

## MEDICAL AND SURGICAL DEPARTMENTS

### DIVISION SURGEONS AND EXAMINERS, MEDICAL EXAMINERS, SURGEONS AND OPHTHALMOLOGISTS

Akron, Colo..... DR. W. A. ADAMS ..... Surgeon and Examiner.  
Alma, Nebr..... DR. W. C. BARTLETT ..... Surgeon.  
Atwood, Kans..... DR. C. E. HENNEBERGER... Surgeon.  
Benkelman, Nebr..... DR. G. A. MOREHOUSE..... Surgeon.  
Brush, Colo..... DR. L. C. LUSBY..... Surgeon.  
Denver, Colo..... DR. C. H. WILLIS..... Division Surgeon and  
Examiner.  
Denver, Colo..... DR. C. F. HEGNER..... Surgeon.  
Denver, Colo..... DR. D. H. O'ROURKE..... Ophthalmologist.  
Fort Morgan, Colo..... DR. A. F. WILLIAMS..... Surgeon.  
Franklin, Nebr..... DR. H. C. SMITH..... Surgeon.  
Hastings, Nebr..... DR. A. A. SMITH..... Surgeon and Examiner.  
Holdrege, Nebr..... DR. T. A. PETERSON..... Surgeon and Examiner.  
Indianola, Nebr..... DR. W. D. MACKECHNIE... Surgeon.  
Kenesaw, Nebr..... DR. W. E. NOWERS..... Surgeon.  
Lafayette, Colo..... DR. V. W. PORTER..... Surgeon.  
Longmont, Colo..... DR. J. ANDREWS..... Surgeon.  
McCook, Nebr..... DR. R. R. REED..... Division Surgeon and  
Examiner.  
Minden, Nebr..... DR. H. S. ANDREWS..... Surgeon.  
Norton, Kans..... DR. W. C. LATHROP..... Surgeon.  
Oberlin, Kans..... DR. L. C. TILDEN..... Surgeon.  
Oxford, Nebr..... DR. F. W. SHANK..... Surgeon and Examiner.  
Red Cloud, Nebr..... DR. E. V. LEWIS..... Surgeon and Examiner.  
St. Francis, Kans..... DR. J. H. A. PECK..... Surgeon.  
Wray, Colo..... DR. H. V. KITZMILLER..... 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 the 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 service has 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, Ill.

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

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

L. E. CALDWELL,  
Superintendent, McCook, Nebr.

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

# Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

# TIME TABLE

OF THE  
**McCOOK DIVISION**  
OF THE  
**WESTERN DISTRICT**

# No. 69

EFFECTIVE AT 12:01 A. M.

**SUNDAY, JUNE 28, 1942**

**DESTROY ALL TIME TABLES OF PREVIOUS DATE**

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



# Hastings to McCook—Sub-division—Westward

**McCOOK DIVISION.**

**TIME TABLE No. 69.**

**EFFECTIVE JUNE 28, 1942.**

FIRST CLASS				Signs	Distance from Pacific Jct.	STATIONS	LINCOLN DIVISION	Office Open Week Days	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger		
<b>15</b>	<b>1</b>	<b>39</b>						<b>5</b>	<b>191</b>	<b>17</b>	<b>3</b>			
	A.M. L 4.06	A.M. L 2.31		B.K.R.W. Yd.	155.96	..... HASTINGS..... 0.75	LINCOLN DIVISION	Continuous.	P.M. L 2.10			P.M. L 8.03		
	4.09	2.34		B.C.K.O. T.W.Yd.	156.71	..... GAINES..... 1.97		No Office.	<b>2.13</b>				8.10	
					158.68	..... INGLESIDE..... 3.34		No Office.	s 2.17					
					162.02	..... M. P. Crossing (Interlocked)..... 0.33		7:15 a.m. to 4:15 p.m.	s 2.22					8.17
	4.13	2.39			162.35	..... JUNIATA..... 8.34		7:00 a.m. to 4:00 p.m.	s 2.32					8.26
	<b>4.22</b>	<b>2.47</b>		W.	170.69	..... KENESAW..... 7.68		7:15 p.m. to 4:15 a.m.	s 2.41					8.34
	4.28	2.53			178.37	..... HEARTWELL..... 4.30		No Office.	2.47					8.38
	4.31	2.56		F.	182.67	..... KOLLER..... 5.30		6:45 a.m. to 3:45 p.m.	s 2.54					s 8.48
	4.36	3.02		W.	187.97	..... MINDEN..... 4.29		No Office.	2.59					8.55
	4.39	3.06		F.	192.26	..... MOTALA..... 5.29		6:45 a.m. to 3:45 p.m.	s 3.05					9.01
	4.43	3.12			197.55	..... AXTELL..... 6.56		8:00 a.m. to 5:00 p.m.	s 3.15					9.08
	4.47	<b>3.18</b>			204.11	..... FUNK..... 5.39		No Office.	3.20					9.14
	4.51	3.23		F.	209.50	..... HOLDREGE Jct..... 1.16		Continuous.	s 3.30					s 9.28
	4.54	s 3.38		B.C.K. T.W.Y.Yd.	210.66	..... HOLDREGE..... 7.39		8:00 a.m. to 5:00 p.m.	s 3.40					<b>9.42</b>
	5.02	3.48			218.05	..... ATLANTA..... 8.58		No Office.	s 3.50					9.54
	A.M. L 5.25	5.13	4.02	F.	226.63	..... MASCOT..... 4.85	No Office.	3.55	P.M. L 7.32	P.M. L 9.17			9.59	
	s 5.35	5.15	s 4.05 4.20	F.	231.48	..... OXFORD Jct..... 2.19	Continuous.	s 4.08	A 7.40 P.M.	A 9.20 P.M.			s 10.20	
	s <b>5.49</b>	5.21	4.28	B.C.K. T.W.Y.Yd.	233.67	..... OXFORD..... 7.80	8:30 a.m. to 5:30 p.m.	s 4.18					10.34	
	s <b>5.59</b>	5.26	4.34		241.47	..... EDISON..... 6.92	8:30 a.m. to 5:30 p.m.	s 4.29					10.42	
	s 6.07	70 22 <b>5.30</b>	4.39		248.39	..... ARAPAHOE..... 5.68	8:30 a.m. to 5:30 p.m.	s 4.39					10.48	
	s 6.20	5.37	<b>4.47</b>		254.07	..... HOLBROOK..... 8.42	Continuous.	s <b>4.57</b>					10.58	
	f 6.32	5.43	<b>4.54</b>	W.	262.49	..... CAMBRIDGE..... 7.81	8:30 a.m. to 5:30 p.m.	s 5.14					11.07	
	s 6.42	5.47	4.59		270.30	..... BARTLEY..... 5.92	6:45 a.m. to 3:45 p.m.	s 5.24					11.15	
	6.47	5.50	5.02	F.	276.22	..... INDIANOLA..... 4.36	No Office.	5.30					11.20	
	A 7.00 A.M.	A 5.58 A.M.	A 5.10 A.M.	B.C.K.O.R. T.W.Y.Yd.	280.58	..... RED WILLOW..... 7.22	Continuous.	A 5.40 P.M.					A 11.30 P.M.	
	Daily	Daily	Daily		287.80	..... McCOOK.....								
	1:35 40.5	1:52 70.5	2:39 49.7			..... (131.84).....								
						..... SCHEDULE TIME.....			3:30 37.6	Daily Ex. Sunday 0:08 16.5	Daily 0:03 43.8	Daily 3:27 38.1		
						..... AVERAGE MILES AN HOUR.....								

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

CENTRAL STANDARD TIME.

DOUBLE TRACK BETWEEN HASTINGS, M. P. 156.16, AND GAINES, M. P. 158.00, CENTRALIZED TRAFFIC CONTROL AND RULE 93 IN EFFECT.

Automatic Block System in effect.

Normal position of switches at Kenesaw, Holdrege Jct. and Oxford Jct. is for Hastings to McCook line.

No train order signal at Gaines. Second class and extra trains must have Clearance Form A when operator is on duty, and will register.

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

Train order signal at Oxford governs main line trains only. Conductors and Enginemen of Oxford-Red Cloud line trains must have Clearance Form A. Oxford - Red Cloud line trains, originating or terminating at Oxford, will register at Oxford.

First Class trains taking siding at McCook and Oxford will use short siding in front of depot.

Mixed extra leaves Hastings 8:10 A. M. daily except Sunday for Kearney and will carry passengers.

No. 1 will stop at Holdrege for revenue passengers from Burlington and east and for revenue passengers for Denver.

No. 15 will stop at Bartley to discharge parcel post.

No. 3 will stop at Cambridge to let off revenue passengers from east of Oxford and to pick up passengers for west of Brush.

No. 39 will make regular stop at Minden on Sunday.



# Hastings to McCook—Sub-division—Westward

McCOOK DIVISION.

TIME TABLE No. 69.

EFFECTIVE JUNE 28, 1942.

SECOND CLASS						STATIONS	Capacity of		Office Open Sundays	SECOND CLASS			
				Daily Time Freight	61		Siding	Other Tracks		Daily Time Freight			
				A.M. —	L 7.36	..... HASTINGS .....	Yard	Yard	Continuous.				P.M. —
						..... GAINES .....	Yard	Yard	No Office.				L 6.41
						..... INGLESIDE .....		32	No Office.				
					7.54	..... M. P. Crossing (Interlocked) .....							
						..... JUNIATA .....	76	33	Closed.				6.51
					8.04	..... KENESAW .....	90	48	7:00 a. m. to 9:00 a. m.				7.14
					8.20	..... HEARTWELL .....	76	30	7:15 p. m. to 4:15 a. m.				7.30
					8.28	..... KOLLER .....	77	17	No Office.				7.40
					8.37	..... MINDEN .....	77	59	6:45 a. m. to 8:45 a. m.				7.51
					8.45	..... MOTALA .....	68	15	No Office.				7.59
					8.55	..... AXTELL .....	77	45	Closed.				8.10
					9.05	..... FUNK .....	77	34	Closed.				8.22
					9.14	..... HOLDREGE Jct. ....			No Office.				8.30
					9.16	..... HOLDREGE .....	E 93 W 140	Yard	Continuous.				8.50
					9.26	..... ATLANTA .....	77	27	Closed.				9.03
					9.41	..... MASCOT .....	77		No Office.				9.33
					9.50	..... OXFORD Jct. ....			No Office.				9.40
					10.10	..... OXFORD .....	111	Yard	Continuous.				9.43
					10.25	..... EDISON .....	101	33	Closed.				9.55
					10.37	..... ARAPAHOE .....	77	50	Closed.				10.07
					10.47	..... HOLBROOK .....	100	33	Closed.				10.19
					11.01	..... CAMBRIDGE .....	88	35	12:00 Mid. to 8:00 a. m. 4:00 p. m. to 12:00 Mi. l.				10.32
					11.10	..... BARTLEY .....	77	33	Closed.				10.50
					11.20	..... INDIANOLA .....	77	61	Closed.				11.03
					11.30	..... RED WILLOW .....	77	31	No Office.				11.10
					A11.59	..... McCOOK .....	Yard	Yard	Continuous.				A11.25
					Daily	..... (131 .84) .....							P.M.
					4:23	..... SCHEDULE TIME .....							4:44
					30.6	..... AVERAGE MILES AN HOUR .....							27.6

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

CENTRAL STANDARD TIME.

DOUBLE TRACK BETWEEN HASTINGS, M. P. 156.16 AND GAINES, M. P. 158.00, CENTRALIZED TRAFFIC CONTROL AND RULE 93 IN EFFECT.

Automatic Block System In effect.

Normal position of switches at Kenesaw, Holdrege Jct. and Oxford Jct. is for Hastings to McCook line.

No train order signal at Gaines. Second class and extra trains must have Clearance Form A when operator is on duty, and will register.

No train order signal at Hastings or McCook. Conductors and Enginemen must have Clearance Form A.

Train order signal at Oxford governs main line trains only. Conductors and Enginemen of Oxford-Red Cloud line trains must have Clearance Form A.

Oxford-Red Cloud line trains originating or terminating at Oxford will register at Oxford.

First Class trains taking siding at McCook and Oxford will use short siding in front of depot.



# McCook to Hastings—Sub-division—Eastward

McCOOK DIVISION.

TIME TABLE No. 69.

EFFECTIVE JUNE 28, 1942.

FIRST CLASS			Signs	Distance from Pacific Jct.	STATIONS	LINCOLN DIVISION	Office Open Week Days	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger						Daily Passenger	Daily Passenger	Daily Passenger
<b>16</b>	<b>22</b>	<b>6</b>						<b>40</b>	<b>14</b>	<b>10</b>
	A.M. A 7.40	A.M. A 4.47	B.K.R.W. Yd.	155.96	..... HASTINGS .....	580	Continuous.	P.M. A 6.44		P.M. A 10.40
	7.36	4.40	B.C.K.O. T.W.Yd.	156.71	..... GAINES .....		No Office.	<b>6.41</b>		10.37
	f 7.34			158.68	..... INGLESIDE .....		No Office.			
				162.02	..... M. P. Crossing (Interlocked) .....		7:15 a.m. to 4:15 p.m.	6.37		10.30
	s 7.28	4.30		162.35	..... JUNIATA .....		7:00 a.m. to 4:00 p.m.	6.29		10.23
	s 7.18	<b>4.22</b>	W	170.69	..... KENESAW .....		8:00 p.m. to 5:00 a.m.	6.22		10.17
	s 7.11	3.59		178.37	..... HEARTWELL .....		No Office.	<b>6.18</b>		10.14
	f 7.06	3.53	F.	182.67	..... KOLLER .....		6:45 a.m. to 3:45 p.m.	6.13		10.10
	s 7.01	3.45	W.	187.97	..... MINDEN .....		No Office.	6.07		10.06
	f 6.56	3.38	F.	192.26	..... MOTALA .....		6:45 a.m. to 3:45 p.m.	6.02		10.01
	s 6.50	3.30		197.55	..... AXTELL .....	8:00 a.m. to 5:00 p.m.	5.56		9.55	
	s 6.42	<b>3.18</b>		204.11	..... FUNK .....	No Office.	5.51		9.50	
	6.32	3.07	F.	209.50	..... HOLDREGE Jct. ....	Continuous.	s 5.44		9.49	
	s 6.25	s 3.01	B.C.K. T.W.Y.Yd.	210.66	..... HOLDREGE .....	8:00 a.m. to 5:00 p.m.	5.38		<b>9.42</b>	
	s 6.18	2.54		218.05	..... ATLANTA .....	No Office.	5.29		<b>9.33</b>	
	s 6.08	2.46	F.	226.63	..... MASCOT .....	No Office.	5.24	P.M. A 7.45	9.29	
	A.M. A 8.05	6.03	F.	231.48	..... OXFORD Jct. ....	Continuous.	5.22	s 7.30	s 9.27	
	L 8.00 A.M.	s 6.00	B.C.K. T.W.Y.Yd.	233.67	..... OXFORD .....	8:30 a.m. to 5:30 p.m.	5.15	7.20	9.17	
		s 5.49		241.47	..... EDISON .....	8:30 a.m. to 5:30 p.m.	5.09	7.14	9.12	
		s 5.38		248.39	..... ARAPAHOE .....	8:30 a.m. to 5:30 p.m.	5.04	7.08	9.08	
		s 5.30		254.07	..... HOLBROOK .....	Continuous.	<b>4.57</b>	6.59	9.01	
		s 5.07		262.49	..... CAMBRIDGE .....	8:30 a.m. to 5:30 p.m.	4.50	6.50	8.55	
		s 4.54	W.	270.30	..... BARTLEY .....	6:45 a.m. to 3:45 p.m.	4.45	6.43	8.50	
		s 4.38		276.22	..... INDIANOLA .....	No Office.	4.42	6.38	8.47	
		f 4.30	F.	280.58	..... RED WILLOW .....	Continuous.	L 4.35	L 6.30	L 8.40	
		L 4.20 A.M.	B.C.K.O.R. T.W.Y.Yd.	287.80	..... McCOOK .....		P.M.	P.M.	P.M.	
	Daily	Daily			..... (131.84) .....		Daily	Daily	Daily	
	0:05 26.2	3:20 39.5			..... SCHEDULE TIME .....		2:09 61.3	1:18 43.3	2:00 65.9	
		3:02 43.4			..... AVERAGE MILES AN HOUR .....					

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

DOUBLE TRACK BETWEEN GAINES, M. P. 158.00 AND HASTINGS, M. P. 156.16, CENTRALIZED TRAFFIC CONTROL AND RULE 93 IN EFFECT. CENTRAL STANDARD TIME.

Automatic Block System in effect.

Train order signal at Oxford governs main line trains only. Conductors and Enginemen of Oxford-Red Cloud line trains must have Clearance Form A.

Oxford - Red Cloud line trains, originating or terminating at Oxford, will register at Oxford.

Spring switches east end sidings Atlanta, Minden, Koller, Heartwell, Kenesaw; east and west ends sidings Funk and Axtell.

Mixed Extra leaves Kenesaw 12:45 P. M. daily except Sunday for Hastings and will carry passengers.

Nos. 40 and 6 will stop at Minden for revenue passengers for Lincoln or beyond or to discharge passengers from Denver.



# McCook to Hastings—Sub-division—Eastward

McCOOK DIVISION.

TIME TABLE No. 69.

EFFECTIVE JUNE 28, 1942.

SECOND CLASS						STATIONS	Capacity of		Office Open Sundays	SECOND CLASS			
				Daily Time Freight			Sidings	Other Tracks		Daily Time Freight			
				<b>68</b>		..... <b>HASTINGS</b> .....	Yard	Yard	Continuous.				
				P.M. — <b>A 2.13</b>		..... 0.75 <b>GAINES</b> .....	Yard	Yard	No Office.	A	8.30		
						..... 1.97 <b>INGLESIDE</b> .....		32	No Office.				
						..... 3.34 <b>M. P. Crossing (Interlocked)</b> .....							
				0.33 <b>1.51</b>		..... 8.34 <b>JUNIATA</b> .....	76	33	Closed.		8.15		
				1.43		..... 7.68 <b>KENESAW</b> .....	90	48	7:00 a.m. to 9:00 a.m.		<b>8.04</b>		
				1.35		..... 4.30 <b>HEARTWELL</b> .....	76	30	8:00 p.m. to 5:00 a.m.		7.54		
				1.30		..... 5.30 <b>KOLLER</b> .....	77	17	No Office.		7.47		
				1.25		..... 4.29 <b>MINDEN</b> .....	77	59	6:45 a.m. to 8:45 a.m.		7.40		
				1.20		..... 5.29 <b>MOTALA</b> .....	68	15	No Office.		7.34		
				1.14		..... 6.56 <b>AXTELL</b> .....	77	45	Closed.		7.26		
				1.07		..... 5.39 <b>FUNK</b> .....	77	34	Closed.		7.16		
				1.01		..... 1.16 <b>HOLDREGE Jct.</b> .....			No Office.		7.07		
				12.59		..... 7.39 <b>HOLDREGE</b> .....	E 93 W 140	Yard	Continuous.		7.05		
				12.40		..... 8.58 <b>ATLANTA</b> .....	77	27	Closed.		6.45		
				12.27		..... 4.85 <b>MASCOT</b> .....	77		No Office.		6.33		
				12.22		..... 2.19 <b>OXFORD Jct.</b> .....			No Office.		6.25		
				12.20		..... 7.80 <b>OXFORD</b> .....	111	Yard	Continuous.		6.21		
				12.12		..... 6.92 <b>EDISON</b> .....	101	33	Closed.		6.11		
				12.05		..... 5.68 <b>ARAPAHOE</b> .....	77	50	Closed.		<b>5.59</b>		
				P.M. — <b>11.59</b>		..... 8.42 <b>HOLBROOK</b> .....	100	33	Closed.	1 22	<b>5.30</b>		
				11.51		..... 7.81 <b>CAMBRIDGE</b> .....	88	35	12:00 Mid. to 8:00 a.m. 4:00 p.m. to 12:00 Mid.		<b>4.47</b>		
				11.42		..... 5.92 <b>BARTLEY</b> .....	77	33	Closed.		4.23		
				11.35		..... 4.36 <b>INDIANOLA</b> .....	77	61	Closed.		4.16		
				11.30		..... 7.22 <b>RED WILLOW</b> .....	77	31	No Office.		4.10		
				L 11.20		..... <b>McCOOK</b> .....	Yard	Yard	Continuous.	L	4.00		
				A.M. — <b>Daily</b>		..... (131.84)					A.M. — <b>Daily</b>		
				2:53 45.7		..... <b>SCHEDULE TIME</b>					4:30		
						..... <b>AVERAGE MILES AN HOUR</b> .....					29.2		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
DOUBLE TRACK BETWEEN GAINES, M. P. 168.00 AND HASTINGS, M. P. 156.16, CENTRALIZED TRAFFIC CONTROL AND RULE 93 IN EFFECT.  
CENTRAL STANDARD TIME.

Automatic Block System in effect.  
Train order signal at Oxford governs main line trains only. Conductors and Enginemen of Oxford-Red Cloud line trains must have Clearance Form A.



# McCook to Akron—Sub-division—Westward

**McCOOK DIVISION.**

**TIME TABLE No. 69.**

**EFFECTIVE JUNE 28, 1942.**

FIRST CLASS				Signs	Distance from Pacific Jct.	STATIONS	Office Open Week Days	SECOND CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Daily Time Freight	Daily Time Freight				
<b>3</b>	<b>15</b>	<b>1</b>	<b>39</b>					<b>61</b>	<b>67</b>				
P.M. L 10.50	A.M. L 6.30	A.M. L 5.03	A.M. L 4.25	B.C.K.O.R. T.W.Y. Yd	287.80	..... <b>McCOOK</b> .....	Continuous.	A.M. L 11.45	P.M. L 11.15				
10.59	6.40	5.09	4.31		293.17	..... <b>PERRY</b> .....	No Office.	11.55	11.30				
11.05	s 6.55	5.14	4.35	W.	299.01	..... <b>CULBERTSON</b> .....	8:30 a.m. to 5:30 p.m.	P.M. 12.05	11.38				
s 11.20	s 7.20	5.23	4.44		309.35	..... <b>TRENTON</b> .....	8:00 a.m. to 4:00 p.m. 6:00 p.m. to 2:00 a.m.	12.26	<b>11.59</b>				
11.27	7.28	5.27	4.49	F.	314.85	..... <b>POE</b> .....	No Office.	12.33	12.08				
11.37	s 7.40	5.32	4.54		320.98	..... <b>STRATTON</b> .....	8:00 a.m. to 5:00 p.m.	12.43	12.20				
11.50 A.M.	s 7.58	5.40	5.01	F.	330.64	..... <b>MAX</b> .....	No Office.	12.58	12.37				
s 12.10	s 8.20	5.47	5.09	W.	339.01	..... <b>BENKELMAN</b> .....	Continuous.	1.15	12.54				
12.16	8.28	5.51	5.14	F.	343.80	..... <b>DOANE</b> .....	No Office.	<b>1.22</b>	<b>1.03</b>				
12.23	s <b>8.42</b>	5.55	5.19	F.	349.47	..... <b>PARKS</b> .....	No Office.	1.31	1.35				
<b>12.36</b>	s <b>9.01</b>	6.04	5.29	W.	361.01	..... <b>HAIGLER</b> .....	7:00 a.m. to 4:00 p.m.	1.45	2.00				
12.42	9.08	6.08	5.33	F.	366.27	..... <b>SANBORN</b> .....	No Office.	1.53	2.10				
12.47	s 9.18	6.12	5.37	F.	370.98	..... <b>LAIRD</b> .....	No Office.	<b>2.10</b>	2.20				
s 12.55	A <b>9.30</b> A.M.	6.20	5.42	C.W.Y.	377.41	..... <b>WRAY</b> .....	Continuous.	2.20	2.50				
1.14		6.30	5.51	F.	386.08	..... <b>ROBB</b> .....	No Office.	2.30	3.13				
1.26		f 6.40	5.57	W.	391.99	..... <b>ECKLEY</b> .....	8:00 a.m. to 5:00 p.m.	2.40	3.25				
1.33		6.48	6.03	F.	398.19	..... <b>SCHRAMM</b> .....	No Office.	2.50	3.40				
s 1.43		s 6.58	6.09	W.	404.58	..... <b>YUMA</b> .....	8:00 a.m. to 12:00 Mid.	3.10	3.55				
1.52		7.05	6.15	F.	410.41	..... <b>HYDE</b> .....	No Office.	3.17	4.08				
1.59		s <b>7.15</b>	6.23		417.27	..... <b>OTIS</b> .....	8:00 a.m. to 5:00 p.m.	3.25	4.25				
2.07		7.22	6.31	F.	422.70	..... <b>PLATNER</b> .....	No Office.	3.32	4.45				
A 2.18 A.M.		A 7.33 A.M.	A <b>6.42</b> A.M.	B.C.K.R. T.W. Yd.	430.68	..... <b>AKRON</b> .....	Continuous.	A 3.45 P.M.	A 5.15 A.M.				
Daily	Daily	Daily	Daily			..... (142.88) .....		Daily	Daily				
3:28 41.2	3:00 29.8	2:30 27.1	2:17 25.5			..... SCHEDULE TIME .....		4:00	6:00				
						..... AVERAGE MILES AN HOUR .....		35.7	23.8				

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.**  
**MOUNTAIN STANDARD TIME.**  
**Automatic Block System in effect.**  
**When First Class trains meet at Wray, train taking siding will use short siding north of main track.**  
**No train order signal at McCook and Akron. Conductors and Enginemen must have Clearance Form A.**

**First Class trains taking siding at McCook or Akron will use short siding in front of depot.**  
**Nos. 1 and 39 will register at Akron by ticket.**



# Akron to McCook—Sub-division—Eastward

McCOOK DIVISION.

TIME TABLE No. 69.

EFFECTIVE JUNE 28, 1942.

FIRST CLASS					Signs	Distance from Pacific Jet.	STATIONS	Capacity of		Office Open Sundays	SECOND CLASS	
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Siding				Other Tracks	Daily Time Freight		Daily Time Freight	
6	10	14	40				68	70				
A.M. A12.30	P.M. A 7.38	P.M. A 3.15	P.M. A 3.24	BCKOR T.W.Y.Yd.	287.80	..... McCOOK .....	Yard	Yard	Continuous.	A.M. A10.15	A.M. A 2.30	
12.21	7.31	3.04	3.17		293.17	..... PERRY .....	86	33	No Office.	10.04	2.18	
12.15	7.27	s 2.55	3.12	W.	299.01	..... CULBERTSON .....	87	73	Closed.	9.55	2.10	
A.M. s11.59	7.19	s 2.30	3.04		309.35	..... TRENTON .....	100	37	6:00 p.m. to 2:00 a.m.	9.41	1.55	
11.47	7.15	2.18	2.59	F.	314.85	..... POE .....	88		No Office.	9.33	1.48	
11.37	7.10	s 2.08	2.53		320.98	..... STRATTON .....	77	34	Closed.	9.23	1.40	
11.20	7.03	s 1.52	2.45	F.	330.64	..... MAX .....	77	42	No Office.	9.12	1.25	
s11.10	6.56	s 1.35	2.38	W.	339.01	..... BENKELMAN .....	107	61	12:00 Mid. to 8:00 a.m. 4:00 p.m. to 12:00 Mid.	8.58	1.11	
11.01	6.53	1.22	2.34	F.	343.80	..... DOANE .....	88	20	No Office.	8.50	1.03	
10.56	6.49	s 1.12	2.29	F.	349.47	..... PARKS .....	100	21	No Office.	8.42	12.55	
10.47	6.41	s12.50	2.19	W.	361.01	..... HAIGLER .....	110	56	Closed.	8.30	12.36	
10.42	6.37	s12.33	2.14	F.	366.27	..... SANBORN .....	68	29	No Office.	8.25	12.17	
10.37	6.33	s12.24	2.10	F.	370.98	..... LAIRD .....	77	13	No Office.	8.20	12.09	
s10.30	6.28	L12.15 P.M.	2.04	C.W.Y.	377.41	..... WRAY .....	97	211	Continuous.	8.10	A.M. 11.59	
10.14	6.18		1.56	F.	386.08	..... ROBB .....	87		No Office.	7.54	11.37	
f10.09	6.13		1.51	W.	391.99	..... ECKLEY .....	82	26	Closed.	7.48	11.29	
10.02	6.08		1.45	F.	398.19	..... SCHRAMM .....	88	11	No Office.	7.40	11.18	
s 9.55	6.03		1.39	W.	404.58	..... YUMA .....	E77 W85	65	8:00 a.m. to 10:00 a.m. 4:00 p.m. to 12:00 Mid.	7.33	11.10	
9.44	5.57		1.34	F.	410.41	..... HYDE .....	77	12	No Office.	7.25	11.01	
s 9.38	5.51		1.28		417.27	..... OTIS .....	77	35	Closed.	7.15	10.50	
9.33	5.45		1.22	F.	422.70	..... PLATNER .....	88	17	No Office.	6.57	10.43	
L 9.25 P.M.	L 5.38 P.M.		L 1.16 P.M.	B.C.K.R. T.W.Yd.	430.68	..... AKRON .....	Yard	Yard	Continuous.	L 6.42 A.M.	L10.30 P.M.	
Daily	Daily	Daily	Daily			..... (142.88) .....				Daily	Daily	
3.05 48.3	2:00 65.9	3:00 29.8	2:08 66.9			..... SCHEDULE TIME .....				3:33 40.2	4:00 35.7	
						..... AVERAGE MILES AN HOUR .....						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
 MOUNTAIN STANDARD TIME.  
 Automatic Block System In effect.  
 First Class trains taking siding at Wray will use short siding north of main track.  
 Spring switch east end siding Stratton.

No train order signal at Akron and McCook. Conductors and Enginemen must have Clearance Form A.  
 First Class trains taking siding at McCook or Akron will use short siding in front of depot.  
 Nos. 10 and 40 will register at Akron by ticket.



# Akron to Denver—Sub-division—Westward

McCOOK DIVISION.

TIME TABLE No. 69.

EFFECTIVE JUNE 28, 1942.

FIRST CLASS					Distance from Pacific Jct.	Signs	STATIONS	Office Closed	Capacity of		SECOND CLASS	
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks	Daily Time Freight	Daily Time Freight
303	1	39	301	3						61	67	
	A.M. L 7.35	A.M. L 6.42		A.M. L 2.28	430.68	W.C.B. R.K.T. Yd	AKRON 6.52		Yard	Yard	P.M. L 4.15	A.M. L 6.00
					437.20	F.	XENIA 6.31	No Office.	85			
					443.51	F.	PINNEO 5.23	No Office.	125	6		
					448.74	F.	STORY 5.94	No Office.	85			
	P.M. L 4.35	s 7.59		A.M. L 4.20	454.68	W.C.T. B.K.	BRUSH 4.06		125	415		
				s 3.05	458.74	F.	LODI 5.34	No Office.	85	50		
	s 4.51	s 8.15		s 4.37	464.08	W.F.	FT. MORGAN 4.27	No Office.	137	171		
					468.35	F.	BIJOU 4.51	No Office.	85	24		
					472.86	F.	VALLERY 5.94	No Office.	85	13		
	s 5.14			s 5.02	478.80	F.	WIGGINS 5.21	No Office.	125	40		
					484.01	F.	OMAR 5.05	No Office.	85			
					489.06	F.	CREST 6.46	No Office.	85			
	s 5.38			s 5.28	495.52	F.W.	ROGGEN 5.33	No Office.	125	53		
					500.85	F.Y.	TAMPA 4.41	No Office.	85			
	s 5.57			s 5.46	505.26	F.	KEENESBURG 7.52	No Office.	125	26		
	s 6.10			s 5.57	512.78	F.W.	HUDSON 5.34	No Office.	125	62		
					518.12	F.	TONVILLE 6.13	No Office.	85	23		
				f 6.17	524.25	F.	BARR 5.51	No Office.	125	22		
					529.76	F.	ENO 5.21	No Office.	85			
				s 6.37	534.97	F.	DERBY 1.59	No Office.	117	12		

## Controlled Manual Block and Rule 93 in Effect Between West Switch Derby (M.P. 535.98) and Denver

					536.56	F.	SAND CREEK 0.55	No Office.				
					537.11		U. P. Crossing (Interlocked) 2.57	No Office.				
					539.68		U. P. Crossing (Grade) 0.94	No Office.				
	6.50	9.20	8.10	6.51	540.62	B.K.Yd.	38th St. Yard 1.42		Yard	Yard	A 9.30 P.M.	A 11.00 A.M.
	A 7.00 P.M.	A 9.30 A.M.	A 8.20 A.M.	A 7.00 A.M.	542.04	W.C.Y.B. TORK Yd.	DENVER		Yard	Yard		
	Daily	Daily	Daily	Daily			(111.36)				Daily	Daily
	2:25 36.1	1:55 61.8	1:38 68.1	2:40 33.1	2:32 43.9		SCHEDULE TIME				5:15 20.9	5:00 22.0
							AVERAGE MILES AN HOUR					

**MOUNTAIN STANDARD TIME.  
BETWEEN AKRON AND DERBY.**

**CENTRALIZED TRAFFIC CONTROL SYSTEM** in effect between M. P. 430.69 and M. P. 535.98.

All sidings are controlled sidings.

Automatic block system in effect between controlled sidings.

Hudson, Keenesburg, Roggen, Wiggins open 8:00 A. M. to 5:00 P. M.

Ft. Morgan 8:30 A. M. to 12:30 A. M. for ordinary telegraph business.

**BETWEEN DERBY AND DENVER.**

Between west switch of siding at Derby (M. P. 535.98) and Denver, the movement of trains will be governed by CONTROLLED MANUAL BLOCK signals and, unless otherwise provided for, their indications supersede time-table superiority and take the place of train orders; they do not dispense with the use of, or the observance of other signals whenever and wherever they may be required.

**AUTOMATIC BLOCK SYSTEM** in effect between controlled manual signals.

Yard engines must clear the time of Nos. 1 and 10 not less than 10 minutes.

At Akron, Conductors and Enginemen must have Clearance Form A.

At Brush, Conductors and Enginemen of trains originating at that point must have Clearance Form A and will register.

First Class trains taking siding at Akron will use short siding in front of depot.

Yard limit board at Akron located 800 feet east of depot.

Spring switch west end No. 1 track Brush.

Yard limit board Denver located at west switch Derby.

Train, engine and yard men running into Denver over D. U. T. Railway Co. tracks must provide themselves with copy of that Company's current time-table and be governed by rules and regulations contained therein.

Nos. 1 and 39 will register at Akron by ticket.











# Republican and Oberlin—Sub-division

McCOOK DIVISION.

TIME TABLE No. 69.

EFFECTIVE JUNE 28, 1942.

WESTWARD				Signs	Distance from Republican	STATIONS	Capacity of		Office Open Week Days	EASTWARD			
SECOND CLASS		FIRST CLASS					Sidings	Other Tracks		FIRST CLASS		SECOND CLASS	
Monday, Wed. and Friday Freight	Daily Ex. Sunday Passenger	Monday, Wed. and Friday Freight	Daily Ex. Sunday Passenger							Daily Ex. Sunday Passenger	Tuesday and Thurs. Freight	Daily Ex. Sunday Passenger	Tuesday and Thurs. Freight
<b>143</b>	<b>141</b>								<b>142</b>		<b>144</b>		
A.M. L 9.30	A.M. L 9.45	B.C.K.R. T.W.Yd.	0.00	.....	REPUBLICAN	95	100	7:30 a.m. to 4:30 p.m.	P.M. A 6.35		P.M. A 2.45		
s 10.07	s 10.07		10.80		.....	WOODRUFF	40	No Office.	s 6.16		s 2.15		
s 10.45	s 10.22	W.	17.52		.....	LONG ISLAND	62	8:00 a.m. to 5:00 p.m.	s 6.03		s 1.50		
s 11.29	s 10.44		27.74		.....	ALMENA	62	8:30 a.m. to 5:30 p.m.	s 5.42		s 1.10		
f 11.45	f 10.53		31.66		.....	CALVERT	30	No Office.	f 5.34		f 12.45		
f 11.50 P.M.	f 10.59		34.84		.....	STATESPUR		No Office.	f 5.30		f 12.35		
s 1.00	s 11.15	C.W.	38.96		.....	NORTON	78	8:00 a.m. to 5:00 p.m.	s 5.19		12.03 P.M. s 11.15		
s 1.25	f 11.37		46.93		.....	ORONOQUE	32	No Office.	f 4.59		s 10.45		
f 1.45	f 11.48		51.99		.....	REAGER	13	No Office.	f 4.49		f 10.20		
s 2.15	s 11.59	W.	57.42		.....	NORCATUR	55	8:30 a.m. to 5:30 p.m.	s 4.38		s 10.00		
s 2.55	f 12.26		68.66		.....	KANONA	33	No Office.	f 4.17		s 9.25		
A 3.30 P.M.	A 12.45 P.M.	C.R.T.W. K. Yd.	77.79		.....	OBERLIN	Yard	Yard	L 4.00 P.M.		L 8.45 A.M.		
Monday, Wed. and Friday	Daily Ex. Sunday				.....	(77.79)			Daily Ex. Sunday		Tuesday and Thurs.		
6:00 13.0	3:00 25.9				.....	SCHEDULE TIME			2:35 30.1		6:00 13.0		
					.....	AVERAGE MILES AN HOUR							

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

CENTRAL STANDARD TIME.

Manual Block System.

Rule 318-B in effect.

Rule 907 in effect.

Rule 925 not in effect.

Stock Extra leaves Oberlin 3 P. M. Saturday.

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

No offices open Sundays.



# Denver and Lyons—Sub-division

McCOOK DIVISION.

TIME TABLE No. 69.

EFFECTIVE JUNE 28, 1942.

WESTWARD					Signs	Distance from Denver	STATIONS	Capacity of		Office Open Week Days	EASTWARD				
SECOND CLASS								Sidings	Other Tracks		SECOND CLASS				
					B.K.R.	0.00	..... DENVER .....	Yard	Yard	Continuous.					
						0.74	... C. B. & Q. Crossing (Grade) ..			No Office.					
						1.25	... PROSPECT TRANSFER ...			No Office.					
						1.60	... C & S. Crossing (Grade) ...			No Office.					
					R.	3.55	..... UTAH Jct. ....			No Office.					

Trains between Utah Jct. and Broomfield are governed by time table of Northern Division of C. & S. Ry.

					R.	14.20	..... BROOMFIELD .....			5:00 p.m. to 2:00 a.m.				
						18.73	..... EVERS MAN .....		7	No Office.				
					O.W.Y.R.	21.89	..... LA FAYETTE .....		46	8:00 a.m. to 5:00 p.m.				
					Yd.	26.05	... U. P. Crossing (Grade) ...							
						26.15	... U. P. Crossing (Grade) ...							
						26.16	..... ERIE .....		29	No Office.				
						29.30	..... PLUMBS .....		17	No Office.				
						32.14	..... IDAHO CREEK .....		30	No Office.				
						33.65	..... JESSUM .....		16	No Office.				
						35.39	..... DIXON'S MILLS .....		15	No Office.				
						37.61	... GREAT WESTERN Jct. ...			No Office.				
						37.87	... C. & S. Crossing (Grade) ...							
						37.91	... C. & S. Crossing (Grade) ...							
					Yd. W.	38.20	..... LONGMONT .....		42	Continuous.				
						39.87	..... MARNETT .....		16	No Office.				
						42.61	..... HYGIENE .....		38	No Office.				
					O.W.R.Y.	48.28	..... LYONS .....	Yard	Yard	8:00 a.m. to 5:00 p.m.				
					Yd.		..... (48.28) .....							
							..... SCHEDULE TIME .....							
							..... AVERAGE MILES AN HOUR .....							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
**MOUNTAIN STANDARD TIME.**  
 Manual Block System.  
 Rule 318-B in effect.  
 Rule 907 in effect.  
 Rule 925 not in effect.  
 Local extras carry passengers.

No train order signal at 38th St. Yard, Lyons and Longmont. Conductors and Enginemen must have Clearance Form A. Conductors get Clearance Form A at C. & S. Depot, Longmont.  
 Local extra leaves Denver 8:00 A. M. Monday, Wednesday and Friday for Lyons  
 Local extra leaves Lyons 1:30 P. M. Monday, Wednesday and Friday for Denver  
 Local extra leaves Denver 8:00 A. M. Tuesday, Thursday and Saturday for Longmont.  
 Local extra leaves Longmont 12 noon Tuesday, Thursday and Saturday for Denver.  
 Sundays: Denver office continuous, Broomfield open 5:00 P. M. to 2:00 A. M. Other offices closed.



# Culbertson and Imperial—Sub-division

McCOOK DIVISION.

TIME TABLE No. 69.

EFFECTIVE JUNE 28, 1942.

WESTWARD					Signs	Distance from Culbertson	STATIONS	Capacity of		Office Open Week Days	EASTWARD				
SECOND CLASS								Sidings	Other Tracks		SECOND CLASS				
					F.R.W.	0.00	..... <b>CULBERTSON</b> .....	87	73	8:30 a.m. to 5:30 p.m.					
							..... 9.10 .....								
						9.10	..... <b>BEVERLY</b> .....		25	No Office.					
					F.	17.69	..... <b>PALISADE</b> .....		30	8:30 a.m. to 5:30 p.m.					
							..... 8.59 .....								
						24.87	..... <b>HAMLET</b> .....		30	No Office.					
					F.W.	32.46	..... <b>WAUNETA</b> .....		30	8:00 a.m. to 5:00 p.m.					
							..... 7.18 .....								
						41.87	..... <b>ENDERS</b> .....		14	No Office.					
					F.R. Y.W.	49.06	..... <b>IMPERIAL</b> .....		31	8:00 a.m. to 5:00 p.m.					
							..... 7.59 .....								
							..... (49.06) .....								
							..... SCHEDULE TIME .....								
							..... AVERAGE MILES AN HOUR.....								

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

No train order signal at Imperial. Conductors and Enginemen must have Clearance Form A.  
 Local extra leaves Culbertson 8:15 A. M. for Imperial on Mondays, Wednesdays and Saturdays.  
 Local extra leaves Imperial 12:45 P. M. for Culbertson Mondays, Wednesdays and Saturdays.  
 No offices open Sundays.



# Hastings, Red Cloud and Oxford Junction—Sub-division

McCOOK DIVISION.

TIME TABLE No. 69.

EFFECTIVE JUNE 28, 1942.

WESTWARD					Office Open Sundays	Signs	Distance from Hastings	STATIONS	Capacity of		Office Open Week Days	EASTWARD			
SECOND CLASS		FIRST CLASS							Sidings	Other Tracks		FIRST CLASS		SECOND CLASS	
Monday, Wed, Friday Mixed	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Tuesday, Thurs. Sat. Mixed	
<b>163</b>	<b>17</b>	<b>191</b>	<b>15</b>					Yd	Yd		<b>16</b>	<b>14</b>	<b>164</b>		
					Continuous.	BKRW Yd.	0.00 ..... 0.68 .....	HASTINGS ..... JUNCTION .....			Continuous.				
					No Office.	BCKO TWY Yd	0.75 ..... 1.40 .....	GAINES ..... M. P. Crossing (Grade) .....	Yd	Yd	No Office.			P.M. A 2.50	
					No Office.	F.R.	10.18 ..... 11.67 .....	AYR Jct. ..... AYR .....			No Office.			L 2.25 P.M.	
					No Office.		19.02 ..... 19.15 .....	BLUE HILL Jct. ..... BLUE HILL .....		21	No Office.				
					Closed.	W.Yd.	19.15 ..... 30.67 .....	BLUE HILL ..... COWLES .....		30	8:00am to 5:00pm				
					Closed.		30.67 ..... 31.64 .....	COWLES ..... SAND PIT .....		20	6:00am to 3:00pm				
					No Office.	F.R.	37.02 .....	SAND PIT ..... LESTER .....			No Office.				

**Trains between Lester and Red Cloud**

are governed by time table of Wymore Division

				Dist. from Napier	STATIONS	Capacity of		Office Open Week Days						
P.M.	A.M.	9:00am to 11:00am 7:15pm to 3:15am	Signs			Sidings	Other Tracks		8:00am to 4:00pm 7:15pm to 3:15am	A.M.	P.M.	8:00am to 5:00pm	8:30am to 5:30pm	8:00am to 5:00pm
L 7.26	L 3.30			195.28	RED CLOUD	Yd	Yd	8:00am to 4:00pm 7:15pm to 3:15am	A 9.52	A 9.50				
s 7.34	f 3.40			202.28	INVALE	66	34	8:00am to 5:00pm	s 9.37	f 9.33				
s 7.43	f 3.50			208.19	RIVERTON	77	32	No Office.	s 9.27	f 9.22				
s 7.59	s 4.09			218.67	FRANKLIN	76	47	8:30am to 5:30pm	s 9.10	s 9.03				
s 8.07	f 4.17			223.32	BLOOMINGTON	76	42	No Office.	s 9.01	f 8.51				
s 8.15	f 4.24			228.62	NAPONEE	88	25	6:00pm to 3:00am	s 8.53	f 8.42				
s 8.30	s 4.39			235.56	REPUBLICAN	95	100	7:30am to 4:30pm	s 8.43	s 8.30				
s 8.46	s 4.49			241.10	ALMA	93		8:00am to 5:00pm	s 8.32	s 8.19				
s 9.00	L 7.17	s 5.07		247.07	ORLEANS	98	196	8:15am to 5:15pm	s 8.22	s 8.09				
9.09	f 7.25	5.15		252.94	CARTER	77		No Office.	8.11	7.56				
A 9.17	A 7.32	A 5.25		257.40	OXFORD Jct.			No Office.	L 8.05	L 7.48				
Monday, Wed, Friday	Daily	Daily Ex. Sunday	Daily		(62.12)				Daily	Daily	Tuesday, Thurs. Sat.			
0:20 28.3	1:51 33.5	0:15 45.3	1:55 32.4		SCHEDULE TIME				1:47	2:02	0:25			
					AVERAGE MILES AN HOUR				34.8	30.5	22.7			

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

**CENTRAL STANDARD TIME.**

Manual Block System.

Rule 318-B in effect.

Rule 907 in effect.

Rule 925 not in effect between Hastings and Lester.

No. 191 will register at Orleans.

Normal position of switch at Oxford Jct. for Kenesaw-McCook line.

No train order signal at Red Cloud and Hastings. Conductors and Enginemen must have Clearance Form A.

When first class trains meet at Red Cloud, train taking siding will use the short siding near depot.

Normal position of switches at Blue Hill for Hastings-Red Cloud line.

Normal position of switch at Lester for Wymore-Red Cloud line.

Second class trains carry passengers between Hastings and Red Cloud.



## SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

**CENTRALIZED TRAFFIC CONTROL**—An automatic-block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

**DUAL-CONTROLLED SWITCH**—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

**STOP SIGNAL**—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

**TAKE-SIDING SIGNAL**—A fixed signal located on and near the base of the signal mast, authorizing movement to siding.

**LEAVE-SIDING SIGNAL**—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

**CONTROLLED ELECTRIC SWITCH LOCK**—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office.

**AUTOMATIC ELECTRIC SWITCH LOCK**—An automatic, electrically operated mechanism with indicators that lock a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

**CONTROLLED SIDING**—A siding having a dual-controlled switch at each end, protected by stop or take-siding signal,—all of which are under control of the train dispatcher.

**CENTRALIZED TRAFFIC CONTROL** is in effect on portions of the road so specified in time table or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL territory are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

**IN CENTRALIZED TRAFFIC CONTROL** territory, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable 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.

**AUTOMATIC INTERMEDIATE BLOCK SIGNALS** govern the use of intermediate blocks between controlled sidings and may be stop-and-proceed, or grade signals. Automatic-block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

Train, engine, and yardmen called or reporting at Akron, Brush, 38th Street Yard, and Denver for trips or service requiring use of main track or controlled sidings on the Denver-Akron subdivision will be cleared by the operator, using Clearance Form A. The movement of their train, or engine, thereafter will be governed by signal indications.

Unless otherwise provided, at all other stations or sidings authority to begin a movement upon the main, or other controlled tracks, and other required instructions will be given verbally by the dispatcher, and thereafter will be governed by signal indications.

Enginemen and trainmen must strictly comply with the signal indications and also with the instructions of the dispatcher, or operator, in all movements made within CENTRALIZED TRAFFIC CONTROL limits; and they are under the control of the dispatcher, or operator, except when means of communication

have failed and movements are made under protection of flag as authorized by the rules.

When a train is delayed at a stop signal and cause is unknown, or in case of any unusual delay, conductor or engineman must notify dispatcher, or operator, at once.

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

When stop signal does not clear and it is possible to communicate with the dispatcher, and the dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

The main track and controlled sidings must not be entered or fouled unless the move is authorized by a signal indication, or by permission from the dispatcher.

**CONTROLLED SIDINGS** are not protected by signals between clearance points. Trains must move at RESTRICTED SPEED, not exceeding 25 miles an hour through turnouts and on sidings.

To operate a dual-controlled switch by hand, trainman must secure permission from dispatcher. When permission, including time and working limits, is granted, switch may be thrown by hand in the following manner.

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND".
3. Throw switch in regular manner with lever provided for that purpose.

If additional time is needed, permission must be secured from the dispatcher before the time limit has expired.

When time limit has expired, or work is completed, restore switch to its normal position, operate and lock selector lever in position marked "POWER", and report to dispatcher the location of train and the next movement desired. When selector lever on dual-control mechanism is placed in "HAND" position, signals governing movements over the switch will indicate "STOP"; and, under these conditions, the train authorized to use the switch may consider the indications of these signals suspended and may make movements over the switch as necessary during the time the selector lever is in "HAND" position.

The permission granted by the dispatcher to operate a dual-control switch by hand does not authorize any part of the train to move beyond the designated working limits even though the selector lever is operated as above, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

Before moving over a dual-controlled switch that is being operated by hand, trainman must notify engineman when the selector lever is in "HAND" position; also when it is reported to "POWER" position so that enginemen will know when to be governed by hand signal.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding  
(Continued)



**SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL—Concluded**

when hand operation was started, it must be again lined for siding before selector lever is restored to "POWER" position.

A hand-operated, electrically locked switch, either controlled by the dispatcher or automatically controlled, is equipped with dwarf signal to govern movement of train off such tracks.

After dispatcher authorizes use of such switch, movement of train to main track will be governed by signal indication.

Hand-operated switches are equipped with electric locks to prevent unauthorized operation. Such switches must not be operated unless the electric lock is in the unlocked position, which will be shown by the word "UNLOCKED" on the indicator of the lock. To operate such switches, proceed as follows:

1. Call the dispatcher and obtain permission to use the switch.
2. Unlock and open door of case.
3. If the indicator shows the word "UNLOCKED" turn crank to the left until it is against its stop block, and throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.

2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the dispatcher and report the completion of move and that switch is properly locked.

When a train or engine is using a hand-operated switch equipped with electric switch lock, and the head end of train has entered the siding and portion of train is left on the main track, the electric switch-lock lever **MUST BE LEFT REVERSED** until the head end of train has again returned to the main track.

Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

When trains meet in **CENTRALIZED TRAFFIC CONTROLLED** territory, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished, and opposing train may pass same, and be governed by signal indication.



## SPECIAL INSTRUCTIONS

Master Mechanic: C. E. Bloom, McCook.  
 Trainmaster: R. R. Gavin McCook.  
 Trainmaster: L. L. Smith, Denver.  
 Terminal Trainmaster: T. J. Hallinan, Denver.  
 Assistant Terminal Trainmaster: A. Kern, Denver.  
 Road Foreman: L. S. Antrim, McCook.  
 Road Foreman: A. A. Koler, McCook.  
 Chief Dispatcher: W. F. Pate, McCook.  
 Night Chief Dispatcher: G. O. Vant, McCook.

## Train Dispatchers:

L. Kleven,	H. D. Stewart,
R. V. Cadman,	D. N. Cobb,
J. P. Murray,	H. C. Williams,
C. B. Harshaw,	W. R. Gasch,
C. M. Miller,	

Train dispatchers at McCook will have charge of dispatching all trains between Gaines and Kenesaw. Train dispatchers at Wymore will have charge of dispatching all trains between Lester and Red Cloud.

1. Between Hastings and Akron second class and extra trains must clear the time of Nos. 1 and 10, not less than ten minutes.

Where manual or controlled manual block system rules are in effect, light engines, 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."

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 end of reverse movement, and Clearance Form A, with copy of train order must be delivered to the train completing reverse movement unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking at restricted speed.

## 5. USE OF TRACK:

Where there are two sidings for meeting or passing trains the right hand track must be used, unless otherwise provided.

DOUBLE TRACK BETWEEN BRICK YARD, M. P. 154.89, AND GAINES,  
 M. P. 158.00, CENTRALIZED TRAFFIC CONTROL IN EFFECT.

Signals will govern the use of blocks and movement over controlled switches, and unless otherwise provided, their indication 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.

Unless the movement is controlled by signal indication, trains or engines will not foul or enter upon the main track, or cross from one main track to the other without permission from the signalman.

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 for Conductor or engineman or engine foreman 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 609-B".

Interlocking rules are in effect at Interlocking Plant, U. P. Crossing.

Trains stopped or delayed after having passed distant signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

Telephones are located adjacent to control houses and at signal bridges for means of communication with operator at U. P. Crossing.

The following switches are equipped with Dual Control Switch Mechanism:

End of Double Track, Brick Yard.  
 Junction switch to Hastings-Aurora Line.  
 Crossover between main tracks, M. P. 156.43.  
 West end No. 1 track.  
 End of Double Track, Gaines.

These switches must not be manually operated except on permission from the signalman.

6. Trains must be identified at meeting or waiting points.

7. 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.

8. 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.

9. 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.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

## 10. 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.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.



**SPECIAL INSTRUCTIONS—Concluded**

11. 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.

Under Rule 908 trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

12. Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open top cars with booms 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.

Clam shells, boom must be taken down and disconnected, and boom trailing.

13. 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 Engineman.

14. Modifying first paragraph of Rule 959, the standard flagging equipment for locomotives will be one red flag, one white lantern, one red lantern, four fusees and six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees 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 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 tenth paragraph of Rule 920 reading—"Normal supply for engines, three fusees and six torpedoes."

Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

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.

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

16. Rule 914 of Rules of the Operating Department is modified to read one mile instead of 3,000 feet. Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

17. 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 signals displaying restrictive indication at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

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

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

"Be thoroughly familiar with all signal rules, 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."

20. Missouri Pacific crossing east of Juniata is equipped with an interlocking plant with signals, normal stop against Missouri Pacific trains and signals normal proceed for C. B. & Q. trains. When C. B. & Q. signals indicate stop, trainmen will go to the crossing, and if no immediate Missouri Pacific train movement is evident, train will proceed over crossing when given proceed hand signal by trainman.

21. Crossing with C. & S. between West 41st and 42nd Avenues, Denver, is protected by gates, normal position against C. & S. movements.

Trains, light engines and switch cuts must approach these crossings prepared to stop if gates are not in normal position.

22. The use of cupola lights will be discontinued and that part of rule D-19 of Rules of the Operating Department reading, 'A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track' is abolished.

23. High or wide loads moving in trains with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

24. The night signals to be used under Rule 905 are modified as follows:  
Hot Journals - Stop signal followed by lamp swung in small verticle circle.  
Brakes sticking - Stop signal followed by lamp in sliding movement out from body.

**SPEED OF TRAINS.**

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.....	0	55
20.....	3	0	70.....	0	51
25.....	2	24	75.....	0	48
30.....	2	0	80.....	0	45
35.....	1	43	85.....	0	42
40.....	1	30	90.....	0	40
45.....	1	20	95.....	0	37
50.....	1	12			



**SPEED RESTRICTIONS**

**SPECIAL INSTRUCTIONS GOVERNING MAXIMUM SPEEDS FOR TRAINS.**

No. 1, No. 10, No. 22 and No. 5, handled by S-4-A, O-5-A. and Diesel engines, distinctive roadway signals indicate maximum speeds.

Diesel Engines with Zephyr equipment using any turnout or crossover not otherwise specified, must not exceed speed designated for other trains.

S-4-A, O-5-A engines and trains with standard equipment must not exceed speed designated for other trains through turnouts and crossovers and over track or bridges covered by slow order.

No. 39, No. 40 and No. 6, handled by S-4-A, O-5-A and Diesel engines, maximum speed 80 miles an hour and 10 miles an hour less than speed designated for curves and where zone speed is 80 miles an hour or less, 5 miles an hour less than speed designated for zone.

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 are located one mile from point of curve or point where zone speed changes.

Zephyr type motor trains approaching train order signal in stop position will sound four short blasts of the whistle and must not exceed sixty miles an hour passing station at which train orders or clearance cards are to be delivered.

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.

WESTWARD		Condition	M. P. Location	EASTWARD	
M. P. H. Zone	Other			M. P. H. Zone	Other
30	..		156.00 to 157.00	30	..
..	15	*Crossover and Turnout	156.43	..	15
90	..		157.00 to 219.50	90	..
..	25	*Turnout	157.96	..	25
..	50	*Through turnout, end double track.	158.00	..	50
70	..		219.50 to 230.50	70	..
..	65	Curve	229.50	..	65
90	..		230.50 to 287.50	90	..
..	50	Curve	233.80	..	50
..	85	Curve	254.25	..	85
30	..		287.50 to 288.50	30	..
70	..		288.50 to 289.00	70	..
90	..		289.00 to 430.50	90	..
50	..		430.50 to 431.50	50	..
65	..		431.50 to 434.00	65	..
90	..		434.00 to 539.70	90	..
..	80	Curve	506.40	..	80
..	70	*U. P. Crossing	537.32	..	70
30	..		539.70 to Denver	..	30

\*No roadway signal.

**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.

Clear indication of block signals does not modify the requirements of Rule 93.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop and when advised by train dispatcher that maintenance men have no advice of the movement, also when making the movement against the current of traffic must run at reduced speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

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.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

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.

To prevent damage to traction motors, when handling electrically operated power units dead in train the maximum speed must not exceed:

Gas electric motor cars 60 miles an hour, except motor 9734, 50 miles an hour.

Diesel-electric power units 75 miles an hour.

Diesel-electric switch engines 40 miles an hour.

Where Subdivision maximum speeds are less, they will govern.

Zephyr type trains and gas or Diesel electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water must not exceed six miles an hour.



SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUB-DIVISIONS</b>			<b>AKRON-DENVER SUB-DIVISION</b>		
On Sidings, unless otherwise specified.....	15	15	Maximum speed.....	65	50
Through crossovers and other turnouts, unless otherwise specified.....	10	10	Engines running backward.....	20	20
Trailing moves through spring switches.....	15	15	Nos. 3 when handling freight equipment.....	60	.....
Short Scale test car must be handled just ahead of way-car with air hose coupled.			Over U. P. Crossing west of stock yards Denver.....	35	35
Main Lines.....		25	Time freight and stock trains.....		55
Branch Lines.....		20	Nos. 68 and 70.....		60
Clamshells,			Over U. P. Crossing Sand Creek.....	60	45
Main Lines.....		35	Except Nos. 39, 1, 40, and 10, between 7:00 a. m. and 8:00 p.m. over road crossing into Riverside Cemetery, Denver.....	20	20
Branch Lines.....		20	Entering switch Sterling main track at Brush.....	15	15
Pile Drivers, Steam Derricks and Similar equipment.			M-4-A or O-I-A engs Akron to Brush.....	50	50
Main Lines.....		35	<b>ORLEANS-ST. FRANCIS SUB-DIVISION</b>		
Branch Lines.....		20	Maximum speed.....	40	30
(See Special Instructions 12.)			Engines running backward.....	10	10
M-2-A Engines.....	35	35	Loaded tank cars.....		20
Engines under steam, disconnected on one side with main rod down.			O Engines between M. P. 107.28 and St. Francis.....	25	25
Main Lines.....	25	25	All trains over highway crossing Atwood prepared to stop short of obstruction.....		
Branch Lines.....	20	20	<b>DENVER-LYONS SUBDIVISION</b>		
B, or S-4-A engines with drivers blocked up.....	40	40	Maximum speed.....	35	25
O-5, O-5-A or M engines with drivers blocked up.....	30	30	Engines running backward.....	10	10
Trains handling loaded coke racks D. & R. G. W. Series 26750 to 26999 or G. N. ore cars.....		25	<b>REPUBLICAN-OBERLIN SUB-DIVISION</b>		
K. & J. cars, loaded or empty (must be handled in rear of train.).....		25	Maximum speed.....	40	30
<b>McCOOK-HASTINGS SUB-DIVISION</b>			Engines running backward.....	10	10
Maximum speed.....	65	50	Long Island to Oberlin.....	30	25
Engines running backward.....	20	20	R Engines from M. P. 19.07 to Oberlin.....	20	20
Nos. 3 when handling freight equipment.....	60	.....	All trains over street crossings in Norton city limits and over highway crossing west of Norton city limits prepared to stop short of any obstruction.....		
Nos. 68 and 70.....		60	Loaded tank cars.....		20
Time freight and stock trains.....		55	<b>CULBERTSON-IMPERIAL SUB-DIVISION</b>		
Over Ogden Avenue Oxford prepared to stop short of any obstruction.....			Maximum speed.....	30	30
Eastward passenger trains restricted speed between Gaines and Passenger depot Hastings.....			Engines running backward.....	10	10
Controlled Switches, M. P. 156.43.....	15	15	Wauneta to Imperial.....	25	25
Gaines, West Switch, No. 1 track through turn out.....	25	25	R Engines between M. P. 9.07 and Imperial.....		20
Gaines, end double track, through turn out.....	40	40	Loaded tank cars.....		20
M-4-A or O-I-A engs Atlanta to Oxford Jct.....	50	50	All trains over Arapahoe Street just west of depot Wauneta prepared to stop short of any obstruction.....		
<b>McCOOK-AKRON SUB-DIVISION</b>			<b>HASTINGS-RED CLOUD SUB-DIVISION</b>		
Maximum speed.....	65	50	Maximum speed.....	40	30
Engines running backward.....	20	20	Engines running backward.....	10	10
Nos. 3 when handling freight equipment.....	60	.....	R, S or B engines.....	30	30
Time freight and stock trains.....		55	S-4-A, O-5 or O-5-A engines.....	20	20
Nos. 68 and 70.....		60	S-4-A, O-5 or O-5-A engines over Bridge 34.33.....	15	15
M-4-A or O-I-A engs Akron to Wray.....	50	50	Restricted speed at Blue Hill for 2000 feet between Junction switches.....		
<b>RED CLOUD-OXFORD JUNCTION SUB-DIVISION</b>			Maximum speed.....	45	35
			Engines running backward.....	20	20
			Over switch Oxford Junction.....	20	20
			No. 17, when handled by motor.....	50	.....
			Restricted speed between depot Republican and 400 feet west of bridge 236.11.....		