SURGEONS AND PHYSICIANS

Alliance, Nebr.	DR. G. F. JOHNSTON	Surgeon and Examiner.
Alliance, Nebr.	DR. J. S. BROZ	Surgeon and Examiner.
Alliance, Nebr.	Dr. F. P. SUCGANG	Eye Specialist.
Bridgeport, Nebr.	DR. H. A. BLACKSTONE	Surgeon and Examiner.
Brush, Colo.	DR. L. C. LUSBY	Surgeon.
Cheyenne, Wyo.	DR. M. K. MYLAR	Surgeon.
Cheyenne, Wyo.	DR. K. L. McSHANE	Surgeon.
Curtis, Nebr.	DR. V. H. MAGILL	Surgeon and Examiner.
Holdrege, Nebr.	DR. T. A. PETERSON	Surgeon and Examiner.
Mitchell, Nebr.	DR. C. R. WATSON	Surgeon.
Scottsbluff, Nebr.	DR. N. H. RASMUSSEN	Surgeon and Examiner.
Scottsbluff, Nebr.	DR. T. E. RIDDELL	Surgeon.
Sidney, Nebr.	DR. C. B. DORWART	Surgeon.
Sterling, Colo.	DR. F. E. PALMER	Eye Specialist and Examiner.
Sterling, Colo.	DR. J. E. NAUGLE	Surgeon.
Torrington, Wyo.	DR. O. C. REED	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. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

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

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

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

H. E. HINSHAW,
General Manager, Omaha, Nebr.

W. F. GILES JR.
Superintendent, Alliance, Nebr.

G. B. ANDRESS,
Assistant Superintendent, Sterling, Colo.

W. B. Simmons,
General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

STERLING DIVISION

OF THE

WESTERN DISTRICT

No. 53

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

SUNDAY, APRIL 30, 1950

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 to Sterling—Subdivision—Southward

STERLING DIVISION. **TIME TABLE No. 53.** **EFFECTIVE APRIL 30, 1950**

FIRST CLASS											SECOND CLASS				
		Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Alliance	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Week Days Except Saturday	Daily Freight	Daily Freight			
		32	131	301							71	75			
			A.M.	P.M.	B.C.K.O.R			Yard	Yard		A.M.	P.M.			
			L 7.20	L 11.15	T.W.Y.Yd.	0.00	..... ALLIANCE			Continuous.	L 5.30	L 7.00			
							6.77								
			7.30	11.26	F.	6.77	..... LETAN	67	10	No Office.	5.45	7.20			
							6.82								
			7.38	11.35	F.	13.59	..... BONNER	76	16	No Office.	6.00	7.35			
							8.22								
			s 7.49	s 11.48	W.	21.81	..... ANGORA	100	29	11:00 p.m. to 3:00 p.m.	6.25	7.50			
							6.04								
			7.57	11.56	F.	27.85	..... VANCE	77	3	No Office.	**6.50**	8.00			
							4.91								
						32.76	..... KEMP		23	No Office.					
							1.05								
		P.M.		A.M.								A 8.10			
		L 8.18	8.05	12.04	F.Y.Yd.	33.81	..... NORTHPORT	Yard	Yard	No Office.	7.05	P.M.			
							0.60								
					F.	34.41	.....U. P. Crossing..... (Auto Interlocked)			No Office.					
							2.13								
		A 8.23 P.M.	A 8.10 A.M.		B.C.K.R. T.W.Y.Yd	36.54	..... BRIDGEPORT.....	Yard	Yard	Continous.	7.30				
				s 12.15			8.09								
				12.27	F.	44.63	..... ALDEN	76	15	No Office.	7.45				
							5.31								
				12.34	F.	49.94	..... SIMLA	72	15	No Office.	8.00				
							6.46								
				s 12.43		56.40	..... DALTON	76	89	7:00 a.m. to 4:00 p.m.	8.25				
							5.85								
				s 12.52	W.	62.25	..... GURLEY		30	7:00 a.m. to 4:00 p.m.	8.35				
							6.96								
				f 1.01	Y.F. Yd.	69.21	..... HUNTSMAN	105	Yard	No Office.	8.45				
							6.19								
				s **1.20**	W.Yd.	75.40	..... SIDNEY	S38 N59	Yard	12:15 a.m. to 4:15 p.m.	9.30				
							8.37								
				f 1.40	F.	83.77	..... LORENZO	90	23	No Office.	10.05				
							6.22								
				s 1.50	W.	89.99	..... PEETZ	N41 S65	33	7:00 a.m. to 4:00 p.m.	10.20				
							10.36								
				2.05	F.	100.35	..... BUCHANAN		24	No Office.	10.45				
							3.98								
				s **2.15**	F.	104.33	..... PADRONI	77	29	No Office	10.55				
							7.10								
				2.28	F.	111.43	..... ACKERMAN.....		42	No Office.	11.10				
							3.37								
				2.36	K.R.	114.80	..C. B. & Q. Crossing (Tower).. (Interlocked)			Continuous.					
							0.32								
				A 2.40 A.M.	B.C.K.O. R.W.Y Yd.	115.12	..... STERLING.....	Yard	Yard	Continuous.	A 11.30 A.M.				
							..... (115.12)								
		0:5	0:50	3:25			.....SCHEDULE TIME.....				6:00	1:10			
		32.7	44.0	33.7			....AVERAGE MILES AN HOUR....				19.2	29.0			

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

Manual Block System. Rule 318-B in effect.

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

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

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

Sterling Division trains use Alliance Division tracks between the wye switches and the passenger depot at Alliance.

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

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 Billings freight lead crossing.

Passenger trains from or to Sterling Division will stop 400 feet from the Billings lead crossing 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.

Trains will register at Northport when instructed by dispatcher. Clearance Form A will not be required at Northport.

When first class 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 Depot. 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.

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

Jessica beet track M. P. 105.41. Sherwin stock track M. P. 108.91.

B, M and O-5-A engines must not be operated on following tracks: Bridgeport, Lyman—Richey sand pit track. Lorenzo stock track. O-5-A engines must not be operated on transfer track at Sidney. B and O-5-A engines must not be operated on west leg of wye Alliance.

Sterling to Alliance—Subdivision—Northward

STERLING DIVISION. **TIME TABLE No. 53.** **EFFECTIVE APRIL 30, 1950.**

FIRST CLASS					Distance from Alliance	STATIONS	Office Open Saturday and Sunday	SECOND CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Signs					Daily Freight	Daily Freight				
132	31	302						72	78				
P.M.		A.M.						A.M.	P.M.				
A 9.30		A 4.00	B.C.K.O.R. T.W.Y.Yd.		0.00	ALLIANCE	Continuous.	A 8.30	A 1.45				
					6.77								
9.17		3.45	F.		6.77	LETAN	No Office.	8.10	1.30				
					6.82								
9.07		3.35	F.		13.59	BONNER	No Office.	7.38	1.15				
					8.22								
f 8.56		s 3.20	W.		21.81	ANGORA	12:00 Mid. to 10:00 a.m. 11:00 p.m. to 12:00 Mid.	7.20	12.55				
					6.04								
8.47		3.05	F.		27.85	VANCE	No Office.	6.50	12.35				
					4.91								
					32.76	KEMP	No Office.						
					1.05								
	A.M.								L 12.15 P.M.				
8.38	A 8.25	2.55	F.Y.Yd.		33.81	NORTHPORT	No Office.	6.20					
					0.60								
			F.		34.41	U. P. Crossing (Auto Interlocked)	No Office.						
					2.13								
L 8.33 P.M.	L 8.20 A.M.	s 2.50	B.C.K.R. T.W.Y.Yd.		36.54	BRIDGEPORT	Continuous	6.15					
					8.09								
		2.31	F.		44.63	ALDEN	No Office.	5.30					
					5.31								
		2.22	F.		49.94	SIMLA	No Office.	5.20					
					6.46								
		s 2.10			56.40	DALTON	Closed	5.05					
					5.85								
		s 1.59	W.		62.25	GURLEY	Closed	4.50					
					6.96								
		f 1.45	Y.F.Yd.		69.21	HUNTSMAN	No Office.	4.35					
					6.19								
		s 1.20	W.Yd.		75.40	SIDNEY	12:15 a.m. to 4:15 p.m.	3.35					
					8.37								
		f 12.44	F.		83.77	LORENZO	No Office.	3.15					
					6.22								
		s 12.36	W.		89.99	PEETZ	Closed.	3.00					
					10.36								
		12.24	F.		100.35	BUCHANAN	No Office.	2.35					
					3.98								
		s 12.19	F.		104.33	PADRONI	No Office.	2.15					
					7.10								
		12.10	F.		111.43	ACKERMAN	No Office.	1.58					
					3.37								
			K.R.		114.80	C. B. & Q. Crossing (Tower) (Interlocked)	Continuous.						
					0.32								
		L 12.05 A.M.	B.C.K.O. R.W.Y.Yd.		115.12	STERLING	Continuous.	L 1.50 A.M.					
						(115 12)							
0:57	0:05	3:55				SCHEDULE TIME		6:40	1:30				
38.0	32.7	29.4				AVERAGE MILES AN HOUR		17.3	22.6				

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

Manual Block System. Rule 318-B in effect.

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

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

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

Sterling: First class and passenger extra trains will register and be cleared at Passenger Depot. 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.

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

Trains will register at Northport when instructed by dispatcher. Clearance Form A will not be required at Northport.

Sterling Division trains use Alliance Division tracks between the wye switches and the Passenger Depot at Alliance.

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

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 Billings freight lead crossing.

Passenger trains from or to Sterling Division will stop 400 feet from the Billings lead crossing 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.

Spring switches: Billings lead west end Alliance yard. West, north and south wye switches Northport.

Jessica beet track M. P. 105.41. Sherwin stock track M. P. 108.91.

B, M and O-5-A engines must not be operated on the following tracks: Bridgeport, Lyman—Richey sand pit track. Lorenzo, stock track. O-5-A engines must not be operated on transfer track at Sidney. B and O-5-A engines must not be operated on west leg of wye Alliance.

Northport and Guernsey—Subdivision

STERLING DIVISION. **TIME TABLE No. 53.** **EFFECTIVE APRIL 30, 1950.**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Northport	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger								Daily Passenger		Daily Freight	
	75		31								32		78	
	P.M. L 8.18		A.M. L 8.25	No Office.	F.Y.Yd.	0.00	NORTHPORT	Yard	Yard	No Office.	P.M. A 8.18		P.M. A12.15	
	8.30			No Office.	F.	2.51	2.51 DE GRAW 3.31		32	No Office.			12.04 P.M.	
	8.40		8.33	No Office.	F.	5.82	ATKINS 2.48	81	23	No Office.	8.12		11.58	
	8.45		8.36	No Office.	F.	8.30	PRINZ 3.48		36	No Office.	8.09		11.53	
	9.00		s 8.43	7:00 a.m. to 9:00 p.m.	W.Y.Yd.O.	11.78	BAYARD 3.43	E-85 W109	Yard	7:00 a.m. to 9:00 p.m.	s 8.02		11.47	
	9.10		8.48	No Office.	F.	15.21	BRADLEY 2.60		27	No Office.	7.58		11.41	
	9.15		8.51	No Office.		17.81	SNELL 4.02		11	No Office.	7.55		11.37	
	9.30		s 8.58	7:00 a.m. to 4:00 p.m.		21.83	MINATARE 5.23	E101 W 88	147	Closed	s 7.50		11.30	
	9.45		9.04	No Office	F.	27.06	WINTERS 3.76		11	No Office.	7.42		11.21	
	10.20		s 9.10 9.25	Continuous.	B.C.K.W. O.Y.Yd.	30.82	SCOTTSBLUFF 3.01	W161 E 90	Yard	Continuous	7.37 s 7.25		11.15	
				No Office.	F.	33.83	HELDT 0.65		38	No Office.				
	10.40		9.29	No Office.	F.	34.48	COVERT 5.72		13	No Office.	7.20		10.39	
	11.00		s 9.35	6:00 a.m. to 10:00 p.m.	Y.Yd.	40.20	MITCHELL 6.25	E 88 W132	Yard	6:00 p.m. to 10: 00p.m.	s 7.11		10.30	
	11.10		s 9.48	8:30 a.m. to 5:30 p.m.		46.45	MORRILL 7.29	96	120	8:30 a.m. to 5:30 p.m.	s 7.01		10.15	
	11.25		s **9.56**	7:00 a.m. to 4:00 p.m.		53.74	HENRY 7.01	88	40	Closed.	s 6.51		**9.56**	
	11.40			No Office.	Y.	60.75	HUNTON 1.28			No Office.			9.34	
	11.45 A.M.		s10.12	5:00 a.m. to 9:00 p.m.	W.Yd.	62.03	TORRINGTON 9.69	80	Yard	5:00 a.m. to 9:00 p.m.	s 6.36		9.32	
	12.05		s10.26	8:15 a.m. to 5 :15 p.m.		71.72	LINGLE 5.74	125	24	Closed.	s 6.23		9.19	
	12.15		f10.34	No Office.	F.	77.46	BARNES 4.55		26	No Office.	f 6.17		9.10	
	12.30		s10.40	7:00a.m. to 4:00 p.m.	W.	82.01	FORT LARAMIE 11.03	88	63	Closed.	s 6.11		9.02	
			10.55	No Office.	F.	93.04	QUARRY SPUR 1.91			No. Office				
	A 1.00 A.M.		A11.00 A.M.	Continuous	B.C.K.O. R.T.W.Yd.	94.95	GUERNSEY	Yard	Yard	Continuous	L 5.55 P.M.		L 8.45 A.M.	
							(94.95)							
	4:42 20.2		2:35 36.8				SCHEDULE TIME AVERAGE MILES AN HOUR				2:23 39.9		3:30 27.1	

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

Manual Block System. Rule 318-B in effect.

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

Trains will register at Northport when instructed by dispatcher.

Clearance Form A will not be required at Northport.

Trains starting or terminating at Torrington will register at Torrington.

No train order signal Guernsey, Conductors and Enginemen must have Clearance Form A.

When first class trains meet at Guernsey, trains taking siding will use No. 1 track.

Spring switches: West, North and South wye switches Northport.
Main track switch West End Guernsey yard.

At Scottsbluff: Use of sidings under time table rule 5 is reversed. Trains meeting or passing will use left hand track.

B and O-5-A engines must not be operated on any track in any sugar factory yard.

B, M and O-5-A Engines must not be operated on Bayard, Scottsbluff, Mitchell Wyes, Prinz, Bayard, Scottsbluffs or Mitchell Spurs or on tracks serving Raymond Brothers' Ware House and Ruplinger's Warehouse at Scottsbluff.

Prinz Spur, M. P. 8.30
Bayard Spur, M. P. 12.38
Scottsbluff Spur, M. P. 29.43
Jane side track, M. P. 38.09
Mitchell Spur, M. P. 40.88
Guernsey Spur, M. P. 93.23

Sterling and Brush—Subdivision

STERLING DIVISION. **TIME TABLE No. 53.** **EFFECTIVE APRIL 30, 1950.**

SOUTHWARD											NORTHWARD				
SECOND CLASS			FIRST CLASS		Signs	Distance from Alliance	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open	FIRST CLASS		SECOND CLASS		
	Daily Freight			Daily Passenger							Daily Passenger			Daily Freight	
	71			301							302			72	
	P.M. L 1.00			A.M. L 2.50		115.12	..... STERLING	Yard	Yard	Continuous.	P.M. A11.45			P.M. A11.59	

Between Sterling and Union each member of train and engine crews must have a copy of and be governed by Union Pacific rules, special rules and time table.

							23.45								
	P.M. L 2.00			A.M. A 3.25		138.57	..... UNION			Continuous.	A P.M. f11.07			P.M. A10.59	
							1.95								
	2.06			3.28		140.52	..... TROWEL RANCH		8	No Office.	11.03			10.54	
							2.08								
	2.11			f 3.33		142.60	..... HILLROSE	75	40	See Footnote.	f10.59			10.50	
							1.97								
						144.57	..... WHITE		24	No Office.					
							1.03								
	2.18			3.40		145.60	..... CAMDEN		14	No Office.	10.53			10.38	
							4.27								
	A 2.30 P.M.			A 3.50 A.M.	B.C.K.R. T.W.Yd.	149.87	..... BRUSH	Yard	Yard	Continuous.	L10.45 P.M.			L10.30 P.M.	
							..... (34.75)								
	1:30 23.3			1:00 34.8			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....				1:00 34.8			1:29 23.4	

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

Manual Block System. Rule 318-B in effect.

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

Conductors and Enginemen must have Clearance Form A at Brush.

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

At Union: Operator will handle switches of crossover located south of train order signal when CB&Q trains in either direction use Union Pacific main track between this crossover and east switch of siding and such trains must approach this crossover prepared to stop. Unless switches are properly lined and proceed signal is received from operator, southward trains must stop clear of crossover and northward trains must stop at STOP sign 100 feet south of junction. Northward trains entering siding must stop at STOP sign and then immediately proceed if the way is clear.

Centralized Traffic Control in effect at Brush.

Yard limit Brush extends between north yard limit board and board reading "C. T. C. begins."

Nos. 301 and 302 stop on flag at Atwood and Merino.

Nos. 301 and 302 stop on flag at Messex on Sunday.

Giese Spur, M. P. 141.29.

B, M and O-5-A engines must not be operated on following tracks: Giese, Beet track.

OFFICES OPEN:

Hillrose 7:15 a.m. to 4:15 p.m. Daily except closed Saturday and Sunday.

Curtis and Sterling—Subdivision

STERLING DIVISION. **TIME TABLE No. 53.** **EFFECTIVE APRIL 30, 1950.**

WESTWARD											EASTWARD			
		SECOND CLASS						Capacity of			SECOND CLASS			
		Tuesday, Thursday and Sat. Mixed	Monday, Wed. and Friday Mixed	Office Open Week Days Except Saturday	Signs	Distance from Holdrege	STATIONS	Sidings	Other Tracks	Office Open Saturday and Sunday	Tuesday, Thursday and Sat. Mixed	Tuesday, Thursday and Sat. Mixed		
		155	153								154	156		
			P.M. L 2.00	7:00 a.m. to 4:00 p.m.	B.C.K.R. T.W.Yd.	72.34	CURTIS	Yard	Yard	See Footnote	P.M. A 2.30			
			s 2.30	7:30 a.m. to 4:30 p.m.		78.82	6.48 MAYWOOD 9.39	27	36	Closed	s 1.55			
			s 3.00	7:30 a.m. to 4:30 p.m.	W.	88.21	WELLFLEET 8.61		26	Closed.	s 1.20			
			f 3.30	No Office.	F.	96.82	SOMERSET 7.24		17	No Office.	f12.50			
			s 4.00	7:30 a.m. to 4:30 p.m.	W.	104.06	DICKENS 3.38		24	Closed.	s12.25			
			f 4.15	No Office.		107.44	TURNER 6.49	26		No Office.	f12.10 P.M.			
			s 5.00	7:30 a.m. to 4:30 p.m.		113.93	WALLACE 6.49	58	49	Closed.	s11.35			
			s 5.25	No Office.	F.	120.42	GRAINTON 5.84		19	No Office.	s11.05			
			s 5.55	7:30 a.m. to 4:30 p.m.	W.	126.26	ELSIE 8.15		73	Closed.	s10.45			
			s 6.35	7:30 a.m. to 4:30 p.m.		134.41	MADRID 9.63	26	29	Closed.	s10.15			
			s 7.15	7:30 a.m. to 4:30 p.m.	W.	144.04	GRANT 10.19		60	Closed.	s 9.45			
			s 7.50	No Office.		154.23	BRANDON 7.28		32	No Office.	s 9.00			
			s 8.30	7:30 a.m. to 4:30 p.m.	W.	161.51	VENANGO 8.74		59	Closed.	s 8.30			
			s 9.05	7:30 a.m. to 4:30 p.m.		170.25	AMHERST 9.64		38	Closed.	s 8.00			
		A.M. L 7.30	A 9.30 P.M.	7:00 a.m. to 4:00 p.m.	C. T. R. K.Yd.	179.89	HOLYOKE 9.17	Yard	160	See Footnote	L 7.30 A.M.	A.M. A 6.00		
		s 8.15		7:00 a.m. to 4:00 p.m.		189.06	PAOLI 8.43		30	Closed.		s 5.35		
		s 9.10		8:00 a.m. to 5:00 p.m.	W.	197.49	HAXTUN 5.00	31	53	Closed.		s 5.00		
		s 9.40		No Office.		202.49	DAILEY 6.40		20	No Office.		s 4.15		
		s10.15		7:30 a.m. to 4:30 p.m.		208.89	FLEMING 9.30		35	Closed.		s 3.50		
		f10.40		No Office.	F.	218.19	GALIEN 11.15		18	No Office.		f 3.15		
		11.05		Continuous.	K.R.	229.34	U. P. Crossings (Tower) (Interlocked)			Continuous.		2.45		
						229.34	C. B. & Q. Crossing (Interlocked) 0.21							
		A11.15 A.M.		Continuous.	B.C.K.O.R W.Y.Yd.	229.55	STERLING	Yard	Yard	Continuous.		L 2.30 A.M.		
							(157.21)							
		3:45 13.2	7:30 14:3				SCHEDULE TIME. AVERAGE MILES AN HOUR				7:00 15.3	3:30 14.5		

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.

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

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

At Holyoke water is available in emergency for engine use.

Sterling: 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 passenger extra trains at the Tower.

OFFICE OPEN:

Curtis and Holyoke 7:00 A. M. to 4:00 P. M. Saturday Closed Sunday

Holdrege and Curtis—Subdivision

STERLING DIVISION. **TIME TABLE No. 53.** **EFFECTIVE APRIL 30, 1950.**

WESTWARD SECOND CLASS							Capacity of			EASTWARD SECOND CLASS				
		Monday, Wed. and Fri. Mixed	Office Open Week Days Except Saturday	Signs	Distance from Holdrege	STATIONS	Sidings	Other Tracks	Office Open Saturday and Sunday	Tuesday, Thursday and Sat. Mixed				
		153								154				
		A.M. L 7.00	See Footnotes.	B.C.K.R. T.W.Y.Yd.	0.00	HOLDREGE	Yard	Yard	See Footnote.	P.M. A 9.00				
			No Office.		0.82	0.82 JUNCTION 7.13			No Office.					
		s 7.40	7:00 a.m. to 4:00 p.m.		7.95	LOOMIS 7.52		47	Closed.	s 8.30				
		s 8.20	7:00 a.m. to 4:00 p.m.	W.	15.47	BERTRAND 6.34		95	Closed.	s 7.55				
		s 8.50	No Office		21.81	SMITHFIELD 6.61		16	No Office.	s 7.15				
		s 9.40	7:00 a.m. to 4:00 p.m.	T.	28.42	ELWOOD 11.05		81	Closed.	s 6.50				
		s10.30	7:00 a.m. to 4:00 p.m.	W.	39.47	EUSTIS 2.64		53	Closed.	s 6.00				
		f10.45	No Office.		42.11	KINGSTON 8.03		7	No Office.	f 5.30				
		s11.30	7:00 a. m. to 4:00 p. m.		50.14	FARNAM 5.57		58	Closed.	s 5.05				
		f11.55 P.M.	No Office.	F.	55.71	INGHAM 6.47		16	No Office.	f 4.30				
		s12.30	7:30 a.m. to4:30 p.m.		62.18	MOOREFIELD 10.16		48	Closed.	s 4.10				
		A 1.00 P.M.	7:00 a.m. to 4:00 p.m.	B.C.K.R. T.W.Yd.	72.34	CURTIS	Yard	Yard	See Footnote	L 3.30 P.M.				
						(72.34)								
		6:00 12.1				SCHEDULE TIME AVERAGE MILES AN HOUR				5:30 13.2				

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.

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

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

Trains starting or terminating Elwood will register at Elwood.

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

At Farnam: Water is available in emergency for engine use.

OFFICE OPEN:
Holdredge continuous except closed 7:00 a.m. to 3:00 p.m. Sunday.
Curtis 7:00 A. M. to 4:00 P. M. Saturday, Closed Sunday.

SPEED OF TRAINS

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	40	1	30
10	6	0	45	1	20
15	4	0	50	1	12
20	3	0	55	1	5
25	2	24	60	1	0
30	2	0	65		55
35	1	43	70		51

Sterling and Cheyenne—Subdivision

STERLING DIVISION. **TIME TABLE No. 53.** **EFFECTIVE APRIL 30, 1950.**

WESTWARD			EASTWARD								
		SECOND CLASS								SECOND CLASS	
		Monday, Wed. and Friday Mixed	Office Open Week Days Except Saturday	Signs	Distance from Holdrege	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	Tuesday, Thursday and Sat. Mixed	
		159								160	
		A.M.								P.M.	
		L 5.45	Continuous.	B.C.K.O. R.W.Y.Yd.	229.55	..... STERLING	Yard	Yard	Continuous.	A 1.00	
						8.94					
		f 6.15	No Office.		238.49	..... LOGAN		14	No Office.	f12.17	
						7.82				P.M.	
		s 6.45	6:00 a.m. to 3:00 p.m.	W.	246.31	..... WILLARD		26	Closed.	s11.52	
						10.15					
		s 7.20	No Office.		256.46	..... STONEHAM		27	No Office.	s11.17	
						9.65					
		s 7.50	7:30 a.m. to 4:30 p.m.		266.11	..... NEW RAYMER		27	Closed.	s10.42	
						7.70					
		s 8.15	No Office.		273.81	..... BUCKINGHAM		13	No Office.	s10.17	
						7.93					
		s 8.40	No Office.	W.	281.74	..... KEOTA		10	No Office.	s 9.52	
						13.83					
		s 9.30	7:30 a.m. to 4:30 p.m.	W.	295.57	..... GROVER		29	Closed.	9.10	
						8.65					
		s10.00	No Office.		304.22	..... HEREFORD		12	No Office.	s 8.43	
						6.12					
		s10.20	No Office.		310.34	..... CARPENTER		15	No Office.	s 8.23	
						5.95					
		f10.35	No Office.	W.	316.29	..... ARCOLA		14	No Office.	f 8.03	
						5.77					
		f10.50	No Office.		322.06	..... CAMP STOOL		6	No Office.	f 7.45	
						7.29					
		f11.10	No Office.		329.35	..... ALTVAN		6	No Office.	f 7.22	
						5.66					
			No Office.		335.01	.... U. P. Crossing (Grade)			No Office.		
						0.92					
		A11.30 A.M.	12 Mid. to 4:00p.m.	C.R.T.W. Y.Yd.	335.93	..... CHEYENNE	Yard	Yard	12 Mid. to 4:00 p.m.	L 7.00 A.M.	
						..... (106.38)					
		5:45				.....SCHEDULE TIME.....				6:00	
		18.5				....AVERAGE MILES AN HOUR....				17.7	

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.

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

No train order signal Sterling or Cheyenne. Conductors and Enginemen must have Clearance Form A.

No train order signal New Raymer. Conductors and Enginemen must have Clearance Form A when Operater is on duty.

SPEED RESTRICTIONS

SPEED RESTRICTIONS

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

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

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

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

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

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 miles an hour unless otherwise provided.

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

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

Gas-Electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour.

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

On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

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

Gas-electric motor cars	**60 M.P.H.**
Diesel-electric power units	**75 M.P.H.**
Diesel-electric switch engines	**40 M.H.H.**
Gas-electric switch engines, series 9103 to 9106 inclusive	**30 M.P.H.**

Where subdivision maximum speeds are less, they will govern.

Diesel and Gas-Electric Motor trains and Engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motor.

D. & R. G. coke racks series 26475 to 26749 will not be handled.

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings	Restricted speed	Restricted speed
All crossovers and turnouts, not otherwise specified	10	10
Trailing movements through spring switches not otherwise provided	15	15
Handling clam shells, pile drivers' steam shovels.		
Main Lines	.....	30
Branch Lines (See Special Instructions 13.)	.....	20
Rotary Snow Plow:		
Main Lines	.....	25
Branch Lines (Except Cheyenne line) must not operate on Sterling - Cheyenne Subdivision	.....	15
Handling scale test cars (must be handled next to waycar with air coupled.)		
Main Lines	.....	25
Branch Lines	.....	20
20 yard air dump cars in 202650-202799 series, loaded or empty, (In rear of train when possible)	.....	25
Loaded 30 yard air dump cars in 202800-202849 series (in rear of train when possible)		
Main lines	.....	35
Engines under steam, disconnected on one side, with main rod down	25	25
Wholly disconnected or dead Steam engines	.....	20
B, S-4 or S-4-A engines on which drivers are blocked up	40	40
O-5-A or M engines on which drivers are blocked up	.....	30
T-2 engines	35	35
M-2-A engines	40	40
Loaded D. & R. G. coke racks, series 26750 to 26999	.....	25

The following speed restrictions will govern when handling steam derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Steam Derricks;
Alliance-Brush	30 M.P.H.	35 M.P.H.
Northport-Guernsey	30 M.P.H.	35 M.P.H.
Holdrege-Sterling	Must not	20 M.P.H.
Sterling-Cheyenne	operate	15 M.P.H.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALLIANCE AND STERLING SUBDIVISION		
Maximum speed	50	45
Engine or leading car of train between home signals at U. P. crossing, Northport	20	20
Facing movements over spring switches Northport	25	25
Over main track turn outs south of depot and at north end of yard Bridgeport	15	15
Within Ordnance Plant, Huntsman	.....	10
All trains between switches at Sterling and Bridgeport and between Wye switches and passenger station at Alliance	Restricted	Speed
Steam engines running backward	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
STERLING AND BRUSH SUBDIVISION		
Maximum speed	50	40
With freight equipment	45	.....
Over Bridge 139.97	30	20
Steam engines running backward	20	20
All trains between switches at Sterling.	Restricted	Speed
NORTHPORT AND GUERNSEY SUBDIVISION		
Maximum speed	59	49
Over West Wye switch Northport, M. P. 0.44	15	15
Over Broadway crossing at Scottsbluff	10	10
On Prinz, Bayard, Scottsbluff and Mitchell Spurs	20	20
S-3, S-3-A and O engines on Bayard and Mitchell spurs	15	15
S-3, S-3-A and O engines on Scottsbluff spur	10	10
Steam engines running backward on Prinz, Bayard, Scottsbluff and Mitchell spurs	15	15
S-3, S-3-A and O engines running backward on Bayard and Mitchell spurs	10	10
Facing movements over spring switches at Northport and Guernsey	25	25
All trains between switches at Guernsey	Restricted	Speed
Through main track turn out and over spring switch west end of Guernsey yard M. P. 95.30	15	15
Steam engines running backward	20	20
HOLDREGE AND CURTIS SUBDIVISION		
Maximum speed	40	30
O engines	25	25
Loaded tank cars and loaded 30 yard air dump cars in series 202800 to 202849 (in rear of train when possible)	.....	25
Steam engines running backward	15	15
CURTIS AND STERLING SUBDIVISION		
Maximum speed	40	30
Over east main track switch at Holyoke	10	10
Over Washington street, second crossing east of depot at Haxtun	10	10
O engines	25	25
Loaded tank cars and loaded 30 yard air dump cars in series 202800 to 202849 (in rear of train when possible)	.....	30
All trains between switches at Sterling.	Restricted	Speed
Steam engines running backward	15	15
STERLING AND CHEYENNE SUBDIVISION		
Maximum speed	25	25
Loaded tank cars and loaded 30 yard air dump cars in seriss 202800 to 202849 (in rear of train when possible)	.....	20
Loaded short C. & S. cars	.....	20
All trains between switches at Sterling.	Restricted	Speed
Steam engines running backward	10	10

SPECIAL INSTRUCTIONS

Master Mechanics: C. J. Harty, Alliance, Nebr.
C. E. Bloom, McCook, Nebr.

Road Foremen: R. E. Rasser Alliance, Nebr.
C. H. Nicolai, Alliance, Nebr.
A. R. Mechling McCook, Nebr.

Trainmaster: C. R. Phillips, Alliance, Nebr.
H. L. Roberts, Alliance, Nebr.

Chief Dispatcher: B. H. Martin, Alliance, Nebr.
Asst. Chief Dispatcher: P. S. Allen, Alliance, Nebr.
Night Chief Dispatcher: H. E. Hillyer, Alliance, Nebr.
Train Dispatchers, Alliance, Nebr.:

J. T. Coldwell,
R. V. Cox,
A. E. Erixson,
C. J. Hitt,
F. H. Hall
E. R. McGuire,
J. A. Ross
H. M. Sayre,
R. L. Shields
L. J. Toohey
J. E. Roten,

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

In manual block territory, permissive movement will be authorized by train dispatcher. Train 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 is modified 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 must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

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

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

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

Trains have no time table superiority between U. P. Crossing and west wye switch and between west wye switch and passenger depot, Sterling; all trains and engines must move at restricted speed.

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

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

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

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

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

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

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

10. SPRING SWITCHES. Spring switches are designated by a round target bearing the letter S.

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

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

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

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

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

Sand must not be used over spring switches.

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

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

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

12. 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 are left.

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

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

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

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

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

14. 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 engineman.

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

On Gas Electric 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 engines or motors, and that part of the tenth paragraph of Rule 920, reading—"Normal supply for engines, three fusees and six torpedoes."

SPECIAL INSTRUCTIONS—Concluded

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

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

16. Rule 916 is abolished.

17. Rule 914 is modified as follows:

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

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

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

18. 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.

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

20. Rule 1078 is modified as follows:

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

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

22. The night signals to be used under the Rule 906 are modified as follows:
Hot Journals—Stop signal followed by lamp swung in small verticle circle.
Brakes sticking—Stop signal followed by lamp in sliding movement out from body.

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

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

25. Rule 1047 is modified as follows:

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

26. The headlights on trains handled by diesel or gas-electric engines must be burned dim during daylight hours, when in road service.

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

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

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

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

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

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes or manually when operating under Rule 917. Should the automatic features fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

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

This rule is in effect at all hours.

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

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

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

31. Rule 922 is modified as follows:

"Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit."

"In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine."

32. Trains and engines performing switching or other work at locations where automatic highway crossing gates are installed must approach such crossings at restricted speed and not occupy crossing until gates have lowered unless movement is protected by a member of the crew.

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 sub-division. Distant signal governing southward trains on Alliance and Sterling sub-division is located on left hand side of track. High semaphores govern main track. Dwarf signals govern diverging movement at first switch north of crossing on Alliance and Sterling sub-division. Following code of whistle signals will be used: 1 long for main track; 1 long 1 short for switch just north of crossing on Alliance and Sterling sub-division.

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.

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

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

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

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

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

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

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office. Controlled electric switch locks are designaetd by the letter "C" on door of case.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

When finished using switch, proceed as follows:

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

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

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

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

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