

### SURGEONS AND PHYSICIANS

Ashland, Neb.....	DR. B. H. BAER.....	Surgeon.
Ashland, Neb.....	DR. J. M. PACKER.....	Surgeon.
Aurora, Neb.....	DR. J. M. WOODARD.....	Surg. & Examiner.
Burwell, Neb.....	DR. E. J. SMITH.....	Surgeon.
Central City, Neb.....	DR. A. D. BROWN.....	Surgeon.
Crete, Neb.....	DR. P. J. HUBER.....	Surgeon.
Exeter, Neb.....	DR. J. D. BELL.....	Surgeon.
Exeter, Neb.....	DR. W. S. WIGGINS.....	Surgeon.
Fairmont, Neb.....	DR. A. A. ASHBY.....	Surg. & Examiner.
Fremont, Neb.....	DR. R. C. REEDER.....	Surgeon.
Friend, Neb.....	DR. R. K. JOHNSON.....	Surgeon.
Grand Island, Neb.....	DR. W. J. ARRASMITH.....	Surgeon.
Hastings, Neb.....	DR. A. A. SMITH.....	Surg. & Examiner.
Kearney, Neb.....	DR. C. B. EDWARDS.....	Surgeon.
Kenesaw, Neb.....	DR. R. J. McINTIRE.....	Surg. & Examiner.
Laurel, Neb.....	DR. F. G. OSBERG.....	Surg. & Examiner.
Lincoln, Neb.....	DR. J. ROGERS.....	Surg. & Examiner.
Lincoln, Neb.....	DR. C. ANDREWS.....	Surgeon.
Lincoln, Neb.....	DR. R. F. MUELLER.....	Surgeon.
Lincoln, Neb.....	DR. W. W. BARTELS.....	Surgeon.
Lincoln, Neb.....	DR. J. E. M. THOMSON.....	Surgeon.
Lincoln, Neb.....	DR. G. H. WALKER.....	Surg. & Examiner.
Lincoln, Neb.....	DR. L. E. MARX.....	Surgeon.
Lincoln, Neb.....	DR. F. TEAL.....	Surgeon.
Lincoln, Neb.....	DR. J. A. BROWN.....	Surgeon.
Lincoln, Neb.....	DR. F. F. TEAL.....	Eye Specialist.
Lincoln, Neb.....	DR. J. M. WOODWARD.....	Eye Specialist.
Loup City, Neb.....	DR. C. G. AMICK.....	Surgeon.
Milford, Neb.....	DR. W. R. HILL.....	Surgeon.
Minden, Neb.....	DR. H. S. ANDREWS.....	Surgeon.
Oakland, Neb.....	DR. C. F. SIMMONS.....	Surg. & Examiner.
Omaha, Neb.....	DR. G. D. WHITCOMB.....	Surg. & Examiner.
Omaha, Neb.....	DR. H. H. DAVIS.....	Surgeon.
Omaha, Neb.....	DR. W. L. SUCHA.....	Surgeon.
Omaha, Neb.....	DR. H. GIFFORD.....	Eye Specialist.
Omaha, Neb.....	DR. C. DAVIS.....	Eye Specialist.
O'Neill, Neb.....	DR. J. P. BROWN.....	Surg. & Examiner.
Orchard, Neb.....	DR. W. G. FLETCHER.....	Surgeon.
Ord, Neb.....	DR. F. A. BARTA.....	Surgeon.
Plainview, Neb.....	DR. M. A. JOHNSON.....	Surg. & Examiner.
Plattsmouth, Neb.....	DR. R. F. BRENDLELL.....	Surgeon.
Randolph, Neb.....	DR. A. E. COOK.....	Surgeon.
Ravenna, Neb.....	DR. L. E. DICKINSON.....	Surg. & Examiner.
Sargent, Neb.....	DR. C. H. FENSTERMACHER.....	Surgeon.
Seward, Neb.....	DR. B. E. MORROW.....	Surgeon.
Seward, Neb.....	DR. H. D. CLARKE.....	Surgeon.
Sioux City, Iowa.....	DR. C. T. MAXWELL.....	Surg. & Examiner.
S. Sioux City, Neb.....	DR. A. A. LARSEN.....	Surg. & Examiner.
S. Sioux City, Neb.....	DR. L. L. MAHER.....	Surgeon.
Sutton, Neb.....	DR. H. V. NUSS.....	Surgeon.
Wahoo, Neb.....	DR. N. E. LATHROP.....	Surgeon.
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. O. H. HORRALL,  
Chief Surgeon,  
Chicago, Ill.

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

# Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

# TIME TABLE

OF THE

# OMAHA and LINCOLN DIVISIONS

OF THE

# WESTERN DISTRICT

# No. 1

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

SUNDAY, NOVEMBER 29, 1953

DESTROY ALL TIME TABLES OF PREVIOUS DATE

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

# Pacific Junction to Lincoln—Subdivision—Westward

OMAHA and LINCOLN DIVISIONS.
TIME TABLE No. 1
EFFECTIVE NOV. 29, 1953

FIRST CLASS				Office Open Saturday and Sunday	Distance from Oregopolis	Distance from Pac. Jct. via Louisville	STATIONS	Office Open Week Days Except Saturday	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Daily Passenger	Daily Passenger	Daily Passenger
7	3	1							11	19	17
				Continuous.	0.00		..... PACIFIC JUNCTION .....	Continuous.			
				No Office.	0.12		..... C. B. & Q. Crossing (Interlocked) .....	No Office.			
				No Office.	4.83		..... PLATTSMOUTH .....	No Office.			
				Continuous.	8.88		..... OREGAPOLIS .....	Continuous.	8.26		11.15
				No Office.	4.48		..... PAPPJO .....	No Office.	8.31		11.20
				No Office.	7.62		..... BELLEVUE .....	No Office.			
				No Office.	14.96		..... GIBSON .....	No Office.			
				Continuous.	16.75		..... OMAHA .....	Continuous.	8.55 P.M.	10.20 P.M.	11.45 P.M.
				No Office.	20.35		..... SOUTH OMAHA .....	No Office.			
				No Office.	24.42		..... RALSTON .....	No Office.			
				No Office.	31.37		..... CHALCO .....	No Office.	9.32	10.38	12.16
				No Office.	37.68		..... GRETNA .....	No Office.			
				No Office.	41.28		..... MELIA .....	No Office.			
				No Office.	46.66		..... C. B. & Q. Crossing (Interlocked) .....	No Office.			
				Continuous.	47.15	35.28	..... ASHLAND .....	Continuous.	9.49	10.54	12.32
				Closed.		42.12	..... GREENWOOD .....	8:00 a.m. to 5:00 p.m.			
				No Office.		47.56	..... WAVERLY .....	No Office.			
				Closed.		54.76	..... HAYLOCK .....	8:00 a.m. to 5:00 p.m.	10.07	11.14	12.53
				No Office.		57.41	..... C.B.N.W. Crossing (Auto Interlocked) .....	No Office.			
				No Office.		58.87	..... M. P. CROSSING (Interlocked) .....	No Office.			
				No Office.		59.29	..... BAIRD (Tower) .....	No Office.			
				Continuous.		59.59	..... LINCOLN .....	Continuous.	10.15 P.M.	11.20 P.M.	1.04 A.M.
				No Office.		60.10	..... HALL (Tower) .....	No Office.			
				Continuous.		60.70	..... CARLING .....	Continuous.			
							..... SCHEDULE TIME .....				
							..... AVERAGE MILES PER HOUR .....		1:57 41.2	1:00 54.7	1:59 41.3

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN, PACIFIC JUNCTION AND PLATTSMOUTH;**  
M.P. 0.03 OREGAPOLIS AND M.P. 15.99 EAST OF OMAHA;  
M.P. 17.89 WEST OF OMAHA AND M.P. 46.89 EAST OF ASHLAND;  
M.P. 41.03 EAST OF GREENWOOD AND M.P. 49.10 WEST OF WAVERLY;  
AND INTERLOCKING LIMITS OF BAIRD TOWER AND HALL TOWER ON FREIGHT TRACKS.

**BETWEEN M. P. 15.99 (EAST OF OMAHA) AND M. P. 17.89 (WEST OF OMAHA) TRAINS HAVE NO TIME TABLE SUPERIORITY AND MUST RUN AT REDUCED SPEED.**

**Controlled sidings:** Bellevue; Omaha (between M. P. 17.89 and M. P. 19.01); South Omaha; Ralston; Chalco; Melia; and Waverly.

**Dual-Control switches:** Turnouts of all controlled sidings except Middle switch at west end of siding Waverly;  
Oregopolis north wye switch;  
Pappjo east wye switch;  
Gibson east and west end of yard and end of double track;  
South Omaha M.P. 19.78;  
Ashland both ends of wye and double crossover east of depot;  
Greenwood M.P. 41.03 and end of double track;  
Waverly end of double track.

**Spring switches:** Plattsmouth end of double track;  
Omaha west end of advance track;  
South Omaha yard switch on siding at M.P. 20.29;  
Ashland west end No. 1 track;  
Waverly middle switch at west end of siding.

Electric switch locks on all hand operated main track switches within Centralized Traffic Control limits.

Controlled electric switch lock on controlled siding Omaha, near west end.

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

Automatic Block System in effect between Plattsmouth and Oregopolis; between Ashland and M. P. 41.03 east of Greenwood, and between M. P. 49.10 west of Waverly and Baird Tower.

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

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

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

(Concluded on Page 3)

# Lincoln to Pacific Junction—Subdivision—Eastward

OMAHA and LINCOLN DIVISIONS. TIME TABLE No. 1 EFFECTIVE NOV. 29, 1953

FIRST CLASS			Signs	Distance from Oreadpolis	Distance from Pac. Jct. via Louisville	STATIONS	Capacity of		FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger					Siding	Other Tracks	Daily Passenger	Daily Passenger	Daily Passenger
12	6	18						14	30	10	
	A.M. 10.30	A. M. 5.45	B.C.K.O.R. T.W.Y.Yd.		0.00	..... PACIFIC JUNCTION .....					
						0.12	C. B. & Q. Crossing (Interlocked)				
	10.19	5.34	F. Yd.		4.95	..... PLATTSMOUTH .....					
	10.14	5.27	Y.	0.00	8.88	..... OREADPOLIS .....	122	6.39		1.43	
			F. Y.	4.48		..... PAPPJO .....	19	6.33		1.38	
			F.	7.62		..... BELLEVUE .....					
			B.C.K.O. T.W.F.	14.96		..... GIBSON .....	140				
	A.M. 11.59	9.50 8.30	B.K.R.W. Yd.	16.75		..... OMAHA .....					
		5.00 4.55	B.K.O. W.Y.F.	20.35		..... SOUTH OMAHA .....	111	6.10 5.50	P.M. 10.05	1.15 1.08	
			F.	24.42		..... RALSTON .....	110				
	11.40	8.09	F.	31.37		..... CHALCO .....	26	f 5.31			
			F.	37.68		..... GRETNA .....	100	f 5.22	9.40	12.48	
			F.	41.28		..... MELIA .....	67	f 5.14			
				46.66		C. B. & Q Crossing (Interlocked)	104				
	11.24	7.53	B.C.K.Yd. R.W.Y.	47.15	35.28	..... ASHLAND .....					
					42.12	..... GREENWOOD .....	78	s 5.00	9.24	12.33	
			F.		47.56	..... WAVERLY .....		s 4.50			
	11.06	7.36	B.K.T.W.Yd.		54.76	..... HAVELOCK .....	138	s 4.43			
		4.01			57.41	C. & N. W. Crossing (Auto. Interlocked)		f 4.37	9.06	12.17	
					58.87	M. P. Crossing (Interlocked)					
			F.		59.29	..... BAIRD (Tower) C. B. & Q. Crossing (Interl'kd)					
	L 11.00 A.M.	L 7.30 A.M.	B.K.O.Yd. R.W.		59.59	..... LINCOLN .....					
		3.55 A.M.	F.		60.10	..... HALL (Tower) U. P. Crossing (Interlocked)		L 4.30 P.M.	L 9.00 P.M.	L 12.11 A.M.	
			B.C.K.O.R. T.W.Y.Yd.		60.70	..... CARLING .....					
						..... SCHEDULE TIME .....					
	0:59 57.3	3:00 26.8				..... AVERAGE MILES PER HOUR .....		2:20 34.4	1:05 50.5	1:41 48.8	

OMAHA DIVISION

LINCOLN DIVISION

No train order signal Pacific Junction, 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.

Trains may register by ticket at Ashland.

Nos. 1, 10, 17 and 18 will register by ticket at Lincoln.

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

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

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

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

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

LaPlatte M. P. 2.04. Track No. 1 capacity 44 cars. Track No. 2 capacity 34 cars.

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

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

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

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

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

# Lincoln and Gains—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

WESTWARD					EASTWARD										
FIRST CLASS					FIRST CLASS										
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Capacity of Controlled Sidings	Other Tracks	Signs	Distance from Pacific Junction	STATIONS	Office Open	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
7	89	1	17	19							18	6	14	90	10
P.M.	A.M.	A.M.	A.M.	A.M.							A.M.	A.M.	P.M.	P.M.	A.M.
L 6.15	L 10.15	L 1.52	L 1.19	L 12.03			B.K.O. R.W.Y.Yd.	59.59	..... LINCOLN .....	Continuous	A 3.40	A 6.55	A 3.59	A 4.15	A 12.04
							F.	60.10	..... U. P. Crossing (Interlocked) .....	No Office.					
								60.35	..... HALL (Tower) .....	No Office.					
								60.70	..... C. B. & Q. Crossing (Interl'kd) .....	No Office.					
							B.C.K.O.Yd. R.T.W.Y.	60.70	..... CARLING (Interlocked) .....	Continuous.					
							B.C.K.O.Yd. R.T.W.Y.	61.50	..... HOBSON .....	Continuous.					
						Yard	Yd.	63.45	..... CUSHMAN .....	No Office.					
							F.	67.39	..... COBB .....	No Office.					
							F.	66.93	..... DENTON .....	No Office.				s 4.00	
						140	32	69.43	..... BERKS .....	No Office.					
						140	7	76.21	..... CRETE .....	No Office.					
s 6.39	A 10.40	2.14	1.40	c 12.25	74	257	W.F.	79.72	..... DORCHESTER .....	No Office.	3.16	s 6.25	s 3.30	L 3.50	11.44
s 6.52	A.M.				140	56	W.F.	88.09	..... FRIEND .....	No Office.			s 3.14		
s 7.04		2.28	1.54	12.41	140	89	F.	97.17	..... C. & N. W. Crossing (Interl'kd) .....	No Office.	3.01	6.10	s 3.02		11.31
								105.08	..... EXETER .....	No Office.					
s 7.15					140	48	F.	105.77	..... FAIRMONT .....	No Office.			s 2.51		
s 7.33		2.41	2.07	s 1.00	140	263	C.W.F.	112.97	..... GRAFTON .....	No Office.	2.48	s 5.56	s 2.40		11.18
s 7.44					140	37	F.	119.74	..... SUTTON .....	No Office.			s 2.26		
s 7.57		2.53	2.19	1.16	113	132	F.	127.86	..... SARONVILLE .....	No Office.	2.35	s 5.37	s 2.15		11.06
s 8.05					140	22	F.	132.28	..... HARVARD .....	No Office.			s 2.03		
s 8.14		3.04	2.30	s 1.28	140	26	W.F.	140.69	..... INLAND .....	No Office.	2.23	s 5.22	s 1.53		10.55
s 8.25					140	98	F.	147.48	..... HALLORAN .....	No Office.			f 1.42		
							F.	152.00	..... BRICK YARD .....	No Office.					
							F.	154.89	..... HASTINGS TOWER .....	Continuous.					
							B.R.K.	155.90	..... U. P. Crossing (Interlocked) .....	Continuous.					
A 8.40		A 3.23	A 2.49	A 1.52		Yard	F.	156.16	..... HASTINGS .....	No Office.	L 2.09	L 5.05	L 1.30		L 10.41
P.M.		A.M.	A.M.	A.M.		Yard	B.C.K.O. T.W.Y.	158.01	..... GAINES .....	No Office.					
									..... (98.39) .....						
2:25 39.9	0:25 48.3	1:51 63.7	1:30 64.0	1:49 53.1					..... SCHEDULE TIME .....		1:31 63.7	1:50 62.6	2:29 38.8	0:25 48.3	1:23 69.7
									..... AVERAGE MILES PER HOUR .....						

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

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

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

Nos. 1, 10, 17 and 18 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 Wymore division must have clearance form A at Crete.

No. 90 will register at Crete by register ticket when operator on duty.

No. 19 will stop at Crete to discharge revenue passengers from Omaha and east and to receive revenue passengers for Denver when notified at Lincoln.

Spur track, M. P. 154.74. Capacity 20 cars.

"O" street viaduct at Lincoln will not clear man on top of car.

**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 be left not less than 70 feet away from either side of crossing. Eastward passenger trains, No. 90 and No. 14 making station stop, should stop with head end 320 feet west of crossing. Eastward trains on siding delayed after entering approach section 1100 feet west from the crossing must not exceed 5 miles per hour until engine is over crossing.

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

Dual-Control switches: Turnouts of all controlled sidings and turnout at Cobb.

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

Local extra leaves Hobson Monday, Wednesday, Friday, for Hastings. Local extra leaves Hastings Tuesday, Thursday and Saturday for Hobson.

# Lincoln and Ravenna—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

WESTWARD				Office Open Week Days Except Saturday	Signs	MILE POST LOCATION	STATIONS	Office Open Saturday and Sunday	Capacity of		EASTWARD			
SECOND CLASS		FIRST CLASS							Siding	Other Tracks	FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Freight	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Freight	Daily Freight
79	75	41	43					42	44	78	80			
		P.M. L 7.00	A.M. L 12.05	Continuous.	W. Y. R. K. O.B. Yd.	0.00	..... LINCOLN .....	Continuous.	Yard	Yard	A.M. A 6.40	P.M. A 8.00		
				No Office.	F.	0.34	..... BAIRD (Tower) .....	No Office.						
				No Office.		0.78	..... C. B. & Q. Crossing (Interl'kd) .....	No Office.						
				No Office.		1.00	..... U. P. Crossing (Interl'kd) .....	No Office.						
				No Office.	F.	1.00	..... C. B. & Q. Jct. (Interl'kd) .....	No Office.						
				Continuous.	C. W. Y. T. R. K. O. Yd.	1.88	..... HOBSON .....	Continuous.	Yard	Yard			A.M. A 3.30	P.M. A 7.30
				No Office.	Yd. F.	4.37	..... CUSHMAN .....	No Office.						
				No Office.	F.	8.06	..... EMERALD .....	No Office.			6.25	7.46	3.20	7.04
				See Footnote		13.66	..... PLEASANT DALE .....	See Footnote.	65	30	6.20	7.42	3.13	6.58
				8:00 a.m. to 5:00 p.m.	W.	19.64	..... MILFORD .....	Closed.	66	30	6.14	7.36	3.04	6.50
				No Office.	F.	23.97	..... RUBY .....	No Office.	140	87	6.07	7.30 41	2.56	6.42
				6:45 p.m. to 3:45 a.m.		28.55	..... SEWARD .....	6:45 p.m. to 3:45 a.m.	130		c 5.55	s 7.16	2.41	6.31
				No Office.		29.13	..... C. & N. W. Crossing (Auto Interlocked) .....	No Office.						
				No Office.	F.	36.17	..... TAMORA .....	No Office.	77	34	5.46	7.07	2.31	6.20
				7:00 a.m. to 4:00 p.m.		42.42	..... UTICA .....	Closed.	119	60	5.39	7.00	2.21	6.11
				7:00 a.m. to 4:00 p.m.		48.96	..... WACO .....	Closed.	77	43	5.32	6.53	2.12	6.03
				See Footnote.	W.	55.85	..... YORK .....	See Footnote.	W 120 E 81	180	s 5.24	s 6.45	2.00 75	5.54
				7:00 a.m. to 4:00 p.m.		64.19	..... BRADSHAW .....	Closed.	119	39	5.12	6.31	1.48	5.43
				8:00 a.m. to 5:00 p.m.		71.28	..... HAMPTON .....	Closed.	77	34	5.04	6.23	1.38 43	5.33
				12:01 a.m. to 11:59 a.m. 4:00 p.m. to 11:59 p.m.	C. W. Y. T. K. B. Yd.	77.32	..... AURORA .....	12:01 a.m. to 8:00 a.m. 4:00 p.m. to 11:59 p.m.	193	Yard	s 4.52	s 6.12	1.23	5.24 79
				No Office.	F.	83.42	..... MURPHY .....	No Office.	67	23	4.46	6.06	1.12	5.10
				See Footnote		88.94	..... PHILLIPS .....	See Footnote.	83	31	4.40	f 6.00	1.05	5.02
				No Office.	F.	93.57	..... TRAILL .....		25	33				
				No Office.	F.	96.08	..... U. P. Crossing (Interlocked) .....	No Office.						
				Continuous.	O.W. Yd.	96.32	..... GRAND ISLAND .....	See Footnote.	186	Yard	s 4.30	s 5.50 79	12.55	4.50
				No Office.		103.07	..... OVINA .....	No Office.						
				No Office.	F.	104.72	..... ABBOTT .....	No Office.	67	23	4.15 75	5.26	12.39	4.36
				7:00 a.m. to 4:00 p.m.		111.47	..... CAIRO .....	Closed.	93	36	4.08	s 5.19	12.30	4.26
				No Office.	F.	119.17	..... ST. MICHAEL .....	No Office.	67	35	4.00	5.09	12.15	4.15
				Continuous.	C. W. T. R. K. B.	127.74	..... RAVENNA .....	Continuous.	Yard	Yard	L 3.50 A.M.	L 5.00 P.M.	L 12.01 A.M.	L 4.00 P.M.
							..... (126.63) .....							
							..... SCHEDULE TIME .....							
							..... AVERAGE MILES PER HOUR .....				2:50 44.7	3:00 42.2	3:29 35.8	3:30 35.6

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

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

Automatic Block System in effect between Cushman and Mile Post 125.99 east of Ravenna. Centralized Traffic Control in effect Mile Post 125.99 through Ravenna.

Controlled electric switch locks on all main track switches through Ravenna yard.

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

No. 42 will stop at Seward to pick up or discharge revenue passengers.

Furr Spur track M. P. 2.34, capacity 9 cars.

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

Curry Spur track M. P. 81.00, capacity 8 cars.

CONCLUDED ON PAGE 6

# Lincoln and Ravenna—Subdivision

**OMAHA and LINCOLN DIVISIONS.**

**TIME TABLE No. 1**

**EFFECTIVE NOV. 29, 1953**

Power Spur M. P. 91.82. Traill Spur M. P. 93.28.  
Lipcot Spur M. P. 94.55 - set out track 21 cars. Engines must not pass loading tipple.

Copiant Spur and set out track, M. P. 103.50, capacity 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 eastward siding.	
west end of westward siding.	

"O" Street viaduct Lincoln will not clear man on top of car.  
Building on Donald track, Grand Island, will not clear man on side of car.

Local extra leaves Aurora Monday, Wednesday, Friday for Ravenna.  
Local extra leaves Ravenna Tuesday, Thursday, Saturday for Aurora.  
Local extra leaves Aurora Monday, Wednesday and Friday for Hobson.  
Local extra leaves Hobson Tuesday, Thursday and Saturday for Aurora.

Pleasant Dale, office open 6:00 p.m. to 3:00 a.m. daily except closed from 3:00 a.m. Saturday to 6:00 p.m. Monday.  
York, office open 12:15 a.m. to 8:15 a.m., 1:30 p.m. to 9:30 p.m. daily, and Sunday open 12:15 a.m. to 9:30 p.m.  
Phillips, office open 8:00 p.m. to 5:00 a.m. daily except closed from 5:00 a.m. Saturday to 8:00 p.m. Monday.  
Grand Island continuous Saturday and Sunday except closed 8:00 a.m. to 4:00 p.m. Sunday.

# Aurora and Kearney—Subdivision

**OMAHA and LINCOLN DIVISIONS.**

**TIME TABLE No. 1**

**EFFECTIVE NOV. 29, 1953**

WESTWARD				Office Open Weekdays Except Saturday	Signs	Distance from Aurora	STATIONS	Office Open Saturday and Sunday	Capacity of		EASTWARD							
SECOND CLASS									Siding	Other Tracks	SECOND CLASS							
Daily Ex. Saturday Mixed	Tues. Thurs. and Sat. Mixed	P.M.	L								Mon. Wed. and Fri. Mixed	Daily Ex. Saturday Mixed	P.M.	L	A	S	f	
35	59			See Page 5.	C.W.Y. R.K.B. Yd.	0.00	..... AURORA .....	See Page 5.	193	Yard	60	36						
		L 1.00		7:00 a.m. to 4:00 p.m.		9.93	..... GILTNER .....	Closed.		25	A 8.00							
		S 1.18		No Office.		18.93	..... TRUMBULL .....	No Office.		44	S 7.42							
		S 1.34		No Office.		24.69	..... BLAINE .....	No Office.		6	S 7.26							
		f 1.45		No Office.	F.	27.07	..... BRICK YARD .....	No Office.			f 7.15							
		A 1.50	P.M.	Continuous.	B.R.K.	28.08	..... HASTINGS TOWER U. P. Crossing (Inter'l'd) .....	Continuous.			L 7.10							
						0.25					A.M.							

**Trains between Brick Yard and Gaines are governed by time table of Lincoln-Gaines subdivision.**

				No Office.	F.	28.34	..... HASTINGS .....	No Office.										
				No Office	B.C.K. O.T.W.Y.	29.08	..... GAINES .....	No Office										

**Trains between Gaines and Kenesaw are governed by time table of McCook Division.**

				Distance from Kenesaw											
P.M.	L	A	S		7:00 a.m. to 4:00 p.m.	R.	0.00	..... KENESAW .....	Closed	140	48	P.M.	A	L	S
		L 7.10		8:00 a.m. to 5:00 p.m.	T.R.W.	24.39	..... KEARNEY .....	Closed.		48					
		A 8.35	P.M.				..... (67.46) .....								
							..... SCHEDULE TIME .....					0:50		1:25	
		1:25	0:50				..... AVERAGE MILES PER HOUR .....					32.5		17.2	

**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-Kearney subdivision trains. Conductors and enginemen must have Clearance Form A.

No train order signal at Kenesaw and Kearney. Conductors and enginemen must have Clearance Form A, when operators on duty.

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

Nos. 35 and 36, 59 and 60 carry passengers.

Engines must not enter roundhouse at Kearney.

Lowell Spur, M. P. 10.12, capacity 10 cars.

Lippincott Spur M. P. 10.96, capacity 42 cars. Engines must not pass loading tipple.

Gravelvale Spurs M. P. 17.58 set out track, capacity 39 cars.

At Kearney all tracks are yard tracks. Trains entering Kearney expect to find cars on any and all tracks including the old main track.

# Ashland and Ferry—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

NORTHWARD				Office Open Week Days Except Saturday	Signa	Distance from Ashland	STATIONS		Capacity of		SOUTHWARD						
SECOND CLASS									Office Open Saturday and Sunday	Daily Freight	Daily Freight	Siding	Other Tracks	SECOND CLASS			
	Daily Freight	Daily Freight												Daily Freight	Daily Freight		Daily Freight
	<b>86</b>	<b>84</b>										<b>83</b>	<b>85</b>				
	P.M. 11.00	A.M. 7.00		Continuous.	B.C.K.R. W.Y. Yd.	0.00	..... ASHLAND .....	Yd	Yd		Continuous.	P.M. A 3.30	A.M. A 3.00				
	11.25	7.30		No Office.	F.	7.49	..... WANN .....	70	23		No Office.	3.07	2.35				
	11.38	7.45		7:00 a.m. to 4:00 p.m.	F.	14.77	..... YUTAN .....	84	23		Closed.	2.52	2.20				
				No Office.		15.30	..... U. P. Crossing (Auto. Interlocked) .....				No Office.						
	11.50	8.00		No Office.	F.	21.03	..... LE SHARA .....	70	21		No Office.	2.37	2.00				
	A.M. 12.20	9.00		No Office.		28.96	..... U. P. Crossing (Interlocked) ..				No Office.						
				No Office.	F.O.W. Yd.	29.22	..... FREMONT .....	105	200		No Office.	2.22	1.30				
				Continuous.		29.98	..... FREMONT TOWER .....				Continuous.						
				No Office.		30.03	..... U. P. Crossing (Interlocked) ..				No Office.						
				No Office.		35.46	..... C.&N.W. Crossing (Interlocked) ..				No Office.						
	<b>12.45</b>	9.30		No Office.	F.	37.95	..... C.&N.W. Crossing (Auto. Interlocked) .....				No Office.	1.57	<b>12.45</b>				
	<sub>85</sub>			7:00 a.m. to 4:00 p.m.		43.64	..... NICKERSON .....	69	22		No Office.		<sub>86</sub>				
	12.57	9.45		8:00 a.m. to 5:00 p.m.		52.78	..... WINSLOW .....	69	21		Closed.	1.47	12.25				
	1.15	10.10		No Office.		59.83	..... UEHLING .....	67	40		Closed.	1.29	12.07				
				7:00 a.m. to 4:00 p.m.	W.	60.03	..... C. St. P. M. & O. Crossing (Auto. Interlocked) .....				No Office.		A.M.				
	1.30	10.35		8:00 a.m. to 5:00 p.m.		67.00	..... OAKLAND .....	64	64		Closed.	1.15	11.50				
	1.42	10.55		7:00 a.m. to 4:00 p.m.		75.68	..... LYONS .....	65	24		Closed.	1.02	11.35				
	1.57	11.15		7:00 a.m. to 4:00 p.m.		82.08	..... ROSALIE .....	69	40		Closed.	12.46	11.15				
	2.09	11.30		7:00 a.m. to 4:00 p.m.		88.20	..... WALTHILL .....	73	37		Closed.	12.34	11.00				
	2.21	11.45		No Office.		94.48	..... WINNEBAGO .....	125	17		Closed.	12.22	10.45				
	2.33	<b>12.10</b>		No Office.			..... HOMER .....	41	22		No Office.	<b>12.10</b>	10.30				
				7:00 a.m. to 4:00 p.m.			..... DAKOTA CITY .....				No Office.	P.M.					
	2.47	12.22		No Office.		101.74	..... C. St. P. M. & O. Crossing (Auto. Interlocked) .....		7		No Office.	11.56	10.15				
	A3.00	A12.30		Continuous.	B.C.K.O.R. T.Y. Yd.	104.50	..... FERRY .....	Yd	Yd		Continuous.	L11.50	L10.00				
	A.M.	P.M.					..... (104.50) .....				A.M.	P.M.					
	4:00	5:30					..... SCHEDULE TIME .....				3:40	5:00					
	28.1	19.0					..... AVERAGE MILES PER HOUR .....				28.5	20.9					

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. ST. P. M. & O. RAILWAY FERRY TO THE JUNCTION WITH GREAT NORTHERN RAILWAY AND GREAT NORTHERN RULES AND TIME TABLE FROM THIS JUNCTION TO STUEBEN STREET.

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 and Ferry. Conductors and Enginemen must have Clearance Form A.

Trains may register by ticket 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:

O-1, S-3-A or larger engines and 200, 300 and 400 series diesels, must not move beyond clearance point on Brewery track.

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

FERRY:

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

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

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

Track at M. P. 1.29; capacity 35 cars. Switch at both ends.

Spur Tracks:

Fackler M. P. 20.04 - 7 cars.

Essen M. P. 56.10 - 20 cars.

Anderson M. P. 71.61 - 20 cars.

## Oreapolis and Ashland—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Pacific Jct.	STATIONS	Capacity of		EASTWARD			
								Siding	Other Tracks				
				Continuous.	R.Y.	8.88	..... OREAPOLIS .....		19				
				No Office.		8.98	..... M. P. Crossing (Interlocked) .....						
				No Office.	F.	14.37	..... CULLOM .....	138	47				
				No Office.	F.	19.12	..... CEDAR CREEK .....		47				
				No Office.		22.97	..... M. P. Crossing (Interlocked) .....						
				See Footnote.	W. Yd.	23.10	..... LOUISVILLE .....	128	104				
				No Office.		27.21	..... C.R.I. & P. Crossing (Auto. Interlocked) .....						
				8:00 a.m. to 5:00 p.m.		27.85	..... SOUTH BEND .....	133	44				
				Continuous.	B.C.K.R. W.Y.Yd.	35.28	..... ASHLAND .....	Yd	Yd				

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT AT ASHLAND BETWEEN M. P. 34.75 AND M. P. 35.03. SWITCH LEADING TO WYE IS DUAL-CONTROLLED.

Manual block system; Rule 318-B in effect.

Trains may register by ticket at Oreapolis and Ashland.

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

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

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

Western Sand and Gravel Spur, M. P. 18.89. Capacity 56 cars. Engines heavier than class 0-1 must not operate on this track. Engines must not pass transformer located 1960 feet from switch.

Wasco Spur M. P. 20.02. Engines heavier than class 0-1 must not operate on this track. Engines must not pass under tipple.

Western Sand and Gravel Spur, M. P. 28.40. Engines must not go beyond loading chute.

Kerford Quarry Tracks. M. P. 29.50. Track No. 1 capacity 17 cars. Track No. 2 capacity 42 cars.

South Bend Quarry M. P. 30.29.

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

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

OFFICE OPEN:

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

Offices open Saturday and Sunday:

Oreapolis and Ashland continuous, South Bend closed.

## Pappio and Gilmore Junction—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

WESTWARD				Office Open	Signs	Distance from Pappio	STATIONS	Capacity of		EASTWARD			
SECOND CLASS								Siding	Other Tracks				
				No Office.	Yd. F. Y.	0.00	..... PAPPIO .....						
				No Office.		2.05	..... FORT CROOK .....						
				No Office.	Yd.	3.92	..... GILMORE JUNCTION .....	22					

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

				No Office.	B.K.F. O.W.Y.	9.11	..... SOUTH OMAHA .....						
							..... SCHEDULE TIME .....						
							..... AVERAGE MILES PER HOUR .....						

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

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

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

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



# Ferry and O'Neill—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

WESTWARD				EASTWARD				
SECOND CLASS				SECOND CLASS				
	Sunday, Tues., and Thurs. Mixed	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	Mon. Wed., and Fri. Mixed
	<b>95</b>							<b>96</b>
	A.M. 6.00	Continuous.	B.C.K.O.R. T.Y. Yd.		..... FERRY .....		Continuous.	A.M. 7.30
	s 6.45	No Office.		11.70	..... WILLIS .....	14	No Office.	s 6.58
	s 7.05	7:00 a.m. to 4:00 p.m.		19.25	..... WATERBURY .....	20	Closed.	s 6.38
	s 7.40	8:00 a.m. to 5:00 p.m.		26.20	..... ALLEN .....	21	Closed.	s 6.09
	s 8.05	No Office.		35.19	..... DIXON .....	28	No Office.	s 5.49
		No Office.		40.15	..... C. St. P. M. & O. Crossing (Grade) .....		No Office.	
	s 8.35	8:00 a.m. to 5:00 p.m.		40.24	..... LAUREL .....	35	Closed.	s 5.34
	s 8.59	7:00 a.m. to 4:00 p.m.		46.51	..... BELDEN .....	26	Closed.	s 5.14
		No Office.		54.59	..... C. St. P. M. & O. Crossing (Grade) .....		No Office.	
	s 9.55	8:00 a.m. to 5:00 p.m.		54.64	..... RANDOLPH .....	12	Closed.	s 4.40
	s 10.20	No Office.		60.79	..... McLEAN .....	20	No Office.	s 4.15
	s 10.45	8:00 a.m. to 5:00 p.m.	Y	68.25	..... OSMOND .....	65	Closed.	s 3.55
	s 11.10	No Office.		73.67	..... BRESLAU .....	20	No Office.	s 3.30
	s 11.30	7:00 a.m. to 4:00 p.m.		78.13	..... PLAINVIEW .....	34	Closed.	s 3.15
		No Office.		78.38	..... C. & N. W. Crossing (Grade) ...		No Office.	
	- P.M. - s 12.15	8:00 a.m. to 5:00 p.m.		87.76	..... BRUNSWICK .....	34	Closed.	s 2.40
	s 12.55	8:00 a.m. to 5:00 p.m.		101.64	..... ORCHARD .....	29	Closed.	s 2.01
	s 1.25	7:00 a.m. to 4:00 p.m.		111.89	..... PAGE .....	21	Closed.	s 1.35
	A 2.00 P.M.	8:00 a.m. to 5:00 p.m.	Y.R.K.B.	124.21	..... O'NEILL .....	71	Closed.	L 1.00 A.M.
	8:00 15.5				..... (125.60) .....			
					..... SCHEDULE TIME .....			6:30
					..... AVERAGE MILES PER HOUR .....			17.5

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 Ferry and O'Neill. Conductors and Enginemen must have Clearance, Form A.

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

# Lincoln and Columbus—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD								
SECOND CLASS								Siding	Other Tracks		SECOND CLASS								
		Daily Ex. Sunday Mixed														Daily Ex. Sunday Mixed			
		<b>31</b>																	
	A.M.			Continuous.	CWYTR K.O.B. Yd.		..... CARLING .....			Continuous.									
	L	7.00				0.00	..... (Interlocked) .....	Yard	Yard										
				Continuous.	W.Y.R. K.O.B. Yd.		..... LINCOLN .....	Yard	Yard	Continuous.									
				No Office.	F.	0.34	C. B. & Q. Crossing (Interl'kd)			No Office.									
				No Office.		0.78	..... BAIRD (Tower) .....			No Office.									
				No Office.	F.	1.00	..... U. P. Crossing (Interlocked) .....			No Office.									
		7.15		No Office.		5.87	..... C. B. & Q. Jct. (Interl'kd) .....			No Office.									4.50
	f	7.25		No Office.		11.24	..... WOODLAWN .....		23	No Office.									f 4.40
	s	7.40		No Office.		18.44	..... MALCOLM .....		11	No Office.									s 4.25
	s	8.00		8:00 a.m. to 5:00 p.m.		25.46	..... GARLAND .....		15	Closed.									s 4.05
	s	9.20		No Office.	F.Yd.	31.91	..... SEWARD .....		45	No Office.									s 3.40
				No Office.		38.84	C. & N. W. Crossing (Grade)			No Office.									
	s	10.00		No Office.		46.81	..... STAPLEHURST .....		31	No Office.									s 3.10
				7:00 a.m. to 4:00 p.m.		52.53	..... ULYSSES .....		46	Closed.									s 2.45
	f	10.50		No Office.		52.56	..... GARRISON .....		17	No Office.									f 2.15
	s	11.30		8:00 a.m. to 5:00 p.m.		61.26	..... DAVID CITY .....		92	Closed.									s 2.00
				No Office.		70.11	..... U. P. Crossing (Grade) .....			No Office.									
	s	11.55		7:00 a.m. to 4:00 p.m.		70.61	..... BELLWOOD .....		33	Closed.									s 1.30
				No Office.			..... U. P. Crossing (Interlocked) .....			No Office.									
	P.M.			8:00 a.m. to 5:00 p.m.	T.R.		..... COLUMBUS .....	Yard	134	Closed.									L 1.00 P.M.
							..... (70.61) .....												
							..... SCHEDULE TIME .....												4:00
							..... AVERAGE MILES PER HOUR .....												17.9

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, at Lincoln, No. 31 and No. 32 need not obtain Clearance Form A and will not register.

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.

"O" street viaduct, Lincoln, will not clear man on top of car.

At Woodlawn, Lincoln Army Air Base lead, engine must not go more than 100 feet east of derail.

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

No. 31 and No. 32 carry passengers, and will run via Lincoln passenger depot.

Moll spur, MP 63.47, capacity 12 cars.

Diesel engines in 200, 300 and 400 series must not be double headed over bridge 64.96.

SEWARD:

CB&Q-C&NW crossing (MP 25.91) protected by STOP gate with route normally lined for the C&NW. CB&Q train and engine movements approaching crossing from either direction, must STOP before reaching crossing, trainman or engineman will proceed to crossing and if no train or engine is closely approaching on conflicting route, line gate against C&NW and hand signal train or engine to proceed. After clearing crossing gate must be restored to normal position.

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.

RAILROAD CROSSINGS.

# Aurora and Burwell—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

WESTWARD								EASTWARD					
SECOND CLASS								SECOND CLASS					
	Sun. Tues. and Thurs. Mixed	Mon. Wed. and Fri. Mixed	Signs	Distance from Greeley Center	Distance from Aurora	STATIONS	Capacity of		Office Open Week Days Except Saturday	Tues. Thur. and Sat. Mixed	Mon. Wed. and Fri. Mixed		
	57	59					Sidings	Other Tracks		60	58		
	A.M. L 10.00	A.M. L 8.30	C.W.R.Y. K.B.Yd.		0.00	..... AURORA ..... 10.39	193	Yard	See Page 5.	P.M. A 12.30	P.M. A 1.00		
	s 10.25	s 8.55			10.99	..... MARQUETTE ..... 8.32		24	8:00 a.m. to 5:00 p.m.	s 11.55	s 12.30		
	s 10.45	s 9.20			19.31	..... CENTRAL CITY ..... 0.27		91	7:00 a.m. to 4:00 p.m.	s 11.30	s 12.10		
					19.58	..... U. P. Crossing (Inter'kd) ..... 4.47			No Office.				
					24.05	..... HORD ..... 3.30		7	No Office.				
	s 11.07 60	s 9.40			27.95	..... ARCHER ..... 7.62		12	No Office.	s 11.07 57	s 11.50		
	A 11.25 A.M.	s 10.05	T.R. Yd.		35.57	..... PALMER ..... 7.73		83	8:00 a.m. to 5:00 p.m.	s 10.40	L 1.30 A.M.		
		f 10.25	F.		43.30	..... CUSHING ..... 7.23		9	No Office.	f 10.10			
		s 10.50			50.53	..... WOLBACH ..... 13.63		23	8:00 a.m. to 5:00 p.m.	s 9.50			
		s 11.30		0.00	64.16	..... GREELEY CENTER ..... 23.63		52	7:00 a.m. to 4:00 p.m.	s 9.15			
				23.63		..... U. P. Crossing (Grade) ..... 0.30			No Office.				
		P.M. — s 12.30		23.93		..... ORD ..... 4.46		105	7:00 a.m. to 4:00 p.m.	s 8.20			
		f 12.50		30.39		..... ELYRIA ..... 3.34		2	No Office.	f 7.55			
		A 1.30 P.M.	K.T.R.	40.23		..... BURWELL ..... (104.19)		74	See Footnote.	L 7.30 A.M.			
	1:25 25.1	5:00 20.9				..... SCHEDULE TIME.....				5:00 20.9	1:30 23.6		
						..... AVERAGE MILES PER HOUR.....							

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Train order signal at Aurora does not govern Aurora-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 operators on duty.

#### CENTRAL CITY:

C. B. & Q.-U. P. crossing is semi-automatic with route normally lined for the Union Pacific. C. B. & 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.

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

Vall Spur at M. P. 39.39 (Burwell), capacity 8 cars.

Tracks at Hord, Cushing and Elyria are Spurs.

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.

## Ayr Jct. and Huntley—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

WESTWARD				Office Open Week Days Except Saturday	Signs	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	EASTWARD					
SECOND CLASS									Mile Post Location	Mon., Wed. and Fri. Mixed	163	164	SECOND CLASS	
A.M. L 8.25													No Office.	67.08
# 8.50				No Office.	60.15	ROSELAND 5.06	36	No Office.	# 3.10					
# 9.10				No Office.	W. 55.09	HOLSTEIN 7.36	32	No Office.	# 2.50					
# 9.35				No Office.	47.73	NORMAN 8.25	8	No Office.	# 2.25					
#10.05				No Office.	39.48	SOUTH MINDEN 8.00	25	No Office.	# 1.55					
#10.30				No Office.	31.48	KEENE 6.81	18	No Office.	# 1.30					
#10.55				7:30 a.m. to 4:30 p.m.	24.67	WILCOX 8.00	45	Closed.	# 1.05					
#11.20				No Office.	24.67	C. B. & Q. Crossing (Grade) 7.62		No Office.						
A 11.45 A.M.				No Office.	16.99	RAGAN 6.98	26	No Office.	#12.40					
3:20 17.1				No Office.	10.01	HUNTLEY	12	No Office.	L 12.15 P.M.					
						(57.07)								
						SCHEDULE TIME								
						AVERAGE MILES PER HOUR			3:20 17.1					

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 Wilcox does not govern Ayr Jct. and Huntley subdivision trains. Conductors and Enginemen must have Clearance Form A when operator on duty.

At Huntley all tracks are yard tracks. Trains entering Huntley expect to find cars on any and all tracks including the old main track. Huntley wye at M. P. 11.7.

## Palmer and Sargent—Subdivision

WESTWARD				Signs	Distance From Palmer	STATIONS	Capacity of		Office Open Week Days Except Saturday	EASTWARD			
SECOND CLASS							Siding	Other Tracks		Mon., Wed. and Fri. Mixed	58	SECOND CLASS	
Sun., Tues. and Thur. Mixed												T.R. Yd.	0.00
A.M. L 11.30				10.47	ST. PAUL 8.94	16	7:00 a.m. to 4:00 p.m.	#10.50					
P.M. #12.05				19.41	FARWELL 9.56	25	8:00 a.m. to 5:00 p.m.	#10.20					
#12.35				28.97	ASHTON 11.09	12	8:00 a.m. to 5:00 p.m.	# 9.50					
# 1.05				40.06	LOUP CITY 13.66	93	7:00 a.m. to 4:00 p.m.	# 9.20					
# 1.40				53.72	ARCADIA 10.76	26	8:00 a.m. to 5:00 p.m.	# 8.35					
# 2.25				64.48	COMSTOCK 8.61	17	7:00 a.m. to 4:00 p.m.	# 8.00					
# 3.00				R.Y.E. 73.09	SARGENT	76	7:00 a.m. to 4:00 p.m.	L 7.30 A.M.					
A 3.30 P.M.					(73.09)								
4:00 18.3					SCHEDULE TIME								
					AVERAGE MILES PER HOUR			3:55 18.7					

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

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

No train order signal at Palmer and Sargent. Conductors and Enginemen must have Clearance Form A when operators 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

# Ashland and Prague—Subdivision

OMAHA and LINCOLN DIVISIONS.

TIME TABLE No. 1

EFFECTIVE NOV. 29, 1953

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

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

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

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

Firestone, M. P. 10.63.

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

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

## FREIGHT TRAINS (Information Only)

WESTWARD							STATIONS	EASTWARD						
Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight		Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	
67	73	61	C.B. 61	C.B. 67	C.D.	87		62	C.B. 62	66	88	70	74	68
		P.M. L 3:40			A.M. L 4:30	A.M. L 3:20	. PAC. JCT. .	P.M. A 3:30			P.M. A 6:00	P.M. A 7:30		A.M. A 7:00
			P.M. L 2:00	A.M. L 9:30			CO. BLUFFS		P.M. A 3:30				A.M. A 2:30	
	P.M. L 5:30					A 4:15 L 4:45	. GIBSON .							
							SO. OMAHA					L 6:15 P.M.		
						A 6:20 A.M.	. ASHLAND .				L 4:20 P.M.			
P.M. 2:45	A 7:30 P.M.	A 5:40 L 9:00	A 6:30 P.M.	A 12:01 P.M.	A 7:00 L 9:30		. HOBSON .	L 1:00 P.M. A 11:00	L 12:30 P.M.	P.M. A 8:30			L 10:30 P.M.	L 5:00 A 2:00 A.M.
5:00 P.M.		A 11:45 P.M.			A 12:15 P.M.		. HASTINGS .	L 8:20 A.M.		L 6:20 P.M.				L 11:30 P.M.

### Clay Center Spur.

Mile Post Location	STATIONS	Capacity of	
		Sidings	Other Tracks
107.14	..... SUTTON ..... 6.96	113	132
100.18	..... VERONA ..... 5.45		6
94.73	..... CLAY CENTER.....		37

SPUR TRACK BETWEEN SUTTON AND CLAY CENTER WITHIN YARD LIMITS. RULE 908 IN EFFECT.

AT SUTTON: Centralized Traffic Control in effect.  
Siding is a controlled siding.  
Rule 528 in effect.

Maximum speed .....20 M.P.H.  
Steam engines running backward.....10 M.P.H.

### Lushton Spur.

Mile Post Location	STATIONS	Capacity of	
		Sidings	Other Tracks
118.44	..... LUSHTON ..... 6.06		38
112.38	..... BIXBY..... 5.24		6
107.14	..... SUTTON.....	113	132

SPUR TRACK BETWEEN SUTTON AND LUSHTON WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Wye at Lushton.

AT SUTTON: Centralized Traffic Control in effect.  
Siding is a controlled siding.  
Rule 528 in effect.

Maximum speed .....20 M.P.H.  
Steam engines running backward.....10 M.P.H.  
Engine or leading car over highway crossing M. P.  
110.34 and 110.12 .....10 M.P.H.

### McCool Jct. Spur.

Mile Post Location	STATIONS	Capacity of	
		Sidings	Other Tracks
135.38	..... YORK ..... 9.13	W-120 E-81	180
126.25	..... MCCOOL JCT.....		36

SPUR TRACK BETWEEN YORK AND MCCOOL JCT. WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Knox Spur, M. P. 131.03, capacity 11 cars.

Maximum speed .....30 M.P.H.  
Loaded tank cars and loaded 30 yard air dump cars  
in 202800-202884 series .....25 M.P.H.  
Steam engines running backward.....10 M.P.H.  
Engine or leading car over Nobes Avenue crossing,  
York .....10 M.P.H.  
0-1 and 0-1-A engines between York and Knox spur.....15 M.P.H.

### Benedict Spur.

Mile Post Location	STATIONS	Capacity of	
		Sidings	Other Tracks
144.41	..... BENEDICT ..... 9.03		44
135.38	..... YORK ..... W-120 E-81		180

SPUR TRACK BETWEEN YORK AND BENEDICT WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Spur Track, M. P. 136.35, capacity 6 cars.

Mapps Spur, M. P. 140.12, capacity 16 cars; Diesel engines series 200, 300 and 400 must not use this track.  
Maximum speed .....30 M.P.H.  
Loaded tank cars and loaded 30 yard air dump cars  
in 202800-202884 series .....25 M.P.H.  
Steam engines running backward.....10 M.P.H.  
0-1 and 0-1-A engines between York and Mapps spur.....15 M.P.H.  
0-1 and 0-1-A engines over bridge 138.28..... 5 M.P.H.



**SPEED RESTRICTIONS**

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

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

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

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

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

Steam switch engines, not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable and must not exceed 20 M.P.H.

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

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

Gas or diesel-electric engines may operate on the various subdivisions at maximum speed authorized for passenger trains but must not exceed 50 M.P.H. On branch lines where steam is substituted for motor service, speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or diesel-electric engines running backward must not exceed a speed of 10 M.P.H. above the speed authorized for steam engines running backward on that subdivision.

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

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

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

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

Where subdivision maximum speeds are less, they will govern.

**SPEED OF TRAINS:**

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	55.....	1	5
10.....	6	0	60.....	1	0
15.....	4	0	65.....		55
20.....	3	0	70.....		51
25.....	2	24	75.....		48
30.....	2	0	80.....		45
35.....	1	43	85.....		42
40.....	1	30	90.....		40
45.....	1	20	95.....		38
50.....	1	12			

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUBDIVISIONS</b>		
On sidings.....	Reduced Speed 10	Reduced Speed 10
All crossovers and turnouts, not otherwise specified		
Trailing movement through spring switches not otherwise specified .....	15	15
Clamshells, pile drivers, steam shovels or similar equipment:		
Main Lines .....	..	30
Branch Lines.....	..	20
Except Pile Drivers 204617 and 204618 Branch Lines .....	..	15
Rotary Snow Plows:		
Main Lines .....	..	25
Branch Lines.....	..	15
Scale test cars:		
Main Lines .....	..	25
Branch Lines.....	..	20
M-2-A engines .....	35	35
Engines under steam disconnected on one side with main rod down:		
Main Lines .....	25	25
Branch Lines.....	20	20
Wholly disconnected or dead steam engines.....	..	20
B, S-4, S-4-A or S-4-B engines with drivers blocked up .....	40	40
0-5-A, 0-5-B or M engines with drivers blocked up..	30	30
Trains handling coke racks, D&RGW series 26750 to 26999 .....	..	25
20 yard air dump cars in 202650-202799 series, loaded or empty, (in rear of train when possible).....	..	25
Loaded 30 yard air dump cars in 202800-202884 series (in rear of train when possible):		
Main Lines .....	..	35

The following speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Derricks,
Pacific Jct.-Lincoln.....	30 M.P.H.	35 M.P.H.
Oreapolis-Ashland.....	25 M.P.H.	30 M.P.H.
Ashland-Sioux City.....	25 M.P.H.	30 M.P.H.
Ashland-Prague.....	Must not operate	20 M.P.H.
Papplo-Gilmore Jct.....	"	20 M.P.H.
Ferry-O'Neill .....	"	20 M.P.H.
Lincoln-Kenesaw.....	30 M.P.H.	35 M.P.H.
Lincoln-Ravenna.....	30 M.P.H.	35 M.P.H.
Aurora-Hastings.....	20 M.P.H.	20 M.P.H.
Kenesaw-Kearney.....	Must not operate	20 M.P.H.
Seward-Columbus.....	"	20 M.P.H.
Ayr Junction-Huntley.....	"	20 M.P.H.
Aurora-Burwell.....	"	20 M.P.H.
Palmer-Sargent.....	"	20 M.P.H.
Lincoln-Seward (via Garland).....	"	20 M.P.H.
Benedict Spur .....	"	20 M.P.H.
McCool Jct. Spur.....	"	20 M.P.H.
Lushton Spur .....	"	20 M.P.H.
Clay Center Spur.....	"	20 M.P.H.



**SPEED RESTRICTIONS—Continued**

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

- A—Passenger trains handled by diesel engines, operated with electro-pneumatic straight air brakes.
- B—Passenger trains handled by diesel, S-1-A, S-2-A, S-4, S-4-A, S-4-B, O-5-A, O-5-B engines operated with automatic air brakes.
- C—All other steam passenger trains.  
Solid express trains consisting of equipment authorized for handling in passenger trains.
- D—Freight trains.

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

Steam engines running backward must not exceed 20 M.P.H.

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			FREIGHT TRAINS
	A	B	C	D
ZONE—Pac. Jct. M.P. 475.00 to M.P. 0.95.....	40	40	40	Yd.
Pac. Jct. 500 feet from R.R. Crossing.....	15	15	15	15
ZONE—M.P. 0.95 to M.P. 3.50.....	65	55	50	40
ZONE—M.P. 3.50 to M.P. 4.33.....	40	40	40	30
Missouri River Bridge 3.80 and curve at west end of bridge.....	20	20	20	20
ZONE—M.P. 4.33 to M.P. 5.00.....	40	40	40	Yd.
Plattsmouth—Eastward trains dispatching mail.....	10	10	10	..
Plattsmouth—Spring switch at end of double track trailing move eastward..	25	25	25	25
ZONE—M.P. 5.00 to M.P. 6.62.....	55	55	50	Yd.
ZONE—M.P. 6.62 to M.P. 8.79.....	55	55	50	40
Oreapolis—Through turnouts.....	30	30	30	30
ZONE—M.P. 0.00 to M.P. 12.24 (Omaha Line).....	65	55	50	40
Curve M.P. 1.30.....	55	50	50	40
ZONE—M.P. 12.24 to M.P. 14.75.....	65	55	50	40
ZONE—M.P. 14.75 to M.P. 15.99.....	50	50	50	40
Gibson—End of double track.....	30	30	30	30
ZONE—M.P. 15.99 to M.P. 17.89.....	Reduced Speed			Reduced Speed
Curve M.P. 19.12.....	50	50	50	40
Curve M.P. 19.12.....	20	20	20	20
ZONE—M.P. 19.25 to M.P. 21.50.....	50	50	50	40
ZONE—M.P. 21.50 to M.P. 28.20.....	60	55	55	50
ZONE—M.P. 28.20 to M.P. 46.10.....	75	70	65	50
Curve M.P. 32.75.....	65	60	60	50
Curve M.P. 35.00.....	65	60	60	50
Curve M.P. 36.70.....	65	60	60	50
Curve M.P. 37.30.....	65	60	60	50
Curve M.P. 39.69.....	65	60	60	50
Curve M.P. 41.75.....	70	65	60	50
ZONE—M.P. 46.10 to M.P. 46.89 (M.P. 35.00 Louisville Line).....	75	60	55	50
Curve M.P. 46.10.....	65	55	55	50
Ashland—East Crossover.....	50	40	40	40
ZONE—M.P. 35.00 to M.P. 35.75.....	50	50	50	Yd.
ZONE—M.P. 35.75 to M.P. 37.25.....	79	79	75	Yd.
ZONE—M.P. 37.25 to M.P. 53.62.....	79	79	75	50
M.P. 41.10—Through crossovers between main tracks.....	30	30	30	30
Greenwood—Turnout in westward track at end of double track.....	50	40	40	40
Waverly—Turnout in westward track at end of double track.....	50	40	40	40

**SPEED RESTRICTIONS—Continued**

LOCATION	A	B	C	D
ZONE—M.P. 53.62 to M.P. 55.81.....	79	79	75	Yd.
ZONE—M.P. 55.81 to M.P. 57.94.....	79	79	75	50
C.&N.W. crossing M.P. 57.38 with current traffic.....	60	50	50	40
C&NW Crossing M.P. 57.38 against current traffic.....	15	15	15	15
ZONE—M.P. 57.94 to M.P. 59.00.....	79	79	75	Yd.
M.P. 59 to Lincoln.....	Reduced Speed			Yd.
Between Interlocking limits of Baird Tower and Hall Tower on freight tracks.....	..	..	..	25
Between Baird Tower and Hall Tower, via passenger tracks, Lincoln.....	Reduced Speed			Reduced Speed

**LINCOLN-CUSHMAN AND GAINES SUBDIVISION**

LOCATION	Reduced Speed			Reduced Speed
Between Baird Tower and Hall Tower, via passenger tracks, Lincoln.....				
ZONE—Lincoln to M.P. 60.50.....	30	30	30	Yd.
ZONE—M.P. 60.50 to M.P. 66.70.....	79	75	60	50
ZONE—M.P. 66.70 to M.P. 70.50.....	65	60	60	50
Cobb Turnout.....	25	25	25	25
Cushman-Cobb (M.P. 7.50).....	35	35	35	35
ZONE—M.P. 70.50 to M.P. 82.25.....	75	70	60	50
Curve M.P. 78.24.....	65	55	55	50
Curve M.P. 80.10.....	70	60	60	50
ZONE—M.P. 82.25 to M.P. 156.00.....	79	79	75	50
Curve M.P. 127.52.....	79	70	60	50
Crossover, Brickyard.....	40	30	30	30
Turnouts, M.P. 155.82.....	30	30	30	30
Crossover, M.P. 155.98.....	15	15	15	15
ZONE—M.P. 156.00 to M.P. 157.00.....	30	30	30	30
Crossover and turnouts M.P. 156.43.....	15	15	15	15
ZONE—M.P. 157.00 to M.P. 158.00.....	79	75	60	30
Turnout, west end of No. 1 track, M.P. 157.96.....	30	30	30	30
Turnout, end of double track Gaines.....	50	40	40	40
Between Hastings Tower and Hastings depot.....	Reduced Speed			Reduced Speed

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
<b>FERRY AND O'NEILL SUBDIVISION</b>			<b>ASHLAND AND PRAGUE SUBDIVISION</b>		
Maximum speed			Maximum speed		
between Ferry and Osmond.....	30	30	between Ashland and M.P. 10.50.....	25	25
between Osmond and O'Neill.....	25	25	between M.P. 10.50 and Prague.....	20	20
R engines between Ferry and O'Neill.....	25	25	Diesel engines 200, 300 and 400 series:		
Diesel engines 400 series:			over bridge 0.91.....	15	15
between M.P. 68.04 and 70.03.....	20	20	between M.P. 10.50 and Prague.....	15	15
between M.P. 74.00 and 102.35.....	20	20	S-1-A, S-2-A, S-3-A, D, O-1 and O-1-A engines		
between M.P. 107.00 and 113.00.....	20	20	over bridge 0.91.....	5	5
between M.P. 116.15 and 117.00.....	20	20	Steam engines running backward.....	10	10
between M.P. 118.00 and O'Neill.....	20	20	Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	20	20
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series:			Between CB&Q main track Firestone and classification yard Nebraska Ordnance Plant area:		
between Ferry and Osmond.....		25	Tangent track.....	12	12
between Osmond and O'Neill.....		20	Curves.....	6	6
Over bridge 27.83.....	10	10			
Steam engines running backward.....	10	10			

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>LINCOLN AND RAVENNA SUBDIVISION</b>			<b>AURORA AND BURWELL SUBDIVISION</b>		
Maximum Speed:			Maximum speed .....	30	30
Between Lincoln and Cushman.....	60	50	At U. P. Interlocking Central City, engine or leading car between Approach and Home signal, and between Home signals.....	20	20
Between Cushman and M. P. 114.00.....	75	50	Steam engines running backward.....	10	10
Between M. P. 114.00 and Ravenna.....	60	50	Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series:		
Steam engines running backward.....	20	20	Between Aurora and Palmer.....	..	25
Lincoln, between Hall Tower and C. B. & Q. Junction, via passenger tracks.....	Reduced	Speed	Between Palmer and Burwell.....	..	20
M. P. 1.90, over highway crossing "O" Street.....	10	10	Between M. P. 19.05 and 19.50, Central City....	10	10
Curves between Lincoln and Cushman.....	25	25	Diesel engines series 200, 300 and 400 over bridge 40.68 west of Palmer.....	15	15
Cushman, turnout to passenger line.....	30	30			
Through turnouts and spring switches both ends siding, Seward.....	30	30	<b>AURORA AND KEARNEY SUBDIVISION</b>		
Around curves between M. P. 55.50 and M. P. 56.10.	50	50	<b>Between Aurora and Hastings:</b>		
Around curves between M. P. 77.16 and M. P. 77.21.	45	Yd	Maximum speed .....	40	35
Grand Island:			Trains 1, 10, 17 and 18 when class A trains.....	50	
Through turnout west of U. P. crossing.....	30	30	Steam engines running backward.....	20	20
Between M. P. 95.70 and M. P. 96.50.....	30	Yd	At the Approach Signal M. P. 26.50.....	..	30
Ravenna:			<b>Between Kenesaw and Kearney:</b>		
Through east turnout.....	30	30	Maximum speed .....	25	25
Between M. P. 126.90 and M. P. 127.90.....	30	30	Diesel engines series 200.....	15	15
			Diesel engines series 300 and 400.....	20	20
<b>AYR JCT. AND HUNTLEY SUBDIVISION</b>			Steam engines running backward.....	10	10
Maximum speed .....	20	20	S2A Engines over bridge 18.18.....	15	15
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	..	20	Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....		20
Steam engines running backward.....	10	10			
<b>LINCOLN AND COLUMBUS SUBDIVISION</b>			<b>OREAPOLIS AND ASHLAND SUBDIVISION</b>		
Maximum speed .....	25	25	Maximum speed.....	45	40
Between C. B. & Q. Junction and Hall Tower, via passenger tracks, Lincoln.....	Reduced	Speed	M-2-A engines.....	35	35
O engines between C. B. & Q. Jct. and Seward.....	20	20	Steam engines running backward.....	20	20
Steam engines running backward.....	10	10	Through turnout Oreapolis.....	30	30
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	..	20	Over Mo. Pacific crossing, Louisville.....	35	30
Between Lincoln and Seward.....	..	25	Over CRI&P crossing, South Bend.....	35	30
Between Seward and Columbus.....	..	25	Through crossover from Louisville line to westward main track, Ashland.....	30	30
Engine or leading car over air field crossing M. P. 4.99.....	10	10			
Engine or leading car over highway crossings at M. P. 8.74 and M. P. 24.79.....	10	10	<b>ASHLAND AND FERRY SUBDIVISION</b>		
Before crossing highway M. P. 26.00, Seward.....	Stop	Stop	Maximum Speed:		
Engine or leading car over street crossing M. P. 26.17, Seward .....	5	5	Between Ashland and M. P. 40.00.....	49	49
Engine or leading car over main highway crossing just west of depot, Ulysses.....	5	5	Between M. P. 40.00 and Ferry.....	45	35
Over bridge 64.96:			Ashland—Curve M. P. 0.29.....	25	25
R and S engines.....	10	10	Northward trains approaching stop signal M. P. 0.48 .....	Reduced	Speed
Diesel engines series 200, 300 and 400.....	10	10	Steam engines running backward.....	20	20
Westward trains Bellwood Hill, M. P. 56.50 to M. P. 58.70 .....	20	20	At the approach signal of the following interlocking:		
Engine or leading car between home signals U. P. crossing, Columbus .....	20	20	Northward and Southward trains at U.P. crossing Yutan.....	..	30
Engine or leading car over 21st Avenue, Columbus..	5	5	Southward trains at U.P. crossing Fremont M.P. 29.98 .....	40	20
<b>PALMER AND SARGENT SUBDIVISION</b>			Northward and Southward trains at C.&N.W. crossing Nickerson.....	..	30
Maximum speed .....	25	25	Southward trains at C.St.P.M.&O. crossing Oakland .....	..	25
Between M. P. 15.50 and M. P. 23.60.			Northward trains at C.St.P.M.&O. crossing Dakota City.....	..	30
Between M. P. 28.75 and M. P. 30.10.			Engines or leading car of trains between home signals at:		
Between M. P. 40.25 and Sargent:			U.P. crossing at Yutan.....	20	20
Diesel engines series 200.....	15	15	C.&N.W. crossing south of Nickerson.....	20	20
Diesel engines series 300 and 400.....	20	20	C.St.P.M.&O. crossing at Oakland.....	20	20
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....	..	20	C.St.P.M.&O. crossing at Dakota City.....	20	20
Steam engines running backward.....	10	10	Over Platte River Bridge 27.04.....	30	30
			Between M. P. 28.80 and M. P. 30.20, Fremont..	20	10
			Main Street Crossing, Homer.....	20	20

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

Location	Track No.	Local Name of Track
<b>PACIFIC JUNCTION AND LINCOLN SUB-DIVISION:</b>		
Plattsmouth .....	26	Lead to BREX Yard.
	8	House Track.
	10	Water Works.
LaPlatte .....	1	Union Rendering Works.
Bellevue .....	2	House Track.
East Albright .....	1	Rendering Works.
Ralston .....	7	Elevator Track.
	1	Hill Track.
Chalco .....	3	Elevator Track.
Gretna .....	2	Elevator Track.
	3	House Track.
Melia .....	1	Elevator and Stock Track.
Ashland .....	52	Storage Track.
	24	Elevator Track.
	25	Scale Track.
	26	City Track.
	39	Elevator and Coal Track.
	2	South House Track.
	1	Old Rip Track.
	16	Coal and Oil Track.

Location	Track No.	Local Name of Track
<b>LINCOLN AND GAINES SUBDIVISION:</b>		
Yankee Hill .....	3-14-17	Brick Yard Track.
Denton .....	4	House Track from West Switch to west elevator.
Berks .....	2	House Track.
Crete .....	2	Storage Track.
	3	Mill Track.
	5	Mill Track.
	8	Johnson Mill Track.
	9	Johnson Mill Track.
	11	Standard Oil Track.
	12	Fairmont Creamery Track.
	13	Brewery Track.
	14	Platform Track.
	16	Johnson Mill Track.
	20	Johnson Mill Track.
Fairmont .....	17	Round House Track.
Sutton .....	6	Coal Track.
	11	Storage Oil Track.
Harvard .....	6	Oil Track.
Halloran .....		Lead to Naval Base.
Hastings .....	2	Cowton Coal Track.
	4	Elevator Track.
	6	G. I. Transfer Track.
	8	Horn Track.
	16	Hastings Fuel Track.
	20	Oliver Lumber Co. Track.
	38	Standard Oil Track.
	49	Stockyard Track.
	61	Kearney Stub Track.
	62	Byers Lumber Co. Track.
	63	Nash-Finch Co. Track.
	69	Commonly known as No. 10 Track.
	40	Commonly known as No. 11 Track.
	84	Commonly known as No. 10½ Track.
	70	Freight House Tracks.
		and all other industry tracks

Location	Track No.	Local Name of Track
<b>Havelock</b>		
South Side of Main Track		
EAST END	7	Storage Track.
	13	North Paint Line Track.
	20	Casting Dock and Storehouse.
	Also	All Shop Tracks Proper.
South Side of Main Track		
WEST END	6	House Track.
	20	Casting Dock and Storehouse.
	28	Roundhouse Track.
	29	Roundhouse Track.
	31	Roundhouse Track.
	64	Shop Lead.
	105	Goodyear Rubber Company Track.
	Also	All Shop Tracks Proper.
<b>Havelock</b>		
North Side of Main Track		
WEST END	45	Material Yard Lead—cannot be used beyond 1600 ft. from switch.
	Also	All Material Yard Tracks Proper.
<b>OREAPOLIS AND ASHLAND SUB-DIVISION:</b>		
Cullom.....		Lyman-Richey East Sand Pit.
		Lyman-Richey West Sand Pit.
Cedar Creek .....	2	Elevator Track.
Louisville .....	17	Ash Grove Cement Track.
<b>LINCOLN AND RAVENNA SUBDIVISION:</b>		
Emerald .....	2	Elevator Track.
	4	City Track.
Pleasant Dale .....	2	House Track.
Milford .....	2	Elevator Track.
	5	Mill Track.
Seward .....	3	Egg Spur.
	4	Mill Track.
York .....	2	Egg Spur.
	13	Auto Dock Track.
	9	Panhandle Track beyond Switch of Cold Storage Track.
Aurora .....	13	Roundhouse Track.
	14	Roundhouse Track.
	17	Cinder Pit Track.
	33-34	Freight House Tracks.
	40	Waycar Track.
	46	Creamery Track—can be used by "B" engines.
	41	City Track.
	49	Hord Spur.
	3-5-2	Locally referred to as tracks 4, 5, and 6; B-1, B-1-A, O-5-A, O-5-B, S-4, S-4-A, S-4-B, M-4-A engines cannot use switches at east end of tracks account turnouts too sharp.
Power .....	1	Power Spur.
Trall .....	1	Siding—can be used by all Class B and S engines.
Grand Island .....	2	Belt Line.
	17	Donald's Spur.
	10	Gas House Track.
	7	Oil Track.
	8	Elevator Track.
St. Michael .....	2	House Track.
Ravenna .....	40	Mill Track.
	5	City Track.
	33	Coal Chute Incline Track.
	44	Cinder Pit Loading Track.
	30	Cinder Pit Loading Track.
	13	Boiler House Track.

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