

SURGEONS AND PHYSICIANS

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

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

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

DR. O. H. HERRALL,
Chief Surgeon,
Chicago, Ill.

DR. R. B. KEPNER,
Chief Medical Officer,
Chicago, Ill.

S. L. FEE,
General Manager, Omaha, Nebr.

E. L. POTARF,
Superintendent, McCook, Nebr.

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

F. E. SPERRY,
General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE
McCOOK DIVISION
OF THE
WESTERN DISTRICT

No. 77

EFFECTIVE AT 12:01 A. M.

SUNDAY, MARCH 20, 1949

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

Hastings to McCook—Subdivision—Westward

McCOOK DIVISION.

TIME TABLE No. 77.

EFFECTIVE MARCH 20, 1949

FIRST CLASS				Signs	Distance from Pacific Jct.	STATIONS	LINCOLN DIVISION	Office Open	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Daily Ex. Sunday Passenger	Daily Passenger				
7	1	17	19						191	15				
P.M. L 8.45	A.M. L 3.46	A.M. L 2.52	A.M. L 1.55	B.K.R.W.	156.16	.....HASTINGS..... 1.85	LINCOLN DIVISION	(Tower) Continuous.						
				B.C.K.O. F.T.W.	158.01	.....GAINES..... 0.87		No Office						
s 8.51					158.88	.....INGLESIDE..... 3.67		No Office						
s 8.57				F.	162.56	.....JUNIATA..... 8.41		No Office						
s 9.07	3.59	3.05	2.09	F.	170.97	.....KENESAW..... 7.68		No Office						
s 9.16				F.	178.65	.....HEARTWELL..... 4.47		No Office						
				F.	183.12	.....KOLLER..... 5.13		No Office						
s 9.33	4.11	3.17	s 2.23	F.W.	188.25	.....MINDEN..... 4.39		No Office						
s 9.47	4.18			F.	192.64	.....MOTALA..... 5.19		No Office						
s 9.57				F.	197.83	.....AXTELL..... 6.55		No Office						
				F.	204.38	.....FUNK..... 5.38	No Office							
				F.	209.76	.....HOLDREGE Jct..... 1.20	No Office							
s10.21	4.30	3.36	s 2.55	B.C.K. T.W.Y.	210.96	.....HOLDREGE..... 7.37	McCOOK DIVISION	No Office						
s10.31				F.	218.33	.....ATLANTA..... 8.58		No Office						
f10.39				F.	226.91	.....MASCOT..... 4.62		No Office						
				F.	231.53	.....OXFORD Jct..... 2.46		No Office	P.M. L 6.30	P.M. L 8.40				
s11.01	4.51	3.59	s 3.40	B.C.K. T.W.Y.	233.99	.....OXFORD..... 7.46		No Office	A 6.35 P.M.	A 8.50 P.M.				
s11.14				F.	241.75	.....EDISON..... 6.55		No Office						
s11.24				F.	248.30	.....ARAPAHOE..... 5.97		No Office						
s11.34				F.	254.27	.....HOLBROOK..... 8.30		No Office						
s11.51	5.13	4.23	4.05	F.	262.57	.....CAMBRIDGE..... 7.77		No Office						
s12.01				F.W.	270.34	.....BARTLEY..... 5.94		No Office						
s12.15				F.	276.28	.....INDIANOLA..... 4.58	No Office							
				F.	280.86	.....RED WILLOW..... 6.95	No Office							
A12.35 A.M.	A 5.38 A.M.	A 4.49 A.M.	A 4.30 A.M.	B.C.K.O.R. T.W.Y.	287.81	.....McCOOK.....	Continuous.							
Daily	Daily	Daily	Daily			..... (131.65)			Daily Ex. Sunday	Daily				
3:50 34.3	1:52 70.8	1:57 67.5	2:35 51.0			..... SCHEDULE TIME			0:05 26.2	0:10 14.7				
						..... AVERAGE MILES AN HOUR.....								

CENTRAL STANDARD TIME.

DOUBLE TRACK BETWEEN BRICK YARD, M. P. 154.89 AND GAINES, M. P. 168.01.

SINGLE TRACK BETWEEN GAINES AND McCOOK.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN HASTINGS AND McCOOK.

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

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

Train register at Gaines for trains originating there.

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

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

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

Mixed extra leaves Hastings 8:10 A. M. daily except Sunday for Kearney and will carry passengers.

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

Local extra leaves Gaines 4:00 A. M. daily except Sundays & Holidays for McCook.

McCook to Hastings—Subdivision—Eastward

McCOOK DIVISION.

TIME TABLE No. 77.

EFFECTIVE MARCH 20, 1949.

FIRST CLASS		Signs	STATIONS	LINCOLN DIVISION	Capacity of		FIRST CLASS							
Daily Ex. Sunday Passenger	Daily Passenger				Sidings	Other Tracks	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				
188	16													
		B.K.R.W.	..... HASTINGS		Yard	Yard	A 2.01	A 5.10	A 12.30	A 10.20				
		B.C.K.O. F.T.W.	..... GAINES		Yard	Yard								
			..... INGLESIDE											
		F.	..... JUNIATA											
		F.	..... KENESAW											
		F.	..... HEARTWELL		135	29	1.45	4.49	\$ 11.56	10.00				
		F.	..... KOLLER		132	26			\$ 11.45					
		W.F.	..... MINDEN											
		F.	..... MOTALA		144	51	1.33	\$ 4.35	\$ 11.35	9.49				
		F.	..... AXTELL											
		F.	..... FUNK		147	42			\$ 11.20					
		F.	..... HOLDREGE Jct.		65	30			\$ 11.10					
		B.C.K. T.W.Y.	..... HOLDREGE		80									
		F.	..... ATLANTA		140	Yard	1.15	\$ 4.05	\$ 11.00	\$ 9.30				
		F.	..... MASCOT		140	31			\$ 10.40					
		F.	..... OXFORD Jct.		72				\$ 10.25					
		B.C.K. T.W.Y.	..... OXFORD											
		F.	..... EDISON		140	Yard	12.53	\$ 3.20	\$ 10.15	\$ 9.07				
		F.	..... ARAPAHOE		132	32			\$ 10.01					
		F.	..... HOLBROOK		72	21			\$ 9.50					
		F.	..... CAMBRIDGE		133	34			\$ 9.42					
		F.W.	..... BARTLEY		132	47	12.31	2.42	\$ 9.28	8.43				
		F.	..... INDIANOLA		68	29			\$ 9.15					
		F.	..... RED WILLOW		132	39			\$ 9.03					
		B.C.K.O.R. T.W.Y.	..... McCOOK											
			..... (131.85)		Yard	Yard	L 12.10 A.M.	L 2.20 A.M.	L 8.45 A.M.	L 8.23 P.M.				
			..... SCHEDULE TIME				Daily	Daily	Daily	Daily				
			..... AVERAGE MILES AN HOUR				1:51 71.1	2:50 48.4	3:45 35.1	1:57 87.5				

CENTRAL STANDARD TIME.

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN McCOOK AND HASTINGS.

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

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

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

Rule 221 (a) in effect at Oxford for trains moving to the Hastings, Red Cloud and Oxford Jct subdivision and is modified to include both freight and passenger trains.

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

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

Train register at Gaines for trains terminating there.

Mixed Extra leaves Kenesaw 12:45 P. M. daily except Sunday for Hastings and will carry passengers.

Local extra leaves McCook 7:00 A. M. daily except Sundays and Holidays for Gaines.

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

McCook and Akron—Subdivision

TIME TABLE No. 77.

EFFECTIVE MARCH 20, 1949.

McCOOK DIVISION.

WESTWARD				Signs	Distance from Pacific Jct.	STATIONS	Capacity of		Office Open	EASTWARD			
FIRST CLASS							Siding	Other Tracks		FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
7	1	17	19						10	14	18	6	
P.M. L 11.55	A.M. L 4.40	A.M. L 3.55	A.M. L 3.45	B.C.K.O.R. T.W.Y.	287.81	..... McCOOK	Yard	Yard	Continuous.	P.M. A 7.20	A.M. A 12.30	P.M. A 11.05	A.M. A 1.00
				F	293.20	..... PERRY		21	No Office				
s 12.10	4.51	4.13	3.55	W.F.	299.04	..... CULBERTSON	133	62	No Office	7.08	s 12.15 A.M.	10.51	
s 12.25	4.59	4.21	4.03	F.	309.43	..... TRENTON	133	36	No Office	7.00	s 11.55	10.43	12.38
s 12.38	5.07	4.29	4.12	F.	321.05	..... STRATTON	132	25	No Office	6.52	s 11.32	10.35	12.28
s 12.53				F.	330.69	..... MAX	133	31	No Office		s 11.19		
s 1.08	5.22	4.44	4.26	W.F.	339.07	..... BENKELMAN	144	64	No Office	6.39	s 11.08	10.22	12.15 A.M.
				F.	343.04	..... DOANE		21	No Office				
s 1.21				F.	349.53	..... PARKS	140	13	No Office		s 10.50		
s 1.35	5.38	5.00	4.43	F.	361.09	..... HAIGLER	136	28	No Office	6.25	s 10.35	10.08	11.59
				F.	366.20	..... SANBORN		29	No Office				
s 1.48				F.	371.07	..... LAIRD	132	14	No Office		s 10.23		
s 2.00	5.52	5.14	4.56	C.W.Y.F.	377.48	..... WRAY	131	211	No Office	6.13	s 10.15	9.56	11.45
				F.	385.55	..... ROBB		126	No Office				
s 2.20	6.06	5.28	5.09	F.	392.19	..... ECKLEY	141	22	No Office	6.02	s 9.55	9.45	11.33
				F.	398.43	..... SCHRAMM		11	No Office				
s 2.40	6.16	5.38	5.19	W.F.	404.75	..... YUMA	133	84	No Office	5.53	s 9.41	9.36	11.23
				F.	410.47	..... HYDE		13	No Office				
				F.	414.04	..... CALHOUN	132		No Office				
s 2.57				F.	417.42	..... OTIS		97	No Office		s 9.21		
				F.	422.98	..... PLATNER	132	15	No Office				
A 3.28 A.M.	A 6.44 A.M.	A 6.07 A.M.	A 5.45 A.M.	B.C.K.R. T.W.Y.	430.83	..... AKRON	Yard	Yard	Continuous.	L 5.31 P.M.	L 9.04 P.M.	L 9.12 P.M.	L 11.00 P.M.
Daily	Daily	Daily	Daily			(143.02)				Daily	Daily	Daily	Daily
3:33 40.2	2:04 69.1	2:12 65.0	2:00 71.4			SCHEDULE TIME				1:40 78.7	3:28 41.6	1:53 75.0	2:00 71.4
						AVERAGE MILES AN HOUR							

MOUNTAIN STANDARD TIME.
CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN McCOOK AND AKRON.
 Extra trains will not display classification signals between McCook and Akron.
 No Train Order Signal at McCook and Akron, Conductors and Enginemen must have Clearance Form A.
 First Class Trains will register by ticket at Akron.

Local extra leave McCook 6:00 a. m. Monday, Wednesday and Friday for Akron.
 Local extra leave Akron 6:00 a. m. Tuesday, Thursday and Saturday for McCook.

Akron and Denver—Subdivision

McCOOK DIVISION.

TIME TABLE No. 77.

EFFECTIVE MARCH 20, 1949.

WESTWARD					Distance from Pacific Jet.	Signs	STATIONS	Office Open	Capacity of		EASTWARD				
FIRST CLASS				Siding					Other Tracks	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
1	17	19	7	10	14	18	6								
A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.								
L 6.45	L 6.09	L 5.47	L 3.35	A 5.30	A 9.00	A 9.10	A 10.55								
7.05	6.29	6.09	s 4.20	5.07	s 8.35	8.44	s 10.30								
s 7.15	6.39	6.19	s 4.35	s 4.59	s 8.22	8.36	s 10.12								
7.28	6.52	6.31	s 4.54	4.47	s 8.02	8.24	9.56								
7.40	7.05	6.46	s 5.16	4.37	s 7.45	8.14	9.43								
			s 5.31												
7.53	7.20	7.06	s 5.44	4.27	s 7.23	8.03	9.30								
			f 5.56			f 7.11									
			s 6.12												
8.22	7.50	7.42	6.22	4.04	6.54	7.40	9.04								
A 8.30	A 8.20	A 7.50	A 6.30	L 4.00	L 6.50	L 7.15	L 9.00								
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily								
1:45 63.0	2:11 51.0	2:03 54.3	2:55 38.2	1:30 74.2	2:10 51.4	1:55 58.1	1:55 58.1								

MOUNTAIN STANDARD TIME.

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

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

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

First Class trains will register by ticket at Akron.

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

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

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

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

Sterling Division trains, at night, while standing in clear of McCook Division main track on Sterling Division main track in vicinity of depot at Brush, will display green light to rear in marker next to McCook Division main track and red light to rear on opposite side. When so displayed trains on McCook Division main track may pass markers displaying such indication without stopping.

Spring switch west end No. 1 track Brush.

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

No. 19 will stop at Ft. Morgan to discharge revenue passengers from Lincoln and beyond.

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

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

M4A engines must not be operated on tracks of the Denver Union Terminal Co

Spur Tracks:

Nelson M. P. 456.93 - 28 cars.
Moseley M. P. 461.79 - 56 cars.
Lamb M. P. 466.86 - 19 cars.
Maudru M. P. 467.37 - 37 cars.
Griffin M. P. 471.88 - 20 cars.

Lambert M. P. 480.28 - 42 cars.
Roy M. P. 507.94 - 18 cars.
Klink M. P. 521.95 - 17 cars.
Ladora M. P. 534.20 - 87 cars.

Orleans Jct. and St. Francis—Subdivision

McCOOK DIVISION.

TIME TABLE No. 77.

EFFECTIVE MARCH 20, 1949.

WESTWARD				Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days	EASTWARD			
SECOND CLASS		FIRST CLASS					Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
		Daily Ex. Sunday Passenger									Daily Ex. Sunday Passenger		Sat. Only Freight
		189								190		180	
		A.M. L 7.40		F.Y.Yd.	0.21	..... ORLEANS Jct.	Yard	Yard	No Office.		P.M. A 5.57		P.M. A 9.00
		7.44		F.	2.97	..... STAMFORD Jct.			No Office.		5.51		8.40
		s 7.53			7.02	..... STAMFORD		32	8:00 a.m. to 5:00 p.m.		s 5.44		s 8.20
		s 8.04		F.	13.52	..... HOLLINGER		17	No Office.		s 5.31		s 8.00
		s 8.16		W.	20.32	..... BEAVER CITY		49	8:00 a.m. to 5:00 p.m.		s 5.20		s 7.30
		s 8.28			28.20	..... HENDLEY		30	8:15 a.m. to 5:15 p.m.		s 5.03		s 6.55
		s 8.48			35.68	..... WILSONVILLE		127	8:00 a.m. to 5:00 p.m.		s 4.49		s 6.18
		f 8.59			41.11	..... SHIPPEE		12	No Office.		f 4.38		f 6.00
		s 9.10			45.83	..... LEBANON		31	No Office.		s 4.29		s 5.40
		s 9.24		W.	52.81	..... DANBURY		57	8:00 a.m. to 5:00 p.m.		s 4.20		s 5.20
		s 9.32			57.25	..... MARION		19	No Office.		s 4.09		s 4.55
		s 9.42			62.30	..... CEDAR BLUFFS		28	No Office.		s 4.01		s 4.35
		s 9.56			69.01	..... TRAEER		26	8:00 a.m. to 5:00 p.m.		s 3.47		s 4.10
		s 10.15		C.T. W.Yd.	75.64	..... HERNDON		Yard	8:30 a.m. to 5:30 p.m.		s 3.35		s 3.35
		s 10.33			85.86	..... LUDELL		55	No Office.		s 3.12		s 3.00
		s 10.45			91.08	..... ATWOOD		43	8:00 a.m. to 5:00 p.m.		s 3.05		s 2.40
		s 10.55			94.97	..... BLAKEMAN		14	No Office.		s 2.55		s 1.55
		s 11.12			101.48	..... BEARDSLEY		41	No Office.		s 2.45		s 1.30
		s 11.31		W.	109.70	..... McDONALD		66	8:00 a.m. to 5:00 p.m.		s 2.32		s 1.01
		s 11.51			118.31	..... BIRD CITY		52	8:00 a.m. to 5:00 p.m.		s 2.16		s 12.51
		s 12.10			127.90	..... WHEELER		20	No Office.		s 1.58		s 12.10
		A 12.30		C.K.R.T. W.Yd.	133.65	..... ST. FRANCIS		Yard	8:00 a.m. to 5:00 p.m.		L 1.45		L 11.45
		Daily Ex. Sunday				..... (133.65)					Daily Ex. Sunday		Sat. Only
		4:50 27.6				..... SCHEDULE TIME					4:12		9:15
						..... AVERAGE MILES AN HOUR					31.8		14.4

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

CENTRAL STANDARD TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect. Rule 926 not in effect.

Rule 221 (a) in effect at all train order offices on this subdivision and is modified to include both freight and passenger trains.

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

Local extra leaves Orleans Jct. 6:30 A. M. Monday, Wednesday and Friday for St. Francis.

Local extra leaves St. Francis 8:30 A.M. Tuesday and Thursday for Orleans Jct.

No offices open Sundays.

Trains will register at Stamford Jct. and Herndon when instructed by Dispatcher.

No. 189 leave Orleans 7:35 A.M.; No. 190 arrive Orleans 6:02 P.M.

McCOOK DIVISION.

Republican and Oberlin—Subdivision

TIME TABLE No. 77.

EFFECTIVE MARCH 20, 1949.

WESTWARD				Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days	EASTWARD			
SECOND CLASS							Sidings	Other Tracks		SECOND CLASS			
				B.C.K.R. T.Yd.	0.00	REPUBLICAN	55	71	6:00 a.m. to 10:00 p.m.				
				F.	10.80	WOODRUFF		37	No Office.				
				W.	17.52	LONG ISLAND		28	8:00 a.m. to 5:00 p.m.				
					27.74	ALMENA		30	8:30 a.m. to 5:30 p.m.				
				F.	31.66	CALVERT		8	No Office.				
					34.84	STATSPUR		2	No Office.				
				C.W.	38.96	NORTON		72	8:00 a.m. to 5:00 p.m.				
				F.	46.93	ORONOQUE		18	No Office.				
					51.99	REAGER		13	No Office.				
				W.	57.42	NORCATUR		31	8:30 a.m. to 5:30 p.m.				
				F.	68.66	KANONA		30	No Office.				
				R.T.W. K. Yd.	77.79	OBERLIN	Yard	Yard	8:30 a.m. to 5:30 p.m.				
						(77.79)							
						SCHEDULE TIME							
						AVERAGE MILES AN HOUR							

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

CENTRAL STANDARD TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect. Rule 925 not in effect.

Rule 221 (a) in effect at all train-order offices on this subdivision and is modified to include both freight and passenger trains.

Local extra leaves Republican 9:30 A.M. Mon., Wed. and Fri. for Oberlin.

Local extra leaves Oberlin 11:00 A.M. Tues. and Thurs. and 2:00 P.M. Sat. for Republican.

Local extras carry passengers.

Republican and Oberlin subdivision trains will use Hastings, Red Cloud and Oxford Jet subdivision main track between Depot Republican and junction switch at M. P. 236.13 and all trains will move at restricted speed.

Eastward trains must secure permission from dispatcher before occupying main track. West Yard limit board located at M. P. 236.32.

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

No offices open Sundays.

Culbertson and Imperial—Subdivision

TIME TABLE No. 77.

EFFECTIVE MARCH 20, 1949.

WESTWARD				Signs	Distance from Culbertson	STATIONS	Capacity of		Office Open Week Days	EASTWARD			
SECOND CLASS							Sidings	Other Tracks		SECOND CLASS			
				W.	0.00	CULBERTSON	133	62	8:30 a.m. to 5:30 p.m.				
					9.10	BEVERLY		21	No Office.				
					17.69	PALISADE		28	8:30 a.m. to 5:30 p.m.				
				F.	24.87	HAMLET		28	No Office.				
				W.	32.46	WAUNETA		55	8:00 a.m. to 5:00 p.m.				
				F.	41.87	ENDERS		70	No Office.				
				F.R. Y.W.	49.06	IMPERIAL		54	8:00 a.m. to 5:00 p.m.				
						(49.06)							
						SCHEDULE TIME							
						AVERAGE MILES AN HOUR							

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

MOUNTAIN STANDARD TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect. Rule 925 not in effect.

Rule 221 (a) in effect at all train-order offices on this subdivision and is modified to include both freight and passenger trains.

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

Local extra leaves Culbertson 8:15 A.M. Mondays, Wednesdays and Saturdays for Imperial.

Local extra leaves Imperial 12:45 P.M. Mondays, Wednesdays and Saturdays for Culbertson.

No offices open Sundays.

Denver and Lyons—Subdivision

TIME TABLE No. 77.

McCOOK DIVISION.

EFFECTIVE MARCH 20, 1949.

WESTWARD					Signs	Distance from Denver	STATIONS	Capacity of		Office Open Week Days	EASTWARD				
SECOND CLASS								Sidings	Other Tracks		SECOND CLASS				
					B.K.R. Yd.	0.00	..... DENVER	Yard	Yard	Continuous.				
					Yd.	1.25	..... PROSPECT			Continuous.				
					Yd.	1.60	... C & S. Crossing (Grade)... 1.95			No Office.					

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

					R.	14.20	..... BROOMFIELD			7:00 p.m. to 4:00 a.m.				
						18.73	..... EVERS MAN		9	No Office.				
					W.Y.	21.89	..... LA FAYETTE		18	8:00 a.m. to 5:00 p.m.				
					Yd.	26.15	... U. P. Crossing (Grade)... 0.01							
						26.16	..... ERIE		29	No Office.				
						29.30	..... PLUMBS		18	No Office.				
						32.14	..... IDAHO CREEK		30	No Office.				
						33.65	..... JESSUM		17	No Office.				
						35.39	..... DIXON'S MILLS		19	No Office.				
						37.61	... GREAT WESTERN Jct. ... 0.26			No Office.				
						37.87	... C. & S. Crossing (Grade)... 0.04							
						37.91	... C. & S. Crossing (Grade)... 0.29							
					Yd. R.	38.20	..... LONGMONT		153	Continuous.				
						39.87	..... MARNETT		4	No Office.				
						42.61	..... HYGIENE		35	No Office.				
					R.Y.	48.28	..... LYONS		31	No Office.				
					Yd.		..... (48.28)							
							..... SCHEDULE TIME							
							..... AVERAGE MILES AN HOUR							

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

MOUNTAIN STANDARD TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect. Rule 925 not in effect.

Rule 221 (a) in effect at all train-order offices on this subdivision and is modified to include both freight and passenger trains.

Local extras carry passengers.

Centennial mine Spur at M. P. 20.60.

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

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

Local extra leaves Denver 8:00 A. M. Monday, Wednesday and Friday for Lyons

Local extra leaves Lyons 12:30 P.M. Monday, Wednesday and Friday for Denver

Hastings, Red Cloud and Oxford Junction—Subdivision

McCOOK DIVISION.

TIME TABLE No. 77.

EFFECTIVE MARCH 20, 1949.

WESTWARD				Office Open Sundays	Signs	Distance from Hastings	STATIONS		Capacity of		Office Open Week Days	EASTWARD		
SECOND CLASS	FIRST CLASS						Siding	Other Tracks	FIRST CLASS	SECOND CLASS				
Monday, Wed. Friday Mixed	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger									Daily Passenger	Daily Ex. Sunday Passenger	Tuesday, Thurs. Sat. Mixed
163	191	15										16	188	164
				Continuous.	BKRW	0.00	HASTINGS		Yd		(Tower) Continuous.			
						0.69	JUNCTION				No Office			
					BCKO TWY Yd	0.75	GAINES	Yd.	Yd.		No Office			P.M. 12.35
				No Office.	F.R.	10.13	AYR Jct.				No Office.			12.10 P.M.
				No Office.	F.	11.68	AYR		20		No Office.			
					Yd.	18.92	BLUE HILL Jct.				No Office			
				Closed.	W.Yd.	19.12	BLUE HILL		39		7:15am to 4:15pm			
				No Office.	F.	30.68	COWLES		19		No Office.			
						31.65	SAND PIT				No Office.			
				No Office.	F.R.	37.03	LESTER				No Office.			

Trains between Lester and Red Cloud

are governed by time table of Wymore Division

				Dist. from Napier									
			P.M. L 6.45	8:00am to 11:00am 4:00pm to 8:00am	BK RTW Yd	195.28	RED CLOUD	Yd	Yd	Continuous	A.M. A 7.55		
			s 6.56	Closed.		202.28	INAVALE	61	26	7:30am to 4:30pm	s 7.44		
			s 7.06	No Office.	F.	208.19	RIVERTON	72	25	No Office.	s 7.34		
			s 7.24	Closed.	W.	218.67	FRANKLIN	71	32	7:15am to 4:15pm	s 7.19		
			s 7.32	No Office.	F.	223.32	BLOOMINGTON	19	19	No Office.	s 7.10		
			s 7.40	Closed.		228.62	NAPONEE	82	20	6:00pm to 3:00am	s 7.02		
			s 7.58	6:00 a.m. to 9:00 a.m. 7:00 p.m. to 10:00 p.m.	BKT Yd.	235.56	REPUBLICAN	55	71	6:00am to 10:00pm	s 6.50		
			s 8.11	Closed.		241.10	ALMA	45	45	8:00am to 5:00pm	s 6.35		
			s 8.25	6:10 a.m. to 9:10 a.m.	C.Y. Yd.	247.07	ORLEANS	65	Yd	6:10am to 3:10pm	s 6.23		
			L 6.12	No Office.	Y.F.Yd.	247.81	ORLEANS Jct.			No Office.	A.M. A 7.24		
			A 6.30	No Office.	F.	257.40	OXFORD Jct.			No Office.	L 6.05	L 7.10	
			P.M.				(103.38)				A.M.	A.M.	
Monday, Wed. Friday		Daily Ex. Sunday	Daily								Daily	Daily Ex. Sunday	Tuesday, Thurs. Sat.
0:20 28.3		0:18 37.6	1:55 32.4				SCHEDULE TIME				1:50 33.9	0:14 48.4	0:25 22.7
							AVERAGE MILES AN HOUR						

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

CENTRAL STANDARD TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Rule 925 not in effect between Hastings and Lester.

Rule 221 (a) in effect at all train-order offices on this subdivision and is modified to include both freight and passenger trains.

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

Train register at Gaines for trains originating and terminating.

Orleans siding extends from first switch west of depot to west leg of wye. Inside switches must be kept lined for siding.

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

Normal position of switch at Lester for Wymore and Red Cloud subdivision.

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

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

Republican and Oberlin subdivision trains will use main track between Depot Republican and Junction switch at M. P. 236.13 and all trains must move at restricted speed.

Local extra leaves Hastings 6:00 P. M. daily except Saturday for Oxford and leaves Oxford 4:00 P. M. daily except Sunday for Hastings; carries passengers between Hastings and Red Cloud.

No. 188 Arrive at Orleans 7:25 A.M.; No. 191 Leave Orleans 6:10 P.M.

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

CENTRALIZED TRAFFIC CONTROL—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

DUAL-CONTROL SWITCH—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

STOP SIGNAL—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

TAKE-SIDING SIGNAL—A fixed signal located on and near the base of the signal mast, authorizing movement to siding.

LEAVE-SIDING SIGNAL—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office. Controlled electric switch locks are designated by the letter "C" on door of case.

AUTOMATIC ELECTRIC SWITCH LOCK—An automatic, electrically operated mechanism with indicator that locks a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

CONTROLLED SIDING—A siding having a dual-controlled switch at each end, protected by Stop or Take-siding signal, all of which are under control of the train dispatcher.

CENTRALIZED TRAFFIC CONTROL is in effect on portions of the road so specified in timetable or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

515. Within CENTRALIZED TRAFFIC CONTROL limits, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

516. **AUTOMATIC INTERMEDIATE BLOCK SIGNALS** govern the use of intermediate blocks between controlled sidings and may be stop-and-proceed, or grade signals. Automatic block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits. Extra trains in CENTRALIZED TRAFFIC CONTROL territory will not display classification signals.

518. When a train is delayed at a stop signal and cause is unknown, or in case of any unusual delay, conductor or engineman must notify train dispatcher at once.

519. When a train is stopped by a stop-signal it must stay until authorized to proceed.

520. When a stop-signal does not clear and it is possible to communicate with the train dispatcher and the train dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

521. When a train or engine is authorized to pass a stop-signal, which fails to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

522. Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

523. The main track and controlled sidings must not be entered or fouled unless the movement is authorized by a signal indication, or by permission from the train dispatcher.

524. **CONTROLLED SIDINGS** are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and on sidings.

525. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

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

527. 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.

528. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

529. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

530. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

531. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

532. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainman or engineman must secure permission from the train dispatcher. When permission (including time and working limits) is granted, engineman must be notified and switch must be operated by hand in the following manner:

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND".
3. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

If additional time is required, permission must be secured from the train dispatcher before the time limit has expired.

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train Dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND", signal indications governing movements over such switch are suspended.

The permission granted by the train dispatcher to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding when hand operation started, it must be again lined for siding before selector lever is restored to "POWER" position.

533. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must then be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.
2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

534. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be less than one rail length ahead of switch before Electric Switch Lock can be operated.

535. When a train or engine is using a hand-operated switch equipped with Electric Switch Lock, and the head end of train has entered the siding and portion of train is left on the main track, the Electric Switch Lock Lever MUST BE LEFT REVERSED until the head end of train has again returned to the main track. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applies to either Controlled or Automatic Electric Switch Lock.

536. Drop switches must not be made over power-operated switches.

537. Enginemen must not permit ash pans or front end of engine to be cleaned on the tracks and switches over which movements are governed by signal indication except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

SPECIAL INSTRUCTIONS

Master Mechanic:	C. E. Bloom, McCook.
Trainmaster:	C. H. Kailey, McCook.
Trainmaster:	F. W. Young, Denver.
Terminal Trainmaster:	T. J. Hallinan, Denver.
Assistant Terminal Trainmaster:	A. Kern, Denver.
Road Foreman:	A. A. Koler, McCook
Road Foreman:	A. R. Mechling, McCook.
Chief Dispatcher:	G. O. Vant, McCook.
Night Chief Dispatcher:	C. B. Harshaw, McCook.
Train Dispatchers:	
L. Kleven,	W. R. Gasch,
R. V. Cadman,	G. W. Bloomgren
C. M. Miller,	D. G. Kennedy
H. C. Williams,	E. C. Bush

Central Standard Time between Hastings and McCook.
Mountain Standard Time between McCook and Denver.

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

1. Where manual block system rules are in effect, light engines will be handled the same as passenger trains.

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

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal, at stations where sidings are located, on or near schedule of first class trains, will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and must not again enter the block without permission from signalman.

2. Rule 374 of Rules of the Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by passenger or troop train except in case of an emergency.

3. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

4. Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A, with copy of train order must be delivered to the train completing reverse movement unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking and Centralized Traffic Control at restricted speed, where distant signals are not provided for such movements.

Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

5. USE OF TRACK:

Where there are two sidings for meeting or passing trains the right hand track must be used, unless otherwise provided.

When interlocking signals operated by remote control are in stop position, train or enginemen will promptly communicate with the operator and when so instructed may proceed by "stop" signal, examining switches and details in route designated, assuring themselves they are in proper position.

Freight and Passenger Diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

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

Telephones are located adjacent to control houses and at signal bridges between Brick yard and Gaines for means of communication with operator at Hastings Tower.

LOCATION OF ELECTRIC SWITCH LOCKS.

Hastings-McCook Subdivision.

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

McCook-Akron Subdivision.

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

Controlled electric switch locks at McCook between east switch to short siding and west switch to long siding and at Akron between controlled siding switches.

Akron-Denver Subdivision.

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

6. Trains must be identified at meeting or waiting points.

7. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle as provided in Rule 14b.

8. Conductors must report by wire storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

9. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

10. SPRING SWITCHES.

Spring switches are designated by a round target bearing the letter "S". Facing-point movements over spring switches are protected by automatic home signal. When signal indicates 'Stop', trains may proceed on hand signal after switch has been examined and points are found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing, the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. For trailing moves through Spring Switches, the speed designated in time table speed restrictions must not be exceeded. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

Employs handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

11. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, as to the track on which the occupied outfit cars were left.

SPECIAL INSTRUCTIONS—Continued

Under Rule 93, trains handling occupied Company service cars or carrying caretakers must be protected as prescribed by Rule 99.

Under Rule 908 trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

12. Derricks, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

13. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggage man in addition to Conductor and Engineman.

14. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-Electric motors.

On Gas-Electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920 reading: "Normal supply for engines, 3 fuses and 6 torpedoes."

Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

15. Rule 916 of Rules of the Operating Department is abolished.

16. Rule 914 of the Book of Rules of the Operating Department is modified to read as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

17. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signals displaying restrictive indication at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

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

19. Rule 1078 of Rules of the Operating Department is modified as follows:

"Be thoroughly familiar with all signal rules, arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

20. Crossing with C. & S. between West 41st and 42nd Avenues, Denver, is protected by gates, normal position against C. & S. movements.

Trains, light engines and switch cuts must approach these crossings prepared to stop if gates are not in normal position.

21. The use of cupola lights will be discontinued and that part of Rule D-19 of Rules of the Operating Department reading: "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track," is abolished.

22. High or wide loads moving in trains with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

23. The night signals to be used under Rule 906 are modified as follows: Hot Journals—Stop signal followed by lamp swung in small verticle circle. Brakes sticking—Stop signal followed by lamp in sliding movement out from body.

24. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use whistle freely.

25. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the subdivision.

26. Rule 1047 of the Book of Rules of the Operating Department is modified as follows: "Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station remain at the steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use stop boxes when necessary."

27. The headlight of Diesel and gas-electric engines must be burned dim during daylight hours when in road service.

28. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuses will be used in giving signals as prescribed by Rule 12(a) to 12(g) inclusive, when weather conditions or length of train make it impracticable to pass hand or lamp signals.

29. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

30. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes, or manually when operating under Rule 917. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 and 102.

Where switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

SPECIAL INSTRUCTIONS—Concluded

31. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test and operating at speed authorized for Class "B" trains. When this change is made, Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendants and Master Mechanics of Divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test, and may then operate at speed authorized for Class "A" trains.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

32. Rule 922 of the Book of Rules of the Operating Department is modified to read as follows:

"Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit."

"In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine."

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of rule 93.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines or engines with cabooses must approach all hazardous road crossings, where the view is obscured, prepared to stop; and must run at restricted speed approaching, and on curves, and where the view is obscured, between 6:30 a.m. and 6:30 p.m. and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-Electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Gas-Electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backwards on that subdivision.

Diesel and gas-electric motor trains and engines must not pass through water, if the water is more than three inches above top of rail, and when passing through water the speed must not exceed three miles an hour to prevent damage to traction motors.

Diesel-Electric power units running light must not exceed 60 miles an hour.

C.&S. 4,000 H.P. Diesel units 9950 A.&B. and 9980 A.&B. must not exceed 85 M.P.H.

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

- Gas-Electric motor cars, except motor car 9734 60 M.P.H.
- Gas-Electric motor car 9734 50 M.P.H.
- Diesel-Electric power units 75 M.P.H.
- Diesel-Electric switch engines 40 M.P.H.
- Gas-Electric switch engines, series 9103 to 9106 inclusive 30 M.P.H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On Slidings.....	Restricted Speed	Restricted Speed
All crossovers and other turnouts, not otherwise specified.....	10	10
Handling clam shells, pile drivers, steam shovels.		
Main Lines.....		30
Branch Lines.....		20
(See Special Instructions 12.)		
Handling scale test cars (must be handled next to waycar with air coupled).		
Main Lines.....		35
Branch Lines.....		20
Trailing moves through spring switches.....	15	15
Engines under steam, disconnected on one side with main rod down.		
Main Lines.....	25	25
Branch Lines.....	20	20
B, S-4, or S-4-A engines with drivers blocked up.....	40	40
O-5-A or M engines with drivers blocked up.....	30	30
Trains handling loaded coke racks D. & R. G. W. Series 26750 to 26999 or G. N. ore cars.....		25
20 yard air dump cars in 202650-202799 series, in rear of train when possible.....		25
Loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible		
Main line.....		35
The following speed restrictions will govern handling steam derricks.....	250 Ton Wrecking Derrick 204375	Other Steam Derricks and Rotary Snow Flows
TERRITORY		
Kenesaw - Denver.....	30	35
Red Cloud - Oxford Jet.....	25	30
Hastings - Lester.....	15	20
Orleans Jet. - St. Francis.....	Must Not Operate	20
Republican - Oberlin.....	"	15
Culbertson - Imperial.....	"	20
Denver - Lyons.....	"	20
In addition to the restrictions shown above, Derrick 204375 must not exceed 10 miles an hour over Bridge 34.33 between Hastings and Lester.		

SPEED RESTRICTIONS. Continued

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ORLEANS JCT. and ST. FRANCIS SUBDIVISION			HASTINGS, RED CLOUD AND OXFORD JCT. SUBDIVISION		
Maximum speed.....	40	30	HASTING-RED CLOUD		
Steam engines running backward.....	10	10	Maximum speed.....	40	30
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible.....		30	Steam engines running backward.....	10	10
O Engines between M. P. 107.28 and St. Francis.....	25	25	R, S or B engines.....	30	30
All trains over highway crossing Atwood prepared to stop short of obstruction.....		20	S-4-A or O-5-A engines.....	20	20
Over bridge 2.24.....		20	S-4-A or O-5-A engines over Bridge 34.33.....	15	15
DENVER and LYONS SUBDIVISION			Engine or leading car of eastward trains over highway crossing at M. P. 1.04.....	5	5
Maximum speed.....	35	25	Between Blue Hill Jct. and Blue Hill.....	Restricted Speed	Restricted Speed
O-1 engine M. P. 23.50 to Lyons.....	20	20	RED CLOUD-OXFORD JUNCTION		
Steam engines running backward.....	10	10	Maximum speed.....	45	35
Old main line Lafayette.....	10	10	Steam engines running backward.....	20	20
Over 43rd avenue Denver.....	5	5	Over highway crossings between M. P. 232.69 and 233.00	20	20
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible.....		20	Between Depot Republican and Junction switch M. P. 236.13.....	Restricted Speed	Restricted Speed
REPUBLICAN and OBERLIN SUBDIVISION			Over switch Oxford Junction.....	20	20
Maximum speed.....	40	30	Nos. 15 and 16, when handled by motor.....	50	
Steam engines running backward.....	10	10			
Between Long Island and Norton.....	30	25			
Between Norton and Oberlin.....	25	20			
R and S engines between M. P. 19.45 and Oberlin.....	20	20			
Between Depot Republican and Jct. Switch M. P. 236.13.....	Restricted Speed	Restricted Speed			
Head end of trains over street crossings in Norton city limits and over highway crossings west of Norton city limits prepared to stop short of any obstruction.....		20			
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible.....		20			
CULBERTSON and IMPERIAL SUBDIVISION					
Maximum speed.....	25	25			
Steam engines running backward.....	10	10			
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible.....		20			
Head end of trains over Arapahoe Street just west of depot Wauneta prepared to stop short of any obstruction.....					

SPEED RESTRICTIONS—Concluded

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

A—Trains consisting of all lightweight cars handled by Diesel engines.
See Class B Notes (1) and (2).

B—Passenger trains handled by Diesel engines, having one or more standard cars, or passenger trains handled by O-5-A, S-4 and S-4-A engines.
Note (1) Class A trains operated with automatic brake instead of electric straight air.
Note (2) Class A trains handled by S-1-A or S-2-A engines.

C—All other steam passenger trains.

D—Freight trains when handled by Diesel, B-1-A, O-5-A, S-4, or S-4-A engines.

E—Freight trains when handled by other freight engines.

Gas-electric motor cars must not exceed 50 miles an hour and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 miles an hour.

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

Triangle and banjo type signals are located approximately one mile from points of curve or point where zone speed changes.

The triangle type signal with reflex letter "Z" thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone is reached. Where speed restrictions are required on curves within that zone, the banjo type signal with reflex letter "C" and numerals thereon will indicate speed permissible for that particular curve.

Trains must not exceed 25 miles an hour through turnouts of controlled sidings.

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

HASTINGS and McCOOK SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—M. P. 156.00—M. P. 157.00.....	30	30	30	30	30
Crossover and Turnout M. P. 156.43.....	15	15	15	15	15
ZONE—M. P. 157.00—M. P. 158.00.....	90	75	60	30	30
Turnout west end No. 1 track M. P. 157.96.....	25	25	25	25	25
Turnout end of Double Track Gaines.....	50	40	40	40	40
ZONE—M. P. 158.00—M. P. 219.50.....	90	79	75	55	50
M-4-A and O-1-A engines Atlanta to Oxford Jct.....	50	50	50	50	50
ZONE—M. P. 219.50—M. P. 230.50.....	70	70	65	55	50
Curve M. P. 229.50.....	65	60	60	50	50
ZONE—M. P. 230.50—M. P. 286.60.....	90	79	75	55	50
Head end of trains over Ogden Ave. Oxford, M. P. 233.80.....	50	50	50	50	50
ZONE—M. P. 286.60—M. P. 287.50.....	90	79	75	30	30
ZONE—M. P. 287.50—M. P. 288.50.....	30	30	30	30	30

McCOOK and AKRON SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—M. P. 288.50—M. P. 289.00.....	70	60	60	50	40
ZONE—M. P. 289.00—M. P. 430.50.....	90	79	75	55	50
M-4-A and O-1-A engines Akron to Wray.....	50	50	50	50	50
ZONE—M. P. 430.50—M. P. 431.50.....	50	45	40	40	40

AKRON and DENVER SUBDIVISION

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
M-4-A and O-1-A engines Akron to Brush.....	50	50	50	50	50
ZONE—M. P. 431.50—M. P. 434.00.....	65	55	55	50	45
ZONE—M. P. 434.00—M. P. 535.90.....	90	79	75	55	50
Brush—Entering Sterling main tracks.....	15	15	15	15	15
On Tampa spur.....				15	15
Curve M. P. 506.40.....	80	75	70	55	50
ZONE—M. P. 535.90—M. P. 539.70.....	90	79	75	55	50
Ladora Yard Tracks: On both Wye tracks, on curves and over switches.....				5	5
On tangent track between gate and classification yard.....				10	10
Except Nos. 39, 1, 40, and 10 between 7:00 a.m. and 8:00 p.m. over Road Crossing into Riverside Cemetery, Denver.....	20	20	20	20	20
Over U. P. Crossing, M. P. 537.32.....	70	60	45	30	30
Over U. P. Crossing, M. P. 539.88.....	35	35	35	35	35
ZONE—M. P. 539.70 to Denver.....	30	30	30	35	35

Tracks at Stations In territory where Class B-1, B-1-A, O-5-A, S-4, S-4-A and M-4-A engines are operated, on which it is not permissible to operate this class of power

Location	Track No.	Local Name of Track
HASTINGS AND McCOOK SUBDIVISION:		
Heartwell.....	2	House track (from stockyard to west end).
Axtell.....	4	South elevator track.
Holdrege.....	8	Track leading to roundhouse.
	9	North track to roundhouse.
	40	West wye.
Oxford.....	12	Wye track.
	13	Rip track.
	Edison.....	2	House track (from stockyard to west switch).
Indianola.....	2	Elevator track.
	4	Stock track.

Location	Track No.	Local Name of Track
McCOOK AND AKRON SUBDIVISION:		
Wray.....	5 and 6	Wye tracks.
	8 and 9	Mill tracks.
	13 and 14	Coal tracks.
	16	House track (from platform to east end of track).
	Yuma.....	3	Electric light plant track.
Akron.....	6	Stock track (from stockyard to west end of track).
	14	Spur track north of roundhouse.

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

SPEED OF TRAINS

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

FREIGHT TRAINS (Information Only)

WESTWARD			STATIONS	EASTWARD		
Daily Freight	Daily Freight	Daily Freight		Daily Freight	Daily Freight	Daily Freight
61	67	71		62	68	72
L 12:35AM	L 1:00PM		.. GAINES ..	A 8:00AM	A 3:20PM	
A 4:35AM	A 5:00PM		.. McCOOK ..	L 4:05AM	L 12:01PM	
L 4:00AM	L 4:30PM			A 2:40AM	A 10:30AM	
A 9:00AM	A 9:30PM		... AKRON ...	L 10:40PM	L 7:15AM	
L 9:15AM	L 10:00PM			A 10:20PM	A 7:00AM	
		L 6:15PM	... BRUSH ...			A 1:00AM
A 12:15PM	A 2:00AM	A 8:30 PM	38th ST. YARD	L 7:00PM	L 4:30AM	L 10:00PM