Company Surgeons	Location
T. L. HANSEN, Chief Surgeon	Chicago
F. E. BALLINGER, Local Surgeon and Examiner	
ABBOTT M. DEAN, Oculist and Aurist	Council Bluffs, Ia.
J. H. JUDD, Oculist and Aurist	
R. D. SCHROCK	
ERMAN F. JOHNSON	
C. SCOTT, Asst. Local Surgeon	
HAROLD GIFFORD, Oculist	Omaha, Neb.
FREDERICK O. BECK	So. Omaha
E. H. WORTHMAN	Louisville
JAMES E. M. THOMSON	
C. F. FERCIOT, Asst. Local Surgeon	Lincoln
HARVEY D. RUNTY	De Witt
J. HAROLD LYNCH, Division Surgeon and Examiner	Fairbury, Neb.
R. P. LUCE, Asst. Division Surgeon and Examiner	
V. J. WALL	Mahaska, Kan.
H. D. THOMAS, Asst. Local Surgeon and Examiner	
PAUL L. BEIDERWELL	Belleville, Kan.
C. V. HAGGMAN	Scandia
M. D. McCOMAS	Courtland
CLAUDE W. INGE, Local Surgeon	Formosa
D. D. ALLEN, Sub. Local Surgeon	Mankato
H. MORRISON	Smith Center
VICTOR E. WATTS	Athol
B. HARTMAN	Kensington
E. A. NELSON, Surgeon	Phillipsburg
H. S. BENNIE	Almena
W. STEPHENSON	Norton
H. O. HARDESTY	Jennings
WARREN W. McDOUGAL, Local Surgeon	Colby
M. J. RENNER, Local Surgeon and Examiner	
D. D. VERMILLION, Oculist, Aurist and Examiner	Goodland, Kan.
F. L. BERGEN	Burlington, Colo
EDWARD W. REID	Flagler
J. O. CLANIN, Local Surgeon and Examiner	Limon
G. B. CHANDLER	Calhan
W. P. McCROSSIN, Surgeon and Examiner	
L. J. KENNEDY, Asst. Local Surgeon and Examiner	Colorado Springs
A. W. MAYER, Jr., Surgeon and Examiner	
W. M. BANE, Oculist and Aurist	Denver, Colo.
GEO. M. EDMONDS	Horton
F. E. WRIGHTMAN	Sabetha
W. T. WILDHABER	Beatrice, Neb.
PAUL A. REED	Deshler

C. E. MEKOTA, General Claim Agent, Chicago, Ill.

R. W. ANDERSON,
Superintendent

O. W. LIMESTALL,
Gen'l Sup't Transportation

M. R. WILSON,
Sup't Motive Power

R. E. JOHNSON,
Ass't General Manager

F. R. HOSACK,
Gen'l Sup't Motive Power

C. L. FRANKLIN,
General Manager

W. H. HILLIS,
Vice President-Operations

3500—5-28-50

Chicago, Rock Island & Pacific Railway

TIME TABLE

WESTERN DIVISION
SECOND DISTRICT

No. 2

EFFECTIVE AT 12:01 A. M.

SUNDAY, MAY 28, 1950

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

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY

Rock Island

SAFETY FIRST

This Time Table for the exclusive use and guidance of Employes

THE GUNTHORP-WARREN PRINTING COMPANY, 210 WEST JACKSON, CHICAGO

Westward — Main Line — Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 6 STATIONS — Time Table No. 2 — May 28, 1950	Office Hours Week Days, except Saturdays; *Sundays and Holidays; **Saturdays	M. P. from Chicago	Distance from Council Bluffs	Signs	FIRST CLASS		SECOND CLASS		
97	89	91	7	25									26	8	80	92	96
Chicago Colorado California Red Ball	Mixed	Rocket Freight	Rocket	Passenger									Passenger	Rocket	Mixed	Rocket Freight	Colorado Chicago Red Ball
Daily	Daily Except Sunday	Daily	Daily	Daily				LEAVE	From To								
P.M. 11.00		A.M. 11.00	P.M. 10.20	A.M. 6.45	....	Yd.	2316	Q.....Co. Bluffs... (See T.T. Rules 16 and 16a)	Continuous	499.2	.....	RYd FWT	P.M. 7.00	A.M. 12.16		A.M. 1.30	A.M. 6.00
			s 10.30	s 6.55	....	....	.....	1.2 .....UP Tfr., Ia... 2.7	.....	500.4	1.2	.....	6.50	A.M. 12.07			
			s 10.51 11.06	s 7.15 7.45	....	....	2320	YD....Omaha, Neb. TWO MAIN TRACKS TO	Continuous	503.1	3.9	R	s 6.30 6.15	s 11.59 11.39			
11.42		11.43	11.13	7.55	....	....	2324	4.4 .....CRI&P Jct... 0.0	.....	507.5	8.3	.....	5.53	11.28		P.M. 10.59	2.24
					....	....	.....	.....UP Crossing.. UX	.....	507.5	8.3	.....					
11.50 P.M.		11.45	11.15	f 7.57	63	204	2325	0.3 G.. ..ALBRIGHT.....TO	7:30 a.m. 3:30 p.m. **7:30 a.m. 3:30 p.m. 10:30 p.m. 6:30 a.m. *-**10:30 p.m. 6:30 am	507.8	8.6	RYd	5.50	11.25		10 54	2.20
12.01 A.M.		11.53 A.M.	11.20	f 8.03	53	4	2329	4.8 ....RUMSEY.....P	.....	512.6	13.4	.....	5.43	11.20		10.43	2.03
12.14		12.05 P.M.	11.32	f 8.10	52	25	2335	5.5 ..RICHFIELD.....P	.....	518.1	18.9	.....	f 5.35	11.14		10.34	1.55
12.28		12.16	11.39	s 8.19	92	28	2343	7.7 .LOUISVILLE....TO	8:30 a.m. 4:30 p.m. **8:30 a.m. 4:30 p.m. 4:30 p.m. 12:30 a.m. *-**4:30 p.m. 12:30 am	525.8	26.6	W	s 5.24	11.06		10.20	1.40
					....	....	.....	0.0 .MoPac Crossing....	.....	525.8	26.6	.....					
					....	....	.....	4.7 .CB&Q Crossing.....	.....	530.5	31.3	.....					
12.38		12.26	11.45	f 8.26	57	15	2348	0.5 SOUTH BEND.....P	.....	531.0	31.8	.....	s 5.16	10.59		10.10	1.29
12.52		12.40	11.50	s 8.35	51	26	2353	5.3 CK ...MURDOCK....TO	8:30 a.m. 5:30 p.m.	536.3	37.1	.....	s 5.06	10.54		10.00	1.20
1.02		12.50	11.56 P.M.	s 8.45	91	19	2360	6.7 AO .....ALVO.....TO	7:00 a.m. 4:00 p.m.	543.0	43.8	.....	s 4.55	10.48		9.51	97 1.02
96 1.14		1.01	12.02 A.M.	f 8.55	38	27	2367	7.3 PRAIRIE HOME...P	.....	550.3	51.1	.....	s 4.44	10.40		9.41	12.50
1.25		1.11	12.08	9.03	49	56	2374	6.7 ..HAVELOCK .....P	.....	557.0	57.8	.....	f 4.33	10.33		9.32	12.40
					....	....	.....	3.8 MoPac Crossing..UX	.....	560.8	61.6	.....					
1.50		1.31	s12.20 96	s 9.23	E 56 W52	570	2378	0.6 CN ....LINCOLN.....TO	Continuous.	561.4	62.2	WYd	s 4.21	s10.27		9.25	A.M.-7- 12.20
					....	27	2381	2.9 COLLEGE VIEW.....	.....	564.3	65.1	.....					P.M.
2.02		1.43	12.30	f 9.33	51	18	2386	5.5 ....ROKEBY.....P	.....	569.8	70.6	.....	f 3.56	10.12		9.13	11.25
2.12		1.51	12.35	s 9.42	50	23	2392	5.5 ...MARTELL.....P	.....	575.3	76.1	.....	s 3.49	10.07		9.06	11.16
2.25		2.03	12.41	s 9.52	79	27	2399	7.0 HM ...HALLAM.....TO	6:30 p.m. 3:30 a.m.	582.3	83.1	.....	s 3.38	10.01		8.57	11.05
2.37		2.13	12.47	s10.02	51	25	2405	6.3 CA. ..CLATONIA.....TO	7:30 a.m. 4:30 p.m.	588.6	89.4	.....	s 3.28	9.55		8.47	10.54
2.47		2.23	12.53	f10.11	51	25	2411	6.8 ...DE WITT.....P	.....	595.4	96.2	.....	s 3.18	9.49		8.37	10.43
2.57		2.33	12.59	s10.22	51	25	2419	6.6 MY PLYMOUTH....TO	7:30 a.m. 4:30 p.m.	602.0	102.8	W	s 3.08	9.43		8.28	10.32
3.12	P.M. 4.00	2.53 26	1.08	s10.37	79	32	2428	9.9 NS. ....JANSEN.....TO	7:30 a.m. 4:30 p.m.	611.9	112.7	R	s 2.53	9.34	A.M. 6.45	8.15	10.17
3.30 A.M.	4.15 P.M.	3.10 P.M.	s 1.15 A.M.	s10.50 A.M.	....	Yd.	2435	6.3 DS F ..FAIRBURY....TO 119.0	Continuous.	618.2	119.0	RYd FWT	2.40 P.M.	9.26 P.M.	6.30 A.M	8.00 P.M.	10.00 P.M.
								LEAVE					Daily	Daily	Daily Except Sunday	Daily	Daily
26.4	25.2	28.5	44.6	33.2				....Average Speed Per Hr....					35.7	48.0	25.2	21.6	14.9
4.30	0.15	4.10	2.55	4.05				.....SCHEDULE TIME.....					3.20	2.50	0.15	5.30	8.00

Automatic Block Signals — See T.T. Rule 28

CENTRAL TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 10 MINUTES.

FORM Y ORDERS AUTHORIZED.

Westward — Main Line — Eastward

SUBDIVISION 7
STATIONS
Time Table No. 2
May 28, 1950

SECOND CLASS		FIRST CLASS										FIRST CLASS		SECOND CLASS	
91	97		25	7	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	M. P. from St. Joseph	Distance from Fairbury	Signs	26	8	96	92
Rocket Freight	Chicago Colorado California Red Ball		Passenger	Rocket								Passenger	Rocket	Colorado Kansas City Red Ball	Rocket Freight
Daily	Daily		Daily	Daily											
P.M. 3.35	A.M. 5.00		A.M. 11.15	A.M. 1.19	.....	Yard	2435	DS F FAIRBURY ..... TO	155.5	.....	RYd FWT	P.M. 2.30	P.M. 9.22	P.M. 6.20	P.M. 7.40
					.....	.....	.....	0.3 — UP Crossing ..... UX	155.8	0.3	.....				
3.50	5.15		s11.30	1.28	51	.....	2441	6.7 — THOMPSON, NEB. ..... P	162.5	7.0	.....	s 2.14	9.12	5.36	7.25
					.....	.....	.....	1.2 — CB&Q Crossing	163.7	8.2	.....				
4.08	5.33		s11.43	1.36	51	29	2449	6.6 — MAHASKA, KAN. ..... TO	170.3	14.8	.....	s 2.04	9.04	5.21	7.10
4.15	5.40		s11.51	1.40	51	24	2454	4.5 — NARKA ..... TO	174.8	19.3	.....	s 1.55	9.00	5.11	7.04
4.25	5.50		s12.01 A.M. / P.M.	1.46	50	26	2460	6.8 — MUNDEN ..... TO	181.6	26.1	.....	s 1.44	8.54	5.01	6.55
4.30	5.55		12.07		50	.....	2463	3.2 — KALISH ..... P	184.8	29.3	.....	1.37	8.51	4.55	6.50
4.40 96	6.05		s12.15 26	s 1.58	.....	Yard	2468	4.6 — BELLEVILLE ..... TO	189.4	33.9	YdF WTY	1.30 25	s 8.46	4.40 91	6.40
5.30	7.45		1.35									s 1.10		3.10	6.15
5.40	7.55		f 1.42	2.04	53	19	2473	4.6 — RYDAL ..... P	194.0	38.5	.....	f12.55	8.39	3.01	6.08 91
6.01 92	8.03		s 1.52	2.09	51	23	2477	4.7 — SCANDIA ..... P	198.7	43.2	W	s12.48	8.35	2.51	6.01
					.....	.....	.....	0.1 — MoPac Crossing	198.8	43.3	.....				
6.15	8.12		s 2.05	2.15	82	21	2483	6.1 — COURTLAND ..... TO	204.9	49.4	.....	s12.38	8.29	2.42	5.52
					.....	.....	.....	0.0 — AT&SF Crossing ..... UX	204.9	49.4	.....				
6.23	8.21		s 2.15	2.20	51	20	2488	5.0 — FORMOSO ..... TO	209.9	54.4	.....	s12.28	8.24	2.35 25	5.45
6.31	8.31		s 2.25 96	2.24	37	24	2493	5.2 — MONTROSE ..... P	215.1	59.6	.....	s12.19 P.M.	8.19	2.25	5.38
6.46	8.46		s 2.45	g 2.33	65	61	2500	7.0 — MANKATO ..... TO	222.1	66.6	W	s12.08 A.M.	g 8.13	2.02	5.28
6.57	8.57		s 2.59	2.41	50	21	2508	8.0 — OTEGO ..... P	230.1	74.6	.....	s11.48	8.05	1.48	5.17
7.05	9.05		s 3.09	2.45	83	33	2514	4.7 — ESBON ..... TO	234.8	79.3	.....	s11.39	8.01	1.41	5.10
7.13	9.14		s 3.22	2.51	50	41	2520	6.7 — LEBANON ..... TO	241.5	86.0	.....	s11.28	7.55	1.32	5.01
7.22	9.23		s 3.34	2.57	50	38	2527	6.5 — BELLAIRE ..... TO	248.0	92.5	.....	s11.17	7.49 91	1.23	4.52
7.43 8	9.33		s 3.54	g 3.05	50	66	2533	6.1 — SMITH CENTER ..... TO	254.1	98.6	W	s11.06	g 7.43	1.14	4.43
7.59	9.45		s 4.08	3.13	52	34	2541	8.0 — ATHOL ..... TO	262.1	106.6	.....	s10.46	7.36	1.02	4.31 25
8.07	9.54		s 4.21 92	3.18	51	31	2547	6.0 — KENSINGTON ..... TO	268.1	112.6	.....	s10.35	7.31	12.54	4.21
8.15	10.02		s 4.31	3.22	83	25	2551	4.6 — AGRA ..... TO	272.7	117.2	.....	s10.24	7.27	12.47	4.02
8.22	10.14 26		s 4.41	3.26	49	22	2556	5.0 — GRETNA ..... P	277.7	122.2	.....	s10.14 97	7.23	12.39	3.54
8.35 P.M.	10.35 A.M.		5.05 P.M.	3.33 A.M.	.....	Yard	2563	6.2 — PHILLIPSBURG ..... TO	283.9	128.4	RYd FWT	10.05 A.M.	7.18 P.M.	12.30 P.M.	3.45 P.M.
								LEAVE				Daily	Daily	Daily	Daily
30.8	32.8		28.5	57.5				AVERAGE SPEED PER HOUR				31.4	62.1	30.8	37.8
5.00	5.35		5.50	2.14				SCHEDULE TIME				4.25	2.04	5.50	3.55

Automatic Block Signals See T. T. Rule 26

CENTRAL TIME

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

SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 10 MINUTES.

FORM Y ORDERS AUTHORIZED

No. 7 Discharge from Chicago and Englewood.
Receive for Denver and Colorado Springs.

No. 8 Discharge from Denver and Colorado Springs.
Receive for Englewood and Chicago.

FOR OPERATORS HOURS SERVICE SEE PAGE 9

Westward — Main Line — Eastward

SUBDIVISION 8
STATIONS
Time Table No. 2
May 28, 1950

Westward SECOND CLASS 91 Rocket Freight Daily	Westward SECOND CLASS 97 Chicago Colorado California Red Ball Daily	Westward FIRST CLASS 25 Passenger Daily	Westward FIRST CLASS 7 Rocket Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE		M. P. from St. Joseph	Distance from Phillipsburg	Signs	Eastward FIRST CLASS 26 Passenger Daily	Eastward FIRST CLASS 8 Rocket Daily	Eastward SECOND CLASS 96 Colorado Kansas City Red Ball Daily	Eastward SECOND CLASS 92 Rocket Freight Daily
P.M. 8.00	A.M. 10.35 (96)	P.M. 4.25	A.M. 2.35	.....	Yard	2563	Z....	PHILLIPSBURG.....TO	283.9	.....	RYdFWT	A.M. 8.45	P.M. 6.16	A.M.-97 10.35	P.M. 2.30
								7.6							
8.15	10.50	s 4.35	2.43	90	24	2570	GR..	...STUTTGART.....TO	291.5	7.6	.....	s 8.29	6.09	10.13	2.18
								6.8							
8.27	11.03	s 4.44	2.49	50	22	2577	VW..	. PRAIRIE VIEW.....TO	298.3	14.4	.....	s 8.16	6.03	9.55	2.09
								8.2							
8.40	11.18	s 4.54	2.56	50	23	2586	NA..	..... ALMENA.....TO	306.5	22.6	.....	s 8.02	5.56	9.35	1.54
								4.1							
8.48	11.28	s 4.59	3.00	.....	24	2590	.....	..... CALVERT.....P	310.6	26.7	.....	s 7.54		9.23	1.48
								7.4							
9.02	11.44	s 5.16	g 3.11	E 47 W74	76	2597	SI...	..... NORTON.....TO	318.0	34.1	W	s 7.43	s 5.46 (25)	9.05	1.39
	A.M.							9.0							
9.18	12.01	s 5.36	3.20	52	20	2606	.....	.... DELLVALE.....P	327.0	43.1	.....	s 7.26	5.36	8.45	1.24
	P.M.	(8)						8.0							
9.33	12.18	s 5.49	3.27	52	21	2614	AU..	.....CLAYTON.....TO	335.0	51.1	.....	s 7.15	5.30	8.27	1.14
								7.4							
9.44	12.30	s 6.02	3.33	83	33	2621	JN ..	....JENNINGS.....TO	342.4	58.5	.....	s 7.05	5.24	8.12	1.05 (37)
								8.4							
9.59	12.53 (92)	s 6.13	3.40	50	27	2629	DM..	.... DRESDEN.....TO	350.8	66.9	.....	s 6.51	5.17	7.55	12.53
								9.4							
10.14	1.14	s 6.31	3.48	83	58	2639	SU ..	.....SELDEN.....TO	360.2	76.3	WY	s 6.37	5.09	7.38	12.41
								10.6							
10.31	1.34	s 6.46	3.57	51	62	2649	XD..	.... REXFORD.....TO	370.8	86.9	.....	s 6.23	5.01	7.18	12.26
								4.5							
10.38	1.42	f 6.53		50	8	2654	.....	..... BRETON.....P	375.3	91.4	.....	f 6.15		7.07	12.20
								4.5							
10.45	1.50	s 7.02	4.04	50	27	2658	.....	..... GEM.....P	379.8	95.9	.....	s 6.10	4.54	6.57	12.14
								8.0							P.M.
10.56	2.10	s 7.18	g 4.12	90	78	2666	BA..	..... COLBY.....TO	387.8	103.9	W	s 5.58	s 4.46	6.40	12.03
								8.2							A.M.
11.09	2.30	s 7.31	4.20	50	32	2674	VN..	..... LEVANT.....TO	396.0	112.1	.....	s 5.44	4.38	6.15	11.51
								9.8							
11.25	2.50	s 7.43	4.28	50	56	2684	SF ..	..... BREWSTER.....TO	405.8	121.9	.....	s 5.30	4.30	5.59	11.38
								9.3							
11.40	3.05	s 7.57	4.36	80	20	2693	.....	..... EDSON	415.1	131.2	.....	s 5.17	4.23	5.44	11.18
P.M.								8.7							
12.20 A.M.	3.30 P.M.	8.10 P.M.	4.46 A.M.	.....	Yard	2702	GD..	.... GOODLAND.....TO	423.8	139.9	RYdFWT	5.05 A.M.	4.16 P.M.	5.30 A.M.	11.05 A.M.
								139.9							
								LEAVE				Daily	Daily	Daily	Daily
32.1	28.5		37.3	64.1				...AVERAGE SPEED PER HOUR...				38.2	69.9	27.5	40.9
4.20	4.55		3.45	2.11				.....SCHEDULE TIME.....				3.40	2.00	5.05	3.25

Automatic Block Signal—See T. T. Rule 26

MOUNTAIN TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 26.
SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 10 MINUTES.
FORM Y ORDERS AUTHORIZED.

No. 7 Norton—Receive for regular stop points in Colorado, discharge from Lincoln and points east except will make regular stop on Monday.
Colby—Receive for regular stop points in Colorado, discharge from Lincoln and points east except will make regular stops on Thursday, Friday, Saturday and Sunday.

FOR OPERATORS HOURS SERVICE SEE PAGE 9

Westward — Main Line — Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 9 STATIONS Time Table No. 2 May 28, 1950					FIRST CLASS		SECOND CLASS	
97	91	25	7					Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays				26	8	96	92
Chicago Colorado California Red Ball	Rocket Freight	Passenger	Rocket	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	From To	M. P. from St. Joseph	Distance from Goodland	Signs	Passenger	Rocket	Colorado Kansas City Red Ball	Rocket Freight
Daily	Daily	Daily	Daily												
P.M.	A.M.	P.M.	A.M.									A.M.-7	P.M.	A.M.	A.M.
5.00	1.40	8.20	4.50	.....	Yard	2702	GD.. GOODLAND ..... TO	Continuous.	423.8	.....	RYdFWT	4.45	4.12	4.30	9.55
			26				5.5								
5.09	1.50	8.27	4.56	51	12	2708	..... CARUSO.....	.....	429.3	5.5	.....	4.33	4.06	4.12	9.39
							4.1								
5.23	1.58	s 8.34	5.00	50	20	2712	..... RULETON.....P	.....	433.4	9.6	.....	s 4.28	4.02	4.04	9.33
							8.0								
5.40	2.10	s 8.46	5.07	87	71	2720	RA..KANORADO, KAN..TO	7:00 a.m. 4:00 p.m.	441.4	17.6	.....	s 4.18	3.56	3.52	9.23
							5.9								
5.49	2.19	8.53	5.12	50	9	2726	.....PECONIC, COLO....P	.....	447.3	23.5	.....	4.10	3.51	3.43	9.16
							6.4								
6.05	2.29	s 9.05	g 5.18	51	112	2732	BR.. BURLINGTON.....TO	Continuous.	453.7	29.9	W	s 4.01	g 3.46	3.34	9.07
							6.0								
6.17	2.38	9.12	5.24	76	.....	2738	....HUNGERFORD.....P	.....	459.7	35.9	.....	3.49	3.41	3.21	8.59
							2.5								
6.23	2.43	s 9.17		.....	35	2741	..... BETHUNE.....P	.....	462.0	38.2	.....	s 3.44		3.15	8.56
							10.1							91	
6.51	3.00	s 9.32	5.35	83	52	2751	RT.. STRATTON.....TO	7:30 a.m. 4:30 p.m.	472.1	48.3	WY	s 3.28	3.31	3.00	8.43
	96						7.2					91			
7.08	3.15	s 9.43	5.41	50	23	2758	ON.. .....VONA.....TO	8:30 a.m. 5:30 p.m.	479.3	55.5	.....	s 3.15	3.25	2.42	8.34
	26						7.0								
7.22	3.31	s 9.53	5.47	51	21	2765	BT.. .....SEIBERT.....TO	7:30 a.m. 4:30 p.m.	486.3	62.5	.....	s 3.00	3.19	2.29	8.25
							11.0								
7.47	3.58	s10.12	5.57	90	34	2776	FA.. .....FLAGLER.....TO	7:30 a.m. 4:30 p.m.	497.3	73.5	W	s 2.47	3.10	2.09	8.10
							6.0								
7.57	4.13	10.20	6.03	48	.....	2782	....SAUGUS.....P	.....	503.3	79.5	.....	2.38	3.05	1.56	8.02
							5.5								
8.07	4.23	s10.30	6.08	50	70	2787	BI... .....ARRIBA.....TO	7:30 a.m. 4:30 p.m.	508.8	85.0	.....	s 2.32	3.00	1.46	7.55
							5.8								
8.18	4.32	s10.39	6.14	50	17	2793	....BOVINA.....P	.....	514.6	90.8	.....	s 2.24		1.36	7.48
							6.1								
8.30	4.44	s10.50	6.19	85	39	2799	GN.. .....GENOA.....TO	7:30 a.m. 4:30 p.m.	520.7	96.9	.....	s 2.16	2.51	1.25	7.40
							6.1								
8.40	4.54	11.02	6.25	53	.....	2805	....MUSTANG.....P	.....	526.3	103.0	.....	2.06	2.45	1.11	7.28
							4.0								
9.15	5.20	11.20	6.31	.....	Yard	2809	MN.. .....LIMON.....TO	Continuous.	530.8	107.0	RYd FWTY	2.00	2.40	1.00	7.20
P.M.	A.M.	P.M.	A.M.				107.0					A.M.	P.M.	A.M.	A.M.
							LEAVE					Daily	Daily	Daily	Daily
25.2	29.2	35.7	63.6				...AVERAGE SPEED PER HOUR...					38.9	69.7	30.6	41.4
4.15	3.40	3.00	1.41				.....SCHEDULE TIME.....					2.45	1.32	3.30	2.35

AUTOMATIC BLOCK SIGNALS—SEE TT RULE-26

MOUNTAIN TIME

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

SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF NOS. 7 and 8 NOT LESS THAN 10 MINUTES.

FORM Y ORDERS AUTHORIZED

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

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

Local extra leaves Goodland about 6:00 A. M. Monday, Wednesday and Friday for Limon.

Local extra leaves Limon about 6:00 A. M. Tuesday, Thursday and Saturday for Goodland.

Westward — Main Line — Eastward

SUBDIVISION 10 STATIONS

Time Table No. 2

May 28, 1950

SECOND CLASS	FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	Office Hours Week Days, except Saturdays; *Sundays and Holidays; **Saturdays — From / To	M. P. from St. Joseph	Distance from Limon	Signs	FIRST CLASS	SECOND CLASS
991	7									8	992
Chicago Colorado Red Ball Mixed	Rocket									Rocket	Colorado Chicago Red Ball Mixed
Daily	Daily										
P.M. 3.40	A.M. 6.51	.....	Yard	2809	MN.....LIMON.....TO	Continuous.	530.8	.....	RYd FWTY	P.M. 2.25	A.M. 6.00
		.....	.....	.....	0.0 .....UP Crossing.....UX		530.8	.....	.....		
4.00	7.06	28	.....	2818	11.8 .....RESOLIS.....P		542.6	11.8	.....	2.06	5.05
f 4.18	7.15	50	23	2828	7.4 .....MATHESON.....P		550.0	19.2	.....	1.58	f 4.45
s 4.33	7.22	38	28	2834	SM.....SIMLA.....TO	7:00 a.m. 4:00 p.m.	556.3	25.5	W	g 1.52	f 4.25
f 4.43	7.28	24	21	2839	6.3 .....RAMAH.....P		561.1	30.3	.....	1.47	f 4.10
s 5.05	7.41	51	25	2849	4.8 GH.....CALHAN.....TO	7:00 a.m. 4:00 p.m.	570.8	40.0	W	g 1.36	f 3.50
5.20	7.53	19	.....	2857	9.7 .....TIP TOP.....P		578.8	48.0	.....	1.27	3.28
f 5.28	7.57	26	16	2861	8.0 .....PEYTON.....P		582.0	51.2	.....	1.23	f 3.18
f 5.48	8.07	50	22	2870	3.2 .....FALCON.....P		591.3	60.5	W	1.12	f 2.48
5.54		.....	14	2873	9.3 .....SHIRLEY.....		594.9	64.1	.....		2.38
6.04	8.19	.....	43	2879	3.6 .....ELSMERE.....P		600.1	69.3	.....	12.59	2.20
6.20	8.29	57	235	2886	5.2 .....ROSWELL.....P		607.3	76.5	YdWTY	12.50	1.50
7.25 P.M.	8.35 A.M.	.....	Yard	2888	7.2 CS.....COLO. SPGS.....TO See T. T. Rule 16e 78.8	Continuous.	609.6	78.8	RYdWY	12.45 P.M.	1.30 A.M.
					LEAVE					Daily	Daily
21.1	45.5				...AVERAGE SPEED PER HOUR...					47.3	17.5
3.45	1.44				.....SCHEDULE SPEED.....					1.40	4.30

MOUNTAIN TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 8 AND No. 991 IS SUPPERIOR TO No. 992

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

FORM Y ORDERS AUTHORIZED.

No. 8 Receive for Limon and beyond.

Westward — Eastward

UNION PACIFIC JOINT TRACK

May 28, 1950

SECOND CLASS			FIRST CLASS	Station Numbers	LEAVE		FIRST CLASS	SECOND CLASS		
25	97	91	7				8	92	96	26
Mixed	Chicago Colorado California Red Ball	Rocket Freight	Rocket				Rocket	Rocket Freight	Colorado Kansas City Red Ball	Mixed
Daily	Daily	Daily	Daily							
P.M. 11.50	P.M. 10.30	A.M. 6.00	A.M. 6.51	2809	.....LIMON.....	See T. T. Rules 16b-c-d	P.M. 2.23	A.M. 6.51	P.M. 11.59	A.M. 1.30
3.30 A.M.	6.30 A.M.	12.01 P.M.	8.25 A.M.	65000	89.8 .....DENVER..... 89.8		1.00 P.M.	3.50 A.M.	8.30 P.M.	10.00 P.M.
					LEAVE		Daily	Daily	Daily	Daily
24.5	11.2	15.0	57.3		..... AVERAGE SPEED PER HOUR.....		64.9	29.8	25.7	25.6
3.40	8.00	6.01	1.34		.....SCHEDULE TIME.....		1.23	3.01	3.29	3.30

MOUNTAIN TIME

Westward — Horton Branch — Eastward

SUBDIVISION 6-A STATIONS

Time Table No. 2

May 28, 1950

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays From	To	M. P. from St. Joseph	Signs	SECOND CLASS
89 Mixed									80 Mixed
Daily Except Sunday									
A.M. 9.40	.....	Yard	539	HN..... HORTON .....TO	8:30 a.m.	5:30 p.m.	40.8	RYd FWT	P.M. 2.00
				5.7					
f 9.55	.....	24	17006	.....MERCIER.....	.....	.....	46.5	.....	f 1.35
				4.1					
s10.10	.....	23	17010	.....POWHATTAN.....	.....	.....	50.6	.....	s 1.20
				8.1					
s10.35	.....	20	17018	V .....FAIRVIEW.....TO	7:30 a.m.	4:30 p.m.	58.7	.....	s12.45
				5.8					
s10.55	.....	45	17024	SA.....SABETHA.....TO	8:00 a.m.	5:00 p.m.	64.5	W	s12.20
				3.7					P.M.
f11.10	.....	22	17027	.....BERWICK.....	.....	.....	68.2	.....	f12.05
				7.3					A.M. 89
s11.35	.....	30	17035	BN.....BERN, KAN.....TO	8:30 a.m.	5:30 p.m.	75.5	.....	s11.35
A.M. 80				8.0					
s12.05	.....	27	17043	D.....DU BOIS, NEB.....TO	7:30 a.m.	4:30 p.m.	83.5	.....	s11.05
P.M.				8.4					
s12.35	.....	43	17051	W.....PAWNEE.....TO	8:30 a.m.	5:30 p.m.	91.9	W	s10.35
				8.0					
s 1.05	22	17	17059	SR.....STEINAUER.....TO	7:30 a.m.	4:30 p.m.	99.9	.....	s10.03
				4.4					
f 1.20	.....	11	17064	.....MAYBERRY.....	.....	.....	104.3	.....	f 9.48
				5.2					
s 1.40	.....	20	17069	.....LEWISTON.....	.....	.....	109.5	.....	s 9.30
				5.1					
s 2.00	.....	21	17074	GI.....VIRGINIA.....TO	8:00 a.m.	5:00 p.m	114.6	.....	s 9.15
				6.0					
s 2.20	.....	18	17080	.....ROCKFORD.....	.....	.....	120.6		s 8.55
				8.6					
s 3.00	21	129	17089	BG.....BEATRICE.....TO	7:30 a.m.	4:30 p.m.	129.2	WY	s 8.25
				0.1					
	.....	.....	.....	.....UP Crossing.....UX	.....	.....	129.3	.....	
				0.2					
	.....	.....	.....	.....CB&Q Crossing.....UX	.....	.....	129.5	.....	
				8.1					
s 3.25	.....	23	17097	.....ELLIS.....	.....	.....	137.6	.....	s 7.25
				5.6					
s 3.45	.....	27	17003	.....HARBINE.....	.....	.....	143.2	.....	s 7.05
				6.0					
4.00 P.M.	79	32	2428	NS.....JANSEN.....TO	7:30 a.m.	4:30 p.m.	149.2	R	6.45 A.M.
				108.4					
				LEAVE					Daily Except Sunday
17.1				.....AVERAGE SPEED PER HOUR.....					15.0
6.20				.....SCHEDULE TIME.....					7.15

CENTRAL TIME

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

Time Table Rule No. 14 In Effect.

Westward — Ruskin Branch — Eastward

SUBDIVISION 7-A
STATIONS
Time Table No. 2
May 28, 1950

SECOND CLASS 889 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays From	To	M. P. from St. Joseph	Signs	SECOND CLASS 880 Mixed
A.M. 6.30	.....	Yard	2435	DS F FAIRBURY TO	Continuous.		155.5	RYdFWT	P.M. 12.45
				1.8 UP Crossing 6.3			157.3	.....	
s 6.55	.....	16	36008	GLADSTONE			163.6	.....	A.M. s11.25
				5.9					
s 7.15	.....	36	36014	GILEAD			169.5	.....	s11.00
				9.9					
s 7.55	.....	30	36024	RN HEBRON TO	8:00 a.m.	5:00 p.m.	179.4	.....	s10.15
				7.7					
s 8.25	.....	49	36031	DE DESHLER TO	8:00 a.m.	5:00 p.m.	187.1	W	s 9.45
				7.8					
8.45 A.M.	.....	58	36039	SK RUSKIN TO	8:00 a.m.	5:00 p.m.	194.9	RY	9.15 A.M.
				39.4					
				LEAVE					Daily Except Sunday
17.5				AVERAGE SPEED PER HOUR					11.3
2.15				SCHEDULE TIME					3.30

CENTRAL TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 889 IS SUPERIOR TO No. 880.

Time Table Rule No. 14 in Effect.

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

Within the limits of municipalities, enginemen will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

Authorized speed all subdivisions through switch leads of turnouts:

	Rockets	Psgr.	Frt.
No. 10:	15	15	15
Less than No. 10:	10	10	10

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Class C-43 engines handling passenger trains	Freight	Train S	peed	
Mikado Engines	50	50	.....	.....
5000 Series Engines	60	50	.....	.....
5100 Series Engines	70	60	.....	.....
3000 Series Engines	45	45	45	45
Tangent track movement through spring switches	35	.....	35	.....
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30	.....	30	.....
Railroad crossings not protected by interlocking, except where higher speed authorized in this rule (engine only)	10	10	10	10
Trains hauling dead engines with main rods removed and side rods in place	.....	.....	25	20
With all rods down	.....	.....	10	10
Switch engines without engine trucks	.....	.....	18	18
Steam engines or Diesel freight engines running forward without cars, or with caboose only, must not exceed a speed of 10 MPH below authorized freight train speed	.....	.....	.....	.....
Engines running backward, with or without cars, must not exceed a speed of 25 MPH.				
Diesel switch engines, Class S-15 and other small type diesel engines must not be operated on main tracks or to foreign line connections nor through interlocking plants unless coupled with one or more cars.				
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, preferably a system empty, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the Dispatcher.				
Engines with drivers blocked up	30	30	30	30
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars No. 9047 and 9057 with Freight Gears	35	35	35	35
9045, 9050 and 9051 with passenger gears	60	60	60	60
Gas electric motor car 9012	40	40	40	40
All other gas electric motor cars	60	60	50	45
Gas-electric motor cars without trailers or diesel engines without cars, approaching interlocking signals and within interlocking limits	10	10	10	10
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:				
With boom supported	.....	.....	25	15
With boom removed or not supported	.....	.....	15	15

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
NOTE: These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service, in such case speed restrictions will be as follows:				
Albright to Limon	.....	.....	40	40
Limon to Colo. Springs	.....	.....	30	30
Subdivision 6A	.....	.....	15	15
Subdivision 7A	.....	.....	15	15
NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.				
NOTE: Ditchers and other types of spreaders, locomotive cranes, clam shells, steam shovels, drag lines and similar machines with wings or booms handled in trains in through movement must have wings and booms in trailing position, when practical, while movement being made.				
NOTE: 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.				
SUBDIVISION 6 (Except as shown below)	60	60	50	50
MP 507-20 to MP 508-0	.....	20	.....	20
MP 508-28 to MP 511-19	50	50	40	40
MP 515-25 to MP 515-39	.....	50	.....	40
MP 518-24 to MP 519-08	.....	50	.....	40
MP 525.8 MoPac crossing (engine only)	40	.....	25	.....
Bridge 5303	20	.....	20	.....
MP 530.5 CB&Q crossing (engine only)	30	.....	30	.....
MP 530-34 to MP 531-18	.....	50	.....	40
MP 545-03 to MP 546-38	50	50	40	40
MP 551-29 to MP 552-09	.....	50	.....	40
MP 560-20 to MP 560-30	.....	30	.....	30
Lincoln—Vine St. to South St.	18	18	18	18
MP 585-02 to MP 585-26	.....	50	.....	35
MP 151-09 to MP 151-23	.....	50	.....	40
MP 152-22 to MP 153-01	.....	50	.....	40
MP 153-36 to MP 155-26	50	50	40	40
Facing Point Spring switch East end Fairbury yard	30	.....	30	.....
5000 and 2693 to 2713 engines must not use Rumsey.....Elevator Track Louisville.....Sand Tracks 4000 engines or heavier must not use Havelock Army Airforce Storage Spur. Engines larger than S32 must not use University Place—Spur. College View—Spurs No. 1 and 2.				
SUBDIVISION 6A (Except as shown below)	30	30	25	15
Engines 895 to 944 and 1931 to 2144 either single or double headed over (Bridge 818 / Bridge 923)	15	15	15	15
Engines backing up	15	15	15	15
Engines heavier than T-31 must not use Steinauer.....Mill Spur				
SUBDIVISION 7 (Except as shown below)	60	60	50	50
Facing point spring switch West end Fairbury yard	.....	30	.....	30
MP 163.7 CB&Q crossing (engine only)	40	.....	35	.....
MP 164-20 to MP 169-12	45	45	35	35
Belleville within yard limits	Restricted Speed.			
MP 197-32 to MP 198-10	.....	50	.....	40
MP 198.8 MoPac crossing	.....	20	.....	20
MP 204.9 AT&SF crossing (engine only)	40	.....	35	.....
MP 215-23 to MP 217-18	50	50	40	40
MP 225-02 to MP 225-19	.....	50	.....	40
MP 230-28 to MP 231-03	.....	50	.....	40
MP 257-8 to MP 257-16	.....	50	.....	40
Bridge 2648	40	.....	30	.....
5000 and 2693 to 2713 engines must not use: Belleville.....House Track Mankato.....County Spur Bellaire.....House Track				
SUBDIVISION 7A (Except as shown below)	20	20	20	15
Engines backing up	15	15	15	15

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 8 (Except as shown below)...	70	70	50	50
MP 283-36 to MP 292-38	60	60	45	45
MP 293-02 to MP 293-13	.....	50	.....	40
MP 306-20 to MP 306-35	.....	50	.....	40
MP 316-12 to MP 316-25	.....	50	.....	40
MP 323-39 to MP 324-28	50	50	40	40
MP 329-15 to MP 329-25 MP 337-13 to MP 338- 8 MP 339-30 to MP 339-36	.....	60	.....	45
MP 343-26 to MP 344- 4	.....	55	.....	40
MP 344-11 to MP 344-19 MP 350-16 to MP 353- 3 MP 382-23 to MP 382-30 MP 387-12 to MP 387-19	.....	60	.....	45
MP 415-20 to MP 423-32	60	.....	45	.....
SUBDIVISION 9 (Except as shown below)...	70	70	50	50
5000 engines with 74 inch Drivers	60	60	.....	.....
Other 5000 engines	50	50	.....	.....
MP 427-38 to MP 428-25	.....	60	.....	40
MP 463-29 to MP 464-4	.....	65	.....	45
MP 488-37 to MP 489-8	.....	65	.....	45
MP 492-32 to MP 494-11	.....	60	.....	40
SUBDIVISION 10 (Except as shown below)..	59	59	35	35
M50 and Mikado engines	35	35	.....	.....
MP 532 to MP 542	55	50	.....	.....
MP 546 to MP 568	50	50	.....	.....
MP 568 to MP 581	55	50	.....	.....
MP 593-30 to MP 596-22	55	50	.....	.....
MP 596-22 to MP 597-7	.....	45	.....	30
MP 597-7 to MP 607	55	50	.....	.....
MP 607 to MP 609	30	30	20	20
Elsmere—Other tracks	10	10	10	10
Colorado Springs—Mesa Road Crossing	18	.....	18	.....
Engines 4000 to 4061 series when doubleheaded with any series engines: Over Bridge 5489	20	.....	20	.....
Engines 2500 to 2699 and 4000 to 4061 Over Bridge 6070	15	.....	15	.....
Engines 3000 and 5000 series prohibited on Sub. Div. 10 West of MP 531.5	.....	.....	.....	.....

SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds of Rocket trains.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 400 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

Other restrictions for Rocket trains are as follows:

Subdivision 6.—MP 530.5 CB&Q crossing (engine only) ..... 45 MPH.

Subdivision 7.—MP 163.7 CB&Q Crossing (engine only) .....45 MPH.
Belleville within yard limits .....Restricted Speed
MP 198.8 MoPac Crossing .....30 MPH.
Bridge 2648.....60 MPH.

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearances are to be received.

Passenger trains consisting of Rocket equipment handled by steam passenger engines and passenger trains with conventional equipment handled by Diesel engines must not exceed speed authorized for steam passenger trains.

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of fifty-five (55) miles per hour and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

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. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers	4½ Inches
Rocket train cars only	7 Inches
Conventional passenger cars	12 Inches
Gas-Electric motor cars	3 Inches

OFFICE HOURS
WEEK DAYS,
EXCEPT SATURDAYS

***SUNDAY AND**
HOLIDAYS

****SATURDAYS**

OPERATORS' HOURS SERVICE

SUBDIVISION 7

		From	To
Fairbury		Continuous	
Mahaska		7:30 a.m.	4:30 p.m.
Narka		8:30 p.m.	5:30 a.m.
Munden		8:30 a.m.	5:30 p.m.
Belleville		Continuous	
Courtland		8:00 a.m.	5:00 p.m.
Formosa		8:00 a.m.	5:00 p.m.
Mankato		8:00 a.m.	4:00 p.m.
	**	8:00 a.m.	4:00 p.m.
		7:00 p.m.	3:00 a.m.
	*-**	7:00 p.m.	3:00 a.m.
Esbon		7:30 a.m.	4:30 p.m.
Lebanon		8:00 a.m.	5:00 p.m.
Bellaire		6:00 p.m.	3:00 a.m.
Smith Center		9:00 a.m.	5:00 p.m.
	*-**	9:00 a.m.	5:00 p.m.
		6:00 p.m.	2:00 a.m.
	*-**	6:00 p.m.	2:00 a.m.
Athol		8:00 a.m.	5:00 p.m.
Kensington		8:30 a.m.	5:30 p.m.
Agra		8:30 a.m.	5:30 p.m.
Phillipsburg		Continuous	

SUBDIVISION 8

	From	To
Phillipsburg	Continuous	
Stuttgart	7:30 a.m.	4:30 p.m.
Prairie View	7:00 a.m.	4:00 p.m.
Almena	7:00 a.m.	4:00 p.m.
Norton	Continuous	
Clayton	8:00 a.m.	5:00 p.m.
Jennings	7:30 a.m.	4:30 p.m.
Dresden	8:30 a.m.	5:30 p.m.
Selden	7:30 a.m.	4:30 p.m.
Rexford	7:00 a.m.	4:00 p.m.
Colby	Continuous	
Levant	8:00 a.m.	5:00 p.m.
Brewster	6:30 a.m.	3:30 p.m.
Goodland	Continuous	

2. Council Bluffs is the initial station for westward trains, Subdivision 6, leaving that station.

3. Nos. 7 and 25 must obtain clearance before leaving Omaha.

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

4. Restricted use of Register Books as follows:

Council Bluffs—Passenger Station, for passenger trains, and freight trains originating.

Council Bluffs—Yard Office, for freight trains terminating.

Omaha—For Nos. 7, 8, 25 and 26.

Jansen—For trains originating and terminating.

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

4b. Trains 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	Goodland—Telegraph Office
Fairbury—Telegraph Office	Goodland—Round House
Fairbury—Round House	Limon
Horton	Colorado Springs
Phillipsburg	Denver—D&RGW Telegraph Office, Union Depot

5a. Conductors and Enginemen are not required to consult Bulletin Board and General Order Books at intermediate points on a subdivision.

5b. 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 Orde Book of such division at the initial point of run.

6. Standard Clocks are located at:

Council Bluffs	Phillipsburg.
Lincoln.	Goodland.
Fairbury.	Limon.
Belleville	Colorado Springs.
Horton.	

7. Official Hospitals.

Name	Place	Telephone
Jennie Edmundson	Council Bluffs, Iowa, Pierce and Oak Sts	2769
Fairbury	Fairbury, Neb., 612 Fifth St.	80
St. Francis	Colorado Springs, Colo., 812 E. Pikes Peak Ave.	283
St. Luke's	Denver, Colo., E 19th Ave. and Pearl St.	York 2851

Emergency Hospitals.

Name	Place	Telephone
Clarkston	Omaha, Neb., 26th St. and Dewey Ave.	AT-9930
St. Elizabeth's	Lincoln, Neb., 1145 South St.	F2366
Murdock Memorial	Sabetha, Kan., South 14th St.	60
Lutheran	Beatrice, Neb., 1201 South Ninth St.	106
Norton City	Norton, Kan., East Wilmington St.	Bell 130, Farmers 5
Boothroy Memorial	Goodland, Kan., 120 6th St.	5110
Beth-El	Colorado Springs, Colo., 1400 East Boulder St.	2830

8. "g" Conditional stops for revenue passengers only.

11. All railroad crossings at grade are protected by interlocking, except as follows:

Sub-divn.	MP	Crossing	Remarks	Operated by	Normal Position Gate AGAINST	Light Arrangement for	
						Stop	Proceed
6	507.5	UP	Gate	Trainmen	UP	Red	
6	560.8	MoPac.					
6a	129.3	UP					
6a	129.5	CB&Q.					
7	155.8	UP					
7	204.9	AT&SF	Gate	Trainmen	AT&SF	Red	
10	530.8	UP					

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

Sub-divn.	MP	Crossing	Sub-divn.	MP	Crossing
6	530.5	CB&Q.	7	198.8	MoPac.
7	163.7	CB&Q.	7a	157.3	UP

11b. At Scandia (MP 198.8) westward movement from CRI&P Ry. siding and house track is governed by color light dwarf signals. Switches must be properly lined for such movements before a proceed indication of signals can be given.

11c. At Lincoln (MP 560.1) switch on OL&B end of crossover and switch to C&NW transfer are electrically locked. Before these switches may be operated automatic signals must be placed in stop position. Instructions for operating these locks and switches are posted in release box.

11d. Bridge 3432 is equipped with flood and Fire protection appliance which controls Eastward signal No. 3442 and Westward Absolute signal at Jennings. If signal No. 3442, or Westward Absolute signal Jennings, Kans. is found displaying a Stop indication, bridge must be inspected before passing over it.

11e. Bridge 4885 is equipped with flood and Fire protection appliance which controls Eastward Signal No. 4886 and Westward Absolute signal at Seibert, Colo. If Signal No. 4886, or Westward Absolute signal at Seibert is found displaying a stop indication, bridge must be inspected before passing over it.

13. Passengers may be carried on local extras except between Fairbury and Council Bluffs.

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.

16. Trains between Council Bluffs passenger station and CRI&PJct., UP Transfer will be governed by Des Moines division time table.

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

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

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

16d. Trains between Cherry Creek and 7th Street yard Denver will be governed by AT&SFRy, D&RGWRR joint 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. First class trains, approaching stations used jointly with other divisions, if the time of trains of all divisions using the same track at such station is not shown on the time tables of all divisions, shall approach such stations at RESTRICTED SPEED, prepared to stop should the track be occupied.

18a. 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.

18b. FAIRBURY—Sub. Div. 7a trains and engines must stop before passing over Fourth and Fifth Street Crossings and be protected by a member of crew located on ground at crossing.

18c. Fairbury, Nebr. Sub-Div. 7, U. P. Crossing trainmen must precede the train or engine and give signal over crossing if safe to proceed. When practicable switchmen will flag this crossing for Trains No. 7 and No. 8 but head brakeman must be prepared to do so in case there is no switchman at the crossing.

19. Branch line trains must protect against approaching main line trains at Junction points.

26. Automatic Block Signal Rules are in effect between Union Pacific connection Albright and Limon.

26a. 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.

28. Minimum Clearance of Bridges, Tunnels, etc.

Height 17 ft., 2 in., width 13 ft.

28a. 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
6	517.3	Overhead Highway Crossing.
6	542.2	Overhead Highway Crossing.
6	544.3	Overhead Highway Crossing.
6	548.4	Overhead Highway Crossing.
6	553.1	Overhead Highway Crossing.
6	560.2	Overhead Trolley Wire.
6	560.5	Overhead Highway Crossing.
6	560.9	Overhead Trolley Wire.
6	564.1	Overhead Highway Crossing.
6	155.4	Overhead Highway Crossing.
6a	65.5	Overhead Railway Bridge.
6a	81.8	Truss Bridge.
6a	91.1	Overhead Highway Crossing.
6a	91.8	Overhead Highway Crossing.
6a	92.3	Truss Bridge.
6a	121.4	Overhead Highway Crossing.
6a	129.7	Truss Bridge.
7	189.5	Overhead Highway Crossing.
7	189.6	Overhead Highway Crossing.
7	199.0	Truss Bridge.
7	274.9	Overhead Highway Crossing.
7	277.8	Overhead Highway Crossing.
7a	157.1	Overhead Highway Crossing.
7a	158.2	Truss Bridge.
7a	174.0	Truss Bridge.
7a	179.7	Truss Bridge.
9	528.7	Overhead Highway Crossing.
10	533.0	Overhead Highway Crossing.
10	548.9	Truss Span.
10	606.4	Overhead Railway Crossing.
10	606.5	Nevada Avenue Viaduct.
10	606.8	Cascade Avenue Viaduct.

31. Industrial or spur tracks between stations are located at:

Sub-div.	MP	Name	Car Capacity
6	557.7	Army Airforce Storage Spur	37
6	558.0	W. T. Good Spur	12
6	559.6	University Place	75
8	313.6	State Sanitorium Spur	7

32. Phillipsburg, Kans. A two indication color light train order signal is in service at Phillipsburg, Kans. See Rules 231 and 232.

35. At stations where emergency 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 in "Station" and "Signs" Columns indicate:

F—Fuel Station.
P—Train Dispatchers Telephone.
R—Train Register Station.
T—Turn Table.
W—Water Station.
Y—Wye.
UX—Railroad Crossing not protected by Interlocking.
TO—Train Order Station.
Yd—Station where yard limit signs are maintained.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	72	50.0	105	34.3
34	106.0	73	49.3	110	32.7
36	100.0	74	48.6	115	31.3
38	94.7	75	48.0	120	30.0
40	90.0	76	47.4	125	28.8
42	85.7	77	46.7	130	27.7
45	80.0	78	46.1	135	26.7
48	75.0	79	45.6	140	25.7
50	72.0	80	45.0	145	24.8
52	69.2	81	44.4	150	24.0
54	66.6	82	43.9	155	23.2
56	64.2	83	43.4	160	22.5
58	62.0	84	42.9	170	21.2
60	60.0	85	42.4	180	20.0
61	59.0	86	41.9	190	18.9
62	58.0	87	41.4	200	18.0
63	57.1	88	40.9	210	17.1
64	56.2	89	40.4	220	16.4
65	55.3	90	40.0	230	15.6
66	54.5	91	39.6	240	15.0
67	53.7	92	39.1	250	14.4
68	52.9	93	38.7	260	13.8
69	52.1	94	38.2	270	13.3
70	51.4	95	37.9	280	12.3
71	50.7	100	36.0	290	12.4

R. B. FETTERS, Asst. Supt.,
Goodland, Kans.

L. C. LONNEGREN, Trainmaster,
Fairbury, Neb.

J. M. HARRISON, Asst. Trainmaster,
Denver, Colo.

P. J. BIGGAN, Master Mechanic,
Goodland, Kans.

W. F. KLINE, Road Foreman Equipment,
Goodland, Kans.

J. W. NOLAN, Chief Dispatcher.

R. B. SARVIS, Night Chief Dispatcher.

A. D. WILLIAMS,
J. E. BENTON,
F. GIRDNER,
J. J. WILKE,
R. H. CHANDLER,
L. E. OLSON,
} Train Dispatchers,
Fairbury, Neb.