

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
 Crete, Neb.....DR. P. J. HUBER.....Surgeon
 Exeter, Neb.....DR. JAMES D. BELL.....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
 Hastings, Neb.....DR. A. A. SMITH.....Surgeon & Examiner
 Kearney, Neb.....DR. C. B. EDWARDS.....Surgeon
 Lincoln, Neb.....DR. C. C. PELIKAN.....Surgeon & Examiner
 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. 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
 Milford, Neb.....DR. W. ROY HILL.....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.

E. L. POTARF,
 General Manager, Omaha, Neb.

L. L. SMITH
 General Superintendent, Lincoln, Neb.

G. P. HENSON,
 Superintendent Terminals, Lincoln, Neb.

H. A. BENEDETTO,
 Assistant Superintendent, Lincoln, Neb.

W. B. SIMMONS,
 General Superintendent Transportation, Chicago

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE OF THE LINCOLN DIVISION OF THE WESTERN DISTRICT No. 72

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

SUNDAY, SEPTEMBER 30, 1951

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 and Gains—Subdivision

TIME TABLE No. 72

LINCOLN DIVISION.

EFFECTIVE SEPT. 30, 1951.

WESTWARD					EASTWARD										
FIRST CLASS					FIRST CLASS										
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Capacity of	Signs	Distance from Pacific Junction	STATIONS	Office Open	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	
7	89	1	17	19						Sidings	Other Tracks	18	6	14	90	10
P.M.	A.M.	A.M.	A.M.	A.M.	Yard	Yard	B.K.O. R.W.Y.Yd.	59.59	..... LINCOLN.....	Continuous.	A.M.	A.M.	P.M.	P.M.	A.M.
L 6.15	L 10.15	L 1.52	L 1.19	L 12.03			F.	60.10	..... U. P. Crossing (Interlocked) ..	No Office.	A 3.40	A 6.55	A 3.59	A 4.15	A 12.04
							B.C.K.O.Yd. E.T.W.Y.	60.35	..... HALL (Tower)	No Office.					
							B.C.K.O.Yd. R.T.W.Y.	60.70	..... C. B. & Q. Crossing (Interl'kd)	No Office.					
					Yard	Yard	F.	61.50	..... CARLING	Continuous					
							F.	61.50	..... (Interlocked)	Continuous					
							F.	63.45	..... HOBSON.....	Continuous					
							F.	67.39	..... CUSHMAN	No Office.					
							F.	66.93	..... COBB	No Office.					
	s 10.26				140	32	F.	69.43	..... DENTON.....	No Office.				s 4.00	
					140	7	F.	76.21	..... BERKS	No Office.					
s 6.39	A 10.40	2.14	1.40	c 12.25	74	257	W.	79.72	..... CRETE	No Office.	3.16	s 6.25	s 3.30	L 3.50	11.44
s 6.52	A.M.				140	56	W.	88.09	..... DORCHESTER	No Office.			s 3.14		
s 7.04		2.28	1.54	12.41	140	89	F.	97.17	..... FRIEND	No Office.	3.01	6.10	s 3.02		11.31
							F.	105.08	..... C. & N. W. Crossing (Interl'kd)	No Office.					
s 7.15					140	48	F.	105.77	..... EXETER	No Office.				s 2.51	
s 7.33		2.41	2.07	s 1.00	140	263	C.W.F.	112.97	..... FAIRMONT	No Office.	2.48	s 5.56	s 2.40		11.18
s 7.44					140	37	F.	119.74	..... GRAFTON	No Office.			s 2.26		
s 7.57		2.53	2.19	1.16	113	132	F.	127.86	..... SUTTON	No Office.	2.35	s 5.37	s 2.15		11.06
s 8.05					140	22	F.	132.28	..... SARONVILLE	No Office.			s 2.03		
s 8.14		3.04	2.30	s 1.28	140	26	W.F.	140.69	..... HARVARD.....	No Office.	2.23	s 5.22	s 1.53		10.55
s 8.25					140	25	F.	147.48	..... INLAND	No Office.			f 1.42		
							F.	152.00	..... HALLORAN	No Office.					
							F.	154.89	..... BRICK YARD	No Office.					
							B.R.K.	155.90	..... HASTINGS TOWER	Continuous.					
A 8.40	A 3.23	A 2.49	A 1.52		Yard	Yard	F.	156.16	..... U. P. Crossing (Interlocked) ..	Continuous.	L 2.09	L 5.05	L 1.30		L 10.41
P.M.	A.M.	A.M.	A.M.				B.C.K.O. T.W.Y.	158.01	..... HASTINGS.....	No Office.	A.M.	A.M.	P.M.		P.M.
					Yard	Yard	F.	1.85	..... GAINES.....	No Office					
									..... (98.39)						
2:25	0:25	1:31	1:30	1:49					..... SCHEDULE TIME.....		1:31	1:50	2:29	0:25	1:23
39.9	48.3	63.7	64.0	53.1					..... AVERAGE MILES AN HOUR.....		63.7	62.6	38.8	46.3	69.7

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. 154.89, AND GAINES, M.P. 158.01.

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

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

Nos. 1, 10, 17 and 18 will register at Lincoln by register ticket.

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

Freight trains will register at Hastings Tower by register ticket.

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

No. 90 will register at Crete by register ticket when operator on duty.

No. 19 will stop at Crete to discharge revenue passengers from Omaha and east and to receive revenue passengers for Denver when notified at Lincoln.

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

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

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

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. 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 Gains, 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 Gains M. P. 158.01.

Lincoln and Ravenna—Subdivision

LINCOLN DIVISION.

TIME TABLE No. 72

EFFECTIVE SEPT. 30, 1951.

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Office Open Saturday and Sunday	Capacity of		EASTWARD				
SECOND CLASS		FIRST CLASS							Siding	Other Tracks	FIRST CLASS	SECOND CLASS			
Daily Freight	Daily Freight	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Freight	Daily Freight	Daily Passenger
79	75	41	43								42	44	78	80	
		P.M. L 7.00	A.M. L 12.05	Continuous.	W. Y. R. K. O.B. Yd.	0.00	..... LINCOLN	Continuous.	Yard	Yard	A.M. A 6.40	P.M. A 8.00		
				No Office.	F.	0.34	..... BAIRD (Tower)	No Office.						
				No Office.		0.78	..... C. B. & Q. Crossing (Interl'kd)	No Office.						
				No Office.	F.	1.00	..... U. P. Crossing (Interl'kd)	No Office.						
				No Office.		1.88	..... C. B. & Q. Jct. (Interl'kd)	No Office.						
P.M. L 9.00	A.M. L 2.00			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
9.15	2.15	7.09	12.14	No Office.	Yd. F.	4.37	..... BAIRD (Tower)	No Office.			6.25	7.46	3.20	10.08
9.25	2.25	7.13	12.19	No Office.	F.	8.06	..... CUSHMAN	No Office.			6.20	7.42	3.13	10.00
9.33	2.38	7.19	12.26	See Footnote		13.66	..... EMERALD	No Office.	65	30	6.14	7.36	3.04	9.50
9.42	2.56 78	7.30 44	12.32	8:00 a.m. to 5:00 p.m.	W.	19.64	..... PLEASANT DALE	See Footnote.	66	30	6.07	7.30 41	2.56 75	9.40
9.48	3.06	7.35	12.37	No Office.	F.	23.97	..... MILFORD	Closed.	140	87	6.02	7.23	2.49	9.32
9.57	3.17	7.52	12.45	6:30 p.m. to 3:30 a.m.	W.	29.20	..... RUBY	No Office.	66	9	6.02	7.23	2.49	9.32
				8:00 a.m. to 5:00 p.m.		29.66	..... SEWARD	6:30 p.m. to 3:30 a.m.	65	71	c 5.55	s 7.16	2.41	9.23
				No Office.	F.	36.17	..... SEWARD TOWER C. & N. W. Crossing (Interl'kd)	See Footnote.						
10.10	3.30	8.02	12.55	No Office.	F.	38.17	..... TAMORA	No Office.	77	34	5.46	7.07	2.31	9.10
10.20	3.40	8.12	1.02	8:00 a.m. to 5:00 p.m.		42.42	..... UTICA	Closed.	119	60	5.39	7.00	2.21	9.00
10.30	3.50	8.22	1.09	8:00 a.m. to 5:00 p.m.		48.56	..... WACO	Closed.	77	43	5.32	6.53	2.12	8.50
10.41	4.01	8.30	1.16	See Footnote.	W.	55.85	..... WACO	Closed.	77	43	5.32	6.53	2.12	8.50
10.54	4.34	8.50	1.30	8:00 a.m. to 5:00 p.m.		64.19	..... YORK	See Footnote.	w120 e77	180	s 5.24	s 6.45	2.00	8.38
11.05	5.04 42	8.59	1.38 78	8:00 a.m. to 5:00 p.m.		71.28	..... BRADSHAW	Closed.	119	39	5.12	6.31	1.48	8.23
11.20	5.15	9.16	1.49	8:00 a.m. to 5:00 p.m.		71.28	..... HAMPTON	Closed.	77	34	5.04 75	6.23	1.38 43	8.11
11.31	5.24	9.25	1.57	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.	Yard	Yard	s 4.52	s 6.12	1.24	8.00
11.42	5.35	9.31	2.03	No Office.	F.	83.42	..... MURPHY	No Office.	67	23	4.46	6.06	1.13	7.45
				See Footnote		88.84	..... PHILLIPS	See Footnote.	79	31	4.40	f 6.00	1.05	7.35
				No Office.	F.	93.57	..... TRAILL	No Office.	25	33				
				No Office.	F.	96.08	..... U. P. Crossing (Interlocked)	No Office.						
A.M. 12.01	6.05	9.55	2.25	Continuous.	O.W. Yd.	96.32	..... GRAND ISLAND	See Footnote.	186	Yard	s 4.30	s 5.50	12.55	7.20
				No Office.		103.07	..... OVINA	No Office.						
12.15	6.20	10.06	2.37	No Office.	F.	104.72	..... ABBOTT	No Office.	67	23	4.15	5.26	12.39	7.09
12.30 78	7.00 80	10.20	2.44	8:00 a.m. to 5:00 p.m.		111.47	..... CAIRO	Closed.	89	36	4.08	s 5.19	12.30 79	7.00 75
12.40	7.30	10.34	2.52	No Office.	F.	119.17	..... ST. MICHAEL	No Office.	67	35	4.00	5.09	12.15	6.45
A 1.00 A.M.	A 8.00 A.M.	A 10.50 P.M.	A 3.05 A.M.	Continuous.	C. W. T. R. K. B.	127.74	..... RAVENNA	Continuous.	Yard	Yard	L 3.50 A.M.	L 5.00 P.M.	L 12.01 A.M.	L 6.30 A.M.
4:00 31.3	6:00 20.9	3:50 33.3	3:00 42.6				..... (127.74)							
							..... SCHEDULE TIME				2:50 45.1	3:00 42.	3:29 36.0	3:45 33.5
							..... AVERAGE MILES AN HOUR							

Pleasant Dale, office open 6:00 p.m. to 3:00 a.m. daily except closed from 3:00 p.m. Saturday to 6:00 p.m. Monday.
 Seward Tower office open 8:00 a.m. to 5:00 p.m. daily except Sunday.
 York, office open 12:15 a.m. to 8:15 a.m., 1:30 p.m. to 9:30 p.m. daily, and Sunday open 12:15 a.m. to 9:30 p.m.
 Phillips, office open 6:00 p.m. to 3:00 a.m. daily except closed from 3:00 a.m. Saturday to 6:00 p.m. Monday.
 Grand Island continuous Saturday and Sunday except closed 8:00 a.m. to 4:00 p.m. Sunday.

LOCATION OF SPRING SWITCHES

Milford, both ends of siding.	Bradshaw, west end of siding.
Waco, west end of siding.	Aurora, west end of long siding.
York—east end of eastward siding. west end of westward siding.	Grand Island, west end of siding.

FOOTNOTES ON PAGE 4

Lincoln and Ravenna—Subdivision

TIME TABLE No. 72.

LINCOLN DIVISION.

EFFECTIVE SEPT. 30, 1951.

FOOTNOTES

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

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

Automatic Block System in effect between Cushman and Mile Post 125.99 east of Ravenna. Centralized Traffic Control in effect Mile Post 125.99 through Ravenna.

Controlled electric switch locks on all main track switches through Ravenna yard.

No train order signal Lincoln, Hobson, and Ravenna. Conductors and engine-men must have Clearance Form A.

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

Furr Spur track M. P. 2.34, capacity 9 cars.

State Industrial Home Spur M. P. 18.30, capacity 12 cars.

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

Lipcot Spur M. P. 94.55 - set out track 21 cars. Engines must not pass loading tipple.

Copland Spur and set out track, M. P. 103.50, capacity 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 Aurora Monday, Wednesday, Friday for Ravenna.

Local extra leaves Ravenna Tuesday, Thursday, Saturday for Aurora.

Local extra leaves Aurora Monday, Wednesday and Friday for Hobson.

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

Aurora and Kearney—Subdivision

TIME TABLE No. 72.

LINCOLN DIVISION.

EFFECTIVE SEPT. 30, 1951.

WESTWARD			Office Open Weekdays Except Saturday	Signs	Distance from Aurora	STATIONS	Office Open Saturday and Sunday	Capacity of		EASTWARD		
SECOND CLASS								Sidings	Other Tracks	SECOND CLASS		
Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed										
	35									36		
	A.M. L 7.00		See Page 3.	C.W.Y. R.K.B. Yd.	0.00	.....AURORA.....	See Page 3.	Yard	Yard	A P.M. 2.30		
	S 7.25		7:30 a.m. to 4:30 p.m.		9.93	.....GILTNER.....	Closed.		25	S 1.55		
	S 8.00		No Office.		18.93	.....TRUMBULL.....	No Office.		44	S 1.35		
	f 8.15		No Office.		24.69	.....BLAINE.....	No Office.		6	f 1.18		
	A 8.25 A.M.		No Office.	F.	27.07	.....BRICK YARD.....	No Office.			L 1.10 P.M.		
			Continuous.	B.R.K.	28.08	.....HASTINGS TOWER..... .....U. P. Crossing (Inter'd).....	Continuous.					

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	B.C.K. O.T.W.Y.	29.00	.....GAINES.....	No Office					

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

			Distance from Kenesaw	Signs	STATIONS	Capacity of	Other Tracks					
Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed										
	A.M. L 9.00		7:45 a.m. to 4:45 p.m.	R.	0.00	.....KENESAW.....	Closed	140	48	A P.M. 12.20		
	f 9.30		No Office.		10.12	.....LOWELL.....	No Office.		25	P.M. f 11.55		
	A 10.15 -A.M.-		8:00 a.m. to 5:00 p.m.	T.R.W. Yd.	24.39	.....KEARNEY.....	Closed.		48	L 11.15 -A.M.-		
	3.15 20.7					.....(67.46).....						
						.....SCHEDULE TIME.....				3.15		
						.....AVERAGE MILES AN HOUR.....				20.7		

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

Manual Block System. Rule 318-B in effect. Rule 907 in effect.

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

No train order signal at Kenesaw and Kearney. Conductors and engine-men must have Clearance Form A.

No train order signal at Hastings Tower. Conductors and engine-men of eastward trains must have Clearance Form A.

Nos. 35 and 36 carry passengers.

Engines must not enter roundhouse at Kearney.

Lippincott Spur M. P. 10.96, capacity 42 cars. Engines must not pass loading tipple.

Gravelvale Spurs M. P. 17.58 set out track, capacity 39 cars.

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

Lincoln and Columbus—Subdivision

LINCOLN DIVISION.

TIME TABLE No. 72.

EFFECTIVE SEPT. 30, 1951.

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Sidings	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday Freight	31	Daily Ex. Sunday Passenger	121								Daily Ex. Sunday Passenger	120	Daily Ex. Sunday Freight	32
A.M. L 7.00				Continuous.	CWYTR K.O.B.Yd.	 CARLING	Yard	Yard	Continuous.				
				Continuous.	W.Y.R. K.O.B. Yd.	0.00 (Interlocked)..... 1.31			Continuous.	A.M. A 10.10		P.M. A 5.00	
			P.M. L 3.30	No Office.	F.	0.34 LINCOLN..... 0.34	Yard	Yard	No Office.				
				No Office.		0.78	C. B. & Q. Crossing (Interl'kd) BAIRD (Tower)..... 0.44			No Office.				
				No Office.	F.	1.00	U. P. Crossing (Interlocked). 0.22			No Office.				
7.15			3.32	No Office.		5.87	.. C. B. & Q. Jct. (Interl'kd).. 4.87			No Office.	10.05		4.50	
f 7.25			f 3.41	No Office.		11.24	..... WOODLAWN..... 5.37	23	No Office.	f 9.57		f 4.40	
s 7.40			s 3.51	No Office.		18.44	..... MALCOLM..... 7.11	11	No Office.	s 9.47		s 4.25	
s 8.00			s 4.07 32	8:30 a.m. to 5:30 p.m.			..... GARLAND..... 7.02	15	Closed.	s 9.33		s 4.07 121	
s 9.19 120			s 4.22	See Page 3.	W.Y.Yd.	25.46	..... SEWARD..... 0.45	45	See Page 3.	s 9.19 31		s 3.40	
				8:00 a.m. to 5:00 p.m.		25.91	SEWARD TOWER C. & N. W. Crossing (Interl'kd) 6.00		Closed.					
s 10.00			s 4.34	No Office.		31.91	..... STAPLEHURST..... 6.33	31	No Office.	s 9.05		s 3.10	
s 10.30			s 4.48	8:15 a.m. to 5:15 p.m.		38.84	..... ULYSSES..... 7.97	46	Closed.	s 8.51		s 2.45	
f 10.50			s 5.03	No Office.		46.81	..... GARRISON..... 5.72	17	No Office.	s 8.35		f 2.15	
s 11.30			s 5.15	8:20 a.m. to 5:20 p.m.	C.W	52.53	..... DAVID CITY..... 0.13	92	Closed.	s 8.23		s 2.00	
				No Office.		52.66	... U. P. Crossing (Grade).... 8.60		No Office.					
s 11.55			s 5.33	7:45 a.m. to 4:45 p.m.		61.26	..... BELLWOOD..... 8.85	33	Closed.	s 8.04		s 1.30	
- P.M. - A 12.30 - P.M. -			A 5.55 P.M. -	No Office.		70.11	.. U. P. Crossing (Interlocked).. 0.50		No Office.					
				7:30 a.m. to 4:30 p.m.	W.T.R.Yd.	70.61 COLUMBUS..... (70.61)	Yard	134	Closed.	L 7.45 - A.M. -		L 1.00 - P.M. -	
5:30 13.1			2:25 29.2				..... SCHEDULE TIME.....			2:25 29.2		4:00 17.9	
							..... 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.

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.

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, engine must not go more than 100 feet east of derail.

Passenger trains will stop before crossing S. Y. A. highway at M. P. 24.79 and all trains will stop and be flagged over S. Y. A. crossing at M. P. 26.00, Seward.

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

No. 31 and No. 32 carry passengers.

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

Benedict and Clay Center—Subdivision

LINCOLN DIVISION.

TIME TABLE No. 72.

EFFECTIVE SEPT. 30, 1951.

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS		Capacity of		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS							Siding	Other Tracks	STATIONS	Siding		Other Tracks	SECOND CLASS		
Tues. Thur. and Sat. Mixed													Mon., Wed. and Friday Mixed		
165												166			
A.M. L 8.20				See Footnote.	R Yd.	144.41	.....	BENEDICT.....	Yard	44	See Footnote.	A.M. A 11.05		
				See Page 3.	W. Yd.	135.38	.....	YORK.....	W-120 E-77	180	See Page 3.	\$ 10.15		
\$ 10.25				7:30 a.m. to 4:30 p.m.		126.25	.....	McCOOL JCT.....		36	Closed.	\$ 8.10		
\$ 10.55				No Office.		118.44	.....	LUSHTON.....		38	No Office.	\$ 7.50		
\$ 1.20				No Office.		112.38	.....	BIXBY.....		6	No Office.	f 7.30		
f 11.40 — P.M. —				8:00 a.m. to 5:00 p.m.		107.14	.....	SUTTON.....		113	132	Closed.	\$ 7.20	
\$ 12.40				No Office.		100.18	.....	VERONA.....		6	No Office.	\$ 6.20		
\$ 1.00				8:00 a.m. to 5:00 p.m.	Yd. Y.R. B	94.73	.....	CLAY CENTER.....	Yard	37	Closed.	L 6.05 — A.M. —		
A 1.30 — P.M. —							.....	(49.68)						
5:10 9.7							.....	SCHEDULE TIME.....				5:00 10.0		
							.....	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.

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 train 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.

OFFICE OPEN:

Benedict 8:30 a.m. to 5:30 p.m. daily except closed Sunday and Monday.

Ayr Jct. and Huntley—Subdivision

LINCOLN DIVISION

TIME TABLE No. 72.

EFFECTIVE SEPT. 30, 1951.

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS		Capacity of		Office Open Saturday and Sunday	EASTWARD		
SECOND CLASS							Other Tracks	STATIONS	Siding	Other Tracks		SECOND CLASS		
Mon., Wed. and Friday Mixed												Tues. Thur. and Sat. Mixed		
163												164		
A.M. L 9.25				No Office.		67.08	.....	AYR JCT.....			No Office.	A.M. A 11.40		
\$ 9.45				7:30 a.m. to 4:30 p.m.		60.15	.....	ROSELAND.....		36	Closed.	\$ 11.13		
\$ 10.05				7:30 a.m. to 4:30 p.m.	W.	55.09	.....	HOLSTEIN.....		32	Closed.	\$ 10.53		
\$ 10.30				No Office.		47.73	.....	NORMAN.....		8	No Office.	\$ 10.28		
\$ 11.00				No Office.	C.	39.48	.....	SOUTH MINDEN.....		25	No Office.	\$ 10.03		
\$ 11.25				No Office.		31.48	.....	KEEME.....		18	No Office.	\$ 9.43		
\$ 11.50				No Office.	W.	24.67	.....	WILCOX.....		5	No Office.	\$ 9.21		
— P.M. —				No Office.		24.67	.....	C. B. & Q. Crossing (Grade).....			No Office.			
\$ 12.15				No Office.		18.99	.....	RAGAN.....		26	No Office.	\$ 8.55		
A 12.35 — P.M. —				No Office.	Yd.	10.01	.....	HUNTLEY.....		12	No Office.	L 8.30 — A.M. —		
3:10 18.0							.....	(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.

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. 72.

EFFECTIVE SEPT. 30, 1951.

WESTWARD						EASTWARD						
SECOND CLASS			Signs	Distance from Greeley Center	Distance from Aurora	STATIONS	Capacity of		Office Open Week Days Except Saturday	SECOND CLASS		
	Tuesday, Thurs. and Sat. Mixed	Daily Ex. Sunday Mixed					Slidings	Other Tracks		Monday, Wed. and Friday Mixed	Daily Ex. Sunday Mixed	
	59	55								60	56	
		A.M. L 7.00	C.W.R.Y. K.B.Yd.		0.00	.....AURORA..... 10.99	Yard	Yard	See Page 3.			P.M. A 1.15
		s 7.25			10.99	.....MARQUETTE..... 8.32		24	8:00 a.m. to 5:00 p.m.			s 12.45
		s 8.00	W.		19.31	.....CENTRAL CITY..... 0.27		91	8:00 a.m. to 5:00 p.m.			s 12.20 P.M.
					19.58	...U. P. Crossing (Interl'kd)... 4.47			No Office.			
					24.05	.....HORD..... 3.90		7	No Office.			
		s 8.25			27.95	.....ARCHER..... 7.82		12	No Office.			s 11.45
	A.M. L 9.00	A 8.45 A.M.	C.W.T.R. Yd.		35.57	.....PALMER..... 7.73		83	8:00 a.m. to 5:00 p.m.		A.M. L 1.20	L 1.25 A.M.
	f 9.25		F.		43.30	.....CUSHING..... 7.23		9	No Office.		f 11.00	
	s 9.55		W.		50.53	.....WOLEBACH..... 13.63		23	8:00 a.m. to 5:00 p.m.		s 10.40	
	s 11.00		C.W.	0.00	64.16	.....GREELEY CENTER..... 23.63		52	8:00 a.m. to 5:00 p.m.		s 9.55	
					23.63	.....U. P. Crossing (Grade).... 0.30			No Office.			
	P.M. s 12.20				23.93	.....ORD..... 6.46		105	8:00 a.m. to 5:00 p.m.		s 8.50	
	s 12.45		W.		30.39	.....ELYRIA..... 9.84		13	No Office.		s 8.25	
	A 1.15 P.M.		K.T.R. Yd.		40.23	.....BURWELL.....		74	7:45 a.m. to 4:45 p.m.		L 8.00 A.M.	
						.....(104.39).....						
	4:15 16.2	1:45 20.3				.....SCHEDULE TIME.....					3:20 20.64	1:50 19.4
						.....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.

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.

Vall Spur at M. P. 39.39 (Burwell), capacity 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 SATURDAY AND SUNDAY.

Aurora See Page 3.

Other Offices Closed.

SPEED RESTRICTIONS

1. Troop trains consisting of passenger cars only (including caboose) will be governed by speed limits designated for steam trains handling conventional equipment, except must not exceed maximum speed of 65 M.P.H.

Troop trains handling freight cars will be governed by speed limits designated for freight trains, except must not exceed maximum speed of 50 MPH.

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

Diesel engines running light must not exceed speed authorized for freight trains, except must not exceed 35 miles an hour unless otherwise provided.

Steam switch engines not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 miles per 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 or diesel-electric engines may operate on the various subdivisions at maximum speed authorized for passenger trains but must not exceed 50 miles an hour. On branch lines where steam is substituted for motor service, speed must be reduced 10 miles an hour below authorized speed for motor trains.

Gas or diesel-electric engines running backward must not exceed a speed of 10 miles an hour above the speed authorized for steam engines running backward on that subdivision.

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

Gas-electric engines.....	60 M.P.H.
Diesel-electric engines	75 M.P.H.
Diesel-electric switch engines.....	40 M.P.H.
Diesel-electric switch engines, series 9103 to 9107 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.
ALL SUBDIVISIONS		
On sidings.....	Reduced Speed	Reduced Speed
All crossovers and turnouts, not otherwise specified	10	10
Clamshells, pile drivers, steam shovels or similar equipment.		
Main Lines .....	..	30
Branch Lines.....	..	20
Except Pile Drivers 204617 and 204618 Branch Lines .....	..	15
Scale test cars.		
Main Lines .....	..	25
Branch Lines.....	..	20
Rotary Snow Plows:		
Main Lines .....	..	25
Branch Lines.....	..	15
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 202800-202884 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
Wholly disconnected or dead steam engines.....	..	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 derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Derricks
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 Nos. 1, 10, 17 and 18 when 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.

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

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

Trains must not exceed 30 miles an hour through turnouts of controlled sidings.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
Between Baird Tower and Hall Tower, via passenger tracks, Lincoln.....	Reduced Speed			Reduced Speed
ZONE—Lincoln to M.P. 60.50.....	30	30	30	Yd.
ZONE—M.P. 60.50 to M.P. 66.70.....	79	75	60	50
ZONE—M.P. 66.70 to M.P. 70.50.....	65	60	60	50
Cobb Turnout.....	25	25	25	25
Cushman-Cobb (M.P. 7.50).....	35	35	35	35
ZONE—M.P. 70.50 to M.P. 82.25.....	75	70	60	50
Curve M.P. 78.24.....	65	55	55	50
Curve M.P. 80.10.....	70	60	60	50
ZONE—M.P. 82.25 to M.P. 156.00.....	79	79	75	50
Curve M.P. 127.52.....	79	70	60	50
Crossover, Brickyard.....	40	30	30	30
Turnouts, M.P. 155.82.....	30	30	30	30
Crossover, M.P. 155.98.....	15	15	15	15
ZONE—M.P. 156.00 to M.P. 157.00.....	30	30	30	30
Crossover and turnouts M.P. 156.43.....	15	15	15	15
ZONE—M.P. 157.00 to M.P. 158.00.....	79	75	60	30
Turnout, west end of No. 1 track, M.P. 157.96.....	30	30	30	30
Turnout, end of double track Gaines.....	50	40	40	40
Between Hastings Tower and Hastings depot.....	Reduced Speed			Reduced 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.
LINCOLN AND RAVENNA SUBDIVISION			AURORA AND BURWELL SUBDIVISION		
Maximum speed	60	50	Maximum speed:		
Steam engines running backward.....	20	20	Between Aurora and Palmer.....	30	30
Trailing movements through spring switches.....	15	15	Between Palmer and Burwell.....	30	30
Lincoln, between Hall Tower and C.B.&Q. Junction, via passenger tracks.....	Reduced	Speed	Engine or leading car between home signals U. P. crossing Central City.....	20	20
M. P. 1.90, over highway crossing "O" Street.....	10	10	Steam engines running backward.....	10	10
Curves between Lincoln and Cushman.....	25	25	Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	..	25
Cushman, turnout to passenger line.....	30	30	Between Aurora and Palmer.....	..	20
Around curves M. P. 28.75 to M. P. 29.75.....	35	35	Between Palmer and Burwell.....	..	20
Around curve M. P. 56.00.....	50	50	Between M. P. 19.05 and 19.50 west of Greeley Center		10
Aurora, between east switch and stock yards.....	Reduced	Speed	PALMER AND SARGENT SUBDIVISION		
Grand Island: Through turnout west of U. P. crossing.....	30	30	Maximum speed	25	25
Between depot and 12th Street.....	Reduced	Speed	Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	..	20
Ravenna: Through east turnout.....	30	30	Steam engines running backward.....	10	10
Curves M. P. 126.90 to M. P. 127.10.....	30	30	AURORA AND KEARNEY SUBDIVISION		
Curves M. P. 127.60 to M. P. 127.80.....	30	30	Between Aurora and Hastings:		
BENEDICT AND CLAY CENTER SUBDIVISION			Maximum speed	40	35
Maximum speed	30	30	Trains 1, 10, 17 and 18 when class A trains.....	50	
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	..	25	Steam engines running backward.....	20	20
Steam engines running backward.....	10	10	At the Approach Signal M. P. 26.50.....	..	30
Engine or leading car over Nobes Avenue crossing, York	10	10	Between Kenesaw and Kearney:		
Engine or leading car over highway crossings M. P. 110.34 and 110.12.....	10	10	Maximum speed	25	25
O1 and O1A engines over bridge 138.28.....	5	5	Steam engines running backward.....	10	10
O1 and O1A engines between Mapps and Knox.....	15	15	S2A Engines over bridge 18.18.....	15	15
AYR JCT. AND HUNTLEY SUBDIVISION			Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....		20
Maximum speed	20	20	LINCOLN AND COLUMBUS SUBDIVISION		
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	..	20	Maximum speed	35	25
Steam engines running backward.....	10	10	Between C. B. & Q. Junction and Hall Tower, via passenger tracks, Lincoln.....	Reduced	Speed
LINCOLN AND COLUMBUS SUBDIVISION			O engines between C. B. & Q. Jct. and Seward.....	20	20
Maximum speed	35	25	Steam engines running backward.....	10	10
Between C. B. & Q. Junction and Hall Tower, via passenger tracks, Lincoln.....	Reduced	Speed	Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	..	20
O engines between C. B. & Q. Jct. and Seward.....	20	20	Between Lincoln and Seward.....	..	25
Steam engines running backward.....	10	10	Between Seward and Columbus.....	..	25
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	..	20	Engine or leading car over air field crossing M. P. 4.99	10	10
Between Lincoln and Seward.....	..	20	Engine or leading car over S. Y. A. crossings at M. P. 8.74 and M. P. 24.79.....	10	10
Between Seward and Columbus.....	..	25	Passenger trains S. Y. A. highway M. P. 24.79.....	Stop	
Engine or leading car over air field crossing M. P. 4.99	10	10	Before crossing S. Y. A. highway M. P. 26.00, Seward	Stop	Stop
Engine or leading car over S. Y. A. crossings at M. P. 8.74 and M. P. 24.79.....	10	10	Engine or leading car over street crossing M. P. 26.17, Seward	5	5
Passenger trains S. Y. A. highway M. P. 24.79.....	Stop		Engine or leading car over main highway crossing just west of depot, Ulysses.....	5	5
Before crossing S. Y. A. highway M. P. 26.00, Seward	Stop	Stop	R and S engines over bridge 64.96.....	10	10
Engine or leading car over street crossing M. P. 26.17, Seward	5	5	Westward trains Bellwood hill, M. P. 56.50 to M. P. 58.70	20	20
Engine or leading car over main highway crossing just west of depot, Ulysses.....	5	5	Engine or leading car between home signals U. P. crossing, Columbus	20	20
R and S engines over bridge 64.96.....	10	10	Engine or leading car over 21st Avenue, Columbus..	5	5
Westward trains Bellwood hill, M. P. 56.50 to M. P. 58.70	20	20			
Engine or leading car between home signals U. P. crossing, Columbus	20	20			
Engine or leading car over 21st Avenue, Columbus..	5	5			

SPECIAL INSTRUCTIONS

Master Mechanic:.....C. E. Bloom, Lincoln
 Trainmaster:.....J. W. Terrill, Lincoln
 Road Foreman:.....S. Schriener, Lincoln
 D. G. Hansen, Lincoln
 Terminal Trainmasters:.....G. J. Michael, Lincoln
 Wm. Loos, Lincoln
 Chief Dispatcher:.....M. D. Walker, Lincoln
 Night Chief Dispatchers:.....J. R. Golden, Lincoln
 I. F. Conaway, Lincoln
 Relief Chief Dispatcher:.....H. E. Vant, Lincoln

TRAIN DISPATCHERS:

C. E. Keefer G. D. Hershner C. E. Willis G. O. Baker
 E. J. Purinton E. F. Comerford L. A. Starkey D. E. Hain
 R. Saul G. V. Vant J. K. Kerr C. K. Nichols

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

2. USE OF TRACK:

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

LINCOLN:

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

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.

Lincoln and Columbus subdivision trains use the Lincoln and Ravenna subdivision track one mile between Lincoln and C. B. & 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.

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 approach 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.

HASTINGS:

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

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

SEWARD TOWER:

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.

YORK:

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

AURORA:

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

CENTRAL CITY AND COLUMBUS:

C. B. & Q.-U. P. crossings are semi-automatic with routes normally lined for the Union Pacific. C. B. & Q. train and engine movements approaching these interlockings, from either direction, must STOP at home signal. After stopping, trainman or engineman will proceed to crossing and operate the plant in accordance with instructions posted at the crossing.

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

Class B-1, B-1-A, O-5-A, O-5-B, S-4, S-4-A, and M-4-A engines must not operate on following tracks

Location	Track No.	Local Name of Track
LINCOLN AND GAINES SUBDIVISION:		
Yankee Hill	3-14-17	Brick Yard Track.
Denton	4	House Track from West Switch to west elevator
Berks	2	House Track.
Crete	2	Storage Track.
	3	Mill Track.
	5	Mill Track.
	8	Johnson Mill Track.
	9	Johnson Mill Track.
	11	Standard Oil Track.
	12	Fairmont Creamery Track.
	13	Brewery Track.
	14	Platform Track.
	16	Johnson Mill Track.
	20	Johnson Mill Track.
Fairmont	17	Round House Track.
Grafton	3	Elevator Track.
Sutton	2	House Track.
	6	Coal Track.
	11	Storage Oil Track.
Saronville	2	House Track.
Harvard	6	Oil Track.
Inland	2	House Track.
Halloran		Lead to Naval Base.
Hastings	2	Cowton Coal Track.
	4	Elevator Track.
	6	G. I. Transfer Track.
	8	Horn Track.
	16	Hastings Fuel Track.
	20	Oliver Lumber Co. Track.
	38	Standard Oil Track.
	49	Stockyard Track.
	61	Kearney Stub Track.
	62	Byers Lumber Co. Track.
	63	Nash-Finch Co. Track.
	69	Commonly known as No. 10 Track.
	40	Commonly known as No. 11 Track.
	84	Commonly known as No. 10½ Track.
	70	Freight House Tracks.
		and all other industry tracks

Location	Track No.	Local Name of Track
LINCOLN AND RAVENNA SUBDIVISION:		
Emerald	2	Elevator Track.
	4	City Track.
Pleasant Dale	2	House Track.
Milford	2	Elevator Track.
	5	Mill Track.
Ruby	2	Elevator Track.
Seward	3	Egg Spur.
	4	Mill Track.
	..	West Leg of Wye.
York	2	Egg Spur.
	13	Auto Dock Track.
	9	Panhandle Track beyond Switch of Cold Storage Track.
Aurora	13	Roundhouse Track.
	14	Roundhouse Track.
	17	Cinder Pit Track.
	33-34	Freight House Tracks.
	40	Waycar Track.
	46	Creamery Track—can be used by "B" engines.
	41	City Track.
	49	Hord Spur.
	3-5-2	Locally referred to as tracks 4, 5, and 6; B-1, B-1-A, O-5-A, O-5-B, S-4, S-4-A, M-4-A engines cannot use switches at east end of tracks account turnouts too sharp.
Power	1	Power Spur.
Traill	1	Siding—can be used by "B", "S4", and "S4-A" engines.
Grand Island	2	Belt Line.
	17	Donald's Spur.
	10	Gas House Track.
	7	Oil Track.
	8	Elevator Track.
St. Michael	2	House Track.
Ravenna	40	Mill Track.
	5	City Track.
	33	Coal Chute Incline Track.
	44	Cinder Pit Loading Track.
	30	Cinder Pit Loading Track.
	13	Boiler House Track.