

SURGEONS AND PHYSICIANS

Aurora, Neb.	DR. J. M. WOODARD	Surgeon & Examiner.
Burwell, Neb.	DR. E. J. SMITH	Surgeon.
Central City, Neb.	DR. J. E. BENTON	Surgeon.
Columbus, Neb.	DR. J. N. EVANS	Surgeon.
Crete, Neb.	DR. P. J. HUBER	Surgeon.
Exeter, Neb.	DR. W. S. WIGGINS	Surgeon.
Fairmont, Neb.	DR. A. A. ASHBY	Surgeon & Examiner.
Friend, Neb.	DR. R. K. JOHNSON	Surgeon.
Grand Island, Neb.	DR. W. J. ARRASMITH	Surgeon.
Greeley Center, Neb.	DR. J. L. BRANNEN	Surgeon.
Hastings, Neb.	DR. A. A. SMITH	Surgeon & Examiner.
Kenesaw, Neb.	DR. W. E. NOWERS	Surgeon.
Lincoln, Neb.	DR. C. C. PELIKAN	Surgeon.
Lincoln, Neb.	DR. CLAYTON ANDREWS	Surgeon.
Lincoln, Neb.	DR. W. W. BARTELS	Surgeon.
Lincoln, Neb.	DR. J. E. M. THOMSON	Surgeon.
Lincoln, Neb.	DR. GEORGE H. WALKER	Medical Examiner.
Lincoln, Neb.	DR. H. H. EVERETT	Surgeon.
Lincoln, Neb.	DR. L. E. MARX	Surgeon.
Lincoln, Neb.	DR. FRITZ TEAL	Surgeon.
Lincoln, Neb.	DR. F. F. TEAL	Eye Specialist
Lincoln, Neb.	DR. J. M. WOODWARD	Eye Specialist
Loup City, Neb.	DR. C. L. BOWMAN	Surgeon.
Milford, Neb.	DR. P. A. DeOGNY	Surgeon.
Mindon, Neb.	DR. H. S. ANDREWS	Surgeon.
Ord, Neb.	DR. F. A. BARTA	Surgeon.
Ravenna, Neb.	DR. L. E. DICKINSON	Surgeon & Examiner
Sargent, Neb.	DR. C. H. FENSTERMACHER	Surgeon.
Seward, Neb.	DR. B. E. MORROW	Surgeon.
Seward, Neb.	DR. H. D. CLARKE	Surgeon.
Sutton, Neb.	DR. H. V. NUSS	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 employe of highest rank present.

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

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

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

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

F. R. MULLEN,
General Manager, Omaha, Neb.

F. B. WHITMAN,
General Superintendent, Lincoln, Neb.

E. R. SHRADER,
Assistant Superintendent, Lincoln, Neb.

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

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE OF THE LINCOLN DIVISION OF THE WESTERN DISTRICT No. 65

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

SUNDAY, JUNE 15, 1947

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.

Lincoln to Gaines—Sub-division—Westward

LINCOLN DIVISION.

TIME TABLE No. 65

EFFECTIVE JUNE 15, 1947.

FIRST CLASS						Signs	Distance from Pacific Junction	STATIONS	Office Open											
Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger															
7	3	5	89	1	39															
P.M. 6.15	P.M. 6.00	A.M. 11.30	A.M. 10.30	A.M. 2.19	A.M. 12.20	B.K.O. R.W.Y.Yd.	59.62	..... LINCOLN..... 0.51	Continuous.											
						F.	60.13	..... U. P. Crossing (Interlocked) HALL (Tower)	No Office.											
							60.35	..... C. B. & Q. Crossing (Interl'kd) .. 0.38	No Office.											
						B.C.K.O.Yd. R.T.W.Y.	60.73	..... CARLING .. (Interlocked)	Continuous.											
						B.C.K.O.Yd. R.T.W.Y.	61.50	..... HOBSON	Continuous.											
						Yd.	63.45	..... CUSHMAN	No Office.											
							67.39	..... COBB	No Office.											
						F.	66.93	..... DENTON	No Office.											
s 6.29		s 11.45	10.44			F.	69.43	..... BERKS	No Office.											
f 6.39		f 11.55				F.	76.21	..... CRETE	No Office.											
A 6.45	6.26	s 12.06	A 11.00	2.38	12.44	W.	79.72	..... DORCHESTER	No Office.											
P.M.		P.M.	A.M.			W.	88.09	..... FRIEND	No Office.											
	6.36	s 12.21					97.17	..... C. & N. W. Crossing (Interl'kd) .. 0.69	No Office.											
	6.46	s 12.36		2.53	1.00		105.08	..... EXETER	No Office.											
		6.55	s 12.49				105.77	..... FAIRMONT	No Office.											
	s 7.12	s 1.01		3.05	s 1.21	C.W.	112.97	..... GRAFTON	No Office.											
	7.21	s 1.12					119.74	..... SUTTON	No Office.											
	s 7.38	s 1.29		3.18	1.35		127.86	..... SARONVILLE	No Office.											
	7.43	s 1.37					132.28	..... HARVARD	No Office.											
	s 7.52	s 1.50		3.28	s 1.46	W.	140.69	..... INLAND	No Office.											
		s 2.06				F.	147.48	..... HALLORAN	No Office.											
						F.	152.00	..... BRICK YARD	No Office.											
							154.89	..... HASTINGS TOWER U. P. Crossing (Interlocked) .. 0.26	Continuous.											
	A 8.20	A 2.20		A 3.44	A 2.13	B.R.K.	155.90	..... HASTINGS	No Office.											
	P.M.	P.M.		A.M.	A.M.	F.	156.16	..... GAINES	No Office.											
						B.C.K.O. T.W.	158.01	..... (98.39)												
Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily			..... SCHEDULE TIME												
0:30 40.2	2:20 41.3	2:50 34.7	0:30 40.2	1:25 68.6	1:53 61.3			..... AVERAGE MILES AN 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. 89 stops at Denton on flag for revenue passengers for south of Crete.

No. 3 stops at Dorchester, Friend, Exeter, Grafton and Saronville to discharge revenue passengers from stations east of Omaha.

No. 3 stops at Crete to receive revenue passengers for Hastings and west, and on Sundays to discharge revenue passengers from Lincoln or east.

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

"O" street viaduct at Lincoln will not clear man on top of car No. 1 will register by ticket at Lincoln.

Freight trains will register at Hastings Tower by ticket

Local extra leaves Hobson Monday, Wednesday, Friday, for Hastings

Extra trains will not display classification signals between Lincoln-Cushman and Gaines.

The tracks at Halloran, must not be used for meeting or passing trains unless authorized by the train dispatcher.

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 Gaines, 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 Gaines M.P. 158.01.

Gaines to Lincoln—Sub-division—Eastward

LINCOLN DIVISION.

TIME TABLE No. 65.

EFFECTIVE JUNE 15, 1947.

FIRST CLASS						Distance from Pacific Junction	STATIONS	Capacity of		Office Open Sundays			
Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger			Sidings	Other Tracks				
10	40	90	24	12	22								
P.M. A 11.36	P.M. A 10.25	P.M. A 3.45	A.M. A 9.30	A.M. A 10.00	A.M. A 9.40								
						59.62	..... LINCOLN	Yard	Yard	Continuous			
							..... U. P. Crossing (Interlocked)						
						60.13	..... HALL (Tower)			No Office.			
						60.35	..... C. B. & Q. Crossing (Interlocked)			No Office.			
						60.73	..... CARLING (Interlocked)			Continuous			
						61.50	..... HOBSON	Yard	Yard	Continuous			
						63.45	..... CUSHMAN		Yard	No Office.			
						67.39 66.93	..... COBB			No Office.			
		s 3.31	s 9.13		9.25	69.43	..... DENTON	140	32	No Office.			
		f 3.21	f 9.01			76.21	..... BERKS	140	7	No Office.			
11.15	10.00	L 3.15 P.M.	L 8.56 A.M.	9.30	s 9.08	79.72	..... CRETE	74	257	No Office.			
					s 8.48	88.09	..... DORCHESTER	140	56	No Office.			
11.01	9.44			9.10	s 8.39	97.17	..... FRIEND	140	89	No Office.			
					s 8.26	105.08	..... C. & N. W. Crossing (Interlocked)			No Office.			
					s 8.15	105.77	..... EXETER	140	48	No Office.			
10.50	s 9.30			8.51	s 8.15	112.97	..... FAIRMONT	140	263	No Office.			
					s 8.00	119.74	..... GRAFTON	140	37	No Office.			
10.39	9.12			8.34	s 7.50	127.86	..... SUTTON	113	132	No Office.			
					s 7.40	132.28	..... SARONVILLE	140	22	No Office.			
10.28	9.01			8.20	s 7.30	140.69	..... HARVARD	140	35	No Office.			
					f 7.19	147.48	..... INLAND	140	25	No Office.			
						152.00	..... HALLORAN		140	No Office.			
						154.89	..... BRICK YARD			No Office.			
						155.90	..... HASTINGS TOWER U. P. Crossing (Interlocked)			Continuous			
L 10.16 P.M.	L 8.47 P.M.			L 8.00 A.M.	L 7.10 A.M.	156.16	..... HASTINGS	Yard	Yard	No Office.			
						158.01	..... GAINES	Yard	Yard	No Office.			
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		..... (98.39)						
1:20 72.4	1:38 87.0	0:30 40.2	0:34 35.6	2:00 48.3	2:30 38.6		..... SCHEDULE TIME						
							..... AVERAGE MILES AN HOUR						

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

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

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 ticket.

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

Conductors and Enginemen on eastward trains from Wymore division must have clearance form A at Crete when operator is on duty.

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

No. 10 will register by ticket at Lincoln.

No. 40 stops Crete to discharge revenue passengers from Denver and beyond.

No. 22 stops at Denton to discharge passengers from West of Crete.

Extra trains will not display classification signals between Lincoln-Cushman and Gaines.

The tracks at Halloran, must not be used for meeting or passing trains unless authorized by the train dispatcher.

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 Gaines, 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 Gaines, M. P. 158.01.

Lincoln and Ravenna—Sub-division

LINCOLN DIVISION.

TIME TABLE No. 65.

EFFECTIVE JUNE 15, 1947.

WESTWARD				Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Office Open Sundays	Capacity of		EASTWARD								
SECOND CLASS	FIRST CLASS		Daily Freight						Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Freight	Siding	Other Tracks	FIRST CLASS		Second Class	
79		43	41									42	44	80	78				
		P.M. L 11.40	P.M. L 6.15									A.M. A 9.30	P.M. A 9.45						
				Continuous.	W. Y. R. K. O.B. Yd.	0.00	..... LINCOLN	Continuous.	Yard	Yard								
				No Office.	F.	0.34	..... BAIRD (Tower) 0.34	No Office.										
				No Office.		0.78	..... C. B. & Q. Crossing (Interl'kd) 0.44	No Office.										
				No Office.	F.	1.00	..... U. P. Crossing (Interl'kd) 0.22	No Office.										
				No Office.		0.88	..... C. B. & Q. Jct.	No Office.										
P.M. L 9.00				Continuous.	C. W. Y. T. RKOBYd	1.88	..... HOBSON	Continuous.	Yard	Yard			A.M. A 10.15	P.M. A 12.01				
	9.15	11.49	6.25	No Office.	Yd.	4.37	..... CUSHMAN	No Office.				9.16	9.33	10.08	11.50			
	9.25	11.54	f 6.30	No Office.	F.	8.06	..... EMERALD	No Office.	65	30		9.09	9.25	10.00	11.42			
		A.M. f 12.02	f 6.39	6:00 p.m. to 3:00 a.m.		13.66	..... PLEASANT DALE	6:00 p.m. to 3:00 a.m.	66	30		9.01	9.15	9.50	11.30			
	9.42	12.09	s 6.49	8:00 a.m. to 5:00 p.m.	W.	19.64	..... MILFORD	Closed.	96	87		8.53	9.07	9.40	11.15			
	9.48	12.14	f 6.54	No Office.	F.	23.97	..... RUBY	No Office.	66	9		8.46	9.02	9.32	11.05			
	9.57	s 12.23	s 7.06	12 Mid. to 3:30 a.m. 6:30 p.m. to 12 Mid.	W.	29.20	..... SEWARD	12 Mid to 3:30 a.m. 6:30 p.m. to 12 Mid.	65	71		8.38	s 8.55	9.23	10.55			
				8:30 a.m. to 5:30 p.m.		29.66	..... SEWARD TOWER C. & N. W. Crossing (Interl'kd) 6.51	Closed.										
	10.10	12.34	f 7.17	No Office.	F.	36.17	..... TAMORA	No Office.	77	34		8.27	8.43	9.10	10.40			
	10.20	12.41	s 7.27	8:30 a.m. to 5:30 p.m.		42.42	..... UTICA	Closed.	119	60		8.19	8.36	9.00	10.30			
	10.30	12.48	s 7.37	8:00 a.m. to 5:00 p.m.		48.56	..... WACO	Closed.	77	43		8.11	8.29	8.50	10.20			
	10.41	s 12.56	s 7.45	Continuous.	W.	55.85	..... YORK	12:01 a.m. to 11:00 a.m. 7:15 p.m. to 10:15 p.m.	w120 e77	180		s 7.59	s 8.20	8.38	10.05			
	10.54	1.12	s 8.01	8:30 a.m. to 5:30 p.m.		64.19	..... BRADSHAW	Closed.	119	39		7.42	8.01	8.23	9.45			
	11.05	1.20	s 8.13	8:30 a.m. to 5:30 p.m.		71.28	..... HAMPTON	Closed.	77	34		7.32	7.51	8.11	9.30			
	11.20	s 1.32	s 8.41	12:01 a.m. to 11:00 p.m.	C.W.Y. K.B.Yd.	77.32	..... AURORA	12:01 a.m. to 11:00 p.m.	90 Yd.	Yard		s 7.24	s 7.38	8.00	9.15			
	11.31	1.40	f 8.53	No Office.	F.	83.42	..... MURPHY	No Office.	67	23		7.14	7.30	7.45	8.40			
	11.42	1.47	f 9.01	7:00 p.m. to 4:00 a.m.		88.84	..... PHILLIPS	7:00 p.m. to 4:00 a.m.	79	31		7.07	f 7.23	7.35	8.30			
				No Office.		93.57	..... TRAIL		25	33								
				No Office.	F.	96.08	..... U. P. Crossing (Interlocked) 0.24	No Office.										
A.M. 12.01		s 2.13	s 9.46	Continuous.	O.W.Yd.	96.32	..... GRAND ISLAND	Continuous.	No1-80 No2-80	Yard		s 6.57	s 7.14	7.20	8.10			
			f 9.54	No Office.		103.07	..... OVINA	No Office.		26								
	12.15	2.25	f 9.58	No Office.	F.	104.72	..... ABBOTT	No Office.	67	23		6.46	6.58	7.09	7.40			
	12.25	2.33	s 10.12	8:00 a.m. to 5:00 p.m.		111.47	..... CAIRO	Closed.	89	36		6.39	s 6.50	7.00	7.30			
	12.35	2.42	s 10.25	No Office.	F.	119.17	..... ST. MICHAEL	No Office.	67	35		6.31	6.39	6.45	7.15			
				No Office.		124.93	..... U. P. Crossing (Interlocked) 2.81	No Office.										
A 1.00 A.M.		A 2.55 A.M.	A 10.40 P.M.	Continuous.	C.W.T.R. K.B.Yd.	127.74	..... RAVENNA	Continuous.	Yard	Yard		L 6.22 A.M.	L 6.30 P.M.	L 6.30 A.M.	L 7.00 A.M.			
Daily		Daily	Daily				..... (127.74)					Daily	Daily	Daily	Daily			
4:00 30.3		8:15 39.2	4:25 28.5				..... SCHEDULE TIME					3:08	3:15	3:45	5:01			
							..... AVERAGE MILES AN HOUR					40.9	39.2	33.5	24.3			

FOOTNOTES ON PAGE 5

LINCOLN DIVISION.

Lincoln and Ravenna—Sub-division
TIME TABLE No. 65.

EFFECTIVE JUNE 15, 1947.

FOOTNOTES

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

Rule 221-A in effect at Lincoln for Westward trains and is modified to include both freight and passenger trains.

Automatic Block System In effect between Cushman and Signal S 127.8 west of depot Ravenna.

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

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

Spring switches at Milford west end of siding; at Waco west end of siding; at York east end of eastward siding and west end of westward siding; at Bradshaw west end of siding; at Aurora west end of long siding, and at Ravenna west end of yard.

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

No. 44 stops at Phillips, Hampton, Bradshaw, Waco and Utica to discharge revenue passengers from west of Alliance.

State Industrial Home Spur M. P. 18.30.

Power Spur M. P. 91.82. Traill Spur M. P. 93.28

Lipcot Spur M. P. 94.55

Coplant Spur and set out track, M. P. 103.50

"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 Ravenna 7:00 a.m. Monday, Wednesday, Friday for Aurora;

leave Aurora 7:00 a.m. Tuesday, Thursday, Saturday for Ravenna.

Monday, Wednesday and Friday freight leaves Aurora 12:30 P. M. for Hobson.

Tuesday, Thursday and Saturday freight leaves Hobson 7:00 A. M. for Aurora.

LINCOLN DIVISION.

Aurora and Kearney—Subdivision
TIME TABLE No. 65.

EFFECTIVE JUNE 15, 1947.

WESTWARD				Office Open Week Days	Signs	Distance from Aurora	STATIONS	Office Open Sundays	Capacity of		EASTWARD			
									Sidings	Other Tracks				
				12:01 a.m. to 11:00 p.m.	C.W.Y. R.K.B. Yd.	0.00	..... AURORA	12:01 a.m. to 11:00 p.m.	Yard	Yard				
				7:30 a.m. to 4:30 p.m.		9.93	..... GILTNER	Closed.		25				
				No Office.		18.93	..... TRUMBULL	No Office.		44				
				No Office.		24.69	..... BLAINE	No Office.		6				
				No Office.	F.	27.07	..... BRICK YARD	No Office.						
				Continuous.	B.R.K.	28.08	..... HASTINGS TOWER	Continuous.						
							..... U. P. Crossing (Inter'kd)							

Trains between Brick Yard and Gaines are governed by time table of Lincoln-Gaines sub-division.

				No Office.	F.	28.34	..... HASTINGS	No Office.						
				No Office	C.Y.T. K.O.B.	29.09	..... GAINES	No Office						

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

				Distance from Kenesaw	STATIONS	Capacity of								
							Sidings	Other Tracks						
				7:45 a.m. to 4:45 p.m.	R.	0.00	..... KENESAW	Closed	140	48				
				No Office.		10.12	..... LOWELL	No Office.		33				
				No Office.		16.18	..... NEWARK	No Office.						
				8:00 a.m. to 5:00 p.m.	T.R.W. Yd.	24.39	..... KEARNEY	Closed.		48				
							..... (67.46)							
							..... SCHEDULE TIME							
							..... AVERAGE MILES AN HOUR							

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

DOUBLE TRACK BETWEEN BRICK YARD AND GAINES.

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

Manual Block System. Rule 318-B in effect. Rule 907 in effect. Rule 925 not in effect.

Train order signal at Aurora does not govern Aurora-Kearney subdivision trains. Conductors and Engineers must have Clearance Form A.

No train order signal at Kenesaw and Kearney. Conductors and Engineers must have Clearance Form A when operator on duty.

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

Mixed extras carry passengers.

Mixed extra leaves Aurora 8:00 A. M., Hastings 10:00 A. M., daily except Sunday for Kearney.

Mixed extra leaves Kearney 12:30 P. M., Hastings 2:45 P. M. daily except Sunday for Aurora.

Lund Spur M. P. 10.96. Engines must not pass loading tipple.

Lippencott Spur M. P. 11.25.

Gravelvale Spurs M. P. 17.58

Keefer Spur, M. P. 18.90.

Lincoln and Columbus—Sub-division

LINCOLN DIVISION.

TIME TABLE No. 65.

EFFECTIVE JUNE 15, 1947.

WESTWARD			Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Sundays	EASTWARD		
SECOND CLASS	FIRST CLASS	Daily Ex. Sunday Passenger					Sidings	Other Tracks		FIRST CLASS	SECOND CLASS	Daily Ex. Sunday Passenger
		121	Continuous.	CWYTR K.O.B. Yd.		..... CARLING	Yard	Yard	Continuous.			
			Continuous.	W.Y.R. K.O.B. Yd.	0.00	..... LINCOLN	Yard	Yard	Continuous.	A.M. 10.25		
			No Office.	F.	0.34	C. B. & Q. Crossing (Interl'kd) BAIRD (Tower)			No Office.			
			No Office.		0.78	..... U. P. Crossing (Interlocked)			No Office.			
		3.32	No Office.	F.	1.00	..... C. B. & Q. Jct.			No Office.		10.20	
		f 3.41	No Office.		5.87	..... WOODLAWN		23	No Office.		f 10.12	
		s 3.51	No Office.		11.24	..... MALCOLM		11	No Office.		s 10.01	
		s 4.07	8:30 a.m. to 5:30 p.m.		18.44	..... GARLAND		15	Closed.		s 9.47	
		s 4.22	12 Mid. to 3:30 a. m. 6:30 p.m. to 12 Mid.	W.Y.Yd.	25.46	..... SEWARD		45	12 Mid. to 3:30 a.m. 6:30 p.m. to 12 Mid.		s 9.32	
			8:30 a.m. to 5:30 p.m.		25.91	SEWARD TOWER C. & N. W. Crossing (Interl'kd)			Closed.			
		s 4.34	No Office.		31.91	..... STAPLEHURST		31	No Office.		s 9.17	
		s 4.48	8:15 a.m. to 5:15 p.m.		38.84	..... ULYSSES		46	Closed.		s 9.03	
		s 5.03	No Office.		46.81	..... GARRISON		17	No Office.		s 8.47	
		s 5.15	8:20 a.m. to 5:20 p.m.	C.W. Yd.	52.53	..... DAVID CITY		92	Closed.		s 8.34	
			No Office.		52.66	..... U. P. Crossing (Grade)			No Office.			
		s 5.33	7:45 a.m. to 4:45 p.m.		61.26	..... BELLWOOD		33	Closed.		s 8.14	
			No Office.		70.11	..... U. P. Crossing (Interlocked)			No Office.			
		A 5.55 P.M. Daily Ex. Sunday	7:30 a.m. to 4:30 p.m.	W.T.R. Yd.	70.61	..... COLUMBUS	Yard	134	Closed.		L 7.55 A.M. Daily Ex. Sunday	
		2:25 30.0				..... (70.61)						
						..... SCHEDULE TIME					2:30	
						..... AVERAGE MILES AN HOUR					28.9	

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

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

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

No train order signal at Columbus. Conductors and enginemen must have clearance Form A, when operator on duty.

Train order signals at Seward and Seward Tower do not govern Lincoln-Columbus subdivision trains. Conductors and Enginemen must have Clearance Form A, when operator on duty.

All tracks at Columbus are YARD tracks.

Nos. 120 and 121 will stop at at M. P. 64.90 on flag to receive or discharge passengers.

Local Extra leaves Carling daily except Sunday 7:00 A. M. for Columbus, carries passengers.

Mixed train leaves Columbus daily except Sunday, 1:00 P.M. for Seward, carries passengers.

Moll Spur, M. P. 63.47, capacity 12 cars.

Trains will stop and be flagged over S. Y. A. crossing at M. P. 26.00, Seward.

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

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

Benedict and Clay Center—Sub-division

LINCOLN DIVISION.

TIME TABLE No. 65.

EFFECTIVE JUNE 15, 1947.

WESTWARD				EASTWARD					
SECOND CLASS		Office Open Week Days	Signs	STATIONS	Capacity of		Office Open Sundays	SECOND CLASS	
Tues. Thur. and Sat. Mixed	165				Mile Post Location	Sidings		Other Tracks	Mon., Wed. and Friday Mixed	166
A.M. 11.00		8:30 a.m. to 5:30 p.m.	Yd.	144.41	..... BENEDICT	Yard	44	Closed.	P.M. A 3.00
P.M. 2.30		Continuous	W.Yd.	135.38	..... YORK	W-120 E-77	180	12:01 a.m. to 11:00 a.m. 7:15 p.m. to 10:15 p.m.	P.M. 2.30
3.00		8:30 a.m. to 5:30 p.m.		126.25	..... McCOOL JCT.		36	Closed.	P.M. 11.50
3.25		No Office.		118.44	..... LUSHTON		38	No Office.	P.M. 11.30
f 3.40		No Office.		112.38	..... BIXBY		6	No Office.	P.M. 11.12
s 4.45		7:30 a.m. to 4:30 p.m.		107.14	..... SUTTON		113	132	P.M. 11.00
s 5.05		No Office.		100.18	..... VERONA		6	No Office.	P.M. 10.15
A 5.25 P.M. Tues. Thur. and Sat.		8:00 a.m. to 5:00 p.m.	Yd. Y.R.B.	94.73	..... CLAY CENTER	Yard	37	Closed.	A.M. 10.00 Mon., Wed. and Friday
6:25 7.7					..... (49.68)				P.M. 10.0
					..... SCHEDULE TIME				
					..... AVERAGE MILES AN HOUR				

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

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

Manual Block System. Rule 318-B in effect. Rule 907 in effect. Rule 925 not in effect. No train order signal at Benedict, Sutton and Clay Center. Conductors and Enginemen must have Clearance, Form A when Operator on duty. Benedict wye at M. P. 143.30.

Train order signal at York does not govern Benedict-Clay Center subdivision trains. Conductors and Enginemen must have Clearance Form A when operator on duty.

At Sutton Centralized Traffic Control in effect. Trains off Benedict-Clay Center subdivision must have permission from dispatcher before entering main track or controlled siding.

Knox Spur, M. P. 131.03, Capacity 11 cars, flag stop for scheduled trains. Mapps Spur, M. P. 140.12, Capacity 16 cars, flag stop for scheduled trains. At Benedict and Clay Center all tracks, are yard tracks.

Ayr Jct. and Huntley—Sub-division

LINCOLN DIVISION

TIME TABLE No. 65.

EFFECTIVE JUNE 15, 1947.

WESTWARD				EASTWARD					
SECOND CLASS		Office Open Week Days	Signs	STATIONS	Capacity of		Office Open Sundays	SECOND CLASS	
Mon., Wed. and Friday Mixed	163				Mile Post Location	Other Tracks		Tues. Thur. and Sat. Mixed	164
A.M. 9.25		No Office.		67.08	..... AYR JCT.		No Office.	P.M. A 1.25
s 9.45		8:30 a.m. to 5:30 p.m.		60.15	..... ROSELAND	36	Closed.	P.M. 1.00
s 10.05		8:30 a.m. to 5:30 p.m.	W.	55.09	..... HOLSTEIN	32	Closed.	P.M. 12.40
s 10.30		No Office.		47.73	..... NORMAN	8	No Office.	P.M. 12.15
s 11.00		No Office.	C.	39.48	..... SOUTH MINDEN	43	No Office.	P.M. 11.50
s 11.25		No Office.		31.48	..... KEENE	18	No Office.	P.M. 11.30
s 11.50		No Office.	W.	24.67	..... WILCOX	5	No Office.	P.M. 11.06
P.M. 12.15		No Office.		24.67	..... C. B. & Q. Crossing (Grade)		No Office.	
A 12.35 P.M. Mon. Wed. and Friday		No Office.		16.99	..... RAGAN	26	No Office.	P.M. 10.40
3:10 18.0		No Office.	Yd.	10.01	..... HUNTLEY	12	No Office.	A.M. 10.15 Tues. Thur. & Sat.
					..... (57.07)			
					..... SCHEDULE TIME			
					..... AVERAGE MILES AN HOUR			

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

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

Manual Block System. Rule 318-B in effect. Rule 907 in effect. Rule 925 not in effect.

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

Huntley wye at M. P. 11.7.

Aurora and Burwell—Sub-division

TIME TABLE No. 65.

LINCOLN DIVISION.

EFFECTIVE JUNE 15, 1947.

WESTWARD								EASTWARD				
SECOND CLASS			Signs	Distance from Greeley Center	Distance from Aurora	STATIONS	Capacity of		Office Open Week Days	SECOND CLASS		
Tuesday, Thurs. and Sat. Mixed	Daily Ex. Sunday Mixed						Sidings	Other Tracks		Monday, Wed. and Friday Mixed	Daily Ex. Sunday Mixed	
59	55								60	56		
	A.M. L 7.00		C.W.R.Y. K.B.Yd.		0.00	..... AURORA	Yard	Yard	12:01 a.m. to 11:00 p.m.		P.M. A 1.15
	s 7.25				10.99	..... MARQUETTE		24	8:30 a.m. to 5:30 p.m.		s 12.45
	s 8.00		W.Yd.		19.31	..... CENTRAL CITY		91	8:00 a.m. to 5:00 p.m.		s 12.20 P.M.
					19.58	..... U. P. Crossing (Interl'kd)			No Office.		
					24.05	..... HORD		7	No Office.		
	s 8.25				27.95	..... ARCHER		12	No Office.		s 11.45
	A.M. L 9.00	A 8.45 A.M.	C.W.T.R. Yd.		35.57	..... PALMER		83	8:30 a.m. to 5:30 p.m.	A.M. A 11.20	L 1.25 A.M.
	f 9.25		F.		43.30	..... CUSHING		9	No Office.	f 11.00	
	s 9.55		W.		50.53	..... WOLBACH		23	8:30 a.m. to 5:30 p.m.	s 10.40	
	s 10.15				56.96	..... BRAYTON		22	No Office.	s 10.15	
	s 11.00		C.W.	0.00	64.16	..... GREELEY CENTER		52	8:30 a.m. to 5:30 p.m.	s 9.55	
					23.63	..... U. P. Crossing (Grade)			No Office.		
	- P.M. - s 12.20				23.93	..... ORD		105	8:00 a.m. to 5:00 p.m.	s 8.50	
	s 12.45		W.		30.39	..... ELYRIA		13	No Office.	s 8.25	
	A 1.15 P.M.		K.T.R. Yd.		40.23	..... BURWELL		74	7:45 a.m. to 4:45 p.m.	L 8.00 A.M.	
	Tuesday, Thurs. and Sat.	Daily Ex. Sunday				..... (104.39)				Monday, Wed. and Friday	Daily Ex. Sunday
	4:15 16.2	1:45 20.3				..... SCHEDULE TIME				3:20 20.64	1:5 19.4
						..... AVERAGE MILES AN HOUR					

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

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

Manual Block System. Rule 318-B in effect. Rule 925 not in effect.

Rule 907 in effect.

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

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

Brass Spur, M. P. 37.47.

Vall Spur at M. P. 39.39.

Tracks at Hord, Cushing and Elyria are Spurs.

OFFICES OPEN SUNDAYS:

Aurora 12:01 A. M. to 11:00 P. M.

Other Offices Closed.

Palmer and Sargent—Sub-division

LINCOLN DIVISION.

TIME TABLE No. 65.

EFFECTIVE JUNE 15, 1947.

WESTWARD				Signs	Distance from Palmer	STATIONS	Capacity of		Office Open Week Days	EASTWARD			
SECOND CLASS		FIRST CLASS					Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Monday, Wed. and Friday Mixed										Tues., Thur. and Sat. Mixed			
57									58				
A.M. L 9.00				C.W.T. R. Yd.	0.00	..... PALMER		83	8:30 a.m. to 5:30 p.m.	A.M. A 11.25			
s 9.30					10.47	..... ST. PAUL		16	8:30 a.m. to 5:30 p.m.	s 11.00			
s10.05					15.62	..... MIDWAY		11	No Office.	s10.35			
s10.35				W.	19.41	..... FARWELL		25	8:00 a.m. to 5:00 p.m.	s10.10			
s11.35					28.97	..... ASHTON		12	8:30 a.m. to 5:30 p.m.	s 9.45			
P.M. s12.20				C.W.	40.06	..... LOUP CITY		93	8:30 a.m. to 5:30 p.m.	s 9.00			
s12.55				W.	53.72	..... ARCADIA		26	8:30 a.m. to 5:30 p.m.	s 8.25			
A 1 20 P.M.					64.48	..... COMSTOCK		17	7:45 a.m. to 4:45 p.m.	L 8.00 A. M.			
Monday, Wed. and Friday				R.Y.Yd. K.	73.09	..... SARGENT		76	7:30 a.m. to 4:30 p.m.	Tues., Thur. and Sat.			
4:20 16.9						..... (73.09)				3:25 22.4			
SCHEDULE TIME.....						..... AVERAGE MILES AN HOUR.....							

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

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

Manual Block System. Rule 318-B in effect. Rule 907 in effect. Rule 925 not in effect.

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 train order signal at Sargent and Palmer. Conductors and Enginemen must have Clearance Form A when Operator on duty.

NO OFFICES OPEN SUNDAYS.

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

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

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

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

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

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

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office.

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

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

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

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

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

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

When finished using switch, proceed as follows:

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

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

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

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

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

SPECIAL INSTRUCTIONS

Master Mechanic: D. Nott, Lincoln.
 Trainmaster: J. M. Turner, Lincoln.
 Road Foremen: [S. Schriener, Lincoln.
 H. H. Ault, Lincoln.

Terminal Superintendent: J. S. Sloan, Lincoln.
 Terminal Trainmaster: G. P. Henson, Lincoln.
 Night Terminal Trainmaster: G. J. Michael, Lincoln.
 Chief Dispatcher: C. E. Temple, Lincoln.
 Night Chief Dispatcher: J. W. Frey, Lincoln.
 E. F. Comerford, Lincoln.

Train Dispatchers:
 C. E. Keefer J. R. Golden
 E. J. Purinton G. V. Vant
 G. S. Keefer I. F. Conaway
 G. D. Hershner H. E. Vant
 A. S. Johnson C. E. Willis
 L. A. Starkey

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

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

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

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

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

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

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

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

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

Freight and Passenger Diesel engines may operate on any track where O-1-A engines operate.

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

Lincoln and Columbus sub-division trains use the Lincoln and Ravenna sub-division track one mile between Lincoln and C. B. & G. Junction.

Union Pacific trains use the Lincoln and Ravenna sub-division track (0.76) miles between Lincoln and Union Pacific connection switch.

Wymore Division trains and Union Pacific trains use the Lincoln and Gaines sub-division track between Lincoln and Hall Tower.

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

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

EXETER:

The signals governing movements over East switch of siding and entrance to the blocks, also govern movements over C. & N. W. crossing at Mile Post 105.08.

In case of failure of stop-signal to clear, trainman or engineman must secure authority from the train dispatcher to pass stop-signal for movement over C. & N. W. crossing, in addition to complying with C. T. C. rules 520 and 521.

The train dispatcher must not give such authority if any C. & N. W. trains have passed distant signals until such trains are known to be stopped.

FAIRMONT:

Normal positions of junction switches at east end on Helvey line and west end on Hebron line are for the branch lines.

RAVENNA:

When First Class trains meet at Ravenna the eastward train will take Siding at West Switch.

AURORA:

Westward trains taking siding use switch west of depot unless otherwise directed.

YORK:

Electric locked derail on Benedict-Clay Center Subdivision just west of Lincoln-Ravenna Subdivision line clearance point. Trains approaching from West must have operator unlock derail and secure permission from operator before entering main track of Lincoln-Ravenna Subdivision.

SEWARD:

The West switch to siding, and the East and West switches to crossover from main track to Columbus line are equipped with dual-controlled switches. These switches will be handled by Leverman during his assigned hours only.

LINCOLN:

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

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

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

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

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

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

10. SPRING SWITCHES.

Spring switches are designated by a round target bearing the letter "S."

Facing point movements over spring switches are protected by automatic home signal. When signal indicates "STOP," trains may proceed on hand signal after switch has been examined and points are found to fit properly.

Trains trailing through switch may do so without opening or closing it.

When sand or snow is blowing the switch points must be cleared before trailing move is made through switch.

When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand.

For trailing moves through spring switches the speed designated in time table speed restrictions must not be exceeded.

Sand must not be used over spring switches.

Drop switch will not be made over spring switches unless specifically authorized.

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

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS—Concluded

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

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

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

This modifies the second paragraph of Rule 919 so far as it applied to flagging equipment on Engines or Motors, and that part of the tenth paragraph of Rule 920 reading—"Normal supply for engines, 3 fuseses and 6 torpedoes."

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

In freight and mixed train service the front brakeman is responsible with the engineman for knowing that in the cab of the locomotive there is the prescribed flagging equipment.

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

16. Rule 914 of the rules of the operating department is modified to read as follows:

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

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

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

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

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

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

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

20. WHISTLE SIGNALS FOR HANDLING ENGINES THROUGH INTERLOCKING PLANT:

First: The Main Line, 1 long.

Second: Siding, one long and one short.

Third: Branch Line, one long, one short and one long.

Fourth: To Wye, or inside track, one long, two short, and one long.

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

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

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

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

24. Night signals to be used under Rule 906 are modified as follows:

Hot Journals—Stop signal followed by lamp swung in small vertical circle.

Brakes sticking—Stop signal followed by lamp in sliding movement out from body.

25. Rule 1314 of the Rules of the Operating Department is modified as follows: "On passenger trains, at points where only the engine or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a fifteen pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. Trainman must see that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, he will signal the engineman with one blast of the communicating signal."

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

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

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

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

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

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

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

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

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

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

This rule is in effect at all hours.

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

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

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

SPEED RESTRICTIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

Gas-Electric motor cars, except motor car 9734, 60 M.P.H.

Gas-Electric motor car 9734, 50 M.P.H.

Diesel-Electric power units, 75 M.P.H.

Diesel-Electric switch engines, 40 M.P.H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings.....	Restricted Speed	Restricted Speed
All crossovers and turnouts, not otherwise specified....	10	10
Handling clam shells, pile drivers, steam shovels.		
Main Lines.....	..	30
Branch Lines.....	..	20
(See Special Instructions 12.)		
Handling scale test cars (must be handled next to waycar with air coupled).		
Main Lines.....	..	25
Branch Lines.....	..	20
M-2-A engines.....	35	35
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 202800-202849 series, in rear of train when possible.		
Main Lines.....	..	35
Engines under steam disconnected on one side with main rod down.		
Main Lines.....	25	25
Branch Lines.....	20	20
B, S-4 or S-4-A engines with drivers blocked up.....	40	40
0-5-A or M engines with drivers blocked up.....	30	30
Trains handling coke racks, D&RGW series 26750 to 26999.....	..	25

The following speed restrictions will govern when handling steam derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Steam Derricks
Lincoln-Kenesaw.....	30 MPH	35 MPH
Lincoln-Ravenna.....	30 MPH	35 MPH
Aurora-Hastings.....	20 MPH	20 MPH
Kenesaw-Kearney.....	Must not operate...	20 MPH
Seward-Columbus.....	"	20 MPH
Benedict-Clay Center.....	"	20 MPH
Ayr Junction-Huntley.....	"	20 MPH
Aurora-Burwell.....	"	20 MPH
Palmer-Sargent.....	"	20 MPH
Lincoln-Seward (via Garland).....	"	20 MPH

Following are maximum allowable speeds for different types of locomotives:

Where sub-division maximum speeds are less, they will govern.

0-1, 0-1-A.....	50 M.P.H.	B-1-A.....	80 M.P.H.
0-2, 0-2-A, 0-2-B.....	50 M.P.H.	S-1-A.....	75 M.P.H.
0-3.....	50 M.P.H.	S-2-A.....	75 M.P.H.
M-2, M-2-A.....	45 M.P.H.	S-3-A.....	75 M.P.H.
M-4-A.....	60 M.P.H.	S-4, S-4-A.....	95 M.P.H.
B-1.....	75 M.P.H.	O-5-A.....	85 M.P.H.

SPEED RESTRICTIONS---Continued

LINCOLN-CUSHMAN AND GAINES SUB-DIVISION

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

A—Trains consisting of all light weight cars handled by Diesel engines. See class B notes (1) and (2).

B—Passenger trains handled by Diesel engines, having one or more standard cars or passenger trains handled by O-5-A, S-4 or S-4-A engines.

Note (1) Class A trains operated with automatic brake instead of electric straight air.

Note (2) Class A trains handled by S-1-A or S-2-A engines.

C—All other steam passenger trains.

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

E—Freight trains when handled by other freight engines.

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

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

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

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

All trains restricted speed between Baird Tower and Hall Tower, Lincoln. No. 39 passing Crete Depot must not exceed 50 miles an hour.

All trains restricted speed between Hastings Tower and Hastings Depot. Engines running backward must not exceed 20 miles an hour.

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

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—Lincoln to M.P. 60.50.....	30	30	30	Yd.	Yd.
ZONE—M.P. 60.50 to M.P. 66.70.....	80	75	60	60	50
ZONE—M.P. 66.70 to M.P. 70.50.....	65	60	60	60	50
Cobb Turnout.....	25	25	25	25	25
Cushman-Cobb (M.P. 7.50).....	35	35	35	35	35
ZONE—M.P. 70.50 to M.P. 82.25.....	75	70	60	60	50
Curve M.P. 78.24.....	65	55	55	55	50
Curve M.P. 80.10.....	70	60	60	60	50
ZONE—M.P. 82.25 to M.P. 156.00.....	90	80	75	60	50
Curve M.P. 127.52.....	80	70	60	60	50
Crossover, Brickyard.....	40	25	25	25	25
Turnouts, M.P. 155.82.....	25	25	25	25	25
Crossover, M.P. 155.98.....	15	15	15	15	15
ZONE—M.P. 156.00 to M.P. 157.00.....	30	30	30	Yd.	Yd.
Crossover and turnouts M.P. 156.43.....	15	15	15	15	15
ZONE—M.P. 157.00 to M.P. 158.00.....	90	75	60	Yd.	Yd.
Turnout, west end of No. 1 track, M.P. 157.96.....	25	25	25	25	25
Turnout, end of double track Gaines.....	50	40	40	40	40

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.	
LINCOLN AND RAVENNA SUBDIVISION			AURORA AND BURWELL SUBDIVISION			
Maximum speed.....			Maximum Speed:			
Between Lincoln and Grand Island.....	50	40	Between Aurora and Palmer.....	40	30	
Between Grand Island and Ravenna.....	55	50	Between Palmer and Burwell.....	35	30	
Eastward freight trains between M. P. 32 and M. P. 30 west of Seward.....		30	Engines running backward.....	10	10	
Nos. 78, 79 and 80 (Between Grand Island and Ravenna).....		55	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....			
Engines running backward.....	20	20	Between Aurora and Palmer.....		25	
All trains move at restricted speed between Hall Tower and C. B. & Q. Junction, Lincoln.....			Between Palmer and Burwell.....		20	
Over highway crossing "O" Street, M.P. 1.90, and curve just west of there.....	10	10	Between M.P. 19.05 and 19.50.....	10	10	
Other curves between Lincoln and Cushman.....	25	25	PALMER AND SARGENT SUBDIVISION			
Around 6 degree curve east end Seward.....	35	35	Maximum speed.....	35	25	
Over C. & N. W. crossing, Seward.....	35	35	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20	
Trailing movements through spring switches.....	15	15	Engines running backward.....	10	10	
All trains move at restricted speed between depot and stock yards, Aurora; between U. P. crossing and 12th Street, Grand Island and from east switch to depot, Ravenna.....			AURORA AND KEARNEY SUBDIVISION			
BENEDICT AND CLAY CENTER SUBDIVISION			Between Aurora and Hastings:			
Maximum Speed.....	35	30	Maximum speed.....	40	35	
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		25	Zephyr trains.....	50		
Engines running backward.....	10	10	Engines running backward.....	20	20	
Engine or leading car over Nobes Avenue crossing, York	10	10	Between Kenesaw and Kearney:			
Engine or leading car over highway crossings M. P. 110.34 and 110.12.....	10	10	Maximum Speed.....	25	25	
O1 and O1A engines over bridge 138.28.....	5	5	Engines running backward.....	10	10	
O1 and O1A engines between Mapps and Knox.....	15	15	R-4, R-5, S1A and S2A engines.....	20	20	
AYR JCT. AND HUNTLEY SUBDIVISION			S2A Engines over bridge 18.18.....	15	15	
Maximum Speed.....	30	25	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20	
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20	SPEED OF TRAINS:			
Engines running backward.....	10	10	Miles per Hour	Time per Mile		
LINCOLN AND COLUMBUS SUBDIVISION				Minutes	Seconds	
Maximum speed.....	35	25				
All trains move at restricted speed between C. B. & Q. Junction and Hall Tower, Lincoln.....			5.....	12	0	
O engines between Hobson and Seward.....	20	20	10.....	6	0	
Engines running backward.....	10	10	15.....	4	0	
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20	20.....	3	0	
Between Lincoln and Seward.....		25	25.....	2	24	
Between Seward and Columbus.....		25	30.....	2	0	
Engine or leading car over air field crossing M. P. 4.99	10	10	36.....	1	43	
Engine or leading car over S.Y.A. crossing at M. P. 8.74 and M. P. 24.79.....	10	10	40.....	1	30	
Before crossing S. Y. A. highway M. P. 26.00, Seward.....	Stop	Stop	45.....	1	20	
Engine or leading car over street crossing M. P. 26.17, Seward.....	5	5	50.....	1	12	
Engine or leading car over main highway crossing just west of depot, Ulysses.....	5	5		Miles per Hour	Time per Mile	
R and S engines over bridge 64.96.....	10	10		Minutes	Seconds	
Going down Bellwood hill, M. P. 56.50 to M. P. 58.70 ..	20	20	55.....	1	5	
Engine or leading car over 21st Avenue, Columbus.....	5	5	60.....	1	0	
			65.....		55	
			70.....		61	
			75.....		48	
			80.....		45	
			85.....		42	
			90.....		40	
			95.....		38	

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

Location	Track No.	Local Name of Track	Location	Track No.	Local Name of Track
LINCOLN AND GAINES SUBDIVISION:			LINCOLN AND RAVENNA SUBDIVISION:		
Yankee Hill.....	3-14-17	Brick Yard Track.	Emerald.....	2	Elevator Track.
Denton.....	4	House Track from West Switch to west elevator.		4	City Track.
Berks.....	2	House Track.	Pleasant Dale.....	2	House Track.
Crete.....	2	Storage Track.	Millford.....	2	Elevator Track.
	3	Mill Track.		6	Mill Track.
	5	Mill Track.	Ruby.....	2	Elevator Track.
	8	Johnson Mill Track.	Seward.....	3	Egg Spur.
	9	Johnson Mill Track.		4	Mill Track.
	11	Standard Oil Track.		..	West Leg of Wye.
	12	Fairmont Creamery Track.	York.....	2	Egg Spur.
	13	Brewery Track.		13	Auto Dock Track.
	14	Platform Track.		9	Panhandle Track beyond Switch of Cold Storage Track.
	16	Johnson Mill Track.	Hampton.....	1	House Track.
	20	Johnson Mill Track.	Aurora.....	13	Roundhouse Track.
Fairmont.....	17	Round House Track.		14	Roundhouse Track.
	9	Coal Track.		17	Cinder Pit Track.
Grafton.....	3	Elevator Track.	33-34		Freight House Tracks.
Sutton.....	2	House Track.	40		Waycar Track.
	6	Coal Track.	46		Creamery Track—can be used by "B" engines.
	11	Storage Oil Track.	41		City Track.
Saronville.....	2	House Track.	11		Elevator Track.
Harvard.....	6	Oil Track.	49		Hord Spur.
Inland.....	2	House Track.	3-5-2		Locally referred to as tracks 4, 5, and 6; B-1, O-5-A, S-4, M-4-A engines cannot use switches at east end of tracks account turnouts too sharp.
Hastings.....	2	Cowton Coal Track.	Phillips.....	4	House Track.
	4	Elevator Track.	Power.....	1	Power Spur.
	6	G. I. Transfer Track.	Trall.....	1	Siding—can be used by "B" engines.
	8	Horn Track.	Grand Island.....	2	Belt Line.
	16	Hastings Fuel Track.		17	Donald's Spur.
	20	Oliver Lumber Co. Track.		10	Gas House Track.
	38	Standard Oil Track.		6	East end House Track.
	49	Stockyard Track.		7	Oil Track.
	61	Kearney Stub Track.		8	Elevator Track.
	62	Byers Lumber Co. Track.	Abbott	2	House Track.
	63	Nash-Finch Co. Track.	St. Michael.....	2	House Track.
	69	Commonly known as No. 10 Track.	Ravenna.....	40	Mill Track.
	40	Commonly known as No. 11 Track.		5	City Track.
	84	Commonly known as No. 10½ Track.		33	Coal Chute Incline Track.
	70	Freight House Tracks.		44	Cinder Pit Loading Track.
	and all other			30	Cinder Pit Loading Track.
				13	Boiler House Track.
				29	Tall Track—this track can be used to a point 600 ft. west of west crossover.

FREIGHT TRAINS (Information Only)

WESTWARD			STATIONS	EASTWARD		
Daily Freight	Daily Freight	Daily Ex. Sun. Freight		Daily Ex. Sun. Freight	Daily Freight	Daily Freight
61	67 (CD)	93		94	62	68
9:30PM	9:30AM	2:30AM	... HOBSON ...	10:30PM	10:00AM	6:00PM
		3:45AM	... CRETE ...	9:30PM		
12:15AM	12:30PM		.. HASTINGS ..		7:25AM	3:35PM
12:35AM	1:00PM				7:05AM	3:20PM