

C. E. Jennings

SURGEONS AND PHYSICIANS

Beatrice, Nebr.....DR. H. F. ELIAS.....Surgeon.
Concordia, Kans.....DR. L. E. HAUGHEY.....Surgeon.
Crete, Nebr.....DR. P. J. HUBER.....Surgeon.
DeWitt, Nebr.....DR. H. D. RUNTY.....Surgeon.
Fairbury, Nebr.....DR. J. H. LYNCH.....Surgeon.
Fairmont, Nebr.....DR. A. A. ASHBY.....Surgeon and Examiner.
Falls City, Nebr.....DR. C. L. HUSTEAD.....Surgeon.
Hanover, Kans.....DR. H. G. HURTIG.....Surgeon.
Holdrege, Nebr.....DR. T. A. PETERSON.....Surgeon and Examiner.
Humboldt, Nebr.....DR. H. S. HEIM.....Surgeon.
Lincoln, Nebr.....DR. C. C. PELIKAN.....Surgeon.
Lincoln, Nebr.....DR. CLAYTON ANDREWS.....Surgeon.
Lincoln, Nebr.....DR. W. W. BARTELS.....Surgeon.
Lincoln, Nebr.....DR. J. E. M. THOMSON.....Surgeon.
Lincoln, Nebr.....DR. GEORGE H. WALKER.....Surgeon and Examiner.
Lincoln, Nebr.....DR. H. H. EVERETT.....Surgeon.
Lincoln, Nebr.....DR. L. E. MARX.....Surgeon.
Lincoln, Nebr.....DR. FRITZ TEAL.....Surgeon.
Lincoln, Nebr.....DR. F. F. TEAL.....Eye Specialist.
Lincoln, Nebr.....DR. J. M. WOODWARD.....Eye Specialist.
Nebraska City, Nebr.....DR. W. S. RAMACCIOTTI.....Surgeon and Examiner.
Pawnee, Nebr.....DR. A. B. ANDERSON.....Surgeon.
Rulo, Nebr.....DR. W. SHEPHERD.....Surgeon.
Superior, Nebr.....DR. C. G. McMAHON.....Surgeon.
Tecumseh, Nebr.....DR. J. A. LANSPA.....Local Surgeon.
Wymore, Nebr.....DR. C. W. THOMAS.....Surgeon and Examiner.
Washington, Kans.....DR. D. A. BITZER.....Surgeon.

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

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

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

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

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

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

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

S. R. HARRIS,
Assistant Superintendent, Wymore, Nebr.

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

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE
61
WYMORE DIVISION

OF THE
61
WESTERN DISTRICT

No. 61

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

SUNDAY, FEBRUARY 29, 1948

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.

Napier and Lincoln—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

WESTWARD					Signs	Distance from Napier	STATIONS	Capacity of		Office Open Week Days	EASTWARD					
SECOND CLASS			FIRST CLASS					Sidelings	Other Tracks		FIRST CLASS		SECOND CLASS			
Daily Ex. Saturday Freight	Daily Freight	Daily Freight	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Freight	Daily Freight	Daily Ex. Sunday Freight	
63	61	67	43	41	44	42	62	68	64							
P.M. 10.30	P.M. 1.45	A.M. 2.50	P.M. 8.20	P.M. 1.10	B.K.R. W.Y.Yd.	0.00	..... NAPIER		Yard	Continuous.	A A.M. 4.15	A P.M. 3.20	A P.M. 6.40	A P.M. 11.10	A P.M. 10.25
11.00	1.55	3.00	8.25	s 1.15	F.	3.30	..... FORTESCUE		28	No Office.	f 4.05	s 3.09	6.23	10.57	10.15
11.13	2.08	3.13	8.34	s 1.28		9.40	..... RULO	E50 W45	35	8:00 a.m. to 5:00 p.m.	s 3.55	s 2.59	6.12	10.46	10.00
11.30 A.M.	2.21	3.26	8.41	s 1.38	F.	14.63 PRESTON		120	33	No Office.	3.45	s 2.49	5.57	10.34	9.35
12.15	2.32	3.36	s 8.53	s 1.51	B.K. T.W.Yd.	19.52 FALLS CITY		85	Yard	Continuous.	s 3.36	s 2.32	5.45	10.22	8.53
						19.72 Mo. Pac. Crossing (Interl'kd)				No Office.					
12.30	2.45	3.50	9.02	s 2.01		25.91 SALEM		96	50	8:30 a.m. to 5:30 p.m.	s 3.17	s 2.22	5.31	10.08	8.20
12.50	3.00	4.05	9.11	s 2.12		33.35 DAWSON		88	30	8:00 a.m. to 5:00 p.m.	s 3.04	s 2.12	5.18	9.57	8.03
1.10	3.13	4.17	9.21	s 2.22	O.	40.20 HUMBOLDT		120	67	8:45 a.m. to 4:45 p.m. 8:00 p.m. to 4:00 a.m.	s 2.51	s 1.58	5.05	9.46	7.50
1.20	3.20	4.24	9.26	2.28	F.	43.90 MUNSON				No Office.	2.41	1.51	4.57	9.39	7.40
A 1.40 A.M.	3.33	4.37	s 9.32 9.43	s 2.44	B.C.K. W.Y.Yd.	48.16	..... TABLE ROCK	1- 88	Yard	Continuous.	s 2.35	s 1.45	4.47	9.32	L 7.30 P.M.
	3.49	4.53	9.55	s 2.58		8.43	..... ELK CREEK	2-124	60	29	8:00 a.m. to 5:00 p.m.	s 2.08	s 1.22	4.17	9.10
	4.05	5.09	10.04	s 3.09	W.Yd.K.	15.35	..... TECUMSEH		96	Yard	8:45 a.m. to 4:45 p.m. 7:30 p.m. to 3:30 a.m.	s 1.57	s 1.11	4.05	8.59
	4.17	5.22	10.11	f 3.18	F.	21.95	..... SMARTVILLE		50	17	No Office.	f 1.43	f 12.57	3.39	8.49
	4.27	5.33	10.17	s 3.28		27.17	..... STERLING		83	37	8:00 a.m. to 5:00 p.m.	s 1.32	s 12.47	3.28	8.40
	4.40	5.46	10.25	s 3.40		34.53	..... ADAMS		62	46	8:00 a.m. to 5:00 p.m.	s 1.20	s 12.36	3.01	8.28
	4.53	6.00	10.34	s 3.52	W.	41.98	..... FIRTH		114	32	12 Mid 2:30 am Ex Mon 9:00 a.m. to 5:00 p.m. 6:30 p.m. to 12 Mid	s 1.08	s 12.24	2.48	8.16
	5.10	6.17	10.42	s 4.09		48.66	..... HICKMAN		73	20	8:00 a.m. to 5:00 p.m.	s 12.56	s 12.11	2.34	8.02
						49.67	..... Mo. Pac. Crossing (Interlocked)				No Office.				
	5.17	6.23	10.47	s 4.18		51.79	..... ROCA			27	Ex. Mon. 6 pm to 3 am 12 Mid. to 2 am 6 pm to 12 Mid.	s 12.49	s 12.04 P.M.	2.28	7.56
	5.23	6.28	10.50	4.24	F.	54.77	..... SALTILLO		83	7	No Office.	12.44	11.59	2.23	7.51
	5.35	6.40	10.57	4.34	F.	60.43	..... LANCASTER				No Office.	12.37	11.52	2.13	7.42
						61.39	..... U. P. Crossing (Interlocked)				No Office.				
						62.63	..... WYE SWITCH				No Office.				
						62.82	..... C. B. & Q. Crossing (Interl'kd)				No Office.				
	A 6.00 P.M.	A 7.00 A.M.			BCKOYd. R.T.W.Y.	63.28	..... CARLING (Interlocked)		Yard	Yard	Continuous.			L 2.00 P.M.	L 7.30 P.M.
						63.02	..... U. P. Crossing (Interlocked)				No Office.				
			A 1.05 P.M.	A 4.45 P.M.	R.T.W.Y. BCKOYd.	63.53	..... HALL (Tower)				No Office.				
							..... LINCOLN		Yard	Yard	Continuous.	L 12.30 A.M.	L 11.45 A.M.		
Daily Ex. Sunday	Daily	Daily	Daily	Daily			..... (111.69)				Daily	Daily	Daily	Daily	Daily Ex. Sunday
3:10 16.2	4:15 26.3	4:10 26.9	2:45 40.6	3:35 31.2			..... SCHEDULE TIME				3:45 28.8	3:35 31.2	4:40 23.9	3:40 30.6	2:55 16.9
							..... AVERAGE MILES AN HOUR								

Napier and Lincoln—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

FOOTNOTES

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

RULE 221-A IN EFFECT AT ALL TRAIN ORDER OFFICES IN NON-AUTOMATIC SIGNAL TERRITORY AND IS MODIFIED TO INCLUDE BOTH FREIGHT AND PASSENGER TRAINS.

Double track between Napier and Fortescue.

Automatic block system in effect between Napier and signal S-0.35 west of Table Rock.

Manual block system, Rule 318-B, in effect between Table Rock and Lincoln.

SPRING SWITCHES at end of double track at Fortescue, normal position is for Eastward track, east end Siding Falls City, and East end No. 1 siding at Table Rock.

Eastward trains calling in flagman at Napier will sound four long and one short blast of whistle in connection with Rule 14-D.

Operator at Napier will register for Nos. 41, 42, 43 and 44.

Missouri River Bridge 8.93 Rule: Steam engines heavier than R-5 must not doublehead. Diesel engines must not doublehead with any other class of power. When steam engines heavier than R-5 or diesel engines handled dead in train must be spaced at least 10 cars from engine handling the train and not less than 10 cars from any other engine in the train.

No. 1 track Falls City, capacity 75 cars, must not be blocked without authority from dispatcher.

Trains starting or terminating at Falls City will register at Falls City. Train order signal at Falls City will not govern trains starting at Falls City. Conductors and Enginemen must have Clearance Form A.

Whistle signal for siding at Falls City interlocking plant is one long and one short.

Refinery Siding at M. P. 20.20 (Falls City) capacity 12 cars.

Oil Siding at M. P. 21.20 (west of Falls City) capacity 20 cars.

No. 43 will stop at Humboldt and Tecumseh to receive or discharge revenue passengers.

Normal position of Junction switch at Table Rock is for Napier and Lincoln subdivision.

Sidings at Table Rock located as follows: No. 1 north of main track. No. 2 south of main track. Napier and Lincoln subdivision trains will use No. 1 siding. Trains enroute TO or FROM Table Rock and Wymore subdivision will use No. 2 siding.

At Tecumseh, trains using Tecumseh and Nebraska City subdivision main track must do so expecting to find it blocked at the coal shed.

No train order signal at Napier, Table Rock, Lincoln or Carling. Conductors and Enginemen must have Clearance Form A.

Normal position of switch at Lancaster is for Napier and Lincoln subdivision. "O" Street viaduct Lincoln will not clear man on top of car.

Whistle signals for Hall Tower Interlocking plant—

First—Denver main line, one long.

Second—Napier main line, one long, one short, one long.

Third—To Wye or inside track, one long, two shorts, one long.

Dispatchers will authorize operator Carling to register first class trains.

Local extra leaves Carling 7:00 A.M. Monday, Wednesday, Friday for Falls City and leaves Falls City 3:00 A.M. Tuesday, Thursday, Saturday for Carling.

OFFICES OPEN SUNDAYS:

Napier Continuous.

Falls City Continuous.

Humboldt 12 Mid. to 4:00 A. M.; 12:45 P. M. to 3:45 P. M.; 8:00 P. M. to 12 Mid.

Table Rock Continuous.

Tecumseh 12 Mid. to 3:30 A. M.; 12:45 P. M. to 3:45 P. M.; 7:30 P. M. to 12 Mid.

Sterling 2:00 P. M. to 5:00 P. M.

Firth 12 Mid. to 2:30 A. M.; 2:00 P. M. to 5:00 P. M.

Roca 12 Mid. to 3:00 A.M.; 11:00 P.M. to 12 Mid.

Carling Continuous.

Lincoln Continuous.

Other offices closed.

Nemaha and Shubert—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

SOUTHWARD				Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days	NORTHWARD			
SECOND CLASS							Sidings	Other Tracks		SECOND CLASS			
Daily Ex. Sunday Mixed										Daily Ex. Sunday Mixed			
213										214			
A.M. 11.20				Yd. R.W.Y.	18.69	..... NEMAHA 7.20	22		8:00 a.m. to 5:00 p.m.	P.M. 12.35			
A.M. 11.40				R	11.49	..... SHUBERT (7.20)	18		8:00 a.m. to 5:00 p.m.	A.M. 11.50			
Daily Ex. Sunday										Daily Ex. Sunday			
0:20 21.5						..... SCHEDULE TIME AVERAGE MILES AN HOUR				0:35 9.6			

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD

RULE 221-A IN EFFECT AT ALL TRAIN ORDER OFFICES 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.

Normal position of the south switch at Nemaha is for the south leg of the wye; north and west wye switches are for Nebraska City and Tecumseh subdivision trains.

No train order signal at Shubert. Conductors and enginemen must have clearance form A when Operator on duty.

Mixed trains carry passengers.

No Offices open Sundays.

WYMORE DIVISION.

Table Rock and Wymore—Sub-division

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

WESTWARD				Signs	Distance from Napier	STATIONS	Capacity of		Office Open Week Days	EASTWARD			
SECOND CLASS		FIRST CLASS					Sidinga	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday Freight	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Ex. Sunday Freight	Daily Ex. Sunday Freight
63	15	17								14	16	64	
A.M. L 2.40	P.M. L 10.15	P.M. L 2.50	B.C.K.R. W.Y.Yd.	48.16	.....	TABLE ROCK	1- 88 2-124	Yard	Continuous.	A.M. A 2.10	P.M. A 1.40	P.M. A 6.45	
3.25	s 10.30	s 3.03		55.25	.....	PAWNEE	43	97	8:00 a.m. to 5:00 p.m.	s 1.57	s 1.28	6.25	
4.00	s 10.50	s 3.23		67.44	.....	BURCHARD	62	42	8:00 a.m. to 5:00 p.m.	f 1.36	f 1.08	5.40	
4.15	f 10.56	f 3.29	F.	71.67	.....	ARMOUR	19		No Office.	1.28	f 1.00	5.20	
4.40	s 11.05	s 3.38		75.84	.....	LIBERTY	59	35	8:00 a.m. to 5:00 p.m.	f 1.21	s 12.54	5.05	
	11.18	3.52		84.73	.....	U. P. Crossing (Auto. Interlocked)			No Office.				
			B.C.K.O.R. T.W.Y.Yd.	87.23	.....	WYMORE	Yard	Yard	Continuous.	L 1.00 A.M.	L 12.35 P.M.	L 4.25 P.M.	
Daily Ex. Sunday	Daily	Daily			.....	(39.07)				Daily	Daily	Daily Ex. Sunday	
2:30 15.6	1:10 33.5	1:10 33.5			.....	SCHEDULE TIME				1:10 33.5	1:05 36.0	2:20 18.9	
					.....	AVERAGE MILES AN HOUR							

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

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

Manual Block System, Rule 318-B in effect.

No train order signal at Table Rock or Wymore. Conductors and Enginemen must have Clearance Form A.

Normal position of Junction Switch at Table Rock is for Napier and Lincoln subdivision.

Sidings at Table Rock located as follows: No. 1 north of main track. No. 2 south of main track. Trains enroute TO or FROM Table Rock-Wymore subdivision will use No. 2 siding. Napier and Lincoln subdivision trains will use No. 1 siding.

Air brakes must be coupled and working on cars handled on City track Pawnee.

OFFICES OPEN SUNDAYS:

Table Rock Continuous.
Pawnee 1:00 P. M. to 4:00 P. M.
Burchard Closed

Liberty Closed.
Wymore Continuous.

Nebraska City and Tecumseh—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

WESTWARD				Signs	Distance from Nebraska City	STATIONS	Capacity Other Tracks	Office Open Week Days	EASTWARD			
SECOND CLASS		SECOND CLASS							Monday Wed. and Fri. Mixed	Tuesday Thursday and Sat. Mixed		
Monday Wed. and Fri. Mixed	Monday Wed. and Fri. Mixed	Monday Wed. and Fri. Mixed	Monday Wed. and Fri. Mixed									
113	113								114	114		
A.M. L 9.35	P.M. L 9.35	A.M. L 9.35	P.M. L 9.35	B.C.K.O. R.T.W.Yd.	0.00	.....	NEBRASKA CITY	Yard	8:00 a.m. to 5:00 p.m.	P.M. A 1.15		
f 10.15	f 10.15	f 10.15	f 10.15		11.07	.....	BARNEY	16	No Office.	f 12.30		
s 10.40	s 10.40	s 10.40	s 10.40		15.92	.....	PERU	29	8:00 a.m. to 5:00 p.m.	s 12.15 P.M.		
s 11.05	s 11.05	s 11.05	s 11.05		23.98	.....	BROWNVILLE	22	8:30 a.m. to 5:30 p.m.	s 11.40		
s 11.20	s 11.20	s 11.20	s 11.20	Y.R.W. Yd.	28.45	.....	NEMAHA	22	8:00 a.m. to 5:00 p.m.	s 11.20		
s 11.55 P.M.	s 11.55 P.M.	s 11.55 P.M.	s 11.55 P.M.		36.47	.....	Mo. Pac. Crossing (Interl'kd)		No Office.			
f 12.10	f 12.10	f 12.10	f 12.10	W.	3 8.77	.....	AUBURN	36	8:00 a.m. to 5:00 p.m.	s 10.45		
s 12.25	s 12.25	s 12.25	s 12.25		43.76	.....	ROHRS	4	No Office.	f 10.15		
s 12.45	s 12.45	s 12.45	s 12.45		47.88	.....	JOHNSON	27	8:00 a.m. to 5:00 p.m.	s 10.00		
A 1.10 P.M.	A 1.10 P.M.	A 1.10 P.M.	A 1.10 P.M.	C.R.W.Yd.T.K	60.65	.....	GRAF	18	No Office.	s 9.35		
Monday Wed. and Fri.	Monday Wed. and Fri.	Monday Wed. and Fri.	Monday Wed. and Fri.			.....	TECUMSEH	Yard	8:45 a.m. to 4:45 p.m. 7:30 p.m. to 3:30 a.m.	L 9.00 A.M.		
3:35 16.9	3:35 16.9	3:35 16.9	3:35 16.9			.....	(60.65)			Tuesday Thursday and Sat.	4:15 14.3	
						.....	SCHEDULE TIME					
						.....	AVERAGE MILES AN HOUR					

Nebraska City and Tecumseh—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61

EFFECTIVE FEB. 29, 1948

FOOTNOTES

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

Rule 221 (a) in effect at all train order offices 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.

Automatic block system in effect between Nebraska City and junction switch M. P. 0.70.

No train order signal at Nebraska City, and train order signal at Tecumseh will not govern Nebraska City and Tecumseh sub-division trains.

Conductors and Enginemen must have Clearance Form A.

Normal position of switch at Nemaha line junction, Nebraska City, is for Payne and Lancaster Subdivision.

At Nebraska City trains or engines using roundhouse lead must stop before crossing 4th Corso (Nebraska Highway 2). Train or engine man must flag trains or engines across entire width of street.

Trains between Nebraska City and east end Missouri River Bridge will move at restricted speed and proceed as the way is seen or known to be clear.

At Tecumseh, trains using Tecumseh and Nebraska City subdivision main track must do so expecting to find it blocked at the coal shed.

River track at M. P. 25.99 capacity 85 cars.

Mixed trains carry passengers.

OFFICES OPEN SUNDAYS:

Tecumseh 12 MN. to 3:30 A.M., 12:45 P.M. to 3:45 P.M., 7:30 P.M. to 12 MN.
Other offices closed.

Crete and Wymore—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

SOUTHWARD					STATIONS	Signs	Distance from Crete	Capacity of		Office Open Week Days	NORTHWARD				
SECOND CLASS		FIRST CLASS						Sidelings	Other Tracks		FIRST CLASS		SECOND CLASS		
Tuesday, Thursday and Sat. Mixed	Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger							Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Monday, Wed. and Fri. Mixed	Daily Ex. Sunday Freight	
95	93	7	89								24	90	96	94	
	A.M. L 4.00		P.M. L 7.00	A.M. L 11.00	R.W.	0.00	..... CRETE	Yard	8.00 am to 4:00 pm		A 8.55	A 3.10		P.M. A 6.35

Trains between Crete Jct. and Crete are governed by Lincoln division time table.

SOUTHWARD		STATIONS		NORTHWARD	
4.02	7.01 11.01	F.	..... CRETE Jct.	No Office.	8.53 3.08 6.33
4.15	f 7.08 11.08	4.98	..... SHESTAK	27 No Office.	f 8.43 2.58 6.10
s 4.50	s 7.21 s 11.19	10.96	..... WILBER	71 8:00 a.m. to 5:00 p.m.	s 8.33 s 2.49 s 5.55
P.M. L 2.50	s 5.20 s 7.33 s 11.32	W.R. 17.36	..... DE WITT	31 56 8:00 a.m. to 5:00 p.m.	s 8.19 s 2.34 A 9.40 s 5.25
3.05	f 5.35 f 7.43 f 11.42	F. 24.64	..... HOAG	14 No Office.	f 8.09 2.24 s 9.23 f 5.10
3.35	s 6.15 s 8.01 s 11.59	B.K.O. W.Yd. 30.38	..... BEATRICE	Yard Yard 7:40 a.m. to 9:15 p.m.	s 8.00 s 2.15 s 9.10 s 5.00
4.00	s 6.50 s 8.18 s 12.15	30.82	..... C. R. I. & P. Crossing (Grade)	No Office.	
A 4.05	A 7.00 A 8.25 A 12.25	F. 40.79	..... BLUE SPRINGS	8 No Office.	s 7.35 s 1.50 s 8.38 s 4.27
P.M.	P.M. P.M. P.M.	B.C.K.O.R. T.W.Y.Yd. 42.52	..... WYMORE	Yard Yard Continuous.	L 7.30 L 1.45 L 8.30 L 4.20
Tuesday, Thursday and Sat.	Daily Ex. Sunday		..... (42.52)		Daily Ex. Sunday Monday, Wed. and Fri. Daily Ex. Sunday
1:15 19.8	3:00 14.2		..... SCHEDULE TIME		1:25 1:25 1:10 2:15
			..... AVERAGE MILES AN HOUR		30.0 30.0 21.5 18.9

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

Rule 221 (a) in effect at all train order offices 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 Crete, Beatrice or Wymore. Conductors and Enginemen must have clearance Form A at Wymore, and at Beatrice and Crete when operator is on duty.

Operator at DeWitt will register trains when on duty.

Trains or engines passing through Beatrice must stop before crossing Court and Sixth streets; train or enginemen must flag trains or engines across entire width of street.

Gasco Spur track at M. P. 33.62, capacity 7 cars.

Scheduled freight and mixed trains carry passengers.

OFFICES OPEN SUNDAY:

Wymore—Continuous.

Other offices closed.

Wymore and Red Cloud—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

WESTWARD				Office Open Week Days	Signs	Distance from Napier	STATIONS	Office Open Sundays	Capacity of		EASTWARD			
SECOND CLASS		FIRST CLASS							Sidings	Other Tracks	FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday Mixed	Daily Ex. Sunday Freight	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Ex. Sunday Freight	Daily Ex. Sunday Mixed
89	63	17	15							16	14	64	90	
P.M. L 1.05	A.M. L 8.45	P.M. L 4.05	A.M. L 12.25	Continuous.	B.C.K.O.R. T.W.Y.Yd.	87.23	..... WYMORE	Continuous.	Yard	Yard	P.M. A 12.05	A.M. A 12.50	P.M. A 2.50	A.M. A 1.45
f 1.14	9.00	4.14	12.40	No Office.	F.	92.84	..... KRIDER	No Office.	62	18	P.M. 11.55	A.M. 12.40	2.40	f 1.35
A 1.25 P.M.	9.20	4.23	12.50	8:30 a.m. to 5:30 p.m.	Yd.	96.45	..... ODELL	Closed.	84	36	s 11.45	s 12.28	2.30	L 1.29 A.M.
	9.45	4.37	1.05	8:00 a.m. to 5:00 p.m.		105.13	..... DILLER	Closed.	60	37	s 11.33	s 12.19	2.15	
	9.59	4.44	1.11	No Office.	F.	109.13	..... SHEA	No Office.	37	13	f 11.24	12.10	1.50	
	10.15	4.54	1.22	8:00 a.m. to 5:00 p.m.	W.Yd.	114.59	..... ENDICOTT	Closed.	62	65	s 11.14	s 12.02 A.M.	1.30	
				No Office.		114.86	..... U. P. Crossing (Auto. Interlocked)	No Office.						
				No Office.	F.Y.	116.09	..... FAIRCHILD SPUR	No Office.			11.10			
				No Office.		125.04	..... C. R. I. & P. Crossing (Auto. Interlocked)	No Office.						
	10.50	5.19	1.43	8:00 a.m. to 5:00 p.m.		128.45	..... REYNOLDS	Closed.	63	41	s 10.50	11.39	12.45	
	11.15	5.34	1.57	8:30 a.m. to 5:30 p.m.		138.47	..... HUBBELL	Closed.	72	42	s 10.34	11.25	12.20	
	P.M. 12.01	5.49	2.09	8:00 a.m. to 5:00 p.m.	C.W.Yd	145.78	..... CHESTER	Closed.	70	85	s 10.23	s 11.15	12.01 P.M.	
	1.25	6.05	2.22	8:30 a.m. to 5:30 p.m.		153.90	..... BYRON	Closed.	72	39	s 10.09	f 11.01	11.10	
	1.50	6.27	2.35	8:30 a.m. to 5:30 p.m.		162.75	..... HARDY	Closed.	45		s 9.41	f 10.49	10.40	
				No Office.		169.68	..... A. T. & S. F. Crossing (Grade)	No Office.						
	4.00	6.43	2.54	7:45 a.m. to 11:45 p.m.	O. W.Yd.	170.43	..... SUPERIOR	7:45 a.m. to 10:45 a.m. 3:45 p.m. to 11:45 p.m.	84	Yard	s 9.28	s 10.35	9.28	
				No Office.		170.96	..... M. P. Crossing (Interlocked)	No Office.						
	4.45	6.55	3.05	No Office.	F.	176.97	..... BOSTWICK	No Office.		33	s 9.12	10.17	8.05	
	5.20	7.07	3.18	8:00 a.m. to 5:00 p.m.		184.86	..... GUIDE ROCK	Closed.	63	30	s 9.01	f 10.07	7.51	
	5.45	7.19	3.27	No Office.	F.	191.05	..... LESTER	No Office.			8.50	9.57	7.40	
	A 6.00 P.M.	A 7.29 P.M.	A 3.39 A.M.	Continuous.	B.K.R. T.W.Yd.	195.28	..... RED CLOUD	8:00 a.m. to 10:00 a.m. 7:15 p.m. to 3.15 a.m.	Yard	Yard	L 8.43 A.M.	L 9.50 P.M.	L 7.30 A.M.	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily				..... (108.05)				Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
0:20 27.8	9:15 11.6	3:24 31.8	3:14 33.4				..... SCHEDULE TIME				3:22	3:00	7:20	0:16
							..... AVERAGE MILES AN HOUR				32.1	36.0	14.7	33.6

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

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

Manual Block System. Rule 318-B in effect.

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

Normal position of east switch of crossover, west end siding Odell is for Odell and Concordia Subdivision.

Trains or engines passing through Chester on any track other than main track must stop before crossing Thayer Avenue; train or engine men must flag trains or engines across entire width of street.

Trains No. 16 and No. 17 will stop at mile post 134.86 when flagged; and make regular stop at mile post 123.94 for traffic.

Warwick Spur at M. P. 161.56. Capacity 3 cars.

Within the corporate limits of Superior, cars or engines must not be left standing less than 40 feet from street line and switching or light engine movements over Central Avenue and Bloom streets must be protected by train, yard or engine men.

Engines must not operate beyond frog of switch leading to Gyp track at the Cement Plant, Superior.

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

Payne and Lancaster—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

WESTWARD				Signs	Distance from Payne	STATIONS	Capacity of		Office Open Week Days	EASTWARD			
SECOND CLASS							Sidelings	Other Tracks		SECOND CLASS			
			Tuesday Thursday and Sat. Mixed										
			135										136
				Yd.	0.00	..... PAYNE		24	1:00 a.m. to 9:00 a.m. 9:50 a.m. to 5:50 p.m.				
				B.C.K.Yd. O.R.T.W.	5.66	..... NEBRASKA CITY	Yard	Yard	8:00 a.m. to 5:00 p.m.				P.M. A 2.45
					10.76	..... ELBERON		12	No Office.				f 2.25
					15.42	.. Mo. Pac. Crossing (Grade) ..			No Office.				
					15.98	..... DUNBAR		32	7:45 a.m. to 4:45 p.m.				s 1.55
				W.	27.26	..... SYRACUSE		38	8:00 a.m. to 5:00 p.m.				s 1.15
					32.29	..... UNADILLA		25	8:00 a.m. to 5:00 p.m.				s 12.45
					39.09	..... PALMYRA		32	8:15 a.m. to 5:15 p.m.				s 12.25
					45.73	..... BENNET		41	8:00 a.m. to 5:00 p.m.				s 12.05
					52.33	..... CHENEYS		8	No Office.				s 11.45
					56.69	..... COLLEGE VIEW		16	No Office.				11.30
				F.R.	59.88	..... LANCASTER	Yard	Yard	No Office.				L 11.15 A.M.
						..... (59.88)							Monday, Wed. Friday
						..... SCHEDULE TIME							3:30
						..... AVERAGE MILES AN HOUR							15.0

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

RULE 221 (A) IN EFFECT AT ALL TRAIN ORDER OFFICES AND IS MODIFIED TO INCLUDE BOTH FREIGHT AND PASSENGER TRAINS. YARD LIMIT EXTENDS FROM PAYNE TO M. P. 7.20. MOVEMENTS WILL BE MADE AS PRESCRIBED BY RULE 93.

At Nebraska City trains or engines using roundhouse lead must stop before crossing 4th Corso (Nebraska Highway 2). Train or engine man must flag trains or engines across entire width of street.

Trains between Nebraska City and east end Missouri River Bridge will move at restricted speed and proceed as the way is seen or known to be clear. Nebraska City and Tecumseh Sub-division trains use main track between Junction Switch at west end Missouri River Bridge, and depot at Nebraska City.

Automatic block system in effect between M. P. 4.91 and Nebraska City.

Manual block system, Rule 318-B, in effect between Nebraska City and Lancaster.

Rule 907 in effect. Rule 925 not in effect.

Normal position of switch at Nemaha Line Junction is for Payne and Lancaster subdivision.

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

Normal position of switch at Lancaster is for Napier and Lincoln subdivision

NO OFFICES OPEN SUNDAYS.

Odell and Concordia—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948

WESTWARD				Signs	Distance from Odell	STATIONS	Capacity Other Tracks	Office Open Week Days	EASTWARD					
SECOND CLASS									Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed	SECOND CLASS			
			89							90				
		P.M. L 1.25		R.Yd.	0.00	..... ODELL	36	8:30 a.m. to 5:30 p.m.		A.M. A 11.29			
		S 1.46		F.	6.68	..... LANHAM	18	No Office.		S 11.06			
		S 2.12		W.	14.42	..... HANOVER	33	8:30 a.m. to 5:30 p.m.		S 10.44			
					14.60	..... U. P. Crossing (Auto. Interlocked)		No Office.					
		S 2.50		W.	26.53	..... WASHINGTON	47	8:30 a.m. to 5:30 p.m.		S 10.05			
		S 3.15			33.32	..... MORROWVILLE	36	8:30 a.m. to 5:30 p.m.		S 9.38			
		S 3.40		W.	40.58	..... HADDAM	59	8:30 a.m. to 5:30 p.m.		S 9.10			
		S 4.15			50.53	..... CUBA	29	8:30 a.m. to 5:30 p.m.		S 8.36			
		S 4.35		F.	58.42	..... WAYNE	26	No Office.		S 8.10			
		S 4.55		F.	64.27	..... HOLLIS	25	No Office.		S 7.53			
					71.12	.. Un. Pac. Crossing (Grade) ..		No Office.						
					71.39	A. T. & S. F. Crossing (Grade)		No Office.						
					71.40	.. Mo. Pac. Crossing (Grade) ..		No Office.						
		A 5.25 P.M.		B.C.R.K. T.W.Yd.	71.70	..... CONCORDIA	Yard	7:00 a.m. to 4:00 p.m.		L 7.30 A.M.			
		Daily Ex. Sunday				..... (71.70)				Daily Ex. Sunday			
		4:00 17.9				..... SCHEDULE TIME				3:59 18.4			
						..... AVERAGE MILES AN HOUR							

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

Rule 221(a) in effect at all train order offices 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.

Normal position of east switch of crossover, west end siding at Odell is for Odell and Concordia Subdivision. Trains off Odell and Concordia sub-division will proceed at restricted speed complying with Rule 105.

Trains or engines must stop before crossing North Street (first street west of depot) at Hanover. Train or engine men must flag trains or engines across entire width of street.

No train order signal at Washington. Conductors and Enginemen must have Clearance Form A when operator is on duty.

Trains No. 90 and No. 89 will stop at mile post 22.52 when flagged.

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

Trains or engines must stop before crossing Cedar and Washington streets at Concordia. Train or engine men must flag trains or engines across entire width of street.

Mixed trains carry passengers.

NO OFFICES OPEN SUNDAYS:

De Witt and Holdrege Junction—Sub-division

WYMORE DIVISION.

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

WESTWARD				Signs	Distance from DeWitt	STATIONS	Capacity of		Office Open Week Days	EASTWARD		
SECOND CLASS			Siding				Other Tracks	SECOND CLASS				
Monday Wed. and Fri. Mixed	Monday Wed. and Fri. Mixed	Monday Wed. and Fri. Mixed						Tuesday Thursday and Sat. Mixed		Tuesday Thursday and Sat. Mixed	Monday Wed. and Fri. Mixed	
101	103	99			102	92	104					
		A.M. L 9.50	W.R.	0.00	DE WITT	56		8:00 a.m. to 5:00 p.m.		P.M. A 2.45		
		s 10.15		8.84	SWANTON	29		8:30 a.m. to 5:30 p.m.		s 2.20		
		s 10.40	W.	15.64	WESTERN	16		8:00 a.m. to 5:00 p.m.		s 2.00		
				23.25	C. B. & Q. Crossing (Grade)			No Office.				
		s 11.05	Yd.	23.26	TOBIAS	36		8:00 a.m. to 5:00 p.m.		s 1.35		
		s 11.30		29.80	OHIOWA	100		8:30 a.m. to 5:30 p.m.		s 1.15		
	P.M. L 1.30		F.Yd.	35.94	EAST STRANG Jct.			No Office.		12.48	A.M. A 10.25	
	s 1.35		W.Yd.	36.79	STRANG	24		8:30 a.m. to 5:30 p.m.		s 12.45	s 10.20	
	A 1.40		F.Yd.	37.55	WEST STRANG Jct.			No Office.		12.40	L 10.05	
	P.M.			43.53	C. & N. W. Crossing (Grade)			No Office.			A.M.	
		P.M. s 12.20		43.94	SHICKLEY	41		8:30 a.m. to 5:30 p.m.		s 12.25		
		s 12.40		50.01	ONG	33		8:30 a.m. to 5:30 p.m.		s 12.01		
				57.26	U. P. Crossing (Auto. Inter'kd)			No Office.		P.M.		
	P.M. L 1.30	A 1.00	B.C.K. R.W.Y.Yd.	57.47	EDGAR	Yard	Yard	8:30 a.m. to 5:30 p.m.	A.M. A 11.15	L 11.40	A.M.	
	s 1.55	P.M.		66.43	DEWEESE	29		No Office.		s 10.55		
	s 2.25			75.16	LAWRENCE	32		8:00 a.m. to 5:00 p.m.		s 10.30		
				75.43	Mo. Pac. Crossing (Grade)			No Office.				
	s 2.45			80.83	ROSEMONT	29		No Office.		s 10.05		
	s 3.15		W.	86.82	BLUE HILL	31		6:00 a.m. to 3:00 p.m.		s 9.50		
				87.02	BLUE HILL Jct.			No Office.				
	s 3.45			94.84	BLADEN	33		8:30 a.m. to 5:30 p.m.		s 9.20		
	s 4.15		W.	102.23	CAMPBELL	56		8:30 a.m. to 5:30 p.m.		s 8.55		
	s 4.45			111.38	UPLAND	28		8:15 a.m. to 5:15 p.m.		s 8.25		
	s 5.15			119.07	HILDRETH	67		7:55 a.m. to 4:55 p.m.		s 8.00		
				125.83	C. B. & Q. Crossing (Grade)			No Office.				
	s 5.45		W.	125.84	WILCOX	40		7:30 a.m. to 4:30 p.m.		s 7.35		
	s 6.00		F.	132.28	SACRAMENTO	13		No Office.		s 7.15		
	A 6.10		F.R.	136.90	HOLDREGE Jct.			No Office.		L 7.05		
	P.M.				(136.90)					A.M.		
	Monday Wed. and Friday	Monday Wed. and Friday	Monday Wed. and Friday							Tuesday Thursday and Sat.	Tuesday Thursday and Sat.	Monday Wed. and Friday
	0:10 8.6	4:40 15.6	3:10 18.1		SCHEDULE TIME					4:10 19.0	3:05 18.6	0:20 4.8
					AVERAGE MILES AN HOUR							

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

Rule 221(a) in effect at all train order offices 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 Dewitt will not govern Dewitt and Holdrege Junction sub-division trains. No train order signal at Edgar; Conductors and Engineers must have Clearance Form A when Operator is on duty.

Normal position of junction switches at Blue Hill is for the Hastings and Lester subdivision. All trains will proceed at restricted speed between these switches, (a distance of 2000 feet), as this track is used jointly by Wymore and McCook division trains.

At Holdrege Junction, westward trains must get clearance by telephone before occupying McCook Division main track.

Eastward trains must get clearance from McCook Division dispatcher before leaving Holdrege, and will report arrival at Holdrege Junction by telephone.

Mixed trains carry passengers.

No Offices open Sundays.

WYMORE DIVISION.

Fairmont and Hebron—Sub-division

TIME TABLE No. 61.

EFFECTIVE FEB. 29, 1948.

SOUTHWARD				Signs	Distance from Fairmont	STATIONS	Capacity of		Office Open Week Days	NORTHWARD			
SECOND CLASS							Sidings	Other Tracks		SECOND CLASS			
			Mon., Wed. and Fri. Mixed							Mon., Wed. and Fri. Mixed			
			104										
			A.M. L 9.00	B.C.K.R. W Yd.	0.00	..... FAIRMONT	Yard	Yard	8:00 a.m. to 5:00 p.m.	A 3.00			
			s 9.40		8.63	..... GENEVA		68	8:00 a.m. to 5:00 p.m.	s 2.25			
					9.11	..... C. & N. W. Crossing (Grade)			No Office.				
			10.05	F Yd.	16.26	..... WEST STRANG Jct.			No Office.	1.40			

Trains between West Strang Jct. and East Strang Jct. are governed by time table of DeWitt-Holdrege sub-division.

			10.25	F Yd.	17.87	..... EAST STRANG Jct.			No Office.	1.30			
			s 10.50		23.45	..... BRUNING		34	8:30 a.m. to 5:30 p.m.	s 1.10			
					29.21	..... U. P. Crossing (Auto. Interl'kd)			No Office.				
			s 11.15		29.60	..... BELVIDERE		28	No Office.	s 12.45			
			A 11.35 A.M.	W. R. T.	35.96	..... HEBRON		70	8:30 a.m. to 5:30 p.m.	L 12.25 P.M.			
			Mon., Wed. and Fri.			..... (35.96)				Mon., Wed. and Fri.			
			2:35 13.9			..... SCHEDULE TIME				2:35 13.9			
						..... AVERAGE MILES AN HOUR							

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

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

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

Normal position Junction switch west end Fairmont is for Fairmont and Hebron Subdivision.

Normal position of switches East and West Strang Junctions are for DeWitt and Holdrege Junction Subdivision.

No train order signal at Hebron. Conductors and enginemen must have clearance form A when operator on duty.

No train order signal at Fairmont. Conductors and Enginemen must have clearance form A.

Mixed trains carry passengers.

NO OFFICES OPEN SUNDAY:

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 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 the maximum speed authorized for freight trains unless otherwise provided.

Gas-Electric motor cars may operate on the various sub-divisions 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 backward on that sub-division.

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 speed must not exceed 3 miles an hour to prevent damage to traction motors.

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

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..... 60 M. P. H. except
Motor car 9734..... 50 M. P. H.
Diesel-Electric power units..... 75 M. P. H.
Diesel-Electric switch engines..... 40 M. P. H.

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

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
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 way car with air coupled.)		
Main lines.....		25
Branch lines.....		20
Engines under steam, disconnected on one side with main rod down.		
Main lines.....	25	25
Branch lines.....	20	20
B, S-4 or S-4-A engines with drivers blocked up	40	40
O-5-A or M engines with drivers blocked up.....	30	30
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
Trains handling coke racks, D&RGW series 26750 to 26999.....		25
Over M. P. Crossing on round house lead at Nebraska City.....	10	10

The following speed restrictions will govern when handling steam derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Steam Derricks
Napier-Lincoln, except bridge 8.93 at Rulo	30 M.P.H.	35 M.P.H.
Over bridge 8.93 at Rulo and must have 2 lightly load- ed cars between 250 ton derrick and engine	10 M.P.H.	10 M.P.H.
Table Rock-Red Cloud	25 M.P.H.	35 M.P.H.
Crete-Wymore.....	25 M.P.H.	35 M.P.H.
Nemaha-Shubert.....	Must not operate	20 M.P.H.
Payne-Lancaster.....	"	20 M.P.H.
Nebraska City-Tecumseh.....	"	20 M.P.H.
Odell-Concordia.....	"	20 M.P.H.
Holdrege Jct.-Dewitt.....	"	20 M.P.H.
Fairmont-Hebron.....	"	20 M.P.H.
Fairmont-Helvey.....	"	20 M.P.H.
Edgar-Nelson.....	"	20 M.P.H.

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

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.			
NAPIER-LINCOLN SUB-DIVISION			ODELL-CONCORDIA SUB-DIVISION					
Maximum speed between Napier and Table Rock.....	50	35	Maximum speed.....	25	25			
Maximum speed between Table Rock and Lincoln.....	55	45	Steam Engines running backward.....	10	10			
Steam Engines running backward.....	20	20	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20			
Trailing movement through spring switch Fortescue.....	25	25	Before crossing North Street Hanover.....	Stop	Stop			
Trailing movement through spring switch east end sid- ing Falls City and east end No. 1 siding Table Rock.....	15	15	Engine or leading car between home signals U.P. crossing M.P. 14.60.....	20	20			
Over Missouri River Bridge 8.93 at Rulo.....			Before crossing Cedar and Washington Streets Con- cordia.....	Stop	Stop			
With steam power.....	15	10	DEWITT AND HOLDREGE JCT. SUB-DIVISION					
With diesel power.....	20	15	Maximum speed:					
Between M.P. 9.30 and M.P. 10.30 Rulo.....	35	30	Between Dewitt and Edgar.....	40	25			
Between M.P. 17.10 and M.P. 17.75 east of Falls City.....	35	30	Between Edgar and Holdrege Junction.....	35	25			
Between M.P. 19.30 and M.P. 19.75 Falls City.....	35	Yard	Steam Engines running backward.....	10	10			
No 43 passing depots Humboldt and Tecumseh.....	25		Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20			
Between M.P. 9.00 and M.P. 9.70 west of Elk Creek.....	40	35	Over bridge 1.58.....	10	10			
Between M.P. 14.50 and M.P. 16.10 Tecumseh.....	40	Yard	Engine or leading car between home signals.....					
Engine or leading car between home signals.....			U.P. crossing M.P. 57.25.....	20	20			
Missouri Pacific Crossing M.P. 49.67 Hickman.....	20	20	R or heavier engines between Edgar and Holdrege Jct.....	20	20			
Between M.P. 60.15 and M.P. 60.45 Lancaster.....	35	25	Over bridge 65.84, east of Dawese.....	10	10			
Over Union Pacific Crossing M.P. 61.39.....	35	25	All trains move at restricted speed between Junction switches at Blue Hill.....					
All trains move at restricted speed between Hall Tower and Baird Tower at Lincoln.....			FAIRMONT-HEBRON SUB-DIVISION					
TABLE ROCK-WYMORE SUB-DIVISION			Maximum speed.....	25	25			
Maximum speed.....	50	35	Steam Engines running backward.....	10	10			
Steam Engines running backward.....	20	20	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20			
Around Curve on City track Pawnee.....		5	Engine or leading car between home signals.....					
Engine or leading car between home signals.....			U.P. crossing M.P. 29.21.....	20	20			
U.P. crossing M.P. 84.73.....	20	20	R or heavier engines, between Fairmont and Strang.....	20	20			
Between switches Wymore Yard.....	15		HELVEY-FAIRMONT SUB-DIVISION					
WYMORE-RED CLOUD SUB-DIVISION			Maximum speed.....	25	25			
Maximum speed.....	50	35	Steam Engines running backward.....	10	10			
Steam Engines running backward.....	20	20	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20			
Between switches Wymore Yard.....	15		EDGAR-NELSON SUB-DIVISION					
Engine or leading car between home signals.....			Maximum speed.....	25	25			
U.P. crossing M.P. 114.86.....	20	20	Steam Engines running backward.....	10	10			
Engine or leading car between home signals.....			Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20			
C.R.I.&P. crossing M.P. 125.04.....	20	20	R or heavier engines.....	20	20			
Within Village limits of Chester.....	10	10	CRETE-WYMORE SUB-DIVISION					
Over Central Avenue and Bloom Street at Superior.....	6	6	Maximum speed.....	40	30			
Over Missouri Pacific crossing M. P. 170.96.....	20	20	Steam Engines running backward.....	10	10			
PAYNE-LANCASTER SUB-DIVISION			Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20			
Maximum speed.....	35	25	Around curve M. P. 1.....	20	20			
Steam Engines running backward.....	10	10	Between M. P. 17.16 and M. P. 17.42 Dewitt.....	25	25			
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20	Between switches Beatrice Yard.....	20	20			
Over Missouri River bridge 4.76 Nebraska City.....	15	10	Before crossing Court Street Beatrice.....	Stop	Stop			
R-4 or heavier engine between Payne and Missouri River bridge 4.76.....	20	20	Between switches Wymore Yard.....	15				
Steam Engines running backward with train, between Payne and Nebraska City.....	20	20	SPEED OF TRAINS:					
Steam Engines running backward with train, around curve at M.P. 3.60 and curve at west end of Missouri River bridge 4.76.....	10	10	Miles per Hour	Time per Mile Minutes	Seconds	Miles per Hour	Time per Mile Minutes	Seconds
Around curve at M. P. 3.60.....	20	20	5.....	12	0	40.....	1	30
Over Bridge 5.35.....	10	10	10.....	6	0	45.....	1	20
All trains move at restricted speed between east end of Missouri River bridge 4.76 and Nebraska City.....			15.....	4	0	50.....	1	12
Around curves between M.P. 20.20 and M.P. 21.60.....	20	10	20.....	3	0	55.....	1	5
Over 27th Street, M. P. 58.50.....	10	10	25.....	2	24	60.....	1	0
Westward trains, over 14th Street, M. P. 59.81.....	5	5	30.....	2	0	65.....	0	55
NEMAHA-SHUBERT SUB-DIVISION			35.....	1	43	70.....	0	51
Maximum speed.....	25	25						
Steam Engines running backward.....	10	10	NEB. CITY-TECUMSEH SUB-DIVISION					
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20	Maximum speed.....	25	25			
NEB. CITY-TECUMSEH SUB-DIVISION			Steam Engines running backward.....	10	10			
Maximum speed.....	25	25	Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20			
Steam Engines running backward.....	10	10	Over bridge 5.35 Neb. City Yard.....	10	10			
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20	All trains move at restricted speed between Neb. City and Missouri River bridge 4.76.....					
Over bridge 5.35 Neb. City Yard.....	10	10	M. P. 6.79.....	15	10			
All trains move at restricted speed between Neb. City and Missouri River bridge 4.76.....			Around curves at M. P. 10.....	20	20			
M. P. 6.79.....	15	10	Around bluffs at M. P. 16.92.....	15	15			
Around curves at M. P. 10.....	20	20	Between M. P. 18.25 and M. P. 18.80.....	10	10			
Around bluffs at M. P. 16.92.....	15	15	Between Junction switch Nemaha and Bridge 29.02.....	15	15			
Between M. P. 18.25 and M. P. 18.80.....	10	10	Over bridge 31.92.....	10	10			
Between Junction switch Nemaha and Bridge 29.02.....	15	15						
Over bridge 31.92.....	10	10						

SPECIAL INSTRUCTIONS

Master Mechanic, D. Nott, Lincoln.
 Road Foreman-Trainmaster, C. C. Peters, Wymore.
 Chief Dispatcher, J. F. Mercier, Wymore.
 Asst. Chief Dispatcher, O. R. Gottula, Wymore.

Train Dispatchers:
 C. D. Clements, F. V. Hadsell,
 H. L. Tackett, T. M. Mann,
 L. P. Spargur, F. H. Hall

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

In Manual Block Territory, permissive movement will be authorized by train dispatcher. Dispatcher will report block when clear.

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.

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 the signalman.

2. Rule 374 in Book of Rules of 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."

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.

Operator Odell, when on duty, will handle east siding switch.

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 a reverse movement, unless movement is controlled by signal indication.

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

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

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

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

Freight and Passenger Diesel engines may operate on any siding, yard or station track where 0-1-A engines operate.

At Humboldt engines will not pass over scales on mill track.

When first class trains meet at Wymore, train taking siding will use short siding, first track south of depot between crossover switches just east and west of depot.

When first class trains meet at Superior, train taking siding will use the short siding between main track and Depot.

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

First class trains taking siding at Beatrice will use passenger siding at depot.

At Napler, eastward Wymore Division trains must not proceed beyond end of Wymore Division double track until yellow signal, as prescribed by Rule 12 (c), has been received from operator. Trains, receiving this signal may proceed at restricted speed to train order office and there be governed by time table authority or train orders.

Operator must receive authority from train dispatcher before giving signal to advance trains as authorized above.

Trains making yard movement must not block single track between junction switch south of depot and Wymore Division tracks without authority from the operator.

All main track switches, except those listed below, will be handled by the operator.

North switch of northward siding.
 North switch of No. 4 track.
 South switch of southward siding.

These instructions do not modify the requirements of Rule 93.

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

At Lincoln, Neb. between the west end of passenger yards and Hall Tower, interlocking signals, switches and controlled electric switch locks in service.

Interlocking rules in effect.

The operation of the controlled electric locks to be in accordance with following:

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.

Conductors westward trains will call Hall Tower operator when ready to depart, identifying themselves as well as train. Give track number train is on and state time they expect to leave.

Yard and other engines making movements within the limits of the interlocking plant will call Hall Tower operator, identify themselves, and ask for route or movements desired.

Missouri Pacific crossing, one-half mile west of Superior, is protected by semaphore signals, torpedoes and stop gates. Normal position of gate is against Missouri Pacific trains. Trains must approach these signals prepared to stop before striking torpedo signal 2,000 feet each side of crossings and must stop unless semaphore signal indicates proceed and gate is clear.

Missouri Pacific crossing 2.30 miles east of Auburn is protected by manually operated interlocking. Normal position of signals is against C. B. & Q. trains.

Missouri Pacific crossing one mile west of Hickman is protected by a semaphore signals and stop gate. Normal position of gate is against Missouri Pacific trains.

Interlocking plant of U. P. Crossing, M. P. 61.39 is controlled electrically by Operator at Hall Tower. Special instructions for movements through this plant in emergency or when signals are not cleared by operator will be found posted in a case on the back of each telephone box at home signals.

In case of interruption to the telephone circuit, be governed by special instructions.

SPECIAL INSTRUCTIONS, Continued

Union Pacific railroad crossing east of Wymore, C. R. I. & P. railroad crossing M.P. 125.04 Union Pacific railroad crossings at Endicott, Edgar, Belvidere, Hanover and Missouri Pacific railroad crossing over round house lead at Nebraska City are protected by automatic interlocking signals. When a train is stopped by a signal at a railroad crossing protected by automatic interlocking signals and no conflicting train movements are evident, a trainman shall proceed to the crossing and operate the hand release located at the crossing. In case the operation of the hand release does not clear the signal, train may proceed over the crossing after the movement has been protected against conflicting train movements.

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

7. When a train is to be advanced as prescribed by Rule 925, the engine-man will, in acknowledgement of the signal, sound two long blasts of the whistle, as provided in Rule 14-B.

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

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.

The torpedo magazines at crossings protected by semaphores will not clear snow plows and must be removed to allow plows to pass.

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 signals. 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 and 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.

Sand must not be used over spring switches.

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

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

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

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, giving information 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.

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

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

On Gas-Electric-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 fuses and 6 torpedoes."

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

In freight and mixed train service the front brakeman is responsible with the 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 at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

18. Rule 1078 of the Book of Rules of the Operating Department is modified as follows: "Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night.

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

20. 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.

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

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.

SPECIAL INSTRUCTIONS—Concluded

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

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

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

23. Rule 1314 in Book of Rules of 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".

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

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

26. Rule 1047 in Book of Rules of the Operating Department is modified as follows:

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

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

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

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

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

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the auto-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.

When 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.