

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. |
| 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..... | Surg. & Examiner. |
| 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. |
| Grand Island, Neb..... | DR. H. C. ANDERSON..... | 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. R. THOMPSON..... | 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. McMURTRY..... | Surg. & Examiner. |
| Pawnee, Neb..... | DR. A. B. ANDERSON..... | Surgeon. |
| Plainview, Neb..... | DR. R. E. KOPP..... | Surg. & Examiner. |
| Plattsmouth, Neb..... | DR. R. F. BRENDLELL..... | Surgeon. |
| Ravenna, Neb..... | DR. C. B. CARIGNAN, 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.
- W. C. DONEY
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.
- F. E. GRAY
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.

10

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

SUNDAY, OCTOBER 30, 1966

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employees concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

Pacific Junction to Lincoln—Subdivision—Westward—MAIN LINE

| 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 | Daily Passenger | Daily Passenger |
| 29 | 7 | 3 | 1 | | | | | 11 | 43 | 17 | |
| A.M. L 4.28 | | | A.M. L 12.11 | | 0.00 | 0.12 | PACIFIC JUNCTION | Continuous. | | P.M. L 10.21 | |
| | | | 12.16 | | 4.95 | 4.83 | C. B. & Q. Crossing (Interlocked) | No Office. | | | |
| | | | 12.20 | | 0.00 | 8.88 | PLATTSMOUTH | No Office. | | 10.27 | |
| | | | | | 4.00 | 3.93 | OREAPOLIS | No Office. | | 10.30 | |
| | | | | | 7.62 | 4.00 | PAPPIO | No Office. | | | |
| | | | | | 14.96 | 3.62 | BELLEVUE | No Office. | | | |
| | | | | | 16.75 | 7.34 | GIBSON | No Office. | | | |
| A 5.11 A.M. | P.M. L 4.00 | A.M. L 8.15 | 12.49 12.59 | | 16.75 | 1.78 | OMAHA | Continuous. | P.M. L 9.45 | P.M. L 10.45 | |
| | | | | | 20.35 | 3.60 | SOUTH OMAHA | No Office. | | 10.55 11.15 | |
| | | | | | 24.42 | 4.07 | RALSTON | No Office. | | | |
| | 4.22 | 8.36 | 1.20 | | 31.37 | 5.95 | CHALCO | No Office. | 10.06 | 11.06 | |
| | 4.29 | | | | 37.68 | 6.31 | GRETNA | No Office. | | 11.36 | |
| | | | | | 41.28 | 3.60 | MELIA | No Office. | | | |
| | | | | | 48.66 | 5.40 | C. B. & Q. Crossing (Interlocked) | No Office. | | | |
| | 4.42 | 8.52 | 1.36 | | 47.17 | 0.51 | ASHLAND | No Office. | 10.22 | 11.22 | |
| | 4.50 | | | | 42.12 | 6.84 | GREENWOOD | No Office. | | | |
| | 4.55 | | | | 47.56 | 5.44 | WAVERLY | No Office. | | | |
| | 5.02 | 9.08 | 1.52 | | 54.76 | 7.20 | HAVELOCK | No Office. | 10.38 | 11.38 | |
| | | | | | 57.41 | 2.65 | C.&N.W. Crossing (Auto Interlocked) | No Office. | | A.M. 12.08 | |
| | | | | | 58.87 | 1.49 | M. P. Crossing (Interlocked) | No Office. | | | |
| | | | | | 59.29 | 0.42 | BAIRD (Tower) | No Office. | | | |
| | | | | | 59.62 | 0.33 | C.B.&Q. Crossing (Interlocked) | No Office. | | | |
| A 5.10 P.M. | A 9.15 A.M. | A 1.59 A.M. | | | 59.62 | 0.48 | LINCOLN | Continuous. | A 10.45 P.M. | A 11.45 P.M. | |
| | | | | | 60.10 | 1.37 | HALL (Tower) | No Office. | | A 12.15 A.M. | |
| | | | | | 60.70 | 1.37 | U. P. Crossing (Interlocked) | No Office. | | | |
| | | | | | 60.70 | 1.37 | CARLING (Interlocked) | Continuous. | | | |

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. 42.57 west of Greenwood, between Waverly and Baird Tower and between Baird Tower and Hall Tower on freight tracks.

Spring switches:
South Omaha yard switch on siding at M.P. 20.29.

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 828 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 563, 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 Engineers, 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.

Lincoln to Pacific Junction—Subdivision—Eastward—MAIN LINE

| FIRST CLASS | | | | | Signs | Mile Post Location | Mile Post Location | STATIONS | Capacity of Controlled Sidings | Other Tracks | FIRST CLASS | | | | |
|-----------------|-----------------|-----------------|--|-----------------|---------------------------|--------------------|--|----------|-----------------------------------|--------------|-----------------|------------------|-----------------|-----------------|----------------|
| Daily Passenger | Daily Passenger | Daily Passenger | | Daily Passenger | | | | | | | Daily Passenger | Daily Passenger | Daily Passenger | | |
| 12 | 42 | 18 | | | | | | | | | 14 | 8 | 30 | 10 | |
| | | A. M. A 6.43 | | | B.C.K.O.R. T.W.Y.Yd.Z. | 0.00 | PACIFIC JUNCTION | | | | | | | | A.M. A 2.00 |
| | | | | | F. | 0.12 | C. B. & Q. Crossing (Interlocked) | | | | | | | | |
| | | 6.31 | | | F. | 4.95 | PLATTSMOUTH | | 122 | | | | | 1.46 | |
| | | 6.27 | | | F.Y. | 0.00 | OREAPOLIS | | 19 | | | | | 1.42 | |
| | | | | | F.Y. | 4.00 | PAPPIO | | | | | | | | |
| | | | | | F. | 7.62 | BELLEVUE | | 134 | 65 | | | | | |
| | | | | | B.C.K.O. T.W.F. | 14.96 | GIBSON | | | | | | | | |
| | A.M. A 10.55 | A.M. A 7.30 | | 6.09 5.49 | C.B.K. R.W.Z. | 16.75 | OMAHA | | 111 | | L 3.25 P.M. | A P.M. A 5.50 | P.M. A 10.00 | 1.26 1.16 | |
| | | | | | B.K.O. Y.F. | 20.35 | SOUTH OMAHA | | 110 | 269 | | | | | |
| | | | | | F. | 24.42 | RALSTON | | 25 | 94 | | f 5.28 | | | |
| | 10.31 | 7.08 | | 5.27 | F. | 31.37 | CHALCO | | 96 | 33 | | f 5.20 | 9.38 | 12.56 | |
| | | | | | F. | 37.68 | GRETNA | | | 82 | | f 5.12 | | | |
| | | | | | F. | 41.28 | MELIA | | 99 | | | | | | |
| | | | | | F. | 46.66 | C. B. & Q. Crossing (Interlocked) | | | | | | | | |
| | 10.16 | f 6.52 | | 5.11 | B.C.K. W.Y.Z. | 47.17 | ASHLAND | | | 355 | | # 5.00 | 9.23 | 12.41 | |
| | | | | | F. | 42.12 | GREENWOOD | | | 41 | | f 4.49 | | | |
| | | | | | F. | 47.56 | WAVERLY | | 138 | 25 | | f 4.42 | | | |
| | 10.01 | 6.36 | | 4.55 | B.K.T.O. | 54.76 | HAVELOCK | | | | | 4.36 | 9.06 | 12.25 | |
| | | | | | 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) | | | | | | | | |
| | L 9.55 A.M. | L 6.30 A.M. | | L 4.49 A.M. | B.K.O.Yd. F.R.W.Z. | 59.62 | LINCOLN | | | | | L 4.30 P.M. | L 9.00 P.M. | L 12.19 A.M. | |
| | | | | | F. | 60.10 | HALL (Tower) U. P. Crossing (Interlocked) | | | | | | | | |
| | | | | | B.C.K.O.R. T.W.Y.Yd.Z. | 60.70 | CARLING (Interlocked) | | | | | | | | |

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.

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 Gaines—Subdivision—MAIN LINE

| WESTWARD | | | | Capacity of | | Signs | Mile Post Location | STATIONS | Office Open | EASTWARD | | | | |
|-------------|-----------------|-----------------|-----------------|-------------|-----|---------------------------|--------------------|--|-------------|--------------------|-----------------|-----------------|-----------------|-----------------|
| FIRST CLASS | | | | | | | | | | Controlled Sidings | Other Tracks | Daily Passenger | Daily Passenger | Daily Passenger |
| | Daily Passenger | Daily Passenger | Daily Passenger | | | | | | | Daily Passenger | Daily Passenger | Daily Passenger | | |
| | 7 | 1 | 17 | | | | | | | 18 | 8 | 10 | | |
| | P.M. 5.45 | A.M. 2.14 | A.M. 12.30 | | | | | | Continuous. | A.M. 4.39 | P.M. 3.45 | A.M. 12.09 | | |
| | | | | | | B.K.O. R.W.Y.Yd.Z. | 59.62 | LINCOLN | | | | | | |
| | | | | | | F. | 60.10 | U. P. Crossing (Interlocked) HALL (Tower) | No Office. | | | | | |
| | | | | | | | 60.35 | C. B. & Q. Crossing (Inter'kd) | No Office. | | | | | |
| | | | | | | B.C.K.O.Yd. R.T.W.Y.Z. | 60.70 | CARLING (Interlocked) | Continuous. | | | | | |
| | | | | | | B.C.K.O.Yd. R.T.W.Y.Z. | 61.50 | HOBSON | Continuous. | | | | | |
| | | | | | | Yd. | 63.45 | CUSHMAN (Interlocked) | No Office. | | | | | |
| | | | | | | F. | 67.39 66.93 | COBB | No Office. | | | | | |
| | | | | 125 | 20 | F. | 69.43 | DENTON | No Office. | | | | | |
| | | | | 132 | 24 | F. | 76.21 | BERKS | No Office. | | | | | |
| | 6.08 | 2.33 | 12.49 | 74 | 257 | F.Z. | 79.72 | CRETE | No Office. | 4.16 | 3.20 | 11.45 | | |
| | 6.18 | | | 129 | 49 | F. | 88.09 | DORCHESTER | No Office. | | 3.04 | | | |
| | 6.29 | 2.47 | | 126 | 71 | F.Z. | 97.17 | FRIEND | No Office. | | 2.52 | 11.32 | | |
| | | | | | | | 105.08 | C. & N. W. Crossing (Inter'kd) | No Office. | | | | | |
| | 6.39 | | | 135 | 40 | F. | 105.77 | EXETER | No Office. | | 2.41 | | | |
| | 6.51 | 3.01 | 1.16 | 142 | 263 | F.Z.W. | 112.97 | FAIRMONT | No Office. | 3.45 | 2.31 | 11.20 | | |
| | 6.59 | | | 126 | 20 | F. | 119.74 | GRAFTON | No Office. | | 2.18 | | | |
| | 7.11 | 3.13 | 1.28 | 107 | 85 | F.Z.W. | 127.86 | SUTTON | No Office. | 3.29 | 2.08 | 11.09 | | |
| | 7.16 | | | 126 | 31 | F. | 132.28 | SARONVILLE | No Office. | | 1.58 | | | |
| | 7.26 | 3.24 | 1.40 | 127 | 72 | F. | 140.69 | HARVARD | No Office. | 3.15 | 1.48 | 10.59 | | |
| | 7.34 | | | 128 | 14 | F. | 147.48 | INLAND | No Office. | | 1.40 | | | |
| | | | | | 110 | F. | 152.00 | HALLORAN | No Office. | | | | | |
| | | | | | | F. | 154.89 | BRICK YARD | No Office. | | | | | |
| | | | | | | B.R.K.Z. | 155.90 | HASTINGS TOWER U. P. Crossing (Interlocked) | Continuous. | | | | | |
| | 7.55 P.M. | 3.43 A.M. | 2.08 A.M. | | | F.W. | 156.16 | HASTINGS | No Office. | L 2.59 A.M. | L 1.30 P.M. | L 10.46 P.M. | | |
| | | | | | | B.C.K.O. T.Y.W. | 158.01 | GAINES | No Office. | | | | | |
| | | | | | | | (98.22) | | | | | | | |

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 Steels Bros. Concrete Plant, engines must not go beyond hopper. Elevator located adjacent to hopper will not clear man on side or top of car.

Swingle M.P. 82.87—26 cars

Lincoln and Ravenna—Subdivision—MAIN LINE

| WESTWARD | | | | Office Open Week Days Except Saturday | Signs | MILE POST LOCATION | STATIONS | Office Open Saturday and Sunday | Capacity of | | EASTWARD | | | | | |
|------------------|------------------|--------------------|--------------------|--|---------------------------|-----------------------|---|--|-------------|-----------------|------------------|------------------|------------------|--------------------|------------------|------------------|
| SECOND CLASS | | FIRST CLASS | Daily Passenger | | | | | | | | Daily Freight | Daily Freight | FIRST CLASS | SECOND CLASS | | |
| Daily Freight | Daily Freight | Daily Passenger | | | | | | | | | | | | Daily Passenger | Daily Freight | Daily Freight |
| 79 | 75 | 43 | A.M. 12.20 | Continuous. | W.Y.R.K. O.B.Yd.Z. | 0.00 | LINCOLN 0.34 | Continuous. | Slings | Other Tracks | FIRST CLASS | Daily Freight | Daily Freight | | | |
| | | | | No Office. | F. | 0.34 | BAIRD (Tower) 0.44 | No Office. | | | 42 | 78 | 80 | | | |
| | | | | No Office. | | 0.78 | C. B. & Q. Crossing (Interl'kd) 0.44 | No Office. | | | A.M. 6.10 | | | | | |
| | | | | 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. | | | | | | | | |
| P.M. 5.00 | A.M. 12.25 | | | Continuous. | C.W.Y.T.R. K.O.B.Yd.Z. | 1.88 | HOBSON 1.98 | Continuous. | | | | A.M. 1.25 | P.M. 4.00 | | | |
| 5.06 | 12.30 | 12.27 | | No Office. | Yd.F. | 4.37 | CUSHMAN (Interlocked) 3.68 | No Office. | | | 5.34 | 1.05 | 3.53 | | | |
| 5.11 | 12.36 | 12.30 | | No Office. | F. | 8.06 | EMERALD 5.60 | No Office. | 62 | 82 | 5.30 | 12.58 | 3.47 | | | |
| 5.18 | 12.50 | 12.35 | | No Office. | F. | 13.66 | PLEASANT DALE 5.98 | No Office. | 63 | 23 | 5.25 | 12.50 | 3.38 | | | |
| 5.29 | 12.59 | 12.40 | | 7:00 a.m. to 11:00 p.m. | | 19.64 | MILFORD 8.91 | Closed. | 132 | 58 | 5.20 | 12.40 | 3.29 | | | |
| 5.42 | 1.12 | 12.46 | | See Footnote. | Z.W. | 28.55 | SEWARD 0.10 | See Footnote. | 125 | | 5.13 | 12.25 | 3.17 | | | |
| | | | | No Office. | | 29.05 | C. & N. W. JCT. 0.08 | No Office. | | | | | | | | |
| | | | | No Office. | | 29.13 | C. & N. W. Crossing (Auto Interlocked) 5.93 | No Office. | | | | | | | | |
| 5.52 | 1.25 | 12.52 | | No Office. | F. | 36.17 | TAMORA 6.25 | No Office. | | | 5.06 | 12.15 | 3.07 | | | |
| 6.02 | 1.35 | 12.57 | | 1:00 p.m. to 5:00 p.m. | | 42.42 | UTICA 6.14 | Closed. | 113 | 30 | 5.01 | 12.05 A.M. | 2.59 | | | |
| 6.12 | 1.44 | 1.02 | | 8:30 a.m. to 11:30 a.m. | Z. | 48.56 | WACO 7.29 | Closed. | 73 | 32 | 4.55 | 11.55 | 2.51 | | | |
| 6.23 | 2.05 | 1.11 | | See Footnote. | W. | 55.85 | YORK 8.34 | See Footnote. | 115 | 261 | 4.48 | 11.45 | 2.42 | | | |
| 6.32 | 2.30 | 1.19 | | 7:00 a.m. to 4:00 p.m. | | 64.19 | BRADSHAW 7.09 | Closed. | 110 | 71 | 4.39 | 11.35 | 2.32 | | | |
| 6.41 | 2.42 | 1.26 | | No Office. | | 71.28 | HAMPTON 8.04 | No Office. | 73 | 34 | 4.33 | 11.25 | 2.23 | | | |
| 6.50 | 2.52 | 1.38 | | Continuous | W.Y.Z. Yd. | 77.32 | AURORA 8.10 | 12:01 a.m. to 8:00 a.m. 4:00 p.m. to 11:59 p.m. | 176 | | 4.28 | 11.15 | 2.15 | | | |
| 6.58 | 3.02 | 1.43 | | No Office. | F. | 83.42 | MURPHY 5.42 | No Office. | | 80 | 4.23 | 11.05 | 2.05 | | | |
| 7.05 | 3.12 | 1.48 | | No Office. | F. | 88.84 | PHILLIPS 7.24 | No Office. | 75 | 22 | 4.18 | 10.58 | 1.58 | | | |
| | | | | No Office. | F. | 96.08 | U. P. Crossing (Interlocked) 0.24 | No Office. | | | | | | | | |
| 7.15 | 3.30 | 2.25 | | Continuous. | W.O.Z.Yd. | 96.32 | GRAND ISLAND 8.40 | See Footnote. | 167 | | 4.10 | 10.48 | 1.47 | | | |
| 7.25 | 3.51 | 2.33 | | No Office. | F. | 104.72 | ABBOTT 6.75 | No Office. | 83 | 23 | 75 3.51 | 10.39 | 1.34 | | | |
| 7.33 | 4.20 | 2.38 | | 7:00 a.m. to 4:00 p.m. | Z. | 111.47 | CAIRO 7.68 | Closed. | 87 | 24 | 3.45 | 10.30 | 1.26 | | | |
| 7.43 | 4.33 | 2.45 | | No Office. | F. | 119.17 | ST. MICHAEL 8.57 | No Office. | 63 | 17 | 3.38 | 10.15 | 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 10.01 P.M. | L 1.00 P.M. | | | |

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.

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, Conductors 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 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

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. 93.95. | 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 —21 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 and west end of siding. | |

OFFICES OPEN

| | | |
|--------------|--------------------------|---------------------------------|
| Milford | Monday thru Friday | 7:00 am to 11:00 pm. |
| | Saturday and Sunday | 3:00 pm to 11:00 pm. |
| Seward | Daily | 12:01 am to 5:00 am. |
| | | 8:00 pm to 11:59 pm. |
| | Except closed | 5:00 am Sun. to 8:00 pm Monday. |
| York | Daily | 12:01 am to 8:00 am. |
| | | 4:00 pm to 11:59 pm. |
| Grand Island | Continuous except closed | 8:00 am to 4:00 pm 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 Saturday 12:01 am to 4:00 pm |
| | Sunday 9:00 am to 5:00 pm |
| | Monday 8:00 am to 4:00 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 11:59 PM |
| | Saturday 8:00 AM to 4:00 PM |
| | Sunday—Closed |
| Table Rock—Daily (except Saturday) | 12:01 A.M. to 4:00 P.M. |
| | Saturday 12:01 A.M. to 8:00 A.M. |
| 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

| WESTWARD | | | | Signs | Mile Post Location | STATIONS | Capacity of | | Office Open Week Days Except Saturday | EASTWARD | | | | | |
|--------------|--|----------------|----------------|----------------------|--------------------|---|---------------|---------------|---------------------------------------|----------------|----------------|--------------|--|--|--|
| SECOND CLASS | | | | | | | Daily Freight | Daily Freight | | Sidelings | Other Tracks | SECOND CLASS | | | |
| | | | | | | | | | | | | | | | |
| | | 61 | 67 | | | | | | | 68 | 80 | | | | |
| | | A.M. 11.20 | A.M. 12.40 | R. Yd. | 0.00 | NAPIER 3.30 | 133 | | See Footnote | A.M. 10.00 | P.M. 10.00 | | | | |
| | | 11.26 | 12.48 | F. | 3.30 | FORTESCUE 6.10 | | 28 | No Office | 9.53 | 9.52 | | | | |
| | | 11.38 | 1.01 | | 9.40 | RULO 5.23 | 11 | 41 | No Office | 9.45 | 9.42 | | | | |
| | | 11.46 | 1.11 | F. | 14.63 | PRESTON 4.83 | 108 | 28 | No Office | 9.35 | 9.32 | | | | |
| | | P.M. 12.01 | 1.25 | W B.K.Yd. | 19.52 | FALLS CITY 0.20 | 79 | | See Footnote | 9.25 | 9.25 | | | | |
| | | | | | 19.72 | Mo. Pac. Crossing (Auto-Interl'kd) 6.18 | | | No Office | | | | | | |
| | | 12.11 | 1.40 | F. | 25.91 | SALEM 7.44 | 85 | 45 | No Office | 9.15 | 9.15 | | | | |
| | | 12.22 | 1.55 | | 33.35 | DAWSON 6.85 | 77 | 17 | No Office | 9.05 | 9.05 | | | | |
| | | 12.32 | 2.13 | O. | 40.20 | HUMBOLDT 7.95 | 95 | 77 | See Footnote | 8.55 | 8.55 | | | | |
| | | 12.45 | 2.33 | B.W. Y.Yd. | 48.16 | TABLE ROCK 8.43 | 127 | | See Footnote | 8.45 | 8.45 | | | | |
| | | 12.59 | 2.49 | | 8.43 | ELK CREEK 6.92 | 133 | 29 | 8:00 a.m. to 5:00 p.m. | 8.35 | 8.35 | | | | |
| | | 1.09 | 3.05 | | 15.35 | TECUMSEH 6.60 | 133 | | 7:00 a.m. to 4:00 p.m. | 8.25 | 8.25 | | | | |
| | | 1.17 | 3.15 | F. | 21.95 | ST. MARY 5.22 | | 62 | No Office | 8.15 | 8.15 | | | | |
| | | 1.24 | 3.26 | | 27.17 | STERLING 7.36 | 125 | 37 | 8:00 a.m. to 5:00 p.m. | 8.05 | 8.05 | | | | |
| | | 1.35 | 3.40 | | 34.53 | ADAMS 7.45 | 53 | 46 | 7:00 a.m. to 4:00 p.m. | 7.55 | 7.55 | | | | |
| | | 1.45 | 3.54 | | 41.98 | FIRTH 6.68 | 102 | 32 | See Footnote | 7.45 | 7.45 | | | | |
| | | 1.55 | 4.10 | | 48.66 | HICKMAN 1.01 | 63 | 20 | 8:00 a.m. to 5:00 p.m. | 7.35 | 7.35 | | | | |
| | | | | | 49.67 | Mo. Pac. Crossing (Interlocked) 2.12 | | | No Office | | | | | | |
| | | 2.01 | 4.20 | F. | 51.79 | ROCA 2.98 | | 27 | No Office. | 7.25 | 7.25 | | | | |
| | | 2.06 | 4.25 | F. | 54.77 | SALTILLO 5.66 | 136 | | No Office | 7.20 | 7.20 | | | | |
| | | 2.14 | 4.40 | Yd. | 60.43 | LANCASTER 0.96 | | | No Office | 7.10 | 7.10 | | | | |
| | | | | | 61.39 | U. P. Crossing (Interlocked) 1.24 | | | No Office | | | | | | |
| | | | | Yd. | 62.63 | WYE SWITCH 0.19 | | | No Office | | | | | | |
| | | | | | 62.82 | C. B. & Q Crossing (Interl'kd) 0.46 | | | No Office | | | | | | |
| | | A 2.20 P.M. | A 5.00 A.M. | BCKOYd. Z.R.T.W.Y | 63.28 | CARLING (Interlocked) 0.39 | | | Continuous | L 7.00 A.M. | L 7.00 P.M. | | | | |
| | | | | | 63.02 | U. P. Crossing (Interlocked) HALL (Tower) 0.51 | | | No Office | | | | | | |
| | | | | R.T.W.Y.Z BCKOYd. | 63.53 | LINCOLN | | | Continuous | | | | | | |

(111.69)

FOOTNOTES PAGE 6

Ashland and Ferry—Subdivision—MAIN LINE

| 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 7.49 | | | 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 7.28 | 26 | | No Office. | 5.35 | 9.10 | 1.40 |
| 11.38 | 9.45 | 7.25 | No Office. | F. | 14.77 | YUTAN 0.53 | 74 | 10 | No Office. | 5.25 | 8.59 | 1.30 |
| | | | No Office. | | 15.30 | U. P. Crossing (Auto. Interlocked). 5.73 | | | No Office. | | | |
| 11.50 | 10.00 | 7.35 | No Office. | F. | 21.03 | LE SHARA 7.39 | | 24 | No Office. | 5.15 | 8.50 | 1.20 |
| A.M. 12.20 | 11.00 | 7.55 | No Office. | | 28.96 | U. P. Crossing (Interlocked) 0.26 | | | No Office. | | | |
| | | | Continuous. | O.Yd.W. | 29.22 | FREMONT 0.76 | 98 | 200 | Continuous. | 4.30 | 8.40 | 1.10 |
| | | | No Office. | | 29.98 | U. P. Crossing (Interlocked) 0.05 | | | No Office. | | | |
| | | | No Office. | | 30.03 | C.&N.W. Crossing (Interlocked) 5.43 | | | No Office. | | | |
| | | | No Office. | | 35.46 | C. & N. W. Crossing (Auto. Interlocked) 2.43 | | | No Office. | | | |
| ⁸⁸ 12.40 | 11.30 | 8.10 | No Office. | F. | 37.95 | NICKERSON 5.69 | 62 | 39 | No Office. | 4.15 | 8.29 | ⁸⁵ 12.40 |
| 12.57 | 11.45 P.M. | 8.20 | No Office. | F. | 43.64 | WINSLOW 9.14 | 63 | 1 | No Office. | 4.05 | 8.22 | 12.23 |
| 1.15 | 12.10 | 8.35 | No Office. | F. | 52.78 | UEHLING 7.05 | 63 | 55 | No Office. | 3.50 | 8.11 | 12.11 |
| | | | No Office. | | 59.83 | C. & N. W. Crossing (Auto. Interlocked) 0.20 | | | No Office. | | | |
| 1.30 | 12.35 | 8.50 | 7:00 a.m. to 4:00 p.m. | | 60.03 | OAKLAND 6.97 | 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 8.68 | 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 6.40 | 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 6.12 | 69 | 21 | Closed. | 3.05 | 7.33 | 11.33 |
| 2.21 | 1.45 | 9.35 | No Office. | F. | 88.20 | WINNEBAGO 6.28 | 114 | 17 | No Office. | 2.55 | 7.25 | 11.25 |
| 2.33 | 2.10 | 9.45 | No Office. | F. | 94.48 | HOMER 7.26 | 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) 2.76 | | 7 | No Office. | 2.35 | 7.07 | 11.07 |
| A3.00 A.M. | A 2.30 P.M. | A10.05 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. | L11.00 P.M. |

(104.50)

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—159 cars.
- Riverside M.P. 4.27— 40 cars—Engines must not move beyond tippie.
- Fackler M.P. 20.04— 7 cars.
- Run Around M.P. 32.56— 20 cars.
- Nebr.
- Processors M.P. 32.81— 28 cars.
- Fel-Tex M.P. 33.47— 91 cars.
- Essen M.P. 56.10— 20 cars.
- Anderson M.P. 71.61— 20 cars.

Ferry Office hours:

Daily (except Friday) 7:45 am to 3:45 pm and 4:15 pm to 12:15 am.
Friday—12:01 am to 3:45 pm and 4:15 pm to 11:59 pm.

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 | 0.10 M. P. Crossing (Auto. Interlocked) | | |
| No Office | F. | 14.37 | 5.38 CULLOM | 128 | 47 |
| No Office | F. | 19.12 | 4.75 CEDAR CREEK | | 53 |
| No Office | F. | 22.97 | 3.85 M. P. Crossing (Auto. Interlocked) | | |
| No Office | F.Z. | 23.10 | 0.13 LOUISVILLE | 126 | 104 |
| No Office | F. | 27.21 | 4.24 C. R. I. & P. Crossing (Auto. Interlocked) | | |
| No Office | F. | 27.85 | 0.54 SOUTH BEND | 127 | 26 |
| No Office | B.C.K. Z.W.Y. | 35.28 | 7.43 ASHLAND | | |

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN ASHLAND AND OREAPOLIS.

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 Siding.

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

Stoner M. P. 27.17—24 cars.

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 | 2.53 FORT CROOK | | |
| No Office | Yd. | 8.41 | 1.88 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 |
|-----------------|-------------------------|-----------------------|--------------------|--|----------------|----------------------|----------------|
| | | | | | | | |
| A.M. L 8.00 | A.M. L 6.00 | B.C.K.O.R. W.Y.Yd. | | FERRY | | P.M. A 12.50 | P.M. A 5.30 |
| 8.45 | 6.45 | | 11.70 | 13.09 WILLIS | 14 | 12.10 | 4.55 |
| 9.05 | 7.05 | | 19.25 | 7.55 WATERBURY | 20 | 11.50 | 4.35 |
| 9.40 | 7.40 | | 26.20 | 6.95 ALLEN | 21 | 11.35 | 4.15 |
| 10.05 | 8.05 | | 35.19 | 8.99 DIXON | 28 | 11.15 | 3.55 |
| | | | 40.15 | 4.96 C. & N.W. Crossing (Grade) | | | |
| 10.35 | 8.35 | | 40.24 | 0.09 LAUREL | 35 | 11.05 | 3.40 |
| 10.59 | 8.59 | | 46.51 | 6.27 BELDEN | 26 | 10.50 | 3.20 |
| | | | 54.59 | 8.08 C. & N.W. Crossing (Grade) | | | |
| 11.55 | 9.55 | | 54.64 | 0.05 RANDOLPH | 12 | 10.30 | 2.45 |
| P.M. L 12.20 | 10.20 | | 60.79 | 6.15 McLEAN | 20 | 10.07 | 2.20 |
| 12.45 | 10.45 | | 68.25 | 7.46 OSMOND | 35 | 9.52 | 2.01 |
| A 1.05 | 11.30 | | 78.13 | 9.88 PLAINVIEW | 34 | 9.22 | L 1.45 |
| P.M. | | | 78.38 | 0.25 C. & N. W. Crossing (Grade) | | | |
| | P.M. L 12.15 | | 87.76 | 9.38 BRUNSWICK | 34 | 8.52 | |
| | 12.55 | | 101.64 | 13.87 ORCHARD | 29 | 8.10 | |
| | 1.25 | | 111.89 | 10.25 PAGE | 21 | 7.38 | |
| A 2.00 | P.M. | Y.R.K.B. | 124.21 | 12.32 O'NEILL | 71 | L 7.00 | A.M. |
| | | | | (125.60) | | | |

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. 95.76 (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.

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.

Aurora and Gaines—Subdivision

Palmer and Sargent—Subdivision

| WESTWARD | | BRANCH LINE | | EASTWARD | |
|--------------------------|--------------------------------------|--------------------|--|--------------|---|
| SECOND CLASS | | | | SECOND CLASS | |
| Mon. Wed. and Fri. Mixed | Office Open Weekdays Except Saturday | Mile Post Location | STATIONS | Signs | Copy of Other Tracts Sun. Tues. and Thurs. Mixed |
| 53 | | | | | 54 |
| P.M. 2.00 | See Page 5. | 0.00 | AURORA 9.93 | W.Y.Z. Yd. | A 8.00 |
| 2.18 | 7:00 a.m. to 4:00 p.m. | 9.93 | GILTNER 9.00 | | 7.42 |
| 2.35 | No Office. | 18.93 | TRUMBULL 5.76 | | 7.26 |
| 2.45 | No Office. | 24.69 | BLAINE 2.38 | | 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 (Inter'l'kd) 0.26 | B.R.K.Z. | |

| WESTWARD | | BRANCH LINE | | EASTWARD | | |
|-----------------------------|---------|--------------------|---------------------------|----------------------|---------------------------------------|---------------------------|
| SECOND CLASS | | | | SECOND CLASS | | |
| Sun. Tues. and Thurs. Mixed | Signs | Mile Post Location | STATIONS | Copy of Other Tracts | 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 |
| P.M. 12.15 | | 28.97 | ASHTON 11.09 | 12 | No Office. | 9.50 |
| 12.50 | | 40.06 | LOUP CITY 13.66 | 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. |

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. |

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 Gaines Subdivision trains. Conductors and Enginemen must have Clearance Form A.

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

No offices open Saturday and Sunday except Aurora (see Page 5). Hastings Tower continuous.

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. Schaupps 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 Other Tracts | Office Open Week Days Except Saturday | Tues. Thur. 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 P.M. |
| | | | 19.58 | U. P. Crossing (Inter'l'kd) 8.37 | | No Office. | | |
| | 58 10.05 | | 27.95 | ARCHER 7.62 | 12 | No Office. | | 59 11.50 |
| | A 10.30 A.M. | Y.Yd.R. | 35.57 | PALMER 14.96 | 83 | 7:00 a.m. to 4:00 p.m. | 10.40 | L 11.30 A.M. |
| | | | 50.53 | WOLBACH 13.63 | 23 | No Office. | 10.00 | |
| | | | 0.00 | GREELEY CENTER 23.63 | 52 | 7:00 a.m. to 4:00 p.m. | 9.30 | |
| | | | 23.63 | U. P. Crossing (Grade) 0.30 | | No Office. | | |
| | | | 23.93 | ORD 16.30 | 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. | |

(104.39)

FOOTNOTES PAGE 11

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. |
| Kligravel | M.P. 17.25—22 cars. Engines must not pass loading tippie. |
| 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.

| | |
|---|--|
| Master Mechanic:..... | P. E. Poindexter, Lincoln |
| Ass't Master Mechanic:..... | S. F. Kuzma, Lincoln |
| Trainmaster:..... | W. D. Williamson, Lincoln |
| Assistant Trainmasters:..... | L. E. Lloyd, Lincoln G. E. Thiel, Lincoln H. L. Tackett, Lincoln |
| Road Foreman..... | J. W. Spence, Lincoln J. W. Craig, Omaha |
| Road Foreman-Assistant Trainmaster..... | R. I. Thomas, 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. C. Linder, Lincoln |
| Relief Chief Dispatcher:..... | R. M. Bradley, Lincoln |

TRAIN DISPATCHERS:

| | | |
|----------------|---------------------|---------------|
| H. E. Vant | P. C. Gardner | J. S. Nelson |
| L. A. Starkey | D. E. Spaulding | J. R. Zamrzla |
| L. L. Gritz | R. L. Irwin | W. H. Palmer |
| K. C. Campbell | L. K. Andrews | |
| W. E. Campbell | T. L. Vonderschmidt | |
| R. J. Walgreen | R. R. Campbell | |

Carling and Columbus—Subdivision

| WESTWARD | | BRANCH LINE | | | EASTWARD | |
|------------------------|------------------------|--------------------|--|----------------|------------------------|--|
| SECOND CLASS | | | | | SECOND CLASS | |
| Daily Ex. Sunday Mixed | Signs | Mile Post Location | STATIONS | Track Capacity | Daily Ex. Sunday Mixed | |
| 31 | | | CARLING (Interlocked) 1.31 | | 32 | |
| A.M. L 7.00 | CWYTRK. O.B.Yd.Z. | | | | P.M. A 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) 4.67 | | | |
| 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 8.85 | 33 | 12.30 | |
| | | 70.11 | U. P. Crossing (Interlocked) 0.50 | | | |
| A11.59 —A.M.— | T.R. | 70.61 | COLUMBUS (70.61) | 134 | L12.05 —P.M.— | |

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.

Payne and Lancaster—Subdivision

| WESTWARD | | BRANCH LINE | | | EASTWARD | |
|-----------------------------|-------------------|--------------------|------------------------------|-------------|--------------|---------------------------------------|
| SECOND CLASS | | | | | SECOND CLASS | |
| Tuesday Wed. and Fri. Mixed | Signs | Mile Post Location | STATIONS | Capacity of | | Monday, Wed. and Thurs. Mixed |
| 135 | | | | Sidings | Other Tracks | 136 |
| | Yd. | 0.00 | PAYNE 5.66 | 24 | | No Office. |
| A.M. L 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. A10.40 |
| 9.15 138 | | 10.76 | ELBERON 5.22 | 12 | | No Office. 10.10 135 |
| 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 |
| A11.45 A.M. | F.Yd. | 59.88 | LANCASTER (59.88) | Yard | | No Office. L 7.12 A.M. |

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 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 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 | 8:30 a.m. to 10:30 a.m. |
| | 15.64 | WESTERN | 16 | 8:30 a.m. to 1:30 p.m. |
| | 23.25 | C. B. & Q. Crossing (Grade) | | No Office. |
| Yd. | 23.25 | 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 | No Office. |
| | 57.26 | U. P. Crossing (Auto. Inter'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. |
| | 80.83 | 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)

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 |

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

SOUTHWARD BRANCH LINE NORTHWARD
SECOND CLASS SECOND CLASS

| 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 | | 9:00 a.m. to 6:00 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 | 11:00 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 | | See Footnote | 5.00 |
| | | 30.82 | C. R. I. & P. Crossing(Grade) 9.57 | | 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. |

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, Beatrice and Wymore. Conductors and Enginemen must have Clearance Form A when operator is on duty.

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.

Beatrice 8:00 A.M. to 5:00 P.M. Tuesday thru Saturday
Closed Sunday and Monday

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 M.P. 33.62—4 cars.

Table Rock and Wymore—Subdivision

WESTWARD BRANCH LINE EASTWARD

| Signs | Mile Post Location | STATIONS | Capacity of | | Office Open Week Days Except Saturday |
|---------------------|--------------------|--|-------------|--------------|---------------------------------------|
| | | | Sidings | 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 8.89 | | 35 | No Office |
| | 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. |

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) 12:01 AM to 4:00 PM
Saturday 12:01 AM to 8:00 AM

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.

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 9:00 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 |

Mapps Spur, M.P. 140.12—16 cars.
Champion Spur, M.P. 136.47—30 cars.

Nelson Spur.

| Mile Post Location | STATIONS | Other Tracks |
|--------------------|-------------------------|--------------|
| 27.84 | EDGAR (13.70) | Yard |
| 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. 131.03—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, Ohioa 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'kd) 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 caboose 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 | | | |

The following maximum speed restrictions will govern when handling derricks:

| TERRITORY | 250 Ton Wrecking Derrick 204375 and Bridge Derrick 204620 | | Other Derricks. |
|--|---|--------|-----------------|
| | 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 |
| Clay Center and Sutton | 220,000 |
| Sutton and Lushton | 210,000 |
| 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 | 220,000 |
| Tobias and Daykin | 220,000 |
| DeWitt and Swanton | 210,000 |
| Edgar and Hildreth | 210,000 |

| 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 |

ASHLAND AND FERRY SUBDIVISION

| | |
|---|---------------|
| Maximum Speed | 49 |
| Ashland: | |
| Curve M. P. 0.29 | 25 |
| Between Switches of Wyo. | 10 |
| Northward trains approaching stop signal M. P. 0.48 | Reduced Speed |
| At the approach signal of the following interlocking: | |
| Northward and Southward trains at U.P. crossing Yutan..... | 30 |
| Southward trains at U.P. crossing Fremont M.P. 29.98 | 30 |
| Northward and Southward trains at C.&N.W. crossing Nickerson..... | 25 |
| Southward trains at C. & N. W. crossing Oakland | 30 |
| Northward trains at C. & N. W. crossing Dakota City | |
| Engines or leading car of trains between home signals at: | |
| 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 engines, series 500..... | 40 |

Speed Restrictions—Continued.

SD-24, U25C and U28C 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
Oreapolis and Ashland
Pappio 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 |
| | 16 | Team track |
| Ashland | 26 | Elevator track |
| | | |
| Havelock | | |
| | | |
| | | |
| South side of Main tracks East End | 7 | Storage track |
| | 13 | North paint line track |
| | Also | All Shop tracks proper |
| South side of Main tracks West End | 28 | Roundhouse track |
| | 29 | Roundhouse track |
| | 64 | Shop lead |
| | Also | All Shop tracks proper |
| North side of Main tracks West End | 45 | Material yard lead cannot be used beyond switch to No. 4 and No. 5 tracks. |
| | Also | All material yard tracks proper |
| | | |

ASHLAND AND FERRY SUBDIVISION

| | | |
|----------|----|------------------------|
| Anderson | 1 | Anderson Spur |
| Ferry | 2 | Laketon scale track |
| | 19 | South Sioux line track |
| Fremont | 7 | Brewery track |

LINCOLN AND GAINES SUBDIVISION

| | | | |
|--------------------|------|---------------------------|--|
| Berks Haastings | 2 | House track | |
| | 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

| | | |
|----------|---|----------------|
| Giltner | 1 | Elevator track |
| Trumbull | 1 | Elevator track |
| | 2 | House track |

NAPIER AND LINCOLN SUBDIVISION

| | | |
|------------|----|------------------|
| Falls City | 17 | Roundhouse track |
| | 18 | James track |
| | 3 | No. 1 track |
| | 2 | No. 2 track |
| | 9 | No. 3 track |
| Tecumseh | 7 | Coal track |
| | 5 | City track |
| | 3 | Spur track |
| Adams | 3 | Elevator track |
| | 1 | Stub track |
| Firth | 3 | Elevator track |
| Hickman | 1 | Stub track |
| | 2 | Stub track |

TABLE ROCK AND WYMORE SUBDIVISION

| | | |
|--------|----|--------------------|
| Wymore | 3 | House track |
| | 7 | No. 2 repair track |
| | 9 | Belt track |
| | 14 | City track |

CRETE AND WYMORE SUBDIVISION

| | | | |
|-------------------------------|------------------|-----------------|--|
| Shestak Wilber Beatrice | 1 | Elevator track | |
| | 3 | Spur track | |
| | 1 | Coal track | |
| | 11 | Keas 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 | |
| | Mille Post 31.84 | | |

LOCATION

All Trains
M. P. H.

| CARLING AND COLUMBUS SUBDIVISION | |
|--|---------------|
| Maximum Speed..... | 30 |
| Between C.B.&Q. Junction and M.P. 25.25 Seward.. | 25 |
| Between C.B.&Q. Junction and Hall Tower, via pas- senger tracks, Lincoln..... | Reduced Speed |
| Loaded tank cars and loaded air dump cars between Lincoln and Seward..... | 20 |
| between Seward and Columbus..... | 25 |
| Over bridge 5.81..... | 20 |
| Before crossing highway M.P. 26.00, Seward..... | Stop |
| Engine or leading car over main highway crossing just west of depot, Ulysses..... | 5 |
| Over bridge 64.96..... | 10 |
| Westward trains Bellwood hill, M.P. 56.50 to M.P. 58.70 | 20 |
| Engine or leading car between home signals U.P. crossing, Columbus | 20 |
| Engine or leading car over 21st Avenue, Columbus.. | 5 |

LOCATION

All Trains
M.P.H.

| AURORA AND BURWELL SUBDIVISION | |
|--|----|
| Maximum Speed..... | 30 |
| Over bridge 16.93 east of Central City..... | 15 |
| At U.P. Interlocking Central City, engine or lead- ing car between Approach and Home signal, and between Home signals..... | 20 |
| Loaded tank cars and loaded air dump cars: | |
| Between Aurora and Palmer..... | 25 |
| Between Palmer and Burwell..... | 20 |
| Between M. P. 19.05 and 19.50, Central City.... | 10 |
| Over bridge 40.68 west of Palmer..... | 10 |
| PALMER AND SARGENT SUBDIVISION | |
| Maximum Speed..... | 30 |
| Between M. P. 15.50 and M. P. 23.60, Between M. P. 28.75 and M. P. 30.10, Between M. P. 40.25 and Sargent: | |
| Diesel engines series 200..... | 15 |
| Diesel engines series 300 and 400..... | 20 |
| Loaded tank cars and loaded air dump cars..... | 20 |

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, U25C and U28C 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 Baird 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..... | 30 | 30 |
| SD-24, U25C and U28C 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, U25C and U28C 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. 127.19..... | 30 | 30 | | | |
| Between M.P. 127.19 and M.P. 127.74..... | 20 | 20 | | | |
| Between M.P. 4.37 and M.P. 127.74, freight trains 79, 80 and G1 trains, authorized by message over signa- ture 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 | | | Between DeWitt and Edgar..... | 20 |
| With diesel power..... | 20 | 10 | Between Edgar and Hildreth..... | 25 |
| SD-24, U25C and U28C engines, series 500, single units only | 10 | 10 | Engine or leading car at approach signal and between home signals of interlocking Union Pacific crossing M.P. 57.26..... | 20 |
| Between M.P. 9:30 and M.P. 10.30 Rulo..... | 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. 17.10 and M.P. 17.75 east of Falls City | 35 | 35 | Between Blue Hill and Jct. Switch M.P. 87.02..... | Reduced Speed |
| Between M.P. 19.30 and M.P. 19.75 Falls City..... | 25 | 25 | FERRY AND O'NEILL SUBDIVISION | |
| Between M.P. 9.00 and M.P. 9.70 west of Elk Creek | 40 | 35 | Maximum Speed: | |
| Between M.P. 14.85 and M.P. 15.70 Tecumseh..... | 40 | 40 | between Ferry and Osmond..... | 30 |
| Between M.P. 60.15 and M.P. 60.45 Lancaster..... | 35 | 25 | between Osmond and O'Neill..... | 20 |
| At the approach signal of interlocking Union Pacific crossing M.P. 61.39..... | | | Loaded tank cars and loaded air dump cars: | |
| Eastward and Westward Trains..... | 50 | 25 | between Ferry and Osmond..... | 25 |
| Over Union Pacific Crossing M.P. 61.39..... | 35 | 25 | Over bridge 27.83..... | 10 |
| Between Hall Tower and Baird Tower via passenger tracks Lincoln..... | Reduced Speed | Reduced Speed | AUBURN SPUR | |
| Freight trains Nos. 67, 71, 61, 68, 78 and 80 authorized by message over signature of Superintendent may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions): | | | Maximum Speed | 30 |
| 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. | | | 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 between 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 | |
| | | | 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 | 6 |
| TABLE ROCK AND WYMORE SUBDIVISION | | | | |
| Maximum Speed..... | 50 | 35 | | |
| Around curve on City track Pawnee..... | | 5 | | |
| At the approach signal of interlocking Union Pacific crossing M.P. 84.73. | | | | |
| Eastward and Westward Trains..... | 30 | 30 | | |
| Engine or leading car between home signals U.P. crossing M.P. 84.73..... | 20 | 20 | | |
| CRETE AND WYMORE SUBDIVISION | | | | |
| Maximum Speed: | | | | |
| Between Jct. switch at M.P. 0.77 and Beatrice.... | 50 | 40 | | |
| Between Beatrice and Wymore..... | 40 | 30 | | |
| SD-24, U25C and U28C engines, series 500, single units only | 30 | 30 | | |
| Around curve M.P. 1.00..... | 20 | 20 | | |
| Between M.P. 17.16 and M.P. 17.42 DeWitt..... | 15 | 15 | | |
| Over bridge 19.94 south of DeWitt..... | 6 | 6 | | |
| Between switches Beatrice Yard..... | 20 | 20 | | |
| Before crossing Court Street, Beatrice..... | Stop | Stop | | |
| FAIRMONT AND STRANG SUBDIVISION | | | | |
| Maximum Speed | 35 | 35 | | |
| Southward trains over Highway Crossing M.P. 0.94 | 10 | 10 | | |
| PAYNE AND LANCASTER SUBDIVISION | | | | |
| Maximum Speed..... | 25 | 25 | | |
| Over Missouri River bridge 4.76 Nebraska City..... | 10 | 10 | | |
| Around curve at M.P. 3.60..... | 20 | 20 | | |
| Over Bridge 5.35..... | 10 | 10 | | |
| Over Mo. Pac. crossing on roundhouse lead at Nebraska City..... | 10 | 10 | | |
| Around curve between M.P. 21.20 and M.P. 21.60.. | 10 | 10 | | |
| Over 27th Street, M.P. 58.50 | 10 | 10 | | |
| Westward trains, over 14th Street, M.P. 59.81..... | 5 | 5 | | |
| Loaded tank cars and loaded air dump cars | 20 | 20 | | |

Speed Restrictions—Concluded

| LOCATION | All Trains M.P.H. |
|--|----------------------|
| SHUBERT SPUR | |
| Maximum Speed..... | 20 |
| Over bridge 5.35 Nebraska City Yard..... | 10 |
| Between Neb. City and Missouri River bridge 4.76.. | Reduced Speed |
| | 5 |
| Between M.P. 6.73 and M.P. 6.82..... | 15 |
| Around bluffs at M.P. 16.92..... | 10 |
| Between M.P. 17.70 and M.P. 18.00..... | 10 |
| Between M.P. 18.25 and M.P. 18.40..... | 5 |
| Between M.P. 18.40 and M.P. 18.80..... | 10 |
| Between M.P. 23.00 and M.P. 23.80..... | 15 |
| 200 series diesel engines: | |
| between M.P. 7.10 and M.P. 9.90 | 15 |
| M.P. 15.35 and M.P. 16.20 | 15 |
| M.P. 18.10 and Shubert | 15 |

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, Oreadpolis 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 restored 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. 48.66 is remotely controlled and signals are a part of Centralized Traffic Control System. Rules 525, 526 and 663 in effect.

Ashland Stone Co. M.P. 34.50, loading tippie 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.

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.

ORR:

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 is protected by interlocking signals and electrically locked stop gate. Normal position of gate is against Missouri Pacific trains. When a train is stopped by an interlocking signal and no conflicting train movement is evident, a trainman will proceed to the crossing and if stop gate is not set against Missouri Pacific trains and locked, he will move it to that position and lock. If interlocking signal does not clear when stop gate is properly locked against Missouri Pacific trains, trainman may signal his train to proceed over the crossing.

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.

SPECIAL INSTRUCTIONS—Continued

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

RULE H.

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

RULE M.

Employes 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.

Employes 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. Employes 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.

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

Employes 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 employes in their dealings with the public, their subordinates and each other.

Employes 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-half 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.

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 fuses.

Night Signals—Torpedoes and red fuses.

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 fuses.

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.

SPECIAL INSTRUCTIONS—Continued

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).

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.

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 501.

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 501-E.

RULE 501-L.

Wayside Dwarf Signal.

Aspect—Flashing yellow. Indication—Proceed at Reduced Speed to make any Reduced Speed movement. Trains moving on or entering upon a track signalled for that direction must proceed as prescribed by Rule 501-B.

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 509, spring switch must be opened by hand.

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

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.

RULE 535 (New paragraph).

The reverse movement of a train or engine must not be made except by signal indication or as prescribed by Rule 537, without permission of train dispatcher.

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 fuseses 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.

(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.

SPECIAL INSTRUCTIONS—Concluded

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 engine man 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 stripe 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. Engine man 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 stripe 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 Louleville | |
| Lincoln and Ravenna. | |
| Ashland and Ferry | Rule and Lincoln |
| Lincoln and Gaines | Table Rock and Wymore |
| Hastings and Aurora | Crete and Wymore |
| Aurora and Palmer | Nebraska City and Lincoln |

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. Engine man 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. Engine man 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 brake 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 hose 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 1306 (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 engine man 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 engine man makes a running test of the brakes after leaving initial station, after engine, engine man 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 engine man 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 engine man or conductor is changed on the road, the incoming engine man 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 engine man to release and after the brakes on the rear car are seen to be released signal will be given engine man 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 engine man, 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 Oreapolis 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 CTC 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 CTC 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.