

SURGEONS AND PHYSICIANS

Ashland, Nebr.....DR. B. H. BAER.....Surgeon.
 Ashland, Neb.....DR. J. M. PACKER.....Surgeon.
 Fremont, Neb.....DR. ROBERT C. REEDER.....Surgeon.
 Lincoln, Neb.....DR. L. E. MARX.....Surgeon
 Lincoln, Neb.....DR. F. TEAL.....Surgeon
 Lincoln, Neb.....DR. GEO. H. WALKER.....Examiner.
 Lincoln, Neb.....DR. J. E. M. THOMSON.....Surgeon
 Lincoln, Neb.....DR. C. C. PELIKAN.....Surg. & Examiner.
 Lincoln, Neb.....DR. CLAYTON ANDREWS.....Surgeon.
 Lincoln, Neb.....DR. W. W. BARTELS.....Surgeon.
 Lincoln, Neb.....DR. F. F. TEAL.....Eye Speciallst.
 Lincoln, Neb.....DR. J. M. WOODWARD.....Eye Speciallst.
 Oakland, Neb.....DR. J. W. REDELFS.....Surg. & Examiner
 Omaha, Neb.....DR. GLEN D. WHITCOMB.....Surg. & Examiner.
 Omaha, Neb.....DR. H. H. DAVIS.....Surgeon.
 Omaha, Neb.....DR. W. L. SUCHA.....Surgeon.
 Omaha, Neb.....DR. H. GIFFORD.....Eye Speciallst
 Omaha, Neb.....DR. CALVIN DAVIS.....Eye Speciallst
 O'Neill, Neb.....DR. J. P. BROWN.....Surgeon.
 Orchard, Neb.....DR. W. G. FLETCHER.....Surgeon.
 Plainview, Neb.....DR. M. A. JOHNSON.....Surgeon
 Plattsmouth, Neb.....DR. R. F. BRENDELL.....Surgeon.
 Randolph, Neb.....DR. A. E. COOK.....Surgeon.
 Sioux City, Iowa.....DR. C. T. MAXWELL.....Surg. & Examiner.
 South Sioux City, Neb.....DR. A. A. LARSEN.....Surg. & Examiner
 South Sioux City, Neb.....DR. GEO. W. DEAN.....Surgeon.
 Wahoo, Neb.....DR. N. E. LATHROP.....Surgeon.
 Walthill, Neb.....DR. J. R. GRAHAM.....Surgeon.

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

In 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. HERRALL,
 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, Nebr.

C. J. MILLER,
 Assistant Superintendent, Omaha, Neb.

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

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE OF THE **76** OMAHA DIVISION OF THE WESTERN DISTRICT **No. 76**

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.

Pacific Junction to Lincoln—Subdivision—Westward

OMAHA DIVISION.
TIME TABLE No. 76.
EFFECTIVE SEPT. 30, 1951.

FIRST CLASS			Office Open Saturday and Sunday	Distance from Creapolis	Distance from Pas. Jct. via Louisville	STATIONS	Office Open Week Days Except Saturday	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger						Daily Passenger	Daily Passenger	Daily Passenger
7	3	1					11	19	17	
			Continuous.	0.00	0.00	..... PACIFIC JUNCTION	Continuous.	P.M. L 8.18	P.M. L 11.05
			No Office.	0.12	0.12	..... C. B. & Q. Crossing (Interlocked)	No Office		
			No Office.	4.95	4.83	..... PLATTSMOUTH	No Office	8.26	11.15
			Continuous.	0.00	8.87	..... OREAPOLIS	Continuous.	8.31	11.20
			No Office.	4.48	4.48	..... PAPPJO	No Office.	8.37	11.26
			No Office.	7.62	3.14	..... BELLEVUE	No Office	8.41	11.30
			See Footnote	14.96	7.34	..... GIBSON	See Footnote	8.50	11.40
			Continuous.	16.75	1.79	..... OMAHA	Continuous.	s 8.55	P.M. s 11.45
			Continuous.	20.35	3.60	..... SOUTH OMAHA	Continuous.	9.15	L 10.20 11.59
			No Office.	24.42	4.07	..... RALSTON	Continuous.	9.22	10.28 A.M. 12.06
			Closed.	31.37	6.95	..... CHALCO	No Office	9.26	10.32 12.10
			Closed.	37.68	8.31	..... GRETNA	8:30 a.m. to 5:30 p.m.	9.32	10.38 12.16
			No Office.	41.26	3.60	..... MELIA	8:30 a.m. to 5:30 p.m.	9.39	10.44 12.22
			No Office.	46.66	5.40	..... CB&Q Crossing (Interlocked)	No Office	9.43	10.47 12.25
			Continuous.	47.15	0.49	..... ASHLAND	No Office		
			Closed.	42.12	6.84	..... GREENWOOD	Continuous.	c 9.49	10.54 12.32
			No Office.	47.56	5.44	..... WAVERLY	8:00 a.m. to 5:00 p.m.	9.55	11.01 12.39
			Closed.	54.76	7.20	..... HAVELock	No Office.	10.01	11.07 12.47
			No Office.	57.41	2.65	..... C.&N.W. Crossing (Auto Interlocked)	8:00 a.m. to 5:00 p.m.	10.07	11.14 12.55
			No Office.	58.87	1.49	..... M. P. CROSSING (Interlocked)	No Office		
			No Office.	59.29	0.42	..... BAIRD (Tower)	No Office		
			Continuous.	59.59	0.30	..... C.B.&Q. Crossing (Interlocked)	No Office		
			No Office.	60.10	0.51	..... LINCOLN	Continuous.	A 10.15	A 11.20 A 1.04
			Continuous.	60.70	1.37	..... HALL (Tower)	No Office		
			Continuous.	60.70	1.37	..... U. P. Crossing (Interlocked)	Continuous.		
						..... CARLING			
						..... (60.70) Via LOUISVILLE			
						..... (82.21) Via OMAHA			
						..... SCHEDULE TIME			
						..... AVERAGE MILES AN HOUR			
								1:57	1:00	1:59
								41.2	54.7	41.3

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

Single track between Pacific Jct. and Plattsmouth; Oreapolis and Gibson; Omaha and Ashland; M. P. 42.57 west of Greenwood and Waverly.

Double track between Plattsmouth and Oreapolis; Gibson and Omaha; Ashland and M. P. 42.57 west of Greenwood; Waverly and Baird Tower, and between Baird Tower and Hall Tower on freight tracks.

Centralized Traffic Control in effect between Pacific Jct. and Plattsmouth; M. P. 41.03 east of Greenwood and M. P. 49.10 west of Waverly and between Interlocking limits of Baird Tower and Hall Tower on freight tracks.

Automatic Block System in effect between Plattsmouth and M. P. 41.03 east of Greenwood; also between M. P. 49.10 west of Waverly and Baird Tower; except between end of block signs at M. P. 16.35 and M. P. 16.94 through Omaha depot passenger yard.

BETWEEN M. P. 16.35 AND M. P. 17.24 TRAINS HAVE NO TIME TABLE SUPERIORITY AND MUST RUN AT REDUCED SPEED.

Rules D-251, D-252, D-253 and D-254 in effect between Plattsmouth and Oreapolis; Gibson and M. P. 16.35; Ashland and M. P. 41.03 east of Greenwood; M. P. 49.10 west of Waverly and Baird Tower.

No train order signal Pacific Junction, Omaha, Lincoln and Carling. Conductors and Enginemen must have Clearance Form A.

Train order signal Ashland governs trains on Pacific Jct. and Lincoln subdivision only. Conductors and enginemen on all other trains must have clearance form A.

Spring switches end of double track Plattsmouth, both ends of sidings Bellevue, Ralston, Chalco, Gretna, Melia, west end of advance track Omaha, west end No. 1 track Ashland and west end of center siding Waverly. Nos. 1 and 17 will register by ticket at Lincoln.

Trains may register by ticket at Oreapolis, Omaha and Ashland and at Gibson when operator is on duty.

No. 11 will stop at Ashland to discharge revenue passengers from points east of Omaha.

Trains moving against current of traffic between Havelock and Baird Tower will make railroad crossing stop at Mo. Pac. Crossing, M. P. 58.87.

At Ralston, trains using siding, engine or leading car must not exceed four miles per hour approaching and crossing 77th Street.

OFFICE OPEN:

Gibson 6:30 a. m. to 2:30 p. m. and 6:00 p. m. to 2:00 a. m. daily except closed 6:30 a. m. to 2:30 p. m. Sunday and open 5:00 p. m. Monday to 1:00 a. m. Tuesday.

Lincoln to Pacific Junction—Subdivision—Eastward

OMAHA DIVISION.
TIME TABLE No. 76.
EFFECTIVE SEPT. 30, 1951

FIRST CLASS			Signs	Distance from O'neapolis	Distance from Pac. Jct. via Louisville	STATIONS	Capacity of	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger						Sidings	Other Tracks	Daily Passenger
12	6	18					14	30	10	
	A.M. 10.05	A.M. 5.45	B.C.K.R. T.W.Y.Yd.		0.00	..... PACIFIC JUNCTION				
					0.12	C. B. & Q. Crossing (Interlocked)				
	9.54	5.34	F.O. Yd.		4.95	..... PLATTSMOUTH	Yd.	173	6.59	1.43
	9.49	5.27	R.Y.	0.00	8.87	..... OREAPOLIS		19	6.53	1.38
	9.42	5.20	F.Y.	4.48		..... PAPPJO			6.48	1.32
	9.38	5.16	F.	7.62		..... BELLEVUE	113	85	6.44	1.28
		9.30	B.C.K.O. R.T.W.Yd.	14.96		..... GIBSON	Yd.		6.35	1.19
	A.M. 11.59	8.30	B.K.R.W. Yd.	16.75		..... OMAHA	Yd.		6.30	P.M. 1.15
		8.30				..... SOUTH OMAHA			5.50	1.08
	11.51	8.22	B.C.K.O. W.Y.Yd.	20.35		..... RALSTON	Yd.	269	5.40	9.57
	11.47	8.17	F.	24.42		..... CHALCO	35	130	f 5.31	9.53
						..... GREYNA	88	20	f 5.22	9.46
	11.41	8.11		31.37		..... MELIA	84	35	f 5.14	9.39
	11.35	8.05		37.68		..... ASHLAND	103	26	5.07	9.32
	11.30	8.01	F.	41.26		..... GREENWOOD				12.56
				46.66		..... WAVERLY	78	277	s 5.00	9.26
	11.24	7.55	B.C.K.Yd. R.W.Y.	47.15	35.28	..... HAVELOCK		23	s 4.50	12.28
	11.17	7.48			42.12	..... C. & N. W. Crossing (Auto. Interlocked)	138	25	s 4.43	12.23
	11.12	7.42	F.		47.56	..... M. P. Crossing (Interlocked)	Yd.		f 4.37	9.06
	11.06	7.36	B.K.T.W.Yd.		54.76	..... BAIRD (Tower)				12.17
					57.41	..... C. B. & Q. Crossing (Interl'kd)				
					58.87	..... LINCOLN			L 4.30	L 9.00
					59.29	..... HALL (Tower)			P.M.	P.M.
	L 11.00	L 7.30	B.K.O.Yd. R.W.Yd.		59.59	..... U. P. Crossing (Interlocked)			L 12.11	A.M.
	A.M.	A.M.			60.10	..... CARLING				
			F.		60.70	..... (Interlocked)				
			B.C.K.O.R. T.W.Y.Yd.			..... (82.21) Via OMAHA				
						..... (60.70) Via LOUISVILLE				
						..... SCHEDULE TIME			2:40	1:05
	0.59	2:35				..... AVERAGE MILES AN HOUR			30.7	50.5
	57.3	36.1								48.8

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

Single track between Pacific Jct. and Plattsmouth; Oreapolis and Gibson; Omaha and Ashland; M. P. 42.57 west of Greenwood and Waverly.

Double track between Plattsmouth and Oreapolis; Gibson and Omaha; Ashland and M. P. 42.57 west of Greenwood; Waverly and Baird Tower, and between Baird Tower and Hall Tower on freight tracks.

Centralized Traffic Control in effect between Pacific Jct. and Plattsmouth; M. P. 41.03 east of Greenwood and M. P. 49.10 west of Waverly and Baird Tower; except between end of block signs at M. P. 16.35 and M. P. 16.94 through Omaha depot passenger yard.

Automatic Block System in effect between Plattsmouth and M. P. 41.03 east of Greenwood; also between M. P. 49.10 west of Waverly and Baird Tower; except between end of block signs at M. P. 16.35 and M. P. 16.94 through Omaha depot passenger yard.

BETWEEN M. P. 16.35 AND M. P. 17.24 TRAINS HAVE NO TIME TABLE SUPERIORITY AND MUST RUN AT REDUCED SPEED.

Rules D-251, D-252, D-253 and D-254 in effect between Plattsmouth and Oreapolis; Gibson and M. P. 16.35; Ashland and M. P. 41.03 east of Greenwood; M. P. 49.10 west of Waverly and Baird Tower.

No train order signal Carling, Lincoln, Omaha and Pacific Junction. Conductors and Enginemen must have Clearance Form A.

Train order signal Ashland governs trains on Pacific Jct. and Lincoln Subdivision only. Conductors and enginemen on all other trains must have clearance form A.

Spring switches west end of center siding Waverly, west end No. 1 track Ashland, both ends of sidings Melia, Gretna, Chalco, Ralston, and Bellevue, west end advance track Omaha, and end of double track Plattsmouth.

Nos. 10 and 18 will register by ticket at Lincoln.

Trains may register by ticket Ashland, Omaha, Oreapolis and Gibson when operator is on duty.

Trains moving against current of traffic between Baird Tower and Havelock will make railroad crossing stop at Mo. Pac. crossing M. P. 58.87.

At Ralston, trains using siding, engine or leading car must not exceed four M.P.H. approaching and crossing 77th Street.

No. 14 stops Gretna, Chalco and Ralston on Saturday and holidays.

Pacific Junction and Lincoln—Subdivision

OMAHA DIVISION.

TIME TABLE No. 76.

EFFECTIVE SEPT. 30, 1951

WESTWARD							STATIONS	EASTWARD					
SECOND CLASS								SECOND CLASS					
Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight		Daily Freight	Daily Freight	Daily Freight			
61	67	71	77	73	87	85		70	88	86	62	68	
P.M. L 3.40	A.M. L 4.30	P.M. L 7.20			A.M. L 3.20		..... PACIFIC JUNCTION	P.M. A 7.05	P.M. A 7.20		P.M. A 3.30	P.M. A 11.30	
							C. B. & Q. Crossing (Interlocked)						
							..... PLATTSMOUTH	6.51	7.08		3.05	11.17	
3.55	4.45	7.35			3.30		..... OREAPOLIS	6.43	L 6.58 P.M.		L 2.55 P.M.	L 10.55 P.M.	
A 4.05 P.M.	A 4.55 A.M.	7.45			3.40		..... PAPPJO						
		7.50			3.50		..... BELLEVUE	L 6.35 P.M.					
		8.00			4.01		..... GIBSON						
		8.15 P.M.			4.15 4.45		..... OMAHA						
			P.M. L 5.10	P.M. L 5.50 14	4.55 18		..... SOUTH OMAHA						
							..... RALSTON						
			A 5.25 P.M.	6.00	5.30		..... CHALCO						
				6.10	5.35		..... GRETNA						
				6.23	5.45		..... MELIA						
				6.36	5.55		CB&Q Crossing (Interlocked)						
				6.42	6.00		..... ASHLAND			P.M. A 10.30	P.M. A 1.50	P.M. A 9.50	
							..... GREENWOOD			10.13	1.35	9.35	
							..... WAVERLY			10.00	1.25	9.25	
							..... HAVELOCK						
							C. & N. W. Crossing (Auto. Interlocked)						
							..... M. P. Crossing (Interlocked) ..						
							..... BAIRD (Tower) C. B. & Q. Crossing (Interl'kd)						
							..... LINCOLN						
							..... HALL (Tower) U. P. Crossing (Interlocked)						
							..... CARLING (Interlocked)			L 9.30 P.M.	L 1.00 P.M.	L 9.00 P.M.	
							..... SCHEDULE TIME						
2:00 30.3	2:30 24.3	0:55 24.6	0:15 14.4	2:10 25.1	3:00 18.7	1:00 25.5	..... AVERAGE MILES AN HOUR ..	0:30 26.6	0:22 38.3	1:00 25.5	2:30 24.3	2:30 24.3	

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

At Oreapolis, the top or superior route signal governs via Loulsville; the lower or inferior route signal governs via Pappjo. Sound one long blast of whistle for superior route and one short blast of whistle for inferior route.

Doubling Track Spur M. P. 2.34 East of Plattsmouth. Capacity 31 cars.

LaPlatte Spur M. P. 2.04. Capacity 6 cars.

Union Rendering Spur M. P. 3.79 west of LaPlatte. Capacity 10 cars.

East Albright Spur M. P. 12.37. Capacity 6 cars.

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

Canopies over Omaha passenger yard tracks 2, 3, 4 and 5 will not clear a man on top of car.

Mixed extra leaves Gibson daily except Sunday for Oreapolis, and leaves Oreapolis daily except Sunday for Gibson. Carries passengers.

OMAHA DIVISION

Ashland and Ferry—Subdivision
TIME TABLE No. 76.

EFFECTIVE SEPT. 30, 1951

NORTHWARD				Office Open Week Days Except Saturday	Signs	Distance from Ashland	STATIONS	Capacity of		SOUTHWARD													
SECOND CLASS								Office Open Saturday and Sunday	Daily Freight	Daily Freight	Daily Freight	Daily Freight	SECOND CLASS										
Daily Freight	Daily Freight	Daily Freight	Daily Freight										Daily Freight	Daily Freight									
		86	84					Yd	Yd														
		P.M. 11.00	A.M. 7.00	Continuous.	B.C.K.R. W.Y. Yd.	0.00	..... ASHLAND					Continuous.	P.M. 4.55	A.M. 3.00									
		11.25	7.30	No Office.	F.	7.49	..... WANN	70	44			No Office.	4.35	2.35									
		11.38	7.45	8:00 a.m. to 5:00 p.m.	F.	14.77	..... YUTAN	84	23			Closed.	4.20	2.20									
				No Office.		15.30	..... U. P. Crossing					No Office.											
		11.50	8.00	No Office.	F.	21.03	..... LE SHARA	70	21			No Office.	4.05	2.00									
				No Office.		28.96	..... U. P. Crossing (Interlocked)					No Office.											
		A.M. 12.20	9.00	No Office.	F.O.W. Yd.	29.22	..... FREMONT	67	142			No Office.	3.50	1.30									
				Continuous.		29.98	..... FREMONT TOWER					Continuous.											
				No Office.		30.03	..... U. P. Crossing (Interlocked)					No Office.											
				No Office.		35.46	..... C.&N.W. Crossing (Interlocked)					No Office.											
		12.45	9.30	No Office.	F.	37.95	..... C.&N.W. Crossing (Auto. Interlocked)					No Office.											
				No Office.		43.64	..... NICKERSON	69	22			No Office.	3.23	12.45									
		12.57	9.45	7:45 a.m. to 4:45 p.m.		43.64	..... WINSLOW	69	21			Closed.	3.13	12.25									
		1.15	10.10	8:00 a.m. to 5:00 p.m.		52.78	..... UEHLING	67	40			Closed.	2.55	12.07									
				No Office.		59.83	..... U. P. Crossing (Auto. Interlocked)					No Office.											
		1.30	10.35	8:00 a.m. to 5:00 p.m.	C.W. Yd.	60.03	..... OAKLAND	64	64			Closed.	2.41	11.50									
		1.42	10.55	8:00 a.m. to 5:00 p.m.		67.00	..... LYONS	65	24			Closed.	2.29	11.35									
		1.57	11.15	8:00 a.m. to 5:00 p.m.		75.68	..... ROSALIE	69	40			Closed.	2.13	11.15									
		2.09	11.30	7:30 a.m. to 4:30 p.m.		82.08	..... WALTHILL	73	37			Closed.	2.01	11.00									
		2.21	11.45	7:00 a.m. to 4:00 p.m.	W.	88.20	..... WINNEBAGO	68	17			Closed.	1.49	10.45									
		2.33	12.01	No Office.		94.48	..... HOMER	41	22			No Office.	1.37	10.30									
				No Office.		101.74	..... DAKOTA CITY					No Office.	1.25	10.15									
		2.53	12.20	No Office.	F.O.Y. Yd.	103.11	..... C. St. P. M. & O. Crossing (Auto. Interlocked)		7			No Office.											
		A3.00	A12.30	Continuous.	B.C.K.R. T.W. Yd.	104.50	..... LAKETON	65				No Office.	1.20	10.10									
		A.M.	P.M.	Continuous.		104.50	..... FERRY	Yd	Yd			Continuous.	L 1.15	L10.00									

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

						108.28	..... STEUBEN ST.																
					B.R.K.	109.14	..... SIoux CITY UNION DEPOT																
							..... (109.14)																
		4:00	5:30				..... SCHEDULE TIME						3:40	5:00									
		26.1	19.0				..... AVERAGE MILES AN HOUR					28.5	20.9										

FOOTNOTES ON PAGE 6.

ASHLAND AND FERRY—SUBDIVISION

OMAHA DIVISION

TIME TABLE No. 76.

EFFECTIVE SEPT. 30, 1951

FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Manual Block System; Rule 318-B in effect.

Train order signal Ashland does not govern Ashland and Ferry Subdivision trains. Conductors and Enginemen must have Clearance Form A.

Trains may register by ticket at Ashland.

When trains meet at Yutan, northward trains holding main track will not pass approach signal until southward trains are in clear of siding.

Trains using siding Fremont must flag Main and Broad street crossings.

At Fremont, O-1, S-3-A or larger engines must not move past clearance point on Brewery Track.

C. St. P. M. & O. rules and time table govern Ferry to Junction with Great Northern Railway, and Great Northern rules and time table govern from this Junction to Stueben Street and Union Station.

Normal position of switch at Laketon, for Ashland line. Normal position of switch at Ferry, for C. St. P. M. & O. line.

No train order signal Ferry, Conductors and Enginemen must have Clearance Form A.

Ferry and O'Neill Subdivision trains use Ashland and Ferry Subdivision track between Ferry and Laketon.

Local extra leaves Ferry Monday, Wednesday and Friday for Ashland.

Local extra leaves Ashland Tuesday, Thursday and Saturday for Ferry.

Spur Tracks:

Fackler	M. P. 20.04 - 7 cars.
Peterson	M. P. 48.14 - 14 cars.
Essen	M. P. 56.10 - 20 cars.
Anderson	M. P. 71.61 - 20 cars.

Oreapolis and Ashland—Subdivision

OMAHA DIVISION.

TIME TABLE No. 76.

EFFECTIVE SEPT. 30, 1951

WESTWARD					Office Open Week Days Except Saturday	Signs	Distance from Pacific Jct.	STATIONS	Capacity of		EASTWARD							
SECOND CLASS									Sidings	Other Tracks	SECOND CLASS							
	Daily Freight	Daily Freight									Daily Freight	Daily Freight	Daily Freight					
	61	67									62	88	68					
	P.M. L 4.05	A.M. L 4.55			Continuous.	R.Y.	8.87	..... OREAPOLIS		19		P.M. A 2.55	P.M. A 6.50	P.M. A 10.55				
					No Office.		8.99	..... M. P. Crossing (Interlocked)										
	4.15	5.10			No Office.	F.	14.37	..... CULLOM	138	47		2.40	6.40	10.40				
	4.25	5.20			No Office.	F.	19.12	..... CEDAR CREEK		47		2.30	6.30	10.30				
					No Office.		22.97	..... M. P. Crossing (Interlocked)										
	4.35	5.30			See Footnote.	W. Yd.	23.10	..... LOUISVILLE	128	104		2.20	6.23	10.20				
					No Office.		27.21	..... C.R.I. & P. Crossing (Auto. Interlocked)										
	4.45	5.45			8:30 a.m. to 5:30 p.m.		27.85	..... SOUTH BEND	133	44		2.05	6.10	10.05				
	A 5.00 P.M.	A 6.00 A.M.			Continuous.	B.C.K.R. W.Y.Yd.	35.28	..... ASHLAND		Yd	Yd	L 1.50 P.M.	L 5.45 P.M.	L 9.50 P.M.				
								..... (26.41)										
	0:55 28.8	1:05 24.3						..... SCHEDULE TIME				1:05 24.3	1:05 24.3	1:05 24.3				
								..... AVERAGE MILES AN HOUR										

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

Manual block system; Rule 318-B in effect.

Trains may register by ticket at Oreapolis and Ashland.

Train order signal at Ashland does not govern Oreapolis and Ashland Subdivision trains. Conductors and Enginemen must have Clearance Form A.

Lyman-Richey East Pit, M. P. 14.93. Switch located on Cullom Siding.

Lyman-Richey West Pit, M. P. 15.38. Switch located on west leg of East Pit track.

Western Sand and Gravel Spur, M. P. 29.20. Engines must not go beyond loading bin.

Kerford Quarry track; east switch MP 29.36; west switch MP 29.79, capacity 42 cars.

Mixed Extra leaves Oreapolis daily except Sunday for Ashland, carries passengers.

Mixed Extra leaves Ashland daily except Sunday for Oreapolis, carries passengers.

OFFICE OPEN:

Louisville, continuous daily, except closed 8:00 A. M. to 4:00 P. M. Sundays.

Offices open Saturday and Sunday:

Oreapolis and Ashland continuous, South Bend closed.

OMAHA DIVISION.

Ferry and O'Neill—Subdivision

TIME TABLE No. 76.

EFFECTIVE SEPT. 30, 1951

WESTWARD				EASTWARD					
SECOND CLASS		Office Open Week Days Except Saturday	Signs	Distance from Laketon	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	SECOND CLASS	
	Monday, Wed., and Friday Mixed							Tues., Thurs., and Sat. Mixed	
	95							96	
	A.M. 7.00	Continuous.	B.C.K.R. W.T. Yd.		FERRY		Continuous.	P.M. 2.45	
	7.05	No Office.	F.O.Y.Yd.	0.00	LAKETON	130	No Office.	2.35	
	s 7.45	No Office.		11.70	WILLIS	14	No Office.	s 2.05	
	s 8.10	7:45 a.m. to 4:45 p.m.		19.25	WATERBURY	20	Closed.	s 1.45	
	f 8.25	No Office.		25.28	STERRINS	20	No Office.	f 1.30	
	s 8.40	8:30 a.m. to 5:30 p.m.		26.20	ALLEN	21	Closed.	s 1.25	
	s 9.05	No Office.		35.19	DIXON	28	No Office.	s 1.05	
		No Office.		40.15	C. St. P. M. & O. Crossing (Grade)		No Office.		
	s 9.38	8:30 a.m. to 5:30 p.m.		40.24	LAUREL	35	Closed.	s 12.50	
	s 10.01	7:45 a.m. to 4:45 p.m.	W.	46.51	BELDEN	25	Closed.	s 12.30	
	f 10.16	No Office.		50.05	WAREHAM	14	No Office.	f 12.16	
		No Office.		54.59	C. St. P. M. & O. Crossing (Grade)		No Office.		
	s 10.55	8:30 a.m. to 5:30 p.m.		54.64	RANDOLPH	12	Closed.	s 12.01	
	s 11.20	No Office.		60.79	McLEAN	20	No Office.	s 11.36	
	s 12.05	8:00 a.m. to 5:00 p.m.	C.W.Y.	68.25	OSMOND	65	Closed.	s 11.17	
	s 12.20	No Office.		73.67	BRESLAU	20	No Office.	s 10.57	
	s 12.45	7:45 a.m. to 4:45 p.m.		78.13	PLAINVIEW	34	Closed.	s 10.45	
		No Office.		78.38	C. & N. W. Crossing (Grade)		No Office.		
	s 1.30	8:00 a.m. to 5:00 p.m.	W.	87.76	BRUNSWICK	34	Closed.	s 10.10	
	s 1.55	No Office.		95.75	ROYAL	20	No Office.	s 9.50	
	s 2.15	See Footnote.		101.64	ORCHARD	29	See Footnote.	s 9.30	
	s 2.50	See Footnote.		111.89	PAGE	21	See Footnote.	s 9.05	
	A 3.25 P.M.	See Footnote.	C.W.Y.R. K.B.Yd.	124.21	O'NEILL	71	See Footnote.	L 8.30 A.M.	
					(125.60)				
	8:25 12.9				SCHEDULE TIME			6:15 20.0	
					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.

Ferry and O'Neill subdivision trains use Ashland and Ferry subdivision tracks between Ferry and Laketon.

Normal position of switch at Laketon, for Ashland line.

No train order signal Ferry and O'Neill. Conductors and Enginemen must have Clearance, Form A.

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

OFFICE OPEN:

Orchard 8:30 A.M. to 5:30 P.M. daily except closed Sunday and Monday.

Page 7:45 A.M. to 4:45 P.M. daily except closed Sunday and Monday.

O'Neill 8:00 A.M. to 5:00 P.M. daily except closed Sunday and Monday.

Ashland and Prague—Subdivision

OMAHA DIVISION.

TIME TABLE No. 76.

EFFECTIVE SEPT. 30, 1951

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Ashland	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	EASTWARD					
SECOND CLASS										SECOND CLASS					
			Mon. Wed. Fri. Mixed												
			33							34					
			A.M. L 9.00	Continuous.	B.C.K.R. W.Y.Yd.	0.00	..... ASHLAND	Yard	Continuous.	P.M. A 12.45				
			S 9.15	No Office.	F.	6.04	..... MEMPHIS	87	No Office.	S 12.30				
			S 9.35	No Office.	F.	13.14	..... ITHACA	43	No Office.	S 12.10				
				No Office.		18.58	..... C. & N. W. Crossing (Grade) ..		No Office.	P.M.				
				No Office.		18.59	..... U. P. Crossing (Grade)		No Office.					
			S 10.10	8:00 a.m. to 5:00 p.m.	W.Y.	18.91	..... WAHOO	130	Closed.	S 11.50				
			f 10.25	No Office.	F.	25.58	..... MALMO	19	No Office.	f 11.35				
			A 10.45 A.M.	8:00 a.m. to 5:00 p.m.	Yd. T.R.	31.40	..... PRAGUE	22	Closed.	L 11.15 A.M.				
						 (31.40)								
			1:45 17.9			 SCHEDULE TIME			1:30					
						 AVERAGE MILES AN HOUR			20.8					

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

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

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

Train order signal Ashland does not govern Ashland and Prague Sub-division trains. Conductors and Enginemen must have Clearance, Form A. No train order signal Prague. Conductors and Enginemen must have Clearance Form A.

Firestone, M. P. 10.63.

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

Mixed extra leaves Ashland Tuesday, Thursday and Saturday for Firestone and return.

Pappio and Gilmore Junction—Subdivision

OMAHA DIVISION.

TIME TABLE No. 76.

EFFECTIVE SEPT. 30, 1951

WESTWARD				Office Open	Signs	Distance from Pappio	STATIONS	Capacity of Siding	EASTWARD						
SECOND CLASS									SECOND CLASS						
															Daily Freight
										70					
				No Office.	Yd. F. Y.	0.00	..... PAPPIO		P.M.	A 6.35					
				No Office.		2.05	..... FORT CROOK								
				No Office.	Yd.	3.92	..... GILMORE JUNCTION	22							

Trains Between Gilmore Jct. and South Omaha are Governed by Rules and Time Table of Union Pacific Railroad

				Continuous.	B.C.K.F. Yd.O.R.W.Y.	9.11	..... SOUTH OMAHA	Yard	L 6.15 P.M.						
							..... (9.11)								
							..... SCHEDULE TIME		0:20						
							..... AVERAGE MILES AN HOUR		27.3						

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

One long blast of whistle for Union Pacific switch Gilmore Junction, four short blasts will be sounded after whistling for station, if signal can be seen.

Four short and one long blast of whistle for Union Pacific switches, South Omaha

Between Gilmore Junction and South Omaha, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision Time Table.

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 M.P.H.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 M.P.H.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 M.P.H. 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 M.P.H.

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 M.P.H. On branch lines where steam is substituted for motor service, speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or diesel-electric engines running backward must not exceed a speed of 10 M.P.H. 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 incl..... 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 10	Reduced Speed 10
All crossovers and turnouts, not otherwise specified		
Trailing movement through spring switches not otherwise provided.....	15	15
Clamshells, 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 .....	..	25
Branch Lines.....	..	20
M-2-A engines	35	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
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

The following speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Derricks,
Pacific Jct.-Lincoln.....	30 M.P.M.	35 M.P.H.
Oreapolis-Ashland.....	25 M.P.H.	30 M.P.H.
Ashland-Sioux City.....	25 M.P.H.	30 M.P.H.
Ashland-Prague.....	Must not operate	20 M.P.H.
Pappio-Gilmore Jct.....	"	20 M.P.H.
Laketon-O'Neill.....	"	20 M.P.H.

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.....		55
20.....	3	0	70.....		51
25.....	2	24	75.....		48
30.....	2	0	80.....		45
35.....	1	43	85.....		42
40.....	1	30	90.....		40
45.....	1	20	95.....		38
50.....	1	12			

SPEED RESTRICTIONS—Continued

PACIFIC JUNCTION AND LINCOLN 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, 11, 12, 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 0-5-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.

All trains reduced speed between Baird Tower and Hall Tower, via passenger tracks, Lincoln.

Steam engines running backward must not exceed 20 m.p.h.

Trains must not exceed 30 m.p.h. through turnouts of controlled sidings.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—Pac. Jct. to M.P. 0.95.....	40	40	40	Yd.
Pac. Jct. 500 feet from R.R. Crossing.....	15	15	15	15
ZONE—M.P. 0.95 to M.P. 3.50.....	65	55	50	40
ZONE—M.P. 3.50 to M.P. 4.33.....	40	40	40	30
Missouri River Bridge 3.80 and curve at west end of bridge.....	20	20	20	20
ZONE—M.P. 4.33 to M.P. 5.00.....	40	40	40	Yd.
Plattsmouth—Eastward trains dispatching mail.....	10	10	10	..
Plattsmouth—Spring switch at end of double track trailing move eastward..	25	25	25	25
ZONE—M.P. 5.00 to M.P. 6.62.....	55	55	50	Yd.
ZONE—M.P. 6.62 to M.P. 8.79.....	55	55	50	40
Oreapolis—Through turnouts.....	30	30	30	30
ZONE—M.P. 0.00 to M.P. 12.24 (Omaha Line).....	65	55	50	40
Curve M.P. 1.30.....	55	50	50	40
ZONE—M.P. 12.24 to M.P. 14.75.....	65	55	50	Yd.
ZONE—M.P. 14.75 to M.P. 16.39.....	50	50	50	Yd.
Gibson—End of double track.....	25	20	10	10
ZONE—M.P. 16.35 to M.P. 17.24.....	Reduced Speed			Reduced Speed
ZONE—M.P. 17.24 to M.P. 17.97.....	50	50	50	Yd.
ZONE—M.P. 17.97 to M.P. 19.25.....	50	50	50	40
Curve M.P. 19.12.....	20	20	20	20
ZONE—M.P. 19.25 to M.P. 21.50.....	50	50	50	Yd.
Bridge 19.48	..	25	25	25
M-4-A engines.....	60	55	55	50
ZONE—M.P. 21.50 to M.P. 28.20.....	75	60	55	50
ZONE—M.P. 28.20 to M.P. 46.10.....	65	55	55	50
Curve M.P. 36.70.....	65	55	55	50
Curve M.P. 37.30.....	65	55	55	50
Curve M.P. 39.69.....	65	55	55	50
Curve M.P. 41.75.....	70	55	55	50
ZONE—M.P. 46.10 to M.P. 47.00 (M.P. 35.00 Louisville Line).....	75	60	55	Yd.
Curve M.P. 46.10.....	65	55	55	50

SPEED RESTRICTIONS—Concluded

LOCATION	A	B	C	D
Ashland—East Crossover	50	40	40	40
ZONE—M.P. 35.00 to M.P. 35.75.....	50	50	50	Yd.
ZONE—M.P. 35.75 to M.P. 37.25.....	79	79	75	Yd.
ZONE—M.P. 37.25 to M.P. 53.62.....	79	79	75	50
M.P. 41.10—Through crossovers between main tracks.....	30	30	30	30
Greenwood—Turnout in westward track at end of double track.....	50	40	40	40
Waverly—Turnout in westward track at end of double track.....	50	40	40	40
ZONE—M.P. 53.62 to M.P. 55.81.....	79	79	75	Yd.
ZONE—M.P. 55.81 to M.P. 57.94.....	79	79	75	50
C.&N.W. crossing M.P. 57.38 with current traffic.....	60	50	50	40
C&NW Crossing M.P. 57.38 against current traffic.....	15	15	15	15
ZONE—M.P. 57.94 to M.P. 59.00.....	79	79	75	Yd.
M.P. 59 to Lincoln.....	Reduced Speed			Yd.
Between Interlocking limits of Baird Tower and Hall Tower on freight tracks .....	..	..	..	25
Between Baird Tower and Hall Tower, via passenger tracks, Lincoln.....	Reduced Speed			Reduced Speed

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
OREAPOLIS AND ASHLAND SUBDIVISION			FERRY AND O'NEILL SUBDIVISION		
Maximum speed.....	45	40	Maximum speed		
M-2-A engines.....	35	35	between Laketon and Osmond.....	30	30
Steam engines running backward.....	20	20	between Osmond and O'Neill.....	25	25
Through turnout Oreapolis.....	30	30	R engines between Laketon and O'Neill.....	25	25
Over Mo. Pacific crossing, Louisville.....	35	30	Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....		
Over CRI&P crossing, South Bend.....	35	30	between Laketon and Osmond.....		25
Through crossover from Louisville line to westward main track, Ashland.....	30	30	between Osmond and O'Neill.....		20
			Over bridge 27.83.....	10	10
			Steam engines running backward.....	10	10
ASHLAND AND FERRY SUBDIVISION			ASHLAND AND PRAGUE SUBDIVISION		
Maximum speed.....	45	35	Maximum speed		
Steam engines running backward.....	20	20	between Ashland and M.P. 10.50.....	35	35
At the approach signal of the following interlocking:			between M.P. 10.50 and Prague.....	25	25
Northward and Southward trains at U.P. crossing Yutan.....	..	30	Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	20	20
Northward trains at U.P. crossing Fremont.....	..	30	S-1-A, S-2-A, S-3-A, D, O-1 and O-1-A engines over bridge 0.91.....	5	5
Southward trains at U.P. crossing Fremont.....	40	20	Steam engines running backward.....	10	10
Northward and Southward trains at C.&N.W. crossing Nickerson.....	..	30	Between CB&Q main track Firestone and classification yard Nebraska Ordnance Plant area:		
Southward trains at C.St.P.M.&O. crossing Oakland.....	..	25	Tangent track.....	12	12
Northward trains at C.St.P.M.&O. crossing Dakota City.....	..	30	Curves	6	6
Engines or leading car of trains between home signals at:					
U.P. crossing at Yutan.....	20	20			
C.&N.W. crossing south of Nickerson.....	20	20			
C.St.P.M.&O. crossing at Oakland.....	20	20			
C.St.P.M.&O. crossing at Dakota City.....	20	20			
Over Platte River Bridge 27.04.....	30	30			
Between north and south switch of siding, Fremont	20	10			
Main Street Crossing, Homer.....	20	20			

SPECIAL INSTRUCTIONS

Master Mechanic:C. E. Bloom, Lincoln
 Road Foreman:D. G. Hansen, Lincoln
 Trainmaster:J. W. Terrill, Lincoln
 Terminal Trainmaster:J. A. Beebe, Omaha
 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	G. V. Vant	J. K. Kerr
E. J. Purinton	D. E. Hain	C. E. Willis	G.O. Baker
R. Saul	E. F. Comerford	L. A. Starkey	C. K. Nichols

1. Between Oreapolis and Gibson; and Omaha and Ashland, second class, extra trains, and Yard engines must clear the time of Numbers 1, 10, 11, 12, 17 and 18 not less than ten minutes.

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.

PACIFIC JUNCTION:

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

PLATTSMOUTH:

Class O-1 or larger engines when picking up or setting cars on Water Works track must hold onto enough cars to keep engine clear of turnout.

At Oreapolis, Missouri Pacific crossing over west leg of wye is protected with manually operated electrically locked gate normally set against C. B. & Q. trains and interlocked with Missouri Pacific automatic signals. Stop sign located on wye 175 feet south of crossing. Trains and engines must not foul the section of track between stop sign and crossing until gate has been lined for C. B. & Q. movement.

GIBSON:

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

BETWEEN GIBSON AND OMAHA:

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

OMAHA:

All trains that are reversed between the Union Pacific tracks and tracks entering Passenger yard at 6th Street, will stop at Union Pacific crossing between 6th Street and the Junction with the Union Pacific, and proceed only if crossing is clear.

Switchtender on duty 6th street from 6:30 A.M. to 10:30 P.M. and at 13th street from 7:00 A.M. to 11:00 P.M. During these hours all trains approaching 6th street and 13th street must receive hand signal from switchtender before proceeding into or departing from passenger yard.

Between 10:30 P.M. and 6:30 A.M. switchtender will handle switches at 6th street and 13th street for passenger trains, who must receive hand signal from switchtender before proceeding into or departing from passenger yard. Eastward freight trains will handle their own switches at East end of passenger yard. Normal position of switches will be for Westward movement through No. 6 track.

From 11:00 P.M. until 7:00 A.M. normal position of all switches at 13th street will be for movement through puzzle and No. 6 track for freight trains. Switches will be handled by switchtenders or switchmen for passenger trains unless otherwise notified.

SOUTH OMAHA:

Taking siding: Westward First class trains will use switch at Subway, other westward trains use switch at round house. Eastward trains will use first switch west of depot.

ASHLAND: Westward trains taking siding will use first switch west of depot.

LINCOLN:

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

Move at reduced speed over crossover switches Nos. 1, 2, 3 and 4 tracks, near subway, and know that they are properly set.

FERRY: Northward trains taking siding will use first track east of main track.

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
PACIFIC JUNCTION AND LINCOLN SUB-DIVISION:		
Plattsmouth	26	Lead to BREX Yard.
	8	House Track.
	10	Water Works.
LaPlatte	1	Union Rendering Works.
Bellevue	2	House Track.
East Albright	1	Rendering Works.
Ralston	7	Elevator Track.
	1	Hill Track.
Chalco	3	Elevator Track.
Gretna	2	Elevator Track.
	3	House Track.
Melia	1	Elevator and Stock Track.
Ashland	52	Storage Track.
	24	Elevator Track.
	25	Scale Track.
	26	Elevator and Coal Track.
	39	South House Track.
	2	Old Rip Track.
1	Coal and Oil Track.	
16	City Track.	

Location	Track No.	Local Name of Track
Havelock		
South Side of Main Track		
EAST END	7	Storage Track.
	13	North Paint Line Track.
	20	Casting Dock and Storehouse.
	Also	All Shop Tracks Proper.
South Side of Main Track		
WEST END	6	House Track.
	20	Casting Dock and Storehouse.
	28	Roundhouse Track.
	29	Roundhouse Track.
	31	Roundhouse Track.
	64	Shop Lead.
105	Goodyear Rubber Company Track.	
Also	All Shop Tracks Proper.	
Havelock		
North Side of Main Track		
WEST END	45	Material Yard Lead—cannot be used yond 1600 ft. from switch.
	Also	All Material Yard Tracks Proper.
OREAPOLIS AND ASHLAND SUB-DIVISION:		
Cullem	No	Number
		Lyman-Richey East Sand Pit.
	1	Lyman-Richey West Sand Pit.
Louisville	17	Ash Grove Cement Track.
South Bend.....	6	Western Sand & Gravel Pit Track.