

Chicago, Rock Island & Pacific Railway

TIME TABLE

WESTERN DIVISION SECOND DISTRICT

No. 1

EFFECTIVE AT 12:01 A. M.

SUNDAY, APRIL 20, 1941

CENTRAL TIME-Phillipsburg and EAST
MOUNTAIN TIME-Phillipsburg and WEST

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

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

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon.....	
J. M. L. JENSEN, Assistant Chief Surgeon.....	Chicago
J. E. BALLINGER, Local Surgeon and Examiner.....	
ABBOTT M. DEAN, Oculist, Aurist and Examiner.....	Council Bluffs
J. H. JUDD, Oculist, Aurist and Examiner.....	
R. D. SCHROCK.....	
HERMAN F. JOHNSON.....	
HAROLD GIFFORD, Oculist.....	Omaha
FREDERICK O. BECK.....	So. Omaha
E. H. WORTHMAN.....	Louisville
JAMES E. M. THOMSON.....	Lincoln
C. R. SPRADLING.....	Hallam
HARVEY D. RUNTY.....	De Witt
J. HAROLD LYNCH, Local Surgeon and Examiner.....	Fairbury, Neb.
V. J. WALL.....	Mahaska, Kan.
E. R. BEIDERWELL.....	
R. H. MUNFORD.....	Belleville
C. V. HAGGMAN.....	Scandia
M. D. McCOMAS.....	Courtland
J. W. YANKEY.....	
D. D. ALLEN, Sub. Local Surgeon.....	Mankato
H. MORRISON.....	Smith Center
VICTOR E. WATTS.....	Athol
E. A. NELSON, Surgeon and Examiner.....	
E. L. MORGAN, Asst. Local Surgeon.....	Phillipsburg
H. S. BENNIE.....	Almena
C. W. COLE, Oculist and Aurist.....	
W. C. LATHROP, Consulting Surgeon.....	Norton
H. O. HARDESTY.....	Jennings
E. J. BECKNER, Local Surgeon and Examiner.....	
M. J. RENNER, Substitute Local Surgeon.....	
D. D. VERMILLION, Oculist, Aurist and Examiner.....	Goodland, Kan.
F. L. BERGEN.....	Burlington, Colo.
EDWARD W. REID.....	Flagler
R. P. HARVEY.....	Limon
G. B. CHANDLER.....	Calhan
W. P. McCROSSIN.....	Colorado Springs
F. H. CARPENTER.....	
W. M. BANE, Oculist and Aurist.....	Denver, Colo.
GEO. M. EDMONDS, Surgeon and Examiner.....	Horton, Kan.
S. MURDOCK, JR.....	Sabetha
F. W. BUCKLEY.....	Beatrice
W. I. McFARLAND.....	Hebron
PAUL A. REED.....	Deshler, Neb.

F. NUGENT,
Superintendent

O. W. LIMESTALL,
General Superintendent

A. R. RUITER,
Sup't. Motive Power

J. R. PICKERING,
Sup't. Transportation

G. P. TRACHTA,
Ass't Chief Operating Officer
(Mechanical)

J. D. FARRINGTON,
Chief Operating Officer

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS		SUBDIVISION 6 STATIONS					Office Hours Week Days	FIRST CLASS			SECOND CLASS		
97	89	91	7	5	STATIONS					*Sundays and Holidays	6	8	80	92		
Chicago Nebraska Red Ball	Mixed	Chicago Colorado California Red Ball	Rocket	Passenger	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	From To	M. P. Distance from Chicago	Distance from Council Bluffs	Signs	Passenger	Rocket	Mixed	California Chicago Perishable
Daily	Daily Except Sunday	Daily	Daily	Daily				Time Table No. 1 April 20, 1941								
P.M. 9.00		A.M. 5.30	P.M. 10.27	P.M. 12.15	Yd.	A 316	Q.Co. Bluffs... TO	Continuous	499.2		RYD FWT	P.M. 2.45	A.M. 12.20		A.M. 1.30	
			s 10.42	s 12.25			UP Tfr., Ia... TO		500.4	1.2		2.40	12.14			
			s 11.01	s 12.40		A 320	YD.Omaha, Neb. TO	Continuous	503.1	3.9	R	{2.30 2.15	{12.06 A.M. 12.01			
			s 11.02	s 1.45			CRISP Jct... TO		507.5	8.3		5	2.00	11.51	12.45	
9.40		6.05	11.11	2.00		A 324	UP Crossing... TO		507.5	8.3						
							ALBRIGHT... TO	Continuous.	507.8	8.6	RYd	1.57	11.49		12.43	
9.45		6.10	11.13	2.03	69	345	RUMSEY... P		512.6	13.4		1.50	11.44		12.36	
9.55		6.20	11.18	2.09	55	11	RICHFIELD... P		518.1	18.9		f 1.43	11.39		12.28	
10.05		6.30	11.23	2.17	55	30	LOUISVILLE... TO	8:00 a.m. 5:00 p.m.	525.8	26.6	WYd	f 1.33	11.31		12.16	
10.17		6.42	11.31	2.26	55	33	MoPac Crossing... TO		525.8	26.6						
							CB&Q Crossing... TO		530.5	31.3						
10.27		6.50	11.38	2.34	62	22	SO. BEND... TO	Continuous	530.5	31.3		f 1.25	11.24		A.M. 12.08	
10.37		7.02	11.45	2.45	55	32	MURDOCK... TO	8:30 a.m. 5:30 p.m.	536.3	37.1		s 1.15	11.18		11.45	
11.11		7.14	11.52	2.56	55	23	ALVO... TO	7:00 a.m. 4:00 p.m.	543.0	43.8		s 1.04	11.11		11.11	
8-92							PRAIRIE HOME... P		550.3	51.1		f 12.54	11.03		10.19	
11.59		7.27	11.59	3.06	43	38	HAVELOCK... P		557.0	57.8		f 12.45	10.56		10.08	
P.M. 7			12.05	3.15	53	23	MoPac Crossing... UX		560.8	61.6						
12.15		8.00	s 12.15	s 3.30	53	605	LINCOLN... TO	Continuous.	561.4	62.2	WYd	s 12.35	s 10.49		9.57	
							COLLEGE VIEW... P		564.3	65.1						
12.45		8.18	12.25	3.45	55	23	ROKEY... P		569.8	70.6		f 12.20	10.38		9.35	
12.55		8.28	12.30	3.54	55	28	MARTELL... P		575.3	76.1		f 12.13	10.33		9.28	
1.10		8.40	12.36	4.05	55	30	HALLAM... TO	7:30 a.m. 4:30 p.m.	582.3	83.1	W	s 12.05	10.26		9.18	
1.23		8.50	12.42	4.15	55	30	CLATONIA... TO	8:30 a.m. 5:30 p.m.	588.6	89.4		s 11.53	10.20		9.06	
1.35		9.01	12.48	4.25	55	34	DE WITT... P		595.4	96.2		s 11.44	10.14		8.55	
1.45		9.12	12.54	4.35	55	30	PLYMOUTH... TO	7:30 a.m. 4:30 p.m.	602.0	102.8		s 11.35	10.08		8.45	
2.00	P.M. 4.00	9.27	1.03	4.50	85	110	JANSEN... TO	8:30 a.m. 5:30 p.m.	611.9	112.7	RYd	s 11.21	9.59	A.M. 6.45	8.30	
2.15	4.15 P.M.	9.45	1.11	5.00	Yd.	A 435	FAIRBURY... TO	Continuous.	618.2	119.0	RYd FWT	11.10	9.50	6.30	8.15	
A.M.			A.M.	P.M.			LEAVE					Daily	Daily	Daily Except Sunday	Daily	
							Average Speed Per Hr...					37.3	52.7	25.2	22.7	
							SCHEDULE TIME...					3.35	2.30	0.15	5.15	

CENTRAL TIME
 TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 6.
 SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 15 MINUTES.
 Time Table Rule 14-A in Effect.

Local extra leaves Fairbury 6:00 A. M. Daily for Council Bluffs.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7 STATIONS		Office Hours Week Days		M. P. Distance from St. Joseph	Distance from Fairbury	Signs	FIRST CLASS		SECOND CLASS	
91	5	7	STATIONS				Week Days		6	8				92			
Chicago Colorado California Red Ball	Passenger	Rocket	Time Table No. 1		*Sundays and Holidays		Passenger	Rocket	California Chicago Perishable								
Daily	Daily	Daily	April 20, 1941		From To												
A.M. 10.15	P.M. 5.10	A.M. 1.15	LEAVE														
				Yard	A 435	DS } FAIRBURY TO	Continuous.	155.5		RYdFWT	A.M. 10.57	P.M. 9.46	P.M. 8.00				
						F } UP Crossing UX		155.8	0.3								
10.44	s 5.22	1.25	55	23	A 441	THOMPSON, NEB. P		162.5	7.0		s 10.44	9.37	7.30				
						CB&Q Crossing		163.7	8.2								
10.54	s 5.35	1.33	57	34	A 449	BH MAHASKA, KAN. TO	8:30 a.m. 5:30 p.m.	170.3	14.8		s 10.33	9.29	7.15				
11.01	s 5.43	1.37	55	28	A 454	WO NARKA TO	8:30 a.m. 5:30 p.m.	174.8	19.3		s 10.26	9.25	7.05				
11.12	s 5.55	1.43	55	30	A 460	WY MUNDEN TO	7:30 a.m. 4:30 p.m.	181.6	26.1		s 10.15	9.19	6.55				
11.17	6.00	1.46	55		A 463	KALISH P		184.8	29.3		10.10	9.16	6.50				
11.45	s 6.15	s 2.03			398	VI BELLEVILLE TO	Continuous.	189.4	33.9	RYd FWTY	s 10.03	s 9.10	6.40 5 6.10				
12.45	f 6.48	2.09	47	23	A 473	RYDAL P		194.0	38.5		f 9.48	8.48	5.55				
12.55	s 6.55	2.14	55	35	A 477	SCANDIA P		198.7	43.2	W	s 9.40	8.43	5.48				
						MoPac Crossing		198.8	43.3								
1.17	s 7.05	2.21	87	41	A 483	KO COURTLAND TO	7:30 a.m. 4:30 p.m.	204.9	49.4		s 9.30	8.37	5.40				
						AT&SF Crossing UX		204.9	49.4								
1.27	s 7.13	2.26	54	24	A 488	CF FORMOSO TO	7:15 a.m. 4:15 p.m.	209.9	54.4		s 9.20	8.32	5.33				
1.37	s 7.20	2.31	41	28	A 493	MONTROSE P		215.1	59.6		s 9.11	8.27	5.26				
1.50	s 7.32	s 2.40	69	67	A 500	MK MANKATO TO	Continuous.	222.1	66.6	W	s 9.02	s 8.19	5.16				
2.01	s 7.42	2.48	55	25	A 508	OTEGO P		230.1	74.6		s 8.48	8.11	5.04				
2.10	s 7.49	2.52	54	37	A 514	BE ESBON TO	7:30 a.m. 4:30 p.m.	234.8	79.3		s 8.40	8.07	4.57				
2.20	s 8.01	2.58	55	47	A 520	NY LEBANON TO	{ 7:30 a.m. 4:30 p.m. *7:30 a.m. 9:30 a.m.	241.5	86.0		s 8.27	8.01	4.48				
2.30	s 8.09	3.04	55	41	A 527	AY BELLAIRE TO	6:00 a.m. 3:00 p.m.	248.0	92.5		s 8.15	7.56	4.39				
2.40	s 8.19	s 3.12	55	89	A 533	HF SMITH CENTER TO	{ 7:00 a.m. 11:00 p.m. *7:00 a.m. 11:00 p.m.	254.1	98.6	W	s 8.05	s 7.49	4.30				
2.55	s 8.35	3.20	54	28	A 541	NE ATHOL TO	7:30 a.m. 4:30 p.m.	262.1	106.6		s 7.50	7.40	4.18				
3.05	s 8.45	3.26	54	42	A 547	DU KENSINGTON TO	7:30 a.m. 4:30 p.m.	268.1	112.6		s 7.40	7.34	4.09				
3.13	s 8.53	3.30	55	29	A 551	KG AGRA TO	7:15 a.m. 4:15 p.m.	272.7	117.2		s 7.30	7.30	4.02				
3.20	s 9.00	3.34	55	31	A 556	GREINA P		277.7	122.2		s 7.20	7.26	3.54				
3.30	9.15	3.40		Yard	A 563	Z PHILLIPSBURG TO	Continuous.	283.9	128.4	RYdFWT	7.10 A.M.	7.20 P.M.	3.45 P.M.				
						LEAVE					Daily	Daily	Daily				
30.2	31.4	53.1	... AVERAGE SPEED PER HOUR ...														
5.15	4.05	2.25	... SCHEDULE TIME ...														

CENTRAL TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 6.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 15 MINUTES.

Time Table Rule 14-A in Effect.

Local extra leaves Fairbury 6:00 A. M. Monday, Wednesday and Friday for Phillipsburg.

Local Extra leaves Phillipsburg 6:00 A. M. Tuesday, Thursday and Saturday for Fairbury.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 8 STATIONS				Office Hours Week Days		FIRST CLASS		SECOND CLASS		
91	5	7	STATIONS				*Sundays and Holidays		6	8	92			
Chicago Colorado California Red Ball	Passenger	Rocket	Time Table No. 1 April 20, 1941						Passenger	Rocket	California Chicago Perishable			
Daily	Daily	Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	From	To	M. P. Distance from St. Joseph	Distance from Phillipsburg	Signs			
P.M. 3:00	P.M. 8:25	A.M. 2:42	.....	Yard	A 563	Z.....PHILLIPSBURG.....TO	Continuous.		283.9	.....	RYdFWT	A.M. 6:00	P.M. 6:17	P.M. 2:25
3:15	s 8:38	2:50	56	27	A 570	GR.....STUTT GART.....TO	7:00 a.m. 4:00 p.m.		291.5	7.6	.....	s 5:38	6:10	1:59
3:30	s 8:50	2:56	56	24	A 577	VW.....PRAIRIE VIEW.....TO	{ 7:00 a.m. 4:00 p.m. *7:00 a.m. 9:00 a.m.		298.3	14.4	.....	s 5:27	6:04	1:49
3:42	s 9:02	3:04	56	26	A 586	NA.....ALMENA.....TO	7:00 a.m. 4:00 p.m.		306.5	22.6	.....	s 5:12	5:57	1:33
3:48	s 9:07	3:08	.....	27	A 590	.....CALVERT.....P			310.6	26.7	.....	f 5:05	5:53	1:26
4:00	s 9:21	s 3:18	49	66	A 597	SI.....NORTON.....TO	{ Continuous. *7:00 a.m. 9:00 a.m. *3:00 p.m. 7:00 a.m.		318.0	34.1	WYd	s 4:55	s 5:46	1:15
4:15	s 9:35	3:27	57	21	A 606	.....DELLVALE.....P			327.0	43.1	.....	s 4:42	5:37	12:59
4:27	s 9:48	3:34	55	25	A 614	AU.....CLAYTON.....TO	8:00 a.m. 5:00 p.m.		335.0	51.1	.....	s 4:29	5:31	12:49
4:40	s 9:58	3:40	55	29	A 621	JN.....JENNINGS.....TO	7:15 a.m. 4:15 p.m.		342.4	58.5	.....	s 4:19	5:25	12:40
5:19	s 10:10	3:48	56	29	A 629	DM.....DRESDEN.....TO	8:30 a.m. 5:30 p.m.		350.8	66.9	.....	s 4:09	5:19	12:28
5:35	s 10:25	3:55	56	74	A 639	SU.....SELDEN.....TO	Continuous. *3:30 p.m. 7:30 a.m.		360.2	76.3	WY	s 3:55	5:11	12:16
5:55	s 10:42	4:03	56	38	A 649	XD.....REXFORD.....TO	7:00 a.m. 4:00 p.m.		370.8	86.9	.....	s 3:29	5:03	A.M. 11:54
6:01	f 10:47		56	9	A 654	.....BRETON.....			375.3	91.4	.....	f 3:22		11:48
6:12	s 10:55	4:10	56	28	A 658	.....GEM.....P			379.8	95.9	.....	s 3:17	4:56	11:42
6:30	s 11:10	s 4:18	58	52	A 666	BA.....COLBY.....TO	Continuous.		387.8	103.9	WYd	s 3:06	s 4:49	11:31
6:45	s 11:25	4:26	56	27	A 674	VN.....LEVANT.....TO	8:00 a.m. 5:00 p.m.		396.0	112.1	.....	s 2:51	4:42	11:19
7:00	s 11:40	4:34	55	45	A 684	SF.....BREWSTER.....TO	7:00 a.m. 4:00 p.m.		405.8	121.9	.....	s 2:39	4:34	11:06
7:15	s 11:55	4:42	85	23	A 693	.....EDSON.....P			415.1	131.2	.....	s 2:27	4:27	10:53
7:45 P.M.	P.M. 12:15 A.M.	4:50 A.M.	.....	Yard	A 702	GD.....GOODLAND.....TO	Continuous.		423.8	139.9	RYdFWT	2:15 A.M.	4:19 P.M.	10:40 A.M.
						LEAVE						Daily	Daily	Daily
29.5	36.5	65.6				...AVERAGE SPEED PER HOUR...						37.3	71.1	37.3
4.45	3.50	2.08				.....SCHEDULE TIME.....						3.45	1.58	3.45

MOUNTAIN TIME

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 6.

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

Time Table Rule 14-A In Effect.

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

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

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 9 STATIONS		Office Hours Week Days		M. P. Distance from St. Joseph	Distance from Goodland	Signs	FIRST CLASS		SECOND CLASS	
91	5	7	8	6				92	92	92								
Chicago Colorado California Red Ball	Passenger	Rocket	Rocket	Passenger												California Chicago Perishable		
Daily	Daily	Daily						LEAVE	From	To								
P.M. 8:00	A.M. 12:25	A.M. 4:54	P.M. 4:15	A.M. 2:05	.....	Yard	A 702	GD.....GOODLAND.....TO	Continuous.		423.8	.....	RYdFWT			P.M. 4:15	A.M. 2:05	A.M. 10:20
8:10	12:32	5:00	4:09	1:52	56	6	A 708	.....CARUSO.....			429.3	5.5	.....			4:09	1:52	10:09
8:18	12:40	5:03	4:06	1:45	55	26	A 712	.....RULETON.....P			433.4	9.6	.....			4:06	1:45	10:03
8:30	12:52	5:09	4:00	1:35	54	25	A 720	RA.....KANORADO, KAN.....TO	7:15 a.m. 4:15 p.m.		441.4	17.6	.....			4:00	1:35	9:50
8:40	12:59	5:15	3:55	1:25	56	8	A 726	.....PECONIC, COLO.....P			447.3	23.5	.....			3:55	1:25	9:40
8:55	1:15 ⁶	5:23	3:49	1:15 ⁵	56	40	A 732	BR.....BURLINGTON.....TO	(11:30 p.m. 3:30 p.m. *11:30 p.m. 3:30 p.m.)		453.7	29.9	W	g	3:49	1:15	9:30	
9:05	1:23	5:29	3:43	1:04	36	.....	.....	HUNGERFORD			459.5	35.7	.....			3:43	1:04	9:22
9:10	1:28	.....	.....	.....	.....	22	A 741	.....BETHUNE.....P			462.0	38.2	.....			.....	.....	9:18
9:18	1:34	5:35	3:37	12:55	25	.....	A 746	.....MUSKOKA.....			466.2	42.4	.....			3:37	12:55	9:12
9:28	1:44	5:41	3:32	12:49	56	64	A 751	RT.....STRATTON.....TO	(8:00 a.m. 4:00 p.m. 11:00 p.m. 7:00 a.m. *11:00 p.m. 7:00 a.m.)		472.1	48.3	WY		3:32	12:49	9:03	
9:40	1:54	5:48	3:26	12:37	56	25	A 758	ON.....VONA.....TO	7:00 a.m. 4:00 p.m.		479.3	55.5	.....			3:26	12:37	8:52
9:55	2:08	5:54	3:21	12:27	57	26	A 765	BT.....SEIBERT.....TO	7:00 a.m. 4:00 p.m.		486.3	62.5	.....			3:21	12:27	8:40
10:05	2:18	5:59	3:16	12:19	56	.....	A 770	.....KIPLING.....			491.5	67.7	.....			3:16	12:19	8:31
10:18	2:30	6:05	3:11	12:12	56	24	A 776	FA.....FLAGLER.....TO	(7:00 a.m. 3:00 p.m. 9:00 p.m. 5:00 a.m. *8:30 a.m. 10:30 a.m. *9:00 p.m. 5:00 a.m.)		497.3	73.5	W		3:11	12:12	8:19	
10:28	2:40	6:11	3:06	12:03	54	.....	A 782	.....SAUGUS.....			503.3	79.5	.....			3:06	12:03	8:11
10:38	2:55	6:17	3:01	11:57	55	18	A 787	BI.....ARRIBA.....TO	7:00 a.m. 4:00 p.m.		508.8	85.0	.....			3:01	11:57	8:03
10:48	3:05	6:23	2:56	11:48	56	20	A 793	.....BOVINA.....P			514.6	90.8	.....			2:56	11:48	7:55
11:03	3:20	6:29	2:51	11:39	56	25	A 799	GN.....GENOA.....TO	6:00 a.m. 3:00 p.m.		520.7	96.9	.....			2:51	11:39	7:40
11:11	3:28	6:34	2:45	11:30	59	.....	A 805	.....MUSTANG.....P			526.3	103.0	.....			2:45	11:30	7:26
11:25	3:50	6:39	2:40	11:25	.....	Yard	A 809	MN.....LIMON.....TO	Continuous.		530.8	107.0	RYd FWTY			2:40	11:25	7:20
			Daily	Daily				LEAVE								Daily	Daily	Daily
31.3	31.3	61.1	67.6	40.1				...AVERAGE SPEED PER HOUR...								67.6	40.1	35.7
3.25	3.25	1.45	1.35	2.40				...SCHEDULE TIME.....								1.35	2.40	3.00

MOUNTAIN TIME
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 6.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF NOS. 7 and 8 NOT LESS THAN 15 MINUTES.
Time Table Rule 14-A in Effect.

No. 8. Discharge from Denver and Colo. Spgs. Receive for Lincoln and Topeka or beyond.
 Local extra leaves Goodland 6:00 A. M. Monday, Wednesday and Friday for Limon.

Local extra leaves Limon 2:05 A. M. Tuesday, Thursday and Saturday for Goodland.

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 10 STATIONS		Office Hours Week Days		M. P. Distance from St. Joseph	Distance from Limon	Signs	FIRST CLASS		SECOND CLASS	
991	7	5	8	6				992	8	6	992							
Chicago Colorado Red Ball	Rocket	Passenger						LEAVE	From	To					Rocket	Passenger	Colorado Chicago Red Ball	
Daily	Daily	Daily																
A.M. 12.25	A.M. 6.53	A.M. 4.10						MN.....LIMON.....TO	Continuous.			530.8			P.M. 2.25	P.M. 11.15	A.M. 6.00	
								.....UP Crossing.....UX				530.8						
12.45	7.03	4.25			56		A 818	.....RESOLIS.....P				539.7	8.9			10.55	5.10	
1.15	7.15	4.45			56	26	A 828	.....MATHESON.....P				550.0	19.2		1.58	10.42	4.45	
1.45	7.23	4.57			41	34	A 834	.....SIMLA.....TO	7:00 a.m. 4:00 p.m.			556.3	25.5		1.51	10.32	4.27	
2.00	7.29	5.05			25	25	A 839	.....RAMAH.....P				561.1	30.3		1.46	10.23	4.00	
2.35	7.41	5.20			56	38	A 849	.....CALHAN.....TO	{ 7:00 a.m. 3:00 p.m. 10:00 p.m. 6:00 a.m.			570.8	40.0	W	1.35	10.08	3.40	
								.....TIP TOP.....P				578.8	48.0		1.25	9.53	3.20	
3.00	7.51	5.40			21		A 857	.....PEYTON.....P				582.0	51.2		1.21	9.48	3.10	
3.10	7.55	5.50			28	19	A 861	.....FALCON.....P				591.3	60.5	W	1.11	9.33	2.45	
3.45	8.06	6.05			56	41	A 870	.....SHIRLEY.....P				594.9	64.1			9.26	2.30	
3.55		6.12				9	A 873	.....ELSMERE.....P				600.1	69.3		1.00	9.18	2.10	
4.05	8.16	6.22			26		A 879	.....ROSWELL.....P				607.3	76.5	YdWYTY	12.50	9.05	1.40	
4.30	8.25	6.42			25	164	A 886	.....LEAVE							Daily	Daily	Daily	
5.30 A.M.	8.35 A.M.	6.50 A.M.					A 888	.....LEAVE							Daily	Daily	Daily	
								.....COLO. SPGS.....TO	Continuous.			609.6	78.8	RYdWY	12.45 P.M.	9.00 P.M.	1.30 A.M.	
								See T. T. Rule 16e 78.8										
								.....LEAVE										
15.5	46.4	29.6						.....AVERAGE SPEED PER HOUR.....							47.3	35.0	17.5	
5.05	1.42	2.40						.....SCHEDULE SPEED.....							1.40	2.15	4.30	

MOUNTAIN TIME
 TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 7 IS SUPERIOR TO No. 6.
 SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 7 and 8 NOT LESS THAN 15 MINUTES.
 Time Table Rule 14-A In Effect.

Westward

Eastward

SECOND CLASS			FIRST CLASS		UNION PACIFIC JOINT TRACK		FIRST CLASS		SECOND CLASS	
91	7	8	92	96	April 20, 1941		8	92	96	
Chicago Colorado California Red Ball	Rocket		California Chicago Perishable	Colorado Chicago Red Ball			Rocket			
Daily	Daily									
A.M. 12.01	A.M. 6.53		A.M. 7.00	P.M. 10.15			P.M. 2.25	A.M. 7.00	P.M. 10.15	
4.00 A.M.	8.25 A.M.		3.50 A.M.	6.30 P.M.			1.00 P.M.			
			Daily	Daily			Daily	Daily	Daily	
22.5	58.6		63.4	28.4	23.9					
3.59	1.32		1.25	3.10	3.45					

MOUNTAIN TIME

Westward

Ruskin Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 7-A STATIONS		Office Hours Week Days	M. P. Distance from St. Joseph	Signs	SECOND CLASS			
889							Time Table No. 1		*Sundays and Holidays			880			
Mixed				April 20, 1941		LEAVE		From	To						
Daily Except Sunday															
			A.M. 6-15	.....	Yard	A435	DS } FAIRBURY TO	Continuous.	155.5	RYdFWT	P.M. 12-30				
				.....			F } UP Crossing TO		157.3						
			s 6-40	.....	19	AN 8	..... GLADSTONE TO		163.6		— A.M. —				
			s 7-00	.....	11	AN14	DK GILEAD TO	6:30 a.m. 3:30 p.m.	169.5		s 11-10				
			s 7-40	.....	40	AN24	RN HEBRON TO	7:00 a.m. 4:00 p.m.	179.4		s 10-45				
				.....			..... CB&Q Crossing UX		179.9		s 10-00				
			s 8-10	.....	50	AN31	DE DESHLER TO	7:30 a.m. 4:30 p.m.	187.1	W	s 9-30				
			8-30 A.M.	.....	63	AN39	SK RUSKIN TO	8:00 a.m. 5:00 p.m.	194.9	RY	9-00 A.M.				
							..... 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.

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

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Class C-39, C-41, C-43 and Mikado engines handling passenger trains—Freight train speed.....				
3000 engines with Scullin driver.....	45	45	45	45
Without Scullin driver.....	30	30	30	30
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits.....	10	10	10	10
Through Switch Leads of Turnouts (except end of two or more tracks).....		10		10
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, side rods up.....			25	15
Trains hauling dead engines, side rods down.....			15	15
Switch engines without engine trucks.....			18	18
Engines running forward without cars not to exceed freight train speed.....				
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 Nos. 9050-9051 with Freight Gears.....	35	35	35	35
Motor Car No. 9012 towed or handled dead-in-train.....	40	40	40	40
Other motor cars towed or handled in train.....	60	60	50	45
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
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, or other types of spreaders, handled in trains in through movements, must have wings 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.				

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 6 (Except as shown below)...	60	60	50	45
5000 engines with 74' drivers.....	60	60		
Other 5000 engines.....	50	50		
MP 607-20 to MP 508.0.....	20		20	
MP 624-0 to MP 531-20.....	50	45	45	40
MP 625.8 MoPacRR crossing.....	40	25	25	
Bridge 5303.....	30	30	30	
MP 630.5 CB&Q crossing.....	30	30	30	
MP 556-32 to MP 560-20.....	50	60	45	40
MP 560-20 to MP 560-30.....		20	20	20
Lincoln—Vine St. to "M" St.....	18	18	18	18
Lincoln—"M" St. to South St.....	35	35	25	25
Lincoln—South St. to MP 565.0.....	50	50	45	35
Facing Point Spring switch East end Fairbury yard.....	30		30	
5000 engines must not use				
Rumsey..... Elevator Track				
Louisville..... Sand Tracks				
South Bend..... House Track				
Murdock..... House Track				
College View..... Oil Spur				
SUBDIVISION 6A (Except as shown below)...	30	30	25	15
Engines 895 to 944 and 1931 to 2100 other single or double headed over.....	15	15	15	15
Engines larger than T31 must not use Mill Spur, Steinauer.				
SUBDIVISION 7 (Except as shown below)...	60	60	45	45
Facing point spring switch West end Fairbury yard.....		30		30
5000 engines with 74' Drivers.....	60	60		
Other 5000 engines.....	50	50		
MP 163-7 and over CB&Q crossing:				
Westward.....	40		35	
Eastward.....	20		20	
MP 198-8 and over MoPac crossing:				
Westward.....		20		20
Eastward.....		40		35
MP 204.9 AT&SF crossing.....	40		35	
MP 215-23 to MP 217-18.....	50	50	40	40
MP 249 to MP 268.....	50	50	45	40
SUBDIVISION 7A (Except as shown below)...	30	30	20	15
MP 167.3 UP crossing (between home signals) Wrecking derricks larger than 60 tons capacity must not be handled.	20		20	
SUBDIVISION 8 (Except as shown below)...	70	70	50	50
5000 engines with 74' drivers.....	70	70		
Except MP 284 to MP 396-32.....	60	60		
Other 5000 engines.....	50	50		
MP 283-36 to MP 324-28.....	60	60	50	45
MP 329-15 to MP 329-25.....				
MP 337-13 to MP 338-8.....		60		45
MP 339-30 to MP 339-36.....				
MP 343-26 to MP 344-4.....		55		40
MP 344-11 to MP 344-19.....				
MP 350-16 to MP 353-3.....		60		45
MP 382-23 to MP 382-30.....				
MP 387-12 to MP 387-19.....				
MP 415-20 to MP 423-32.....	50		45	
C39 Class engines or heavier, must not use:				
Ice track, Norton,				
East Belt track, Goodland.				
5000 engines must not use:				
Stuttgart. House track,				
Bretton house track and siding.				
SUBDIVISION 9 (Except as shown below)...	60	60	50	45
5000 engines with 74' Drivers.....	60	60		
Other 5000 engines.....	50	50		
MP 423-32 to MP 426-0.....	50			
5000 engines must not use:				
Caruso..... Siding and House Track.				
Arriba..... Siding and House Track.				
Genoa..... Siding and House Track.				

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 10 (Except as shown below) ..	60	60	40	35
M50 Class engines.....	30	30	30	30
MP 530.8 UP crossing.....	4	.....	4	.....
MP 546.0 to MP 568.....	50	50	40	35
MP 568-0 to MP 581.....	55	50	40	35
MP 593-30 to MP 596-22.....	55	50	40	35
MP 596-22 to MP 597-7.....	.....	45	.....	30
MP 597-7 to MP 607.....	55	50	40	35
Engines 2500 to 2677 and 4000 to 4061, single or directly coupled with lighter class engine:				
Over Bridge 5489.....	15	.....	15	.....
Over Bridge 6070.....	15	.....	15	.....
Double heading engines 831 to 979, 1600 to 2100 and 2300 to 2319, directly coupled:				
Over Bridge 5489.....	15	.....	15	.....
Engines 2500 to 2678 and 4000 to 4061, when doubleheaded, must be separated by two or more cars.				
Roswell MP 607.0 to D&RGW connection Monument Creek, Colorado Springs.....	30	15	25	15

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ROCKET 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 4000 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:

	With HSB	Without HSB
Subdivision 6.—Bridge 5303 (Platte River).....	50 MPH.	45 MPH.
MP 530-5 CB&Q crossing.....	50 MPH.	45 MPH.
Subdivision 7.—MP 163-7 to MP 163-20 and over CB&Q crossing Westward.....	45 MPH.	40 MPH.
Over CB&Q crossing, Eastward.....	20 MPH.	20 MPH.
MP 198-24 to MP 198-8 and over MoPac Crossing Westward.....	20 MPH.	20 MPH.
Over MoPac Crossing, Eastward.....	45 MPH.	40 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. The delivery of train orders or clearances will be made on right hand side, except at regular stops delivery will be made on station side.

Headlight on Rocket trains must be burning dimly during daylight hours.

Mars Signal Lights on Rocket engines shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

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

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or M-50 class, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of Ten (10) miles per hour less than speed authorized for Rocket trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Such passenger trains will observe same speed restrictions shown in time table applicable to Rocket trains.

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
Gas-Electric motor cars.....	3 inches

SPECIAL INSTRUCTIONS

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

3. Nos. 5 and 7 must obtain clearance before leaving Omaha.

3a. Westward CB&Q trains will secure CRI&P clearance at Filley instead of Rockford.

3b. Eastward CB&Q trains will secure CRI&P clearance at CB&Q passenger station Beatrice instead of Beatrice Jct.

3c. When operator not on duty, trains may leave Ruskin without clearance.

3d. When operator not on duty, No. 80 may leave Jansen without clearance.

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 passenger trains.

Jansen—For trains originating and terminating and No. 5.

4a. All trains will register by Form 1339 at Albright.

4b. When operator on duty No. 5 will Register by Form 1339 at Jansen.

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

4d. Eastward trains, Subdiv. 6, are not required to check register at Jansen.

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

Council Bluffs—Passenger Station	Phillipsburg
Fairbury—Telegraph Office	Goodland—Telegraph Office
Fairbury—Round House	Goodland—Round House
Horton	Limon
Rockford	Colorado Springs
Beatrice—CB&Q Passenger station	Denver—D&RGW Telegraph Office, Union Depot
Belleville	

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 Order 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
Laird Memorial	Norton, Kan., W. Waverly St.	Con. 43; Farmers 66
Boothroy Memorial	Goodland, Kan., 120 6th St.	5110
Beth-El	Colorado Springs, Colo., 1400 East Boulder St.	2830

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

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

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

Subdivn.	MP	Crossing	Remarks	Operated by	Normal Position Gate AGAINST	Light Arrangement for	
						Stop	Proceed
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.....	.....
7a	179.9	CB&Q.....	.....	.....	.....	.....	.....
10	530.8	UP.....	.....	.....	.....	.....	.....

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

Subdivn.	MP	Crossing	Subdivn.	MP	Crossing
7	163.7	CB&Q.	7a	157.3	UP
7	198.8	MoPac.			

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 CRI&P main line 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 at each switch.

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.

14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received, reading eastward-northward (or westward-southward) extra trains or eastward-northward (or westward-southward) extra trains except extra..... wait at..... (a station in rear) until..... the train addressed is relieved from protecting its rear against such following extra trains, or extra train, until the time named in the order.

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. ALBRIGHT—Movement of trains or engines from either of South Omaha Terminal Railway Co's. track (located east and west of UP crossing), will be controlled by indication of dwarf signals located as follows:

Westward movements—On cantilever signal bridge.

Eastward movements—At clearance point of yard lead.

Switch to South Omaha Terminal Railway Co's. track off CRI&P siding, is bolt locked with siding switch, and cannot be opened until a siding switch is opened, and must be closed before siding switch can be closed.

SPECIAL INSTRUCTIONS—Concluded

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

26. The following Manual Block rule is in effect between Albright and Limon:

When block is not clear of preceding train, the Train Dispatcher will authorize operator to issue Permissive Form "C", accompanied by clearance, for the following train, in non-automatic block signal territory. This form to be used for following movements only. Train orders and time table will govern opposing movements. This rule does not relieve train and engine men from observing Rules 91 and 99, nor operators from compliance with Rule 91.

26a. Block Signals at isolated locations protecting switches, curves and tunnels located as follows:

Subdivision 6: Albright, Lincoln, Fairbury.
Subdivision 7: Fairbury, Belleville, Courtland.
Subdivision 8: Aimensa, Norton.

27. Telephones are located as follows:

Fairbury, east end of yard.
Belleville, east yard.
Phillipsburg, west end of yard.
Goodland, west end of yard.
Limon, east end of yard.

Conductors of all trains, immediately after clearing, must notify operator time cleared.

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.	MP	Kind of Structure	CLEARANCE	
			Height Above Top of Rail	Width of Load at Height Shown
6	517.3	Overhead Highway Crossing	23 ft. 2 in.	16 ft. 0 in.
6	542.2	Overhead Highway Crossing	21 ft. 9 in.	18 ft. 2 in.
6	544.3	Overhead Highway Crossing	23 ft. 1 in.	17 ft. 5 in.
6	548.4	Overhead Highway Crossing	20 ft. 7 in.	19 ft. 4 in.
6	553.1	Overhead Highway Crossing	23 ft. 4 1/2 in.	17 ft. 5 in.
6	560.2	Overhead Trolley Wire	21 ft. 8 in.	
6	560.5	Overhead Highway Crossing	22 ft. 6 in.	12 ft. 8 in.
6	560.9	Overhead Trolley Wire	21 ft. 8 in.	
6	562.0	Overhead Trolley Wire	19 ft. 10 in.	
6	564.1	Overhead Highway Crossing	23 ft. 3 1/2 in.	21 ft. 0 in.
6	589.6	Truss Bridge	18 ft. 5 in.	13 ft. 8 in.
6	155.4	Overhead Highway Crossing	23 ft. 6 in.	20 ft. 0 in.
6a	65.5	Overhead Railway Bridge	18 ft. 10 in.	14 ft. 10 in.
6a	81.8	Truss Bridge	17 ft. 9 in.	14 ft. 10 in.
6a	91.1	Overhead Highway Crossing	23 ft. 7 in.	16 ft. 5 in.
6a	91.8	Overhead Highway Crossing	20 ft. 6 in.	16 ft. 9 in.
6a	92.3	Truss Bridge	17 ft. 3 in.	14 ft. 0 in.
6a	121.4	Overhead Highway Crossing	22 ft. 5 in.	19 ft. 0 in.
6a	129.7	Truss Bridge	17 ft. 2 in.	14 ft. 0 in.
7	189.5	Overhead Highway Crossing	20 ft. 4 in.	17 ft. 0 in.
7	189.6	Overhead Highway Crossing	21 ft. 4 in.	17 ft. 2 in.
7	199.0	Truss Bridge	18 ft. 5 in.	14 ft. 2 in.
7	274.9	Overhead Highway Crossing	23 ft. 3 in.	18 ft. 9 in.
7	277.8	Overhead Highway Crossing	23 ft. 2 in.	17 ft. 8 in.
7a	157.1	Overhead Highway Crossing	23 ft. 6 in.	14 ft. 4 in.
7a	158.2	Truss Bridge	17 ft. 2 in.	14 ft. 0 in.
7a	174.0	Truss Bridge	17 ft. 2 in.	14 ft. 0 in.
7a	179.7	Truss Bridge	17 ft. 4 in.	14 ft. 0 in.
9	528.7	Overhead Highway Crossing	23 ft. 6 in.	21 ft. 10 in.
10	533.0	Overhead Highway Crossing	23 ft. 5 in.	20 ft. 8 in.
10	548.9	Truss Span	18 ft. 6 in.	14 ft. 0 in.
10	606.4	Overhead Railway Crossing	17 ft. 10 in.	15 ft. 6 in.
10	606.5	Nevada Avenue Viaduct	17 ft. 5 in.	19 ft. 0 in.
10	606.8	Cascade Avenue Viaduct	22 ft. 1 in.	16 ft. 0 in.

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

Sub-div.	MP	Name	Car Capacity
6	558.0	W. T. Good Spur	12
6	559.6	University Place	75
6a	132.2	Community Spur	6
8	313.6	State Sanitorium Spur	7

32. Lights on train order signals will not be displayed when train order offices are closed.

32a. At interlocking stations where Train Order signal is operated by Signalman, Train Order signal will not be displayed in proceed indication for a train or engine until the route is set and interlocking signals cleared to permit its movement, when no train orders are held for delivery.

DISPATCHERS

34. When heavy rains are reported dispatchers will give train and enginemen notification of same by train order in following form:

"Heavy rains between and All trains run carefully watching for places likely to be affected."

TRAINMEN AND ENGINEMEN

34a. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY REGARDLESS OF TIME.

35. Emergency telephones are located as follows:
Harbine. Rockford. Lewiston.

35a. 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

C. L. SIMONDS, Train Master,
Goodland, Kans.

R. W. ANDERSON, Asst. Train Master,
Denver, Colo.

H. J. COSGROVE, Master Mechanic,
Fairbury, Neb.

E. D. SHEEHAN, Chief Dispatcher.

A. S. BISHOP,
H. A. HILL,
A. D. WILLIAMS,
F. W. SHIPMAN,
J. E. BENTON,
G. R. REYNOLDS,

} Train Dispatcher,
Fairbury, Neb.