

# Chicago, Rock Island & Pacific Railroad



# TIME TABLE

## WESTERN DIVISION FIRST DISTRICT

# No. 2

EFFECTIVE AT 12:01 A. M.

SUNDAY, DECEMBER 30, 1962

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

B.L. SCHOECH  
Superintendent

B.F. WELLS,  
General Manager

R.H. ANDERSON,  
Asst. General Manager

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

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

### \*Examiners

#### Occulists & Aurists

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

### OFFICIAL HOSPITALS

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

# 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	
91	81	59	83	7	9	13	25						
CGW Freight	Freight	Freight	Freight	Psgr.	Psgr.	CGW Psgr.	Mail	X. WX.	D. M.S.	BR.	Signal Indications MP 355-28 to 362-29 Rules 450 to 453, incl.	TO	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
	P.M. 8.20	A.M. 9.30	A.M. 12.01					355.6	.....	.....	Yard	TO	
								356.2	.....	.....	.....	UX	
				P.M. 8.15	A.M. 6.00		A.M. 12.55	357.8	2.2	.....	341	TO	
								358.3	.....	.....	.....	UX	
	8.35	9.42	12.13	8.17	6.03		12.57	358.6	3.0	.....	.....	UX	
	8.40	9.47	12.20	8.22	6.09		1.07 8	362.6	7.0	.....	459	TO	
								362.7	.....	.....	.....	UX	
	8.50	9.58	12.32	8.31	6.19		1.17	372.7	17.1	125	82	TO	
	8.56	10.04	12.37	8.35	6.23		1.21	376.6	21.0	77	34	UX	
								379.8	24.2	.....	26	UX	
	9.04	10.09	12.50 8	8.41	6.31		1.28	383.2	27.6	50	.....	UX	
								385.6	30.0	.....	180	UX	
	9.09	10.14	1.01	8.45	6.35		1.31	387.4	31.8	125	50	TO	
	9.15	10.21	1.10	8.50	6.40		1.36	393.1	37.5	49	28	UX	
	9.21	10.27	1.16	8.54	6.45		1.41	398.2	42.6	80	93	TO	
	9.26	10.32	1.22	8.58	6.49		1.45	403.1	47.5	80	30	UX	
	9.33	10.40	1.30	9.04	6.56		1.53	410.1	54.5	69	52	TO	
								416.8	61.2	.....	84	UX	
	9.48	10.55	1.50	9.17	7.12		2.08	425.5	69.0	100	60	TO	
	9.55	11.02	1.58	9.23	7.19		2.15	432.5	76.0	49	25	UX	
	10.08 82	11.10	2.35	9.32	7.33		2.40	439.9	83.4	120	503	TO	
	10.33	11.27	2.55	9.47 82	7.49		3.00	455.6	99.0	300	7	UX	
P.M. 9.53	10.53	11.46 10-84	3.20 25	10.02	8.08	A.M. 5.55	3.20 83	459.3	102.7	.....	57	TO	
9.57								474.7	118.1	125	.....	UX	
10.10 P.M.	11.05 P.M.	A.M. 12.05	3.33	10.13	8.21	6.07 A.M.	3.30	476.6	120.0	.....	.....	TO	
	12.01 A.M.	P.M. 12.30	3.40 A.M.	10.15	8.23		3.32	486.4	129.8	.....	.....	UX	
		P.M.						487.8	131.4	130	Yard	TO	
								488.7	.....	.....	.....	UX	
				10.20	8.30		3.45	488.8	132.4	.....	Yard	TO	
								489.5	133.4	.....	.....	UX	
								489.8	.....	.....	.....	UX	
				10.30	8.45		4.15	490.0	133.6	.....	.....	TO	
				10.40 P.M.	9.00 A.M.		4.45 A.M.	492.7	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.  
No. 9 discharge from Englewood and Chicago.

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

# Main Line Eastward

**SUBDIVISION 5  
STATIONS**  
Time Table No. 2  
December 30, 1962

				FIRST CLASS				SECOND CLASS					
				10		14	8		192	84	60	82	
				Fsgr.		CGW Psgr.	Psgr.		CGW Freight	Freight	Freight	Freight	
				Daily		Daily	Daily	Daily	Daily				
X WX	..... SHORT LINE JCT.....	TO	132.4	RFWYYd	2172								
	..... (CRI&P Crossing).....	*											
	0.6												
	..... DMU-CGW- FIDDM&S Crossing.....	UX	131.8										
	1.6												
	..... DES MOINES.....	TO	130.2	RFWYd	2174								
	0.5												
	..... DMU Crossing.....	UX	129.7										
	0.3												
	..... M&StL JCT.....		129.4										
	4.0												
	..... WEST DES MOINES.....	*TO	125.4	RYd	2179								
	0.1												
	..... M&StL Jct.....		125.3										
	10.0												
	..... BOONEVILLE.....	P	115.3		2189								
	3.9												
	..... VR..... VAN METER.....	TO	111.4		2193								
	3.2												
	..... DE SOTO.....		108.2		2196								
	3.4												
	..... CLUCAS.....	P	104.8		2200								
	2.4												
	..... WINEAR.....	P	102.4	Y	2202								
	1.8												
	..... FR..... EARLHAM.....	*TO	100.6		2204								
	5.7												
	..... DEXTER.....	P	94.9		2209								
	5.1												
	..... CS..... STUART.....	TO	89.8	WY	2215								
	4.9												
	..... MENLO.....	P	84.9		2219								
	7.0												
	..... CASEY.....	P	77.9		2226								
	6.7												
	..... AD..... ADAIR.....	TO	71.2		2234								
	7.8												
	..... BG..... ANITA.....	TO	63.4		2242								
	7.0												
	..... WIOTA.....	P	58.4		2249								
	7.4												
	..... WN..... ATLANTIC.....	*TO	49.0	RFWYd	2256								
	15.6												
	..... HILLIS.....	P	33.4		2272								
	3.7												
	..... HANCOCK JCT.....	P	29.7		2276								
	15.4												
	..... PETER.....	P	14.3		2291								
	1.9												
	..... McCLELLAND.....	P	12.4		2293								
	9.8												
	..... RIGG.....	P	2.6		2303								
	1.6												
	..... Q..... BLUFFS.....	*TO	1.0	RFWYd	.....								
	0.9												
	..... Weboah, CB&Q and CMS&P Crossing.....		0.1		.....								
	0.1												
	..... CO. BLUFFS.....		.....	Yd	2316								
	0.7												
	..... IC & C&NW Crossing.....	UX	.....	.....	.....								
	0.3												
	..... CB&Q & C&NW Crossing.....	UX	.....	.....	.....								
	0.2												
	..... UP TRANSFER, IA.....	Yd	.....	.....	.....								
	2.7												
	..... US..... OMAHA, NEB.....	TO	.....	WRYd	2320								
	136.3												

AUTOMATIC BLOCK SIGNALS MP 362-29 TO MP 439-19 Rules 350-356, Incl.  
 SIGNAL INDICATION MP 439-19 TO MP 489-0 Rules 400-406, Incl.

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

TWO MAIN TRACKS  
 See T. T. Rule 16

SEE FOOT NOTES ON PAGE 1.  
 No. 8 discharge from Omaha and beyond, receive for Grinnell and beyond.  
 No. 10 receive for Minneapolis, St. Paul, Kansas City, Iowa City and beyond.

# Westward

# Main Line

# Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 6 STATIONS		M.P. from Chicago	Signs	FIRST CLASS		SECOND CLASS		
59	81	307		7								Time Table No. 2		December 30, 1962	8	
Freight	Freight	Mixed		Psg.								Pagr.	Freight	Mixed	Freight	
Daily	Daily	Tues. Thurs. Sat.		Daily								Daily	Daily	Mon. Wed. Fri.	Daily	
P.M. 12.50	A.M. 12.45			P.M. 10.15	130	Yard	.....	Q.....	BLUFFS ...	498.2	RFWT Yd	P.M. 11.19	P.M. 3.10		P.M. 7.25	
				s 10.20	.....	Yard	2316	.....	CO. Bluffs....	499.2	Yd	s 11.17				
				s 10.30	.....			1.2	UP Tfr., Ia....	500.4	Yd	11.02				
				s 10.40 11.05	.....		2320	2.7	US. Omaha, Neb..	503.1	RW Yd	10.55 s 10.30				
1.25	1.25			11.15	.....		2324	4.4	CRI&P Jct....	507.5	.....	10.16	2.20		6.15	
					.....			0.0	UP Crossing..	507.5	UX					
1.30	1.30			11.17	63	93	2325	0.3	ALBRIGHT....	507.8	RYd	10.15	2.17		6.12	
1.36	1.39			11.22	53	.....	2329	4.8	RUMSEY.....	512.6	.....	10.11	2.11		6.05	
1.43	1.41			11.27	52	25	2335	5.5	RICHFIELD....	518.1	.....	10.07	2.04		5.57	
1.52 60	1.58			11.34	92	35	2343	7.7	LOUISVILLE..	525.8	.....	10.01	59 1.52		5.47	
					.....			0.0	MoPac Crossing....	525.8	.....					
					.....			4.7	CB&Q Crossing....	530.5	.....					
2.00	2.08			11.41	57	15	2348	0.5	SOUTH BEND...P	531.0	.....	9.54	1.33		5.37	
2.08	2.17			11.46	51	26	2353	5.3	MURDOCK...TO	536.3	.....	9.49	1.27		5.31	
2.16	2.26			11.52	91	19	2360	6.7	ALVO.....	543.0	.....	9.44	1.18		5.22	
2.25	2.35			11.58 P.M.	38	27	2367	7.3	PRAIRIE HOME...P	550.3	.....	9.38	1.09		5.13	
					.....	63	2374	6.7	HAVELOCK.....	557.0	.....					
					.....			3.8	OL&B Crossing.UX	.....	.....					
					.....			0.0	MoPac Crossing.UX	560.8	.....					
					.....			0.6		.....	.....					
2.45	3.00			s 12.17 A.M.	E56 W52	575	2378	2.9	LINCOLN...TO	561.4	WYd	s 9.27	12.49		4.53	
					.....	27	2381	5.5	COLLEGE VIEW..P	564.3	.....					
					.....	18	2386	5.5	ROKEBY.....	569.8	.....					
3.01	3.18			12.31	50	23	2392	5.5	MARTELL.....P	575.3	.....	9.05	12.31		4.33	
3.10	3.27			12.37	79	27	2399	7.0	HALLAM...TO	582.3	.....	9.00	12.21 P.M.		4.24	
3.18	3.34			12.42	51	25	2405	6.3	CLATONIA.....P	588.8	.....	8.55	12.14 A.M.		4.16	
					.....	15	2411	6.8	DE WITT.....P	595.4	.....					
3.34 82	3.49 4.00	P.M. 4.00		12.54 1.02	51	25	2419	6.6	PLYMOUTH...TO	602.0	W	8.44	11.58		4.01	
					79	32	2428	9.9	JANSEN.....P	611.9	R	8.37	11.47	A.M. 6.45	59 3.50	
4.20 P.M.	4.15 A.M.	4.15 P.M.		s 1.15 A.M.	.....	Yard	2435	6.3	FAIRBURY...TO	618.2	RYd FWT	8.31 P.M.	11.40 A.M.	6.30 A.M.	3.35 P.M.	

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

# Westward

# Main Line

# Eastward

SECOND CLASS				FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7	STATIONS	M.P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS	
59	81	7		8	60								82			
Freight	Freight	Psgr.		Psgr.	Freight	Freight										
Daily	Daily	Daily		Daily	Daily	Daily										
P.M.	A.M.	A.M.		P.M.	A.M.	P.M.										
4.30	4.30	1.19		.....	Yard	2435	DS } F }	..... FAIRBURY..... *TO	155.5	RYd FWT	8.27	11.30	3.25			
				.....	.....	.....	.....	0.3 ..... UP Crossing.....	155.8	.....						
4.39	4.39	1.26		51	.....	2441	.....	6.7 .. THOMPSON, NEB..... P	162.5	.....	8.15	11.19	3.03			
				.....	.....	.....	.....	1.2 ..... CB&Q Crossing..... P	163.7	.....						
4.49	4.49	1.34		125	29	2449	BH.	6.6 ... MAHASKA, KAN.... *TO	170.3	.....	8.08	11.11	2.54			
4.54	4.54	1.38		51	24	2454	.....	4.5 ..... NARKA..... P	174.8	.....	8.04	11.06	2.49			
5.01	5.01	1.44		50	26	2460	.....	6.8 ..... MUNDEN..... P	181.6	.....	7.58	10.59	2.42			
				.....	.....	.....	.....	7.8 .....	.....	.....						
5.15	5.20	2.00		.....	Yard	2468	VL.	..... BELLEVILLE..... *TO	189.4	YdF WTY	7.51	10.50	2.30			
5.25	5.45			.....	.....	.....	.....	4.6 ..... RYDAL..... P	194.0	.....	7.41	10.21	1.53			
5.31	5.56	2.06		53	19	2473	.....	4.7 ..... SCANDIA..... P	198.7	.....	7.37					
		2.10		20		2477	.....	0.1 ... MoPac Crossing.....	198.8	.....						
5.46	6.12	2.16		82	21	2483	KO.	6.1 ..... COURTLAND..... TO	204.9	.....	7.32	10.09	1.39			
				.....	.....	.....	.....	0.0 ..... AT&SF Crossing..... UX	204.9	.....						
5.52	6.20	2.20		51	20	2488	.....	5.0 ..... FORMOSO..... P	209.9	.....	7.28	10.03	1.32			
5.58	6.28	2.24		37	24	2493	.....	5.2 ..... MONTROSE..... P	215.1	.....	7.24	9.57	1.25			
6.08	6.37	2.33		106	61	2500	MK.	7.0 ..... MANKATO..... *TO	222.1	.....	7.17	9.49	1.16			
6.20	6.47	2.41		50	21	2508	.....	8.0 ..... OTEGO..... P	230.1	.....	7.09	9.40	1.06			
6.26	6.53	2.45		83	33	2514	.....	4.7 ..... ESBON..... P	234.8	.....	7.05	9.35	1.00			
6.33	7.00	2.51		50	41	2520	NY.	6.7 ..... LEBANON..... TO	241.5	.....	6.59	9.28	12.51			
6.40	7.08	2.56		50	37	2527	.....	8.5 ..... BELLAIRE..... P	248.0	.....	6.54	9.21	12.43			
6.49	7.15	3.03		95	66	2533	HF.	8.1 ... SMITH CENTER.... *TO	254.1	.....	6.49	9.14	12.35			
6.57	7.23	3.11		52	34	2541	.....	8.0 ..... ATHOL..... P	262.1	.....	6.42	9.05	12.26			
7.03	7.29	3.16		51	31	2547	DU.	6.0 ..... KENSINGTON..... TO	268.1	.....	6.37	8.58	12.18			
7.08	7.34	3.20		83	25	2551	.....	4.8 ..... AGRA..... P	272.7	.....	6.33	8.53	12.12			
7.13	7.39	3.24		49	22	2558	.....	5.0 ..... GRENA..... P	277.7	.....	6.29	8.47	12.05 P.M.			
7.30	7.45	3.37		.....	Yard	2563	Z...	6.2 ... PHILLIPSBURG.... *TO	283.9	RYd FWT	6.24	8.40	11.55			
P.M.	A.M.	A.M.		.....	.....	.....	.....	128.4 .....	.....	.....	P.M.	A.M.	A.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, FORM Y ORDERS AUTHORIZED.

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

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Z..	SUBDIVISION 8 STATIONS		M. P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS	
59	81		7					8				60	82	8	
Freight	Freight		Psg.					Time Table No. 2				Psg.		Freight	Freight
Daily	Daily		Daily					December 30, 1962				Daily		Daily	Daily
P.M. 6.35	A.M. 7.01		A.M. 2.39		Yard	2563		... PHILLIPSBURG.....*	283.9	RYdFWT		P.M. 5.22		A.M. 7.35	A.M. 10.40
6.48	7.13 60		2.46	90	24	2570		.....STUTT GART..... P	291.5	.....		5.13		81 7.13	10.27
6.58	7.23		2.52	50	22	2577	VW	.....PRAIRIE VIEW..... TO	298.3	.....		5.07		6.55	10.19
7.10	7.35		2.59	50	23	2586	NA	.....ALMENA..... TO	306.5	.....		5.00		6.43	10.07
						2588		.....ALMENA JCT..... P	308.6	.....					
						2590	....	.....CALVERT.....	310.6	.....					
7.25	7.48		3.07	135	76	2597	SL..	.....NORTON.....*TO	318.0	W		4.50		6.28	9.52
						2608		.....DELLVALE.....P	327.0	.....					
7.43	8.08		3.21	135				.....ROBERTSON..... P	330.0	.....		4.36		6.13	9.36
								.....JENNINGS..... TO	342.4	.....		4.27		5.58	9.22
8.00	8.25		3.34	83	33	2621	JN	.....DRESDEN..... P	350.8	.....		4.20		5.48	9.13
8.12	8.40		3.41	50	27	2629		.....SEL DEN.....TO	360.2	Y		4.13		5.37	81 9.01
8.25	9.01 82		3.49	135	58	2639	SU	.....REXFORD..... TO	370.8	.....		4.05		5.25	8.50
8.38	9.16		3.57	51	82	2649	XD	.....BRETON.....P	375.3	.....					
					9	2654	....	.....GEM..... P	379.8	.....		3.58		5.15	8.40
8.50	9.30		4.04	135	27	2658	....	.....COLBY.....*TO	387.8	W		3.51		5.07	8.30
9.01	9.40		4.13	90	82	2666	BA	.....LEVANT.....TO	396.0	.....		3.44		4.58	8.20
9.11	9.50		4.21	50	32	2674	VA	.....BREWSTER.....TO	405.8	.....		3.36		4.48	8.09
9.23	10.01		4.29	54	56	2684	SF	.....EDSON..... P	415.1	.....		3.29		4.36	7.57
9.35	10.13		4.36 60	80	33	2693	....	.....GOODLAND.....*TO	423.8	RYdFWT		3.22 P.M.		4.10 A.M.	7.45 A.M.
10.01 P.M.	10.45 A.M.		4.50 A.M.	.....	Yard	2702	GD								

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

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 9		M.P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS	
59	81	7					STATIONS				8		60	82
Freight	Freight	Psg.		Time Table No. 2						Psg.	Freight	Freight		
Daily	Daily	Daily		December 30, 1962						Daily	Daily	Daily		
P.M. 10.25	P.M. 12.10	A.M. 4.54	..... Yard	2702	GD	..... GOODLAND.....	* TO	423.8	RYdFWT	P.M. 3.18	A.M. 3.50	A.M. 6.40		
10.31	12.20	5.00	51	12	2708	..... CARUSO.....	P	429.3	.....	3.10	3.28	6.28		
10.36	12.26	5.03	50	20	2712	..... RULETON.....	P	433.4	.....	3.07	3.24	6.23		
10.44	12.36	5.09	87	71	2720	..... KANORADO, KAN.....	TO	441.4	.....	3.01	3.14	6.13		
10.50	12.44	5.14	50	9	2726	..... PECONIC, COLO.....	P	447.3	.....	2.56	3.07	6.05		
10.57	12.53	5.19	98	123	2732	..... BURLINGTON.....	* TO	453.7	W	2.51	3.00	5.58		
11.03	1.01	5.25	76	.....	2738	..... HUNGERFORD.....	P	459.7	.....	2.43	2.53	5.51		
			.....	35	2741	..... BETHUNE.....		462.0	.....					
11.16	1.15	5.35 82	83	52	2751	..... STRATTON.....	TO	472.1	Y	2.33	2.38	7 5.35		
11.24	1.24	5.41	50	23	2758	..... VONA.....	P	479.3	.....	2.27	2.30	5.18		
11.32	1.33	5.47	51	32	2765	..... SEIBERT.....	TO	486.3	.....	2.21	2.22	5.09		
11.44	1.46	5.56	90	34	2776	..... FLAGLER.....	* TO	497.3	.....	2.12	2.07	4.53		
11.59 P.M.	2.03 8	6.06	125	70	2787	..... ARRIBA.....	TO	508.8	.....	2.03	1.52	4.37		
12.06 A.M.	2.15	6.11	50	17	2793	..... BOVINA.....	P	514.6	.....		1.45	4.29		
12.16	2.30	6.16	85	39	2799	..... GENOA.....	* TO	520.7	.....	1.54	1.38	4.20		
12.55 A.M.	3.10 P.M.	6.30 A.M.	..... Yard	2809	MN	..... LIMON.....	* TO	530.8	RYd FWY	1.45 P.M.	1.20 A.M.	4.00 A.M.		

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

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

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

# Westward

# Eastward

SECOND CLASS		FIRST CLASS		Station Numbers	UNION PACIFIC		FIRST CLASS		SECOND CLASS	
81	59	7			JOINT TRACK		8		82	60
Freight	Freight	Psg.		Time Table No. 2		Psg.		Freight	Freight	
Daily	Daily	Daily		December 30, 1962		Daily		Daily	Daily	
P.M. 3.25	A.M. 1.05	A.M. 6.45	2809	.....	LIMON.....	P.M. 1.24		A.M. 3.45	A.M. 1.15	
5.35 5.45	4.00 A.M.	8.04	.....	.....	SANDOWN.....	12.11			11.00 P.M.	
6.15 P.M.		8.25 A.M.	85000	.....	DENVER.....	12.01 P.M.		1.30 A.M.		

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		M. P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS	
	85		7								STATIONS			
	Freight		Psgr.				Time Table No. 2				Psgr.		Freight	
	Daily Except Sat.		Daily				December 30, 1962				Daily		Daily Except Sat.	
	P.M. 4.00		A.M. 6.45	....	Yard	2808	MN.....	LIMON.....	*TO	530.8	RYd FWY	P.M. 1.28	A.M. 3.00	
				....	....	....	.....	.....	.....	530.8	.....			
				28	....	2818	.....	.....	.....	542.6	.....	1.14	2.10	
	4.20		6.59	50	23	2828	.....	.....	.....	550.0	.....	1.06	1.55	
	4.30		7.07	38	28	2834	SM.....	SIMLA.....	TO	556.3	.....	1.00	1.40	
	4.40		7.14	24	21	2839	.....	.....	.....	561.1	.....	12.55	1.25	
	4.50		7.20	51	25	2849	GH.....	CALHAN.....	TO	570.8	.....	12.45	1.04	
	5.15		7.32	26	16	2861	.....	.....	.....	582.0	.....	12.33	12.42 A.M.	
	5.40		7.47	50	22	2870	.....	.....	.....	591.3	.....	12.23	12.22	
	5.55		7.57	....	14	2873	.....	.....	.....	594.9	.....			
				....	43	2879	.....	.....	.....	600.1	.....			
				57	Yard	2886	.....	.....	.....	607.3	YdWTY	12.04	P.M. 11.30	
	7.30		8.15	....	Yard	2888	CS.....	COLO. SPGS.....	TO	609.6	RYdWY	12.01 P.M.	11.00 P.M.	
	8.00 P.M.		8.35 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. 85. IS SUPERIOR TO No. 86

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

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

TABLE OF TRAIN SPEEDS

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



### Westward

### Clay Center Branch

### Eastward

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

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

### Westward

### Guthrie Center Branch

### Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-A STATIONS			M.P. from Chicago	Signs	SECOND CLASS						
301							Time Table No. 2								302			
Freight							December 30, 1962								Freight			
Tuesday Friday													Tuesday Friday					
A.M. 10.00				80	30	2219	..... MENLO..... P			403.1		A.M. 11.45						
10.30				.....	15	32009	..... MONTEITH.....			412.8	.....	11.15						
10.45				.....	56	32015	..... GUTHRIE CENTER.....			417.7	T	11.00 A.M.						
A.M.							14.8											

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

Westward				Audubon Branch						Eastward				
SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-B STATIONS		M.P. from Chicago	Signs	SECOND CLASS			
			303										304	
			Freight				Time Table No. 2				Freight			
			Tuesday Thurs. Sat.				December 30, 1962				Tuesday Thurs. Sat.			
			A.M.	N 120			WN	ATLANTIC	* TO	439.9	RFWYYd	A.M.		
			8.30	50	453	2256		LORAH		446.7		11.40		
			8.50		17	33007		BRAYTON		452.0		11.30		
			9.05		31	33012		EXIRA		455.7		11.20		
			9.20		47	33018		HAMLIN		461.0		11.05		
			9.40		25	33021		AUDUBON		465.1	T	10.45		
			10.00 A.M.		110	33025						10.30 A.M.		

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

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

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

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

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

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

# 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						
			307				STATIONS					308						
			Mixed				Time Table No. 2											
			Tues. Thurs. Sat.				December 30, 1962											
			A.M. 7.30	.....	Yard	539	HN.....	HORTON.....	TO	40.8	RYdT							
			f 7.50	.....	24	17006	.....	MERCIER.....		46.5	.....							
			s 8.05	.....	23	17010	.....	POWHATTAN.....		50.6	.....							
			s 8.30	.....	20	17018	V.....	FAIRVIEW.....	TO	58.7	.....							
			s 8.50	.....	45	17024	SA.....	SABETHA.....	TO	64.5	.....							
			f 9.04	.....	22	17027	.....	BERWICK.....		68.2	.....							
			s 9.30	.....	30	17035	BN.....	BERN, KAN.....	TO	75.5	.....							
			s 9.55	.....	27	17043	.....	DU BOIS, NEB.....		83.5	.....							
			s 10.30	.....	43	17051	.....	PAWNEE.....	P	91.9	.....							
			s 10.55	.....	22	17059	.....	STEINAUER.....		99.9	.....							
			s 11.30	.....	20	17069	.....	LEWISTON.....		109.5	.....							
			s 11.50	.....	21	17074	GI.....	VIRGINIA.....	TO	114.6	.....							
			A.M. 12.10	.....	18	17080	.....	ROCKFORD.....		120.6	.....							
			P.M. 12.55	.....	21	129	17089	BG.....	BEATRICE.....	TO	129.2	Y						
				.....				UP Crossing.....	UX	129.3	.....							
				.....				CB&Q Crossing.....	UX	129.5	.....							
			s 1.20	.....	23	17097	.....	ELLIS.....		137.6	.....							
			s 1.35	.....	27	17103	.....	HARBINE.....		143.2	.....							
			s 1.55 P.M.	.....	79	32	2428	JANSEN.....	P	149.2	R							
										108.4								

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

# Westward

# Ruskin Branch

# Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7-A STATIONS			M.P. from St. Joseph	Signs	SECOND CLASS						
			309				STATIONS					310						
			Mixed				Time Table No. 2											
			Mon. Wed. Fri.				December 30, 1962											
			A.M. 6.30	.....	Yard	2435	DS F	FAIRBURY.....	* TO	155.5	RYdFWT							
			s 6.55	.....	10	36008	.....	UP Crossing.....		157.3	.....							
			s 7.15	.....	36	36014	.....	GLADSTONE.....		163.6	.....							
			s 7.55	.....	30	36024	.....	GILEAD.....		169.5	.....							
			s 8.25	.....	49	36031	.....	HEBRON.....	TO	179.4	.....							
			s 8.45 A.M.	.....	58	36039	.....	DESHLER.....	TO	187.1	.....							
				.....				RUSKIN.....	TO	194.9	Y							
										39.4								

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

## SPEED RESTRICTIONS

LOCATION		
<b>ALL SUBDIVISIONS</b> Authorized speed through switch leads of turnouts as follows:	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, <b>THE LOWER SPEED WILL GOVERN.</b>	
Loaded 85 & 88 Ft. Cars		
No. 20 . . . . . 40 No. 15 . . . . . 25 All others . . . . . 15		
<b>LOCATION No. 15 and No. 20 TURNOUTS</b>		
No. 15 Turnouts: Subdivision 5    MP 473 pole 25 East end siding MP 475 pole 0 West end siding MP 487 pole 4 East end siding MP 489 pole 4 End of two main tracks		
No. 20 Turnouts: Subdivision 5    MP 362 pole 24 end of two main tracks MP 362 pole 28 M & StL connection MP 454 pole 4 East end siding MP 457 pole 0 West end siding MP 474 pole 26 CGW Connection MP 486 pole 16 CGW Connection		
<b>MAXIMUM ENGINE SPEEDS</b>		
1-3, 625-656, 632B-642, 750, 751, 402-404, 407, 409 . . . . .	90	
400, 401 . . . . .	85	
9002-9004, 9015, 9016, 485-499, 621-623 . . . . .	80	
405-406, 408, 410, 411, 425-441, 675-677, 675B-677E, 38-49, 70-127, 70B-123B, 1200-1343 . . . . .	70	
128-143, 128B-135B, 450-475, 537-546, 765-779, 795-797, 811-824, 826-831, 833-840 . . . . .	65	
9006, 9013, 9014, 735-745, 598, 599, 716-732, 759-764, 798-806 . . . . .	60	
825, 832 . . . . .	55	
1000-1015, 529-536 (Towing Speed 65 MPH) . . . . .	45	
550-563, 700-707, 900-914 . . . . .	40	
351, 361-377 . . . . .	30	
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals . . . . .	30	
Railroad crossing not protected by interlocking except where higher speed authorized in this rule (engine only) . . . . .	10	
Engines except RDC cars running forward light or with only one car . . . . .	Freight train speed	
Road freight or passenger diesels, other than road switchers, backing up . . . . . When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	40	
When Diesel engines moving dead in train are set out with doors locked and hand brakes not 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 Car RI 95384 . . . . .	40	
Scale test cars moving in trains will be handled 5 cars ahead of caboose.		
Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burror and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer . . . . .  Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.	25	
<b>LOCATION</b>		<b>Pass.Trains    Frt.Trns.</b>
SUBDIVISION 5 (Except as shown below) . . . . .		79    60
MP 357.11 to MP 358.33 . . . . .		30    30
MP 358.33 to MP 363.3 (Except as shown below) . . . . .		60    50
MP 362.28 to MP 363.3 . . . . .		35    35
MP 365.11 to MP 366.12 . . . . .		55    40
MP 377.11 to MP 377.38 . . . . .		45    35
MP 377.38 to MP 384.36 (Except as shown below) . . . . .		60    50
MP 377.39 to MP 378.13 . . . . .		45    40
MP 378.21 to MP 378.35 . . . . .		55    50
MP 380.5 to MP 380.31 . . . . .		50    45
MP 381.1 to MP 381.30 . . . . .		55    50
MP 395.0 to MP 406.34 (Except as shown below) . . . . .		75    --
MP 406.0 to MP 406.14 . . . . .		65    50
MP 406.34 to MP 410.0 . . . . .		55    50
MP 421.31 to MP 423.34 (Except as shown below) . . . . .		75    55
MP 423.20 to MP 423.34 . . . . .		60    50
MP 426.8 to MP 426.17 . . . . .		75    --
MP 435.34 to MP 437.24 . . . . .		60    50
MP 474.24 to MP 474.28 . . . . .		40    40
MP 477.34 to MP 481.8 . . . . .		75    55
MP 484.16 to MP 484.21 . . . . .		50    40
MP 486.6 to MP 488.26 . . . . .		40    30
MP 488.26 to MP 489.39 (Except as shown below) . . . . .		30    30
MP 488.36 (Wabash-CB&Q-CMSTP&P Crossings) . . . . .		20    20
MP 489.39 to MP 490.1 . . . . .		20    20
SUB-DIVISION 6 (Except as shown below) . . . . .		79    50
MP 507-21 to MP 508-12 . . . . .		25    25
MP 508-12 to MP 511-19 (Except as shown below) . . . . .		60    --
MP 509-23 to MP 509-36 . . . . .		60    45
MP 511-19 to MP 521-33 (Except as shown below) . . . . .		70    --
MP 514-3 to MP 514-12 . . . . .		65    --
MP 515-28 to MP 515-41 . . . . .		60    --
MP 518-25 to MP 519-7 . . . . .		60    --
MP 521-33 to MP 522-5 . . . . .		65    --
MP 525-8 Missouri Pacific Crossing (Engine only) . . . . .		45    30
MP 526-39 to MP 527-7 . . . . .		70    --
MP 530-0 to MP 531-17 . . . . .		45    30
MP 530.5 CB&Q Crossing . . . . .		45    30
MP 531-17 to MP 535-40 . . . . .		70    --
MP 543-21 to MP 543-33 . . . . .		75    --
MP 545-4 to MP 546-39 . . . . .		60    --
MP 551-30 to MP 552-9 . . . . .		60    --
MP 557-27 to MP 557-41 . . . . .		65    --
MP 560.18 to MP 561.32 . . . . .		25    30
MP 561.32 to MP 562.36 . . . . .		30    --
MP 562-36 to MP 564.27 . . . . .		65    --
MP 569-26 to MP 569-37 . . . . .		70    --
MP 574-39 to MP 575-14 . . . . .		65    --
MP 576-17 to MP 576-24 . . . . .		70    --
MP 579-8 to MP 579-22 . . . . .		75    --
MP 585-2 to MP 585-23 . . . . .		70    --
MP 593-22 to MP 593-34 . . . . .		75    --
MP 151-12 to MP 153-35 . . . . .		65    --
MP 153-35 to MP 155-20 . . . . .		50    --

## SPEED RESTRICTIONS

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

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

### SPECIAL INSTRUCTIONS

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

	Maximum height of water above rail
Diesel engines and Motor Cars	3 inches
RDC cars 9002, 9003, 9004, 9015 and 9016	5 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

2. Short Line Junction is the initial station for trains originating.
  - 2a. Des Moines is the initial station for trains originating.
  - 2b. Bluffs is the initial and terminal station for second class and extra trains.
  - 2c. Omaha is the initial and terminal station for first-class trains.
3. Trains may leave Audubon, Winterset and Oakland without clearance when train order office is closed and train order signal indicates proceed. Trains may leave Guthrie Center without clearance when Operator not on duty.
  - 3a. At Guthrie Center, Audubon, Oakland the dispatcher's O.K. time and initials will not be required on clearances except when orders are delivered at these stations.
  - 3b. Trains may leave Ruskin without clearance if the train order signal indicates proceed.
  - 3c. All trains departing D&RGW North Yard Denver and all trains departing Sandown enroute North Yard Denver must obtain clearance.
  - 3d. When train order office is closed Train No. 86 may leave Colorado Springs without clearance.
4. Rule 83:
  - Short Line Jct., Des Moines, West Des Moines and Jansen -  
For trains originating or terminating.
  - Omaha - F or 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.  
 Bluffs—Engine House.  
 Bluffs—Yard Office.  
 Lincoln.  
 Fairbury—Telegraph Office.  
 Phillipsburg.  
 Goodland—Telegraph Office.  
 Goodland—Engine House.  
 Limon.  
 Colorado Springs.  
 Denver—D&RGW Telegraph Office, Union Depot.  
 Denver—D&RGW—North Yard Office.  
 Belleville.  
 McFarland.  
 Horton.

**5a. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.**

**6. Standard Clocks are located at:**

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

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

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

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

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates Against	Light Arrangement for	
						Stop	Proceed
5	356.2	DMU-CGW-FrDDMS					
5	358.3	DMU	Gate	Gateman	DMU	Red	
5	489.5	IC&C&NW					
5	489.8	C&NW					
6	507.5	UP	Gate	Trainmen	UP	Red	
6	540.8	OL&B					
6	560.8	MoPac					
6a	129.3	UP					
6a	129.5	CB&Q					
7	204.9	AT&SF	Gate	Trainmen	AT&SF	Red	
10	530.8	UP					
37	143.0	UP					
37	196.7	McPac					

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

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

**14. Following rule in effect on Subdivisions where so specified in foot notes of time table. Freight trains and mixed trains will be notified of following Extras by the Train Dispatcher, who will issue train orders to all concerned as follows:**

"C.&E. . . . . after (time) protect against Extra . . . . ." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN and thereafter proceed as the way is seen or known to be clear.

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

Both main tracks between West 1st Street and West 11th Street Des Moines are not signalled.

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

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

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

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

**15c. First class trains will run at restricted speed through Belleville yard MP 187-30 to MP 189-20 Subdivision 7.**

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

**16a. Trains between Limon and Pullman, Denver, will be governed by Union Pacific RR operating rules, Time Table and special rules.**

Trains between Pullman and 21st Street, Denver, will be governed by Union Pacific RR operating rules, Time Table and special rules.

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

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

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

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

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

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

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

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

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

Westward trains meeting eastward trains at end of Two Main Tracks will stop with forward end of engine or car immediately east of 1st Street. When ready to proceed, Home Interlocking signal will clear if block is unoccupied when forward end of engine, or car, is just west of 1st Street.

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

## SPECIAL INSTRUCTIONS—Concluded

21. At interlockings following whistle signals designate route desired:  
 Short Line Jct. for trains and engines:

- To Subdiv. 18—One long and one short.
- To Subdiv. 31—One long and four shorts.
- To Westward Main Track—Two long and two short.
- To Eastward Main Track—Two long.
- From Short Line Jct. Yard to Des Moines—One short, two long and one short.

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

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

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

26b. A train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing OVERLAP SIGN.

26c. Electrically locked switches are located as follows:

Lincoln MP 560.1 switch on OL&B end of crossover and switch to C&NW transfer.

South Bend MP 530.20 Leading to Western Sand & Gravel Spur.

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

Instructions for operating these locks and switches are posted in release box.

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

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

Sub-Div.	Mile Post	Kind of Structure	Sub-Div.	Mile Post	Kind of Structure			
5	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						
	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	10.7	Truss Span			
	542.2	Viaduct						
	544.3	Viaduct						
	548.4	Viaduct						
	553.1	Viaduct						
	560.5	Viaduct						
	564.1	Viaduct						
	155.4	Viaduct				7a	157.1	Truss Span
	189.5	Viaduct						
	189.6	Viaduct						
199.0	Truss Span							
274.9	Viaduct							
277.8	Viaduct							
528.7	Viaduct							
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	523.6	Lyman-Richey . . . . .	117
	527.2	Stone Products Co. . . . .	41
6	530.20	Western Sand & Gravel. . . . .	78
	556.0	Bethany Spur . . . . .	3
6	558.0	W. T. Good Spur . . . . .	12
37	582.23	Industrial Spur . . . . .	20
	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.

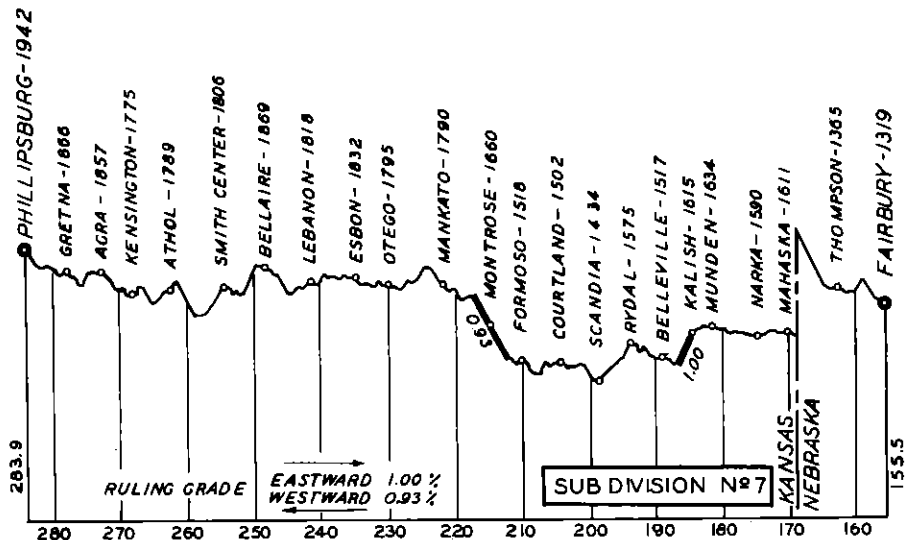
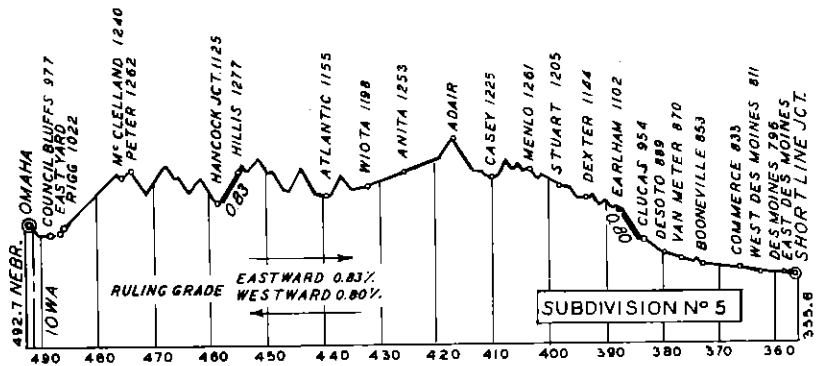
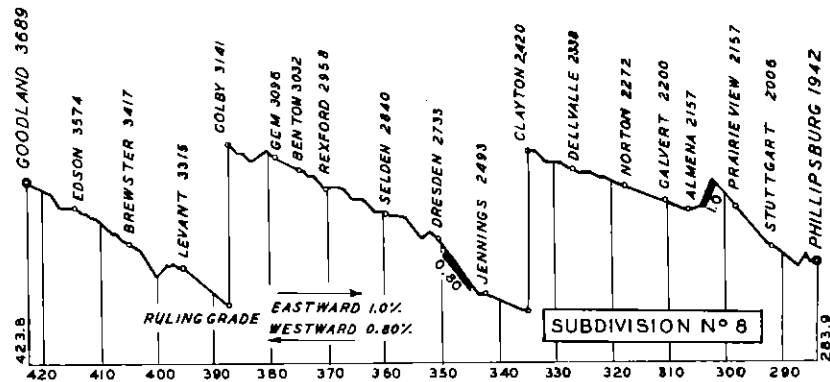
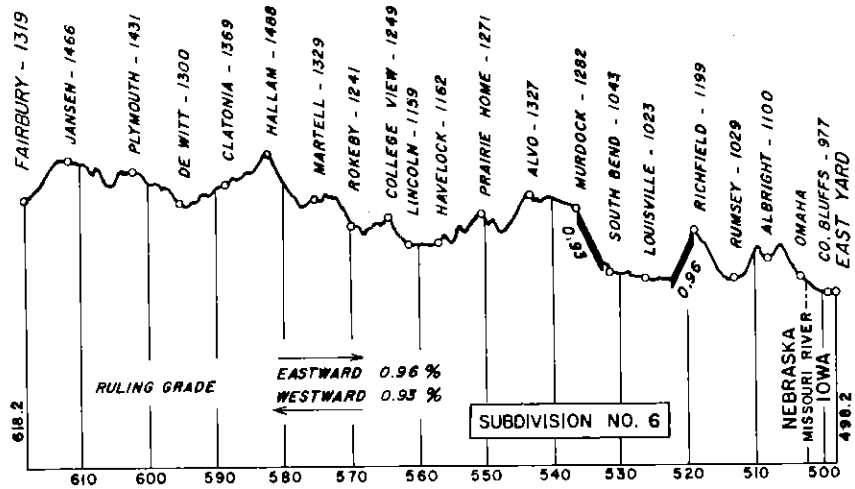
35. At stations where telephones are located, conductor should communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must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

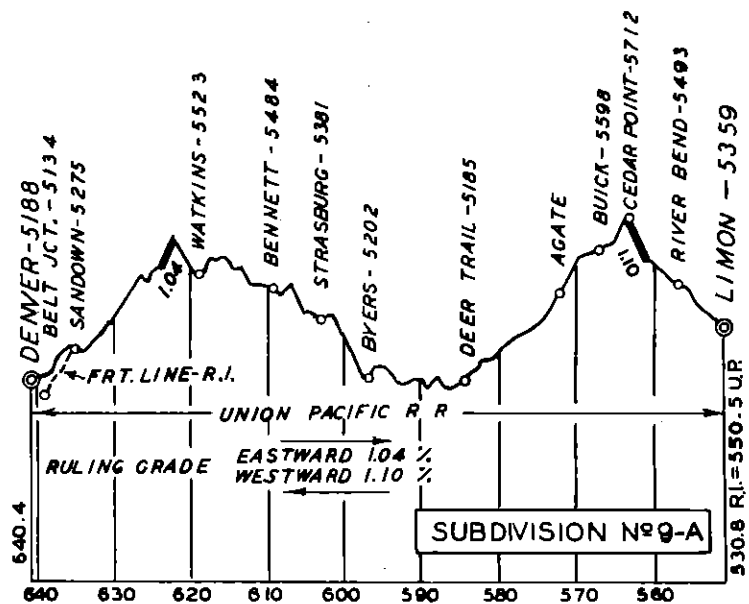
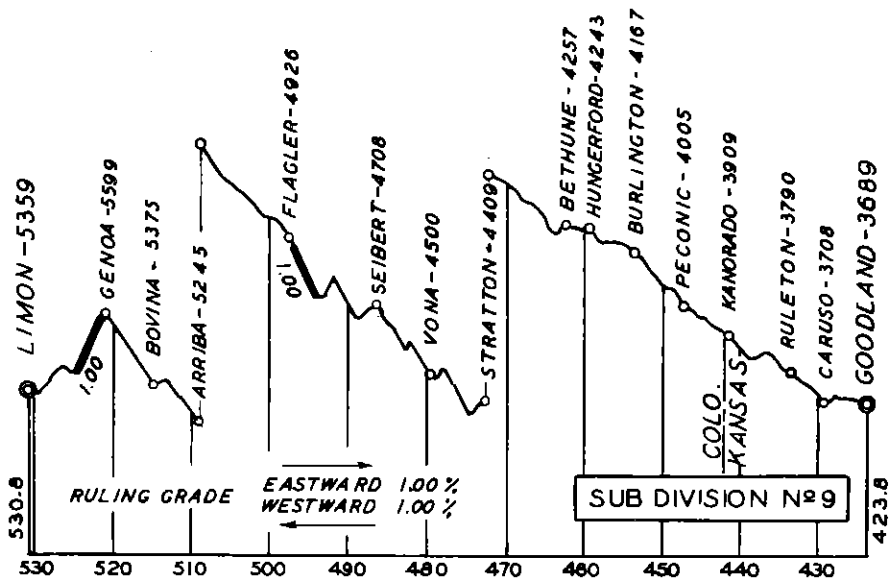
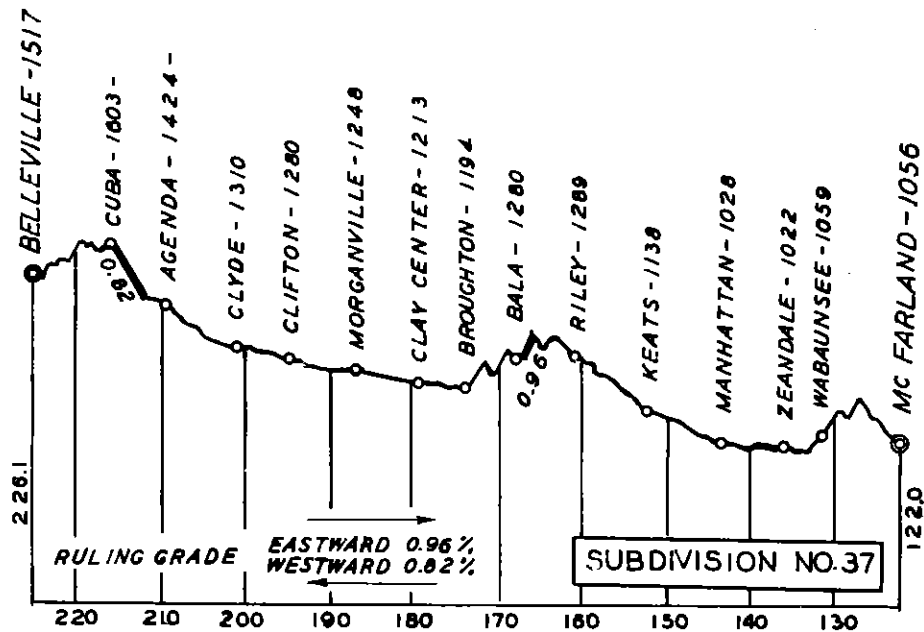
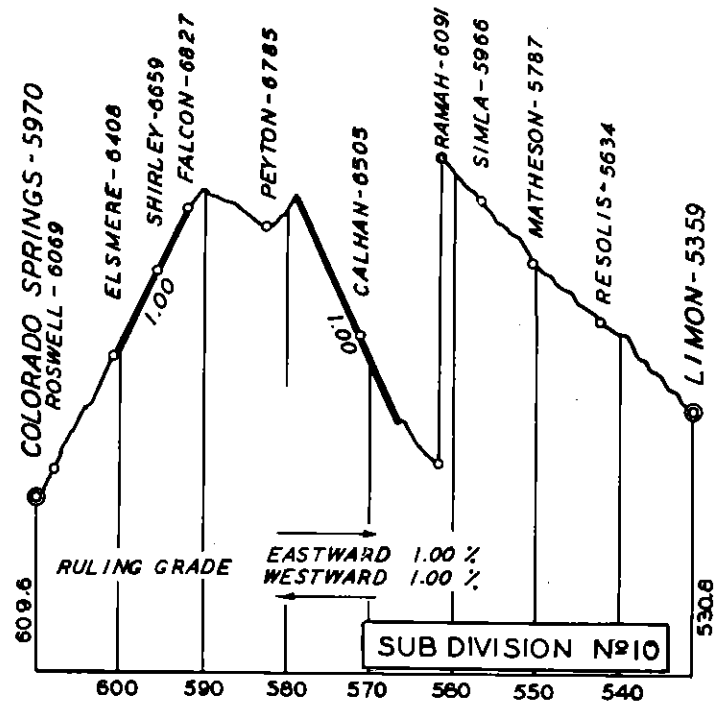
- F—Fuel station.
- P—Train dispatcher's telephone.
- R—Train register station.
- T—Turntable.
- W—Water station.
- Y—Wye.
- UX—Railroad crossing not protected by interlocking.
- TO—Train order station.
- Yd—Station where yard limit signs are maintained.
- ⊛—Radio Installation.

- B. B. BRENTON ..... Asst. Supt., Goodland
- F. J. GARNER ..... Trainmaster, Council Bluffs
- R. H. DICKERSON ..... Trainmaster, Denver
- K. O. THOMAS ..... Master Mechanic, Des Moines
- J. F. WADDICAR ..... Road Foreman Equipment, Council Bluffs
- W. F. KLINE ..... Road Foreman Equipment, Goodland
- Y. R. BEESON ..... Chief Dispatcher, Fairbury
- L. H. ELYEA ..... Asst. Chief Dispatcher, Fairbury
- J. J. WILKE
- R. H. CHANDLER
- D. W. HARMON
- A. H. BENDER
- J. D. STROH
- J. D. McDERMET
- C. C. LAMB
- J. L. STEWARD
- R. M. YOUNG
- R. L. THOMPSON

} Train Dispatchers, Fairbury







# COMMUNICATION OFFICES

OFFICE HOURS  
 Week Days  
 Except Saturday  
 \*Sundays and Holidays  
 \*\*Saturdays

## SUBDIVISION 5

Short Line Jct. . . . .	Continuous
Des Moines . . . . .	Continuous
West Des Moines . . . . .	Continuous
Van Meter . . . . .	7:00 a.m. 4:00 p.m.
Earlham . . . . .	{*..** 8:00 a.m. 5:00 p.m.
Stuart . . . . .	{*..** 8:00 a.m. 5:00 p.m.
Adair . . . . .	7:30 a.m. 4:30 p.m.
Anita . . . . .	7:00 a.m. 4:00 p.m.
Atlantic . . . . .	7:00 a.m. 4:00 p.m.
Bluffs rd. . . . .	Continuous
Omaha . . . . .	Continuous

## SUBDIVISION 6

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

## SUBDIVISION 7

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

## SUBDIVISION 8

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

## SUBDIVISION 9

Goodland . . . . .	Continuous 5:30 p.m.
Kanorado . . . . .	8:30 a.m. 1:00 p.m.
Burlington . . . . .	{*..** 5:00 a.m. 6:30 p.m.
Stratton . . . . .	7:30 a.m. 4:30 p.m.
Seibert . . . . .	8:30 p.m. 5:30 a.m.
Flagler . . . . .	8:30 a.m. 5:30 p.m.
Arriba . . . . .	7:30 a.m. 4:30 p.m.
Genoa . . . . .	8:30 a.m. 5:30 p.m.
Limon . . . . .	Continuous

## SUBDIVISION 10

Limon . . . . .	Continuous
* Simla . . . . .	12:30 p.m. 3:30 p.m.
* Calhan . . . . .	7:00 a.m. 11:00 a.m.
Colo. Sprgs. . . . .	{*..** 7:30 a.m. 11:30 p.m.

## SUBDIVISION 37

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

## SUBDIVISION 5-A

Guthrie Center . . . . .	7:00 a.m. 4:00 p.m.
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## SUBDIVISION 5-B

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

## SUBDIVISION 5-C

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

## SUBDIVISION 5-D

Avoca . . . . .	7:50 a.m. 4:30 p.m.
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## SUBDIVISION 5-E

Winterset . . . . .	8:00 a.m. 5:00 p.m.
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## SUBDIVISION 6-A

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

## SUBDIVISION 7-A

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

## SUBDIVISION 9-A

Sandown . . . . .	Continuous
North Yard Denver . . . . .	Continuous

\*Dualized Stations