

SURGEONS AND PHYSICIANS

Akron, Colo.....DR. PARK D. KELLER....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. L. L. RETALLACK....Surgeon and Examiner.
Denver, Colo.....DR. C. F. HEGNER.....Surgeon.
Denver, Colo.....DR. D. H. O'ROURKE.....Eye Specialist.
Denver, Colo.....DR. GILBERT R. HALL...Surgeon and Examiner.
Denver, Colo.....DR. J. F. PRINZING.....Surgeon.
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. R. J. McINTIRE.....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.
Oxford, Nebr....DR. R. A. CUTSHALL.....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. P. STINE
General Manager, Omaha, Nebr.

E. C. ACKERMAN
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. 81

EFFECTIVE AT 12:01 A. M.

SUNDAY, APRIL 25, 1954

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. 81.

EFFECTIVE APRIL 25, 1954.

WESTWARD					Signs	Mile Post Location	STATIONS	LINCOLN DIVISION	Office Open	Capacity of		EASTWARD				
FIRST CLASS										Controlled Sidings	Other Tracks	FIRST CLASS				
Daily Ex. Sun. Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Mon. 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	A.M. A 2.06	A.M. A 4.50	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					
	f 9.01					158.88	..... INGLESIDE 3.67	No Office		2			f 12.53		
	s 9.09				F.	162.56	..... JUNIATA 3.41	No Office		75			s 12.45		
	s 9.20	3.38	3.05	2.16	F.	170.97	..... KENESAW 7.58	No Office	135	29	1.53	4.30	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 4.15	s 12.11	c 10.08	
					F.	192.64	..... MOTALA 5.19	No Office		34					
	s 10.00				F.	197.83	..... AXTELL 6.55	No Office	147	34			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 3.45	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		
	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 6.95	Continuous.	147	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.

Dual Controlled Switch at Oxford Jct. and east end of short siding McCook yard.

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 Saturday 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 Hastings daily except Sunday for Atlanta and return.

Local Extra leaves McCook Monday, Wednesday and Friday for Oxford.

Local Extra leaves Oxford Tuesday, Thursday and Saturday for McCook.

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

Spur Track WAC M.P. 207.02. Capacity 7 cars.

McCook and Akron—Subdivision

McCOOK DIVISION.

TIME TABLE No. 81.

EFFECTIVE APRIL 25, 1954.

WESTWARD				Signs	Mile Post Location	STATIONS	Capacity of		Office Open	EASTWARD			
FIRST CLASS							Controlled Sidings	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 4.35	A.M. L 4.15	A.M. L 3.55	A.M. L 12.05	B.C.K.O.R. T.W.Y.	287.81	..... McCOOK	147	Yard	Continuous.	P.M. A 7.35	A.M. A 12.05 A.M.	P.M. A 1.09	A.M. A 12.40
				F	293.20	..... PERRY		21	No Office				
4.46	4.25	4.06	s 12.20	W.F.	299.04	..... CULBERTSON	133	62	No Office	7.24	s 11.52	10.58	12.27
			s 12.35	F.	309.28	..... TRENTON	150	70	No Office		s 11.40		
5.03	4.42	4.23	s 12.48	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		
5.17	4.56	4.37	s 1.13	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		
5.34	5.13	4.54	s 1.39	F.	361.09	..... HAIGLER	136	28	No Office	6.36	s 10.35	10.10	11.38
				F.	368.20	..... SANBORN		29	No Office				
			s 1.51	F.	371.07	..... LAIRD	132	14	No Office		s 10.23		
5.47	5.26	5.07	s 2.02	C.W.Y.F.	377.48	..... WRAY	131	199	No Office	6.23	s 10.15	9.57	11.25
				F.	385.55	..... ROBB	126		No Office				
6.01	5.39	5.21	s 2.20	F.	392.19	..... ECKLEY	141	22	No Office		s 9.55		11.13
				F.	398.43	..... SCHRAMM		11	No Office				
6.11	5.49	5.31	s 2.40	W.F.	404.75	..... YUMA	133	104	No Office	6.01	s 9.41	9.35	11.03
				F.	410.47	..... HYDE		23	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 6.39 A.M.	A 6.15 A.M.	A 6.00 A.M.	A 3.28 A.M.	B.C.K.R. T.W.Y.	430.83	..... AKRON	165	Yard	Continuous.	L 5.39 P.M.	L 9.04 P.M.	L 9.13 P.M.	L 10.39 P.M.
						..... (143.02)							
2:04 69.1	2:00 71.4	2:05 68.6	3:23 42.2			..... 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.

Dual Controlled Switch at east end of short siding McCook yard.

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. 81.

EFFECTIVE APRIL 25, 1954.

WESTWARD					Mile Post Location	Signs	STATIONS	Office Open	Capacity of		EASTWARD			
FIRST CLASS				Controlled Sidings					Other Tracks	FIRST CLASS				
Daily Passenger	Daily Passenger	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	165	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.	PINNEO	No Office	112	9					
				448.43	F.	STORY	No Office	79						
7.03 c	6.39	6.25	4.20	454.81	W.C.T. B.K.F.	BRUSH	No Office	125	Yard	5.15	8.35	8.48	10.13	
				459.06	F.	LODI	No Office	80	37					
s 7.13	6.49	6.35	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						
				472.93	F.	VALLERY	No Office	79	12					
7.26	7.03	6.49	4.54	478.94	F.	WIGGINS	No Office	121	43	4.54	s 8.02	8.29	9.41	
				483.73	F.	OHAR	No Office	84						
				489.06	F.	CREST	No Office	79						
7.39	7.17	7.03	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						
				505.37	F.	KEESBURG	No Office	121	24		s 7.33			
7.53	7.32	7.18	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					
				524.45	F.	BARR	No Office	121	10		7.11			
				529.49	F.	ENO	No Office	78	7					
				535.18	F.	DERBY	No Office	109	8		s 7.00			
				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					
A 8.30 A.M.	A 8.10 A.M.	A 8.20 A.M.	A 6.30 A.M.	542.33	W.C.Y.B. TORK	DENVER	Continuous		Yard	L 4.00 P.M.	L 6.50 P.M.	L 7.15 P.M.	L 8.45 P.M.	
1:50 60.8	1:53 59.2	2:18 48.4	2:55 38.2			SCHEDULE TIME				1:38 68.2	2:10 51.4	1:56 57.8	1:50 60.8	
						AVERAGE MILES AN HOUR								

MOUNTAIN STANDARD TIME.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN AKRON AND INTERLOCKING LIMITS OF TOWER "B" M. P. 541.74 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.	Labmert	M. P. 480.28 - 56 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.

Local Extra leaves Akron Monday, Wednesday and Friday for Denver.

Orleans Jct. and St. Francis—Subdivision

McCOOK DIVISION.

TIME TABLE No. 81.

EFFECTIVE APRIL 25, 1954.

WESTWARD				Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days Except Monday	EASTWARD			
SECOND CLASS							Siding	Other Tracks		SECOND CLASS			
Monday, Wed. Fri. Mixed	Monday, Wed. Fri. Mixed	Tuesday, Thur. Sat. Mixed	Tuesday, Thur. Sat. Mixed							Tuesday, Thur. Sat. Mixed	Tuesday, Thur. Sat. Mixed	Tuesday, Thur. Sat. Mixed	Tuesday, Thur. Sat. Mixed
143	147	142	148										
A.M. L 9.34	A.M. L 8.00	A.M. A 11.35	P.M. A 3.45	F.Y.	0.21	..... ORLEANS Jct.	Yard	No Office.	A.M. A 11.35	P.M. A 3.45			
A 9.40	A.M.	A.M.	A.M.	F.	2.97	..... FLYNN 2.76		No Office.	L 11.25	3.35			
A.M.	A.M.	A.M.	A.M.	F.	7.02	..... STAMFORD 4.05	32	8:00 a.m. to 5:00 p.m.	A.M.	3.20			
A.M.	A.M.	A.M.	A.M.	F.	13.52	..... HOLLINGER 5.50	17	No Office.	A.M.	3.05			
A.M.	A.M.	A.M.	A.M.	F.	20.32	..... BEAVER CITY 6.80	49	See Footnote.	A.M.	2.45			
A.M.	A.M.	A.M.	A.M.	F.	28.20	..... HENDLEY 7.88	30	8:00 a.m. to 5:00 p.m.	A.M.	2.25			
A.M.	A.M.	A.M.	A.M.	F.	35.68	..... WILSONVILLE 7.48	127	8:00 a.m. to 5:00 p.m.	A.M.	1.55			
A.M.	A.M.	A.M.	A.M.	F.	41.11	..... SHIPPEE 5.43	12	No Office.	A.M.	1.25			
A.M.	A.M.	A.M.	A.M.	F.	45.83	..... LEBANON 4.72	31	No Office.	A.M.	1.10			
A.M.	A.M.	A.M.	A.M.	F.	52.81	..... DANBURY 6.98	57	See Footnote.	A.M.	12.50			
A.M.	A.M.	A.M.	A.M.	F.	57.25	..... MARION 4.44	19	No Office.	A.M.	12.35			
A.M.	A.M.	A.M.	A.M.	F.	62.30	..... CEDAR BLUFFS 5.05	28	No Office.	A.M.	12.15			
A.M.	A.M.	A.M.	A.M.	F.	69.01	..... TRAER 6.71	26	8:00 a.m. to 5:00 p.m.	A.M.	11.55			
A.M.	A.M.	A.M.	A.M.	F.	75.64	..... HERNDON 6.63	Yard	8:00 a.m. to 5:00 p.m.	A.M.	11.40			
A.M.	A.M.	A.M.	A.M.	F.	85.80	..... LUDELL 1.81	30	No Office.	A.M.	10.50			
A.M.	A.M.	A.M.	A.M.	F.	87.67	..... MULROY 2.41	19	No Office.	A.M.	10.30			
A.M.	A.M.	A.M.	A.M.	F.	91.08	..... ATWOOD 3.83	43	See Footnote.	A.M.	10.10			
A.M.	A.M.	A.M.	A.M.	F.	94.97	..... BLAKEMAN 6.51	14	No Office.	A.M.	9.50			
A.M.	A.M.	A.M.	A.M.	F.	101.48	..... BEARDSLEY 3.22	41	No Office.	A.M.	9.30			
A.M.	A.M.	A.M.	A.M.	F.	109.70	..... McDONALD 3.61	74	8:00 a.m. to 5:00 p.m.	A.M.	9.05			
A.M.	A.M.	A.M.	A.M.	F.	118.31	..... BIRD CITY 9.59	52	8:00 a.m. to 5:00 p.m.	A.M.	8.00			
A.M.	A.M.	A.M.	A.M.	F.	127.90	..... WHEELER 5.75	39	No Office.	A.M.	8.00			
A.M.	A.M.	A.M.	A.M.	C.K.R.T.	133.65	..... ST. FRANCIS (133.65)	Yard	7:00 a.m. to 4:00 p.m.	A.M.	8.00			
0:06 27.6	8:25 15.8	0:10 16.5	7:45 17.2	0:10 16.5	SCHEDULE TIME	..... AVERAGE MILES AN HOUR			0:10 16.5	7:45 17.2	0:10 16.5		

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

CENTRAL STANDARD TIME.

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

Dual Control Switches at Flynn and Orleans Jct.

Between Flynn and St. Francis: 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 St. Francis. Conductors and Enginemen must have Clearance Form A when operator is on duty.

Trains will register at Herndon when instructed by Dispatcher.

Office Open:

No offices open Sunday and Monday except Beaver City, Danbury and Atwood open 8:00 A.M. to 5:00 P.M., Monday, closed Saturdays.

McCOOK DIVISION.

Flynn and Oberlin—Subdivision

TIME TABLE No. 81.

EFFECTIVE APRIL 25, 1954.

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 Thursday and Sat. Mixed				
			143							142				
			A.M. L 9.40	F.	3.35	..... FLYNN			No Office.	A.M. A 11.25				
			s 10.20		17.52	..... LONG ISLAND		28	No Office.	s 10.55				
			s 10.50		27.74	..... ALMENA		30	See Footnote.	s 10.30				
			10.55		29.65	..... ALMENA JCT.			No Office.	10.20				
BETWEEN ALMENA JCT. AND DELLVALE TRAINS ARE GOVERNED BY RULES AND TIME TABLE OF C.R.I.&P. R.R.														
			P.M. s 12.01		45.60	..... DELLVALE			No Office.	s 9.15				
			12.20		51.99	..... REAGER		13	No Office.					
			s 12.40		57.42	..... NORCATUR		31	8:00 a.m. to 5:00 p.m.	s 8.50				
			s 1.00	F.	68.65	..... KANONA		20	No Office.	s 8.20				
			A 1.30 P.M.	R.T. K.	77.79	..... OBERLIN		Yard	7:00 a.m. to 4:00 p.m.	L 8.00 A.M.				
			3:50 19.4			..... (74.53)								
						..... SCHEDULE TIME				3:25				
						..... AVERAGE MILES AN HOUR				21.8				

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

MOUNTAIN STANDARD TIME.

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

Dual Control Switch at Flynn.

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 except Almena open Monday 8:00 A.M. to 5:00 P.M., closed Saturday and Sunday.

Norton, M.P. 38.96, on Spur off C.R.I.&P. transfer. Rule 908 in effect.

C.B.&Q. junction switches at Almena Junction, Norton and Dellvale are equipped with electric switch locks, controlled by C.R.I.&P. operator at Norton.

C.R.I.&P. train orders and clearance cards will be delivered to C.B.&Q. trains by C.B.&Q. operators at Almena, Norton and Norcatur.

McCOOK DIVISION.

Culbertson and Imperial—Subdivision

TIME TABLE No. 81.

EFFECTIVE APRIL 25, 1954.

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				
			P.M. L 3.30	W.	0.00	..... CULBERTSON	133	62	7:30 a.m. to 4:30 p.m.	P.M. A 10.15				
			s 3.55		9.10	..... BEVERLY		21	No Office.	s 9.45				
			s 4.25		17.69	..... PALISADE		28	7:30 a.m. to 4:30 p.m.	s 9.15				
			s 4.50	F.	24.87	..... HAMLET		28	No Office.	s 8.45				
			s 5.25		32.46	..... WAUNETA		55	8:00 a.m. to 5:00 p.m.	s 8.20				
			s 5.55	F.	41.87	..... ENDERS		70	No Office.	s 7.45				
			A 6.20 P.M.	F.R. Y.	49.06	..... IMPERIAL		74	8:00 a.m. to 5:00 p.m.	L 7.20 P.M.				
			2:50 14.1			..... (49.06)								
						..... SCHEDULE TIME				2:55				
						..... AVERAGE MILES AN HOUR				13.6				

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.

Hastings, Red Cloud and Oxford Junction—Subdivision

McCOOK DIVISION.

TIME TABLE No. 81.

EFFECTIVE APRIL 25, 1954.

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 Ex. Sun. Passenger	Daily Ex. Mon. Passenger			Mondy, Wed., Fri. Freight		
Saturday Only Freight	Tuesday, Thursday Freight											16		174
171	173		15										
				Continuous.	BKRW	0.00	..... HASTINGS		(Tower) Continuous.			
						0.69	..... JUNCTION		No Office			
					BCK OR TWY Yd	0.75	..... GAINES	Yd.	No Office			P.M. 9.00
P.M. 12.30	P.M. 6.00			No Office.		10.13	..... AYR Jct.		No Office.			8.30
12.50	6.20			No Office.		11.68	..... AYR	20	No Office.			8.25
1.05	6.25				Yd.	18.92	..... BLUE HILL Jct.		No Office			
				No Office.	Yd.	19.12	..... BLUE HILL	39	No Office.			8.10
1.35	7.05			No Office.		30.68	..... COWLES	19	No Office.			7.30
2.05	7.35					31.65	..... SAND PIT		No Office.			
A 2.25 P.M.	A 7.50 P.M.			No Office.		37.03	..... LESTER		No Office.			L 7.05 P.M.

Trains between Lester and Red Cloud

are governed by time table of Wymore Division

P.M. 3.05	P.M. 9.00	P.M. 7.10	See Footnote.	BK RTW Yd	195.28	..... RED CLOUD	Yd	See Footnote.	A.M. 7.30	P.M. 5.30
3.25	9.20	s 7.21	Closed.		202.28	..... INVALE	26	7:30am to 4:30pm	s 7.19	5.05
3.45	9.40	s 7.31	No Office.	F.	208.19	..... RIVERTON	25	No Office.	s 7.09	4.45
4.10	10.20	s 7.49	Closed.	W.	218.67	..... FRANKLIN	71	8:00am to 5:00pm	s 6.54	4.25
4.20	10.35	s 7.57	No Office.	F.	223.32	..... BLOOMINGTON	19	No Office.	s 6.45	4.00
4.35	10.55	s 8.05	Closed.		228.59	..... NAPONEE	85	17 8:00am to 5:00pm	s 6.37	3.45
4.50	11.15	s 8.13	No Office.		233.21	..... REPUBLICAN	18	No Office.	s 6.30	3.30
5.10	11.45	s 8.27	Closed.		241.04	..... ALMA	85	55 8:00am to 5:00pm	s 6.19	3.10
5.35	A.M. 12.15	s 8.45	Closed	C. YW. Yd.	247.07	..... ORLEANS	85	Yd 7:30am to 4:30pm	s 6.05	2.45
5.40	12.17	8.46	No Office.	Y.F.	247.81	..... ORLEANS Jct.		No Office.	6.01	2.15
A 6.00 P.M.	A 12.40 A.M.	A 9.00 P.M.	No Office.	F.	257.40	..... OXFORD Jct.		No Office.	L 5.49 A.M.	L 2.00 P.M.
5:30 18.8	6:40 15.5	1:50 33.8				..... (103.04)				
						..... SCHEDULE TIME			1:41 37.2	7:00 14.8
						..... 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.

DUAL-CONTROL SWITCHES AT ORLEANS JCT. AND OXFORD JCT.

TRAINS BETWEEN EAST YARD LIMIT SIGN M.P. 246.15 AND ORLEANS JCT. HAVE NO TIMETABLE SUPERIORITY. TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED BETWEEN THESE POINTS.

Between Gaines 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 Gaines must have clearance Form A.

Train register at Gaines for trains originating and terminating.

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.

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—Tuesday to Friday inclusive 7:00 A.M. to 11:00 P.M.
 Saturday 7:00 A.M. to 3:00 P.M. and 6:30 P.M. to 9:30 P.M.
 Sunday 7:00 A.M. to 10:00 A.M.
 Monday 3:00 P.M. to 11:00 P.M.

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.

Local Extra leaves Hastings 7:30 A.M. Monday, Wednesday and Friday for Huntley and return via Ayer Jct.

Spur track Amboy Mill M.P. 36.34. Capacity 11 cars.

McCook Division.

Denver and Lyons—Subdivision

TIME TABLE No. 81.

EFFECTIVE APRIL 25, 1954.

WESTWARD					Signs	Distance from Denver	STATIONS	Capacity of		Office Open Week Days Except Saturday	EASTWARD				
SECOND CLASS								Sidelings	Other Tracks		SECOND CLASS				
				Mon. Wed. Fri. Mixed											
				187							188				
				A.M. —	B.K.R.Yd.	0.00	..... DENVER	Yard		Continuous.	P.M. —				
				L 6.00			..... PROSPECT			Continuous.	A 1.40				
				6.05	Yd.	1.25	..... UTAH JCT			No Office.	1.30				
					F.	3.35	D. & R. G. W. Crossing (Interlocking)								
					3.35										

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

				10.85							
	s 6.30	R.	14.20	..... BROOMFIELD		5:00 p.m. to 2:00 a.m.	s 1.00				
	6.45		18.73	..... EVERSMAN	9	No Office.	12.35				
	s 7.10	W.	21.89	..... LA FAYETTE	14	No Office.	s12.20				
			26.15	..... U. P. Crossing (Grade)							
	s 7.25		26.16	..... ERIE	29	No Office.	s12.06				
	7.35		29.30	..... PLUMBS	18	No Office.	P.M. —				
	7.44		32.14	..... IDAHO CREEK	30	No Office.	11.51				
			33.65	..... JESSUM	17	No Office.	11.41				
	7.55		35.39	..... DIXON'S MILLS	19	No Office.	11.30				
			37.61	..... GREAT WESTERN Jct.		No Office.					
			37.87	..... C. & S. Crossing (Grade) ...							
			37.91	..... C. & S. Crossing (Grade) ...							
	s 9.25		38.20	..... LONGMONT	153	See Footnote.	s11.20				
			39.87	..... MARNETT	4	No Office.					
			42.61	..... HYGIENE	35	No Office.					
	A10.00	R.Y.	48.28	..... LYONS	31	No Office.	L10.15				
	A.M.			..... (48.28)			A.M.				
	4:00			..... SCHEDULE TIME			3:25				
	12.0			..... AVERAGE MILES AN HOUR			14.1				

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 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 daily except closed 7:00 A.M. to 8:00 A.M.
Broomfield closed Saturday and Sunday.

Miles per Hour	Times per Mile		Miles per Hour	Times per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	50.....	1	12
10.....	6	0	55.....	1	5
15.....	4	0	60.....	1	0
20.....	3	0	65.....	0	55
25.....	2	24	75.....	0	51
30.....	2	0	70.....	0	48
35.....	1	43	80.....	0	45
40.....	1	30	85.....	0	42
45.....	1	20	90.....	0	40

SPEED RESTRICTIONS

1. Troop trains consisting of passenger cars only will be governed by speed authorized for Class B trains, except on subdivisions where speeds are not classified A, B and C, will be governed by speed authorized for passenger trains.

Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

Steam or 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 gas-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 gas-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.

The maximum speed of diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M.P.H. either in service or when being handled dead in train.

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

- Gas or diesel-electric motor cars.....60 M.P.H.
- Diesel-electric passenger engines.....75 M.P.H.
- Diesel-electric freight engines.....60 M.P.H.
- Diesel-electric switch engines.....40 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.....

TERRITORY	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		
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	25	25
Over Highway Crossing Eversman.....	5	5
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:		
Between Flynn and Almena Jct.....	35	35
Between Dellvale and Oberlin.....	30	30
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	40	35
Steam engines running backward.....	20	20
Over switch Oxford Junction.....	20	20

SPEED RESTRICTIONS—Concluded

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

- A—Passenger trains handled by diesel engines, operated with electro-pneumatic straight air brakes.
- B—Passenger trains handled by diesel, S-1-A, S-2-A, S-4, S-4-A, S-4-B, O-5-A, O-5-B engines operated with automatic air brakes.
- C—All other steam passenger trains.
Solid express trains consisting of equipment authorized for handling in 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
Brush on Sterling Division Main Track over Clayton Street Crossing.....	10	10	10	10
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
ZONE—M. P. 539.70 to Home signal M. P. 541.71.....	30	30	30	30
ZONE—Home Signal M. P. 541.71 to 21st St. M. P. 541.85.....	15	15	15	15

SPECIAL INSTRUCTIONS

Master Mechanic:	B. F. Meligan, McCook.
Trainmaster:	C. H. Kalley, McCook.
Trainmaster:	W. C. Carter, Denver
Terminal Trainmaster:	T. J. Hallinan, Denver.
Assistant Terminal Trainmaster:	A. Kern, Denver.
Road Foreman:	H. D. Mott, Denver
Road Foreman:	R. E. Rasser, McCook
Chief Dispatcher:	G. O. Vant, McCook.
Night Chief Dispatcher:	D. G. Kennedy, McCook.

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

Central Standard Time between Hastings-McCook; Hastings-Oxford via Red Cloud and Oxford-St. Francis.

Mountain Standard Time between Flynn-Oberlin; McCook-Denver; Culbertson-Imperial and Denver-Lyons.

Train and Engine men changing from one time zone to another MUST set their watches correctly; compare time with a standard clock and register the change on prescribed form. Should change become necessary at intermediate station report must be made to and time compared with train dispatcher.

Train and Engine men enroute to and from Flynn and Oberlin subdivision VIA OXFORD and operating within C T C limits between Oxford and Flynn will change watches at Oxford.

Train dispatchers at McCook will have charge of dispatching all trains between Gaines and Kenesaw. Train dispatchers at Lincoln will have charge of dispatching all trains between Lester and Red Cloud.

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.

Within Centralized Traffic Control limits, all hand operated, main track, switches are equipped with Electric or Controlled electric switch locks.

Dual-Controlled switches on all turnouts of all controlled sidings.

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

At Denver Crossing with C&S between west 41st St. and 42nd Avenues, 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.

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- Close throttle to idle.
- Move the reversing handle to reverse position.
- Open throttle to No. 1 position.

5. Rule 16 (k) is modified to one long sound of communicating signal to shut off train heat.

6. Extra trains will not display classification signals between Hastings and Denver via Atlanta.

Where extra trains display classification signals, the display of white flags, as prescribed by Rule 21, will be discontinued and white lights will be used as classification signals for both day and night operation.

7. Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

8. Rule 916 is modified to permit the deadheading of diesel engines directly behind road diesel engines between Hastings and Denver via Atlanta.

9. Modifying Rule 918, bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

10. Under Rule 1304, before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

11. Rule 1345 is modified as follows:—The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

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

Location	Track No.	Local Name of Track	Location	Track No.	Local Name of Track
HASTINGS AND McCOOK SUBDIVISION:			AKRON AND DENVER SUBDIVISION:		
Heartwell	2	House track (from stockyard to west end).	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.)
Axtell	4	South elevator track.		11	Spur track or rlp track.
Holdrege	8	Track leading to roundhouse.		14	Oil and treating plant track.
	9	North track to roundhouse.	Moseley	1	Stock track (from highway crossing west).
	28	Mill track.	Ft. Morgan	2	South house track.
	32	North team track.		9	Pocket track (may be used by heavy power west stock track switch only).
	40	West wye.		1 to 11	Beet and sugar factory yard (from main line inclusive switch).
	45	South team track.	Griffin	1	Beet spur.
Oxford	12	Wye track.	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.
	13	Rlp track.		2	House track.
McCOOK AND AKRON SUBDIVISION:				2	House track (from stockyard east).
Wray	5 and 6	Wye tracks.	Eno.....	2	Elevator Track.
	8 and 9	Mill tracks.	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.
	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.			

FREIGHT TRAINS (Information Only)

Westward				STATIONS	Eastward			
Daily Freight	Daily Freight	Daily Freight	Daily Freight		Daily Freight	Daily Freight	Daily Freight	Daily Freight
61	CD	67	71		62	66	68	72
A.M. 12:05	P.M. 12:40	P.M. 7:10		Gaines	A.M. 8:00	P.M. 6:10	P.M. 11:15	
4:05 3:30	4:20 3:40	10:20 9:50		McCook	4:05 2:40 A.M.	3:10 1:45 P.M.	8:00 6:30	
8:00 8:15	8:10 8:25	1:50 A.M. 2:00		Akron	10:40 10:20	10:45 10:35	2:55 2:45 P.M.	
			P.M. 3:15	Brush				P.M. 9:30
11:00 A.M.	12:30 A.M.	5:00 A.M.	7:30 P.M.	38th St. Yard	7:00 P.M.	8:00 A.M.	11:30 A.M.	6:30 P.M.