Sterling

Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

STERLING DIVISION

No. 39

EFFECTIVE AT 12:01 A. M.

SUNDAY, SEPTEMBER 29, 1935

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.

ALLIANCE AND STERLING SUBDIVISION

STERLING DIVISION — TIME TABLE No. 39 — EFFECTIVE SEPTEMBER 29, 1935

SOUTHWARD										NORTHWARD						
SECOND CLASS		FIRST CLASS					Distance from Alliance	STATIONS	Signs	Closed Offices	Car Capacity		FIRST CLASS				SECOND CLASS		
71 Daily Freight	75 Daily Freight		301 Daily Passenger	33 Daily Passenger	303 Daily Mixed	131 Daily Passenger					Sidings	Other Tracks	302 Daily Passenger	304 Daily Mixed	130 Daily Passenger	34 Daily Passenger	72 Daily Freight	308 Daily Ex. Sunday Mixed	78 Daily Freight
	P.M. L 4.00		P.M. L11.40		A.M. L 11.00	A.M. L **4.15**	0.00	..... **ALLIANCE**	BCKORT W Y Yd	.....	Yd	Yard	A.M. A 3.40	A.M. A 8.40		P.M. A 6.40			P.M. A 12.45
	4.25		11.54		11.13	4.27	6.77	.....LETAN.....	F	No Office	72	11	3.26	8.30		6.30			12.16
	4.50		12.06AM		f 11.25	4.38	6.82	.....BONNER.....	F	No Office	81	17	3.15	f 8.18		6.18			12.01 PM
	5.30		12.18		s**11.38**	f 4.50	8.22	.....ANGORA.....	F W	4:00 P.M. to 7:00 A. M.	102	30	3.04	s 8.07		f 6.07			**11.38**
	5.55		12.26		f 11.47	4.58	6.04	.....VANCE.....	F	No Office	81	11	2.52	f 7.55		**5.55**			11.05
							4.65												
	A 6.10 P.M.		12.34	P.M. L 5.22	11.56	5.06	32.50	.....KEMP.....	.....	No. Office		29							
							1.31												
A.M. L11.15			s12.46	A 5.27 P.M.	s12.10PM	A 5.10 A.M.	33.81	.... **NORTHPORT**	F Y Yd	No Office	125	92	2.41	7.44	A.M. A 5.25	5.44		A.M. A 7.55	L 10.40 A.M.
11.35			1.00		f 12.23		0.60												
11.50			1.10		f 12.34		34.41	.. U. P. CROSSING ..	.....	No Office	....	.....							
12.15PM			s 1.22		s 12.46		2.13												
12.35			s 1.32		s 12.58		36.54	... BRIDGEPORT ...	BCFKRT W Y Yd	6:00 P. M. to Mid-Night	Yd	Yard	s 2.37	s 7.40	L 5.20 A. M.	L 5.40 P. M.	A.M. A 7.00	L 7.45 A. M.	
12.50			**1.45**		f 1.10		8.09												
303 **1.05** **1.40**			s 1.54		71 s **1.19**		44.68	.....ALDEN.....	F	No Office	78	15	2.21	f 7.22			6.40		
2.00			2.10		f 1.35		5.31												
2.15			f 2.21		s 1.47		49.94	..... SIMLA	F W	No Office	74	15	2.13	f 7.13			6.24		
2.32			2.34		2.01		6.46												
2.38							56.40	.....DALTON.....	F	3:00 P. M. to 6:00 A. M.	79	99	f 2.04	s 7.02			6.10		
2.47			f 2.46		s 2.15		5.85												
2.59			2.56		2.25		62.25	.....GURLEY.....	F	3:00 P. M. to 6:00 A. M.	....	34	f 1.55	s 6.51			5.56		
3.03							6.96												
							69.21	.....HUNTSMAN.....	F	No Office	91	17	**1.45**	f 6.39			5.42		
A 3.15 P.M.			A 3.10 A.M.		A 2.45 P.M.		6.19												
							75.40	..... SIDNEY	F W Yd	5:00 P. M. to 1:00 A. M.	N61 S 37	89	s 1.33	s 6.24			5.30		
							8.37												
							83.77	..... LORENZO	F	No Office	91	30	1.21	f 6.10			4.48		
							6.22												
							89.99	..... PEETZ	F W	3:00 P. M. to 6:00 A. M.	N40 S69	36	f 1.12	s 6.00			4.30		
							7.44												
							97.43	..... WINSTON	F	No Office	70	15	1.01	5.46			4.09		
							2.97												
							100.40	BUCHANAN	.....	No Office	....	25					4.03		
							3.93												
							104.33	..... PADRONI	F	No Office	77	50	f 12.50	s 5.34			3.51		
							5.93												
							110.26	.....MINTO.....	F	No Office	....	32	12.41	5.23			3.33		
							1.17												
							111.43	ACKERMAN		No Office	....	26					3.27		
							3.38												
							114.81	C. B. & Q. CROSSING (Tower)	K R										
							115.12	..... **STERLING**	B C K O R W Y Yd	.....	Yd	Yard	L 12.33 A.M.	L 5.15 A.M.			L 3.15 A.M.		
								115.12											
Daily	Daily		Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
4:00	2:10		3:30	0:05	3:45	:55		.....SCHEDULE TIME.....					3:07	3:25	0:05	1:00	3:45	0:10	2:05
19.7	15.6		34.3	32.7	30.7	36.9		AVERAGE MILES AN HOUR.					37.0	33.7	32.7	36.5	20.8	16.4	16.2

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR; MIXED TRAINS WITH FREIGHT CARS 45 MILES AN HOUR WHEN HANDLED BY CLASS B OR CLASS S ENGINES; FREIGHT TRAINS AND LIGHT ENGINES 40 MILES AN HOUR.

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

MOUNTAIN TIME

Manual Block System. Rule 318B in effect.

No train order signals Alliance, Bridgeport, Sterling Passenger Station or Sterling Tower. Conductors and Enginemen must have Clearance Form A.

When passenger trains meet at Bridgeport the train taking siding will use the "pocket track" opposite depot.

Sterling: First class and passenger extra trains will register and be cleared at Passenger Station. Other trains will register and be cleared at the Tower. Train orders will not be issued to first class or passenger extra trains at the Tower.

Local extra leaves Alliance 5:00 a. m. daily for Bridgeport.

Local extras carry passengers.

All switches leading off runaround track Alliance must be lined back for the runaround track after being used.

Spring switches: Billings lead west end Alliance yard.
North and South wye switches Northport.

Winston: Engines must not use siding between south switch and point designated by sign.

Passenger trains from or to Sterling Division will stop 400 feet from crossing with Billings Lead west end Alliance Yard and sound whistle signal 14-B and thereafter proceed over this crossing as the way is seen or known to be clear.

Nos. 303 and 304 stop at mail crane at Huntsman, and Lorenzo on request of mail clerk, or on flag by postmaster, to receive or discharge parcels post matter. Rule 221a in effect at Bridgeport.

SPEED RESTRICTIONS—Passenger trains 20 miles an hour between switches Bridgeport Yard.
Passenger trains 20 miles an hour between switches Sterling Yard.
Passenger trains 10 miles an hour between west switch and passenger station Alliance.
10 miles an hour over crossovers south of depot and north end of yard Bridgeport.
Southward passenger trains 10 miles an hour from C. B. & Q. crossing to passenger station, Sterling.
H, R, D and O engines 40 miles an hour when handling passenger or mixed trains.
Front portion of train 25 miles an hour over Union Pacific Railroad Crossing, Northport.
Trailing moves through spring switches Northport 15 miles an hour.

Sterling Division trains use Alliance Division tracks between the wye and the station at Alliance. All trains move at restricted speed within this territory.

Guthrie beet track Mile Post 39.78. Jessica beet track Mile Post 105.41. Sherwin beet track Mile Post 108.76.

The Denver freight lead in Alliance Yard is used as a switching lead. All trains arriving Alliance from the Sterling Division will use the Denver passenger lead. The switch to the freight yard is the first one east of the crossing, Billings freight lead.

Class B or M engines must not be operated on following tracks:

Alliance,	West leg of wye.	Vance,	Stock track.	Sidney,	Stock track.
Letan,	Stock track.	Alden,	House track.	Lorenzo,	House and stock tracks.
Bonner,	Stock track.	Simla,	House track.	Padroni,	Beet track.
Angora,	House track.	Dalton,	Spur track.	Minto,	Beet track.

STERLING AND BRUSH SUBDIVISION

STERLING DIVISION — **TIME TABLE No. 39** — **EFFECTIVE SEPTEMBER 29, 1935**

SOUTHWARD												NORTHWARD								
SECOND CLASS			FIRST CLASS				Distance from Alliance	STATIONS	Signs	Closed Offices	Car Capacity		FIRST CLASS				SECOND CLASS		
		71 Daily Freight		303 Daily Mixed		301 Daily Passenger					Sidings	Other Tracks	304 Daily Mixed	302 Daily Passenger			72 Daily Freight		
		P.M. L 7.50		P.M. L 3.05		A.M. L 3.20	115.12	.....STERLING.....	.....	.....	Yd	Yard	A.M. A 5.10	A.M. A12.28			A.M. A 1.25		
							115.12	.....STERLING.....	.....	.....	....	.....							
								4.17											
							119.29	.....HALL.....	.....	.....	....	.....							
								2.38											
							121.67	..... ATWOOD.....	.....	.....	....	.....							
								2.70											
							124.37	.....BEETLAND	.....	.....	....	.....							
								3.40											
							127.77	.....MERINO.....	.....	.....	....	.....							
								1.87											
							129.64	.....BETA.....	.....	.....	....	.....							
								3.85											
							133.49	.....MESSEX.....	.....	.....	....	.....							
								2.38											
							135.87	..... BALZAC.....	.....	.....	....	.....							
								2.70											
							138.57	..... UNION	.....	.....	....	.....							
SEE UNION PACIFIC TIME TABLE													SEE UNION PACIFIC TIME TABLE						
		P.M. L 8.45		L P.M. f 3.40		L A.M. f 3.50	138.57	..... UNION	.....	.....	....	.....	A A.M. f 4.34	A P.M. f 11.57			A.M. A12.33		
								1.95											
		8.55		f 3.45		3.54	140.52	. TROWEL RANCH .	.....	No Office	....	17	f 4.28	11.52			12.28		
								2.08											
		9.15		s 3.52		f 3.58	142.60	.....HILLROSE.....	.....	5:00 P. M to 8:00 A. M.	78	44	s 4.22	f 11.49			12.23		
								3.00											
		9.30		f 3.59		4.03	145.60	..... CAMDEN	.....	No Office	....	21	f 4.17	11.44			12.09		
								4.27											
		A 9.55 P.M.		A 4.10 P.M.		A 4.10 A.M.	149.87	..... BRUSH.....	B C K R T W Yd	.....	Yd	Yard	L 4.10 A.M.	L11.38 P.M.			L 12.01 A.M.		
		Daily		Daily		Daily		34.75					Daily	Daily			Daily		
		2:05		1:05		:50	.....	.....SCHEDULE TIME.....	.....	.....	.....	.....	1:00	:50			1:24		
		16.7		32.1		41.7	.....	...AVERAGE MILES AN HOUR...	.....	.....	.....	.....	34.7	41.7			24.9		

PASSENGER AND MIXED TRAINS MUST NOT EXCEED 45 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

TRAINS BETWEEN STERLING AND UNION WILL BE GOVERNED BY UNION PACIFIC RAILROAD RULES AND TIME TABLE.

MOUNTAIN TIME.

Manual Block System. Rule 318B in effect.

No. 302 stop on flag at Merino.

No. 303 stop on flag Atwood, Merino and Messex.

No. 304 stop on flag at Merino.

Rule 221a in effect at Union.

Train order signal Brush does not govern Sterling Division trains. Conductors and Enginemen must have Clearance "Form A".

Train order signal Union does not govern southward trains. Conductors and Enginemen must have Clearance "Form A".

Operator at Union will handle switches south of train order office for northward trains routing them over cross-over from C. B. & Q. to Union Pacific main line. All trains approach junction switch prepared to stop at stop board 100 feet south of junction switch and must stop unless the switches are properly lined and a proceed signal is received from the operator.

All trains entering the siding will come to a full stop at stop board and then immediately proceed if the way is clear.

SPEED RESTRICTIONS:

Passenger trains 20 miles an hour between switches Sterling Yards.

H, R, D, and O engines 40 miles an hour when handling passenger or mixed trains.

NORTHPORT AND GUERNSEY SUBDIVISION

STERLING DIVISION — **TIME TABLE No. 39** — **EFFECTIVE SEPTEMBER 29, 1935**

WESTWARD				EASTWARD								
SECOND CLASS			FIRST CLASS	Distance from Northport	STATIONS	Signs	Office Closed	Car Capacity		FIRST CLASS	SECOND CLASS	
75 Daily Freight	309 Daily Ex. Sunday Mixed		31 Daily Passenger					Sidings	Other Tracks	32 Daily Passenger	78 Daily Freight	
P. M.	A.M.		A.M.							P. M.	A. M.	
L 6.25	L 8.00		L 5.28	0.00	....NORTHPORT....	F Y Yd	No Office	125	92	A 5.20	A10.30	
				2.51								
6.34	f 8.05			2.51	DE GRAW	.....	No Office	....	32		10.19	
				3.31								
6.44	f 8.11		5.37	5.82	.....ATKINS.....	F	No Office	92	16	5.11	10.09	
				2.48								
6.51	f 8.16			8.30	.....PRINZ.....	F	No Office	....	38		10.00	
				3.48								
7.05	s 8.36		s 5.48	11.78	.....BAYARD.....	FWY Yd	5:15 P.M. to 5:30 A.M.	E 92 W111	Yard	s 5.02	9.50	
				3.76								
7.16	f 8.44			15.54	.....BRADLEY.....	F	No Office	....	26		9.24	
				2.27								
7.22	f 8.49			17.81	..... SNELL.....	F	No Office	....	26		9.16	
				4.02								
7.36	s **9.04**		s 6.05	21.83	..... MINATARE.....	F Yd	5:00 P. M. to 5:30 A. M.	E 100 W 92	Yard	s 4.46	**9.04**	
				3.97								
7.47	f 9.11			25.80	.....GRIMES.....	.....	No Office	....	21		8.45	
				1.26								
7.51	f 9.15			27.06	..... WINTERS.....	F	No Office	....	27		8.35	
				3.76								
8.20	s 9.40		s 6.25	30.82	... SCOTTSBLUFF ...	B C K W Y Yd	9:30 P.M. to 6:00 A. M.	E150 W98	Yard	s 4.27	8.25	
				3.66								
8.32	f 9.47			34.48	.....COVERT.....	F	No Office	....	21		7.52	
				5.72								
8.50	s10.11		s 6.40	40.20	..... MITCHELL.....	F Y Yd	9:15P.M. to 6:15 A. M.	E 96 W137	Yard	s 4.12	7.40	
				3.06								
9.00	f10.17		6.45	43.26	.....TOOHEY.....	F	No Office	....	41	4.05	7.25	
				3.25								
9.10	s10.39		s 6.52	46.51	..... MORRILL.....	F	3:30 P.M.to 6:30 A. M.	92	63	s 4.00	7.19	
				7.23								
9.33	s11.02		s **7.05**	53.74	..... HENRY	F	4:00 P. M. to 7:00 A. M.	90	62	s 3.47	**7.05**	
				7.01								
9.55	11.16			60.75	..... HUNTON	Y	No Office	....			6.44	
				1.28								
10.10	A11.20 A. M.		s 7.22	62.03	... TORRINGTON ...	F K W Yd	8:30 P.M.to 7:00 A. M.	92	110	s 3.34	6.41	
				5.39								
10.27			f 7.30	67.42	.....VAUGHAN.....	F	No Office	....	24	f 3.24	6.26	
				4.30								
10.41			s 7.38	71.72	..... LINGLE	F	4:15 P. M. to 7:15 A. M.	75	45	s 3.18	6.18	
				5.74								
10.59			f 7.47	77.46	..... BARNES.....	F	No Office	....	29	f 3.09	6.06	
				4.55								
11.14			s 7.56	82.01	.. FORT LARAMIE..	F W	No Office	92	30	s 3.02	5.56	
				5.84								
11.33			f 8.05	87.85	..... WHALEN	F	No Office	39	13	f 2.53	5.44	
				7.10								
A11.59 P. M.			A 8.15 A.M.	94.95	..... GUERNSEY	B C F K O R T W Yd	4:00 P. M. to Mid-Night	Yd	Yard	L 2.43 P. M.	L 5.30 A. M.	
Daily	Daily Ex. Sunday		Daily		(94.95)					Daily	Daily	
5:34 17.1	3:20 18.6		2:47 34.1	....	.....SCHEDULE TIME..... .AVERAGE MILES AN HOUR.	....		....		2:37 36.3	5:00 19.0	

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR; MIXED TRAINS, FREIGHT TRAINS AND LIGHT ENGINES 40 MILES AN HOUR.

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

MOUNTAIN TIME

Manual Block System. Rule 318B in effect.
No. 309 will register at Torrington.
Eastward freight trains must stop for inspection before passing Scottsbluff.
Eastward trains handling rock or ore must be inspected at Ft. Laramie.
No train order signal Guernsey. Conductors and Enginemen must have clearance "Form A."
When passenger trains meet at Guernsey, trains taking siding will use No. 1 track.
Spring switches: West, North and South wye switches Northport,
West End Guernsey yard.
Location of Telephones: Freight house basement Scottsbluff.
East of water tank Mitchell.
Freight house basement Mitchell.
Local extra leaves Torrington 11:30 a. m. daily for Guernsey.
Local extra leaves Guernsey 5:00 a. m. daily for Alliance.
Local extras carry passengers, except that eastward local extra Guernsey to Alliance will carry passengers only between points at which it is known this train will stop.

SPEED RESTRICTIONS:

Passenger trains 20 miles an hour between switches Guernsey yard.
H, R, D, and O Engines 40 miles an hour when handling passenger trains.
Trains will not exceed 10 miles and hour over Broadway Crossing, Scottsbluff.
20 miles an hour on Prinz, Bayard, Scottsbluff, and Mitchell spurs.
Freight trains 15 miles an hour over first crossing west and first crossing east of depot at Mitchell.
Trailing moves through spring switches Northport and Guernsey 15 miles an hour.

Prinz Spur	Mile Post 8.30
Bayard Spur	Mile Post 12.38
Scottsbluff Spur	Mile Post 29.43
Mitchell Spur	Mile Post 40.88

HOLDREGE AND CURTIS SUBDIVISION

STERLING DIVISION TIME TABLE No. 39 EFFECTIVE SEPT. 29, 1935

WESTWARD Second Class 153 Tues., Thur. and Sat. Mixed	WESTWARD FIRST CLASS 151 Daily Ex. Sunday Mixed	Distance from Holdrege	STATIONS	Signs	Office Closed	Car Capacity Sidings	Car Capacity Other Tracks	EASTWARD FIRST CLASS 152 Daily Ex. Sunday Mixed	EASTWARD Second Class 154 Mon., Wed. and Fri. Mixed
A.M. L 6.30	A.M. L 5.15	0.00	HOLDREGE	B C K R T W Y Yd		Yard	Yard	P.M. A12.05	A.M. A11.00
		0.81							
		0.81	JUNCTION		No Office				
		7.14							
s 7.00	s 5.35	7.95	LOOMIS		3:00 P. M. to 6:00 A. M.	35	58	s 11.36	s 10.35
		7.52							
s 7.35	s 5.50	15.47	BERTRAND	W	3:00 P. M. to 6:00 A. M.	33	67	s 11.18	s 10.05
		6.34							
s 8.00	s 6.02	21.81	SMITHFIELD		3:00 P. M. to 6:00 A. M.		30	s 11.04	s 9.40
		6.61							
s 8.25	s 6.15	28.42	ELWOOD	T	3:00 P. M. to 6:00 A. M.		103	s 10.51	s 9.15
		11.05							
s 9.00	s 6.39	39.47	EUSTIS.	W	3:15 P. M. to 6:15 A. M.		90	s 10.30	s 8.35
		2.59							
f 9.10	f 6.45	42.06	KINGSTON		No Office		8	f 10.22	f 8.10
		8.08							
s 9.35	s 7.02	50.14	FARNAM		3:45 P.M. to 6:45 A.M.		68	s 10.06	s 7.45
		5.57							
f **9.53**	s **7.15**	55.71	INGHAM	F W	No Office		18	s **9.53**	f **7.15**
		6.47							
s 10.20	s 7.30	62.18	MOOREFIELD		4:00 P. M. to 7:00 A. M.		55	s 9.40	s 6.40
		10.16							
A11.00 A.M.	A 7.52 A.M.	72.34	CURTIS	B C K R T W Yd	4:00 P. M. to 6 A. M.	Yard	Yard	L 9.18 A.M.	L 6.00 A.M.
Tues., Thur. and Sat.	Daily Ex. Sunday		(72.34)					Daily Ex. Sunday	Mon., Wed. and Fri.
4:30 16.1	2:37 27.6		SCHEDULE TIME. AVERAGE MILES AN HOUR					2:47 25.5	5:00 14.5

PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES 25 MILES AN HOUR.

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

MOUNTAIN TIME. Manual Block System. Rule 318B in effect.

Rule 907 in effect.

No train order signal Curtis or Holdrege. Conductors and Enginemen must have Clearance "Form A."

Trains starting or terminating Elwood will register at Elwood.

Nos. 151 and 152 may run 35 miles an hour when handling freight equipment.

Sterling Division main line ends at junction switch Holdrege. Sterling Division trains will use McCook Division siding between junction switch and Holdrege Station moving at restricted speed.

SPEED RESTRICTIONS.

15 miles an hour between switches, Holdrege Yard.

H-4 and R engines 30 miles an hour when handling passenger trains.

O-2 engines 20 miles an hour.

Passenger Trains 30, Freight Trains 20 miles an hour at both ends of bridge 54.13.

CURTIS AND STERLING SUBDIVISION

STERLING DIVISION TIME TABLE No. 39 EFFECTIVE SEPT. 29, 1935

WESTWARD SECOND CLASS 155 Mon., Wed. and Fri. Mixed	WESTWARD FIRST CLASS 151 Daily Ex. Sunday Mixed	Distance from Holdrege	STATIONS	Signs	Office Closed	Car Capacity Sidings	Car Capacity Other Tracks	EASTWARD FIRST CLASS 152 Daily Ex. Sunday Mixed	EASTWARD SECOND CLASS 156 Tue., Thur. and Sat. Mixed	EASTWARD SECOND CLASS 158 Mon., Wed. and Fri. Mixed
A.M. L 2.00	A.M. L 7.55	72.34	CURTIS	B C K R T W Yd	4:00 P. M. to 6 A. M.	Yard	Yard	A.M. A 9.13	A.M. A11.00	
		6.48								
s 2.30	s 8.09	78.82	MAYWOOD		3:00 P. M. to 6:00 A. M.	32	36	s 8.58	s 10.20	
		9.39								
s 3.05	s **8.33**	88.21	WELLFLEET	W	4:00 P. M. to 7:00 A. M.		30	s **8.33**	s 9.30	
		8.61								
f 3.35	s **8.53**	96.82	SOMERSET	F	No Office		29	s 8.16	f **8.53**	
		7.24								
s 4.00	s 9.10	104.06	DICKENS	W	4:00 P. M. to 7:00 A. M.		35	s 7.59	s 8.25	
		3.10								
f 4.15	f 9.18	107.16	TURNER		No Office	33		f 7.50	f 8.10	
		6.77								
s 4.40	s 9.35	113.93	WALLACE		4:00 P. M. to 7:00 A. M.	60	58	156 s **7.36**	152 **7.50** s **7.23**	
		6.49								
s 5.05	s 9.51	120.42	GRAINTON	F	No Office		44	s 7.23	s 7.00	
		5.84								
s 5.30	s 10.05	126.26	ELSIE	W	3:30 P. M. to 6:30 A. M.		69	s 7.11	s 6.30	
		8.15								
s 5.55	s 10.25	134.41	MADRID		3:30 P. M. to 6:30 A. M.	30	31	s 6.54	s 5.50	
		9.63								
s **6.34**	s 10.49	144.04	GRANT	W	4 P. M. to 6 A. M.		62	s **6.34**	s 5.15	
		10.19								
f 7.10	s 11.14	154.23	BRANDON		No Office		35	s 6.13	f 4.35	
		7.28								
s 7.40	s 11.32	161.51	VENANGO	W	5 P. M. to 8 A. M.	33	41	s 5.57	s 4.05	
		8.74								
s 8.10	s 11.53	170.25	AMHERST		5:00 P. M. to 8:00 A. M.		27	s 5.39	s 3.30	
		9.64								
s 9.30	s 12.20 PM	179.89	HOLYOKE	C R T W K Yd	5P. M. to 8 A. M.	Yard	Yard	s 5.19	L 3.00 A.M.	A.M. A 8.05
		9.17								
s 10.00	s 12.43	189.06	PAOLI		5 P. M. to 8 A. M.		27	s 5.00		s 7.45
		8.43								
s 10.40	s 1.05	197.49	HAXTUN	W	5:00 P. M. to 8:00 A. M.	34	59	s 4.42		s 7.10
		5.0								
f 11.00	s 1.17	202.49	DAILEY		No Office		21	s 4.32		f 6.55
		6.40								
f 11.40	s 1.31	208.89	FLEMING	W	5 P. M. to 8 A. M.		32	s 4.19		f 6.35
		9.30								
f 12.01 PM	f 1.52	218.19	GALIEN	F	No Office		30	f 4.00		f 6.10
		11.15								
12.20	2.09	229.34	U. P. CROSSINGS	K R						5.40
			(Tower)							
		229.34	CB&Q CROSSING		No Office					
		0.21								
A12.30 P. M.	A 2.30 P.M.	229.55	STERLING	B C K O R W Y Yd		Yard	Yard	L 3.30 A. M.		L 5.30 A. M.
Mon., Wed. and Friday	Daily Ex. Sunday		(157.21)					Daily Ex. Sunday	Tues., Thur. and Sat.	Mon., Wed. & Fri.
10:30 15.0	6:35 23.9		SCHEDULE TIME. AVERAGE MILES AN HOUR					5:43 27.5	8:00 13.5	2:35 19.2

PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES 30 MILES AN HOUR.

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

MOUNTAIN TIME. Manual Block System. Rule 318B in effect.

Rule 907 in effect.

No train order signals Curtis, Sterling Passenger Station or Sterling Tower, Conductors and Enginemen must have Clearance Form A.

Nos. 151 and 152 may run 35 miles an hour when handling freight equipment.

Sterling: First class and passenger extra trains will register and be cleared at Passenger Station. Other trains will register and be cleared at the Tower. Train orders will not be issued to first class or passenger extra trains at the Tower.

SPEED RESTRICTIONS.

10 miles an hour over Washington Street Crossing Haxtun. This is the second crossing east of the depot.

Passenger trains 15 miles an hour between switches, Sterling Yard.

H-4 and R engines 30 miles an hour when handling passenger trains.

O-2 engines 20 miles an hour.

Sterling: 10 miles an hour between mile post 229.16 and mile post 230.42.

STERLING AND CHEYENNE SUBDIVISION

STERLING DIVISION **TIME TABLE No. 39** **EFFECTIVE SEPT. 29, 1935**

WESTWARD SECOND CLASS 159 Mon. Wed. and Fri. Mixed	Distance from Holdrege	STATIONS	Signs	Office Closed	Car Capacity Sidings	Car Capacity Other Tracks	EASTWARD SECOND CLASS 160 Tues. Thur. and Sat. Mixed
A. M. L 6.00	229.55	STERLING	B C K O R W Y Yd		Yard	Yard	P. M. A12.45
		5.91					
f 6.18	235.46	BROWNARD		No office		4	f 12.20
		3.03					
f 6.28	238.49	LOGAN		No office		25	f12.05PM
		7.82					
s 6.55	246.31	WILLARD	W	4:00 P. M. to 7:00 A. M.		20	s 11.40
		10.15					
s 7.28	256.46	STONEHAM		No office		24	s 11.03
		9.65					
s 8.00	266.11	NEW RAYMER		5 P. M. to 8 A. M.		31	s 10.27
		7.70					
s 8.26	273.81	BUCKINGHAM		No office		23	s 10.00
		7.93					
s 8.53	281.74	KEOTA	W	No Office		28	s 9.35
		7.90					
s 9.20	289.64	SLIGO		No office		15	s 9.13
		5.93					
s 9.42	295.57	GROVER	C W	5 P. M. to 8 A. M.		28	s 8.53
		8.65					
s10.11	304.22	HEREFORD		No office		12	s 8.27
		6.12					
s10.35	310.34	CARPENTER		5:00 P.M. to 8:00 A.M.		16	s 8.05
		5.95					
s10.51	316.29	ARCOLA	W	No office		22	s 7.47
		5.77					
s 11.07	322.06	CAMP STOOL		No office		11	s 7.29
		7.29					
f 11.27	329.35	ALTVAN		No office		7	f 7.06
		5.66					
	335.01	U. P. CROSSING					
		0.92					
A11.45 A. M.	335.93	CHEYENNE	C R T W Y Yd	3:30 P. M. to 11:30 P.M.	Yard	Yard	L 6.45 A. M.
Mon. Wed. and Fri. Mixed		(106.38)					Tues. Thur. and Sat. Mixed
5:45 18.5		SCHEDULE TIME AVERAGE MILES AN HOUR					6:00 17.7

TRAINS MUST NOT EXCEED 25 MILES AN HOUR.
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
MOUNTAIN TIME.
Manual Block System. Rule 318-B in effect.
Rule 907 in effect.
No train order signal Sterling or Cheyenne. Conductors and enginemen must have clearance "Form A."

SPEED RESTRICTIONS:
Passenger trains 20 miles an hour between switches Sterling yard.
Trains handling loaded tank cars 20 miles an hour.
Trains handling short C. & S. cars, loaded, 20 miles an hour.
Sterling: Trains and engines 10 miles an hour between Mile Post 229.16 and Mile Post 230.42.

MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists.

Alliance, Nebr	Dr. C. E. Slagle	Division Surgeon and Examiner
	Dr. G. F. Johnston	Division Surgeon and Examiner
Bayard Nebr.	Dr. G. W. Pugsley	Local Surgeon
Bridgeport, Nebr.	Dr. Arnold G. Burnham	Surgeon and Examiner
Brush, Colo.	Dr. A. C. Lusby	Local Surgeon
Cheyenne, Wyo.	Dr. G. P. Johnston	Local Surgeon
Curtis, Nebr.	Dr. Van H. Magill	Surgeon and Examiner
Guernsey, Wyo.	Dr. Geo. T. Richie	Surgeon and Examiner (P. O. Sunrise Wyo.)
Holdrege, Nebr.	Dr. P. A. Sundbury	Surgeon and Examiner
Mitchell, Nebr.	Dr. C. R. Watson	Local Surgeon
Minatare, Nebr.	Dr. A. J. Ross Jr.	Local Surgeon
Scottsbluff, Nebr.	Dr. F. W. Plehn	Local Surgeon
	Dr. N. H. Rasmussen	Local Surgeon
Sidney, Nebr.	Dr. R. E. Roche	Local Surgeon
Sterling, Colo.	Dr. J. E. Naugle	Division Surgeon and Examiner
Sterling, Colo.	Dr. F. E. Palmer,	Oculist
Torrington, Wyo.	Dr. O. C. Reed	Local 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 employe of highest rank present.

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

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.

The acceptance of the aid of a surgeon called by the Company is entirely optional with the 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 Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. 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.

D. B. MOSS, M. D., Chief Medical Officer, Chicago, Ill.

SPECIAL INSTRUCTIONS

STERLING DIVISION — **TIME TABLE NO. 39** — **EFFECTIVE SEPTEMBER 29, 1935**

Master Mechanics: G. B. Pauley, Alliance, Nebr.
E. A. Schrank, McCook, Nebr.
Trainmaster: L. B. Denton, Alliance, Nebr.
Road Foreman: P. F. Chryst, Alliance, Nebr.
Chief Dispatcher: A. V. Gavin, Alliance, Nebr.
Asst. Chief Dispatcher: P. S. Allen, Alliance, Nebr.
Night Chief Dispatcher: H. H. Giles, Alliance, Nebr.
Train Dispatchers, Alliance, Nebr.: R. V. Cox, R. R. Cutler, F. T. Helpbringer, H. E. Hillyer, C. J. Hitt, G. S. Keefer, C. M. Mackey, H. E. Marvin, G. O. Vant.

1.

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

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

Where Rules D251, D252 and D254 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.

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."

Operators handling switches under Rule 951 are responsible for the position of the switches and the return to normal position after having been used.

2.

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

3. USE OF TRACK.

Where there are two sidings for meeting or passing trains, the right hand track should be used unless otherwise provided.

4. ADVANCING TRAINS.

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

5. SPEED RESTRICTIONS.

Enginemen handling light engines must approach all hazardous road crossings, where view is obstructed, prepared to stop.

Engines under steam, disconnected on one side, with main rod down must not exceed 25 miles an hour.

Trains must not exceed 15 miles an hour on sidings and through crossovers at end of double track, and 10 miles an hour through other turnouts, unless otherwise specified.

Trains handling pile drivers, steam derricks, and similar equipment must not exceed the speed limit of freight trains over the same track on main line, nor exceed fifteen miles an hour on branch lines.

Trains handling short scale test car must not exceed 25 miles an hour on main line, nor 20 miles an hour on branches.

Scale Test car must be handled just ahead of way car with air hose coupled so train can be stopped by Conductor from way car if necessary.

Trains handling clamshells must not exceed 25 miles an hour on main line, nor 20 miles an hour on branches. The boom must be taken down and the boom end toward the rear.

Trains handling loaded K&J cars must not exceed 25 miles an hour.

Passenger trains handling freight equipment must not exceed the maximum speed authorized for mixed trains.

Passenger trains handled by B1 or S4 engines on which drivers have been blocked up must not exceed 40 miles an hour.

Freight trains handled by 05 or Class M engines on which drivers have been blocked up must not exceed 30 miles an hour.

M2a Engines not equipped with disc wheel centers must not exceed 35 miles an hour.

Trains handling loaded coke racks, D&RG series 26750 to 26999, must not exceed 25 miles an hour. D&RG coke racks series 26475 to 26749 will not be handled.

Trains approaching a distant signal at restricting indication must at once reduce speed and move at restricted speed until home signal can be seen at proceed.

Passenger motor cars must not exceed the maximum speed authorized for passenger trains.

6.

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.

7.

Under Rule 103, when cars are pushed by an engine over public crossing 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.

8. 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 block signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points are found to fit properly.

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

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

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

Trains must not exceed 25 miles an hour over spring switches in facing point movement. For trailing moves through spring switches the speed designated in time table foot notes will not be exceeded.

Sand must not be used over spring switches.

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

9.

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 conductors must notify the chief dispatcher from the first available point of communication as to the track on which the occupied outfit cars are left.

10. SPEED CHART.

SPEED OF TRAINS.

Miles per hour	TIME PER MILE	
	minutes	seconds
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0

RAILROAD CROSSINGS:

Sterling. Interlocking plant will govern movement of all trains over Union Pacific and C. B. & Q. crossings. This plant is equipped with home and distant signals, except there is no distant signal governing northward trains on Alliance and Sterling subdivision. Distant signal governing southward trains on Alliance and Sterling subdivision is located on left hand side of track. High semaphores govern main track. Dwarf signals govern diverging movement at first switch east of crossing on Alliance and Sterling subdivision. Following code of whistle signals will be used: 1 long for main track; 1 long 1 short for switch just east of crossing on Alliance and Sterling subdivision.

Northport. Union Pacific Railroad Crossing at Northport is protected with automatic interlocking signals. When a train is stopped by 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.

J. H. AYDELOTT,
General Manager, Omaha, Nebraska

C. C. HOLTORF,
Superintendent, Alliance, Nebraska.

J. E. THIEHOFF,
Assistant Superintendent, Sterling, Colorado.

J. C. ROTH,
General Superintendent Transportation, Chicago, Illinois.

O. E. PEARSON,
Assistant Superintendent Transportation, Omaha, Nebraska.

39