

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

OFFICIAL HOSPITALS

Place	Name	Telephone
Council Bluffs	Jennie Edmundson—Pierce & Oak Sts.	2769
Fairbury	Fairbury—612 6th 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.	Tabor 3241
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.	F 2366
Sabetha	Murdock Memorial—S. 14th St.	60
Beatrice	Lutheran—1201 S. 9th St.	106
Goodland	Boothroy Memorial—120 6th St.	5110
Norton	Norton City—E. Wilmington St.	Bell 130, Farmers
Clay Center	Clay Center—1508 6th St.	232

Chicago, Rock Island & Pacific Railroad



TIME TABLE

WESTERN DIVISION FIRST DISTRICT

No. 6

EFFECTIVE AT 12:01 A. M.

SUNDAY, FEB. 12, 1956
CENTRAL TIME—Phillipsburg and EAST
MOUNTAIN TIME—Phillipsburg and WEST

J. C. CARTLAND,
Superintendent

B. F. WELLS,
Ass't General Manager

R. H. ANDERSON,
Gen. Superintendent
Transportation

G. J. MULICK,
General Manager

**This Time Table for the exclusive use
and guidance of Employees**

Main Line Westward

SECOND CLASS				FIRST CLASS					M.P. from Chicago	Distance from Short Line Jct.	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 5 STATIONS Time Table No. 6 February 12, 1956				
91	197	83	81	7	3	13	9	55									
CGW Freight	M. & St. L. Freight	Chicago Colorado Red Ball	Chicago Omaha Red Ball	Rocket	M. & St. L. Passgr.	CGW Passgr.	Passgr.	Passgr.									
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									
		P.M. 2.30	A.M. 12.01							355.6	Yard	X. WX.	Signal Indications MP 355-28 to 362-29 Rules 450 to 453, Incl.	..SHORT LINE JCT.. (CRI&P Crossing) 0.6	TO *
										356.2	.....	.....	.....	.....	DMU-CGW-FrDDM&S Crossing 1.0	UX
										357.2	.....	.....	.....	.....	...C&N W Crossing... 0.6	UX
				P.M. 8.00			A.M. 5.15	A.M. 12.45		357.8	2.2	.....	341	D. M.S.	.....DES MOINES..... 0.5	TO
	P.M. 8.45	2.46	12.22	8.02	P.M. 8.13			5.18	12.49	358.3	.....	.....	.....	.....	.....DMU Crossing..... 0.3	UX
	P.M. 9.05	2.55	12.28	8.07	P.M. 8.20			5.24	12.55	358.8	3.0	.....	.....	.....	.....M&StL JCT..... 4.0	TO
										362.6	7.0	109	350	BR.	.....WEST DES MOINES..... 0.1	TO
										362.7	.....	.....	.....	.....	.....M&StL Jct. 10.0	
		3.10	12.40	8.16				5.34	1.07	372.7	17.1	125	22		.....BOONEVILLE..... 3.9	P
		3.15	12.46	8.20				5.38	1.11	376.6	21.0	77	34		VR.....VAN METER..... 3.2	TO	
		3.20	12.52	8.24				5.42	1.15	379.8	24.2	.....	26		SO.....DE SOTO..... 3.4	TO
		3.26	12.58	8.28				5.46	1.19	383.2	27.6	50	.....		.....CLUCAS..... 4.2	P
		3.32	1.04	8.32				5.50	1.24	387.4	31.8	125	50		FR.....EARLHAM..... 5.7	TO	
		3.40	1.12	8.37				5.55	1.35	393.1	37.5	49	28		DR.....DEXTER..... 5.1	TO	
		3.46	1.31	8.41				6.00	1.45	398.2	42.6	80	93		CS.....STUART..... 4.9	TO	
		3.52	1.50	8.45				6.04	1.50	403.1	47.5	80	30		GH.....MENLO..... 7.0	TO	
		4.02	2.12	8.52				6.11	1.58	410.1	54.5	69	52		RA.....CASEY..... 6.7	TO	
		4.11	2.25	9.01				6.19	2.06	416.8	61.2	.....	84		AD.....ADAIR..... 7.8	TO
		4.21	2.37	9.09				6.27	2.15	425.5	69.0	100	60		BG.....ANITA..... 7.0	TO	
		4.30	2.47	9.15				6.34	2.23	432.5	76.0	49	25		.....WIOTA..... 7.4	P
		4.55	2.57	9.23				6.48	2.45	439.9	83.4	N 120 S 50	453		WN.....ATLANTIC..... 15.6	TO	
		5.20	3.22	9.38				7.04	3.00	455.6	99.0	300	12		.....HILLIS..... 3.7	P
		5.25	3.27	9.41				7.08	3.04	459.3	102.7	.....	.....		.....HANCOCK JCT..... 15.4	P
P.M. 9.17		6.02	3.50	9.55		A.M. 6.05		7.23	3.19	474.7	118.1	125	.....		.....PETER..... 1.9	P
9.20		6.10	3.54	9.57		6.08		7.26	3.22	476.6	120.0	.....	.....		.....McCLELLAND..... 9.8	P
P.M. 9.45		6.30	4.09	10.07		6.20		7.36	3.32	486.4	129.8	.....	.....		.....RIGG..... 1.6	P
		7.30	5.00	10.10		A.M. 7.38		7.38	3.34	487.8	131.4	130	Yard		Q.....EAST YARD..... 0.9	TO	
										488.7	.....	.....	.....		Wabash, CB&Q and CMS&P & P Crossing 0.1	
				10.15				7.50	3.45	488.8	132.4	.....	Yard		.....CO. BLUFFS..... 0.7	UX
										489.5	133.4	.....	.....		.....IC and C&N W Crossing 0.3	UX
										489.8	.....	.....	.....		.....CB&Q and C&N W Crossing 0.2	UX
				10.25				8.00	4.00	490.0	133.6	.....	.....		.....UP Transfer 2.7	TO
				10.45 P.M.				8.15 A.M.	4.15 A.M.	492.7	136.3	.....	.....		US.....OMAHA, NEB..... 136.3	TO

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.
PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.

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

Main Line Eastward

SUBDIVISION 5 STATIONS
Time Table No. 6
February 12, 1956

Distance from Council Bluffs	Signs	Station Numbers	FIRST CLASS					SECOND CLASS										
			10	26	4	14	8	196	90	84	82							
			Rocket	Passgr.	M. & St. L. Passgr.	CGW Passgr.	Rocket	M. & St. L. Freight	CGW Freight	Colo. Chicago Red Ball Daily	Omaha Chicago Red Ball Daily							
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
	TO	132.4	RFWYYd	2172													P.M. 1.30	P.M. 11.50
	* UX	131.8																
	UX	130.8																
	TO	130.2	RFWYd	2174														
	UX	129.7																
	TO	125.4	RYd	2179														
	P	115.3		2189														
	TO	111.4		2193														
	TO	108.2		2196														
	P	104.8		2200														
	TO	100.6		2204														
	TO	94.9		2209														
	TO	89.8	WY	2215														
	TO	84.9		2219														
	TO	77.9		2226														
	TO	71.2		2234														
	TO	63.4		2242														
	P	58.4		2249														
	TO	49.0	RFWYd	2256														
	P	33.4		2272														
	P	29.7		2276														
	P	14.3		2291														
	P	12.4		2293														
	P	2.8		2303														
	TO	1.0	RFWYd															
		0.1																
	UX																	
	UX																	
	Yd																	
	TO		WRYd	2320														

X WX SHORT LINE JCT. TO 132.4 RFWYYd 2172
 Signal Indications MP 355-28 to 362-29 Rules 450 to 453, Incl.
 M.D. M.P. FIDM&S Crossing.... UX 131.8
 C&NW Crossing.... UX 130.8
 DES MOINES..... TO 130.2 RFWYd 2174
 DMU Crossing..... UX 129.7
 M&StL JCT. UX 129.4
 BR WEST DES MOINES.... TO 125.4 RYd 2179
 M&StL Jct. 125.3
 BOONEVILLE..... P 115.3
 VR VAN METER..... TO 111.4
 SO DE SOTO..... TO 108.2
 CLUCAS..... P 104.8
 FR EARLHAM..... TO 100.6
 DR DEXTER..... TO 94.9
 CS STUART..... TO 89.8 WY 2215
 GH MENLO..... TO 84.9
 RA CASEY..... TO 77.9
 AD ADAIR..... TO 71.2
 BG ANITA..... TO 63.4
 WIOTA..... P 58.4
 WN ATLANTIC..... TO 49.0 RFWYd 2256
 HILLIS..... P 33.4
 HANCOCK JCT. P 29.7
 PETER..... P 14.3
 McCLELLAND..... P 12.4
 RIGG..... P 2.8
 Q EAST YARD..... TO 1.0 RFWYd
 Wabash, CB&Q and CMStP & P Crossing. 0.1
 CO. BLUFFS..... RTYd 2316
 IC & C&NW Crossing..... UX
 CB&Q & C&NW Crossing.... UX
 UP TRANSFER, IA..... Yd
 US OMAHA, NEB..... TO WRYd 2320

See T. T. Rule 16

SEE FOOT NOTES ON PAGE 1.
No. 8 discharge from Omaha and beyond, receive for Iowa City and beyond.

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 6 STATIONS		M.P. from Chicago	Signs	FIRST CLASS		SECOND CLASS					
	79		25	7								Time Table No. 6 February 12, 1956		26	8	80	94	92	
	Mixed		Passgr.	Rocket										Passgr.	Rocket	Mixed	Freight	Freight	
	Tues. Thurs. Sat.		Daily	Daily					Daily	Daily	Mon. Wed. Fri.	Daily	Daily						
				P.M. 10.10	130	Yard	.....	Q.....	EAST YARD..... TO	498.2	RFW Yd	P.M. 5.47	A.M. 12.05		P.M. 4.55	A.M. 4.55		
				s10.15	.....	Yard	2316	....	CO. Bluffs....	499.2	RYd T	s5.45	A.M. 12.03				
				s10.25	.....			....	UP Tr., Ia....	500.4	Yd	s5.35	P.M. 11.54			
			P.M. 11.50	s10.45	.....		2320	....	US.Omaha, Neb..	503.1	RW Yd	s 5.20	11.46				
			P.M. 11.10	11.10	.....			....	US.Omaha, Neb..	503.1	Yd	s 5.00	s11.20			
				12.01	.....		2324	....	CR&P Jct.....	507.5	.....	4.46	11.08		3.25	3.25
				A.M.	.....			....	UP Crossing..	507.5	UX					
			f12.04	11.23	63	204	2325	G...	ALBRIGHT.... TO	507.8	RYd	4.44	11.06		3.22	3.22			
			f12.11	11.28	53	4	2329	....	RUMSEY..... P	512.6	.....	4.37	11.01		3.12	3.12	
			f12.21	11.33	52	25	2335	....	RICHFIELD.... P	518.1	.....	f4.29	10.56		3.01	3.01	
			s12.34	11.40	92	28	2343	K..	LOUISVILLE.. TO	525.8	.....	f4.18	10.48		2.41	2.41		
					MoPac Crossing....	525.8	.....							
					CB&Q Crossing....	530.5	.....							
			f12.42	11.47	57	15	2348	....	SOUTH BEND... P	531.0	.....	f4.10	10.41		2.28	2.28	
			s12.52	11.52	51	26	2353	CK	MURDOCK TO	536.3	.....	f4.03	10.37		2.18	2.18		
			s 1.02	11.58	91	19	2360	AO	ALVO..... TO	543.0	.....	f3.54	10.31		2.06	2.10		
			f 1.13	12.04	38	27	2367	....	PRAIRIE HOME... P	550.3	.....	f3.44	10.25		1.51	2.00	
			1.22	12.10	49	63	2374	....	HAVELOCK.... P	557.0	.....	f3.35	10.19		1.39	1.51	
					OL&B Crossing..UX	.....	.....						
					MoPac Crossing..UX	560.8	.....							
			s 1.44	s12.23	ES6 WS2	575	2378	CN	LINCOLN..... TO	561.4	WYd	s3.25	s10.13		1.31	1.44 ²⁵			
						27	2381	....	.....	.....					
			f 1.57	12.32	51	18	2388	....	COLLEGE VIEW ..P	564.3	.....							
			s 2.06	12.37	50	23	2392	....	ROKEBY..... P	569.8	.....	f3.05	9.58		1.22	1.22	
			s 2.17	12.43	79	27	2399	HM	MARTELL..... P	575.3	.....	s2.58	9.53		1.12	1.12		
			s 2.28	12.48	51	25	2405	CA	HALLAM..... TO	582.3	.....	s 2.48	9.47		12.59	12.59		
			s 2.38	12.54	51	25	2411	....	CLATONIA.... TO	588.6	.....	s 2.38	9.42		12.48	12.48	
			s 2.49	1.00	51	25	2419	MY	DE WITT..... P	595.4	.....	s 2.28	9.36		12.36	12.30		
			P.M. 4.00	s 3.04	51	25	2419	MY	PLYMOUTH... TO	602.0	W	s 2.18	9.30		12.24	12.20			
			4.15 P.M.	s 3.15	79	32	2428	NS	JANSEN..... TO	611.9	R	s 2.05	9.22	A.M. 6.45	P.M. 12.06	A.M. 12.06			
				s 1.17	.....	Yard	2435	DS	FAIRBURY... TO	618.2	RYd FWT	1.55	9.16	A.M. 6.30	A.M. 11.55	P.M. 11.55		
				A.M.	.....			F	FAIRBURY... TO	120.0		P.M.	P.M.	A.M.	A.M.	P.M.		

See T.T. Rule 16
 TWO MAIN TRACKS
 Automatic Block Signals M.P. 507-20 to M.P. 155-20 Rules 350 to 356, Incl.

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

Information Only:— No. 84 Fairbury 3:30 A.M., East Yard 7:30 A.M.
 No. 83 East Yard 8:30 P.M., Fairbury 1:00 A.M.

Westward

Main Line

Eastward

FIRST CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7		M.P. from St. Joseph	Signs	FIRST CLASS			Second Class	
	25	7	STATIONS				26	8				94	92		
	Passgr.	Rocket	Time Table No. 6				Passgr.	Rocket				Freight	Freight		
	Daily	Daily	February 12, 1956		Daily	Daily		Daily	Daily						
	A.M.	A.M.			P.M.	P.M.		A.M.	P.M.						
	3.40	1.21	.....	Yard	2435	DS } F }	..... FAIRBURY.....TO	155.5	RYd FWT	s 1.40	s 9.12		A.M.	P.M.
			.....	.....	.....	.....	..... UP Crossing.....	155.8	.....					
	s 3.50	1.28	51	.....	2441	.....	..... THOMPSON, NEB.....P	162.5	.....	s 1.26	9.00		11.09	11.09
			.....	.....	.....	.....	..... CB&Q Crossing.....P	163.7	.....					
	s 4.03	1.36	125	29	2449	BH.	..... MAHASKA, KAN.....TO	170.3	.....	s 1.16	8.53		10.57	10.57
	s 4.12	1.40	51	24	2454	WO.	..... NARKA.....TO	174.8	.....	s 1.10	8.49		10.49	10.49
	s 4.23	1.46	50	28	2460	WY.	..... MUNDEN.....TO	181.6	.....	s 1.01	8.43		10.38	10.38
	4.34		50	.....	2463	.....	..... KALISH.....P	184.8	.....	12.56	8.40		10.33	10.33
	s 4.50	s 1.58	.....	Yard	2466	VL.	..... BELLEVILLE.....TO	189.4	YdF WTY	12.50	s 8.36		10.25	10.25
	6.15		.....	.....	.....	.....	..... RYDAL.....P	194.0	.....	s 12.19	8.29		9.28	9.28
	s 6.25	2.04	53	19	2473	.....	..... SCANDIA.....P	198.7	.....	s 12.13	8.25		9.21	9.21
	s 6.33	2.09	51	23	2477	.....	..... MoPac Crossing.....	198.8	.....					
			.....	.....	.....	.....	..... COURTLAND.....TO	204.9	.....	s 12.06	8.19		9.12	9.12
	s 6.43	2.15	82	21	2483	KO.	..... AT&SF Crossing.....UX	204.9	.....	A.M.				
			.....	.....	.....	.....	..... FORMOSO.....TO	209.9	.....	s 11.59	8.14		9.05	9.05
	s 6.53	2.20	51	20	2488	CF.	..... MONTROSE.....P	215.1	.....	s 11.52	8.09		8.58	8.58
	s 7.03	2.24	37	24	2493	.....	..... MANKATO.....TO	222.1	.....	s 11.42	g 8.03		8.48	8.45
	s 7.18	g 2.33	106	61	2500	MK.	..... OTEGO.....P	230.1	.....	f 11.30	7.55		8.38	8.33
	f 7.32	2.41	50	21	2508	.....	..... ESBON.....TO	234.8	.....	s 11.23	7.51		8.32	8.26
	s 7.42	2.45	83	33	2514	BE.	..... LEBANON.....TO	241.5	.....	s 11.14	7.45		8.24	8.17
	s 7.54	2.51	50	41	2520	NY.	..... BELLAIRE.....TO	248.0	.....	s 11.05	7.39		8.06	8.09
	s 8.06	2.57	50	22	2527	AY.	..... SMITH CENTER.....TO	254.1	.....	s 10.56	g 7.33		7.54	8.00
	s 8.21	g 3.05	95	66	2533	HF.	..... ATHOL.....TO	262.1	.....	s 10.44	7.26		7.44	7.45
	s 8.37	3.13	52	34	2541	NE.	..... KENSINGTON.....TO	268.1	.....	s 10.36	7.21		7.36	7.36
	s 8.49	3.18	51	31	2547	DU.	..... AGRA.....TO	272.7	.....	s 10.29	7.17		7.29	7.29
	s 8.59	3.22	83	25	2551	KG.	..... GREYNA.....P	277.7	.....	f 10.23	7.13		7.22	7.22
	f 9.09	3.26	49	22	2556	.....	..... PHILLIPSBURG.....TO	283.9	RYd FWT	10.15	7.08		7.13	7.13
	s 9.25	s 3.33	.....	Yard	2563	Z...	128.4			A.M.	P.M.		A.M.	P.M.

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

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

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.

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

Information only:-
 No. 84
 Phillipsburg 11:00 P.M.
 Belleville 1:30 A.M.
 Belleville 2:00 A.M.
 Fairbury 2:55 A.M.
 No. 83
 7:00 A.M.
 4:00 A.M.
 3:00 A.M.
 2:00 A.M.

Westward

Main Line

Eastward

FIRST CLASS				SUBDIVISION 8 STATIONS			FIRST CLASS			SECOND CLASS		
	25	7						26	8	94	92	
	Passgr.	Rocket	Capacity of Sidings	Capacity of Other Tracks	Station Numbers		M. P. from St. Joseph	Passgr.	Rocket	Freight	Freight	
	Daily	Daily		Yard			Signs	Daily	Daily	Daily	Daily	
	A.M.	A.M.			Z.			A.M.	P.M.	A.M.	P.M.	
	s 9.30	2.35			2583	GR	283.9	RYdFWT	s 9.00	s 6.06	5.45	5.45
	s 9.41	2.42	90	24	2570	GR	291.5		s 8.40	5.56	5.34	5.34
	s 9.51	2.48	50	22	2577	VW	298.3		s 8.30	5.50	5.25	5.25
	s 10.02	2.55	50	23	2586	NA	308.5		s 8.16	5.43	5.13	5.13
					2588		308.8					
	f 10.08	2.58	.....	24	2590	.....	310.8		f 8.08		5.06	5.06
	s 10.22	g 3.09	E47 W74	78	2597	SL	318.0	W	s 8.00	s 5.33	4.55	4.55
	s 10.35	3.18	52	20	2606	.....	327.0		s 7.43	5.23	4.40	4.40
	s 10.45	3.25	52	21	2614	AU	335.0		s 7.31	5.17	4.28	4.28
	s 10.57	3.31	83	33	2621	JN	342.4		s 7.20	5.11	4.17	4.17
	s 11.09	3.38	50	27	2629	DM	350.8		s 7.08	5.04	4.04	4.04
	s 11.22	3.46	83	58	2639	SU	360.2	Y	s 6.55	4.57	3.46	3.50
	s 11.37	3.54	51	62	2649	XD	370.8		s 6.41	4.49	3.30	3.34
	f 11.44		50	8	2654	.....	375.3		f 6.33		3.24	3.27
	s 11.51	4.01	50	27	2658	.....	379.8		s 6.27	4.42	3.18	3.19
	s 12.03	g 4.09	90	82	2666	BA	387.8	W	s 6.15	s 4.35	3.06	3.07
	s 12.15	4.17	50	32	2674	VA	396.0		s 5.57	4.28	2.54	2.54
	s 12.30	4.25	54	58	2684	SF	405.8		s 5.43	4.20	2.40	2.40
	s 12.44	4.33	80	29	2693	.....	415.1		s 5.28	4.13	2.27	2.27
	s 1.04 P.M.	s 4.46 A.M.	.....	Yard	2702	GD	423.8	RYdFWT	5.15 A.M.	4.06 P.M.	2.15 A.M.	2.15 P.M.

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

No. 7 Norton—Receive for regular stop points in Colorado, discharge from Lincoln and points east except will make regular stop on Sunday and Monday.
 Colby—Receive for regular stop points in Colorado, discharge from Lincoln and points east except will make regular stops on Thursday, Friday, Saturday and Sunday.
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 26.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M.P.H.
 Information only:—No. 84 Goodland 6:00P.M., Phillipsburg 9:30P.M.
 No. 83 Phillipsburg 6:30 A.M., Goodland 10:59 A.M.

FORM Y ORDERS AUTHORIZED.

Westward

Sandown-North Yard

Eastward

Freight Trains (Information only)

SUBDIVISION 9-A STATIONS				Distance from Sandown		84		82	
Time Table No. 6						Freight		Freight	
February 12, 1956						Daily		Daily	
	81	83				A.M.	P.M.	A.M.	P.M.
	Freight	Freight	Capacity of Sidings	Capacity of Other Tracks		11.30	3.30	11.00	3.00
	Daily	Daily				A.M.	P.M.	A.M.	P.M.
	A.M. 10.15	P.M. 10.00	54	36	.....			
	10.38	10.08							
	11.30	11.59							
	A.M.	P.M.							

Signal Indications M.P. 0.3 to M.P. 3.39 Rules 400 to 406 T. Table Rule 16d

.....SANDOWN.....
 4.0
BELT.....
 2.7
NORTH YARD-DENVER.....
 8.7
 6.7

Westward

Main Line

Eastward

FIRST CLASS			SUBDIVISION 9 STATIONS			FIRST CLASS			SECOND CLASS				
		7	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Time Table No. 6 February 12, 1956	M.P. from St. Joseph	Signs	8		92	94	
		Rocket							Rocket	Freight	Freight		
		Daily							Daily	Daily	Daily		
	A.M. 4.50	.....	Yard	2702	GD	..... GOODLAND..... *TO	423.8	RYdFWT	P.M. 4.02		P.M. 1.45	A.M. 1.45	
	4.56	51	12	2708	....	..... CARUSO..... P	429.3	.....	3.54		1.37	1.37	
	4.59	50	20	2712	....	..... RULETON..... P	433.4	.....	3.51		1.31	1.31	
	5.05	87	71	2720	RA	..... KANORADO, KAN..... TO	441.4	.....	3.45		1.19	1.19	
	5.10	50	9	2726	....	..... PECONIC, COLO. P	447.3	.....	3.40		1.10	1.10	
	g 5.16	88	123	2732	BR	..... BURLINGTON..... *TO	453.7	W	g 3.35		1.01	1.01	
	5.22	78	.....	2738	....	..... HUNGERFORD..... P	459.7	.....	3.29		12.52	12.52	
		.....	35	2741	....	..... BETHUNE.....	462.0	.....			12.47	12.47	
	5.33	83	52	2751	RT	..... STRATTON..... TO	472.1	Y	3.19		12.33	12.33	
	5.39	50	23	2758	ON	..... VONA..... TO	479.3	.....	3.13		12.23	12.23	
	5.45	51	32	2765	BT	..... SEIBERT..... TO	486.3	.....	3.07		P.M. 12.13	A.M. 12.13	
	5.54	90	34	2776	AG	..... FLAGLER..... *TO	497.3	.....	2.58		A.M. 11.56	P.M. 11.56	
	6.04	125	70	2787	BI	..... ARRIBA..... TO	508.8	.....	2.49		11.37	11.37	
	6.09	50	17	2793	....	..... BOVINA..... P	514.6	.....			11.28	11.28	
	6.14	85	39	2798	GN	..... GENOA..... *TO	520.7	.....	2.40		11.18	11.18	
	g 6.31 A.M.	.....	Yard	2809	MN	..... LIMON..... *TO	530.8	RYd FWY	2.30 P.M.		11.00 A.M.	11.00 P.M.	

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

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

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE
EQUIPMENT WILL NOT EXCEED 70 M.P.H.
Information only:—No. 84 Limon 2:45 P.M., Goodland 5:30 P.M.
No. 83 Goodland 1:30 P.M., Limon 6:00 P.M.

Westward

Eastward

SECOND CLASS			FIRST CLASS			UNION PACIFIC JOINT TRACK			FIRST CLASS			SECOND CLASS		
	83	81		7	Station Numbers	February 12, 1956			8		84	82		
	Freight	Freight		Rocket		Rocket	Freight	Freight						
	Daily	Daily		Daily		Daily	Daily	Daily						
	P.M. 6.30	A.M. 6.15		A.M. 6.51	2809	..... LIMON.....			P.M. 2.13		P.M. 2.00	P.M. 7.30	
	10.00	10.15		8.11	.....	..... SANDOWN.....	See T. T. Rules 16a-b-c		12.59		A.M. 11.30	3.30	
	P.M.	A.M.		8.25	8500 DENVER.....			12.50		P.M.			

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 10		M. P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS							
	883			7								STATIONS				8		884			
	Freight			Rocket								Time Table No. 6				Rocket		Freight			
	Daily			Daily			February 12, 1956				Daily		Daily								
	P.M. 7.00			A.M. 6.51	....	Yard	2808	MN.....	LIMON.....*	TO 530.8	RYd FWY	P.M. 2.15		A.M. 7.30						
					....	.....	.....	.....	UP Crossing.....	UX 530.8	.....									
	7.22			7.06 884	28	.....	2818	.....	RESOLIS.....	P 542.6	.....	1.54		7.06				
	7.40			7.15	50	23	2828	.....	MATHESON.....	P 550.0	.....	1.47		6.36					
	7.55			7.22	38	28	2834	SM.....	SIMLA.....	TO 556.3	.....	8 1.41		6.14						
	8.05			7.28	24	21	2839	.....	RAMAH.....	P 561.1	.....	1.36		5.54					
	8.30			7.41	51	25	2849	GH.....	CALHAN.....	TO 570.8	.....	8 1.26		5.24						
	8.55			7.57	26	16	2861	.....	PEYTON.....	P 582.0	.....	1.13		4.52					
	9.20			8.07	50	22	2870	.....	FALCON.....	P 591.3	.....	1.02		4.22					
	9.30				....	14	2873	.....	SHIRLEY.....	594.9	.....			4.12				
	9.40			8.17	....	43	2879	.....	ELSMERE.....	P 600.1	.....	12.49		4.00				
	10.40			8.27	57	Yard	2886	.....	ROSWELL.....	P 607.3	YdWTY	12.40		3.30						
	11.30 P.M.			8.35 A.M.	....	Yard	2886	CS.....	COLO. SPGS.....	TO 609.8	RYdWY	12.35 P.M.		3.00 A.M.						

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

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

No. 8 Receive for Limon and beyond.

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			M.P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS					
	73			225													226		74	
	Freight			Passgr.													Passgr.		Freight	
	Daily			Daily								Daily		Daily						
	P.M. 10.15			A.M. 2.55	W122 70	Yard	621	FA.....McFARLAND.....	TO	122.0	RY Yd		P.M. 7.40		A.M. 8.30					
	10.35			f3.07	42	20	18009	..... WABAUNSEE.....	P	131.0	.....		f7.18		7.30			
	10.45			f3.14	56	23	18014	..... ZEANDALE.....	P	135.8	.....		f7.08		7.20			
					.....	.....		.....UP Crossing.....	UX	143.0	.....								
	11.02			s3.30	71	121	18021	HD..... MANHATTAN.....	TO	143.2	W		s6.58		7.05					
	11.16			f3.42	55	19	18030	..... KEATS.....	P	152.1	.....		f6.39		6.45			
	11.30			f3.52	55	20	18039	RY..... RILEY.....	TO	180.7	.....		f6.22		6.30				
	11.45			f4.02	55	33	18046	..... BALA.....	P	167.5	.....		f6.12		6.15			
	P.M. 12.01			f4.12	58	17	18052	..... BROUGHTON.....	P	173.6	.....		f6.02		6.00			
	A.M.							.....5.8											
	12.10			s4.30	67	86	18057	GF..... CLAY CENTER.....	TO	179.4			s5.53		5.50					
	12.23			f4.42	56	42	18065	VN..... MORGANVILLE.....	TO	187.1	.....		f5.34		5.38				
	12.36			s4.55	48	52	18073	FO..... CLIFTON.....	TO	195.0	.....		s5.22		5.25				
					.....	.....		.....MePee Crossing.....	UX	196.7	.....								
	12.50			s5.13	60	40	18079	FR..... CLYDE.....	TO	201.3	.....		s5.09		225 5.13				
	1.02			f5.25	55	20	18088	SR..... AGENDA.....	TO	209.8	.....		f4.55		4.57				
	1.20			f5.35	55	20	18094	..... CUBA.....	P	216.2	.....		f4.45		4.48			
	1.45			s5.55	.....	Yard	2468	VI..... BELLEVILLE.....	TO	226.1	RFWTY Yd		4.30 P.M.		4.30 A.M.				
	A.M.			A.M.				104.1												

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

Westward

Guthrie Center Branch

Eastward

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-A STATIONS			M.P. from Chicago	Signs	SECOND CLASS					
	1015													1014		
	Freight													Freight		
	Monday Wednesday Friday											Monday Wednesday Friday				
	A.M. 11.05			80	30	2219	GH..... MENLO.....	TO	403.1	R		P.M. 12.55				
	11.37			.....	15	32009	..... MONTEITH.....		412.8	.....		12.23	
	11.55			.....	56	32015	..... GUTHRIE CENTER.....		417.7	RT		12.05 P.M.		
	A.M.						14.6									

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1015 IS SUPERIOR TO No. 1014. TIME TABLE RULE No. 14 IN EFFECT.

Westward

Audubon Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-B		M.P. from Chicago	Signs	SECOND CLASS				
1019							STATIONS				1018				
Freight										Freight					
Tuesday										Tuesday					
Thursday										Thursday					
Saturday										Saturday					
P.M.										P.M.					
			2.00	N 130 S 50	453	2256	WN.....	ATLANTIC.....	TO	439.9	RFWYYd				6.15
			2.20		17	33007		LORAH.....		446.7					5.45
			2.35		31	33012		BRAYTON.....		452.0					5.25
			3.00		47	33016		EXIRA.....		455.7					5.10
			3.20		25	33021		HAMLIN.....		461.0					4.45
			4.00		110	33025		AUDUBON.....		465.1	RT				4.30
			P.M.												P.M.

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

Southward

Harlan-Oakland Branch

Northward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-C		M.P. from Harlan	Signs	SECOND CLASS				
							STATIONS								
					62	35020		HARLAN.....		0.0					T
					31	35015		CORLEY.....		5.3					
						38002		HARLAN JCT.....		11.8					
				61	91	35007	HR.....	AVOCA.....	TO	13.3					Y
					23	35001		HANCOCK.....		19.7					
						2276		HANCOCK JCT.....	P	20.1					
					46	34008		OAKLAND.....		25.6					

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		M.P. from Walnut	Signs	SECOND CLASS				
							STATIONS								
				48	57	37006		WALNUT.....		0.0					
				61	91	35007	HR.....	AVOCA.....	TO	6.3					Y
						38002		HARLAN JCT.....		7.8					
				51	38	38009		SHELBY.....		14.8					

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

Westward

Horton Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 6-A STATIONS		M.P. from St. Joseph	Signs	SECOND CLASS			
			79										80	
			Mixed											
			Tues. Thurs. Sat.											
			A.M. 9.40	.....	Yard	539	HN.....	HORTON.....	TO	40.8	RYdT	P.M. 2.00	
			f 9.55	.....	24	17008	.....	MERCIER.....		46.5	.....	f 1.35	
			s 10.10	.....	23	17010	.....	POWHATTAN.....		50.8	.....	s 1.20	
			s 10.35	.....	20	17018	V.....	FAIRVIEW.....	TO	58.7	.....	s 12.45	
			s 10.55	.....	45	17024	SA.....	SABETHA.....	TO	64.5	.....	s 12.20	
			f 11.10	.....	22	17027	.....	BERWICK.....		68.2	.....	f 12.05	
			s 11.35	.....	30	17035	BN.....	BERN, KAN.....	TO	75.5	.....	s 11.35	
			A.M. 12.05	.....	27	17043	D.....	DU BOIS, NEB.....	TO	83.5	.....	s 11.05	
			P.M. 12.35	.....	43	17051	W.....	PAWNEE.....	TO	91.9	.....	s 10.35	
			s 1.05	22	17	17059	.....	STEINAUER.....		99.9	.....	s 10.03	
			s 1.40	.....	20	17069	.....	LEWISTON.....		109.5	.....	s 9.30	
			s 2.00	.....	21	17074	GI.....	VIRGINIA.....	TO	114.6	.....	s 9.15	
			s 2.20	.....	18	17080	.....	ROCKFORD.....		120.6	.....	s 8.55	
			s 3.00	21	129	17089	BG.....	BEATRICE.....	TO	129.2	Y	s 8.25		
				.....	.....	.....	.....	UP Crossing.....	UX	129.3	.....		
				.....	.....	.....	.....	CB&Q Crossing.....	UX	129.5	.....		
			s 3.25	.....	23	17097	.....	ELLIS.....		137.6	.....	s 7.25	
			s 3.45	.....	27	17103	.....	HARBINE.....		143.2	.....	s 7.05	
			s 4.00	79	32	2428	NS.....	JANSEN.....	TO	149.2	R	6.45 A.M.		

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

Westward

Ruskin Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7-A STATIONS		M.P. from St. Joseph	Signs	SECOND CLASS			
			779										780	
			Mixed											
			Mon. Wed. Fri.											
			A.M. 6.30	.....	Yard	2435	DS }.....	FAIRBURY.....	TO	155.5	RYdFWT	P.M. 12.45	
				.....	.....	.....	.....	UP Crossing.....		157.3	.....		
			s 6.55	.....	18	38008	.....	GLADSTONE.....		163.6	.....	A.M. 11.25	
			s 7.15	.....	38	38014	.....	GILEAD.....		169.5	.....	s 11.00	
			s 7.55	.....	30	38024	.....	HEBRON.....	TO	179.4	.....	s 10.15	
			s 8.25	.....	49	38031	.....	DESHLER.....	TO	187.1	.....	s 9.45	
			s 8.45	.....	58	38039	.....	RUSKIN.....	TO	194.9	RY	9.15 A.M.	

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

SPEED RESTRICTIONS

LOCATION		
ALL SUBDIVISIONS		
Authorized speed through switch leads of turnouts as follows:		
No. 20.	40	
No. 15.	25	
No. 10.	15	
Less than No. 10.	10	
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.		
Subdivision 37 MP 179 pole 22, East End Siding.		
No. 20 Turnouts:		
Subdivision 5 MP 362 pole 24 end of two main tracks.		
MP 362 pole 28 M & StL connection.		
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		
351 to 377, inclusive.	25	
500 to 528, inclusive.	30	
529 to 599; 700 to 707, inclusive.	40	
716 to 749; 752 to 839; 1000 to 1016, inclusive.	50	
145 to 160; 425 to 429; 450 to 474, inclusive.	65	
38 to 127; 404 to 408; 410, 411; 430 to 441, inclusive, 675B, 676B, 677B.	70	
1200 and 1300 Series.	70	
400 and 401; 485 to 499; 621 to 623, inclusive.	79	
402, 403, 409, 601 to 606; 625 to 656, inclusive; 675A, 676A, 677A, 750, 751.	90	
9002 and 9003.	65	
9012.	40	
Other Motor Cars.	60	
Trains and engines making movement against current of traffic on two main tracks over facing point switches.	30	
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only).	10	
Engines running forward light or with only one car.	Freight train speed	
Road freight or passenger diesels, other than road switchers, backing up.	40	
When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.		
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.		
Motor cars without cars approaching interlocking signals and within interlocking limits.	10	
Trains Handling Scale Test Car RI 95384.		
SUBDIVISION		
5 - 6 - 7 - 8 - 9 - 10.	40	
37 - 5D.	30	
Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and cater-		
pillar crane, on own wheels, unless otherwise advised by car inspector or officer.	25	
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.		
These instructions will not apply to wrecking derricks with boom trailing, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern.		
Subdivision 5, 6, 7, 8 and 9.	40	
37 and 10.	25	
All other subdivisions.	15	
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.		
Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.		
Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.		
Weed Spray 2231 while being operated light or in service.	30	
LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 5 (Except as shown below)	79	50
MP 357-31 to MP 358-33.	30	30
MP 358-33 to MP 363-3 (Except as shown below)	60	35
MP 362-28 to MP 363-3.	35	35
MP 365-11 to MP 366-12.	55	40
MP 377-11 to MP 378-13.	40	30
MP 378-13 to MP 384-36 (Except as shown below)	60	40
MP 378-21 to MP 378-35.	50	40
MP 380-5 to MP 380-31.	50	40
MP 381-1 to MP 381-30.	50	40
MP 395-0 to MP 406-34 (Except as shown below)	75	40
MP 406-0 to MP 406-14.	65	40
MP 406-34 to MP 409-20.	55	40
MP 421-31 to MP 423-34 (Except as shown below)	75	40
MP 423-20 to MP 423-34.	60	40
MP 426-8 to MP 426-17.	70	40
MP 435-34 to MP 437-24.	60	40
MP 474-24 to MP 474-28.	35	35
MP 477-34 to MP 481-8.	75	50
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
SUBDIVISION 6 (Except as shown below)	79	50
MP 507-21 to MP 508-12.	25	25
MP 508-12 to MP 511-19.	60	40
MP 511-19 to MP 521-33 (Except as shown below)	70	40
MP 514-3 to MP 514-12.	65	40
MP 515-28 to MP 515-41.	60	40
MP 518-25 to MP 519-7.	60	40
MP 521-33 to MP 522-5.	65	40
MP 525-8 Mo. Pac. Crossing (Eng. only).	45	30
MP 526-39 to MP 527-7.	70	40
MP 530-0 to MP 531-17.	45	30
MP 530-5 CB&Q Crossing.	45	30
MP 531-17 to MP 535-40.	70	40
MP 543-21 to MP 543-33.	75	40
MP 545-4 to MP 546-39.	60	40
MP 551-30 to MP 552-9.	60	40
MP 557-27 to MP 557-41.	65	40
MP 560-18 to MP 563-17.	18	18
MP 563-17 to MP 564-27.	65	40
MP 569-26 to MP 569-37.	70	40
MP 574-39 to MP 575-14.	65	40
MP 576-17 to MP 576-24.	70	40
MP 579-8 to MP 579-22.	75	40
MP 585-2 to MP 585-23.	70	40
MP 593-22 to MP 593-34.	75	40
MP 151-12 to MP 153-35.	65	40
MP 153-35 to MP 155-20.	50	40

SPEED RESTRICTIONS

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 7 (Except as shown below)		
MP 155-20 to MP 156-10	79	50
MP 155.8 Un. Pac. Crossing (Eng. only)	50	40
MP 156-10 to MP 158-29	40	40
MP 163.7 CB&Q Crossing (Eng. only)	65	60
MP 164-17 to MP 166-0	60	40
MP 166-0 to MP 169-12	55	40
MP 188-16 to MP 189-20	65	40
MP 196-13 to MP 199-9 (Except as shown below)	40	40
MP 198.8 Mo. Pac. Crossing	60	20
MP 204-9 AT&SF Crossing (Eng. only)	30	35
MP 209-6 to MP 209-17	40	75
MP 211-19 to MP 211-29	75	75
MP 213-24 to MP 213-34	75	75
MP 215-23 to MP 218-27	75	60
MP 222-0 to MP 223-11	60	65
MP 225-6 to MP 225-18	65	60
MP 226-3 to MP 226-37	75	75
MP 229-30 to MP 230-16	75	75
MP 230-32 to MP 231-2	60	60
MP 237-18 to MP 239-38	70	70
MP 243-32 to MP 244-4	75	75
MP 254-9 to MP 254-21	75	75
MP 257-7 to MP 257-19	60	60
MP 258-21 to MP 260-23	75	75
MP 276-7 to MP 276-19	65	65
MP 283-11 to MP 283-37	60	60
SUBDIVISION 8 (Except as shown below)		
MP 283-37 to MP 284-29	79	50
MP 284-29 to MP 292-37	60	75
MP 292-37 to MP 293-35	75	60
MP 297-9 to MP 298-26	60	65
MP 298-26 to MP 311-35 (Except as shown below)	65	75
MP 302-19 to MP 302-37	75	60
MP 303-37 to MP 304-10	60	60
MP 306-17 to MP 306-37	60	60
MP 316-10 to MP 318-35	60	60
MP 318-35 to MP 323-33	60	75
MP 323-33 to MP 324-30	75	60
MP 327-5 to MP 327-20	60	75
MP 343-25 to MP 344-4	75	65
MP 382-23 to MP 382-33	75	75
MP 387-10 to MP 387-22	70	70
MP 423-20 to MP 423-32	60	60
SUBDIVISION 9 (Except as shown below)		
MP 423-32 to MP 424-20	79	50
MP 427-37 to MP 428-27	60	75
MP 463-29 to MP 464-4	75	75
MP 488-37 to MP 489-8	75	75
MP 492-30 to MP 494-12	65	65
MP 530-11 to MP 530-32	30	30
SUBDIVISION 10 (Except as shown below)		
MP 530-32 to MP 531-0	59	40
MP 564-24 to MP 580-17	30	30
MP 593-36 to MP 606-8	55	55
MP 606-8 to MP 609-9	45	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 Mead Road Crossing	30	30
SUBDIVISION 9A		
	20	20
SUBDIVISION 37 (Except as shown below)		
MP 131-11 to MP 131-21	50	40
MP 133-32 to MP 134-7	45	35
MP 142-18 to MP 142-25	45	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

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 37 Cont.		
MP 194-4 to MP 194-25	45	35
MP 201-32 to MP 202-11	45	35
SUBDIVISION 5A (Except as shown below)		
MP 403-1 to MP 411-0	30	30
MP 413-2 to MP 413-9	20	20
MP 415-14 to MP 415-26	20	20
SUBDIVISION 5B (Except as shown below)		
MP 453-0 to MP 465-5	25	25
	15	15
SUBDIVISION 5C (Except as shown below)		
Bridge 152	25	25
MP 20 to MP 25-14	10	10
	15	15
SUBDIVISION 5D		
	40	40
SUBDIVISION 6A (Except as shown below)		
MP 42-25 to MP 121-19	30	30
	20	20
SUBDIVISION 7A		
MP 157.3 Un. Pac. Crossing	20	20
	20	20

SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS
 Distinctive Roadway signs indicate maximum speeds of Rocket trains.
 A sign with crystal reflex letter "Z" indicates zone territory, and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.
 Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.
 Where speed restrictions are required on curves within zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.
 When using drawbridges railroad crossings or moving thru towns or cities where speed is governed by ordinance, must not exceed speed designated for other passenger trains unless otherwise specified.

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum height of water above rail
Diesel engines and Motor Cars	3 inches
RDC cars '9002, 9003 and 9004	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. East yard is the initial and terminal station for second class and extra trains.
- 2c. Omaha is the initial and terminal station for first-class trains except Nos. 7 and 8.
- 2d. Council Bluffs is the initial and terminal station for Trains Nos. 7 and 8.
3. Nos. 7 and 25 must obtain clearance before leaving Omaha.
 No. 8 must obtain clearance before leaving Omaha.
 No. 7 may leave Council Bluffs without clearance.
- 3a. Trains may leave Harlan Junction without clearance.
- 3b. Trains may leave Audubon, Harlan, Guthrie Center, Walnut, Shelby and Oakland without clearance when train order office is closed and train order signal indicates proceed.
- 3c. At Guthrie Center, Audubon, Oakland and Harlan the dispatcher's O.K. time and initials will not be required on clearances except when orders are delivered at these stations.
- 3d. Trains may leave Jansen and Ruskin without clearance if the train order signal indicates proceed.
- 3e. All trains departing D&RGW-North Yard Denver and all trains departing Sandown enroute North Yard Denver must obtain clearance.
4. Rule 83:
 Short Line Jct., Des Moines and Jansen—For trains originating or terminating.
 Council Bluffs Passenger station, 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.

SPECIAL INSTRUCTIONS

5. Bulletin Boards and General Order Books are located at:
 Short Line Jct.—Yard Office.
 Short Line Jct.—Engine House.
 Des Moines—Passenger Station.
 West Des Moines.
 Atlantic.
 Council Bluffs—Passenger Station.
 East Yard—Engine House.
 East Yard—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.
 East Yard—Yard Office.
 East Yard—Engine House.
 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-FIDDMS					
5	357.2	C&NW					
5	358.3	DMU	Gate	Gateman	DMU	Red	
5	489.7	IC&C&NW					
5	490.0	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 East Yard, Council Bluffs and U.P. Transfer without train orders or clearances.

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

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

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

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

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

16d. Trains between Belt and North Yard will be governed by D&RGWRR Time Table and Operating Rules.

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

18. At M&StL Junction (Mile Post 358.6, Subdiv. 5), trains moving against current of traffic will stop before crossing intersection. All trains and engines moving with current of traffic approach intersection at RESTRICTED SPEED.

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

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

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

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

Westward trains meeting eastward trains at end of Two Main Tracks will stop with forward end of engine or car immediately east of 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.
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.

26e. Bridge 3432 is equipped with flood and fire protection appliance which controls Eastward signal No. 3442 and Westward Absolute signal at Jennings. If signal No. 3442, or Westward Absolute signal Jennings, is found displaying a Stop indication, bridge must be inspected before passing over it.

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

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

Sub-Div.	Mile Post	Kind of Structure	Sub-Div.	Mile Post	Kind of Structure		
5	361.1	Truss Span	10	606.4	Overhead Railway Crossing		
	373.0	Truss Span		606.5	Nevada Avenue Viaduct		
	378.6	Viaduct		606.8	Cascade Avenue Viaduct		
	380.1	Viaduct					
	380.5	Truss Span					
	381.0	Viaduct					
	408.2	Viaduct			Sandown Belt	2.9	Viaduct
	417.6	Viaduct				3.1	Overhead Railway Crossing
	436.0	Viaduct				3.5	Overhead Railway Crossing
	444.5	Viaduct				3.7	Overhead Railway Crossing
	447.0	Viaduct				3.8	Viaduct
	451.6	Viaduct			37	143.0	Truss Span
	457.8	Viaduct		146.4		Truss Span	
	460.8	Viaduct		414.5		Truss Span	
	461.8	Viaduct		19.9		Overhead Railway Crossing	
462.8	Viaduct	5d	10.7	Truss Span			
467.8	Viaduct		0.1	Viaduct			
467.8	Viaduct		6.1	Truss Span			
468.8	Viaduct	6e	6.5	Viaduct			
470.8	Viaduct		65.5	Overhead Railway Crossing			
6	517.3	Viaduct	7a	81.8	Truss Span		
	542.2	Viaduct		91.1	Viaduct		
	544.3	Viaduct		91.8	Viaduct		
	548.4	Viaduct		92.3	Truss Span		
	553.1	Viaduct		121.4	Viaduct		
	560.5	Viaduct		129.7	Truss Span		
7	155.4	Viaduct	7a	157.1	Viaduct		
	189.5	Viaduct		158.2	Truss Span		
	189.6	Viaduct		174.0	Truss Span		
9	199.0	Truss Span	7a	179.7	Truss Span		
	274.9	Viaduct					
	277.8	Viaduct					
	528.7	Viaduct					
10	533.0	Viaduct					
	548.9	Truss Span					

31. Industrial or spur tracks are located at:

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

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

33a. BEATRICE—Trains and engines must stop before passing over Sixth Street crossing and be protected by a member of crew located on ground at crossing.

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

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

When temperature is 10 degrees or more below zero, maximum speed of Rocket trains and trains 3 and 4 will be 70 MPH. Conventional passenger trains and freight trains must not exceed a speed of 10 MPH less than the maximum authorized.

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.

- R. E. WILLIAMS, Ass't. Supt., Goodland.
- S. CROOM, Trainmaster, Council Bluffs.
- J. M. HARRISON, Asst. Trainmaster, Denver.
- E. C. COSBY, Master Mechanic, Des Moines.
- L. E. IVERSON, Road Foreman Equipment, Council Bluffs.
- W. F. KLINE, Road Foreman Equipment, Goodland.
- V. R. BEESON, Chief Dispatcher, Fairbury.
- D. E. CAST, Night Chief Dispatcher, Fairbury.

- F. GIRDNER
 - J. J. WILKE
 - R. H. CHANDLER
 - C. H. BELL
 - D. W. HARMON
 - Z. ELLIS
 - L. E. OLSON
 - S. W. DEWS
 - C. R. FERGUSON
 - F. J. BRIDGES
- } Train Dispatchers, Fairbury

