

Company Doctors	Location
J.M.L. JENSEN, Chief Surgeon, LaSalle St. Station	Chicago
*ARNOLD L. NELSON	Des Moines
*JAMES B. FRASER	Des Moines
*VICTOR G. PARSONS	Des Moines
CHAMBERS, TAIT and MARQUIS	Des Moines
FRED STERNAGEL	West Des Moines
*R. M. NEEDLES	Atlantic
W. H. HALLORAN	Audubon
C. C. HUNTLEY	Avoca
*LEE R. MARTIN	Council Bluffs
*J. P. COGLEY	Council Bluffs
C. C. MILLETT	Omaha
R. D. SCHROCK	Omaha
G. D. KNOSP	Elmwood, Neb.
JAMES E. M. THOMPSON	Lincoln
C. F. FERCIOT	Lincoln
HARVEY D. RUNTY	Dewitt
*J. HAROLD LYNCH	Fairbury
*R. P. LUCE	Fairbury
*W. P. YOACHIM	Fairbury
V. J. WALL	Mahaska
*H. D. THOMAS	Belleville
PAUL L. BEIDERWELL	Belleville
M. D. McCOMAS	Courtland
B. HARTMAN	Kensington
*E. A. NELSON	Phillipsburg
M. TOWNSEND GLASSEN	Phillipsburg
H. S. BENNIE	Almena
W. STEPHENSON	Norton
GEO. D. MARSHALL	Colby
*M. J. RENNER	Goodland
*J. W. MADDEN	Goodland
*D. D. VERMILLION	Goodland
*J. O. CLANIN	Limon
*W. P. McCROSSIN	Colorado Springs
*L. J. KENNEDY	Colorado Springs
*A. W. MAYER	Denver
CARL RUFF	Clay Center
K. F. BASCOM	Manhattan
F. E. WRIGHTMAN	Sabetha
W. T. WILDHABER	Beatrice
PAUL A. REED	Deshler

*Examiners

Oculists

TAIT and MARQUIS	Des Moines
A. M. DEAN	Council Bluffs
F. L. EAGLE	Omaha
J. H. JUDD	Omaha
D. D. VERMILLION	Goodland
W. M. BANE	Denver

OFFICIAL HOSPITALS

Place	Name	Telephone
Council Bluffs	Jennie Edmondson-Pierce & Oak Sts.	20231
Fairbury	Fairbury-612 5th St.	80
Colorado Springs	Glackner-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

Chicago, Rock Island & Pacific Railroad



JUN 27 1958

TIME TABLE

WESTERN DIVISION FIRST DISTRICT

No. 9

EFFECTIVE AT 12:01 A. M.

SUNDAY, JUNE 29, 1958

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

D. J. SMITH,
Superintendent

G. J. MULICK,
General Manager

R. H. ANDERSON,
Gen. Superintendent,
Transportation

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. 9 June 29, 1958	
91	197	83	81	7	3	13	9						
CGW Freight	M. & St. L. Freight	Chicago Omaha Red Ball	Chicago Colorado Red Ball	Rocket	M. & St. L. Passgr.	CGW Passgr.	Passgr.						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
		P.M. 11.40 P.M.	P.M. 8.20					355.6	.....	.....	Yard	X.W.X.	TO
								356.2	.....	.....	.....	.....	UX
		A.M. 12.10		P.M. 9.25			A.M. 5.15	357.2	.....	.....	.....	.....	UX
	P.M. 8.45	12.13	8.30	8.27	P.M. 9.13			357.8	2.2	.....	341	D.S.	TO
	9.05 P.M.	12.20	8.37	8.32	9.20 P.M.			358.3	.....	.....	.....	M.S.	UX
								358.6	3.0	.....	.....	.....	UX
								362.6	7.0	109	350	B.R.	TO
								362.7	.....	.....	.....	.....	TO
		12.32	8.50	8.41				372.7	17.1	125	82	.....	UX
		12.37	8.55	8.45				376.6	21.0	77	34	.....	UX
								379.8	24.2	.....	26	.....	UX
		12.51 8	9.02	8.52				383.2	27.6	50	.....	.....	UX
		1.00	9.07	8.56				387.4	31.8	125	50	.....	UX
		1.07	9.13	9.01				393.1	37.5	49	28	.....	UX
		1.13	9.19	9.05				398.2	42.6	80	93	.....	UX
		1.18	9.24	9.09				403.1	47.5	80	30	.....	UX
		1.26	9.31	9.15				410.1	54.5	69	52	.....	UX
								416.8	61.2	.....	84	.....	UX
		1.43	9.50 82	9.29				425.5	69.0	100	60	.....	UX
		1.51	9.59	9.35 82				432.5	76.0	49	25	.....	UX
		2.35	10.08	9.44				439.9	83.4	N 120 S 50	453	.....	UX
		2.55	10.27	9.59				455.6	99.0	300	12	.....	UX
-P.M. 9.17		3.15	10.47	10.15		A.M. 6.05		459.3	102.7	.....	57	.....	UX
9.20								474.7	118.1	125	.....	.....	UX
9.45 P.M.		3.33	11.00 P.M.	10.26		6.20 A.M.		476.6	120.0	.....	.....	.....	UX
		3.40 A.M.	12.30 A.M.	10.28				486.4	129.8	.....	.....	.....	UX
								487.8	131.4	130	Yard	.....	UX
								488.7	.....	.....	.....	.....	UX
				s 10.33			s 7.45	488.8	132.4	.....	Yard	.....	UX
								489.5	133.4	.....	.....	.....	UX
								489.8	.....	.....	.....	.....	UX
				s 10.43			s 8.00	490.0	133.6	.....	.....	.....	UX
				s 11.05 P.M.			s 8.15 A.M.	492.7	136.3	.....	.....	.....	UX
													TO

<p>Signal Indications MP 355-28 to 362-29 Rules 450 to 459, incl.</p> <p>.....SHORT LINE JCT. (CRI&P Crossing)..... 0.6</p> <p>.....DMU-CGW-FtDDM&S Crossing..... 1.0</p> <p>.....C&NW Crossing..... 0.8</p> <p>.....DES MOINES..... 0.5</p> <p>.....DMU Crossing..... 0.3</p> <p>.....M&StL JCT..... 4.0</p> <p>.....WEST DES MOINES..... 0.1</p> <p>.....M&StL Jct. 10.0</p> <p>.....BOONEVILLE.....P 3.9</p> <p>VR.....VAN METER.....TO 3.2</p> <p>SO.....DE SOTO.....TO 3.4</p> <p>.....CLUCAS.....P 4.2</p> <p>FR.....EARLHAM.....TO 5.7</p> <p>DR.....DEXTER.....TO 5.1</p> <p>CS.....STUART.....TO 4.9</p> <p>GH.....MENLO.....TO 7.0</p> <p>RA.....CASEY.....TO 6.7</p> <p>AD.....ADAIR.....TO 7.8</p> <p>BG.....ANITA.....TO 7.0</p> <p>.....WIOTA.....P 7.4</p> <p>WN.....ATLANTIC.....TO 15.6</p> <p>.....HILLIS.....P 3.7</p> <p>.....HANCOCK JCT.....P 15.4</p> <p>.....PETER.....P 1.9</p> <p>.....McCLELLAND.....P 9.8</p> <p>.....RIGG.....P 1.6</p> <p>Q.....BLUFFS.....TO 0.9</p> <p>.....CO. BLUFFS..... 0.7</p> <p>.....IC and C&NW Crossing..... 0.3</p> <p>.....CB&Q and C&NW Crossing..... 0.2</p> <p>.....UP Transfer, Ia. } See T. T. Rule 16</p> <p>US.....OMAHA, NEB..... 136.3</p>	<p>See T. T. Rules 15 and 15a</p> <p>TWO MAIN TRACKS</p> <p>* TO</p>
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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. 9 June 29, 1958				FIRST CLASS					SECOND CLASS					
				10	4	14	8		196	90	84	82		
				Rocket Daily	M.&St. L. Passgr. Daily	CGW Passgr. Daily	Rocket Daily		M.&St. L. Freight Daily	CGW Freight Daily	Colo. Chicago Red Ball Daily	Omaha Chicago Red Ball Daily		
X WX Signal Indications MP 355-28 to 362-29 Rules 450 to 453, Incl.	... SHORT LINE JCT....	TO	132.4	RFWYYd	2172									
	... (CRI&P Crossing)....	*UX										P.M. 1.30	P.M. 11.50	
D. MS.	... DMU-CGW- F+DDM&S Crossing....	UX	131.8											
	... C&NW Crossing....	UX	130.8											
BR.	... DES MOINES.....	TO	130.2	RFWYd	2174	P.M. s 1.30			A.M. s 1.20					
	... DMU Crossing....	UX	129.7											
AUTOMATIC BLOCK SIGNALS MP 362-29 TO MP 439-19 Rule 350-356, Incl.	... M&StL JCT.....		129.4			1.25	A.M. 6.53			A.M. 3.00		12.12	11.16	
	... WEST DES MOINES....	*TO	125.4	RYd	2179	1.21	6.46 A.M.			2.45 A.M.		12.05 P.M.	11.10	
SIGNAL INDICATION MP 439-19 TO MP 489-0 Rules 400-406, Incl.	... M&StL Jct.....		125.3									A.M.		
	... BOONEVILLE.....	P	115.3		2189	1.12						11.50	10.56	
TWO MAIN TRACKS	VR..... VAN METER.....	TO	111.4		2193	1.09						11.45	10.51	
	SO..... DE SOTO.....	TO	108.2		2196									
TWO MAIN TRACKS	... CLUCAS.....	P	104.8		2200	1.02						11.35	10.42	
	FR..... EARLHAM.....	TO	100.6		2204	12.59						11.29	10.37	
TWO MAIN TRACKS	DR..... DEXTER.....	TO	94.9		2209	12.54						11.22	10.29	
	CS..... STUART.....	TO	89.8	WY	2215	g 12.50						11.16	10.22	
TWO MAIN TRACKS	GH..... MENLO.....	TO	84.9		2219	12.46						11.10	10.16	
	RA..... CASEY.....	TO	77.9		2226	12.40						10.59	10.07	
TWO MAIN TRACKS	AD..... ADAIR.....	TO	71.2		2234									
	BG..... ANITA.....	TO	63.4		2242	12.28						10.35	⁸¹ 9.50	
TWO MAIN TRACKS	WIOTA.....	P	56.4		2249	12.22						10.25	⁸¹ 9.35	
	WN..... ATLANTIC.....	TO	49.0	RFWYd	2256	s 12.15						10.15	9.15	
TWO MAIN TRACKS	... HILLIS.....	P	33.4		2272	12.01 P.M.						9.55	8.50	
	... HANCOCK JCT.....	P	29.7		2276							9.50		
TWO MAIN TRACKS	... PETER.....	P	14.3		2291	A.M. 11.44			P.M. 9.06		A.M. 5.50	9.30	8.25	
	... McCLELLAND.....	P	12.4		2293									
TWO MAIN TRACKS	... RIGG.....	P	2.6		2303	11.33						5.15 A.M.	9.05	8.05
	Q..... BLUFFS.....	*TO	1.0	RFWYd		11.31			8.50 P.M.			9.00 A.M.	8.00 P.M.	
TWO MAIN TRACKS	Wabash, CB&Q and CMS&P Crossing.		0.1											
	... CO. BLUFFS.....			Yd	2316	s 11.29								
TWO MAIN TRACKS	... IC & C&NW Crossing....	UX												
	... CB&Q & C&NW Crossing...	UX												
TWO MAIN TRACKS	... UP TRANSFER, IA.....			Yd		11.22								
	US..... OMAHA, NEB.....	TO		WRYd	2320	11.15 A.M.						11.05 P.M.		

SEE FOOT NOTES ON PAGE 1.

No. 8 discharge from Omaha and beyond, receive for Grinnell and beyond.
No. 10 receive for Englewood and Chicago.

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	7	8	80				94	92							
Mixed	Rocket		Mixed	Freight	Freight										
Tues. Thurs. Sat.	Daily		Mon. Wed. Fri.	Daily	Daily										
	P.M. 10.28	130	Yard	.....	Q.....	BLUFFS ...	*TO	498.2	RFWT Yd	P.M. 11.21		P.M. 4.55	A.M. 4.55	
	s 10.33	.....	Yard	2316	.....	CO. Bluffs....	.....	499.2	Yd	s 11.19				
	s 10.43	.....	.....	.....	.....	UP Tr., Ia....	.....	500.4	Yd	11.12				
	s 11.05	.....	.....	2320	.....	US. Omaha, Neb..	.....	503.1	RW Yd	11.05				
	11.30	.....	.....	.....	.....	.....	.....	.....	.....	s 10.40				
	11.40	.....	.....	2324	.....	CRI&P Jct....	.....	507.5	.....	10.25		3.25	3.25	
	11.42	63	93	2325	G...	ALBRIGHT....	TO	507.8	RYd	10.24		3.22	3.22		
	11.47	53	4	2329	.....	RUMSEY.....	P	512.8	.....	10.19		3.12	3.12	
	11.52	52	25	2335	.....	RICHFIELD....	P	518.1	.....	10.14		3.01	3.01	
	11.59 P.M.	92	28	2343	K..	LOUISVILLE..	TO	525.8	.....	10.07		2.41	2.41	
	12.06 A.M.	57	15	2348	.....	MoPac Crossing....	.....	525.8	.....					
	12.11	51	26	2353	CK	CB&Q Crossing....	.....	530.5	.....					
	12.17	91	19	2360	.....	SOUTH BEND....	P	531.0	.....	10.00		2.28	2.28	
	12.23	38	27	2367	.....	MURDOCK	TO	536.3	.....	9.55		2.18	2.18	
	12.29	49	63	2374	.....	ALVO.....	P	543.0	.....	9.49		2.06	2.10	
						PRAIRIE HOME..	P	550.3	.....	9.43		1.51	2.00	
						HAVELOCK....	P	557.0	.....	9.37		1.39	1.51	
						OL&B Crossing..	UX	.....	.....				
						MoPac Crossing..	UX	560.8	.....					
	s 12.42	ES6 W52	575	2378	CN	LINCOLN....	TO	561.4	WYd	s 9.30		1.31	1.44		
				27	2381	.....	.....	564.3	.....					
	12.51	51	18	2386	.....	COLLEGE VIEW..	P	569.8	.....	9.15		1.22	1.22	
	12.56	50	23	2392	.....	ROKEBY.....	P	575.3	.....	9.10		1.12	1.12	
	1.02 92	79	27	2399	HM	MARTELL.....	P	582.3	.....	9.04		12.59	1.02	
	1.07	51	25	2405	.....	HALLAM.....	TO	588.6	.....	8.59		12.48	12.44	
				15	2411	.....	.....	595.4	.....					
				51	2419	MY	DE WITT.....	P	602.0	W	8.48		12.24	12.20	
P.M. 4.00	1.27	79	32	2428	NS	PLYMOUTH...TO	.....	611.9	R	8.40	A.M. 6.45	P.M. 12.06	A.M. 12.06	
4.15 P.M.	s 1.36	.....	Yard	2435	DS F	JANSEN.....	TO	618.2	RYd FWT	8.34	6.30 A.M.	11.55 A.M.	P.M. 11.55	
						FAIRBURY...*	TO	120.0	.....					

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

Westward

Main Line

Eastward

FIRST CLASS					SUBDIVISION 7			FIRST CLASS					Second Class		
				7	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	STATIONS	M.P. from St. Joseph	Signs	8			94	92
			Rocket										Freight	Freight	
			Daily				Time Table No. 9				Daily		Daily	Daily	
			A.M.				June 29, 1958				P.M.			A.M.	P.M.
			1.40	.....	Yard	2435	DS } F }	..... FAIRBURY..... *TO	155.5	RYd FWT	8.30			11.25	11.25
			1.47	51	.....	2441	.....	0.3 UP Crossing.....	155.8	.....				
			1.55	125	29	2449	BH.	6.7 .. THOMPSON, NEB..... P	162.5	.....	8.18			11.09	11.09
			1.59	51	24	2454		1.2 CB&Q Crossing..... P	163.7	.....				
			2.05	50	28	2480	WY.	6.6 ... MAHASKA, KAN.... *TO	170.3	.....	8.11			10.57	10.57
			2.18	50	.....	2483	.....	4.5 NARKA..... P	174.6	.....	8.07			10.49	10.49
			2.23	53	19	2473	.....	6.8 MUNDEN..... TO	181.6	.....	8.01			10.38	10.38
			2.27	51	23	2477	.....	3.2 KALISH..... P	184.8	.....				10.33	10.33
			2.33	.....	Yard	2468	VI..	4.8 BELLEVILLE..... *TO	189.4	YdF WTY	7.54			10.25 9.40	10.25 9.40
			2.37	.....	.....	.....	.....	4.6 RYDAL..... P	194.0	.....	7.44			9.30	9.28
			2.41	37	24	2493	.....	4.7 SCANDIA..... P	198.7	.....	7.40			9.23	9.21
			2.50	82	21	2483	KO.	0.1 ... MoPac Crossing.....	198.8	.....				
			2.58	51	20	2488	.....	6.1 COURTLAND..... TO	204.9	.....	7.35			9.14	9.12
			3.02	.....	.....	.....	.....	0.0 AT&SF Crossing..... UX	204.9	.....				
			3.08	51	20	2488	.....	5.0 FORMOSO..... P	209.9	.....	7.31			9.07	9.05
			3.13	37	24	2493	.....	5.2 MONTROSE..... P	215.1	.....	7.27			9.01	8.58
			3.20	106	61	2500	MK.	7.0 MANKATO..... *TO	222.1	.....	7.20			8.54	8.45
			3.28	50	21	2508	.....	8.0 OTEGO..... P	230.1	.....	7.12			8.44	8.33
			3.33	83	33	2514	BE.	4.7 ESBON..... TO	234.8	.....	7.08			8.38	8.26
			3.37	50	41	2520	NY.	6.7 LEBANON..... TO	241.5	.....	7.02			8.30	8.17
			3.41	50	22	2527	.....	8.5 BELLAIRE..... P	248.0	.....	6.57			8.22	8.09
			3.50	95	66	2533	HF.	8.1 SMITH CENTER..... *TO	254.1	.....	6.52			8.12	8.00
			A.M.	52	34	2541	NE.	8.0 ATHOL..... TO	262.1	.....	6.45			7.50	7.45
				51	31	2547	DU.	8.0 KENSINGTON..... TO	268.1	.....	6.40			7.40	7.36
				83	25	2551	KG.	4.6 AGRA..... TO	272.7	.....	6.36			7.33	7.29
				49	22	2556	.....	5.0 GRETNA..... P	277.7	.....	6.32			7.25	7.22
				.....	Yard	2563	Z...	6.2 PHILLIPSBURG.... *TO	283.9	RYd FWT	6.27			7.13 A.M.	7.13 P.M.
								128.4							

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,
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

FIRST CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 8 STATIONS			M. P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS						
			7														8		94	92
			Rocket														Rocket		Freight	Freight
			Daily									Daily		Daily	Daily					
			A.M. 2.52		Yard	2563	Z.	...	PHILLIPSBURG.....*	283.9	RYdFWT	P.M. 5.25		A.M. 5.35	P.M. 5.15					
			2.59	90	24	2570	GR	7.6	.....STUTTGART.....	291.5	.....	5.16		5.14	4.59			
			3.05	50	22	2577	VW	6.8	.....PRAIRIE VIEW.....	298.3	.....	5.10		5.05	4.50			
			3.12	50	23	2586	NA	8.2	.....ALMENA.....	308.5	.....	5.03		4.53	4.33			
						2588		2.1	.....ALMENA JCT.....	308.6	.....								
						2590		2.0	.....CALVERT.....	310.6	.....								
			s 3.24	E47 W74	76	2597	SI.	7.4	.....NORTON.....*	318.0	W	s 4.53		4.38	4.18				
			3.33	52	20	2608		9.0	.....DELLVALE.....	327.0	.....	4.42		4.25	4.06			
			3.40	52	21	2614	AU	8.0	.....CLAYTON.....	335.0	.....	4.36		4.14	3.57			
			3.46	83	33	2621	JN	7.4	.....JENNINGS.....	342.4	.....	4.30		4.05	3.48			
			3.53	50	27	2629	DM	8.4	.....DRESDEN.....*	350.8	.....	4.23		3.53	3.38			
			4.01	83	58	2639	SU	9.4	.....SELDEN.....	360.2	Y	4.16		3.36	3.28				
			4.09	51	82	2649	XD	10.6	.....REXFORD.....	370.8	.....	4.08		3.24	3.17			
				50	8	2654		4.5	.....BRETON.....	375.3	.....			3.18	3.11			
			4.16	50	27	2658		4.5	.....GEM.....	379.8	.....	4.01		3.12	3.05			
			g 4.25	90	82	2666	BA	8.0	.....COLBY.....*	387.8	W	s 3.54		3.02	2.55				
			4.33	50	32	2674	VA	8.2	.....LEVANT.....	396.0	.....	3.47		2.52	2.45			
			4.41	54	56	2684	SF	9.8	.....BREWSTER.....	405.8	.....	3.39		2.40	2.35			
			4.48	80	29	2693		9.3	.....EDSON.....	415.1	.....	3.32		2.27	2.25			
			s 5.01	.....	Yard	2702	GD	8.7	.....GOODLAND.....*	423.8	RYdFWT	3.25		2.15	2.15			
			A.M.					139.9				P.M.		A.M.	P.M.					

No. 7 Calby - 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, FORM Y ORDERS AUTHORIZED.

Westward

Sandown - North Yard

Eastward

Freight Trains (Information only)

81				Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 9-A STATIONS			Distance from Sandown	84							
			Freight														
			Daily														
			P.M. 5.25	54	38	.....		Rules 400 to 406	.....SANDOWN.....	.....		A.M. 11.30			
			5.40					T. Table Rule 16d	.....BELT.....	4.0		11.06				
			6.00						.....NORTH YARD-DENVER	8.7		11.00				
			P.M.						.....	8.7		A.M.				

Westward

Main Line

Eastward

				SUBDIVISION 9				STATIONS				FIRST CLASS		SECOND CLASS						
								Time Table No. 9				8		92 94						
								June 29, 1958				Rocket		Freight Freight						
												Daily		Daily Daily						
												P.M.		P.M. A.M.						
			7																	
			Rocket																	
			Daily																	
			A.M.																	
			5.05	.....	Yard	2702	GD	.....	GOODLAND.....	*TO	423.8	RYdFWT								
			5.11	51	12	2708	.....	.....	CARUSO.....	P	429.3	.....							
			5.14	50	20	2712	.....	.....	RULETON.....	P	433.4	.....							
			5.20	87	71	2720	RA	.....	KANORADO, KAN.....	TO	441.4	.....							
			5.25	50	9	2726	.....	.....	PECONIC, COLO.	P	447.3	.....							
			5.30	98	123	2732	BN	.....	BURLINGTON.....	*TO	453.7	W	g2.54							
			5.36	78	.....	2738	.....	.....	HUNGERFORD.....	P	459.7	.....							
					2741	.....	.....	BETHUNE.....		462.0	.....							
			5.46	83	52	2751	RT	.....	STRATTON.....	TO	472.1	Y								
			5.52	50	23	2758	.....	.....	VONA.....	P	479.3	.....							
			5.58	51	32	2765	BT	.....	SEIBERT.....	TO	486.3	.....							
			6.07	90	34	2778	AG	.....	FLAGLER.....	*TO	497.3	.....							
			6.17	125	70	2787	BI	.....	ARRIBA.....	TO	508.8	.....							
			6.22	50	17	2793	.....	.....	BOVINA.....	P	514.6	.....							
			6.27	85	39	2799	GN	.....	GENOA.....	*TO	520.7	.....							
			6.41	.....	Yard	2809	MN	.....	LIMON.....	*TO	530.8	RYdFWY								
			A.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.

Westward

Eastward

SECOND CLASS				FIRST CLASS				UNION PACIFIC				FIRST CLASS		SECOND CLASS					
81				7				JOINT TRACK				8		84					
Freight				Rocket				June 29, 1958				Rocket		Freight					
Daily				Daily								Daily		Daily					
A.M.				A.M.								P.M.		P.M.					
			2.20				2809	LIMON.....										
			5.15				SANDOWN.....										
			P.M.				8500	DENVER.....										

See T. T. Rules 16a-b-c

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 10 STATIONS		M. P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS		
	883		7												8
	Freight		Rocket					Time Table No. 9			Rocket		Freight		
	Daily		Daily					June 29, 1958			Daily		Daily		
	P.M. 3.00		A.M. 6.51	....	Yard	2809	MN.....	LIMON.....*	TO 530.8	RYd FWY	P.M. s 1.28		A.M. 6.30		
				....	....	....	.....	UP Crossing	UX 530.8	.....				
	3.20		7.05	28	....	2818	.....	RESOLIS.....	P 542.6	.....	1.14		6.10		
	3.30		7.13	50	23	2828	.....	MATHESON.....	P 550.0	.....	1.06		5.55		
	3.40		7.20	38	28	2834	SM.....	SIMLA.....	TO 556.3	.....	q 1.00		5.40		
	3.50		7.25	24	21	2839	.....	RAMAH.....	P 561.1	.....	12.55		5.25		
	4.15		7.37	51	25	2849	GH.....	CALHAN.....	TO 570.8	.....	q 12.45		5.04		
	4.40		7.51	26	16	2861	.....	PEYTON.....	P 582.0	.....	12.33		4.42		
	4.55		8.01	50	22	2870	.....	FALCON.....	P 591.3	.....	12.23		4.22		
				....	14	2873	.....	SHIRLEY.....	594.9	.....				
				....	43	2879	.....	ELSMERE.....	P 600.1	.....				
	6.00		8.23	57	Yard	2886	.....	ROSWELL.....	P 607.3	YdWTY	12.04		3.30		
	6.30 P.M.		s 8.35 A.M.	....	Yard	2888	CS.....	COLO. SPGS.....	TO 609.6	RYdWY	12.01 P.M.		3.00 A.M.		
								See T.T. Rule 16e. 78.8							

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

FREIGHT TRAINS (Information Only)

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				

SECOND CLASS		
WESTWARD		EASTWARD
81		84
Daily		Daily
Freight		Freight
A.M.		A.M.
1:15 CST	Bluffs	7:30 CST
4:45 CST	Fairbury	3:30 CST
		A.M.
5:50 CST	Belleville	2:00 CST
		P.M.
6:50 MST	Phillipsburg	11:00 CST
10:50 MST	Goodland	6:00 MST
A.M.		P.M.
2:20 MST	Limon	2:45 MST
P.M.		A.M.
6:00 MST	Denver North Yard	11:00 MST
P.M.		A.M.

Westward

Clay Center Branch

Eastward

SECOND CLASS			FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 37			M.P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS	
73									STATIONS					74		Freight	
Freight						Time Table No. 9											
Daily						June 29, 1958							Daily				
P.M.													A.M.				
		10.15				W122 } E70	Yard	621	FA.....McFARLAND.....* TO	122.0	RY				8.30		
		10.35				42	20	18009	..... WABAUNSEE..... P	131.0	.....				7.30
		10.45				56	23	18014	..... ZEANDALE..... P	135.8	.....				7.20
						.....	.....		..... UP Crossing..... UX	143.0	.....					
		11.02				71	121	18021	HD..... MANHATTAN..... TO	143.2	W				7.05		
		11.16				55	19	18030	..... KEATS..... P	152.1	.....				6.45
		11.30				55	20	18039	RY..... RILEY..... TO	160.7	.....				6.30	
		11.45				55	33	18046	..... BALA..... P	167.5	.....				6.15
		P.M. 12.01				58	17	18052	..... BROUGHTON..... P	173.6	.....				6.00
		A.M.							.....							
		12.10				67	86	18057	GF..... CLAY CENTER..... TO	179.4					5.50		
		12.23				56	42	18065	VN..... MORGANVILLE..... TO	187.1	.....				5.39	
		12.36				48	52	18073	FO..... CLIFTON..... TO	195.0	.....				5.27	
						.....	.....		..... MoPac Crossing..... UX	196.7	.....				5.17
		12.50				80	40	18079	FR..... CLYDE..... TO	201.3	.....					
		1.02				55	20	18088	SR..... AGENDA..... TO	209.8	.....				5.05	
		1.20				55	20	18094	..... CUBA..... P	216.2	.....				4.55
		1.45				.....	Yard	2468	VI..... BELLEVILLE.....* TO	226.1	RFWTY				4.30	
		A.M.							104.1		Yd				A.M.		

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			M.P. from Chicago	Signs	SECOND CLASS		
1015									STATIONS					1014		
Freight						Time Table No. 9						Freight				
Monday Wednesday Friday						June 29, 1958						Monday Wednesday Friday				
A.M.													A.M.			
		10.00				80	30	2219	GH..... MENLO..... TO	403.1	R				11.45	
		10.30				.....	15	32009	..... MONTEITH.....	412.6	.....				11.15
		10.45				.....	56	32015	..... GUTHRIE CENTER.....	417.7	T				11.00
		A.M.							14.8						A.M.	

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							
							STATIONS											
						Time Table No. 9												
						June 29, 1958												
			1019	N 130 S 50	453	2256	WN.....	ATLANTIC.....	TO	439.9	RFWYd				1018			
			Freight								LORAH.....		446.7					Freight
			Tuesday								BRAYTON.....		452.0					Tuesday
			Thursday								EXIRA.....		455.7					Thursday
			Saturday								HAMLIN.....		461.0					Saturday
			A.M.								AUDUBON.....		465.1	T				A.M.
			8.30															11.40
			8.50		17	33007									11.30			
			9.05		31	33012									11.20			
			9.20		47	33016									11.05			
			9.40		25	33021									10.45			
			10.00		110	33025									10.30			
			A.M.												A.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								
						Time Table No. 9									
						June 29, 1958									
					62	35020		HARLAN.....	0.0	T					
					31	35015		CORLEY.....	5.3						
						38002		HARLAN JCT.....	11.8						
					67	35007	HR.....	AVOCA.....	TO	13.3	Y				
					23	35001		HANCOCK.....	19.7						
					57	2276		HANCOCK JCT.....	P	20.1					
					46	34006		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								
						Time Table No. 9									
						June 29, 1958									
					40	37006		WALNUT.....	0.0						
					67	35007	HR.....	AVOCA.....	TO	6.3	Y				
						38002		HARLAN JCT.....	7.8						
					24	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				Time Table No. 9					80						
			Mixed															
			Tues. Thurs. Sat.															
			A.M.															
			9.40	.....	Yard	539	HN.....	HORTON.....	TO	40.8	RYdT							
			f 9.55	.....	24	17008	.....	MERCIER.....		46.5	.....						
			s 10.10	.....	23	17010	.....	POWHATTAN.....		50.6	.....						
			s 10.35	.....	20	17018	V.....	FAIRVIEW.....	TO	58.7	.....						
			s 10.55	.....	45	17024	SA.....	SABETHA.....	TO	64.5	.....						
			f 11.10	.....	22	17027	.....	BERWICK.....		68.2	.....						
			s 11.35	.....	30	17035	BN.....	BERN, KAN.....	TO	75.5	.....						
			A.M. s 12.05	.....	27	17043	.....	DU BOIS, NEB.....		83.5	.....						
			P.M. s 12.35	.....	43	17051	W.....	PAWNEE.....	TO	91.9	.....						
			s 1.05	.....	22	17059	.....	STEINAUER.....		99.9	.....						
			s 1.40	.....	20	17069	.....	LEWISTON.....		109.5	.....						
			s 2.00	.....	21	17074	GI.....	VIRGINIA.....	TO	114.6	.....						
			s 2.20	.....	18	17080	.....	ROCKFORD.....		120.6	.....						
			s 3.00	.....	21	129	17089	BG.....	BEATRICE.....	TO	129.2	Y						
				.....				UP Crossing.....	UX	129.3	.....						
				.....				CB&Q Crossing.....	UX	129.5	.....						
			s 3.25	.....	23	17097	.....	ELLIS.....		137.6	.....						
			s 3.45	.....	27	17103	.....	HARBINE.....		143.2	.....						
			s 4.00	.....	79	32	2428	NS.....	JANSEN.....	TO	149.2	R						
			P.M.							108.4								

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				Time Table No. 9					780						
			Mixed															
			Mon. Wed. Fri.															
			A.M.															
			6.30	.....	Yard	2435	FD).....	FAIRBURY.....	* TO	155.5	RYdFWT							
				.....			.....	UP Crossing.....		157.3	.....						
			s 6.55	.....	18	38008	.....	GLADSTONE.....		163.8	.....						
			s 7.15	.....	36	38014	.....	GILEAD.....		169.5	.....						
			s 7.55	.....	30	38024	.....	HEBRON.....	TO	179.4	.....						
			s 8.25	.....	49	38031	.....	DEHLER.....	TO	187.1	.....						
			s 8.45	.....	58	38039	.....	RUSKIN.....	TO	194.9	Y							
			A.M.							39.4								

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	
351-361 to 377 inclusive	30
500 to 528, 550 to 578 inclusive	35
700 to 707 inclusive	40
529 to 536 inclusive	45
1000 to 1015 inclusive	48
773, 774	50
825 to 835 inclusive	55
598, 599, 716 to 730, 735 to 745, 758 to 764, 798 to 806 inclusive	60
128 to 143, 128B to 135B, 450 to 474, 537 to 546, 765 to 772, 775 to 779, 811 to 824, 836 to 840 inclusive	65
410, 411, 675-B, 677-B, 404 to 408, 425 to 441, 70 to 77, 70-B to 73-B, 38 to 40, 42 to 49, 88 to 119, 88B to 109-B, 120 to 127, 120-B to 123-B, 1200 to 1237, 1250 to 1322 inclusive	70
485 to 499, 621 to 623 inclusive, 400, 401	80
1, 402, 403, 409, 625, 626, 632-B, 634-B, 637-B, 638-B, 750, 751, 628 to 656, 675 to 677, 639-B, to 642-B inclusive	90
9002, 9003, 9004, 9015 and 9016	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 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	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.	
Short wheel-base Ore Hoppers	30
Motor cars without cars approaching interlocking signals and within interlocking limits	10
Trains Handling Scale Test Cars	
SUBDIVISION	
5 - 6 - 7 - 8 - 9 - 10	40
37 - 5D	30
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 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	Pass. Trains	Frt. Trns.
SUBDIVISION 5 (Except as shown below)		
MP 357-31 to MP 358-33	79	60
MP 358-33 to MP 363-3 (Except as shown below)	30	30
MP 362-28 to MP 363-3	60	50
MP 363-3 to MP 365-11	35	35
MP 365-11 to MP 366-12	--	50
MP 366-12 to MP 377-11	55	40
MP 377-11 to MP 377-38	50	50
MP 377-38 to MP 384-36 (Except as shown below)	45	35
MP 377-39 to MP 378-13	60	50
MP 378-21 to MP 378-35	45	40
MP 380-5 to MP 380-31	55	50
MP 381-1 to MP 381-30	50	45
MP 384-36 to MP 395-0	55	50
MP 395-0 to MP 406-34 (Except as shown below)	--	50
MP 406-0 to MP 406-14	75	50
MP 406-34 to MP 410-0	65	50
MP 421-31 to MP 423-34 (Except as shown below)	55	50
MP 423-20 to MP 423-34	75	55
MP 426-8 to MP 426-17	60	50
MP 435-34 to MP 437-24	75	55
MP 474-24 to MP 474-28	60	50
MP 477-34 to MP 481-8	35	35
MP 484-16 to MP 484-21	75	55
MP 486-6 to MP 488-26	50	40
MP 488-26 to MP 489-39 (Except as shown below)	40	30
MP 488-36 (Wabash-CB&Q-CMSTP&P Crossings)	30	30
MP 489-39 to MP 490-1	20	20
MP 490-1 to MP 490-1	20	20
SUB-DIVISION 6 (Except as shown below)		
MP 507-21 to MP 508-12	79	50
MP 508-12 to MP 511-19 (Except as shown below)	25	25
MP 509-23 to MP 509-36	60	--
MP 511-19 to MP 521-33 (Except as shown below)	60	45
MP 514-3 to MP 514-12	70	--
MP 515-28 to MP 515-41	65	--
MP 518-25 to MP 519-7	60	--
MP 521-33 to MP 522-5	60	--
MP 525-8 Missouri Pacific Crossing (Engine only)	65	--
MP 526-39 to MP 527-7	45	30
MP 530-0 to MP 531-17	70	--
MP 530-5 CB&Q Crossing	45	30
MP 531-17 to MP 535-40	45	30
MP 543-21 to MP 543-33	70	--
MP 545-4 to MP 546-39	75	--
MP 551-30 to MP 552-9	60	--
MP 557-27 to MP 557-41	60	--
MP 560-18 to MP 563-17	65	--
MP 563-17 to MP 564-27	18	18
MP 569-26 to MP 569-37	65	--
MP 574-39 to MP 575-14	70	--
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	70	--
MP 151-12 to MP 153-35	75	--
MP 153-35 to MP 155-20	65	--
MP 153-35 to MP 155-20	50	--

SPEED RESTRICTIONS

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUB-DIVISION 7 (Except as shown below)			SUBDIVISION 5A Cont.		
MP 155-20 to MP 156-10	79	60	MP 413-2 to MP 413-9	20	20
MP 155.8 Union Pacific Crossing	50	50	MP 415-14 to MP 415-26	20	20
MP 156-10 to MP 158-29	30	30	SUBDIVISION 5B (Except as shown below)		
MP 156-10 to MP 158-29	65	50	MP 453-0 to MP 465-5	25	25
MP 163-7 CB&Q Crossing	60	--	SUBDIVISION 5C (Except as shown below)		
MP 164-17 to MP 166-0	55	50	MP 0,0 to MP 11-20	30	30
MP 166-0 to MP 169-12	65	50	Bridge 152	15	15
MP 188-16 to MP 189-20	40	40	Bridge 202	10	10
MP 196-13 to MP 199-20 (Except as shown below)	60	50	MP 20 to MP 25-14	15	15
MP 198.8 Missouri Pacific Crossing	30	20	SUBDIVISION 5D		
MP 204.9 AT&SF Crossing (Engine only)	40	35	SUBDIVISION 6A (Except as shown below)		
MP 209-6 to MP 209-17	75	--	MP 42-25 to MP 121-19	30	30
MP 211-19 to MP 211-29	75	--	SUBDIVISION 7A		
MP 213-24 to MP 213-34	75	--	MP 157.3 Un. Pac. Crossing	20	20
MP 215-23 to MP 218-27	60	50	SPECIAL INSTRUCTIONS		
MP 222-0 to MP 223-11	65	55	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.		
MP 225-6 to MP 225-18	60	50	Maximum height of water above rail		
MP 226-3 to MP 226-37	75	--	Diesel engines and Motor Cars	3 inches	
MP 229-30 to MP 230-16	75	--	RDC cars 9002, 9003, 9004, 9015 and 9016	5 inches	
MP 230-32 to MP 231-2	60	50	Lightweight passenger cars	7 inches	
MP 237-18 to MP 239-38	70	--	Conventional passenger cars	12 inches	
MP 243-32 to MP 244-4	75	--	2. Short Line Junction is the initial station for trains originating.		
MP 254-9 to MP 254-21	75	--	2a. Des Moines is the initial station for trains originating.		
MP 257-7 to MP 257-19	60	50	2b. Bluffs is the initial and terminal station for second class and extra trains.		
MP 258-21 to MP 260-23	75	--	2c. Omaha is the initial and terminal station for first-class trains.		
MP 276-7 to MP 276-19	65	55	3. Trains may leave Harlan Junction without clearance.		
MP 283-11 to MP 283-37	60	50	3a. Trains may leave Audubon, Harlan, Walnut, Shelby, Menlo 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.		
SUB-DIVISION 8 (Except as shown below)			3b. 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.		
MP 283-37 to MP 284-29	79	60	3c. Trains may leave Jansen and Ruskin without clearance if the train order signal indicates proceed.		
MP 284-29 to MP 292-37	60	50	3d. All trains departing D&RGW North Yard Denver and all trains departing Sandown enroute North Yard Denver must obtain clearance.		
MP 292-37 to MP 293-35	75	--	4. Rule 83:		
MP 297-9 to MP 298-26	60	50	Short Line Jct., Des Moines and Jansen - For trains originating or terminating.		
MP 298-26 to MP 311-35 (Except as shown below)	65	55	Omaha - For first-class trains.		
MP 302-19 to MP 302-37	75	--	4a. All trains will register by Form 1339 at West Des Moines, Atlantic and at Albright when Operator is on duty.		
MP 303-37 to MP 304-10	60	50	4b. Eastward trains will not check register or obtain clearance by train order at West Des Moines.		
MP 306-17 to MP 306-37	60	50	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.		
MP 316-10 to MP 318-35	60	50			
MP 318-35 to MP 323-33	75	--			
MP 323-33 to MP 324-30	50	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)			SUBDIVISION 10 (Except as shown below)		
MP 423-32 to MP 424-20	79	60	MP 530-32 to MP 531-0	59	40
MP 427-37 to MP 428-27	60	50	MP 564-24 to MP 580-17	30	30
MP 440-39 to MP 441-21	75	--	MP 593-36 to MP 606-8	55	--
MP 463-29 to MP 464-4	60	60	MP 606-8 to MP 609-9	45	--
MP 488-37 to MP 489-8	75	--	MP 603-30 Maizeland Road Crossing	30	30
MP 492-30 to MP 494-12	65	55	MP 605 Union Blvd. Crossing	30	30
MP 530-11 to MP 530-32	30	30	MP 605-20 Paseo Road Crossing	30	30
SUBDIVISION 9A			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 37 (Except as shown below)			SUBDIVISION 5A (Except as shown below)		
MP 131-11 to MP 131-21	50	40	MP 403-1 to MP 411-0	30	30
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	--			
MP 194-4 to MP 194-25	45	--			
MP 201-32 to MP 202-11	45	35			

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.
 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.
 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-F&DDMS					
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 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.

Norton, Almota 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 Saibert. If Signal No. 4886, or Westward Absolute signal at Saibert 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	
	367.0	Viaduct				
	373.0	Truss Span				
	378.6	Viaduct				
	380.1	Viaduct				
	380.5	Truss Span				
	381.0	Viaduct				
	408.2	Viaduct				Sandown Belt
	417.6	Viaduct				
	436.0	Viaduct				
	444.5	Viaduct				
	447.0	Viaduct				
	451.6	Viaduct				
	457.8	Viaduct				
	460.8	Viaduct				
	461.8	Viaduct				
	462.8	Viaduct				
467.8	Viaduct					
468.8	Viaduct					
470.8	Viaduct					
6	517.3	Viaduct	5d	0.1	Viaduct	
	542.2	Viaduct				
	544.3	Viaduct				
	548.4	Viaduct				
	553.1	Viaduct				
	560.5	Viaduct				
	564.1	Viaduct				
7	155.4	Viaduct	6a	65.5	Overhead Railway	
	189.5	Viaduct				
	189.6	Viaduct				
	199.0	Truss Span				
	274.9	Viaduct				
	277.8	Viaduct				
9	528.7	Viaduct	7a	157.1	Viaduct	
	533.0	Viaduct				
10	548.9	Truss Span		174.0	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	527.2	Stone Products Co.	41
6	556.0	Bethany Spur	3
6	558.0	W. T. Good Spur	12
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 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 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.

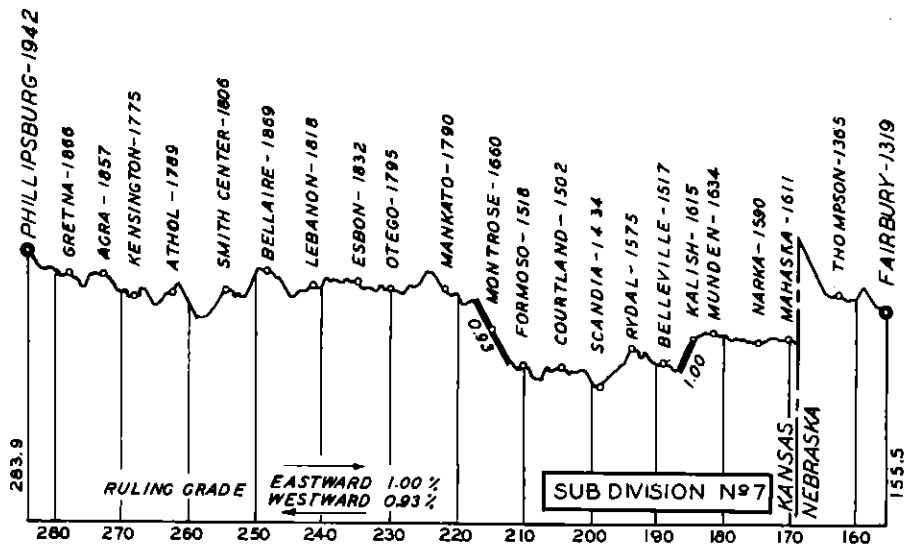
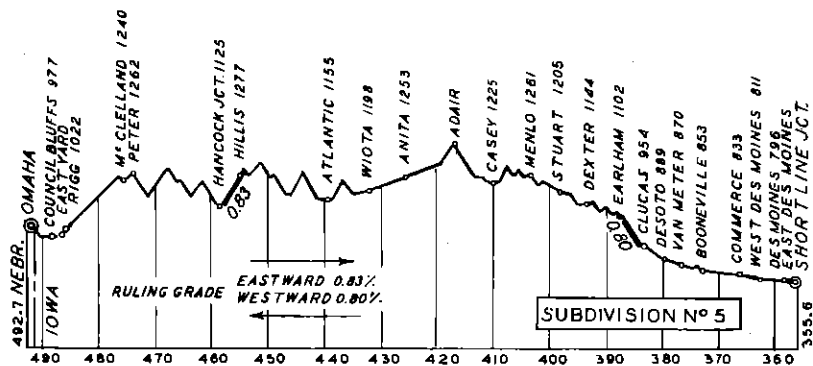
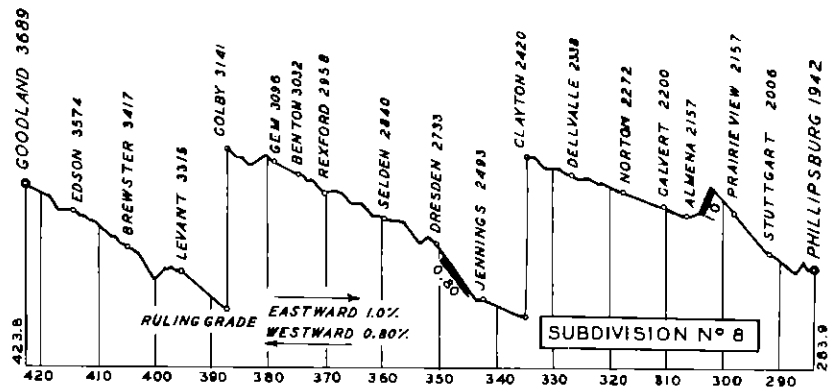
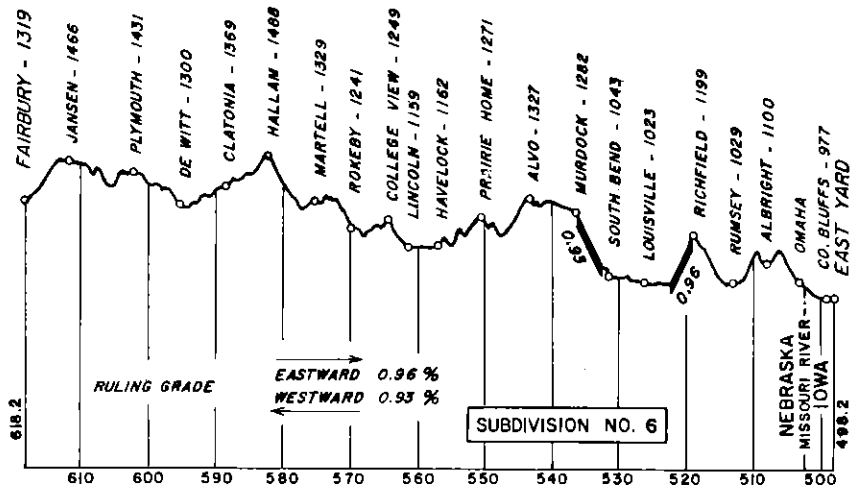
35. At stations where telephones are located, conductor should communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must 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.

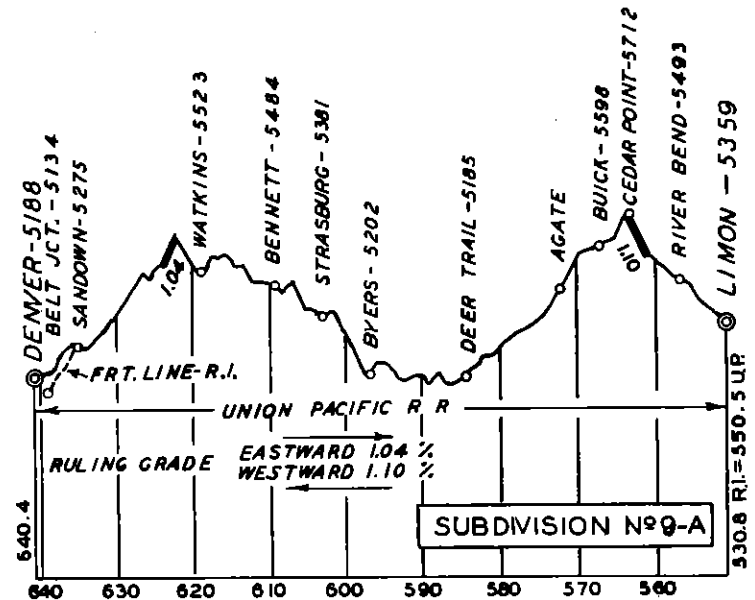
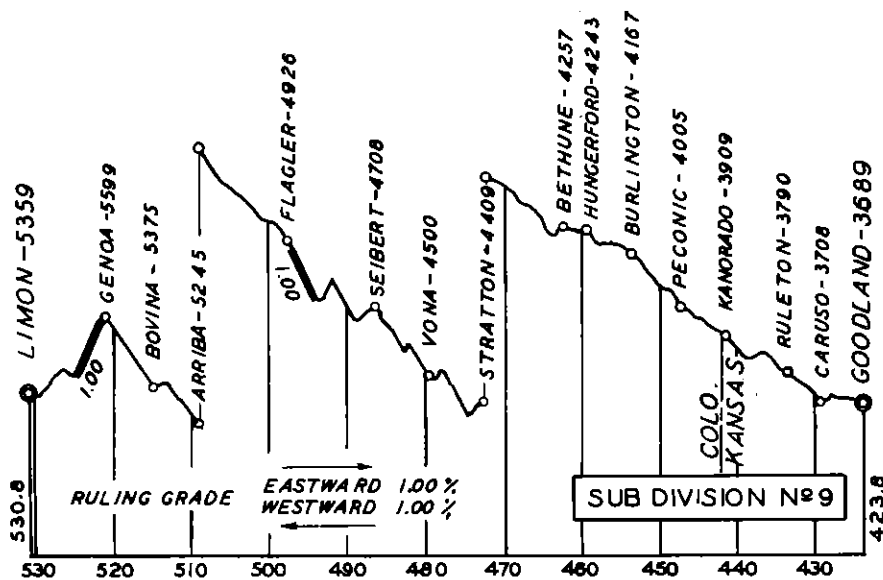
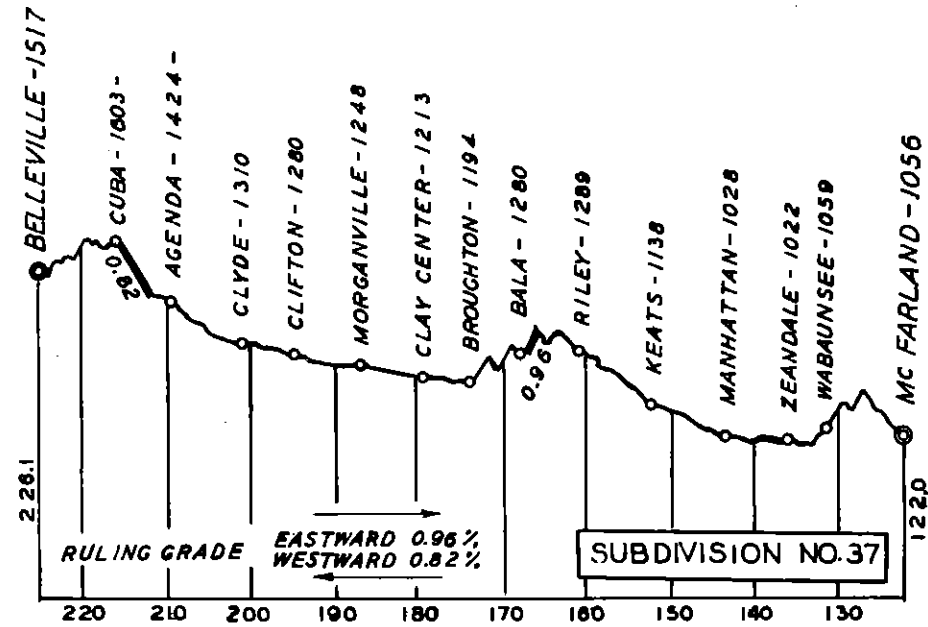
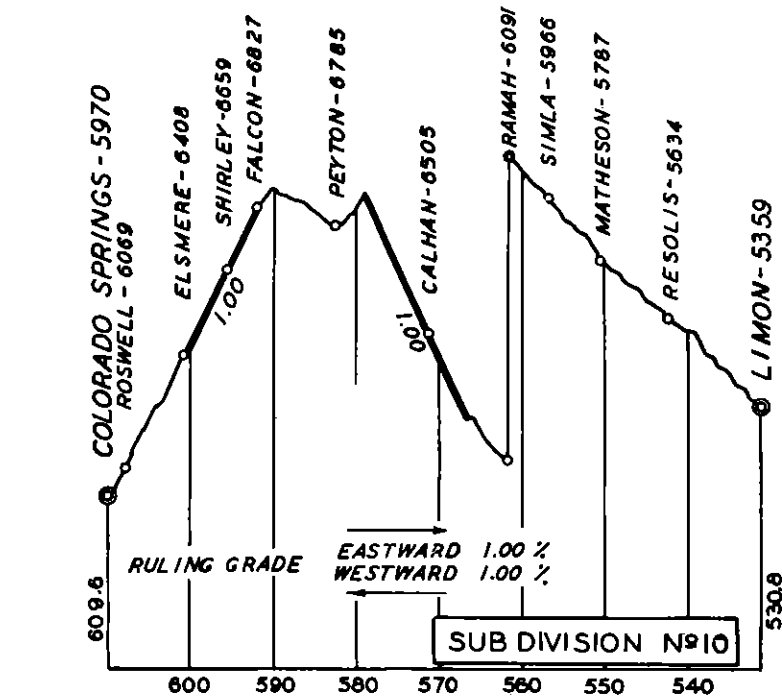
The following letters and symbol shown in "Station" and "Signs" columns indicate:

- 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.

- R. E. WILLIAMS, Ass't. Supt., Goodland.
- V. R. BEESON, Trainmaster Council Bluffs.
- J. M. HARRISON, Trainmaster, Denver.
- F. W. STANTON, Master Mechanic, Des Moines.
- L. E. IVERSON, Road Foreman Equipment, Council Bluffs.
- W. F. KLINE, Road Foreman Equipment, Goodland.
- A. H. BENDER, Chief Dispatcher, Fairbury.
- J. D. McDERMET, Ass't. Chief Dispatcher, Fairbury.

- J. J. WILKE
 - R. H. CHANDLER
 - C. H. BELL
 - D. W. HARMON
 - L. E. OLSON
 - B. R. VEST
 - C. F. THOMPSON
- } Train Dispatchers, Fairbury





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.	7:30 a.m.	4:30 p.m.
De Soto.	8:00 a.m.	5:00 p.m.
Earlham.	*..**	7:30 a.m. 11:30 p.m.
		7:30 a.m. 3:30 p.m.
		3:30 p.m. 11:30 p.m.
		*..** 3:30 p.m. 11:30 p.m.
Dexter.	8:30 a.m.	5:30 p.m.
Stuart.	7:30 a.m.	4:30 p.m.
	*7:30 a.m.	4:30 p.m.
Menlo.	*..**	8:30 p.m. 4:30 a.m.
		8:30 p.m. 4:30 a.m.
		7:00 a.m. 4:00 p.m.
Casey.	7:00 a.m.	4:00 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

Albright.	*..**	8:30 p.m. 5:30 a.m.
		8:30 p.m. 5:30 a.m.
		8:00 a.m. 12:00 a.m.
Louisville.	*..**	8:00 a.m. 12:00 a.m.
		4:00 p.m. 12:00 a.m.
Murdock.	6:00 a.m.	3:00 p.m.
Lincoln.	Continuous	
Hollam.	8:00 p.m.	5:00 a.m.
Plymouth.	7:00 a.m.	4:00 p.m.
Jansen.	7:30 a.m.	4:30 p.m.
Fairbury.	Continuous	

SUBDIVISION 7

Fairbury.	Continuous	
Mahaska.	7:00 a.m.	4:00 p.m.
Munden.	7:00 a.m.	4:00 p.m.
Belleville.	Continuous	
Courtland.	6:45 a.m.	3:45 p.m.

Mankato.	*..**	7:00 a.m. 3:00 p.m.
		7:30 p.m. 3:30 a.m.
		7:30 p.m. 3:30 a.m.
Esbon.	*..**	7:00 a.m. 4:00 p.m.
		7:00 a.m. 4:00 p.m.
Lebanon.	*..**	7:00 a.m. 4:00 p.m.
		7:30 a.m. 4:30 p.m.
Smith Center.	*..**	7:30 a.m. 4:30 p.m.
		6:30 p.m. 2:30 a.m.
Athol.	7:00 a.m.	4:00 p.m.
Kensington.	8:30 a.m.	5:30 p.m.
Agra.	Continuous	
Phillipsburg.	Continuous	

SUBDIVISION 8

Phillipsburg.	Continuous	
Stuttgart.	7:00 a.m.	4:00 p.m.
Prairie View.	7:00 a.m.	4:00 p.m.
Almeta.	7:00 a.m.	4:00 p.m.
Norton.	*..**	3:00 a.m. 6:00 p.m.
		3:00 a.m. 6:00 p.m.
Clayton.	8:00 a.m.	5:00 p.m.
Jennings.	7:00 a.m.	4:00 p.m.
Dresden.	8:30 a.m.	5:30 p.m.
Selden.	8:00 a.m.	5:00 p.m.
Rexford.	8:30 a.m.	5:30 p.m.
Colby.	*..**	3:30 a.m. 5:30 p.m.
		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	
Kanorado.	8:30 a.m.	5:30 p.m.
Burlington.	*..**	5:00 a.m. 5:00 p.m.
		5:00 a.m. 5:00 p.m.
Stratton.	7:30 a.m.	4:30 p.m.
Seibert.	6:00 p.m.	2:00 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	
Simia.	7:00 a.m.	4:00 p.m.
Calhan.	7:00 a.m.	4:00 p.m.
Colo. Spgs.	Continuous	

SUBDIVISION 37

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

SUBDIVISION 5-A

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

SUBDIVISION 5-B

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

SUBDIVISION 5-C

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

SUBDIVISION 5-D

Avoca.	7:30 a.m.	4:30 p.m.
Walnut.	7:30 a.m.	4:30 p.m.
Shelby.	7:30 a.m.	4:30 p.m.

SUBDIVISION 6-A

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

SUBDIVISION 7-A

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

SUBDIVISION 9-A

Sandown.	10:00 a.m.	2:00 a.m.
North Yard Denver.	*..**	10:00 a.m. 2:00 a.m.
		Continuous