MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Ashland, Neb.	DR. J. M. PACKER	Local Surgeon.
Fremont, Neb.	DR. C. G. MOORE	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.
Oakland, Neb.	DR. H. W. BENSON	Local Surgeon.
Omaha, Neb.	DR. A. L. PARKS	Medical Examiner.
Omaha, Neb.	DR. B. W. CHRISTIE	Local Surgeon.
Omaha, Neb.	DR. H. H. DAVIS	Local Surgeon.
Omaha, Neb.	DRS. GIFFORD, STOKES and STOKES	Oculists.
O'Neill, Neb.	DR. J. P. BROWN	Local Surgeon.
Orchard, Neb.	DR. W. G. FLETCHER	Local Surgeon.
Plainview, Neb.	DR. F. H. NYE	Local Surgeon.
Plattsmouth, Neb.	DR. R. P. WESTOVER	Local Surgeon.
Randolph, Neb.	DR. A. E. COOK	Local Surgeon.
Sioux City, Iowa	DR. CHAS. T. MAXWELL	Surg. & Examiner.
South Sioux City, Neb.	DR. CHAS. E. LEGG	Surg. & Examiner.
South Omaha, Neb.	DR. J. P. REDGWICK	Local Surgeon.
Wahoo, Neb.	DR. MASON E. LATHROP	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 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 services have 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. HORRALL, M. D.
Chief Surgeon, Chicago.

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

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

A. E. STOLL,
Assistant Superintendent, Omaha, Neb.

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

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

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

OMAHA DIVISION

OF THE

WESTERN DISTRICT

No. 59

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.

Pacific Junction to Lincoln—Sub-division—Westward

OMAHA DIVISION. **TIME TABLE No. 59.** **EFFECTIVE APRIL 27, 1941.**

FIRST CLASS											FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Oreapolis	Distance from Pac. Jct. via Louisville	STATIONS		Office Open Week Days	Daily Passenger	Daily Passenger	Daily Passenger		
17	3	15	5	1							21	39	9		
			A.M. L 6.30		B.C.K.R. T.W.Y. Yd.		0.00	.....PACIFIC JUNCTION.....	OMAHA DIVISION	Continuous.					
								0.12							
								C. B. & Q. Crossing (Interlocked)							
								2.40							
					F.		2.52	..... BRIDGE SWITCH.		No Office					
								2.43							
			s 6.40		F. O. Yd.		4.95	..... PLATTSMOUTH		No Office					
								3.92							
			6.45		R.Y.	0.00	8.87	..... OREAPOLIS		Continuous.					
								2.04							
			6.48		F.	2.04		.....LA PLATTE.....		No Office.					
								5.58							
			6.56		F.	7.62		.....BELLEVUE.....		No Office					
								7.34							
			7.10		B.C.K.O. R.T.W. Yd.	14.96		.....GIBSON.....		12 Mid. to 2:00 a. m. 6:30 a.m. to 2:30 p.m. 6:00 p. m. to 12 Mid.					
								1.79							
	P.M. L 4.00	A.M. L 8.45	s 7.15 7.30	A.M. L 1.15	B.K.R.W. Yd.	16.75		.....OMAHA.....		Continuous.	P.M. L 6.45	P.M. L 8.45	P.M. L 11.25		
								3.60							
	4.09	f 8.54	7.39	1.21	B.C.K.O. T.W.Y. Yd.	20.35		.....SOUTH OMAHA.....		1:00 a.m. to 9:00 a.m. 4:15 p.m. to 12:15 a.m.	6.50	8.53	11.34		
								4.07							
	4.14	f 9.01	**7.47**	1.25	F.	24.42		..... RALSTON		No Office	6.54	8.58	11.39		
								6.95							
	4.22	f 9.11	7.55	1.32	W.	31.37		.....CHALCO.....		7:00 a.m. to 4:00 p.m.	7.01	9.05	11.47		
								6.31							
	4.29	f 9.20	**8.04**	1.38		37.68		.....GRETNA.....		7:45 a.m. to 4:45 p.m.	7.07	9.12	11.54		
								3.60							
	4.34	9.25	8.10	1.42	F.	41.28		.....MELIA.....		No Office	7.10	9.16	11.58 A.M.		
								5.89							
P.M. L 4.47	s 4.41	s 9.34	8.17	1.47	B.C.K.R. W.Y. Yd.	47.17	35.28	..... ASHLAND		Continuous.	7.15	9.22	12.05		
								6.81							
f 4.56	**4.50**	f 9.43	8.25	1.53			42.09	..... GREENWOOD		6:30 a.m. to 3:30 p.m.	7.21	9.28	12.13		
								5.44							
f 5.05	4.57	f 9.51	8.31	1.58	F.		47.53	.....WAVERLY.....		No Office.	7.26	**9.34**	12.20		
								7.20							
s 5.15	5.04	10.00	8.39	2.04	B.K.T.W. Yd.		54.73	..... HAVELOCK		8:30 a.m. to 5:30 p.m.	7.33	9.42	12.28		
								2.65							
							57.38	C.&N.W. Crossing (Auto Interlocked)		No Office					
								1.49							
							58.87	....M. P. CROSSING (Grade)..	LINCOLN DIVISION	No Office					
								0.42							
								..... BAIRD (Tower)							
					F.		59.29	C.B.&Q. Crossing (Interlocked)		No Office					
								0.30							
A 5.25 P.M.	A 5.12 P.M.	A 10.10 A.M.	A 8.50 A.M.	A 2.12 A.M.	B.K.O.R. W.Y. Yd.		59.59	..... LINCOLN		Continuous.	A 7.40 P.M.	A 9.50 P.M.	A 12.35 A.M.		
								0.51							
					F.		60.10	..... HALL (Tower) ....U. P. Crossing (Interlocked)..		No Office					
								1.37							
					B.C.K.O.R. T.Yd.W.Y.		61.47	..... HOBSON .... (Tower)		Continuous.					
Daily	Daily	Daily	Daily	Daily				....(61.47) Via LOUISVILLE.... .....(82.15) Via OMAHA.....			Daily	Daily	Daily		
0:38 38.6	1:12 45.6	1:25 38.8	2:20 34.5	0:57 57.6				.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....			0:55 59.7	1:05 50.5	1.10 46:9		

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

Automatic Block System in effect.

Double track between Baird Tower and Waverly, Greenwood and Ashland, Omaha and Gibson, Oreapolis and Plattsmouth. Rules D-251, D-252 and D-254 in effect. Spring switches at end of double track, Plattsmouth, west end of passenger yard, Omaha, and west end sidings Ralston, Chalco and Gretna.

No train order signal at Pacific Junction, Omaha, Ashland, Lincoln and Hobson Tower. Conductors and Enginemen must have Clearance Form A.

No. 1 will register by ticket at Lincoln.

Trains not affected by Rule S-83 will register by ticket at Gibson.

Westward first class trains from Omaha line will register by ticket at Ashland.

Westward trains not affected by Rule S-83 will register by ticket at Oreapolis.

No. 9 and No. 5 stop at Ashland to discharge revenue passengers from points east of Omaha.

No. 15 stops at Havelock to discharge revenue passengers only.

Trains moving against current of traffic between Havelock and Baird Tower will make railroad crossing stop at Mo. Pac. Crossing.

Pacific Junction to Lincoln—Sub-division—Westward

OMAHA DIVISION. **TIME TABLE No. 59.** **EFFECTIVE APRIL 27, 1941.**

SECOND CLASS									SECOND CLASS			
	Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed	Daily Freight	Daily Freight	Daily Freight		STATIONS	Office Open Sundays	Daily Freight	Daily Freight	Daily Ex. Saturday Freight	Daily Freight
	127	33	87	67	75				73	61	71	81
			A.M. L 5.15	A.M. L 5.00	A.M. L 4.05		PACIFIC JUNCTION	Continuous.		P.M. L 6.45	P.M. L 7.15	P.M. L 8.00
							C. B. & Q. Crossing (Interlocked)					
							BRIDGE SWITCH	No Office.				
		A.M. L 8.30	5.38	5.10	4.15		PLATTSMOUTH	No Office.		7.01	7.25	8.30
	P.M. L 6.15	A 8.46 A.M.	A 5.45 A.M.	A 5.15 A.M.	4.20		OREAPOLIS	Continuous.		A 7.10 P.M.	7.30	A 8.40 P.M.
	s 6.21				4.25		LA PLATTE	No Office.			7.35	
	f 6.44				4.40		BELLEVUE	No Office.			7.50	
	s 6.55				s 5.05		GIBSON	12 Mid. to 2:00 a.m. 6:30 a.m. to 9:30 a.m. 6:00 p.m. to 8:00 p.m.	P.M. L 6.40		8.15	
	A 7.00 P.M.				5.45		OMAHA	Continuous.	6.50		9.15	
					A 6.15 A.M.		SOUTH OMAHA	12 Mid. to 12:15 a.m. 1:00 a.m. to 3:00 a.m. 7:00 a.m. to 9:00 a.m. 10:15 p.m. to 12 Mid.	7.05		A 9.30 P.M.	
							RALSTON	No Office.	7.13			
							CHALCO	Closed.	7.28			
							GRETNA	Closed.	7.43			
							MELIA	No Office.	7.48			
				A.M. L 6.05			ASHLAND	Continuous.	7.58	P.M. L 8.20		
				6.21			GREENWOOD	Closed.	8.09	8.32		
				6.29			WAVERLY	No Office.	8.20	8.45		
							HAVELOCK	Closed.				
							C. & N. W. Crossing (Auto. Interlocked)	No Office.				
							M. P. Crossing (Grade)	No Office.				
							BAIRD (Tower) C. B. & Q. Crossing (Interl'kd)	No Office.				
							LINCOLN	Continuous.				
							HALL (Tower) U. P. Crossing (Interlocked)	No Office.				
				A 7.00 A.M.			HOBSON (Tower)	Continuous.	A 9.00 P.M.	A 9.15 P.M.		
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily	Daily Ex. Saturday	Daily
	0:45 22.3	0:16 14.7	0:30 17.7	2:00 30.6	2:10 13.5		SCHEDULE TIME AVERAGE MILES AN HOUR		2:20 24.2	2:30 24.5	2:15 13.0	0:40 13.3

OMAHA DIVISION

LINCOLN DIVISION

VIA LOUISVILLE

VIA LOUISVILLE

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

At Oreapolis, the top or superior route signal governs via Louisville; the lower or inferior route signal governs via LaPlatte. Sound one long blast of whistle for superior route and one short blast of whistle for inferior route.

Engines must not pass stop board at Bridge Switch.

Burke Spur M. P. 0.45 west of Oreapolis.

Engines must not go over loading pit at Burke Spur.

Union Rendering Spur M. P. 3.79 west of La Platte.

Camp Gifford at M. P. 10.

Camp Brewster spur, M. P. 11.25.

East Albright Spur M. P. 12.37.

Beecher Spur M. P. 55.71.

Truss spans bridge 0.95; passenger depot concourse at Omaha; 10th street viaduct and 24th street viaduct west of the Omaha passenger depot; and "O" street viaduct at Lincoln will not clear man on top of car.

Wide cars will not clear cars on adjoining track on Harney-Howard alley track east of 9th street, Omaha.

Lincoln to Pacific Junction—Sub-division—Eastward

OMAHA DIVISION. **TIME TABLE No. 59.** **EFFECTIVE APRIL 27, 1941.**

FIRST CLASS										FIRST CLASS				
		Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Denver	STATIONS		Office Open Week Days	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	
		16	20	6						12	2	40	10	
				A.M. A 8.55	B.C.K.R. T.W.Y.Yd.	562.80	**PACIFIC JUNCTION**		Continuous.				A.M. A 1.22	
							0.12							
							C. B. & Q. Crossing (Interlocked)							
					F.	560.28	2.40		No Office.					
							BRIDGE SWITCH							
				s 8.45	F.O. Yd.	557.85	2.43		No Office.				1.14	
							PLATTSMOUTH							
				8.40	R.Y.	553.93	3.92		Continuous.				1.09	
							OREAPOLIS							
				8.37	F.	551.89	2.04		No Office.				1.06	
							LA PLATTE							
				8.29	F.	546.31	5.58		No Office.				12.59	
							BELLEVUE							
							7.34		12 Mid. to 2:00 a.m. 6:30 a.m. to 2:30 p.m. 6:00 p.m. to 12 Mid.					
				8.20	B.C.K.O. R.T.W.Yd.	538.97	**GIBSON**						12.51	
							1.79							
			A.M. A 8.25	s 8.00	B.K.R.W. Yd.	537.18	**OMAHA**		Continuous.	P.M. A 12.03	P.M. A 5.40	P.M. A 10.23	12.48 s 12.44	
							3.60			P.M.				
			8.19	7.52	B.C.K.O. T.W.Y.Yd.	533.58	**SOUTH OMAHA**		1:00 a.m. to 9:00 a.m. 4:15 p.m. to 12:15 a.m.	11.57	5.30	10.15	12.36	
							4.07							
			8.15	**7.47**	F.	529.51	**RALSTON**		No Office.	11.53	f 5.23	10.10	12.31	
							6.95							
			8.09	7.39	W.	522.56	**CHALCO**		7:00 a.m. to 4:00 p.m.	11.46	f 5.15	10.03	12.23	
							6.31							
			8.04	7.31		516.25	**GRETNA**		7:45 a.m. to 4:45 p.m.	11.40	f 5.07	9.56	12.16	
							3.60							
			7.57	7.26	F.	512.65	**MELIA**		No Office.	11.36	5.03	9.52	12.13	
							5.89							
		P.M. A 2.15	7.52	7.19	B.C.K.Yd. R.W.Y.	506.76	**ASHLAND**		Continuous.	11.31	f 4.57	9.46	12.07	
							6.81						A.M.	
		s 2.04	7.44	7.11		499.95	**GREENWOOD**		6:30 a.m. to 3:30 p.m.	11.25	**4.50**	9.40	11.59	
							5.44							
		s 1.55	7.40	7.05	F.	494.51	**WAVERLY**		No Office.	11.20	4.45	**9.34**	11.55	
							7.20							
		s 1.45	7.35	6.58	B.K.T.W.Yd.	487.31	**HAVELOCK**		8:30 a.m. to 5:30 p.m.	11.15	4.38	9.28	11.50	
							2.65							
						484.66	**C. & N. W. Crossing (Auto. Interlocked)**		No Office.					
							1.49							
						483.17	**M. P. Crossing (Grade)**		No Office.					
							0.42							
							BAIRD (Tower)							
					F.	482.75	**C. B. & Q. Crossing (Interl'kd)**		No Office.					
							0.30							
		L 1.35 P.M.	L 7.30 A.M.	L 6.50 A.M.	B.K.O.Yd. R.W.Yd.	482.45	**LINCOLN**		Continuous.	L 11.10 A.M.	L 4.30 P.M.	L 9.23 P.M.	L 11.45 P.M.	
							0.51							
							HALL (Tower)							
					F.		**U. P. Crossing (Interlocked)**		No Office.					
							1.39							
					B.C.K.O.R. T.W.Y.Yd.		**HOBSON (Tower)**		Continuous.					
							(82.15) Via OMAHA							
		Daily	Daily	Daily			(61.47) Via LOUISVILLE			Daily	Daily	Daily	Daily	
		0:40 36.5	0:55 59.7	2:05 38.6			SCHEDULE TIME AVERAGE MILES AN HOUR			0:53 62.0	1:05 50.5	1:00 54.7	1:35 50.6	

OMAHA DIVISION

LINCOLN DIVISION

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

Automatic Block System in effect.

Double track between Baird Tower and Waverly, Greenwood and Ashland, Omaha and Gibson, Oreapolis and Plattsmouth, Rules D-251, D-252 and D-254 in effect.

No train order signal at Hobson Tower, Lincoln, Ashland, Omaha and Pacific Junction. Conductors and Enginemen must have Clearance Form A.

No. 10 will register by ticket at Lincoln.

Eastward first class trains will register by ticket at Ashland.

Trains not affected by Rule S-83 will register by ticket at Gibson.

Eastward trains will register by ticket at Oreapolis.

Trains moving against current of traffic between Baird Tower and Havelock, will make Railroad crossing stop at Mo. Pac. Crossing.

No. 2 stops at Ashland for revenue passengers only.

Lincoln to Pacific Junction—Sub-division—Eastward

OMAHA DIVISION — **TIME TABLE No. 59.** — **EFFECTIVE APRIL 27, 1941.**

SECOND CLASS										SECOND CLASS			
Daily Ex. Sunday Mixed	Daily Freight	Daily Freight	Daily Freight		STATIONS	Capacity Sidings	Other Tracks	Office Open Sundays		Daily Freight	Daily Ex. Sunday Freight	Daily Freight	Daily Freight
126	62	82	80							88	70	72	68
	A.M. A 9.15	A.M. A 4.00			.....PACIFIC JUNCTION.....			Continuous.		P.M. A 5.45	P.M. A 6.25	A.M. A12.45	A.M. A 2.30
					C. B. & Q. Crossing (Interlocked)								
					..... BRIDGE SWITCH		311	No Office.					
A.M. A 8.15	8.55	3.30			..... PLATTSMOUTH	Yd.		No Office.		5.15	6.04	12.27	2.00
s 8.05	L 8.46 A.M.	L 3.10 A.M.			..... OREAPOLIS		27	Continuous.		L 4.50 P.M.	5.58	12.21	L 1.40 A.M.
s 7.58					..... LA PLATTE	84	7	No Office.			5.54	12.17	
s 7.49					.....BELLEVUE.....	87	23	No Office.			5.45	12.08 A.M.	
s 7.35	VIA LOUISVILLE			A.M. A 6.45	.....GIBSON.....	Yd.		12 Mid. to 2:00 a.m. 6:30 a.m. to 9:30 a.m. 6:00 p.m. to 8:00 p.m.		s 5.35	11.55 11.10	VIA LOUISVILLE	
L 7.25 A.M.				6.23	..... OMAHA	Yd.		Continuous.			5.10	11.00	
				6.15 6.00	.....SOUTH OMAHA	Yd.		12 Mid. to 12:15 a.m. 1:00 a.m. to 3:00 a.m. 7:00 a.m. to 9:00 a.m. 10:15 p.m. to 12 Mid.			L 5.00 P.M.	L10.45 P.M.	
				5.20	..... RALSTON	45	130	No Office.					
				5.00	.....CHALCO.....	73	93	Closed.					
				4.45	.....GRETNA.....	40	71	Closed.					
				4.30	.....MELIA.....	84	29	No Office.					
	A.M. A 7.42			4.10	..... ASHLAND	Yd.		Continuous.					P.M. A10.25
	7.33			3.15	..... GREENWOOD	79	32	Closed.					10.10
	7.25			3.05	..... WAVERLY.....	w67 e80	34	No Office.					9.59
					..... HAVELOCK	Yd.		Closed.					
					.....C. & N. W. Crossing..... (Auto. Interlocked).....			No Office.					
					....M. P. Crossing (Grade)			No Office.					
					.....BAIRD (Tower)..... C. B. & Q. Crossing (Interl'kd)			No Office.					
					..... LINCOLN			Continuous.					
					..... HALL (Tower) ..... U. P. Crossing (Interlocked).			No Office.					
	L 7.00 A.M.		L 2.30 A.M.		.....HOBSON (Tower).....			Continuous.					L 9.30 P.M.
Daily Ex. Sunday	Daily	Daily	Daily							Daily	Daily Ex. Sunday	Daily	Daily
0:50 24.8	2:15 27.2	0:50 10.6	4:15 11.2		..... SCHEDULE TIME ....AVERAGE MILES AN HOUR....					0:55 9.7	1:25 17.2	2:00 14.6	5:00 12.3

OMAHA DIVISION

LINCOLN DIVISION

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

Engines must not pass stop board at Bridge switch.

Truss spans, bridge 0.95; passenger depot concourse at Omaha; 10th street viaduct and 24th street viaduct west of Omaha passenger depot; and "O" street viaduct at Lincoln will not clear man on top of car.

Daily freight No. 74 leaves Hobson 8:00 P. M., arrives South Omaha 10:45 P. M.

Ashland and Sioux City—Sub-division

OMAHA DIVISION — **TIME TABLE No. 59.** — **EFFECTIVE APRIL 27, 1941.**

NORTHWARD										SOUTHWARD				
SECOND CLASS			FIRST CLASS							FIRST CLASS		SECOND CLASS		
Daily Freight	Tuesday, Thursday and Sat. Mixed	Daily Freight	Daily Passenger	Daily Passenger	Office Open Week Days	Signs	Distance from Ashland	STATIONS	Capacity of Sidings	Other Tracks	Daily Passenger	Daily Passenger	Monday, Wed. and Friday Mixed	Daily Freight	Daily Freight
86	96	84	16	164							17	163	95	83	85
P.M. L11.10		A.M. L 8.20	P.M. L 2.20		Continuous.	B.C.K.R. W.Y. Yd.	0.00	ASHLAND	Yd	Yd	P.M. A 4.44			P.M. A 2.00	A.M. A 1.10
							7.49								
11.32		8.38	s 2.33		No Office.	F.	7.49	WANN	76	41	s 4.31			1.35	12.45
							7.28								
11.50		9.00	s 2.45		8:00 a.m. to 5:00 p.m.	F.	14.77	YUTAN	93	44	s 4.18			1.18	12.25
							0.53								
					No Office.		15.30	U. P. Crossing (Auto. Interlocked)							
							5.73								
A.M. 12.10		9.29	s 2.55		No Office.	F.	21.03	LE SHARA	77	24	s 4.07			1.04	12.10 A.M.
							7.93								
					No Office.		28.96	U. P. Crossing (Grade)							
							0.26								
12.50		9.50	s 3.20		No Office.	F.O.W.Yd.	29.22	FREMONT	75	Yd	s 3.54			12.40 P.M.	11.50
							0.76								
					Continuous.		29.98	FREMONT TOWER U. P. Crossing (Interlocked)							
							0.05								
					Continuous.		30.03	C.&N.W. Crossing (Interlocked)							
							5.43								
					No Office.		35.46	C.&N.W. Crossing (Auto. Interlocked)							
							2.49								
1.20		10.10	s 3.33		No Office.	F.	37.95	NICKERSON	75	48	s 3.33			11.18	11.05
							5.69								
1.50		10.21	s 3.44		7:45 a.m. to 4:45 p.m.		43.64	WINSLOW	75	38	s 3.21			11.02	10.40
							9.14								
2.20		10.39	s 3.59		7:45 a.m. to 4:45 p.m.		52.78	UEHLING	75	42	s 3.07			10.39	10.15
							7.05								
					Continuous.		59.83	OAKLAND TOWER C. St. P. M. & O. Crossing (Interlocked)							
							0.20								
2.50		10.53	s 4.11		No Office.	C.W.Yd.	60.03	OAKLAND	76	70	s 2.55			10.15	9.40
							6.97								
3.20		11.07	s 4.23		8:00 a.m. to 5:00 p.m.		67.00	LYONS	76	51	s 2.42			9.50	9.10
							8.68								
3.50		11.23	s 4.37		8:00 a.m. to 5:00 p.m.		75.68	ROSALIE	75	46	s 2.27			9.25	8.50
							6.40								
4.20		11.35	s 4.47		8:30 a.m. to 5:30 p.m.		82.08	WALTHILL	82	45	s 2.13			9.00	8.28
							6.12								
4.45		11.47	s 4.57		8:30 a.m. to 5:30 p.m.	W.	88.20	WINNEBAGO	78	28	s 2.01			8.35	8.14
							6.28								
5.10		11.59 P.M.	s 5.07		No Office.		94.48	HOMER	45	38	s 1.49			8.10	8.00
							7.25								
5.25		12.13	s 5.17		No Office.		101.73	DAKOTA CITY C. St. P. M. & O. Crossing (Auto. Interlocked)		12	s 1.37			7.50	7.45
							1.38								
5.30	P.M. L 2.05	12.16	f 5.19	A.M. L11.42	No Office.	F.O.Y. Yd.	103.11	LAKETON		130	f 1.33	P.M. A 6.43	A.M. A 7.05	7.45	7.40
							1.39								
s 6.00	s 2.15	s12.20	s 5.25	s11.45	5:30 a.m. to 1:30 p.m. 2:00 p.m. to 10:00 p.m.	B.C.K.R. T.W.Yd.	104.50	FERRY	Yd	Yd	s 1.30	s 6.40	s 7.00	s 7.40	s 7.35

Trains between Ferry and Sioux City Union Depot are governed by rules and time tables of C. St. P. M. & O. R. R. and G. N. Ry.

							3.78							
A 7.00 A.M.	A 3.15 P.M.	A 1.30 P.M.		P.M.	No Office.		108.28	STEUBEN ST.					L 6.00 A.M.	L 6.30 A.M.	L 6.00 P.M.
			A 5.45 P.M.	A12.05 P.M.			0.86								
					6:00 a.m. to 7:00 p.m.	B.R.K.	109.14	SIOUX CITY UNION DEPOT			L 1.05 P.M.	L 6.20 P.M.			
Daily	Tuesday, Thursday and Sat.	Daily	Daily	Daily				(109.14)			Daily	Daily	Monday, Wed. and Friday	Daily	Daily
7:50	1:10	5:10	3:25	0:23				SCHEDULE TIME			3:39	0:23	1:05	7:30	7:10
13.8	5.2	21.1	31.9	15.9				AVERAGE MILES AN HOUR			29.9	15.6	5.5	14.4	15.1

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

Manual Block System. Rule 318-B in effect.

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

When a clear block is received by a train at Winnebago, it will be an indication the block is clear at Ferry, making it unnecessary to stop at Laketon for the block. All trains off the O'Neill line will stop clear of Ashland-Sioux City line and get permission before proceeding.

C. St. P. M. & O. rules and time table govern Ferry to Junction with Great Northern Railway, and Great Northern rules and time table govern from this Junction to Stueben Street and Union Station.

Normal position of switch at Laketon, for Ashland line. Normal position of switch at Ferry, for C. St. P. M. & O. line.

Trains using siding Fremont must flag Main and Broad street crossings.

When trains meet at Yutan, and southward train takes siding, northward train will stop before engine passes depot, and remain until southward train has started to enter siding.

Hoebner Spur, M. P. 32.65. Essen Spur, M. P. 56.10.

Peterson Spur, M. P. 48.14. Anderson Spur, M. P. 71.61.

Local extra leaves Ferry 6:30 a. m. Mondays Wednesdays and Fridays for Ashland.

Local extra leaves Ashland 8:00 a. m. Tuesdays, Thursdays and Saturdays for Ferry.

Offices Open Sundays:

Ashland, Fremont Tower and Oakland Tower continuous: Ferry 5:30 a. m. to 1:30 p. m., 2:00 p. m. to 10:00 p. m.; Sioux City Union Depot 6:00 a. m. to 7:00 p. m.; other offices closed.

Ashland and Schuyler—Sub-division

OMAHA DIVISION. **TIME TABLE No. 59.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD SECOND CLASS	Office Open Week Days	Signs	Distance from Ashland	STATIONS	Other Tracks	Office Open Sundays	EASTWARD SECOND CLASS
Monday, Wed., and Friday Mixed							Monday, Wed., and Friday Mixed
33							34
A.M. L10.45	Continuous.	B.C.K.R. W.Y.Yd.	0.00	**ASHLAND**	Yard	Continuous.	P.M. A 4.55
			6.04				
s11.05	No Office.	F.	6.04	**MEMPHIS**	87	No Office.	s 4.27
			7.10				
s11.25	No Office.	F.	13.14	**ITHACA**	43	No Office.	s 4.02
			5.44				
	No Office.		18.58	**C. & N. W. Crossing (Grade)**		No Office.	
			0.01				
	No Office.		18.59	**U. P. Crossing (Grade)**		No Office.	
			0.32				
s11.50 P.M.	8:00 a.m. to 5:00 p.m.	W.Y.	18.91	**WAHOO**	130	Closed.	s 3.42
			6.67				
s12.10	No Office.	F.	25.58	**MALMO**	28	No Office.	s 3.17
			5.82				
s12.28	8:00 a.m. to 5:00 p.m.		31.40	**PRAGUE**	62	Closed.	s 2.59
			9.08				
f12.57	No Office.		40.48	**NIMBURG**	18	No Office.	s 2.29
			0.84				
	No Office.		41.32	**C. & N. W. Crossing (Grade)**		No Office.	
			2.23				
	No Office.		43.55	**C. & N. W. Crossing (Grade)**		No Office.	
			2.44				
f 1.14	No Office.	F.	45.99	**EDHOLM**	36	No Office.	s 2.15
			3.98				
A 1.30 P.M.	8:30 a.m. to 5:30 p.m.	W.T.R.B.	49.97	**SCHUYLER**	Yard	Closed.	L 2.05 P.M.
Monday, Wed., and Friday				(49.97)			Mon., Wed. and Friday
2:45				SCHEDULE TIME			2:50
18.2				AVERAGE MILES AN HOUR			17.7

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect. Rule 925 not in effect.

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

Nos. 33 and 34 stop on flag at Kavan, just west of M. P. 43.

Fort Crook and Gilmore Junction—Sub-division

OMAHA DIVISION. **TIME TABLE No. 59.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD SECOND CLASS	WESTWARD FIRST CLASS	Office Open	Signs	Distance from Fort Crook	STATIONS	Capacity of Sidings	EASTWARD FIRST CLASS	EASTWARD SECOND CLASS
		No Office.		0.00	**FORT CROOK**			
				1.87				
	SEE UNION PACIFIC TIME TABLE	Continouus.		1.87	**GILMORE JUNCTION**	22		SEE UNION PACIFIC TIME TABLE
				5.19				
		No Office.	B.C.K.F. O.R.T.W.Y.	7.06	**SOUTH OMAHA**	Yard		
					(7.06)			

Movements between Fort Crook and Gilmore Junction will be made as prescribed by rule 93.

One long blast of whistle for Union Pacific switch at Gilmore Junction, four short blasts will be sounded after whistling for station, if signal can be seen

Four short and one long blast of whistle for Union Pacific switches, South Omaha.

Between Gilmore Junction and South Omaha, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision Time Table.

Laketon and O'Neill—Sub-division

OMAHA DIVISION. **TIME TABLE No. 59.** **EFFECTIVE APRIL 27, 1941**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS				STATIONS					FIRST CLASS		SECOND CLASS	
	Monday, Wed., and Friday Mixed		Daily Passenger	Office Open Week Days	Signs	Distance from Laketon		Capacity of Sidings	Other Tracks	Office Open Sundays	Daily Passenger		Tues., Thurs., and Sat. Mixed	
	95		163								164		96	
	A.M. L 7.05		P.M. L 6.43	No Office.	F.O.Y.Yd.	0.00	LAKETON		130	No Office.	A.M. A11.42		P.M. A 2.05	
							7.55							
	s 7.30		s 7.00	No Office.		7.55	JACKSON		5	No Office.	s11.28		s 1.45	
							6.36							
	s 7.50		s 7.14	No Office.		13.91	GOODWIN		20	No Office.	s11.15		s 1.28	
							5.34							
	s 8.10		s 7.26	8:00 a.m. to 5:00 p.m.	W.	19.25	WATERBURY		24	Closed.	s11.04		s 1.15	
							6.03							
	f 8.25		7.40	No Office.		25.28	STEBBINS		11	No Office.	10.50		f12.59	
							0.92							
	s 8.40		s 7.45	8:00 a.m. to 5:00 p.m.		26.20	ALLEN		45	Closed.	s10.47		s12.55	
							8.99							
	s 9.05		s 8.03	No Office.		35.19	DIXON		30	No Office.	s10.27		s12.35	
							4.96							
				No Office.		40.15	C. St. P. M. & O. Crossing (Grade)			No Office.				
							0.09							
	s 9.35		s 8.16	8:00 a.m. to 5:00 p.m.		40.24	LAUREL		31	Closed.	s10.14		s12.20 P.M.	
							6.27							
	s **9.59**		s 8.30	8:00 a.m. to 5:00 p.m.	W.	46.51	BELDEN		28	Closed.	s **9.59**		s11.59	
							3.54							
	f10.16		f 8.39	No Office.		50.05	WAREHAM		14	No Office.	f 9.50		f11.45	
							4.54							
				No Office.		54.59	C. St. P. M & O. Crossing (Grade)			No Office.				
							0.05							
	s10.55		s 8.49	8:00 a.m. to 5:00 p.m.		54.64	RANDOLPH		32	Closed.	s 9.39		s11.30	
							6.15							
	s11.20 P.M.		s 9.03	No Office.		60.79	McLEAN		28	No Office.	s 9.25		s11.06	
							7.46							
	s12.05		s 9.22	8:00 a.m. to 5:00 p.m.	C.W.Y.	68.25	OSMOND	23	39	Closed.	s 9.08		s10.47	
							5.42							
	s12.20		f 9.36	No Office.		73.67	BRESLAU		21	No Office.	f 8.54		s10.27	
							4.46							
	s12.45		s 9.47	8:00 a.m. to 5:00 p.m.		78.13	PLAINVIEW		36	Closed.	s 8.42		s10.15	
							0.25							
				No Office.		78.38	C. & N. W. Crossing (Grade)			No Office.				
							9.38							
	s 1.30		s10.10	7:45 a.m. to 4:45 p.m.		87.76	BRUNSWICK		38	Closed.	s 8.19		s 9.40	
							7.99							
	s 1.55		s10.29	No Office.	W.	95.75	ROYAL		21	No Office.	s 8.01		s 9.20	
							5.89							
	s 2.15		s10.47	7:30 a.m. to 4:30 p.m.		101.64	ORCHARD		32	Closed.	s 7.47		s 9.00	
							10.25							
	s 2.50		s11.09	7:00 a.m. to 4:00 p.m.		111.89	PAGE		22	Closed.	s 7.26		s 8.35	
							12.32							
	A 3.25 P.M.		A11.39 P.M.	7:45 a.m. to 4:45 p.m.	C.W.Y.R. K.B.Yd.	124.21	O'NEILL	Yard	Yard	7:45 a.m. to 9:45 a.m.	L 7.00 A.M.		L 8.00 A.M.	
	Monday, Wed., and Friday		Daily				(124.21)				Daily		Tues., Thurs., and Sat.	
	8:20 14.9		4:56 25.3				SCHEDULE TIME AVERAGE MILES AN HOUR				4:42 26.4		6:05 20.4	

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 O'Neill, Conductor and Enginemen must have Clearance, Form A.

Normal position of switch at Laketon, for Ashland line.

When a clear block is received by a train at Winnebago, it will be an indication the block is clear at Ferry, making it unnecessary to stop at Laketon for the block. All trains off the O'Neill line will stop clear of Ashland-Sioux City line and get permission before proceeding.

Willis Spur M. P. 11.70, capacity 12 cars.

Hay Point Spur, capacity 11 cars, at M. P. 116.90, flag stop for Nos. 95, 96, 163, 164.

At O'Neill, after arrival of No. 163, main track 200 feet east of depot is blocked with cars each night.

Oreapolis and Ashland—Sub-division

OMAHA DIVISION. **TIME TABLE No. 59.** **EFFECTIVE APRIL 27, 1941.**

WESTWARD								STATIONS			EASTWARD				
SECOND CLASS											SECOND CLASS				
Daily Freight	Daily Freight	Daily Ex. Sunday Mixed	Daily Freight	Daily Freight	Office Open Week Days	Signs	Distance from Pacific Jct.		Capacity of Sidings	Other Tracks	Daily Freight	Daily Freight	Daily Freight	Daily Ex. Sunday Mixed	Daily Freight
81	61	33	87	67							82	62	88	34	68
P.M. L 8.40	P.M. L 7.10	A.M. L **8.46**	A.M. L 5.45	A.M. L 5.15	Continuous.	R.Y.	8.87	**OREAPOLIS**		27	A.M. A 3.10	A.M. A **8.46**	P.M. A 4.50	P.M. A 6.12	A.M. A 1.40
								0.12							
					No Office.		8.99	**M. P. Crossing (Interlocked)**							
								5.38							
8.55	7.24	f 8.54	6.00	5.25	No Office.	F.	14.37	**CULLOM**	88	17	2.56	8.32	4.30	f 6.02	1.20
								4.75							
9.05	7.37	s 9.03	6.10	5.33	No Office		19.12	**CEDAR CREEK**	85	48	2.42	8.21	4.15	f 5.52	1.05
								3.85							
								M. P. Crossing (Interlocked)							
9.20	7.51	s 9.14	6.20	5.41	Continuous.	W.	22.97	**LOUISVILLE**	Yd	Yd	2.29	8.12	4.00	s 5.45	12.40
								4.24							
								SOUTH BEND TOWER							
					Continuous.		27.21	**C.R.I.& P. Crossing (Interl.)**							
								0.64							
9.35	8.04	s 9.23	6.35	5.50	8:30 a.m. to 5:30 p.m.		27.85	**SOUTH BEND**	125	107	2.18	8.00	3.35	s 5.29	12.05 A.M.
								7.43							
A 9.55 P.M.	A 8.20 P.M.	A 9.40 A.M.	A 7.00 A.M.	A 6.05 A.M.	Continuous.	B.C.K.R. W.Y.Yd.	35.28	**ASHLAND**	Yd	Yd	L 2.00 A.M.	L 7.42 A.M.	L 3.15 P.M.	L 5.15 P.M.	L 11.40 P.M.
Daily	Daily	Daily Ex. Sunday	Daily	Daily				(26.41)			Daily	Daily	Daily	Daily Ex. Sunday	Daily
1:15	1:10	0:54	1:15	0:50				SCHEDULE TIME			1:10	1:04	1:35	0:57	2:00
21.1	22.6	29.3	21.1	31.7				AVERAGE MILES AN HOUR			22.4	24.4	16.6	27.8	13.2

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

Manual block system. Rule 318-B in effect.

Trains not affected by Rule S-83 will register by ticket at Oreapolis.

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

Lyman-Richey Pit, M. P. 11.34.

Merritt Pit, M. P. 15.38.

Cullom Pit, M. P. 15.83.

Shellberg Pit, M. P. 20.35.

Camp Harriet Harding, M. P. 25.62.

Stoner Spur, M. P. 29.20.

South Bend Quarry, M. P. 29.72.

Camp Quivera, M. P. 20.35 flag stop for Nos. 33 and 34. Engines must not pass stop board at Cullom Pit.

At Stoner Spur engines must not go beyond loading chute.

Look out for gravel trucks crossing track at M. P. 28.75 from 7:01 a. m. until 6:01 p. m.

Offices open Sundays:

Oreapolis, Louisville, South Bend Tower and Ashland continuous; other offices closed.

SPECIAL INSTRUCTIONS

Master Mechanic: G. E. Johnson, Gibson.
Assistant Trainmaster: R. R. Gavin, Lincoln.
Terminal Trainmaster: J. I. Hopkins, Lincoln.
Chief Dispatcher: C. N. Miller, Lincoln.
Ass't Chief Dispatcher: C. A. White, Lincoln.
Night Chief Dispatcher: J. F. Mercier, Lincoln.

Train Dispatchers:

J. W. Frey,
E. R. Zabriskie,
C. P. Squire,
E. F. Comerford,
R. Saul,
C. P. McPherson,
M. D. Walker,
J. R. Golden,
G. V. Vant,

1. Between Lincoln and Pacific Junction second class and extra trains must clear the time of Numbers 1, 10, 12, 20 and 21 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."

In Centralized Traffic Control territory between Pacific Junction and Plattsmouth and between Greenwood and Waverly, signals will govern the use of blocks and movement over controlled switches, and unless otherwise provided, their indications 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.

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 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 509A."

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

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 the 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.

When necessary to take siding, advance track at end of double track must be used only by trains leaving double track unless otherwise provided.

PACIFIC JUNCTION:
C. B. & Q. Crossing at Pacific Junction protected with manually operated gates interlocked with automatic signals.

GIBSON:
Westward trains taking siding will use crossover switch at M. P. 14.

OMAHA:
Switch tenders on duty at 6th Street from 6:45 A. M. until 2:45 P. M. and from 5:30 P. M. until 1:30 A. M. Westward trains approaching East end of passenger yard must receive hand signal from switch tender before proceeding into passenger yard during those hours. Between 1:30 A. M. and 6:45 A. M. Eastward freight trains will handle their own switches at East end of passenger yard. Normal position of switches will be for Westward movement through No. 6 track.

SOUTH OMAHA:
Taking siding, eastward trains will use first switch west of depot; first class westward trains will use switch at subway, other westward trains will use switch at roundhouse.

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.

ASHLAND:
Southward trains taking siding will use first switch west of depot.

FERRY:
Northward trains taking siding will use first track east of main track.

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

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

SPECIAL INSTRUCTIONS—Concluded

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 Enginman.

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 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."

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, 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."

20. C. & N. W. crossing at Lincoln; Union Pacific crossing north of Yutan; C. & N. W. crossing south of Nickerson and C. St. P. M. & O. crossing at Dakota City are 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.

21. The use of coupola 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 caboose 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 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 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
Engines under steam disconnected on one side with main rod down.		
Main Lines	25	25
Branch Lines	20	20
O-2 and O-3 engines	50	50
Engines with drivers blocked up:		
B, S-4 or S-4-A engines	40	40
O-5, O-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
PACIFIC JUNCTION AND LINCOLN SUBDIVISION		
Maximum speed:		
between Pac. Jct. and South Omaha	50	40
between South Omaha and Ashland	55	50
between Ashland and Lincoln	65	50
No. 5 handling freight equipment between Pacific Jct. and Omaha	50	.....
No. 3 handling freight equipment between Ashland and Lincoln	60	.....
M-2-A engines	35	35
Engines running backward	20	20
Over Missouri River bridge 3.80	25	25
Around 12 degree curve at west approach of Missouri River bridge 3.80	20	20
Spring switch Plattsmouth:		
Facing point movement	25	25
Trailing movement through switch	25	25
Eastbound first class trains, discharging mail at Plattsmouth, passing depot	10	.....
Through turnouts at Oreapolis	20	20
At end of double track, Gibson	10	10
All trains move at restricted speed between bridge 16.39 and 13th Street, through passenger yard, Omaha	.....	.....

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
Spring switch Omaha:		
Facing point movement	25	25
Trailing movement through switch	15	15
Around curve east end bridge 19.20 between Omaha and South Omaha	20	20
O-5 and O-5-A engines over bridge 19.48 east of South Omaha	15	15
Over 77th Street crossing, just west of depot, Ralston from 1:45 a. m. until 6:30 a. m.	10	10
Trailing movements through spring switches, west end of sidings, Ralston, Chalco and Gretna	15	15
To or from Omaha line, through east crossover, Ashland	40	40
Through turnouts at end of double track, Greenwood and Waverly	40	40
C. & N. W. Crossing, Lincoln:		
Moving with current of traffic	50	40
Moving against current of traffic	15	15
All trains move at restricted speed between Baird Tower and Hall Tower, Lincoln	.....	.....
OREAPOLIS AND ASHLAND SUBDIVISION		
Maximum speed	45	40
M-2-A engines	35	35
Engines running backward	20	20
Engines running backward on Lyman Richey Pit track, M. P. 11.34	.....	6
Engines running backward on Schellbergs Pit track, M. P. 20.35	.....	6
Through turnout Oreapolis	20	20
Over Mo. Pacific crossing, Louisville	35	30
Over CRI&P crossing, South Bend	35	30
ASHLAND-SIOUX CITY SUBDIVISION		
Maximum speed	45	35
Engines running backward	20	20
Over Union Pacific crossing, Yutan	20	20
Over Platte River Bridge 27.04	30	30
Between north and south switch of siding, Fremont	20	10
Over C. & N. W. crossing south of Nickerson	20	20
Over C. St. P. M. & O. crossing, Dakota City	20	20
Laketon to Ferry telegraph office	25	25

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
LAKETON-O'NEILL SUBDIVISION		
Maximum speed		
between Laketon and Osmond	35	30
between Osmond and O'Neill	30	25
Loaded tank cars:		
between Laketon and Osmond	.....	25
between Osmond and O'Neill	.....	20
Over bridge 27.83	10	10
Over highway crossing M. P. 38.15	10	10
D and R engines between Laketon and Osmond	25	25
Engines running backward	10	10
ASHLAND-SCHUYLER SUBDIVISION		
Maximum speed	30	25
Loaded tank cars	20	20
S-1, S-2, S-3, D, O-1 and O-1-A engines over bridge 0.91	5	5
Over Platte River bridge 47.69	15	15
Engines running backward	10	10
FORT CROOK-GILMORE JCT. SUBDIVISION		
Maximum speed	20	20
Engines running backward	10	10
B-1, B-1-A, O-1, O-1-A, O-2, O-2-A, O-3, O-4, O-5, O-5-A, S-3, S-4 and S-4-A engines	15	15

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, No. 10, No. 12, No. 20 and No. 21, handled by S-4, 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.

S-4, 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. 39, No. 40, No. 6 handled by S-4, S-4-A, O-5-A and Diesel engines; between Lincoln and Ashland 80 [Miles an hour, between Ashland and Omaha 60 miles an hour, between Omaha and Pacific Junction 55 miles an hour; 10 miles an hour less than speed designated for curves and where zone speed is 60 miles an hour or less, 5 miles an hour less than speed designated for the 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 sub-division not equipped with wayside zone and curve posts, and for which no special speeds have been authorized for such equipment, train will operate on speed restrictions applying to other passenger trains unless modified by train order.

Westward M.P.H. Zone	Westward M.P.H. Other	Condition	M. P. Location	Eastward M.P.H. Zone	Eastward M.P.H. Other
			Pacific Jct. to .50	40	..
..	..		*500 feet from Railroad Crossing	..	15
			.50 to 3.50	65	..
		Curve and bridge	3.95	..	20
			3.50 to 5.00	40	..
		*End double track	Plattsmouth	..	25
		*Trailing movements through spring switch	Plattsmouth	..	25
			5.00 to 8.50	50	..
			8.50 to 1.50	40	..
			1.50 to 14.75	65	..
			14.75 to 16.00	50	..
		*End double track	Gibson	..	25
			16.00 to Omaha	30	..
30	..		Omaha to 17.25	30	..
..	..	*Facing point movements over spring switch	West end Omaha Passenger Yard	..	25
..	15	*Trailing movements through spring switch	West end Omaha Passenger Yard	..	..
..	20	Curve	19.12	..	20
50	..		17.25 to 19.50	50	..
60	..		19.50 to 28.00	60	..
..	15	*Trailing movements through spring switch west end siding	Ralston	..	..
..	15	*Trailing movements through spring switch west end siding	Chalco	..	..
..	65	Curve	36.70	..	65
..	65	Curve	37.30	..	65
..	15	*Trailing movements through spring switch west end siding	Gretna	..	..
..	65	Curve	39.69	..	65
..	70	Curve	41.75	..	70
75	..		28.00 to 46.00	75	..
..	50	*East Crossover	46.95	..	50
70	..		46.00 to 47.00 (35.00)	70	..
..	50	*Station	Ashland	..	50
50	..		35.00 to 35.75	50	..
..	50	*End double track	Greenwood	..	..
..	80	Curve	43.10	..	80
..	50	*End double track	Waverly	..	..
90	..		35.75 to 57.00	90	..
..	60	*C&NW Crossing	57.41	..	60
75	..		57.00 to 59.00	75	..
30	..		59.00 to Lincoln	30	..

*No roadway signal.