

MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Akron, Colo.	DR. W. A. ADAMS	Surgeon and Examiner.
Alma, Nebr.	DR. W. C. BARTLETT	Local Surgeon.
Atwood, Kans.	DR. C. E. HENNEBERGER	Local Surgeon.
Benkelman, Nebr.	DR. G. ALBERT MOREHOUSE	
		Local Surgeon.
Brush, Colo.	DR. A. C. LUSBY	Local Surgeon.
Brush, Colo.	DR. L. C. LUSBY	Local Surgeon.
Denver, Colo.	DR. C. H. WILLIS	Medical Examiner.
Denver, Colo.	DR. C. F. HEGNER	Local Surgeon.
Denver, Colo.	DR. MELVILLE BLACK	Oculist.
Fort Morgan, Colo.	DR. A. F. WILLIAMS	Local Surgeon.
Franklin, Nebr.	DR. H. C. SMITH	Local Surgeon.
Hastings, Nebr.	DR. ARTHUR A. SMITH	Surgeon and Examiner.
Holdrege, Nebr.	DR. T. A. PETERSON	Surgeon and Examiner.
Indianola, Nebr.	DR. W. D. MACKECHNIE	Local Surgeon.
Kenesaw, Nebr.	DR. W. E. NOWERS	Local Surgeon.
Lafayette, Colo.	DR. V. W. PORTER	Local Surgeon.
Longmont, Colo.	DR. JOHN ANDREW	Local Surgeon.
McCook, Nebr.	DR. R. R. REED	Medical Examiner.
Minden, Nebr.	DR. H. S. ANDREWS	Local Surgeon.
Norton, Kans.	DR. WM. C. LATHROP	Local Surgeon.
Oberlin, Kans.	DR. L. C. TILDEN	Local Surgeon.
Orleans, Nebr.	DR. A. J. GARDNER	Surgeon and Examiner.
Oxford, Nebr.	DR. F. W. SHANK	Surgeon and Examiner.
Red Cloud, Nebr.		Surgeon and Examiner.
St. Francis, Kans.	DR. J. H. A. PECK	Local Surgeon.
Stratton, Nebr.		Local Surgeon.
Wray, Colo.	DR. H. V. KITZMILLER	Local Surgeon.
Yuma, Colo.		Local Surgeon.

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

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

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

The acceptance of the aid of a surgeon called by the Company is entirely optional with 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.

R. B. KEPNER, M. D.
Medical Director, Relief Department, Chicago, Ill.
O. H. HORRALL, M. D.
Chief Surgeon, Chicago, Ill.

F. R. MULLEN,
General Manager, Omaha, Nebr.
L. E. CALDWELL,
Superintendent, McCook, Nebr.
F. E. SPERRY,
General Superintendent Transportation, Chicago, Ill.
O. E. PEARSON,
Ass't. Superintendent Transportation, Omaha, Nebr.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE McCOOK DIVISION OF THE WESTERN DISTRICT No. 64

EFFECTIVE AT 12:01 A. M.

SUNDAY, SEPTEMBER 24, 1939

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employees concerned, who must carry in addition thereto the book of rules of the operating department.

Hastings to McCook—Sub-division—Westward

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

FIRST CLASS				Signs	Distance from Pacific Jct.	STATIONS	LINCOLN DIVISION	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Daily Ex. Sunday Mixed	Daily Ex. Sunday Passenger	Daily Ex. Sunday Mixed	Daily Passenger	Daily Passenger
15	1	9	39					105	97	191	17	3
	A.M. L 3.46	A.M. L 3.20	A.M. L 2.38	B.K.R.W. Yd.	156.16	HASTINGS..... 1.84	Continuous.	P.M. L 1.30				P.M. 8.30
	3.49	3.49	2.45	B.C.K.O. T.W.Yd.	158.00	GAINES..... 0.88	No Office.	1.33				8.37
					158.88	INGLESIDE..... 3.35	No Office.	s 1.37				
					162.23	M. P. Crossing (Auto Inter'l). 0.33						
	3.53	4.02	2.52		162.56	JUNIATA..... 8.41	7:15 a.m. to 4:15 p.m.	s 1.44				8.44
	4.02	4.20	3.01	W.	170.97	KENESAW..... 7.68	12 Mid. to 5:15 a.m. 8:00 a.m. to 4:00 p.m. 9:15 p.m. to 12 Mid.	s 1.58				8.53
	4.08	4.30	3.09		178.65	HEARTWELL..... 4.30	8:00 a.m. to 5:00 p.m.	s 2.09				9.00
	4.11	4.35	3.14	F.	182.95	KOLLER..... 5.34	No Office.	1222.15 68f2.20				9.05
	4.16	s 4.45	3.20	W.	188.29	MINDEN..... 4.25	8:00 a.m. to 4:00 p.m. 9:00 p.m. to 5:00 a.m.	s 2.30			s 9.15	
	4.19	4.51	3.24	F.	192.54	MOTALA..... 5.29	No Office.	f 2.38				9.22
	4.23	4.57	3.29		197.83	AXTELL..... 6.56	8:00 a.m. to 5:00 p.m.	s 2.48				9.30
	4.27	5.03	3.35		204.39	FUNK..... 5.39	8:00 a.m. to 5:00 p.m.	s 3.00				9.40
	4.31	5.09	3.41	F.	209.78	HOLDREGE Jct..... 1.16	No Office.	3.08	P.M. L 6.30			9.47
	4.34	s 5.17	3.43	B.C.K. T.W.Y.Yd.	210.94	HOLDREGE..... 7.39	Continuous.	s 3.20	A 6.34 P.M.		s 10.03	
	4.42	5.25	3.50		218.33	ATLANTA..... 8.58	8:00 a.m. to 5:00 p.m.	s 3.35				10.13
	4.49	5.35	3.58	F.	226.91	MASCOT..... 4.75	No Office.	s 3.47		P.M. L 8.03	P.M. 10.15	10.25
A.M. L 5.35	4.53	5.40	4.03	F.	231.66	OXFORD Jct..... 2.29	No Office.	3.55				10.30
A 5.40 A.M.	4.55	s 6.00	4.05	B.C.K. T.W.Y.Yd.	233.95	OXFORD..... 7.80	Continuous.	s 4.10		A 8.10 P.M.	A 10.19 P.M.	10.43
	5.01	s 6.09	4.12		241.75	EDISON..... 6.78	8:00 a.m. to 5:00 p.m.	s 4.25				10.53
	5.06	s 6.19	4.18	W.	248.53	ARAPAHOE..... 5.68	7:45 a.m. to 4:45 p.m.	s 4.35				f 11.01
	5.10	s 6.28	4.23		254.21	HOLBROOK..... 8.31	8:00 a.m. to 5:00 p.m.	s 4.45				11.06
	5.17	s 6.38	4.30		262.52	CAMBRIDGE..... 7.81	Continuous.	s 5.01				f 11.15
	5.23	f 6.49	4.37	W.	270.33	BARTLEY..... 5.92	8:00 a.m. to 5:00 p.m.	s 5.15				11.26
	5.27	s 6.57	4.43		276.25	INDIANOLA..... 4.36	6:45 a.m. to 3:45 p.m.	s 5.30				11.36
	5.30	7.02	4.47	F.	280.61	RED WILLOW..... 7.22	No Office.	f 5.40				11.43
A 5.38 A.M.	A 7.15 A.M.	A 4.55 A.M.		B.C.K.O.R. T.W.Y.Yd.	287.83	McCOOK.....	Continuous.	A 6.00 P.M.				A 11.52 P.M.
Daily	Daily	Daily	Daily			(131.67)		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
0:05 27.4	1:52 70.5	3:55 39.6	2:17 57.8			SCHEDULE TIME		4:30 30.0	0:04 17.4	0:07 19.6	0:04 33.4	3:22 39.1

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

CENTRAL TIME.

DOUBLE TRACK BETWEEN HASTINGS, M. P. 156.16, AND GAINES, M. P. 158.00, CENTRALIZED TRAFFIC CONTROL IN EFFECT.

Automatic Block System in effect.

Normal position of switches at Kenesaw, Holdrege Jct. and Oxford Jct. is for Hastings to McCook line.

No train order signal at Gaines, Second class and extra trains must have Clearance Form A when operator is on duty, and will register.

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

Train order signal at Oxford governs main line trains only. Conductors and Enginemen of Oxford-Red Cloud line trains must have Clearance Form A. Oxford-Red Cloud line trains will register at Oxford.

Passenger trains taking siding at McCook and Oxford will use short siding in front of depot.

Mixed extra leaves Hastings 8:10 A. M. daily except Sunday for Kearney and will carry passengers.

No. 1 will stop at Holdrege for revenue passengers from Burlington and east and for revenue passengers for Denver.

No. 9 will stop at Bartley to discharge parcel post.

Hastings to McCook—Sub-division—Westward

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

SECOND CLASS						STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays	SECOND CLASS			
					Daily Time Freight						Daily Time Freight		
					61						67		
					A.M.	HASTINGS	Yard	Yard	Continuous.		P.M.		
					L 4.40	1.84	Yard	Yard	No Office.		12.15		
						GAINES		32	No Office.				
						0.88							
						INGLESIDE							
						3.35							
						M. P. Crossing (Auto Inter'l).							
					4.55	0.33							
						JUNIATA	76	33	Closed.		12.23		
						8.41							
					5.15	KENESAW	90	48	12 Mid. to 5:15 a.m. 9:00 a.m. to 11:00 a.m. 9:15 p.m. to 12 Mid.		12.38		
						7.68							
					5.28	HEARTWELL	76	30	Closed.		12.48		
						4.30							
					5.36	KOLLER	77	17	No Office.		12.56		
						5.34							
					5.45	MINDEN	77	59	9:00 a.m. to 11:00 a.m. 9:00 p.m. to 5:00 a.m.		1.07		
						4.25							
					5.56	MOTALA	68	15	No Office.		1.15		
						5.29							
					6.05	AXTELL	77	45	Closed.		1.23		
						6.56							
					6.17	FUNK	77	34	Closed.		122 1.33 68 1.42		
						5.39							
					6.23	HOLDREGE Jct.			No Office.		2.05		
						1.16							
					6.30	HOLDREGE	Yard	Yard	Continuous.		2.20		
						7.39							
					6.42	ATLANTA	77	27	Closed.		2.40		
						8.58							
					6.55	MASCOT	77	21	No Office.		2.51		
						4.75							
					7.03	OXFORD Jct.			No Office.		2.59		
						2.29							
					7.20	OXFORD	Yard	Yard	Continuous.		3.02		
						7.80							
					7.33	EDISON	101	33	Closed.		3.14		
						6.78							
					7.43	ARAPAHOE	77	50	Closed.		3.25		
						5.68							
					8.01	HOLBROOK	100	33	Closed.		3.33		
						8.31							
					8.17	CAMBRIDGE	88	35	4:00 p.m. to 8:00 a.m.		3.50		
						7.81							
					8.28	BARTLEY	77	33	Closed.		4.05		
						5.92							
					8.36	INDIANOLA	77	61	Closed.		4.15		
						4.36							
					8.42	RED WILLOW	77	31	No Office.		4.25		
						7.22							
					A 8.50	McCOOK	Yard	Yard	Continuous.		A 4.45		
					A.M.						P.M.		
					Daily	(131..67)					Daily		
					4:10	SCHEDULE TIME					4:30		
					31.6	AVERAGE MILES AN HOUR					29.2		

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

CENTRAL TIME.

DOUBLE TRACK BETWEEN HASTINGS, M. P. 156.16 AND GAINES, M. P. 158.00, CENTRALIZED TRAFFIC CONTROL IN EFFECT.

Automatic Block System in effect.

Normal position of switches at Kenesaw, Holdrege Jct. and Oxford Jct. is for Hastings to McCook line.

No train order signal at Gaines. Second class and extra trains must have Clearance Form A when operator is on duty, and will register.

No train order signal at Hastings or McCook. Conductors and Enginemen must have Clearance Form A.

Train order signal at Oxford governs main line trains only. Conductors and Enginemen of Oxford-Red Cloud line trains must have Clearance Form A. Oxford-Red Cloud line trains will register at Oxford.

Passenger trains taking siding at McCook and Oxford will use short siding in front of depot.

McCook to Hastings—Sub-division—Eastward

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

FIRST CLASS				Signs	Distance from Pacific Jct.	STATIONS	LINCOLN DIVISION	Office Open Week Days	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger						Daily Ex. Sunday Mixed	Daily Passenger	Daily Passenger	Daily Passenger
16	2	98	6						122	10	14	40
	A.M.		A.M.	B.K.R.W. Yd.	156.16	HASTINGS 1.84	Continuous.		P.M.	P.M.		P.M.
	10.30		4.47	B.C.K.O. T.W.Yd.	158.00	GAINES 0.88			A 3.15	A 10.19		A 11.55
	10.20		4.40		158.88	INGLESIDE 3.35		No Office.	3.05	10.15		11.48
					162.23	M. P. Crossing (Auto Inter'l) 0.33		No Office.	s 3.03			
	10.14		4.28		162.56	JUNIATA 8.41		7:15 a.m. to 4:15 p.m.	s 2.55	10.12		11.42
	10.05		4.20	W.	170.97	KENESAW 7.68		12 Mid. to 5:15 a.m. 8:00 a.m. to 4:00 p.m. 9:15 p.m. to 12 Mid.	s 2.40	10.07		11.33
	9.56		4.08		178.65	HEARTWELL 4.30		8:00 a.m. to 5:00 p.m.	s 2.23	10.01		11.25
	9.50		3.56	F.	182.95	KOLLER 5.34		No Office.	f 2.15	9.58		11.20
	s 9.43		3.51	W.	188.29	MINDEN 4.25		8:00 a.m. to 4:00 p.m. 9:00 p.m. to 5:00 a.m.	s 2.07	9.54		11.14
	9.35		3.46	F.	192.54	MOTALA 5.29		No Office.	f 1.58	9.50		11.09
	9.27		3.41		197.83	AXTELL 6.56	Continuous.	8:00 a.m. to 5:00 p.m.	s 1.50	9.45		11.03
	9.19		3.35		204.39	FUNK 5.39		8:00 a.m. to 5:00 p.m.	s 1.38	9.40		10.56
	9.12	A.M.	3.23	F.	209.78	HOLDREGE Jct. 1.16		No Office.	1.30	9.35		10.50
	s 9.10	L 6.40 A.M.	s 3.15	B.C.K. T.W.Y.Yd.	210.94	HOLDREGE 7.39			s 1.25	9.34		10.48
	8.53		3.08		218.33	ATLANTA 8.58		8:00 a.m. to 5:00 p.m.	s 1.10	9.26		10.38
	8.42		2.55	F.	226.91	MASCOT 4.75		No Office.	s 12.52	9.17		10.25
A.M.	A 8.37		2.51	F.	231.66	OXFORD Jct. 2.29		No Office.	12.44	9.13	A.M.	10.14
L 8.34 A.M.	s 8.33		s 2.48	B.C.K. T.W.Y.Yd.	233.95	OXFORD 7.80		Continuous.	s 12.40	s 9.11	L 9.30 P.M.	10.13
	f 8.18		2.33		241.75	EDISON 6.78		8:00 a.m. to 5:00 p.m.	s 12.23	9.03		10.04
	f 8.10		2.27	W.	248.53	ARAPAHOE 5.68		7:45 a.m. to 4:45 p.m.	s 12.12	8.58		9.59
	f 8.01		2.21		254.21	HOLBROOK 8.31	Continuous.	8:00 a.m. to 5:00 p.m.	s 12.01	8.54		9.55
	f 7.50		2.14		262.52	CAMBRIDGE 7.81			s 11.45	8.48		9.49
	f 7.39		2.07	W.	270.33	BARTLEY 5.92		8:00 a.m. to 5:00 p.m.	s 11.32	8.42		9.43
	f 7.31		2.03		276.25	INDIANOLA 4.36		6:45 a.m. to 3:45 p.m.	s 11.20	8.37		9.38
	7.25		1.59	F.	280.61	RED WILLOW 7.22		No Office.	f 11.12	8.34		9.35
	L 7.15 A.M.		L 1.53 A.M.	B.C.K.O.R. T.W.Y.Yd.	287.83	MCCOOK		Continuous.	L 11.00 A.M.	L 8.27 P.M.		L 9.28 P.M.
Daily	Daily	Daily Ex. Sunday	Daily			(131.67)			Daily Ex. Sunday	Daily	Daily	Daily
0:03 45.7	3:15 40.8	0:04 17.2	2:54 45.4			SCHEDULE TIME			4:15 31.2	1:52 70.5	0:03 50.7	2:28 53.3
						AVERAGE MILES AN HOUR						

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

DOUBLE TRACK BETWEEN GAINES, M. P. 158.00 AND HASTINGS, M. P. 156.16, CENTRALIZED TRAFFIC CONTROL IN EFFECT.

CENTRAL TIME.

Automatic Block System in effect.

Train order signal at Oxford governs main line trains only. Conductors and Enginemen of Oxford-Red Cloud line trains must have Clearance Form A. Oxford-Red Cloud line trains will register at Oxford.

Spring switches east end sidings Atlanta, Minden, Koller, Hartwell, Kenesaw; east and west ends sidings Funk and Axtell.

No. 2 will stop at Kenesaw to discharge revenue passengers from Oxford and west and to receive passengers for Lincoln and beyond, and on Sundays for Hastings or beyond.

No. 2 will stop at Indianola Mondays and at Edison Sundays to pick up mail and at Arapahoe Sundays for express.

Mixed Extra leaves Kenesaw 12:45 P. M. daily except Sunday for Hastings and will carry passengers.

No. 10 will stop at Holdrege for revenue passengers from Denver and for revenue passengers for Lincoln and beyond.

No. 6 will stop at Minden for revenue passengers for Lincoln or beyond or to discharge passengers from Denver.

McCook to Hastings—Sub-division—Eastward

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

SECOND CLASS						STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays	SECOND CLASS					
					Daily Time Freight									Daily Time Freight	
					68									62	
					P.M.	HASTINGS	Yard	Yard	Continuous.					A.M.	
					A 3.10	1.84	Yard	Yard	No Office.					A 1.55	
						GAINES									
						0.88		32	No Office.						
						INGLESIDE									
						3.35									
						M. P. Crossing (Auto Inter'l)									
					2.58	0.33									
						JUNIATA	76	33	Closed.					1.49	
						8.41									
					2.43	KENESAW	90	48	12 Mid to 5:15 a.m. 9:00 a.m. to 11:00 a.m. 9:15 p.m. to 12 Mid.					1.40	
						7.68									
					2.30	HEARTWELL	76	30	Closed.					1.31	
						4.30									
					2.20	KOLLER	77	17	No Office.					1.24	
						5.34									
					2.12	MINDEN	77	59	9:00 a.m. to 11:00 a.m. 9:00 p.m. to 5:00 a.m.					1.17	
					2.02	MOTALA	68	15	No Office.					1.09	
						5.29									
					1.55	AXTELL	77	45	Closed.					1.04	
						6.56									
					1.42	FUNK	77	34	Closed.					12.55	
						5.39									
					1.27	HOLDREGE Jct.			No Office.					12.45	
						1.16									
					1.23	HOLDREGE	Yard	Yard	Continuous.					12.42	
						7.39									
					1.06	ATLANTA	77	27	Closed.					12.30	
						8.58									
					12.49	MASCOT	77	21	No Office.					12.12	
						4.75									
					12.42	OXFORD Jct.			No Office.					12.03	
						2.29								A.M.	
					12.39	OXFORD	Yard	Yard	Continuous.					11.59	
						7.80									
					12.30	EDISON	101	33	Closed.					11.48	
						6.78									
					12.21	ARAPAHOE	77	50	Closed.					11.38	
						5.68									
					12.12	HOLBROOK	100	33	Closed.					11.30	
						8.31									
					12.02	CAMBRIDGE	88	35	12 Mid. to 8:00 a.m. 4:00 p.m. to 12 Mid.					11.15	
					P.M.	7.81									
					11.50	BARTLEY	77	33	Closed.					11.01	
						5.92									
					11.40	INDIANOLA	77	61	Closed.					10.53	
						4.36									
					11.30	RED WILLOW	77	31	No Office.					10.45	
						7.22									
					L11.20	McCOOK	Yard	Yard	Continuous.					L10.35	
					A.M.									P.M.	
					Daily	(131.67)								Daily	
					3:50	SCHEDULE TIME								3:20	
					34.3	AVERAGE MILES AN HOUR								39.5	

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

DOUBLE TRACK BETWEEN GAINES, M. P. 158.00 AND HASTINGS, M. P. 156.16, CENTRALIZED TRAFFIC CONTROL IN EFFECT. CENTRAL TIME.

Automatic Block System in effect.

Train order signal at Oxford governs main line trains only. Conductors and Enginemen of Oxford-Red Cloud line trains must have Clearance Form A. Oxford-Red Cloud line trains will register at Oxford.

*62 will pick up
1st set only - P.M.
afternoon Mc Cook -
for west
store loaded
4:00 pm
4:00 pm
4:00 pm*

McCook to Akron—Sub-division—Westward

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

FIRST CLASS				Signs	Distance from Pacific Jet.	STATIONS	Office Open Week Days	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Daily Time Freight	Daily Time Freight		
3	9	1	39					61	67		
P.M. L 11.10	A.M. L 6.30	A.M. L 4.40	A.M. L 4.01	B.C.K.O.R. T.W.Y. Yd	287.83	 McCOOK	Continuous.	A.M. L 8.25	P.M. L 4.30		
11.19	6.37	4.46	4.07		293.20	 5.37 PERRY	No Office.	8.35	4.45		
11.27	6.43	4.51	4.12	W.	299.04	 5.84 CULBERTSON	8:00 a.m. to 5:00 p.m.	8.45	4.53		
11.34	6.49	4.56	4.16	F.	305.23	 6.19 RUPERT	No Office.	9.00	5.03		
s 11.40	f 6.57	5.00	4.20		309.43	 4.20 TRENTON	7:00 a.m. to 4:00 p.m.	9.06	5.10		
11.50	7.03	5.04	4.25	F.	314.93	 5.50 POE	No Office.	9.13	5.20		
s 12.05	f 7.09	5.09	4.30		321.05	 6.12 STRATTON	8:00 a.m. to 5:00 p.m.	9.23	5.33		
12.18	7.19	5.17	4.38		330.71	 9.66 MAX	No Office.	9.38	5.47		
s 12.37	s 7.30	5.24	4.47	W.	339.07	 8.36 BENKELMAN	Continuous.	9.53	6.05		
12.43	7.37	5.28	4.51	F.	343.86	 4.79 DOANE	No Office.	9.59	6.11		
12.51	7.43	5.32	4.55		349.53	 5.67 PARKS	No Office.	10.09	6.36		
12.58	7.49	5.36	4.59	F.	355.21	 5.68 COLFER	No Office.	10.17	6.50		
1.05	f 7.55	5.41	5.04	W.	361.08	 5.87 HAIGLER	7:00 a.m. to 4:00 p.m.	10.25	⁴⁰ 7.09 ⁶² 7.20		
1.11	8.01	5.45	5.08	F.	366.34	 5.26 SANBORN	No Office.	10.33	7.30		
1.16	8.06	5.49	5.13		371.05	 4.71 LAIRD	No Office.	10.39	7.36		
s 1.29	s 8.18	5.55	5.20	C.W.Y. Yd	377.48	 6.43 WRAY	Continuous.	10.55	7.56		
1.42	8.30	6.05	5.29	F.	386.21	 8.73 ROBB	No Office.	11.10	8.16		
f 1.53	f 8.40	6.10	5.35	W.	392.12	 5.91 ECKLEY	8:00 a.m. to 5:00 p.m.	11.25	8.34		
2.03	8.47	6.15	5.41	F.	398.32	 6.20 SCHRAMM	No Office.	11.35	8.46		
s 2.17	s 8.58	6.21	5.48	W.	404.71	 6.39 YUMA	8:00 a.m. to 5:00 p.m.	11.47	8.58		
2.33	9.05	6.26	5.53	F.	410.54	 5.83 HYDE	No Office.	11.56	9.08		
s 2.44	f 9.12	6.32	6.00		417.40	 6.86 OTIS	8:00 a.m. to 5:00 p.m.	12.07	9.18		
f 2.54	9.17	6.37	6.07	F.	422.83	 5.43 PLATNER	No Office.	12.20	9.27		
A 3.05	A 9.25	A 6.45	A 6.16	B.C.K.R. T.W. Yd.	430.81	 7.98 AKRON	Continuous.	A 12.35	A 9.45		
Daily	Daily	Daily	Daily			 (142.98)		Daily	Daily		
3:55 36.5	2:55 49.0	2:05 68.5	2:15 63.5			 SCHEDULE TIME		4:10 34.2	5:15 27.2		
						 AVERAGE MILES AN HOUR					

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

MOUNTAIN TIME.

Automatic Block System in effect.

When passenger trains meet at Wray, train taking siding will use short siding north of main track.

No train order signal at McCook and Akron, Conductors and Enginemen must have Clearance Form A.

Passenger trains taking siding at McCook or Akron will use short siding in front of depot.

Nos. 1 and 39 will register at Akron by ticket.

No. 9 will stop at Trenton, and Eckley daily except Sunday to receive and discharge mail.

Akron to McCook—Sub-division—Eastward

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

FIRST CLASS					Signs	Distance from Pacific Jct.	STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Time Freight							Daily Time Freight			
6	40	10	2								68	62		
A.M. A12.41	P.M. A 8.20	P.M. A 7.25	A.M. A 5.55	BCKOR T.W.Y.Yd.	287.83	McCOOK.....	Yard	Yard	Continuous.		A.M. A10.15	P.M. A 9.15		
12.34	8.13	7.18	5.43		293.20	PERRY.....	86	33	No Office.		10.04	9.06		
12.29	8.08	7.14	5.36	W.	299.04	CULBERTSON.....	87	73	Closed.		9.55	8.58		
12.23	8.03	7.09	5.26	F.	305.23	RUPERT.....	67		No Office.		9.47	8.48		
s12.17	7.59	7.06	s 5.15		309.43	TRENTON.....	76	37	Closed.		9.41	8.43		
12.11	7.53	7.02	5.04	F.	314.93	POE.....	88		No Office.		9.33	8.33		
12.05	7.47	6.57	s 4.51		321.05	STRATTON.....	77	34	Closed.		9.23	8.25		
A.M. 11.57	7.38	6.50	s 4.38	F.	330.71	MAX.....	77	42	No Office.		9.12	8.12		
s11.48	7.30	6.43	s 4.25	W.	339.07	BENKELMAN.....	107	61	12:00 Mid. to 8:00 a.m. 4:00 p.m. to 12 Mid.		9.00	8.00		
11.41	7.26	6.40	4.14	F.	343.86	DOANE.....	88	20	No Office.		8.54	7.50		
11.36	7.21	6.36	s 4.07	F.	349.53	PARKS.....	100	21	No Office.		8.48	7.40		
11.31	7.15	6.32	3.59	F.	355.21	COLFER.....	62		No Office.		8.42	7.30		
11.25	7.09	6.27	s 3.53	W.	361.08	HAIGLER.....	88	56	Closed.		8.36	7.20		
11.20	7.04	6.23	3.45	F.	366.34	SANBORN.....	68	29	No Office.		8.31	7.14		
11.15	6.59	6.19	3.39		371.05	LAIRD.....	77	13	No Office.		8.26	7.08		
s11.08	6.53	6.14	s 3.30	C.W.Y.Yd.	377.48	WRAY.....	97	Yard	Continuous.		8.18	6.53		
10.54	6.44	6.08	3.08	F.	386.21	ROBB.....	87	8	No Office.		7.53	6.41		
10.49	6.38	6.03	f 3.01	W.	392.12	ECKLEY.....	82	26	Closed.		7.46	6.34		
10.43	6.33	5.58	2.55	F.	398.32	SCHRAMM.....	88	11	No Office.		7.38	6.27		
s10.37	6.27	5.53	s 2.45	W.	404.71	YUMA.....	E77 W85	65	8:00 a.m. to 10:00 a.m.		7.25	6.20		
10.29	6.21	5.49	2.33	F.	410.54	HYDE.....	77	12	No Office.		7.14	6.13		
10.23	6.15	5.44	s 2.24		417.40	OTIS.....	77	35	Closed.		7.05	6.05		
10.17	6.10	5.39	f 2.18	F.	422.83	PLATNER.....	88	17	No Office.		6.57	5.58		
L10.08	L 6.02	L 5.33	L 2.10	B.C.K.R. T.W.Yd.	430.81	AKRON.....	Yard	Yard	Continuous.		L 6.45	L 5.50		
P.M. Daily	P.M. Daily	P.M. Daily	A.M. Daily			(142.98).....					Daily	Daily		
2:33 56.0	2:18 60.0	1:52 76.5	3:45 38.3			SCHEDULE TIME.....					3:30 40.8	3:25 41.9		
						AVERAGE MILES AN HOUR.....								

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
MOUNTAIN TIME.
Automatic Block System in effect.
When passenger trains meet at Wray, train taking siding will use short siding north of main track.
Spring switch east end siding Stratton.

No train order signal at Akron and McCook, Conductors and Enginemen must have Clearance Form A.
Passenger trains taking siding at McCook or Akron will use short siding in front of depot.
Unless stop is made between Yuma and Haigler trains 62 and 68 will stop at Wray for inspection.
Nos. 10 and 40 will register at Akron by ticket.

*For 82-69/0/39
McCook-Akron
Lv McCook - via west side
for Akron - via the east
7/4 - Daily
7/21 - Book & Ticket*

Akron to Denver—Sub-division—Westward

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

FIRST CLASS						Distance from Pacific Jct.	Signs	STATIONS	Office Closed	Capacity of Sidings	Other Tracks	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Time Freight	Daily Time Freight		
303	9	1	39	301	3							61	67		
	A.M. L 9.31	A.M. L 6.45	A.M. L 6.22		A.M. L 3.15	430.81	W.C.B. R.K.T. Yd	AKRON		Yard	Yard	P.M. L12.45	P.M. L10.35		
						437.33	F.	XENIA	No Office.	85	8				
						443.64	F.	PINNEO	No Office.	125	6				
						448.87	F.	STORY	No Office.	85	9				
						454.81	W.C.T. B.K.	BRUSH		125	415				
						458.87	F.	LODI	No Office.	85	50				
						464.21	W.F.	FT. MORGAN	No Office.	137	171				
						468.71	F.	BIJOU	No Office.	85	24				
						472.99	F.	VALLERY	No Office.	85	13				
						478.93	F.	WIGGINS	No Office.	125	40				
						484.14	F.	OMAR	No Office.	85	10				
						489.19	F.	CREST	No Office.	85					
						495.65	F.W.	ROGGEN	No Office.	125	53				
						501.05	F.Y.	TAMPA	No Office.	85	11				
						505.46	F.	KEENESBURG	No Office.	125	26				
						512.98	F.W.	HUDSON	No Office.	125	62				
						518.32	F.	TONVILLE	No Office.	85	23				
						524.45	F.	BARR	No Office.	125	22				
						529.96	F.	ENO	No Office.	85	12				
						535.17	F.	DERBY	No Office.	117	12				

Controlled Manual Block and Rule 93 in Effect Between West Switch Derby (M.P. 535.98) and Denver

						536.76	F.	SAND CREEK	No Office.						
						537.30		U. P. Crossing (Interlocked)	No Office.						
						539.88		U. P. Crossing (Grade)	No Office.						
7.46	11.51	8.22	8.03	6.51	5.53	540.15	B.K.Yd.	38th St. Yard		Yard	Yard	A 5.00 P.M.	A 3.45 A.M.		
A 7.50 P.M.	A 11.59 A.M.	A 8.30 A.M.	A 8.20 A.M.	A 7.00 A.M.	A 6.00 A.M.	542.23	W.C.Y.B. TORK Yd.	DENVER		Yard	Yard				
Daily	Daily	Daily	Daily	Daily	Daily			(111.42)				Daily	Daily		
2:17 38.2	2:28 45.1	1:45 63.6	1:58 56.6	2:40 33.1	2:45 40.5			SCHEDULE TIME				4:15 28.3	5:10 21.0		
								AVERAGE MILES AN HOUR							

BETWEEN AKRON AND DERBY

CENTRALIZED TRAFFIC CONTROL SYSTEM in effect between M. P. 430.69 and M. P. 535.98.

All sidings are controlled sidings.

Automatic block system in effect between controlled sidings.

Hudson, Keenesburg, Roggen, Wiggins open 8:00 A. M. to 5:00 P. M.

Ft. Morgan 8:00 A. M. to 10:00 P. M. for ordinary telegraph business.

BETWEEN DERBY AND DENVER.

Between west switch of siding at Derby (M. P. 535.98) and Denver, the movement of trains will be governed by CONTROLLED MANUAL BLOCK signals and, unless otherwise provided for, their indications supersede time-table superiority and take the place of train orders; they do not dispense with the use of, or the observance of other signals whenever and wherever they may be required.

AUTOMATIC BLOCK SYSTEM in effect between controlled manual signals.

Yard engines must clear the time of Nos. 1 and 10 not less than 10 minutes.

At Akron, Conductors and Enginemen must have Clearance Form A.

At Brush, Conductors and Enginemen of trains originating at that point must have Clearance Form A and will register.

Passenger trains taking siding at Akron will use short siding in front of depot.

Yard limit board at Akron located 800 feet east of depot.

Spring switch west end No. 1 track Brush.

Yard limit board Denver located at west switch Derby.

Train, engine and yard men running into Denver over D. U. T. Railway Co. tracks must provide themselves with copy of that Company's current timetable and be governed by rules and regulations contained therein.

Nos. 1 and 39 will register at Akron by ticket.

EFFECTIVE SEPTEMBER 24, 1939.

Controlled Manual Block and Rule 93 in Effect Between Denver and West Switch Derby (M.P. 535.98)

MOUNTAIN TIME.

Spur Tracks,

Nelson,	1.77	miles west of Brush.
Mosely,	2.89	miles west of Lodi.
Lamb,	2.65	miles west of Ft. Morgan.
Madru,	1.31	miles east of Bijou.
Griffin,	3.40	miles west of Bijou.
Lambert,	1.07	miles west of Wiggins.
Roy,	2.47	miles west of Keenesburg.
Kline,	3.63	miles west of Tonville.
Cox,	1.19	miles west of Eno.

CENTRALIZED TRAFFIC CONTROL SYSTEM in effect between M. P. 535.98 and M. P. 430.69.

All sidings are controlled sidings.

Automatic block system in effect between controlled sidings.

BETWEEN DENVER AND DERBY.

Between Denver and west switch of siding at Derby (M. P. 535.98), the movement of trains will be governed by CONTROLLED MANUAL BLOCK signals and, unless otherwise provided for, their indications supersede time-table superiority and take the place of train orders; they do not dispense with the use of, or the observance of other signals whenever and wherever they may be required.

AUTOMATIC BLOCK SYSTEM in effect between controlled manual signals. At Denver and Akron, Conductors and Enginemen must have Clearance Form A. At 38th Street Yard, Conductors and Enginemen of trains originating at that point must have Clearance Form A. Operators at 38th Street will register first class trains.

At Brush, Conductors and Enginemen of trains originating at that point must have Clearance Form A and will register.

Passenger trains taking siding at Akron will use short siding in front of depot. Eastward freight trains stop before passing Hudson for inspection, except 62 and 68 stop before passing Brush for inspection.

No. 2 will stop at Hudson, Keenesburg, Roggen and Wiggins for revenue passengers for Oxford and east.

No. 10 will stop at Fort Morgan for revenue passengers for Lincoln and east.
Nos. 10 and 40 will register at Akron by ticket.

Orleans and St. Francis—Sub-division

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

WESTWARD				Signs	Distance from Orleans	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	EASTWARD				
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS		
			Daily Ex. Sunday Mixed									Daily Ex. Sunday Mixed		Sat. Only Freight
			189							190		180		
			A.M. L 9.10	B. R.W.Y. Yd	0.00	ORLEANS	98	196	8:00 a.m. to 5:00 p.m. 6:15 p.m. to 2:15 a.m.	P.M. A 7.35		P.M. A 9.00		
					0.24	ORLEANS Jct.			No Office.					
			s 9.23		7.02	STAMFORD		30	8:00 a.m. to 5:00 p.m.	s 7.17		s 8.20		
			s 9.34	F.	13.52	HOLLINGER		18	No Office.	s 7.04		s 8.00		
			s 9.46	W.	20.32	BEAVER CITY		83	8:00 a.m. to 5:00 p.m.	s 6.49		s 7.30		
			s 9.58		28.20	HENDLEY		55	8:00 a.m. to 5:00 p.m.	s 6.32		s 6.55		
			s10.18	W.	35.68	WILSONVILLE		85	8:00 a.m. to 5:00 p.m.	s 6.18		s 6.18		
			f10.30		41.11	SHIPPEE		12	No Office.	f 6.07		f 6.00		
			s10.40		45.83	LEBANON		65	8:00 a.m. to 5:00 p.m.	s 5.58		s 5.45		
			s10.54	W.	52.81	DANBURY		66	8:00 a.m. to 5:00 p.m.	s 5.44		s 5.20		
			s11.02		57.25	MARION		40	No Office.	s 5.34		s 4.55		
			s11.12		62.30	CEDAR BLUFFS		30	No Office.	s 5.23		s 4.35		
			s11.26		69.01	TRAER		28	8:30 a.m. to 5:30 p.m.	s 5.09		s 4.10		
			s11.45	K.C.T. W.Yd.	75.64	HERNDON		Yard	8:30 a.m. to 5:30 p.m.	s 4.57		s 3.45		
			s12.03		85.86	LUDELL		64	No Office.	s 4.35		s 3.00		
			s12.15	W.	91.08	ATWOOD		50	8:00 a.m. to 5:00 p.m.	s 4.26		s 2.40		
			s12.25		94.97	BLAKEMAN		30	No Office.	s 4.16		s 1.55		
			s12.42		101.48	BEARDSLEY		45	No Office.	s 4.05		s 1.30		
			s 1.01	W.	109.70	MCDONALD		66	8:00 a.m. to 5:00 p.m.	s 3.49		s 1.01		
			s 1.21		118.31	BIRD CITY		56	8:00 a.m. to 5:00 p.m.	s 3.31		s12.40		
			s 1.40		127.90	WHEELER		13	No Office.	s 3.13		s12.20		
			A 2.00 P.M.	C.K.R.T. W.Yd.	133.65	ST. FRANCIS	Yard	Yard	8:00 a.m. to 5:00 p.m.	L 3.00 P.M.		L12.01 P.M.		
			Daily Ex. Sunday			(133.65)				Daily Ex. Sunday		Sat. Only		
			4:50 27.6			SCHEDULE TIME				4:35 29.1		8:59 14.4		
						AVERAGE MILES AN HOUR								

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

CENTRAL TIME.

Manual Block System.

Rule 318 B in effect.

Rule 907 in effect.

Rule 925 not in effect.

Local extra leaves Orleans 6:30 A. M. Monday, Wednesday and Friday for St. Francis.

Local extra leaves St. Francis 8:00 A. M. Tuesday and Thursday for Orleans. No train order signal at St. Francis, Conductors and Enginemen must have Clearance Form A.

Sundays: Orleans open 8:00 A. M. to 10:00 A. M. Other offices closed.

Republican and Oberlin—Sub-division

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

WESTWARD				Signs	Distance from Republican	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	EASTWARD			
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	
		Monday, Wed. and Friday Mixed	Daily Ex. Sunday Mixed							Daily Ex. Sunday Mixed		Tuesday and Thurs. Mixed	
		143	141							142		144	
		A.M. L 9.30	A.M. L 9.45	B.C.K.R. T.W.Yd.	0.00	 REPUBLICAN	95	100	7:30 a.m. to 3:30 p.m. 6:15 p.m. to 2:15 a.m.	P.M. A 6.35		P.M. A 2.45	
					0.58	 REPUBLICAN Jct.			No Office.				
		s10.07	s10.07		10.22	 WOODRUFF		40	No Office.	s 6.16		s 2.15	
		s10.45	s10.22	W.	17.52	 LONG ISLAND		62	8:00 a.m. to 5:00 p.m.	s 6.03		s 1.50	
		s11.29	s10.44		27.74	 ALMENA		62	8:30 a.m. to 5:30 p.m.	s 5.42		s 1.10	
		f11.45	f10.53		31.66	 CALVERT		30	No Office.	f 5.34		f12.45	
		f11.50	f10.59		34.84	 STATESPUR			No Office.	f 5.30		f12.35	
		P.M. —			38.96	 NORTON		78	8:00 a.m. to 5:00 p.m.	s 5.19		12.03 P.M. s11.15	
		s 1.00	s11.15	C.W.	46.93	 ORONOQUE		32	No Office.	f 4.59		s10.45	
		s 1.25	f11.37		51.99	 RAEGER		13	No Office.	f 4.49		f10.20	
		f 1.45	f11.48		57.42	 NORCATUR		55	8:30 a.m. to 5:30 p.m.	s 4.38		s10.00	
		s 2.15	s11.59	W.	68.66	 KANONA		33	No Office.	f 4.20		s 9.25	
		s 2.55	f12.26		77.79	 OBERLIN	Yard	Yard	8:00 a.m. to 5:00 p.m.	L 4.00 P.M.		L 8.45 A.M.	
		A 3.30 P.M.	A12.45 P.M.	C.R.T.W. Yd.		 (77.79)				Daily Ex. Sunday		Tuesday and Thurs.	
		Monday, Wed. and Friday	Daily Ex. Sunday			 SCHEDULE TIME				2:35		6:00	
		6:00	3:00			 AVERAGE MILES AN HOUR				30.1		13.0	

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

CENTRAL TIME.

Manual Block System.

Rule 318-B in effect.

Rule 907 in effect.

Rule 925 not in effect.

Stock Extra leaves Oberlin 3 P. M. Saturday.

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

Sundays: Republican open 8:00 A. M. to 10:00 A. M. Other offices closed.

Denver and Lyons—Sub-division

McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

WESTWARD					Signs	Distance from Denver	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	EASTWARD				
SECOND CLASS											SECOND CLASS				
					B.K.R.	0.00	DENVER	Yard	Yard	Continuous.					
						0.07	C. B. & Q. Crossing (Grade)			No Office.					
						1.60	PROSPECT TRANSFER			No Office.					
						1.65	C & S. Crossing (Grade)			No Office.					
					R.	3.58	UTAH Jct.			No Office.					
			C. & S. Ry.		R.	14.23	BROOMFIELD			5:00 p.m. to 2:00 a.m.			C. & S. Ry.		
						18.76	EVERSMAN		7	No Office.					
					O.W.Y.R.	21.92	LA FAYETTE		46	8:00 a.m. to 5:00 p.m.					
						26.08	U. P. Crossing (Grade)								
						26.18	U. P. Crossing (Grade)								
						26.19	ERIE		29	No Office.					
						29.33	PLUMBS		17	No Office.					
						32.17	IDAHO CREEK		30	No Office.					
						33.68	JESSUM		16	No Office.					
						35.42	DIXON'S MILLS		15	No Office.					
						37.64	GREAT WESTERN Jct.			No Office.					
						37.90	C. & S. Crossing (Grade)								
						37.94	C. & S. Crossing (Grade)								
					W.	38.23	LONGMONT		42	Continuous.					
						39.90	MARNETT		16	No Office.					
						42.64	HYGIENE		38	No Office.					
					O.W.R.Y.	48.31	LYONS	Yard	Yard	8:00 a.m. to 5:00 p.m.					
							(48.31)								
							SCHEDULE TIME								
							AVERAGE MILES AN HOUR								

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

MOUNTAIN TIME.

Manual Block System.

Rule 318-B in effect.

Rule 907 in effect.

Rule 925 not in effect.

Local extras carry passengers.

No train order signal at 38th St. Yard, Lyons and Longmont; Conductors and Enginemen must have Clearance Form A. Conductors get Clearance Form A at C. & S. Depot, Longmont.

C. & S. Northern Division timetable governs between Utah Jct. and Broomfield.

Local extra leaves Denver 8:00 A. M. Monday, Wednesday and Friday for Lyons.

Local extra leaves Lyons 1:30 P. M. Monday, Wednesday and Friday for Denver.

Sundays: Denver office continuous, Broomfield open 5:00 P. M. to 2:00 A. M.

Other offices closed.

*Denver to Lafayette
See the rest - 9/24/39*

Culbertson and Imperial—Sub-division

McCOOK DIVISION.

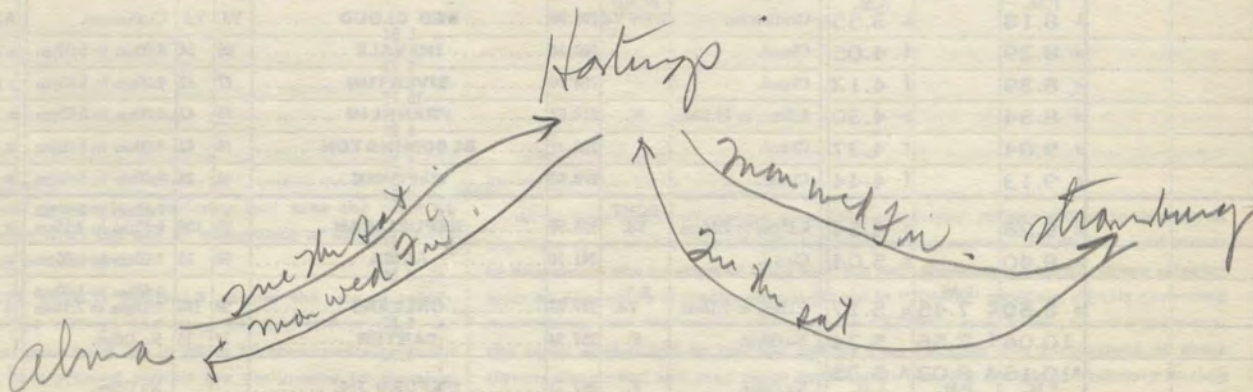
TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

WESTWARD				Signs	Distance from Culbertson	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	EASTWARD				
SECOND CLASS										SECOND CLASS				
			Daily Ex. Sunday, Tues. and Thursday Mixed											
			175								176			
			A.M. L 8.15	F.R.W.	0.00	 CULBERTSON	87	73	8:00 a.m. to 5:00 p.m.		P.M. A 4.55			
			f 8.40		9.10	 BEVERLY		25	No Office.		f 4.30			
			s 9.10	F.	17.69	 PALISADE		30	8:00 a.m. to 5:00 p.m.		s 4.10			
			s 9.30		24.87	 HAMLET		30	8:00 a.m. to 5:00 p.m.		s 3.45			
			s 10.05	F.W.	32.46	 WAUNETA		30	8:00 a.m. to 5:00 p.m.		s 3.25			
			s 10.30		41.87	 ENDERS		14	No Office.		s 2.50			
			A 10.55 A.M.	C.F.R. Y.W.	49.06	 IMPERIAL		31	8:00 a.m. to 5:00 p.m.		L 2.30 P.M.			
			Daily Ex. Sunday, Tues. and Thursday			 (49.06)					Daily Ex. Sunday, Tues. and Thursday			
			2:40 18.3			 SCHEDULE TIME					2:25 20.2			
						 AVERAGE MILES AN HOUR								

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
MOUNTAIN TIME.
Manual Block System.
Rule 318-B in effect.

Rule 907 in effect.
Rule 925 not in effect.
No train order signal at Imperial; Conductors and Enginemen must have Clearance Form A.
No offices open Sundays.



McCOOK DIVISION.

TIME TABLE No. 64.

EFFECTIVE SEPTEMBER 24, 1939.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS
WESTWARD.
CENTRAL TIME.
Manual Block System.
Rule 318-B in effect.
Rule 907 in effect.
Rule 925 not in effect between Hastings and Lester.
No. 191 will register at Orleans.

Normal position of switch at Oxford Jct. for Kenesaw-McCook line.
No train order signal at Red Cloud and Hastings, Conductors and Engineers must have Clearance Form A.
When passenger trains meet at Red Cloud, train taking siding will use the short siding near depot.
Normal position of switches at Blue Hill for Hastings-Red Cloud line.
Normal position of switch at Lester for Wymore-Red Cloud line.
Second class trains carry passengers between Hastings and Red Cloud.

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

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

DUAL-CONTROLLED SWITCH—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-thrown lever and a selector so arranged that when either lever is moved the position of switch will be transferred from the automatic-block system to the hand-thrown lever, or from the hand-thrown lever to the automatic-block system.

ALL CONCERNED:

STOP SIGNAL—A signal which is used to stop a train or block which is controlled with automatic-block system, and is governed by the position of a number plate.

TAKE-SIDING SIGNAL—A signal which is used to take a train or block from the main track to a siding, and is governed by the position of a number plate.

LEAVE-SIDING SIGNAL—A signal which is used to leave a siding for the main track, and is governed by the position of a number plate.

CONTROLLED SIGNAL—A signal which is used to control a train or block which is controlled with automatic-block system, and is governed by the position of a number plate.

AUTOMATIC INTERMEDIATE BLOCK SWITCH—An automatic, electrically operated mechanism which is used to control a train or block which is controlled with automatic-block system, and is governed by the position of a number plate.

CONTROLLED SIGNAL—A signal which is used to control a train or block which is controlled with automatic-block system, and is governed by the position of a number plate.

CENTRALIZED TRAFFIC CONTROL is in effect on portions of the road as specified in this table or schedule. Portions of CENTRALIZED TRAFFIC CONTROL territory are further identified by trackway signs located at the entrance to or departure from that portion of the road on which the system is in effect.

IN CENTRALIZED TRAFFIC CONTROL territory, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supercede timetable 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.

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.

Train, engine, and yardmen called or reporting at Akron, Brush, 38th Street Yard, and Denver for trips or service requiring use of main track or controlled sidings on the Denver-Akron subdivision will be cleared by the operator, using Clearance Form A. The movement of their train, or engine, thereafter will be governed by signal indications.

Unless otherwise provided, at all other stations or sidings authority to begin a movement upon the main, or other controlled tracks, and other required instructions will be given verbally by the dispatcher, and thereafter will be governed by signal indications.

Enginemen and trainmen must strictly comply with the signal indications and also with the instructions of the dispatcher, or operator, in all movements made within CENTRALIZED TRAFFIC CONTROL limits; and they are under the control of the dispatcher, or operator, except when means of communication

and movements are made under protection of flag as authorized by the rules.

When a train is delayed at a stop signal and cause is unknown, or in case of any unusual delay, the train must be reported to the dispatcher, or operator, at once.

McCook, Nebr., March 6, 1940

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

When stop signal does not clear and it is possible to communicate with the dispatcher, and the dispatcher knows that there is no opposing train in the block, the train may proceed at restricted speed until indication of governing signal can be determined.

Trains stopped or delayed after having passed intermediate signal displaying a stop signal must proceed at restricted speed until indication of governing signal can be determined.

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

L. E. Caldwell. Not protected by signals between clearance points. Trains must start at RESTRICTED SPEED, not exceeding 25 miles an hour through territory not so protected.

To operate a dual-controlled switch by hand, trainman must secure permission from dispatcher. When permission, including time and working limits, is granted, switch may be moved by hand in the following manner:

1. Unlock switch lock and selector lever.
2. Move dual-controlled lever from position marked "POWER" to position marked "HAND".
3. Throw switch to required position with force provided for that purpose.

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

When time limit has expired, or work is completed, restore switch to its normal position, operate and lock selector lever in position marked "POWER", and report to dispatcher the location of train and the next movement desired. When selector lever on dual-control mechanism is placed in "HAND" position, signals governing movements over the switch will indicate "STOP"; and, under these conditions, the train authorized to use the switch may consider the indications of these signals suspended and may make movements over the switch as necessary during the time the selector lever is in "HAND" position.

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

Before moving over a dual-controlled switch that is being operated by hand, trainman must notify engineman when the selector lever is in "HAND" position; also when it is reported to "POWER" position so that enginemen will know when to be governed by hand signal.

The selector and hand-thrown 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

(Continued)

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-CONTROLLED 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.

AUTOMATIC ELECTRIC SWITCH LOCK—An automatic, electrically operated mechanism with indicators that lock 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 time table or bulletin. Limits of **CENTRALIZED TRAFFIC CONTROL** territory 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.

In **CENTRALIZED TRAFFIC CONTROL** territory, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supercede timetable 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.

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.

Train, engine, and yardmen called or reporting at Akron, Brush, 38th Street Yard, and Denver for trips or service requiring use of main track or controlled sidings on the Denver-Akron subdivision will be cleared by the operator, using Clearance Form A. The movement of their train, or engine, thereafter will be governed by signal indications.

Unless otherwise provided, at all other stations or sidings authority to begin a movement upon the main, or other controlled tracks, and other required instructions will be given verbally by the dispatcher, and thereafter will be governed by signal indications.

Enginemen and trainmen must strictly comply with the signal indications and also with the instructions of the dispatcher, or operator, in all movements made within **CENTRALIZED TRAFFIC CONTROL** limits; and they are under the control of the dispatcher, or operator, except when means of communication

have failed and movements are made under protection of flag as authorized by the rules.

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 dispatcher, or operator, at once.

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

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

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.

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

CONTROLLED SIDINGS are not protected by signals between clearance points. Trains must move at **RESTRICTED SPEED**, not exceeding 25 miles an hour through turnouts and on sidings.

To operate a dual-controlled switch by hand, trainman must secure permission from dispatcher. When permission, including time and working limits, is granted, switch may be thrown 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. Throw switch in regular manner with lever provided for that purpose.

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

When time limit has expired, or work is completed, restore switch to its normal position, operate and lock selector lever in position marked "POWER", and report to dispatcher the location of train and the next movement desired. When selector lever on dual-control mechanism is placed in "HAND" position, signals governing movements over the switch will indicate "STOP"; and, under these conditions, the train authorized to use the switch may consider the indications of these signals suspended and may make movements over the switch as necessary during the time the selector lever is in "HAND" position.

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

Before moving over a dual-controlled switch that is being operated by hand, trainman must notify engineman when the selector lever is in "HAND" position; also when it is reported to "POWER" position so that enginemen will know when to be governed by hand signal.

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
(Continued)

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL—Concluded

when hand operation was started, it must be again lined for siding before selector lever is restored to "POWER" position.

A hand-operated, electrically locked switch, either controlled by the dispatcher or automatically controlled, is equipped with dwarf signal to govern movement of train off such tracks.

After dispatcher authorizes use of such switch, movement of train to main track will be governed by signal indication.

Hand-operated switches are equipped with electric locks to prevent unauthorized operation. Such switches must not be operated unless the electric lock is in the unlocked position, which will be shown by the word "UNLOCKED" on the indicator of the lock. To operate such switches, proceed as follows:

1. Call the dispatcher and obtain permission to use the switch.
2. Unlock and open door of case.
3. If the indicator shows the word "UNLOCKED" turn crank to the left until it is against its stop block, and 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 dispatcher and report the completion of move and that switch is properly locked.

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.

Running switches must not be made over power-operated switches.

Enginemen must not permit cinders from fire box or front end of locomotives to be dropped on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water wasted, or blow-off cocks opened over the movable parts of switches.

When trains meet in **CENTRALIZED TRAFFIC CONTROLLED** territory, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished, and opposing train may pass same, and be governed by signal indication.

COPY

McCook, Nebr. Mar. 25, 1940

597.

ALL CONCERNED:

Effective March 27, 1940, train No. 9 will make regular
stop at Edison, Nebr.

Mr. C. E. Johnson,
Chairman,
Western Association of Railway Executives,
Chicago, Illinois.

L.E. Caldwell

Dear Sir:

Effective April 7th, 1940, schedule of west train No. 9
will be changed to leave McCook at 4:00 P.M. instead of 4:15 P.M.,
Lincoln at 5:00 P.M. instead of 5:15 P.M., arrive Denver at 5:00 A.M.,
instead of 5:00 A.M.

Yours very truly,

(Signed) H. C. Murphy

cc - Messrs: H. M. Durham, CRI&P
J. D. Farrington, CRI&P
W. M. Jeffers, UP
H. A. Williams, UP
E. J. Engel, AT&SF
W. K. Etter, AT&SF
L. W. Baldwin, MoPac
J. Cannon, MoPac
Wilson McCarthy, D&RGW
E. A. West, D&RGW
R. L. Williams, CANW
H. M. Nichols, CANW
H. A. Scandrett, CNST&P
J. T. Gillick, CNST&P
H. E. Pitcairn, Wabash
G. H. Sido, Wabash

A. D. McDonald, SP
J. H. Dyer, SP
C. Eisey, WP
H. W. Mason, WP
L. A. Downs, IC
F. H. Mays, IC.

Copy Messrs:
Ralph Budd
E. Flynn
L. E. Capron
J. H. Aydelott
F. R. Mullen
A. Gotsworth
E. W. Johnson
L. B. Lyman
F. E. Sperry

March 23rd, 1940.

Mr. C. E. Johnston,
Chairman,
Western Association of Railway Executives,
Chicago, Illinois.

Dear Sir:

Effective April 7th, 1940, schedule of our train No. 3
will be changed to leave Omaha at 4:00 P.M., instead of 4:15 P.M.,
Lincoln at 5:30 P.M., instead of 5:55 P.M., arrive Denver at 5:00 A.M.,
instead of 6:00 A.M.

Yours very truly,

(Signed) H. C. Murphy

cc - Messrs: H. M. Durhan, CRI&P
J. D. Farrington, CRI&P
W. M. Jeffers, UP
H. A. Williams, UP
H. J. Engel, AT&SF
W. K. Etter, AT&SF
L. W. Baldwin, MoPac
J. Cannon, MoPac
Wilson McCarthy, DROW
E. A. West, DROW
R. L. Williams, CANW
H. M. Nichols, CANW
H. A. Scandrett, CMST&P
J. T. Gillick, CMST&P
H. B. Pitcairn, Wabash
O. H. Side, Wabash

Copy Messrs:
A. D. McDonald, SP
J. H. Dyer, SP
C. Eisey, WP
H. W. Mason, WP
L. A. Downs, IC
F. R. Mays, IC.
Ralph Budd
E. Flynn
L. E. Capron
J. H. Aydelott
F. R. Mullen
A. Cotsworth
H. W. Johnson
L. B. Lyman
F. E. Sperry

Road Forman: L. S. Antrim, McCook.

Chief Dispatcher: W. F. Pate, McCook.

Night Chief Dispatcher: G. O. Vant, McCook.

Train Dispatchers:

L. Kleven,

R. V. Cadman,

J. P. Murray,

C. B. Harshaw,

C. M. Miller.

H. D. Stewart,

D. N. Cobb,

H. C. Williams,

W. R. Gasch,

Train dispatchers at McCook will have charge of dispatching all trains between Gaines and Kenesaw. Train Dispatchers at Wymore will have charge of dispatching all trains between Lester and Red Cloud.

1. Between Hastings and Akron second class and extra trains must clear the time of Nos. 1 and 10, 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 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, M. P. 154.89, AND GAINES,
M. P. 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

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.

6. 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 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.

SPECIAL INSTRUCTIONS—Concluded

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 or other open top cars with booms 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.

Clam shells, 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 Baggage man in addition to Conductor and Engineer.

13. Modifying 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 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 tenth paragraph of Rule 920 reading—"Normal supply for engines, three fuses and six 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 4000 feet instead of 3000 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 signals 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. Missouri Pacific crossing east of Juniata is equipped with an interlocking plant with signals, normal stop against Missouri Pacific trains and signals normal proceed for C. B. & Q. trains. When C. B. & Q. signals indicate stop, trainmen will go to the crossing, and if no immediate Missouri Pacific train movement is evident, train will proceed over crossing when given proceed hand signal by trainman.

SPEED OF TRAINS.

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	55.....	1	0
10.....	6	0	60.....	1	0
15.....	4	0	65.....	0	55
20.....	3	0	70.....	0	51
25.....	2	24	75.....	0	48
30.....	2	0	80.....	0	45
35.....	1	43	85.....	0	42
40.....	1	30	90.....	0	40
45.....	1	20	95.....	0	37
50.....	1	12			

SPEED RESTRICTIONS

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

Distinctive road way signals have been adopted to indicate maximum speeds 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.

WESTWARD

M. P. H.			EASTWARD		
Zone	Other	Condition	M. P. Location	Zone	Other
30	..		156.00 to 157.00	30	..
..	5	*Crossover and Turnout	156.43	..	15
90	..		157.00 to 219.50	90	..
..	25	*Turnout	157.96	..	25
..	50	*Through turnout, end double track.	158.00	..	50
70	..		219.50 to 230.50	70	..
..	65	Curve	229.50	..	65
90	..		230.50 to 287.50	90	..
..	50	Curve	233.80	..	50
..	85	Curve	254.25	..	85
30	..		287.50 to 288.50	30	..
70	..		288.50 to 289.00	70	..
90	..		289.00 to 430.50	90	..
..	80	Curve	361.10	..	80
50	..		430.50 to 431.50	50	..
65	..		431.50 to 434.00	65	..
90	..		434.00 to 539.70	90	..
..	80	Curve	506.40	..	80
..	70	*U. P. Crossing	537.32	..	70
30	..		539.70 to Denver	..	30

*No roadway signal.

When using any turnout or crossover not otherwise specified will not exceed speed designated for other trains.

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.

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 sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

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

3. (a) Nos. 1 and 10 between Hastings and Denver 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 19 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.

When handled by any one of the steam locomotives listed in note below will observe speeds prescribed in first section of Rule 3 (a), except will not exceed 85 miles an hour.

NOTE: 5600, 5602, 5603, 5607, 5621, 5622, 5623, 5624, 5625.

(b) Between Hastings and Denver steam locomotives listed in note below handling standard passenger train equipment on Nos. 6, 39 and 40, or steam sections of trains operating with standard equipment on Zephyr schedule, 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 sub-division 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.

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Mail and Express Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Mail and Express Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS			AKRON-DENVER SUB-DIVISION		
On Sidings, unless otherwise specified	15	15	Maximum speed	65	
Through crossovers and other turnouts, unless otherwise specified	10	10	Nos. 2 and 3 when handling freight equipment	60	
Trailing moves through spring switches	15	15	Over U. P. Crossing west of stock yards Denver	35	35
Short Scale test car must be handled just ahead of way-car with air hose coupled.			Time freight and stock trains		55
Main Lines		25	Common freight trains		50
Branch Lines		20	No. 2 Denver to M. P. 434 except on Curve at M. P. 506.40	70	
Clamshells, boom must be taken down and disconnected and boom trailing.			No. 9 M. P. 434 to Denver except on Curve M. P. 506.40	70	
Main Lines		35	Over U. P. Crossing Sand Creek	60	45
Branch Lines		20	Except Nos. 1, 9, 10, 39 and 40 between 7:00 a. m. and 8:00 p. m. over road crossing into Riverside Cemetery, Denver	20	20
(See Special Instructions 11.)		20	Entering switch Sterling main track at Brush	15	15
Pile Drivers, Steam Derricks and Similar equipment.			ORLEANS-ST. FRANCIS SUB-DIVISION		
Main Lines		35	Maximum speed	40	30
Branch Lines		20	Loaded tank cars		20
M-2-A Engines	35	25	O Engines between M. P. 107.28 and St. Francis	25	25
Engines under steam, disconnected on one side with main rod down.			All trains over highway crossing Atwood prepared to stop short of obstruction		
Main Lines	25	25	DENVER-LYONS SUBDIVISION		
Branch Lines	20	20	Maximum speed	35	
B or S-4 engines with drivers blocked up	40	40	REPUBLICAN-OBERLIN SUB-DIVISION		
O-5 or M Engines with drivers blocked up	30	30	Maximum speed	40	30
Trains handling loaded coke racked or G. N. ore cars		40	Long Island to Oberlin	30	25
K. & J. cars, loaded or empty		25	R Engines from M. P. 19.07 to Oberlin	20	20
McCOOK-HASTINGS SUB-DIVISION			All trains over street crossings in Norton city limits and over highway crossing west of Norton city limits prepared to stop short of any obstruction		
Maximum speed	65		Loaded tank cars		20
Nos. 2 and 3 when handling freight equipment	60		CULBERTSON-IMPERIAL SUB-DIVISION		
Time freight and stock trains		55	Maximum speed	30	30
Common freight trains		50	Wauneta to Imperial	25	25
Over Ogden Avenue Oxford prepared to stop short of any obstruction			R Engines between M. P. 9.07 and Imperial		20
Eastward passenger trains restricted speed between Gaines and Passenger depot Hastings			Loaded tank cars		20
No 9, Gaines to Atlanta and Oxford to McCook	70		All trains over Arapahoe Street just west of depot Wauneta prepared to stop short of any obstruction		
Controlled Switches, M. P. 156.43	15	15	HASTINGS-RED CLOUD SUB-DIVISION		
Gaines, West Switch, No. 1 track through turn out	25	25	Maximum speed	40	30
Gaines, end double track, through turn out	40	40	R, S and B engines	30	30
McCOOK-AKRON SUB-DIVISION			S-4 and O-5 engines	20	
Maximum speed	65		S-4 and O-5 engines over Bridge 34.33	15	15
Nos. 2 and 3 when handling freight equipment	60		Restricted speed at Blue Hill for 700 feet between Junction switches		
Time freight and stock trains		55	RED CLOUD-OXFORD JUNCTION SUB-DIVISION		
Common freight trains		50	Maximum speed	45	40
No. 2 between Akron and M. P. 289 except through Haigler Yard	70		Over switch Oxford Junction	20	20
No. 9 McCook to Akron, except through Haigler yard	70		S-4 and O-5 engines over bridges 211.49 and 214.42	15	15