

# Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

## TIME TABLE

OF THE

## OMAHA DIVISION

OF THE

## NEBRASKA DISTRICT

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### No. 26

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EFFECTIVE AT 12:01 A. M.

### SUNDAY, JUNE 6, 1926

Destroy All Time Tables of Previous Date

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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 DIVISION

TIME TABLE No. 26

EFFECTIVE JUNE 6, 1926

FIRST CLASS													Distance from Pacific Junction	Distance from Pac. Jct. via Louisville	Office Closed	STATIONS	
43	23	3	37	17	7	25	27	5	15	1	9						
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Mail	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						
	P. M. L 2.50					A. M. L 10.05			A. M. L 8.00	A. M. L 6.05		0.00			PACIFIC JUNCTION...		
												2.52			BRIDGE SWITCH....		
	s 3.05					10.15			s 8.10	6.15		4.95			PLATTSMOUTH....		
	f 3.15					10.23	L A. M. 9.43		8.18	6.22		8.87			OREAPOLIS.....		
	s 3.20					10.26	s 9.49		8.21	6.26		10.91	4:00 P. M. to 7:00 A. M.		LA PLATTE.....		
	3.24					10.30	f 9.53		8.25	6.30		13.35			PAPPJO.....		
	s 3.30					10.35	s 10.01		8.30	6.36		16.49	4:00 P. M. to 7:00 A. M.		BELLEVUE.....		
	3.40					10.45	10.15		8.40	6.50		23.83	5 AM to 8 AM 4 PM to 9 PM		GIBSON.....		
P. M. L 11.00	s 3.45 7.05	P. M. L 4.25	P. M. L 4.15		P. M. L 1.05	A 10.55 A. M.	A 10.20 A. M.	L A. M. 8.15	s 8.50 9.15	s 7.00 7.10	A. M. L 12.10	25.62			OMAHA.....		
11.09	s 7.17	4.34	4.24		s 1.15			s 8.25	9.23	7.18	12.20	29.22			SOUTH OMAHA.....		
11.15	s 7.25	4.40	4.30		s 1.21			8.31	9.29	7.24	12.26	33.29	5 P. M. to 8 A. M.		RALSTON.....		
11.25	s 7.36	4.50	4.40		s 1.32			s 8.40	9.38	7.33	12.36	40.24	5:00 P. M. to 8:00 A. M.		CHALCO.....		
11.29	7.40	4.54	4.44		1.36			8.44	9.42	7.37	12.40	43.13	No Office		CHALCO JCT. ....		
11.35	s 7.47	5.00	4.50		s 1.43			s 8.50	9.46	7.42	12.47	46.55	12:01 A. M. to 8:00 A. M.		GRETNA.....		
11.40	f 7.52	5.05	4.55		s 1.48			8.54	9.50	7.46	12.52	50.15	No. Office		MELIA.....		
s 11.51	s 8.02	5.15	s 5.06	P. M. L 4.30	s 1.58 2.05			s 9.05	9.58	7.55	1.02	56.04	35.28		ASHLAND.....		
12.01 AM	s 8.12	5.25	5.16	s 4.45	s 2.24			s 9.15	10.06	8.05	1.12	62.88	42.12		GREENWOOD.....		
12.10	s 8.20	5.33	5.25	s 4.55	s 2.33			s 9.25	10.13	8.12	1.19	68.32	47.56		WAVERLY.....		
12.20	s 8.30	5.44	5.35	s 5.07	s 2.43			s 9.35	10.22	8.21	1.30	75.52	54.76	5:30 P. M. to 8:30 A. M.		HAVELOCK.....	
												78.17	57.41		C. & N. W. and C. R. I. & P. XINGS.		
												78.27	57.51		SHEPARD.....		
															(Tower)		
															1.39	M. P. CROSSING	
															79.66	58.90	BAIRD.....
																(Tower)	
															80.38	59.62	LINCOLN.....
A 12.30 A. M.	A 8.45 P. M.	A 5.55 P. M.	A 5.45 P. M.	A 5.20 P. M.	A 2.55 P. M.			A 9.50 A. M.	A 10.30 A. M.	A 8.32 A. M.	A 1.40 A. M.	80.89	60.13		0.51	U. P. CROSSING.....	
																1.06	HOBSON.....
																	(Tower)
																	(81.95)
Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily						SCHEDULE TIME.....
1:30 36.6	5:55 13.5	1:30 36.6	1:30 36.6	0:50 29.2	1:50 30.4	0:50 30.0	0:37 29.0	1:35 34.7	2:30 32.0	2:27 32.8	1:30 36.6						AVERAGE MILES AN HOUR.....

**PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR. O-1-A ENGINES HANDLING PASSENGER TRAINS 45 MILES AN HOUR. FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.**

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.**  
 CENTRAL TIME.  
 Automatic Block System. Rules 502 to 512 in effect.  
 Rules D 251, D 252 and D 254 in effect between Baird Tower and Waverly, Greenwood and Ashland, Omaha and Gibson; Oreapolis and Plattsmouth.  
 Controlled Manual Block System rules 402 to 473 in effect between Waverly and Greenwood, Plattsmouth and Pacific Junction.  
 Rule 20, Special Instructions, not in effect.  
 Trains not affected by rule 83 will register by ticket at Gibson.  
 Nos. 1, 3, 9 and 15 will register by ticket at Ashland.

No train order signal at Pacific Junction, Omaha, Lincoln and Hobson Tower. Conductors and Enginemen must have Clearance Card (Form A)  
 Train shed over No. 1 track at Omaha will not clear O engines.  
 No. 9 stops at Ashland to discharge passengers from points east of Omaha.  
 No. 1 stops at Plattsmouth to discharge passengers from points east of Pacific Junction.  
 Camp Gifford at Mile Post 10 flag stop for Nos. 23 and 27.  
 Trains moving against current of traffic between Havelock and Baird Tower will make railroad crossing stop at M. P. Crossing.  
 Trains westward taking siding at Gibson will use crossover switch at Mile Post 14.

# PACIFIC JUNCTION TO LINCOLN SUBDIVISION—WESTWARD

OMAHA DIVISION

TIME TABLE No. 26

EFFECTIVE JUNE 6, 1926

STATIONS	Signs	Capacity Sidings — Cars	SECOND CLASS													
			75 Daily Freight	77 Daily Freight	87 Daily Freight	79 Daily Freight	73 Daily Ex. Sunday Freight	81 Daily Freight	80	81	82	83	84	85	86	87
PACIFIC JUNCTION	BCKR TWY Yd		L 5.00	L 8.05	L 9.15	L 4.30		L 12.15								
BRIDGE SWITCH	F															
PLATTSMOUTH	BCKO TW Yd		5.25	8.25	9.35	4.45		12.45								
OREAPOLIS	Y		5.35	A 8.35 A.M.	A 9.45 A.M.	5.00		A 12.55 A.M.								
LA PLATTE		85	5.45			5.10										
PAPPIO	F		5.50			5.20										
BELLEVUE		85	6.10			5.35										
GIBSON	BCKO RTW Yd		6.35 7.00			6.10		P.M. L 7.45								
OMAHA	BKRW Yd		7.15			6.42		7.55								
SOUTH OMAHA	BCKO TWY Yd		A 8.00 A.M.			A 7.00 A.M.		8.15								
RALSTON		50						8.25								
CHALCO	W	N 77 S 82						8.43								
CHALCO JUNCTION	F							8.50								
GRETNA		48						9.03								
MELIA	F	85						9.10								
ASHLAND	BCKR WY Yd	Yard		A.M. L 10.25				9.30								
GREENWOOD		72		10.45				9.55								
WAVERLY		n83 s85		11.00				10.10								
HAVELOCK	BKTW Yd	Yard														
C. & N. W. and C. R. I. & P. Crossings																
SHEPARD (Tower)																
M. P. CROSSING																
BAIRD (Tower)																
LINCOLN	BKORWY Yd															
U. P. CROSSING																
HOBSON (Tower)	BCKO RTWY			A 12.01 P.M.				A 11.00 P.M.								
SCHEDULE TIME			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily							
AVERAGE MILES AN HOUR			3:00 9.7	3:56 15.3	0:30 18.0	2:30 11.6	3:15 17.5	0:40 13.3								

VIA LOUISVILLE

**PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR, FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.**

Taking siding at South Omaha, trains eastward will use first switch west of depot; first class trains westward will use switch at subway; freight trains westward will use switch at round house.

At Oreapolis, the top or superior route signal governs via Louisville; the lower or inferior route signal governs via La Platte. Sound one long blast of whistle for superior route and one short blast of whistle for inferior route.

Local leaves Plattsmouth 6:30 A. M. Mondays, Wednesdays and Fridays for Lincoln via Louisville; will carry passengers, Plattsmouth to Ashland.

Local leaves Gibson 12:30 A. M. daily, except Sunday, for Ashland; will carry passengers.

Trains westward taking siding at Gibson will use crossover switch at Mile Post 14.

**SPEED RESTRICTIONS**

25 miles an hour over Missouri River Bridge between Pacific Junction and Plattsmouth.

20 miles an hour through turn-outs at Oreapolis.

Passenger trains 15 miles an hour over switch at mile post 14 east end Gibson yard.

10 miles an hour at end of double track, Gibson.

10 miles an hour through passenger yard, Omaha.

25 miles an hour around Curve at Bridge 17.73 one mile west of Omaha.

15 miles an hour over Bridge 19.20 between Omaha and South Omaha.

20 miles an hour by passenger station, Ashland.

25 miles an hour through turn-outs at end of double track, Greenwood and Waverly.

10 miles an hour from Baird Tower to passenger station, Lincoln.

H, R and O-1 engines, running forward 40 miles an hour; running backward, 20 miles an hour.

D, O-2 and O-4 engines, running forward loaded, 35 miles an hour; light, 30 miles an hour; running backward 20 miles an hour.

M and T engines, running forward, 25 miles an hour; backward, 12 miles an hour.

# LINCOLN TO PACIFIC JUNCTION SUBDIVISION—EASTWARD

OMAHA DIVISION

TIME TABLE No. 26

EFFECTIVE JUNE 6, 1926

FIRST CLASS														Signs	Distance from Denver	Office Closed	STATIONS
22	14	12	26	2	16	38	24	4	8	6	10						
Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger					
	P. M. A 9.00			P. M. A 4.50			P. M. A 2.20	A. M. A 10.25		A. M. A 7.50	A. M. A 3.25		BCKR TWY Yd	562.99		PACIFIC JUNCTION	
													F	560.47	No Office	BRIDGE SWITCH	
	s 8.48			s 4.30			s 2.07	s 10.15		s 7.35	3.10		BCKO TWY Yd	558.04		PLATTSMOUTH	
	f 8.39		P. M. A 3.15	4.20			f 1.58	s 9.57		7.26	3.05		Y	554.12		OREAPOLIS	
	f 8.34		s 3.10	4.14			s 1.53	s 9.49		7.22	3.00			552.08	4:00 P.M. to 7:00 A.M.	LA PLATTE	
	8.29		f 3.06	4.09			1.47	9.44		7.19	2.55		F	549.64	No Office	PAPPIO	
	f 8.22		s 3.01	4.02			s 1.40	s 9.39		7.15	2.50			546.50	4:00 P.M. to 7:00 A.M.	BELLEVUE	
			2.50	3.50			s 1.27	9.25		7.05	2.40		BCKO RTW Yd	539.16	5 A.M. to 8 A.M. 4 P.M. to 9 P.M.	GIBSON	
	P. M. A 11.00	s 8.05 s 7.45	P. M. A 6.10	L 2.45 P. M.	3.45 s 3.30		P. M. A 2.50	L 1.20 PM s 11.58	L 9.20 A. M.	A. M. A 9.50	7.00 s 6.42	s 2.35 s 2.25	BCKO RTW Yd	537.37		OMAHA	
	10.52	s 7.35	6.02		3.20		2.41	11.51		s 9.40	6.34	2.17	BCKO TWY Yd	533.77		SOUTH OMAHA	
	10.44	s 7.25	5.54		3.10		2.35	11.46		s 9.29	6.27	2.10		529.70	5 P.M. to 8 A.M.	RALSTON	
	10.34	s 7.15	5.44		3.00		2.26	11.38		s 9.13	6.18	2.01	W	522.75	5:00 P.M. to 8:00 A.M.	CHALCO	
	10.30	7.11	5.40		2.56		2.22	11.34		9.06	6.14	1.57	F	519.86	No Office	CHALCO JCT.	
	f 10.24	s 7.05	5.34		2.51		2.16	11.30		s 9.01	6.10	1.51		516.44	12:01 A.M. to 8:00 A.M.	GRETNA	
	10.17	f 6.55	5.27		2.44		2.10	11.25		s 8.54	6.04	1.44	F	512.84	No Office	MELIA	
	s 10.07	s 6.45	s 5.17		2.34	P. M. A 2.20	s 2.00	s 11.17		s 8.42	f 5.55	1.36	BCKO RWY Yd	506.95		ASHLAND	
	f 9.55	s 6.33	5.04		2.24	s 2.10	1.47	11.07		s 8.28	5.44	1.26		500.11		GREENWOOD	
	f 9.48	s 6.23	4.58		2.18	s 2.00	1.40	11.01		s 8.19	5.38	1.19		494.67		WAVERLY	
	9.39	s 6.11	4.49		2.09	s 1.50	1.30	10.52		s 8.10	5.29	1.08	B. K. T. W. Yd	487.47	5:30 P.M. to 8:30 A.M.	HAVELOCK	
														484.82		C. & N. W. and C. R. I. & P. Crossings	
														484.72		SHEPARD	
														483.33		(Tower) M. P. CROSSING BAIRD	
	L 9.30 P. M.	L 6.00 P. M.	L 4.40 P. M.		L 2.00 P. M.	L 1.40 P. M.	L 1.20 P. M.	L 10.45 A. M.		L 8.00 A. M.	L 5.20 A. M.	L 12.58 A. M.	BCKO RWY Yd	482.61		LINCOLN	
																U. P. CROSSING	
													BCKO RTW Yd			HOBSON	
																(Tower) (81.95)	
	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily				SCHEDULE TIME	
	1:30 36.6	3:00 26.8	1:30 36.6	0:30 33.5	2:50 28.3	0:40 36.5	1:30 36.6	3:35 22.0	1:05 23.6	1:50 30.0	2:30 32.0	2:27 32.8				AVERAGE MILES AN HOUR	

**PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR. O1A ENGINES HANDLING PASSENGER TRAINS 45 MILES AN HOUR. FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.**

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD CENTRAL TIME.**

Automatic Block System. Rules 502 to 512 in effect.

Rules D251, D252 and D254 in effect between Baird Tower and Waverly, Greenwood and Ashland, Omaha and Gibson, Oreapolis and Plattsmouth.

Controlled Manual Block System rules 402 to 473 in effect between Waverly and Greenwood, Plattsmouth and Pacific Junction.

Rule 20, Special Instructions, not in effect.

Trains not affected by Rule 83 will register by ticket at Gibson.

No train order signal at Pacific Junction, Omaha, Lincoln and Hobson Tower Conductors and enginemen must have Clearance Card (Form A).

Train shed over No. 1 track, Omaha, will not clear O Engines.

No. 24 will stop to discharge passengers from stations west of Lincoln.

No. 24 Sunday will stop at all stations except Pappio on flag.

Camp Gifford at M. P. 10 flag stop for Nos. 4 and 24.

Trains moving against current of traffic between Baird Tower and Havelock, will make Railroad crossing stop at M. P. Crossing.

No. 6 stops at Ashland for revenue passengers only.

# LINCOLN TO PACIFIC JUNCTION SUBDIVISION—EASTWARD

OMAHA DIVISION

TIME TABLE No. 26

EFFECTIVE JUNE 6, 1926

SECOND CLASS

STATIONS	Capacity Sidings — Cars	80 Daily Ex. Monday Freight	70 Daily Freight	72 Daily Freight	74 Daily Ex. Sunday Freight	88 Daily Freight	82 Daily Freight															
..... PACIFIC JUNCTION .....	...		A A.M. 6.45	P.M. A11.15	P.M. A11.30	P.M. A11.00	A A.M. 5.00															
..... BRIDGE SWITCH .....	.....																					
..... PLATTSMOUTH .....	.....		<b>6.15</b>	10.20	10.55	10.10	<b>4.45</b>															
..... OREAPOLIS .....	.....		5.30	10.10	10.42	L10.00 P.M.	L 4.15 A.M.															
..... LA PLATTE .....	85			10.00	10.34																	
..... PAPPIO .....	.....			9.55	10.27																	
..... BELLEVUE .....	85			9.45	10.20																	
..... GIBSON .....	.....	A A.M. 5.15	<b>VIA LOUISVILLE</b>	s 9.30	s 10.00																	
..... OMAHA .....	.....	5.00			8.50	9.15																
..... SOUTH OMAHA .....	.....	s 4.45			L 8.40 P.M.	L 9.00 P.M.																
..... RALSTON .....	50	4.20																				
..... CHALCO .....	n77 s 82	4.05																				
..... CHALCO JUNCTION .....	.....	3.59																				
..... GRETNA .....	48	3.50																				
..... MELIA .....	85	3.30																				
..... ASHLAND .....	Yd.	3.15		4.00																		
..... GREENWOOD .....	72	2.20		3.30																		
..... WAVERLY .....	n83 s85	1.58	3.15																			
..... HAVELOCK .....	Yd.																					
C. R. I. & P. and C. & N. W. Crossing																						
..... SHEPARD .....	.....																					
(Tower)																						
M. P. CROSSING																						
..... BAIRD .....	.....																					
(Tower)																						
..... LINCOLN .....	.....																					
..... U. P. CROSSING .....	.....																					
..... HOBSON .....	.....	L 12.45 A.M.	L 2.15 A.M.																			
(Tower)																						
..... SCHEDULE TIME .....	.....	4:30	4:30	2:35	2:30	1:00	0:45															
..... AVERAGE MILES AN HOUR .....	.....	12.9	13.3	11.3	11.7	8.9	20:0															

**PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR. FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.**

Taking siding at South Omaha, trains eastward will use first switch west of depot, first class trains westward will use switch at subway, freight trains westward will use switch at round house.  
 At Oreapolis, the top or superior route signal governs via Louisville; the lower or inferior route signal governs via LaPlatte; sound one long blast of whistle for superior route and one short blast of whistle for inferior route.  
 Local leaves Lincoln 8:30 A. M. Tuesday, Thursday and Saturday for Plattsmouth via Louisville; will carry passengers Ashland to Plattsmouth.

**SPEED RESTRICTIONS:**  
 10 miles an hour from passenger station Lincoln to Baird Tower.  
 25 miles an hour through turnouts at end of double track, Waverly and Greenwood.  
 20 miles an hour by passenger station Ashland.  
 15 miles an hour over Bridge 19.20 between South Omaha and Omaha.  
 25 miles an hour around Curve at Bridge 17.73 one mile west of Omaha.  
 10 miles an hour through passenger yard, Omaha.  
 10 miles an hour at end of double track, Gibson.  
 Passenger trains 15 miles an hour over switch at Mile Post 14 east end Gibson yard.  
 20 miles an hour through turn-outs at Oreapolis.  
 25 miles an hour over Missouri River Bridge between Plattsmouth and Pacific Junction.  
 H, R and O-1 engines, running forward, 40 miles an hour; running backward, 20 miles an hour.  
 D, O-2 and O-4 engines, running forward loaded, 35 miles an hour; light, 30 miles an hour; running backward, 20 miles an hour.  
 M and T engines, running forward, 25 miles an hour; backward, 12 miles an hour.

# OREAPOLIS AND ASHLAND SUBDIVISION

OMAHA DIVISION

TIME TABLE No. 26

EFFECTIVE JUNE 6, 1926

WESTWARD					Signs	Distance from Oreapolis	Office Closed	STATIONS	Capacity Sidings-Cars	EASTWARD					
SECOND CLASS			FIRST CLASS							FIRST CLASS		SECOND CLASS			
81 Daily Freight	87 Daily Freight	77 Daily Freight	33 Daily Ex. Sunday Passenger	34 Daily Ex. Sunday Passenger						70 Daily Freight	88 Daily Freight	82 Daily Freight			
A.M. L 12.55	A.M. L 9.45	A.M. L 8.35	P.M. L 3.25	A.M. A 9.37	Y	0.00	.....	OREAPOLIS 0.12		A.M. A 5.30	P.M. A 10.00	A.M. A 4.15			
						0.12	.....	M. P. CROSSING 5.38							
1.15	10.00	8.50	f 3.36	f 9.27	F	5.50	No Office	CULLOM 4.75	85	5.15	9.40	4.00			
1.30	10.15	9.17	s 3.46	s 9.17	O	10.25	5:00 P. M. to 8:00 A. M.	CEDAR CREEK 3.85	85	5.00	9.20	3.45			
2.00	10.30	9.30	s 3.58	s 9.10	W	14.10	.....	M. P. CROSSING 4.24	85	4.45	9.05	3.30			
						18.34	.....	LOUISVILLE 0.64							
						18.98	4:30 P. M. to 7:30 A. M.	C., R. I. & P. CROSSING 7.43							
2.20	10.45	9.45	s 4.11	s 9.00		26.41	.....	SOUTH BEND .....	85	4.30	8.45	3.15			
A 3.00 A.M.	A 11.10 A.M.	A 10.05 A.M.	A 4.30 P.M.	L 8.45 A.M.	BCKR WY YD			ASHLAND .....	Yd.	L 4.10 A.M.	L 8.15 P.M.	L 3.00 A.M.			
Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday				(26.41)		Daily	Daily	Daily			
2.05 12.07	1:20 19.5	1:30 17.3	1:05 24.3	0:52 29.5				SCHEDULE TIME AVERAGE MILES AN HOUR		1:20 19.8	1:45 15.0	1.15 21.2			

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR. FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

**SPEED RESTRICTIONS:**

20 miles an hour through turn-outs at Oreapolis.  
Camp Quivera between Cedar Creek and Louisville flag stop for Nos. 33 and 34.  
H, R and O-1 engines, running forward, 40 miles an hour; running backward, 20 miles an hour.  
D, O-2 and O-4 engines, running forward loaded, 35 miles an hour; light, 30 miles an hour; running backward, 20 miles an hour.  
M and T engines, running forward, 25 miles an hour; backward, 12 miles an hour.

Manual block system. Rule 318-B in effect.  
Rule 20, special instructions, not in effect.  
Local Extra leaves Oreapolis 6:40 A. M. Mondays, Wednesdays and Fridays for Ashland will carry passengers.  
Local Extra leaves Ashland 10:30 A. M. Tuesdays, Thursdays and Saturdays for Oreapolis will carry passengers

# PAPPPIO AND GILMORE JUNCTION SUBDIVISION

OMAHA DIVISION

TIME TABLE No. 26

EFFECTIVE JUNE 6, 1926

WESTWARD					Signs	Distance from Pappio	Office Closed	STATIONS	Capacity Sidings-Cars	EASTWARD					
SECOND CLASS			FIRST CLASS							FIRST CLASS		SECOND CLASS			
					F	0.00	.....	PAPPPIO 2.05							
						2.05	No Office	FORT CROOK 1.87							
SEE UNION PACIFIC TIME TABLE						3.92	.....	GILMORE JUNCTION 5.18					SEE UNION PACIFIC TIME TABLE		
					BCFK ORTWY	9.10	No office	SOUTH OMAHA .....	Yd						
								(9.1)							
								SCHEDULE TIME AVERAGE MILES AN HOUR							

TRAINS MUST NOT EXCEED 20 MILES AN HOUR BETWEEN GILMORE JUNCTION AND PAPPPIO.

**SPEED RESTRICTIONS:**

O-1, O-2, O-4 and S-3 engines must not exceed 15 miles an hour.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
CENTRAL TIME.  
Manual block system. Rule 318-B in effect.  
Four short and one long blast of whistle for Union Pacific switches, Gilmore Junction and South Omaha.  
Union Pacific rules and time table govern joint track, Gilmore Junction and South Omaha.  
Rule 20, special instructions, not in effect.

# ASHLAND AND SIOUX CITY SUBDIVISION

OMAHA DIVISION

TIME TABLE No. 26

EFFECTIVE JUNE 6, 1926

NORTHWARD						Signs	Distance from Ashland	Office Closed	STATIONS	Capacity Sidings - Cars	SOUTHWARD				
SECOND CLASS			FIRST CLASS		FIRST CLASS						SECOND CLASS				
84 Daily Freight	96 Daily Ex. Sunday Way Freight	86 Daily Freight	16 Daily Passenger	164 Daily Ex. Sunday Passenger	17 Daily Passenger						163 Daily Ex. Sunday Passenger	85 Daily Freight	95 Daily Ex. Sunday Way Freight	83 Daily Freight	
P.M. L 12.01		A.M. L 4.15	P.M. L 2.25		P.M. A 4.22		A 2.00		P.M. A 6.45						
					7.49										
12.25		4.40	s 2.38		5:30 P.M. to 8:30 A.M.	86		12.55	6.20						
12.45		5.00	s 2.52		4:30 P.M. to 7:30 A.M.	88		12.35	6.00						
					15.30										
1.10		5.25	s 3.05		5:30 P.M. to 8:30 A.M.	88		12.15A.M.	5.40						
					25.75										
					28.96										
1.45		5.55	s 3.30		No. Office										
					29.22	86		11.55	5.20						
					29.98										
					30.03										
					35.46										
2.15		6.20	s 3.45		5:30 P.M. to 8:30 A.M.	85		11.30	4.55						
<b>2.53</b>		6.45	s 3.58		5:30 P.M. to 8:30 A.M.	87		11.05	4.35						
3.14		7.15	s 4.15		5:30 P.M. to 8:30 A.M.	87		10.40	<b>4.15</b>						
					59.83										
<b>3.35</b>		7.50	s 4.31		C., ST. P., M. & O. CROSSING.										
4.10		8.20	s 4.45		OAKLAND	87		10.00	<b>3.35</b>						
4.40		8.50	s 5.01		LYONS	88		9.20	3.10						
<b>5.15</b>		9.15	s 5.15		5:30 P.M. to 8:30 A.M.	87		8.50	2.50						
5.50		9.45	s 5.27		ROSLIE	97		8.30	2.30						
6.15		10.10	s 5.39		5:30 P.M. to 8:30 A.M.	86		8.15	2.15						
6.40		10.25	s 5.53		WALTHILL	86		8.00	2.00						
					5:30 P.M. to 8:30 A.M.	46		8.00	2.00						
					101.42	88		7.45	1.45						
					101.74										
6.55	P.M. L 4.10	10.40	s 5.58	L 11.50	8:00 A.M. to 4:00 P.M.										
s 7.15	s 4.30	s 11.00	s 6.05	s 11.55	C., ST. P., M. & O. CROSSING.	Yard		P.M. A 7.03	A.M. A 7.10						
<b>SEE GREAT NORTHERN AND C., ST. P., M. &amp; O. TIME TABLES</b>					LAKETON	Yard		7.35	1.35						
A 10.30 P.M.	A 8.30 P.M.	A 11.59 A.M.			5:30 P.M. to 8:30 A.M.	Yard		s 7.00	s 7.00						
Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	FERRY	Yard		s 7.30	s 7.00						
7:14 15.1	4:20 1.2	6:45 15.4	4:00 27.2	0:25 14.4	STEUBEN ST.			L 6.00 P.M.	L 6.30 A.M.						
					SIOUX CITY UNION DEPOT			L 6.40 P.M.	L 12.35 P.M.						
					(109.14)			Daily	Daily Ex. Sunday						
					SCHEDULE TIME			Daily	Daily						
					AVERAGE MILES AN HOUR			3:52 28.2	0:23 15.6						
								6:30 16.0	0:40 8.5						
								5:15 20.8							

**PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 35 MILES AN HOUR. FREIGHT TRAINS AND LIGHT ENGINES 30 MILES AN HOUR.**

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

**CENTRAL TIME.**

Manual Block System. Rule 318-B in effect.

No train order signal at Ferry, Conductor and Enginemen must have Clearance Card (Form A).

C., St. P., M. & O. rules and time table govern Ferry to Junction with Great Northern Railway, and Great Northern rules and time table govern from this Junction to Stueben Street and Union Depot.

Rule 20, Special Instructions, not in effect.

Local extra leaves Ashland 6 A. M. daily, except Sunday, for Ferry; will carry passengers.

Local extra leaves Ferry 6:30 A. M. daily, except Sunday, for Ashland; will carry passengers.

Essen Spur 3.93 miles south of Oakland. Collins Spur 2.77 miles south of Dakota City.

**SPEED RESTRICTIONS.**

20 miles an hour over Platte River Bridge between Fremont and Woodcliff.

O engines 10 miles an hour over Salt Creek Bridge north of Ashland.

D, H and R engines running backward, 20 miles an hour.

20 miles an hour approaching cross over from Sioux City line to main line west leg of Wye Ashland

25 miles an hour Laketon to Ferry telegraph office.

Nos. 95 and 96 will carry passengers.

Normal position of switch at Laketon, for Ashland line.

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



# SPECIAL INSTRUCTIONS

TIME TABLE NO. 26

EFFECTIVE JUNE 6, 1926

## OMAHA DIVISION

**Master Mechanic, G. B. Pauley, Gibson.**  
**Train Master, J. E. Thiehoff, Omaha.**  
 W. P. Mettlen, Omaha.

**Ass't. Trainmaster, F. E. Ledwith Ashland.**  
 R. A. Hurlbut, Ferry.

**Road Foreman, O. M. Hoenshell, Gibson.**  
**Chief Dispatcher, A. A. Thiehoff, Omaha.**  
**Night Chief Dispatcher, J. E. McManus, Omaha.**

**Train Dispatchers, C. P. McPherson, J. W. Frey, R. E. Hoenshell, R. Saul, E. R. Zabriskie, M. D. Walker, C. W. West, E. J. Hoenshell.**

**Rule 1.** Where manual or controlled manual block system rules are in effect, as indicated in foot notes, train order signal will also be used as block signal, normal indication "stop," while operator is on duty, and must not be changed to "proceed" while orders are in effect for trains in that direction, clearing preceding train as per Rule 906.

Light engines, mail and express trains will be handled the same as passenger trains.

Trains may pass train order signal indicating "stop," when convenient to do station work or take siding, but the proper clearance must be obtained before train may proceed from station. A proceed signal indication must not be displayed for or accepted by a train entering a siding.

When weather conditions obscure the view operators will promptly report to the Dispatcher, who will decide if an absolute block of all trains must be maintained.

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.

**Rule 2.** Train order signal must indicate "stop" in both directions at the end of re-

verse movement, and Clearance Card, Form "A" with copy of train order delivered to the train completing reverse movement.

**Rule 3. Trains Approaching Stations.** Except in automatic block signal territory, freight and extra trains must pass through stations with restricted speed unless the way is seen to be clear.

**Rule 4.** Where automatic block system rules are in effect, normal indication of train order signal must be "proceed" except when train orders are in effect for trains in that direction, when signal must be changed to stop, and remain so until orders have been delivered to trains, or cleared as per Rule 906.

**Rule 5. Grade Signals.** The semaphore type is indicated by yellow square end blade with black stripe and purple marker light on right side of pole below. Restrictive light indication yellow above and purple below when the blade is in horizontal position.

Color light signal type indicated by a purple marker light on right side of pole below head. Restrictive indication for two light signals one yellow light above and purple light below. For three light signals two yellow lights above and one purple light below.

**Restrictive Indication of Signal.** Trains may pass signal at not to exceed 5 miles an hour and then proceed as per Rule 509-A or 509-B.

**Rule 6. Restricted Speed.** Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

**Rule 7.** A train which is to take siding at a point where the switch to be used is within 300 feet in advance of an automatic block signal, may pass such signal at "stop" to enter siding when under restricted speed provided the switch is set for the siding and the way is known to be clear. In such case Rule 509 will not be effective.

**Rule 8. Restricting Order.** On single track in automatic signal territory, a train order

restricting the superiority of a passenger, mail or express train may be given in "19 Form."

In non-automatic block signal territory where middle order is used, a train order restricting superiority of a passenger, mail or express train may be given on "19" form.

At division, terminal and junction stations where "31 Form" is used and the signature of the conductor of a passenger, mail or express train cannot be obtained, previous to the time at which it is necessary to send orders to other trains against it, the orders may be given and the signature of the conductor of the passenger, mail or express train obtained to the restricting order at the time the conductor reports for orders before commencement of his run on that division or subdivision.

**Rule 9. Delivering Orders.** Operators must deliver copy of train orders and clearance cards to flagmen on passenger trains.

**Rule 10. Advancing Trains.** When a Train Dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use a green signal as prescribed by Rule 12-(C), or clear the calling-on signal. The engineman may then continue to move his train on the main track to the signal with restricted speed and there be governed by train orders that are addressed to his train.

**Rule 11. Safety of Trains at Terminals.** At terminal stations the conductor will be responsible for the safety of his train while on the main track, until relieved.

**Rule 12. Protection of Trains on Grade.** When necessary to leave a train or portion of a train on a grade, air brakes must be set, then hand brakes set tight and air brakes released before engine is uncoupled.

**Rule 13. Protection of Oil Cars.** Oil cars connected with a loading or unloading device must be protected with signs reading "Stop, tank car connected." The signs may be placed on ends of car or on the track and

must be placed or removed by party loading or unloading.

**Rule 14. Backward Movement of Passenger Trains.** The conductor must control, with extension hose, the backward movement of loaded passenger trains at terminals and at other points where necessary.

**Rule 15. Standard Time.** Rules 2 and 3 (Book of Rules) will also apply to Train Baggage-men, Brakemen, Flagmen, Firemen and Switchmen.

**Rule 16. Whistle Signals.** The recall signal D-14 (D and E) against the current should be followed by one short sound of the whistle.

Whistle signal 14-L should cover a period of nine seconds as follows: Long blast, two seconds each; short blast, one second each with one second between each blast.

**Rule 17. Inspection of Special Equipment.** Steam shovels, snow plows, derricks, rail loaders and other special equipment must be inspected for safe side and top clearance before being moved in trains.

**Rule 18.** Conductors of work extras and foremen of bridge and track gangs must furnish flagmen written instructions to be handed enginemen of trains flagged, detailing clearly what they are to do.

Where changes in instructions are necessary they may be written by the conductor or foreman, or by the flagman under instructions of conductor or foreman.

**Rule 19.** Where check of register is not received by train order conductors will check register as per Rule 83 and furnish register check, Form 1648, to engineman.

When register check is received by train order conductor will hand register ticket to operator, who will register.

**Rule 20.** Freight trains will be notified of following extras by the Train Dispatcher who will issue train orders to all concerned as follows: "C. & E. (trains)

After (time) protect against Extra....." Preceding trains receiving this order will,

after the specified time, while occupying main track at stations, protect according to Rule 99.

In the absence of this order freight trains may occupy the main track between station switch limits protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the first switch, and thereafter proceed as the way is seen or known to be clear.

**Rule 21. Dead Engines in Trains.** Dead engines must be placed as near the forward end of trains as the service will permit. There shall be not less than 3 cars between the engine handling the train and the first dead engine and between any two dead engines.

**Rule 22. Use of Track.** Where there are two sidings for meeting or passing trains, the right hand track should be used. If necessary to use the left hand track, train must be protected against opposing movement.

**Rule 23. Speed Restrictions.** Enginemen handling light engines must approach all hazardous road crossings where view is obstructed prepared to stop.

Maximum speed under rule 509, 509A and 509B must not exceed ten (10) miles an hour after passing stop and proceed signal at stop or a stop signal on authority of train order.

Over Interlocking Crossings: Passenger trains, 35 miles an hour; freight trains, 15 miles an hour.

15 miles an hour on sidings and 10 miles an hour through crossovers and other turn-outs, unless otherwise specified.

Trains handling short scale test car, 25 miles an hour on main line, 20 miles an hour on branch line.

Trains handling clamshells, 25 miles an hour on main line, 20 miles an hour on branch line. Boom must be taken down and disconnected and the boom trailing.

Trains handling piledrivers, steam derricks and similar equipment must not exceed the speed of freight trains over the same track. 15 miles an hour on branch lines.

Engines under steam, disconnected on one side with main rod down, 25 miles an hour on main line, 20 miles an hour on branch line.

**Rule 24. The Following Signs Indicate,**

- "F" Telephone Siding without operator.
- "C" Fuel.
- "W" Water.
- "Y" Wye.
- "T" Turntable.
- "R" Registering Station.
- "K" Standard Clock.
- "O" Track Scales.
- "B" Bulletin Board.
- "Yd" Yard where yard limit boards are maintained.

**Rule 25.** 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.

On Oreapolis - Ashland, Pappio - Gilmore Junction, Ashland-Schuyler, Ashland-Ferry, Laketon-O'Neill, and Chalco-Yutan subdivisions, dispatchers will report block when clear, and authorize any permissive movements.

The engine bell must be rung as specified in the rules, and must be kept ringing while engine is in motion.

### RIGHT OF RAILROAD AT CROSSINGS.

Union Pacific trains have right to cross ahead of the C., B. & Q. trains at Fremont, Yutan and Wahoo.

C., B. & Q. trains have right to cross ahead of Missouri Pacific trains at Lincoln

and Louisville.

C. & N. W. trains have right to cross ahead of C., B. & Q. trains at Fremont, Nickerson and Wahoo.

C., B. & Q. trains have right to cross ahead of C., R. I. & P. trains at South Bend

and Shepard Tower.

C., B. & Q. trains have right to cross ahead of C. & N. W. trains at Nimburg and Shepard Tower.

C., St. P., M. & O. trains have right to

cross ahead of C., B. & Q. trains at Oakland

and Dakota City.

Between Ferry and O'Neill trains will stop at all railroad crossings.

## MEDICAL AND SURGICAL DEPARTMENTS

### Location of Company Medical Examiners, Surgeons and Oculists

Ashland, Neb.	Dr. J. M. Packer,	Surgeon.	Oakland, Neb.	Dr. H. W. Benson,	Surgeon.	Plainview, Neb.	Dr. F. H. Nye,	Surgeon.
Ashland, Neb.	Dr. A. S. v. Mansfelde,	Surgeon.	Omaha, Neb.	Dr. A. L. Parks,	Medical Examiner.	Plattsmouth, Neb.	Dr. J. S. Livingston,	Surgeon.
Fremont, Neb.	Dr. C. G. Moore			Dr. B. B. Davis,	Surgeon.		Dr. T. P. Livingston,	Surgeon. (Consulting)
Havelock, Neb.	Dr. J. O. Murphy, Medical Examiner.			Dr. H. H. Davis,	Surgeon.	Randolph, Neb.	Dr. A. E. Cook,	Surgeon.
Lincoln, Neb.	Dr. C. L. Fahnestock, Med. Examiner.			Dr. C. B. Foltz,	Surgeon.	Sioux City, Iowa.	Dr. A. A. Ashby,	Surgeon.
	Dr. F. B. Hollenbeck,	Surgeon.		Dr. C. A. Hull,	Surgeon.		Dr. Chas. T. Maxwell,	Surgeon.
	Dr. A. R. Mitchell, Surgeon (Consulting).			Drs. Gifford, Patton, Callfas,		S. Sioux City, Neb.	Dr. Chas. E. Legg,	Surgeon.
	Dr. S. E. Cook,	Oculist.		and Potts,	Oculists.	South Omaha, Neb.	Dr. R. E. Schindel,	Surgeon.
	Dr. F. F. Teal,	Oculist.	O'Neill, Neb.	Dr. J. P. Gilligan,	Surgeon.	Walthill, Neb.	Dr. R. C. Gramlich,	Surgeon.
			Orchard, Neb.	Dr. W. G. Fletcher,	Surgeon.	Wahoo, Neb.	Dr. E. O. Weber,	Surgeon.

When anyone is injured on Company property (whether the Company is liable or not), the nearest Company Surgeon must be summoned at once by the officer or employe of highest rank present.

In cases of emergency, when the attendance of Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. Company Surgeon upon arrival shall at once take charge of the case and relieve the called surgeon from further care or attendance so far as the Company is concerned.

No important surgical operation should be made previous to the arrival of a Company Surgeon, except such as may be required for the immediate safety of the patient.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company's Surgeon, and then only for such attendance as it appears is CLEARLY and IMMEDIATELY demanded.

J. N. REDFERN, MANAGER, CHICAGO.

D. B. MOSS M. D., CHIEF MEDICAL AND SURGICAL OFFICER, CHICAGO.

**E. FLYNN,**  
 General Manager, Omaha, Neb.

**L. B. LYMAN,**  
 General Superintendent, Lincoln, Neb.

**C. J. CONNETT,**  
 Superintendent, Omaha, Neb.

**W. L. BARNES,**  
 General Superintendent Transportation, Chicago, Ill.

**O. E. PEARSON,**  
 Asst. Supt. Transportation, Omaha, Neb.

John J. ...  
A. A. ...  
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E. FLYNN  
L. B. LYMAN  
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