

## SURGEONS AND PHYSICIANS

Aurora, Neb.....	DR. J. M. WOODARD.....	Surgeon & Examiner.
Burwell, Neb.....	DR. E. J. SMITH.....	Surgeon.
Central City, Neb.....	DR. ANDREW D. BROWN.....	Surgeon.
Columbus, Neb.....	DR. J. N. EVANS.....	Surgeon.
Crete, Neb.....	DR. P. J. HUBER.....	Surgeon.
Exeter, Neb.....	DR. W. S. WIGGINS.....	Surgeon.
Fairmont, Neb.....	DR. A. A. ASHBY.....	Surgeon & Examiner.
Friend, Neb.....	DR. R. K. JOHNSON.....	Surgeon.
Grand Island, Neb.....	DR. W. J. ARRASMITH.....	Surgeon.
Greeley Center, Neb.....	DR. J. L. BRANNEN.....	Surgeon.
Hastings, Neb.....	DR. A. A. SMITH.....	Surgeon & Examiner.
Kenesaw, Neb.....	DR. W. E. NOWERS.....	Surgeon.
Lincoln, Neb.....	DR. C. C. PELIKAN.....	Surgeon.
Lincoln, Neb.....	DR. CLAYTON ANDREWS.....	Surgeon.
Lincoln, Neb.....	DR. W. W. BARTELS.....	Surgeon.
Lincoln, Neb.....	DR. J. E. M. THOMSON.....	Surgeon.
Lincoln, Neb.....	DR. GEORGE H. WALKER.....	Medical Examiner.
Lincoln, Neb.....	DR. H. H. EVERETT.....	Surgeon.
Lincoln, Neb.....	DR. L. E. MARX.....	Surgeon.
Lincoln, Neb.....	DR. FRITZ TEAL.....	Surgeon.
Lincoln, Neb.....	DR. JOHN A. BROWN.....	Surgeon.
Lincoln, Neb.....	DR. F. F. TEAL.....	Eye Specialist
Lincoln, Neb.....	DR. J. M. WOODWARD.....	Eye Specialist
Loup City, Neb.....	DR. CARL G. AMICK.....	Surgeon.
Minden, Neb.....	DR. H. S. ANDREWS.....	Surgeon.
Ord, Neb.....	DR. F. A. BARTA.....	Surgeon.
Ravenna, Neb.....	DR. L. E. DICKINSON.....	Surgeon & Examiner
Sargent, Neb.....	DR. C. H. FENSTERMACHER.....	Surgeon.
Seward, Neb.....	DR. B. E. MORROW.....	Surgeon.
Seward, Neb.....	DR. H. D. CLARKE.....	Surgeon.
Sutton, Neb.....	DR. H. V. NUSS.....	Surgeon.
York, Neb.....	DRS. BELL & BELL.....	Surgeons.

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 employe of highest rank present.

In case 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. 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.

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.

DR. O. H. HORRALL,  
Chief Surgeon,  
Chicago, Ill.

DR. R. B. KEPNER,  
Chief Medical Officer,  
Chicago, Ill.

S. L. FEE,  
General Manager, Omaha, Neb.

W. P. WILSON,  
General Superintendent, Lincoln, Neb.

C. H. BREMHORST,  
Terminal Superintendent, Lincoln, Neb.

E. R. SHRADER,  
Assistant Superintendent, Lincoln, Neb.

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

# Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

## TIME TABLE

OF THE  
**69**  
OF THE  
**69**  
WESTERN DISTRICT  
**No. 69**

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

**SUNDAY, MARCH 20, 1949**

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.

# Lincoln to Gaines—Subdivision—Westward

LINCOLN DIVISION.

TIME TABLE No. 69

EFFECTIVE MARCH 20, 1949.

FIRST CLASS						Signs	Distance from Pacific Junction	STATIONS	Office Open							
Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger											
<b>23</b>	<b>7</b>	<b>89</b>	<b>1</b>	<b>17</b>	<b>19</b>											
P.M. L 6.15	P.M. L 6.00	A.M. L 10.20	A.M. L 2.19	A.M. L 1.19	A.M. L 12.05	B.K.O. R.W.Y.Yd.	59 59	LINCOLN.....	Continuous.							
						F.	60 10	U. P. Crossing (Interlocked).. HALL (Tower) .....	No Office.							
							60 35	C. B. & Q. Crossing (Interl'kd) .....	No Office.							
						B.C.K.O.Yd. R.T.W.Y.	60 10	CARLING (Interlocked) .....	Continuous.							
						B.C.K.O.Yd. R.T.W.Y.	61 50	HOBSON .....	Continuous.							
						Yd.	63 45	CUSHMAN .....	No Office.							
						F.	67 39 66 93	COBB .....	No Office.							
						F.	69 43	DENTON .....	No Office.							
						F.	76 21	BERKS .....	No Office.							
						W.	79 72	CRETE .....	No Office.							
						W.	88 09	DORCHESTER .....	No Office.							
						F.	97 17	FRIEND .....	No Office.							
							105 08	C. & N. W. Crossing (Interl'kd) .....	No Office.							
						F.	105 77	EXETER .....	No Office.							
						C.W.F.	112 97	FAIRMONT .....	No Office.							
						F.	119 74	GRAFTON .....	No Office.							
						F.	127 86	SUTTON .....	No Office.							
						F.	132 28	SARONVILLE .....	No Office.							
						W.F.	140 69	HARVARD .....	No Office.							
						F.	147 48	INLAND .....	No Office.							
						F.	152 00	HALLORAN .....	No Office.							
						F.	154 89	BRICK YARD .....	No Office.							
							155 90	HASTINGS TOWER U. P. Crossing (Interlocked) ..	Continuous.							
						F.	156 16	HASTINGS.....	No Office.							
						B.C.K.O. T.W.	158 01	GAINES.....	No Office							
								..... (98.39) .....								
								..... SCHEDULE TIME.....								
								..... AVERAGE MILES AN HOUR.....								
Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily											
0:30 40.2	2:30 38.3	0:30 40.2	1:25 68.8	1:30 64.0	1:40 57.6											

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN HALL TOWER INTERLOCKING AND GAINES, M.P. 158.01; CUSHMAN AND COBB. DOUBLE TRACK BETWEEN BRICK YARD, M. P. 164.89, AND GAINES, M. P. 158.01.**

Extra trains will not display classification signals between Lincoln-Cushman and Gaines.

"O" street viaduct at Lincoln will not clear man on top of car No. 1 will register by ticket at Lincoln.

Freight trains will register by ticket at Hastings Tower

Local extra leaves Hobson Monday, Wednesday, Friday, for Hastings

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

No. 19 will stop at Crete to discharge revenue passengers from Chicago and to receive revenue passengers for Denver when notified at Lincoln by 11:30 P. M.

At Crete, Switching movements over Main Street crossing must be protected by a member of the crew in accordance with rule 103 regardless of the position of the gates.

On old Wymore main track cars must be left not less than 70 feet away from either side of crossing.

Eastward passenger trains, No. 24, No. 90 and No. 14 making station stop, should stop with head end 320 feet west of crossing.

Eastward trains on siding delayed after entering approach section 1100 feet west from the crossing must not exceed 5 miles per hour until engine is over crossing.

Automatic electric switch locks on all hand operated main track switches at all stations west of Hall Tower except west end old Wymore main track at Crete, and between Hastings Tower, M. P. 155.90 and Gaines, M.P. 158.01.

Controlled electric switch locks west end old Wymore main track at Crete and between Hastings Tower M. P. 155.90 and Gaines M.P. 158.01.

# Gaines to Lincoln—Subdivision—Eastward

LINCOLN DIVISION.

TIME TABLE No. 69.

EFFECTIVE MARCH 20, 1949.

FIRST CLASS						Distance from Pacific Junction	STATIONS	Capacity of		Office Open Sundays									
Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger			Sidings	Other Tracks										
10	90	14	24	6	18														
P. M. A 11.38	P. M. A 3.45	P. M. A 3.50	A. M. A 9.30	A. M. A 7.10	A. M. A 3.40														
						59.59	LINCOLN	Yard	Yard										
							U. P. Crossing (Interlocked) HALL (Tower)												
						60.10													
						60.35	C. B. & Q. Crossing (Interl'kd)												
							CARLING (Interlocked)												
						60.70													
						61.50	HOBSON	Yard	Yard										
						63.45	CUSHMAN		Yard										
						67.39													
						66.93	COBB												
							DENTON	140	32										
						69.43													
						76.21	BERKS	140	7										
						79.72	CRETE	74	257										
						88.09	DORCHESTER	140	56										
						97.17	FRIEND	140	89										
						105.08	C. & N. W. Crossing (Interl'kd)												
						105.77	EXETER	140	48										
						112.97	FAIRMONT	140	263										
						119.74	GRAFTON	140	37										
						127.86	SUTTON	113	132										
						132.28	SARONVILLE	140	22										
						140.69	HARVARD	140	26										
						147.48	INLAND	140	25										
						152.00	HALLORAN		62										
						154.89	BRICK YARD												
						155.90	HASTINGS TOWER U. P. Crossing (Interlocked)												
						156.16	HASTINGS	Yard	Yard										
						158.01	GAINES	Yard	Yard										
							(98.39)												
							SCHEDULE TIME												
							AVERAGE MILES AN HOUR												

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN GAINES, M. P. 158.01 AND HALL TOWER INTERLOCKING: COBB AND CUSHMAN.

DOUBLE TRACK BETWEEN BRICK YARD, M. P. 154.89, AND GAINES, M. P. 158.01.

Extra trains will not display classification signals between Lincoln-Cushman and Gaines.

No train order signal at Hastings Tower. Conductors and Enginemen of Eastward trains must have Clearance Form A.

Freight trains will register by ticket at Hastings Tower.

Local extra leaves Hastings Tuesday, Thursday and Saturday for Hobson.

Conductors and Enginemen on eastward trains from Wymore division must have clearance form A at Crete when operator is on duty.

"O" street viaduct at Lincoln will not clear man on top of car.

No. 10 will register by ticket at Lincoln.

No. 6 will stop at Crete to discharge revenue passengers from Denver.

At Crete, switching movements over Main Street crossing must be protected by a member of the crew in accordance with rule 103 regardless of the position of the gates.

On old Wymore main track cars must be left not less than 70 feet away from either side of crossing.

Eastward passenger trains, No. 24, No. 90 and No. 14 making station stop, should stop with head end 320 feet west of crossing.

Eastward trains on siding delayed after entering approach section 1100 feet west from the crossing must not exceed 5 miles per hour until engine is over crossing.

Automatic electric switch locks on all hand operated main track switches at all stations west of Hall Tower except west end old Wymore main track at Crete, and between Hastings Tower, M. P. 155.90 and Gaines, M. P. 158.01.

Controlled electric switch locks west end old Wymore main track at Crete, and between Hastings Tower, M. P. 155.90 and Gaines, M. P. 158.01.

# Lincoln and Ravenna—Subdivision

LINCOLN DIVISION.

TIME TABLE No. 69

EFFECTIVE MARCH 20, 1949.

WESTWARD				EASTWARD										
Second Class		FIRST CLASS		Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Office Open Sundays	Capacity of		FIRST CLASS		Second Class	
Daily Freight	Daily Freight	Daily Passenger	Daily Passenger						Daily Passenger	Daily Passenger	Daily Freight	Daily Freight	Siding	Other Tracks
79	75	41	43								42	44	78	80
		P.M. L 6.45	A.M. L 12.05	Continuous.	W. Y. R. K. O.B. Yd.	0.00	..... LINCOLN .....	Continuous.	Yard	Yard	A.M. A 7.00	P.M. A 9.55		
				No Office.	F.	0.34	..... BAIRD (Tower) C. B. & Q. Crossing (Interl'kd) .....	No Office.						
				No Office.		0.78	..... U. P. Crossing (Interl'kd) .....	No Office.						
				No Office.	F.	1.00	..... C. B. & Q. Jct. ....	No Office.						
				Continuous.	C. W. Y. T. R. K. O. B. Yd.	1.88	..... HOBSON .....	Continuous.	Yard	Yard			A.M. A 3.30	A.M. A 10.15
P.M. L 9.00	A.M. L 2.00			No Office.	Yd. F.	4.37	..... CUSHMAN .....	No Office.			6.47	9.45	3.20	10.08
9.15	2.15	6.55	12.14	No Office.	F.	8.06	..... EMERALD .....	No Office.	65	30	6.42	9.40	3.13	10.00
9.25	2.25	7.00	12.19	See Footnote		13.66	..... PLEASANT DALE .....	12:01 a.m. to 3:00 a.m.	66	30	6.35	9.33	3.04	9.50
9.33	2.38	7.07	12.26	8:00 a.m. to 5:00 p.m.	W.	19.64	..... MILFORD .....	Closed.	96	87	6.28	9.17	2.56	9.40
9.42	2.56	7.18	12.32	No Office.	F.	23.97	..... RUBY .....	No Office.	66	9	6.23	9.12	2.49	9.32
9.48	3.06	7.23	12.37	12 Mid. to 3:30 a.m. 6:30 p.m. to 12 Mid.	W.	29.20	..... SEWARD .....	12 Mid to 3:30 a.m. 6:30 p.m. to 12 Mid.	65	71	6.16	9.05	2.41	9.23
9.57	3.17	7.34	12.45	8:00 a.m. to 5:00 p.m.		29.66	..... SEWARD TOWER C. & N. W. Crossing (Interl'kd) .....	Closed.						
10.10	3.30	7.45	12.55	No Office.	F.	36.17	..... TAMORA .....	No Office.	77	34	6.07	8.53	2.31	9.10
10.20	3.40	7.55	1.02	8:00 a.m. to 5:00 p.m.		42.42	..... UTICA .....	Closed.	119	60	6.00	8.46	2.21	9.00
10.30	3.50	8.05	1.09	8:00 a.m. to 5:00 p.m.		48.56	..... WACO .....	Closed.	77	43	5.53	8.39	2.12	8.50
10.41	4.01	8.14	1.16	12:01 a.m. to 8:00 a.m. 1:30 p.m. to 9:30 p.m.	W.	55.85	..... YORK .....	12:01 a.m. to 8:00 a.m. 1:30 p.m. to 9:30 p.m.	w120 e77	180	s 5.41	s 8.14	2.00	8.38
10.54	4.34	8.42	1.30	8:00 a.m. to 5:00 p.m.		64.19	..... BRADSHAW .....	8:00 a.m. to 5:00 p.m.	119	39	5.32	8.05	1.48	8.23
11.05	4.44	8.51	1.38	8:30 a.m. to 5:30 p.m.		71.28	..... HAMPTON .....	Closed.	77	34	5.24	7.58	1.38	8.11
11.20	5.15	9.12	1.49	12:01 a.m. to 11:59 a.m. 4:00 p.m. to 11:59 p.m.	C. W. Y. K. B. Yd.	77.32	..... AURORA .....	12:01 a.m. to 8:00 a.m. 4:00 p.m. to 11:59 p.m.	Yd.	Yard	s 5.15	s 7.47	1.24	8.00
11.31	5.24	9.22	1.57	No Office.	F.	83.42	..... MURPHY .....	No Office.	67	23	5.05	7.40	1.13	7.45
11.42	5.35	9.29	2.03	See Footnote		88.84	..... PHILLIPS .....	12:01 a.m. to 4:00 a.m.	79	31	4.59	7.33	1.05	7.35
				No Office.	F.	93.57	..... TRAILL .....		25	33				
				No Office.	F.	96.09	..... U. P. Crossing (Interlocked) .....	No Office.						
A.M. 12.01	6.05	10.00	2.25	Continuous.	O. W. Yd.	96.32	..... GRAND ISLAND .....	Continuous.	No 1-80 No 2-80	Yard	s 4.49	s 7.24	12.55	7.20
		f 10.08		No Office.		103.07	..... OVINA .....	No Office.		25				
12.15	6.20	10.11	2.37	No Office.	F.	104.72	..... ABBOTT .....	No Office.	67	23	4.35	7.08	12.39	7.09
12.30	7.00	10.25	2.44	See Footnote		111.47	..... CAIRO .....	12:01 a.m. to 5:45 a.m.	89	36	4.28	7.00	12.30	7.00
12.40	7.30	10.39	2.52	No Office.	F.	119.17	..... ST. MICHAEL .....	No Office.	67	35	4.21	6.50	12.15	6.45
				No Office.		124.93	..... U. P. Crossing (Interlocked) .....	No Office.						
A 1.00 A.M.	A 8.00 A.M.	A 10.55 P.M.	A 3.05 A.M.	Continuous.	C. W. T. R. K. B. Yd.	127.74	..... RAVENNA .....	Continuous.	Yard	Yard	L 4.10 A.M.	L 6.40 P.M.	L 12.01 A.M.	L 6.30 A.M.
Daily	Daily	Daily	Daily				..... (127.74) .....				Daily	Daily	Daily	Daily
4:00 30.3	6:00 21.2	4:10 30.6	3:00 42.5				..... SCHEDULE TIME AVERAGE MILES AN HOUR .....				2:50 45.1	3:15 39.2	3:29 36.6	3:45 33.5

Pleasant Dale: Week days (except Monday) 6:00 p.m. to 3:00 a.m.  
Monday 6:00 p.m. to 11:59 p.m.

Phillips: Week days (except Monday) 7:00 p.m. to 4:00 a.m.  
Monday 7:00 p.m. to 11:59 p.m.

Cairo: Week days 8:00 a.m. to 4:00 p.m.  
9:45 p.m. to 5:45 a.m. except Monday.  
Monday 9:45 p.m. to 11:59 p.m.

FOOTNOTES ON PAGE 5

## Lincoln and Ravenna—Subdivision

TIME TABLE No. 69.

EFFECTIVE MARCH 20, 1949.

LINCOLN DIVISION.

### FOOTNOTES

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

Manual Block System, Rule 318-B, in effect between C. B. & G. Junction and Cushman.

Automatic Block System in effect between Cushman and Signal S 127.8 west of depot Ravenna.

Rule 221-A in effect at Lincoln for Westward trains and is modified to include both freight and passenger trains.

No train order signal at Lincoln, Hobson, and Ravenna. Conductors and Engineers must have Clearance Form A.

Spring switches at Milford west end of siding; at Waco west end of siding; at York east end of eastward siding and west end of westward siding; at Bradshaw west end of siding; at Aurora west end of long siding, and at Ravenna west end of yard.

No. 42 will stop at Seward to pick up or discharge revenue passengers.

No. 44 will stop at Phillips, Hampton, Bradshaw, Waco and Utica to discharge revenue passengers from west of Alliance.

Furr Spur track M. P. 2.34-9 cars.

State Industrial Home Spur M. P. 18.30 - 12 cars.

Power Spur M. P. 91.82. Traill Spur M. P. 93.28

Lipoot Spur M. P. 94.55 - set out track 21 cars.

Rains Spur M. P. 97.80 - 20 cars.

Copiant Spur and set out track, M. P. 103.50 - 30 cars.

"O" Street viaduct Lincoln will not clear man on top of car.

Building on Donald track, Grand Island, will not clear man on side of car.

Local extra leaves Ravenna Monday, Wednesday, Friday for Aurora; leave Aurora Tuesday, Thursday, Saturday for Ravenna.

Freight leaves Aurora Monday, Wednesday and Friday for Hobson.

Freight leaves Hobson Tuesday, Thursday and Saturday for Aurora.

## Aurora and Kearney—Subdivision

TIME TABLE No. 69.

EFFECTIVE MARCH 20, 1949.

LINCOLN DIVISION.

WESTWARD				STATIONS	EASTWARD			
Office Open Week Days	Signs	Distance from Aurora	Office Open Sundays		Capacity of Sidings	Other Tracks		
12:01 a.m. to 11:59 a.m. 4:00 p.m. to 11:59 p.m.	C.W.Y. R.K.B. Yd.	0.00	12:01 a.m. to 8:00 a.m. 4:00 p.m. to 11:59 p.m.	AURORA	Yard	Yard		
7:30 a.m. to 4:30 p.m.		9.93	Closed.	GILTNER		25		
No Office.		18.93	No Office.	TRUMBULL		44		
No Office.		24.69	No Office.	BLAINE		6		
No Office.	F.	27.07	No Office.	BRICK YARD				
Continuous.	B.R.K.	28.08	Continuous.	HASTINGS TOWER U. P. Crossing (Interl'd)				

Trains between Brick Yard and Gaines are governed by time table of Lincoln-Gaines subdivision.

No Office.	F.	28.34	HASTINGS	No Office.				
No Office	C.Y.T. K.O.B.	29.09	GAINES	No Office				

Trains between Gaines and Kenesaw are governed by time table of McCook Division.

		Distance from Kenesaw					
7:45 a.m. to 4:45 p.m.	R.	0.00	KENESAW	Closed	140	48	
No Office.		10.12	LOWELL	No Office.		25	
8:00 a.m. to 5:00 p.m.	T.R.W. Yd.	24.39	KEARNEY	Closed.		48	
			(67.46)				
			SCHEDULE TIME				
			AVERAGE MILES AN HOUR				

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

DOUBLE TRACK BETWEEN BRICK YARD M. P. 154.89 AND GAINES M. P. 158.01

Manual Block System, Rule 318-B in effect. Rule 907 in effect. Rule 925 not in effect.

Rule 221a in effect at all train order offices on this subdivision and is modified to include both freight and passenger trains.

Train order signal at Aurora does not govern Aurora-Kearney subdivision trains. Conductors and Engineers must have Clearance Form A.

No train order signal at Kenesaw and Kearney. Conductors and Engineers must have Clearance Form A when operator on duty.

No train order signal at Hastings Tower. Conductors and Engineers of Eastward trains must have Clearance Form A.

Mixed extras carry passengers.

Engines must not enter round house at Kearney.

Mixed extra leaves Aurora 8:00 A. M., Hastings 10:00 A. M., daily except Sunday for Kearney.

Mixed extra leaves Kearney 12:30 P. M., Hastings 2:45 P. M. daily except Sunday for Aurora.

Lippencott Spur M. P. 10.96 - 42 cars Engines must not pass loading tipple.

Gravelvale Spurs M. P. 17.58 set out track - 39 cars.

Keefer Spur, M. P. 18.90 - 12 cars.

# Lincoln and Columbus—Subdivision

LINCOLN DIVISION.

TIME TABLE No. 69.

EFFECTIVE MARCH 20, 1949.

WESTWARD				Office Open Week Days	Signs	Distance from Lincoln	STATIONS		Capacity of		Office Open Sundays	EASTWARD		
SECOND CLASS	FIRST CLASS		Sidelings				Other Tracks	FIRST CLASS	SECOND CLASS					
	Daily Ex. Sunday Passenger	121						Daily Ex. Sunday Passenger	120					
				Continuous.	CWYTR K.O.B. Yd.		CARLING .....	Yard	Yard	Continuous.				
				Continuous.	W.Y.R. K.O.B. Yd.	0.00	.....(Interlocked)..... 1.31			Continuous.				
			P.M. L 3.30	No Office.	F.	0.34	..... LINCOLN..... 0.34	Yard	Yard	Continuous.			A.M. A10.15	
				No Office.		0.78	C. B. & Q. Crossing (Interl'kd) ..... BAIRD (Tower)..... 0.44			No Office.				
			3.32	No Office.	F.	1.00	..... U. P. Crossing (Interlocked). 0.22			No Office.			10.10	
			f 3.41	No Office.		5.87	..... C. B. & Q. Jct..... 4.87			No Office.			f10.02	
			s 3.51	No Office.		11.24	..... WOODLAWN..... 5.37		23	No Office.			s 9.51	
			s 4.07	8:30 a.m. to 5:30 p.m.		18.44	..... MALCOLM..... 7.11			Closed.			s 9.37	
			s 4.22	12 Mid. to 3:30 a. m. 6:30 p.m. to 12 Mid.	W.Y.Yd.	25.46	..... GARLAND..... 7.02			15	Closed.		s 9.22	
				8:00 a.m. to 5:00 p.m.		25.91	..... SEWARD..... 0.45			45	12 Mid. to 3:30 a.m. 6:30 p.m. to 12 Mid.			
				No Office.		31.91	..... SEWARD TOWER C. & N. W. Crossing (Interl'kd) 6.00				Closed.			
			s 4.34	No Office.		38.84	..... STAPLEHURST .....		31	No Office.			s 9.07	
			s 4.48	8:15 a.m. to 5:15 p.m.		46.81	..... ULYSSES..... 6.93			46	Closed.		s 8.53	
			s 5.03	No Office.		52.53	..... GARRISON..... 7.97			17	No Office.		s 8.37	
			s 5.15	8:20 a.m. to 5:20 p.m.	C.W	52.66	..... DAVID CITY..... 5.72			92	Closed.		s 8.24	
				No Office.		61.26	..... U. P. Crossing (Grade).... 0.13				No Office.			
			s 5.33	7:45 a.m. to 4:45 p.m.		70.11	..... BELLWOOD .....			33	Closed.		s 8.04	
				No Office.		70.11	..... U. P. Crossing (Interlocked).. 8.85				No Office.			
			A 5.55	7:30 a.m. to 4:30 p.m.	W.T.R.Yd.	70.61	..... COLUMBUS .....	Yard	134	Closed.			L 7.45	
			P.M. Daily Ex. Sunday				..... (70.61) .....						A.M. Daily Ex. Sunday	
			2:25 30.0				..... SCHEDULE TIME.....						2:30	
							..... AVERAGE MILES AN HOUR....						28.9	

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Rule 221a in effect at all train order offices on this subdivision and is modified to include both freight and passenger trains.

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

Train order signals at Seward and Seward Tower do not govern Lincoln-Columbus subdivision trains. Conductors and Enginemen must have Clearance Form A, when operator on duty.

No train order signal at Columbus. Conductors and enginemen must have clearance Form A., when operator on duty.

At Columbus all tracks are yard tracks from the east switch west. Trains entering Columbus expect to find cars on any and all tracks including the old main track.

"O" street viaduct Lincoln will not clear man on top of car.

At Woodlawn, Lincoln Army Air Base lead, engines must not go more than 100 feet east of derail.

Trains will stop and be flagged over S. Y. A. crossing at M. P. 26.00, Seward.

Nos. 120 and 121 will stop at at M. P. 64.90 on flag to receive or discharge passengers.

Local Extra leaves Carling daily except Sunday 7:00 A. M. for Columbus, carries passengers.

Mixed train leaves Columbus daily except Sunday, 1:00 P.M. for Seward, carries passengers.

Moll Spur, M. P. 63.47, capacity 12 cars.

## Benedict and Clay Center—Subdivision

LINCOLN DIVISION.

TIME TABLE No. 69.

EFFECTIVE MARCH 20, 1949.

WESTWARD				EASTWARD					
SECOND CLASS		Office Open Week Days	Signs	STATIONS	Capacity of		Office Open Sundays	SECOND CLASS	
	Tues. Thur. and Sat. Mixed				Sidings	Other Tracks			Mon., Wed. and Friday Mixed
	<b>165</b>								<b>166</b>
	A.M. L 11.00	8:30 a.m. to 5:30 p.m.	Yd.	144.41 ..... <b>BENEDICT</b> ..... 9.03	Yard	44	Closed.		P.M. A 3.00
	P.M. 2.30	12:01 a.m. to 8:00 a.m. 1:30 p.m. to 9:30 p.m.	W. Yd.	135.38 ..... <b>YORK</b> ..... 9.13	W-120 E-77	180	12:01 a.m. to 8:00 a.m. 1:30 p.m. to 9:30 p.m.		2.30 P.M.
	3.00	8:30 a.m. to 5:30 p.m.		126.25 ..... <b>MCCOOL JCT.</b> ..... 7.81		36	Closed.		11.50
	3.25	No Office.		118.44 ..... <b>LUSHTON</b> ..... 6.06		38	No Office.		11.30
	f 3.40	No Office.		112.38 ..... <b>BIXBY</b> ..... 5.24		6	No Office.		f 11.12
	4.45	7:30 a.m. to 4:30 p.m.		107.14 ..... <b>SUTTON</b> ..... 6.96	113	132	1:00 p.m. to 4:00 p.m.		11.00
	5.05	No Office.		100.18 ..... <b>VERONA</b> ..... 5.45		6	No Office.		10.15
	A 5.25 P.M.	8:00 a.m. to 5:00 p.m.	Yd. Y.R. B	94.73 ..... <b>CLAY CENTER</b> ..... 5.45	Yard	37	Closed.		L 10.00 P.M.
	Tues. Thur. and Sat.								Mon., Wed. and Friday
	6:25 7.7								5:00 10.0
				(49.68) .....					
				..... SCHEDULE TIME .....					
				..... 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. Rule 925 not in effect.

Rule 221a In effect at all train order offices on this subdivision and is modified to include both freight and passenger trains.

No train order signal at Benedict, Sutton, Clay Center and train order signal at York does not govern Benedict-Clay Center subdivision trains. Conductors and Enginemen must have Clearance Form A when Operator on duty. Benedict wye at M. P. 143.30.

At Sutton Centralized Traffic Control in effect. Trains off Benedict-Clay Center subdivision must have permission from dispatcher before entering main track or controlled siding.

Knox Spur, M. P. 131.03, Capacity 11 cars, flag stop for scheduled trains.

Mapps Spur, M. P. 140.12, Capacity 16 cars, flag stop for scheduled trains.

At Benedict and Clay Center all tracks are yard tracks. Trains entering Benedict and Clay Center expect to find cars on any and all tracks including the old main track.

## Ayr Jct. and Huntley—Subdivision

LINCOLN DIVISION

TIME TABLE No. 69.

EFFECTIVE MARCH 20, 1949.

WESTWARD				EASTWARD					
SECOND CLASS		Office Open Week Days	Signs	STATIONS	Capacity of		Office Open Sundays	SECOND CLASS	
	Mon., Wed. and Friday Mixed				Other Tracks				Tues. Thur. and Sat. Mixed
	<b>163</b>								<b>164</b>
	A.M. L 9.25	No Office.		67.08 ..... <b>AYR JCT.</b> ..... 6.93			No Office.		P.M. A 12.10 P.M.
	9.45	8:30 a.m. to 5:30 p.m.		60.15 ..... <b>ROSELAND</b> ..... 5.06	36		Closed.		11.43
	10.05	8:30 a.m. to 5:30 p.m.	W.	55.09 ..... <b>HOLSTEIN</b> ..... 7.36	32		Closed.		11.23
	10.30	No Office.		47.73 ..... <b>NORMAN</b> ..... 8.25	8		No Office.		10.58
	11.00	No Office.	C.	39.48 ..... <b>SOUTH MINDEN</b> ..... 8.00	25		No Office.		10.33
	11.25	No Office.		31.48 ..... <b>KEENE</b> ..... 6.81	18		No Office.		10.13
	11.50	No Office.	W.	24.67 ..... <b>WILCOX</b> ..... 0.00	5		No Office.		9.51
	P.M. 12.15	No Office.		24.67 ..... <b>C. B. &amp; Q. Crossing (Grade)</b> ..... 7.68			No Office.		
	A 12.35 P.M.	No Office.		16.99 ..... <b>RAGAN</b> ..... 6.98	26		No Office.		9.25
	Mon. Wed. and Friday	No Office.	Yd.	10.01 ..... <b>HUNTLEY</b> ..... 5.07	12		No Office.		L 9.00 P.M.
	3:10 18.0								Tues. Thur. & Sat.
				(57.07) .....					
				..... SCHEDULE TIME .....					3:10 18.0
				..... 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. Rule 925 not in effect.

Rule 221a In effect at all train order offices on this subdivision and is modified to include both freight and passenger trains.

At Huntley all tracks are yard tracks. Trains entering Huntley expect to find cars on any and all tracks including the old main track. Huntley wye at M. P. 11.7.

# Aurora and Burwell—Subdivision

LINCOLN DIVISION.

TIME TABLE No. 69.

EFFECTIVE MARCH 20, 1949.

WESTWARD								EASTWARD							
SECOND CLASS				Signs	Distance from Greeley Center	Distance from Aurora	STATIONS	Capacity of		Office Open Week Days	SECOND CLASS				
	Tuesday, Thurs. and Sat. Mixed	Daily Ex. Sunday Mixed						Sidings	Other Tracks		Monday, Wed. and Friday Mixed	Daily Ex. Sunday Mixed			
	<b>59</b>	<b>55</b>									<b>60</b>	<b>56</b>			
		A.M. L 7.00		C.W.R.Y. K.B.Yd.		0.00	.....AURORA.....	Yard	Yard	12:01 a.m. to 11:59 a.m. 4:00 p.m. to 11:59 p.m.		P.M. A 1.15			
		s 7.25				10.99	.....MARQUETTE.....		24	8:00 a.m. to 5:00 p.m.		s 12.45			
		s 8.00		W.		19.31	.....CENTRAL CITY.....		91	8:00 a.m. to 5:00 p.m.		s 12.20			
						19.58	...U. P. Crossing (Inter'kd)...			No Office.		- P.M. -			
						24.05	.....HORD.....		7	No Office.					
		s 8.25				27.95	.....ARCHER.....		12	No Office.		s 11.45			
	A.M. L 9.00	A 8.45 A.M.		C.W.T.R. Yd.		35.57	.....PALMER.....		83	8:00 a.m. to 5:00 p.m.		A.M. A 11.20	L 11.25 A.M.		
	f 9.25			F.		43.30	.....CUSHING.....		9	No Office.		f 11.00			
	s 9.55			W.		50.53	.....WOLBACH.....		23	8:00 a.m. to 5:00 p.m.		s 10.40			
	s 10.15					56.96	.....BRAYTON.....		22	No Office.		s 10.15			
	s 11.00			C.W.	0.00	64.16	.....GREELEY CENTER.....		52	8:00 a.m. to 5:00 p.m.		s 9.55			
	- P.M. - s 12.20					23.63	...U. P. Crossing (Grade)...			No Office.					
	s 12.45					23.93	.....ORD.....		105	8:00 a.m. to 5:00 p.m.		s 8.50			
	A 1.15 P.M.			W.		30.39	.....ELYRIA.....		13	No Office.		s 8.25			
				K.T.R. Yd.		40.23	.....BURWELL.....		74	7:45 a.m. to 4:45 p.m.		L 8.00 A.M.			
	Tuesday, Thurs. and Sat.	Daily Ex. Sunday					.....(104.39).....					Monday, Wed. and Friday	Daily Ex. Sunday		
	4:15 16.2	1:45 20.3					.....SCHEDULE TIME.....					8:20 20.64	1:5 19.4		
							.....AVERAGE MILES AN HOUR.....								

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

Manual Block System. Rule 318-B in effect. Rule 925 not in effect.

Rule 907 in effect.

Rule 221a in effect at all train order offices on this subdivision and is modified to include both freight and passenger trains.

Train order signal at Aurora does not govern Aurora-Burwell subdivision trains. Conductors and Enginemen must have Clearance Form A.

No train order signal at Palmer and Burwell. Conductors and Enginemen must have Clearance Form A when Operator on duty.

Brass Spur, M. P. 37.47 - 5 cars

Vall Spur at M. P. 39.39 - 8 cars

Tracks at Hord, Cushing and Elyria are Spurs.

At Burwell, all tracks are yard tracks from the east switch west. Trains entering Burwell expect to find cars on any and all tracks including the old main track.

**OFFICES OPEN SUNDAYS:**

Aurora 12:01 A. M. to 8:00 A. M.

4:00 P. M. to 11:59 P. M.

Other Offices Closed.



# Palmer and Sargent—Subdivision

LINCOLN DIVISION.

TIME TABLE No. 69.

EFFECTIVE MARCH 20, 1949.

WESTWARD				Signs	Distance from Palmer	STATIONS	Capacity of		Office Open Week Days	EASTWARD			
SECOND CLASS		FIRST CLASS					Sidings	Other Tracks		FIRST CLASS		SECOND CLASS	
	Monday, Wed. and Friday Mixed										Tues., Thur. and Sat. Mixed		
	<b>57</b>									<b>58</b>			
	A.M. L 9.00			C.W.T. R. Yd.	0.00	..... PALMER .....		83	8:00 a.m. to 5:00 p.m.		A.M. A 11.25		
	s 9.30				10.47	..... ST. PAUL .....		16	8:00 a.m. to 5:00 p.m.		s 11.00		
					15.62	..... MIDWAY .....		11	No Office.				
	s 10.05			W.	19.41	..... FARWELL .....		25	8:00 a.m. to 5:00 p.m.		s 10.35		
	s 10.35				28.97	..... ASHTON .....		12	8:00 a.m. to 5:00 p.m.		s 10.10		
	s 11.35 P.M.			C.W.	40.06	..... LOUP CITY .....		93	8:00 a.m. to 5:00 p.m.		s 9.45		
	s 12.20			W.	53.72	..... ARCADIA .....		26	8:00 a.m. to 5:00 p.m.		s 9.00		
	s 12.55				64.48	..... COMSTOCK .....		17	8:00 a.m. to 5:00 p.m.		s 8.25		
	A 1.20 P.M.			R.Y.Yd. K.	73.09	..... SARGENT .....		76	7:30 a.m. to 4:30 p.m.		L 8.00 A.M.		
	Monday, Wed. and Friday					..... (73.09) .....					Tues., Thur. and Sat.		
	4:20 16.9					..... SCHEDULE TIME .....					3:25 22.4		
						..... 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. Rule 925 not in effect.**

**Rule 221a in effect at all train order offices on this subdivision and is modified to include both freight and passenger trains.**

**No train order signal at Palmer and Sargent. Conductors and Enginemen must have Clearance Form A when Operator on duty.**

**At Sargent all tracks are yard tracks from the east switch west. Trains entering Sargent expect to find cars on any and all tracks including the old main track.**

**NO OFFICES OPEN SUNDAYS.**

## 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-CONTROL 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. Controlled electric switch locks are designated by the letter "C" on door of case.

**AUTOMATIC ELECTRIC SWITCH LOCK**—An automatic, electrically operated mechanism with indicator that locks 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 timetable or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL 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.

515. Within CENTRALIZED TRAFFIC CONTROL limits, 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 or wherever they may be required.

516. 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.

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

518. 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 train dispatcher at once.

519. When a train is stopped by a Stop-signal it must stay until authorized to proceed.

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

521. When a train or engine is authorized to pass a Stop-signal, which fails to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

522. 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.

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

524. CONTROLLED SIDINGS are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and on sidings.

525. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

526. When stopping at a signal, no part of train or engine should pass the signal.

527. A train or engine entering a block between signals, on authority of train dispatcher, must be protected as required by the rules and must proceed at restricted speed to the next governing signal.

528. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

529. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

530. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

531. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

532. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainman or engineman must secure permission from the train dispatcher. When permission (including time and working limits) is granted, engineman must be notified and switch must be operated 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. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

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

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND", signal indications governing movements over such switch are suspended.

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

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

533. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must then be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then 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 train dispatcher and report the completion of movement and that switch is properly locked.

534. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be less than one rail length ahead of switch before Electric Switch Lock can be operated.

535. 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. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applies to either Controlled or Automatic Electric Switch Lock.

536. Drop switches must not be made over power operated switches.

537. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which the 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.

## SPECIAL INSTRUCTIONS

Master Mechanic: O. M. Hoenshell, Lincoln  
 Trainmaster: M. G. Counter, Lincoln.  
 Road Foremen: S. Schriener, Lincoln.  
 D. G. Hanson, Lincoln.

Terminal Trainmaster: G. J. Michael, Lincoln.  
 Night Terminal Trainmaster: Wm. Loos, Lincoln.  
 Chief Dispatcher: M. D. Walker, Lincoln.  
 Night Chief Dispatcher: J. W. Frey, Lincoln.  
 E. F. Comerford, Lincoln.

Train Dispatchers:  
 C. E. Keefer I. F. Conaway  
 E. J. Purinton H. E. Vant  
 G. D. Hershner C. E. Willis  
 A. S. Johnson L. A. Starkey  
 J. R. Golden J. F. Toohey  
 G. V. Vant

1. Where 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. Train 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.

Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of an emergency.

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 and Centralized Traffic Control at restricted speed where distant signals are not provided for such movements.

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 interlocking signals operated by remote control are in stop position, train or enginemen will promptly communicate with operator or signalman and when so instructed may proceed by stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

Freight and Passenger Diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

Lincoln and Columbus subdivision trains use the Lincoln and Ravenna subdivision track one mile between Lincoln and C. E. & Q. Junction.

Union Pacific trains use the Lincoln and Ravenna subdivision track (0.76 miles between Lincoln and Union Pacific connection switch).

Wymore Division trains and Union Pacific trains use the Lincoln and Gaines subdivision track between Lincoln and Hall Tower.

Interlocking rules are in effect at U. P. Crossing Hastings Tower.

Telephones are located adjacent to control houses and at signal bridges between Brick Yard and Gaines for means of communication with operator at Hastings Tower.

## LINCOLN:

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

Centralized Traffic Control in effect on both freight tracks between Baird Interlocking limits and Hall Interlocking limits. Rule 93 not in effect between west end of Baird Interlocking limits and east end of Hall Interlocking limits. Maximum speed limit 25 M. P. H.

## EXETER:

The signals governing movements over East switch of siding and entrance to the blocks, also govern movements over C. & N. W. crossing at Mile Post 105.08.

In case of failure of stop-signal to clear, trainman or engineman must secure authority from the train dispatcher to pass stop-signal for movement over C. & N. W. crossing, in addition to complying with C. T. C. rules 520 and 521.

The train dispatcher must not give such authority if any C. & N. W. trains have passed distant signals until such trains are known to be stopped.

## FAIRMONT:

Normal positions of junction switches at east end on Helvey line and west end on Hebron line are for the branch lines.

## RAVENNA:

When First Class trains meet at Ravenna the eastward train will take Siding at West Switch.

## AURORA:

Westward trains taking siding use switch west of depot unless otherwise directed.

## YORK:

Electric locked derral on Benedict-Clay Center Subdivision just west of Lincoln-Ravenna Subdivision line clearance point. Trains approaching from West must have operator unlock derral and secure permission from operator before entering main track of Lincoln-Ravenna Subdivision.

## SEWARD:

The West switch to siding, and the East and West switches to crossover from main track to Columbus line are equipped with dual-controlled switches. These switches will be handled by Leverman during his assigned hours only.

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 acknowledgement of the signal, sound two long blasts of the whistle, as provided in Rule 14(b).

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 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.

Employees handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

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, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

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 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.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

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 Baggageman in addition to Conductor and Engineman.

14. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor 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 in cab of steam engines and in a container in cab of Diesel Electric motors.

## SPECIAL INSTRUCTIONS—Concluded

On Gas-Electric-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 applied to flagging equipment on Engines or Motors, 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 engineman 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 the rules of the operating department is modified to read as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour unless otherwise directed by train order. Where the one-mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

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, arrangements 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. WHISTLE SIGNALS FOR HANDLING ENGINES THROUGH INTER-LOCKING PLANT:

First: The Main Track, 1 long.

Second: Siding, one long and one short.

Third: Branch Line, one long, one short and one long.

Fourth: To Wye, or inside track, one long, two short, and one long.

21. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

22. 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 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. 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.

25. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep sharp lookout for track cars and use whistle freely.

26. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the subdivision.

27. Rule 1047 of Rules of the Operating Department is modified as follows: "Assist passengers, especially women, children and infirm persons, in entering and leaving cars, or in passing from one car to another, giving special attention to their safety. Direct on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use stop boxes where necessary."

28. The headlight of diesel and gas-electric engines must be burned dim during daylight hours, when in road service.

29. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuses will be used in giving signals as prescribed by Rules 12(a) to 12(g) inclusive, when weather conditions, or length of train make it impracticable to pass hand or lamp signals.

30. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is opened or main track fouled. This applies to both hand operated and spring switches.

31. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes or manually when operating under rule 917. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 and 102.

Where switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

32. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test and operating at speed authorized for Class "B" trains. When this change is made, Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test, and may then operate at speed authorized for Class "A" trains.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

33. Rule 922 of the Book of Rules of the Operating Department is modified to read as follows:

"Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit."

"In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine."

**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 or engines with cabooses must approach all hazardous road crossings, where the view is obscured, prepared to stop; and must run at restricted speed approaching, and on curves, and where the view is obscured, between 6:30 a.m. and 6:30 p.m. 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 subdivision 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 subdivisions 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.

Gas-Electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backwards on that subdivision.

Diesel and gas-electric motor trains and engines must not pass through water, if the water is more than three inches above top of rail, and when passing through water the speed must not exceed three miles an hour to prevent damage to traction motors.

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

C.&S. 4,000 H.P. Diesel units 9950 A.&B. and 9980 A.&B. must not exceed 85 M.P.H.

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, except motor car 9734 ..... 60 M.P.H.
- Gas-Electric motor car 9734 ..... 50 M.P.H.
- Diesel-Electric power units ..... 75 M.P.H.
- Diesel-Electric switch engines ..... 40 M.P.H.
- Gas-Electric switch engines, series 9103 to 9106 inclusive 30 M.P.H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUBDIVISIONS</b>		
On sidings.....	Restricted Speed	Restricted Speed
All crossovers and turnouts, not otherwise specified....	10	10
Handling clam shells, pile drivers, steam shovels.		
Main Lines.....	..	30
Branch Lines.....	..	20
(See Special Instructions 12.)		
Handling scale test cars (must be handled next to waycar with air coupled).		
Main Lines.....	..	25
Branch Lines.....	..	20
M-2-A engines.....	35	35
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.....	..	25
Loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible.		
Main Lines.....	..	35
Engines under steam disconnected on one side with main rod down.		
Main Lines.....	25	25
Branch Lines.....	20	20
B, S-4 or S-4-A engines with drivers blocked up.....	40	40
0-5-A or M engines with drivers blocked up.....	30	30
Trains handling coke racks, D&RGW series 26750 to 26999.....	..	25

The following speed restrictions will govern when handling steam derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Steam Derricks and Rotary Snow Plows
Lincoln-Kenesaw.....	30 MPH	35 MPH
Lincoln-Ravenna.....	30 MPH	35 MPH
Aurora-Hastings.....	20 MPH	20 MPH
Kenesaw-Kearney.....	Must not operate...	20 MPH
Seward-Columbus.....	"	20 MPH
Benedict-Clay Center.....	"	20 MPH
Ayr Junction-Huntley.....	"	20 MPH
Aurora-Burwell.....	"	20 MPH
Palmer-Sargent.....	"	20 MPH
Lincoln-Seward (via Garland).....	"	20 MPH

**SPEED RESTRICTIONS---Continued**

**LINCOLN-CUSHMAN AND GAINES SUB-DIVISION**

The following symbols indicate the class of engine or type of equipment the maximum speeds shown in that column govern.

**A**—Trains consisting of all light weight cars handled by Diesel engines. See class B notes (1) and (2).

**B**—Passenger trains handled by Diesel engines, having one or more standard cars or passenger trains handled by O-5-A, S-4 or S-4-A engines.

Note (1) Class A trains operated with automatic brake instead of electric straight air.

Note (2) Class A trains handled by S-1-A or S-2-A engines.

**C**—All other steam passenger trains.

**D**—Freight trains when handled by Diesel, B-1-A, O-5-A, S-4, or S-4-A engines.

**E**—Freight trains when handled by other freight engines.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Gas-electric motor cars must not exceed 50 miles an hour and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 miles an hour.

Triangle and banjo type signals are located approximately one mile from point of curve or point where zone speed changes.

The triangle type signal with reflex letter "Z" thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone is reached. Where speed restrictions are required on curves within that zone, the banjo type signal with reflex letter "C" and numerals thereon will indicate speed permissible for that particular curve.

No. 19 passing Crete Depot must not exceed 50 miles an hour.

Steam engines running backward must not exceed 20 miles an hour.

Trains must not exceed 25 miles an hour through turnouts of controlled sidings.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
Between Baird Tower and Hall Tower, via passenger tracks, Lincoln.....	Restricted Speed			Restricted Speed	
ZONE—Lincoln to M.P. 60.50.....	30	30	30	Yd.	Yd.
ZONE—M.P. 60.50 to M.P. 66.70.....	80	75	60	55	50
ZONE—M.P. 66.70 to M.P. 70.50.....	65	60	60	55	50
Cobb Turnout.....	25	25	25	25	25
Cushman-Cobb (M.P. 7.50).....	35	35	35	35	35
ZONE—M.P. 70.50 to M.P. 82.25.....	75	70	60	55	50
Curve M.P. 78.24.....	65	55	55	55	50
Curve M.P. 80.10.....	70	60	60	55	50
ZONE—M.P. 82.25 to M.P. 156.00.....	90	79	75	55	50
Curve M.P. 127.52.....	80	70	60	55	50
Crossover, Brickyard.....	40	25	25	25	25
Turnouts, M.P. 155.82.....	25	25	25	25	25
Crossover, M.P. 155.98.....	15	15	15	15	15
ZONE—M.P. 156.00 to M.P. 157.00.....	30	30	30	30	30
Crossover and turnouts M.P. 156.43.....	15	15	15	15	15
ZONE—M.P. 157.00 to M.P. 158.00.....	90	75	60	30	30
Turnout, west end of No. 1 track, M.P. 157.96.....	25	25	25	25	25
Turnout, end of double track Gaines.....	50	40	40	40	40
Between Hastings Tower and Hastings depot.....	Restricted Speed			Restricted Speed	

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>LINCOLN AND RAVENNA SUBDIVISION</b>			<b>AURORA AND BURWELL SUBDIVISION</b>					
Maximum speed.....	60	50	Maximum Speed:					
Freight trains handled by Diesel engines (Between Cushman and Ravenna).....	..	55	Between Aurora and Palmer.....	40	30			
Steam engines running backward.....	20	20	Between Palmer and Burwell.....	35	30			
Between Hall Tower and C. B. & Q. Junction, via passenger tracks, Lincoln.....	Restricted	Speed	Steam engines running backward.....	10	10			
Over highway crossing "O" Street, M.P. 1.90.....	10	10	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....	..	25			
Curves between Lincoln and Cushman.....	25	25	Between Aurora and Palmer.....	..	20			
Around 6 degree curve east end Seward.....	35	35	Between Palmer and Burwell.....	10	10			
Over C. & N. W. crossing, Seward.....	35	35	Between M.P. 19.05 and 19.50.....					
Trailing movements through spring switches.....	15	15	<b>PALMER AND SARGENT SUBDIVISION</b>					
All trains move at restricted speed between depot and stock yards, Aurora; between U. P. crossing and 12th Street, Grand Island and between east switch and depot, Ravenna.....	..	..	Maximum speed.....	35	25			
<b>BENEDICT AND CLAY CENTER SUBDIVISION</b>			Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....	..	20			
Maximum Speed.....	35	30	Steam engines running backward.....	10	10			
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....	..	25	<b>AURORA AND KEARNEY SUBDIVISION</b>					
Steam engines running backward.....	10	10	Between Aurora and Hastings:					
Engine or leading car over Nobes Avenue crossing, York	10	10	Maximum speed.....	40	35			
Engine or leading car over highway crossings M. P. 110.34 and 110.12.....	10	10	Zephyr trains.....	50				
O1 and O1A engines over bridge 138.28.....	5	5	Steam engines running backward.....	20	20			
O1 and O1A engines between Mapps and Knox.....	15	15	Between Kenesaw and Kearney:					
<b>AYR JCT. AND HUNTLEY SUBDIVISION</b>			Maximum Speed.....	25	25			
Maximum Speed.....	30	25	Steam engines running backward.....	10	10			
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....	..	20	S2A Engines over bridge 18.18.....	15	15			
Steam engines running backward.....	10	10	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....	..	20			
<b>LINCOLN AND COLUMBUS SUBDIVISION</b>			<b>SPEED OF TRAINS:</b>					
Maximum speed.....	35	25	Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
Between C. B. & Q. Junction and Hall Tower, via passenger tracks, Lincoln.....	Restricted	Speed		Minutes	Seconds		Minutes	Seconds
O engines between Hobson and Seward.....	20	20	5.....	12	0	55.....	1	5
Steam engines running backward.....	10	10	10.....	6	0	60.....	1	0
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....	..	20	15.....	4	0	65.....		55
Between Lincoln and Seward.....	..	20	20.....	3	0	70.....		51
Between Seward and Columbus.....	..	25	25.....	2	24	75.....		48
Engine or leading car over air field crossing M. P. 4.99	10	10	30.....	2	0	80.....		45
Engine or leading car over S.Y.A. crossing at M. P. 8.74 and M. P. 24.79.....	10	10	35.....	1	43	85.....		42
Before crossing S. Y. A. highway M. P. 26.00, Seward.....	Stop	Stop	40.....	1	30	90.....		40
Engine or leading car over street crossing M. P. 26.17, Seward.....	5	5	45.....	1	20	95.....		38
Engine or leading car over main highway crossing just west of depot, Ulysses.....	5	5	50.....	1	12			
R and S engines over bridge 64.96.....	10	10						
Going down Bellwood hill, M. P. 56.50 to M. P. 58.70	20	20						
Engine or leading car over 21st Avenue, Columbus.....	5	5						

**Tracks at Stations in Territory where Class B-1, B-1-A, O-5-A, S-4, S-4-A, and M-4-A engines are operated, on which it is not permissible to operate this class of power**

Location	Track No.	Local Name of Track	Location	Track No.	Local Name of Track
<b>LINCOLN AND GAINES SUBDIVISION:</b>			<b>LINCOLN AND RAVENNA SUBDIVISION:</b>		
Yankee Hill.....	3-14-17	Brick Yard Track.	Emerald.....	2	Elevator Track.
Denton.....	4	House Track from West Switch to west elevator.		4	City Track.
Berks.....	2	House Track.	Pleasant Dale.....	2	House Track.
Crete.....	2	Storage Track.	Milford.....	2	Elevator Track.
	3	Mill Track.		6	Mill Track.
	5	Mill Track.	Ruby.....	2	Elevator Track.
	8	Johnson Mill Track.	Seward.....	3	Egg Spur.
	9	Johnson Mill Track.		4	Mill Track.
	11	Standard Oil Track.		..	West Leg of Wye.
	12	Fairmont Creamery Track.	York.....	2	Egg Spur.
	13	Brewery Track.		13	Auto Dock Track.
	14	Platform Track.		9	Panhandle Track beyond Switch of Cold Storage Track.
	16	Johnson Mill Track.	Hampton.....	1	House Track.
	20	Johnson Mill Track.	Aurora.....	13	Roundhouse Track.
Fairmont.....	17	Round House Track.		14	Roundhouse Track.
Grafton.....	3	Elevator Track.		17	Cinder Pit Track.
Sutton.....	2	House Track.		33-34	Freight House Tracks.
	6	Coal Track.		40	Waycar Track.
	11	Storage Oil Track.		46	Creamery Track—can be used by "B" engines.
Saronville.....	2	House Track.		41	City Track.
Harvard.....	6	Oil Track.		11	Elevator Track.
Inland.....	2	House Track.		49	Hord Spur.
Halloran.....		Lead to Naval Base.		3-5-2	Locally referred to as tracks 4, 5, and 6; B-1, O-5-A, S-4, M-4-A engines cannot use switches at east end of tracks account turnouts too sharp.
Hastings.....	2	Cowton Coal Track.	Phillips.....	4	House Track.
	4	Elevator Track.	Power.....	1	Power Spur.
	6	G. I. Transfer Track.	Trail.....	1	Siding—can be used by "B", "S4" and "S4-A" engines.
	8	Horn Track.	Grand Island.....	2	Belt Line.
	18	Hastings Fuel Track.		17	Donald's Spur.
	20	Oliver Lumber Co. Track.		10	Gas House Track.
	38	Standard Oil Track.		7	Oil Track.
	49	Stockyard Track.		8	Elevator Track.
	61	Kearney Stub Track.	Abbott.....	2	House Track.
	62	Byers Lumber Co. Track.	St. Michael.....	2	House Track.
	63	Nash-Finch Co. Track.	Ravenna.....	40	Mill Track.
	69	Commonly known as No. 10 Track.		5	City Track.
	40	Commonly known as No. 11 Track.		33	Coal Chute Incline Track.
	84	Commonly known as No. 10½ Track.		44	Cinder Pit Loading Track.
	70	Freight House Tracks.		30	Cinder Pit Loading Track.
	and all other			13	Boiler House Track.
				29	Tail Track—this track can be used to a point 600 ft. west of west crossover.

**FREIGHT TRAINS (Information Only)**

WESTWARD			STATIONS	EASTWARD		
Daily Freight	Daily Freight	Daily Ex. Sun. Freight		Daily Ex. Sun. Freight	Daily Freight	Daily Freight
61	67 (CD)	93	... HOBSON ...	94	62	68
9:30PM	9:30AM	2:30AM	... CRETE ...	10:30PM	11:00AM	6:00PM
		3:45AM	.. HASTINGS ..	9:30PM		
12:15AM 12:35AM	12:30PM 1:00PM				8:20AM 8:00AM	3:35PM 3:20PM