

SURGEONS AND PHYSICIANS

Akron, Colo.....DR. W. A. ADAMS.....Surgeon and Examiner.
Alma, Nebr.....DR. W. C. BARTLETT.....Surgeon.
Atwood, Kans.....DR. C. E. HENNEBERGER.....Surgeon.
Benkelman, Nebr...DR. G. A. MOREHOUSE....Surgeon.
Brush, Colo.....DR. L. C. LUSBY.....Surgeon.
Denver, Colo.....DR. C. H. WILLIS.....Surgeon and Examiner.
Denver, Colo.....DR. L. L. RETALLACK....Surgeon.
Denver, Colo.....DR. C. F. HEGNER.....Surgeon.
Denver, Colo.....DR. D. H. O'ROURKE.....Eye Specialist.
Denver, Colo.....DR. MacDONALD WOOD...Surgeon and Examiner.
Fort Morgan, Colo.DR. A. F. WILLIAMS.....Surgeon.
Hastings, Nebr....DR. A. A. SMITH.....Surgeon and Examiner.
Holdrege, Nebr....DR. T. A. PETERSON.....Surgeon and Examiner.
Imperial, Nebr....DR. FAY SMITH.....Surgeon.
Kenesaw, Nebr....DR. W. E. NOWERS.....Surgeon.
McCook, Nebr....DR. E. F. LEININGER.....Surgeon and Examiner.
McCook, Nebr....DR. F. W. SHANK.....Surgeon and Examiner.
Minden, Nebr....DR. H. S. ANDREWS.....Surgeon.
Norton, Kans.....DR. F. D. KENNEDY.....Surgeon.
Oxford, Nebr....DR. C. D. EVANS.....Surgeon and Examiner.
Red Cloud, Nebr...DR. FRANCIS C. OBERT...Surgeon.
St. Francis, Kans..DR. J. H. PECK.....Surgeon.
Wray, Colo.....DR. L. D. BUCHANAN.....Surgeon.

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

J. C. GRISINGER, JR.
Superintendent, McCook, Nebr.

J. J. RYAN,
Superintendent Terminals, Denver, Colo.

W. B. SIMMONS,
General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE
McCOOK DIVISION

OF THE
WESTERN DISTRICT

No. 80

EFFECTIVE AT 12:01 A. M.

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.

Hastings and McCook—Subdivision

McCOOK DIVISION.

TIME TABLE No. 80.

EFFECTIVE SEPT. 30, 1951

WESTWARD					Signs	Distance from Pacific Jct.	STATIONS	LINCOLN DIVISION	Office Open	Capacity of		EASTWARD				
FIRST CLASS										Siding	Other Tracks	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
15	7	1	17	19					18	6	14	10	16			
	P.M. L 8.55	A.M. L 3.25	A.M. L 2.52	A.M. L 2.02	B.K.R.W.	156.16	..... HASTINGS 1.85	(Tower) Continuous.	Yard	Yard	A.M. A 2.06	A.M. A 4.55	P.M. A 1.00	P.M. A 10.40	
					B.C.K.O. F.T.W.	158.01	..... GAINES 0.87	No Office	Yard	Yard					
	f 9.01				F.	158.88	..... INGLESIDE 3.67	No Office	2			f 12.53			
	s 9.09				F.	162.56	..... JUNIATA 8.41	No Office	75			s 12.45			
	s 9.20	3.38	3.05	2.16	F.	170.97	..... KENESAW 7.68	No Office	135	29	1.53	4.35	s 12.33	10.22	
	s 9.30				F.	178.65	..... HEARTWELL 4.47	No Office	132	26			s 12.23		
					F.	183.12	..... KOLLER 5.13	No Office		17					
	s 9.45	3.52	3.19	s 2.34	F.W.	188.25	..... MINDEN 4.39	No Office	144	51	1.39	s 4.20	s 12.11	e 10.08	
					F.	192.64	..... MOTALA 5.19	No Office		34			P.M.		
	s 10.00				F.	197.83	..... AXTELL 6.55	No Office	147	42			s 11.56		
	f 10.08				F.	204.38	..... FUNK 5.38	No Office	65	30			s 11.48		
					F.	209.76	..... HOLDREGE Jct. 1.20	No Office							
	s 10.30	c 4.12	3.38	s 3.05	B.C.K. T.W.Y.	210.96	..... HOLDREGE 7.37	No Office	80 140	Yard	1.21	s 3.50	s 11.40	s 9.49	
	f 10.40				F.	218.33	..... ATLANTA 8.58	No Office	140	31			s 11.28		
	f 10.48				F.	226.91	..... MASCOT 4.62	No Office	72				s 11.17		
P.M. L 9.00					F.	231.53	..... OXFORD Jct. 2.46	No Office							A.M. A 5.49
A 9.05 P.M.	s 11.10	4.40	4.01	s 4.06	B.C.K. T.W.Y.	233.99	..... OXFORD 7.46	No Office	140	Yard	12.58	s 3.01	s 11.10	s 9.24	L 5.45 A.M.
	s 11.23				F.	241.75	..... EDISON 6.55	No Office	132	32			s 10.45		
	s 11.33				F.	248.30	..... ARAPAHOE 5.97	No Office	72	25			s 10.36		
	s 11.43				F.	254.27	..... HOLBROOK 8.30	No Office	133	34			s 10.28		
	s 11.58	5.06	4.25	4.33	F.	262.57	..... CAMBRIDGE 7.77	No Office	132	47	12.36	2.22	s 10.18	9.00	
	s 12.10				F.W.	270.34	..... BARTLEY 5.94	No Office	68	29			s 10.07		
	s 12.20				F.	276.28	..... INDIANOLA 4.58	No Office	132	39			s 9.59		
					F.	280.86	..... RED WILLOW 6.95	No Office		15					
	A 12.35 A.M.	A 5.32 A.M.	A 4.49 A.M.	A 5.00 A.M.	B.C.K.O.R. T.W.Y.	287.81	..... McCOOK (131.65)	Continuous.	Yard	Yard	L 12.14 A.M.	L 2.00 A.M.	L 9.45 A.M.	L 8.38 P.M.	
0:05 29.5	3:40 35.9	2:07 62.1	1:57 67.5	2:58 44.3			..... SCHEDULE TIME AVERAGE MILES AN HOUR.....				1:52 70.5	2:55 45.0	3:15 40.5	2:02 64.7	0:04 36.9

CENTRAL STANDARD TIME.

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

SINGLE TRACK BETWEEN GAINES MP 158.01 AND McCOOK.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN HASTINGS AND McCOOK.

Extra trains will not display classification signals between Hastings and McCook.

No train order signal at Hastings Tower. Conductors and Enginemen of westward trains originating at Hastings and Gaines must have clearance Form A.

Train register at Gaines for trains originating and terminating there.

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

When eastward signal M.P. 234.11 west of station Oxford indicates "Stop", eastward trains will stop west of short siding switch and call for instructions.

Between hours 12 Noon and 1:00 p.m., 3:45 p.m. and 4:30 p.m., daily except Saturday and Sunday freight trains stopping at Oxford must not block Ogden street crossing.

No train order signal at Oxford. Conductors and Enginemen of all trains originating at Oxford and all trains to and from Hastings, Red Cloud and Oxford Jct. subdivision must have clearance Form A.

Oxford is register station for all trains originating or terminating at that point.

Mixed extra leaves Hastings daily except Sunday for Kearney and return and will carry passengers.

No. 10 will stop at Minden to discharge revenue passengers from Denver and to pick up revenue passengers for Lincoln and beyond when notified at Holdrege.

No. 1 will stop at Holdrege to discharge revenue passengers from Burlington and east and to pick up revenue passengers for Denver.

Local Extra leaves McCook Monday, Wednesday and Friday for Gaines and leaves Gaines Tuesday, Thursday and Saturday for McCook.

Local Extra leaves Gaines Monday, Wednesday and Friday for Oxford and leaves Oxford Tuesday, Thursday and Saturday for Gaines.

Conductors and Enginemen of Eastward trains off Lincoln Division must receive clearance Form A at Kenesaw.

McCook and Akron—Subdivision

McCOOK DIVISION.

TIME TABLE No. 80.

EFFECTIVE SEPT. 30, 1951.

WESTWARD				Signs	Distance from Pacific Jct.	STATIONS	Capacity of		Office Open	EASTWARD			
FIRST CLASS							Siding	Other Tracks		FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
7	1	19	17						10	14	18	6	
A.M. 12.05	A.M. 4.35	A.M. 4.15	A.M. 3.55	B.C.K.O.R. T.W.Y.	287.81	..... McCOOK	Yard	Yard	Continuous.	P.M. A 7.35	A.M. A1 2.05 A.M.	P.M. A1 1.09	A.M. A1 2.40
				F	293.20	..... PERRY		21	No Office				
s 12.20	4.46	4.25	4.06	W.F.	299.04	..... CULBERTSON	133	62	No Office	7.24	s 11.52	10.58	12.27
s 12.35				F.	309.43	..... TRENTON	133	36	No Office		s 11.40		
s 12.48	5.03	4.42	4.23	F.	321.05	..... STRATTON	132	26	No Office	7.07	s 11.27	10.41	12.10 A.M.
f 1.00				F.	330.69	..... MAX	133	31	No Office		s 11.15		
s 1.13	5.17	4.56	4.37	W.F.	339.07	..... BENKELMAN	144	64	No Office	6.53	s 11.04	10.27	11.55
				F.	343.04	..... DOANE		21	No Office				
s 1.25				F.	349.53	..... PARKS	140	13	No Office		s 10.50		
s 1.39	5.34	5.13	4.54	F.	361.09	..... HAIGLER	136	28	No Office	6.36	s 10.35	10.10	11.38
				F.	366.20	..... SANBORN		29	No Office				
s 1.51				F.	371.07	..... LAIRD	132	14	No Office		s 10.23		
s 2.02	5.47	5.26	5.07	C.W.Y.F.	377.48	..... WRAY	131	211	No Office	6.23	s 10.15	9.57	11.25
				F.	385.55	..... ROBB	126		No Office				
s 2.20	6.01	5.39	5.21	F.	392.19	..... ECKLEY	141	22	No Office		s 9.55		11.13
				F.	398.43	..... SCHRAMM		11	No Office				
s 2.40	6.11	5.49	5.31	W.F.	404.75	..... YUMA	133	104	No Office	6.01	s 9.41	9.35	11.03
				F.	410.47	..... HYDE		13	No Office				
				F.	414.04	..... CALHOUN	132		No Office				
s 2.57				F.	417.42	..... OTIS		97	No Office		s 9.21		
				F.	422.98	..... PLATNER	132	15	No Office				
A 3.28 A.M.	A 6.39 A.M.	A 6.15 A.M.	A 6.00 A.M.	B.C.K.R. T.W.Y.	430.83	..... AKRON	Yard	Yard	Continuous.	L 5.39 P.M.	L 9.04 P.M.	L 9.13 P.M.	L 10.39 P.M.
						..... (143.02)							
3:23 42.2	2:04 69.1	2:00 71.4	2:05 68.6			..... SCHEDULE TIME				1:56 73.9	3:01 47.4	1:56 73.9	2:01 70.9
						..... AVERAGE MILES AN HOUR							

MOUNTAIN STANDARD TIME.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN McCOOK AND AKRON.

Extra trains will not display classification signals between McCook and Akron.

No Train Order Signal at McCook and Akron, Conductors and Enginemen must have Clearance Form A.

First Class Trains will register by ticket at Akron.

Local extra leave McCook Monday, Wednesday and Friday for Akron.

Local extra leave Akron Tuesday, Thursday and Saturday for McCook.

Akron and Denver—Subdivision

McCOOK DIVISION.

TIME TABLE No. 80.

EFFECTIVE SEPT. 30, 1951.

WESTWARD				Distance from Pacific Jet.	Signs	STATIONS	Office Open	Capacity of		EASTWARD			
FIRST CLASS								Siding	Other Tracks	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
1	19	17	7							10	14	18	6
A.M. L 6.40	A.M. L 6.17	A.M. L 6.02	A.M. L 3.35	430.83	W.C.B. R.K.T.Y.	AKRON	Continuous	Yard	Yard	P.M. A 5.38	P.M. A 9.00	P.M. A 9.11	P.M. A 10.35
				437.73	F.	XENIA	No Office	80					
				444.25	F.	PINNED	No Office	112	9				
				448.43	F.	STORY	No Office	79					
7.03	c 6.39	6.25	s 4.20	454.81	W.C.T. B.K.F.	BRUSH	No Office	125	Yard	5.15	s 8.35	8.48	s 10.13
				459.06	F.	LODI	No Office	80	37				
s 7.13	6.49	6.35	s 4.35	464.31	F.	FT. MORGAN	No Office	128	155	s 5.07	s 8.22		s 9.56
				468.45	F.	BIJOU	No Office	83	11				
				472.93	F.	VALLERY	No Office	79	12				
7.26	7.03	6.49	s 4.54	478.94	F.	WIGGINS	No Office	121	43	4.54	s 8.02	8.29	9.41
				483.73	F.	OMAR	No Office	84					
				489.06	F.	CREST	No Office	79					
7.39	7.17	7.03	s 5.16	495.66	F.W.	ROGGEN	No Office	119	32	4.41	s 7.45	8.16	9.28
				500.73	F.Y.	TAMPA	No Office	80					
			s 5.31	505.37	F.	KEENESBURG	No Office	121	24		s 7.33		
7.53	7.32	7.18	s 5.44	512.95	F.W.	HUDSON	No Office	125	80	4.27	s 7.23	8.02	9.14
				518.74	F.	TONVILLE	No Office	80	24				
			f 5.56	524.45	F.	BARR	No Office	121	10		f 7.11		
				529.49	F.	ENO	No Office	78	7				
			s 6.12	535.18	F.	DERBY	No Office	109	8				
				536.88	F.	SAND CREEK	No Office						
				537.32		U. P. Crossing (Interlocked)	No Office						
				539.88		U. P. Crossing (Interlocked)	No Office						
				540.16	B.K.	38th St. Yard	Continuous	Yard	Yard				
A 8.30	A 8.10	A 8.20	A 6.30	542.33	W.C.Y.B. TORK	DENVER	Continuous	Yard	Yard	L 4.00	L 6.50	L 7.15	L 8.45
A.M.	A.M.	A.M.	A.M.			(11.50)				P.M.	P.M.	P.M.	P.M.
1:50	1:53	2:18	2:55			SCHEDULE TIME				1:38	2:10	1:58	1:50
60.8	69.2	48.4	38.2			AVERAGE MILES AN HOUR				68.2	51.4	57.6	60.8

MOUNTAIN STANDARD TIME.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN AKRON AND INTERLOCKING LIMITS OF TOWER "B" M. P. 541.74 DENVER.

Extra trains will not display classification signals between Akron and Denver. No train order signal at Akron. Conductors and Enginemen must have Clearance Form A.

First Class trains will register by ticket at Akron.

No train order signal at Brush. Conductors and Enginemen of all trains originating at Brush and all trains from Sterling division must have clearance Form A.

Brush is register station for all trains originating or terminating at that point.

No train order signal at Denver and 38th Street Yard. Conductors and Enginemen of eastward trains must secure clearance Form A at Denver Union Station telegraph office, or, 38th Street Yard.

Train register at 38th Street yard for trains originating and terminating there.

Spring switch west end No. 1 track Brush.

At Brush; Westward trains given permission to head in on No. 1 track will receive signal indication after east No. 1 track switch has been properly lined by hand and route is clear.

At Ft. Morgan water is available for engine use in emergency.

No. 19 will stop at Brush to discharge revenue passengers from Lincoln and beyond, and pick up passengers for Denver when notified at Akron.

Trainmen will protect movement under Rule 103 over highway No. 6 at Ladora.

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

Spur Tracks:

Nelson	M. P. 456.93 - 28 cars.	Lambert	M. P. 480.28 - 42 cars.
Moseley	M. P. 461.79 - 26 cars.	Roy	M. P. 507.94 - 18 cars.
Lamb	M. P. 466.86 - 19 cars.	Klink	M. P. 521.95 - 17 cars.
Maudru	M. P. 467.37 - 37 cars.	Ladora	M. P. 534.20 - 87 cars.
Griffin	M. P. 471.88 - 20 cars.		

Local Extra Leaves Denver Monday, Wednesday and Friday for Akron and Leaves Akron Tuesday, Thursday and Saturday for Denver.

McCOOK DIVISION.

Flynn and Oberlin—Subdivision

TIME TABLE No. 80.

EFFECTIVE SEPT. 30, 1951.

WESTWARD					Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days Except Monday	EASTWARD					
SECOND CLASS								Siding	Other Tracks		SECOND CLASS					
				Monday, Wedn'sday and Friday Mixed							Tuesday and Thursday Mixed	Saturday Only Mixed				
				143							4 2	144				
				A.M. 10.06	F.	3.35	..... FLYNN			No Office.	P.M. A 4.50	P.M. A 6.50				
				s 10.45		17.52	..... LONG ISLAND	28		8:00 a.m. to 5:00 p.m.	s 4.00	s 6.00				
				s 11.29		27.74	..... ALMENA	30		8:30 a.m. to 5:30 p.m.	s 3.20	s 5.20				
				s 11.45	F.	31.66	..... CALVERT	8		No Office.	s 2.55	s 4.55				
				s 11.50		34.84	..... STATEPUR	2		No Office.	s 2.45	s 4.45				
				P.M. 1.00	C.W.	38.96	..... NORTON	72		8:00 a.m. to 5:00 p.m.	s 2.15	s 4.15				
					F.	46.93	..... ORONOQUE	18		No Office.						
						51.99	..... REAGER	13		No Office.						
				s 2.15		57.42	..... NORCATUR	31		8:30 a.m. to 5:30 p.m.	s 12.15	s 2.15				
				s 2.55	F.	68.66	..... KANONA	30		No Office.	P.M. s 1.40	s 1.40				
				A 3.30	R.T.W. K. Yd.	77.79	..... OBERLIN	Yard	Yard	8:30 a.m. to 5:30 p.m.	L 1.00	L 1.00				
				P.M. 5:24			..... (77.79)				A.M. 12.7	P.M. 12.7				
				13.9			..... SCHEDULE TIME									
							..... AVERAGE MILES AN HOUR									

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

CENTRAL STANDARD TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Clearance Form A will not be required at Flynn.

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

No offices open Sundays and Mondays.

Culbertson and Imperial—Subdivision

TIME TABLE No. 80.

EFFECTIVE SEPT. 30, 1951.

WESTWARD					Signs	Distance from Culbertson	STATIONS	Capacity of		Office Open Week Days Except Mondays	EASTWARD					
SECOND CLASS								Siding	Other Tracks		SECOND CLASS					
				Tue. Thur. Sat. Mixed							Tue. Thur. Sat. Mixed					
				175							176					
				A.M. L 7.25	W.	0.00	..... CULBERTSON	133	62	8:30 a.m. to 5:30 p.m.	P.M. A 3.00					
				s 7.50		9.10	..... BEVERLY		21	No Office.	s 2.30					
				s 8.25		17.69	..... PALISADE		28	7:30 a.m. to 4:30 p.m.	s 2.00					
				s 8.50	F.	24.87	..... HAMLET		28	No Office.	s 1.30					
				s 9.40	W.	32.46	..... WAUNETA		55	8:00 a.m. to 5:00 p.m.	s 1.05					
				s 10.10	F.	41.87	..... ENDERS		70	No Office.	P.M. s 1.55					
				A 10.30	F.R. Y.W.	49.06	..... IMPERIAL		54	8:00 a.m. to 5:00 p.m.	L 1.30	A.M.				
				A.M. 3:05			..... (49.06)				3:30					
				15.9			..... SCHEDULE TIME				14.0					
							..... AVERAGE MILES AN HOUR									

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

MOUNTAIN STANDARD TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

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

No office open Sundays and Mondays.

McCOOK DIVISION.

Denver and Lyons—Subdivision

TIME TABLE No. 80.

EFFECTIVE SEPT. 30, 1951.

WESTWARD					Signs	Distance from Denver	STATIONS	Capacity of		Office Open Week Days Except Saturday	EASTWARD									
SECOND CLASS								Sidings	Other Tracks		SECOND CLASS									
				Mon. Wed. Fri. Mixed																
				187																
				A.M. —	B.K.R.Yd.	0.00	..... DENVER	Yard	Yard	Continuous.										
				L 8.30			1.25													
				8.35	Yd.	1.25	..... PROSPECT			Continuous.										
					F.	3.35	..... UTAH JCT													
						3.35	D. & R. G. W. Crossing (Interlocking)			No Office.										

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

					R.	14.20	..... BROOMFIELD		5:00 p.m. to 2:00 a.m.	S 3.30										
				s 9.00			4.53													
				9.15			3.16	9	No Office.	3.05										
				s 9.40	W.Y. Yd.	21.89	..... LA FAYETTE	18	8:00 a.m. to 5:00 p.m.	S 2.50										
							4.26													
							0.01													
				s 9.55			3.14	29	No Office.	S 2.36										
				10.05			2.84	18	No Office.	2.21										
				10.14			1.51	30	No Office.	2.11										
							1.74													
				10.25			2.22	19	No Office.	2.00										
							0.26													
							0.04													
							0.29													
				s 11.55	Yd.	38.20	..... LONGMONT	153	See Footnote.	S 1.50										
							1.67	4	No Office.											
							2.74													
							5.67	35	No Office.											
				A 12.30	R.Y. Yd.	48.28	..... LYONS	31	No Office.	L 12.45										
				P.M.			(48.28)													
							..... SCHEDULE TIME													
				4:00			..... AVERAGE MILES AN HOUR													
				12.0						3:25										
										14.1										

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

MOUNTAIN STANDARD TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Centennial mine Spur at M. P. 20.60.

Columbine Mine Spur M.P. 24.7.

No train order signal at 38th Street Yard or Longmont. Conductors and Enginemen must have clearance form A. Conductors get clearance Form A at C. & S. Depot Longmont.

No train order signal at Prospect. Conductors and Enginemen of Northward C. & S. and Westward C. B. & Q. Lyons line trains must have Clearance Form A. Eastward trains may leave Prospect without Clearance Form A.

Office Open:

Longmont-Continuous Week Days Saturday and Sunday except closed 7 A.M. to 8 A.M.

Broomfield and LaFayette closed Saturday and Sunday.

Hastings, Red Cloud and Oxford Junction—Subdivision

McCOOK DIVISION.

TIME TABLE No. 80.

EFFECTIVE SEPT. 30, 1951

WESTWARD				Office Open Saturdays and Sundays	Signs	Distance from Hastings	STATIONS		Capacity of Siding Other Tracks	Office Open Week Days Except Saturdays	EASTWARD		
SECOND CLASS		FIRST CLASS					Daily Passenger	Tuesday, Thurs. Sat. Mixed			Monday, Wed., Sat. Freight		
Sunday, Tuesday, Thursday Freight	Monday, Wed., Friday Mixed											Daily Passenger	Tuesday, Thurs. Sat. Mixed	Monday, Wed., Sat. Freight
173	163	15								16	164	174	
				Continuous.	BKRW	0.00	..... HASTINGS	Yd	(Tower) Continuous.			
						0.69	..... JUNCTION		No Office			
P.M. L 6.00	A.M. L 9.00				BCKO TWY Yd	0.75	..... GAINES	Yd. Yd.	No Office		P.M. A 12.05	A.M. A 12.20
6.20	A 9.20			No Office.	F.	10.13	..... AYR Jct.		No Office.		L 11.40	A.M. 11.49
6.25				No Office.	F.	11.58	..... AYR	20	No Office.			11.45
					Yd.	18.92	..... BLUE HILL Jct.		No Office			
7.05				Closed.	W.Yd.	19.12	..... BLUE HILL	39	7:00am to 4:00pm			11.30
7.35				No Office.	F.	30.68	..... COWLES	19	No Office.			10.40
						31.65	..... SAND PIT		No Office.			
A 7.50				No Office.	F.	37.03	..... LESTER		No Office.			L 10.25
P.M.												P.M.	

Trains between Lester and Red Cloud

are governed by time table of Wymore Division

P.M. L 9.30		P.M. L 7.10	See Footnote.	BK RTW Yd	Dist. from Napier	STATIONS	Capacity of Siding Other Tracks	Office Open Week Days	P.M. A 7.30		P.M. A 8.45
9.50		s 7.21	Closed.		195.28	..... RED CLOUD	Yd Yd	See Footnote.	A 7.30		A 8.45
10.10		s 7.31	No Office.	F.	202.28	..... INAVALE	61 26	7:30am to 4:30pm	s 7.19		8.30
10.50		s 7.49 174	Closed.	W.	208.19	..... RIVERTON	72 25	No Office.	s 7.09		8.15
11.05		s 7.57	No Office.	F.	218.67	..... FRANKLIN	71 32	8:00am to 5:00pm	s 6.54		7.49 15
11.25		s 8.05	Closed.		223.32	..... BLOOMINGTON	19	No Office.	s 6.45		7.10
11.45		f 8.13	No Office.		228.59	..... NAPONEE	85 17	8:30am to 5:30pm	s 6.37		7.00
12.15		s 8.27	Closed.		233.21	..... REPUBLICAN	18	No Office.	f 6.30		6.40
12.45		s 8.45	Closed.	C. YW. Yd.	241.04	..... ALMA	85 55	8:00am to 5:00pm	s 6.19		6.15
12.46		s 8.46	No Office.	Y.F.	247.07	..... ORLEANS	85 Yd	7:30am to 4:30pm	s 6.05		5.40
A 1.05		A 9.00	No Office.	F.	247.81	..... ORLEANS Jct.		No Office.	6.01		5.00
		P.M.			257.40	..... OXFORD Jct.		No Office.	L 5.49		L 4.40
						..... (103.04)			A.M.		P.M.
7:05 14.5	0:20 28.3	1:50 33.8				..... SCHEDULE TIME			1:41 37.2	0:25 22.7	7:40 13.4
						..... AVERAGE MILES AN HOUR					

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

CENTRAL STANDARD TIME.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN ORLEANS JCT. AND OXFORD JCT.

Between Gains and Orleans Jct. Manual Block System. Rule 318-B in effect. Rule 907 in effect.

No train order signal at Hastings Tower. Conductors and Enginemen of westward trains originating at Hastings and Gains must have clearance Form A.

Train register at Gains for trains originating and terminating.

AT AYR JCT.: No. 163 and No. 164 will register. Other trains will register when instructed to do so by Train Dispatcher.

Normal position of junction switch at Blue Hill Jct. and Blue Hill is for the Hastings, Red Cloud and Oxford Jct. subdivision. McCook and Wymore division trains will use main track between Blue Hill Jct. and Blue Hill.

Normal position of switch at Lester for Wymore and Red Cloud subdivision. No train order signal at Red Cloud. Conductors and Enginemen must have Clearance Form A.

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

Clearance Form A not required at Orleans Jct. and Oxford Jct. except train No. 174 will receive Clearance Form A at Oxford Jct.

OFFICE OPEN:

Red Cloud continuous, except closed 11:30 P.M. Sunday to 7:30 A.M. Mondays.

Local Extra leaves Oxford Monday, Wednesday and Friday to St. Francis and leaves Orleans Tuesday, Thursday and Saturday from St. Francis for Oxford.

Local Extra leaves Oxford Monday, Wednesday and Friday for Oberlin and leaves Orleans Tuesday, Thursday and Saturday from Oberlin for Oxford. Spur track Amboy Mill M.P. 36.34. Capacity 11 cars.

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 60 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 per hour unless otherwise provided.

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.

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 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 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 engine units..... 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 other turnouts, not otherwise specified	10	10
Clam shells, pile drivers, steam shovels, or similar Equipment..... Main Lines		30
Branch Lines		20
Except pile drivers 204617 and 204618 Branch Lines		15
Rotary Snow Plows.		
Main Lines		25
Branch Lines		15
Scale test cars.		
Main Lines		35
Branch Lines		20
Trailing movement through spring switches.....	15	15
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
O-5-A or M engines with drivers blocked up.....	30	30
Trains handling loaded coke racks D. & R. G. W. Series 26750 to 26999 or G. N. ore cars.....		25
20 yard air dump cars in 202650-202799 series, in rear of train when possible.....		25
Loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible		
Main Line		35
The following speed restrictions will govern handling derricks.....	250 Ton Wrecking Derrick 204375	Other Derricks
TERRITORY		
Kenesaw-Denver	30	35
Red Cloud-Oxford Jct.....	25	30
Hastings-Lester	15	20
Orleans Jct.-St. Francis.....	Must Not Operate	20
Flynn-Oberlin	"	15
Culbertson-Imperial	"	20
Denver-Lyons	"	20
In addition to the restrictions shown above, Derrick 204375 must not exceed 10 miles an hour over Bridge 34.33 between Hastings and Lester.		

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ORLEANS JCT. and ST. FRANCIS SUBDIVISION		
Maximum speed	30	30
Steam engines running backward.....	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible		30
O Engines between M. P. 107.28 and St. Francis...	25	25
All trains over highway crossing Atwood prepared to stop short of obstruction.		
Over bridge 2.24.....		20
DENVER and LYONS SUBDIVISION		
Maximum speed	35	25
O-1 Engines M. P. 23.50 to Lyons.....	20	20
Steam engines running backward.....	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible		20
FLYNN and OBERLIN SUBDIVISION		
Maximum speed	30	30
Through turn out controlled switch at Flynn.....	30	30
Steam engines running backward.....	10	10
Between Long Island and Norton.....	30	25
Between Norton and M. P. 47.60.....	25	20
R and S engines between M.P. 19.45 and M. P. 47.60	20	20
Head end of trains over street crossings in Norton city limits and over highway crossings west of Norton city limits prepared to stop short of any obstruction.		
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible		20
CULBERTSON and IMPERIAL SUBDIVISION		
Maximum speed	25	25
Steam engines running backward.....	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible		20
Head end of trains over Arapahoe Street just west of depot Wauneta prepared to stop short of any obstruction.		
HASTINGS, RED CLOUD AND OXFORD JCT. SUBDIVISION		
HASTINGS-RED CLOUD		
Maximum speed	40	30
Steam engines running backward.....	10	10
R, S or B engines.....	30	30
S-4-A or O-5-A engines.....	20	20
S-4-A, O-5-A, O-3 and O-2 engines over Bridge 34.33	15	15
Engine or leading car of eastward trains over highway crossing at M.P. 1.04.....	5	5
Between Blue Hill Jct. and Blue Hill.....	Reduced Speed	Reduced Speed
RED CLOUD-OXFORD JUNCTION		
Maximum speed	45	35
Steam engines running backward.....	20	20
Over switch Oxford Junction.....	20	20
Nos. 15 and 16, when handled by motor.....	50	

SPEED RESTRICTIONS—Concluded

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 lightweight 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 and 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.

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

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

HASTINGS and McCOOK SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—M. P. 156.00-M. P. 157.00.....	30	30	30	30
Crossover and Turnout M. P. 156.43.....	15	15	15	15
ZONE—M. P. 157.00-M. P. 158.00.....	79	75	60	30
Turnout west end No. 1 track M. P. 157.96.....	25	25	25	25
Turnout end of Double Track Gaines.....	50	40	40	40
ZONE—M. P. 158.00-M. P. 219.50.....	79	79	75	50
M-4-A and O-1-A engines Atlanta to Oxford Jct.....	50	50	50	50
ZONE—M. P. 219.50-M. P. 230.50.....	70	70	65	50
Curve M. P. 229.50.....	65	60	60	50
ZONE—M. P. 230.50-M. P. 286.60.....	79	79	75	50
Head end of trains over Ogden Ave. Oxford, M. P. 233.80.....	50	50	50	50
ZONE—M. P. 286.60-M. P. 287.50.....	79	79	75	30
ZONE—M. P. 287.50-M. P. 288.50.....	30	30	30	30

McCOOK and AKRON SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—M. P. 288.50-M. P. 289.00.....	70	60	60	50
ZONE—M. P. 289.00-M. P. 430.50.....	79	79	75	50
M-4-A and O-1-A engines Akron to Wray.....	50	50	50	50
ZONE—M. P. 430.50-M. P. 431.50.....	50	45	40	40

AKRON and DENVER SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
M-4-A and O-1-A engines Akron to Brush.....	50	50	50	50
ZONE—M. P. 431.50-M. P. 434.00.....	65	55	55	50
ZONE—M. P. 434.00-M. P. 535.90.....	79	79	75	50
Brush—Entering Sterling main tracks.....	15	15	15	15
On Tampa spur.....				15
Curve M. P. 506.40.....	79	75	70	50
ZONE—M. P. 535.90 to M. P. 539.70.....	79	79	75	50
Ladora Yard Tracks: On both Wye tracks, on curves and over switches.....				5
On tangent track between gate and classification yard.....				10
Over U. P. Crossing, M. P. 537.32.....	70	60	45	30
Over U. P. Crossing, M. P. 539.88.....	35	35	35	35
ZONE—M. P. 539.70 to east Interlocking Limits Tower "B" Denver.....	30	30	30	30

SPECIAL INSTRUCTIONS

Master Mechanic: B. F. Melligan, McCook.
 Trainmaster: C. H. Kalley, McCook.
 Trainmaster: F. W. Young, Denver.
 Terminal Trainmaster: T. J. Hallinan, Denver.
 Assistant Terminal Trainmaster: A. Kern, Denver.
 Road Foreman: A. A. Koler, Denver.
 Road Foreman: A. R. Mechling, McCook.
 Chief Dispatcher: G. O. Vant, McCook.
 Night Chief Dispatcher: D. G. Kennedy, McCook.

Train Dispatchers:
 L. Kleven, W. R. Gasch,
 R. V. Cadman, G. W. Bloomgren
 C. M. Miller, E. C. Bush
 H. C. Williams, F. Stephens
 C. B. Harshaw, W. F. Thomsen

Central Standard Time between Hastings and McCook.
 Mountain Standard Time between McCook and Denver.
 Train dispatchers at McCook will have charge of dispatching all trains between Gaines and Kenesaw. Train dispatchers at Wymore will have charge of dispatching all trains between Lester and Red Cloud.

- In manual block territory, permissive movement will be authorized by train dispatcher. Train dispatcher will report block when clear.
- USE OF TRACK:**
 Freight and Passenger Diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

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.

Crossing with C&S between west 41st St. and 42nd Avenues, Denver, is protected by gates, normal position against C&S movements.
 Trains, light engines and switch cuts must approach these crossings prepared to stop if gates are not in normal position.

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

LOCATION OF ELECTRIC SWITCH LOCKS.

Hastings-McCook Subdivision.
 Automatic electric switch locks on all hand operated main track switches at all stations except between Hastings and Gaines, at Holdrege Jct. westbound, and at McCook, between east switch to short siding and west switch to long siding.
 Controlled electric switch locks between Hastings and Gaines, at Holdrege Jct. westbound and at McCook between east switch to short siding and west switch to long siding.

McCook-Akron Subdivision.
 Automatic electric switch locks on all hand operated main track switches at all stations except McCook between east switch to short siding and west switch to long siding, and Akron.
 Controlled electric switch locks at McCook between east switch to short siding and west switch to long siding and at Akron between controlled siding switches.

Akron-Denver Subdivision.
 Controlled electric switch locks at Akron on main track switches between controlled siding switches; at Brush on inside switch of both crossovers Sterling to McCook Division main track and at east end of No. 1 track and both ends of coal track; at Wiggins west end of Industry track; at Ladora, east and west main track switches and all switches between Derby and Denver. All other main track electrically locked switches between Akron and Derby are equipped with automatic electric switch locks.

Hastings, Red Cloud and Oxford Jct. Subdivision.
 Controlled electric lock west switch to siding Orleans Jct.
Orleans Jct., St. Francis Subdivision.
 Controlled electric locks west switch to Siding, south end of Wye and West end storage tracks 1 and 2.

FREIGHT TRAINS (Information Only)

WESTWARD			STATIONS	EASTWARD		
Daily Freight	Daily Freight	Daily Freight		Daily Freight	Daily Freight	Daily Freight
61	67	71		62	68	72
L 12:05AM	L 1:00PM		...GAINES...	A 8:00AM	A 3:20PM	
A 4:05AM	A 5:00PM		..McCOOK..	L 4:05AM	L 12:01PM	
L 3:30AM	L 4:30PM			A 2:40AM	A 10:30AM	
A 8:00AM	A 9:30PM		...AKRON...	L 10:40PM	L 7:15AM	
L 8:15AM	L 10:00PM			A 10:20PM	A 7:00AM	
		L 3:15PM	...BRUSH...			A 9:30PM
A 11:00AM	A 2:00AM	A 7:30PM	38thST.YARD	L 7:00PM	L 4:30AM	L 6:30PM

SPEED OF TRAINS

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	55.....	1	5
10.....	6	0	60.....	1	0
15.....	4	0	65.....	0	55
20.....	3	0	70.....	0	50
25.....	2	24	75.....	0	48
30.....	2	0	80.....	0	45
35.....	1	43	85.....	0	42
40.....	1	30	90.....	0	40
45.....	1	20	95.....	0	38
50.....	1	12			

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

Location	Track No.	Local Name of Track
HASTINGS AND McCOOK SUBDIVISION:		
Heartwell	2	House track (from stockyard to west end).
Axtell	4	South elevator track.
Holdrege	8	Track leading to roundhouse.
	9	North track to roundhouse.
	28	Mill track.
	32	North team track.
	40	West wye.
Oxford	45	South team track.
	12	Wye track.
	13	Rip track.
McCOOK AND AKRON SUBDIVISION:		
Wray	5 and 6	Wye tracks.
	8 and 9	Mill tracks.
	13 and 14	Coal tracks.
Yuma	3	Electric light plant track.
Akron	6	Stock track (from stockyard to west end of track).
	14	Spur track north of roundhouse.

Location	Track No.	Local Name of Track
AKRON AND DENVER SUBDIVISION:		
Brush	1 to 16	Beet yard and sugar factory yard tracks.
	Inclusive	(Lead track No. 12 may be used by heavy power from Sterling main track, including new hopper tracks, 22, 23, and 17 to the end of tracks. All switches on south end of beet yard may be used by heavy power.)
	11	Spur track or rip track.
	14	Oil and treating plant track.
Moseley	1	Stock track (from highway crossing west).
Ft. Morgan	1	North house track.
	2	South house track.
	9	Pocket track (may be used by heavy power west stock track switch only).
	1 to 11	Beet and sugar factory yard (from main line inclusive switch).
Bijou	2	House track.
Griffin	1	Beet spur.
Tampa	1 and 3	East and west legs of wye—may be used by any class power at speed not to exceed 5 M.P.H.
Tonville	2	House track.
Barr	2	House track (from stockyard east).
Eno.....	2	Elevator Track.
Denver	23rd St.	wye.
	.....	Denver Union Terminal Co. tracks, except OK for B-1, B-1-A, S-4, S-4-A, and O-5-A's.