

## MEDICAL AND SURGICAL DEPARTMENTS

### LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Ashland, Neb.	DR. J. M. PACKER	Local Surgeon.
Fremont, Neb.	DR. C. G. MOORE	Local Surgeon.
Lincoln, Neb.	DR. C. L. FAHNESTOCK	Medical Examiner.
Lincoln, Neb.	DR. H. H. EVERETT	Local Surgeon.
Lincoln, Neb.	DR. H. W. ORR	Local Surgeon.
Lincoln, Neb.	DR. F. F. TEAL	Oculist.
Lincoln, Neb.	DR. J. M. WOODWARD	Oculist.
Oakland, Neb.	DR. H. W. BENSON	Local Surgeon.
Omaha, Neb.	DR. A. L. PARKS	Medical Examiner.
Omaha, Neb.	DR. B. W. CHRISTIE	Local Surgeon.
Omaha, Neb.	DR. H. H. DAVIS	Local Surgeon.
Omaha, Neb.	DRS. GIFFORD, POTTS, STOKES and STOKES	Oculists.
O'Neill, Neb.	DR. J. P. BROWN	Local Surgeon.
Orchard, Neb.	DR. W. G. FLETCHER	Local Surgeon.
Plainview, Neb.	DR. F. H. NYE	Local Surgeon.
Plattsmouth, Neb.	DR. R. P. WESTOVER	Local Surgeon.
Randolph, Neb.	DR. A. E. COOK	Local Surgeon.
Sioux City, Iowa	DR. CHAS. T. MAXWELL	Surg. & Examiner.
South Sioux City, Neb.	DR. CHAS. E. LEGG	Surg. & Examiner.
South Omaha, Neb.	DR. J. P. REDGWICK	Local Surgeon.
Wahoo, Neb.	DR. MASON E. LATHROP	Local Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employee of highest rank present.

In cases of emergency when the attendance of Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency services have been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the company surgeon, except such as may be required for the immediate safety of the patient.

R. B. KEPNER, M. D.  
Medical Director, Relief Department, Chicago.

O. H. HORRALL, M. D.  
Chief Surgeon, Chicago.

F. R. MULLEN,  
General Manager, Omaha, Neb.

S. L. FEE,  
General Superintendent, Lincoln, Neb.

E. C. HALE,  
Assistant Superintendent Omaha, Neb.

F. E. SPERRY,  
General Superintendent Transportation, Chicago, Ill.

O. E. PEARSON,  
Asst. Supt. Transportation, Omaha, Neb.

# Chicago, Burlington & Quincy Railroad Company

## LINES WEST OF THE MISSOURI RIVER

# TIME TABLE OF THE 56 OMAHA DIVISION OF THE 56 WESTERN DISTRICT No. 56

EFFECTIVE AT 12:01 A. M.  
CENTRAL STANDARD TIME

## SUNDAY, SEPTEMBER 24, 1939

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employees concerned, who must carry in addition thereto the book of rules of the operating department.

# Pacific Junction to Lincoln—Sub-division—Westward

OMAHA DIVISION.

TIME TABLE No. 56.

EFFECTIVE SEPTEMBER 24, 1939.

FIRST CLASS					Signs	Distance from Oreapolis	Distance from Pac. Jct. via Louisville	STATIONS	Office Open Week Days	FIRST CLASS						
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
17	3	15	5	1						21	39	9				
			A.M. L 6.30		B.C.K.R. T.W.Y. Yd.	0.00	PACIFIC JUNCTION	Continuous.								
					F.	2.52	BRIDGE SWITCH	No Office								
			s 6.40		F. O. T.W. Yd.	4.95	PLATTSMOUTH	No Office								
			6.45		R.Y.	0.00	OREAPOLIS	Continuous								
			6.48		F.	2.04	LA PLATTE	No Office.								
			6.56		F.	7.62	BELLEVUE	No Office								
			7.10		B.C.K.O. R.T.W. Yd.	14.96	GIBSON	6:30 a.m. to 2:30 p.m. 5:15 p.m. to 1:15 a.m.								
	P.M. L 4.15	A.M. L 8.45	s 7.15 7.30	A.M. L 1.15	B.K.R.W. Yd.	16.75	OMAHA	Continuous.		P.M. L 6.45	P.M. L 11.15	P.M. L 11.30				
	4.24	f 8.53	7.39	1.21	B.C.K.O. T.W.Y. Yd.	20.35	SOUTH OMAHA	1:00 a.m. to 9:00 a.m. 4:15 p.m. to 12:15 a.m.		6.50	11.23	11.38				
	4.30	f 9.00	7.47	1.25	F.	24.42	RALSTON	No Office		6.54	11.29	11.43				
	4.38	f 9.10	7.55	1.32	W.	31.37	CHALCO	7:00 a.m. to 4:00 p.m.		7.01	11.38	11.50				
	4.46	f 9.19	8.04	1.38		37.68	GRETNA	7:45 a.m. to 4.45 p.m.		7.07	11.46	11.57				
	4.51	9.23	8.10	1.42	F.	41.28	MELIA	No Office		7.10	11.50	12.01				
P.M. L 4.47	s 4.58	s 9.31	8.17	1.47	B.C.K.R. W.Y. Yd.	47.17	ASHLAND	Continuous.		7.15	11.58	12.07				
f 4.56	5.07	f 9.40	8.25	1.53		42.12	GREENWOOD	6:30 a.m. to 3:30 p.m.		7.21	12.06	12.14				
f 5.05	5.15	f 9.47	8.31	1.58	F.	47.56	WAVERLY	No Office.		7.26	12.12	12.20				
s 5.15	5.25	9.55	8.39	2.04	B.K.T.W. Yd.	54.76	HAVELOCK	8:30 a.m. to 5:30 p.m.		7.33	12.20	12.27				
						57.41	C.&N.W. Crossing (Interlocked)	No Office								
						58.90	M. P. CROSSING (Grade)	No Office								
					F.	59.32	BAIRD (Tower) C.B.&Q. Crossing (Interlocked)	No Office								
A 5.25 P.M.	A 5.35 P.M.	A 10.05 A.M.	A 8.50 A.M.	A 2.12 A.M.	B.K.O.R. W.Y. Yd.	59.62	LINCOLN	Continuous.		A 7.40 P.M.	A 12.30 A.M.	A 12.37 A.M.				
					F.	60.13	HALL (Tower) U. P. Crossing (Interlocked)	No Office								
					B.C.K.O.R. T.Yd.W.Y.	61.19	HOBSON (Tower)	Continuous.								
Daily	Daily	Daily	Daily	Daily			(61.19) Via LOUISVILLE (81.95) Via OMAHA			Daily	Daily	Daily				
0:38 38.6	1:20 41.2	1:20 41.2	2:20 34.5	0:57 57.6			SCHEDULE TIME AVERAGE MILES AN HOUR			0:55 59.7	1:15 43.8	1:07 49.0				

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

Automatic Block System in effect.

Double track between Baird Tower and Waverly, Greenwood and Ashland, Omaha and Gibson, Oreapolis and Plattsmouth. Rules D-251, D-252 and D-254 in effect. Spring switches at end of double track, Plattsmouth, west end of passenger yard, Omaha, and west end sidings Ralston, Chalco and Gretna.

No train order signal at Pacific Junction, Omaha, Ashland, Lincoln and Hobson Tower. Conductors and Enginemen must have Clearance Form A.

No. 1 will register by ticket at Lincoln.

Trains not affected by Rule S-83 will register by ticket at Gibson.

Westward first class trains from Omaha line will register by ticket at Ashland. Westward trains not affected by Rule S-83 will register by ticket at Oreapolis. No. 9 and No. 5 stop at Ashland to discharge revenue passengers from points east of Omaha.

No. 15 stops at Havelock to discharge revenue passengers only.

Trains moving against current of traffic between Havelock and Baird Tower will make railroad crossing stop at Mo. Pac. Crossing.

Westward trains approaching east end of the passenger yard at Omaha must receive hand signal from switch tender before proceeding into passenger yard.

**Pacific Junction to Lincoln—Sub-division—Westward**  
**OMAHA DIVISION. TIME TABLE No. 56. EFFECTIVE SEPTEMBER 24, 1939.**

SECOND CLASS					STATIONS	Office Open Sundays	SECOND CLASS			
Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed	Daily Freight	Daily Freight	Daily Freight			Daily Freight	Daily Freight	Daily Ex. Saturday Freight	Daily Freight
<b>127</b>	<b>33</b>	<b>87</b>	<b>67</b>	<b>75</b>			<b>73</b>	<b>61</b>	<b>71</b>	<b>81</b>
		A.M. L 5.15	A.M. L 5.00	A.M. L 4.05	..... PACIFIC JUNCTION .....	Continuous.		P.M. L 6.45	P.M. L 7.15	P.M. L 8.00
					..... BRIDGE SWITCH .....	No Office.				
					..... PLATTSMOUTH .....	No Office.		7.01	7.25	8.30
					..... OREAPOLIS .....	Continuous.		A 7.10 P.M.	7.30	A 8.40 P.M.
					..... LA PLATTE .....	No Office.			7.35	
					..... BELLEVUE .....	No Office.			7.50	
					..... GIBSON .....	12 Mid. to 1:15 a.m. 6:30 a.m. to 9:30 a.m. 6:00 p.m. to 8:00 p.m. 11:15 p.m. to 12 Mid.	P.M. L 6.40		8.15	
					..... OMAHA .....	Continuous.	6.50		9.15	
					..... SOUTH OMAHA .....	12 Mid. to 12:15 a.m. 1:00 a.m. to 3:00 a.m. 7:00 a.m. to 9:00 a.m. 10:15 p.m. to 12 Mid.		7.05	A 9.30 P.M.	
					..... RALSTON .....	No Office.		7.15		
					..... CHALCO .....	Closed.		7.30		
					..... GRETNA .....	Closed.		7.45		
					..... MELIA .....	No Office.		<b>8.07</b>		
					..... ASHLAND .....	Continuous.		8.17	P.M. L 8.20	
					..... GREENWOOD .....	Closed.		8.26	8.32	
					..... WAVERLY .....	No Office.		8.36	8.45	
					..... HAVELOCK .....	Closed.				
					C. & N. W. Crossing (Interl'kd)	No Office.				
					..... M. P. Crossing (Grade) ..	No Office.				
					..... BAIRD (Tower) .....	No Office.				
					C. B. & Q. Crossing (Interl'kd)	No Office.				
					..... LINCOLN .....	Continuous.				
					..... HALL (Tower) .....	No Office.				
					..... U. P. Crossing (Interlocked) ..	No Office.				
					..... HOBSON (Tower) .....	Continuous.	A 9.00 P.M.	A 9.15 P.M.		
					..... SCHEDULE TIME .....		Daily	Daily	Daily Ex. Saturday	Daily
					..... AVERAGE MILES AN HOUR .....		2:20 24.2	2:30 24.5	2:15 13.0	0:40 13.3

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.**  
 At Oreapolis, the top or superior route signal governs via Louisville; the lower or inferior route signal governs via LaPlatte. Sound one long blast of whistle for superior route and one short blast of whistle for inferior route.  
 Engines must not pass stop board at Bridge Switch.  
 Union Rendering Spur M. P. 3.79 west of La Platte.  
 Camp Gifford at M. P. 10.  
 Camp Brewster spur, M. P. 11.25.  
 East Albright Spur M. P. 12.37.

Beecher Spur M. P. 55.71.  
 Westward trains approaching east end of the passenger yard at Omaha must receive hand signal from switch tender before proceeding into passenger yard. Truss spans bridge 0.95; passenger depot concourse at Omaha; 10th street viaduct and 24th street viaduct west of the Omaha passenger depot; viaduct over tracks 1 and 2 "L" street South Omaha; bridge 20.36; and "O" street viaduct at Lincoln will not clear man on top of car.  
 Wide cars will not clear cars on adjoining track on Harney-Howard alley track east of 9th street, Omaha.

# Lincoln to Pacific Junction—Sub-division—Eastward

OMAHA DIVISION.
TIME TABLE No. 56.
EFFECTIVE SEPTEMBER 24, 1939.

FIRST CLASS				Signs	Distance from Denver	STATIONS	Office Open Week Days	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
16	20	6	40					2	8	12	10
		A.M. A 8.55	A.M. A 3.20	B.C.K.R. T.W.Y.Yd.	562.99	..... PACIFIC JUNCTION .....	Continuous.				A.M. A 1.22
				F.	560.47	..... BRIDGE SWITCH .....	No Office.				
		s 8.45	3.09	F.O.T.W.Yd.	558.04	..... PLATTSMOUTH .....	No Office.				1.14
		8.40	L 3.04	R.Y.	554.12	..... OREAPOLIS .....	Continuous.				1.09
		8.37	A.M.	F.	552.08	..... LA PLATTE .....	No Office.				1.06
		8.29		F.	546.50	..... BELLEVUE .....	No Office.				12.59
		8.20		B.C.K.O. R.T.W.Yd.	539.16	..... GIBSON .....	6:30 a.m. to 2:30 p.m. 5:15 p.m. to 1:15 a.m.				12.51
	A.M. A 8.25	s 8.15	s 8.00	B.K.R.W. Yd.	537.37	..... OMAHA .....	Continuous.	P.M. A 3.00	P.M. A 5.35	P.M. A 8.45	s 12.48 s 12.44
	8.19	7.52		B.C.K.O. T.W.Y.Yd.	533.77	..... SOUTH OMAHA .....	1:00 a.m. to 9:00 a.m. 4:15 p.m. to 12:15 a.m.	f 2.50	5.27	8.35	12.36
	8.15	7.47		F.	529.70	..... RALSTON .....	No Office.	f 2.41	5.22	8.29	12.31
		8.09	7.39			..... CHALCO .....	7:00 a.m. to 4:00 p.m.	f 2.31	5.15	8.21	12.23
		8.04	7.31			..... GRETNA .....	7:45 a.m. to 4:45 p.m.	f 2.22	5.08	8.13	12.16
		7.57	7.26	F.	512.84	..... MELIA .....	No Office.	2.15	5.04	8.07	12.13
P.M. A 2.00	7.52	7.19	A.M. A 2.25	B.C.K.Yd. R.W.Y.	506.95	..... ASHLAND .....	Continuous.	s 2.06	4.58	8.00	12.07
s 1.49	7.44	7.11	2.16		500.11	..... GREENWOOD .....	6:30 a.m. to 3:30 p.m.	1.58	4.51	7.52	11.59
s 1.40	7.40	7.05	2.10	F.	494.67	..... WAVERLY .....	No Office.	1.51	4.45	7.46	11.55
s 1.30	7.35	6.58	2.03	B.K.T.W.Yd.	487.47	..... HAVELOCK .....	8:30 a.m. to 5:30 p.m.	1.43	4.38	7.38	11.50
					484.82	C. & N. W. Crossing (Interl'kd)	No Office.				
					483.33	M. P. Crossing (Grade)	No Office.				
				F.	482.91	BAIRD (Tower)	No Office.				
L 1.20 P.M.	L 7.30 A.M.	L 6.50 A.M.	L 1.55 A.M.	B.K.O.Yd. R.W.Yd.	482.61	C. B. & Q. Crossing (Interl'kd)	No Office.	L 1.35 P.M.	L 4.30 P.M.	L 7.30 P.M.	L 11.45 P.M.
				F.		LINCOLN	Continuous.				
						HALL (Tower)	No Office.				
				B.C.K.O.R. T.W.Y.Yd.		U. P. Crossing (Interlocked)	Continuous.				
						HOBSON (Tower)					
Daily	Daily	Daily	Daily			(81.95) Via OMAHA		Daily	Daily	Daily	Daily
0:40 36.5	0:55 59.7	2:05 38.6	1:25 42.1			(61.19) Via LOUISVILLE		1:25 38.8	1:05 50.5	1:15 43.8	1:35 50.6
						SCHEDULE TIME					
						AVERAGE MILES AN HOUR					

OMAHA DIVISION

LINCOLN DIVISION

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.**  
 Automatic Block System in effect.  
 Double track between Baird Tower and Waverly, Greenwood and Ashland, Omaha and Gibson, Oreapolis and Plattsmouth, Rules D-251, D-252 and D-254 in effect.  
 No train order signal at Hobson Tower, Lincoln, Ashland, Omaha and Pacific Junction. Conductors and Enginemen must have Clearance Form A.  
 No. 10 will register by ticket at Lincoln.  
 Eastward first class trains will register by ticket at Ashland.

Trains not affected by Rule S-83 will register by ticket at Gibson  
 Eastward trains will register by ticket at Oreapolis.  
 Trains moving against current of traffic between Baird Tower and Havelock, will make Railroad crossing stop at Mo. Pac. Crossing.  
 No. 12 stops at Ashland to pick up revenue passengers destined stations east of Omaha.

# Lincoln to Pacific Junction—Sub-division—Eastward

OMAHA DIVISION

TIME TABLE No. 56.

EFFECTIVE SEPTEMBER 24, 1939.

SECOND CLASS				STATIONS	Capacity Sidings	Other Tracks	Office Open Sundays	SECOND CLASS				
Daily Ex. Sunday Mixed	Daily Freight	Daily Freight	Daily Freight					Daily Freight	Daily Ex. Sunday Freight	Daily Freight	Daily Freight	Daily Freight
126	62	82	80					88	70	72	68	
	A.M. A 9.15	A.M. A 4.00		..... PACIFIC JUNCTION .....			Continuous.	P.M. A 5.45	P.M. A 6.25	A.M. A 12.45	A.M. A 2.30	
				..... BRIDGE SWITCH .....		311	No Office.					
	A.M. A 8.15	8.55	3.30	..... PLATTSMOUTH .....	Yd.		No Office.	5.15	6.04	12.27	2.00	
	s 8.05	L 8.46 A.M.	L 3.10 A.M.	..... OREAPOLIS .....	27		Continuous.	L 4.50 P.M.	5.58	12.21	L 1.40 A.M.	
	s 7.58			..... LA PLATTE .....	84	7	No Office.		5.54	12.17		
	s 7.49			..... BELLEVUE .....	87	23	No Office.		5.45	12.08 A.M.		
		VIA LOUISVILLE		..... GIBSON .....	Yd.		12 Mid. to 1:15 a.m. 6:30 a.m. to 9:30 a.m. 6:00 p.m. to 8:00 p.m. 11:15 p.m. to 12 Mid.		s 5.35	11.55 11.10	VIA LOUISVILLE	
	s 7.35		A.M. A 6.45	..... OMAHA .....	Yd.		Continuous.		5.10	11.00		
	L 7.25 A.M.		6.23	..... SOUTH OMAHA .....	Yd.		12 Mid. to 12:15 a.m. 1:00 a.m. to 3:00 a.m. 7:00 a.m. to 9:00 a.m. 10:15 p.m. to 12 Mid.		L 5.00 P.M.	L 10.45 P.M.		
			6.15 6.00	..... RALSTON .....	46	130	No Office.					
			5.20	..... CHALCO .....	73	93	Closed.					
			5.00	..... GRETNA .....	40	71	Closed.					
			4.45	..... MELIA .....	84	29	No Office.					
			4.30	..... ASHLAND .....	Yd.		Continuous.				P.M. A 9.50	
		A.M. A 7.50	4.10	..... GREENWOOD .....	79	32	Closed.				9.35	
			7.40	..... WAVERLY .....	w67 e80	34	No Office.				9.25	
			7.30	..... HAVELOCK .....	Yd.		Closed.					
				C. & N. W. Crossing (Interl'kd)			No Office.					
				..... M. P. Crossing (Grade) .....			No Office.					
				..... BAIRD (Tower) .....			No Office.					
				C. B. & Q. Crossing (Interl'kd)			No Office.					
				..... LINCOLN .....			Continuous.					
				..... HALL (Tower) .....			No Office.					
				U. P. Crossing (Interlocked)			No Office.					
				..... HOBSON (Tower) .....			Continuous.				L 9.00 P.M.	
	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily Ex. Sunday	Daily	Daily	
	0:50 24.8	2:15 27.2	0:50 10.6	4:15 11.2				0:55 9.7	1:25 17.2	2:00 14.6	5:30 14.9	
				SCHEDULE TIME								
				AVERAGE MILES AN HOUR								

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

Engines must not pass stop board at Bridge switch.

Truss spans, bridge 0.95; passenger depot concourse at Omaha; 10th street viaduct and 24th street viaduct west of Omaha passenger depot; viaduct, over tracks 1 and 2, "L" street South Omaha; bridge 20.36 and "O" street viaduct at Lincoln will not clear man on top of car.

Daily freight No. 74 leaves Hobson 8:00 P. M., arrives South Omaha 10:45 P. M.

# Ashland and Sioux City—Sub-division

OMAHA DIVISION

TIME TABLE No. 56.

EFFECTIVE SEPTEMBER 24, 1939.

NORTHWARD					SOUTHWARD													
SECOND CLASS			FIRST CLASS		Office Open Week Days	Signs	Distance from Ashland	STATIONS		Capacity of Sidings	Other Tracks	FIRST CLASS		SECOND CLASS				
Daily Freight	Tuesday, Thursday and Sat. Mixed	Daily Freight	Daily Passenger	Daily Passenger				Daily Passenger	Daily Passenger			Monday, Wed. and Friday Mixed	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight
86	96	84	16	164				17	163			95	83	85				
P.M. L 11.10		A.M. L 8.20	P.M. L 2.20		Continuous.	B.C.K.R. W.Y. Yd.	0.00	..... ASHLAND .....	Yd	Yd	P.M. A 4.44		P.M. A 2.00	A.M. A 1.10				
11.32		8.38	s 2.33		No Office.	F.	7.49	..... WANN .....	76	41	s 4.31		1.35	12.45				
11.50		9.00	s 2.45		8:00 a.m. to 5:00 p.m.	F.	14.77	..... YUTAN .....	93	44	s 4.18		1.18	12.25				
—A.M.— 12.10		9.29	s 2.55		No Office.	F.	21.03	..... U. P. Crossing (Interlocked) ..										
					No Office.		28.96	..... LE SHARA .....	77	24	s 4.07		1.04	12.10 —A.M.—				
12.50		9.50	s 3.20		No Office.	O.W.Yd.	29.22	..... U. P. Crossing (Grade) .....										
					Continuous.		29.98	..... FREMONT .....	75	Yd	s 3.54		12.40 P.M.	11.50				
					Continuous.		30.03	..... U. P. Crossing (Interlocked) ..										
					No Office.		35.46	..... C.&N.W. Crossing (Interlocked) ..										
1.20		10.10	s 3.33		No Office.	F.	37.95	..... C.&N.W. Crossing (Interlocked) ..										
1.50		10.21	s 3.44		7:45 a.m. to 4:45 p.m.		43.64	..... NICKERSON .....	75	48	s 3.33		11.18	11.05				
2.20		10.39	s 3.59		7:45 a.m. to 4:45 p.m.		52.78	..... WINSLOW .....	75	38	s 3.21		11.02	10.40				
					Continuous.		59.83	..... UEHLING .....	75	42	s 3.07		10.39	10.15				
2.50		10.53	s 4.12		Continuous.		60.03	..... C. St. P. M. & O. Crossing ..										
3.20		11.07	s 4.24		No Office.	C.W.Yd.	67.00	..... (Interlocked) .....										
3.50		11.23	s 4.38		8:00 a.m. to 5:00 p.m.		75.68	..... OAKLAND .....	76	70	s 2.55		10.15	9.40				
4.20		11.35	s 4.48		8:00 a.m. to 5:00 p.m.		82.08	..... LYONS .....	76	51	s 2.42		9.50	9.10				
4.45		11.47	s 5.00		8:30 a.m. to 5:30 p.m.		88.20	..... ROSALIE .....	75	46	s 2.27		9.25	8.50				
5.10		11.59 P.M.	s 5.11		8:30 a.m. to 5:30 p.m.	W.	94.48	..... ROSALIE .....	82	45	s 2.13		9.00	8.28				
5.25		12.13	s 5.22		No Office.		101.73	..... WALTHILL .....	78	28	s 2.01		8.35	8.14				
5.30	P.M. L 1.35	12.16	f 5.24	A.M. L 1.42	No Office.	F.O.Y. Yd.	103.11	..... WINNEBAGO .....	45	38	s 1.49		8.10	8.00				
s 6.00	s 1.45	s 12.20	s 5.30	s 11.45	Continuous.	B.C.K.R. T.W.Yd.	104.50	..... HOMER .....										
								..... DAKOTA CITY .....										
								..... C. St. P. M. & O. Crossing ..	12		s 1.37		7.50	7.45				
								..... (Interlocked) .....										
								..... LAKETON .....			f 1.33	P.M. A 6.43	A.M. A 7.05	7.45	7.40			
								..... FERRY .....	Yd	Yd	s 1.30	s 6.40	s 7.00	s 7.40	s 7.35			

### See Great Northern and C. St. P. M. & O. Time Tables

A 7.00 A.M.	A 2.45 P.M.	A 1.30 P.M.		No Office.	108.28	3.78	..... STEUBEN ST. .....					L 6.00 A.M.	L 6.30 A.M.	L 6.00 P.M.	
			A 5.45 P.M.	P.M. A 12.05 P.M.	6:00 a.m. to 7:00 p.m.	B.R.K.	109.14	..... SIOUX CITY UNION DEPOT ..			L 1.05 P.M.	L 6.20 P.M.			
Daily	Tuesday, Thursday and Sat.	Daily	Daily	Daily			..... (109.14) .....				Daily	Daily	Monday, Wed. and Friday	Daily	Daily
7:50 13.8	1:10 5.2	5:10 21.1	3:25 31.9	0:23 15.9			..... SCHEDULE TIME .....				3:39 29.9	0:23 15.6	1:05 5.5	7:30 14.4	7:10 15.1
							..... AVERAGE MILES AN HOUR .....								

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
 Manual Block System. Rule 318-B in effect.  
 No train order signal at Ashland and Ferry, Conductors and Enginemen must have Clearance Form A.  
 When a clear block is received by a train at Winnebago, it will be an indication the block is clear at Ferry, making it unnecessary to stop at Laketon for the block. All trains off the O'Neill line will stop clear of Ashland-Sioux City line and get permission before proceeding.  
 C. St. P. M. & O. rules and time table govern Ferry to Junction with Great Northern Railway, and Great Northern rules and time table govern from this Junction to Steuben Street and Union Station.  
 Normal position of switch at Laketon, for Ashland line. Normal position of switch at Ferry, for C. St. P. M. & O. line.

Trains using siding Fremont must flag Main and Broad street crossings. When trains meet at Yutan, and southward train takes siding, northward train will stop before engine passes depot, and remain until southward train has started to enter siding.  
 Local Extra leaves Ferry 6:30 a. m. daily except Sundays for Ashland.  
 Ricker Spur, M. P. 4.53.  
 Hoebner Spur, M. P. 32.65.  
 Peterson Spur, M. P. 48.14.  
 Essen Spur, M. P. 56.10.  
 Anderson Spur, M. P. 71.61.

Offices Open Sundays:  
 Ashland, U. P. Crossing, C. & N. W. Crossing, C. St. P. M. & O. Crossing and Ferry Continuous; Sioux City Union Depot 6:00 a. m. to 7 p. m.; other offices closed.

## Ashland and Schuyler—Sub-division

OMAHA DIVISION.

TIME TABLE No. 56.

EFFECTIVE SEPTEMBER 24, 1939.

WESTWARD				Office Open Week Days	Signs	Distance from Ashland	STATIONS	Other Tracks	Office Open Sundays	EASTWARD			
SECOND CLASS										SECOND CLASS			
		Monday, Wed., and Friday Mixed											
		<b>33</b>								<b>34</b>			
		A.M. 10.45		Continuous.	B.C.K.R. W.Y.Yd.	0.00	..... ASHLAND .....	Yard	Continuous.	P.M. 4.55			
		s 11.05		No Office.	F.	6.04	..... MEMPHIS .....	87	No Office.	s 4.27			
		s 11.25		No Office.	F.	13.14	..... ITHACA .....	43	No Office.	s 4.02			
				No Office.		18.58	..... C. & N. W. Crossing (Grade) .....		No Office.				
				No Office.		18.59	..... U. P. Crossing (Grade) .....		No Office.				
		s 11.50 P.M.		8:00 a.m. to 5:00 p.m.	W.Y.	18.91	..... WAHOO .....	130	Closed.	s 3.42			
		s 12.10		No Office.	F.	25.58	..... MALMO .....	28	No Office.	s 3.17			
		s 12.28		8:00 a.m. to 5:00 p.m.		31.40	..... PRAGUE .....	62	Closed.	s 2.59			
		f 12.57		No Office.		40.48	..... NIMBURG .....	18	No Office.	s 2.29			
				No Office.		41.32	..... C. & N. W. Crossing (Grade) .....		No Office.				
				No Office.		43.55	..... C. & N. W. Crossing (Grade) .....		No Office.				
		f 1.14		No Office.	F.	45.99	..... EDHOLM .....	36	No Office.	s 2.15			
		A 1.30 P.M.		8:30 a.m. to 5:30 p.m.	W.T.R.B.	49.97	..... SCHUYLER .....	Yard	Closed.	L 2.05 P.M.			
		Monday, Wed., and Friday					..... (49.97) .....			Mon., Wed. and Friday			
		2:45 18.2					..... SCHEDULE TIME .....			2:50 17.7			
							..... AVERAGE MILES AN HOUR .....						

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.  
Manual Block System. Rule 318-B in effect.  
Rule 907 in effect. Rule 925 not in effect.

No train order signal at Ashland and Schuyler, Conductors and Enginemen must have Clearance, Form A.  
Nos. 33 and 34 stop on flag at Kavan, just west of M. P. 43.

## Fort Crook and Gilmore Junction—Sub-division

OMAHA DIVISION.

TIME TABLE No. 56.

EFFECTIVE SEPTEMBER 24, 1939.

WESTWARD				Office Open	Signs	Distance from Fort Crook	STATIONS	Capacity of Sidings	EASTWARD				
SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS		
				No Office.		0.00	..... FORT CROOK .....						
				Continuous.		1.87	..... GILMORE JUNCTION .....	22					
		SEE UNION PACIFIC TIME TABLE		No Office.	B.C.K.F. O.R.T.W.Y.	7.06	..... SOUTH OMAHA .....	Yard		SEE UNION PACIFIC TIME TABLE			
							..... (7.06) .....						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
Manual block system. Rule 318-B in effect.  
One long blast of whistle for Union Pacific switch at Gilmore Junction, four short blasts will be sounded after whistling for station, if signal can be seen.

Four short and one long blast of whistle for Union Pacific switches, South Omaha.  
Between Gilmore Junction and South Omaha, 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.

# Laketon and O'Neill—Sub-division

OMAHA DIVISION.

TIME TABLE No. 56.

EFFECTIVE SEPTEMBER 24, 1939

WESTWARD														EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days	Signs	Distance from Laketon	STATIONS				Capacity of Sidings	Other Tracks	Office Open Sundays	FIRST CLASS		SECOND CLASS	
Monday, Wed., and Friday Mixed	95	Daily Passenger	163				Daily Passenger	164	Tues., Thurs., and Sat. Mixed	96							
A.M. L 7.05		P.M. L 6.43		No Office.	F.O.Y.Yd.	0.00	LAKETON					130	No Office.	A.M. A 11.42		P.M. A 1.35	
s 7.30		s 7.00		No Office.		7.55	JACKSON					5	No Office.	s 11.28		s 1.15	
s 7.50		s 7.14		No Office.		13.91	GOODWIN					20	No Office.	s 11.15		s 12.58	
s 8.10		s 7.26		8:00 a.m. to 5:00 p.m.	W.	19.25	WATERBURY					24	Closed.	s 11.04		s 12.45	
f 8.25		7.40		No Office.		25.28	STEBBINS					11	No Office.	10.50		f 12.29	
s 8.40		s 7.45		8:00 a.m. to 5:00 p.m.		26.20	ALLEN					45	Closed.	s 10.47		s 12.25	
s 9.05		s 8.03		No Office.		35.19	DIXON					30	No Office.	s 10.27		s 12.05 P.M.	
				No Office.		40.15	C. St. P. M. & O. Crossing (Grade)						No Office.				
s 9.35		s 8.16		8:00 a.m. to 5:00 p.m.		40.24	LAUREL					31	Closed.	s 10.14		s 11.50	
s 9.59		s 8.30		8:00 a.m. to 5:00 p.m.	W.	46.51	BELDEN					28	Closed.	s 9.59		s 11.30	
f 10.16		f 8.39		No Office.		50.05	WAREHAM					14	No Office.	f 9.50		f 11.15	
				No Office.		54.59	C. St. P. M. & O. Crossing (Grade)						No Office.				
s 10.55		s 8.49		8:00 a.m. to 5:00 p.m.		54.64	RANDOLPH					32	Closed.	s 9.39		s 11.00	
s 11.20 P.M.		s 9.03		No Office.		60.79	McLEAN					28	No Office.	s 9.25		s 10.36	
s 12.05		s 9.22		8:00 a.m. to 5:00 p.m.	C.W.Y.	68.25	OSMOND				23	39	Closed.	s 9.08		s 10.17	
s 12.20		f 9.36		No Office.		73.67	BRESLAU					21	No Office.	f 8.54		s 9.57	
s 12.45		s 9.47		8:00 a.m. to 5:00 p.m.		78.13	PLAINVIEW					51	Closed.	s 8.42		s 9.45	
				No Office.		78.38	C. & N. W. Crossing (Grade)						No Office.				
s 1.30		s 10.10		7:45 a.m. to 4:45 p.m.		87.76	BRUNSWICK					38	Closed.	s 8.19		s 9.10	
s 1.55		s 10.29		No Office.	W.	95.75	ROYAL					21	No Office.	s 8.01		s 8.50	
s 2.15		s 10.47		7:30 a.m. to 4:30 p.m.		101.64	ORCHARD					32	Closed.	s 7.47		s 8.30	
s 2.50		s 11.09		7:00 a.m. to 4:00 p.m.		111.89	PAGE					22	Closed.	s 7.26		s 8.05	
A 3.25 P.M.		A 1.39 P.M.		6:30 a.m. to 3:30 p.m.	C.W.Y.R. K.B.Yd.	124.21	O'NEILL				Yard	Yard	6:30 a.m. to 7:30 a.m.	L 7.00 A.M.		L 7.30 A.M.	
Monday, Wed., and Friday		Daily					(124.21)							Daily		Tues., Thurs., and Sat.	
8:20 14.9		4:56 25.3					SCHEDULE TIME							4:42 26.4		8:05 20.4	
AVERAGE MILES AN HOUR																	

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

**Manual Block System. Rule 318-B in effect.**

**Rule 907 in effect.**

**No train order signal at O'Neill, Conductor and Enginemen must have Clearance, Form A.**

**Normal position of switch at Laketon, for Ashland line.**

**When a clear block is received by a train at Winnebago, it will be an indication the block is clear at Ferry, making it unnecessary to stop at Laketon for the block. All trains off the O'Neill line will stop clear of Ashland-Sioux City line and get permission before proceeding.**

**Willis Spur M. P. 11.70, capacity 12 cars.**

**Hay Point Spur, capacity 11 cars, at M. P. 116.90, flag stop for Nos. 95, 96, 163, 164.**

**At O'Neill, after arrival of No. 163, main track 200 feet east of depot is blocked with cars each night.**



# Oreapolis and Ashland—Sub-division

OMAHA DIVISION.

TIME TABLE No. 56.

EFFECTIVE SEPTEMBER 24, 1939.

WESTWARD					Office Open Week Days	Signs	Distance from Pacific Jct.	STATIONS	Capacity of Sidings	Other Tracks	EASTWARD					
SECOND CLASS											FIRST CLASS	SECOND CLASS				
Daily Freight	Daily Freight	Daily Ex. Sunday Mixed	Daily Freight	Daily Freight							Daily Passenger	Daily Freight	Daily Freight	Daily Freight	Daily Ex. Sunday Mixed	Daily Freight
<b>81</b>	<b>61</b>	<b>33</b>	<b>87</b>	<b>67</b>							<b>40</b>	<b>82</b>	<b>62</b>	<b>88</b>	<b>34</b>	<b>68</b>
P.M. L 8.40	P.M. L 7.10	A.M. L 8.46	A.M. L 5.45	A.M. L 5.15	Continuous.	R.Y.	8.9	OREAPOLIS 0.12		27	A.M. A 3.04	A.M. A 3.10	A.M. A 8.46	P.M. A 4.50	P.M. A 6.12	A.M. A 1.40
					No Office.		9.0	M. P. Crossing (Interlocked) 5.38								
8.55	7.24	f 8.54	6.00	5.25	No Office.	F.	14.4	CULLOM 4.75	88	17	2.56	2.56	8.35	4.30	f 6.02	1.20
					8:00 a.m. to 5:00 p.m.		19.1	CEDAR CREEK 3.85	85	48	2.48	2.36	8.25	4.15	s 5.52	1.05
9.05	7.37	s 9.03	6.10	5.33	Continuous.	W.	23.0	M. P. Crossing (Interlocked) LOUISVILLE 4.24	Yd	Yd	2.42	2.28	8.15	4.00	s 5.45	12.40
					Continuous.		27.2	C.R.I. & P. Crossing (Interl.) 0.64								
9.35	8.04	s 9.23	6.35	5.50	8:30 a.m. to 5:30 p.m.		27.8	SOUTH BEND 7.43	125	107	2.35	2.18	8.05	3.35	s 5.29	12.05
A 9.55 P.M.	A 8.20 P.M.	A 9.40 A.M.	A 7.00 A.M.	A 6.05 A.M.	Continuous.	B.C.K.R. W.Y.Yd.	35.3	ASHLAND	Yd	Yd	L 2.25 A.M.	L 2.00 A.M.	L 7.50 A.M.	L 3.15 P.M.	L 5.15 P.M.	L 11.40 P.M.
Daily	Daily	Daily Ex. Sunday	Daily	Daily				(26.41)			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
1:15 21.1	1:10 22.6	0:54 29.3	1:15 21.1	0:50 31.7				SCHEDULE TIME			0:39 40.6	1:10 22.4	0:56 28.4	1:35 16.6	0:57 27.8	2:00 13.2
								AVERAGE MILES AN HOUR								

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

Manual block system. Rule 318-B in effect.

Trains not affected by Rule S-83 will register by ticket at Oreapolis.

No train order signal at Ashland. Conductors and Enginemen must have Clearance Form A.

No. 40 will register by ticket at Ashland.

Lyman-Richey Pit, M. P. 11.34.

Merritt Pit, M. P. 15.40.

Cullom Pit, M. P. 15.83.

Shellberg Pit, M. P. 20.35.

National Stone Quarry, M. P. 21.12.

Camp Harriet Harding, M. P. 25.62.

Western Sand and Gravel Pit, M. P. 28.74.

South Bend Quarry, M. P. 29.72.

Camp Quivera, M. P. 20.35 flag stop for Nos. 33 and 34.

At Merritt Pit engines or high cars must not go beyond loading chute.

Engines must not pass stop board at Cullom Pit.

Look out for gravel trucks crossing track at M. P. 28.75 from 7:01 a. m. until 6:01 p. m.

Offices open Sundays:

Oreapolis, Louisville, C. R. I. & P. Crossing and Ashland continuous; other offices closed.

## SPECIAL INSTRUCTIONS

Master Mechanic: G. E. Johnson, Gibson.  
 Assistant Trainmaster: W. S. Kerr, Lincoln.  
 Terminal Trainmaster: W. B. Simmons, Lincoln.  
 Chief Dispatcher: C. N. Miller, Lincoln.  
 Ass't Chief Dispatcher: C. A. White, Lincoln.  
 Night Chief Dispatcher: J. F. Mercler, Lincoln.

## Train Dispatchers:

J. W. Frey,	R. Saul,
E. R. Zabriskie,	C. P. McPherson,
C. P. Squire,	M. D. Walker,
E. F. Comerford.	A. S. Johnson,

1. Between Lincoln and Pacific Junction second class and extra trains must clear the time of Numbers 1, 10, 20 and 21 not less than ten minutes.

Where manual or controlled manual block system rules are in effect, light engines, mail and express trains will be handled the same as passenger trains.

In manual block territory, permissive movement will be authorized by train dispatcher. Dispatcher will report block when clear.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located, on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and must not again enter the block without permission from signalman.

2. Rule 374 of Rules of the Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

In Centralized Traffic Control territory between Pacific Junction and Plattsmouth and between Greenwood and Waverly, signals will govern the use of blocks and movement over controlled switches, and unless otherwise provided, their indications to supersede time table superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

When a train is stopped by a Stop-signal it must stay until authorized to proceed, or, in case of failure of means of communication it may proceed when preceded by a flagman to the next point of communication or signal displaying a proceed indication.

When the signal does not clear, and it is possible to communicate with the signalman, and the dispatcher is advised by the signalman that there is no opposing train in the block, instructions will be issued, "Proceed, complying with Rule 509A."

3. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

4. Train order signal must indicate "Stop" in both directions at the end of reverse movement, and Clearance, Form A with copy of train order delivered to the train completing reverse movement, unless movement is controlled by signal indication.

5. USE OF TRACK. Where there are two sidings for meeting or passing trains, the right hand track should be used unless otherwise provided.

## GIBSON:

Westward trains taking siding will use crossover switch at M. P. 14.

## SOUTH OMAHA:

Taking siding, eastward trains will use first switch west of depot; first class westward trains will use switch at subway, other westward trains will use switch at roundhouse.

## LINCOLN:

Switchtenders are on duty, west end Lincoln passenger yard from 10:00 A. M. until 6:00 P. M. Trains and engines making movements through this part of yard, when switchtenders are not on duty, must be prepared to handle their own switches.

Eastward, normal position of switch is for No. 1 track.

Westward, normal position of switch is for No. 3 track.

Move at restricted speed over crossover switches Nos. 1, 2, 3 and 4 tracks, near subway, and know that they are properly set.

## ASHLAND:

Southward trains taking siding will use first switch west of depot.

## FERRY:

Northward trains taking siding will use first track east of main track.

6. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14b.

7. Conductors must report by wire storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

8. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

9. SPRING SWITCHES. Spring switches are designated by a round target bearing the letter "S".

Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "STOP," trains may proceed on hand signal after switch has been examined and points are found to fit properly.

Trains trailing through switch may do so without opening or closing it.

When sand or snow is blowing the switch points must be cleared before trailing move is made through switch.

When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand.

For trailing moves through spring switches the speed designated in time table speed restrictions must not be exceeded.

Sand must not be used over spring switches.

Drop switch will not be made over spring switches unless specifically authorized.

10. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, as to the track on which the occupied outfit cars were left.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

11. Derricks, steam shovels, ditchers, draglines, rail loaders, and other similar equipment loaded on flat cars or other open top cars with boom connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks having specially designed idler cars, are excepted from requirements of this rule.

Clamshells, boom must be taken down and disconnected, and boom trailing.

**SPECIAL INSTRUCTIONS—Concluded**

12. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggage man in addition to Conductor and Engineer.

13. Modifying the first paragraph of Rule 959, the standard flagging equipment for locomotives will be one red flag, one white lantern, one red lantern, four fuses and six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack provided for that purpose.

On motor-operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on locomotives and that part of the tenth paragraph of Rule 920 reading—"Normal supply for engines, 3 fuses and 6 torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of the locomotive there is the prescribed flagging equipment.

14. Rule 916 of Rules of the Operating Department is abolished.

15. Rule 914 of Rules of the Operating Department is modified to read 4,000 feet instead of 3,000 feet.

16. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and

black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

17. Trains carrying U. S. mail, taking siding, will stop at depot to discharge mail.

18. Rule 1078 of Rules of the Operating Department is modified as follows:

"Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

19. C. & N. W. crossing at Lincoln; Union Pacific crossing north of Yutan; C. & N. W. crossing south of Nickerson and C. St. P. M. & O. crossing at Dakota City are protected with automatic interlocking signals.

Normal indication of home signal is Stop. Distant signal indicates Restricted Speed. When a train is stopped by a home signal which indicates Stop and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate electric clockwork time release in wooden box marked C. B. & Q. R. R. located on post at crossing.

After time interval has elapsed, signals will clear automatically. In case the operation of the release does not clear the signal, train may proceed over the crossing after the movement has been protected against conflicting train movements.

**SPEED RESTRICTIONS**

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Gas-Electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Diesel-Electric power units running light must not exceed 60 miles an hour.

3. (a) Nos. 1, 10, 20 and 21 between Pacific Junction and Lincoln via Omaha when handled by any one of the steam locomotives listed in note below will observe speeds for Diesel operated Zephyr trains as authorized on page 14 and indicated by wayside zone and curve posts, except that through turnouts or crossovers or over tracks or bridges covered by slow order, the speed limits prescribed for other than Zephyr trains will apply unless modified by train order.

NOTE: Engines 3000, 3007, 3010, 3012, 4000, 4001, 4002, 4003, 4004.

Nos. 1 and 10, when handled by any one of the steam locomotives listed in note below will observe speeds prescribed in first section of Rule 3 (a), except will not exceed 85 miles hour.

(b) Between Pacific Junction and Lincoln via Omaha steam locomotives listed in note below handling standard passenger train equipment on Nos. 1, 10, 39 and 40, or steam sections of trains operating with standard equipment on Zephyr schedules, will not exceed 80 miles an hour nor use less than 45 seconds to the mile, and on curves that carry speed restrictions for Diesel operated Zephyr trains will reduce speed 10 miles an hour below the numeral restriction shown on wayside curve posts. Such trains must observe speed restrictions for other than Diesel-powered Zephyr trains when passing through turnouts or crossovers, or over track or bridges covered by slow order, unless modified by train order.

NOTE: Engines 3000, 3007, 3010, 3012, 4000, 4001, 4002, 4003, 4004, 5600, 5602, 5603, 5607, 5621, 5622, 5623, 5624, 5625.

(c) When any train covered by paragraphs (a) (b) is handled by class S or O5 engines other than those listed, maximum speed will not exceed 75 miles an hour, with all other restrictions applying for curves, turnouts, etc., as listed in paragraph (b) unless modified by train order.

Between Lincoln and Ashland, No. 6 will observe speeds prescribed for No. 40 in Rule 3 paragraphs (b) and (c).

(d) When Zephyr train equipment is handled over a sub-division not equipped with wayside zone and curve posts, and for which no special speeds have been authorized for such equipment, train will operate on speed restrictions applying to other passenger trains unless modified by train order.

LOCATION	Passenger Mail and Express Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUBDIVISIONS</b>		
On sidings .....	15	15
Through crossovers and other turnouts unless otherwise specified .....	10	10
Clamshells:		
Main Lines .....		25
Branch Lines .....		20
Pile drivers, steam derricks, steam shovels, and similar equipment		
Main Lines .....		30
Branch Lines .....		20
(See Special Instructions 11.)		
Short scale test car. (Must be handled just ahead of way car with air hose coupled)		
Main Lines .....		25
Branch Lines .....		20
Engines under steam disconnected on one side with main rod down.		
Main Lines .....	25	25
Branch Lines .....	20	20
O-2 and O-3 engines .....	50	50
Engines with drivers blocked up:		
B, S-4 or S-4-A engines .....	40	40
O-5 or M engines .....	30	30
Trains handling coke racks, D&RGW series 26750 to 26999 .....		25
Trains handling K. & J. air dumps in series 202650—202799 (must be handled in rear of train) .....		25
<b>PACIFIC JUNCTION AND LINCOLN SUBDIVISION</b>		
Maximum speed:		
between Pac. Jct. and South Omaha .....	50	40
between South Omaha and Ashland .....	55	50
between Ashland and Lincoln .....	65	50
No. 6 between Lincoln and Ashland .....	70	
M-2-A engines .....	35	35
Over Missouri River bridge 3.80 .....	25	25
Around 12 degree curve at west approach of Missouri River bridge 3.80 .....	20	20
Spring switch Plattsmouth:		
Facing point movement .....	25	25
Trailing movement through switch .....	25	25
Eastbound first class trains, discharging mail at Plattsmouth, passing depot .....	10	
Through turnouts at Oreapolis .....	20	20
At end of double track, Gibson .....	10	10
All trains move at restricted speed between bridge 16.39 and 13th Street, through passenger yard, Omaha .....		

**SPEED RESTRICTIONS—Continued**

LOCATION	Passenger Mail and Express Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Mail and Express Trains M. P. H.	Freight Trains M. P. H.																																																																									
<b>Spring switch Omaha:</b>			<b>LAKETON-O'NEILL SUBDIVISION</b>																																																																											
Facing point movement .....	25	25	Maximum speed																																																																											
Trailing movement through switch .....	15	15	between Laketon and Osmond .....	35	30																																																																									
Around curve east end bridge 19.20 between Omaha and South Omaha .....	20	20	between Osmond and O'Neill .....	30	25																																																																									
O-5 engines over bridge 19.48 east of South Omaha .....	15	15	Loaded tank cars:																																																																											
Over 77th Street crossing, just west of depot, Ralston from 1:45 a. m. until 6:30 a. m. ....	10	10	between Laketon and Osmond .....		25																																																																									
Trailing movements through spring switches, west end of sidings, Ralston, Chalco and Gretna .....	15	15	between Osmond and O'Neill .....		20																																																																									
To or from Omaha line, through east crossover, Ashland .....	40	40	Over bridge 27.83 .....	10	10																																																																									
Through turnouts at end of double track, Greenwood and Waverly .....	40	40	Over highway crossing M. P. 38.15 .....	10	10																																																																									
C. & N. W. Crossing, Lincoln:			D and R engines between Laketon and Osmond .....	25	25																																																																									
Moving with current of traffic .....	50	40	<b>ASHLAND-SCHUYLER SUBDIVISION</b>																																																																											
Moving against current of traffic .....	15	15	Maximum speed .....	30	25																																																																									
All trains move at restricted speed between Baird Tower and Hall Tower, Lincoln .....			Loaded tank cars .....	20	20																																																																									
<b>OREAPOLIS AND ASHLAND SUBDIVISION</b>			S-1, S-2, S-3, D, O-1 and O-1-A engines over bridge 0.91	5	5																																																																									
Maximum speed .....	45	40	Over Platte River bridge 47.69 .....	15	15																																																																									
No. 40 on straight track .....	55		<b>FOR CROOK-GILMORE JCT. SUBDIVISION</b>																																																																											
No. 40 on curves .....	50		Maximum speed .....	20	20																																																																									
M-2-A engines .....	35	35	B-1, B-1-A, O-1, O-1-A, O-2, O-2-A, O-3, O-4, O-5, S-3 and S-4 engines .....	15	15																																																																									
Engines backing up on Lyman Richey Pit track, M. P. 11.34 .....		6	<b>SPEED OF TRAINS:</b>																																																																											
Through turnout Oreapolis .....	20	20	<table border="1"> <thead> <tr> <th rowspan="2">Miles per Hour</th> <th colspan="2">Time per Mile</th> <th rowspan="2">Miles per Hour</th> <th colspan="2">Time per Mile</th> </tr> <tr> <th>Minutes</th> <th>Seconds</th> <th>Minutes</th> <th>Seconds</th> </tr> </thead> <tbody> <tr> <td>5 .....</td> <td>12</td> <td>0</td> <td>55 .....</td> <td>1</td> <td>5</td> </tr> <tr> <td>10 .....</td> <td>6</td> <td>0</td> <td>60 .....</td> <td>1</td> <td>0</td> </tr> <tr> <td>15 .....</td> <td>4</td> <td>0</td> <td>65 .....</td> <td></td> <td>55</td> </tr> <tr> <td>20 .....</td> <td>3</td> <td>0</td> <td>70 .....</td> <td></td> <td>51</td> </tr> <tr> <td>25 .....</td> <td>2</td> <td>24</td> <td>75 .....</td> <td></td> <td>48</td> </tr> <tr> <td>30 .....</td> <td>2</td> <td>0</td> <td>80 .....</td> <td></td> <td>45</td> </tr> <tr> <td>35 .....</td> <td>1</td> <td>43</td> <td>85 .....</td> <td></td> <td>42</td> </tr> <tr> <td>40 .....</td> <td>1</td> <td>30</td> <td>90 .....</td> <td></td> <td>40</td> </tr> <tr> <td>45 .....</td> <td>1</td> <td>20</td> <td>95 .....</td> <td></td> <td>38</td> </tr> <tr> <td>50 .....</td> <td>1</td> <td>12</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Minutes	Seconds	Minutes	Seconds	5 .....	12	0	55 .....	1	5	10 .....	6	0	60 .....	1	0	15 .....	4	0	65 .....		55	20 .....	3	0	70 .....		51	25 .....	2	24	75 .....		48	30 .....	2	0	80 .....		45	35 .....	1	43	85 .....		42	40 .....	1	30	90 .....		40	45 .....	1	20	95 .....		38	50 .....	1	12			
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45 .....	1	20	95 .....		38																																																																									
50 .....	1	12																																																																												
Over Mo. Pacific crossing, Louisville .....	35	30	<b>ASHLAND-SIOUX CITY SUBDIVISION</b>																																																																											
Over CRI&P crossing, South Bend .....	35	30	Maximum speed .....	45	35																																																																									
<b>ASHLAND-SIOUX CITY SUBDIVISION</b>			Over Union Pacific crossing, Yutan .....	30	30																																																																									
Maximum speed .....	45	35	Over Platte River Bridge 27.04 .....	30	30																																																																									
Over Union Pacific crossing, Yutan .....	30	30	Between north and south switch of siding, Fremont	20	10																																																																									
Over Platte River Bridge 27.04 .....	30	30	Over C. & N. W. crossing south of Nickerson .....	30	30																																																																									
Between north and south switch of siding, Fremont	20	10	Over C. St. P. M. & O. crossing, Dakota City .....	30	30																																																																									
Over C. & N. W. crossing south of Nickerson .....	30	30	Laketon to Ferry telegraph office .....	25	25																																																																									
Over C. St. P. M. & O. crossing, Dakota City .....	30	30																																																																												
Laketon to Ferry telegraph office .....	25	25																																																																												

**SPEED RESTRICTIONS—Concluded**

**SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS**

Distinctive road way signals have been adopted to indicate maximum speeds of Zephyr type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The triangle and banjo type signals will be located approximately 4,000 feet from point of curve, or point where zone speed changes.

When using any turnout or cross-over not otherwise specified, will not exceed speed designated for other trains.

Zephyr type motor trains approaching train order signal in stop position will sound four short blasts of the whistle and must not exceed 60 miles an hour passing stations at which train orders or clearance cards are to be delivered. The delivery of all train orders, clearance cards and instructions will be made on the right hand side.

**SPEED RESTRICTIONS FOR ZEPHYR TYPE MOTOR TRAINS ARE AS FOLLOWS:**

Westward M.P.H.		Eastward M.P.H.			
Zone	Other	Condition	M. P. Location	Zone	Other
..	..		Pacific Jct. to .50	40	..
..	..		*500 feet from Railroad Crossing	15	..
..	..		.50 to 3.50	65	..
..	..	Curve and bridge	3.95	..	20
..	..		3.50 to 5.00	40	..
..	..	*End double track	Plattsmouth	..	25
..	..	*Trailing movements			
..	..	through spring			
..	..	switch	Plattsmouth	..	25
..	..		5.00 to 8.50	50	..
..	..		8.50 to 1.50	40	..
..	..		1.50 to 14.75	65	..
..	..		14.75 to 16.00	50	..
..	..	*End double track	Gibson	..	25
..	..		16.00 to Omaha	30	..
30	..		Omaha to 17.25	30	..
..	..	*Facing point move-			
..	..	ments over	West end Omaha Passenger		
..	..	spring switch	Yard	..	25

**SPEED RESTRICTIONS FOR ZEPHYR TYPE MOTOR TRAINS ARE AS FOLLOWS:**

Westward M.P.H.		Eastward M.P.H.			
Zone	Other	Condition	M. P. Location	Zone	Other
..	..	15 *Trailing movements			
..	..	through spring	West end Omaha Passenger		
..	..	switch	Yard	..	..
..	..	20 Curve	19.12	..	20
50	..		17.25 to 19.50	50	..
60	..		19.50 to 28.00	60	..
..	..	*Trailing movements			
..	..	through spring			
..	..	switch west end			
..	..	15 siding	Ralston	..	..
..	..	*Trailing movements			
..	..	through spring			
..	..	switch west end			
..	..	15 siding	Chalco	..	..
..	..	65 Curve	36.70	..	65
..	..	65 Curve	37.30	..	65
..	..	*Trailing movements			
..	..	through spring			
..	..	switch west end			
..	..	15 siding	Gretna	..	..
..	..	65 Curve	39.69	..	65
..	..	70 Curve	41.75	..	70
75	..		28.00 to 46.00	75	..
..	..	50 *East Crossover	46.95	..	50
70	..		46.00 to 47.00 (35.00)	70	..
..	..	50 *Station	Ashland	..	50
50	..		35.00 to 35.75	50	..
..	..	50 *End double track	Greenwood	..	..
..	..	80 Curve	43.10	..	80
..	..	50 End double track	Waverly	..	..
90	..		35.75 to 57.00	90	..
..	..	60 *C&NW Crossing	57.41	..	60
75	..		57.00 to 59.00	75	..
30	..		59.00 to Lincoln	30	..

\*No roadway signal.



