

Company Doctors

Company Doctors	Location
H.S. BENNIE .....	Almena, Kans.
*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.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.
*FRANK FALLOON .....	Fairbury, Nebr.
JOHN STRAUB .....	Flagler Colo.
*M.J. RENNER .....	Goodland, Kans.
*W.J. MADDEN .....	Goodland, Kans.
*F.R. APPLIGATE .....	Goodland, Kans.
*J.O. CLANIN .....	Limon, Colo.
*C.F. FERCIOTT .....	Lincoln, Nebr.
*F.S. WEBSTER .....	Lincoln, Nebr.
*P. GOETOWSKI .....	Lincoln, Nebr.
*P.H. HOSTETTER .....	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

\*Examiners

Occulists & Aurists

A.M. DEAN .....	Council Bluffs, Ia.
WM. BANE .....	Denver, Colo.
J.H. JUDD .....	Omaha, Nebr.
F.L. EAGLE .....	Omaha, Nebr.

OFFICIAL HOSPITALS

Place	Name	Telephone
Council Bluffs.....	Jennie Edmundson - 933 E. Pierce St. ....	322-0231
Fairbury.....	Fairbury - 612 Fifth St. ....	80
Colorado Springs....	Penrose - 2200 N. Tejon .....	633-6611
Colorado Springs....	St. Francis - 812 E. Pike's Peak Ave ..	633-1713
Denver .....	St. Luke's - 601 E. 19th Ave. ....	222-8411
Horton.....	Horton - 200 East 8th St. ....	486-2121
Omaha .....	Nebraska Methodist - 3612 Cuming St. ....	551-0042
Lincoln .....	St. Elizabeth's - 1145 South St. ....	477-4431
Sabetha .....	St. Anthony Murdock - 14th & Oregon .....	AV 4-2121
Beatrice .....	Lutheran - 1201 S. 9th Street .....	223-2321
Goodland.....	Boothroy Memorial - 120 Sixth St. ....	TW 9-2358
Norton .....	Norton County - E. Holme & N. Norton .....	WAB 7-3351
Clay Center .....	Clay Center County - 617 Liberty .....	ME 2-2144

# Chicago, Rock Island & Pacific Railroad



# TIME TABLE

## WESTERN DIVISION FIRST DISTRICT

# No. 4

EFFECTIVE AT 12:01 A. M.

SUNDAY, OCTOBER 27, 1963

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

O. R. THURSTON  
Superintendent

B.F. WELLS,  
General Manager

R.H. ANDERSON,  
Asst. General Manager

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

# Westward

# Main Line

# Eastward

SECOND CLASS			FIRST CLASS		SUBDIVISION 6 STATIONS			FIRST CLASS		SECOND CLASS						
59	81	307		7	Time Table No. 4 October 27, 1963			8		60	308	82				
Freight	Freight	Mixed		Psgr.	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	M.P. from Chicago	Signs	Psgr.	Freight	Mixed	Freight			
Daily	Daily	Tues. Thurs. Sat.		Daily						Daily	Daily	Mon. Wed. Fri.	Daily			
P.M.	A.M.			P.M.						P.M.	P.M.		P.M.			
12.50	12.45			10.00	130	Yard	.....	Q.....	BLUFFS ... *TO	498.2	RFWT Yd		11.19	3.10		7.25
				s 10.05	.....	Yard	2316	....	CO. Bluffs....	499.2	Yd		s 11.17			
				s 10.15	.....			1.2	UP Tfr., Ia....	500.4	Yd		11.02			
				s 10.30 10.55	.....		2320	2.7	US. Omaha, Neb..	503.1	RW Yd		10.55 s 10.30			
1.25	1.25			11.05	.....		2324	4.4	CRI&P Jct....	507.5	.....		10.16	2.20		6.15
					.....			0.0	UP Crossing..	507.5	UX					
					.....			0.3								
1.30	1.30			11.07	63	93	2325	4.8	ALBRIGHT....	507.8	RYd		10.15	2.17		6.12
1.36	1.39			11.12	53	.....	2329	5.5	RUMSEY.....	512.6	.....		10.11	2.11		6.05
1.43	1.46			11.17	35	25	2335	7.7	RICHFIELD....	518.1	.....		10.07	2.04		5.57
1.52 80	1.58			11.24	92	35	2343	0.0	LOUISVILLE.*	525.8	.....		10.01	59 1.52		5.47
					.....			4.7	MoPac Crossing....	525.8	.....					
					.....			0.5	CB&Q Crossing....	530.5	.....					
2.00	2.08			11.31	57	15	2348	5.3	SOUTH BEND....	531.0	.....		9.54	1.33		5.37
2.08	2.17			11.36	51	26	2353	6.7	MURDOCK...*	536.3	.....		9.49	1.27		5.31
2.16	2.26			11.42	91	19	2360	7.3	ALVO.....	543.0	.....		9.44	1.18		5.22
2.25	2.35			11.48 P.M.	38	27	2367	6.7	PRAIRIE HOME...*	550.3	.....		9.38	1.09		5.13
					.....	63	2374	3.8	HAVELOCK.....	557.0	.....					
					.....			0.0	OL&B Crossing.UX	.....	.....					
					.....			0.6	MoPac Crossing.UX	560.8	.....					
2.45	3.00			s 12.07 A.M.	E 56 W 52	575	2378	2.9	LINCOLN...*	561.4	WYd	s 9.27	12.49			4.53
					.....	27	2381	5.5	COLLEGE VIEW..*	564.3	.....					
					.....	18	2386	5.5	ROKEBY.....	569.8	.....					
3.01	3.18			12.21	50	23	2392	5.5	MARTELL.....*	575.3	.....		9.06	12.31		4.33
3.10	3.27			12.27	79	27	2399	7.0	HALLAM...*	582.3	.....		9.00	12.21 P.M.		4.24
3.18	3.34			12.32	51	25	2405	6.3	CLATONIA.....*	588.6	.....		8.55	12.14 A.M.		4.16
					.....	15	2411	6.8	DE WITT.....*	595.4	.....					
3.34	3.40			12.44	51	25	2419	6.6	PLYMOUTH...*	602.0	W		8.44	11.58		4.01
3.50 82	4.00	P.M. 2.00		12.52	79	32	2428	9.9	JANSEN.....*	611.9	R		8.37	11.47 A.M.	59 6.45	3.50 P.M.
4.20 P.M.	4.15 A.M.	2.15 P.M.		s 1.05 A.M.	.....	Yard	2435	6.3	FAIRBURY...*	616.2	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	STATIONS	M.P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS	
59	81	7								8	60	82	Psg.
Freight	Freight	Psg.					Time Table No. 4			Daily	Daily	Daily	Daily
Daily	Daily	Daily					October 27, 1963			Daily	Daily	Daily	Daily
P.M.	A.M.	A.M.								P.M.	A.M.	P.M.	
4.30	4.30	1.09		.....	Yard	2435	..... FAIRBURY..... *TO	155.5	RYd FWT	8.27	11.30	3.25	
				.....	.....	.....	..... UP Crossing.....	155.8	.....				
4.39	4.39	1.16		51	.....	2441	.. THOMPSON, NEB..... P	162.5	.....	8.15	11.19	3.03	
				.....	.....	.....	..... CB&Q Crossing..... P	163.7	.....				
4.49	4.49	1.24		125	29	2449	... MAHASKA, KAN..... *TO	170.3	.....	8.08	11.11	2.54	
4.54	4.54	1.28		51	24	2454	..... NARKA..... P	174.8	.....	8.04	11.06	2.49	
5.01	5.01	1.34		50	26	2460	..... MUNDEN..... P	181.8	.....	7.58	10.59	2.42	
				.....	.....	.....	..... BELLEVILLE..... *TO	189.4	YdF WTY	7.51	10.50	2.30	
5.15	5.20	2.00		.....	Yard	2468	..... RYDAL..... P	194.0	.....	7.41	10.21	1.53	
5.25	5.45			53	19	2473	..... SCANDIA..... P	198.7	.....	7.37			
		2.06		20		2477	... MoPac Crossing.....	198.8	.....				
		2.10		.....	.....	.....	..... COURTLAND..... TO	204.9	.....	7.32	10.09	1.39	
5.46	6.12	2.16		82	21	2483	.... AT&SF Crossing..... UX	204.9	.....				
				.....	.....	.....	..... FORMOSO..... P	209.9	.....	7.28	10.03	1.32	
5.52	6.20	2.20		51	20	2488	..... MONTROSE..... P	215.1	.....	7.24	9.57	1.25	
5.58	6.28	2.24		37	24	2493	..... MANKATO..... *TO	222.1	.....	7.17	9.49	1.16	
6.08	6.37	2.33		106	61	2500	..... OTEGO..... P	230.1	.....	7.09	9.40	1.06	
		2.41		50	21	2508	..... ESBON..... P	234.8	.....	7.05	9.35	1.00	
6.20	6.47	2.45		83	33	2514	..... LEBANON..... TO	241.5	.....	6.59	9.28	12.51	
6.26	6.53	2.45		50	41	2520	..... BELLAIRE..... P	248.0	.....	6.54	9.21	12.43	
6.33	7.00	2.51		50	37	2527	.... SMITH CENTER..... *TO	254.1	.....	6.49	9.14	12.35	
6.40	7.08	2.56		95	66	2533	..... ATHOL..... P	262.1	.....	6.42	9.05	12.26	
6.49	7.15	3.03		52	34	2541	..... KENSINGTON..... TO	268.1	.....	6.37	8.58	12.18	
		3.11		51	31	2547	..... AGRA..... P	272.7	.....	6.33	8.53	12.12	
7.03	7.29	3.16		83	25	2551	..... GRETN..... P	277.7	.....	6.29	8.47	12.05	P.M.
7.08	7.34	3.20		49	22	2556	.... PHILLIPSBURG.... *TO	283.9	RYd FWT	6.24	8.40	11.55	
7.13	7.39	3.24		.....	Yard	2563	.....	128.4	.....	P.M.	A.M.	A.M.	
7.30	7.45	3.37		.....	.....	.....							
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			SUBDIVISION 8 STATIONS			FIRST CLASS			SECOND CLASS		
59	81			7						8		60	82	
Freight	Freight			Pagr.	Capacity of Sidings	Capacity of Other Tracks	Station Numbers		M. P. from St. Joseph	Signs	Pagr.	Freight	Freight	
Daily	Daily			Daily							Daily	Daily	Daily	
F.M. 6.35	A.M. 7.01			A.M. 2.39		Yard	2563	Z..	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		291.5		5.13		81 7.13	10.27
6.58	7.23			2.52	50	22	2577	VW	298.3		5.07		6.55	10.19
7.10	7.35			2.59	50	23	2586	NA	306.5		5.00		6.43	10.07
							2588		308.6					
							2590		310.8					
7.25	7.48			3.07	135	78	2597	SL	318.0	W	4.50		6.28	9.52
					74		2598		319.0					
							2605		325.9					
7.43	8.08			3.21	135				330.0		4.36		6.13	9.36
						21	2614		335.0					
8.00	8.25			3.34	83	33	2621	JN	342.4		4.27		5.58	9.22
8.12	8.40			3.41	50	27	2629		350.8		4.20		5.48	9.13
8.25	9.01 82			3.49	135	58	2639	SU	360.2	Y	4.13		81 5.37	9.01
8.38	9.16			3.57	51	82	2649	XD	370.8		4.05		5.25	8.50
						9	2654		375.3					
8.50	9.30			4.04	135	27	2658		379.8		3.58		5.15	8.40
9.01	9.40			4.13	90	82	2666	BA	387.8	W	3.51		5.07	8.30
9.11	9.50			4.21	50	32	2674	VA	396.0		3.44		4.58	8.20
9.23	10.01			4.29	54	56	2684	SF	405.8		3.36		4.48	8.09
9.35	10.13			4.36 60	80	33	2693		415.1		3.29		7 4.36	7.57
10.01 P.M.	10.45 A.M.			4.50 A.M.		Yard	2702	GD	423.8	RYdFWT	3.22 P.M.		4.10 A.M.	7.45 A.M.

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

FORM Y ORDERS AUTHORIZED.

### Westward

### Sandown-North Yard

### Eastward

### Freight Trains (Information only)

			SUBDIVISION 9-A STATIONS						82 60			
	81	59							Freight	Freight		
	Freight	Freight	Capacity of Sidings	Capacity of Other Tracks		Distance from Sandown	Signs		Daily	Daily		
	Daily	Daily										
	P.M. 5.30	A.M. 4.00	105	Yard			Y		A.M. 2.15	P.M. 11.00		
	5.45	4.10				4.0						
	6.00	4.20				4.0			1.35	9.05		
	6.15	4.30				6.7	RWFY		1.30	9.00		
	P.M.	A.M.				6.7			A.M.	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		Pagr.	Daily				STATIONS					Pagr.	8	60	82	Freight	Freight
Freight	Freight								Time Table No. 4 October 27, 1963										
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	.....	5.5	CARUSO.....	P	428.3	.....	3.10	3.28	6.28				
10.36	12.26	5.03		50	20	2712	.....	4.1	RULETON.....	P	433.4	.....	3.07	3.24	6.23				
10.44	12.36	5.09		87	71	2720	RA	8.0	KANORADO, KAN.....	TO	441.4	.....	3.01	3.14	6.13				
10.50	12.44	5.14		50	9	2726	.....	5.9	PECONIC, COLO.....	P	447.3	.....	2.56	3.07	6.05				
10.57	12.53	5.19		98	123	2732	BN	6.4	BURLINGTON.....*	TO	453.7	W	2.51	3.00	5.58				
11.03	1.01	5.25		76	.....	2738	.....	8.0	HUNGERFORD.....	P	459.7	.....	2.43	2.53	5.51				
		5.35		.....	35	2741	.....	2.5	BETHUNE.....	.....	462.0	.....							
11.16	1.15	82		83	52	2751	RT	10.1	STRATTON.....	TO	472.1	Y	2.33	2.38	7 5.35				
11.24	1.24	5.41		50	23	2758	.....	7.2	VONA.....	P	479.3	.....	2.27	2.30	5.18				
11.32	1.33	5.47		51	32	2765	BT	7.0	SEIBERT.....	TO	486.3	.....	2.21	2.22	5.09				
11.44	1.46	5.56		90	34	2778	AG	11.0	FLAGLER.....*	TO	497.3	.....	2.12	2.07	4.53				
11.59 P.M.	2.03 8	6.06		125	70	2787	BI	11.5	ARRIBA.....	TO	508.8	.....	81 2.03	1.52	4.37				
12.05 A.M.	2.15	6.11		50	17	2793	.....	5.8	BOVINA.....	P	514.6	.....		1.45	4.29				
12.16	2.30	6.16		85	39	2799	.....	6.1	GENOA.....	.....	520.7	.....	1.54	1.38	4.20				
12.55 A.M.	3.10 P.M.	6.30 A.M.		.....	Yard	2809	MM	10.1	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		Pagr.	Daily		JOINT TRACK			8	82	60	Freight	Freight
Freight	Freight						Time Table No. 4 October 27, 1963							
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		.....	83.8	SANDOWN.....	12.11		11.00 P.M.					
6.15 P.M.		8.25 A.M.		85000	6.0	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												8
	Freight		Psg.									Psg.		Freight	
	Daily Except Sat.		Daily									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	
				....	....	....	.....	UP	Crossing	UX	530.8	.....			
				28	....	2818	.....	RESOLIS	.....	P	542.6	.....	1.14		2.10
	4.20		6.58	50	23	2828	.....	MATHESON	.....	P	550.0	.....	1.06		1.55
	4.30		7.06	38	28	2834	SM.....	SIMLA	.....	TO	556.3	.....	1.00		1.40
	4.40		7.13	24	21	2839	.....	RAMAH	.....	P	561.1	.....	12.55		1.25
	4.50		7.18	51	25	2849	GH.....	CALHAN	.....	TO	570.8	.....	12.45		1.04
	5.15		7.29		16	2861	.....	PEYTON	.....	P	582.0	.....			
				50	22	2870	.....	FALCON	.....	P	591.3	.....	12.23		A.M. 12.22
	5.55		7.52	....	14	2873	.....	SHIRLEY	.....		594.9	.....			
				....	43	2879	.....	ELSMERE	.....	P	600.1	.....			
				57	Yard	2886	.....	ROSWELL	.....	P	607.3	YdWTY	12.04		P.M. 11.30
	7.30		8.15	....	Yard	2888	CS.....	COLO. SPGS.	.....	TO	609.8	RYdWY	12.01		11.00 P.M.
	8.00 P.M.		8.35 A.M.										P.M.		

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

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

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

TABLE OF TRAIN SPEEDS

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

# Westward

# Clay Center Branch

# Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 37 STATIONS Time Table No. 4 October 27, 1963	M.P. from St. Joseph	Signs	FIRST CLASS		SECOND CLASS	
	73												
	Freight												Freight
	Daily												Daily
	P.M. 12.15			W 190 E 112	Yard	97	FA.....McFARLAND .....* TO	122.0	RY				P.M. 3.00
	12.35			42	20	18009	..... WABAUNSEE ..... P	131.0	.....				2.26
	12.45			56	23	18014	..... ZEANDALE..... P	135.8	.....				2.18
				.....	.....		.....UP Crossing..... UX	143.0	.....				
	1.02			71	121	18021	HD..... MANHATTAN..... TO	143.2	W				2.02
	1.20			55	19	18030	..... KEATS..... P	152.1	.....				1.47
	1.33 74			55	20	18039	RY..... RILEY ..... TO	160.7	.....				73 1.33
	1.45			55	33	18046	..... BALA..... P	167.5	.....				1.18
	2.00			58	17	18052	..... BROUGHTON..... P	173.6	.....				1.05
	2.10			44	86	18057	GF..... CLAY CENTER ..... TO	179.4					12.55
	2.22			33	60	18065	VN..... MORGANVILLE..... TO	187.1	.....				12.42
	2.35			48	52	18073	FO..... CLIFTON..... TO	195.0	.....				12.30
				.....	.....		.....MoPac Crossing..... UX	196.7	.....				
	2.50			47	40	18079	FR..... CLYDE..... TO	201.3	.....				12.15
	3.08			55	20	18088	..... AGENDA.....	209.8	.....				12.02
	3.25			55	20	18094	..... CUBA..... P	216.2	.....				11.53
	3.45 P.M.			.....	Yard	2468	VI..... BELLEVILLE..... * TO	226.1	RFTY Yd				11.30 A.M.

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

# 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. 4												
			Tues. Thurs. Sat.				October 27, 1963												
			A.M. 7.30	.....	Yard	539	HN.....	HORTON.....	TO	40.8	RYdT								
			f 7.50	.....	24	17008	.....	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	17	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								

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. 4												
			Mon. Wed. Fri.				October 27, 1963												
			A.M. 6.30	.....	Yard	2435	DS F	FAIRBURY.....	* TO	155.5	RYdFWT								
				.....			.....	UP Crossing.....		157.3	.....								
			7.02	.....	18	38008	.....	GLADSTONE.....		163.8	.....								
			7.26	.....	38	38014	.....	GILEAD.....		169.5	.....								
			s 8.06	.....	30	38024	.....	HEBRON.....	TO	179.4	.....								
			s 8.38	.....	49	38031	.....	DESHLER.....	TO	187.1	.....								
			s 9.10 A.M.	.....	58	38039	.....	RUSKIN.....	TO	194.9	Y								

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



## SPEED RESTRICTIONS

### LOCATION

#### ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

		Loaded 85 Ft. or Longer Cars
No. 20 .....	40	35
No. 15 .....	25	20
No. 10 .....	15	15
Less than No. 10 .....	10	

#### LOCATION No. 15 TURNOUTS

No. 15 Turnouts:	
Subdivision 8	MP 329 pole 11 East end siding
	MP 330 pole 30 West end siding
	MP 315 pole 37 East end siding
	MP 317 pole 13 West end siding

#### MAXIMUM ENGINE SPEEDS

1-3, 625, 626, 628-656, 633B, 634B, 637B-642B, 750, 751 .....	90
400, 401 .....	85
485-499, 621, 9002-9004, 9015, 9016 .....	80
38-40, 42-49, 70-77, 70B, 72B, 73B, 88-90, 92, 93, 97-99, 88B-99B, 92B, 93B, 96B-98B, 100-143, 100B-109B, 120B-123B, 128B-135B, 200-205, 402-411, 425-431, 675-677, 675B-677B, 1200-1237, 1250-1300, 1302-1353 .....	70
450-462, 464-475, 537-546, 765-779, 795-797, 811-840, 735-745, 598, 599, 716-732, 759, 760, 763, 764, 798-806 .....	65
529-536 (Towing Speed 65), 1000, 1001, 1003-1015 .....	60
550-563, 700-707, 900-914 .....	45
351, 361-373, 375-377 .....	40

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
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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.	
---	--

Rotary Snow Plow No. 95377 maximum speed of 20 M.P.H. must not be exceeded.	20
---	----

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, burr and caterpillar 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 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 2241 while being operated light or in service	30
--	----

Trains handling alumina ore .....	45
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100 ton hopper cars or 30,000 gal. tank cars must be restricted to speeds of 5 MPH less than authorized speed on Subdivision 37, and 6-A Beatrice to Jansen and must not be moved over Subdivision 7-A and that portion of 6-A Beatrice to Horton.

### LOCATION

	Passenger Trains	Freight Trains
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 .....	65	--
MP 525-8 Missouri Pacific Crossing (Engine only) .....	45	30
MP 526-39 to MP 527-7 .....	70	--
MP 530-0 to MP 531-17 .....	45	30
MP 530.5 CB&Q Crossing .....	45	30
MP 531-17 to MP 535-40 .....	70	--
MP 543-21 to MP 543-33 .....	75	--
MP 545-4 to MP 546-39 .....	60	--
MP 551-30 to MP 552-9 .....	60	--
MP 557-27 to MP 557-41 .....	65	--
MP 560.18 to MP 561.32 .....	25	25
MP 561.32 to MP 562.36 .....	30	30
MP 562.36 to MP 564.27 .....	65	--
MP 569-26 to MP 569-37 .....	70	--
MP 574-39 to MP 575-14 .....	65	--
MP 576-17 to MP 576-24 .....	70	--
MP 579-8 to MP 579-22 .....	75	--
MP 585-2 to MP 585-23 .....	70	--
MP 593-22 to MP 593-34 .....	75	--
MP 151-12 to MP 153-35 .....	65	--
MP 153-35 to MP 155-20 .....	50	--
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 .....	60	50
MP 222-0 to MP 223-11 .....	65	55
MP 225-6 to MP 225-18 .....	60	50
MP 226-3 to MP 226-37 .....	75	--
MP 229-30 to MP 230-16 .....	75	--
MP 230-32 to MP 231-2 .....	60	50
MP 237-18 to MP 239-38 .....	70	--
MP 243-32 to MP 244-4 .....	75	--
MP 254-9 to MP 254-21 .....	75	--
MP 257-7 to MP 257-19 .....	60	50
MP 258-21 to MP 260-23 .....	75	--
MP 276-7 to MP 276-19 .....	65	55
MP 283-11 to MP 283-37 .....	60	50

## SPEED RESTRICTIONS

LOCATION	Passenger Trains	Freight Trains
SUB-DIVISION 8 (Except as shown below) . . . . .	79	60
MP 283-37 to MP 284-29 . . . . .	60	50
MP 284-29 to MP 292-37 . . . . .	75	--
MP 292-37 to MP 293-35 . . . . .	60	50
MP 297-9 to MP 298-26 . . . . .	65	55
MP 298-26 to MP 311-35 (Except as shown below) . . . . .	75	--
MP 302-19 to MP 302-37 . . . . .	60	50
MP 303-37 to MP 304-10 . . . . .	60	50
MP 306-17 to MP 306-37 . . . . .	60	50
MP 316-10 to MP 318-35 . . . . .	60	50
MP 318-35 to MP 323-33 . . . . .	75	--
MP 323-33 to MP 324-30 . . . . .	60	50
MP 327-5 to MP 327-20 . . . . .	75	--
MP 343-25 to MP 344-4 . . . . .	65	55
MP 382-23 to MP 382-33 . . . . .	75	--
MP 387-10 to MP 387-22 . . . . .	65	55
MP 423-20 to MP 423-32 . . . . .	60	50
SUB-DIVISION 9 (Except as shown below) . . . . .	79	60
MP 423-32 to MP 424-20 . . . . .	60	50
MP 427-37 to MP 428-27 . . . . .	75	--
MP 440-39 to MP 441-21 . . . . .	60	60
MP 463-29 to MP 464-4 . . . . .	75	--
MP 488-37 to MP 489-8 . . . . .	75	--
MP 492-30 to MP 494-12 . . . . .	65	55
MP 530-11 to MP 530-32 . . . . .	30	30
SUBDIVISION 10 (Except as shown below) . . . . .	59	40
MP 530-32 to MP 531-0 . . . . .	30	30
MP 564-24 to MP 580-17 . . . . .	55	--
MP 593-36 to MP 606-8 . . . . .	55	--
MP 606-8 to MP 609-9 . . . . .	45	--
MP 603-30 Maizeland Road Crossing . . . . .	30	30
MP 603-38 Syre Drive . . . . .	30	30
MP 605 Union Blvd. Crossing . . . . .	30	30
MP 605-20 Paseo Road Crossing . . . . .	30	30
MP 605-30 Templeton Road Crossing . . . . .	30	30
MP 606-38 Beacon Street Crossing . . . . .	30	30
MP 608-36 Mesa Road Crossing . . . . .	30	30
SUBDIVISION 9A . . . . .	20	20
SUBDIVISION 37 (Except as shown below) . . . . .	50	40
MP 131-11 to MP 131-21 . . . . .	45	35
MP 133-32 to MP 134-7 . . . . .	45	35
MP 142-18 to MP 142-25 . . . . .	40	35
MP 145-0 to MP 145-21 . . . . .	40	35
MP 163-7 to MP 163-25 . . . . .	45	40
MP 168-21 to MP 170-7 . . . . .	45	35
MP 171-18 to MP 172-18 . . . . .	45	35
MP 178-25 to MP 179-18 . . . . .	20	20
MP 194-4 to MP 194-25 . . . . .	45	--
MP 201-32 to MP 202-11 . . . . .	45	35
SUBDIVISION 6A (Except as shown below) . . . . .	30	30
MP 42-25 to MP 121-19 . . . . .	20	20
SUBDIVISION 7A . . . . .	15	15
MP 157-3 Un. Pac. Crossing . . . . .	15	15
MP 174-10 to MP 174-20 . . . . .	10	10

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

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

## SPECIAL INSTRUCTIONS

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

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

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

4. Rule 83:

Jansen - For trains originating or terminating.  
Omaha - For first-class trains.

4a. All trains will register by Form 1339 at Albright when Operator is on duty.

4b. Nos. 7 and 8 will register by Form 1339 at Fairbury, Goodland and Limon.

5. Bulletin Boards and General Order Books are located at:

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:

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 Posi- tion Gates Against	Light Ar- rangement for	
						Stop	Proceed
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 . . . . .					

## SPECIAL INSTRUCTIONS

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

Sub-Div.	MP	Crossing	Sub-Div.	MP	Crossing
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 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.

15a. 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 DUT Ry 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.

17. 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.

17a. 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.

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

19. All employees 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:

Subdivision	Mile Post	Kind of Structure	
6	517.3	Viaduct	
	542.2	Viaduct	
	544.3	Viaduct	
	548.4	Viaduct	
	553.1	Viaduct	
	560.5	Viaduct	
	564.1	Viaduct	
7	155.4	Viaduct	
	189.5	Viaduct	
	189.6	Viaduct	
	199.0	Truss Span	
	274.9	Truss Span	
9	277.8	Viaduct	
	528.7	Viaduct	
10	533.0	Viaduct	
	548.9	Truss Span	
	606.4	Overhead Railway Crossing	
	606.5	Nevada Avenue Viaduct	
	606.8	Cascade Avenue Viaduct	
	Sandown Belt	2.9	Viaduct
		3.1	Overhead Railway Crossing
3.5		Overhead Railway Crossing	
3.7		Overhead Railway Crossing	
3.8		Viaduct	
37	143.0	Truss Span	
	146.4	Truss Span	
6a	65.5	Overhead Railway Crossing	
	81.8	Truss Span	
	91.1	Viaduct	
	91.8	Viaduct	
	92.3	Truss Span	
	121.4	Viaduct	
	129.7	Truss Span	
7a	157.1	Viaduct	
	158.2	Truss Span	
	174.0	Truss Span	
	179.7	Truss Span	

20. Industrial or spur tracks are located at:

Sub. Div.	Mile Post	Name	Car Capacity
6	523.6	Lyman-Richey . . . . .	117
6	527.2	Stone Products Co. . . .	41
6	530.20	Western Sand & Gravel	78
6	556.0	Bethany Spur . . . . .	3
6	558.0	W. T. Good Spur . . . . .	12
37	582.23	Industrial Spur . . . . .	20
	192.6	Gas Spur . . . . .	14

21. 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.

21a. 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.

## SPECIAL INSTRUCTIONS—Concluded

22. "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.

23. 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.

24. 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.

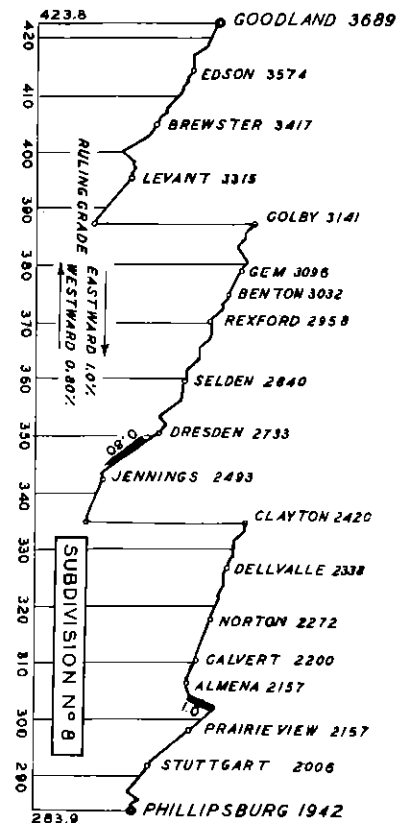
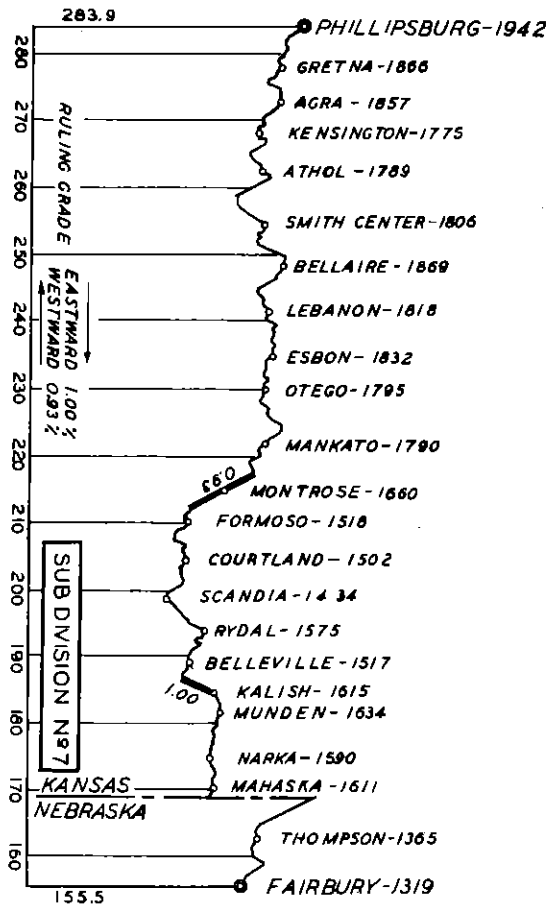
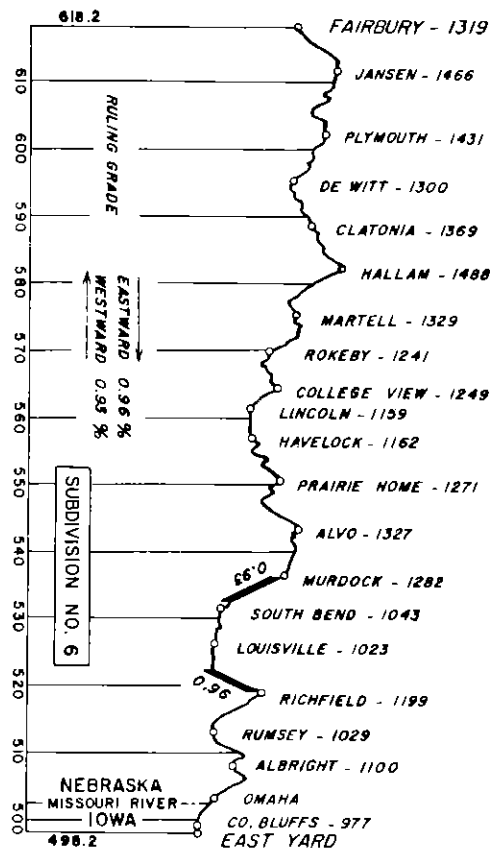
B. B. BRENTON ..... Asst. Supt., Goodland  
 R. W. PARKER ..... Trainmaster, Council Bluffs  
 R. M. DICKERSON ..... Trainmaster, Denver  
 K. O. THOMAS ..... Master Mechanic, Des Moines  
 J. F. WADDICAR ..... Road Foreman Equipment, Council Bluffs  
 W. F. KLINE ..... Road Foreman Equipment, Goodland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

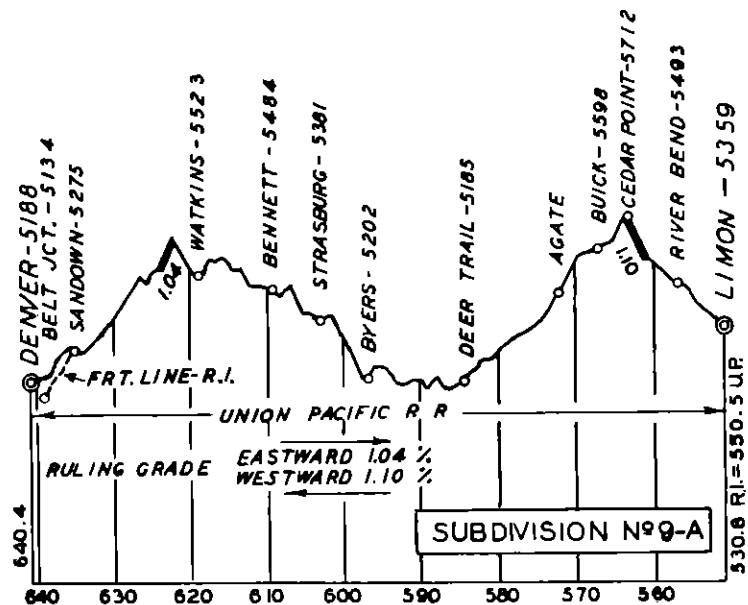
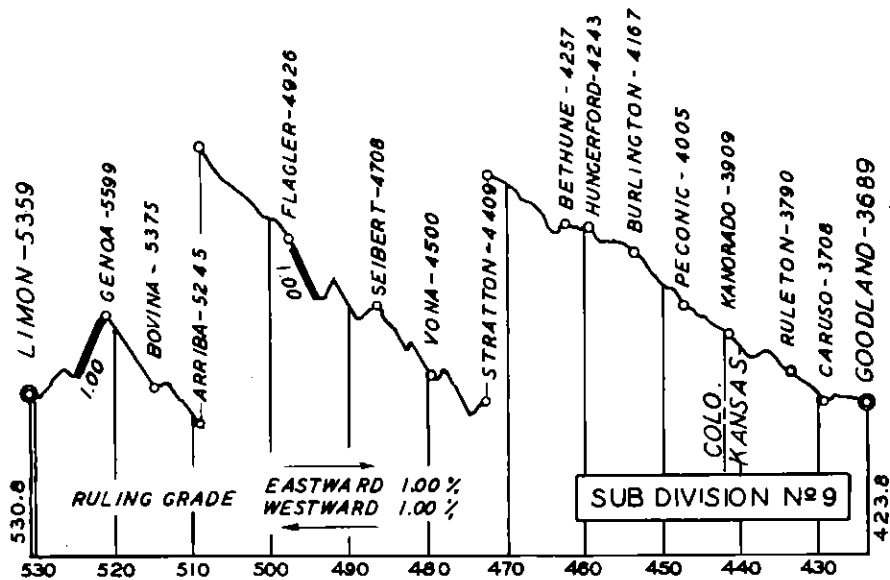
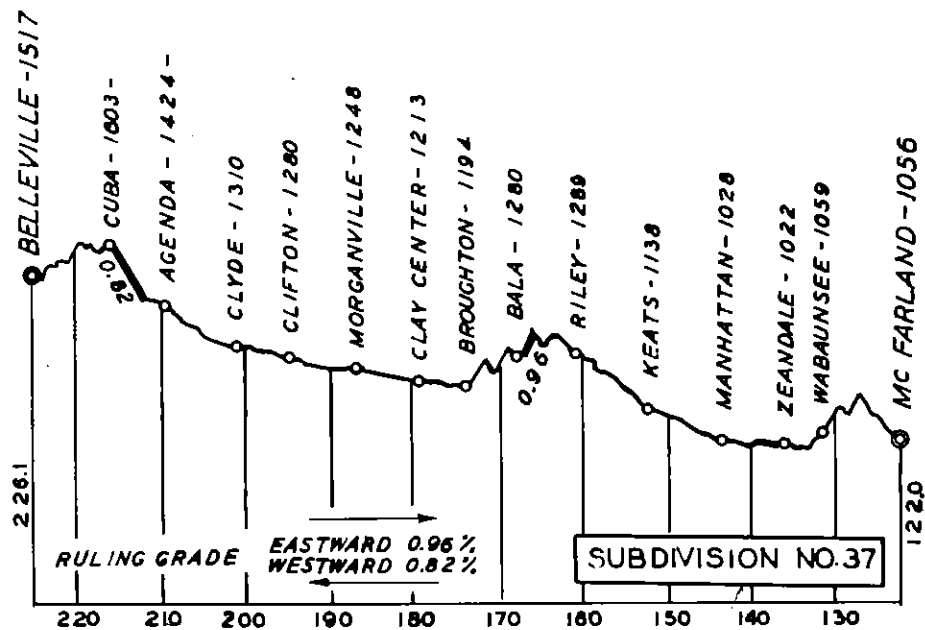
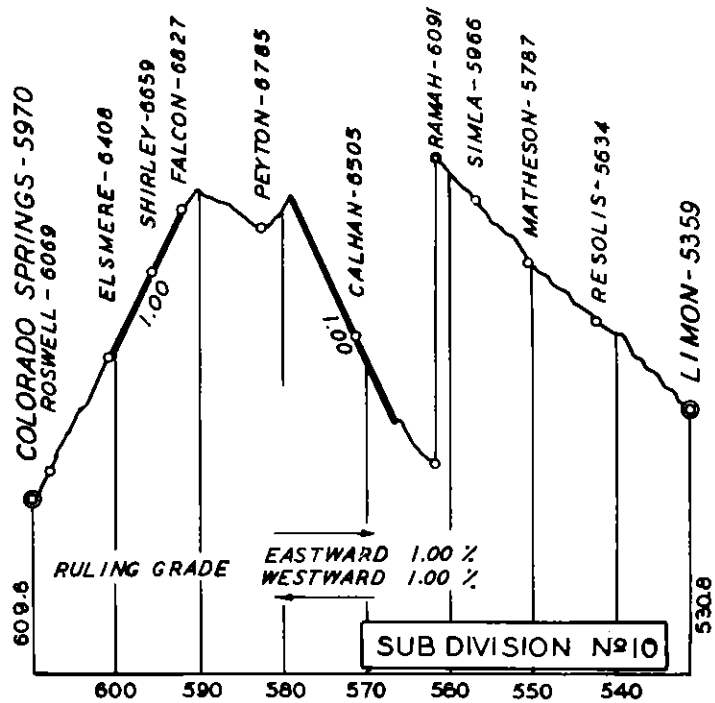
J. J. WILKE  
 R. H. CHANDLER  
 A. H. BENDER  
 J. D. McDERMET  
 C. C. LAMB  
 R. L. THOMPSON

} Train Dispatchers, Fairbury

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.





# COMMUNICATION OFFICES

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

## SUBDIVISION 6

Blutts .....	Continuous	
Omaha .....	Continuous	
Albright .....	*-** 8:30 p.m.	5:30 a.m.
Louisville .....	8:30 a.m.	5:30 p.m.
Murdock .....	6:45 a.m.	3:45 p.m.
Lincoln .....	Continuous	
Hallam .....	6:45 a.m.	3:45 p.m.
Plymouth .....	7:45 a.m.	4:45 p.m.
Fairbury .....	Continuous	

## SUBDIVISION 7

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

## SUBDIVISION 8

Phillipsburg .....	Continuous	
Prairie View .....	7:00 a.m.	4:00 p.m.
Almeta .....	7:00 a.m.	4:00 p.m.
	3:00 a.m.	6:00 p.m.
Norton .....	{*-** 3:00 a.m.	6:00 p.m.
Jennings .....	7:00 a.m.	4:00 p.m.
Selden .....	8:00 a.m.	5:00 p.m.
*Rexford .....	8:00 a.m.	11:15 a.m.
Colby .....	*-** 3:30 a.m.	5:30 p.m.
*Levant .....	1:00 p.m.	4:15 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.	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.
Limon .....	Continuous	

## SUBDIVISION 10

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

## SUBDIVISION 37

McFarland .....	{ ** 9:00 a.m.	5:00 p.m.
	{ * 7:00 p.m.	3:00 a.m.
Manhattan .....	{ -** 7:00 a.m.	4:00 p.m.
	{ -** 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.
	{ -** 7:00 a.m.	4:00 p.m.
* { Morganville .....	1:00 p.m.	4:45 p.m.
{ Clifton .....	8:00 a.m.	11:45 a.m.
{ Clyde .....	8:30 a.m.	5:30 p.m.
{ Belleville .....	Continuous	

## 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