

Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

LINCOLN DIVISION

No. 54

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

SATURDAY, JUNE 10, 1939

Destroy All Time Tables of Previous Date

This Time Table is for the exclusive use and guidance of the employes concerned who must carry in addition thereto the Book of Rules of the Operating Department.



LINCOLN TO GAINES SUBDIVISION—WESTWARD

LINCOLN DIVISION

TIME TABLE No. 54

EFFECTIVE JUNE 10, 1939

SECOND CLASS			Office open week days	Distance from Pacific Junction	STATIONS	Office open Sundays	FIRST CLASS									
61 Daily Freight	67 Daily Freight	93 Daily Ex. Sunday Freight					39 Daily Passenger	9 Daily Passenger	37 Daily Passenger	1 Daily Passenger	89 Daily Ex. Sunday Passenger	5 Daily Passenger	105 Daily Ex. Sunday Mixed	3 Daily Passenger	7 Daily Ex. Sunday Passenger	
			Continuous	59.62	LINCOLN	Continuous	A.M. L 12.20	A.M. L 12.57	A.M. L 1.17	A.M. L 2.19	A.M. L 10.30	A.M. L 10.35		P.M. L 5.55	P.M. L 6.00	
			No Office	60.13	U.P. CROSSING (Interlocked) HALL (Tower)	No Office										
			No Office	60.35	C.B. & Q. CROSSING (Interlocked)	No Office										
P.M. L 11.15	A.M. L 8.00	A.M. L 12.15	Continuous	61.19	HOBSON (Tower)	Continuous										
11.25	8.10	12.30	8:30 P. M. to 5:30 A. M.	63.37	CUSHMAN	8:30 P. M. to 5:30 A. M.										
11.34	8.19	12.40	No Office	67.42 66.93	COBB	No Office	12.29	1.06	1.25	2.25	10.40	10.45		6.05	6.09	
11.38	8.25	12.45	8:30 A. M. to 5:30 P. M.	69.43	DENTON	8:30 A. M. to 5:30 P. M.	12.32	1.09	1.28	2.28	10.44	10.48		6.08	6.12	
11.59	8.50	1.05	No Office	76.21	BERKS	No Office	12.40	1.17	1.35	2.34	10.54	10.58		6.18	6.22	
12.04 AM	8.55	A 1.23 A.M.	Continuous	79.72	CRETE	12 Mid to 4:30 A. 10:45 A. to 1:00 P. 4:45 P. to 6:45 P.	12.44	1.23	1.39	2.38	A 11.00 A.M.	11.05		6.24	A 6.27 P.M.	
12.19	9.13		8:30 A. M. to 5:30 P. M.	88.09	DORCHESTER	10:45 A. M. to 12:45 P. M.	12.53	1.33	1.45	2.46		11.16		6.35		
12.34	9.29		8:00 A. M. to 5:00 P. M.	97.17	FRIEND	Closed	1.02	1.40	1.52	2.53		11.30		6.47		
			8:30 A. M. to 5:30 P. M.	105.08	C. & N. W. CROSSING (Interlocked)	Closed										
12.54	9.46		No Office	105.77	EXETER	No Office	1.09	1.48	1.59	3.00		11.43		6.58		
1.10	10.00		Continuous	112.97	FAIRMONT	1:00 A. to 6:30 A. 8:30 A. to 12:30 P. 4:30 P. to 7:30 P.	1.15	1.55 2.12	2.06	3.05		11.55		7.14		
1.21	10.14		8:00 A. M. to 5:00 P. M.	119.74	GRAFTON	10:30 A. M. to 12:30 P. M.	1.21	2.21	2.12	3.11		12.12 PM		7.23		
1.35	10.30		9 AM to 5 PM 10 PM to 6 AM	127.86	SUTTON	12 Mid to 6:00 A. 11:00 A. to 4:15 P. 10 P. to 12 Mid	1.29	2.30	2.19	3.18		12.27		7.36		
1.43	10.40		7:30 P. M. to 4:30 A. M.	132.28	SARONVILLE	12 Mid to 4:30 A. Mon. 1:15 A. to 4:15 A. 7:30 P. to 12 Mid.	1.33	2.35	2.22	3.21		12.35		7.43		
1.55	11.06		1:00 A. M. to 5:00 P. M.	140.69	HARVARD	1:00 A. to 4:00 A. 10:40 A. to 12:50 P. 3:00 P. to 5:00 P.	1.42	2.45	2.29	3.28		12.47		7.52		
			No Office	141.08	C. & N. W. CROSSING (Interlocked)	No Office										
62 2.25 2.35	11.20		8:00 P. M. to 5:00 A. M. Sat 12 Mid to 5a	147.63	INLAND	12 Mid to 4am 8 pm to 12 mid	1.49	2.55	2.35	3.34		12.56		8.05		
A 3.00 A.M.	A 11.45 A.M.		No Office	154.89	BRICK YARD	No Office	1.57	3.01	2.41	3.41		1.06		8.15		
			Continuous	155.90	HASTINGS TOWER	Continuous										
			No Office	156.16	U.P. CROSSING (Interlocked) HASTINGS	No Office	2.01 2.03	3.05 3.20	2.44	3.44 3.46		A 1.10 P.M.	P.M. L 1.25	8.20 8.30		
			No Office	158.00	GAINES	No Office	A 2.10 A.M.	A 3.49 A.M.	A 2.53 A.M.	A 3.49 A.M.		A 1.33 P.M.	A 8.37 P.M.			
Daily	Daily	Daily Ex. Sunday			(98.38)		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	
3:45 25.9	3:45 25.1	1:07 17.0			SCHEDULE TIME		1:50 53.7	2:52 33.9	1:36 61.5	1:30 65.5	Daily Ex. Sunday 0:30 40.2	2:35 37.5	0:08 13.8	2:42 36.4	0:27 44.7	
					AVERAGE MILES AN HOUR											

DOUBLE TRACK BETWEEN BRICK YARD, M. P. 154.89, AND GAINES, M. P. 158.00, CENTRALIZED TRAFFIC CONTROL IN EFFECT.

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

Automatic Block System in effect between Hall Tower and Brick Yard.

Manual Block System between Cushman and Cobb; Rule 318-B in effect.

No. 89 stops at Denton on flag for revenue passengers for South of Crete.

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

No. 3 daily stops at Crete to discharge passengers from East of Omaha and pick up passengers for Hastings and West; and on Sundays to discharge passengers from Lincoln or East.

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

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

Train order signal at Crete does not govern Wymore division trains. Conductors and enginemen must have Clearance Form A.

At Sutton crossing gates at Saunders Avenue will be used for trains passing on main track only. Trains switching at Sutton or using other than main track will protect by flagman on the ground at Saunders Avenue.

Nos. 1 and 37 will register by ticket at Lincoln.

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

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

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.

Class M-4 engines must not go on bridge 60.86.

GAINES TO LINCOLN SUBDIVISION—EASTWARD

LINCOLN DIVISION

TIME TABLE No. 54

EFFECTIVE JUNE 10, 1939

FIRST CLASS									STATIONS	Signs	Distance from Denver	Car Capacity		SECOND CLASS			
10	22	122	90	2	24	6	38	40				Sidings	Other Tracks	62	68	94	
Daily Passenger	Daily Passenger	Daily Ex. Sunday Mixed	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Daily Freight	Daily Freight	Daily Ex. Saturday Freight	
P. M. A 11.38	P. M. A 5.55		P. M. A 4.00	P. M. A 1.20	A. M. A 9.50	A. M. A 6.35	A. M. A 5.45	A. M. A 2.00	LINCOLN	B K O R W Y Yd	482.61	Yard	Yard				
									U. P. CROSSING (Interlocked)								
									HALL	F	482.10						
									(Tower)								
									C. B. & Q. CROSSING (Interlocked)		481.88						
									2.11								
									HOBSON	BCKO Yd R T W Y	481.53	Yard	Yard	A. M. A 5.10	P. M. A 6.30	P. M. A 10.30	
									(Tower)								
									CUSHMAN	Yd	479.35		Yard	4.58	6.15	10.10	
									4.05								
11.29	5.42		3.49	1.05	9.40	6.24	5.35	1.49	COBB	F	475.30			4.48	5.58	9.58	
			s 3.46	1.02	f 9.36	6.21	5.30	1.45	2.50								
11.27	5.38								DENTON		472.80	70	32	4.43	5.54	9.53	
									6.78								
11.20	5.26		f 3.36	12.51	f 9.26	6.13	5.20	1.35	BERKS	F	466.02	85	26	4.32	5.43	9.39	
									3.51								
11.17	s 5.21		L 3.30 P. M.	s 12.45	L 9.21 A. M.	6.09	5.16	1.23	CRETE	R W Yd	462.51	66	257	4.27	5.38	L 9.30 P. M.	
									8.37								
11.10	s 5.08			f 12.32		6.00	5.08	1.13	DORCHESTER	W	454.14	w80 e51	56	4.15	5.25		
									9.08								
11.04	s 4.56			s 12.20		5.51	5.00	1.02	FRIEND		445.06	w80 e50	89	3.59	5.11		
									7.91								
									C. & N. W. CROSSING (Interlocked)		437.15						
									0.69								
10.58	s 4.43			s 12.10 PM		5.43	4.53	12.54	EXETER	F	436.46	90	48	3.45	4.57		
									7.20								
10.53	s 4.31			s 11.55		5.36	4.47	12.47	FAIRMONT	C W Y	429.26	w116 e90	263	3.30	4.46		
									6.77								
10.48	s 4.19			11.40		5.29	4.41	12.41	GRAFTON		422.49	w82 e77	37	3.11	4.35		
									8.12								
10.42	s 4.06			s 11.28		5.21	4.34	12.33	SUTTON	C W	414.37	w74 e65	143	3.00	4.22		
									4.42								
10.39	s 3.58			11.18		5.17	4.30	12.29	SARONVILLE		409.95	77	34	2.55	4.15		
									8.41								
10.32	s 3.47			s 11.06		5.09	4.22	12.21	HARVARD	W	401.54	80	35	2.45	4.02		
									0.39								
									C. & N. W. CROSSING (Interlocked)		401.15						
									6.55								
10.26	f 3.37			10.55		5.01	4.16	12.14	INLAND		394.60	73	25	2.35 2.25	3.50		
									7.26								
10.21	3.27			10.44		4.54	4.10	12.07	BRICK YARD	F Yd	387.34			L 2.15 A. M.	L 3.35 P. M.		
									1.01								
									HASTINGS TOWER	B R K Yd	386.33	93					
									U. P. CROSSING (Interlocked)								
10.20	L 3.25 P. M.	P. M. A 3.00		10.42		4.52	4.07	12.05	HASTINGS	F W Yd	386.07	Yard	Yard				
s 10.19				s 10.35		s 4.47	s 4.02	s 12.01 AM	1.84								
L 10.15 P. M.		L 2.50 P. M.		L 10.25 A. M.		L 4.40 A. M.	L 3.49 A. M.	L 11.53 P. M.	GAINES		384.23						
									(98.38)								
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily						Daily	Daily	Daily Ex. Saturday	
1:23 71.1	2:30 38.6	0:10 11.0	0:30 40.2	2:55 33.3	0:29 41.6	1:55 50.9	1:56 50.9	2:07 46.5	SCHEDULE TIME					2:55 32.2	2:55 32.2	1:00 19.1	
									AVERAGE MILES AN HOUR								

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

DOUBLE TRACK BETWEEN GAINES, M. P. 158.00, AND BRICK YARD, M. P. 154.89; CENTRALIZED TRAFFIC CONTROL IN EFFECT.

Automatic Block System in effect between Brick Yard and Hall Tower.

Manual Block System between Cobb and Cushman. Rule 318-B in effect. Block signal on Cushman line 700 feet East of switch at Cobb governs permissive movement Cobb to Cushman.

Spring Switches at East end sidings Berks, Saronville, Harvard and Inland, and East end Westward siding Friend.

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

Train order signal at Crete does not govern Wymore division trains. Conductors and enginemen must have Clearance Form A.

Train order signal at Cushman does not govern trains terminating at Hobson.

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

At Sutton, crossing gates at Saunders Avenue will be used for trains passing on main track only. Trains switching at Sutton or using other than main track, will protect by flagman on the ground at Saunders Avenue.

No. 10 will register by ticket at Lincoln.

No. 6 stops at Fairmont to discharge revenue passengers from Denver and west, or pick up revenue passengers for east of Omaha.

No. 2 stops on flag at Saronville and Grafton to pick up revenue passengers destined Lincoln or beyond and at Dorchester for revenue passengers only.

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

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

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

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.

Class M-4 engines must not go on bridge 60.86.

WESTWARD						Office Open Week Days	Distance from Lincoln	STATIONS	Signs	Office Open Sundays	Car Capacity		EASTWARD					
SECOND CLASS		FIRST CLASS									Sidings	Other Tracks	FIRST CLASS			SECOND CLASS		
49 Daily Freight	79 Daily Freight	41 Daily Passenger	45 Daily Passenger	43 Daily Passenger	42 Daily Passenger								46 Daily Passenger	44 Daily Passenger	48 Sun. Wed. Friday	78 Daily Freight	80 Daily Freight	
		P. M. L 6.10	A. M. L 10.10	A. M. L 2.25	Continuous	0.00	 LINCOLN	WYRK O B Yd	Continuous	Yard	Yard	A A. M. 5.40	A P. M. 6.45	A P. M. 11.30				
					No Office	0.34	 BAIRD (Tower)	F	No Office	.....	.....							
					No Office	0.78	 U. P. CROSSING (Interlocked) .....	.....	No Office	.....	.....							
					No Office	1.00	 C. B. & Q. JUNCTION	F	No Office	.....	.....							
A. M. L 1.00	A. M. L 12.01				Continuous	1.53	 HOBSON (Tower)	CWYT RKOB Yd	Continuous	Yard	Yard				A A. M. 12.15	A A. M. 4.30	P. M. A 6.15	
1.15	12.15		6.20	10.19	8:30 P. M. to 5:30 A. M.	4.38	 CUSHMAN	Yd	8:30 P. M. to 5:30 A. M.	.....	.....	5.22	6.33	11.19	11.55	4.15	6.00	
1.25	12.24		6.25	10.26	No Office	8.06	 EMERALD	F	No Office	w78 e83	30	5.15	f 6.25	11.12	11.45	4.08	5.50	
1.40	12.35		6.32	10.35	6:00 P. M. to 3:00 A. M.	13.66	 PLEASANT DALE .....	.....	12mn to 3:00am 6:00p to 8:00p Mon. 1a to 3a 6:00pm to 12mn	78	30	5.07	s 6.14	11.05	11.30	3.59	5.39	
1.55	12.47		f 6.40	10.45	8:00 A. M. to 5:00 P. M.	19.64	 MILFORD	W	9:30 A. M. to 11:30 A. M.	100	109	4.58	s 6.04	10.57	10.57	3.49	5.26	
2.06	1.05		6.45	10.51	No Office	23.97	 RUBY	F	No Office	83	16	4.52	s 5.54	10.51	10.30	3.41	5.19	
2.17	1.15		s 6.53	11.00	8:30 P. M. to 5:30 A. M.	29.20	 SEWARD	W Y Yd	12mn to 5:30am 10:30p to 12mn	76	71	4.45	s 5.44	10.46	10.05	3.33	5.11	
					8:30 A. M. to 5:30 P. M.	29.66	 C. & N. W. CROSSING (Interlocked) .....	.....	Closed	.....	.....							
					No Office	33.00	 OST	F	No Office	38	.....							
2.42	1.40		7.04	11.14	No Office	36.17	 TAMORA	F	No Office	85	34	4.36	s 5.27	10.35	9.35	3.22	5.00	
2.55	1.55		7.11	11.24	8:30 A. M. to 5:30 P. M.	42.42	 UTICA .....	.....	Closed	100	60	4.29	s 5.18	10.28	9.10	2.55	4.51	
3.10	2.08		7.18	11.34	8:30 A. M. to 5:30 P. M.	48.56	 WACO .....	.....	Closed	85	43	4.21	s 5.08	10.21	8.40	2.41	4.42	
					No Office	53.55	 C. & N. W. CROSSING (Interlocked) .....	.....	No Office	.....	.....							
3.44 4.08	2.20		s 7.27	11.44	Continuous	55.85	 YORK	W	2:15a to 6:00a 11:00a to 1:00p 4:30p to 10:15p	w44 e86	180	s 4.08	s 4.57	10.08	8.15	2.20	4.30	
4.30	2.34		7.41	12.04 PM	8:30 A. M. to 5:30 P. M.	64.19	 BRADSHAW .....	.....	Closed	w90 e9C	39	3.58	s 4.43	9.58	7.41	2.11	4.18	
4.45	2.50		7.50	12.15	8:30 A. M. to 5:30 P. M.	71.28	 HAMPTON .....	.....	Closed	85	34	3.50	s 4.34	9.50	7.20	2.00	4.06	
6.00	3.00		s 8.03	12.31	Continuous	77.39	 AURORA	CWY K B Yd	Continuous	90 Yard	Yard	s 3.36	s 4.20	9.36	L 7.00 P. M.	1.50	3.55	
6.14	3.27		8.16	12.41	No Office	83.42	 MURPHY	F	No Office	86	23	3.27	s 4.09	9.27		1.36	3.39	
6.25	3.40		8.23	12.50	8:00 A. M. to 5:00 P. M.	88.84	 PHILLIPS .....	.....	Closed	85	31	3.20	s 4.01	9.20		1.26	3.31	
			8.28	12.56	No Office	93.57	 TRAILL	F	No Office	30	.....							
					No Office	96.08	 U. P. CROSSING (Interlocked)	F	No Office	.....	.....							
8.26	3.50		s 8.38	1.05	Continuous	96.32	 GRAND ISLAND	O W Yd	Continuous	No. 1-80 No. 2-80	225	s 3.11	s 3.51	9.11		1.15	3.19	
			f 1.15		No Office	103.07	 OVINA .....	.....	No Office	.....	26		f 3.39					
9.00	4.04		8.58	1.20	No Office	104.72	 ABBOTT	F	No Office	85	23	2.58	f 3.36	8.58		1.00	3.06	
9.30	4.20		f 9.09	1.32	7:15 A. M. to 4:15 P. M.	111.47	 CAIRO	W	Closed	100	36	2.50	s 3.25	8.50		12.50	2.55	
10.00	4.39		9.20	1.45	No Office	119.17	 ST. MICHAEL	F	No Office	83	35	2.40	s 3.13	8.40		12.35	2.41	
					No Office	124.93	 U. P. CROSSING (Interlocked) .....	.....	No Office	.....	.....							
A 10.30 A. M.	A 5.00 A. M.		A 9.35 P. M.	A 2.00 P. M.	Continuous	127.74	 RAVENNA	CWTR K B Yd	Continuous	Yard	Yard	L 2.30 A. M.	L 3.00 P. M.	L 8.30 P. M.		L 12.20 A. M.	L 2.25 P. M.	
Daily	Daily		Daily	Daily			(127.74)					Daily	Daily	Daily	Tues. Thurs. Saturday	Daily	Daily	
9:30 13.2	4:59 25.2		3:25 37.2	3:50 33.3								3:10 40.3	3:45 34.1	3:00 42.6	5:15 14.3	4:10 30.1	3:50 32.1	

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

Automatic Block System in effect between Signal N 4.29 Cushman and Signal S 127.8 west of depot Ravenna.
Manual Block System, Rule 318-B, in effect between C. B. & Q. Junction and Signal N 4.29 Cushman.
No train order signal at Ravenna, Aurora, Hobson and Lincoln. Conductors and Engineers must have Clearance Form A.
Train order Signal at Cushman does not govern trains terminating at Hobson.
Spring switches at west end of siding, Waco, east end of eastward siding, York, and west end of westward siding, Bradshaw, are mechanically locked to permit maximum speed for main track facing point movements.
No. 42 stops at Seward to pick up or discharge revenue passengers.
No. 44 stops at Phillips, Hampton, Bradshaw, Waco and Utica to discharge revenue passengers from west of Alliance.
No. 41 stops at Utica, Waco, Bradshaw, Hampton and Phillips to discharge passengers from beyond Lincoln.

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

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

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

Local Extra leaves Seward 12:30 P. M. Monday, Wednesday and Friday for Aurora.

Local Extra leaves Ravenna 12:05 P. M. Monday, Wednesday, and Friday for Aurora.

Local Extra leaves Aurora 12:05 P. M. Tuesday, Thursday and Saturday for Ravenna.

LINCOLN DIVISION

STROMSBURG AND ALMA SUBDIVISION TIME TABLE No. 54

EFFECTIVE JUNE 10, 1939

WESTWARD				Office open week days	Distance from Alma	STATIONS	Signs	Car Capacity		Office open Sundays	EASTWARD			
SECOND CLASS		FIRST CLASS						Sidings	Other Tracks		FIRST CLASS		SECOND CLASS	
		163 Mon., Wed. and Fri Mixed	165 Tues., Thurs. and Sat. Mixed									164 Tues., Thurs. and Sat. Mixed	166 Mon., Wed. and Fri. Mixed	
			P.M. L 5.00		8:00 A. M. to 6:15 P. M.	151.91	 STROMSBURG	W T R Yd	.....	Closed			P.M. A 7.15	
			s 5.20		8:30 A. M. to 5:30 P. M.	144.41	 BENEDICT .....	.....		50	Closed		s 6.55	
			s 6.20		Continuous	134.63	 YORK	W Yd		48	2:15 am to 6 am 11 AM to 1 PM 4:30 p to 10:15 p		s 6.20	
					No Office	134.56	C. & N. W. CROSSING (Grade)	.....	.....		No Office			
			s 6.45		8:30 A. M. to 5:30 P. M	126.25	.. McCool JUNCTION ..	.....		71	Closed		s 4.50	
			s 7.05		No Office	118.44	 LUSHTON .....	.....		43	No Office		s 4.25	
			f 7.20		No Office	112.38	 BIXBY .....	.....		20	No Office		f 4.07	
			s 7.45		9 A M to 5 PM 10 PM to 6 AM	107.12	 SUTTON	C W	w 82 E 65	143	12mid to 6:00a 11 am to 4:15 p 10:00p to 12mid		s 3.55	
			s 8.10		No Office	100.18	 VERONA .....	.....		30	No Office		s 3.20	
			s 8.45		No Office	94.73	 CLAY CENTER .....	.....		58	No Office		s 3.05	
			s 9.10		Continuous	86.74	 FAIRFIELD	W Y R Yd	.....		Continuous		s 2.35	
SEE UNION PACIFIC TIME TABLE												SEE UNION PACIFIC TIME TABLE		
			9.15		No Office	84.91	 ALMA JUNCTION ....	.....			No Office		2.20	
			s 9.35		No Office	78.57	 SPRING RANCH .....	.....		31	No Office		s 2.05	
					No Office	72.76	MO. PAC. CROSSING (Grade)	.....			No Office			
			s 9.50		No Office	72.50	 PAULINE .....	.....		25	No Office		s 1.50	
			f 10.00		No Office	68.94	 LEROY .....	.....		25	No Office		f 1.40	
					No Office	67.09	 AYR JUNCTION	R Yd	.....		No Office			
		P. M. L 2.05	A 10.05 P. M.		No Office	67.04	C. B. & Q. CROSSING (Grade)	Y	.....		No Office		A 9.25	L 1.35 P. M.
		s 2.25			8:30 A. M. to 5:30 P. M.	60.15	 ROSELAND .....	.....		53	Closed		s 9.05	
		s 2.45			8:30 A. M. to 5:30 P. M.	55.09	 HOLSTEIN	W		48	Closed		s 8.45	
		s 3.10			No Office	47.73	 NORMAN .....	.....		39	No Office		s 8.25	
		s 3.40			No Office	39.48	 SOUTH MINDEN	C		74	No Office		s 8.00	
		s 4.05			No Office	31.48	 KEENE .....	.....		41	No Office		s 7.35	
		s 4.30			6:40 A. M. to 3:40 P. M.	24.67	 WILCOX	W		18	Closed		s 7.15 s 7.05	
					No Office	24.67	C. B. & Q. CROSSING (Grade)	.....			No Office			
		s 4.55			8:30 A. M. to 5:30 P. M.	16.99	 RAGAN .....	.....		30	Closed		s 6.40	
		s 5.15			No Office	10.01	 HUNTLEY .....	.....		21	No Office		s 6.17	
		A 5.45 P.M.			8:00 A. M. to 5:00 P. M.	0.00	 ALMA	W T R Yd	.....	36	8:00 A. M. to 10:00 A. M.		L 5.45 A.M.	
	Mon., Wed. and Fri.	Tues., Thurs. and Sat.					(151.91)					Tues., Thurs. and Sat.	Mon., Wed. and Fri.	
	3:40 18.3	5:05 16.6					 SCHEDULE TIME					3:40 18.2	5:40 14.9	
							 AVERAGE MILES AN HOUR							

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

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

The train order signals at Stromsburg, Fairfield, York, Sutton and Alma do not govern Stromsburg-Alma Subdivision

Trains. Conductors and Enginemen must have Clearance Form A.

Everson Siding, flag stop for scheduled trains, Mile Post 5.38.

Knox Spur, Mile Post 131.03, flag stop for scheduled trains.

Mapps Spur, Mile Post 140.12, flag stop for scheduled trains.

No. 163 waits at South Minden for U. S. mail connection off No. 5.

No. 164 waits at Alma 25 minutes for connection with No. 15.

LINCOLN AND COLUMBUS SUBDIVISION

LINCOLN DIVISION

TIME TABLE No. 54

EFFECTIVE JUNE 10, 1939

WESTWARD		Office open week days	Distance from Lincoln	STATIONS	Signs	Office open Sundays	Car Capacity		EASTWARD	
Second Class	FIRST CLASS						Sidings	Other Tracks	FIRST CLASS	Second Class
	121 Daily Ex. Sunday Passenger								120 Daily Ex. Sunday Passenger	
	P.M.	Continuous	1.88	 HOBSON	CWYTR KOB Yd	Continuous	Yard	Yard		
	L 3.30	Continuous	0.00	 LINCOLN	W Y R K O B Yd	Continuous	Yard	Yard	A 10.25	
		No Office	0.34	C.B. & Q. CROSS'G (Interlocked)		No Office				
		No Office	0.78	 BAIRD	F	No Office				
		No Office	1.00	 U. P. CROSSING		No Office				
	3.32	No Office	1.00	 C. B. & Q. JCT. ...	F	No Office			10.20	
	f 3.41	No Office	5.87	 WOODLAWN		No Office		16	f 10.12	
	s 3.51	No Office	11.24	 MALCOLM		No Office		10	s 10.01	
	s 4.07	8:30 A. M. to 5:30 P. M.	18.44	 GARLAND		Closed	49	13	s 9.47	
	f 4.12	No Office	21.53	 LEAHEY		No Office		14	f 9.39	
	s 4.22	8:30 P. M. to 5:30 A. M.	25.46	 SEWARD	W Y Yd	10:30 P. M. to 5:15 A. M.		65	s 9.32	
		8:30 A. M. to 5:30 P. M.	25.91	C. & N. W. CROSS'G (Interlocked)		Closed				
	s 4.34	No Office	31.91	 STAPLEHURST		No Office		21	s 9.17	
	s 4.48	8:15 A. M. to 5:15 P. M.	38.84	 ULYSSES		Closed		57	s 9.03	
	s 5.03	8:15 A. M. to 5:15 P. M.	46.81	 GARRISON		Closed		14	s 8.47	
	s 5.15	8:00 A. M. to 5:00 P. M.	52.53	 DAVID CITY	CW Yd	Closed		70	s 8.34	
		No Office	52.66	C. & N. W. CROSS'G (Grade)		No Office				
		No Office	52.67	 U. P. CROSSING		No Office				
	s 5.33	7:45 A. M. to 4:45 P. M.	61.26	 BELLWOOD		Closed		35	s 8.14	
		No Office	70.11	 U. P. CROSSING		No Office		5		
	A 5.55 P.M.	7:30 A. M. to 4:30 P. M.	70.61	 COLUMBUS	WTR	Closed		150	L 7.55 A.M.	
	Daily Ex. Sunday			(72.49)					Daily Ex. Sunday	
	2:25 29.3			 SCHEDULE TIME					2:30 28.2	
				 AV. MILES AN HOUR						

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

No train order signal at Lincoln, Hobson Tower and Columbus. Conductors and enginemen must have Clearance Form A.

Train order signals at Seward and C. & N. W. crossing at Seward do not govern Lincoln-Columbus sub-division trains. Conductors and enginemen must have clearance Form A.

Nos. 20 and 21 will stop at Leahey on flag to pick up cream.

Local Extra leaves Hobson Monday, Wednesday and Friday, 10:15 A. M. for Seward, carries passengers.

Mixed train leaves Columbus Monday, Wednesday and Friday, 1:00 P. M. for Seward, carries passengers.

Mixed train leaves Columbus Tuesday, Thursday and Saturday, 1:00 P. M. for Hobson, carries passengers between Columbus and Lincoln.

Platte Siding Spur, Mile Post 64.21, flag stop for scheduled trains.

Moll Spur, mile post 63.47.

AURORA AND KEARNEY SUBDIVISION

LINCOLN DIVISION

TIME TABLE No. 54

EFFECTIVE JUNE 10, 1939

WESTWARD		Office open week days	Distance from Aurora	STATIONS	Signs	Office open Sundays	Car Capacity		EASTWARD		
FIRST CLASS							Sidings	Other Tracks	FIRST CLASS		
SEE LINCOLN GAINES SUBDIVISION		Continuous	0.00	AURORA.....	C W Y R K B Yd	Continuous	Yd	Yd			
		7:30 A. M. to 4:30 P. M.	9.93	GILTNER.....	.....	Closed	....	71			
		7:30 A. M. to 4:30 P. M.	18.93	TRUMBULL.....	.....	Closed	....	65			
		No Office	24.69	BLAINE.....	.....	No Office	....	13			
		No Office	27.08	BRICK YARD....	F Yd	No Office					
		Continuous	28.09	HASTINGS TOWER....	BR K Yd	Continuous	....			SEE LINCOLN GAINES SUBDIVISION	
		No Office	28.35	UNION PACIFIC CROSSING (Interlocked)		No Office	Yd	Yd			
			29.10	HASTINGS.....	F W Yd	No Office					
	SEE McCOOK DIVN. TIME TABLE			31.07	GAINES.....	C Y T K O B					SEE McCOOK DIVN. TIME TABLE
				31.07	(Tower).....						
			34.42	INGLESIDE.....	.....						
			34.42	M. P. CROSSING....	.....						
			34.75	(Interlocked).....							
			43.16	JUNIATA.....	.....						
		12 Mid to 5:15 A. 8 A. M. to 4 P. M. 9:15 P. to 12 Mid	43.16	KENESAW.....	W R	12 Mid to 5:15 A. 9 A. M. to 11 A. M. 9:15 P. to 12 Mid	91	48			
		8:30 A. M. to 5:30 P. M.	53.28	LOWELL.....		Closed	....	33			
		No Office	59.34	NEWARK.....	.....	No Office	....	46			
		8.00 A. M. to 5:00 P. M.	67.55	KEARNEY.....	C W T R Yd	Closed	....	148			
			(67.55)								
			SCHEDULE TIME.....								
			AVERAGE MILES AN HOUR.....								

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
DOUBLE TRACK BETWEEN BRICK YARD AND GAINES.

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

No train order signal at Aurora and Kearney. Conductors and enginemen must have clearance Form A. No train order signal at Hastings Tower. Conductors and enginemen of Eastward trains must have clearance Form A.

Train order signal at Kenesaw does not govern Aurora-Kearney sub-division trains. Conductors and enginemen must have clearance Form A.

Mixed extras carry passengers.

Mixed extra leaves Aurora 7:00 A. M., Hastings 8:10 A. M., daily except Sunday for Kearney.

Mixed extra leaves Kearney 11:30 A. M., Hastings 2:45 P. M. daily except Sunday for Aurora.

Keefer Spur Mile Post 18.90 Gravelvale Spur Mile Post 17.77 Lund Spur Mile Post 11.10

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

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

Trains will stop and be flagged over S. Y. A. crossing in the East end of the old yard at Seward.

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

AURORA AND BURWELL SUBDIVISION

LINCOLN DIVISION

TIME TABLE No. 54

EFFECTIVE JUNE 10, 1939

WESTWARD			Distance from Aurora	Signs	STATIONS	Car Capacity		Office Open week days	EASTWARD		
COND CLASS	First Class					Sidings	Other Tracks		First Class	SECOND CLASS	
59 Tues., Thur. and Sat. Mixed	55 Daily Ex. Sunday Mixed	53 Daily Passenger							54 Daily Passenger	60 Mon., Wed. and Friday Mixed	56 Daily Ex. Sunday Mixed
	A.M. L 5.30	A.M. L 5.00	0.00	CWYR KBYd	AURORA....	Yd	Yd	Continuous	P.M. A 4.00		P.M. A 5.30
	s 6.10	s 5.26	10.00		MARQUETTE		34	8:00 A.M. to 5:00 P.M.	s 3.36		s 4.45
	s 7.00	s 5.45	19.31	W Yd	CENTRAL CITY		143	5:30 A.M. to 5:30 P.M.	s 3.18		s 4.00
			19.58		U.P. CROSSING (Interlocked)			No Office			
		5.52	24.05		HORD		21	No Office	3.07		
	s 7.50	s 6.02	27.95		ARCHER		10	7:30 A.M. to 4:30 P.M.	s 3.00		s 3.00
A.M. L 8.50	A 8.15 A.M.	s 6.15 6.20	35.57	CWTR KBYd	PALMER		70	7:15 A.M. to 4:15 P.M.	s 2.45 s 2.40	P.M. A 2.20	L 2.40 P.M.
s 10.00		s 6.37	43.30		CUSHING		72	8:30 A.M. to 5:30 P.M.	s 2.23	s 2.00	
s 10.34		s 6.54	50.53	W	WOLBACH		34	7:45 A.M. to 4:45 P.M.	s 2.05	s 1.30	
s 11.05		s 7.10	56.96	F	BRAYTON		18	No Office	s 1.48	s 1.05	
s 11.45		s 7.29	64.16	CWYR	GREELEY CENTER		35	7:45 A.M. to 4:45 P.M.	s 1.30 PM s 11.22	s 12.45	
s 12.55 PM		s 7.50	72.38		HORACE		29	7:30 A.M. to 4:30 P.M.	s 11.01	s 12.15 PM	
		f 8.08	80.62		SUMTER		9	No Office	f 10.40		
f 1.30		f 8.16	83.62		SPELTS		7	No Office	f 10.32	f 11.45	
			87.79		U.P. CROSSING (Grade)			No Office			
s 2.10		s 8.32	88.09		ORD		145	7:45 A.M. to 4:45 P.M.	s 10.19	s 11.35	
s 2.27		s 8.51	94.55	FW	ELYRIA		53	No Office	s 10.03	s 11.00	
A 3.00 P.M.	A 9.15 A.M.		104.39	KTRYd	BURWELL		90	8:00 A.M. to 5:00 P.M.	L 9.40 A.M.	L 10.30 A.M.	
Tues., Thur. and Sat.	Daily Ex. Sunday	Daily			(104.39)			Daily	Daily	Mon., Wed. and Friday	Daily Ex. Sunday
6:10 11.0	2:45 12.9	4:15 24.6			SCHEDULE TIME				6:20 16.5	3:50 17.7	2:50 12.6
					AV. MILES AN HOUR						

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

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

Rule 907 in effect.

No train order signal at Burwell, Palmer or Aurora. Conductors and enginemen must have Clearance Form A.

Brass Spur, Mile post 37.47.

Goodenow Spur, Mile post 34.90, west of Elyria flag stop for No. 53 and No. 54.

OFFICES OPEN SUNDAYS:

Aurora Continuous.

Archer 2:15 P. M. to 4:15 P. M.

Horace 7:30 A. M. to 11:15 A. M.

Burwell 8:15 A. M. to 10:15 A. M.

Sargent 9:00 A. M. to 12 noon.

GREELEY CENTER AND ERICSON SUBDIVISION

LINCOLN DIVISION TIME TABLE No. 54 EFFECTIVE JUNE 10, 1939

WESTWARD			Distance from Aurora	Signs	STATIONS	Car Capacity		Office open week days	EASTWARD		
First Class						Sidings	Other Tracks		First Class		
153 Daily Passenger									154 Daily Passenger		
A.M. L 11.30	64.16	CRWY	GREELEY CENTER.....	35	75	8:30 A. M. to 5:30 P. M.			P.M. A 1.30		
A 12.25 P.M.	82.38	FTR Yd	ERICSON.....	50		8:30 A. M. to 5:30 P. M.			L 12.35 P.M.		
Daily			(18.22)						Daily		
0:55 19.8			SCHEDULE TIME						0:55 19.8		
			AVERAGE MILES AN HOUR								

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

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

Rule 907 in effect.

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

Nos. 153 and 154 do way freight work when so instructed.

Belfast Siding Mile Post 71.71 flag stop for No. 153 and No. 154.

Eastward trains will stop and be flagged over highway crossing at mile post 66.20.

PALMER AND SARGENT SUBDIVISION

LINCOLN DIVISION

TIME TABLE No. 54

EFFECTIVE JUNE 10, 1939

WESTWARD			Distance from Palmer	Signs	STATIONS	Car Capacity		Office open week days	EASTWARD		
Second Class	FIRST CLASS					Sidings	Other Tracks		FIRST CLASS	Second Class	
57 Mon. Wed. & Friday Mixed	51 Daily Passenger								52 Daily Passenger	58 Tues., Thur. and Sat. Mixed	
A.M. L 8.30	A.M. L 6.20	0.00	CWT RKYd	PALMER.....	70	140	7:15 A.M. to 4:15 P.M.		P.M. A 2.35	P.M. A 2.20	
s 9.20	s 6.47	10.47		ST. PAUL.....	71		6:30 A.M. to 3:30 P.M.	s 2.11	s 1.55		
	f 7.01	15.62		MIDWAY.....	18		No Office	f 1.56			
s 10.10	s 7.11	19.41	W	FARWELL.....	36		6:45 A.M. to 3:45 P.M.	s 1.47	s 1.30		
s 10.50	s 7.33	28.97		ASHTON.....	59		7:15 A.M. to 4:15 P.M.	s 1.23	s 1.05		
f 11.10	f 7.47	33.45		SCHAUPPS.....	10		No Office	f 1.12	f 12.50		
s 11.45	s 8.06	40.06	CW	LOUP CITY.....	93		7:45 A.M. to 4:45 P.M.	s 12.59	s 12.35 PM		
f 12.01 PM	f 8.22	46.26		McALPINE.....	17		No Office	f 12.39	f 11.50		
s 12.22	s 8.43	53.72	W	ARCADIA.....	72		7:45 A.M. to 4:45 P.M.	s 12.22 PM	s 11.30		
s 1.20	s 9.09	64.48		COMSTOCK.....	30		7:45 A.M. to 4:45 P.M.	s 11.54	s 10.55		
A 1.45 P.M.	A 9.30 A.M.	73.09	TYRYd K	SARGENT.....	106		8:00 A.M. to 5:00 P.M.	L 11.35 A.M.	L 10.30 A.M.		
Mon. Wed. & Friday	Daily			(73.09)				Daily	Daily	Tues., Thur. and Sat.	
5:15 13.9	3:10 23.0			SCHEDULE TIME				3:00 24.3	3:50 19.1		
				AVERAGE MILES AN HOUR							

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

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

No train order signal at Sargent or Palmer. Conductors and enginemen must have clearance Form A.

LINCOLN DIVISION

SPECIAL INSTRUCTIONS

TIME TABLE No. 54

EFFECTIVE JUNE 10, 1939

Master Mechanic: T. E. Paradise, Lincoln.
Train Master: J. A. Spere, Lincoln.
Assistant Trainmaster: W. S. Kerr, Lincoln.
Road Foreman-Trainmaster: O. M. Hoenshell, Lincoln.
Terminal Trainmaster: W. B. Simmons, Lincoln.
Chief Dispatcher: C. N. Miller, Lincoln.
Assistant Chief Dispatcher: C. A. White, Lincoln.
Night Chief Dispatcher: J. F. Mercier, Lincoln.
Train Dispatchers: W. E. Martin, C. E. Keefer, C. W. Lamb,
E. J. Purinton, G. S. Keefer, G. D. Hershner, A. S. Johnson, E. F. Comerford, J. R. Golden.

1. Between Lincoln and Brick Yard second class, extra trains and yard engines must clear the time of Numbers 1, 10 and 37 not less than ten minutes.

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

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

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

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

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

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

DOUBLE TRACK BETWEEN BRICK YARD, MILE POST 154.89 AND GAINES, MILE POST 158.00, CENTRALIZED TRAFFIC CONTROL IN EFFECT.

Signals will govern the use of blocks and movement over controlled switches, and unless otherwise provided, their indication supersede time table superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

Unless the movement is controlled by signal indication, trains or engines will not foul or enter upon the main track, or cross from one main track to the other without permission from the signalman.

When a train is stopped by a stop signal, it must stay until authorized to proceed, or, in case of failure of means of communication, it may proceed when preceded by a flagman to the next point of communication or signal displaying a proceed indication.

When the signal does not clear and it is possible for Conductor or engineer or engine foreman to communicate with the signalman, and the dispatcher is advised by the signalman that there is no opposing train in the block, instructions will be issued "Proceed complying with Rule 509-B.

Interlocking rules are in effect at Interlocking Plant, U. P. Crossing.

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

Telephones are located adjacent to control houses and at signal bridges for means of communication with operator at U. P. Crossing.

The following switches are equipped with Dual Control Switch Mechanism:

End of Double Track, Brick Yard.
Junction switch to Hastings-Aurora Line.
Crossover between main tracks, M. P. 156.43.

West end No. 1 track.

End of Double Track, Gaines.

These switches must not be manually operated except on permission from the signalman.

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.

EXETER:

The East switch of siding is equipped with dual-controlled switch, which will be handled by Leverman during his assigned hours, only.

FAIRMONT:

Normal positions of junction switches at east end on Endicott line and west end on Chester line are for the branch lines. East switch of eastward siding is east of depot, cut-off from main track to eastward siding located west of coal chute.

RAVENNA:

When passenger trains meet at Ravenna the westward train will head in at switch from main track to west lead.

AURORA:

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

YORK:

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

SEWARD:

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

LINCOLN:

Switchtenders are on duty, West end Lincoln passenger Yard from 10:00 A. M. until 6:00 P. M. Trains and engines making movements through this part of yard, when switchtenders are not on duty, must be prepared to handle their own switches.

Eastward, normal position of switch is for No. 1 track.

Westward, normal position of switch is for No. 3 track.

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

STROMSBURG:

Eastward trains entering on Union Pacific tracks will follow flagman from junction switch to depot.

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

7. 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.

8. 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.

9. **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.

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

Sand must not be used over spring switches.

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

10. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher,

from the first available point of communication, as to the track on which the occupied outfit cars were left.

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

11. Derricks, steam shovels, ditchers, draglines, rail loaders, and other similar equipment loaded on flat cars or other open top cars with boom connected and handled in freight or mixed 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.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

Clamshells, boom must be taken down and disconnected, and boom trailing.

12. 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 Baggageman in addition to Conductor and Engineer.

13. Modifying the first paragraph of Rule 959, the standard flagging equipment for locomotives 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 provided for that purpose.

On motor-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 applies to flagging equipment on locomotives, and that part of the tenth paragraph of Rule 920 reading—"Normal supply for engines, 3 fuses and 6 torpedoes."

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

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

15. Rule 914 of Rules of the Operating Department is modified to read 4,000 feet instead of 3,000 feet.

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

17.

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

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

"Be thoroughly familiar with all signal rules, 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. **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.

20. Interlocking Plant at Cobb is controlled by Leverman at Hall Tower. Junction Switch is equipped with Dual-Controlled Mechanism. When manually operating junction switch, for movement over freight line, derail will be removed with crank. Movement through this Plant when signals are not cleared will be made in accordance with instructions and permission from Leverman at Hall Tower.

C. & N. W. crossings East of York and at Harvard protected with automatic interlocking signals. Normal indication of home signal is Stop. Distant signal indicates Restricted Speed. When a train is stopped by a home signal which indicates Stop and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate electric clockwork time release in wooden box marked C. B. & Q. R. located on post at crossing.

After time interval has elapsed, signals will clear automatically. In case the operation of the release does not clear the signal, train may proceed over the crossing after the movement has been protected against conflicting train movements.

SPEED RESTRICTIONS—CONTINUED

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.

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

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.

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

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

(a) Nos. 1, 10 and 37 between Lincoln and Hastings when handled by any one of the steam locomotives listed in note below will observe speeds for Diesel operated Zephyr trains as authorized on page 10 and indicated by wayside zone and curve posts, except that through turnouts or crossovers or over tracks or bridges covered by slow order the speed limits prescribed for other than Zephyr trains will apply unless modified by train order.

NOTE: Engines 3000, 3007, 3010, 3012, 4000, 4001, 4002, 4003, 4004.

(b) Between Lincoln and Hastings steam locomotives listed in notes below handling standard passenger train equipment on Nos. 38, 39 and 40, or steam sections of trains operating with standard equipment on Zephyr schedule (except No. 37), will not exceed 80 miles an hour nor use less than 45 seconds to the mile, and on curves that carry speed restrictions for Diesel operated Zephyr trains will reduce speed 10 miles an hour below the numeral restriction shown on wayside curve posts. Such trains must observe speed restrictions for other than Diesel-powered Zephyr trains when passing through turnouts or crossovers, or over track or bridges covered by slow order, unless modified by train order.

NOTE: Engines 3000, 3007, 3010, 3012, 4000, 4001, 4002, 4003, 4004, 5600, 5602, 5603, 5607, 5621, 5622, 5623, 5624, 5625.

(c) When any train covered by paragraphs (a) (b) is handled by class S or O5 engines other than those listed, maximum speed will not exceed 75 miles an hour, with all other restrictions applying for curves, turnouts, etc., as listed paragraph (b) unless modified by train order.

(d) When Zephyr train equipment is handled over a subdivision not equipped with wayside zone and curve posts, and for which no special speeds have been authorized for such equipment, train will operate on speed restrictions applying to other passenger trains unless modified by train order.

LOCATION	Passenger Mail & Express Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Mail & Express Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS			LINCOLN AND RAVENNA SUBDIVISION		
On sidings	15	15	Maximum speed	55	50
Through crossovers and other turnouts, unless otherwise specified	10	10	Nos. 78, 79 and 80	...	55
Clamshells. (See Time Table Rule 11)			All trains move at restricted speed between Hall Tower and CB&Q Junction, Lincoln	...	...
Main Lines	...	25	Over highway crossing "O" Street, Lincoln, and curve just west of there	10	10
Branch Lines	...	20	Other curves between Lincoln and Cushman	25	25
Pile drivers, steam derricks, steam shovels, and similar equipment.			Around 6 degree curve east end Seward Yard	35	35
(See Time Table Rule 11)			Over C&NW crossing, Seward	35	35
Main Lines	...	30	Trailing moves through spring switches west end of siding, Waco; east end of eastward siding, York and west end of westward siding, Bradshaw.	15	15
Branch Lines	...	20	Home signal C&NW crossing east of York, engine or leading car.	30	30
Short Scale Test car. (Must be handled just ahead of way car with air hose coupled.)			Passing York	35	35
Main Lines	...	25	All trains move at restricted speed between depot and stock yards, Aurora; between U.P. crossing and 12th Street, Grand Island and from east switch to depot, Ravenna	...	...
Branch Lines	...	20	Trailing moves through spring switch, main track, west end Ravenna Yard	15	15
M-2-A engines	35	35			
Engines under steam disconnected on one side with main rod down.			STROMSBURG AND ALMA SUBDIVISION		
Main Lines	25	25	Maximum speed:		
Branch Lines	20	20	Between Stromsburg and Fairfield	35	30
Engines with drivers blocked up:			Between Fairfield and Alma	30	25
B, S-4 or S-4A engines	40	40	Loaded tank cars:		
O-5 or M engines	30	30	Between Stromsburg and Fairfield	...	25
Trains handling coke racks, D&RGW series 26750 to 26999	...	25	Between Fairfield and Alma	...	20
Trains handling K&J. air dumps in series 202650—202799 (Must be handled in rear of train.)	...	25	All trains move at restricted speed between Fairfield and Alma Junction	...	...
LINCOLN AND GAINES SUBDIVISION			Over Nobes Avenue crossing, York	10	10
Maximum speed	60	50	"O" engines over bridges 138.09 and 138.28	5	5
Nos. 2 and 3 handling freight equipment	60	...	"S" and "R" engines over bridges 134.84, 134.42 and 133.74	5	5
Nos. 2, 6 and 9, between Mile Post 155 and Mile Post 128, and between Mile Post 127 and Mile Post 83	70	...			
Nos. 61, 62, 67 and 68	...	55	LINCOLN AND COLUMBUS SUBDIVISION		
All trains move at restricted speed between Baird Tower and Hall Tower, Lincoln	...	...	Maximum speed	35	25
To or from freight line Cobb	25	25	All trains move at restricted speed between CB&Q Junction and Hall Tower, Lincoln	...	...
O-5 engines crossing bridge 60.86	10	10	"O" engines between Hobson and Seward	20	20
No. 9 passing Crete and Sutton Depots	25		Loaded tank cars:		
Trailing movements through spring switches, East end siding Berks; East end Westward siding Friend; East end siding Saronville; East end siding Harvard and East end siding Inland.	15	15	Between Lincoln and Seward	...	20
Home signal C&NW crossing Harvard, engine or leading car	50	40	Between Seward and Columbus	...	25
Through crossover Brick Yard	25	25	Over SYA crossing at M.P. 8.74 and M.P. 24.79	10	10
All trains move at restricted speed between U.P. crossing and depot Hastings	...	...	Before crossing S.Y.A. highway M.P. 26.00, Seward	Stop	Stop
When using turnouts immediately east of U.P. crossing, on either north or south main tracks	25	25	Over street crossing M.P. 26.17, Seward	5	5
When using short crossover between main tracks, immediately west of U.P. crossing	15	15	Over main highway crossing just west of depot, Ulysses	5	5
Crossover, M.P. 156.43	15	15	R-4 and R-5 engines over bridge 64.96	10	10
Gaines, west switch No. 1 track, through turnout	25	25	Going down Bellwood hill, M.P. 56 to M.P. 59	20	20
Gaines, end double track switch, through turnout.	40	40			

(Continued on Page 10.)

SPEED RESTRICTIONS

LOCATION	Passenger Mail & Express Trains M. P. H.	Freight Trains M. P. H.
AURORA AND BURWELL SUBDIVISION		
Maximum speed:		
Between Aurora and Palmer	40	30
Between Palmer and Burwell	35	30
Loaded tank cars:		
Between Aurora and Palmer		25
Between Palmer and Burwell		20
GREELEY CENTER AND ERICSON SUBDIVISION		
Maximum speed	20	20
PALMER AND SARGENT SUBDIVISION		
Maximum speed	35	25
Loaded tank cars	...	20
AURORA AND KEARNEY SUBDIVISION		
Maximum Speed	35	25
R-4, R-5 and SIA engines between Kenesaw and Kearney	20	20
Over highway crossing at M.P. 26	10	10
Loaded tank cars		20

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS.

Distinctive road way signals have been adopted to indicate maximum speed of Zephyr type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The triangle and banjo type signals will be located approximately 4,000 feet from point of curve, or point where zone speed changes.

Zephyr type motor trains approaching train order signal in stop position will sound four short blasts of the whistle and must not exceed 60 miles an hour passing stations at which train orders or clearance cards are to be delivered. The delivery of all train orders, clearance cards and instructions will be made on the right hand side.

SPEEDS OF ZEPHYR TYPE MOTOR TRAINS					
Westward M. P. H.			Eastward M. P. H.		
Zone	Other	Condition	M. P. Location	Zone	Other
30	..		Lincoln to 60.50	30	..
80	..		60.50 to 66.70	80	..
65	..		66.70 to 70.50	65	..
75	..		70.50 to 82.25	75	..
*Trailing movements through spring switch, East end siding					
..	65	Curve	Berks	..	15
..	70	Curve	78.24	..	65
90	..		80.10	..	70
..	..		82.25 to 156.00	90	..
*Trailing movements through spring switch, East end Westward siding					
..	80	Curve	Friend	..	15
..	..		127.52	..	80
*Trailing movements through spring switch, East end siding					
..	60	*C&NW Crossing	Saronville	..	15
..	..		Harvard	..	15
..	..		141.08	..	60
*Trailing movements through spring switch, East end siding					
..	40	*Crossover	Inland	..	15
..	25	*Turnouts	154.89	..	40
..	15	*Crossover	155.82	..	25
..	..		155.98	..	15
30	..	Zone	156.00 to 157.00	30	..
..	15	*Crossover and Turnouts	156.43	..	15
90	..	Zone	157.00 to 158.00	90	..
..	25	*Turnout	157.96	..	25
..	50	*End double Track	158.00	..	50

* No roadway signal.

Local Line Div
Lin to Harting Daily 8:00 am
Aurora to Palmer Mon Wed Fri
Lin to Aurora Mon Wed Fri
Palmer to Aurora Daily 2:00 pm
60-56 - Burwell - Aurora Mon Wed Fri
55-59 - Aurora - Sargent Mon Wed Fri
Col to Aurora Daily
164 - Aurora Mon Wed Fri
161 - Harting to Harting Mon Tue Thu
58-56 - Sargent to Harting Mon Tue Thu
55-54 - Aurora to Aurora Tue Thu Sat
Aurora to Kearney Daily
Kearney to Aurora
161 - Harting to Harting Mon Wed Fri
163 - Harting to Aurora Mon Wed Fri

MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists

Alma, Neb.	Dr. W. C. Bartlett	Local Surgeon
Aurora, Neb.	Dr. J. M. Woodard	Surgeon and Examiner
Burwell, Neb.	Dr. E. J. Smith	Local Surgeon
Central City, Neb.	Dr. J. E. Benton	Local Surgeon
Columbus, Neb.	Dr. J. North Evans	Local Surgeon
Crete, Neb.	Dr. A. A. Conrad	Local Surgeon
David City, Neb.	Dr. R. C. Gramlich	Local Surgeon
Exeter, Neb.	Dr. W. S. Wiggins	Local Surgeon
Fairmont, Neb.	Dr. A. A. Ashby	Surgeon and Examiner
Friend, Neb.	Dr. R. K. Johnson	Local Surgeon
Grand Island, Neb.	Dr. W. J. Arrasmith	Local Surgeon
Greeley Center, Neb.	Dr. J. L. Brannen	Local Surgeon
Harvard, Neb.	Dr. H. H. Seely	Local Surgeon
Hastings, Neb.	Dr. Arthur A. Smith	Surgeon and Examiner
Kearney, Neb.	Dr. C. K. Gibbons	Local Surgeon
Kenesaw, Neb.	Dr. W. E. Nowers	Local Surgeon
Lincoln, Neb.	Dr. C. L. Fahnestock	Medical Examiner
	Dr. H. H. Everett	Local Surgeon
	Dr. H. W. Orr	Local Surgeon
	Dr. F. F. Teal	Oculist
	Dr. J. M. Woodward	Oculist
Nebraska City, Neb.	Dr. J. E. Bowman	Local Surgeon
	Dr. Carrie L. Bowman	Local Surgeon
Milford, Neb.	Dr. P. A. DeOgny	Local Surgeon
Minden, Neb.	Dr. H. S. Andrews	Local Surgeon
Ord, Neb.	Dr. Frank A. Barta	Local Surgeon
Ravenna, Neb.	Dr. L. E. Dickinson	Surgeon and Examiner
Sargent, Neb.	Dr. C. H. Fenstermacher	Local Surgeon
Seward, Neb.	Dr. Bert E. Morrow	Local Surgeon
	Dr. Harry D. Clarke	Local Surgeon
St. Paul, Neb.	Dr. M. O. Arnold	Local Surgeon
Stromsburg, Neb.	Dr. C. L. Anderson	Local Surgeon
Sutton, Neb.	Dr. H. V. Nuss	Local Surgeon
York, Neb.	Drs. Bell & Bell	Local Surgeon

R. B. KEPNER, M. D., Medical Director, Relief Department, Chicago

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 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, 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 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.

O. H. HORALL, M. D., Chief Surgeon, Chicago.**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
65		55
70		51
75		48
80		45
85		42
90		40
95		38

F. R. MULLEN,
General Manager, Omaha, Neb.
S. L. FEE,
General Superintendent, Lincoln, Neb.

E. C. HALE,
Assistant Superintendent, Omaha, Neb.

F. E. SPERRY,
General Superintendent Transportation, Chicago, Ill.
O. E. PEARSON,
Assistant Superintendent Transportation, Omaha, Neb.

SPEED OF TRAINS

THRU RUN MILES	THRU RUN HOURS	THRU RUN MINUTES
0	12	0
10	13	10
20	14	20
30	15	30
40	16	40
50	17	50
60	18	00
70	19	10
80	20	20
90	21	30
100	22	40
110	23	50
120	24	00
130	25	10
140	26	20
150	27	30
160	28	40
170	29	50
180	30	00
190	31	10
200	32	20
210	33	30
220	34	40
230	35	50
240	36	00
250	37	10
260	38	20
270	39	30
280	40	40
290	41	50
300	42	00
310	43	10
320	44	20
330	45	30
340	46	40
350	47	50
360	48	00
370	49	10
380	50	20
390	51	30
400	52	40
410	53	50
420	54	00
430	55	10
440	56	20
450	57	30
460	58	40
470	59	50
480	60	00
490	61	10
500	62	20
510	63	30
520	64	40
530	65	50
540	66	00
550	67	10
560	68	20
570	69	30
580	70	40
590	71	50
600	72	00
610	73	10
620	74	20
630	75	30
640	76	40
650	77	50
660	78	00
670	79	10
680	80	20
690	81	30
700	82	40
710	83	50
720	84	00
730	85	10
740	86	20
750	87	30
760	88	40
770	89	50
780	90	00
790	91	10
800	92	20
810	93	30
820	94	40
830	95	50
840	96	00
850	97	10
860	98	20
870	99	30
880	100	40
890	101	50
900	102	00
910	103	10
920	104	20
930	105	30
940	106	40
950	107	50
960	108	00
970	109	10
980	110	20
990	111	30
1000	112	40
1010	113	50
1020	114	00
1030	115	10
1040	116	20
1050	117	30
1060	118	40
1070	119	50
1080	120	00
1090	121	10
1100	122	20
1110	123	30
1120	124	40
1130	125	50
1140	126	00
1150	127	10
1160	128	20
1170	129	30
1180	130	40
1190	131	50
1200	132	00
1210	133	10
1220	134	20
1230	135	30
1240	136	40
1250	137	50
1260	138	00
1270	139	10
1280	140	20
1290	141	30
1300	142	40
1310	143	50
1320	144	00
1330	145	10
1340	146	20
1350	147	30
1360	148	40
1370	149	50
1380	150	00
1390	151	10
1400	152	20
1410	153	30
1420	154	40
1430	155	50
1440	156	00
1450	157	10
1460	158	20
1470	159	30
1480	160	40
1490	161	50
1500	162	00
1510	163	10
1520	164	20
1530	165	30
1540	166	40
1550	167	50
1560	168	00
1570	169	10
1580	170	20
1590	171	30
1600	172	40
1610	173	50
1620	174	00
1630	175	10
1640	176	20
1650	177	30
1660	178	40
1670	179	50
1680	180	00
1690	181	10
1700	182	20
1710	183	30
1720	184	40
1730	185	50
1740	186	00
1750	187	10
1760	188	20
1770	189	30
1780	190	40
1790	191	50
1800	192	00
1810	193	10
1820	194	20
1830	195	30
1840	196	40
1850	197	50
1860	198	00
1870	199	10
1880	200	20
1890	201	30
1900	202	40
1910	203	50
1920	204	00
1930	205	10
1940	206	20
1950	207	30
1960	208	40
1970	209	50
1980	210	00
1990	211	10
2000	212	20
2010	213	30
2020	214	40
2030	215	50
2040	216	00
2050	217	10
2060	218	20
2070	219	30
2080	220	40
2090	221	50
2100	222	00
2110	223	10
2120	224	20
2130	225	30
2140	226	40
2150	227	50
2160	228	00
2170	229	10
2180	230	20
2190	231	30
2200	232	40
2210	233	50
2220	234	00
2230	235	10
2240	236	20
2250	237	30
2260	238	40
2270	239	50
2280	240	00
2290	241	10
2300	242	20
2310	243	30
2320	244	40
2330	245	50
2340	246	00
2350	247	10
2360	248	20
2370	249	30
2380	250	40
2390	251	50
2400	252	00
2410	253	10
2420	254	20
2430	255	30
2440	256	40
2450	257	50
2460	258	00
2470	259	10
2480	260	20
2490	261	30
2500	262	40
2510	263	50
2520	264	00
2530	265	10
2540	266	20
2550	267	30
2560	268	40
2570	269	50
2580	270	00
2590	271	10
2600	272	20
2610	273	30
2620	274	40
2630	275	50
2640	276	00
2650	277	10
2660	278	20
2670	279	30
2680	280	40
2690	281	50
2700	282	00
2710	283	10
2720	284	20
2730	285	30
2740	286	40
2750	287	50
2760	288	00
2770	289	10
2780	290	20
2790	291	30
2800	292	40
2810	293	50
2820	294	00
2830	295	10
2840	296	20
2850	297	30
2860	298	40
2870	299	50
2880	300	00
2890	301	10
2900	302	20
2910	303	30
2920	304	40
2930	305	50
2940	306	00
2950	307	10
2960	308	20
2970	309	30
2980	310	40
2990	311	50
3000	312	00
3010	313	10
3020	314	20
3030	315	30
3040	316	40
3050	317	50
3060	318	00
3070	319	10
3080	320	20
3090	321	30
3100	322	40
3110	323	50
3120	324	00
3130	325	10
3140	326	20
3150	327	30
3160	328	40
3170	329	50
3180	330	00
3190	331	10
3200	332	20
3210	333	30
3220	334	40
3230	335	50
3240	336	00
3250	337	10
3260	338	20
3270	339	30
3280	340	40
3290	341	50
3300	342	00
3310	343	10
3320	344	20
3330	345	30
3340	346	40
3350	347	50
3360	348	00
3370	349	10
3380	350	20
3390	351	30
3400	352	40
3410	353	50
3420	354	00
3430	355	10
3440	356	20
3450	357	30
3460	358	40
3470	359	50
3480	360	00
3490	361	10
3500	362	20
3510	363	30
3520	364	40
3530	365	50
3540	366	00
3550	367	10
3560	368	20
3570	369	30
3580	370	40
3590	371	50
3600	372	00
3610	373	10
3620	374	20
3630	375	30
3640	376	40
3650	377	50
3660	378	00
3670	379	10
3680	380	20
3690	381	30
3700	382	40
3710	383	50
3720	384	00
3730	385	10
3740	386	20
3750	387	30
3760	388	40
3770	389	50
3780	390	00
3790	391	10
3800	392	20
3810	393	30
3820	394	40
3830	395	50
3840	396	00
3850	397	10
3860	398	20
3870	399	30
3880	400	40
3890	401	50
3900	402	00
3910	403	10
3920	404	20
3930	405	30
3940	406	40
3950	407	50
3960	408	00
3970	409	10
3980	410	20
3990	411	30
4000	412	40
4010	413	50
4020	414	00
4030	415	10
4040	416	20
4050	417	30
4060	418	40
4070	419	50
4080	420	00
4090	421	10
4100	422	20
4110	423	30
4120	424	40
4130	425	50
4140	426	00
4150	427	10
4160	428	20
4170	429	30
4180	430	40
4190	431	50
4200	432	00
4210	433	10
4220	434	20
4230	435	30
4240	436	40
4250	437	50
4260	438	00
4270	439	10
4280	440	20
4290	441	30
4300	442	40
4310	443	50
4320	444	00
4330	445	10
4340	446	20
4350	447	30
4360	448	40
4370	449	50
4380	450	00
4390	451	10
4400	452	20
4410	453	30
4420	454	40
4430	455	