

Company Doctors	Location
H. S. BENNIE	Almena, Kans.
*D. E. WILCOX	Atlantic, Iowa
*E. M. JUEL	Atlantic, Iowa
W. H. HALLORAN.....	Audubon, Ia.
C. C. HUNTLEY	Avoca, Ia.
*W. T. WILDHABER.....	Beatrice, Nebr.
P. L. BEIDERWELL.....	Belleville, Kans.
*H. D. THOMAS	Belleville, Kans.
*H. D. DOUBEK	Belleville, Kans.
*R. C. BEETHE	Burlington, Colo.
*CARL RUFF	Clay Center, Kans.
*G. D. MARSHALL.....	Colby, Kans.
*W. P. McCROSSIN	Colorado Springs
*L. J. KENNEDY	Colorado Springs
*J. P. COGLEY	Council Bluffs
*L. R. MARTIN	Council Bluffs
*A. L. NELSON	Des Moines, Ia.
*A. W. MAYER	Denver, Colo.
P. A. REED	Deshler, Nebr.
H. D. RUNTY	DeWitt, Nebr.
G. D. KNOSP	Elmwood, Nebr.
*J. H. LYNCH	Fairbury, Nebr.
*R. P. LUCE	Fairbury, Nebr.
*W. P. YOACHIM.....	Fairbury, Nebr.
*M. J. RENNER	Goodland, Kans.
*W. J. MADDEN	Goodland, Kans.
*J. O. CLANIN	Limon, Colo.
*J. E. M. THOMPSON.....	Lincoln, Nebr.
*C. F. FERCIOTT	Lincoln, Nebr.
*F. S. WEBSTER	Lincoln, Nebr.
*P. GOETOWSKI	Lincoln, Nebr.
V. J. WALL	Mahaska, Kans.
*K. F. BASCOM.....	Manhattan, Kans.
*R. M. OWENSBY	Mankato, Kans.
*A. E. COOPER	Norton, Kans.
R. D. SCHROCK.....	Omaha, Nebr.
H. B. GRAVES.....	Omaha, Nebr.
C. C. MILLETT.....	Omaha, Nebr.
*E. A. NELSON.....	Phillipsburg, Kans.
*F. E. WRIGHTMAN	Sabetha, Kansas

*Examiners

Occulists & Aurists	Location
A. M. DEAN	Council Bluffs, Ia.
WM. BANE	Denver, Colo.
*D. D. VERMILLION.....	Goodland, Kans.
J. H. JUDD	Omaha, Nebr.
F. L. EAGLE.....	Omaha, Nebr.
J. H. TAIT	Des Moines
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

Chicago, Rock Island & Pacific Railroad



TIME TABLE

WESTERN DIVISION
FIRST DISTRICT

No. 1

EFFECTIVE AT 12:01 A. M.

SUNDAY, OCTOBER 25, 1959

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

O. E. MORGAN,
Superintendent

G. J. MULICK
General Manager

B. R. DEW
Asst. General Manager

This Time Table for the exclusive use
and guidance of Employees

Main Line Westward

SECOND CLASS				FIRST CLASS				M.P. from Chicago	Distance from Short Line Jct.	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 5 STATIONS Time Table No. 1 October 25, 1959		
91	197	81	83	7	9	13	25							
CGW Freight	M. & St. L Freight	Chicago Colorado Red Ball	Chicago Omaha Red Ball	Rocket	Psgr.	CGW Psgr.	Mail	M.P. from Chicago	Distance from Short Line Jct.	Capacity of Sidings	Capacity of Other Tracks	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. 12.01					355.6	.....	.....	Yard	.....	.....	TO
								356.2	.....	.....	.....	.....	.....	UX
				P.M. 8.05	A.M. 6.00		A.M. 12.20	357.2	.....	.....	.....	.....	.....	UX
								357.8	2.2	.....	341	.....	.....	TO
	P.M. 8.45	8.30	12.13	8.07	6.03		12.22	358.3	.....	.....	.....	.....	.....	UX
	P.M. 9.05	8.37	12.20	8.12	6.09		12.30	358.6	3.0	.....	.....	.....	.....	UX
								362.6	7.0	109	350	.....	.....	TO
								362.7	.....	.....	.....	.....	.....	TO
		8.50	12.32	8.21	6.19		12.39	372.7	17.1	125	82	.....	.....	UX
		8.55	12.37	8.25	6.23		12.49 ₈	376.6	21.0	77	34	.....	.....	UX
								379.8	24.2	.....	26	.....	.....	UX
		9.02	12.44 ₈	8.31	6.31		12.57	383.2	27.6	50	.....	.....	.....	UX
								385.6	30.0	.....	180	.....	.....	UX
		9.07	1.01 ₂₅	8.35	6.35		1.01 ₈₃	387.4	31.8	125	50	.....	.....	UX
		9.13	1.10	8.40	6.40		1.07	393.1	37.5	49	28	.....	.....	UX
		9.19	1.16	8.44	6.45		1.12	398.2	42.6	80	93	.....	.....	UX
		9.24	1.22	8.48	6.49		1.16	403.1	47.5	80	30	.....	.....	UX
		9.31	1.30	8.54	6.56		1.23	410.1	54.5	69	52	.....	.....	UX
								416.8	61.2	.....	84	.....	.....	UX
		9.47 ₂₆	1.50	9.07	7.12		1.38	425.5	69.0	100	60	.....	.....	UX
		10.05 ₈₂	1.58	9.13	7.19		1.45	432.5	76.0	49	25	.....	.....	UX
		10.14	2.35	9.22 ₂₆	7.33		2.10	439.9	83.4	N 120 S 50	453	.....	.....	UX
		10.33	2.55	9.37 ₈₂	7.49		2.30	455.6	99.0	300	7	.....	.....	UX
P.M. 9.46		10.53	3.15	9.52	8.08	A.M. 6.05	2.50	459.3	102.7	.....	57	.....	.....	UX
9.49								474.7	118.1	125	.....	.....	.....	UX
								476.6	120.0	.....	.....	.....	.....	UX
10.10 P.M.		11.05 P.M. 12.01 A.M.	3.33 3.40 A.M.	10.03 10.05	8.21 8.23	6.20 A.M.	3.00 3.02	486.4	129.8	.....	.....	.....	.....	UX
								487.8	131.4	130	Yard	.....	.....	UX
								488.7	.....	.....	.....	.....	.....	UX
				10.10	8.30		3.15	488.8	132.4	.....	Yard	.....	.....	UX
								489.5	133.4	.....	.....	.....	.....	UX
								489.8	.....	.....	.....	.....	.....	UX
				10.20	8.45		3.45	490.0	133.6	.....	.....	.....	.....	UX
				10.35 P.M.	9.00 A.M.		4.15 A.M.	492.7	136.3	.....	.....	.....	.....	UX

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 Earham Quarry and West Des Moines must not exceed speed of 30 MPH.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS						SUBDIVISION 6 STATIONS				FIRST CLASS		SECOND CLASS		
	307		7									8		308	94	92
	Mixed		Rocket	Capacity of Sidings	Capacity of Other Tracks	Station Numbers				M.P. from Chicago	Signs	Rocket		Mixed	Freight	Freight
	Tues. Thurs. Sat.		Daily					Time Table No. 1				Daily		Mon. Wed. Fri.	Daily	Daily
			P.M. 10.05	130	Yard	.....	Q.....	BLUFFS ...	TO	498.2	RFWT Yd	P.M. 11.14			P.M. 4.55	A.M. 4.55
			s 10.10	.....	Yard	2316	.....	CO. Bluffs....	.....	499.2	Yd	s 11.12				
			s 10.20	.....	.....	.....	.....	UP Tfr., Ia....	.....	500.4	Yd	11.02				
			s 10.35 11.05	.....	.....	2320	.....	US. Omaha, Neb..	TO	503.1	RW Yd	10.55 s 10.30				
			11.15	.....	.....	2324	.....	CRI&P Jct....	.....	507.5	.....	10.16			3.25	3.25
				.....	.....	.....	.....	UP Crossing..	UX	507.5	.....				
			11.17	63	93	2325	G...	ALBRIGHT....	TO	507.8	RYd	10.15			3.22	3.22
			11.22	53	.....	2329	....	RUMSEY.....	P	512.6	.....	10.11			3.12	3.12
			11.27	52	25	2335	....	RICHFIELD....	P	518.1	.....	10.07			3.01	3.01
			11.34	92	35	2343	K..	LOUISVILLE..	TO	525.8	.....	10.01			2.41	2.41
				.....	.....	.....	.....	MoPac Crossing....	.....	525.8	.....				
				.....	.....	.....	.....	CB&Q Crossing....	.....	530.5	.....				
			11.41	57	15	2348	....	SOUTH BEND...P	.....	531.0	.....	9.54			2.28	2.28
			11.46	51	26	2353	CK	MURDOCK....	TO	536.3	.....	9.49			2.18	2.18
			11.52	91	19	2360	....	ALVO.....	P	543.0	.....	9.44			2.06	2.10
			11.58 P.M.	38	27	2367	....	PRAIRIE HOME...P	.....	550.3	.....	9.38			1.51	2.00
				.....	63	2374	....	HAVELOCK.....	.....	557.0	.....				
				.....	.....	.....	.....	OL&B Crossing..UX	.....	.....	.....		
				.....	.....	.....	.....	MoPac Crossing..UX	.....	560.8	.....				
			s 12.17 A.M.	E56 W52	575	2378	CN	LINCOLN.....	TO	561.4	WYd	s 9.27			1.31	1.44
				.....	27	2381	....	COLLEGE VIEW..P	.....	564.3	.....				
				.....	18	2388	....	ROKEBY.....	.....	569.8	.....				
			12.31	50	23	2392	....	MARTELL.....	P	575.3	.....	9.05			1.12	1.12
			12.37	79	27	2399	HM	HALLAM.....	TO	582.3	.....	9.00			12.59	1.00
			12.42 92	51	25	2405	....	CLATONIA.....	P	588.6	.....	8.55			12.48	12.42
				.....	15	2411	....	DE WITT.....	P	595.4	.....				
			12.54	51	25	2419	MY	PLYMOUTH...TO	602.0	W	8.44				12.24	12.20
	P.M. 4.00		1.02	79	32	2428	.....	JANSEN.....	P	611.9	R	8.37		A.M. 6.45	P.M. 12.06	A.M. 12.06
	4.15 P.M.		s 1.15 A.M.	.....	Yard	2435	DS F	FAIRBURY. *TO	618.2	RYd FWT	8.31 P.M.			6.30 A.M.	11.55 A.M.	11.55 P.M.

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

Westward

Main Line

Eastward

FIRST CLASS				SUBDIVISION 7				FIRST CLASS				Second Class		
			7	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	STATIONS	M.P. from St. Joseph	Signs	8		94	92	
			Rocket							Rocket		Freight	Freight	
			Daily				Time Table No. 1			Daily		Daily	Daily	
			A.M.				October 25, 1959			P.M.		A.M.	P.M.	
			1.19	.....	Yard	2435	DS } F }	..... FAIRBURY..... *TO	155.5	RYd FWT	s 8.27	.....	.....	.....
			 UP Crossing.....	155.8	.....			
			1.26	51	.....	2441	.....	.. THOMPSON, NEB..... P	162.5	.....	8.15		11.09	11.09
			 CB&Q Crossing..... P	163.7	.....			
			1.34	125	29	2449	BH.	... MAHASKA, KAN.... *TO	170.3	.....	8.08		10.57	10.57
			1.38	51	24	2454	.....	..... NARKA..... P	174.8	.....	8.04		10.49	10.49
			1.44	50	26	2460	WY.	..... MUNDEN..... TO	181.6	.....	7.58		10.38	10.38
				50	.....	2463	.....	..... KALISH..... P	184.8	.....			10.33	10.33
			s 2.00	.....	Yard	2468	VI..	.... BELLEVILLE..... *TO	189.4	YdF WTY	s 7.51		10.25	10.25
			 RYDAL..... P	194.0	.....	7.41		9.30	9.28
			2.06	53	19	2473	.....	..... SCANDIA..... P	198.7	.....	7.37		9.23	9.21
			2.10	51	23	2477	.....	.... MoPac Crossing.....	198.8	.....			
			 COURTLAND..... TO	204.9	.....	7.32		9.14	9.12
			2.16	82	21	2483	KO.	.... AT&SF Crossing..... UX	204.9	.....			
			 FORMOSO..... P	209.9	.....	7.28		9.07	9.05
			2.20	51	20	2488	.....	..... MONTROSE..... P	215.1	.....	7.24		9.01	8.58
			2.24	37	24	2493	.....	..... MANKATO..... *TO	222.1	.....	g 7.17		8.54	8.45
			g 2.33	106	61	2500	MK.	..... OTEGO..... P	230.1	.....	7.09		8.44	8.33
			2.41	50	21	2508	.....	..... ESBON..... TO	234.8	.....	7.05		8.38	8.26
			2.45	83	33	2514	BE.	..... LEBANON..... TO	241.5	.....	6.59		8.30	8.17
			2.51	50	41	2520	NY.	..... BELLAIRE..... P	248.0	.....	6.54		8.22	8.09
			2.56	50	37	2527	.....	.... SMITH CENTER..... *TO	254.1	.....	g 6.49		8.12	8.00
			g 3.03	95	66	2533	HF.	..... ATHOL..... TO	262.1	.....	6.42		7.50	7.45
			3.11	52	34	2541	NE.	..... KENSINGTON..... TO	268.1	.....	6.37		7.40	7.36
			3.16	51	31	2547	DU.	..... AGRA..... TO	272.7	.....	6.33		7.33	7.29
			3.20	83	25	2551	KG.	..... GRETNA..... P	277.7	.....	6.29		7.25	7.22
			3.24	49	22	2556	.....	.... PHILLIPSBURG.... *TO	283.9	RYd FWT	6.24		7.13	7.13
			s 3.37	.....	Yard	2563	Z...	128.4			P.M.	A.M.	P.M.	

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

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

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

Westward

Main Line

Eastward

FIRST CLASS				SUBDIVISION 8 STATIONS				FIRST CLASS		SECOND CLASS							
			7	SUBDIVISION 8 STATIONS Time Table No. 1 October 25, 1959						94	92						
			Rocket					Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Rocket		Freight	Freight			
			Daily								Daily		Daily	Daily			
			A.M.		Yard	2563	Z..	...	...	PHILLIPSBURG.....*	TO	283.9	RYdFWT	P.M.		A.M.	P.M.
			2.39							7.6				5.22		5.35	5.15
			2.46	90	24	2570	GR	.....	.....	STUTT GART.....	TO	291.5	.....	5.13		5.14	4.59
			2.52	50	22	2577	VW	6.8	.....	PRAIRIE VIEW.....	TO	298.3	.....	5.07		5.05	4.50
			2.59	50	23	2586	NA	8.2	.....	ALMENA.....	TO	306.5	.....	5.00		4.53	4.33
						2588		2.1	.....	ALMENA JCT.....	P	308.6	.....			
						2590	....	2.0	.....	CALVERT.....		310.6	.....			
			3.12	E47 W74	76	2597	SL	7.4	.....	NORTON.....*	TO	318.0	W	5.45		4.38	4.18
			3.21	52	20	2608	....	9.0	.....	DELLVALE.....	P	327.0	.....	4.39		4.25	4.06
			3.28	52	21	2614	AU	8.0	.....	CLAYTON.....	TO	335.0	.....	4.33		4.14	3.57
			3.34	83	33	2621	JN	7.4	.....	JENNINGS.....	TO	342.4	.....	4.27		4.05	3.48
			3.41	50	27	2629	DM	8.4	.....	DRESDEN.....*	TO	350.8	.....	4.20		3.41	3.38
			3.49	83	58	2639	SU	9.4	.....	SELLEN.....	TO	360.2	Y	4.13		3.29	3.28
			3.57	51	62	2649	XD	10.6	.....	REXFORD.....	TO	370.8	.....	4.05		3.17	3.17
						2654	....	4.5	.....	BRETON.....	P	375.3	.....			3.11	3.11
			4.04	50	27	2658	....	4.5	.....	GEM.....	P	379.8	.....	3.58		3.05	3.05
			4.13	90	82	2666	BA	8.0	.....	COLBY.....*	TO	387.8	W	3.51		2.56	2.55
			4.21	50	32	2674	VA	8.2	.....	LEVANT.....	TO	396.0	.....	3.44		2.46	2.45
			4.29	54	56	2684	SF	9.8	.....	BREWSTER.....	TO	405.8	.....	3.36		2.36	2.35
			4.36	80	29	2693	....	9.3	.....	EDSON.....	P	415.1	.....	3.29		2.25	2.25
			4.50	.....	Yard	2702	GD	8.7	.....	GOODLAND.....*	TO	423.8	RYdFWT	3.22		2.15	2.15
			A.M.					139.9	.....					P.M.		A.M.	P.M.

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

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

Westward

Sandown - North Yard

Eastward

Freight Trains (Information only)

81				SUBDIVISION 9-A STATIONS				82				
			Freight	SUBDIVISION 9-A STATIONS Time Table No. 1 October 25, 1959								
			Daily					Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Distance from Sandown	Signs
			P.M.									
			4.15	54	Yard	.....	.....	Y	A.M.	2.15
			4.25				4.0	.....	1.45		
			4.45				2.7	RWFY	1.30			
			P.M.				6.7		A.M.			

Westward

Main Line

Eastward

				SUBDIVISION 9												
FIRST CLASS				STATIONS				FIRST CLASS								
7								8								
Rocket								Rocket								
Daily								Daily								
Capacity of Sidings								Capacity of Other Tracks								
Capacity of Other Tracks								Station Numbers								
				Time Table No. 1												
				October 25, 1959												
				M.P. from St. Joseph				Signs								
			A.M.	.....	Yard	2702	GD	.....	GOODLAND.....	*TO	423.8	RYdFWT	P.M.		P.M.	A.M.
			4.54					5.5	.....				3.18		1.45	1.45
			5.00	51	12	2708	....	4.1	.....	P	429.3	.....	3.10		1.37	1.37
			5.03	50	20	2712	....	8.0	.....	P	433.4	.....	3.07		1.31	1.31
			5.09	87	71	2720	RA	5.9	.....	TO	441.4	.....	3.01		1.19	1.19
			5.14	50	9	2726	....	6.4	.....	P	447.3	.....	2.56		1.10	1.10
			5.19	98	123	2732	BN	6.0	.....	*TO	453.7	W	2.51		1.01	1.01
			5.25	76	.....	2738	....	2.5	.....	P	459.7	.....	2.45		12.52	12.52
				35	2741	....	10.1	.....		462.0	.....			
			5.35	83	52	2751	RT	7.2	.....	TO	472.1	Y	2.35		12.33	12.33
			5.41	50	23	2758	....	7.0	.....	P	479.3	.....	2.29		12.23	12.23
			5.47	51	32	2765	BT	11.0	.....	TO	486.3	.....	2.21		12.13	12.13
			5.56	90	34	2778	AG	11.5	.....	*TO	497.3	.....	2.12		11.56	11.56
			6.06	125	70	2787	BI	5.8	.....	TO	508.8	.....	2.03		11.37	11.37
			6.11	50	17	2793	....	6.1	.....	P	514.8	.....			11.28	11.28
			6.16	85	39	2799	GN	10.1	.....	*TO	520.7	.....	1.54		11.18	11.18
			6.30	.....	Yard	2809	MN	107.0	.....	*TO	530.8	RYd FWY	1.45		11.00	11.00
			A.M.										P.M.		A.M.	P.M.

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

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

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

Westward

Eastward

SECOND CLASS				FIRST CLASS				UNION PACIFIC				FIRST CLASS				SECOND CLASS			
81				7				JOINT TRACK				8				82			
Freight				Rocket								Rocket				Freight			
Daily				Daily								Daily				Daily			
P.M.				A.M.								P.M.				A.M.			
			1.45				2809	.....	LIMON.....										
			4.15				8500	.....	SANDOWN.....										
			P.M.					89.8	DENVER.....										
			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											
	Freight		Rocket				STATIONS				Rocket		Freight	
	Daily		Daily				Time Table No. 1				Daily		Daily	
	P.M. 4.00		A.M. 6.45	....	Yard	2800	MN.....	LIMON.....*	TO 530.8	RYd FWY	P.M. s 1.28		A.M. 3.00	
				....	....	....	.....	JP Cros sing	..... UX 530.8	.....			
	4.20		6.59	28	....	2818	.....	RESOLIS	..... P 542.6	.....	1.14		2.10	
	4.30		7.07	50	23	2828	.....	MATHESON	..... P 550.0	.....	1.06		1.55	
	4.40		7.14	38	28	2834	SM.....	SIMLA	..... TO 556.3	.....	1.00		1.40	
	4.50		7.20	24	21	2839	.....	RAMAH	..... P 561.1	.....	12.55		1.25	
	5.15		7.32	51	25	2849	GH.....	CALHAN	..... TO 570.8	.....	12.45		1.04	
	5.40		7.47	26	16	2861	.....	PEYTON	..... P 582.0	.....	12.33		12.42 A.M.	
	5.52		7.57	50	22	2870	.....	FAL CON	..... P 591.3	.....	12.23		12.22	
				....	14	2873	.....	SHIRLEY	..... 594.9	.....			
				....	43	2879	.....	ELSMERE	..... P 600.1	.....			
	7.30		8.15	57	Yard	2886	.....	ROSWELL	..... P 607.3	YdWTY	12.04		P.M. 11.30	
	8.00 P.M.		s8.35 A.M.	....	Yard	2888	CS.....	COLO. SPGS	..... TO 609.6	RYdWY	12.01 P.M.		11.00 P.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. 84.

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

FORM Y ORDERS AUTHORIZED.

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				

FREIGHT TRAINS (Information Only)

WESTWARD		EASTWARD	
81		82	
Daily		Daily	
Freight		Freight	
A.M.		P.M.	
12:45 CST	Bluffs	8:30 CST	
4:10 CST	Fairbury	3:35 CST	
5:20 CST	Belleville	2:30 CST	
6:20 MST	Phillipsburg	P.M.	
10:10 MST	Goodland	12:01 CST	
A.M.		7:40 MST	
1:45 MST	Limon	P.M.	
P.M.		5:00 MST	
4:45 MST	Denver North Yard	A.M.	
P.M.		1:30 MST	
		A.M.	

Westward

Clay Center Branch

Eastward

SECOND CLASS				FIRST CLASS			SUBDIVISION 37				M.P. from St. Joseph		FIRST CLASS		SECOND CLASS	
		73					STATIONS								74	
		Freight					Time Table No. 1								Freight	
		Daily					October 25, 1959								Daily	
		P.M. 10.15				Capacity of Sidings	Capacity of Other Tracks	Station Numbers			M.P. from St. Joseph	Signs			P.M. 7.30	
		10.35				W 190 E 112	Yard	97	FA.....McFARLAND.....* TO	122.0	RY					
		10.45				42	20	18009	..... WABAUNSEE P	131.0	.....				6.33
						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.							.....5.8						
		12.10				67	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				60	40	18079	FR..... CLYDE..... TO	201.3	.....				4.17
		1.02				55	20	18088	..... AGENDA.....	209.8	.....				4.05
		1.20				55	20	18094	..... CUBA..... P	216.2	.....				3.55
		1.45				.....	Yard	2468	VI..... BELLEVILLE..... * TO	226.1	RFWY Yd				3.30 P.M.

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

Westward

Guthrie Center Branch

Eastward

SECOND CLASS							SUBDIVISION 5-A				M.P. from Chicago		SIGN		SECOND CLASS			
		301					STATIONS											
		Freight					Time Table No. 1											
		Monday Wednesday Friday					October 25, 1959											
		A.M. 10.00				Capacity of Sidings	Capacity of Other Tracks	Station Numbers			M.P. from Chicago	Signs			A.M. 11.45			
		10.30				80	30	2219	..... MENLO..... P	403.1	R				11.15		
		10.45				.....	15	32009	..... MONTEITH.....	412.6	.....				11.00		
		A.M.				.....	56	32015	..... GUTHRIE CENTER.....	417.7	T				A.M.		
									.....14.6								

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							Time Table No. 1					304			
Freight							October 25, 1959			Freight					
Tuesday Thurs. Sat.										Tuesday Thurs. Sat.					
A.M.										A.M.					
			8.30	N 130 S 50	453	2256	WN	ATLANTIC	TO	439.9	RFWYYd				11.40
			8.50	....	17	33007	.....	LORAH	.....	446.7	.....				11.30
			9.05	....	31	33012	.....	BRAYTON	.....	452.0	.....				11.20
			9.20	....	47	33016	.....	EXIRA	.....	455.7	.....				11.05
			9.40	....	25	33021	.....	HAMLIN	.....	461.0	.....				10.45
			10.00 A.M.	....	110	33025	.....	AUDUBON	.....	465.1	T				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. 1								
							October 25, 1959								
				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. 1								
							October 25, 1959								
				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-Winterset 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. 1								
							October 25, 1959								
				167	2202	.....	WINEAR	.....	385.6	Y				
				234	39012	.....	WINTERSET	.....	397.18	.....			

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				Time Table No. 1							308	
			Mixed				October 25, 1959					Mixed			
			Tues. Thurs. Sat.									Mon. Wed. Fri.			
			A.M. 9.40	.....	Yard	539	HN.....	HORTON.....	TO	40.8	RYdT	P.M. s 2.00			
			f 9.55	.....	24	17008	.....	MERCIER.....		46.5	.....	f 1.35			
			s 10.10	.....	23	17010	.....	POWHATTAN.....		50.8	.....	s 1.20			
			s 10.35	.....	20	17018	V.....	FAIRVIEW.....	TO	58.7	.....	s 12.45			
			s 10.55	.....	45	17024	SA.....	SABETHA.....	TO	64.5	.....	s 12.20			
			f 11.10	.....	22	17027	.....	BERWICK.....		68.2	.....	f 12.05			
			s 11.35	.....	30	17035	BN.....	BERN, KAN.....	TO	75.5	.....	s 11.35			
			A.M. s 12.05	.....	27	17043	.....	DU BOIS, NEB.....		83.5	.....	s 11.05			
			P.M. s 12.35	.....	43	17051	W.....	PAWNEE.....	TO	91.9	.....	s 10.35			
			s 1.05	22	17	17059	.....	STEINAUER.....		99.9	.....	s 10.03			
			s 1.40	.....	20	17069	.....	LEWISTON.....		109.5	.....	s 9.30			
			s 2.00	.....	21	17074	GI.....	VIRGINIA.....	TO	114.6	.....	s 9.15			
			s 2.20	.....	18	17080	.....	ROCKFORD.....		120.6	.....	s 8.55			
			s 3.00	21	129	17089	BG.....	BEATRICE.....	TO	129.2	Y	s 8.25			
				.....	.....	.....	.....	UP Crossing.....	UX	129.3	.....			
				.....	.....	.....	.....	CB&Q Crossing.....	UX	129.5	.....			
			s 3.25	.....	23	17097	.....	ELLIS.....		137.6	.....	s 7.25			
			s 3.45	.....	27	17103	.....	HARBINE.....		143.2	.....	s 7.05			
			s 4.00	79	32	2428	.....	JANSEN.....	P	149.2	R	6.45			
			P.M.					108.4				A.M.			

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

Westward

Ruskin Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7-A STATIONS			M. P. from St. Joseph	Signs	SECOND CLASS			
			309				Time Table No. 1							310	
			Mixed				October 25, 1959					Mixed			
			Mon. Wed. Fri.									Mon. Wed. Fri.			
			A.M. 6.30	.....	Yard	2435	DS F	FAIRBURY.....	* TO	155.5	RYdFWT	P.M. s 12.45			
				.....	.....	.....	.....	UP Crossing.....		157.3	.....	P.M.			
			s 6.55	.....	16	36008	.....	GLADSTONE.....		163.6	.....	A.M. s 11.25			
			s 7.15	.....	36	36014	.....	GILEAD.....		169.5	.....	s 11.00			
			s 7.55	.....	30	36024	.....	HEBRON.....	TO	179.4	.....	s 10.15			
			s 8.25	.....	49	36031	.....	DESHLER.....	TO	187.1	.....	s 9.45			
			s 8.45	.....	58	36039	.....	RUSKIN.....	TO	194.9	Y	9.15			
			A.M.					39.4				A.M.			

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:									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">No. 20.</td> <td style="text-align: center;">40</td> </tr> <tr> <td>No. 15.</td> <td style="text-align: center;">25</td> </tr> <tr> <td>No. 10.</td> <td style="text-align: center;">15</td> </tr> <tr> <td>Less than No. 10.</td> <td style="text-align: center;">10</td> </tr> </table>	No. 20.	40	No. 15.	25	No. 10.	15	Less than No. 10.	10	
No. 20.	40								
No. 15.	25								
No. 10.	15								
Less than No. 10.	10								
LOCATION No. 15 AND No. 20 TURNOUTS									
No. 15 Turnouts:									
Subdivision 5 MP 473 pole 25 East end siding.									
MP 475 pole 0 West end siding.									
MP 487 pole 4 East end siding.									
MP 489 pole 4 End of two main tracks.									
Subdivision 37 MP 179 pole 22, East End Siding.									
No. 20 Turnouts:									
Subdivision 5 MP 362 pole 24 end of two main tracks.									
MP 362 pole 28 M & StL connection.									
MP 454 pole 4 East end siding.									
MP 457 pole 0 West end siding.									
MP 474 pole 26 CGW Connection.									
MP 486 pole 16 CGW Connection.									
MAXIMUM ENGINE SPEEDS									
1-3, 402-403, 409, 625-656, 632B-642B, 750-751	90								
400-401	85								
485-499, 621-623, 9002, 9004, 9015-9016	80								
404-408, 410-411, 425-441, 675B-677B, 38-49, 70-127, 70B-73B, 88B-98B, 100B-123B, 675-677, 1200-1332	70								
128-143, 128B-136B, 450-474, 537-546, 765-772, 775-779, 811-824, 836-840, 795-797	65								
735-745, 598-599, 716-730, 758-764, 798-806, 9006-9011, 9013-9014, 9071	60								
825-835	55								
773-774 (towing speed 55 MPH)	50								
1000-1015	48								
529-536 (towing speed 65 MPH)	45								
700-707, 9012	40								
500-528, 550-563, 900-914 (towing speed 40 MPH)	35								
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.	40								
When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.									
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.									
Short wheel-base Ore Hoppers	30								
Motor cars without cars approaching interlocking signals and within interlocking limits	10								
Trains Handling Scale Test 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, bursor and cater-									
pillar crane, on own wheels, unless otherwise advised by car inspector or officer.	25								
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.									
These instructions will not apply to wrecking derricks with boom trailing, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern.									
Subdivision 5, 6, 7, 8 and 9.	40								
37 and 10.	25								
All other subdivisions	15								
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.									
Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.									
Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.									
Weed Spray 2231 while being operated light or in service	30								
LOCATION	Pass. Trains	Frt. Trns.							
SUBDIVISION 5 (Except as shown below)	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 391.23 to MP 391.39	50	40							
MP 395.0 to MP 406.34 (Except as shown below)	75	--							
MP 406.0 to MP 406.14	65	--							
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	35	35							
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	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	--							

SPEED RESTRICTIONS

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUB-DIVISION 7 (Except as shown below)			SUBDIVISION 5A Cont.		
MP 155-20 to MP 156-10	79	60	MP 413-2 to MP 413-9	20	20
MP 155.8 Union Pacific Crossing	50	50	MP 415-14 to MP 415-26	20	20
MP 156-10 to MP 158-29	30	30	SUBDIVISION 5B (Except as shown below)		
MP 163-7 CB&Q Crossing	65	50	MP 453-0 to MP 465-5	25	25
MP 164-17 to MP 166-0	60	--	SUBDIVISION 5C (Except as shown below)		
MP 166-0 to MP 169-12	55	50	MP 0.0 to MP 11-20	30	30
MP 188-16 to MP 189-20	65	50	Bridge 152	15	15
MP 196-13 to MP 199-20 (Except as shown below)	40	40	Bridge 202	10	10
MP 198.8 Missouri Pacific Crossing	60	50	MP 20 to MP 25-14	10	10
MP 204.9 AT&SF Crossing (Engine only)	40	20	SUBDIVISION 5D		
MP 209-6 to MP 209-17	30	35		40	40
MP 211-19 to MP 211-29	40	--	SUBDIVISION 5E (Except as shown below)		
MP 213-24 to MP 213-34	75	--	MP W 388.33 to W 389.6	45	45
MP 215-23 to MP 218-27	75	--	MP W 393.21 to W 393.32	40	40
MP 222-0 to MP 223-11	75	50	MP W 396.27 to W 397.3	40	40
MP 225-6 to MP 225-18	60	55	SUBDIVISION 6A (Except as shown below)		
MP 226-3 to MP 226-37	60	50	MP 42-25 to MP 121-19	30	30
MP 229-30 to MP 230-16	75	--	SUBDIVISION 7A		
MP 230-32 to MP 231-2	75	--	MP 157.3 Un. Pac. Crossing	20	20
MP 237-18 to MP 239-38	60	50	SPECIAL INSTRUCTIONS		
MP 243-32 to MP 244-4	70	--	The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.		
MP 254-9 to MP 254-21	75	--	Maximum height of water above rail		
MP 257-7 to MP 257-19	75	50	Diesel engines and Motor Cars	3 inches	
MP 258-21 to MP 260-23	60	50	RDC cars 9002, 9003, 9004, 9015 and 9016	5 inches	
MP 276-7 to MP 276-19	75	--	Lightweight passenger cars	7 inches	
MP 283-11 to MP 283-37	65	55	Conventional passenger cars	12 inches	
	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			

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.
4. Rule 83:

Short Line Jct., Des Moines, West Des Moines and Jansen -
For trains originating or terminating.
Omaha - For first-class trains.

 - 4a. All trains will register by Form 1339 at West Des Moines, Atlantic and at Albright when Operator is on duty.
 - 4b. Eastward trains will not check register or obtain clearance by train order at West Des Moines.
 - 4c. No. 8 will register by Form 1339 at Des Moines. Nos. 7 and 8 will register by Form 1339 at Fairbury, Goodland and Limon.

SPECIAL INSTRUCTIONS

5. Bulletin Boards and General Order Books are located at:
 Short Line Jct.—Yard Office.
 Short Line Jct.—Engine House.
 Des Moines—Passenger Station.
 West Des Moines.
 Atlantic.
 Council Bluffs—Passenger Station.
 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-F&DDMS					
5	357.2	C&NW					
5	358.3	DMU	Gate	Gateman	DMU	Red	
5	489.7	IC&C&NW					
5	490.0	C&NW-CB&Q					
6	507.5	UP	Gate	Trainmen	UP	Red	
6	560.8	OL&B					
6	560.8	MoPac					
6a	129.3	UP					
6a	129.5	CB&Q					
7	204.9	AT&SF	Gate	Trainmen	AT&SF	Red	
10	530.8	UP					
37	143.0	UP					
37	196.7	McPac					

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS—Concluded

21. At interlockings following whistle signals designate route desired:

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

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

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

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

26c. Electrically locked switches are located as follows:

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

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

Norton, Alma Jct., and Dellvale, connections with CB&Q. Instructions for operating these locks and switches are posted in release box.

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

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

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

28. All 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:

Sub-Div.	Mile Post	Kind of Structure	Sub-Div.	Mile Post	Kind Of Structure																								
5	301.1	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	Sandown Belt	2.9	Viaduct																								
	542.2	Viaduct																											
	544.3	Viaduct																											
	548.4	Viaduct																											
	553.1	Viaduct																											
	560.5	Viaduct																											
	564.1	Viaduct																											
	574.9	Viaduct																											
	277.8	Viaduct																											
	528.7	Viaduct																											
7	155.4	Viaduct	37	143.0	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																											
	548.9	Truss Span																											
9	548.9	Truss Span	5a	414.5	Truss Span																								
						5c	19.9	Overhead Railway																					
									5d	10.7	Crossing																		
												5d	0.1	Truss Span															
															6a	6.1	Viaduct												
																		6a	6.5	Viaduct									
																					6a	65.5	Overhead Railway						
																								7a	81.8	Crossing			
																											7a	91.1	Truss Span
7a	92.3	Truss Span																											
			7a	121.4	Viaduct																								
						7a	129.7	Truss Span																					
									7a	157.1	Viaduct																		
												7a	158.2	Truss Span															
															7a	174.0	Truss Span												
																		7a	179.7	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
	582.23	Industrial Spur	20
37	192.6	Gas Spur	14

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

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

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

Snow plows and Diesel Units with pilot plows, when plowing snow will not exceed 5 MPH when meeting or passing or being passed by a passenger train.

When temperature is 10 degrees or more below zero passenger trains and freight trains must not exceed a speed of 10 MPH less than maximum authorized speed.

34a. Speedometers on road engines in main line service must be checked, by observing time between mile posts twice on each trip. The location, speed, and any variation must be shown on work report.

35. At stations where telephones are located, conductor should communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

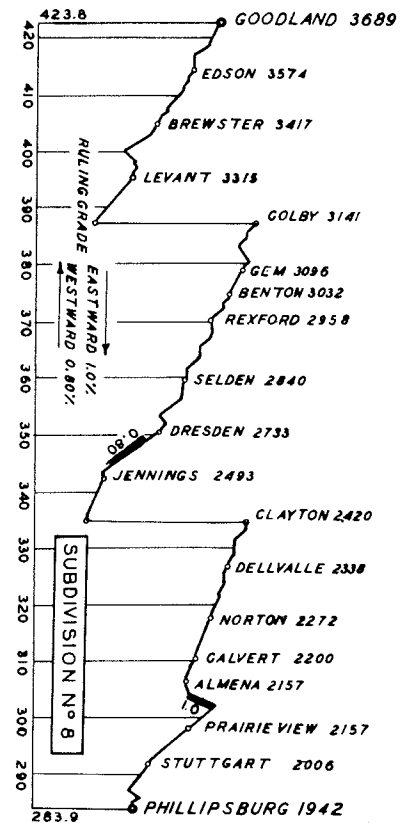
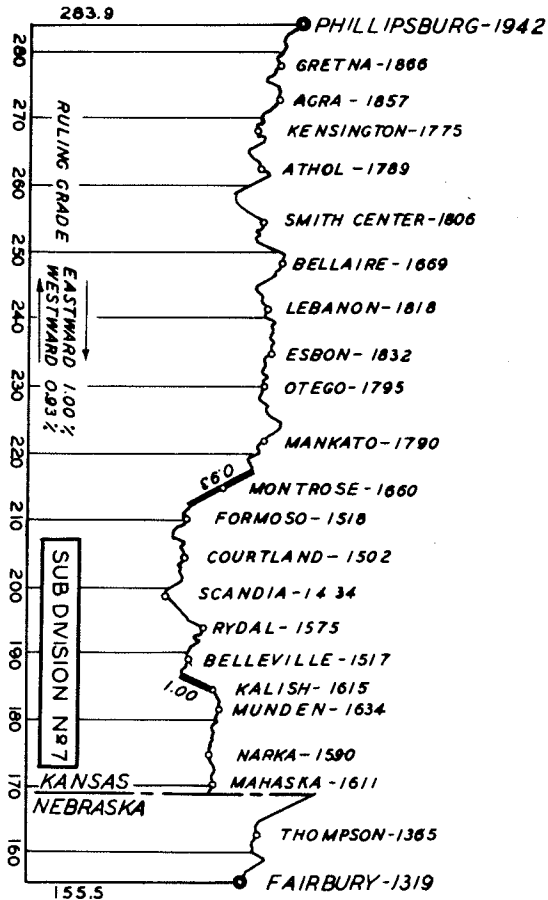
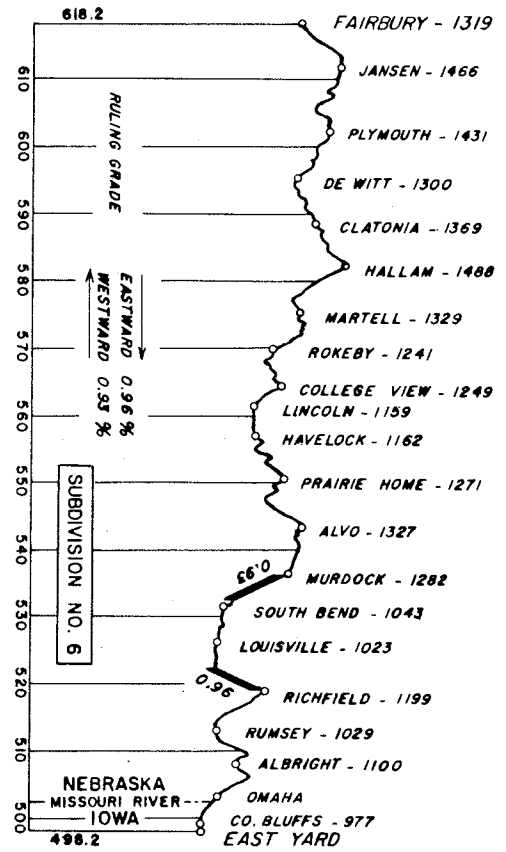
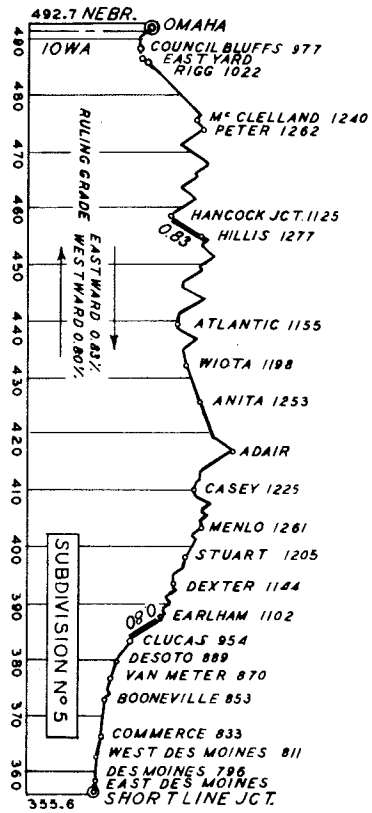
The following letters and symbol shown in "Station" and "Signs" columns indicate:

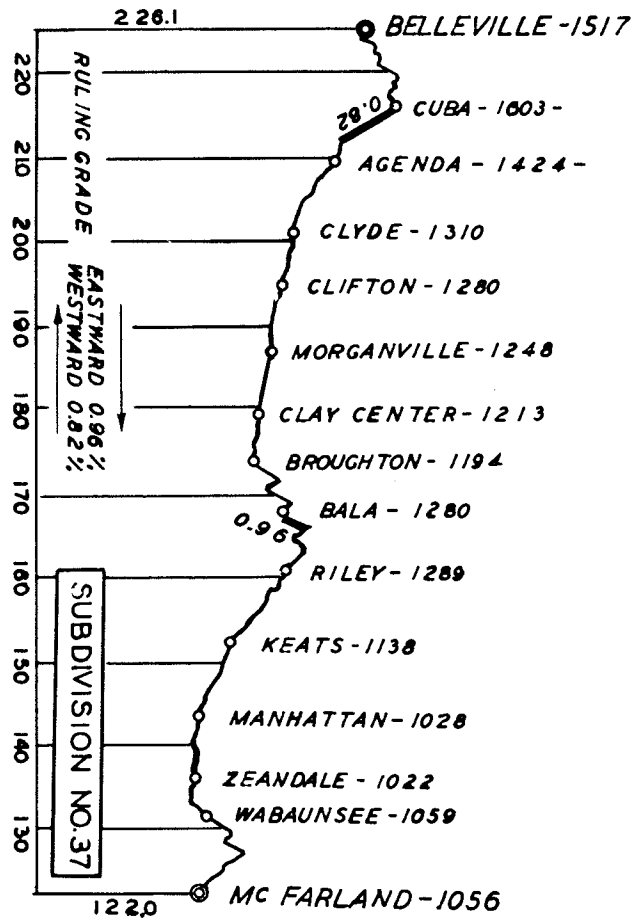
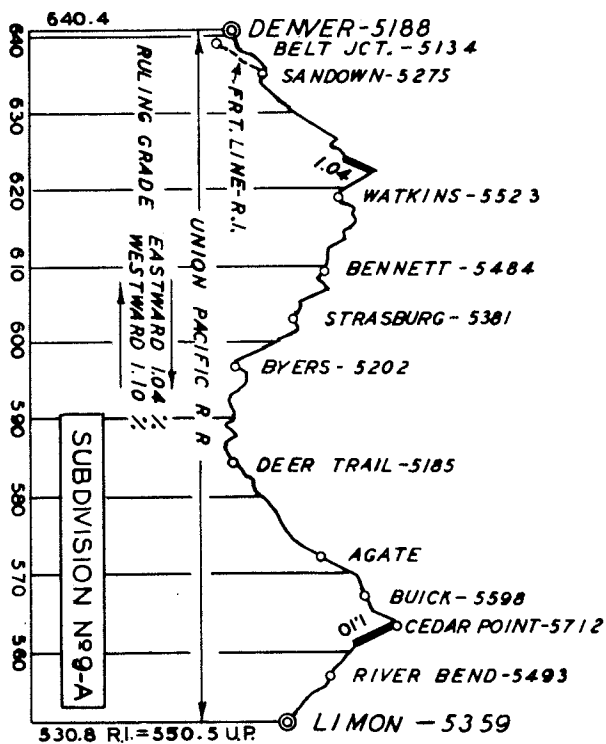
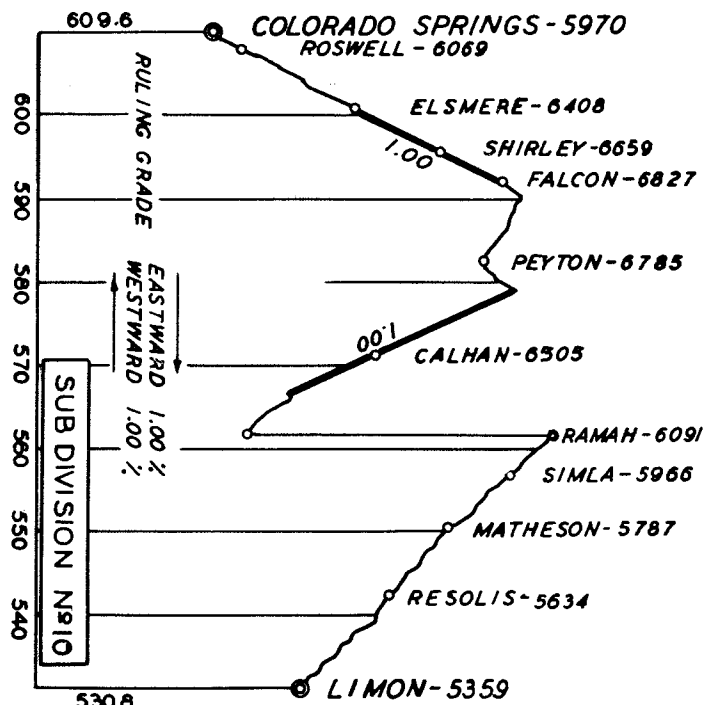
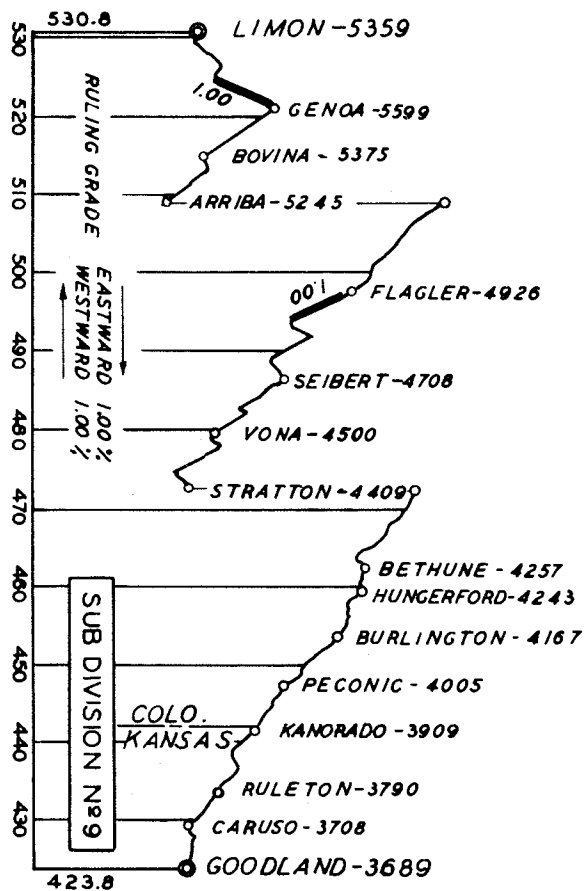
- F—Fuel station.
- P—Train dispatcher's telephone.
- R—Train register station.
- T—Turntable.
- W—Water station.
- Y—Wye.
- UX—Railroad crossing not protected by interlocking.
- TO—Train order station.
- Yd—Station where yard limit signs are maintained.
- ⊛—Radio Installation.

B. B. BRENTON, Ass't. Supt., Goodland.
 H. GODWIN, Trainmaster Council Bluffs.
 J. M. HARRISON, Trainmaster, Denver.
 K. O. THOMAS, Madter Mechanic, Des Moines.
 O. W. CLANCY, Road Foreman Equipment, Council Bluffs.
 W. F. KLINE, Road Foreman Equipment, Goodland.
 V. R. BEESON, Chief Dispatcher, Fairbury.
 B. G. ADAMSON, Ass't. Chief Dispatcher, Fairbury.

J. J. WILKE
 R. H. CHANDLER
 D. W. HARMON
 L. E. OLSON
 J. D. McDERMET
 D. D. EDGERTON
 J. L. STEWARD
 F. S. JOSLIN
 W. NICHOLS, JR.
 L. H. ELYEA
 D. M. MARTIN

} Train Dispatchers, Fairbury





COMMUNICATION OFFICES

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

SUBDIVISION 5

Short Line Jct.	Continuous	
Des Moines.	Continuous	
West Des Moines.	Continuous	
Van Meter.	7:30 a.m.	4:30 p.m.
Earlham.	*..**	7:30 a.m. 11:30 p.m.
		7:30 a.m. 3:30 p.m.
		3:30 p.m. 11:30 p.m.
		*..** 3:30 p.m. 11:30 p.m.
Stuart.	7:30 a.m.	4:30 p.m.
Adair.	7:00 a.m.	4:00 p.m.
Anita.	7:00 a.m.	4:00 p.m.
Atlantic.	Continuous	
Bluffs rd.	Continuous	
Omaha.	Continuous	

SUBDIVISION 6

Albright.	*..**	8:30 p.m. 5:30 a.m.
		8:30 p.m. 5:30 a.m.
		** 8:00 a.m. 5:00 p.m.
Louisville.	}	5:00 p.m. 1:00 a.m.
		Murdock. ....	6:00 a.m. 3:00 p.m.
Lincoln.		Continuous
Hallam.		6:45 a.m. 3:45 p.m.
Plymouth.		8:00 a.m. 5:00 p.m.
Fairbury.		Continuous

SUBDIVISION 7

Fairbury.	Continuous	
Mahaska.	7:00 a.m.	4:00 p.m.
Munden.	7:00 a.m.	4:00 p.m.
Belleville.	Continuous	
Courtland.	6:45 a.m.	3:45 p.m.
Mankato.	}	7:00 a.m. 3:00 p.m.
		7:30 p.m. 3:30 a.m.
		*..** 7:30 p.m. 3:30 a.m.
Esbon.	7:00 a.m.	4:00 p.m.
Lebanon.	7:00 a.m.	4:00 p.m.
Smith Center.	}	7:30 a.m. 4:30 p.m.
		*..** 7:30 a.m. 4:30 p.m.
Athol.	6:30 p.m.	2:30 a.m.
Kensington.	7:00 a.m.	4:00 p.m.
Agra.	8:30 a.m.	5:30 p.m.
Phillipsburg.	Continuous	

SUBDIVISION 8

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

SUBDIVISION 9

Goodland.	Continuous	
Kanorado.	}	8:30 a.m. 5:30 p.m.
		*..** 5:00 a.m. 5:00 p.m.
Burlington.	5:00 a.m.	5:00 p.m.
Stratton.	7:30 a.m.	4:30 p.m.
Seibert.	6:00 p.m.	2:00 a.m.
Flagler.	8:30 a.m.	5:30 p.m.
Arriba.	7:30 a.m.	4:30 p.m.
Genoa.	8:30 a.m.	5:30 p.m.
Limon.	Continuous	

SUBDIVISION 10

Limon.	Continuous	
Simia.	7:00 a.m.	4:00 p.m.
Calhan.	7:00 a.m.	4:00 p.m.
Colo. Spgs.	Continuous	

SUBDIVISION 37

McFarland.	}	*..** 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.		7:30 a.m. 4:30 p.m.
Clay Center.	}	7:00 a.m. 4:00 p.m.
		** 7:00 a.m. 4:00 p.m.
Morganville.		8:00 a.m. 5:00 p.m.
Clifton.		6:45 a.m. 3:45 p.m.
Clyde.		8:30 a.m. 5:30 p.m.
Belleville.		Continuous

SUBDIVISION 5-A

Guthrie Center.	8:30 a.m.	5:30 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.	7:30 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.	8:30 a.m.	5:30 p.m.
Sabetha.	8:00 a.m.	5:00 p.m.
Bern.	8:30 a.m.	5:30 p.m.
Pawnee.	8:30 a.m.	5:30 p.m.
Virginia.	8:00 a.m.	5:00 p.m.
Beatrice.	7:30 a.m.	4:30 p.m.

SUBDIVISION 7-A

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

SUBDIVISION 9-A

Sandown.	Continuous	
North Yard Denver.	Continuous	