MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Beatrice, Nebr.	DR. H. F. ELIAS	Local Surgeon.
Concordia, Kans.	DR. L. E. HAUGHEY	Local Surgeon.
Crete, Nebr.	DR. A. A. CONRAD	Local Surgeon.
DeWitt, Nebr.	DR. HARVEY D. RUNTY	Local Surgeon.
Edgar, Nebr.	DR. C. W. KEITH	Local Surgeon.
Fairbury, Nebr.	DR. J. HAROLD LYNCH	Local Surgeon.
Fairmont, Nebr.	DR. A. A. ASHBY	Surgeon and Examiner.
Falls City, Nebr.	DR. C. L. HUSTEAD	Local Surgeon.
Hanover, Kans.	DR. H. G. HURTIG	Local Surgeon.
Holdrege, Nebr.	DR. THEO. A. PETERSON	Surgeon and Examiner.
Lincoln, Nebr.	DR. C. L. FAHNESTOCK	Medical Examiner.
Lincoln, Nebr.	DR. H. H. EVERETT	Local Surgeon.
Lincoln, Nebr.	DR. H. W. ORR	Local Surgeon.
Lincoln, Nebr.	DR. F. F. TEAL	Oculist.
Lincoln, Nebr.	DR. J. J. WOODWARD	Oculist.
Nebraska City, Nebr.	DR. J. P. GILLIGAN	Surgeon and Examiner.
Pawnee, Nebr.	DR. L. D. HARMON	Local Surgeon.
Rulo, Nebr.	DR. WM. SHEPHERD	Local Surgeon.
Superior, Nebr.	DR. CHAS. G. McMAHON	Local Surgeon.
Table Rock, Nebr.	DR. E. L. McCREA	Local Surgeon.
Tecumseh, Nebr.	DR. JOSEPH A. LANSPA	Local Surgeon.
Wymore, Nebr.	DR. C. W. THOMAS	Local Surgeon.
Washington, Kans.	DR. DONALD A. BITZER	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. HORALL, M. D.
Chief Surgeon, Chicago, Ill.

F. R. MULLEN,
General Manager, Omaha, Nebr.

F. E. HAINES,
General Superintendent, Lincoln, Nebr.

R. L. SIMS,
Assistant Superintendent, Wymore, Nebr.

F. E. SPERRY,
General Superintendent, Transportation, Chicago, Ill.

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

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

WYMORE DIVISION

OF THE

WESTERN DISTRICT

No. 53

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

SUNDAY, FEBRUARY 2, 1941

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.

Napier to Lincoln—Sub-division—Westward

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

FIRST CLASS											SECOND CLASS				
			Daily Passenger	Daily Passenger	Signs	Distance from Napier	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	Daily Freight	Daily Ex. Sunday Freight	Monday, Wed. and Fri. Mixed	Daily Freight	
			43	41							67	63	135	61	
			P.M. L10.20	P.M. L 1.20	B.K.R. W.Y.Yd.	0.00	NAPIER	59	Yard	Continuous.	A.M. L12.45	A.M. L 2.00		P.M. L 2.45	
			10.24	s 1.24	F.	3.30	3.30 FORTESCUE		28	No Office.	12.52	2.07		2.52	
			10.33	s 1.40	W.	9.40	6.10 RULO	E59 W48	71	8:00 a.m. to 5:00 p.m.	1.05	2.27		3.05	
					F.	10.52	1.12 SACS	50		No Office.					
			10.39	s 1.48	F.	14.63	4.11 PRESTON	134	33	No Office.	1.15	2.40		**3.27**	
			s**10.52**	s 2.01	B.C.K. T.W.Yd.	19.52	4.89 FALLS CITY	E85 W94	Yard	12 Mid. to 5:30 a.m. 9:00 a.m. to 5:00 p.m. 9:30 p.m. to 12 Mid.	1.25	3.15		3.42	
						19.72	0.20 Mo. Pac. Crossing (Interl'kd).			No Office.					
			11.01	s 2.14		25.91	6.19 SALEM	E77 W53	50	8:30 a.m. to 5:30 p.m.	1.38	3.30		3.55	
			11.09	s 2.26		33.35	7.44 DAWSON	E77 W92	38	8:00 a.m. to 5:00 p.m.	1.50	3.45		4.06	
			f11.17	s **2.39**	O.	40.20	6.85 HUMBOLDT	E77 W76	67	12 Mid. to 5:00 a.m. 8:00 a.m. to 4:00 p.m. 9:00 p.m. to 12 Mid.	2.01	4.00		4.18	
			11.21	2.45	F.	43.90	3.70 MUNSON	80		No Office.	2.06	**4.21**		4.25	
			s11.37	s 3.00	B.C.K. W.Y.Yd.	48.16	4.26 TABLE ROCK	1- 94 2-116	Yard	Continuous.	2.30	A 4.35 A.M.		4.45	
			11.43	3.08	F.	Dis. from T-Rock 4.87	4.87 APPLETON	19		No Office.	2.42			4.54	
			11.47	s 3.16		8.43	3.56 ELK CREEK	67	29	8:00 a.m. to 5:00 p.m.	2.54			5.04	
			f11.57	s 3.30	C.W.Yd.	15.35	6.92 TECUMSEH	102	Yard	12 Mid. to 5:00 a.m. 8:45 a.m. to 4:45 p.m. 9:00 p. m. to 12 Mid.	3.05			5.16	
			11.59 A.M.	3.32	F.	16.73	1.38 TECUMSEH JCT.			No Office.	3.08			5.19	
			12.05	f 3.38	F.	21.95	5.22 SMARTVILLE	54	17	No Office.	**3.32**			5.28	
			12.11	s 3.49		27.17	5.22 STERLING	88	37	8:00 a.m. to 5:00 p.m.	3.50			5.38	
			12.19	s 4.02		34.53	7.36 ADAMS	65	46	8:00 a.m. to 5:00 p.m.	4.05			5.51	
			12.27	s 4.10	W.	41.98	7.45 FIRTH	121	64	8:30 a.m. to 5:30 p.m.	4.20			6.03	
					F.	43.77	1.79 SUMMIT	11		No Office.					
			12.37	s 4.25		48.66	4.89 HICHMAN	77	20	8:30 a.m. to 5:30 p.m.	4.35			6.20	
						49.67	1.01 Mo. Pac. Crossing (Grade)			No Office.					
			12.42	s 4.35		51.79	2.12 ROCA		27	8:30 a.m. to 5:30 p.m.	4.42			6.25	
			12.46	4.39	F.	54.77	2.98 SALTILLO	87	20	No Office.	4.48			6.30	
			12.55	4.48	F.	60.43	5.66 LANCASTER			No Office.	5.00		P.M. L12.20	6.43	
						61.39	0.96 U. P. Crossing (Interlocked).			No Office.					
						62.63	1.24 WYE SWITCH			No Office.					
						62.82	0.19 C. B. & Q. Crossing (Interl'kd)			No Office.					
					BCKOYd. R.T.W.Y.	64.07½	1.25 HOBSON	Yard	Yard	Continuous.	A 5.25 A.M.		A12.30 P.M.	A 7.00 P.M.	
						63.02	0.39 U. P. Crossing (Interlocked). HALL (Tower)			No Office.					
			A 1.05 A.M.	A 5.00 P.M.	R.T.W.Y. BCKOYd.	63.53	0.51 LINCOLN	Yard	Yard	Continuous.					
			Daily	Daily			(111.69)				Daily	Daily Ex. Sunday	Monday, Wed. and Fri.	Daily	
			2:45 41.2	3:40 30.5			SCHEDULE TIME AVERAGE MILES AN HOUR				4:40 23.9	2:35 18.5	0:10 18.6	4:15 28.2	

FOOTNOTES ON PAGE 4

Lincoln to Napier—Sub-division—Eastward

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

FIRST CLASS				Distance from Napier	STATIONS	Office Open Sundays	SECOND CLASS			
Daily Passenger	Daily Passenger						Daily Freight	Monday, Wed. and Fri. Mixed	Daily Freight	Daily Ex. Sunday Freight
42	44						78	136	68	64
P.M.	A.M.						A.M.		P.M.	P.M.
A 4.00	A 5.50			0.00	NAPIER	Continuous.	A11.40		A11.59	A10.00
					3.30					
s 3.51	f 5.42			3.30	FORTESCUE	No Office.	11.30		11.50	9.50
					6.10					
s 3.39	f 5.30			9.40	RULO	Closed.	11.10		11.30	9.30
					1.12					
				10.52	SACS	No Office.				
					4.11					
s **3.27**	5.16			14.63	PRESTON	No Office.	10.55		11.10	9.12
					4.89					
s 3.20	s 5.10			19.52	FALLS CITY	12 Mid. to 5:30 a.m. 1:15 p.m. to 3:25 p.m. 9:30 p.m. to 12 Mid.	10.43		**10.52**	9.00
					0.20					
				19.72	Mo. Pac. Crossing (Interl'kd)	No Office.				
					6.19					
s 3.07	s 4.54			25.91	SALEM	Closed.	10.30		10.34	8.20
					7.44					
s 2.55	s 4.42			33.35	DAWSON	Closed.	10.17		10.23	8.00
					6.85					
s **2.39**	s 4.30			40.20	HUMBOLDT	12 Mid. to 5:00 a.m. 2:00 p.m. to 4:00 p.m. 10:40 p.m. to 12 Mid.	10.03		10.12	7.40
					3.70					
2.30	**4.21**			43.90	MUNSON	No Office.	9.55		10.05	7.15
					4.26					
s 2.24	s 4.15			48.16	TABLE ROCK	12 Mid. to 8:00 a.m. 9:30 a.m. to 11:30 a.m. 2:00 p.m. to 12 Mid.	9.40		9.55	L 7.00 P.M.
					4.87					
2.11	3.57			Dis. from T-Rock 4.87	APPLETON	No Office.	9.28		9.41	
					3.56					
s 2.07	s 3.53			8.43	ELK CREEK	Closed.	9.20		9.36	
					6.92					
s 1.57	s 3.43			15.35	TECUMSEH	12 Mid. to 5:00 a.m. 11:00 p.m. to 12 Mid.	9.04		9.25	
					1.38					
1.52	3.39			16.73	TECUMSEH JCT.	No Office.	8.59		9.21	
					5.22					
f 1.46	f **3.32**			21.95	SMARTVILLE	No Office.	8.50		9.13	
					5.22					
s 1.37	s 3.20			27.17	STERLING	1:30 p.m. to 3:55 p.m.	8.40		9.05	
					7.36					
s 1.27	s 3.09			34.53	ADAMS	Closed.	8.28		8.55	
					7.45					
s 1.17	s 3.00			41.98	FIRTH	Closed.	8.16		8.44	
					1.79					
				43.77	SUMMIT	No Office.				
					4.89					
s 1.04	s 2.45			48.66	HICKMAN	Closed.	7.59		8.32	
					1.01					
				49.67	Mo. Pac. Crossing (Grade)	No Office.				
					2.12					
s 1.00	s 2.40			51.79	ROCA	Closed.	7.53		8.25	
					2.98					
12.55	2.34			54.77	SALTILLO	No Office.	7.49		8.20	
					5.66					
12.48	2.28			60.43	LANCASTER	No Office.	7.41	P.M. A 2.00	8.12	
					0.96					
				61.39	U. P. Crossing (Interlocked)	No Office.				
					1.24					
				62.63	WYE SWITCH	No Office.				
					0.19					
				62.82	C. B. & Q. Crossing (Interl'kd)	No Office.				
					1.25					
				64.07	HOBSON	Continuous.	L 7.30 A.M.	L 1.50 P.M.	L 8.00 P.M.	
					0.39					
				63.02	U. P. Crossing (Interlocked) HALL (Tower)	No Office.				
					0.51					
L12.40 P.M.	L 2.20 A.M.			63.53	LINCOLN	Continuous.				
Daily	Daily				(111.69)		Daily	Monday, Wed. and Fri.	Daily	Daily Ex. Sunday
3:20	3:30				SCHEDULE TIME		4:10	0:10	3:59	3:00
33.8	31.4				AVERAGE MILES AN HOUR		26.8	18.6	28.0	16.0

FOOTNOTES ON PAGE 4

Napier and Lincoln—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

FOOTNOTES

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

Double track between Napier and Fortescue.

SPRING SWITCH at end of double track at Fortescue. Normal position is for Eastward track.

Automatic block system in effect between Napier and Table Rock; and between signal S-15.72 and S-16.82 between Tecumseh and Tecumseh Jct.

Manual block system, Rule 318-B, in effect between Table Rock and Tecumseh and between Tecumseh Jct. and Lincoln.

Eastward trains calling in flagman at Napier will sound four long and one short blast of whistle in connection with Rule 14-D.

Operator at Napier will handle end of double track switch and will register for Nos. 41, 42, 43 and 44.

Protection track spur at M. P. 7.23 west of Fortescue.

Missouri River bridge 8.93 Rule; O-1 engines or heavier must not double-head with any other class of engines, and when handled dead in train must be spaced at least 10 cars from the engine handling the train, and not less than 10 cars from any other engine in the train.

Trains starting or terminating at Falls City will register at Falls City. Train order signal at Falls City will not govern trains starting at Falls City. Conductors and Enginemen must have Clearance Form A.

Whistle signal for siding at Falls City interlocking plant is one long and one short.

Refinery Siding at M. P. 20.20 (Falls City) capacity 12 cars.

Towle spur, (spurred from the west) at M. P. 20.80 (west of Falls City) capacity 17 cars.

Oil Siding at M. P. 21.20 (west of Falls City) capacity 20 cars.

Normal position of switch west end westward siding at Salem is against branch line trains.

Normal position of Junction switch at Table Rock is for Napier and Lincoln subdivision.

Sidings at Table Rock located as follows: No. 1 north of main track. No. 2 south of main track. Napier and Lincoln subdivision trains will use No. 1 siding. Trains enroute TO or FROM Table Rock and Wymore subdivision will use No. 2 siding.

No train order signal at Table Rock, Lincoln or Hobson. Conductors and Enginemen must have Clearance Form A.

Normal position of switch at Lancaster is for Napier and Lincoln subdivision.

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

Whistle signals for Hall interlocking plant—
First—Denver main line, one long.
Second—Napier main line, one long, one short, one long.
Third—To Wye or inside track, one long, two shorts, one long.

Mixed train leaves Salem 3:10 P. M., Tuesday, Thursday and Saturday for Falls City and leaves Falls City 8:00 A. M., Monday, Wednesday and Friday for Salem. Carries Passengers.

Local extra leaves Hobson 7:00 A. M. Monday, Wednesday, Friday for Falls City and leaves Falls City 8:00 A. M. Tuesday, Thursday, Saturday for Hobson.

Table Rock and Wymore—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

WESTWARD										EASTWARD			
SECOND CLASS	FIRST CLASS			Signs	Distance from Napier	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday Freight	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Ex. Sunday Freight	
63	15	17								14	16	64	
A.M. L 4.50	P.M. L11.40	P.M. L 3.00		B.C.K.R. W.Y.Yd.	48.16	TABLE ROCK	1- 94 2-116	Yard	Continuous.	A.M. A 4.05	P.M. A 2.15	P.M. A 6.45	
						7.09							
5.40	s11.52 A.M.	s 3.13			55.25	PAWNEE	47	110	8:00 a.m. to 5:00 p.m.	s 3.52	s 2.05	6.25	
						6.32							
6.00	12.02	f 3.22		F.	61.57	VIOLET	67	13	No Office.	3.39	f 1.51	5.53	
						5.87							
6.25	s12.13	s 3.33			67.44	BURCHARD	65	42	8:00 a.m. to 5:00 p.m.	3.31	s 1.43	5.40	
						4.23							
6.35	12.19	f 3.39		F.	71.67	ARMOUR	65	19	No Office.	3.25	f 1.35	5.20	
						4.17							
7.00	s12.28	s 3.48			75.84	LIBERTY	67	35	8:00 a.m. to 5:00 p.m.	3.19	s 1.29	5.05	
						4.84							
7.10	12.35	3.54		F.	80.68	KINNEY	66		No Office.	3.11	1.20	4.45	
						4.05							
					84.73	U. P. Crossing (Auto. Interlocked)			No Office.				
						0.80							
		4.04			85.53	DAVIS QUARRY			No Office.				
						1.70							
A 7.35 A.M.	A12.50 A.M.	A 4.10 P.M.		B.C.K.O.R. T.W.YY.d.	87.23	WYMORE	Yard	Yard	Continuous.	L 3.01 A.M.	L 1.10 P.M.	L 4.25 P.M.	
Daily Ex. Sunday	Daily	Daily				(39.07)				Daily	Daily	Daily Ex. Sunday	
2:45 14.2	1:10 33.5	1:10 33.5				SCHEDULE TIME AVERAGE MILES AN HOUR				1:04 36.6	1:05 36.0	2:20 16.9	

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

Manual Block System, Rule 318-B in effect.

No train order signal at Table Rock or Wymore. Conductors and Enginemen must have Clearance Form A.

Normal position of Junction Switch at Table Rock is for Napier and Lincoln subdivision.

Sidings at Table Rock located as follows: No. 1 north of main track. No. 2 south of main track. Trains enroute TO or FROM Table Rock-Wymore subdivision will use No. 2 siding. Napier-Lincoln subdivision trains will use No. 1 siding.

Air brakes must be coupled and working on cars handled on City track Pawnee.

When first class trains meet at Wymore, train taking siding will use the short siding located between main track and number one track, opposite depot.

OFFICES OPEN SUNDAYS:

Table Rock 12 MN. to 8:00 A. M., 9:30 A. M. to 11:30 A. M., 2:00 P. M. to 12 MN.
Pawnee 1:45 P. M. to 3:45 P. M.
Wymore Continuous.
Other offices closed.

Wymore and Red Cloud—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

WESTWARD										EASTWARD			
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	
Daily Mixed	Daily Ex. Sunday Freight	Daily Passenger	Daily Passenger	Office Open Week Days	Signs	Distance from Napier	STATIONS	Office Open Sundays	Capacity of Sidings	Other Tracks	Daily Passenger	Daily Passenger	Daily Ex. Sunday Freight	Daily Mixed
89	63	17	15								16	14	64	90
P.M.	A.M.	P.M.	A.M.								P.M.	A.M.	P.M.	P.M.
L 1.05	L 8.45	L 4.15	L 1.01	Continuous.	B.C.K.O.R T.W.Y.Yd.	87.23	WYMORE	Continuous.	Yard	Yard	A 1.05	A 2.52	A 2.05	A12.35
							5.61							
f 1.14	9.00	4.22	1.08	No Office.	F.	92.84	KRIDER	No Office.	67	18	12.53	2.40	1.55	f12.26
							3.61							
A 1.25 P.M.	9.20	s 4.31	s 1.16	8:30 a.m. to 5:30 p.m.	Yd.	96.45	ODELL	12:10 p.m. to 2:10 p.m.	90	36	s12.44	s 2.30	1.45	L12.20 P.M.
							8.68							
	9.45	s 4.44	s 1.31	8:30 a.m. to 5:30 p.m.		105.13	DILLER	11:45 a.m. to 1:45 p.m.	66	37	s12.34	s 2.20	1.30	
							4.00							
	9.59	f 4.50	1.36	No Office.	F.	109 13	SHEA	No Office.	41	13	f12.26	2.08	1.20	
							5.46							
	10.30	s 4.59	s **1.50**	8:30 a.m. to 5:30 p.m.	C.W.Yd.	114.59	ENDICOTT	Closed	66	65	s12.18	s **1.50**	1.00	
							0.27							
				No Office.		114.86	U. P. Crossing (Auto. Interlocked)	No Office.						
							1.23							
				No Office.	F.Y.	116.09	FAIRCHILD SPUR	No Office.			12.14			
							4.42							
	10.45	f 5.07	1.58	No Office.	F.	120.51	KESTERSON	No Office.		37	f12.09	1.40	12.40	
							3.43							
	10.55	s 5.13	s 2.05	No Office.	F.	123.94	THOMPSON	No Office.	66	25	s12.04 P.M.	1.35	12.30	
							1.10							
				No Office.		125.04	C. R. I. & P. Crossing (Auto. Interlocked)	No Office.						
							3.41							
	11.10	s 5.22	2.13	8:30 a.m. to 5:30 p.m.		128.45	REYNOLDS	11:30 a.m. to 1:30 p.m.	67	41	s11.56	1.26	12.20	
							6.41							
	11.23	f 5.30	2.21	No Office.	F.	134.86	WILLIAMS	No Office.	76	19	f11.47	1.18	12.05 P.M.	
							3.61							
	16 11.42 64 11.58 P.M.	s 5.36	2.26	8:30 a.m. to 5:30 p.m.		138.47	HUBBELL	11:15 a.m. to 1:15 p.m.	77	42	s**11.42**	1.13	**11.58**	
							7.31							
	12.50	s 5.44	s 2.35	8:00 a.m. to 5:00 p.m.	C.Y.W.Yd	145.78	CHESTER	11:00 a.m. to 1:00 p.m.	75	95	s**11.32**	s 1.03	**11.32**	
							8.12							
	1.25	s 5.59	2.48	8:00 a.m. to 5:00 p.m.		153.90	BYRON	10:30a.m. to 12:30p.m.	77	39	s11.17	12.49	10.45	
							8.85							
	1.50	s 6.23	f 2.59	8:00 a.m. to 5:00 p.m.		162.75	HARDY	10:30a.m. to 12:30p.m.	74	49	s10.51	f12.38	10.20	
							6.63							
				No Office.	F.Yd.	169.38	SUPERIOR JCT.	No Office.						
							0.30							
				No Office.		169.68	A. T. & S. F. Crossing (Interlocked)	No Office.						
							0.75							
	4.00	s 6.39	s 3.15	7:45 a.m. to 3:45 p.m. 4:45 p.m. to 12:45a.m.	B.C.K.O. W.Y.Yd.	170.43	SUPERIOR	9:45 a.m. to 11:45 a.m. 6:00 p.m. to 8:00 p.m. 10:45p.m. to 12:45a.m.	85	Yard	s10.40	s12.26	10.00	
							0.53							
				No Office.		170.96	M. P. Crossing (Grade)	No Office.						
							6.01							
	4.45	s 6.50	3.26	No Office.	F.	176.97	BOSTWICK	No Office.		33	s10.23	12.09 A.M.	8.15	
							7.89							
	5.20	s 7.04	f 3.38	8:00 a.m. to 5:00 p.m.	W.	184.86	GUIDE ROCK	9:30 a.m. to 11:30 a.m.	66	30	s10.12	f11.59	8.00	
							6.20							
	5.45	7.13	3.46	No Office.	F.	191.06	LESTER	No Office.			10.02	11.49	7.40	
							4.22							
	A 6.00 P.M.	A 7.23 P.M.	A 3.55 A.M.	8:00 a.m. to 4:00 p.m. 7:15 p.m. to 3:15 a.m.	B.C.K.O.R T.W.Yd.	195.28	RED CLOUD	9:00 a.m. to 11:00 a.m. 7:15 p.m. to 3.15 a.m.	Yard	Yard	L 9.55 A.M.	L11.42 P.M.	L 7.30 A.M.	
Daily	Daily Ex. Sunday	Daily	Daily				(108.05)				Daily	Daily	Daily Ex. Sunday	Daily
0:20	9:15	3:08	2:54				SCHEDULE TIME				3:10	3:10	6:35	0:15
27.8	11.6	34.4	37.3				AVERAGE MILES AN HOUR				34.1	34.1	16.4	33.9

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

Manual Block System. Rule 318-B in effect.

No train order signal at Wymore or Red Cloud. Train order signal at Superior will not govern Edgar and Superior Jct. subdivision trains. Conductors and Enginemen must have Clearance Form A.

When first class trains meet at Wymore, train taking siding will use the short siding located between main track and number one track, opposite depot.

Normal position of switch west end siding Odell is for Odell-Concordia Line.

Operator Odell, when on duty, will handle east siding switch for Nos. 89 and 90.

Trains or engines passing through Chester on any track other than main track will stop before crossing Thayer Avenue; train or engine men must flag trains or engines across entire width of street.

Warwick Spur at M. P. 161.60. Capacity one car.

Edgar-Superior Jct. subdivision trains use main track between Superior Jct. switch and Superior depot.

When first class trains meet at Superior, train taking siding will use the short siding located between main track and depot.

Within the corporate limits of Superior, cars or engines must not be left standing less than 40 feet from street line and switching or light engine movements over Central Avenue and Bloom streets must be protected by train, yard or engine men.

Normal position of switch at Lester is for Wymore-Red Cloud line.

When passenger trains meet at Red Cloud, train taking siding will use the short siding near depot.

Payne and Lancaster—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

WESTWARD SECOND CLASS	Signs	Distance from Payne	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	EASTWARD SECOND CLASS
Monday, Wed. and Fri. Mixed							Monday, Wed. and Fri. Mixed
135							136
	Yd.	0.00	**PAYNE**	85	24	1:00 a.m. to 9:00 a.m. 9:30 a.m. to 6:00 p.m.	
			5.66				
A.M. L 9.30	B.C.K.Yd. O.R.T.W.	5.66	**NEBRASKA CITY**	Yard	Yard	8:00 a.m. to 5:00 p.m.	P.M. A 5.20
			5.10				
f 9.45		10.76	**ELBERON**		24	No Office.	f 5.00
			4.66				
		15.42	**Mo. Pac. Crossing (Grade)**			No Office.	
			0.56				
s10.05		15.98	**DUNBAR**		32	7:35 a.m. to 4:35 p.m.	s 4.30
			5.46				
f10.20		21.44	**TURLINGTON**		10	No Office.	f 4.05
			5.82				
s10.45		27.26	**SYRACUSE**		51	8:00 a.m. to 5:00 p.m.	s 3.50
			5.03				
s11.00		32.29	**UNADILLA**		25	8:00 a.m. to 5:00 p.m.	s 3.20
			6.80				
s11.20		39.09	**PALMYRA**		44	8:15 a.m. to 5:15 p.m.	s 3.05
			6.64				
s11.40		45.73	**BENNET**		41	8:00 a.m. to 5:00 p.m.	s 2.45
			6.60				
s11.55		52.33	**CHENEYS**		22	No Office.	s 2.25
P.M. 12.05			4.36				
		56.69	**COLLEGE VIEW**		16	No Office.	2.10
			3.19				
A12.20 P.M.	F.R.	59.88	**LANCASTER**	Yard	Yard	No Office.	L 2.00 P.M.
Monday, Wed. Friday			(59.88)				Monday Wed Friday
2:50 19.1			SCHEDULE TIME AVERAGE MILES AN HOUR				3:20 16.2

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

YARD LIMIT EXTENDS FROM PAYNE TO M. P. 7.20. MOVEMENTS WILL BE MADE AS PRESCRIBED BY RULE 93.

Trains between Nebraska City and east end Missouri River Bridge will move at restricted speed and proceed as the way is seen or known to be clear. Nebraska City-Beatrice Sub-division trains use main track between Junction Switch at west end Missouri River Bridge, and depot at Nebraska City.

Automatic block system in effect between Signal N 4.91 and Nebraska City.

Manual block system, Rule 318-B, in effect between Nebraska City and Lancaster.

Rule 907 in effect. Rule 925 not in effect.

Normal position of switch at Nemaha Line Junction is for Payne-Nebraska City line.

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

Elevator track at Turlington is spurred from the east.

Normal position of switch at Lancaster is for Napier-Lincoln line.

OFFICES OPEN SUNDAYS:
Payne 1:00 A. M. to 9:00 A. M., 9:30 A. M. to 6:00 P. M.
Other offices closed.

Nemaha and Salem—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

SOUTHWARD											NORTHWARD				
FIRST CLASS			SECOND CLASS								SECOND CLASS		FIRST CLASS		
				Tuesday, Thurs. and Sat. Mixed	Signs	Distance from Salem	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	Monday Wed. and Fri. Mixed				
				113							114				
				P.M. L 1.55	Yd. C.R.W.Y.	18.69	NEMAHA		47	8:00 a.m. to 5:00 p.m.	A.M. A10.20				
							3.32								
				f		15.37	McCANDLESS		15	No Office.	f				
							3.88								
				s 2.30		11.49	SHUBERT		38	8:30 a.m. to 5:30 p.m.	s10.00				
							6.25								
				s 2.45		5.24	VERDON		27	No Office.	s 9.35				
							0.23								
						5.01	Mo. Pac. Crossing (Interl'kd)			No Office.					
							5.01								
				A 3.05 P.M.	R.	0.00	SALEM	E77 W53	50	8:30 a.m. to 5:30 p.m.	L 9.10 A.M.				
				Tuesday, Thursday, Saturday			(18.69)				Monday, Wed. Friday				
				1:10 16.0			SCHEDULE TIME AVERAGE MILES AN HOUR				1:10 16.0				

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD

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

Normal position of the south switch at Nemaha is for the south leg of the wye; north and west wye switches are for Nebraska City-Beatrice sub-division trains.

Normal position of switch west end westward siding, Salem, is against Branch Line trains.

Train order signal at Salem will not govern Nemaha and Salem sub-division trains. Conductors and Enginemen must have Clearance Form A.

Mixed trains carry passengers.

No Offices open Sundays.

Nebraska City and Beatrice—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

WESTWARD										EASTWARD				
SECOND CLASS			FIRST CLASS							FIRST CLASS		SECOND CLASS		
	Tuesday Thursday and Sat. Mixed	Monday Wed. and Fri. Mixed			Signs	Distance from Nebraska City	STATIONS	Capacity Other Tracks	Office Open Week Days			Tuesday Thursday and Sat. Mixed	Tuesday Thursday and Sat. Mixed	
	127	113										114	128	
	A.M. L 7.30				B.C.K.O. R.T.W.Yd.	0.00	NEBRASKA CITY	Yard	8:00 a.m. to 5:00 p.m.				P.M. A 3.35	
							6.79							
	7.50				F.	6.79	MINERSVILLE	5	No Office.				f 3.08	
							4.24							
	f 8.10					11.03	BARNEY	23	No Office.				f 2.55	
							5.66							
	s 8.40					16.69	PERU	29	8:00 a.m to 5:00 p.m.				s 2.40	
							3.90							
						20.59	WOOD SIDING		No Office.				f	
							4.16							
	s 9.10					24.75	BROWNVILLE	27	8:30 a.m. to 5:30 p.m.				s 2.15	
							4.47							
	A 9.30 A.M.	A.M. L10.40			Y.C.R.W. Yd.	29.22	NEMAHA	47	8:00 a.m. to 5:00 p.m.			P.M. A 1.50	L 2.00 P.M.	
							5.06							
		f10.55			F.	34.28	STEIN	10	No Office.			f 1.33		
							2.96							
						37.24	Mo. Pac. Crossing (Interl'kd).		No Office.					
							2.30							
		s11.20			W.	39.54	AUBURN	61	8:00 a.m. to 5:00 p.m.			s 1.15		
							4.99							
		f			F.	44.53	ROHRS	12	No Office.			f		
							4.12							
		s11.50 P.M.				48.65	JOHNSON	27	8:00 a.m. to 5:00 p.m.			s12.35		
							5.08							
		s12.10				53.73	GRAF	18	No Office.			s12.10 P.M.		
							7.69							
		A12.35			C.R.W.Yd.	61.42	TECUMSEH	Yard	12 Mid. to 5:00 a.m. 8:45 a.m. to 4:45 p.m. 9:00 p.m. to 12 Mid.			L11.20		

Trains between Tecumseh and Tecumseh Jct. are governed by time table of Napier-Lincoln sub-division.

		L 1.20			R.F.	62.79	TECUMSEH Jct.		No Office.			A10.50		
							6.84							
		s 1.40				69.63	VESTA	18	No Office.			s10.30		
							5.54							
		s 2.05			W.	75.17	CRAB ORCHARD	34	8:00 a.m. to 5:00 p.m.			s10.10		
							7.29							
		s 2.35				82.46	FILLEY	35	8:00 a.m. to 5:00 p.m.			s 9.45		
							4.25							
		A 3.00			F.	86.71	ROCKFORD	15	No Office.			s 9.30		
							8.50							

Trains between Rockford and Beatrice Jct. are governed by time table and rules of C. R. I. & P. RR.

		L 3.25				95.21	BEATRICE Jct.		No Office.			9.05		
							0.03							
						95.24	U. P. Crossing (Grade)		No Office.					
							0.44							
						95.68	C. R. I. & P. Crossing (Grade)		No Office.					
							0.44							
		A 3.30 P.M.			B.C.K.O. R.T.W.Yd.	96.12	BEATRICE	Yard	8:00 a.m. to 8:00 p.m.			L 9.00 A.M.		
	Tuesday Thursday and Sat.	Monday Wed. and Fri.					(96.12)					Tuesday Thursday and Sat.	Tuesday Thursday, and Sat.	
	2:00 14.2	4:50 13.8					SCHEDULE TIME AVERAGE MILES AN HOUR					4:50 13.8	1:35 17.9	

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

WESTWARD TRAINS MUST SECURE C. R. I. & P. CLEARANCE FORM A AT FILLEY. EASTWARD TRAINS MUST SECURE C. R. I. & P. CLEARANCE FORM A AT BEATRICE.

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

No train order signal at Nebraska City or Beatrice, and train order signal at Tecumseh will not govern Nebraska City and Beatrice sub-division trains. Conductors and Enginemen must have Clearance Form A.

Normal position of switch at Nemaha line junction, Nebraska City, is for Payne-Nebraska City line.

Trains between Nebraska City and east end Missouri River Bridge will move at restricted speed and proceed as the way is seen or known to be clear.

River track at M. P. 26 capacity 85 cars.

See page 15, governing movement of trains over street crossings and through Yard at Beatrice.

Mixed trains carry passengers.

OFFICES OPEN SUNDAYS:

Tecumseh 12 MN. to 5:00 A. M., 11:00 P. M. to 12 MN.
Other offices closed.

Odell and Concordia—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

WESTWARD										EASTWARD			
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	
				Daily Mixed	Signs	Distance from Odell	STATIONS	Capacity Other Tracks	Office Open Week Days	Daily Mixed			
				89						90			
				P.M.						P.M.			
				L 1.30	R.Yd.	0.00	ODELL	36	8:30 a.m. to 5:30 p.m.	A12.20			
							6.68			P.M.			
				s 1.47	F.	6.68	LANHAM	33	No Office.	s11.56			
							3.00						
				f 1.55	F.	9.68	GERARDY	2	No Office.	f11.45			
							4.74						
				s 2.10	W.	14.42	HANOVER	33	8:30 a.m. to 5:30 p.m.	s11.30			
							0.18						
							U. P. Crossing						
						14.60	(Auto. Interlocked)		No Office.				
							8.02						
				f 2.30	F.	22.62	EMMONS	29	No Office.	f11.02			
							3.91						
				s 2.48	C.W.	26.53	WASHINGTON	55	8:30 a.m. to 5:30 p.m.	s10.50			
							6.79						
				s 3.08		33.32	MORROWVILLE	36	8:30 a.m. to 5:30 p.m.	s10.25			
							7.26						
				s 3.35	W.	40.58	HADDAM	59	8:30 a.m. to 5:30 p.m.	s10.05			
							4.95						
				f 3.48	F.	45.53	HAWORTH	20	No Office.	f 9.46			
							5.01						
				s 4.05		50.54	CUBA	29	8:00 a.m. to 5:00 p.m.	s 9.35			
							7.89						
				s 4.30	F.	58.43	WAYNE	26	No Office.	s 9.12			
							5.85						
				s 4.50	F.	64.28	HOLLIS	37	No Office.	s 9.00			
							7.12						
						71.40	A. T. & S. F. Crossing (Grade)		No Office.				
							0.01						
						71.41	Mo. Pac. Crossing (Grade)		No Office.				
							0.30						
				A 5.15 P.M.	B.C.R. T.W.Yd.	71.71	CONCORDIA	Yard	7:30 a.m. to 4:30 p.m.	L 8.40 A.M.			
				Daily			(71.71)			Daily			
				3:45			SCHEDULE TIME			3:40			
				18.9			AVERAGE MILES AN HOUR			19.8			

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.

Normal position of switch west end siding at Odell is for Odell-Concordia line. Trains off Odell-Concordia sub-division will proceed at restricted speed complying with Rule 105.

Trains or engines must stop before crossing North Street (first street west of depot) at Hanover. Train or engine men must flag trains or engines across entire width of street.

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

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

Trains or engines must stop before crossing Cedar and Washington streets at Concordia. Train or engine men must flag trains or engines across entire width of street.

Mixed trains carry passengers.

OFFICES OPEN SUNDAYS:
Concordia, 7:30 A. M. to 9:30 A. M.
Odell, 12:10 P. M. to 2:10 P. M.
Other offices closed.

De Witt and Holdrege Junction—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

WESTWARD										EASTWARD				
SECOND CLASS			FIRST CLASS							FIRST CLASS		SECOND CLASS		
Daily Ex. Sunday Mixed	Monday Wed. and Fri. Mixed	Monday Wed. and Fri. Mixed		Daily Ex. Sunday Passenger	Signs	Distance from DeWitt	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	Daily Ex. Sunday Passenger		Tuesday Thursday and Sat. Mixed	Tuesday Thursday and Sat. Mixed	Daily Ex. Sunday Mixed
101	103	99		97							98		102	92	104
		A.M. L10.15		P.M. L 1.25	R.Y.	0.00	DE WITT		109	8:00 a.m. to 5:00 p.m.	A.M. A11.35			P.M. A 2.35	
		s10.40		s 1.40		8.84	8.84 SWANTON		29	8:00 a.m. to 5:00 p.m.	s11.18			s 2.15	
		s**11.05**		s **1.53**	W.	15.64	6.80 WESTERN		48	8:00 a.m. to 5:00 p.m.	s**11.05**			s **1.53**	
						23.25	7.61 C. B. & Q. Crossing (Grade)			No Office.					
		s11.35 P.M.		s 2.08	Yd.	23.26	0.01 TOBIAS		58	8:00 a.m. to 5:00 p.m.	s10.50			s 1.20	
		s12.05		s 2.22		29.80	6.54 OHIOWA		74	8:30 a.m. to 5:30 p.m.	s10.36			s 1.00	
P.M. L 1.40		12.18		2.29	F.Yd.	35.94	6.14 EAST STRANG Jct.			No Office.	10.24			12.28	A.M. A 8.20
s 1.45		s12.30		s 2.35	W.Yd.	36.79	0.85 STRANG		59	8:00 a.m. to 5:00 p.m.	s10.23			s12.25	s 8.15
A 1.50 P.M.		12.33		2.36	F.Yd.	37.55	0.76 WEST STRANG Jct.			No Office.	10.19			12.20	L 8.00 A.M.
						43.53	5.98 C. & N. W. Crossing (Grade)			No Office.					
		s 1.05		s 2.50		43.94	0.41 SHICKLEY		41	8:30 a.m. to 5:30 p.m.	s10.10			s12.05 P.M.	
		s 1.30		s 3.03		50.01	6.07 ONG		56	8:30 a.m. to 5:30 p.m.	s 9.58			s11.45	
						57.26	7.25 U. P. Crossing (Auto. Interl'kd)			No Office.					
	P.M. L 2.30	A 2.00 P.M.		s 3.17	B.C.K. R.W.Y.Yd.	57.47	0.21 EDGAR	Yard	Yard	7:45 a.m. to 4:45 p.m.	s 9.40 9.35		A.M. A11.10	L11.25 A.M.	
	s 2.55			s 3.35		66.43	8.96 DEWEESE		29	No Office.	s 9.15		s10.45		
	s 3.30			s 3.55	W.	75.16	8.73 LAWRENCE		32	8:00 a.m. to 5:00 p.m.	s 8.58		s10.20		
						75.43	0.27 Mo. Pac. Crossing (Grade)			No Office.					
	s 3.50			s 4.10		80.83	5.40 ROSEMONT		29	No Office.	s 8.44		s 9.50		
	s 4.15			s 4.30 4.40	W.	86.82	5.99 BLUE HILL		31	8:15 a.m. to 5:15 p.m.	s 8.31		s 9.30		
						87.02	0.20 BLUE HILL Jct.			No Office.					
	s **4.58**			s **4.58**		94.84	7.82 BLADEN		33	8:00 a.m. to 5:00 p.m.	s 8.12		s 9.00		
	s 5.30			s 5.15	C.W.	102.23	7.39 CAMPBELL		64	7:50 a.m. to 5:15 p.m.	s 7.58		s 8.35		
	s 6.00			s 5.35		111.38	9.15 UPLAND		55	7:25 a.m. to 4:25 p.m.	s 7.38		s 8.00		
	s 6.30			s 5.50		119.07	7.69 HILDRETH		67	7:10 a.m. to 4:10 p.m.	s **7.20**		s **7.20**		
						125.83	6.76 C. B. & Q. Crossing (Grade)			No Office.					
	s 7.00			s 6.04	W.	125.84	0.01 WILCOX		66	6:55 a.m. to 3:55 p.m.	s 7.06		s 6.40		
	s 7.15			s 6.16	F.	132.28	6.44 SACRAMENTO		34	No Office.	s 6.53		s 6.15		
	A 7.30 P.M.			A 6.30 P.M.	F.R.	136.90	4.62 HOLDREGE Jct.			No Office.	L 6.44 A.M.		L 6.00 A.M.		
Daily Ex. Sunday	Monday Wed. and Friday	Monday Wed. and Friday		Daily Ex. Sunday			(136.90)				Daily Ex. Sunday		Tuesday Thursday and Sat.	Tuesday Thursday and Sat.	Daily Ex. Sunday
0:10 9.6	5:00 15.8	3:45 15.4		5:05 26.9			SCHEDULE TIME AVERAGE MILES AN HOUR				4:51 27.8		5:10 15.3	3:10 18.1	0:20 4.8

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.

Train order signal at Dewitt will not govern Dewitt and Holdrege Junction sub-division trains. No train order signal at Edgar; Conductors and Enginemen must have Clearance Form A.

Normal position of junction switches at Blue Hill is for the Hastings-Lester line. All trains will proceed at restricted speed between these switches, (a distance of 700 feet), as this track is used jointly by Wymore and McCook division trains.

At Holdrege Junction, westward trains must get clearance by telephone before occupying McCook Division main track.

Eastward trains must get clearance from McCook Division dispatcher before leaving Holdrege, and will report arrival at Holdrege Junction by telephone.

Mixed trains carry passengers.

No Offices open Sundays.

Fairmont and Chester—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

SOUTHWARD											NORTHWARD				
SECOND CLASS			FIRST CLASS								FIRST CLASS		SECOND CLASS		
		Daily Ex. Sunday Mixed			Signs	Distance from Fairmont	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days			Daily Ex. Sunday Mixed		
		104											101		
		L A.M. 7.00			B.C.K.R. W.Y.Yd.	0.00	FAIRMONT	Yard	Yard	Continuous.			A P.M. 3.00		
		s 7.30				8.63	GENEVA		68	8:00 a.m. to 5:00 p.m.			s 2.30		
						9.11	C. & N. W. Crossing (Grade)			No Office.					
		A 8.00			Yd.	16.26	WEST STRANG Jct.			No Office.			L 1.50		

Trains between West Strang Jct. and East Strang Jct. are governed by time table of DeWitt-Holdrege sub-division.

		L 8.20			Yd.	17.87	EAST STRANG Jct.			No Office.			A 1.40		
		s 8.45				23.45	BRUNING		34	8:30 a.m. to 5:30 p.m.			s 1.20		
						29.21	U. P. Crossing (Auto. Interl'kd)			No Office.					
		s 9.10				29.60	BELVIDERE		28	No Office.			s12.55		
		s 9.35			W.	35.96	HEBRON		70	8:00 a.m. to 5:00 p.m.			s12.25 P.M.		
						36.51	C. R. I. & P. Crossing (Grade)			No Office.					
		s10.05				41.94	STODDARD		23	No Office.			s11.50		
		A10.30 A.M.			C.R. Y.W.Yd.	47.69	CHESTER	75	95	8:00 a.m. to 5:00 p.m.			L11.30 A.M.		
		Daily Ex. Sunday					(47.69)						Daily Ex. Sunday		
		3:30 13.6					SCHEDULE TIME AVERAGE MILES AN HOUR						3:30 13.6		

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

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

Train order signal at Fairmont and Chester will not govern Fairmont and Chester sub-division trains. Conductors and Enginemen must have Clearance Form A.

Normal position Junction switch west end Fairmont is for branch line trains.

Normal position of switches East and West Strang Junctions are for DeWitt-Holdrege Junction line.

See page 6 governing movement of trains over street crossings and within village limits at Chester.

No. 101 will wait at Chester for No. 16 when revenue passengers reported.

Mixed trains carry passengers.

OFFICES OPEN SUNDAY:

Fairmont—12 Mid. to 7:30 A. M., 8:30 A. M. to 12:30 P. M., 4:00 P. M. to 7:30 P.M., 11:30 P. M. to 12 Mid.

Chester—11:00 A. M. to 1:00 P. M.

Other offices closed.

Endicott and Fairmont—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

NORTHWARD												SOUTHWARD				
FIRST CLASS		SECOND CLASS										SECOND CLASS			FIRST CLASS	
				Daily Ex. Sunday Mixed	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days		Daily Ex. Sunday Mixed				
				133								134				
				P.M. L 1.00	C.R.Y. T.W.Yd.	57.21	..... ENDICOTT	66	65	8:00 a.m. to 5:00 p.m.		A.M. A11.10				
							12.26									

Trains between Endicott and K. C. & O. Jct. are Governed by time table and rules of Union Pacific RR.

				L 2.30	F.R.	44.95	.....K. C. & O. Jct.....			No Office.		A10.10				
							4.40									
				s 2.45		40.55	..... HELVEY		15	No Office.		s 9.55				
							4.70									
				s 3.05	W.	35.85	..... DAYKIN		57	8:30 a.m. to 5:30 p.m.		s 9.40				
							7.02									
						28.83	.C. B. & Q. Crossing (Grade).			No Office.						
							0.00									
				s 3.30		28.83	..... TOBIAS		58	8:00 a.m. to 5:00 p.m.		s 9.15				
							6.45									
				s 4.00		22.38	..... MILLIGAN		37	8:30 a.m. to 5:30 p.m.		s 8.50				
							8.25									
				s 4.20	F.	14.13	..... BURRESS		33	No Office.		s 8.20				
							1.51									
						12.62	.C. & N. W. Crossing (Grade).			No Office.						
							4.71									
				A 4.40 P.M.	B.C.K.R. W.Y.Yd.	7.91	..... FAIRMONT	Yard	Yard	Continuous.		L 8.00 A.M.				
				Daily Ex. Sunday			..... (49.30)					Daily Ex. Sunday				
				3:40 13.4			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....					3:10 15.5				

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

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

Train order signal at Endicott and Fairmont will not govern Endicott and Fairmont sub-division trains. Conductors and Enginemen must have Clearance Form A.

Normal position Junction switch east end Fairmont is for branch line trains.

Mixed trains carry passengers.

OFFICES OPEN SUNDAY:

Fairmont—12 Mid. to 7:30 A.M., 8:30 A.M. to 12:30 P.M. 4:00 P. M. to 7:30 P.M., 11:30 P.M. to 12 Mid.

Other offices closed.

Edgar and Superior Junction—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

SOUTHWARD										NORTHWARD				
FIRST CLASS		SECOND CLASS								SECOND CLASS			FIRST CLASS	
				Monday Wed. and Friday Mixed	Signs	Distance from Superior Jct.	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	Tuesday Thursday and Sat. Mixed			
				99							92			
				P.M.							A.M.			
				L 3.30	B.C.K.R. W.Y.Yd.	26.79	..... EDGAR	Yard	Yard	7:45 a.m. to 4:45 p.m.	A1 1.00			
							6.18							
				s 3.50	F.	20.61	..... ANGUS		33	No Office.	s10.40			
							7.52							
				s 4.20		13.09	..... NELSON		65	8:00 a.m. to 5:00 p.m.	s10.20			
							5.98							
				f 4.40	F.	7.11	..... SMYRNA		15	No Office.	f 9.50			
							6.61							
						0.50	C. & N. W. Crossing (Grade)			No Office.				
							0.50							
				A 5.05 P.M.	F.Y.Yd.	0.00	..... SUPERIOR Jct.			No Office.	L 9.30 A.M.			
				Monday Wed. and Friday			..... (26.79)				Tuesday Thursday and Sat.			
				1:35			.....SCHEDULE TIME.....				1:30			
				17.0			....AVERAGE MILES AN HOUR....				17.0			

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

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

No train order signal at Edgar, and train order signal at Superior will not govern Edgar and Superior Jct. sub-division trains. Conductors and Enginemen must have Clearance Form A.

Normal position of Jct. Switch Edgar is for Dewitt-Holdrege Jct. Sub-division.

Normal position of switch at Superior Junction is for Wymore-Red Cloud line.

Edgar-Superior sub-division trains use Wymore and Red Cloud sub-division main track between Superior Junction switch and Superior depot.

Mixed trains carry passengers.

No Offices open Sundays.

Crete and Wymore—Sub-division

WYMORE DIVISION. **TIME TABLE No. 53.** **EFFECTIVE FEBRUARY 2, 1941.**

SOUTHWARD										NORTHWARD				
SECOND CLASS		FIRST CLASS								FIRST CLASS			SECOND CLASS	
Tuesday. Thursday and Sat. Mixed	Daily Ex. Sunday Freight		Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Signs	Distance from Crete	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Monday, Wed. and Fri. Mixed	Daily Ex. Sunday Freight
95	93		7	89							24	88	90	96	94
	L A.M. 1.35		L P.M. 6.10	L A.M. 11.20	R.W.Yd.	0.00	CRETE		Yard	Continuous.	A A.M. 9.19		A P.M. 3.25		A P.M. 6.40
	1.50		f **6.19**	11.28	F.	4.98	4.98 SHESTAK		27	No Office.	f 9.09		3.15		**6.19**
	s 2.15		s 6.33	s 11.39		10.96	5.98 WILBER		71	8:00 a.m. to 5:00 p.m.	s 8.59		s 3.04		s 5.55
L P.M. **2.49**	s 2.35		s 6.45	s 11.52 P.M.	R.Y.	17.36	6.40 DE WITT	29	109	8:00 a.m. to 5:00 p.m.	s 8.44	A P.M. 1.23	s **2.49**	A A.M. 9.50	s 5.25
3.05	f 2.50		f 6.57	f 12.02	F.	24.64	7.28 HOAG		32	No Office.	f 8.36	f 1.09	2.39	s 9.35	f 5.10
3.35	s 3.30		s 7.15	s 12.20	B.C.K.O. R.T.W.Yd.	30.38	5.74 BEATRICE	Yard	Yard	8:00 a.m. to 8:00 p.m.	s 8.27	L P.M. 1.00	s 2.30	s 9.20	s 5.00
						30.82	0.44 C. R. I. & P. Crossing (Grade)			No Office.					
3.50	3.45		7.26	12.30		36.98	6.16 PUTNAM		30	No Office.	8.10		2.11	8.46	4.35
4.00	s 3.55		s 7.32	s 12.36	F.	40.79	3.81 BLUE SPRINGS		33	No Office.	s 8.04		s 2.05	s 8.38	s 4.27
A 4.05 P.M.	A 4.05 A.M.		A 7.40 P.M.	A 12.45 P.M.	B.C.K.O.R T.W.Y.Yd.	42.52	1.73 WYMORE	Yard	Yard	Continuous.	L 8.00 A.M.		L 1.55 P.M.	L 8.30 A.M.	L 4.20 P.M.
Tuesday, Thursday and Sat.	Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday			(42.52)				Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Monday, Wed. and Fri.	Daily Ex. Sunday
1:16	2:30		1:30	1:25			SCHEDULE TIME				1:19	0:23	1:30	1:20	2:20
19.8	17.0		28.3	30.0			AVERAGE MILES AN HOUR				32.3	38.3	28.3	18.8	18.1

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

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

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

Eastward trains calling in flagman at Crete will sound 4 long and 1 short blast of whistle in connection with Rule 14-D.

Train order signal at Crete will not govern Wymore Division trains. No train order signal at Beatrice or Wymore. Conductors and Enginemen must have Clearance Form A at Crete and Wymore, and at Beatrice when operator is on duty.

Operator at DeWitt will register main line trains when on duty.

Water tank located at M. P. 20.01.

Engines must not use Wye at Beatrice.

First class trains taking siding at Beatrice will use passenger siding at depot.

Trains or engines passing through Beatrice will stop before crossing Court and Sixth streets; train or enginemen must flag trains or engines across entire width of street.

Trains between Beatrice Depot and Junction switch, M. P. 30.75, move at restricted speed and proceed as way is seen or known to be clear. Nebraska City-Beatrice sub-division trains use main track between these points.

Gasco Spur track at M. P. 33.61, capacity 7 cars.

Scheduled freight and mixed trains carry passengers.

OFFICES OPEN SUNDAY:

Crete—12 Mid. to 6:15 A. M., 10:45 A. M. to 1:00 P. M., 4:45 P. M. to 6:45 P.M.
Wymore—Continuous.
Other offices closed.

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 must approach all hazardous road crossings where view is obscured, prepared to stop; and when advised by train dispatcher that maintenance men have no advice of the movements, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured 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.

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.

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

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.

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. except
Motor car 9734..... 50 M. P. H.
Diesel-Electric power units..... 75 M. P. H.
Diesel-Electric switch engines.... 45 M. P. H.

Where sub-division maximum speeds are less, they will govern.

Zephyr-type trains and gas or Diesel-Electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water speed must not exceed six miles an hour.

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

	M. P. H.
Maximum speed	65
EXCEPT:	
Between junction switch and west wye switch Napier	30
Spring switch Fortescue:	
Facing point movement	25
Trailing movement through switch	25
Between Missouri River bridge 8.93 and east switch Sacs	40
Around curves Pierson's Point, M. P. 17.50 east of Falls City	30
Between stock yards and Missouri Pacific crossing Falls City	35
Around curve M. P. 37.20, west of Dawson	60
Around curve M. P. 39.50, east of Humboldt	55
Between coal chute and west wye switch, Table Rock	40
Around curves M. P. 9.50, west of Elk Creek	40
Around curves M. P. 14.50 to M. P. 16.10, Tecumseh	40
Around curves M. P. 42 to M. P. 45, west of Firth	50
Around curve M. P. 47.20, between Firth and Hickman	50
Around curve M. P. 48.20, between Firth and Hickman	50
Over Missouri Pacific crossing M. P. 49.67, west of Hickman	35
Around curve M. P. 58.10, between Saltillo and Lancaster	50
Around curve M. P. 59.25, between Saltillo and Lancaster	50
Between M. P. 60 and Hall Tower	35
Restricted speed between Hall Tower and Baird Tower, Lincoln.	

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
On sidings	15	15
Through crossovers and other turnouts, unless otherwise specified	10	10
Clamshells		
Main lines	.....	25
Branch lines	.....	20
Pile drivers, steam derricks, steam shovels and similar equipment		
Main lines	.....	30
Branch lines	.....	20
(See Special Instructions 11.)		
Short Scale test car. (Must be handled just ahead of way car with air hose coupled.)		
Main lines	.....	25
Branch lines	.....	20
Engines under steam, disconnected on one side with main rod down.		
Main lines	25	25
Branch lines	20	20
Trains handling coke racks, D&RGW series 26750 to 26999	.....	25
Engines with drivers blocked up:		
B or S-4-A engines	40	40
O-5, O-5-A or M engines	30	30
Trains handling K. & J. air dumps in series 202650-202799. (Must be handled in rear of train.)	.....	25
Over M. P. Crossing on round house lead at Nebraska City	10	10
NAPIER-LINCOLN SUB-DIVISION		
Maximum speed	55	45
Engines running backward	20	20
Nos. 41 and 42 handling freight equipment	55	.....
Spring switch Fortescue:		
Facing point movement	25	25
Trailing movement through switch	25	25
Over Missouri River bridge 8.93 at Rulo	15	10
Over Missouri River bridge 8.93 at Rulo with O-1 or heavier engine	10	10
Over Missouri River bridge 8.93 at Rulo with 4000 H. P. Diesel locomotive	20	20
Pierson's Point, M. P. 17.50 east of Falls City	30	30
Between stock yards and Missouri Pacific crossing, Falls City	35	25
No. 43 passing depots Humboldt and Tecumseh	25	.....
Around reverse curve M. P. 9.50 west of Elk Creek	40	30
Around curves M. P. 14.50 to M. P. 16.10, Tecumseh	40	30
Around curves M. P. 42, to M. P. 45, west of Firth	50	40
Around curve M. P. 47.20, between Firth and Hickman.	50	40
Around curve M. P. 48.20, between Firth and Hickman.	50	40
Over Missouri Pacific crossing M. P. 49.67 Hickman.	35	25
Around curve M. P. 58.10, between Saltillo and Lancaster	50	40
Around curve M. P. 59.25, between Saltillo and Lancaster	50	40
Around curve at Lancaster	30	20
Over U. P. crossing, M. P. 61.39	35	25
All trains move at restricted speed between Hall Tower and Baird Tower at Lincoln		

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
TABLE ROCK-WYMORE SUB-DIVISION		
Maximum speed	50	35
Engines running backward	20	20
Around curve on City track Pawnee	.....	5
Over U. P. crossing M. P. 84.73	20	20
Between switches Wymore Yard	15	.....
WYMORE-RED CLOUD SUB-DIVISION		
Maximum speed	50	35
Engines running backward	20	20
Between switches Wymore Yard	15	.....
Over U. P. crossing M. P. 114.86	20	20
Over C. R. I. & P. crossing M. P. 125.04	20	20
Within Village limits of Chester	10	10
Over Central Avenue and Bloom Street at Superior	6	6
Over Missouri Pacific crossing M. P. 170.96	35	25
PAYNE-LANCASTER SUB-DIVISION		
Maximum speed, Payne-Nebraska City	35	25
Maximum speed, Nebraska City-Lancaster	40	25
Engines running backward	10	10
Loaded tank cars	.....	20
Over Missouri River bridge 4.76 Nebraska City	15	10
R-4 or heavier engine between Payne and Missouri River bridge 4.76	20	20
Engines running backward with train	20	20
Engines running backward with train, around curve at M. P. 3.60 and curve at west end of Missouri River bridge 4.76	10	10
Around curve at M. P. 3.60	20	20
Over Bridge 5.35	10	10
All trains move at restricted speed between east end of Missouri River bridge 4.76 and Nebraska City		
O-1 or heavier engine, Nebraska City-Lancaster	20	20
Over 27th Street, M. P. 58.50	10	10
Westward trains, over 14th Street, M. P. 59.81	5	5
NEMAHA-SALEM SUB-DIVISION		
Maximum speed	25	25
Engines running backward	10	10
Loaded tank cars	.....	20
NEB. CITY-BEATRICE SUB-DIVISION		
Maximum speed	25	25
Engines running backward	10	10
Loaded tank cars	.....	20
Over bridge 5.35 Neb. City Yard	10	10
All trains move at restricted speed between Neb. City and Missouri River bridge 4.76		
Through Minersville	15	10
Around curves at M. P. 10	20	20
Around bluffs at M. P. 16.92	15	15
Between M. P. 18.25 and M. P. 18.80	10	10
Between Junction switch Nemaha and Bridge 29.02	15	15
H-4 or heavier engine, over bridge 31.98 east of Stein	15	15
Before crossing Sixth street Beatrice	Stop	Stop

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ODELL-CONCORDIA SUB-DIVISION		
Maximum speed	25	25
Engines running backward	10	10
Loaded tank cars	.....	20
Before crossing North Street Hanover	Stop	Stop
Over U. P. crossing M. P. 14.60	20	20
Before crossing Cedar and Washington Streets Concordia	Stop	Stop
DEWITT AND HOLDREGE JCT. SUB-DIVISION		
Maximum speed:		
Between Dewitt and Edgar	40	25
Between Edgar and Holdrege Junction	35	25
Engines running backward	10	10
Loaded tank cars	.....	20
Over U. P. crossing, M. P. 57.26	20	20
R or heavier engines between Edgar and Holdrege Jct.	20	20
P or heavier engines over bridge 65.84, east of Deweese	10	10
All trains move at restricted speed between Junction switches at Blue Hill.		
FAIRMONT-CHESTER SUB-DIVISION		
Maximum speed	25	25
Engines running backward	10	10
Loaded tank cars	.....	20
Over U. P. crossing M. P. 29.21	20	20
ENDICOTT-FAIRMONT SUB-DIVISION		
Maximum speed	25	25
Engines running backward	10	10
Loaded tank cars	.....	20
EDGAR-SUPERIOR JCT. SUB-DIVISION		
Maximum speed	25	25
Engines running backward	10	10
Loaded tank cars	.....	20
CRETE-WYMORE SUB-DIVISION		
Maximum speed	40	30
Engines running backward	10	10
Loaded tank cars	.....	25
Around curve M. P. 1	20	20
Before crossing Court Street Beatrice	Stop	Stop
All trains move at restricted speed between Beatrice depot and Junction switch M. P. 30.75.		
Between switches Wymore Yard	15	.....

SPECIAL INSTRUCTIONS

Master Mechanic, T. E. Paradise, Lincoln.
Road Foreman-Trainmaster, C. C. Peters, Wymore.
Chief Dispatcher, C. E. Temple, Wymore.
Asst. Chief Dispatcher, L. P. Spargur, Wymore.

Train Dispatchers:

C. D. Clements, F. V. Hadsell,
S. L. Bates, T. M. Mann,
H. L. Tackett, J. C. Glenn.

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

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 the signalman.

Between Pawnee-Wymore, Wymore-Red Cloud, and Table Rock-Lincoln dispatcher will report when block is clear and authorize permissive movement.

2. Rule 374 in Book of Rules of Operating Department is modified to read as follows:

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

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 a 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 at restricted speed.

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

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

Missouri Pacific crossings, one mile west of Hickman and one half mile west of Superior are protected by semaphore signals, torpedoes and stop gates. Normal position of gates is against Missouri Pacific trains. Trains must approach these signals prepared to stop before striking torpedo signal 2,000 feet each side of crossings and must stop unless semaphore signal indicates proceed and gate is clear.

Missouri Pacific crossings, 2.30 miles east of Auburn and at Verdon are protected by manually operated interlocking. Normal position of signals is against C. B. & Q. trains.

C. B. & Q. crossing at Tobias is protected by semaphore signals, torpedoes and stop gate. Normal position of gate is against Endicott and Fairmont Subdivision trains. DeWitt and Holdrege Jct. Sub-division trains must approach these signals prepared to stop before striking torpedo signal 2,000 feet each side of crossing and must stop unless semaphore signal indicates proceed and gate is clear. Endicott and Fairmont Sub-division trains must stop and set gate and signals against DeWitt and Holdrege Jct. Sub-division trains before proceeding.

Interlocking plant at U. P. Crossing, M. P. 61.39 is controlled electrically by Operator at Hall Tower. Special instructions for movements through this plant in emergency or when signals are not cleared by operator will be found posted in a case on the back of each telephone box at home signals.

When home signal indicates "Stop", Conductor will call operator at Hall Tower on the telephone and be governed by his instructions for movement through the interlocking limits.

In case of interruption to the telephone circuit, be governed by special instructions.

Union Pacific railroad crossing east of Wymore, C. R. I. & P. railroad crossing west of Thompson, Union Pacific railroad crossings at Endicott, Edgar, Belvidere, Hanover and Missouri Pacific railroad crossing over round house lead at Nebraska City are protected by automatic interlocking signals. When a train is stopped by a 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.

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

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

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.

The torpedo magazines at crossings protected by semaphores will not clear snow plows and must be removed to allow plows to pass.

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 signals. 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.

Sand must not be used over spring switches.

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

10. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the Conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

SPECIAL INSTRUCTIONS—Concluded

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

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

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

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

12. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars, must be delivered by Operator to Baggageman in addition to Conductor and Engineman.

13. Modifying the first paragraph of Rule 959, the standard flagging equipment for locomotives will be one red flag, one white lantern, one red lantern, four fusees, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees and torpedoes to be carried in a rack provided for that purpose. On motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on locomotives and that part of the tenth paragraph of Rule 920 reading—"Normal supply for engines—3 fusees and 6 torpedoes."

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

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

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

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

17. Rule 1078 of the Book of Rules of the Operating Department 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.

18. When two or more engines are used on any train, the brakes must be operated from the leading engine; all other break valves must be cut out. If the leading engine is detached enroute, for any reason, a test as outlined below must be made after the engine is recoupled.

The train must be recharged, then the train brakes must be applied and released; a trainman at the rear of the train will see that the brakes apply and release on the rear car and that the brake-pipe pressure is being restored on the caboose gauge before giving a proceed signal.

In case the following engine or engines are coupled immediately behind the first engine, the engineman on the first engine must assure himself that the brake valves on the following engine, or engines, are properly cut out before proceeding.

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	0	55
35	1	43	70	0	51