	.....	12.23		12.22			
								3.6								
					....	14	2873	.....SHIRLEY.....	594.9	.....						
								5.2								
					....	43	2879	.....ELSMERE.....P	600.1	.....						
								7.2								
		7.30		8.15	57	Yard	2886	.....ROSWELL.....P	607.3	YdWTY	12.04		P.M. 11.30			
								2.3								
		8.00 P.M.		s8.35 A.M.	....	Yard	2888	CS.....COLO. SPGS.....TO See T.T. Rule 16e.	609.6	RYdWY	12.01 P.M.		11.00 P.M.			
								78.8								

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 8 AND No. 85. IS SUPERIOR TO No. 86

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

FORM Y ORDERS AUTHORIZED.

No. 86 may leave Colorado Springs without Clearance when train order office closed.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	63	57.1	79	45.6	94	38.2
34	106.0	64	56.2	80	45.0	95	37.9
36	100.0	65	55.3	81	44.4	100	36.0
38	94.7	66	54.5	82	43.9	105	34.3
40	90.0	67	53.7	83	43.4	110	32.7
42	85.7	68	52.9	84	42.9	115	31.3
45	80.0	69	52.1	85	42.4	120	30.0
48	75.0	70	51.4	86	41.9	125	28.8
50	72.0	71	50.7	87	41.4	130	27.7
52	69.2	72	50.0	88	40.9	135	26.7
54	66.6	73	49.3	89	40.4	140	25.7
56	64.2	74	48.6	90	40.0	145	24.8
58	62.0	75	48.0	91	39.6	180	20.0
60	60.0	76	47.4	92	39.1	240	15.0
61	59.0	77	46.7	93	38.7	360	10.0
62	58.0	78	46.1				

Westward — Clay Center Branch — Eastward

SECOND CLASS	FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 37 STATIONS Time Table No. 2 December 30, 1962	M.P. from St. Joseph	Signs	FIRST CLASS	SECOND CLASS
73									74
Freight									Freight
Daily									Daily
P.M. 10.15		W 190 E 112	Yard	97	FA.....McFARLAND .....* TO	122.0	RY		P.M. 7.05
					9.0				
10.35		42	20	18009	..... WABAUNSEE .....P	131.0	.....		6.33
					4.8				
10.45		56	23	18014	..... ZEANDALE.....P	135.8	.....		6.23
					7.2				
		.....	.....		.....UP Crossing.....UX	143.0	.....		
					0.2				
11.02		71	121	18021	HD..... MANHATTAN.....TO	143.2	W		6.05
					8.9				
11.16		55	19	18030	..... KEATS..... P	152.1	.....		5.51
					8.6				
11.30		55	20	18039	RY .....RILEY ..... TO	160.7	.....		5.39
					6.8				
11.45		55	33	18046	..... BALA.....P	167.5	.....		5.23
P.M.					6.1				
12.01 A.M.		58	17	18052	.....BROUGHTON.....P	173.6	.....		5.05
					5.8				
12.10		44	86	18057	GF.....CLAY CENTER .....TO	179.4			4.54
					7.7				
12.23		56	42	18065	VN..... MORGANVILLE.....TO	187.1	.....		4.43
					7.9				
12.36		48	52	18073	FO..... CLIFTON.....TO	195.0	.....		4.31
					1.7				
		.....	.....		.....MoPac Crossing.....UX	196.7	.....		
					4.6				
12.50		31	40	18079	FR..... CLYDE.....TO	201.3	.....		4.17
					8.5				
1.02		55	20	18088	..... AGENDA.....	209.8	.....		4.05
					6.4				
1.20		55	20	18094	..... CUBA.....P	216.2	.....		3.55
					9.9				
1.45 A.M.		.....	Yard	2468	VI..... BELLEVILLE.....* TO	226.1	RFWTY Yd		3.30 P.M.
					104.1				

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

Westward — Guthrie Center Branch — Eastward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-A STATIONS Time Table No. 2 December 30, 1962	M.P. from Chicago	Signs	SECOND CLASS
301							302
Freight							Freight
Tuesday Friday							Tuesday Friday
A.M. 10.00	80	30	2219	.....MENLO.....P	403.1		A.M. 11.45
				9.5			
10.30	.....	15	32009	..... MONTEITH.....	412.6	.....	11.15
				5.1			
10.45 A.M.	.....	56	32015	.....GUTHRIE CENTER.....	417.7	T	11.00 A.M.
				14.6			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 301 IS SUPERIOR TO No. 302.
TIME TABLE RULE No. 14 IN EFFECT.

Westward — Audubon Branch — Eastward

SECOND CLASS 303 Freight Tuesday Thurs. Sat.	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-B STATIONS Time Table No. 2 December 30, 1962	M.P. from Chicago	Signs	SECOND CLASS 304 Freight Tuesday Thurs. Sat.
A.M.	N 120 S 50						A.M.
8.30		453	2256	WN ..... ATLANTIC ..... ✱ TO	439.9	RFWYYd	11.40
				6.8			
8.50	....	17	33007	..... LORAH	446.7	.....	11.30
				5.3			
9.05	....	31	33012	..... BRAYTON	452.0	.....	11.20
				3.7			
9.20	....	47	33016	..... EXIRA	455.7	.....	11.05
				5.3			
9.40	....	25	33021	..... HAMLIN	461.0	.....	10.45
				4.1			
10.00 A.M.	....	110	33025	..... AUDUBON	465.1	T	10.30 A.M.
				25.2			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 303 IS SUPERIOR TO No. 304.
TIME TABLE RULE No. 14 IN EFFECT.

Southward — Oakland Branch — Northward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-C STATIONS Time Table No. 2 December 30, 1962	M.P. from Avoca	Signs	SECOND CLASS
....	67	35007	HR ..... AVOCA ..... TO	0.0	Y		
			6.4				
....	23	35001	..... HANCOCK	6.4	.....		
			0.4				
....	57	2276	..... HANCOCK JCT. ..... P	6.8	.....		
			5.5				
....	46	34006	..... OAKLAND	12.3	.....		
			12.3				

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
TIME TABLE RULE No. 14 IN EFFECT.

Westward — Walnut-Shelby Branch — Eastward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-D STATIONS Time Table No. 2 December 30, 1962	M.P. from Walnut	Signs	SECOND CLASS
....	40	37006	..... WALNUT	0.0	.....		
			6.3				
....	67	35007	HR ..... AVOCA ..... TO	6.3	Y		
			8.5				
....	24	38009	..... SHELBY	14.8	.....		
			14.8				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14 IN EFFECT.

Westward — Winear-Winterset Branch — Eastward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-E STATIONS Time Table No. 2 December 30, 1962	M.P. from Chicago	Signs	SECOND CLASS
....	167	2202	..... WINEAR	385.6	Y		
			12.12				
....	234	39012	..... WINTERSET	397.18	R		
			12.12				

Westward — Horton Branch — Eastward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 6-A STATIONS Time Table No. 2 December 30, 1962	M.P. from St. Joseph	Signs	SECOND CLASS
307 Mixed Tues. Thurs. Sat.							308 Mixed Mon. Wed. Fri.
A.M. 7.30	.....	Yard	539	HN..... HORTON.....TO	40.8	RYdT	P.M. s 2.00
				5.7			
f7.50	.....	24	17006	..... MERCIER.....	46.5	.....	f 1.35
				4.1			
s8.05	.....	23	17010	.....POWHATTAN.....	50.6	.....	s 1.20
				8.1			
s8.30	.....	20	17018	V..... FAIRVIEW.....TO	58.7	.....	s12.45
				5.8			
s8.50	.....	45	17024	SA..... SABETHA..... TO	64.5	.....	s12.20 P.M.
				3.7			
f9.04	.....	22	17027	..... BERWICK.....	68.2	.....	f12.05 A.M.
				7.3			
s 9.30	.....	30	17035	BN..... BERN, KAN..... TO	75.5	.....	s 11.35
				8.0			
s9.55	.....	27	17043	.....DU BOIS, NEB.....	83.5	.....	s11.05
				8.4			
s10.30	.....	43	17051	.....PAWNEE..... P	91.9	.....	s10.35
				8.0			
s10.55	22	17	17059	.....STEINAUER.....	99.9	.....	s10.03
				9.6			
s11.30	.....	20	17069	.....LEWISTON.....	109.5	.....	s 9.30
				5.1			
s11.50	.....	21	17074	GI ..... VIRGINIA.....TO	114.6	.....	s 9.15
				6.0			
A.M. s12.10	.....	18	17080	..... ROCKFORD.....	120.6	.....	s 8.55
				8.6			
P.M. s12.55	21	129	17089	BG..... BEATRICE.....TO	129.2	Y	s 8.25
				0.1			
	.....	.....	.....	.....UP Crossing.....UX	129.3	.....	
				0.2			
	.....	.....	.....	.....CB&Q Crossing.....UX	129.5	.....	
				8.1			
s1.20	.....	23	17097	.....ELLIS.....	137.6	.....	s 7.25
				5.6			
s1.35	.....	27	17103	..... HARBINE.....	143.2	.....	s 7.05
				6.0			
s1.55 P.M.	79	32	2428	.... JANSEN.....P	149.2	R	6.45 A.M.
				108.4			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
Time Table Rule No. 14 in Effect. No. 308 may leave Jansen without Clearance

Westward — Ruskin Branch — Eastward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7-A STATIONS Time Table No. 2 December 30, 1962	M.P. from St. Joseph	Signs	SECOND CLASS
309 Mixed Mon. Wed. Fri.							310 Mixed Mon. Wed. Fri.
A.M. 6.30	.....	Yard	2435	DS } F } .....FAIRBURY..... * TO	155.5	RYdFWT	P.M. s 12.45
				1.8			P.M.
	.....	.....	.....	.....UP Crossing.....	157.3	.....	
				6.3			A.M.
s 6.55	.....	16	38008	..... GLADSTONE.....	163.6	.....	s11.25
				5.9			
s 7.15	.....	36	38014	..... GILEAD.....	169.5	.....	s11.00
				9.9			
s 7.55	.....	30	38024	..... HEBRON.....TO	179.4	.....	s10.15
				7.7			
s 8.25	.....	49	38031	..... DESHLER .....TO	187.1	.....	s 9.45
				7.8			
s 8.45 A.M.	.....	58	38039	.....RUSKIN.....TO	194.9	Y	9.15 A.M.
				39.4			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 309 IS SUPERIOR TO No. 310.
Time Table Rule No. 14 in Effect.

SPEED RESTRICTIONS

LOCATION

ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

		Loaded 85 & 88 Ft. Cars
No. 20	40	35
No. 15	25	20
All others	15	15

LOCATION No. 15 and No. 20 TURNOUTS

No. 15 Turnouts:

Subdivision 5
- MP 473 pole 25 East end siding
- MP 475 pole 0 West end siding
- MP 487 pole 4 East end siding
- MP 489 pole 4 End of two main tracks

No. 20 Turnouts:

Subdivision 5
- MP 362 pole 24 end of two main tracks
- MP 362 pole 28 M & StL connection
- MP 454 pole 4 East end siding
- MP 457 pole 0 West end siding
- MP 474 pole 26 CGW Connection
- MP 486 pole 16 CGW Connection

MAXIMUM ENGINE SPEEDS

1-3, 625-656, 632B-642, 750, 751, 402-404, 407, 409	90
400, 401	85
9002-9004, 9015, 9016, 485-499, 621-623	80
405-406, 408, 410, 411, 425-441, 675-677, 675B-677B, 38-49, 70-127, 70B-123B, 1200-1343	70
128-143, 128B-135B, 450-475, 537-546, 765-779, 795-797, 811-824, 826-831, 833-840	65
9006, 9013, 9014, 735-745, 598, 599, 716-732, 759-764, 798-806	60
825, 832	55
1000-1015, 529-536 (Towing Speed 65 MPH)	45
550-563, 700-707, 900-914	40
351, 361-377	30
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals	30
Railroad crossing not protected by interlocking except where higher speed authorized in this rule (engine only).	10
Engines except RDC cars running forward light or with only one car	Freight train speed
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 loading end of the unit within reach of the communicating signal or emergency valve.	40
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessiboe, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.	
Short wheel-base Ore Hoppers	30
Motor cars without cars approaching interlocking signals and within interlocking limits	10
Trains Handling Scale Test Car RI 95384	40
Scale test cars moving in trains will be handled 5 cars ahead of caboose.	
Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burror and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer 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.	25
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 37 and 10 All other subdivisions	 40 25 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.	
Weed Spray 2241 while being operated light or in service	30
Trains handling alumina ore	45
30,000 gallon "Jumbo" Tank cars 5 MPH less than authorized speed Subdivision 5-B and Subdivision 5-C. These tank cars must not be handled over Subdivision 7-A, nor that portion of Subdivision 6-A from Beatrice, Nebraska to Horton, Kansas.	

LOCATION	Pass. Trains	Frt. Trns.
SUBDIVISION 5 (Except as shown below)	79	60
MP 357.11 to MP 358.33	30	30
MP 358.33 to MP 363.3 (Except as shown below)	60	50
MP 362.28 to MP 363.3	35	35
MP 365.11 to MP 366.12	55	40
MP 377.11 to MP 377.38	45	35
MP 377.38 to MP 384.36 (Except as shown below)	60	50
MP 377.39 to MP 378.13	45	40
MP 378.21 to MP 378.35	55	50
MP 380.5 to MP 380.31	50	45
MP 381.1 to MP 381.30	55	50
MP 395.0 to MP 406.34 (Except as shown below)	75	--
MP 406.0 to MP 406.14	65	50
MP 406.34 to MP 410.0	55	50
MP 421.31 to MP 423.34 (Except as shown below)	75	55
MP 423.20 to MP 423.34	60	50
MP 426.8 to MP 426.17	75	--
MP 435.34 to MP 437.24	60	50
MP 474.24 to MP 474.28	40	40
MP 477.34 to MP 481.8	75	55
MP 484.16 to MP 484.21	50	40
MP 486.6 to MP 488.26	40	30
MP 488.26 to MP 489.39 (Except as shown below)	30	30
MP 488.36 (Wabash-CB&Q-CMSTP&P Crossings)	20	20
MP 489.39 to MP 490.1	20	20
SUB-DIVISION 6 (Except as shown below)	79	50
MP 507-21 to MP 508-12	25	25
MP 508-12 to MP 511-19 (Except as shown below)	60	--
MP 509-23 to MP 509-36	60	45
MP 511-19 to MP 521-33 (Except as shown below)	70	--
MP 514-3 to MP 514-12	65	--
MP 515-28 to MP 515-41	60	--
MP 518-25 to MP 519-7	60	--
MP 521-33 to MP 522-5	65	--
MP 525-8 Missouri Pacific Crossing (Engine only)	45	30
MP 526-39 to MP 527-7	70	--
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	--
MP 543-21 to MP 543-33	75	--
MP 545-4 to MP 546-39	60	--
MP 551-30 to MP 552-9	60	--
MP 557-27 to MP 557-41	65	--
MP 560.18 to MP 561.32	25	25
MP 561.32 to MP 562.36	30	30
MP 562-36 to MP 564.27	65	--
MP 569-26 to MP 569-37	70	--
MP 574-39 to MP 575-14	65	--
MP 576-17 to MP 576-24	70	--
MP 579-8 to MP 579-22	75	--
MP 585-2 to MP 585-23	70	--
MP 593-22 to MP 593-34	75	--
MP 151-12 to MP 153-35	65	--
MP 153-35 to MP 155-20	50	--

SPEED RESTRICTIONS

LOCATION	Passenger Trains	Freight Trains
SUB-DIVISION 7 (Except as shown below)	79	60
MP 155-20 to MP 156-10	50	50
MP 155.8 Union Pacific Crossing	30	30
MP 156-10 to MP 158-29	65	50
MP 163-7 CB&Q Crossing	60	--
MP 164-17 to MP 166-0	55	50
MP 166-0 to MP 169-12	65	50
MP 188-16 to MP 189-20	40	40
MP 196-13 to MP 199-20 (Except as shown below)	60	50
MP 198.8 Missouri Pacific Crossing	30	20
MP 204.9 AT&SF Crossing (Engine only)	40	35
MP 209-6 to MP 209-17	75	--
MP 211-19 to MP 211-29	75	--
MP 213-24 to MP 213-34	75	--
MP 215-23 to MP 218-27	60	50
MP 222-0 to MP 223-11	65	55
MP 225-6 to MP 225-18	60	50
MP 226-3 to MP 226-37	75	--
MP 229-30 to MP 230-16	75	--
MP 230-32 to MP 231-2	60	50
MP 237-18 to MP 239-38	70	--
MP 243-32 to MP 244-4	75	--
MP 254-9 to MP 254-21	75	--
MP 257-7 to MP 257-19	60	50
MP 258-21 to MP 260-23	75	--
MP 276-7 to MP 276-19	65	55
MP 283-11 to MP 283-37	60	50
SUB-DIVISION 8 (Except as shown below)	79	60
MP 283-37 to MP 284-29	60	50
MP 284-29 to MP 292-37	75	--
MP 292-37 to MP 293-35	60	50
MP 297-9 to MP 298-26	65	55
MP 298-26 to MP 311-35 (Except as shown below)	75	--
MP 302-19 to MP 302-37	60	50
MP 303-37 to MP 304-10	60	50
MP 306-17 to MP 306-37	60	50
MP 316-10 to MP 318-35	60	50
MP 318-35 to MP 323-33	75	--
MP 323-33 to MP 324-30	60	50
MP 327-5 to MP 327-20	75	--
MP 343-25 to MP 344-4	65	55
MP 382-23 to MP 382-33	75	--
MP 387-10 to MP 387-22	65	55
MP 423-20 to MP 423-32	60	50
SUB-DIVISION 9 (Except as shown below)	79	60
MP 423-32 to MP 424-20	60	50
MP 427-37 to MP 428-27	75	--
MP 440-39 to MP 441-21	60	60
MP 463-29 to MP 464-4	75	--
MP 488-37 to MP 489-8	75	--
MP 492-30 to MP 494-12	65	55
MP 530-11 to MP 530-32	30	30
SUBDIVISION 10 (Except as shown below)	59	40
MP 530-32 to MP 531-0	30	30
MP 564-24 to MP 580-17	55	--
MP 593-36 to MP 606-8	55	--
MP 606-8 to MP 609-9	45	--
MP 603-30 Maizeland Road Crossing	30	30
MP 605 Union Blvd. Crossing	30	30
MP 605-20 Paseo Road Crossing	30	30
MP 605-30 Templeton Road Crossing	30	30
MP 606-38 Beacon Street Crossing	30	30
MP 608-36 Mesa Road Crossing	30	30
SUBDIVISION 9A	20	20
SUBDIVISION 37 (Except as shown below)	50	40
MP 131-11 to MP 131-21	45	35
MP 133-32 to MP 134-7	45	35
MP 142-18 to MP 142-25	40	35
MP 145-0 to MP 145-21	40	35
MP 163-7 to MP 163-25	45	40
MP 168-21 to MP 170-7	45	35
MP 171-18 to MP 172-18	45	35
MP 178-25 to MP 179-18	20	20
MP 194-4 to MP 194-25	45	--
MP 201-32 to MP 202-11	45	35
SUBDIVISION 5A (Except as shown below)	30	30
MP 403-1 to MP 411-0	20	20

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 5A Cont.		
MP 413-2 to MP 413-9	20	20
MP 415-14 to MP 415-26	20	20
SUBDIVISION 5B (Except as shown below)	25	25
MP 453-0 to MP 465-5	15	15
SUBDIVISION 5C (Except as shown below)	30	30
MP 0-0 to MP 6-8	30	30
MP 6-8 to MP 12-3	15	15
Bridge 23	10	10
Bridge 78	15	15
SUBDIVISION 5D	40	40
SUBDIVISION 5E (Except as shown below)	45	45
MP W 388.33 to W 389.6	40	40
MP W 393.21 to W 393.32	40	40
MP W 396.27 to W 397.3	25	25
SUBDIVISION 6A (Except as shown below)	30	30
MP 42-25 to MP 121-19	20	20
SUBDIVISION 7A	15	15
MP 157.3 Un. Pac. Crossing	15	15

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
RDC cars 9002, 9003, 9004, 9015 and 9016	5 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

2. Short Line Junction is the initial station for trains originating.

2a. Des Moines is the initial station for trains originating.

2b. Bluffs is the initial and terminal station for second class and extra trains.

2c. Omaha is the initial and terminal station for first-class trains.

3. Trains may leave Audubon, Winterset and Oakland without clearance when train order office is closed and train order signal indicates proceed. Trains may leave Guthrie Center without clearance when Operator not on duty.

3a. At Guthrie Center, Audubon, Oakland the dispatcher's O.K. time and initials will not be required on clearances except when orders are delivered at these stations.

3b. Trains may leave Ruskin without clearance if the train order signal indicates proceed.

3c. All trains departing D&RGW North Yard Denver and all trains departing Sandown enroute North Yard Denver must obtain clearance.

3d. When train order office is closed Train No. 86 may leave Colorado Springs without clearance.

4. Rule 83:
Short Line Jct., Des Moines, West Des Moines and Jansen – For trains originating or terminating.
Omaha – For first-class trains.

4a. All trains will register by Form 1339 at West Des Moines, Atlantic and at Albright when Operator is on duty.

4b. Eastward trains will not 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.

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.
Bluffs–Engine House.
Bluffs–Yard Office.
Lincoln.
Fairbury–Telegraph Office.
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.
Bluffs–Yard Office.
Bluffs–Engine House.
Council Bluffs – Passenger Station.
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	356.2	DMU-CGW-FtDDMS					
5	358.3	DMU	Gate	Gateman	DMU	Red	
5	489.5	IC&C&NW					
5	489.8	C&NW-CB&Q					
6	507.5	UP	Gate	Trainmen	UP	Red	
6	560.8	OL&B					
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	196.7	McPac					

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&StL Jct.	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.
Both main tracks between West 1st Street and West 11th Street Des Moines are not signalled.
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 Bluffs, 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.

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 Pullman, Denver, will be governed by Union Pacific RR operating rules, Time Table and special rules.
Trains between Pullman and 21st Street, Denver, will be governed by Union Pacific RR operating rules, Time Table and special 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 1st Street. When ready to proceed, Home Interlocking signal will clear if block is unoccupied when forward end of engine, or car, is just west of 1st Street.
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.

SPECIAL INSTRUCTIONS–Concluded

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.

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.

26c. Electrically locked switches are located as follows:
Lincoln MP 560.1 switch on OL&B end of crossover and switch to C&NW transfer.
South Bend MP 530.20 Leading to Western Sand & Gravel Spur.

Norton, Almena Jct., and Dellvale, connections with CB&Q. 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.

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	Sub-Div.	Mile Post	Kind Of Structure
5	301.1	Truss Span	10	606.4	Overhead Railway Crossing
	367.0	Viaduct			
	373.0	Truss Span			
	378.6	Viaduct		606.5	Nevada Avenue Viaduct
	380.1	Viaduct			
	380.5	Truss Span		606.8	Cascade Avenue Viaduct
	381.0	Viaduct			
	408.2	Viaduct	Sandown Belt		
	417.6	Viaduct		2.9	Viaduct
	436.0	Viaduct		3.1	Overhead Railway Crossing
	444.5	Viaduct			
	447.0	Viaduct		3.5	Overhead Railway Crossing
	451.6	Viaduct			
	457.8	Viaduct		3.7	Overhead Railway Crossing
	460.8	Viaduct			
	461.8	Viaduct		3.8	Viaduct
	462.8	Viaduct	37	143.0	Truss Span
	467.8	Viaduct		146.4	Truss Span
	468.8	Viaduct	5a	414.5	Truss Span
	470.8	Viaduct	5c	19.9	Overhead Railway Crossing
6	517.3	Viaduct			
	542.2	Viaduct		10.7	Truss Span
	544.3	Viaduct	5d	0.1	Viaduct
	548.4	Viaduct		6.1	Truss Span
	553.1	Viaduct		6.5	Viaduct
	560.5	Viaduct	6a	65.5	Overhead Railway Crossing
	564.1	Viaduct			
7	155.4	Viaduct		81.8	Truss Span
	189.5	Viaduct		91.1	Viaduct
	189.6	Viaduct		91.8	Viaduct
	199.0	Truss Span		92.3	Truss Span
	274.9	Viaduct		121.4	Viaduct
	277.8	Viaduct		129.7	Truss Span
9	528.7	Viaduct	7a	157.1	Viaduct
10	533.0	Viaduct		158.2	Truss Span
	548.9	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
	523.6	Lyman-Richey	117
6	527.2	Stone Products Co.	41
	530.20	Western Sand & Gravel	78
6	556.0	Bethany Spur	3
6	558.0	W. T. Good Spur	12
	582.23	Industrial Spur	20
37	192.6	Gas Spur	14

33. FAIRBURY – Sub. Div. 7a trains and engines must stop before passing over Fourth, Fifth and Eighth 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 preceeding 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 and Diesel Units with pilot plows, when plowing snow will not exceed 5 MPH when meeting or passing or being passed by a passenger train.

When temperature is 10 degrees or more below zero passenger trains and freight trains must not exceed a speed of 10 MPH less than maximum authorized speed.

34a. Speedometers on road engines in main line service must be checked, by observing time between mile posts twice on each trip. The location, speed, and any variation must be shown on work report.

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.

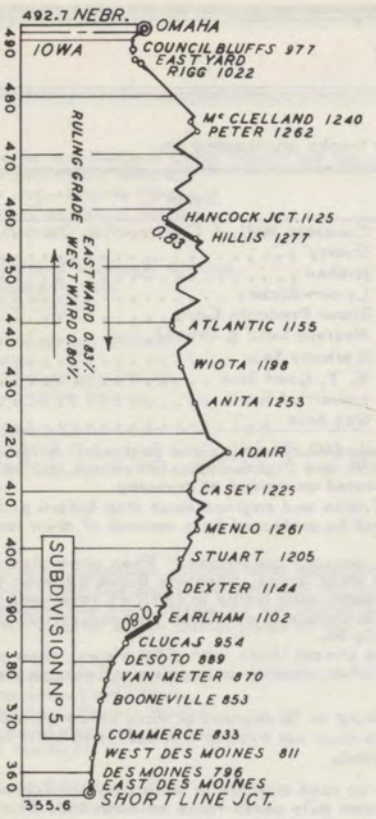
The following letters and symbol shown in "Station" and "Signs" columns indicate:

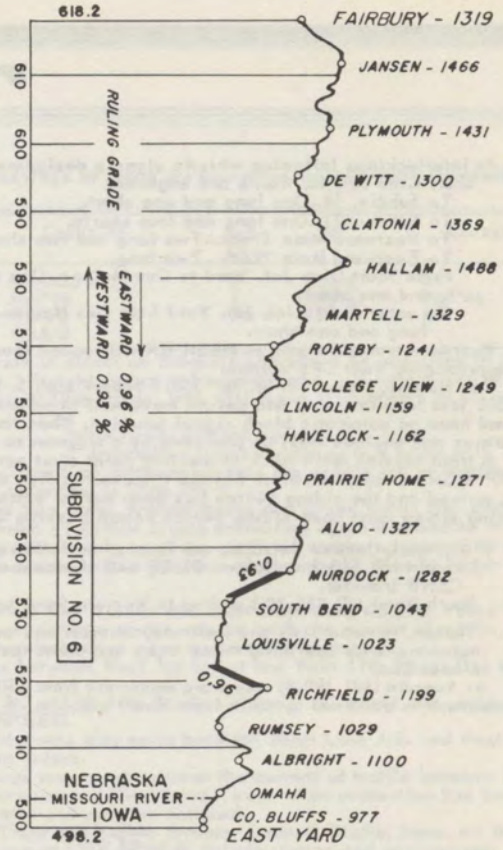
F–Fuel station.
P–Train dispatcher's telephone.
R–Train register station.
T–Turntable.
W–Water station.
Y–Wye.
UX–Railroad crossing not protected by interlocking.
TO–Train order station.
Yd–Station where yard limit signs are maintained.
✱–Radio Installation.

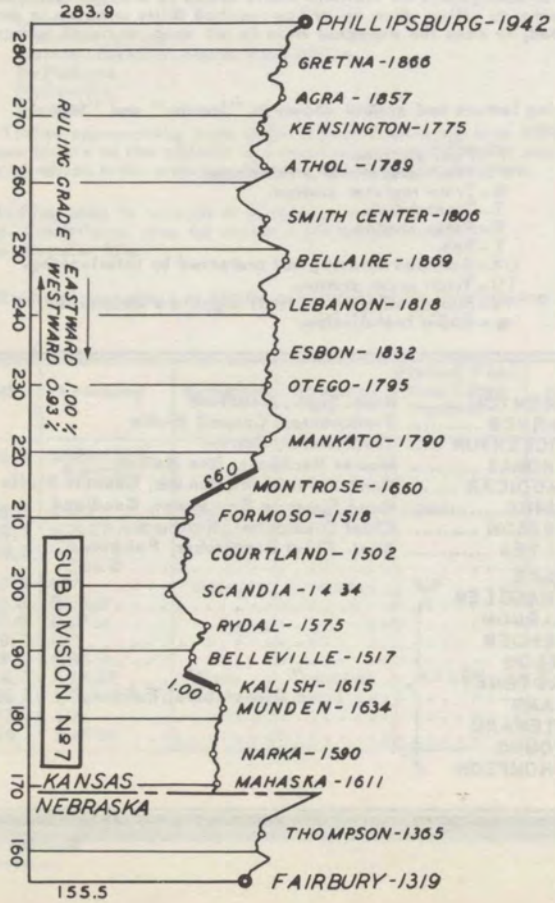
B. B. BRENTON ..... Asst. Supt., Goodland
F. J. GARNER ..... Trainmaster, Council Bluffs
R. M. DICKERSON ..... Trainmaster, Denver
K. O. THOMAS ..... Master Mechanic, Des Moines
J. F. WADDICAR ..... Road Foreman Equipment, Council Bluffs
W. F. KLINE ..... Road Foreman Equipment, Goodland
V. R. BEESON ..... Chief Dispatcher, Fairbury
L. H. ELYEA ..... Asst. Chief Dispatcher, Fairbury

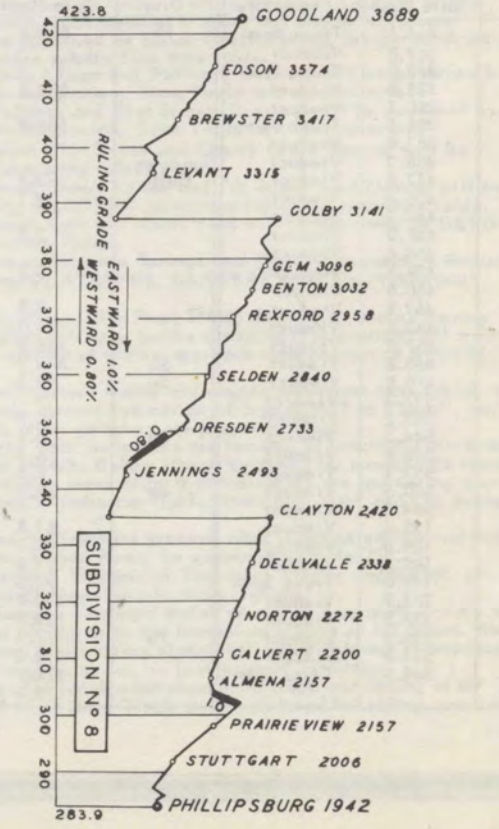
J. J. WILKE
R. H. CHANDLER
D. W. HARMON
A. H. BENDER
J. D. STROH
J. D. McDERMET
C. C. LAMB
J. L. STEWARD
R. M. YOUNG
R. L. THOMPSON

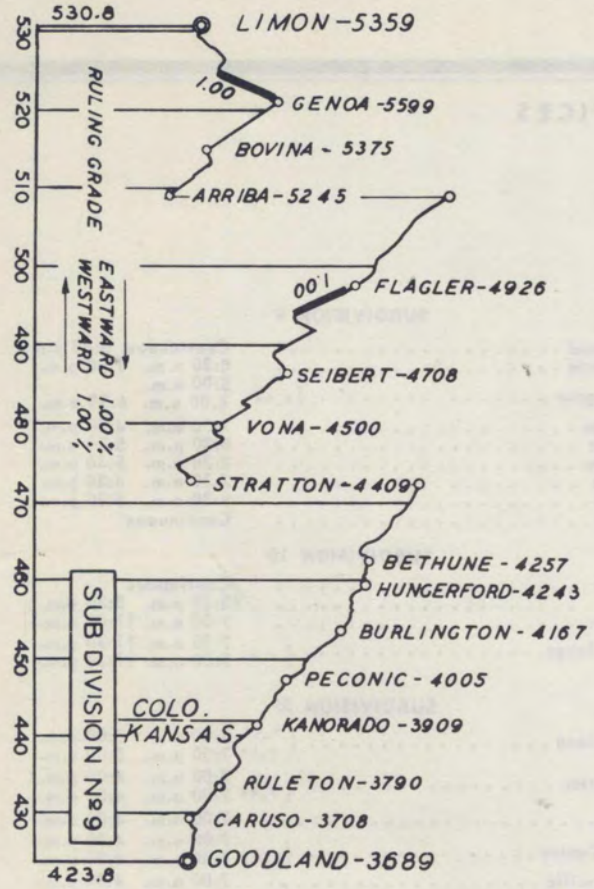
Train Dispatchers, Fairbury

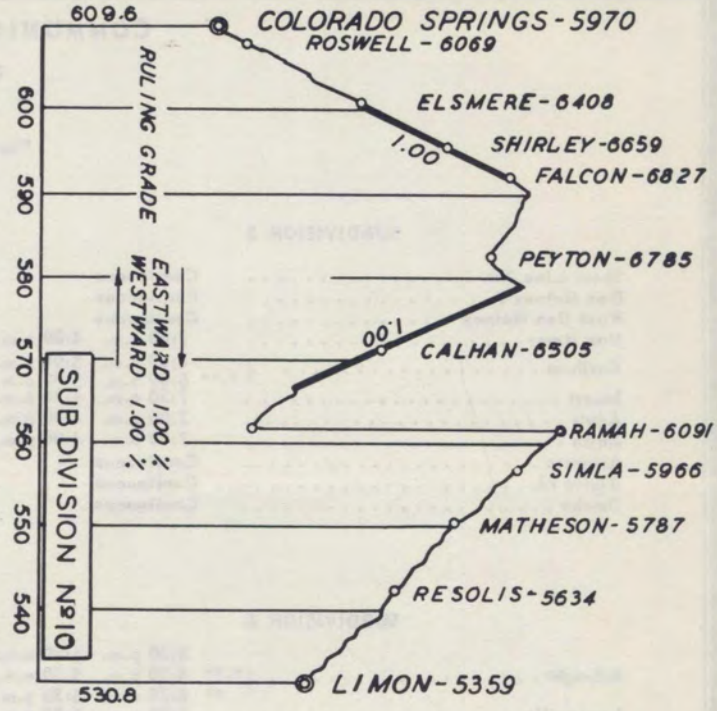

492.7 NEBR.
OMAHA
IOWA
COUNCIL BLUFFS 977
EAST YARD
RIGG 1022
Mc CLELLAND 1240
PETER 1262
HANCOCK JCT 1125
HILLIS 1277
0.83
ATLANTIC 1155
WIOTA 1198
ANITA 1253
ADAIR
CASEY 1225
MENLO 1261
STUART 1205
DEXTER 1144
EARLHAM 1102
0.80
CLUCAS 954
DESOTO 889
VAN METER 870
BOONEVILLE 853
COMMERCE 833
WEST DES MOINES 811
DES MOINES 796
EAST DES MOINES
SHORT LINE JCT.
355.6
RULING GRADE
EASTWARD 0.83%
WESTWARD 0.80%
SUBDIVISION No 5
490
480
470
460
450
440
430
420
410
400
390
380
370
360

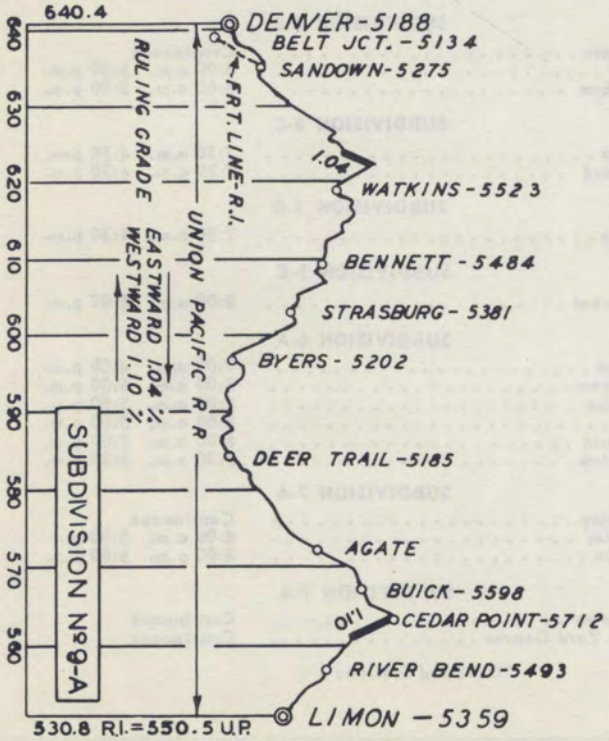

618.2
FAIRBURY - 1319
JANSEN - 1466
PLYMOUTH - 1431
DE WITT - 1300
CLATONIA - 1369
HALLAM - 1488
MARTELL - 1329
ROKEBY - 1241
COLLEGE VIEW - 1249
LINCOLN - 1159
HAVELOCK - 1162
PRAIRIE HOME - 1271
ALVO - 1327
0.93
MURDOCK - 1282
SOUTH BEND - 1043
LOUISVILLE - 1023
0.96
RICHFIELD - 1199
RUMSEY - 1029
ALBRIGHT - 1100
NEBRASKA
MISSOURI RIVER
IOWA
OMAHA
CO. BLUFFS - 977
EAST YARD
498.2
RULING GRADE
EASTWARD 0.96 %
WESTWARD 0.93 %
SUBDIVISION NO. 6
610
600
590
580
570
560
550
540
530
520
510
500

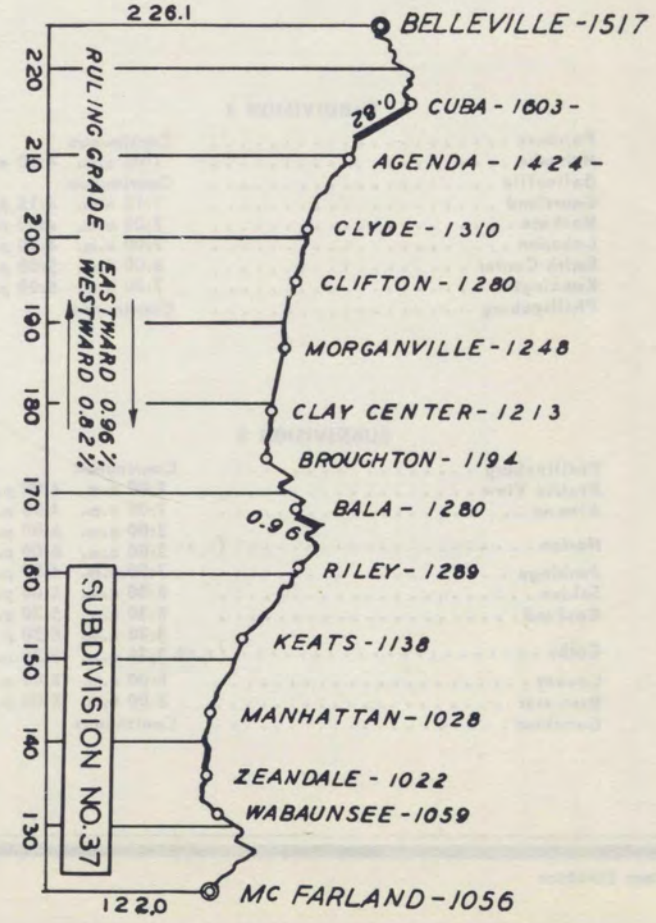

283.9
PHILLIPSBURG-1942
GRETNA-1866
AGRA - 1857
KENSINGTON-1775
ATHOL - 1789
SMITH CENTER-1806
BELLAIRE - 1869
LEBANON-1818
ESBON - 1832
OTEGO-1795
MANKATO-1790
0.93
MONTROSE - 1660
FORMOSO - 1518
COURTLAND - 1502
SCANDIA - 1434
RYDAL - 1575
BELLEVILLE - 1517
1.00
KALISH - 1615
MUNDEN - 1634
NARKA - 1590
KANSAS
NEBRASKA
MAHASKA - 1611
THOMPSON-1365
FAIRBURY-1319
155.5
RULING GRADE
EASTWARD 1.00 %
WESTWARD 0.93 %
SUB DIVISION No 7
280
270
260
250
240
230
220
210
200
190
180
170
160


423.8
GOODLAND 3689
EDSON 3574
BREWSTER 3417
LEVANT 3315
GOLBY 3141
GEM 3096
BENTON 3032
REXFORD 2958
SELDEN 2840
0.80
DRESDEN 2733
JENNINGS 2493
CLAYTON 2420
DELLVALLE 2338
NORTON 2272
GALVERT 2200
ALMENA 2157
1.0
PRAIRIE VIEW 2157
STUTTGART 2006
PHILLIPSBURG 1942
283.9
RULING GRADE
EASTWARD 1.0%
WESTWARD 0.80%
SUBDIVISION No 8
420
410
400
390
380
370
360
350
340
330
320
310
300
290


530.8
LIMON -5359
RULING GRADE
1.00
GENOA -5599
BOVINA - 5375
ARRIBA-5245
EASTWARD 1.00 %
WESTWARD 1.00 %
FLAGLER-4926
SEIBERT-4708
VONA-4500
STRATTON-4409
SUB DIVISION Nº9
BETHUNE - 4257
HUNGERFORD-4243
BURLINGTON - 4167
PECONIC - 4005
COLO.
KANSAS
KANORADO - 3909
RULETON-3790
CARUSO - 3708
GOODLAND - 3689
423.8


609.6
COLORADO SPRINGS - 5970
ROSWELL - 6069
RULING GRADE
ELSMERE - 6408
1.00
SHIRLEY-6659
FALCON-6827
PEYTON-6785
EASTWARD 1.00 %
WESTWARD 1.00 %
CALHAN-6505
SUB DIVISION Nº10
RAMAH - 6091
SIMLA - 5966
MATHESON - 5787
RESOLIS - 5634
LIMON - 5359
530.8


640.4
DENVER-5188
BELT JCT. - 5134
SANDOWN-5275
RULING GRADE
FRT. LINE-R.I.
1.04
WATKINS - 5523
UNION PACIFIC R R
EASTWARD 1.04 %
WESTWARD 1.10 %
BENNETT - 5484
STRASBURG - 5381
BYERS - 5202
SUBDIVISION Nº9-A
DEER TRAIL - 5185
AGATE
BUICK - 5598
CEDAR POINT-5712
RIVER BEND-5493
LIMON - 5359
530.8 R.I.=550.5 U.P.


226.1
BELLEVILLE -1517
RULING GRADE
28.0
CUBA - 1603 -
AGENDA - 1424 -
CLYDE - 1310
CLIFTON - 1280
EASTWARD 0.96 %
WESTWARD 0.82 %
MORGANVILLE - 1248
CLAY CENTER - 1213
BROUGHTON - 1194
BALA - 1280
0.96
SUBDIVISION NO.37
RILEY - 1289
KEATS - 1138
MANHATTAN - 1028
ZEANDALE - 1022
WABAUNSEE - 1059
MC FARLAND - 1056
122.0

COMMUNICATION 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		7:00 a.m.	4:00 p.m.
Earlham		8:00 a.m.	5:00 p.m.
	*-**	8:00 a.m.	5:00 p.m.
Stuart		7:30 a.m.	4:30 p.m.
Adair		7:00 a.m.	4:00 p.m.
Anita		7:00 a.m.	4:00 p.m.
Atlantic		Continuous	
Bluffs rd.		Continuous	
Omaha		Continuous	

SUBDIVISION 6

		8:30 p.m.	5:30 a.m.
Albright	*-**	8:30 p.m.	5:30 a.m.
	**	8:30 a.m.	5:30 p.m.
Louisville		8:30 a.m.	5:30 p.m.
Murdock		6:45 a.m.	3:45 p.m.
Lincoln		Continuous	
Hallam		6:45 a.m.	3:45 p.m.
Plymouth		8:00 a.m.	5:00 p.m.
Fairbury		Continuous	

SUBDIVISION 7

Fairbury		Continuous	
Mahaska		7:00 a.m.	4:00 p.m.
Belleville		Continuous	
Courtland		7:15 a.m.	4:15 p.m.
Mankato		7:00 a.m.	4:00 p.m.
Lebanon		7:00 a.m.	4:00 p.m.
Smith Center		8:00 a.m.	5:00 p.m.
Kensington		7:00 a.m.	5:00 p.m.
Phillipsburg		Continuous	

SUBDIVISION 8

Phillipsburg		Continuous	
Prairie View		7:00 a.m.	4:00 p.m.
Almena		7:00 a.m.	4:00 p.m.
		3:00 a.m.	6:00 p.m.
Norton	*-**	3:00 a.m.	6:00 p.m.
Jennings		7:00 a.m.	4:00 p.m.
Selden		8:00 a.m.	5:00 p.m.
Rexford		8:30 a.m.	5:30 p.m.
		3:30 a.m.	5:30 p.m.
Colby	*-**	3:30 a.m.	5:30 p.m.
Levant		8:00 a.m.	5:00 p.m.
Brewster		8:00 a.m.	5:00 p.m.
Goodland		Continuous	

SUBDIVISION 9

Goodland		Continuous	5:30 p.m.
Kanorado		8:30 a.m.	1:00 p.m.
		5:00 a.m.	
Burlington	*-**	5.00 a.m.	6.30 p.m.
Stratton		7:30 a.m.	4:30 p.m.
Seibert		8:30 p.m.	5:30 a.m.
Flagler		8:30 a.m.	5:30 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		12:30 p.m.	3:30 p.m.)
Calhan		7:00 a.m.	11:00 a.m.)
		7:30 a.m.	11:30 p.m.
Colo. Sprgs.	*-**	7:30 a.m.	11:30 p.m.

SUBDIVISION 37

McFarland	*-**	9:00 a.m.	5:00 p.m.
	*-**	7:00 p.m.	3:00 a.m.
		7:00 a.m.	4:00 p.m.
Manhattan	*-**	7:00 a.m.	4:00 p.m.
Riley		7:00 a.m.	4:00 p.m.
		7:00 a.m.	4:00 p.m.
Clay Center	*-**	7:00 a.m.	4:00 p.m.
Morganville		7:00 a.m.	4:00 p.m.
Clifton		7:45 a.m.	4:45 p.m.
Clyde		8:30 a.m.	5:30 p.m.
Belleville		Continuous	

SUBDIVISION 5-A

Guthrie Center		7:00 a.m.	4:00 p.m.

SUBDIVISION 5-B

Atlantic		Continuous	
Exira		8:00 a.m.	5:00 p.m.
Audubon		8:00 a.m.	5:00 p.m.

SUBDIVISION 5-C

Avoca		7:30 a.m.	4:30 p.m.
Oakland		7:30 a.m.	4:30 p.m.

SUBDIVISION 5-D

Avoca		7:50 a.m.	4:30 p.m.

SUBDIVISION 5-E

Winterset		8:00 a.m.	5:00 p.m.

SUBDIVISION 6-A

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

SUBDIVISION 7-A

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

SUBDIVISION 9-A

Sandown		Continuous	
North Yard Denver		Continuous	

*Dualized Stations