14 Lincoln

Chicago, Burlington & Quincy Railroad Co.

C. B. & Q. R. R. CO.
COMMERCIAL AGT.
SEP 30 1924
DEADWOOD, S. D.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

LINCOLN DIVISION

OF THE

NEBRASKA DISTRICT

SAFETY FIRST Burlington Route

No. 20

EFFECTIVE AT 12:01 A. M.

SUNDAY, SEPTEMBER 28, 1924

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.

SAFETY FIRST Burlington Route

LINCOLN TO HASTINGS SUBDIVISION—WESTWARD

LINCOLN DIVISION — TIME TABLE No. 20 — EFFECTIVE SEPTEMBER 28, 1924

SECOND CLASS					Distance from Pacific Junction	STATIONS	Office Closed	FIRST CLASS											
		77 Daily Freight	73 Daily Ex. Monday Freight	93 Daily Ex. Monday Freight				9 Daily Passenger	89 Daily Passenger	5 Daily Passenger	7 Daily Ex. Sunday Passenger	3 Daily Passenger	19 Daily Passenger						
		P.M. L 3.00	A.M. L12.20	A.M. L12.10	59.62	LINCOLN		A.M. L 2.05	A.M. L10.50	A.M. L11.15	P.M. L 5.55	P.M. L 6.10	P.M. L 6.15						
					60.13	0.51 U. P. CROSSING	No Office												
					60.35	0.22 C. B. & Q. CROSSING	No Office												
					62.46	2.11 BURNHAM	No Office	2.12	10.55	f 11.22	6.01	6.15	f 6.21						
					61.19	1.57 F. Y.													
					63.37	2.18 CUSHMAN	3:00 A. M. to 6:00 P. M.												
		4.00	12.35	12.25	67.42 / 66.93	4.05—4.47 COBB	3:00 A. M. to 6:00 P. M.	2.17	11.00	11.29	6.08	6.20	f 6.28						
		4.15	12.45	12.35	69.43	2.50 DENTON	7:00 P. to 8:30 A. 5:30P. to 6:20P.	2.20	11.03	s 11.34	6.11	6.23	s 6.34						
		4.40	1.15	1.00	76.21	6.78 BERKS	5:30 P. M. to 8:30 A.M.	2.32	11.14	f 11.46	6.23	6.34	s 6.46						
		4.50	1.25	A 1.20 A.M.	79.72	3.51 CRETE		2.37	A11.20 A.M.	s 11.58	A 6.30 P.M.	6.40	s 6.54						
		5.20	1.45		88.09	8.37 DORCHESTER	8:00A. to 8:30A. 4:30P. to 7:00P.	2.50		s12.14PM		6.53	s 7.13						
		5.50	2.05		97.17	9.08 FRIEND	8:00 P. M. to 8:00 A. M.	3.02		**s12.31**		7.04	s **7.35**						
					105.08	7.91 C. & N. W. CROSSING	12 Midnight to 8:00 A. M.												
		6.15	2.25		105.77	0.69 EXETER	No Office	3.13		s 12.53		**7.15**	s 7.52						
		6.53	2.55		112.97	7.20 FAIRMONT		s 3.27		s 1.13		s 7.31	s 8.10						
		7.15	**3.40**		119.74	6.77 GRAFTON	5 P. M. to 8 A. M.	**3.40**		s **1.30**		7.43	s 8.22						
		7.35	4.21		127.86	8.12 SUTTON		3.58		s 1.50		7.54	s **8.35**						
		8.00	5.15		132.28	4.42 SARONVILLE	4:30 P. M. to 7:30 A. M.	4.05		s 2.04		**8.00**	s 8.45						
		8.45	6.10		140.69	8.41 HARVARD	No Office	4.16		s 2.20		s 8.11	s 9.02						
					141.08	0.39 C. & N. W. CROSSING	12 Midnight to 8:00 A. M.												
		9.15	6.30		147.63	6.55 INLAND	4:00 P. M. to 7:00 A. M.	4.26		s 2.35		8.22	s **9.15**						
					151.47	3.84 HALLORAN	No Office	4.33		2.40		8.27	9.25						
					155.90	4.43 ST. J. & G. I. CROSSING													
		A 10.15 P. M.	A **7.00** A.M.		156.16	0.26 HASTINGS	No Office	A 4.42 A.M.		A 2.55 P.M.		A 8.38 P.M.	A 9.35 P.M.						
		Daily	Daily Ex. Monday	Daily Ex. Monday		(96.54)		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily						
		7:15 13.3	6:40 14.0	1:10 14.4		SCHEDULE TIME / AVERAGE MILES AN HOUR		2:37 37.5	0:30 40.2	3:40 26.3	0:35 34.4	2:28 39.1	3:20 29.0						

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 40 MILES AN HOUR. FREIGHT TRAINS 35 MILES AN HOUR.

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

CENTRAL TIME.

Automatic Block System. Rules 502 to 512 in effect between Lincoln and Dorchester.

Manual Block System. Rule 318-B in effect between Dorchester and Hastings.

Special time table Rule 20 not in effect.

No train order signal at Hastings, Lincoln and F. Y. Conductors and enginemen must have Clearance Card (Form A).

Train order signal at Crete does not affect Wymore division trains. Conductors and enginemen must have Clearance Card (Form A).

Train, Engine and Yard men moving between Hastings Passenger Station and Yard Office will be governed by McCook Division Time Table.

Westward freight trains meeting passenger trains at Hastings Passenger yard will use long siding East of St. Joseph & Grand Island crossing.

Local Extra leaves Cushman Daily except Sunday, 6:30 A. M. and carries passengers, except between Cushman and Denton.

SPEED RESTRICTIONS: O-2 engines 15 miles an hour over bridge 60.86, between Lincoln and Burnham.

No. 9, 25 miles an hour passing station Crete.

Passenger trains 10 miles an hour St. J. & G. I. Crossing to Station Hastings.

HASTINGS TO LINCOLN SUBDIVISION—EASTWARD

LINCOLN DIVISION — TIME TABLE No. 20 — **EFFECTIVE SEPTEMBER 28, 1924**

FIRST CLASS											SECOND CLASS						
			90 Daily Passenger	22 Daily Passenger	2 Daily Passenger	24 Daily Ex. Sunday Passenger	18 Daily Passenger	6 Daily Passenger	STATIONS	Signs	Distance from Denver	Capacity Sidings Cars	78 Daily Freight	70 Daily Freight	94 Daily Ex. Monday Freight				
			P.M. A 4.15	P.M. A 8.50	P.M. A 1.35	A.M. A 9.50	A.M. A 10.30	A.M. A 5.05	LINCOLN	B K O R W Y	482.61	Yard							
									0.51 U. P. CROSSING		482.10								
									0.22 C. B. & Q. CROSSING		481.88								
			f 4.06	8.42	1.26	9.41	f 10.21	4.56	2.11 BURNHAM	F	479.77	72							
									4.47 F. Y.	B C K O R T W Y	481.53	Yard							
									2.18 CUSHMAN		479.35		P.M. A 5.10	P.M. A11.40	P.M. A 9.45				
			4.00	8.36	1.20	9.35	f 10.13	4.50	4.05 COBB		475.30		4.35	11.15	9.15				
			s 3.55	8.33	1.17	9.32	s 10.08	4.47	2.50 DENTON		472.80	w70 e85	**4.15**	11.05	9.05				
			f 3.42	8.22	1.06	9.22	f 9.55	4.37	6.78 BERKS		466.02	85	4.00	10.45	8.45				
			L 3.35 P.M.	s 8.15	s12.59	L 9.11 A.M.	s 9.45	4.32	3.51 CRETE	R W	462.51	166 150	3.50	10.30	L 8.25 P.M.				
				s 7.50	12.45		s 9.22	4.21	8.37 DORCHESTER	C W	454.14	w90 e51	3.30	10.00					
				s 7.35	**s12.31**		s 8.56	4.10	9.08 FRIEND		445.06	w80 e50	3.05	9.40					
									7.91 C. & N. W. CROSSING		437.15								
				s 7.15	s12.16PM		s 8.45	4.00	0.69 EXETER		436.46	90	2.40	9.25					
				s 6.53	s11.59		s 8.30	f 3.49	7.20 FAIRMONT	C W Y	429.26	w80 e80	2.20	9.08					
				s 6.43	11.49		s 8.19	**3.40**	6.77 GRAFTON		422.49	w82 e77	**1.30**	8.50					
				s 6.28	s11.35		s 8.06	3.25	8.12 SUTTON	C K T W	414.37	w82 e65	12.50	**8.35**					
				s 6.19	11.27		s 7.50	3.18	4.42 SARONVILLE		409.95	82	12.30	**8.00**					
				s 6.07	s11.16		s 7.35	3.07	8.41 HARVARD	W	401.54	86	12.05PM	7.35					
									0.39 C. & N. W. CROSSING		401.15								
				s 5.55	11.04		s 7.19	2.56	6.55 INLAND		394.60	85	11.40	7.20					
				5.48			f 7.08	2.49	3.84 HALLORAN		390.76	10							
									4.43 ST. J. & G. I. CROSSING	R	386.33	100							
				L 5.40 P.M.	L 10.50 A.M.		L **7.00** A.M.	L 2.42 A.M.	0.26 **HASTINGS**	B C K O T W Y	386.07	Yard	L 11.15 A.M.	L 7.00 P.M.					
			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	(96.54)				Daily	Daily	Daily Ex. Monday				
			0:40 30.1	3:10 30.5	2:45 35.1	0:39 32.3	3:30 27.7	2:23 40.5	SCHEDULE TIME / AVERAGE MILES AN HOUR				5:55 16.3	4:40 21.3	1:20 12.6				

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 40 MILES AN HOUR. FREIGHT TRAINS 35 MILES AN HOUR.

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

CENTRAL TIME.

Automatic Block System. Rules 502 to 512 in effect between Lincoln and Dorchester.

Manual Block System. Rule 318-B in effect between Dorchester and Hastings.

Special time table Rule 20 not in effect.

No train order signal at Hastings, Lincoln and F. Y. Conductors and enginemen must have Clearance Card (Form A).

Train order signal at Crete does not affect Wymore division trains. Conductors and enginemen must have Clearance Card (Form A).

Train, Engine and Yard men moving between Hastings Passenger Station and Yard Office will be governed by McCook Division Time Table.

At Fairmont, normal position of junction switch, east end on Endicott line, and west end on Chester line, is against branch line trains. The east switch of westward siding is the switch at the coal trestle west of station.

Eastward freight trains stop for inspection before passing Saronville.

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

SPEED RESTRICTIONS: Eastward trains 35 miles an hour over switch at Cobb. O2 Engines 15 miles an hour over bridge 60.86, between Burnham and Lincoln.

Passenger trains 10 miles an hour U. P. Crossing to Station Lincoln.

Westward freight trains meeting passenger trains at Hastings Passenger Yard will use long siding east of St. Joseph & Grand Island Crossing.

Local Extra leaves Hastings 7:30 A. M., Daily except Sunday, and carries passengers, except between Denton and Cushman.

Orders will not be issued to take down or display signals at Crete.

All trains except Wymore Division trains need not register at Crete. Operator will register Lincoln Division trains.

LINCOLN AND RAVENNA SUBDIVISION

LINCOLN DIVISION

TIME TABLE No. 20

EFFECTIVE SEPTEMBER 28, 1924

WESTWARD							EASTWARD							
SECOND CLASS			FIRST CLASS				FIRST CLASS				SECOND CLASS			
109 Daily Freight	49 Daily Ex. Sun. Freight		41 Daily Passenger	39 Daily Passenger	43 Daily Passenger	Distance from Lincoln / STATIONS / Signs / Capacity Sidings Cars / Office Closed	42 Daily Passenger	40 Daily Passenger	44 Daily Passenger		46 Daily Freight	48 Daily Ex. Sun. Freight	80 Daily Freight
			P.M. L 6.30	A.M. L 11.05	A.M. L 2.15	0.00 LINCOLN W Y R K O B Yard	P.M. A 1.00	P.M. A 3.50	A. M. A12.05				
						0.34							
						0.34 C. B. & Q. CROSSING ..... No Office							
						0.44							
						0.78 U. P. CROSSING ..... No Office							
						0.22							
						1.00 C. B. & Q. JUNCTION ..... No Office							
P.M. L 2.45	A.M. L 12.45		6.40	11.15	2.25	1.53 F. Y. C W Y T R K O B Yard							
						2.18—3.27							
						4.38 CUSHMAN 3:00 A. M. to 6:00 P. M.	12.46	3.40	11.51		P.M. A 9.30	P.M. A 9.35	P.M. A11.00
						3.68							
3.33	12.55		6.47	s11.22	2.31	8.06 EMERALD F w80 e83 No Office	12.39	s **3.33**	11.45		9.00	9.15	10.40
						5.60							
3.58	1.10		f 6.57	s11.32	2.40	13.66 PLEASANT DALE 5:30 P.M. to 8:30 A.M.	f 12.30	s 3.21	11.35		8.35	9.00	10.25
						5.98							
4.20	1.25		f 7.08	s 11.45	2.49	19.64 MILFORD W 84 4.00P. to 6.45P. 2.45A. to 8.00A.	f 12.19	s 3.09	11.26		8.15	8.45	10.10
						4.33							
4.35	1.34		7.16	s **12.09**PM	2.55	23.97 RUBY F 83 No Office	**12.09**PM	s 2.59	11.19		7.55	8.25	9.50
						5.23							
4.50	1.44		s **7.27**	s12.23	s 3.04	29.20 SEWARD W Y 76 4:30P. to 6:45P. 2:45A. to 8:30A.	s11.59	s 2.50	s11.10		**7.27**	8.05	9.35
						0.46							
						29.66 C. & N.W. CROSSING 8:00 A. M. to 4:00 P. M.							
			7.35	12.31	3.12	3.34							
						33.00 OST F 38 No Office	11.48	2.38	11.02				
						3.17							
5.15	2.00		f **7.41**	s12.38	3.17	36.17 TAMORA 5:30 P. M. to 8:30 A. M.	f 11.43	s 2.33	10.58		6.50	**7.41**	9.15
						6.25							
5.35	2.12		f 7.50	s12.48	3.25	42.42 UTICA C W 100 3:30 A to 8:00 A 4:00 P to 7:30 P	f 11.34	s 2.20	10.48		6.25	7.10	8.55
						6.14							
6.00	2.24		f 7.59	s 1.01	3.33	48.56 WACO 5:00 P. M. to 8:00 A. M.	f 11.24	s 2.07	10.38		**6.00**	6.45	8.33
						4.99							
						53.55 C. & N. W. CROSSING 5:30 P. M. to 8:30 A. M.							
						2.30							
6.20	s 2.56		s **8.09**	s 1.12	s 3.42	55.85 YORK W w90 e86	s11.13	s 1.54	s10.25		5.30	**6.20**	**8.09**
						8.34							
6.40	3.40		f 8.27	s **1.36**	3.58	64.19 BRADSHAW w85 e85 4 P. M. to 7 A. M.	f 10.57	s **1.36**	10.08		5.10	6.00	7.20
						7.09							
7.00	3.55		f 8.38	s 1.53	4.08	71.28 HAMPTON 85 11:00 P. M. to 7 A. M.	f 10.46	s 1.20	9.55		4.50	5.45	**7.00**
						6.11							
7.30	A 4.15 A. M.		s 8.53	s 2.05 s 2.25	s 4.21	77.39 AURORA C W Y R K B Yard	s10.33	s 1.05	s 9.40		s 4.30	L 5.30 P. M.	6.45
						6.03							
8.00			9.03	s 2.34	4.31	83.42 MURPHY 86 5:00 P. M. to 8:00 A. M.	10.14	s12.38	9.25		3.49		6.15
						5.42							
8.15			f **9.15**	s 2.44	4.39	88.84 PHILLIPS 85 3:30 P. M. to 6:30 A. M.	f 10.06	s12.29	**9.15**		3.35		6.00
						4.73							
			9.22			93.57 TRAILL F 30 No Office			9.02				
						2.51							
						96.08 U. P. CROSSING No Office							
8.56 **9.35**			s **9.35**	**2.59** s 3.19	s 5.01	0.24 96.32 GRAND ISLAND W T O No.1-80 No.2-80	s 9.53	s12.15PM	s **8.56**		**2.59**		5.40
						6.75							
				s 3.29	5.11	103.07 TAYLOR'S SPUR No Office		s 11.49					
						1.65							
10.20			9.47	s 3.34	5.13	104.72 ABBOTT F 85 No Office	f 9.34	s 11.46	8.41		2.20		5.23
						6.75							
10.50			f 10.00	s 3.50	5.23	111.47 CAIRO W 85 12 Mid. to 8 A. M.	f 9.23	s11.34	8.32		2.00		5.08
						7.70							
11.25			10.11	s 4.05	5.36	119.17 ST. MICHAEL 85 5:30 P. M. to 8:30 A.M	9.11	s 11.20	8.22		1.25		4.52
						5.76							
						124.93 U. P. CROSSING No Office							
						2.81							
A 12.01 A.M.			A 10.25 P. M.	A **4.30** P.M.	A 5.55 A.M.	127.74 RAVENNA C W T R K B Yard	L 8.55 A.M.	L 11.05 A.M.	L 8.10 P.M.		L 1.00 P.M.		L **4.30** P.M.
						(127.74)							
Daily	Daily Ex. Sunday		Daily	Daily	Daily	SCHEDULE TIME	Daily	Daily	Daily		Daily	Daily Ex. Sunday	Daily
9:16 13.3	3:30 20.8		3.55 32.6	5:25 23.7	3:40 34.0	AVERAGE MILES AN HOUR	4:05 31.2	4:45 26.9	3:55 32.6		8:30 15.0	4:05 17.8	6:30 19.0

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 40 MILES AN HOUR. FREIGHT TRAINS 35 MILES AN HOUR.

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

CENTRAL TIME. Special time table Rule 20 not in effect.

Automatic Block System Rules 502 to 512 in effect between Cushman and Grand Island.

Manual Block System Rule 318B in effect between Grand Island and Ravenna. (Form A)

No train order signal at Ravenna, Aurora, F. Y. and Lincoln. Conductors and enginemen must have Clearance Card.

When passenger trains meet at Ravenna the westward train will head in at cut off from main line to No. 4 track.

SPEED RESTRICTIONS:

20 miles an hour over crossing with Lincoln Traction Co., on West P Street, Lincoln, over Union Pacific crossing and over 4th Street, Grand Island, and 15 miles an hour over Union Pacific crossing east of Ravenna. 35 miles an hour around curve in sand cut east of St. Michael. 25 miles an hour around curves between Cushman and Lincoln. Westward freight trains 25 miles an hour over C. & N. W. crossing west end Seward Yard.

Passenger trains 20 miles an hour Stock Yards to Station Aurora, 10 miles an hour from Cut Off Switch to Station Ravenna

M-2 engines 10 miles an hour over wooden bridges.

Eastward freight trains stop for inspection before passing Cairo.

AURORA AND BURWELL SUBDIVISION

LINCOLN DIVISION — **TIME TABLE No. 20** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD								EASTWARD		
SECOND CLASS	FIRST CLASS		Distance from Aurora	Signs	STATIONS	Capacity Sidings—Cars	Office Closed	FIRST CLASS		SECOND CLASS
55 Daily Ex. Sunday Freight	53 Daily Passenger	51 Daily Passenger						52 Daily Passenger	54 Daily Passenger	56 Daily Ex. Sunday Freight
A. M. L 7.00		P.M. L 2.25	0.00	C W Y R K B	AURORA	....	.....	P.M. A12.35		P.M. A 4.30
					10.99					
s 7.30		s 2.50	10.99	.....	MARQUETTE	30	4:30 P.M. to 7:30 A.M.	s 12.07 PM		s 3.40
					8.32					
s 8.10		s **3.10**	19.31	W	CENTRAL CITY	41	5:30 P.M. to 8:30 A.M.	s 11.47		s **3.10**
					0.27					
			19.58	.....	U. P. CROSSING	....	No Office			
					4.47					
		3.20	24.05	.....	HORD	....	No Office	11.33		
					3.90					
s 8.40		s 3.30	27.95	.....	ARCHER	32	5:30 P.M. to 8:30 A.M.	s 11.25		s 2.15
					7.62					
s 9.40	P.M. L 4.00	A 3.50 P.M.	35.57	C W T R K B	PALMER	55	6:00 P.M. to 8:00 A.M.	L11.10 A.M.	A.M. A 11.00	s 1.45
					7.73					
s **10.44**	s 4.15		43.30	.....	CUSHING	31	5:30 P.M. to 8:30 A.M.		s **10.44**	s12.50
					7.23					
s11.20	s 4.35		50.53	W	WOLBACH	30	5:30 P.M. to 8:30 A.M.		s10.26	s12.20PM
					6.43					
s **11.50**	s 4.55		56.96	F	BRAYTON	27	No Office		s10.07	s**11.50**
					7.20					
s 12.30PM	s 5.15		64.16	C W Y	GREELEY CENTER	29	5:30 P.M. to 8:30 A.M.		s 9.50	s11.25
					8.22					
s12.55	s 5.35		72.38	.....	HORACE	24	5:30 P.M. to 8:30 A.M.		s 9.27	s10.45
					8.24					
	f 5.53		80.62	.....	SUMTER	....	No Office		f 9.07	
					3.00					
f 1.30	f 6.00		83.62	.....	SPELTS		No Office		f 9.00	f10.20
					4.17					
			87.79	.....	U. P. CROSSING	....	No Office			
					0.40					
s 2.15	s 6.15		88.19	.....	ORD	42	7 P.M. to 7 A.M.		s 8.50	s10.05
					6.36					
s 2.35	s 6.32		94.55	F C W	ELYRIA	31	No Office		s 8.27	s 9.30
					4.51					
	f 6.45		99.06	.....	GOODENOW	....	No Office		f 8.12	
					5.33					
A 3.00 P.M.	A 7.00 P.M.		104.39	T R	BURWELL	31	3:45 P.M. to 6:45 A.M.		L 8.00 A.M.	L 9.00 A.M.
					(104.39)					
Daily Ex. Sunday	Daily	Daily						Daily	Daily	Daily Ex. Sunday
8:00 13.0	3:00 22.9	1:25 25.2	.....	.....	SCHEDULE TIME ... AVERAGE MILES AN HOUR	.....	.....	1:25 25.2	3:00 22.0	7:30 13.7

PASSENGER TRAINS MUST NOT EXCEED 30 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 25 MILES AN HOUR. FREIGHT TRAINS 25 MILES AN HOUR.

GREELEY CENTER AND ERICSON SUBDIV.

LINCOLN DIVISION — **TIME TABLE No. 20** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD					EASTWARD
SECOND CLASS	Distance from Greeley Center	Signs	STATIONS	Capcity Sidings—Cars	Office Closed	SECOND CLASS
171 Daily Ex. Sunday Mixed						172 Daily Ex. Sunday Mixed
P.M. L 5.20	0.00	C R W Y	GREELEY CENTER	29	5:30 P.M. to 8:30 A.M.	A.M. A 9.45
			7.55			
s 5.45	7.55	.....	BELFAST	7	No Office	s 9.15
			10.67			
A 6.15 P.M.	18.22	F T R	ERICSON	32	5:00 p to 6:10 p 6:50 p to 8:00 a	L 8.45 A.M.
Daily Ex. Sunday Mixed			(18.22)			Daily Ex. Sunday Mixed
0:55 19.8	.....	.....	SCHEDULE TIME ... AVERAGE MILES AN HOUR	.....	.....	1:0 18.2

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

CENTRAL TIME.

Manual block system. Rule 318 B in effect.

No train order signal at Burwell, Ericson and Aurora. Conductors and enginemen must have Clearance Card (Form A)

Nos. 55, 56, 171 and 172 carry passengers.

Trains handling loaded tank cars must not exceed 20 miles an hour.

PALMER AND SARGENT SUBDIVISION

LINCOLN DIVISION TIME TABLE No. 20 EFFECTIVE SEPT. 28, 1924

WESTWARD						EASTWARD			
SECOND CLASS	FIRST CLASS	Distance from Palmer	Signs	STATIONS	Capacity Sidings Cars	Office Closed	FIRST CLASS	SECOND CLASS	
57 Daily Ex. Sunday Freight	51 Daily Passenger						52 Daily Passenger	58 Daily Ex. Sunday Freight	
A.M. L 9.40	P.M. L 4.00	0.00	C W T R K B	..... PALMER	55	6:00 P. M. to 8:00 A. M.	A.M. A 11.00	P.M. A 1.00	
				10.47					
s **10.35**	s 4.25	10.47	.....	.....ST. PAUL.....	36	5:30 P. M. to 8:30 A. M.	s **10.35**	s 12.20 PM	
				5.15					
10.50	f 4.37	15.62	.....	.....MIDWAY.....	8	No Office	f 10.15	11.50	
				3.79					
s**11.30**	s 4.45	19.41	W	..... FARWELL	31	5:30 P. M. to 8:30 A. M.	s 10.02	s**11.30**	
				9.56					
s 12.05PM	s 5.05	28.98	.....	..... ASHTON	30	5:30 P. M. to 8:30 A. M.	s 9.42	s11.00	
				4.48					
f 12.30	s 5.20	33.45	.....	.....SCHAUPPS.....	20	No Office	s 9.29	f 10.37	
				6.61					
s 1.30	s 5.40	40.06	C W	.....LOUP CITY.....	31	5:00 P to 5:30P 6:10 P to 8:00 A	s 9.15	s10.20	
				6.20					
f 1.50	f 5.55	46.26	.....	.....McALPINE.....	34	No Office	f 8.52	9.47	
				7.46					
s 2.50	s 6.15	53.72	W	.....ARCADIA.....	32	5 pm to 6 pm 6:40 pm to 8 am	s 8.38	s 9.30	
				10.76					
s 3.55	s 6.40	64.48	.....	.....COMSTOCK.....	21	4:45 P to 6:15 P 6:55 P to 7:45 A	s 8.18	s 8.55	
				8.61					
A 4.30 P.M.	A 7.00 P.M.	73.09	T R	.....SARGENT.....	50	5:00 P. M. to 7:00 A. M.	L 8.00 A.M.	L 8.30 A.M	
Daily Ex. Sunday	Daily			(73.09)			Daily	Daily Ex. Sunday	
6:50 10.7	3:00 23.0	.....	.....	.....SCHEDULE TIME..... AVERAGE MILES AN HOUR	.....	.....	3:00 24.3	4:30 16.2	

PASSENGER TRAINS MUST NOT EXCEED 30 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 25 MILES AN HOUR, FREIGHT TRAINS 25 MILES AN HOUR.

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

CENTRAL TIME.

Manual Block system Rule 318B in effect.

No train order signal at Sargent. Conductors and enginemen must have Clearance Card (Form **A**).

Nos. 57 and 58 will carry passengers.

Trains handling loaded tank cars will **not exceed** 20 miles an hour.

McCOOL JUNCTION AND FAIRMONT SUBDIVISION

LINCOLN DIVISION TIME TABLE No. 20 EFFECTIVE SEPT. 28, 1924

WESTWARD						EASTWARD
	FIRST CLASS	Distance from McCool Junction	Signs	STATIONS	Capacity Sidings Cars	Office Closed	FIRST CLASS
	115 Daily Ex. Sunday Passenger						116 Daily Ex. Sunday Passenger
		.....	R	McCOOL JUNCTION	24	5:30 P. M. to 8:30 A. M.	
				0.72			
	P.M. L12.33	0.72	Y	JUNCTION SWITCH	.....	No Office	P.M. A 12.25
				7.19			
	A12.55 P.M.	7.91	C W Y R	.....FAIRMONT.....	140	.....	L12.05 P.M.
	Daily Ex. Sunday			(7.91)			Daily Ex. Sunday
	0:22 19.6	.....	.....	.....SCHEDULE TIME..... AVERAGE MILES AN HOUR.	.....	.....	0:20 22.8

LINCOLN AND COLUMBUS SUBDIVISION

LINCOLN DIVISION — TIME TABLE No. 20 — EFFECTIVE SEPT. 28, 1924

WESTWARD							EASTWARD	
Second Class	FIRST CLASS	Distance from Freight Yard	STATIONS	Signs	Office Closed	Capacity Sidings—Cars	FIRST CLASS	Second Class
31 Daily Ex. Sunday Freight	21 Daily Ex. Sunday Passenger						20 Daily Ex. Sunday Passenger	32 Daily Ex. Sunday Freight
A.M. L 7.45		0.00	..... F. Y.	C W Y T R K O B	.....	....		P.M. A 5.40
s 8.00	P.M. L 6.10	1.57 / 1.57	..... LINCOLN	W Y R K O B	.....	....	A.M. A10.15	s 5.30
		0.34 / 1.91	C.B.& Q. CROSSI'G	.....	No Office	....		
		0.44 / 2.35	.U. P. CROSSING.	.....	No Office	....		
		0.22 / 2.57	C. B. & Q. JUNCT.	.....	No Office	....		
		0.11 / 2.68	.M. P. CROSSING.	.....	No Office	....		
f 8.20	f 6.22	4.76 / 7.44	...WOODLAWN...	.....	No Office	10	f 9.54	s 5.05
s 8.50	s 6.36	5.37 / 12.81	....MALCOLM	.....	5:30 P to 6:20 P 7:00 P to 8:30 A	10	s 9.42	s 4.50
s **9.25**	s 6.53	7.20 / 20.01	.... GARLAND	.....	5:30 P to 6:20 P 7:00 P to 8:30 A	49	s **9.25**	s 4.25
	f 6.58	3.09 / 23.10	..... LEAHEY	.....	No Office	14	f 9.15	
s10.05	s 7.10	3.93 / 27.03	..... SEWARD	W Y	4:30 P to 6:45 P 2:45 A to 8:30 A	....	s 9.05	s 3.50
		0.45 / 27.48	C.& N.W. CROSS'G	.....	8 A. M. to 4 P. M.	....		
s10.45	s 7.26	6.00 / 33.48	. STAPLEHURST .	.....	5:30 P to 6:50 P 7:30 P to 8:30 A	21	s 8.50	s 3.20
s11.50	s 7.42	6.93 / 40.41	..... ULYSSES	.....	4:45 P. M. to 7:45 A. M.	25	s 8.35	s 2.50
s12.20PM	s 7.58	7.97 / 48.38	....GARRISON	.....	4:45 P. M. to 7:45 A.M.	12	s 8.18	s 2.15
s 12.50	s 8.16	5.72 / 54.10	...DAVID CITY...	W	4:15 P. M. to 7:15 A.M.	24	s 8.05	s 1.50
		0.12 / 54.22	C.& N.W. CROSS'G	.....	No Office	....		
		0.01 / 54.23	.U. P. CROSSING.	.....	No Office	....		
s **1.10**	s 8.38	8.60 / 62.83	... BELLWOOD ...	.....	4:00 P. M. to 7:00 A.M.	35	s 7.43	s **1.10**
f 1.25	f 8.44	2.95 / 65.78	.PLATTE SIDING.	.....	No Office	....	f 7.35	f12.30
		5.90 / 71.68	.U. P. CROSSING.	.....	No Office	....		
A 1.45 P.M.	A 9.00 P.M.	0.50 / 72.18	....COLUMBUS....	C W T R	4:00 P to 7:00 A 12:30 P. to 1:30P	....	L 7.20 A.M.	L12.15 P.M.
Daily Ex. Sunday	Daily Ex. Sunday		(72.18)				Daily Ex. Sunday	Daily Ex. Sunday
6:00 12.0	2:50 24.9	.....	.....SCHEDULE TIME..... .. AV. MILES AN HOUR ..	.....	.....	.....	2:55 24.7	5:25 13.3

AURORA AND KEARNEY SUBDIVISION

LINCOLN DIVISION — TIME TABLE No. 20 — EFFECTIVE SEPTEMBER 28, 1924

WESTWARD							EASTWARD		
SECOND CLASS		FIRST CLASS	Distance from Aurora	STATIONS	Signs	Office Closed	Capacity Sidings—Cars	FIRST CLASS	SECOND CLASS
49 Daily Ex. Sunday Freight	67 Daily Ex. Sunday Freight	35 Daily Ex. Sunday Passenger						36 Daily Ex. Sunday Passenger	68 Daily Ex. Sunday Freight	48 Daily Ex. Sunday Freight
P.M. L 7.00		P.M. L 2.10	0.00	.....AURORA.....	C W Y R K B	.....	....	P. M. A12.55		P.M. A 4.15
s 7.40		s 2.30	9.93 / 9.93	..... GILTNER.....	.....	5:30 P. M. to 8:30 A. M.	30	s12.35		s 3.40
s 8.20		s **2.50**	9.00 / 18.93	..... TRUMBULL	.....	5:30 P. M. to 8:30 A. M.	27	s12.15PM		s **2.50**
			5.76 / 24.69	..... BLAINE.....	.....	No Office	5			
			3.40 / 28.09	ST. J. & G. I. CROSS'G	R		....			
A 9.00 P. M.	A. M. L 8.20	s 3.10	0.26 / 28.35	..... HASTINGS	W K B	No Office	....	s11.55	P. M. A 2.50	L 2.00 P. M.
			0.75 / 29.10	.....YARD OFFICE....	C W Y T R K O B	11:00 P. M. to 7:00 A. M.	....			
	SEE Mc DIVN. TAB	COOK TIME LE	1.97 / 31.07	.....INGLESIDE.....	.....	No Office	....	SEE Mc DIVN. TAB	COOK TIME LE	
			3.35 / 34.42	...M. P. CROSSING...	....	No Office	....			
			0.33 / 34.75	..... JUNIATA	.....	.....	82			
	s10.12	s 4.15	8.41 / 43.16	.....KENESAW.....	W R	.....	90	s 9.35	s 1.35	
	s10.45	s 4.38	10.12 / 53.28	.....LOWELL.....		5:30 P. M. to 8:30 A. M.	27	s 9.15	s 1.10	
	s11.05	s 4.54	6.06 / 59.34	..... NEWARK.....	.....	No Office	20	s 9.00	s12.40	
	A11.30 A.M.	A 5.15 P.M.	8.21 / 67.55	..... KEARNEY.....	C W T R	5:00 P. M. to 8:00 A. M.	....	L 8.45 A.M.	L12.15 P.M.	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		(67.55)				Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
2:00 14.2	3:10 12.6	3:05 21.3	.. ..	.....SCHEDULE TIME..... . AVERAGE MILES AN HOUR .	....	....	....	4:10 16.2	2:35 15.1	2:15 12.6

PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 25 MILES AN HOUR. FREIGHT TRAINS 25 MILES AN HOUR BETWEEN KENESAW AND KEARNEY AND SEWARD AND COLUMBUS.

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

CENTRAL TIME.

Manual Block System. Rule 318B in effect.

No train order Signal at Lincoln, F. Y., Columbus, Aurora, Hastings, Yard Office and Kearney. Conductors and enginemen must have Clearance Card (Form A).

Nos. 48-49-67-68-31 and 32 carry passengers.

SPEED RESTRICTIONS

15 miles an hour over Platte and Loup River Bridges between Bellwood and Columbus and Newark and Kearney.

20 miles an hour down hill east of Bellwood.

A or K Engines 40 miles and heavier Engines, 25 miles an hour between Seward and Lincoln and Aurora and Hastings.

Trains handling loaded tank cars 20 miles an hour.

At Seward trains will stop and be flagged over street crossing near City Light and Water Plant.

LINCOLN DIVISION

STROMSBURG AND ALMA SUBDIVISION

TIME TABLE No. 20 EFFECTIVE SEPT 28, 1924

WESTWARD

SECOND CLASS					FIRST CLASS			Distance from Alma	STATIONS	Signs	Capacity Sidings Cars	Office Closed
			165 Daily Ex. Sun. Mixed	169 Mon., Wed., & Fri. Freight		115 Daily Ex.Sun. Passenger	161 Daily Ex.Sun. Passenger					
			P.M. L 3.00				A.M. L10.20	151.91	STROMSBURG	W T R	.....	7 P. M. to 7 A. M.
									7.50			
			s 3.30				s10.37	144.41	BENEDICT	.....	56	5:00 P. M. to 8:00 A. M.
									4.29			
			f 3.40				f 10.47	140.12	MAPPS	.....	15	No Office
									5.49			
			s 4.15				s **11.05** **11.35**	134.63	YORK	W	26	.....
									0.07			
								134.56	C. & N. W. CROSSING	.....	.....	No Office
									3.53			
			f 4.35				f 11.56	131.03	KNOX	.....	9	No Office
						P.M. L**12.30**			4.78			
			s 5.05				s **12.07**PM **12.35**	126.25	McCOOL JUNCTION	R	24	5:30 P. M. to 8:30 A. M.
									0.72			
						A12.33 P.M.	12.37	125.53	JUNCTION SWITCH	Y	.....	No Office
									7.09			
			s 5.35				s12.52	118.44	LUSHTON	.....	38	5 pm to 5:30 pm 6:10 pm to 8 am
									6.06			
			f 5.50				f 1.05	112.38	BIXBY	.....	11	No Office
				A.M.					5.26			
			s 6.10 8.45	L 6.30			s 1.20 2.10	107.12	SUTTON	C W T R K B	.....	.....
									6.94			
			s 9.05	s 6.55			s 2.28	100.18	VERONA	.....	24	4 P. M. to 7 A. M.
									5.45			
			s 9.20	s **7.30**			s 2.44	94.73	CLAY CENTER	.....	29	4 P. M. to 7 A. M.
									7.99			
			A 9.45 P.M.	s 8.20			s 3.05	86.74	FAIRFIELD	W Y R	.....	.....
									1.83			
	SEE ST.	JOSEPH	AND GR	AND ISL	AND TIM	E TABLE						
				s 8.30			s 3.15	84.91	ALMA JUNCTION	.....	.....	No Office
									3.48			
								81.43	DOUBLING SWITCH	.....	10	No Office
									2.86			
				s 8.50			s 3.28	78.57	SPRING RANCH	.....	25	5:30 P. M. to 8:30 A. M.
									5.81			
								72.76	MO. PAC. CROSSING	.....	.....	No Office
									0.26			
				s **9.24**			s 3.45	72.50	PAULINE	.....	16	5:30 P. M. to 8:30 A. M.
									3.56			
				s 9.40			f 3.55	68.94	LEROY	.....	20	No Office
									1.85			
								67.09	AYR JUNCTION	R	.....	No Office
									0.05			
							s 4.08	67.04	C. B. & Q. CROSSING	.....	.....	No Office
									6.89			
				s10.20			s 4.26	60.15	ROSELAND	.....	39	5:15 P. M. to 8:15 A. M.
									5.06			
				s10.45			s 4.42	55.09	HOLSTEIN	W	24	5:15 P. M. to 8:15 A.M.
									7.36			
				s11.15			s 4.59	47.73	NORMAN	.....	40	5 P. M. to 8 A. M.
									8.25			
				s11.55			s 5.20	39.48	SOUTH MINDEN	C	48	4:30 P to 5:05 P 5:45 P to 7:30 A
									8.00			
				s12.20PM			s 5.40	31.48	KEENE	.....	38	4:15 P to 5:30 P 6:10 P to 7:15 A
									6.81			
				s12.50			s 5.58	24.67	WILCOX	W	79	2:30 P. M. to 5:30 A. M.
									0.00			
								24.67	C. B. & Q. CROSSING	.....	.....	No Office
									7.68			
				s 1.20			s 6.17	16.99	RAGAN	.....	22	5:00 P to 6:00 P 6:40 P to 7:00 A
									6.98			
				s 1.55			s 6.34	10.01	HUNTLEY	.....	14	5:00 p to 6:05 p 7:45 a to 8 a 6:45 p to 6:45 a
									4.63			
							f 6.45	5.38	EVERSON	.....	.....	No Office
									5.38			
				A 2.30 P.M.			A 7.00 P.M.	0.00	ALMA	W T R	.....	2 A. M. to 6 A. M.
			Daily Ex. Sunday	Mon., Wed., & Friday		Daily Ex. Sunday	Daily Ex. Sunday		(151.91)			
			6:45 9.1	8:0 13.4		0:03 14.0	8:40 17.6		SCHEDULE TIME AVERAGE MILES AN HOUR			

EASTWARD

FIRST CLASS			SECOND CLASS			
162 Daily Ex.Sun. Passenger	116 Daily Ex.Sun. Passenger		166 Daily Ex. Sun. Mixed	170 Tues., Thurs. & Sat. Freight		
P.M. A 2.45			P.M. A12.15			
s 2.25			s11.50			
f 2.15			f 11.25			
2.00 s 1.07			s**11.15**			
f 12.52			f 10.15			
12.40 s **12.30**	P.M. A**12.28**		s10.00			
12.28	L12.25 P.M.					
s12.11PM			s 9.30			
f 11.55			f 9.05			
11.40 s10.55			8.45 s 8.05	P.M. A 12.05		
s10.37			s 7.48	s11.40		
s10.22			s **7.30**	s11.10		
s **10.02**			L 7.05 A.M.	s **10.02**		
SEE ST.	JOSEPH		AND GR	AND ISL	AND TIM	E TABLE
s 9.52				s 9.25		
9.43						
s 9.38				s 9.00		
s **9.24**				s 8.40		
f 9.12				s 8.30		
s 9.05						
s 8.53				s 8.00		
s 8.41				s 7.35		
s 8.25				s 7.05		
s 8.01				s 6.40		
s 7.44				s 6.00		
s 7.28				s 5.35		
s 7.11				s 5.10		
s 6.55				s 4.40		
f 6.42						
L 6.30 A.M.				L 4.05 A.M.		
Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday	Tues., Thurs. Saturday		
8:15 18.4	0:03 14.0		5:10 12.2	8:0 13.4		

PASSENGER TRAINS MUST NOT EXCEED 30 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 25 MILES AN HOUR. FREIGHT TRAINS 25 MILES AN HOUR. TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

CENTRAL TIME.

Manual Block System. Rule 318-B in effect.

Trains will move with caution between Fairfield and Alma Junction.

No. 162 will take siding at McCool Junction for No. 115 and No. 161.

The train order signal at Stromsburg, Fairfield, York, Sutton and Alma does not govern Branch Line Trains. Conductors must have Clearance Card (Form A).

No. 169, No. 170, No. 165 and 166 carry passengers. No. 161 will wait at C., B. & Q. Crossing, Ayr Jct., for McCook Division No. 11. McCook Division No. 4 will wait at C., B. & Q. Crossing, Ayr Jct., for No. 162.

Trains handling loaded tank cars must not exceed 20 miles an hour.

SPECIAL INSTRUCTIONS

LINCOLN DIVISION — **TIME TABLE No. 20** — **EFFECTIVE SEPTEMBER 28, 1924**

Train Master, J. A. Spere, Lincoln.
Asst. Train Master, J. E. Thiehoff, Lincoln.
Chief Dispatcher, F. E. Sinkey, Lincoln.
Night Chief Dispatcher, C. N. Miller, Lincoln.

Train Dispatchers, W. E. Martin, C. E. Keefer, C. W. Lamb, E. S. Child, E. J. Purinton, G. S. Keefer, G. D. Hershner, J. F. Mercier.

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

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

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

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

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

Rule 2. Train order signal must indicate "stop" in both directions at end of reverse movement, and Clearance Card, Form "A" with copy of train order delivered to the train completing reverse movement.

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

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

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

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

Restrictive Indication of Signal. (A) Light passenger, mail, express or freight trains and light engines stop, then proceed as per Rule 509-A or B. (B) Heavy passenger, mail or express and freight trains may pass signal at slow speed, then proceed as per Rule 509-A or B.

Rule 6. With Caution. Moving a train with caution, or under control means that the speed must be such that the enginemen shall be able to stop within the range of their vision.

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

Rule 8. Restricting Order. On single track where the middle order is used a train order restricting the superiority of a passenger, mail or express train may be given in "19" form. At division, terminal and junction stations where the "31" form is used and the signature of the conductor of a passenger, mail or express train cannot be obtained previous to the time at which it is necessary to send orders to other trains against it, the orders may be given and the signature of the conductor of the passenger, mail or express train obtained to the restricting order at the time the conductor reports for orders before commencement of his run on that division or subdivision.

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

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

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

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

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

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

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

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

Whistle Signal 14-L consists of nine seconds duration.

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

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

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

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

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

Rule 20. Freight trains will be notified of following extras by the Train Dispatcher who will issue train orders to all concerned as follows:

"C. & E. (trains)

After (time) protect against Extra____ __".

Preceding trains receiving this order will after the specified time, while occupying the main track at stations, protect according to Rule 99.

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

Rule 21. Use of Track. Where there are two sidings for meeting or passing trains, the right hand track should be used. If necessary to use left hand track train must protect against opposing movement.

Crete: The Wymore line extends to the east switch at Crete. This switch will be kept locked for Lincoln-Hastings line. All switches on Wymore line will be kept locked for that line. Wymore Division trains must not occupy Lincoln-Hastings line at Crete without permission.

Rule 22. General Speed Restrictions. Speed Restrictions over Interlocking Crossings: Passenger trains, 35 miles an hour; freight trains, 15 miles an hour.

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

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

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

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

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

Rule 23. The Following Signs Indicate,
"F" Telephone Siding without Operator.
"C" Fuel.
"W" Water.
"Y" Wye.
"T" Turntable.
"R" Registering Station.
"K" Standard Clock.
"O" Track Scales.
"B" Bulletin Board.

Rule 24. 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.

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

Between Dorchester and Hastings and between Grand Island and Ravenna, dispatcher will report block when clear and authorize permissive movements.

RIGHT OF RAILROAD AT CROSSINGS.

Union Pacific trains have right to cross ahead of C., B. & Q. trains at—
David City, Ord.

C., B. & Q. trains have right to cross ahead of the Union Pacific trains at—
Nantasket, Lincoln.

McCook Division trains have right to cross ahead of Lincoln Division trains at Ayr Junction.

Wymore Division trains have right to cross ahead of Lincoln Division trains at Wilcox.

St. J. & G. I. trains have right to cross ahead of C., B. & Q. trains at Grand Island.

C., B. & Q. trains have right to cross ahead of C. & N. W. trains at—David City.

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

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 shorts, and one long.

MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists

Alma, Neb.	Dr. W. C. Bartlett.	Surgeon	Greeley Center, Neb.	Dr. J. L. Brannen.	Surgeon	Milford, Neb.	Dr. P. A. Deogny.	Surgeon
Aurora, Neb.	Dr. J. M. Woodward.	Surgeon	Harvard, Neb.		Surgeon	Minden, Neb.	Dr. H. Hapeman.	Surgeon
Burwell, Neb.	Dr. E. J. Smith.	Surgeon	Hastings, Neb.	Dr. J. V. Beghtol.	Surgeon	Ord, Neb.	Dr. Frank A. Barta.	Surgeon
Central City, Neb.	Dr. J. E. Benton.	Surgeon	Kearney, Neb.	Dr. C. K. Gibbons.	Surgeon	Palmer, Neb.	Dr. C. S. Minnich.	Surgeon
Columbus, Neb.	Dr. C. D. Evans.	Surgeon	Kenesaw, Neb.	Dr. W. E. Nowers.	Surgeon	Ravenna, Neb.	Dr. L. E. Dickenson.	Surgeon
Crete, Neb.	Dr. H. W. Quirk.	Surgeon	Lincoln, Neb.	Dr. C. L. Fahnestock.	Medical Examiner	Sargent, Neb.	Dr. C. H. Fenstermacher.	Surgeon
David City, Neb.	Dr. R. G. Rich.	Surgeon		Dr. F. B. Hollenbeck.	Surgeon	Seward, Neb.	Dr. H. B. Cummins.	Surgeon
Exeter, Neb.	Dr. W. S. Wiggins.	Surgeon		Dr. A. R. Mitchell.	Consulting Surgeon	St. Paul, Neb.	Dr. F. S. Nicholson.	Surgeon
Fairfield , Neb.	Dr. Geo. H. Bentz.	Surgeon		Dr. F. F. Teal.	Oculist	Stromsburg, Neb.	Dr. J. C. Malster.	Surgeon
Fairmont, Neb.		Surgeon		Dr. S. E. Cook.	Oculist	Sutton, Neb.		Surgeon
Grand Island,Neb.	Dr. A. H. Farnsworth.	Surgeon				York, Neb.	Drs. Bell & Bell.	Surgeon

When anyone is injured on Company property (whether the Company is liable or not), the nearest Company Surgeon must be summoned at once by the officer or employe of highest rank present.
In cases of emergency, when the attendance of Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives.
Company Surgeon upon arrival shall at once take charge of the case and relieve the called surgeon from further care or attendance so far as the Company is concerned.
No important surgical operation should be made previous to the arrival of a Company Surgeon, except such as may be required for the immediate safety of the patient.
The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire they can select, at their own expense, other surgical attendance.
This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company's Surgeon, and then only for such attendance as it appears is CLEARLY and IMMEDIATELY demanded.

J. N. REDFERN, Manager, Chicago.

D. B. Moss, M. D., Chief Medical and Surgical Officer, Chicago.

E. FLYNN,
General Manager, Omaha, Neb.

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

F. R. MULLEN,
Superintendent, Lincoln, Neb.

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

O. E. PEARSON,
Assistant Superintendant Transportation, Omaha, Neb.

MAP OF

BURLINGTON ROUTE

AND

CONNECTING LINES.