

MEDICAL AND SURGICAL DEPARTMENTS

DIVISION SURGEON AND EXAMINERS, MEDICAL EXAMINERS, SURGEONS AND OPHTHALMOLOGISTS

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

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

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

F. E. HAINES,
General Superintendent, Lincoln, Neb.

A. E. STOLL,
Assistant Superintendent, Omaha, Neb.

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

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE
OMAHA DIVISION

OF THE
WESTERN DISTRICT

No. 63

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

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.

Pacific Junction to Lincoln—Sub-division—Westward

OMAHA DIVISION.

TIME TABLE No. 63.

EFFECTIVE JUNE 28, 1942.

FIRST CLASS					Signs	Distance from Oregopolis	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
17	3	15	5	1						21	39	9
			A.M. 6.15		B.C.K.R. T.W.Y. Yd.	0.00	.... PACIFIC JUNCTION 0.12 C. B. & Q. Crossing (Interlocked) 4.83	Continuous.			
			6.25		F. O Yd.	4.95	..... PLATTSMOUTH	No Office			
			6.30		R.Y.	0.00	..... OREAPOLIS	Continuous.			
			6.33		F.	2.04	..... LA PLATTE	No Office.			
			6.41		F.	7.62	..... BELLEVUE	No Office			
			6.55		B.C.K.O. R.T.W. Yd.	14.96	..... GIBSON	12 Mid. to 2:00 a. m. 6:30 a. m. to 2:30 p. m. 6:00 p. m. to 12 Mid.			
	P.M. 4.00	A.M. 8.45	6.70	A.M. 1.35	B.K.R.W. Yd.	16.75	..... OMAHA	Continuous.	P.M. 7.05	P.M. 8.50	P.M. 10.50
	4.09	f 8.54	7.28	1.41	B.C.K.O. T.W.Y. Yd.	20.33	..... SOUTH OMAHA	1:00 a. m. to 9:00 a. m. 4:15 p. m. to 12:15 a. m.	7.10	8.58	10.59
	4.14	f 9.01	7.33	1.45	F.	24.40	..... RALSTON	No Office	7.14	9.07	11.04
	4.22	f 9.11	7.41	1.52	W.	31.35	..... CHALCO	7:30 a. m. to 4:30 p. m.	7.21	9.16	11.12
	4.29	f 9.20	7.51	1.58		37.66	..... GRETNA	7:30 a. m. to 4:30 p. m.	7.27	9.24	11.19
	4.34	9.25	8.07	2.02	F.	41.26	..... MELIA	No Office	7.30	9.30	11.23
P.M. 4.12	4.41	9.34	8.14	2.07	B.C.K.R. W.Y. Yd.	47.15	..... ASHLAND	Continuous.	7.35	9.37	11.30
f 4.21	4.50	f 9.43	8.22	2.13		42.09	..... GREENWOOD	6:30 a. m. to 3:30 p. m.	7.41	9.44	11.38
f 4.30	4.57	f 9.51	8.28	2.18	F.	47.53	..... WAVERLY	No Office.	7.46	9.50	11.44
f 4.40	5.04	10.00	8.36	2.24	B.K.T.W. Yd.	54.73	..... HAVELOCK	8:30 a. m. to 5:30 p. m.	7.53	9.57	11.51
						57.38	C.&N.W. Crossing (Auto Interlocked)	No Office				
						58.87	M. P. CROSSING (Interlocked)	No Office				
					F.	59.29	BAIRD (Tower) C.B.&Q. Crossing (Interlocked)	No Office				
A 4.50 P.M.	A 5.12 P.M.	A 10.10 A.M.	A 8.45 A.M.	A 2.32 A.M.	B.K.O.R. W.Y. Yd.	59.59	..... LINCOLN	Continuous.	A 8.00 P.M.	A 10.05 P.M.	A 11.59 P.M.
					F.	60.10	..... HALL (Tower) U. P. Crossing (Interlocked)	No Office			
					B.C.K.O.R. T.Yd.W.Y.	61.47	..... HOBSON (Tower)	Continuous.			
Daily	Daily	Daily	Daily	Daily			(61.47) Via LOUISVILLE (62.15) Via OMAHA		Daily	Daily	Daily	
0:38 38.6	1:12 45.6	1:25 38.8	2:30 32.1	0:57 57.8			..... SCHEDULE TIME		0:55 59.7	1:15 43.8	1:09 47.8
							..... AVERAGE MILES AN HOUR				

OMAHA DIVISION

LINCOLN DIVISION

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
Automatic Block System in effect, except between End of Block Sign M. P. 16.5 and End of Block Sign M. P. 17.
 Double track between Baird Tower and Waverly, Greenwood and Ashland, Omaha and Gibson, Oregopolis 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 Oregopolis. 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.

Pacific Junction to Lincoln—Sub-division—Westward

OMAHA DIVISION.

TIME TABLE No. 63.

EFFECTIVE JUNE 28, 1942.

SECOND CLASS			STATIONS	Office Open Sundays	SECOND CLASS			
Daily Freight	Daily Freight	Daily Freight			Daily Freight	Daily Freight	Daily Ex. Saturday Freight	Daily Freight	Daily Freight
67	87	75			73	61	71	81
A.M. L 6.45	A.M. L 6.00	A.M. L 4.05	..... PACIFIC JUNCTION	Continuous.		P.M. L 6.45	P.M. L 9.00	P.M. L 8.00
			C. B. & Q. Crossing (Interlocked)					
	7.02	6.17	..... PLATTSMOUTH	No Office.		7.01	9.17	8.30
	A 7.19 A.M.	A 6.24 A.M.	..... OREAPOLIS	Continuous.		A 7.10 P.M.	9.24	A 8.40 P.M.
		4.20	..... LA PLATTE	No Office.				
		4.25	..... BELLEVUE	No Office.			9.45	
		4.40	..... GIBSON	12 Mid. to 2:00 a.m. 6:30 a.m. to 9:30 a.m. 6:00 p.m. to 8:00 p.m.	P.M. L 6.40		40 10.15 11.00	
		5.05	..... OMAHA	Continuous.	6.50	VIA LOUISVILLE	11.35	
		5.45	..... 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.	7.10		A 11.59 P.M.	
		A 6.15 A.M.	..... RALSTON	No Office.	7.16			
			..... CHALCO	Closed.	7.28			
			..... GRETNA	Closed.	7.43			
			..... MELIA	No Office.	7.48			
			..... ASHLAND	Continuous.	7.58	P.M. L 8.20		
			..... GREENWOOD	Closed.	8.09	8.35		
			..... WAVERLY	No Office.	8.20	8.45		
			..... HAVELOCK	Closed.				
			C. & N. W. Crossing (Auto. Interlocked)	No Office.				
			..... M. P. Crossing (Interlocked)	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.		
					Daily	Daily	Daily Ex. Saturday	Daily
			..... SCHEDULE TIME		2:20 24.2	2:30 24.5	2:59 9.8	0:40 13.3
			..... AVERAGE MILES AN HOUR					

OMAHA DIVISION

LINCOLN DIVISION

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.

Burke Spur M. P. 0.45 west of Oreapolis.

Engines must not go over loading pit, or cars be placed beyond north end of loading pit, Burke Spur.

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.

Truss spans bridge 0.95; passenger depot concourse at Omaha; 10th street viaduct and 24th street viaduct west of the Omaha passenger depot; 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.

Mixed extra leaves Ashland 3:15 p.m., daily except Sundays, for Gibson, carries passengers.

Lincoln to Pacific Junction—Sub-division—Eastward

OMAHA DIVISION.

TIME TABLE No. 63.

EFFECTIVE JUNE 28, 1942.

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	10					12	8	30	40
		A.M. A 9.20	A.M. A 2.06	B.C.K.R. T.W.Y.Yd.	562.78	..... PACIFIC JUNCTION	Continuous.				P. M. A 10.55
						0.12 C. B. & Q. Crossing (Interlocked)					
		s 9.09	1.57	F.O. Yd.	557.83	..... PLATTSMOUTH	No Office.				10.45
		9.04	1.52	R.Y.	553.91	..... OREAPOLIS	Continuous.				10.41
		9.01	1.49	F.	551.87	..... LA PLATTE	No Office.				10.38
		8.54	1.42	F.	546.29	..... BELLEVUE	No Office.				10.29
			8.45	B.C.K.O. R.T.W.Yd.	538.95	..... GIBSON	12 Mid. to 2:00 a.m. 6:30 a.m. to 2:30 p.m. 6:00 p.m. to 12 Mid.				10.20
	A.M. A 8.25	s 8.20	s 1.20	B.K.R.W. Yd.	537.16	..... OMAHA	Continuous.	A.M. A 11.50	P.M. A 5.40	P.M. A 9.25	s 9.55
	8.18	8.12	1.13	B.C.K.O. T.W.Y.Yd.	533.58	..... SOUTH OMAHA	1:00 a.m. to 9:00 a.m. 4:15 p.m. to 12:15 a.m.	11.43	5.30	9.15	9.45
	8.13	8.07	1.08	F.	529.51	..... RALSTON	No Office.	11.38	f 5.23	9.07	9.40
		8.06	7.59	W.	522.56	..... CHALCO	7:30 a.m. to 4:30 p.m.	11.31	f 5.15	9.00	9.32
		8.01	7.51		516.25	..... GREYNA	7:30 a.m. to 4:30 p.m.	11.25	f 5.07	8.52	9.24
		7.57	7.46	F.	512.65	..... MELIA	No Office.	11.21	5.03	8.48	9.20
P.M. A 1.40	7.52	7.39	12.45	B.C.K.Yd. R.W.Y.	506.76	..... ASHLAND	Continuous.	11.15	f 4.57	8.42	9.14
s 1.29	7.45	7.31	12.38		499.95	..... GREENWOOD	6:30 a.m. to 3:30 p.m.	11.08	4.50	8.35	9.07
s 1.20	7.41	7.25	12.33	F.	494.51	..... WAVERLY	No Office.	11.03	4.45	8.29	9.02
s 1.10	7.36	7.18	12.27	B.K.T.W.Yd.	487.31	..... HAVELOCK	8:30 a.m. to 5:30 p.m.	10.57	4.38	8.22	8.56
					484.66	..... C. & N. W. Crossing (Auto. Interlocked)	No Office.				
					483.17	..... M. P. Crossing (Interlocked)	No Office.				
				F.	482.75	..... BAIRD (Tower)	No Office.				
						..... C. B. & Q. Crossing (Inter'kd)	No Office.				
L 1.00 P.M.	L 7.30 A.M.	L 7.10 A.M.	L 12.20 A.M.	B.K.O.Yd. R.W.Yd.	482.45	..... LINCOLN	Continuous.	L 10.50 A.M.	L 4.30 P.M.	L 8.15 P.M.	L 8.50 P.M.
				F.		..... HALL (Tower)	No Office.				
						..... U. P. Crossing (Interlocked)	No Office.				
				B.C.K.O.R. T.W.Y.Yd.		..... HOBSON (Tower)	Continuous.				
Daily	Daily	Daily	Daily			..... (82.15) Via OMAHA		Daily	Daily	Daily	Daily
						..... (61.47) Via LOUISVILLE					
0:40 36.5	0:55 59.7	2:10 37.1	1:46 45.5			..... SCHEDULE TIME		1:00 54.7	1:10 46.9	1:10 46.9	2:05 38.5
						..... AVERAGE MILES AN HOUR					

OMAHA DIVISION

LINCOLN DIVISION

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

Automatic Block System in effect, except between End of Block sign M. P. 17. and signal S16.34.

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. 8 stops at Ashland for revenue passengers only.

Lincoln to Pacific Junction—Sub-division—Eastward

OMAHA DIVISION

TIME TABLE No. 63.

EFFECTIVE JUNE 28, 1942.

SECOND CLASS			STATIONS	Capacity of		Office Open Sundays	SECOND CLASS			
Daily Freight	Daily Freight	Daily Freight		Sidings	Other Tracks		Daily Freight	Daily Ex. Sunday Freight	Daily Freight	Daily Freight
62	82	80					88	70	72	68
P.M. A 5.00	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
			C. B. & Q. Crossing (Interlocked)							
	4.35	3.30	..... PLATTSMOUTH	Yd.		No Office.	5.15	6.01	12.27	1.57
L 4.28 P.M.	L 3.10 A.M.		..... OREAPOLIS		27	Continuous.	L 4.50 P.M.	5.55	12.21	L 1.40 A.M.
			..... LA PLATTE		7	No Office.		5.51	12.17	
			..... BELLEVUE	87	23	No Office.		5.42	12.08 A.M.	
			..... GIBSON	Yd.		12 Mid. to 2:00 a.m. 6:30 a.m. to 9:30 a.m. 6:00 p.m. to 8:00 p.m.		5.30	11.55 11.10	
		A.M. A 6.45	..... OMAHA	Yd.		Continuous.		4.40	11.00	
		6.15 6.00	..... 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 4.30 P.M.	L 10.45 P.M.	
		5.20	..... RALSTON	45	130	No Office.				
		5.00	..... CHALCO	73	10	Closed.				
		4.45	..... GRETNA	38	26	Closed.				
		4.30	..... MELIA	84	29	No Office.				
			..... ASHLAND	Yd.		Continuous.				P.M. A 10.25
	P.M. A 3.30	4.10	..... GREENWOOD	79	32	Closed.				10.10
	3.10	3.15	..... WAVERLY	w67 e80	34	No Office.				9.59
	3.00	3.05	..... HAVELOCK	Yd.		Closed.				
			..... C. & N. W. Crossing (Auto. Interlocked)			No Office.				
			..... M. P. Crossing (Grade)			No Office.				
			..... BAIRD (Tower) C. B. & Q. Crossing (Interl'kd)			No Office.				
			..... LINCOLN			Continuous.				
			..... HALL (Tower) U. P. Crossing (Interlocked)			No Office.				
	L 2.30 P.M.	L 2.30 A.M.	..... HOBSON (Tower)			Continuous.				L 9.30 P.M.
	Daily	Daily					Daily	Daily Ex. Sunday	Daily	Daily
	2:30 24.6	0:50 10.6	4:15 11.2				0:55 9.7	1:55 15.2	2:00 14.6	5:00 12.3
			..... SCHEDULE TIME							
			..... AVERAGE MILES AN HOUR							

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

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

Daily freight leaves Hobson 8:00 P. M., arrives
South Omaha 10:45 P. M.

Mixed extra leaves Gibson 7:00 a. m., Mondays, Wednesdays and Fridays, for Prague, via Plattsmouth, carries passengers.

Mixed extra leaves Gibson 7:00 a. m., Tuesdays, Thursdays and Saturdays, for Ithaca, via Plattsmouth, carries passengers.

Ashland and Sioux City—Sub-division

OMAHA DIVISION

TIME TABLE No. 63.

EFFECTIVE JUNE 28, 1942.

NORTHWARD					Office Open Week Days	Signs	Distance from Ashland	STATIONS	Capacity of		SOUTHWARD				
SECOND CLASS		FIRST CLASS							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
86	96	84	16	164							17	163	95	83	85
P.M. 11.10		A.M. 8.20	P.M. 1.50		Continuous.	B.C.K.R. W.Y. Yd.	0.00	..... ASHLAND	Yd	Yd	P.M. 4.09			P.M. 1.50	A.M. 1.10
11.32		8.38	2.01		No Office.	F.	7.49	..... WANN	76	41	3.56			1.30	12.45
11.50		9.00	2.12		8:00 a.m. to 5:00 p.m.	F.	14.77	..... YUTAN	93	24	3.43			1.15	12.25
					No Office.		15.30	..... U. P. Crossing (Auto. Interlocked)							
A.M. 12.10		9.29	2.22		No Office.	F.	21.03	..... LE SHARA	77	24	3.32			1.00	12.10 A.M.
					No Office.		28.96	..... U. P. Crossing (Grade)							
12.50		9.50	2.45		No Office.	F.O.W. Yd.	29.22	..... FREMONT	75	Yd	3.19			12.40 P.M.	11.50
					Continuous.		29.98	..... FREMONT TOWER U. P. Crossing (Interlocked)							
					Continuous.		30.03	..... C.&N.W. Crossing (Interlocked) C.&N.W. Crossing (Auto. Interlocked)							
					No Office.		35.46	..... NICKERSON	75	26	2.58			11.18	10.40
1.20		10.10	2.58		No Office.	F.	37.95	..... WINSLOW	75	21	2.46			11.02	10.15
1.50		10.21	3.09		7:45 a.m. to 4:45 p.m.		43.64	..... UEHLING	75	42	2.32			10.39	9.50
2.20		10.39	3.24		7:45 a.m. to 4:45 p.m.		52.78	..... OAKLAND TOWER C. St. P. M. & O. Crossing (Interlocked)							
					Continuous.		59.83	..... OAKLAND	76	70	2.20			10.15	9.15
2.50		10.53	3.36		No Office.	C.W. Yd.	60.03	..... LYONS	75	20	2.07			9.50	8.35
3.20		11.07	3.48		8:00 a.m. to 5:00 p.m.		67.00	..... ROSALIE	75	46	1.52			9.25	8.20
3.50		11.23	4.02		8:00 a.m. to 5:00 p.m.		75.68	..... WALTHILL	82	45	1.38			9.00	8.00
4.20		11.35	4.12		8:30 a.m. to 5:30 p.m.		82.08	..... WINNEBAGO	78	28	1.26			8.35	7.40
4.45		11.47	4.22		8:30 a.m. to 5:30 p.m.	W.	88.20	..... HOMER	45	25	1.14			8.10	7.25
5.10		11.59 P.M.	4.32		No Office.		94.48	..... DAKOTA CITY C. St. P. M. & O. Crossing (Auto. Interlocked)		12	1.02			7.50	7.10
5.25		12.13	4.42		No Office.		101.73	..... LAKETON		130	12.58	P.M. 6.08	A.M. 7.05	7.45	7.05
5.30	P.M. 2.05	12.16	4.44	A.M. 11.07	No Office.	F.O.Y. Yd.	103.11	..... FERRY	Yd	Yd	12.55	6.05	7.00	7.40	7.00
6.00	2.15	12.20	4.50	11.10	6:00 a.m. to 10:00 p.m.	B.C.K.R. T.W. Yd.	104.50								

Trains between Ferry and Sioux City Union Depot are governed by rules and time tables of C. St. P. M. & O. R. R. and G. N. Ry.

A 7.00 A.M.	A 3.15 P.M.	A 1.30 P.M.			No Office.		108.28	..... STEUBEN ST.					L 6.00 A.M.	L 6.30 A.M.	L 6.00 P.M.
			A 5.10 P.M.	A 11.30 A.M.	6:00 a.m. to 7:00 p.m.	B.R.K.	109.14	..... SIOUX CITY UNION DEPOT			L 12.30 P.M.	L 5.45 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 6.2	5:10 21.1	3:20 32.7	0:23 18.9				..... SCHEDULE TIME			3:39 29.9	0:23 15.6	1:05 5.5	7:30 14.4	7:40 14.2

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.
 At Fremont, O-1, S-3 or larger engines must not move past clearance point on Brewery Track.
 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.
 Peterson Spur, M. P. 48.14.
 Essen Spur, M. P. 56.10.
 Anderson Spur, M. P. 71.61.
 Local extra leaves Ferry 6:30 a. m. Mondays Wednesdays and Fridays for Ashland.
 Local extra leaves Ashland 8:00 a. m. Tues'ys, Thurs'ys and Satur'ys for Ferry.
 Offices Open Sundays:
 Ashland, Fremont Tower, and Oakland Tower continuous: Sioux City Union Depot 6:00 a.m. to 7:00 p.m.; Ferry 6:00 a.m. to 10:00 p.m. other offices closed.

Ashland and Prague—Sub-division

OMAHA DIVISION.

TIME TABLE No. 63.

EFFECTIVE JUNE 28, 1942.

WESTWARD				Office Open Week Days	Signs	Distance from Ashland	STATIONS	Capacity of Other Tracks	Office Open Sundays	EASTWARD			
SECOND CLASS										SECOND CLASS			
				Continuous.	B.C.K.R. W.Y.Yd.	0.00	..... ASHLAND	Yard	Continuous.				
				No Office.	F.	6.04	..... MEMPHIS	87	No Office.				
				8:30 a.m. to 5:30 p.m.	F.	13.14	..... ITHACA	43	Closed.				
				No Office.		18.58	..... C. & N. W. Crossing (Grade)		No Office.				
				No Office.		18.59	..... U. P. Crossing (Grade)		No Office.				
				8:00 a.m. to 5:00 p.m.	W.Y.	18.91	..... WAHOO	130	Closed.				
				No Office.	F.	25.58	..... MALMO	28	No Office.				
				8:00 a.m. to 5:00 p.m.	T.R.	31.40	..... PRAGUE	22	Closed.				
							..... (31.40)						
							..... SCHEDULE TIME						
							..... 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.

Nebraska Ordnance Plant, M. P. 10.50.

No train order signal at Ashland, Ithaca and Prague, Conductors and Engineers must have Clearance, Form A.

O-1-A engines must not go west of M. P. 11.41.

Mixed extra leaves Ashland 10:00 A. M. Mondays, Wednesdays and Fridays for Prague and return.

Mixed extra leaves Ashland 10:00 A. M. Tuesdays, Thursdays, and Saturdays for Ithaca and return.

Fort Crook and Gilmore Junction—Sub-division

OMAHA DIVISION.

TIME TABLE No. 63.

EFFECTIVE JUNE 28, 1942.

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

Yard limits Fort Crook to Gilmore Junction, inclusive, movements will be made as prescribed by Rule 93.

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. 63.

EFFECTIVE JUNE 28, 1942

WESTWARD				Office Open Week Days	Signs	Distance from Laketon	STATIONS	Capacity of Other Tracks	Office Open Sundays	EASTWARD					
SECOND CLASS		FIRST CLASS								Daily Passenger			FIRST CLASS	SECOND CLASS	
Monday, Wed., and Friday Mixed	95	Daily Passenger	163							Daily Passenger			164	96	
A.M. L 7.05		P.M. L 6.08		No Office.	F.O.Y.Yd.	0.00	..... LAKETON	130	No Office.	A.M. A 11.07		P.M. A 2.05		
s 7.50		f 6.39		No Office.		13.91	..... GOODWIN	20	No Office.	f 10.37		s 1.28		
s 8.10		s 6.51		8:00 a.m. to 5:00 p.m.	W.	19.25	..... WATERBURY	24	Closed.	s 10.26		s 1.15		
f 8.25		7.05		No Office.		25.28	..... STEBBINS	11	No Office.	10.13		f 12.59		
s 8.40		s 7.10		8:00 a.m. to 5:00 p.m.		26.20	..... ALLEN	45	Closed.	s 10.10		s 12.55		
s 9.05		s 7.28		No Office.		35.19	..... DIXON	30	No Office.	s 9.50		s 12.35		
				No Office.		40.15	..... C. St. P. M. & O. Crossing (Grade)		No Office.					
s 9.38		s 7.41		8:00 a.m. to 5:00 p.m.		40.24	..... LAUREL	31	Closed.	s 9.38		s 12.20		
s 10.01		s 7.55		8:00 a.m. to 5:00 p.m.	W.	46.51	..... BELDEN	28	Closed.	s 9.24		s 11.59		
f 10.16		f 8.04		No Office.		50.05	..... WAREHAM	14	No Office.	f 9.15		f 11.45		
				No Office.		54.59	..... C. St. P. M. & O. Crossing (Grade)		No Office.					
s 10.55		s 8.14		8:00 a.m. to 5:00 p.m.		54.64	..... RANDOLPH	15	Closed.	s 9.04		s 11.30		
s 11.20		s 8.28		No Office.		60.79	..... McLEAN	28	No Office.	s 8.50		s 11.06		
s 12.05		s 8.47		8:00 a.m. to 5:00 p.m.	C.W.Y.	68.25	..... OSMOND	39	Closed.	s 8.33		s 10.47		
s 12.20		f 9.01		No Office.		73.67	..... BRESLAU	21	No Office.	f 8.19		s 10.27		
s 12.45		s 9.12		7:30 a.m. to 4:30 p.m.		78.13	..... PLAINVIEW	36	Closed.	s 8.07		s 10.15		
				No Office.		78.38	..... C. & N. W. Crossing (Grade)		No Office.					
s 1.30		s 9.35		7:15 a.m. to 4:15 p.m.		87.76	..... BRUNSWICK	38	Closed.	s 7.44		s 9.40		
s 1.55		s 9.54		No Office.	W.	95.75	..... ROYAL	21	No Office.	s 7.26		s 9.20		
s 2.15		s 10.12		8:45 a.m. to 3:45 p.m.		101.64	..... ORCHARD	32	Closed.	s 7.12		s 9.00		
s 2.50		s 10.34		8:30 a.m. to 3:30 p.m.		111.89	..... PAGE	22	Closed.	s 6.51		s 8.35		
A 3.25 P.M.		A 11.04 P.M.		6:00 a.m. to 3:00 p.m.	C.W.Y.R. K.B.Yd.	124.21	..... O'NEILL	Yard	6:00 a.m. to 8:00 a.m.	L 6.25 A.M.		L 8.00 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		6:05 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.

No. 163 and No. 164 will stop at M. P. 8:00 to exchange U. S. mail.

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

Hay Point, 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. 63.

EFFECTIVE JUNE 28, 1942.

WESTWARD					Office Open Week Days	Signs	Distance from Pacific Jct.	STATIONS	Capacity of		EASTWARD					
SECOND CLASS				Sidings					Other Tracks	SECOND CLASS						
Daily Freight	Daily Freight	Daily Freight	Daily Freight							Daily Freight	Daily Freight	Daily Freight	Daily Freight			Daily Freight
81	61	67	87								82	62	88	68		
P.M. L 8.40	P.M. L 7.10	A.M. L 7.19	A.M. L 6.24	Continuous.	R.Y.	8.87	..... OREAPOLIS		27		A.M. A 3.10	P.M. A 4.28	P.M. A 4.50	A.M. A 1.40		
				No Office.		8.99	..... M. P. Crossing (Interlocked)									
8.55	7.24	7.30	6.35	No Office.	F.	14.37	..... CULLOM		88	17	2.56	4.16	4.35	1.20		
9.05	7.37	7.39	6.44	No Office		19.12	..... CEDAR CREEK		85	48	2.42	4.04	4.20	1.05		
9.20	7.51	7.47	6.52	Continuous.	W. Yd.	22.97	..... M. P. Crossing (Interlocked)				2.29	3.53	4.10	12.40		
				No Office.		27.21	..... LOUISVILLE									
				8:30 a.m. to 5:30 p.m.		27.85	..... C.R.I. & P. Crossing (Auto. Interlocked)									
9.35	8.04	7.58	7.03	Continuous.		27.85	..... SOUTH BEND		125	107	2.18	3.43	3.55	12.05		
A 9.55 P.M.	A 8.20 P.M.	A 8.20 A.M.	A 7.20 A.M.	Continuous.	B.C.K.R. W.Y.Yd.	35.28	..... ASHLAND				L 2.00 A.M.	L 3.30 P.M.	L 3.40 P.M.	L 1.40 P.M.		
Daily	Daily	Daily	Daily				..... (26.41)				Daily	Daily	Daily	Daily		
1:15 21.1	1:10 22.6	1:01 26.0	0:56 28.3				..... SCHEDULE TIME				1:10 22.4	0:58 27.3	1:10 22.6	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.

Lyman-Richey Pit No. 1, M. P. 11.34.

Lyman-Richey Pit No. 2, M. P. 14.90.

Merritt Pit, M. P. 15.38.

Shellberg Pit, M. P. 20.35.

Camp Harriet Harding, M. P. 25.62.

Stoner Spur, M. P. 29.20.

South Bend Quarry, M. P. 29.72.

Camp Quivera, M. P. 20.35.

At Stoner Spur engines must not go beyond 300 feet East of first loading chute.

Mixed Extra leaves Ashland 3:15 p. m. daily except Sundays, for Gibson carries passengers.

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, and Ashland continuous; other offices closed.

SPECIAL INSTRUCTIONS

Master Mechanic: G. E. Johnson, Gibson.
 Assistant Trainmaster: L. M. Gustafson, Lincoln.
 Assistant Trainmaster: R. D. Wolfe, Lincoln.
 Terminal Trainmaster: C. W. Dentner, Omaha.
 Terminal Trainmaster: J. I. Hopkins, Lincoln.
 Chief Dispatcher: C. N. Miller, Lincoln.
 Ass't Chief Dispatcher: C. A. White, Lincoln.
 Night Chief Dispatcher: J. F. Mercier, Lincoln.

Train Dispatchers:

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

1. Between Lincoln and Pacific Junction second class and extra trains must clear the time of Numbers 1, 10, 12, 20 and 21 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."

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 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."

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

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.

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 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.

When necessary to take siding, advance track at end of double track must be used only by trains leaving double track unless otherwise provided.

PACIFIC JUNCTION:

C. B. & Q. Crossing at Pacific Junction protected with manually operated gates interlocked with automatic signals.

GIBSON:

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

BETWEEN GIBSON AND OMAHA:

Movement of trains or engines against the current of traffic will be made on authority of the yardmaster.

OMAHA:

Switch tenders on duty at 6th Street from 6:45 A. M. until 2:45 P. M. and from 5:30 P. M. until 1:30 A. M. Westward trains approaching East end of passenger yard must receive hand signal from switch tender before proceeding into passenger yard during those hours. Between 1:30 A. M. and 6:45 A. M. Eastward freight trains will handle their own switches at East end of passenger yard. Normal position of switches will be for Westward movement through No. 6 track.

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:

M. P. Crossing at Lincoln protected with manually operated gates interlocked with automatic signals.

Switchtenders are on duty, west end Lincoln passenger yard from 10:00 A. M. until 6:00 P. M. and from 10:30 P. M. until 6:30 A. 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. 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.

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 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

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 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."

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 signal 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, 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."

20. C. & N. W. crossing at Lincoln; C. R. I. & P. crossing at South Bend; 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.

21. The use of cupola lights is 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 caboose while on main track" is abolished.

22. 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.

23. Night signals to be used under Rule 906 are modified as follows:
Hot Journals - Stop signal followed by lamp swung in small vertical circle.
Brakes Sticking - Stop signal followed by lamp in sliding movement out from body.

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 restricted 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 be exceeded:

Gas electric motor cars 60 miles an hour, except motor car 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 speed must not exceed six miles an hour.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
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.....		35
Branch Lines.....		20
(See Special Instructions 12.)		
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 or S-4-A engines.....	40	40
O-5, O-5-A 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
PACIFIC JUNCTION AND LINCOLN SUBDIVISION		
Maximum speed:		
between Pac. Jct. and South Omaha.....	50	40
between South Omaha and Ashland.....	55	50
between Ashland and Lincoln.....	65	50
No. 5 handling freight equipment between Pacific Jct. and Omaha.....	50	.....
No. 3 handling freight equipment between Ashland and Lincoln.....	60	.....
M-2-A engines.....	35	35
Engines running backward.....	20	20
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 Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
Spring switch Omaha:			LAKETON-O'NEILL SUBDIVISION		
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 and O-5-A 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	Engines running backward.....	10	10
Moving against current of traffic.....	15	15	ASHLAND-PRAGUE SUBDIVISION		
All trains move at restricted speed between Baird Tower and Hall Tower, Lincoln.....			Maximum speed.....		
			Loaded tank cars.....	30	25
			S-1, S-2, S-3, D, O-1 and O-1-A engines over bridge 0.91.....	20	20
			Engines running backward.....	5	5
				10	10
			SPEED OF TRAINS:		
OREAPOLIS AND ASHLAND SUBDIVISION			Miles per Hour	Time per Mile	
Maximum speed.....	45	40		Minutes	Seconds
M-2-A engines.....	35	35	5.....	12	0
Engines running backward.....	20	20	10.....	6	0
Engines running backward on Lyman Richey Pit track, M. P. 11.34.....		6	15.....	4	0
Engines running backward on Schellbergs Pit track, M. P. 20.35.....		6	20.....	3	0
Through turnout Oreapolis.....	20	20	25.....	2	24
Over Mo. Pacific crossing, Louisville.....	35	30	30.....	2	0
Over CRI&P crossing, South Bend.....	35	30	35.....	1	43
			40.....	1	30
			45.....	1	20
			50.....	1	12
			55.....	1	5
			60.....	1	0
ASHLAND-SIOUX CITY SUBDIVISION			65.....		55
Maximum speed.....	45	35	70.....		51
Engines running backward.....	20	20	75.....		48
Home signal Union Pacific crossing Yutan, engine or leading car.....	20	20	80.....		45
Over Platte River Bridge 27.04.....	30	30	85.....		42
Between north and south switch of siding, Fremont.....	20	10	90.....		40
Home signal C. & N. W. crossing south of Nickerson, engine or leading car.....	20	20	95.....		38
Home signal C. St. P. M. & O. crossing, Dakota City, engine or leading car.....	20	20			
Laketon to Ferry telegraph office.....	25	25			

SPEED RESTRICTIONS—Concluded

SPECIAL INSTRUCTIONS GOVERNING MAXIMUM SPEEDS FOR TRAINS.

No. 1, No. 10, No. 12, No. 20 and No. 21, 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, No. 6 handled by S-4-A, O-5-A and Diesel engines; between Lincoln and Ashland 80 Miles an hour, between Ashland and Omaha 60 miles an hour, between Omaha and Pacific Junction 55 miles an hour; 10 miles an hour less than speed designated for curves and where zone speed is 60 miles an hour or less, 5 miles an hour less than speed designated for the 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 approximately 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 M.P.H.		M. P. Location	Eastward M.P.H.	
Zone	Other		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

Westward M.P.H.		M. P. Location	Eastward M.P.H.	
Zone	Other		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	Chaloo	.. ..
..	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 ..
..	60	*East Crossover	46.95	.. 50
70	..		46.00 to 47.00 (35.00)	70 ..
..	60	*Station	Ashland	.. 50
50	..		35.00 to 35.75	50 ..
..	60	*End double track	Greenwood	.. ..
..	80	Curve	43.10	.. 80
..	60	*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.



