

SURGEONS AND PHYSICIANS

Ashland, Neb.....	DR. M. P. WILLIAMS.....	Surg. & Examiner.
Auburn, Neb.....	DR. P. M. SCOTT.....	Surg. & Examiner.
Aurora, Neb.....	DR. J. M. WOODARD.....	Surg. & Examiner.
Beatrice, Neb.....	DR. W. W. WADDELL.....	Surg. & Examiner.
Beatrice, Neb.....	DR. H. F. ELIAS.....	Surgeon.
Burwell, Neb.....	DR. E. J. SMITH.....	Surgeon.
Central City, Neb.....	DR. E. T. ZIKMUND.....	Surgeon.
Crete, Neb.....	DR. L. H. NELSON.....	Surg. & Examiner.
Crete, Neb.....	DR. R. E. QUICK.....	Surg. & Examiner.
DeWitt, Neb.....	DR. H. D. RUNTY.....	Surgeon.
Exeter, Neb.....	DR. J. D. BELL.....	Surgeon.
Fairbury, Neb.....	DR. R. P. LUCE.....	Surg. & Examiner.
Fairmont, Neb.....	DR. A. A. ASHBY.....	Surg. & Examiner.
Falls City, Neb.....	DR. W. V. GLENN.....	Surg. & Examiner.
Fremont, Neb.....	DR. R. C. REEDER.....	Surg. & Examiner.
Geneva, Neb.....	DR. C. F. ASHBY.....	Surg. & Examiner.
Hastings, Neb.....	DR. R. C. SMITH.....	Surg. & Examiner.
Humboldt, Neb.....	DR. H. S. HEIM.....	Surg. & Examiner.
Lincoln, Neb.....	DR. R. A. HILLYER.....	Surg. & Examiner.
Lincoln, Neb.....	DR. R. F. MUELLER.....	Surgeon.
Lincoln, Neb.....	DR. F. S. WEBSTER.....	Surgeon.
Lincoln, Neb.....	DR. L. E. MARX.....	Surgeon.
Lincoln, Neb.....	DR. J. A. BROWN.....	Surg. & Examiner.
Lincoln, Neb.....	DR. F. F. TEAL.....	Eye Specialist.
Lincoln, Neb.....	DR. J. M. WOODWARD.....	Eye Specialist.
Lincoln, Neb.....	DR. L. J. GOGELA.....	Cons. Neu.
Loup City, Neb.....	DR. JOHN H. BOGLE.....	Surg. & Examiner.
Nebraska City, Neb.....	DR. J. P. GILLIGAN.....	Surg. & Examiner.
Nebraska City, Neb.....	DR. A. H. BONEBRAKE.....	Surg. & Examiner.
Oakland, Neb.....	DR. A. J. MULLMANN.....	Surg. & Examiner.
Omaha, Neb.....	DR. W. L. SUCHA.....	Cons. Surgeon.
Omaha, Neb.....	DR. H. GIFFORD.....	Eye Specialist.
Omaha, Neb.....	DR. C. DAVIS.....	Eye Specialist.
Omaha, Neb.....	DR. ROBERT D. VICKERY.....	Eye Specialist.
Omaha, Neb.....	DR. J. F. GROSS.....	Surgeon.
Omaha, Neb.....	DR. S. A. SWENSON, JR.....	Surg. & Examiner.
Omaha, Neb.....	DR. C. E. WILSON.....	Surg. & Examiner.
Omaha, Neb.....	DR. E. K. CONNORS.....	Surg. & Examiner.
Omaha, Neb.....	DR. R. L. JAMES.....	Radiologist.
Omaha, Neb.....	DR. WM. H. WEINGARTEN.....	Ortho. Cons.
Omaha, Neb.....	DR. G. B. McMURTREY.....	Surg. & Examiner.
Pawnee, Neb.....	DR. A. B. ANDERSON.....	Surgeon.
Plainview, Neb.....	DR. R. E. KOPP.....	Surg. & Examiner.
Plattsmouth, Neb.....	DR. R. F. BRENDELL.....	Surgeon.
Ravenna, Neb.....	DR. C. B. CARRIGAN, JR.....	Surg. & Examiner.
Seward, Neb.....	DR. W. R. HILL.....	Surg. & Examiner.
Sioux City, Iowa.....	DR. C. T. MAXWELL.....	Surg. & Examiner.
Sioux City, Iowa.....	DR. F. J. LOHR.....	Surg. & Examiner.
So. Sioux City, Neb.....	DR. W. E. REYNOLDS.....	Surg. & Examiner.
Sutton, Neb.....	DR. H. V. NUSS.....	Surg. & Examiner.
Tecumseh, Neb.....	DR. J. C. SCHUTZ.....	Surg. & Examiner.
Wahoo, Neb.....	DR. S. E. WALLACE.....	Surgeon.
Wymore, Neb.....	DR. C. W. THOMAS.....	Surg. & Examiner.
Wymore, Neb.....	DR. J. C. NELSON.....	Surg. & Examiner.
York, Neb.....	DRS. BELL & BELL.....	Surgeons.

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

DR. H. W. HAMMATT, Chief Medical Officer, Chicago, Ill.

J. E. HAMER
General Manager, Omaha, Neb.

H. E. PIERCE
Assistant to General Manager, Omaha, Neb.

E. R. CRAVEN
General Superintendent Transportation, Chicago, Ill.

W. S. JOHNSTON
Superintendent, Lincoln, Neb.

W. C. CARTER
Superintendent Terminals, Lincoln, Neb.

R. V. JABENS
Assistant Superintendent, Omaha, Neb.

W. R. ESSEX
Assistant Superintendent, Lincoln, Neb.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

LINCOLN DIVISION

No.

9

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

SUNDAY, OCTOBER 31, 1965

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—MAIN LINE
LINCOLN DIVISION **TIME TABLE NO. 9** **EFFECTIVE OCT. 31, 1965**

FIRST CLASS			Mile Post Location	Mile Post Location	STATIONS	Office Open	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger					Daily Passenger	Daily Passenger	Daily Passenger
7	3	1							
		A.M. 12.16	0.00		PACIFIC JUNCTION	Continuous.			P.M. 110.16
		12.21	0.12		C. B. & Q. Crossing (Interlocked)	No Office.			
		12.25	4.95		PLATTSMOUTH	No Office.			10.22
			0.00	8.88	OREAPOLIS	No Office.			10.25
			4.00		PAPPJO	No Office.			
			7.62		BELLEVUE	No Office.			
			14.96		GIBSON	No Office.			
	P.M. 4.00	A.M. 8.15	16.75		OMAHA	Continuous.	P.M. 9.45	P.M. 110.45	10.50 11.15
		12.54 1.04	20.35		SOUTH OMAHA	No Office.			
			24.42		RALSTON	No Office.			
	4.22	8.36	31.37		CHALCO	No Office.	10.06	11.06	11.36
	4.29		37.68		GRETNA	No Office.			
			41.28		MELIA	No Office.			
			46.66		C. B. & Q. Crossing (Interlocked)	No Office.			
	4.42	8.52	47.17	35.28	ASHLAND	No Office.	10.22	11.22	11.52
	4.50			42.12	GREENWOOD	No Office.			
	4.55			47.56	WAVERLY	No Office.			
	5.02	9.08		54.76	HAVELOCK	No Office.	10.38	11.38	A.M. 12.08
				57.41	C.&N.W. Crossing (Auto Interlocked)	No Office.			
				58.87	M. P. Crossing (Interlocked)	No Office.			
				59.29	BAIRD (Tower) C.B.&Q. Crossing (Interlocked)	No Office.			
	A 5.10 P.M.	A 9.15 A.M.		59.62	LINCOLN	Continuous.	A 10.45 P.M.	A 11.45 P.M.	A 12.15 A.M.
		A 2.04 A.M.		60.10	HALL (Tower) U. P. Crossing (Interlocked)	No Office.			
				60.70	CARLING (Interlocked)	Continuous.			
	1:10 46.9	1:00 54.7	1:48 44.7		SCHEDULE TIME		1:00 64.7	1:00 64.7	1:59 40.5
					AVERAGE MILES PER HOUR				

CENTRALIZED TRAFFIC CONTROL in effect between Pacific Jct. and M.P. 58.90 east of Baird Tower and between interlocking limits of Baird Tower and Hall Tower on freight tracks.

Failed equipment signals located between Pacific Jct. and Oreapolis at M.P. 1.53 and M.P. 6.86. Rule 402 in effect.

TWO MAIN TRACKS between Plattsmouth and Oreapolis, between Gibson and Omaha, between Ashland and M.P. 42.67 west of Greenwood, between Waverly and Baird Tower and between Baird Tower and Hall Tower on freight tracks.

Dual-Control switches:
Turnouts of all controlled sidings.
Plattsmouth M.P. 4.99.

Oreapolis:
North wye switch.
Jct. switch and both switches of crossover.

Pappjo east wye switch.
Gibson east and west end of yard and end of double track.
South Omaha M.P. 19.78.

Ashland:
Both ends of wye and double crossover east of depot.
West end No. 1 track M.P. 36.39.
Crossover between main tracks M.P. 36.40.

Greenwood double crossover M.P. 41.03 and end of double track.
Waverly end of double track.

Spring switches:

South Omaha yard switch on siding at M.P. 20.29.

Electric switch locks on all hand operated main track switches within Centralized Traffic Control limits except at M.P. 12.94, M.P. 43.73 and between M.P. 15.99 and M.P. 17.89.

Controlled electric switch lock on switch off south main track east end of yard Plattsmouth and on controlled siding near west end Omaha.

When westward trains enter South Omaha Yard by signal indication through dual controlled switch at M.P. 19.78, such indication will convey train dispatcher's permission in accordance with Rule 528 to enter controlled siding through spring switch at M.P. 20.29. Trains stopped or delayed in making this movement must receive permission from train dispatcher by telephone before entering or fouling controlled siding. If conditions require compliance with Rule 553, westward train will be stopped and notified by train dispatcher before entering yard at M.P. 19.78.

Between M.P. 3.50 and M.P. 4.50, when starting a freight train in compliance with Question and Answer 308, Mechanical Instructions for Enginemen, minimum throttle position will be maintained to keep the speed slow and uniform until engine passes M.P. 3.50 eastbound and M.P. 4.50 westbound.

(Concluded on Page 3)

Lincoln to Pacific Junction—Subdivision—Eastward—MAIN LINE

LINCOLN DIVISION

TIME TABLE NO. 9

EFFECTIVE OCT. 31, 1965

FIRST CLASS			Signs	Mile Post Location	Mile Post Location	STATIONS	Capacity of		FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger					Controlled Sidings	Other Tracks	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
12	42	18				PACIFIC JUNCTION			14	8	30	10
		A.M. 6.43	B.C.K.O.R. T.W.Y.Yd.Z.		0.00	0.12						A.M. 1.50
			F.		0.12	C. B. & Q. Crossing (Interlocked)						
		6.31	F.		4.95	PLATTSMOUTH	122					1.36
		6.27	F.Y.	0.00	8.88	OREAPOLIS	19					1.32
			F.Y.	4.00		PAPPJO						
			F.	7.62		BELLEVUE	134	85				
			B.O.K.O. T.W.F.	14.96		GIBSON						
	A.M. 10.55	A.M. 7.30	C.B.K. R.W.Z.	16.75		OMAHA	111		L 3.25 P.M.	P.M. 5.50	P.M. 10.00	A.M. 1.16 1.06
		6.09	B.K.O. Y.F.	20.35		SOUTH OMAHA	110	269				
		5.49	F.	24.42		RALSTON	25	94		f 5.28		
			F.	31.37		CHALCO	96	33		f 5.20	9.38	12.46
	10.31	7.08	F.	37.58		GREYNA	82			f 5.12		
			F.	41.28		MELIA	99					
			F.	46.66		C. B. & Q. Crossing (Interlocked)						
			B.C.K. W.Y.Z.	47.17	35.28	ASHLAND		355		p 5.00	9.23	12.31
		10.16	F.	42.12		GREENWOOD		41		f 4.49		
		f 6.52	F.	47.56		WAVERLY	138	25		f 4.42		
		5.11	B.K.T.O.	54.76		HAVELOCK				4.36	9.06	12.15
			F.	57.41		C. & N. W. Crossing (Auto. Interlocked)						
			F.	58.87		M. P. Crossing (Interlocked)						
			F.	59.29		BAIRD (Tower) C. B. & Q. Crossing (Interl'kd)						
			B.K.O.Yd. F.R.W.Z.	59.62		LINCOLN				L 4.30 P.M.	L 9.00 P.M.	L 12.09 A.M.
	L 9.55 A.M.	L 6.30 A.M.	F.	60.10		HALL (Tower) U. P. Crossing (Interlocked)						
		L 4.49 A.M.	B.C.K.O.R. T.W.Y.Yd.Z.	60.70		CARLING (Interlocked)						
						SCHEDULE TIME			1:05	1:20	1:00	1:41
						AVERAGE MILES PER HOUR			23.7	41.1	64.7	47.8

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

No train order signal Omaha. Conductors and Enginemen of first class trains; trains turning and trains for which crews report for duty at Omaha must have Clearance Form A.

Trains in through movement will not register at Omaha.

GIBSON:

Conductors and Enginemen of trains originating, must receive Clearance Form A from operator Omaha via tube.
Register for trains originating and terminating.

ASHLAND:

Conductors and Enginemen of trains off Ashland and Ferry Subdivision and Prague Spur must receive Clearance Form A at Ashland.

No. 1 and No. 10 will register at Lincoln by register ticket.

No. 7 will stop at Ralston, daily except Saturday and Sunday, when necessary to handle express.

Truss spans bridge 0.95 Oreapolis will not clear man on top of car.

Other Tracks:

LaPlatte M.P. 2.04, west of Oreapolis—78 cars.
Mid-America M.P. 43.73, west of Greenwood—40 cars.
Hand operated switches, Rule 533 in effect.

Spur Tracks:

Doubling track M.P. 2.34, east of Plattsmouth—31 cars.
National By-Product M.P. 3.54, west of LaPlatte—22 cars.
East Albright M.P. 12.37—6 cars.

OMAHA:

Passenger depot concourse; canopies over passenger yard tracks 2, 3, 4, 5; 10th street viaduct and 24th street viaduct will not clear man on top of car. Bridge derrick 204620 may operate on track 6 only and must keep off all other tracks adjacent to station canopies.

Freight trains must not use depot tracks 2 to 5 inclusive.

Passenger trains handling piggy backs must not use depot tracks 2 to 5 inclusive.

Lincoln and Gains—Subdivision—MAIN LINE

LINCOLN DIVISION

TIME TABLE NO. 9

EFFECTIVE OCT. 31, 1965

WESTWARD					Capacity of		Signs	Mile Post Location	STATIONS	Office Open	EASTWARD				
FIRST CLASS			Controlled Sidings	Other Tracks							Daily Passenger	Daily Passenger	Daily Passenger	FIRST CLASS	
	Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Passenger		
	7	1	17								18	8	10		
	P.M.	A.M.	A.M.								A.M.	P.M.	P.M.		
	L 5.45	L 2.11	L 2.30			B.K.O. R.W.Y.Yd.Z.	59.62	LINCOLN 0.48	Continuous.		A 4.39	A 3.45	A 1.59		
						F.	60.10	U. P. Crossing (Interlocked) HALL (Tower) 0.25	No Office.						
							60.35	C. B. & Q. Crossing (Interl'kd) 0.35	No Office.						
						B.C.K.O.Yd. R.T.W.Y.Z.	60.70	CARLING (Interlocked) 0.80	Continuous.						
						B.C.K.O.Yd. R.T.W.Y.Z.	61.50	HOBSON 1.95	Continuous.						
						Yd.	63.45	CUSHMAN (Interlocked) 3.48	No Office.						
						F.	67.39 66.93	COBB 2.50	No Office.						
				125	20	F.	69.43	DENTON 6.78	No Office.						
				132	24	F.	76.21	BERKS 3.51	No Office.						
	s 6.08	2.30	12.49	74	257	F.Z.	79.72	CRETE 8.37	No Office.		s 4.16	s 3.20	s 11.35		
	s 6.18			129	49	F.	88.09	DORCHESTER 9.08	No Office.		s 3.04				
	s 6.29	2.44		126	71	F.Z.	97.17	FRIEND 7.91	No Office.		s 2.52	11.22			
							105.08	C. & N. W. Crossing (Interl'kd) 0.69	No Office.						
	s 6.39			135	40	F.	105.77	EXETER 7.20	No Office.		s 2.41				
	s 6.51	2.57	1.16	142	263	F.Z.W.	112.97	FAIRMONT 6.77	No Office.		s 3.45	s 2.31	11.10		
	s 6.59			126	20	F.	119.74	GRAFTON 8.12	No Office.		s 2.18				
	s 7.11	3.09	1.28	107	85	F.Z.W.	127.86	SUTTON 4.42	No Office.		s 3.29	s 2.08	10.59		
	s 7.16			126	31	F.	132.28	SARONVILLE 8.41	No Office.		s 1.58				
	s 7.26	3.20	1.40	127	72	F.	140.69	HARVARD 6.79	No Office.		s 3.15	s 1.48	10.49		
	s 7.34			126	14	F.	147.48	INLAND 4.52	No Office.		f 1.40				
					110	F.	152.00	HALLORAN 2.89	No Office.						
						F.	154.89	BRICK YARD 1.01	No Office.						
						B.R.K.Z.	155.90	HASTINGS TOWER U. P. Crossing (Interlocked) 0.26	Continuous.						
	A 7.55 P.M.	A 3.39 A.M.	A 2.08 A.M.			F.W.	156.16	HASTINGS 1.85	No Office.		L 2.59 A.M.	L 1.30 P.M.	L 10.36 P.M.		
						B.C.K.O. T.Y.W.	158.01	GAINES (98.22)	No Office.						
	2:10 44.5	1:28 65.3	1:38 59.1					SCHEDULE TIME AVERAGE MILES PER HOUR			1:40 57.9	2:15 42.9	1:23 69.7		

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

TWO MAIN TRACKS BETWEEN BRICK YARD, M.P. 154.89, AND GAINES, M.P. 158.01.

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

No. 1 and No. 10 will register at Lincoln by register ticket.

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

Freight trains will register at Hastings Tower by register ticket.

Conductors and Enginemen on eastward trains from Crete and Wymore Subdivision must have Clearance Form A at Crete when operator on duty.

No. 8 will stop at Denton daily except Sunday to discharge mail.

No. 10 will stop at Crete to discharge revenue passengers from Denver and beyond and to receive passengers for Chicago when notified at Hastings.

No. 17 will stop at Crete to discharge revenue passengers from Omaha and east and to receive revenue passengers for Hastings or beyond when notified at Lincoln.

AT CRETE:

Switching movements over Main Street crossing must be protected by a member of the crew in accordance with Rule 103 regardless of the position of the gates. On old Wymore main track cars must not be left less than 70 feet from either side of crossing. Eastward passenger trains making station stop should stop with head end not less than 320 feet west of crossing. Eastward trains on siding not occupying crossing within two minutes after entering approach section 1100 feet west of crossing must not occupy crossing until gates have lowered unless movement is protected by member of crew.

At Crete on oil spur track No. 11 leading to Steele Bros. Concrete Plant, engines must not go beyond hopper. Elevator located adjacent to hopper will not clear man on side or top of car.

Dual-control switches: Turnouts of all controlled sidings; turnout at Cobb and Jct. switch M.P. 80.47 west of Crete.

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

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

Lincoln and Ravenna—Subdivision—MAIN LINE

LINCOLN DIVISION

TIME TABLE NO. 9

EFFECTIVE OCT. 31, 1965

WESTWARD			Office Open Week Days Except Saturday	Signs	MILE POST LOCATION	STATIONS	Office Open Saturday and Sunday	Capacity of		EASTWARD		
SECOND CLASS		FIRST CLASS						Siding	Other Tracks	FIRST CLASS	SECOND CLASS	
Daily Freight	Daily Freight	Daily Passenger								Daily Passenger	Daily Freight	Daily Freight
79	75	43				42	78	80				
		A.M. 12.20	Continuous.	W.Y.R.K. O.B.Yd.Z.	0.00	LINCOLN 0.34	Continuous.			A.M. 6.10		
			No Office.	F.	0.34	BAIRD (Tower) 0.44	No Office.					
			No Office.		0.78	C. B. & Q. Crossing (Interl'kd) 0.44	No Office.					
			No Office.	F.	1.00	U. P. Crossing (Interl'kd) 0.22	No Office.					
			No Office.		1.00	C. B. & Q. Jct. (Interl'kd) 3.37	No Office.					
			Continuous.	C.W.Y.T.R. KOB Yd.Z.	1.88	HOBSON 1.98	Continuous.				A.M. 3.25	P.M. 4.00
P.M. 5.00	A.M. 12.25		No Office.	Yd.F.	4.37	CUSHMAN (Interlocked) 3.58	No Office.			5.34	3.20	3.53
5.06	12.30	12.27	No Office.	F.	8.06	EMERALD 5.60	No Office.	62	82	5.30	3.13	3.47
			No Office.	F.	13.66	PLEASANT DALE 5.98	No Office.	63	23	5.25	3.04	3.38
			7:00 a.m. to 4:00 p.m.		19.64	MILFORD 5.91	Closed.	132	58	5.20	2.56	3.29
			See Footnote.	Z.W.	28.55	SEWARD 0.10	See Footnote.	125		5.13	2.41	3.17
			No Office.		29.08	C. & N. W. JCT. 0.08	No Office.					
			No Office.		29.13	C. & N. W. Crossing (Auto Interlocked) 5.93	No Office.					
			No Office.	F.	36.17	TAMORA 6.25	No Office.		111	5.06	2.31	3.07
			1:00 p.m. to 5:00 p.m.		42.42	UTICA 5.14	Closed.	113	30	5.01	2.22	2.59
			8:30 a.m. to 11:30 a.m.	Z.	48.56	WACO 7.29	Closed.	73	32	4.55	2.14	2.51
			See Footnote.	W.	55.85	YORK 8.34	See Footnote.	115	261	4.48	2.05	2.42
			7:00 a.m. to 4:00 p.m.		64.19	BRADSHAW 7.09	Closed.	110	71	4.39	1.54	2.32
			No Office.		71.28	HAMPTON 5.04	No Office.	73	34	4.33	1.26	2.23
			Continuous	W.Y.Z. Yd.	77.32	AURORA 6.10	12:01 a.m. to 8:00 a.m. 4:00 p.m. to 11:59 p.m.	176		4.28	1.15	2.15
			No Office.	F.	83.42	MURPHY 5.42	No Office.	80		4.23	1.05	2.05
			No Office.	F.	88.84	PHILLIPS 7.24	No Office.	75	22	4.18	12.58	1.58
			No Office.	F.	96.08	U. P. Crossing (Interlocked) 0.24	No Office.					
			Continuous.	W.O.Z.Yd.	98.32	GRAND ISLAND 8.40	See Footnote.	167		4.10	12.48	1.47
			No Office.	F.	104.72	ABBOTT 5.75	No Office.	83	23	3.51	12.39	1.34
			7:00 a.m. to 4:00 p.m.	Z.	111.47	CAIRO 7.68	Closed.	87	24	3.45	12.30	1.26
			No Office.	F.	119.17	ST. MICHAEL 8.57	No Office.	63	17	3.38	12.15	1.15
A 8.00 P.M.	A 5.30 A.M.	A 3.10 A.M.	Continuous.	W.C.R. Z.K.B.Y.	127.74	RAVENNA (126.63)	Continuous.			L 3.30 A.M.	L 12.01 A.M.	L 1.00 P.M.
3:00 41.9	5:05 24.8	2:50 45.1				SCHEDULE TIME AVERAGE MILES PER HOUR				2:40 47.9	3:24 37.0	3:00 41.9

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

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

Automatic Block System in effect between Cushman and M.P. 125.99 east of Ravenna.

Centralized Traffic Control in effect M.P. 125.99 through Ravenna. Controlled electric switch locks on all main track switches through Ravenna yard.

Train register at Cushman, trains will register only when instructed to do so by train dispatcher. Trains will not be authorized to display signals to, nor take signals down, at Cushman.

C. B. & Q. Jct. M.P. 1.00 to M.P. 4.76 west of Cushman within yard limits. Rule 93 in effect.

C&NW trains will operate on Lincoln and Ravenna Subdivision between Baird Tower and C&NW Jct. Switch, M.P. 29.05. Baird Tower is a train order office for C&NW trains only. No train order signal at Baird Tower, Conductor and Enginemen of westward C&NW trains must receive Clearance Form A. Eastward C&NW trains will receive CB&Q train order and Clearance Form A at C&NW depot at Seward. Controlled electric switch lock on C&NW Jct. Switch, M.P. 29.05. Rule 539 and last paragraph of Rule 533 modified in effect.

At Lincoln, normal position of C&NW connecting track switch is for Freight House Lead.

At Grand Island, train order signal does not govern trains originating at Grand Island. Conductors and Enginemen must have Clearance Form A.

FOOTNOTES CONCLUDED ON PAGE 6

Lincoln and Ravenna—Subdivision Footnotes

LINCOLN DIVISION

TIME TABLE NO. 9

EFFECTIVE OCT. 31, 1965

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

Train order signal at Aurora does not govern trains entering Lincoln and Ravenna Subdivision from the Aurora and Gaines and Aurora and Burwell Subdivisions. Conductors and Enginemen must have Clearance Form A before proceeding.

No. 43 will stop at Seward to pick up passengers for Alliance & beyond.

Dwarf signals at each end of siding at Seward govern movements from siding to main track.

Spur Tracks:

Power	M.P. 91.82.	
Trail	M.P. 93.57—24 cars.	
Sand	M.P. 93.98.	Engines must not go beyond Engine limit sign.
Ovina	M.P. 103.07—26 cars.	

Other Tracks:

Ruby	M.P. 23.97—20 cars.	
Curry	M.P. 81	—16 cars.
Monsanto	M.P. 82.58—28 cars.	Engines must not pass over scales.
Lipcot	M.P. 94.55—21 cars.	
CoPlant	M.P. 103.50—30 cars.	

LOCATION OF SPRING SWITCHES

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

Seward office open 12 MN to 3:00 a.m. and 6:00 p.m. to 12 MN daily except closed 3:00 a.m. Sunday to 6:00 p.m. Monday.

York office open 12 MN to 8:00 a.m., 4:00 p.m. to 12 MN daily.

Grand Island, continuous except closed 8:00 a.m. to 4:00 p.m. Sunday.

Napier and Lincoln—Subdivision Footnotes

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

Automatic Block System in effect between Napier and Table Rock.

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN CLEARANCE POINTS OF EAST SWITCH OF SIDING AT NAPIER AND BEGIN-END CTC SIGN AT M.P. 0.08. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B in effect between Table Rock and Lincoln. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with Permissive Form C, on authority of train dispatcher.

Missouri River Bridge 8.93 Rule:

Diesel engines must not doublehead with any other class of power.

SD-7 and SD-9 engines, series 300 and 400, single units only or coupled with not more than two units of F, GP or U25B class (SD class units must not operate over bridge when coupled together).

Five F, five GP or five U25B units, or combination of five units consisting of F, GP or U25B class units may operate over bridge.

Additional engines must be spaced at least 10 cars from engine handling the train and no more units may be coupled together at such a location than are permitted at the head end of the train.

Normal position of Jct. switch Table Rock is for Napier and Lincoln Subdivision.

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

No train order signal at Table Rock. Conductors and Enginemen must have Clearance Form A when operator on duty.

Normal position of Jct. switch Lancaster is for Napier and Lincoln Subdivision.

St. Joseph: In addition to Clearance Form A authorizing movement from St. Joseph to Napier, Conductors and Enginemen of trains enroute Lincoln Division must receive Clearance Form A authorized by Superintendent Lincoln Division which will confer authority on Napier and Lincoln Subdivision.

Forest City: Conductors and Enginemen of trains enroute to Lincoln Division must receive Clearance Form A authorized by Superintendent Lincoln Division when operator on duty. Southward trains from Lincoln Division will throw off register ticket Form 1643 when operator on duty showing time of arrival at Napier.

Napier: No train order signal. Conductors and Enginemen of westward Lincoln Division trains must receive Clearance Form A when operator on duty. Trains will register by register ticket Form 1643 when operator on duty and will register only when instructed to do so by dispatcher when office is closed.

Clearance Form A authorized by Lincoln Division Superintendent Issued at Lincoln, Carling, Table Rock or Humboldt to Conductors and Enginemen of eastward trains enroute Ottumwa Division will confer authority on Kansas City and Pacific Jct. Subdivision and such trains are not required to receive Clearance Form A at Napier.

SPRING SWITCHES: East end of sidings Preston, Falls City, Humboldt, Table Rock and Tecumseh, and west end of sidings Napier, Falls City and Dawson.

OFFICES OPEN:

Napier—Daily	6:15 PM to 3:15 AM
Falls City Tuesday thru Friday	1:00 AM to 5:00 PM
Saturday	1:00 AM to 9:00 AM
Sunday and Monday	9:00 AM to 5:00 PM
Firth Tuesday thru Saturday	7:45 AM to 4:45 PM
Sunday and Monday	closed.
Humboldt	
Week days (except Saturday)	8:00 AM to 12MN
Saturday	8:00 AM to 4:00 PM
Sunday	—Closed
Table Rock—Daily (except Saturday)	12:00 MN to 4:00 PM
Saturday	12:00 MN to 8:00 AM
Carling	continuous
Lincoln	continuous
Other offices	closed Sat. and Sun.

Whistle signals for Hall Tower interlocking plant:

Hastings main track, one long.
Napier main track, one long, one short, one long.
To Wye or Inside track, one long, two shorts, one long.

Napier and Lincoln—Subdivision—MAIN LINE

LINCOLN DIVISION

TIME TABLE NO. 9

EFFECTIVE OCT. 31, 1965

WESTWARD					Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days Except Saturday	EASTWARD							
SECOND CLASS				R. Yd.				F.	W. B.K.Yd.		O.	B.W. Y.Yd.	BCKOYd. Z.R.T.W.Y	R.T.W.Y.Z BCKOYd.	SECOND CLASS			
Daily Freight	Daily Freight	Daily Freight	Daily Freight												Daily Freight	Daily Freight	Daily Freight	Daily Freight
61	67	68	80	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.									
		A.M. 11.20	A.M. 12.40		0.00		NAPIER	133		See Footnote	A.M. 10.00	P.M. 10.00						
		11.26	12.48		3.30		FORTESCUE	28		No Office	9.53	9.52						
		11.38	1.01		9.40		RULO	11	41	No Office	9.45	9.42						
		11.46	1.11		14.63		PRESTON	108	28	No Office	9.35	9.32						
		P.M. 12.01	1.25		19.52		FALLS CITY	79		See Footnote	9.25	9.25						
					19.72		Mo. Pac. Crossing (Auto-Interl'kd)			No Office								
		12.11	1.40		25.91		SALEM	85	45	No Office	9.15	9.15						
		12.22	1.55		33.35		DAWSON	77	17	No Office	9.05	9.05						
		12.32	2.13		40.20		HUMBOLDT	95	77	See Footnote	8.55	8.55						
		12.45	2.33		48.16		TABLE ROCK	127		See Footnote	8.45	8.45						
		12.59	2.49		8.43		ELK CREEK	133	29	7:00 a.m. to 4:00 p.m.	8.35	8.35						
		1.09	3.05		15.35		TECUMSEH	133		7:00 a.m. to 4:00 p.m.	8.25	8.25						
		1.17	3.15		21.95		ST. MARY		62	No Office	8.15	8.15						
		1.24	3.26		27.17		STERLING	125	37	8:00 a.m. to 5:00 p.m.	8.05	8.05						
		1.35	3.40		34.53		ADAMS	53	46	7:00 a.m. to 4:00 p.m.	7.55	7.55						
		1.45	3.54		41.98		FIRTH	102	32	See Footnote	7.45	7.45						
		1.55	4.10		48.66		HICKMAN	63	29	7:00 a.m. to 4:00 p.m.	7.35	7.35						
					49.67		Mo. Pac. Crossing (Interlocked)			No Office								
		2.01	4.20		51.79		ROCA		27	No Office.	7.25	7.25						
		2.06	4.25		54.77		SALTILLO	136		No Office	7.20	7.20						
		2.14	4.40		60.43		LANCASTER			No Office	7.10	7.10						
					61.39		U. P. Crossing (Interlocked)			No Office								
					62.63		WYE SWITCH			No Office								
					62.82		C. B. & Q Crossing (Interl'kd)			No Office								
		A 2.20 P.M.	A 5.00 A.M.		63.28		CARLING (Interlocked)			Continuous	L 7.00 A.M.	L 7.00 P.M.						
					63.02		U. P. Crossing (Interlocked)			No Office								
					63.53		HALL (Tower)			Continuous								
							LINCOLN											
							(111.69)											
		3:00 37.1	4:20 26.7				SCHEDULE TIME AVERAGE MILES PER HOUR				3:00 37.1	3:00 37.1						

FOOTNOTES PAGE 6

Ashland and Ferry—Subdivision—MAIN LINE

LINCOLN DIVISION

TIME TABLE NO. 9

EFFECTIVE OCT. 31, 1965

NORTHWARD														SOUTHWARD			
SECOND CLASS			Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	SECOND CLASS							
Daily Freight Except Mon.	Daily Freight Except Sun. Mon.	Daily Freight					Sidings	Other Tracks		Daily Freight Except Sat. Sun.	Daily Freight	Daily Freight Except Sun.					
85	87	91							84	92	86						
P.M. 11.00	A.M. 9.00	A.M. 7.00	Continuous.	B.C.K.R. W.Y.Z.Yd.	0.00	ASHLAND			Continuous.	P.M. A 5.45	P.M. A 9.20	A.M. A 1.50					
11.25	9.30	7.15	No Office.	F.	7.49	WANN		26	No Office.	5.35	9.10	1.40					
11.38	9.45	7.25	No Office.	F.	14.77	YUTAN	74	10	No Office.	5.25	8.59	1.30					
			No Office.		15.30	U. P. Crossing (Auto. Interlocked)			No Office.								
11.50	10.00	7.35	No Office.	F.	21.03	LE SHARA		24	No Office.	5.15	8.50	1.20					
			No Office.		28.96	U. P. Crossing (Interlocked)			No Office.								
A.M. 12.20	11.00	7.55	Continuous.	O.Yd.W.	29.22	FREMONT	98	200	Continuous.	4.30	8.40	1.10					
			No Office.		29.98	U. P. Crossing (Interlocked)			No Office.								
			No Office.		30.03	C.&N.W. Crossing (Interlocked)			No Office.								
			No Office.		35.46	C. & N. W. Crossing (Auto. Interlocked)			No Office.								
⁸⁸ 12.40	11.30	8.10	No Office.	F.	37.95	NICKERSON	62	39	No Office.	4.15	8.29	⁸⁶ 12.40					
12.57	11.45	8.20	No Office.	F.	43.64	WINSLOW	63	21	No Office.	4.05	8.22	12.23					
1.15	12.10	8.35	No Office.	F.	52.78	UEHLING	63	55	No Office.	3.50	8.11	12.11					
			No Office.		59.83	C. & N. W. Crossing (Auto. Interlocked)			No Office.								
1.30	12.35	8.50	7:00 a.m. to 4:00 p.m.		60.03	OAKLAND	57	64	Closed.	3.38	8.01	12.01 A.M.					
1.42	12.55	9.01	8:00 a.m. to 5:00 p.m.		67.00	LYONS	59	13	Closed.	3.28	7.52	11.52					
1.57	1.15	9.15	8:00 a.m. to 5:00 p.m.		75.68	ROSALIE	63	40	Closed.	3.15	7.41	11.41					
2.09	1.30	9.25	7:00 a.m. to 4:00 p.m.		82.08	WALTHILL	69	21	Closed.	3.05	7.33	11.33					
2.21	1.45	9.35	No Office.	F.	88.20	WINNEBAGO	114	17	No Office.	2.55	7.25	11.25					
2.33	2.10	9.45	No Office.	F.	94.48	HOMER	36	22	No Office.	2.45	7.16	11.16					
2.47	2.22	9.55	No Office.		101.74	DAKOTA CITY C. & N. W. Crossing (Auto. Interlocked)		7	No Office.	2.35	7.07	11.07					
A 3.00 A.M.	A 2.30 P.M.	A 10.05 A.M.	See Footnote	B.C.K.O.R. W.Y.Yd.	104.50	FERRY			See Footnote.	L 2.30 P.M.	L 7.00 P.M.	L 11.00 P.M.					
4:00 26.1	5:30 19.0	3:05 33.8								3:15 32.1	2:20 44.8	2:50 36.8					
SCHEDULE TIME																	
AVERAGE MILES PER HOUR																	

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT AT ASHLAND BETWEEN M. P. 0.48 AND M. P. 0.56. SWITCH LEADING TO WYE IS DUAL-CONTROLLED.

TRAINS BETWEEN FERRY AND SIOUX CITY ARE GOVERNED BY THE RULES AND TIME TABLE OF THE C. & N. W. RAILWAY FERRY TO THE JCT. WITH GREAT NORTHERN RAILWAY AND GREAT NORTHERN RULES AND TIME TABLE FROM THIS JCT. TO 18TH STREET YARD.

Manual Block System. Rule 318-B In effect.

A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with Permissive Form C, on authority of train dispatcher.

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

Trains may register at Ashland by register ticket.

Trains entering Oreapolis and Ashland Subdivision through wye in eastward movement will not register at Ashland.

YUTAN:

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

FREMONT:

SD, GP and U25 series diesels must not move beyond clearance point on Brewery track.

Southward trains setting out will stop to clear highway crossing, communicate with operator, and be governed by his instructions.

Spur Tracks:

Abel	M.P. 2.55 - 110 cars.
Riverside	M.P. 4.27 - 40 cars—Engines must not move beyond tippie.
Fackler	M.P. 20.04 - 7 cars.
Nebr. Processors	M.P. 32.52 - 28 cars.
Fel-Tex	M.P. 33.47 - 78 cars.
Essen	M.P. 56.10 - 20 cars.
Anderson	M.P. 71.61 - 20 cars.

Ferry Office hours:

Daily (except Fridays) 7:45 AM to 3:45 PM and 5:00 PM to 1:00 AM.
Friday—12 MN to 3:45 PM and 5:00 PM to 12 MN

Oreapolis and Ashland—Subdivision

WESTWARD		MAIN LINE		EASTWARD	
Office Open	Signs	Mile Post Location	STATIONS	Capacity of	
				Controlled Sidings	Other Tracks
No Office	F.Y.	8.88	OREAPOLIS		19
No Office	F.	8.98	M. P. Crossing (Auto. Interlocked)		
No Office	F.	14.37	CULLOM	128	47
No Office	F.	19.12	CEDAR CREEK		53
No Office	F.	22.97	M. P. Crossing (Auto. Interlocked)		
No Office	F.Z.	23.10	LOUISVILLE	126	104
No Office	F	27.21	C. R. I. & P. Crossing (Auto. Interlocked)		
No Office	F.	27.85	SOUTH BEND	127	26
No Office	B.C.K. Z.W.Y.	35.28	ASHLAND		

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN ASHLAND AND OREAPOLIS.

Dual-Control switches: Turnouts of all controlled sidings; Oreapolis west wye switch; and end of double track. Ashland east wye switch.

Electric switch locks on all hand operated main track switches within Centralized Traffic Control limits, except controlled electric switch lock on North yard switch Louisville.

Conductors and Enginemen of trains off Prague Spur must receive Clearance Form A at Ashland.

Lyman-Richey Sand Pit, M. P. 14.93. Switch located on Cullom Sliding.

Western Sand and Gravel Spur, M.P. 18.89. Engines must not go beyond engine limit sign.

Western Sand and Gravel Spur, M.P. 28.40. Engines must not go beyond engine limit sign.

Hopper Quarry, M. P. 29.50—42 cars.

South Bend Quarry, M. P. 30.29—29 cars.

Costa Welsh Spur, M. P. 31.15—85 cars.

Clearance Form A received at Fremont, Lincoln or Carling will confer authority on the Oreapolis and Ashland Subdivision and such trains are not required to receive Clearance Form A at Ashland.

Clearance Form A not required at Oreapolis for trains moving to or from the Oreapolis and Ashland Subdivision.

Pappio and Gilmore Jct.—Subdivision

WESTWARD		BRANCH LINE		EASTWARD	
Office Open	Signs	Mile Post Location	STATIONS	Capacity of	
				Sidings	
No Office	Yd. F. Y.	4.00	PAPPIO		
No Office		6.53	FORT CROOK		
No Office	Yd.	8.41	GILMORE JCT.		22

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

Track between Interlocking, Gilmore Jct. and C.T.C., Pappio within yard limits. Rule 908 in effect.

One long blast of whistle for Union Pacific switch Gilmore Jct., 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 Jct. 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.

Clearance Form A received at Pacific Jct., Gibson or Omaha will confer authority on the Pappio and Gilmore Jct. Subdivision and such trains are not required to receive Clearance Form A at Pappio or Gilmore Jct.

Ferry and O'Neill—Subdivision

WESTWARD		BRANCH LINE		EASTWARD			
SECOND CLASS				SECOND CLASS			
Wed., Mixed	Monday and Thurs. Mixed	Signs	Mile Post Location	STATIONS	Track Capacity	Tues., and Fri. Mixed	Wed., Mixed
97	95					96	98
A.M. 8.00	A.M. 6.00	B.C.K.O.R. W.Y.Yd.		FERRY		P.M. 12.50	P.M. 5.30
8.45	6.45		11.70	WILLIS	14	12.10	4.55
9.05	7.05		19.25	WATERBURY	20	11.50	4.35
9.40	7.40		26.20	ALLEN	21	11.35	4.15
10.05	8.05		35.19	DIXON	28	11.15	3.55
			40.15	C. & N.W. Crossing (Grade)			
10.35	8.35	R.	40.24	LAUREL	35	11.05	3.40
10.59	8.59		46.51	BELDEN	26	10.50	3.20
			54.59	C. & N.W. Crossing (Grade)			
11.55	9.55	R.	54.64	RANDOLPH	12	10.30	2.45
P.M. 12.20	10.20		60.79	MCLEAN	20	10.07	2.20
12.45	10.45		68.25	OSMOND	35	9.52	2.01
A 1.05	11.30		78.13	PLAINVIEW	34	9.22	1.45
P.M. —			78.38	C. & N.W. Crossing (Grade)			
	P.M. —		87.76	BRUNSWICK	34	8.52	
	12.55		101.64	ORCHARD	29	8.10	
	1.25		111.89	PAGE	21	7.38	
A 2.00		Y.R.K.B.	124.21	O'NEILL	71	7.00	A.M.
P.M. —				(125.60)			
5:05 15.3	8:00 15.5			SCHEDULE TIME		8:50 21.2	3:45 20.2
				AVG. MILES PER HOUR			

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

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

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

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

No. 95 and No. 96 will stop at M. P. 95.75 (Royal) for traffic.

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.

Chicago and Northwestern Railway trains will operate on Ferry and O'Neill Subdivision between Laurel and Randolph.

Tri-County Co-op, M.P. 40.71—7 cars.

Breslau, M. P. 73.67—7 cars.

OFFICES OPEN WEEK DAYS EXCEPT SATURDAY:

Ferry	Page 8
Randolph	7:00 a.m. to 4:00 p.m.
Osmond	8:00 a.m. to 5:00 p.m.
O'Neill	7:00 a.m. to 4:00 p.m.

All offices, except Ferry, closed Saturday and Sunday.

Track car operators lineup will not be issued to cover locals.

Local must not leave Ferry before 8:00 A.M. Mondays and Thursdays.

Local must not leave O'Neill before 7:00 A.M. Tuesdays and Fridays.

Local must not leave Ferry before 11:00 A.M. Wednesdays for Plainview and return to Ferry.

C&NW local must not leave Laurel before 11:00 A.M. Mondays for Randolph and return to Laurel.

Aurora and Gaines—Subdivision

Palmer and Sargent—Subdivision

WESTWARD			BRANCH LINE			EASTWARD		
SECOND CLASS			SECOND CLASS			SECOND CLASS		
Mon. Wed. and Fri. Mixed	Office Open Weekdays Except Saturday	Mile Post Location	STATIONS	Signs	Copy of Other Tracks	Sun. Tues. and Thurs. Mixed		
53						54		
P.M. 2.00	See Page 5.	0.00	AURORA 9.53	W.Y.Z. Yd.		A.M. 8.00		
2.18	7:00 a.m. to 4:00 p.m.	9.93	GILTNER 9.00		25	7.42		
2.35	No Office.	18.93	TRUMBULL 5.76		44	7.26		
2.45	No Office.	24.69	BLAINE 2.38		6	7.15		
A 2.50 P.M.	No Office.	27.07 154.89	BRICK YARD 1.01	F.Yd.		L 7.10 A.M.		
	Continuous.	155.90	HASTINGS TOWER U. P. Crossing (Interl'kd) 0.26	B.R.K.Z.				
Trains between Brick Yard and Gaines are governed by Time Table of Lincoln and Gaines Subdivision.								
	No Office.	156.16	HASTINGS 1.85	F.W.				
	No Office.	158.01	GAINES	B.C.K.F.R. O.T.Y.W.				
0:50 32.5			SCHEDULE TIME AVERAGE MILES PER HOUR			0:50 32.5		

WESTWARD			BRANCH LINE			EASTWARD		
SECOND CLASS			SECOND CLASS			SECOND CLASS		
Sun. Tues. and Thurs. Mixed	Signs	Mile Post Location	STATIONS	Copy of Other Tracks	Office Open Week Days Except Saturday	Mon., Wed. and Fri. Mixed		
57						58		
A.M. 10.40	Yd.R.Y.	0.00	PALMER 10.47	83	7:00 a.m. to 4:00 p.m.	A.M. 11.25		
11.15		10.47	ST. PAUL 8.94	16	No Office.	10.50		
11.45		19.41	FARWELL 9.56	25	7:00 a.m. to 4:00 p.m.	10.20		
12.15		28.97	ASHTON 11.09	12	No Office.	9.50		
12.50		40.06	LOUP CITY 13.56	93	7:00 a.m. to 4:00 p.m.	9.20		
1.35		53.72	ARCADIA 10.76	26	No Office.	8.35		
2.10		64.48	COMSTOCK 8.61	17	No Office.	8.00		
A 2.40 P.M.	R.Y.K.	73.09	SARGENT (73.09)	76	7:00 a.m. to 4:00 p.m.	L 7.30 A.M.		
4:00 18.3			SCHEDULE TIME AVERAGE MILES PER HOUR			3:55 18.7		

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.
 Manual Block System. Rule 318-B in effect. Rule 907 in effect.
 No train order signal at Palmer and Sargent. Conductors and Enginemen must have Clearance Form A when operator on duty.
 At Sargent all tracks are yard tracks from the east switch west. Trains entering Sargent expect to find cars on any and all tracks including the old main track.
 NO OFFICES OPEN SATURDAY AND SUNDAY.
 Schappus, M.P. 33.46—30 cars.
 Track car operators lineup will not be issued to cover locals.
 No. 58 must not leave Sargent before 7:30 A.M.
 No. 57 must not leave Palmer before 10:40 A.M.

Aurora and Burwell—Subdivision—BRANCH LINE

WESTWARD				EASTWARD				
SECOND CLASS				SECOND CLASS				
Sun. Tues. and Thurs. Mixed	Mon. Wed. and Fri. Mixed	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Office Open Week Days Except Saturday	Tues. Thurs. and Sat. Mixed	Mon. Wed. and Fri. Mixed
57	59						60	58
A.M. 9.00	A.M. 10.30	R.W. Y.Yd.Z.	0.00	AURORA 10.99	193	See Page 5.	P.M. 12.05	P.M. 12.59
9.25	10.55		10.99	MARQUETTE 8.32	24	No Office.	P.M. 11.40	12.30
9.45	11.20		19.31	CENTRAL CITY 0.27	91	7:00 a.m. to 4:00 p.m.	11.20	12.10
			19.58	U. P. Crossing (Interl'kd) 8.37		No Office.		P.M.
10.05	11.50		27.95	ARCHER 7.62	12	No Office.		11.50
A 10.30 A.M.	P.M. 12.05	Y.Yd.R.	35.57	PALMER 14.98	83	7:00 a.m. to 4:00 p.m.	10.40	L 1.30 A.M.
	12.45		50.53	WOLBACH 13.63	23	No Office.	10.00	
	1.15		0.00	GREELEY CENTER 23.63	52	7:00 a.m. to 4:00 p.m.	9.30	
			23.83	U. P. Crossing (Grade) 0.30		No Office.		
	2.10		23.93	ORD 15.30	105	7:00 a.m. to 4:00 p.m.	8.40	
A 2.55 P.M.		K.T.R.	40.23	BURWELL	74	See Footnote.	L 8.00 A.M.	

Aurora and Burwell Subdivision Footnotes

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

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

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

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

CENTRAL CITY

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

Track car operators lineup will not be issued to cover locals.

No. 57 must not leave Aurora before 9:00 A.M. on Sundays, Tuesdays and Thursdays.

No. 59 must not leave Aurora before 10:30 A.M. on Mondays, Wednesdays and Fridays.

No. 60 must not leave Burwell before 8:00 A.M. on Tuesdays, Thursdays and Saturdays.

No. 58 must not leave Palmer before 11:30 A.M. on Mondays, Wednesdays and Fridays.

Diesel engines in 200, 300, 400 series and U25B, series 100, must not be doubleheaded over bridge 40.68, west of Palmer.

Spur Tracks:

Overland M.P. 16.46—12 cars. Engines must not go beyond engine limit sign.

Kilgravel M.P. 17.25—22 cars. Engines must not pass loading tipples.

Hord M.P. 24.05— 7 cars.

Cushing M.P. 43.30— 9 cars.

Elyria M.P. 30.39— 2 cars.

Vail M.P. 39.39— 8 cars.

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

OFFICES OPEN SATURDAY AND SUNDAY.

Aurora See Page 5.

Other Offices Closed, except Burwell open 7:00 a.m. to 4:00 p.m. daily except Sunday and Monday.

FREIGHT TRAINS (Information Only)

WESTWARD							STATIONS	EASTWARD						
Tues, Fri, Sat, Sun, Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight		Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight except Sun.	
ADV. CD	73	61	C.B. 67	C.D.	91		66	C.B. 62	92	70	GI68	LW68	LPB	
P.M. L 4:40		A.M. L 11:55		P.M. L 9:40	A.M. L 3:20	PAC. JCT.	A.M. A 1:15 A.M.		P.M. A 11:45	P.M. A 7:30	A.M. A 9:30	A.M. A 11:35	P.M. A 6:45	
			P.M. L 4:00			CO. BLUFFS		P.M. A 3:30						
	P.M. L 5:30					GIBSON								
						SO. OMAHA				L 6:15 P.M.				
					A 6:20 A.M.	ASHLAND			L 10:00 P.M.					
A 6:20 L 6:50	A 7:30 P.M.	P.M. A 1:40 L 3:30	A 6:00 P.M.	A 11:20 A.M. L 12:40		HOBSON	L 11:30 A 9:55	L 12:30 P.M.			L 7:45 A.M.	L 9:45 A 7:35	L 5:00 P.M.	
A 8:45 P.M.		A 5:45 P.M.		A 2:35 A.M.		HASTINGS	L 7:55 P.M.					L 5:30 A.M.		

Carling and Columbus—Subdivision**Payne and Lancaster—Subdivision**

WESTWARD BRANCH LINE EASTWARD
SECOND CLASS SECOND CLASS

WESTWARD BRANCH LINE EASTWARD
SECOND CLASS SECOND CLASS

Daily Ex. Sunday Mixed	Signs	Mile Post Location	STATIONS	Track Capacity	Daily Ex. Sunday Mixed
31					32
A.M. 7.00	CWYTRK. O.B.Yd.Z.		CARLING (Interlocked) -1.31		P.M. 3.30
	W.Y.R.Z. K.O.B. Yd.	0.00	LINCOLN -0.34		
	F.	0.34	C. B. & Q. Crossing (Interl'kd) BAIRD (Tower) -0.44		
		0.78	U. P. Crossing (Interlocked) -0.22		
7.15	F.	1.00	C. B. & Q. Jct. (Interlocked) -4.87		
7.25		5.87	WOODLAWN -5.37	23	2.50
7.40		11.24	MALCOLM -7.11	11	2.35
8.00		18.44	GARLAND -7.02	15	2.20
9.20	Yd.F.	25.46	SEWARD -0.45	45	2.05
		25.91	C. & N. W. Crossing (Grade) -6.00		
9.40		31.91	STAPLEHURST -6.93	31	1.45
10.05		38.84	ULYSSES -7.97	46	1.30
10.30		46.81	GARRISON -5.72	17	1.10
10.55		52.53	DAVID CITY -0.13	92	12.55
		52.66	U. P. Crossing (Grade) -8.60		
11.25		61.26	BELLWOOD -9.85	33	12.30
		70.11	U. P. Crossing (Interlocked) -0.50		
A 11.59	T.R.	70.61	COLUMBUS (70.61)	134	L 12.05
4:59			SCHEDULE TIME		3:26
14.2			AVERAGE MILES PER HOUR		20.6

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

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

No train order signal at Carling, Lincoln and Columbus. Conductors and Enginemen must have Clearance Form A, except trains originating and terminating at Carling, enroute to or from Carling and Columbus Subdivision need not register or obtain Clearance Form A at Lincoln.

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

At Columbus when setting cars to the Union Pacific transfer track, reverse movement must not be started to the transfer track until all cars in the cut are over the U.P. crossing.

M.P. 2.31, Ready-Mix—30 cars.

M.P. 3.95, Contractors track—129 cars.

Trains and engines must stop before crossing highway crossing MP 26.00, Seward and be flagged over crossing.

Moll spur M.P. 63.47—120 cars.

COLUMBUS:

CB&Q-UP crossing is semi-automatic with route normally lined for the Union Pacific. CB&Q train and engine movements approaching crossing from either direction, must STOP at home signal. After stopping, trainman or engineman will proceed to crossing and operate the plant in accordance with instructions posted at the crossing.

OFFICES OPEN WEEK DAYS EXCEPT SATURDAY:

Carling and Lincoln..... Continuous
David City 8:00 a.m. to 5:00 p.m.
Bellwood 7:00 a.m. to 4:00 p.m.
Columbus 8:00 a.m. to 5:00 p.m.

All offices, except Carling and Lincoln, closed Saturday and Sunday.

Tuesday Wed. and Fri. Mixed	Signs	Mile Post Location	STATIONS	Capacity of	Office Open Week Days Except Saturday	Monday, Wed. and Thurs. Mixed
135						136
	Yd.	0.00	PAYNE -5.66	Sidings 24	No Office.	
A.M. 9.00	B.K.Yd. O.R.W.	5.66	NEBRASKA CITY -5.10	Yard	7:00 a.m. to 4:00 p.m.	A.M. 10.40
9.15		10.76	ELBERON -5.22	12	No Office.	10.10
9.30		15.98	DUNBAR -11.28	32	No Office.	9.30
10.00		27.26	SYRACUSE -5.03	38	No Office.	9.05
10.15		32.29	UNADILLA -6.80	25	No Office.	8.50
10.35		39.09	PALMYRA -6.64	32	No Office.	8.25
10.55		45.73	BENNET -6.60	41	No Office.	8.02
11.15		52.33	CHENEYS -4.36	8	No Office.	7.40
11.30		56.69	COLLEGE VIEW -3.19	41	No Office.	7.25
A 11.45	F.Yd.	59.88	LANCASTER (59.88)	Yard	No Office.	L 7.12
2:45			SCHEDULE TIME			3:28
19.6			AVERAGE MILES PER HOUR			16.6

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

YARD LIMIT EXTENDS FROM PAYNE TO M. P. 7.20. MOVEMENTS WILL BE MADE AS PRESCRIBED BY RULE 93.

Manual Block System, Rule 318-B in effect between Nebraska City and Lancaster. Rule 907 in effect.

No train order signal at Nebraska City. Conductors and Enginemen must have Clearance Form A when operator on duty.

Normal position of switch Lancaster is for Napier and Lincoln Subdivision.

Track car operator's lineup will not be issued to cover local extra which must not leave Lancaster before 8:00 A.M. on Wednesdays for Nemaha and return.

Track car operator's lineup will not be issued to cover local extra which must not leave Lancaster before 8:00 A.M. on Mondays and Thursdays for Shubert.

Track car operator's lineup will not be issued to cover local extra which must not leave Shubert before 7:00 A.M. on Tuesdays and Fridays for Lancaster.

De Witt and Hildreth—Subdivision

WESTWARD BRANCH LINE EASTWARD

Signs	Mile Post Location	STATIONS	Copy of Other Tracks	Office Open Week Days Except Saturday
R.	0.00	DE WITT	87	8:00 a.m. to 5:00 p.m.
	8.84	SWANTON	29	8:00 a.m. to 5:00 p.m.
	15.64	WESTERN	16	8:00 a.m. to 5:00 p.m.
	23.25	C. B. & Q. Crossing (Grade)		No Office.
Yd.	23.26	TOBIAS	36	No Office
	29.80	OHIOWA	36	8:00 a.m. to 5:00 p.m.
Y.Yd.	36.79	STRANG	24	No Office
	43.53	C. & N. W. Crossing (Grade)		No Office.
	43.94	SHICKLEY	41	8:00 a.m. to 5:00 p.m.
	50.01	ONG	33	8:00 a.m. to 5:00 p.m.
	57.26	U. P. Crossing (Auto. Interl'kd)		No Office.
Yd.Y.	57.47	EDGAR		No Office.
	66.43	DEWESE	29	No Office.
	75.16	LAWRENCE	32	8:00 a.m. to 5:00 p.m.
	75.43	Mo. Pac. Crossing (Grade)		No Office.
	80.85	ROSEMONT	29	No Office.
Yd.	86.82	BLUE HILL	31	7:00 a.m. to 4:00 p.m.
	94.84	BLADEN	33	See Footnote
	102.23	CAMPBELL	56	See Footnote
	111.38	UPLAND	28	No Office
B.R.	119.07	HILDRETH	67	See Footnote
		(119.07)		
		SCHEDULE TIME AVERAGE MILES PER HOUR		

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

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

Train order signal DeWitt will not govern DeWitt and Hildreth Subdivision trains; no train order signal Blue Hill. Conductors and Enginemen must have Clearance Form A when operator is on duty.

Trains entering Fairmont and Strang Subdivision not required to receive Clearance Form A at Strang. Clearance Form A received at DeWitt or Hildreth will confer authority on the Fairmont and Strang Subdivision.

Hildreth, Campbell and Bladen office hours:
Hildreth 8:00 A.M. to 5:00 P.M., Campbell 8:00 A.M. to 12:00 Noon, Bladen 1:30 P.M. to 4:30 P.M. Tuesday thru Saturday. Closed Sunday and Monday.

No offices open Saturday and Sunday DeWitt to Blue Hill Inclusive.

Normal position of Jct. Switch DeWitt is for Crete and Wymore Subdivision.

STRANG:

Fairmont and Strang Subdivision trains use DeWitt and Hildreth Subdivision tracks between M.P. 35.94 and M.P. 37.55. Yard limits extend from M.P. 35.84 to M.P. 38.13, Rule 93 in effect.

Normal position of east and west wye switches of east wye on the DeWitt and Hildreth Subdivision is for the DeWitt and Hildreth Subdivision.

Normal position of the South switch East wye is for the West leg of wye.

Normal position of east and west wye switches of west wye on the DeWitt and Hildreth Subdivision is for the east and west legs of wye.

Normal position of the North switch West wye is for the West leg of wye.

Train register at North switch at West wye. Southward trains only will register.

Train register at East switch at East wye. Westward trains only will register.

Normal position of Jct. switches Blue Hill is for the Hastings and Lester Subdivision. Lincoln and McCook Division trains will use track between Blue Hill and Jct. switch at M.P. 87.02.

Fairmont and Strang—Subdivision

SOUTHWARD BRANCH LINE NORTHWARD

Signs	Mile Post Location	STATIONS	Copy of Other Tracks	Office Open Week Days Except Saturday
B.C.K.R. Yd.Z.	0.00	FAIRMONT		7:00 a.m. to 4:00 p.m.
	8.63	GENEVA	68	No Office.
	9.11	C. & N. W. Crossing (Grade)		No Office.
Y.Yd.	17.02	STRANG	24	No Office
		SCHEDULE TIME AVERAGE MILES PER HOUR		

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

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

Normal position Jct. Switch west end Fairmont is for Fairmont and Strang Subdivision.

Trains entering DeWitt and Hildreth Subdivision at Strang not required to receive Clearance Form A at Strang. Clearance Form A received at Fairmont will confer authority on the DeWitt and Hildreth Subdivision.

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

No offices open Saturday and Sunday.

Kaneb spur track, M.P. 6.63—8 cars.

STRANG: Fairmont and Strang Subdivision trains use DeWitt and Hildreth Subdivision main track between M.P. 35.94 and M.P. 37.55. Yard limits extend from M.P. 35.84 to M.P. 38.13. Rule 93 in effect.

Normal position of east and west wye switches of east wye on the DeWitt and Hildreth Subdivision is for the DeWitt and Hildreth Subdivision.

Normal position of the South switch East wye is for the West leg of wye.

Normal position of east and west wye switches of west wye on the DeWitt and Hildreth Subdivision is for the east and west legs of wye.

Normal position of the North switch West wye is for the West leg of wye.

Train register at north switch at West wye. Southward trains only will register.

Train register at East switch at East wye. Westward trains only will register.

Track car operator's lineup will not be issued to cover local extra which must not leave DeWitt before 11:00 A.M. on Mondays, Wednesdays and Fridays for Fairmont via Hebron and Strang.

Track car operator's lineup will not be issued to cover local extra which must not leave Fairmont before 8:00 A.M. on Tuesdays, Thursdays and Saturdays for DeWitt via Tobias, Ohiowa and Daykin.

Track car operator's lineup will not be issued to cover local extra which must not leave Fairmont before 11:00 A.M. on Mondays, Wednesdays and Fridays for Hildreth via Strang and Nelson.

Track car operator's lineup will not be issued to cover local extra which must not leave Hildreth before 8:30 A.M. on Tuesdays, Thursdays and Saturdays for Fairmont via Strang.

Crete and Wymore—Subdivision

Table Rock and Wymore—Subdivision

SOUTHWARD **BRANCH LINE** **NORTHWARD**
SECOND CLASS **SECOND CLASS**

WESTWARD **BRANCH LINE** **EASTWARD**

Daily Ex. Sunday Freight	Signs	Mile Post Location	STATIONS	Track Capacity	Office Open Week Days Except Saturday	Daily Ex. Sunday Freight
93						94
A.M. 4.00	R.Z.	0.00	CRETE 4.98		7:00 a.m. to 4:00 p.m.	P.M. 6.35
4.15		4.98	SHESTAK 5.98	28	No Office	6.10
4.50		10.96	WILBER 6.40	71	8:00 a.m. to 5:00 p.m.	5.55
5.20		17.36	DE WITT 7.28	87	8:00 a.m. to 5:00 p.m.	5.29
5.35	F.	24.64	HOAG 5.74	14	No Office	5.13
6.15	B.K.O. Yd.	30.38	BEATRICE 0.44		No Office	5.00
		30.82	C. R. I. & P. Crossing(Grade) 8.97		No Office	
6.50	F.	40.79	BLUE SPRINGS 1.73	15	No Office	4.27
A 7.00 A.M.	B.K.O.R. T.W.Y.Yd.	42.52	WYMORE (42.52)		See Footnote	L 4.20 P.M.
3-00 14.2			SCHEDULE TIME AVERAGE MILES PER HOUR			2:15 18.9

Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days Except Saturday
			Slings	Other Tracks	
B.R.W. Y.Yd.	48.16	TABLE ROCK 7.09	127		See Footnote
	55.25	PAWNEE 12.19		127	7:30 a.m. to 4:30 p.m.
F.	67.44	BURCHARD 8.40		100	No Office
	75.84	LIBERTY 8.83		35	8:00 a.m. to 5:00 p.m.
	84.73	U. P. Crossing (Auto Interlocked) 2.50			No Office
B.K.O.R. T.W.Y.Yd.	87.23	WYMORE (39.07)			See Footnote.
		SCHEDULE TIME AVERAGE MILES PER HOUR			

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

No train order signal at Table Rock and Wymore. Conductors and Enginemen must have Clearance Form A when operator on duty.

Inside guard rail on center frog of U. P. Crossing M.P. 84.73, east of Wymore, is one inch higher than the running rail. Trains handling snowplows, spreaders and similar equipment must see that equipment is raised sufficiently to clear this guard rail before passing over crossing.

Normal position of Jct. Switch Table Rock is for Napier and Lincoln Subdivision.

Air brakes must be coupled and working on cars handled on City track Pawnee.

OFFICES OPEN SATURDAY AND SUNDAY:

Table Rock—Daily (except Saturday) 12MN to 4:00 P.M.
Saturday 12 MN to 8:00 A.M.

Wymore 7:00 A.M. to 11:00 P.M. Tuesday thru Friday
11:00 A.M. to 1:00 P.M., 3:00 P.M. to 11:00 P.M., Saturday
7:00 A.M. to 3:00 P.M., Monday
Closed Sunday.

Other Offices Closed.

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

TRAINS BETWEEN JUNCTION SWITCH AT M.P. 0.77 AND CRETE ARE GOVERNED BY THE LINCOLN AND GAINES SUBDIVISION.

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

No train order signal Crete and Wymore. Conductors and Enginemen must have Clearance Form A when operator is on duty.

Dual Control Switch at Jct. Switch M.P. 0.77.

Normal position of Jct. Switch DeWitt is for Crete and Wymore Subdivision.

Trains will register at Crete by register ticket when operator on duty.

Trains or engines passing through Beatrice must stop before crossing Court and Sixth streets; train or enginemen must flag trains or engines across entire width of street.

OFFICES OPEN SATURDAY AND SUNDAY.

Wymore 7:00 A.M. to 11:00 P.M. Tuesday thru Friday.
11:00 A.M. to 1:00 P.M., 3:00 P.M. to 11:00 P.M., Saturday
7:00 A.M. to 3:00 P.M., Monday
Closed Sunday.

Gravel Spur—M.P. 11.66—54 cars. Engines must not go beyond C.B.&Q. right of way.

Phillips Petroleum—M.P. 24.44—49 cars. Engines must not pass over scales.

Cominco Products—M.P. 24.97—116 cars. Engines must not pass over scales.

Gasco Spur track at M. P. 33.62—4 cars.

Spur Tracks are Within Yard Limits. Rule 908 in Effect.

Conductors and Enginemen must have Clearance Form A before making trip on Spur Track.

Prague Spur.

Mile Post Location	STATIONS	Other Tracks
0.00	ASHLAND 6.04	Yard
6.04	MEMPHIS 7.10	16
13.14	ITHACA 5.44	43
18.58	C. & N. W. Crossing (Grade) 0.01	
18.59	U. P. Crossing (Grade) 0.32	
18.91	WAHOO 6.67	81
25.58	MALMO 5.82	19
31.40	PRAGUE	16

Firestone, M. P. 10.63.

Track car operator's lineup will not be issued to cover local extra which will not leave Ashland before 8:00 A.M. on Tuesdays and Fridays for Prague and return, and will not leave Ashland before 9:00 A.M. on Mondays, Wednesdays, Thursdays and Saturdays for Wahoo and return.

Clay Center Spur.

Mile Post Location	STATIONS	Other Tracks
107.14	SUTTON 5.96	132
100.18	VERONA 5.45	6
94.73	CLAY CENTER	37

AT SUTTON: Centralized Traffic Control in effect.

Siding is a controlled siding.

Rule 528 in effect.

Track car operator's lineup will not be issued to cover local extra which will not leave Sutton before 8:30 A.M. on Tuesdays, and Thursdays for Clay Center and return.

Auburn Spur.

Mile Post Location	STATIONS	Other Tracks
38.77	AUBURN 9.11	36
47.88	JOHNSON 5.08	27
52.96	GRAF 7.69	18
60.65	TECUMSEH	Yard

Lushton Spur.

Mile Post Location	STATIONS	Other Tracks
118.44	LUSHTON 6.06	38
112.38	BIXBY 5.24	6
107.14	SUTTON	132

Wye at Lushton.

AT SUTTON: Centralized Traffic Control in effect.

Siding is a controlled siding. Rule 528 in effect.

Track car operator's lineup will not be issued to cover local extra which will not leave Sutton before 8:30 A.M. on Tuesdays, and Thursdays for Lushton and return.

Benedict Spur.

Mile Post Location	STATIONS	Other Tracks
144.41	BENEDICT 9.03	44
135.38	YORK	Yard

Maple Spur, M. P. 140.12, capacity 16 cars.

Nelson Spur.

Mile Post Location	STATIONS	Other Tracks
27.84	EDGAR	Yard
	(13.70)	
14.14	NELSON	30

Track car operator's lineup will not be issued to cover local extra which will not leave Edgar before 12:30 PM on Mondays and 10:30 AM on Thursdays for Nelson.

McCool Jet. Spur.

Mile Post Location	STATIONS	Other Tracks
135.38	YORK 9.13	Yard
126.25	MCCOOL JCT.	36

Knox Spur, M. P. 131.08, capacity 11 cars.

Shubert Spur.

Mile Post Location	STATIONS	Other Tracks
0.00	NEBRASKA CITY 16.73	Yard
15.92	PERU 8.06	16
23.98	BROWNVILLE 4.47	29
28.45	NEMAHA 7.20	22
11.49	SHUBERT	18

Normal position of switch Shubert Spur junction, Nebraska City, is for Payne and Lancaster Subdivision.

Track car operator's lineup will not be issued to cover local extra which will not leave Lancaster before 8:00 A.M. on Mondays and Thursdays for Shubert.

Track car operator's lineup will not be issued to cover local extra which will not leave Shubert before 7:00 A.M. on Tuesdays and Fridays for Lancaster.

Track car operator's lineup will not be issued to cover local extra which will not leave Lancaster before 8:00 A.M. on Wednesdays for Nemaha and return.

Minersville—M.P. 6.75—3 cars.

Daykin Spur.

Mile Post Location	STATIONS	Other Tracks
36.16	DAYKIN 7.02	31
28.83	C. B. & Q. Crossing (Grade) 0.00	
28.83	TOBIAS 6.45	12
22.38	MILLIGAN 8.25	37
14.13	BURRESS 1.51	16
12.62	C. & N. W. Crossing (Grade) 4.71	
7.91	FAIRMONT	Yard

Normal position junction switch east end Fairmont is for Daykin Spur.

Track car operator's lineup will not be issued to cover local extra which will not leave Fairmont before 8:00 A.M. on Tuesdays, Thursdays and Saturdays for DeWitt via Tobias, Ohiova and Daykin.

Hebron Spur.

Mile Post Location	STATIONS	Other Tracks
17.02	STRANG 6.43	24
23.45	BRUNING 5.76	34
29.21	U. P. Crossing (Auto. Interl'd) 0.39	
29.60	BELVIDERE 5.35	28
35.96	HEBRON	70

Track car operator's lineup will not be issued to cover local extra which will not leave DeWitt before 11:00 A.M. on Mondays, Wednesdays and Fridays for Fairmont via Hebron and Strang.

Speed Restrictions

1. Passengers, mail, express, and troop trains consisting of passenger cars only (including cabooses equipped with ride-control trucks, series 13525 to 13639, inclusive, or drovers cars 5760 to 5765, inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including caboose not equipped with ride-control trucks, will be governed by speed authorized for passenger trains, except must not exceed 65 M.P.H.; and when handling freight cars will be governed by speed authorized for freight trains.

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

Engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

Trains making back-up movements must not exceed 20 M.P.H. unless otherwise provided.

On Subdivisions where maximum speed restrictions for steam engines are not shown, movement of steam engines will be governed by train order.

Diesel engines in 200, 300, and 400 series must not exceed 65 M.P.H.; 500, 900 series and U25B, series 100, must not exceed 75 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed 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:

- 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.

Diesel electric motor cars may operate on the various Subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M.P.H. except diesel electric motor cars 9768 and 9769 must not exceed 38 M.P.H. When running backward must not exceed 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			

LOCATION	All Trains M. P. H.
ALL SUBDIVISIONS	
On sidings	Reduced Speed
Through crossovers and turnouts, not otherwise specified	10
Trailing movement through spring switches not otherwise specified	15
Clamshells, pile drivers 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
Loaded air dump cars (in rear of train when possible):	
Main Lines	35

The following maximum speed restrictions will govern when handling derricks:	250 Ton Wrecking Derrick 204375 and Bridge Derrick 204620	Other Derricks.
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TERRITORY	M.P.H.	M.P.H.
Pacific Jct.-Lincoln	30	35
Oreapolis-Ashland and Ashland-Ferry	25	30
Lincoln-Gaines and Lincoln-Ravenna	30	35
Aurora-Hastings	20	20
Napier-Lincoln, except bridge 8.93 at Rulo	30	35
Over bridge 8.93 at Rulo and must have 2 lightly loaded cars between 250 ton derrick and engine.	10	10
Table Rock-Wymore and Crete-Wymore.....	25	30
Ferry-Sioux City	Must not operate	20
Pappio-Gilmore Jct.... Ferry-O'Neill	"	20
Seward-Columbus and Lincoln-Seward (via Garland)	"	20
Aurora-Burwell... Palmer-Sargent	"	20
Payne-Lancaster	"	20
DeWitt-Hildreth and Fairmont-Strang	"	20
Spur tracks (see page 15)	"	20

Maximum gross weight of cars handled must not exceed 263,000 pounds except between following points must not exceed weight shown:

Ferry and O'Neill	220,000
Ashland and Prague	210,000
Seward and Columbus	220,000
McCool Jct. and Benedict	210,000
Lushton and Clay Center	177,000
Aurora and Burwell	220,000
Palmer and Sargent	210,000
Table Rock and Napier	210,000
Tecumseh and Auburn	220,000
Nebraska City and Payne	210,000
Nebraska City and Shubert	177,000
Fairmont and Milligan	210,000
Tobias and Daykin	220,000
DeWitt and Swanton	210,000
Edgar and Hildreth	210,000

Speed Restrictions—Continued.

SD-24 and U25C engines, series 500, may be operated with not more than 5 units coupled, at authorized speed restrictions on the following Subdivisions only:

Pacific Junction and Lincoln
Oreapolla and Ashland
Papplo and Gilmore Junction
Ashland and Ferry
Lincoln and Gaines

Aurora and Gaines
Lincoln and Ravenna
Napier and Lincoln .. Except single unit only may be operated on Missouri River Bridge 8.93 at Rulo.
Table Rock and Wymore
Crete and Wymore... Except single unit only may be operated.

These engines must not operate on following tracks:

PACIFIC JUNCTION AND LINCOLN SUBDIVISION

Location	Track Number	Local Name of Track
Plattsmouth	26	Lead to BREX yard
	10	Water works
Ashland	18	Team track
	26	Elevator track
Havelock	7	Storage track
		North paint line track
South side of Main tracks	Also	All Shop tracks proper
South side of Main tracks	28	Roundhouse track
	29	Roundhouse track
	64	Shop lead
	Also	All Shop tracks proper
North side of Main tracks	45	Material yard lead cannot be used beyond switch to No. 4 and No. 5 tracks.
		All material yard tracks proper
West End	Also	

ASHLAND AND FERRY SUBDIVISION

Location	Track Number	Local Name of Track
Anderson	1	Anderson Spur
Ferry	2	Laketon scale track
Fremont	19	South Sioux line track
	7	Brewery track

LINCOLN AND GAINES SUBDIVISION

Location	Track Number	Local Name of Track
Berks	2	House track
Hastings	2	Cowton track
	4	Elevator track
	8	Horn track
	38	Standard Oil track
	61	Kearney Stub track
	62	Byers Lumber Co. track
	63	Nash-Finch Co. track
	Also	All other industry tracks

LINCOLN AND RAVENNA SUBDIVISION

Location	Track Number	Local Name of Track
Grand Island	7	Oil track
Ravenna	5	City track

AURORA AND GAINES SUBDIVISION

Location	Track Number	Local Name of Track
Giltner	1	Elevator track
Trumbull	1	Elevator track
	2	House track

NAPIER AND LINCOLN SUBDIVISION

Location	Track Number	Local Name of Track
Falls City	17	Roundhouse track
	18	James track
Tecumseh	3	No. 1 track
	2	No. 2 track
	9	No. 3 track
	7	Coal track
	5	City track
Adams	3	Spur track
	3	Elevator track
Firth	1	Stub track
	1	Stub track
Hickman	2	Stub track

TABLE ROCK AND WYMORE SUBDIVISION

Location	Track Number	Local Name of Track
Wymore	3	House track
	7	No. 2 repair track
	9	Belt track
	14	City track

CRETE AND WYMORE SUBDIVISION

Location	Track Number	Local Name of Track	
Sheetak	1	Elevator track	
Wilber	3	Spur track	
Beatrice	1	Coal track	
	11	Kees track	
	24	No. 1 track	
	25	No. 2 track	
	38	No. 3 track	
	26	Creamery track	
	32	Gas track	
	43	Nemaha Main	
	1	Brick Yard Spur	
	Mile Post 31.84		

- Master Mechanic:..... P. E. Poindexter, Lincoln
- Ass't Master Mechanic:..... S. F. Kuzma, Lincoln
- Trainmaster:..... R. G. Smith, Lincoln
- Trainmaster-Road Foreman:..... E. V. Waller, Wymore
- Assistant Trainmasters:..... G. D. Archer, Lincoln
- H. L. Tackett, Lincoln
- Road Foremen: R. I. Thomas, Lincoln
- J. W. Spence, Lincoln
- Terminal Trainmasters: W. T. Dinan, Omaha
- J. M. Sheldon, Lincoln
- Assistant Terminal Trainmaster:..... H. H. Becker, Lincoln
- Chief Dispatcher: I. F. Conaway, Lincoln
- Night Chief Dispatchers: O. R. Gottula, Lincoln
- R. M. Bradley, Lincoln
- Relief Chief Dispatcher: J. L. Swanda, Lincoln

TRAIN DISPATCHERS:

- E. F. Comerford W. E. Campbell R. L. Irwin
- H. E. Vant R. R. Campbell R. C. Linder
- L. A. Starkey R. J. Walgreen L. K. Andrews
- G. O. Baker P. C. Gardner T. L. Vonderschmidt
- L. L. Gritz D. E. Spaulding J. S. Nelson
- K. C. Campbell

Speed Restrictions—Continued.

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings, except 15 M.P.H. through turnouts of controlled siding Omaha.

Trains must not exceed speeds designated through the following dual control switch turnouts:

Oreapolis wye	15 M.P.H.
Pappio	30 M.P.H.
Gibson, east yard switch M. P. 13.40	30 M.P.H.
So. Omaha M. P. 19.78	15 M.P.H.

PACIFIC JUNCTION AND LINCOLN SUBDIVISION

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ZONE—Pacific Junction to MP 0.95.....	40	Yd
Pacific Junction 500 feet from R.R. Crossing.....	15	15
ZONE—MP 0.95 to MP 3.50.....	65	40
ZONE—MP 3.50 to MP 5.00.....	40	30
Missouri River Bridge 3.80 and curve at west end of bridge.....	20	20
Plattsmouth—Through turnout in south track MP 4.99.....	30	30
ZONE—MP 5.00 to MP 8.79.....	55	40
Oreapolis—Through turnouts.....	30	30
ZONE—MP 0.00 to MP 14.75 (Omaha Line).....	65	50
Curve MP 1.30.....	50	40
SD-24 and U25C engines, series 500, on siding Bellevue.....	20	20
ZONE—MP 14.75 to MP 15.99.....	50	40
Gibson—End of double track.....	30	30
ZONE—MP 15.99 to MP 16.50.....	20	20
ZONE—MP 16.50 to MP 17.22.....	10	10
ZONE—MP 17.22 to MP 17.89.....	20	20
ZONE—MP 17.89 to MP 21.50.....	50	40
Curve MP 19.12.....	20	20
ZONE—MP 21.50 to MP 28.20.....	55	50
ZONE—MP 28.20 to MP 41.90.....	60	50
ZONE—MP 41.90 to MP 46.89 (MP 35.00 Louisville Line).....	75	50
Curve MP 46.10.....	55	50
ZONE—MP 35.00 to MP 35.75.....	50	40
Ashland—East crossovers, MP 35.15:.....		
Between south track and Omaha Line.....	40	40
Between north track and Louisville Line.....	30	30
ZONE—MP 35.75 to MP 58.87.....	79	50
Ashland—MP 36.39 turnout west end No. 1 track.....	30	30
MP 36.40—Through crossovers between main tracks.....	30	30
MP 41.10—Through crossovers between main tracks.....	30	30
Greenwood—Turnout in north track at MP 42.66.....	40	40
Waverly—Turnout in north track at MP 47.56.....	40	40
ZONE—MP 58.87 to MP 59.35 via passenger line.....	25	20
ZONE—MP 58.87 to MP 59.98 via freight line.....	25	25
Between Baird Tower and Hall Tower via passenger tracks, Lincoln.....	Reduced Speed	Reduced Speed

Freight trains 61, Adv. CD, CD, and CGI trains, authorized by message over signature of Superintendent, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 36.00 west of Ashland and M.P. 57.00 except engine must not exceed 55 M.P.H. passing signals at M.P. 44.39 and M.P. 47.59.

Speed Restrictions—Continued.

LINCOLN AND GAINES SUBDIVISION

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings.

	Passenger Trains M. P. H.	Freight Trains M. P. H.
Between Balrd Tower and Hall Tower, via passenger tracks, Lincoln.....	Reduced Speed	Reduced Speed
ZONE—Lincoln to MP 60.50.....	30	Yd
ZONE—MP 60.50 to MP 66.70.....	79	50
ZONE—MP 66.70 to MP 70.50.....	60	50
Cobb Turnout.....	25	25
Cushman-Cobb (Freight Line).....	35	35
ZONE—MP 70.50 to MP 82.25.....	75	50
Curve MP 78.24.....	60	50
Curve MP 80.10.....	60	50
ZONE—MP 82.25 to MP 156.00.....	79	55
Curve MP 127.52.....	70	50
Crossover Brick Yard.....	30	30
Turnouts, MP 155.82.....	30	30
Crossover, MP 155.98.....	15	15
ZONE—MP 156.00 to MP 157.00.....	25	25
Crossover and turnouts MP 156.43.....	15	15
ZONE—MP 157.00 to MP 158.00.....	79	30
Turnout west end of No. 1 track MP 157.96.....	30	30
Turnout end of double track Gaines.....	40	40

Freight Trains 61, Adv. CD and CD, authorized by message over signature of Superintendent, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 82.25 and M.P. 156.00
except engine must not exceed 55
M.P.H. passing signal at M.P. 130.1.

Freight Trains 68 and 66, authorized by message over signature of Superintendent, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 155.00 and M.P. 83.00

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
LINCOLN AND RAVENNA SUBDIVISION			AURORA AND GAINES SUBDIVISION		
Maximum Speed:			Between Aurora and Hastings:		
Between Lincoln and Cushman.....	60	50	Maximum Speed.....	50	40
SD-24 and U25C engines, series 500.....	40	40	At the Approach Signal M. P. 26.50.....		30
Between Cushman and Ravenna.....	75	55	Between M.P. 22 and M.P. 25:		
Lincoln, between Hall Tower and C.B.&Q. Junction, via passenger tracks.....	Reduced	Speed	SD-24 and U25C engines, series 500.....	30	30
Westward trains, engine or leading car over highway crossing "O" Street, M.P. 1.90.....	10	10	OREAPOLIS AND ASHLAND SUBDIVISION		
Eastward trains, engine or leading car over high- way crossing "O" Street, M.P. 1.90.....	15	15	Maximum Speed.....	50	50
Curves between Lincoln and Cushman.....	25	25	Oreapolis:		
Cushman, turnout to passenger line.....	30	30	Turnout at end of double track.....	30	30
Through turnouts and spring switches both ends siding, Seward.....	30	30	West Wye switch and West leg of Wye.....	15	15
Around curves between M.P. 55.50 and M.P. 56.10..	50	50	Curves between M.P. 10.95 and M.P. 11.60.....	45	45
Aurora:			Louisville, over Mo. Pacific crossing.....	35	30
Between M.P. 77.10 and M.P. 78.10.....	50	50	South Bend, over CRI&P crossing.....	35	30
Grand Island:			Ashland, through crossover from Louisville line to north track.....	30	30
Through turnout west of U.P. crossing.....	30	30	Turnouts of controlled sidings.....	30	30
Between M.P. 95.70 and M.P. 96.50.....	30	30	PAPPJO AND GILMORE JCT. SUBDIVISION		
Ravenna:			Maximum Speed.....	30	30
Through east turnout.....	30	30			
Between M.P. 126.90 and M.P. 127.90.....	30	30			
Between M.P. 4.37 and M.P. 127.74, freight trains 79, 80 and G1 trains, authorized by message over sig- nature of Superintendent, may observe maximum speed of 60 M.P.H. (observing all other speed re- strictions) except:					
Between M.P. 32.00 and M.P. 34.00.....		55			
Between M.P. 53.00 and M.P. 55.00.....		55			
Eastward freight trains—Engine passing signals at M.P. 125.99 and at M.P. 110.80.....		55			

Speed Restrictions—Continued.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	All Trains M. P. H.
NAPIER AND LINCOLN SUBDIVISION			DEWITT AND HILDRETH SUBDIVISION	
Maximum Speed:			Maximum Speed:	
Between Napier and Table Rock.....	65	50	Between DeWitt and Edgar.....	25
Between Table Rock and Lincoln.....	59	49	Between Edgar and Hildreth.....	35
Trailing movement through spring switch M.P. 1.50 Napier.....	25	25	Loaded tank cars and loaded air dump cars:	
Over Missouri River Bridge 8.93 at Rulo With diesel power.....	20	10	Between DeWitt and Edgar.....	20
SD-24 and U25C engines, series 500, single units only.....	10	10	Between Edgar and Hildreth.....	25
Between M.P. 9:30 and M.P. 10.30 Rulo.....	35	35	Engine or leading car at approach signal and be- tween home signals of interlocking Union Pa- cific crossing M.P. 57.26.....	20
Between M.P. 17.10 and M.P. 17.75 east of Falls City.....	35	35	Over bridges 1.58 and 65.84, 200 and 400 series diesel engines (single or doublehead) and 300 series diesel engines (single head).....	10
Between M.P. 19.30 and M.P. 19.75 Falls City.....	25	25	Between Blue Hill and Jct. Switch M.P. 87.02.....	Reduced Speed
Between M.P. 9.00 and M.P. 9.70 west of Elk Creek	40	35		
Between M.P. 14.85 and M.P. 15.70 Tecumseh.....	40	40	CARLING AND COLUMBUS SUBDIVISION	
Between M.P. 60.15 and M.P. 60.45 Lancaster.....	35	25	Maximum Speed.....	30
At the approach signal of interlocking Union Pacific crossing M.P. 61.39.....	50	25	Between C.B.&Q. Junction and M.P. 25.25 Seward..	25
Eastward and Westward Trains.....	50	25	Between C.B.&Q. Junction and Hall Tower, via pas- senger tracks, Lincoln.....	Reduced Speed
Over Union Pacific Crossing M.P. 61.39.....	35	25	Loaded tank cars and loaded air dump cars	
Between Hall Tower and Baird Tower via passenger tracks Lincoln.....	Reduced Speed	Reduced Speed	between Lincoln and Seward.....	20
Freight trains Nos. 67, 71, 61, 68, 78 and 80 au- thorized by message over signature of Superin- tendent may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions): Between Napier and Table Rock except head end of eastward freight trains must not exceed 55 M.P.H. when passing signal at M.P. 38.90 east of Humboldt.			between Seward and Columbus.....	25
			Over bridge 5.81.....	20
TABLE ROCK AND WYMORE SUBDIVISION			Before crossing highway M.P. 26.00, Seward.....	Stop
Maximum Speed.....	50	35	Engine or leading car over main highway crossing just west of depot, Ulysses.....	5
Around curve on City track Pawnee.....		5	Over bridge 64.96.....	10
At the approach signal of interlocking Union Pacific crossing M.P. 84.73.....			Westward trains Bellwood hill, M.P. 56.50 to M.P. 58.70.....	20
Eastward and Westward Trains.....	30	30	Engine or leading car between home signals U.P. crossing, Columbus.....	20
Engine or leading car between home signals U.P. crossing M.P. 84.73.....	20	20	Engine or leading car over 21st Avenue, Columbus..	5
CRETE AND WYMORE SUBDIVISION			AURORA AND BURWELL SUBDIVISION	
Maximum Speed:			Maximum Speed.....	30
Between Jct. switch at M.P. 0.77 and Beatrice....	50	40	Over bridge 16.93 east of Central City.....	15
Between Beatrice and Wymore.....	40	30	At U.P. interlocking Central City, engine or lead- ing car between Approach and Home signal, and between Home signals.....	20
SD-24 and U25C engines, series 500, single units only.....	30	30	Loaded tank cars and loaded air dump cars:	
Around curve M.P. 1.00.....	20	20	Between Aurora and Palmer.....	25
Between M.P. 17.16 and M.P. 17.42 DeWitt.....	15	15	Between Palmer and Burwell.....	20
Over bridge 19.94 south of DeWitt.....	6	6	Between M. P. 19.05 and 19.50, Central City....	10
Between switches Beatrice Yard.....	20	20	Over bridge 40.68 west of Palmer.....	10
Before crossing Court Street, Beatrice.....	Stop	Stop	PALMER AND SARGENT SUBDIVISION	
FAIRMONT AND STRANG SUBDIVISION			Maximum Speed.....	30
Maximum Speed.....	35	35	Between M. P. 15.50 and M. P. 23.60, Between M. P. 23.75 and M. P. 30.10, Between M. P. 40.25 and Sargent:	
Southward trains over Highway Crossing M.P. 0.94	10	10	Diesel engines series 200.....	15
PAYNE AND LANCASTER SUBDIVISION			Diesel engines series 300 and 400.....	20
Maximum Speed.....	25	25	Loaded tank cars and loaded air dump cars.....	20
Over Missouri River bridge 4.76 Nebraska City.....	10	10	FERRY AND O'NEILL SUBDIVISION	
Around curve at M.P. 3.60.....	20	20	Maximum Speed:	
Over Bridge 5.35.....	10	10	between Ferry and Osmond.....	30
Over Mo. Pac. crossing on roundhouse lead at Nebraska City.....	10	10	between Osmond and O'Neill.....	20
Around curve between M.P. 21.20 and M.P. 21.60..	10	10	Loaded tank cars and loaded air dump cars:	
Over 27th Street, M.P. 58.50.....	10	10	between Ferry and Osmond.....	25
Westward trains, over 14th Street, M.P. 59.81.....	5	5	Over bridge 27.83.....	10
Loaded tank cars and loaded air dump cars.....	20	20		

Speed Restrictions—Concluded

LOCATION	All Trains M.P.H.	LOCATION	All Trains M.P.H.
ASHLAND AND FERRY SUBDIVISION		SHUBERT SPUR	
Maximum Speed	49	Maximum Speed	20
Ashland:		Over bridge 5.35 Nebraska City Yard	10
Curve M. P. 0.29	25	Between Neb. City and Missouri River bridge 4.76 ..	Reduced Speed
Between Switches of Wye	10	M.P. 6.79	10
Northward trains approaching stop signal M. P. 0.48	Reduced Speed	Around bluffs at M.P. 16.92	15
At the approach signal of the following Inter- locking:		Between M.P. 17.70 and M.P. 18.00	10
Northward and Southward trains at U.P. crossing Yutan	30	Between M.P. 18.25 and M.P. 18.80	10
Southward trains at U.P. crossing Fremont M.P. 29.98	20	Between M.P. 23.00 and M.P. 23.80	10
Northward and Southward trains at C.&N.W. crossing Nickerson	30	200 series diesel engines:	
Southward trains at C. & N. W. crossing Oak- land	25	between M.P. 7.10 and M.P. 9.90	15
Northward trains at C. & N. W. crossing Dakota City	30	M.P. 15.35 and M.P. 16.20	15
Engines or leading car of trains between home signals at:		M.P. 18.10 and Shubert	15
U.P. crossing at Yutan	20		
C.&N.W. crossing south of Nickerson	20		
C. & N. W. crossing at Oakland	20		
C. & N. W. crossing at Dakota City	20		
Over Platte River Bridge 27.04	30		
Between M. P. 28.80 and M. P. 29.85, Fremont	10		
Between M.P. 27.70 and M.P. 28.80 and between M.P. 58.70 and M.P. 59.85 SD-24 and U25C en- gines, series 500	40		
AUBURN SPUR			
Maximum Speed	30		
Loaded tank cars and loaded air dump cars	25		
Engine or leading car over highway No. 3 crossing M.P. 43.81	10		
BENEDICT SPUR			
Maximum Speed	20		
CLAY CENTER SPUR			
Maximum Speed	20		
600 H.P. Engines	10		
Engines heavier than 600 H.P. cannot operate.			
DAYKIN SPUR			
Maximum Speed between Fairmont and Tobias	25		
between Tobias and Daykin	20		
Loaded tank cars and loaded air dump cars	20		
HEBRON SPUR			
Maximum Speed	30		
Engines or leading car at approach signal and be- tween home signals of interlocking Union Pacific crossing	20		
LUSHTON SPUR			
Maximum Speed	20		
Engine or leading car over highway crossing M. P. 110.34 and 110.12	10		
600 H.P. Engines	10		
Engines heavier than 600 H.P. cannot operate between Standard Oil Company Spur at Sutton, M.P. 107.68, and Lushton	10		
MCCOOL JCT. SPUR			
Maximum Speed	20		
Engine or leading car over Nobes Avenue crossing, York	10		
NELSON SPUR			
Maximum Speed	20		
200 series diesel engines	15		
PRAGUE SPUR			
Maximum Speed:			
between Ashland and M. P. 10.50	25		
between M. P. 10.50 and Prague	15		
Over bridge 0.91	15		
Loaded tank cars and loaded air dump cars:			
Between Ashland and M. P. 10.50	20		
Between CB&Q main track Firestone and classification yard Nebraska Ordnance Plant area:			
Tangent track	12		
Curves	8		

SPECIAL INSTRUCTIONS

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

When train order (Form D-R) authority for crossover, at facing-point hand-throw switch, is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

On the Pacific Junction and Lincoln, Oreapolis and Ashland, Lincoln and Gaines, and Lincoln and Ravenna Subdivisions at points where stop signals may be encountered in C.T.C. territory, an emergency means of communicating over the code line will be provided.

Instructions are posted in telephone housing stating how connections are to be made.

2. USE OF TRACK:

PACIFIC JUNCTION:

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

PLATTSMOUTH:

When picking up or setting cars on Water Works track, trains must hold onto enough cars to keep engine clear of turnout.

OREAPOLIS:

Interlocking M.P. 8.98 and over west leg of wye is automatic, and signals are a part of Centralized Traffic Control System. Rules 525, 526 and 672 in effect.

LOUISVILLE:

Interlocking at M.P. 22.97 is automatic and signals are a part of Centralized Traffic Control System. Rules 525, 526 and 672 in effect.

SOUTH BEND:

Interlocking at M.P. 27.21 is automatic and signals are a part of Centralized Traffic Control System. Rules 525, 526 and 672 in effect.

OMAHA:

Union Pacific Crossing between Junction with Union Pacific and Sixth Street, is protected by electrically locked gate, normally lined and locked for C. B. & Q. train movements.

Interlocking at Fifth and Howard Streets is automatic. Rule 672 in effect. Approach clearing sections are 500 feet in length and when occupied will cause signal to display a proceed aspect if no conflicting movements are being made. If movement approaching a clear signal aspect is delayed, signal may display a stop aspect after expiration of predetermined time. Electrically locked derails on auxiliary tracks may be removed when movement has occupied short track circuit in advance of derail after switch padlock has been removed and indicator light displays. Derails must be re-stored and locked immediately after movement has cleared the derail. Push buttons on signals clear signal to make reverse movement or a forward movement after making reverse movement.

ASHLAND:

Interlocking at M. P. 46.66 is remotely controlled and signals are a part of Centralized Traffic Control System. Rules 525, 526 and 683 in effect.

Ashland Stone Co. M.P. 34.50, loading tipple in position to load cars will not clear man on top of cars, and engines and box cars must not pass it in this position.

LINCOLN:

Interlocking at C&NW Crossing M.P. 57.41 is automatic and signals are part of Centralized Traffic Control system. Rules 525, 526 and 672 in effect.

Interlocking at M.P. Crossing M.P. 58.87 is remotely controlled. Eastward signals are part of Centralized Traffic Control system. Rules 525, 526 and 663 in effect. Westward signals are interlocked and are part of Baird Interlocking. Rule 663 in effect.

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

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

Interlocking plant of U.P. Crossing, M.P. 61.39, is remotely controlled by the Operator at Hall Tower. Crossing is equipped with movable point frogs. Rule 663 in effect.

SPECIAL INSTRUCTIONS—Continued

FREMONT:

U. P. Crossing Interlocking M.P. 29.98 and C&NW Crossing Interlocking M.P. 30.03 remotely controlled from Fremont Depot.

Northward movements which have been delayed will notify operator of their intentions to move through interlocking by depressing push button located in box east of track and in the vicinity of "L" Street. Rule 663 in effect.

EXETER:

Interlocking at M.P. 105.08 is remotely controlled and signals are a part of Centralized Traffic Control System. Rules 525, 526 and 663 in effect.

FAIRMONT:

Normal positions of Jct. switches at east end on Tobias line and west end on Strang line are for the branch lines.

HALLORAN:

Engines must not pass over scales in Consumers Co-Operative Plant.

HASTINGS:

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.

GAINES:

Normal position of west switch off No. 1 track leading to No. 2 and No. 3 tracks is for No. 1 track.

CUSHMAN:

Interlocking is remotely controlled. Rule 663 in effect.

SEWARD:

Interlocking at M.P. 29.13 is automatic, and signals are a part of Automatic Block System. Rules 509 and 672 in effect.

AURORA: Engines must not pass over scales on elevator track.

GRAND ISLAND:

Interlocking at M.P. 96.08 controlled by operator located in U. P. Tower. Rule 663 in effect. Rule 607 does not apply.

When handling 85 foot cars or longer on 17 degree curve of Union Pacific freight house lead and interchange track, beginning 150 feet east of point of switch for freight house lead located in the direct interchange track and continuing westward 550 feet on to the freight house lead track, movement must not exceed 4 M.P.H. A member of crew must watch movement closely, prepared to give stop signal if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening.

Overhang at end of these cars is greater than on other cars and clearances must be watched closely when handling on curves in excess of 16 degrees.

ORD:

Engines must not pass over scales at seed house.

FALLS CITY:

Interlocking at M.P. 19.72 is automatic, and signals are a part of Automatic Block System. Rules 509, 607 and 672 in effect.

Westward movements on main track or siding meeting eastward movements will stop short at end of Overlap Sign located approximately 360 feet east of westward home signal. Westward movements when authorized to proceed must occupy track section immediately forward of Overlap Sign after which signal will clear if no conflicting route has been established.

HUMBOLDT:

Engines must not pass over scales on mill track.

HICKMAN:

Missouri Pacific Crossing at M.P. 49.67 west of Hickman protected by interlocking signals and electrically locked gate. Normal position of gate is against Missouri Pacific trains. Rule 672 in effect.

LANCASTER:

Engines will not pass over coal pit near end stub track.

NEBRASKA CITY:

Missouri Pacific railroad crossing over roundhouse lead protected by automatic interlocking signals. Rule 672 in effect.

BELVIDERE AND EDGAR:

Union Pacific Crossings at Belvidere and Edgar are protected by automatic interlocking signals. Rule 672 in effect.

3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

RULE H.

The use of tobacco by employees in uniform while on duty in the presence of patrons, or by employees transacting business with patrons in or about stations, is prohibited.

RULE M.

Employees must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition. If defective equipment or tools cannot be put in safe condition, they must be taken out of service, so marked, and defects reported to the proper authority.

Employees are prohibited from riding or walking on the roof of any moving car.

They must inform themselves as to location of structures or obstructions where clearances are close. Some bridges, tunnels, freight houses, stock yard platforms and other structures will not clear a man on side of cars. Employees will be governed accordingly and must not occupy a position that will endanger themselves when passing such structures or other locations where clearances are close.

Employees must not stand on the track in front of an approaching engine or car for the purpose of boarding same.

Employees must expect the movement of trains, engines or cars at any time, on any track, in either direction.

RULE N (First paragraph).

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, enginemen, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

RULE Q.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Employees who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

RULE 3 (Third paragraph).

When there is no standard clock available, conductors, enginemen, yardmasters and yard engine foremen must compare their watches daily with each other and with conductors or enginemen, who have Standard Time and have registered their watches or with the train dispatcher, operator or clerk at office where standard clock is maintained and make a record of such comparison on the back of the time slip showing time, place and with whom comparison was made. At first opportunity other members of the crew must compare watches with the conductor or engineman.

RULE 7 (a) (Third paragraph).

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

RULE 15 (First paragraph).

The explosion of two torpedoes is a signal to IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and one-quarter miles from where the torpedoes were exploded. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (New paragraphs).

When so equipped, each passenger train car must be connected with the communicating signal system on the engine. If not so equipped or the system becomes inoperative, radio or hand signals will be used. Before leaving initial terminal the communicating signal must be tested and known to be in suitable condition. Engineman failing to receive communicating signal 16(m) will immediately sound engine whistle signal 14(j) and look back for signal indicating running air brake test completed or slow track passed.

Approaching conditional or flag stops, if signal 16(d) or other instructions from conductor have not been received, engineman will be governed by hand signal from conductor. If no signal or instructions received, train will make station stop.

To operate the communicating signal on a passenger train, the discharge valve must be held open 1 second for each 6 cars in the train; the valve must remain closed 1 second between sounds for each 2 cars in the train.

RULE 16 (e).

One long sound of communicating signal, when standing, to apply or release air brakes.

RULE 16 (k).

One long sound of communicating signal to shut off train heat.

RULE 17.

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks, or a Jct., or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when headlight is dimmed or extinguished.

RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

RULE 20.

All sections except the last will display two green lights by day and by night in places provided for that purpose on the front of the engine.

SPECIAL INSTRUCTIONS—Continued

RULE 21.

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

RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

RULE 35.

The following signals will be used by flagmen:

Day Signals—A red flag, torpedoes and red fuseses.

Night Signals—Torpedoes and red fuseses.

RULE S-90.

The engineman of each train will give signal 14(n) not less than one mile before reaching a meeting or waiting point.

The conductor of each train equipped with communicating signal will give signal 16(1) not less than one mile before reaching a meeting or waiting point.

On trains so equipped, the conductor will use radio communication to obtain acknowledgment from engineman immediately after passing the last station preceding a meeting or waiting point.

The conductor must know that train is being handled in a manner that will insure compliance with all requirements at the meeting or waiting point, stopping the train if necessary.

RULE 99 (b) (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuseses.

RULE 99 (c).

On a passenger train a flagman with flagman's equipment, must immediately appear on the ground whenever train stops, protecting as required by Rule 99, except as hereinafter provided:

In Manual Block Territory, or where Rule 91 is in effect, at station stop flagman will stand 20 feet behind his train. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must protect as required by Rule 99.

In Centralized Traffic Control or Automatic Block Signal Territory at station stop flagman may stand at opening to car ready to board train without being recalled when conductor gives proceed signal. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must comply with Rule 99 except that flagman need not go back farther than the first signal to the rear which requires a following train to stop.

When a train with one trainman is delayed at a station stop beyond time required for the ordinary handling of passengers and other work, or if conditions require, trainman must then protect rear of train as outlined in preceding paragraphs.

Except when operating under procedure outlined in first sentence of third paragraph, conductor will signal engineman to recall flagman and will not give signal to proceed until flagman has returned. Engineman will not acknowledge proceed signal with engine whistle.

Regardless of weather, flagman must be clothed so as to properly perform his duty in protecting his train as required by Rule 99, without having to return to his train for any purpose until recalled. By day the red flag must be unfurled.

RULE 102 (a) (Second sentence of first paragraph).

The red headlight is displayed automatically by an emergency application of the air brakes.

RULE 109 (First paragraph).

Bulletins will be issued by authority and over the signature of the Superintendent. They will be numbered consecutively beginning with No. 1 January 1 and July 1 each year, continuing in effect to and including June 30 and December 31 respectively, unless cancelled.

RULE 208 (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

RULE 209 (Second and third paragraphs).

Should it be necessary to relay a train order by any means of communication beyond the first station to which transmitted by train dispatcher, the operator at the office addressed must repeat the order to the relaying operator who must underscore on his copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher who will give the response "Complete", and the time, with the initials of the Superintendent, to the relaying operator to be transmitted to the office addressed.

RULE 220 (Third paragraph).

When a conductor or engineman, or both, is relieved before the movement of the train authorized by Clearance Form A is completed, or at stations specified in the timetable, or by bulletin, all clearance forms, train orders and messages held must be delivered to relieving conductor or engineman. Such clearance forms, train orders and messages must be compared by the relieving conductor and engineman before proceeding. This may be done by radio if practicable.

RULE 221 (a) (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. Except in C.T.C. territory, operator will repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

RULE 223 (a) (New paragraph).

Z—Radio Station.

CLEARANCE FORM F.

Proceed per Rule 509 A on _____ track.

Train Dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or siding or yard track. Conductor or engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

RULE 318 (B) (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under Permissive indication, or with Permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

RULE 402 (New).

Failed Equipment Signal—A wayside signal aspect, consisting of a single lunar light with a letter E. It may be placed below other signal aspects but does not supersede other signal indications or rules pertaining to movement or inspection of train.

Indications: When flashing, no failed equipment has been detected.

When illuminated continuously, train must be stopped and inspected for failed equipment. A member of train or engine crew must report to dispatcher by first available means of communication, advising reason for delay.

RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 601.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 601-E.

RULE 509 (First paragraph):

When a train is stopped by a Stop Indication it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop Indication.

RULE 509-C.

When block signal rules require movement at Restricted Speed, this speed must not be increased until after the rear of train has passed through the block.

RULE 512 (Second paragraph).

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 609, 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.

RULE 514.

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

RULE 515.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 516.

Engine or engine with cars, stopped by a Stop Indication of an Automatic Block Signal, may proceed at Restricted Speed to couple to train or cars standing on main track within 300 feet of signal.

RULE 530.

Controlled sidings are not protected by signals between clearance points. Trains must move at Reduced Speed not exceeding speed authorized by timetable through turnouts and on sidings.

RULE 533.

Permission must be secured from train dispatcher before using hand operated main track switches.

Unless otherwise provided, trains or engines must not clear the main track at a hand operated switch not equipped with an electric or mechanical time switch lock except in territory where maximum train speed is 20 M.P.H., or at specified locations.

When the main track has been cleared at specified locations, before authorizing a train or engine to reenter the main track through a hand operated switch not equipped with an electric or mechanical time switch lock, the train dispatcher must know positively that there are no trains or engines within the block, after which permission will be granted to open the switch. Train dispatcher must be advised when movement to main track has been completed and switch has been restored to normal position and locked before permitting any following train or engine movements.

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

SPECIAL INSTRUCTIONS—Concluded

RULE 672 (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and stop clear of the crossing. Burning red fuses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

RULE 674.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 711 (New paragraph).

(m)—Comparison of time required under Rule 3.

RULE 712.

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

RULE 713.

When a train is stopped by a Stop indication and normal means of communication have failed, Form F may be transmitted by Radio.

RULE 901 (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 906 (b) (Second paragraph).

Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

RULE 908 (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety.

(Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

RULE 913 (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn engineman returning, and at night a light must be placed on front end of rear portion of train.

RULE 914.

A rectangular yellow sign with diagonal black stripes displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of track signifies that the slow track has been passed and authorized speed may be resumed. Engineman must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripes displayed on the right of track will indicate the beginning of slow track.

On trains equipped with communicating signal system, signal will be given as prescribed by Rule 16.

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines between:

Pacific Junction and Lincoln via Omaha or Louisville	Rule and Lincoln
Lincoln and Ravenna.	Table Rock and Wymore
Ashland and Ferry	Crete and Wymore
Lincoln and Gaines	Nebraska City and Lincoln
Hastings and Aurora	
Aurora and Palmer	

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

RULE 970 (Second paragraph).

Instruct the fireman in his duties, including the economical use of fuel and supplies. Engineman will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Engineman is responsible while the engine is being operated by the fireman.

RULE 974.

Steam engines left with no one in charge must have steam shut off, reverse lever placed on center, cylinder cocks opened and independent driver brake set.

Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brakes applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

RULE 1068.

The proper position for rear passenger trainman or flagman while train is in motion, is in car as near to rear of train as is practicable and consist will permit and will detrain from opening of such car.

RULE 1077.

The proper position for forward trainman is on head end of train in cab from which engine is being controlled, leaving only when necessary to protect the train as required by the rules without waiting for signals or instructions to do so, or to perform duties specifically provided by the rules.

RULE 1302. Cancelled.

RULE 1304 (First sentence).

After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive but to not less than 60 pounds as shown by the caboose gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service.

RULE 1304 (a).

Transfer train and yard train movements not exceeding 20 miles must have the air brake hoses coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 1303 to 1307, inclusive.

RULE 1309 (a).

When locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake test.

RULE 1308.

When making a terminal test of brakes on a passenger train, the trainman or carman must advise the engineman to set brakes. On a train equipped with communicating signal system, signal to release must be given as prescribed by Rule 16.

RULE 1309.

The conductor of a passenger train must know that the engineman makes a running test of the brakes after leaving initial station, after engine, engineman or conductor is changed, or after an angle cock has been turned for any reason except cutting off one or more cars from rear of train.

Trainman stationed on rear of train must note that brakes apply and release properly, then give engineman signal as prescribed by Rule 16.

If brakes fail to apply and release properly, train must be stopped, cause ascertained and remedied.

RULE 1311 (First paragraph).

At a point other than initial terminal where locomotive or caboose is changed on a freight train or where one or more consecutive cars are cut off from rear or head end of train with consist otherwise remaining intact or where engine or train crew is changed but engine is not detached, test of the train brake system will be made as follows:

RULE 1314.

On a passenger train at points where engineman or conductor is changed on the road, the incoming engineman must apply the train brakes immediately after stopping, without waiting for a signal. Trainman must see that the brakes are applied on the rear car, signal the engineman to release and after the brakes on the rear car are seen to be released signal will be given engineman as prescribed by Rule 16.

RULE 1345.

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.

4. If due to accident on a diesel engine 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. Extra trains will not display classification signals between Pacific Junction and Lincoln via Omaha, between Creapolis and Ashland via Louisville, and between Lincoln and Gaines.

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

7. Within C.T.C. limits, trains finding a Stop and Proceed indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104 (b) and in addition a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In C.T.C. territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 538 will apply as to permission, time and working limits and notification to engineer.

8. Air brakes must be used on occupied passenger carrying equipment when switching.

9. To insure against fire damage, do not permit engines to stand over or near any open flame.