MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Alma, Neb.	DR. W. C. BARTLETT	Local Surgeon.
Aurora, Neb.	DR. J. M. WOODARD	Surgeon & Examiner.
Burwell, Neb.	DR. E. J. SMITH	Local Surgeon.
Central City, Neb.	DR. J. E. BENTON	Local Surgeon.
Columbus, Neb.	DR. J. N. EVANS	Local Surgeon.
Crete, Neb.	DR. A. A. CONRAD	Local Surgeon.
David City, Neb.	DR. R. C. GRAMLICH	Local Surgeon.
Exeter, Neb.	DR. W. S. WIGGINS	Local Surgeon.
Fairmont, Neb.	DR. A. A. ASHBY	Surgeon & Examiner.
Friend, Neb.	DR. R. K. JOHNSON	Local Surgeon.
Grand Island, Neb.	DR. W. J. ARRASMITH	Local Surgeon.
Greeley Center, Neb.	DR. J. L. BRANNEN	Local Surgeon.
Harvard, Neb.	DR. H. H. SEELY	Local Surgeon.
Hastings, Neb.	DR. ARTHUR A. SMITH	Surgeon & Examiner.
Kearney, Neb.	DR. C. K. GIBBONS	Local Surgeon.
Kenesaw, Neb.	DR. W. E. NOWERS	Local Surgeon.
Lincoln, Neb.	DR. C. L. FAHNESTOCK	Medical Examiner.
Lincoln, Neb.	DR. H. H. EVERETT	Local Surgeon.
Lincoln, Neb.	DR. H. W. ORR	Local Surgeon.
Lincoln, Neb.	DR. F. F. TEAL	Oculist.
Lincoln, Neb.	DR. J. M. WOODWARD	Oculist.
Loup City, Neb.	DR. CARRIE L. BOWMAN	Local Surgeon.
Milford, Neb.	DR. P. A. DeOGNY	Local Surgeon.
Minden, Neb.	DR. H. S. ANDREWS	Local Surgeon.
Ord, Neb.	DR. FRANK A. BARTA	Local Surgeon.
Ravenna, Neb.	DR. L. E. DICKINSON	Surgeon & Examiner.
Sargent, Neb.	DR. C. H. FENSTERMACHER	Local Surgeon.
Seward, Neb.	DR. BERT E. MORROW	Local Surgeon.
Seward, Neb.	DR. HARRY D. CLARKE	Local Surgeon.
St. Paul, Neb.	DR. M. O. ARNOLD	Local Surgeon.
Stromsburg, Neb.	DR. C. L. ANDERSON	Local Surgeon.
Sutton, Neb.	DR. H. V. NUSS	Local Surgeon.
York, Neb.	DRS. BELL & BELL	Local Surgeons.

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

In case of emergency when the attendance of 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.

O. H. HORALL, M. D.
Chief Surgeon, Chicago.

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

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

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

O. E. PEARSON,
Asst. Superintendent Transportation, Omaha, Neb.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

LINCOLN DIVISION

OF THE

WESTERN DISTRICT

No. 58

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

SUNDAY, APRIL 27, 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.

Lincoln to Gaines—Sub-division—Westward

LINCOLN DIVISION. **TIME TABLE No. 58** **EFFECTIVE APRIL 27, 1941.**

FIRST CLASS				Signs	Distance from Pacific Junction	STATIONS	Office Open Week Days	FIRST CLASS					
		Daily Passenger	Daily Passenger	Daily Passenger				Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger		
		1	9	39				89	5	3	7		
		A.M. L 2.19	A.M. L 1.30	A.M. L 1.20	B.K.O. R.W.Y.Yd.	59.59	.....LINCOLN.....	Continuous.	A.M. L10.50	A.M. L10.55	P.M. L 5.35	P.M. L 5.40		
							0.51							
					F.	60.10	..U. P. Crossing (Interlocked).. ..... HALL (Tower)	No Office.						
							0.22							
						60.32	C. B. & Q. Crossing (Interl'kd)	No Office.						
							1.15							
					B.C.K.O.Yd. R.T.W.Y.	61.47	.....HOBSON..... ..... (Tower)	Continuous.						
							1.98							
					Yd.	63.45	.....CUSHMAN.....	8:30 p.m. to 5:30 a.m.						
							3.94							
		2.25	1.42	1.29	F.	67.39 66.90	..... COBB	No Office.	11.00	11.05	5.45	5.50		
							2.50							
		2.28	**1.52**	1.32		69.40	.....DENTON.....	8:00 a.m. to 5:00 p.m.	11.04	s11.10	5.48	s 5.53		
							6.78							
		2.34	2.02	**1.41**	F.	76.18	.....BERKS.....	No Office.	11.14	f11.20	**5.58**	f **6.03**		
							3.51							
		2.38	2.07	1.45	R.W.Yd.	79.69	.....CRETE.....	Continuous.	A11.20	s11.30	6.04	A 6.08		
							8.37		— A.M. —			— P.M. —		
		2.46	2.16	1.52	W.	88.06	..... DORCHESTER	8:30 a.m. to 5:30 p.m.		s11.45	6.15			
							9.08							
		2.53	2.25	2.00		97.14	..... FRIEND	8:00 a.m. to 5:00 p.m.		s11.59	6.27			
							7.91							
						105.05	..... EXETER TOWER ..... C. & N. W. Crossing (Interl'kd)	8:30 a.m. to 5:30 p.m.						
							0.69			— P.M. —				
		3.00	2.34	2.07	F.	105.74	.....EXETER.....	No Office.		s12.14	6.38			
							7.20							
		3.05	s 2.41	2.13	C.W.Y.	112.94	..... FAIRMONT	Continuous.		s12.32	s 6.54			
							6.77							
		3.11	2.48	2.18		119.71	.....GRAFTON.....	8:00 a.m. to 5:00 p.m.		s12.42	7.02			
							8.12							
		3.18	**2.56**	2.26	C.W.	127.83	.....SUTTON.....	1:00 a.m. to 5:00 p.m.		s12.57	s 7.13			
							4.25							
		3.21	3.05	2.30		132.08	..... SARONVILLE	12 Mid. to 4:00 a. m. 7:00 p. m. to 12 Mid. Mondays: 2:00 a.m. to 4:00 a.m. 7:00 p. m. to 12 Mid.		s 1.04	7.19			
							8.41							
		3.28	s 3.16	**2.37**	W.	140.49	.....HARVARD.....	1:00 a.m. to 5:00 p.m.		s 1.13	s 7.28			
							0.39							
						140.88	C.& N.W.Crossing (Auto Inter'd)	No Office.						
							6.55							
		3.34	**3.34**	**2.44**		147.43	.....INLAND.....	8:00 p.m. to 5:00 a.m. Sat.12 Mid.to 5:00a.m.		s 1.26	**7.43**			
							7.26							
		3.41	3.45	2.51	F.Yd.	154.69	..... BRICK YARD	No Office.		1.36	7.53			
							1.01							
					B.R.K.Yd.	155.90	..... HASTINGS TOWER ....U. P. Crossing (Interlocked)..	Continuous.						
							0.26							
		s 3.44 3.46	s 3.47 3.50	s 2.54 2.58	F.W.Yd.	155.96	.....HASTINGS.....	No Office.		s 1.40 1.50	s 7.55 8.03			
							0.75							
		A 3.49 A.M.	A 3.55 A.M.	A 3.01 A.M.	B.C.K.O. T.W.Yd.	156.71	.....GAINES.....	No Office.		A 2.00 P.M.	A 8.10 P.M.			
		Daily	Daily	Daily			..... (97.12)		Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday		
		1:30 64.7	2:25 40.2	1:41 57.7			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....		0:30 40.2	3:05 31.5	2:35 37.6	0:28 43.1		

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

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

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

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

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

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

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

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

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

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

No. 1 will register by ticket at Lincoln.

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

All trains except Wymore Division trains need not register at Crete. Operator will register Lincoln Division trains.

Engines heavier than O-1-A must not go on bridge 128.51A, on eastward siding Sutton.

Lincoln to Gaines—Sub-division—Westward

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

SECOND CLASS								SECOND CLASS					
			Daily Freight	Daily Freight	Daily Ex. Sunday Freight	Distance from Pacific Junction	STATIONS	Office Open Sundays					
			61	67	93								
						59.59	.....LINCOLN.....	Continuous.					
							0.51						
						60.10	..U. P. Crossing (Interlocked).. .....HALL (Tower).....	No Office.					
							0.22						
						60.32	C. B. & Q. Crossing (Interl'kd)	No Office.					
							1.15						
			P.M. L11.15	A.M. L 8.00	A.M. L12.15	61.47	.....HOBSON..... ..... (Tower).....	Continuous.					
							1.98						
			11.25	8.10	12.30	63.45	.....CUSHMAN.....	8:30 p.m. to 5:30 a.m.					
							3.94						
			11.34	8.19	12.40	67.39 66.90	..... COBB	No Office.					
			11.38	8.25	12.45	69.40	.....DENTON.....	Closed					
							6.78						
			11.59	8.50	12.59	76.18	.....BERKS.....	No Office.					
							3.51						
			A.M. 12.04	9.00	A 1.10 A.M.	79.69	.....CRETE.....	1:00 a.m. to 3:00 a.m. 9:50 a.m. to 11:50 a.m. 5:30 p.m. to 7:30 p.m.					
							8.37						
			12.19	9.20		88.06	..... DORCHESTER	9:30 a.m to 12 Noon					
							9.08						
			12.34	**9.50**		97.14	..... FRIEND	Closed.					
							7.91						
						105.05	..... EXETER TOWER ..... C. & N. W. Crossing (Interl'kd)	Closed.					
							0.69						
			12.48	10.05		105.74	.....EXETER.....	No Office.					
							7.20						
			1.06	10.19		112.94	..... FAIRMONT	12 Mid. to 7:30 a.m. 8:30 a.m. to 12:45 p.m. 4:15 p.m. to 8:30 p.m. 11:30 p.m. to 12 Mid.					
							6.77						
			1.21	10.24		119.71	.....GRAFTON.....	9:00 a.m. to 1:00 p.m.					
							8.12						
			1.35	10.40		127.83	.....SUTTON.....	1:00 a.m. to 3:00 p.m.					
							4.25						
			1.43	10.50		132.08	..... SARONVILLE	12 Mid. to 4:00 a.m. 7:00 p.m. to 9:00 p.m.					
							8.41						
			1.55	11.05		140.49	.....HARVARD.....	1:00 a.m. to 4:00 a.m. 1:00 p.m. to 3:00 p.m.					
							0.39						
						140.88	C. & N. W. Crossing (Auto Interlocked)	No Office.					
							6.55						
			62 **2.24** 39 **2.44**	11.20		147.43	.....INLAND.....	12 Mid. to 4:00 a.m. 8:00 p.m. to 12 Mid.					
							7.26						
			A 3.00 A.M.	A11.45 A.M.		154.69	..... BRICK YARD	No Office.					
							1.01						
						155.70	..... HASTINGS TOWER ....U. P. Crossing (Interlocked)..	Continuous.					
							0.26						
						156.96	.....HASTINGS.....	No Office.					
							0.75						
						156.71	.....GAINES.....	No Office.					
			Daily	Daily	Daily Ex. Sunday		..... (97.12)						
			3:45 24.8	3:45 24.8	0:55 20.7		.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....						

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

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

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

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

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

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

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

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

All trains except Wymore Division trains need not register at Crete, Operator will register Lincoln Division trains.

Engines heavier than O-1-A must not go on bridge 128.51A on eastward siding Sutton.

Local extra leaves Hobson 7.00 A. M. daily except Sunday, for Hastings.

Gaines to Lincoln—Sub-division—Eastward

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

FIRST CLASS									FIRST CLASS		
Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Denver	STATIONS	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger
24	22	6	2				90	40	10
A.M.	A.M.	A.M.	A.M.	B.K.O.			P.M.	P.M.	P.M.
A 9.50	A10.50	A 6.35	A 2.10	R.W.Y.Yd.	482.45	.....LINCOLN.....	A 4.00	A 9.10	A11.38
						0.51			
				F.	481.94	..U. P. Crossing (Interlocked)..			
						.....HALL (Tower).....			
					481.72	0.22			
						C. B. & Q. Crossing (Interl'kd)			
						1.15			
				B.C.K.O. Yd. R.T.W.Y.	481.06	.....HOBSON (Tower).....			
						1.98			
				Yd.	479.08	.....CUSHMAN.....			
						3.94			
9.40	10.39	6.24	1.55	F.	475.14	..... COBB	3.49	9.00	11.29
						2.50			
f 9.36	10.35	6.21	**1.52**		472.64	.....DENTON.....	s 3.46	8.57	11.27
						6.78			
f 9.26	10.24	6.13	**1.41**	F.	465.86	.....BERKS	f 3.36	8.49	11.20
						3.51			
L 9.21	s10.20	6.09	1.37	R.W. Yd.	462.35	..... CRETE	L 3.30	8.45	11.17
— A.M. —						8.37	— P.M. —		
	s10.04	6.00	1.29	W.	453.98	..... DORCHESTER		8.38	11.10
						9.08			
	s **9.50**	5.51	1.20		444.90	..... FRIEND		8.30	11.04
						7.91			
						..... EXETER TOWER			
					436.99	C. & N. W. Crossing (Interl'kd)			
						0.69			
	s 9.35	5.43	1.12	F.	436.30	.....EXETER.....		8.23	10.58
						7.20			
	s 9.21	5.36	**1.06**	C.W.Y.	429.10	..... FAIRMONT		s 8.16	10.53
						6.77			
	s 9.10	5.29	1.00		422.33	.....GRAFTON.....		8.08	10.48
						8.12			
	s 8.59	5.21	12.52	C.W.	414.21	.....SUTTON.....		8.01	10.42
						4.25			
	s 8.51	5.17	12.48		409.96	..... SARONVILLE		7.57	10.39
						8.41			
	s 8.41	5.09	12.40	W.	401.55	.....HARVARD.....		7.50	10.32
						0.39			
					401.16	C.& N.W.Crossing (Auto Inter'd)			
						6.55			
	f 8.30	5.01	12.34		394.61	.....INLAND.....		**7.43**	10.26
						7.26			
	8.22	4.54	12.27	F. Yd.	387.35	..... BRICK YARD		7.36	10.21
						1.01			
						..... HASTINGS TOWER			
				B.R.K. Yd.	386.34	..U. P. Crossing (Interlocked)..			
						0.26			
	8.20	4.52	12.25					7.35	10.20
	s 8.15	s 4.47	s12.20	F.W. Yd.	386.08	.....HASTINGS.....		s 7.29	s10.19
						0.75			
	L 8.05	L 4.40	L12.14	B.C.K.O.				L 7.26	L10.15
	A.M.	A.M.	A.M.	T.W. Yd.	385.33	.....GAINES.....		P.M.	P.M.
Daily Ex. Sunday	Daily	Daily	Daily				Daily Ex. Sunday	Daily	Daily
						..... (97.12)			
0:29	2:45	1:55	1:56			.....SCHEDULE TIME.....	0:30	1:44	1:23
41.6	35.3	50.9	50.2			....AVERAGE MILES AN HOUR....	40.2	56.0	71.2

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

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

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

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

Spring Switches at East end sidings Denton, Berks, Saronville, Harvard and Inland.

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

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

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

No. 10 will register by ticket at Lincoln.

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

No. 40 stops at Crete to discharge revenue passengers from Denver and beyond.

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

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

All trains except Wymore Division trains need not register at Crete. Operator will register Lincoln Division trains.

Engines heavier than O-1-A must not go on bridge 128.51A on eastward siding Sutton.

Gaines to Lincoln—Sub-division—Eastward

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

SECOND CLASS				SECOND CLASS
Daily Ex. Sunday Freight	Daily Freight	Daily Freight	Distance from Denver	STATIONS	Capacity of Sidings	Other Tracks
94	68	62				
			482.45	LINCOLN	Yard	Yard
				0.51		
			481.94	U. P. Crossing (Interlocked) .. HALL (Tower)		
				0.22		
			481.72	C. B. & Q. Crossing (Interl'kd)		
				1.15		
— P.M. —	— P.M. —	— A.M. —				
A10.30	A 6.35	A 5.10	481.06	HOBSON (Tower)	Yard	Yard
				1.98		
10.10	6.25	4.58	479.08	CUSHMAN		Yard
				3.94		
9.58	6.15	4.48	475.14	COBB		
				2.50		
9.53	6.12	4.43	472.64	DENTON	67	32
				6.78		
9.39	7 3 **6.03 5.58**	4.32	465.86	BERKS	87	26
				3.51		
L 9.30 P.M.	5.42	4.27	462.35	CRETE	64	257
				8.37		
	5.28	4.15	453.98	DORCHESTER	w86 e44	56
				9.08		
	5.13	3.59	444.90	FRIEND	w76 e44	89
				7.91		
			436.99	EXETER TOWER C. & N. W. Crossing (Interl'kd)		
				0.69		
	4.58	3.45	436.30	EXETER	83	48
				7.20		
	4.46	3.30	429.10	FAIRMONT	w116 e118	263
				6.77		
	4.35	**3.11**	422.33	GRAFTON	w85 e67	37
				8.12		
	4.22	**2.56**	414.21	SUTTON	w72 e53	143
				4.25		
	4.15	2.46	409.96	SARONVILLE	78	34
				8.41		
	4.02	**2.37**	401.55	HARVARD	77	35
				0.39		
			401.16	C. & N. W. Crossing (Auto Interlocked)		
				6.55		
	3.50	**2.24**	394.61	INLAND	76	25
				7.26		
	L 3.35 P.M.	L 2.15 A.M.	387.35	BRICK YARD		
				1.01		
				HASTINGS TOWER		
			386.34	U. P. Crossing (Interlocked)		
				0.26		
			386.08	HASTINGS	Yard	Yard
				0.75		
			385.33	GAINES	Yard	Yard
Daily Ex. Sunday	Daily	Daily		(97.12)		
1:00	3:00	2:55		SCHEDULE TIME		
18.2	31.2	33.9		AVERAGE MILES AN HOUR		

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

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

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

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

Spring Switches at East end siding Denton, Berks, Saronville, Harvard and Inland.

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

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

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

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

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

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

All trains except Wymore Division trains need not register at Crete. Operator will register Lincoln Division trains.

Engines heavier than O-1-A must not go on bridge 128.51A on eastward siding Sutton.

Lincoln and Ravenna—Sub-division

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD									EASTWARD			
SECOND CLASS	FIRST CLASS								FIRST CLASS			SECOND CLASS
Daily Freight	Daily Passenger	Daily Passenger	Daily Passenger	Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Office Open Sundays	Capacity of Sidings	Other Tracks	Daily Passenger	Daily Passenger	Daily Passenger	Daily Freight
79	41	45	43								42	46	44	80
	P.M. L 5.45	A.M. L10.20	A.M. L 2.25	Continuous.	W.Y.R.K. O.B. Yd.	0.00	LINCOLN	Continuous.	Yard	Yard	A.M. A 6.10	P.M. A 6.30	P.M. A11.30	
							0.34							
				No Office.	F.	0.34	BAIRD (Tower) C. B. & Q. Crossing (Interl'kd)	No Office.						
				No Office.		0.78	0.44 U. P. Crossing (Interl'kd)	No Office.						
				No Office.	F.	1.00	0.22 C. B. & Q. Jct.	No Office.						
A.M. L12.01				Continuous.	C.W.Y.T. R K O B Yd	1.88	HOBSON (Tower)	Continuous.	Yard	Yard				P.M. A 6.15
12.15	**5.55**	10.29	2.34	8:30 p.m. to 5:30 a.m.	Yd.	4.38	1.98—4.38 CUSHMAN	8:30 p.m. to 5:30 a.m.			5.49	6.20	11.19	**5.55**
12.23	6.00	s10.36	2.40	No Office.	F.	8.06	3.68 EMERALD	No Office.	- w73- e78	30	5.42	f 6.14	11.12	5.40
12.34	**6.07**	s10.45	2.48	12 Mid. to 3:00 a.m. 6:00 p.m. to 12 Mid. Mon1:00am to 3:00am 6:00 p.m. to 12 Mid.		13.66	5.60 PLEASANT DALE	12 Mid. to 3:00 a.m. 6:00p. m. to 8:00 p.m.	73	30	5.34	s **6.07**	11.05	5.30
12.45	f 6.15	s10.55	2.56	8:00 a.m. to 5:00 p.m.	W.	19.64	5.98 MILFORD	9:30 a.m. to 11:30 a.m.	96	109	5.25	s 5.54	10.57	5.20
12.52	6.20	s11.01	3.01	No Office.	F.	23.97	4.33 RUBY	No Office.	78	9	5.18	s 5.44	10.51	5.14
1.05	s 6.28	s11.10	s 3.09	8:30 p.m. to 5:30 a.m.	W.Y.Yd.	29.20	5.23 SEWARD	12 Mid to 5:30 a.m. 10:30 p.m. to 12 Mid.	72	71	5.11	s 5.34	s10.46	5.08
				8:30 a.m. to 5:30 p.m.		29.66	0.46 SEWARD TOWER C. & N. W. Crossing (Interl'kd)	Closed.						
				No Office.	F.	33.00	3.34 OST	No Office.	34					
1.20	6.39	s11.24	3.22	No Office.	F.	36.17	3.17 TAMORA	No Office.	80	34	5.01	s 5.17	10.36	4.58
1.30	6.46	s11.34	3.29	8:30 a.m. to 5:30 p.m.		42.42	6.25 UTICA	Closed.	95	60	4.54	s 5.08	10.29	4.49
1.40	6.53	s11.44	3.36	8:30 a.m. to 5:30 p.m.		48.56	6.14 WACO	Closed.	80	43	4.46	s 4.58	10.22	4.40
				No Office.		53.55	4.99 C. & N. W. Crossing (Auto Inter'd)	No Office.						
1.53	s 7.02	s11.54	s 3.44	12 Mid. to 6:00 a.m. 2:00 p.m. to 12 Mid. Mon3:00am to 5:00am 2:00 p.m. to 12 Mid.	W.	55.85	2.30 YORK	12 Mid. to 6:00 a.m. 4:30 p.m. to 12 Mid.	w80 e81	180	s 4.33	s 4.47	s10.09	4.30
		— P.M. —					8.34							
2.11	7.16	s12.14	3.57	8:30 a.m. to 5:30 p.m.		64.19	BRADSHAW	11:00 a.m. to 1:00 p.m. 3:30 p.m. to 5:30 p.m.	w86 e86	39	4.23	s 4.32	9.59	4.18
2.25	7.25	s12.25	**4.10**	8:30 a.m. to 5:30 p.m.		71.28	7.09 HAMPTON	Closed.	80	34	**4.10**	s 4.23	9.51	4.06
2.40	s 7.38	s12.41	s 4.25	1:00 a.m. to 11:00 p.m.	- C.W.Y. - K.B.Yd.	77.32	6.04 AURORA	1:00 a.m. to 11:00 p.m.	90 Yd.	Yard	s 4.00	s 4.05	s 9.38	3.55
3.00	7.51	f12.51	4.38	No Office.	F.	83.42	6.10 MURPHY	No Office.	81	23	3.52	f 3.54	9.30	3.39
3.10	7.58	s 1.00	4.45	8:00 a.m. to 5:00 pm.		88.84	5.42 PHILLIPS	Closed.	80	31	3.45	s 3.46	9.23	3.31
	8.03	1.06	4.50	No Office.	F.	93.28	4.44 TRAILL	No Office.	30					
				No Office.	F.	95.79	2.51 U. P. Crossing (Interlocked)	No Office.						
3.36	s 8.13	s 1.15	s 5.00	Continuous.	O.W.Yd.	96.03	0.24 GRAND ISLAND	Continuous.	No1-80 No2-80	225	s **3.36**	s 3.36	s 9.15	3.19
		f 1.25		No Office.		102.78	6.75 OVINA	No Office.		26		f 3.24		
3.50	8.27	f 1.30	5.14	No Office.	F.	104.43	1.65 ABBOTT	No Office.	81	23	3.23	f 3.21	9.05	3.06
4.05	f 8.38	s 1.42	5.28	7:15 a.m. to 4:15 p.m.	W.	111.18	6.75 CAIRO	Closed.	96	36	3.15	s 3.10	8.58	2.55
4.21	**8.48**	s 1.55	5.40	No Office.	F.	118.86	7.68 ST. MICHAEL	No Office.	79	35	3.05	s 2.58	**8.48**	2.41
				No Office.		124.62	5.76 U. P. Crossing (Interlocked)	No Office.						
A 4.45 A.M.	A 9.10 P.M.	A 2.10 P.M.	A 5.55 A.M.	Continuous.	C.W.T.R. K.B.Yd.	127.43	2.81 RAVENNA	Continuous.	Yard	Yard	L 2.55 A.M.	L 2.45 P.M.	L 8.33 P.M.	L 2.25 P.M.
Daily	Daily	Daily	Daily				(127.43)				Daily	Daily	Daily	Daily
4:44 26.0	3:25 37.5	3:50 33.2	3:30 36.4				SCHEDULE TIME AVERAGE MILES AN HOUR				3:15 39.2	3:45 34.0	2:57 43.2	3:50 32.1

FOOTNOTES ON PAGE 7

Lincoln and Ravenna—Sub-division

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

FOOTNOTES

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
Automatic Block System in effect between Signal N 4.29 Cushman and Signal S 127.8 west of depot Ravenna.
Manual Block System, Rule 318-B, in effect between C. B. & Q. Junction and Signal N 4.29 Cushman.
No train order signal at Lincoln, Hobson, Aurora, and Ravenna Conductors and Enginemen must have Clearance Form A.
Train order Signal at Cushman does not govern trains terminating at Hobson.
Spring switches at west end of siding, Waco, east end of eastward siding, York, west end of westward siding, Bradshaw and west end yard, Ravenna.
No. 42 stops at Seward to pick up or discharge revenue passengers.
No. 44 stops at Phillips, Hampton, Bradshaw, Waco and Utica to discharge revenue passengers from west of Alliance.
No. 41 stops at Utica, Waco, Bradshaw, Hampton and Phillips to discharge passengers from beyond Lincoln.
State Industrial Home Spur M. P. 18.30.
Klute Spur M. P. 68.
Power Spur M. P. 91.82
Soldiers Home M. P. 98.41
McDonalds Spur M. P. 99.04
"O" Street viaduct Lincoln will not clear man on top of car.
Building on Donald track, Grand Island, will not clear man on side of car.
Platform at east end No. 2 track, Grand Island freight house will not clear 0-5 engine.
Local extra leaves Seward 12:30 P. M. Tuesday, Thursday and Saturday, and Ravenna 12:05 P. M. Monday, Wednesday and Friday for Aurora.
Local extra leaves Aurora 12:05 P. M. Tuesday, Thursday and Saturday for Ravenna.

Daily freight No. 49 leaves Hobson 1:00 A. M. arrives Ravenna 10:30 A. M.
Monday, Wednesday and Friday freight No. 48 leaves Aurora 7:00 P. M. arrives Hobson 12:15 A. M.
Daily freight No. 78 leaves Ravenna 12:20 A. M. Arrives Hobson 4:30 A.M.

Aurora and Kearney—Subdivision

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD FIRST CLASS	Office Open Week Days	Signs	Distance from Aurora	STATIONS	Office Open Sundays	Capacity of Sidings	Other Tracks	EASTWARD FIRST CLASS
	1:00 a.m. to 11:00 p.m.	C.W.Y. R.K.B. Yd.	0.00	**AURORA**	1:00 a.m. to 11:00 p.m.	Yard	Yard	
				9.93				
	7:30 a.m. to 4:30 p.m.		9.93	**GILTNER**	Closed.		71	
				9.00				
	7:30 a.m. to 4:30 p.m.		18.93	**TRUMBULL**	Closed.		65	
				5.76				
	No Office.		24.69	**BLAINE**	No Office.		13	
				2.38				
	No Office.	F. Yd.	27.07	**BRICK YARD**	No Office.			
				1.01				
	Continuous.	B.R.K.Yd.	28.08	**HASTINGS TOWER** ... **U. P. Crossing (Interl'kd)**	Continuous.			
				0.26				

Trains between Hastings Tower and Hastings are governed by time table of Lincoln-Gaines sub-division.

No Office.	F.W.Yd.	28.34	**HASTINGS**	No Office.	Yard	Yard	
			0.75				
	C.Y.T. K.O.B.	29.09	**GAINES**				
			1.97				

Trains between Gaines and Kenesaw are governed by time table of McCook Division.

			31.06	**INGLESIDE**			
				3.34			
			34.40	**M. P. Crossing (Interl'kd)**			
				0.33			
			34.73	**JUNIATA**			
				8.34			
	7:30 a.m. to 4:30 p.m.	W.R.	43.07	**KENESAW**	7:30 a.m. to 9:30 a.m.	91	48
				10.12			
	No Office.		53.19	**LOWELL**	No Office.		33
				6.06			
	No Office.		59.25	**NEWARK**	No Office.		46
				8.21			
	8:00 a.m. to 5:00 p.m.	W.T.R.Yd.	67.46	**KEARNEY**	Closed.		148
				(67.46)			
				SCHEDULE TIME			
				AVERAGE MILES AN HOUR			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
DOUBLE TRACK BETWEEN BRICK YARD AND GAINES.
Manual Block System. Rule 318-B in effect. Rule 907 in effect. Rule 925 not in effect.
No train order signal at Aurora and Kearney. Conductors and Enginemen must have Clearance Form A.
No train order signal at Hastings Tower. Conductors and Enginemen of Eastward trains must have Clearance Form A.
Train order signal at Kenesaw does not govern Aurora-Kearney sub-division trains. Conductors and Enginemen must have Clearance Form A.
Mixed extras carry passengers.
Mixed extra leaves Aurora 8:00 A. M., Hastings 9:15 A. M., daily except Sunday for Kearney.
Mixed extra leaves Kearney 12:15 P. M., Hastings 2:00 P. M. daily except Sunday for Aurora.
Keefer Spur, M. P. 18.90.
Gravelvale Spur, M. P. 17.77.
Lund Spur, M. P. 11.10.

Lincoln and Columbus—Sub-division

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS									FIRST CLASS		SECOND CLASS	
			Daily Ex. Sunday Passenger	Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays	Daily Ex. Sunday Passenger			
			121								120			
				Continuous.	CWYTR K.O.B.Yd.	1.88	HOBSON (Tower)	Yard	Yard	Continuous.				
							1.88							
			P.M. L 3.30	Continuous.	W.Y.R. K.O.B. Yd.	0.00	LINCOLN	Yard	Yard	Continuous.	A.M. A10.25			
							0.34							
				No Office.	F.	0.34	C. B. & Q. Crossing (Interl'kd) BAIRD (Tower)			No Office.				
							0.44							
				No Office.		0.78	U. P. Crossing (Interlocked)			No Office.				
							0.22							
			3.32	No Office.	F.	1.00	C. B. & Q. Jct.			No Office.	10.20			
							4.87							
			f 3.41	No Office.		5.87	WOODLAWN		16	No Office.	f10.12			
							5.37							
			s 3.51	No Office.		11.24	MALCOLM		10	No Office.	s10.01			
							7.11							
			s 4.07	8:30 a.m. to 5:30 p.m.		18.35	GARLAND	49	13	Closed.	s 9.47			
							3.09							
			f 4.12	No Office.		21.44	LEAHEY		14	No Office.	f 9.39			
							3.93							
			s 4.22	8:30 p.m. to 5:30 a.m.	W.Y.Yd.	25.37	SEWARD		65	12 Mid. to 5:30 a.m. 10:30 p.m. to 12 Mid.	s 9.32			
							0.45							
				8:30 a.m. to 5:30 p.m.		25.82	SEWARD TOWER C. & N. W. Crossing (Interl'kd)			Closed.				
							6.00							
			s 4.34	No Office.		31.82	STAPLEHURST		21	No Office.	s 9.17			
							6.93							
			s 4.48	8:15 a.m. to 5:15 p.m.		38.75	ULYSSES		57	Closed.	s 9.03			
							7.97							
			s 5.03	No Office.		46.72	GARRISON		14	No Office.	s 8.47			
							5.72							
			s 5.15	8:20 a.m. to 5:20 p.m.	C.W. Yd.	52.44	DAVID CITY		70	Closed.	s 8.34			
							0.12							
				No Office.		52.56	C. & N. W. Crossing (Grade)			No Office.				
							0.01							
				No Office.		52.57	U. P. Crossing (Grade)			No Office.				
							8.60							
			s 5.33	7:45 a.m. to 4:45 p.m.		61.17	BELLWOOD		35	Closed.	s 8.14			
							8.85							
				No Office.		70.02	U. P. Crossing (Interlocked)		5	No Office.				
							0.50							
			A 5.55 P.M.	7:30 a.m. to 4:30 p.m.	W.T.R.	70.52	COLUMBUS		150	Closed.	L 7.55 A.M.			
			Daily Ex. Sunday				(72.40)				Daily Ex. Sunday			
			2:25 30.0				SCHEDULE TIME AVERAGE MILES AN HOUR				2:30 28.9			

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

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

Train order signals at Seward and Seward Tower do not govern Lincoln-Columbus subdivision trains. Conductors and Enginemen must have Clearance Form A.

Nos. 120 and 121 will stop at Leahey on flag to pick up cream.

Local Extra leaves Hobson Tuesday, Thursday and Saturday, 10:15 A. M. for Seward, carries passengers.

Mixed train leaves Seward daily except Sunday, 9:30 A. M. for Columbus, carries passengers.

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

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

Platte Siding Spur, M. P. 64.21, flag stop for scheduled trains.

Moll Spur, M. P. 63.47.

Karr Pit, M. P. 57.26.

West Lincoln Spur, M. P. 1.99.

Trains will stop and be flagged over S. Y. A. crossing at M. P. 26.00, Seward.

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

Stromsburg and Clay Center—Sub-division

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD										EASTWARD			
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	
	Mon., Wed. and Friday Mixed			Office Open Week Days	Signs	Distance from Clay Center	STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays			Tues. Thur. and Sat. Mixed
	165												166
	P.M. L12.05			8:00 a.m. to 6:15 p.m.	W.T.R. Yd.	57.38	**STROMSBURG**			Closed.			P.M. A 3.30
							7.50						
	s12.30			8:30 a.m. to 5:30 p.m.		49.88	**BENEDICT**		50	Closed.			s 3.00
							9.98						
	s 2.30			See Lincoln-Ravenna Sub-division	W.Yd.	39.90	**YORK**		48	See Lincoln-Ravenna Sub-division			s 2.30 P.M.
							0.07						
				No Office.		39.83	**C. & N. W. Crossing (Grade)**			No Office.			
							8.31						
	s 3.00			8:30 a.m. to 5:30 p.m.		31.52	**McCOOL JCT.**		40	Closed.			s11.20
							7.81						
	s 3.25			No Office.		23.71	**LUSHTON**		43	No Office.			s10.55
							6.06						
	f 3.40			No Office.		17.65	**BIXBY**		20	No Office.			f10.35
							5.26						
	s 4.45			See Lincoln-Gaines Sub-division	C.W.	12.39	**SUTTON**	w82 c65	143	See Lincoln-Gaines Sub-division			s10.20
							6.94						
	s 5.05			No Office.		5.45	**VERONA**		30	No Office.			s 9.20
							5.45						
	A 5.25 P.M.			8:00 a.m. to 5:00 p.m.	Y.R. B	0.00	**CLAY CENTER**		30	Closed.			L 9.00 A.M.
	Mon., Wed. and Friday						(57.38)						Tues. Thur. and Sat.
	5:20 10.8						SCHEDULE TIME AVERAGE MILES AN HOUR						6:30 8.8

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

Train order signals at Stromsburg, York and Sutton do not govern Stromsburg-Clay Center Subdivision trains. Conductors and Enginemen must have Clearance, Form A.
Mapps Spur, M. P. 140.12, flag stop for scheduled trains.
Knox Spur, M. P. 131.93, flag stop for scheduled trains.

Ayr Jct. and Alma—Sub-division

LINCOLN DIVISION **TIME TABLE NO. 58.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD										EASTWARD			
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	
	Mon., Wed. and Friday Mixed			Office Open Week Days	Signs	Distance from Alma	STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays			Tues. Thur. and Sat. Mixed
	163												164
	P.M. L 2.05			No Office.		67.09	**AYR JCT.**			No Office.			A.M. A 9.25
							6.94						
	s 2.25			8:30 a.m. to 5:30 p.m.		60.15	**ROSELAND**		53	Closed.			s 9.05
							5.06						
	s 2.45			8:30 a.m. to 5:30 p.m.	W.	55.09	**HOLSTEIN**		48	Closed.			s 8.45
							7.36						
	s 3.10			No Office.		47.73	**NORMAN**		39	No Office.			s 8.25
							8.25						
	s 3.40			No Office.	C.	39.48	**SOUTH MINDEN**		74	No Office.			s 8.00
							8.00						
	s 4.05			No Office.		31.48	**KEENE**		41	No Office.			s 7.35
							6.81						
	s 4.30			7:00 a.m. to 4:00 p.m.	W.	24.67	**WILCOX**		66	Closed.			s 7.06
							0.00						
				No Office.		24.67	**C. B. & Q. Crossing (Grade)**			No Office.			
							7.68						
	s 4.55			8:30 a.m. to 5:30 p.m.		16.99	**RAGAN**		30	Closed.			s 6.40
							6.98						
	s 5.15			No Office.		10.01	**HUNTLEY**		21	No Office.			s 6.17
							10.01						
	A 5.45 P.M.			8:00 a.m. to 5:00 p.m.	W.T.R.Yd.	0.00	**ALMA**		36	8:00 a.m. to 10:00 a.m.			L 5.45 A.M.
	Mon., Wed. and Friday						(67.09)						Tues. Thur. and Sat.
	3:40 18.1						SCHEDULE TIME AVERAGE MILES AN HOUR						3:40 18.1

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 Alma does not govern Ayr. Jct.-Alma Subdivision trains. Conductors and Enginemen must have Clearance Form A.
No. 164 waits at Alma 25 minutes for connection with No. 15.

Aurora and Burwell—Sub-division

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD												EASTWARD			
SECOND CLASS			FIRST CLASS									FIRST CLASS		SECOND CLASS	
	Tuesday, Thurs. and Sat. Mixed	Daily Ex. Sunday Mixed			Signs	Distance from Aurora	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days				Monday, Wed. and Friday Mixed	Daily Ex. Sunday Mixed
	59	55												60	56
		A.M. L 5.30			C.W.R.Y. K.B.Yd.	0.00	**AURORA**	Yard	Yard	1:00 a.m. to 11:00 p.m.					P.M. A 5.30
		s 6.10				10.99	10.99 **MARQUETTE** 8.32		34	8:00 a.m. to 5:00 p.m.					s 4.45
		s 7.00			W.Yd.	19.31	**CENTRAL CITY** 0.27		143	8:00 a.m. to 5:00 p.m.					s 4.00
						19.58	**U. P. Crossing (Interl'kd)** 4.47			No Office.					
						24.05	**HORD** 3.90		21	No Office.					
		s 7.50				27.95	**ARCHER** 7.62		10	No Office.					s 3.00
	A.M. L 8.50	A 8.15 A.M.			C.W.T.R. K.B.Yd.	35.57	**PALMER** 7.73	70	140	8:30 a.m. to 5:30 p.m.				P.M. A 2.20	L 2.40 P.M.
	s10.00				F.	43.30	**CUSHING** 7.23		72	No Office.				s 2.00	
	s10.34				W.	50.53	**WOLBACH** 6.43		34	8:30 a.m. to 5:30 p.m.				s 1.30	
	s11.05				F.	56.96	**BRAYTON** 7.20		18	No Office.				s 1.05	
	s11.45 P.M.				C.W.	64.16	**GREELEY CENTER** 8.22		61	8:00 a.m. to 5:00 p.m.				s12.45	
	s12.15					72.38	**HORACE** 8.24		29	No Office.				s12.15 P.M.	
						80.62	**SUMTER** 3.00		9	No Office.					
	f12.50					83.62	**SPELTS** 4.17		7	No Office.				f11.45	
						87.79	**U. P. Crossing (Grade)** 0.30			No Office.					
	s 1.30					88.09	**ORD** 6.46		145	8:30 a.m. to 5:30 p.m.				s11.35	
	s 2.10				F.W.	94.55	**ELYRIA** 9.84		53	No Office.				s11.00	
	A 3.00 P.M.				K.T.R. Yd.	104.39	**BURWELL**		90	8:00 a.m. to 5:00 p.m.				L10.30 A.M.	
	Tuesday, Thurs. and Sat.	Daily Ex. Sunday					(104.39)							Monday, Wed. and Friday	Daily Ex. Sunday
	6:10 11.0	2:45 12.9					SCHEDULE TIME AVERAGE MILES AN HOUR							3:50 17.7	2:50 12.6

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
Manual Block System. Rule 318-B in effect. Rule 925 not in effect.
Rule 907 in effect.
No train order signal at Burwell, Palmer and Aurora. Conductors and Enginemen must have Clearance Form A.
Brass Spur, M. P. 37.47.
Goodenow Spur, M. P. 34.90, west of Elyria.

OFFICES OPEN SUNDAYS:
Aurora 1:00 A. M. to 11:00 P. M.
Other Offices Closed.

Palmer and Sargent—Sub-division

LINCOLN DIVISION. **TIME TABLE No. 58.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD											EASTWARD				
SECOND CLASS			FIRST CLASS								FIRST CLASS		SECOND CLASS		
		Monday, Wed. and Friday Mixed			Signs	Distance from Palmer	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days			Tues., Thur. and Sat. Mixed		
		57											58		
		A.M. L 8.30			C.W.T. R.K.B.Yd.	0.00	PALMER	70	140	8:30 a.m. to 5:30 p.m.			P.M. A 2.20		
		s 9.20				10.47	ST. PAUL		71	8:30 a.m. to 5:30 p.m.			s 1.55		
						5.15									
						15.62	MIDWAY		18	No Office.					
		s10.10			W.	3.79 19.41	FARWELL		36	8:30 a.m. to 5:30 p.m.			s 1.30		
		s10.50				9.56 28.97	ASHTON		59	8:30a.m. to 5:30 p.m.			s 1.05		
		f11.10				4.48 33.45	SCHAUPPS		10	No Office.			f12.50		
		s11.45 P.M.			C.W.	6.61 40.06	LOUP CITY		93	8:00 a.m. to 5:00 p.m.			s12.35 P.M.		
		f12.01				6.20 46.26	McALPINE		17	No Office.			f11.50		
		s12.22			W.	7.46 53.72	ARCADIA		72	8:30 a.m. to 5:30 p.m.			s11.30		
		s 1.20				10.76 64.48	COMSTOCK		30	8:30 a.m. to 5:30 p.m.			s10.55		
		A 1.45 P.M.			T.R.Y.Yd. K.	8.61 73.09	SARGENT		106	8:00 a.m. to 5:00 p.m.			L10.30 A.M.		
		Monday, Wed. and Friday					(73.09)						Tues., Thur. and Sat.		
		5:15 13.9					SCHEDULE TIME AVERAGE MILES AN HOUR						3:50 19.1		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
Manual Block System. Rule 318-B in effect. Rule 907 in effect. Rule 925 not in effect.

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

NO OFFICES OPEN SUNDAYS.

SPECIAL INSTRUCTIONS

Master Mechanic: T. E. Paradise, Lincoln.
Train Master: J. A. Spere, Lincoln.
Assistant Train Master: R. R. Gavin, Lincoln.
Road Foreman-Trainmaster: O. M. Hoenshell, Lincoln.
Terminal Trainmaster: J. I. Hopkins, Lincoln.
Chief Dispatcher: C. N. Miller, Lincoln.
Assistant Chief Dispatcher: C. A. White, Lincoln.
Night Chief Dispatcher: J. F. Mercier, Lincoln.

Train Dispatchers:

C. W. Lamb, C. E. Keefer, E. J. Purinton, G. S. Keefer, J. R. Golden.
G. D. Hershner, E. F. Comerford, C. P. Squire, G. V. Vant,

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

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

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

A train authorized by train order to move against the current of traffic must approach all interlocking 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.

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

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

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

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 and take the place of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

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

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

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

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

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

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

The following switches are equipped with Dual Control Switch Mechanism:

End of Double Track, Brick Yard.
Junction switch to Hastings-Aurora Line.
Crossover between main tracks, M. P. 156.43.
West end No. 1 track.
End of Double Track, Gaines.

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

CRETE:

The Wymore line extends to the east switch at Crete. This switch will be kept locked for Lincoln-Gaines subdivision. All switches on Wymore line will be kept locked for that line. Wymore Division trains must not occupy Lincoln-Gaines subdivision at Crete without permission.

EXETER:

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

FAIRMONT:

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

RAVENNA:

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

AURORA:

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

YORK:

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

SEWARD:

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

LINCOLN:

Switchtenders are on duty, West end Lincoln passenger Yard from 10:00 A. M. until 6:00 P. M. and from 10:30 P. M. until 6:30 A. M. Trains and engines making movements through this part of yard, when switchtenders are not on duty, must be prepared to handle their own switches.

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

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

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

STROMSBURG:

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

SPECIAL INSTRUCTIONS—Concluded

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

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

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

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

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

10. SPRING SWITCHES.

Spring switches are designated by a round target bearing the letter "S."

Facing point movements over spring switches are protected by automatic home 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.

11. 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.

12. 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.

13. 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.

14. 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 and 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 applied 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."

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

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.

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

16. Rule 914 of Rules of the Operating Department is modified to read one mile instead of 3,000 feet.

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

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

19. 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."

20. WHISTLE SIGNALS FOR HANDLING ENGINES THROUGH INTERLOCKING PLANT:

First: The Main Line, 1 long.
Second: Siding, one long and one short.
Third: Branch Line, one long, one short and one long.
Fourth: To Wye, or inside track, one long, two shorts, and one long.

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

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

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

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

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 movement, also when making the 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 maximum speed authorized for freight trains unless otherwise provided.

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

Gas-electric motor cars 60 miles an hour, except motor car 9734, 50 miles an hour.

Diesel-electric power units 75 miles an hour.

Diesel-electric switch engines 40 miles an hour.

Where subdivision 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.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
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 12.)		
Short Scale Test car. (Must be handled just ahead of way car with air hose coupled.)		
Main Lines	..	25
Branch Lines	..	20
M-2-A engines	35	35
O-2 or O-3 engines	50	50
Engines under steam disconnected on one side with main rod down.		
Main Lines	25	25
Branch Lines	20	20
Engines with drivers blocked up:		
B, S-4 or S-4-A engines	40	40
0-5, 0-5-A or M engines	30	30
Trains handling coke racks, D&RGW series 26750 to 26999	..	25
Trains handling K. & J. air dumps in series 202650—202799 (Must be handled in rear of train.)	..	25
LINCOLN AND GAINES SUBDIVISION		
Maximum speed	60	50
Nos. 3 and 9 handling freight equipment	60	..
No. 9, between M. P. 155 and M. P. 128, and between M. P. 127 and M. P. 83.	70	..
No. 62	..	60
Nos. 61, 67 and 68	..	55
Engines running backward	20	20
All trains move at restricted speed between Baird Tower and Hall Tower, Lincoln	..	..
To or from freight line Cobb	25	25
No 9 passing Crete and Sutton Depots	25	..
Trailing movements through spring switches, East end siding Denton, East end siding Berks; East end siding Saronville; East end siding Harvard and East end siding Inland.	15	15
Home signal C. & N. W. crossing Harvard, engine or leading car	50	40
Through crossover Brick Yard	25	25
All trains move at restricted speed between U. P. crossing and depot Hastings	..	..
When using turnouts immediately east of U. P. crossing, on either north or south main tracks	25	25
When using short crossover between main tracks, immediately west of U. P. crossing	15	15

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
Crossover, M. P. 156.43	15	15
Gaines, west switch No. 1 track, through turnout	25	25
Gaines, end double track switch, through turnout	40	40
LINCOLN AND RAVENNA SUBDIVISION		
Maximum speed	55	50
No. 41 handling freight equipment	55	..
Nos. 78, 79 and 80	..	55
Engines running backward	20	20
All trains move at restricted speed between Hall Tower and C. B. & Q. Junction, Lincoln	..	..
Over highway crossing "O" Street, Lincoln, and curve just west of there	10	10
Other curves between Lincoln and Cushman	25	25
Around 6 degree curve east end Seward Yard	35	35
Over C. & N. W. crossing, Seward	35	35
Trailing moves through spring switches west end of siding, Waco; east end of eastward siding, York and west end of westward siding, Bradshaw	15	15
Home signal C. & N. W. crossing east of York, engine or leading car	20	20
Passing York	35	35
All trains move at restricted speed between depot and stock yards, Aurora; between U. P. crossing and 12th Street, Grand Island and from east switch to depot, Ravenna	..	..
Trailing moves through spring switch, main track, west end Ravenna Yard	15	15
STROMSBURG AND CLAY CENTER SUBDIVISION		
Maximum Speed	35	30
Loaded tank cars	..	25
Engines running backward	10	10
Over Nobes Avenue crossing, York	10	10
O1 and O1A engines over bridge 138.28	5	5
O1 and O1A engines between Mapps and Knox	15	15
AYR JCT. AND ALMA SUBDIVISION		
Maximum Speed	30	25
Loaded tank cars	..	20
Engines running backward	10	10
LINCOLN AND COLUMBUS SUBDIVISION		
Maximum speed	35	25
All trains move at restricted speed between C. B. & Q. Junction and Hall Tower, Lincoln	..	..
O engines between Hobson and Seward	20	20
Engines running backward	10	10
Loaded tank cars:		
Between Lincoln and Seward	..	20
Between Seward and Columbus	..	25
Over S.Y.A. crossing at M. P. 8.74 and M. P. 24.79	10	10
Before crossing S. Y. A. highway M. P. 26.00, Seward	Stop	Stop
Over street crossing M. P. 26.17, Seward	5	5
Over main highway crossing just west of depot, Ulysses	5	5
R-4 and R-5 engines over bridge 64.96	10	10
Going down Bellwood hill, M. P. 56 to M. P. 59	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
AURORA AND BURWELL SUBDIVISION		
Maximum Speed:		
Between Aurora and Palmer	40	30
Between Palmer and Burwell	35	30
Engines running backward	10	10
Loaded tank cars:		
Between Aurora and Palmer	..	25
Between Palmer and Burwell	..	20
PALMER AND SARGENT SUBDIVISION		
Maximum speed	35	25
Loaded tank cars	..	20
Engines running backward	10	10
AURORA AND KEARNEY SUBDIVISION		
Maximum speed	35	25
Engines running backward	10	10
R-4, R-5 and S1A engines between Kenesaw and Kearney	20	20
Over highway crossing at M. P. 26	10	10
Loaded tank cars	..	20

SPEED OF TRAINS:

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	55	1	5
10	6	0	60	1	0
15	4	0	65		55
20	3	0	70		51
25	2	24	75		48
30	2	0	80		45
35	1	43	85		42
40	1	30	90		40
45	1	20	95		38
50	1	12			

SPEED RESTRICTIONS—Concluded

SPECIAL INSTRUCTIONS GOVERNING MAXIMUM SPEEDS FOR TRAINS.

No. 1, and No. 10, handled by S4, S-4-A, O-5-A and Diesel engines, distinctive roadway signals indicate maximum speeds.

Diesel engines with Zephyr equipment using any turnout or crossover not otherwise specified, must not exceed speed designated for other trains.

S4, S-4-A, O-5-A engines and trains with standard equipment must not exceed speed designated for other trains through turnouts and crossovers and over track or bridges covered by slow order.

No. 2, No. 6, No. 39, No. 40, handled by S4, S-4-A, O-5-A and Diesel engines, maximum speed 80 miles an hour and 10 miles an hour less than speed designated for curves and where zone speed is 80 miles an hour or less 5 miles an hour less than speed designated for zone.

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 are 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 sixty miles an hour passing station at which train orders or clearance cards are to be delivered.

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

Westward M. P. H. Zone	Other	Condition	M. P. Location	Eastward M. P. H. Zone	Other
30	..		Lincoln to 60.50	30	..
80	..		60.50 to 66.70	80	..
65	..		66.70 to 70.50	65	..
		*Trailing moves through spring switch, East end siding.	Denton	15	..
75	..		70.50 to 82.25	75	..
		*Trailing movements through spring switch, East end siding.	Berks	..	15
..	65	Curve	78.24	..	65
..	70	Curve	80.10	..	70
90	..		82.25 to 156.00	90	..
..	80	Curve	127.52	..	80
		*Trailing movements through spring switch, East end siding.	Saronville	..	15
		*Trailing movements through spring switch, East end siding.	Harvard	..	15
..	60	*C.&N.W. Crossing	141.08	..	60
		*Trailing movements through spring switch, East end siding.	Inland	..	15
..	40	*Crossover	154.89	..	40
..	25	*Turnouts	155.82	..	25
..	15	*Crossover	155.98	..	15
30	..		156.00 to 157.00	30	..
..	15	*Crossover and Turnouts	156.43	..	15
90	..		157.00 to 158.00	90	..
..	25	*Turnout	157.96	..	25
..	50	*Through turnout, end double track.	158.00	..	50

*No roadway signal.