SURGEONS AND PHYSICIANS

Alliance, Nebr.	DR. G. F. JOHNSTON	Surgeon and Examiner.
Alliance, Nebr.	DR. A. G. BURNHAM	Surgeon.
Alliance, Nebr.	DR. J. S. BROZ	Surgeon and Examiner.
Alliance, Nebr.	DR. W. W. ARRASMITH	Surgeon.
Alliance, Nebr.	DR. F. P. SUCGANG	Eye Specialist
Alliance, Nebr.	DR. O. L. SENG	Surgeon.
Ansley, Nebr.	DR. C. W. WILOOX	Surgeon.
Bridgeport, Nebr.	DR. H. A. BLACKSTONE	Surgeon and Examiner.
Broken Bow, Nebr.	DR. P. H. J. CAROTHERS	Surgeon.
Broken Bow, Nebr.	DR. C. L. BOWMAN	Surgeon.
Brush, Colo.	DR. L. C. LUSBY	Surgeon.
Cheyenne, Wyo.	DR. W. K. MYLAR	Surgeon.
Cheyenne, Wyo.	DR. K. L. McSHANE	Surgeon.
Crawford, Nebr.	DR. B. C. BISHOP	Surgeon.
Crawford, Nebr.	DR. R. G. BROWN	Surgeon.
Curtis, Neb.	DR. V. H. MAGILL	Surgeon and Examiner.
Custer, So. Dak.	DR. F. E. MANNING	Surgeon.
Deadwood, So. Dak.	DR. F. S. HOWE	Surgeon and Examiner.
Edgemont, So. Dak.	DR. J. R. BYRNE	Surgeon and Examiner.
Holdrege, Nebr.	DR. T. A. PETERSON	Surgean and Examiner.
Hot Springs, So. Dak.	DR. S. G. BAILEY	Surgeon.
Hyannis, Nebr.	DR. W. L. HOWELL	Surgeon.
Mitchell, Nebr.	DR. C. R. WATSON	Surgeon.
Mullen, Nebr.	DR. D. A. WALKER	Surgeon.
Ravenna, Nebr.	DR. L. E. DICKINSON	Surgean and Examiner.
Scottsbluff, Nebr.	DR. N. H. RASMUSSEN	Surgean and Examiner.
Scottsbluff, Nebr.	DR. T. E. RIDDELL	Surgeon and Examiner.
Scottsbluff, Nebr.	DR. J. A. RASENAU	Eye Specialist.
Sidney, Nebr.	DR. C. B. DORWART	Surgeon.
Sterling, Colo.	DR. F. E. PALMER	Eye Specialist and Examiner
Sterling, Colo.	DR. J. E. NAUGLE	Surgeon.
Sunrise, Wyo.	DR. A. E. CURRIER	Surgeon and Examiner.
Torrington, Wyo.	DR. O. C. REED	Surgeon.

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

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

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

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

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

E. P. STINE,
General Manager, Omaha, Nebr.

S. R. HARRIS,
Superintendent, Alliance, Nebr.

C. R. PHILLIPS,
Assistant Superintendent, Sterling, Colo.

W. B. SIMMONS,
General Supt. Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

ALLIANCE AND STERLING DIVISIONS

OF THE

WESTERN DISTRICT

No. 2

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

SUNDAY, APRIL 25, 1954

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.

JOURNAL-STAR PRINTING CO., LINCOLN, NEBR.

Ravenna and Seneca—Subdivision

ALLIANCE AND STERLING DIVISIONS. TIME TABLE No. 2. EFFECTIVE APRIL 25, 1954.

WESTWARD		Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open	EASTWARD	
FIRST CLASS					Controlled Sidings	Other Tracks		FIRST CLASS	
Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger
41	43							42	44
P.M.	A.M.	B.C.K.R. T.W.	127.74	..... RAVENNA		Yard	Continuous.	A.M.	P.M.
L 9.40	L 1.50			5.67				A 3.35	A 4.05
s 9.48		F.	133.41	.....SWEETWATER.....		10	No Office.		s 3.55
				4.50					
s 9.55	2.01	F.	137.91	..... HAZARD	125	33	No Office.	3.23	s 3.49
				6.36					
s10.05		F.W.	144.27	..... LITCHFIELD		34	No Office.	c	s 3.41
				5.73					
		F.	150.00	.....GAVIN.....	125		No Office.		
				3.65					
s10.16		F.	153.65	..... MASON		23	No Office.	c	s 3.29
				6.35					
s10.25	s 2.30	F.	160.00	..... ANSLEY	125	49	No Office.	c 3.01	s 3.21
				7.55					
s10.35		F.	167.55	..... BERWYN		30	No Office.	c	s 3.08
				8.58					
s10.55	s 2.52	F.W.	176.13	.....BROKEN BOW.....	144	136	No Office.	s 2.42	s 2.58
				8.59					
s11.05		F.	184.72	..... MERNA	127	42	No Office.	c	s 2.43
				10.90					
s11.20	3.12	F.W.	195.62	..... ANSELMO	125	44	No Office.	c 2.20	s 2.30
				12.09					
		F.	207.71	..... LINSCOTT	125	9	No Office.		
				7.76					
s11.42	3.30	F.	215.47	..... DUNNING		50	No Office.	c	s 2.08
				9.80					
s11.56	3.39	F.W.	225.27	..... HALSEY	139	48	No Office.	c 1.51	s 1.56
				9.91					
		F.	235.18	..... NATICK		34	No Office.		
— P.M. —				7.38					
s12.16	3.56	F.	242.56	..... THEDFORD	123	30	No Office.	c	s 1.37
				8.08					
		F.	250.64	..... NORWAY	127		No Office.		
				6.97					
A12.40 A.M.	A 4.12 A.M.	B.C.K.R. T.W.	257.61	..... SENECA		Yard	Continuous.	L 1.21 A.M.	L 1.18 P.M.
				..... (129.87)					
3:00	2:22			.....SCHEDULE TIME.....				2:14	2:47
43.3	54.8			...AVERAGE MILES PER HOUR...				58.2	46.7

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN M.P. 125.99 EAST OF RAVENNA AND M.P. 366.26.

Dual controlled switches: Both ends yard track Ravenna, East end of sidings Hazard, Gavin, Ansley, Both ends of siding Broken Bow, East end of sidings Merna, Anselmo, Linscott, Halsey, Thedford, West end of siding Norway and both ends of yard Seneca.

Spring switches: West end of sidings Hazard, Gavin, Ansley, Merna, Anselmo, Linscott, Halsey and Thedford.
East end of siding Norway.

Controlled electric switch locks on all main track switches through Ravenna yard.

Automatic electric switch locks on all hand operated main track switches at all stations except Ravenna.

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

First class trains will register by ticket at Seneca.

No. 42 stops at stations Thedford to Litchfield inclusive to discharge revenue passengers from points west of Alliance.

B-1, B-1-A, O-5-A, O-5-B, S-4, S-4-A, S-4-B and M-4-A engines must not be operated on following tracks:
Ravenna: Mill track, City track, Coal chute incline track, Cinder pit loading track, Boiler house track.
Broken Bow: East end of mill track starting 300 feet west of first highway crossing east of depot.

Seneca and Alliance—Subdivision

ALLIANCE AND STERLING DIVISIONS. TIME TABLE No. 2. EFFECTIVE APRIL 25, 1954.

WESTWARD										EASTWARD			
			FIRST CLASS				Capacity of			FIRST CLASS			
			Daily Passenger	Daily Passenger	Signs	Distance from Lincoln	STATIONS	Controlled Sidings	Other Tracks	Office Open	Daily Passenger	Daily Passenger		
			43	41							44	42		
			A.M. L 4.15	A.M. L12.45	B.C.K.R. T.W.	257.61	SENECA		Yard	Continuous.	P.M. A 1.15	A.M. A 1.18		
					F.	263.15	5.54 KELSO		72	No Office.				
			s 4.30	s 1.07	F.	268.64	5.49 MULLEN	126	74	No Office.	s 1.03	s 1.07		
				f 1.22	F.W.	278.82	10.18 HECLA	133	21	No Office.	f12.49			
			4.55	s 1.45	F.W.	293.88	15.06 WHITMAN	138	75	No Office.	s12.36 P.M.	12.39		
			s 5.10	s 2.10	F.	306.88	13.00 HYANNIS	142	51	No Office.	s12.23	s12.25 A.M.		
				s 2.25	F.W.	315.47	8.59 ASHBY	123	42	No Office.	s12.12			
				s 2.40	F.	324.02	8.55 BINGHAM	152	20	No Office.	s12.03 P.M.			
			5.35	s 3.00	F.	334.41	10.39 ELLSWORTH	125	34	No Office.	s11.52	11.55		
				s 3.15	F.	341.92	7.51 LAKESIDE		80	No Office.	s11.42			
				f 3.30	F.W.	350.53	8.61 ANTIOCH	126	39	No Office.	s11.32			
			5.59	3.45	F.	359.15	8.62 BIRDSELL	123		No Office.				
			A 6.10 A.M.	A 4.00 A.M.	B.C.K.O.R. T.W.Y.	365.50	6.35 ALLIANCE		Yard	Continuous.	L11.15 A.M.	L11.25 P.M.		
							(107.89)							
			1:55 56.2	3:15 33.2			SCHEDULE TIME AVERAGE MILES PER HOUR				2:00 53.9	1:53 57.4		

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN M.P. 125.99 EAST OF RAVENNA AND M.P. 366.26.

Dual controlled switches: Both ends of yard Seneca, East end of sidings Mullen, Hecla, Whitman, Hyannis, Ashby, Bingham, Birdsell, West end of sidings Ellsworth, Antioch and both ends of yard track Alliance.

Spring switches: West end of sidings Mullen, Hecla, Whitman, Hyannis, Ashby, Bingham and Birdsell.
East end of sidings Ellsworth and Antioch.

Automatic electric switch locks on all hand operated main track switches at all stations except switches at Kelso, which are manual controlled.

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

First class trains will register by ticket at Seneca.

ALLIANCE:

Controlled electric switch locks on all main track switches through Alliance yard.

Trains arriving Alliance from east and entering yard will call yard office on telephone unless given a track before arrival, or receiving track switch is lined and proceed signal given by a yardman.

All freight trains leaving Alliance yard must arrange for proper route before fouling lead.

All trains departing Alliance passenger station will move at restricted speed until passing first CTC proceed signal.

All inside switches of crossovers from main track through Alliance yard must be lined and locked for straight track movement when not in use.

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

B-1, B-1-A, O-5-A, O-5-B, S-4, S-4-A, S-4-B and M-4-A engines must not be operated on west leg of wye, Alliance.

Koester side track M. P. 363.66; capacity, spud track 23 cars, beet track 27 cars.

No. 41 stops Antioch to exchange mail on flag or on request of mail clerk.

FREIGHT TRAINS (Information Only)

WESTWARD Daily Freight		STATIONS	EASTWARD Daily Freight	
75	79		78	80
L 5:30 A. M.	L 6:15 P. M.	RAVENNA	A 10:45 P. M.	A 2:30 P. M.
A 9:15 A. M. L 9:45 A. M.	A 9:40 P. M. L 10:10 P. M.	SENECA	L 6:15 P. M. A 5:45 P. M.	L 10:15 A. M. A 9:45 A. M.
A 1:45 P. M.	A 1:15 A. M.	ALLIANCE	L 2:45 P. M.	L 6:55 A. M.

Alliance and Edgemont—Subdivision

ALLIANCE AND STERLING DIVISIONS. TIME TABLE No. 2. EFFECTIVE APRIL 25, 1954.

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger								Daily Passenger		Daily Freight	
	79		43								42		80	
	A.M. L 2.30		A.M. L 6.50	Continuous.	B.C.K.O.R T.W.Y.Yd.	365.50	..... ALLIANCE		Yard	Continuous.	P.M. A10.55		A.M. A 5.00	
							10.9							
	2.53		7.03	No Office.	F.	375.59	..... BEREA	110	21	No Office.	10.42		4.27	
							9.00							
	3.10		s 7.13	7:00 a.m. to 3:00 p.m. 10:00 p.m. to 6:00 a.m.	W.Yd.	384.59	..... HEMINGFORD	112	120	7:00 a.m. to 3:00 p.m. 10:00 p.m. to 6:00 a.m.	s10.30		4.15	
							6.75							
	3.25		7.26	No Office.	F.	391.34	..... NONPAREIL	79	22	No Office.	10.20		4.05	
							9.27							
	80 3.50		s 7.37	No Office.	F.	400.61	..... MARSLAND	112	17	No Office.	s10.09		79 3.50	
							9.73							
	4.20		f 7.50	7:00 a.m. to 4:00 p.m.	W.	410.34	..... BELMONT	71	82	Closed	s 9.56		3.25	
							6.07							
	4.35		8.00	No Office.	F.	416.41	..... RUTLAND			No Office.	9.45		2.50	
							6.51							
	5.10		s 8.25	Continuous.	B.C.K. W.Y.Yd.	422.92	..... CRAWFORD	W 78 E 79	208	Continuous.	s 9.35		2.30	
							0.20							
				No Office.		423.12	..C. & N.W. Crossing (Grade)..			No Office.				
							13.84							
	5.36		8.41	No Office.	F.	436.96	..... JODER	60	4	No Office.	9.10		2.03	
							3.14							
	5.44		f 8.45	No Office.	F.	440.10	..... ORELLA			No Office.	9.06		1.58	
							10.24							
	6.00		s 8.57	7:00 a.m. to 4:00 p.m.	W.	450.34	..... ARDMORE	122	14	Closed	s 8.53		1.44	
							8.45							
	6.12		f 9.07	No Office.	F.	458.79	..... RUMFORD	65	10	No Office.	f 8.43		1.32	
							8.13							
	6.24		s 9.16	7:00 a.m. to 4:00 p.m.	F.	466.92	..... PROVO	89	16	Closed	s 8.34		1.20	
							1.20							
	6.27		9.18	No Office.		468.12	..... AREA WYE		178	No Office.	8.30			
							8.02							
	A 6.45 A.M.		A 9.30 A.M.	Continuous.	B.C.K.O.R T.W.Y.Yd.	476.14	.....EDGEMONT.....		Yard	Continuous.	L 8.20 P.M.		L 1.00 A.M.	
							..... (110.64)							
	4:15 26.0		2:40 41.4				.....SCHEDULE TIME..... ...AVERAGE MILES PER HOUR...				2:35 42.9		4:00 27.6	

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN M. P. 366.26 WEST OF ALLIANCE AND M. P. 125.99.

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN PASSENGER DEPOT EDGEMONT AND DEADWOOD LINE JCT. ALL TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B in effect between Alliance and Belmont; Crawford and Edgemont and on eastward advance track between Crawford and Rutland. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

Automatic Block system in effect between Belmont and Crawford.

No train order signal at Alliance, Crawford, and Edgemont. Conductors and Enginemen must have Clearance Form A.

ALLIANCE:

Dual controlled switches both ends Alliance yard.

Controlled electric switch locks on all main track switches through Alliance yard.

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

Trains and engines entering west end Alliance yard will be governed by CTC signal indication to the opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All freight trains leaving Alliance yard must arrange for proper route before fouling lead.

All trains departing Alliance passenger station will move at restricted speed until passing first CTC proceed signal.

All inside switches of crossovers from main track through Alliance yard must be lined and locked for straight track movement when not in use.

Eastward advance track between Crawford and Rutland will be used only on train order authority.

At Crawford, westward advance siding is the first track north of main track between west subway M. P. 422.79 and west end of yard, capacity 26 cars.

When first class trains meet at Edgemont, train taking siding will use first track next to depot.

No. 12 track in Edgemont yard will be used as a runaround track. All switches leading off this track must be lined back for the runaround track after being used except will not apply to eastward or westward freight trains leaving yard.

Ginn side track M. P. 370.41, capacity 42 cars.

Nida side track M. P. 381.28, capacity 43 cars.

B-1, B-1-A, O-5-A, O-5-B, S-4, S-4-A, S-4-B and M-4-A engines must not be operated on following tracks: Alliance: West leg of wye. Hemingford: Mill track. Crawford: Wye, Old transfer. Edgemont: Wye.

Spring switches: East end advance track Rutland.
East main track switch Edgemont yard.

Telephone located: East starting signal M.P. 410.59. Tunnel M.P. 411.20. Breezy Point M.P. 413.93. Rutland M.P. 416.41. West starting signal M.P. 421.64. Waiting room Crawford depot. East end eastward siding M.P. 423.59.

Edgemont and Deadwood—Subdivision

ALLIANCE AND STERLING DIVISIONS. TIME TABLE No. 2. EFFECTIVE APRIL 25, 1954.

NORTHWARD										SOUTHWARD			
		SECOND CLASS						Capacity of		SECOND CLASS			
		Sunday Tues-Thur Mixed	Office Open Week Days Except Saturday	Signs	Distance from Edgemont	STATIONS	Office Open Saturday and Sunday		Other Tracks	Monday Wed. - Fri. Mixed			
		179								180			
		A.M. L 9.45	Continuous.	B.C.K.O.R T.W.Y.Yd.	0.00	..... EDGEMONT	Continuous.		Yard	P.M. A 3.10			
			No Office.	F.	0.56	....DEADWOOD LINE Jct....	No Office.						
					15.41								
		f10.33	No Office.	F.Y.	15.97	..... MINNEKAHTA	No Office.		34	f 2.08			
					8.90								
		f11.00	No Office.	F.	24.87	..... ARGYLE	No Office.		30	f 1.38			
					7.44								
		f11.23	No Office.	F.	32.31	..... PRINGLE	No Office.		17	f 1.16			
					6.66								
		f11.43 P.M.	No Office.		38.97	..... SANATOR	No Office.		3	f12.54			
					5.49								
		s12.31	7:00 a.m. to 4:00 p.m.		44.46	..... CUSTER	Closed		79	s12.35 P.M.			
					6.31								
		f12.50	No Office.	F.	50.77	..... BERNE	No Office.		12	f11.35			
					9.65								
		s 1.18	7:00 a.m. to 4:00 p.m.	Y.	60.42	..... HILL CITY	Closed.		89	s11.15			
					7.55								
		f 1.40	No Office.	F.	67.97	..... REDFERN	No Office.		13	f 9.04			
					6.85								
		f 2.01	No Office.	F.	74.82	..... MYSTIC	No Office.		12	f 8.44			
					7.23								
		f 2.23	No Office.	F.	82.05	..... ROCHFORD	No Office.		11	f 8.22			
					6.22								
		f 2.42	No Office.	F.	88.27	..... NAHANT	No Office.		16	f 8.03			
					5.39								
		f 2.58	No Office.	F.	93.66	..... DUMONT	No Office.		41	f 7.47			
					4.89								
		f 3.13	No Office.	F. Y.Yd.	98.55	..... ENGLEWOOD	No Office.		40	f 7.33			
					4.37								
		f 3.40	No Office.	F.Yd. O.	102.92	..... KIRK	No Office.		20	f 7.17			
					2.19								
		f 3.50	No Office.	F.	105.11	..... PLUMA	No Office.		24	f 7.10			
					1.72								
		A 3.55 P.M.	7:00 a.m. to 4:00 p.m.	B.K.R.T. Yd.	106.83	..... DEADWOOD	Closed.		40	L 7.05 A.M.			
						..... (106.83)							
		6:10 17.3				.....SCHEDULE TIME..... ...AVERAGE MILES PER HOUR...				8:05 13.2			

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

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN PASSENGER DEPOT EDGEMONT AND DEADWOOD LINE JCT. ALL TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

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

When first class trains meet at Edgemont, train taking siding will use the first track next to depot.

No. 12 track in Edgemont yard will be used as a runaround track. All switches leading off this track must be lined back for the runaround track after being used, except will not apply to eastward or westward freight trains leaving yard.

B-1, B-1-A, O-5-A, O-5-B, S-4, S-4-A, S-4-B and M-4-A engines must not be operated on Edgemont wye.

Trains will register Minnekahta, Hill City, Englewood and Kirk when instructed to do so by train dispatcher.

When trains meet at Kirk, the southward train will take siding on Kirk-Fantail line.

Northward freight trains will set up and use retaining valves on all loads when descending grades of three per cent or greater, listed below:

Three percent grades: M. P. 51.09 to M. P. 54.49.
M. P. 70.00 to M. P. 73.92.
M. P. 94.41 to M. P. 104.57.

Diesel engines, except diesel switch engines, must not be operated on following tracks:

Yates Spur from gate at south end of power plant trestle to the end of the track.

Orohondo Spur.

Pluma: Power house spur.

Powder Spur.

Deadwood: Standard Oil track. Slime Plant track. North of stock yards on stock track. Pioneer Fruit Co. track from south end of platform at fruit house to north switch. Armour spur. Transfer track. Continental Oil track.

SD diesel engines (series 300 and 400) have close clearance to platform on Armour Spur and no clearance to platform on Black Hills Mercantile Track at Deadwood and no clearance to platform on Black Hills Ice Spur at Pluma.

SPUR TRACKS:

Lime Spur M. P. 30.66 - 15 cars.
Nihart Spur M. P. 35.53 - 3 cars.
Mill Track M. P. 59.65 - 6 cars.
OD Spur M. P. 83.30 - 2 cars.
Yates Spur (F) M. P. 102.32 - 17 cars. (2 tracks)
Orohondo Spur M. P. 103.40 - 9 cars.
Powder Spur M. P. 105.65 - 26 cars.
Cinder Spur M. P. 105.66 - 2 cars.

Alliance and Guernsey—Subdivision

ALLIANCE AND STERLING DIVISIONS. TIME TABLE No. 2. EFFECTIVE APRIL 25, 1954.

WESTWARD											EASTWARD			
SECOND CLASS			FIRST CLASS					Capacity of			FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Freight	Daily Passenger	Daily Passenger	Signs	Mile Post Location	STATIONS		Sidings	Other Tracks	Office Open Week Days Except Saturday	Daily Passenger	Daily Passenger	Daily Freight	Daily Freight
75	71	301	31								302	32	72	78
P.M. L 3.45	A.M. L 5.30	P.M. L11.40	A.M. L 6.40	B.C.K.O.R T.W.Y.	0.00	ALLIANCE			Yard	Continuous.	A.M. A 4.00	P.M. A10.35	A.M. A 8.30	P.M. A 1.45
							6.77							
3.55	5.45	11.50	6.48	F.	6.77	LETAN		60	9	No Office.	3.45	10.20	8.10	1.30
							6.82							
4.10	6.00	11.59 A.M.	6.56	F.	13.59	BONNER		67	15	No Office.	3.35	10.12	7.38	1.15
							8.22							
4.25	6.25	12.10	f 72 **7.06**	W.	21.81	ANGORA		88	25	See Footnote.	3.20	s10.03	31 **7.06**	12.55
							6.04							
4.35	72 **6.45**	12.18	7.13	F.	27.85	VANCE		69	3	No Office.	3.05	9.54	71 **6.45**	12.35
							5.96							
4.45	7.05	12.25	7.20	F.Y.Yd.	33.81	NORTHPORT			Yard	No Office.	2.55	9.47	6.25	12.16
							0.60							
				F.Yd.	34.41	U. P. Crossing (Auto Interlocked)				No Office.				
							2.13							
	A 7.20 A.M.	A12.32 A.M.	s 7.26 7.36	B.C.K.R. T.W.Y.Yd	36.54	BRIDGEPORT			Yard	6:00 a.m. to 2:00 p.m. 8:00 p.m. to 4:00 a.m.	L 2.50 A.M.	s 9.40 9.30	L 6.15 A.M.	
							2.68							
4.48			7.44	F.Y.Yd.	0.44	WEST WYE SWITCH NORTHPORT			Yard	No Office.		9.23		12.15
							2.51							
				F.	2.51	DE GRAW			30	No Office.				12.04 P.M.
							3.31							
4.59			7.50	F.	5.82	ATKINS		73	22	No Office.		9.17		11.58
							2.48							
			7.53	F.	8.30	PRINZ			27	No Office.		9.14		11.53
							3.48							
5.10			s 7.57	W.Y.Yd.O.	11.78	BAYARD		E 75 W 96	Yard	6:00 a.m. to 9:00 p.m.		s 9.08		11.47
							3.43							
			8.04	F.	15.21	BRADLEY			26	No Office.		9.04		11.41
							6.62							
5.25			s 8.13		21.83	MINATARE		125	147	7:00 a.m. to 4:00 p.m.		s 8.57		11.30
							5.23							
			8.19	F.	27.06	WINTERS			11	No Office.		8.50		11.21
							3.76							
6.05			s 8.25 8.40	B.C.K.W. O.Y.Yd.	30.82	SCOTTSBLUFF		W161 E 81	Yard	6:45 a.m. to 10:45 p.m.		8.45 s 8.35		11.15
							3.01							
			8.45	F.	33.83	HELDT			38	No Office.		8.27		
							6.37							
6.20			s 8.52	Y.Yd.	40.20	MITCHELL		E 79 W118	Yard	6:00 a.m. to 8:00 p.m.		s 8.18		10.35
							6.25							
6.30			s 9.03		46.45	MORRILL		85	126	8:00 a.m. to 5:00 p.m.		s 8.10		10.20
							7.29							
7.01			s 9.11		53.74	HENRY		77	40	7:00 a.m. to 4:00 p.m.		s 8.02		10.05
							7.01							
				Y.	60.75	HUNTON				No Office.				
							1.28							
7.20			s 9.25	W.Yd.	62.03	TORRINGTON		72	Yard	5:00 a.m. to 9:00 p.m.		s 7.48		9.55
							9.69							
32 **7.35**			s 78 **9.38**		71.72	LINGLE		116	38	8.00 a.m. to 5:00 p.m.		s 75 **7.35**		31 **9.38**
							5.74							
			9.44	F.	77.46	BARNES			23	No Office.		7.30		9.18
							4.55							
7.50			s 9.49		82.01	FORT LARAMIE		77	41	7:00 a.m. to 4:00 p.m.		s 7.25		9.10
							11.03							
			10.11	F.	93.04	QUARRY SPUR			71	No Office.				
							1.91							
A 8.15 P.M.			A10.20 A.M.	B.C.K.O. R.T.W.Yd.	94.95	GUERNSEY			Yard	Continuous		L 7.10 P.M.		L 8.45 A.M.
							(128.76)							
4:30 28.7	1:50 19.9	0:52 42.0	3:40 35.8			SCHEDULE TIME AVERAGE MILES PER HOUR					1:10 31.2	3:25 38.5	2:15 16.2	5:00 25.8

FOOTNOTES ON PAGE 7

FOOTNOTES

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

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN NORTHPORT AND BRIDGEPORT. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

Signals must not be ordered displayed to, nor taken down at Bridgeport on Trains No. 31 and No. 32.

ALLIANCE:

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

Centralized Traffic Control in effect between Alliance and M. P. 0.78.

Dual controlled switches both ends Alliance yard.

Controlled electric switch locks on all main track switches through Alliance Yard.

All inside switches of crossovers from main track through Alliance yard must be lined and locked for straight track movement when not in use.

Trains and engines entering west end Alliance yard will be governed by CTC signal indication to the opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All freight trains leaving Alliance yard must arrange for proper route before fouling lead.

All trains departing Alliance passenger station will move at restricted speed until passing first CTC proceed signal.

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

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

Trains will register at Northport when instructed to do so by train dispatcher.

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

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

SPRING SWITCHES:

Northport: North, South and West wye switches.

Guernsey: East and West Main Track switches.

SCOTTSBLUFF:

Use of sidings under Rule 105 is reversed. Trains taking siding will use left hand track.

Automatic highway grade crossing gates at Broadway crossing will operate on approach of trains on main track; for other tracks, gates will operate only when train or engine is within 40 feet of crossing.

Eastward trains, after having stopped at station, must approach crossing in accordance with Rule 103 (b).

B, 0-5-A, 0-5-B, S-4, S-4-A and S-4-B engines must not be operated on west leg of wye Alliance, or on any track in any sugar factory yard.

B, M, 0-5-A, 0-5-B, S-4, S-4-A and S-4-B engines must not be operated on Bayard, Scottsbluff, Mitchell wyes; Prinz, Bayard, Scottsbluff or Mitchell spurs, or on tracks serving Raymond Bros. warehouse and Ruplinger's warehouse at Scottsbluff, or Lyman-Richey sand pit track at Bridgeport.

Spur and side tracks:

Kemp spur	M.P. 32.76 west of Vance	20 cars
Covert side track	M.P. 34.48 west of Heidt	12 cars
Jane side track	M.P. 38.09 west of Heidt	5 cars
Chemical spur	M.P. 45.25 west of Mitchell	5 cars

The following Spur Tracks are within Yard Limits. Rule 908 in effect:

Between Prinz and Perrin; 6.37 miles.
Between Bayard and Roberts; 15.95 miles.
Between Scottsbluff and Mintle; 13.76 miles.
Between Mitchell and Roach; 9.43 miles.

OFFICE OPEN:

Angora—7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday, closed Saturday and Sunday.

OFFICE OPEN SATURDAY AND SUNDAY:

Bridgeport—6:00 a.m. to 2:00 p.m. and 8:00 p.m. to 4:00 a.m.
Bayard—6:00 a.m. to 9:00 p.m.
Minatare—Closed.
Scottsbluff—6:45 a.m. to 10:45 p.m.
Mitchell—6:00 a.m. to 8:00 p.m.
Morrill—Closed.
Henry—Closed.
Torrington—5:00 a.m. to 9:00 p.m.
Lingle—Closed.
Fort Laramie—Closed.
Guernsey—Continuous.

Bridgeport and Sterling—Subdivision

ALLIANCE AND STERLING DIVISIONS. TIME TABLE No. 2. EFFECTIVE APRIL 25, 1954.

SOUTHWARD											NORTHWARD			
SECOND CLASS		FIRST CLASS						Capacity of			FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger	Office Open Week Days Except Saturday	Signs	Distance from Alliance	STATIONS	Sidings	Other Tracks	Office Open Saturday and Sunday	Daily Passenger		Daily Freight	
	71		301								302		72	
	A.M. L 7.30		A.M. L12.35	6:00 a.m. to 2:00 p.m. 8:00 p.m. to 4:00 a.m.	B.C.K.R. T.W.Y.Yd.	36.54	BRIDGEPORT		Yard	6:00 a.m. to 2:00 p.m. 8:00 p.m. to 4:00 a.m.	A.M. A 2.50		A.M. A 6.15	
							8.09							
	7.45		12.45	No Office.	F.	44.63	ALDEN	66	14	No Office.	2.31		5.30	
							5.31							
	8.00		12.53	No Office.	F.	49.94	SIMLA	62	14	No Office.	2.22		5.20	
							6.46							
	8.25		s 1.03	7:00 a.m. to 4:00 p.m.		56.40	DALTON	67	94	Closed.	s 2.10		5.05	
							5.85							
	8.35		s 1.12	7:00 a.m. to 4:00 p.m.	W.	62.25	GURLEY		30	Closed.	s 1.59		4.50	
							6.96							
	8.45		1.20	No Office.	Y.F.	69.21	HUNTSMAN	100	Yard	No Office.	f 1.45		4.35	
							6.19							
	9.30		302 s **1.30**	12:01 a.m. to 4:00 p.m	W.Yd.	75.40	SIDNEY	S32 N51	Yard	12:01 a.m. to 4:00 p.m.	301 s **1.30**		3.35	
							8.37							
	10.05		f 1.45	No Office.	F.	83.77	LORENZO	79	28	No Office.	f12.48		3.15	
							6.22							
	10.20		s 2.04	7:00 a.m. to 4:00 p.m.	W.	89.99	PEETZ	N34 S56	32	Closed.	s12.40		3.00	
							10.36							
	10.45		2.16	No Office.	F.	100.35	BUCHANAN		20	No Office.	12.28		2.35	
							3.98							
	10.55		72 s **2.22**	No Office.	F.	104.33	PADRONI	67	25	No Office.	s12.22		301 **2.22**	
							7.10							
	11.10		2.30	No Office.	F.	111.43	ACKERMAN		62	No Office.	12.12		1.58	
							3.69							
	A11.30 A.M.		A 2.40 A.M.	Continuous.	B.C.K.O. R.W.Y Yd.	115.12	STERLING		Yard	Continuous.	L12.05 A.M.		L 1.50 A.M.	
							(78.58)							
	4:00 19:6		2:05 37.7				SCHEDULE TIME... AVERAGE MILES PER HOUR...				2:45 28.6		4:25 17.8	

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

TRAINS BETWEEN NORTHPORT AND BRIDGEPORT HAVE NO TIME TABLE SUPERIORITY. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN YARD LIMIT SIGN AT M.P. 113.26 AND JUNCTION SWITCH WITH UNION PACIFIC AT M.P. 115.27. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

The time of No. 302 at Sidney, per rule No. 5, applies at the house track switch north of depot.

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

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

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

Spur and side tracks:

Jessica side track	M.P. 105.41	35 cars.
Sherwin spur	M.P. 108.91	4 cars.
Ackerman stock spur	M.P. 111.50	17 cars.

B, M, O-5-A, O-5-B, S-4, S-4-A and S-4-B engines must not be operated on the following tracks:

Bridgeport — Lyman-Richey sand pit track;
Lorenzo — Stock track;
Sidney — Transfer track beyond a point 340 feet north of point of switch.

Union and Brush—Subdivision

ALLIANCE AND STERLING DIVISIONS. TIME TABLE No. 2. EFFECTIVE APRIL 25, 1954.

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

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

							23.45						
	P.M. L 2.00			A.M. L 3.25		138.57	..... UNION			Continuous.	A P.M. f11.07		P.M. A10.59
							1.95						
	2.06			3.28		140.52	..... TROWEL RANCH		8	No Office.	11.03		10.54
							2.08						
	2.11			f 3.33		142.60	..... HILLROSE	68	40	See Footnote.	f10.59		10.50
							1.97						
						144.57	..... WHITE		24	No Office.			
							1.03						
	2.18			3.40		145.60	..... CAMDEN		14	No Office.	10.53		10.38
							4.27						
	A 2.30 P.M.			A 3.50 A.M.	B.C.K.R. T.W.Yd.	149.87	..... BRUSH		Yard	Continuous.	L10.45 P.M.		L10.30 P.M.
							..... (34.75)						
	1:30 23.3			1:00 34.8			.....SCHEDULE TIME..... ...AVERAGE MILES PER HOUR...				1:00 34.8		1:29 23.4

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

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN YARD LIMIT SIGN AT M.P. 113.26 AND JUNCTION SWITCH WITH UNION PACIFIC AT M.P. 115.27. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

Conductors and Enginemen must have Clearance Form A at Brush.

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

Time shown at Sterling is for information only.

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

Centralized Traffic Control in effect at Brush.

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

No. 301 and No. 302 stop on flag at Atwood and Merino.

No. 301 and No. 302 stop on flag at Messex on Sunday.

Giese spur M.P. 141.29—21 cars; B, M, O-5, O-5-A, O-5-B, S-4, S-4-A and S-4-B engines must not be operated on this track.

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

Holdrege and Curtis—Subdivision

ALLIANCE AND STERLING DIVISIONS. TIME TABLE No. 2. EFFECTIVE APRIL 25, 1954.

WESTWARD SECOND CLASS							Capacity of			EASTWARD SECOND CLASS				
		Monday, Wed. and Fri. Mixed	Office Open Week Days Except Saturday	Signs	Distance from Holdrege	STATIONS	Sidings	Other Tracks	Office Open Saturday and Sunday	Tuesday, Thursday and Sat. Mixed				
		153								154				
		A.M. L 7.00	See Footnote.	B.C.K.R. T.W.Y.Yd.	0.00	HOLDREGE		Yard	See Footnote.	P.M. A 8.00				
			No Office.		0.82	0.82 JUNCTION			No Office.					
		s 7.40	7:00 a.m. to 4:00 p.m.		7.95	7.13 LOOMIS		47	Closed.	s 7.15				
		s 8.20	8:00 a.m. to 5:00 p.m.		15.47	7.52 BERTRAND		96	Closed.	s 6.20				
		s 8.50	No Office		21.81	6.34 SMITHFIELD		16	No Office.	s 5.40				
		s 9.40	7:00 a.m. to 4:00 p.m.		28.42	6.61 ELWOOD		82	Closed.	s 5.15				
		s10.30	7:00 a.m. to 4:00 p.m.		39.47	11.05 EUSTIS		51	Closed.	s 4.30				
		f10.45	No Office.		42.11	2.64 KINGSTON		7	No Office.	f 4.15				
		s11.30 P.M.	7:00 a.m. to 4:00 p.m.		50.14	8.03 FARNAM		65	Closed.	s 3.55				
		s12.30	7:30 a.m. to4:30 p.m.		62.18	12.04 MOOREFIELD		29	Closed.	s 3.15				
		A 1.00 P.M.	7:30 a.m. to 4:30 p.m.	B.K.R.T.	72.34	10.16 CURTIS		178	Closed.	L 2.30 P.M.				
						(72.34)								
		6:00 12.1				SCHEDULE TIME. AVERAGE MILES PER HOUR				5:30 13.2				

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

Sterling Division main track ends at Junction switch Holdrege. Sterling Division trains will use McCook division controlled siding from this point, complying with C.T.C. Rule 528. C.T.C. Rules in effect at Holdrege.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

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

Spur Tracks:
Kansas-Nebraska Gas M.P. 1.59—8 cars.
Hayward M.P. 8.28—4 cars.

OFFICE OPEN:
Holdrege continuous except closed 7:00 a.m. to 3:00 p.m. Sunday.

SPUR TRACKS BETWEEN MINNEKAHTA—HOT SPRINGS, AND BETWEEN HILL CITY—KEYSTONE, ARE WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Hot Springs Spur

Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks
0.00	MINNEKAHTA		34
	6.87		
6.87	ERSKINE		10
	6.03		
12.90	HOT SPRINGS		35
	(12.90)		

Hot Springs Quarry M. P. 7.80—26 cars.

Rotary snow plows must not operate between Minnekahta and Hot Springs.

4050, 4500, 5400 and 6000 H.P. diesel freight engines must not operate on the Hot Springs Spur.

Keystone Spur

Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks
0.00	HILL CITY		51
	1.65		
1.65	TIN MILL SPUR		3
	2.66		
4.31	NELSON SPUR		2
	5.14		
9.45	KEYSTONE		10
	(9.45)		

Freight trains will set up and use retaining valves on all loads when descending grades of 4 percent or greater listed below.

Four percent grades: M. P. 0.46 to M. P. 1.31. M. P. 4.50 to M. P. 5.00.
M. P. 1.68 to M. P. 2.59. M. P. 6.34 to M. P. 7.25.

Engines must not operate on track scales at Keystone.

Curtis and Sterling—Subdivision

ALLIANCE AND STERLING DIVISIONS. TIME TABLE No. 2. EFFECTIVE APRIL 25, 1954.

WESTWARD										EASTWARD			
		SECOND CLASS					Capacity of			SECOND CLASS			
		Tuesday, Thursday and Sat. Mixed	Monday, Wed. and Friday Mixed	Office Open Week Days Except Saturday	Signs	Distance from Holdrege	STATIONS	Sidings	Other Tracks	Office Open Saturday and Sunday	Tuesday, Thursday and Sat. Mixed	Tuesday, Thursday and Sat. Mixed		
		155	153								154	156		
			P.M. L 2.00	7:30 a.m. to 4:30 p.m.	B.K.R.T.	72.34	CURTIS		178	Closed.	P.M. A 1.45			
			s 2.20	7:30 a.m. to 4:30 p. m.		78.82	6.48 MAYWOOD		37	Closed	s 1.20			
			s 2.45	7:30 a.m. to 4:30 p.m.		88.21	9.39 WELLFLEET		29	Closed.	s12.59			
			f 3.10	No Office.	F.	96.82	8.61 SOMERSET		17	No Office.	f12.35			
			s 3.30	No Office.		104.06	7.24 DICKENS		22	No Office.	s12.10			
			s 4.20	7.30 a.m. to 4:30 p.m.		113.93	9.87 WALLACE	58	49	Closed.	— P.M. — s11.35			
			s 4.40	No Office.	F.	120.42	6.49 GRAINTON		20	No Office.	s11.05			
			s 5.00	7:30 a.m. to 4:30 p.m.		126.26	5.84 ELSIE		67	Closed.	s10.45			
			s 5.35	7:30 a.m. to 4:30 p.m.		134.41	8.15 MADRID	23	28	Closed.	s10.15			
			s 6.15	See Footnote.		144.04	9.63 GRANT		56	See Footnote.	s 9.45			
			s 6.50	No Office.		154.23	10.19 BRANDON		32	No Office.	s 9.00			
			s 7.30	7:30 a.m. to 4:30 p.m.		161.51	7.28 VENANGO		59	Closed.	s 8.30			
			s 8.05	7:30 a.m. to 4:30 p.m.		170.25	8.74 AMHERST		38	Closed.	s 8.00			
		A.M. L 7.30	A 8.30 P.M.	See Footnote.	T.R.K.	179.89	9.64 HOLYOKE		150	See Footnote	L 7.30 A.M.	A.M. A 6.00		
		s 8.15		7:00 a.m. to 4:00 p.m.		189.06	9.17 PAOLI		47	Closed.		s 5.35		
		s 9.10		See Footnote.		197.49	8.43 HAXTUN	24	65	See Footnote.		s 5.00		
		s 9.40		No Office.		202.49	5.00 DAILEY		19	No Office.		s 4.15		
		s10.15		7:30 a.m. to 4:30 p.m.		208.89	6.40 FLEMING		32	Closed.		s 3.50		
		f10.40		No Office.	F.	218.19	9.30 GALIEN		15	No Office.		f 3.15		
						229.32	11.17 U. P. Crossings (Auto-Interlocked)							
		A11.15 A.M.		Continuous.	B.C.K.O.R W.Y.Yd.	229.55	9.23 STERLING		Yard	Continuous.		L 2.30 A.M.		
							(157.21)							
		3:45 13.2	6:30 16.5				SCHEDULE TIME AVERAGE MILES PER HOUR				6:15 16.8	3:30 14.5		

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

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

OFFICE OPEN:

Holyoke 7:00 a.m. to 4:00 p.m. daily except Sunday and Monday. Closed Sunday and Monday.

Grant 7:30 a.m. to 4:30 p.m. daily except Sunday and Monday. Closed Sunday and Monday.

Haxtun 8:00 a.m. to 5:00 p.m. daily except Sunday and Monday. Closed Sunday and Monday.

Sterling and Cheyenne—Subdivision

ALLIANCE AND STERLING DIVISIONS. **TIME TABLE No. 2.** **EFFECTIVE APRIL 25, 1954.**

WESTWARD SECOND CLASS Monday, Wed. and Friday Mixed 159	Office Open	Signs	Distance from Holdrege	STATIONS	Capacity of Sidings	Capacity of Other Tracks	EASTWARD SECOND CLASS Tuesday, Thursday and Sat. Mixed 160
A.M. L 5.45	Continuous.	B.C.K.O. R.W.Y.Yd.	229.55	STERLING		Yard	A.M. A11.59
				8.94			
f 6.15	No Office.		238.49	LOGAN		10	f11.17
				7.82			
s 6.45	No Office.	W.	246.31	WILLARD		25	s10.52
				10.15			
s 7.20	No Office.		256.46	STONEHAM		19	s10.17
				9.65			
s 7.50	No Office.		266.11	NEW RAYMER		29	s 9.42
				7.70			
s 8.15	No Office.		273.81	BUCKINGHAM		5	s 9.17
				7.93			
s 8.40	No Office.	W.	281.74	KEOTA		8	s 8.52
				13.83			
s 9.30	No Office.	W.	295.57	GROVER		30	s 8.10
				8.65			
s10.00	No Office.		304.22	HEREFORD		11	s 7.43
				6.12			
s10.20	No Office.		310.34	CARPENTER		17	s 7.23
				5.95			
f10.35	No Office.	W.	316.29	ARCOLA			f 7.03
				13.06			
f11.10	No Office.		329.35	ALTVAN		5	f 6.22
				5.66			
	No Office.		335.01	U. P. Crossing (Grade)			
				0.92			
A11.30 A.M.	12 Mid. to 4:00p.m.	C.R.T.W. Y.Yd.	335.93	CHEYENNE		Yard	L 6.00 A.M.
				(106.38)			
5:45				SCHEDULE TIME			5:59
18.5				AVERAGE MILES PER HOUR			17.7

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

Manual Block System. Rule 318-B in effect. Rule 907 in effect.

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

Rotary snow plow must not operate on the Sterling-Cheyenne subdivision.

Shell Oil Spur M.P. 231.26—14 cars.

SPUR TRACKS BETWEEN ENGLEWOOD—RENO, AND BETWEEN KIRK—LEAD ARE WITHIN YARD LIMITS. RULE 908 IN EFFECT.
4050, 4500, 5400 AND 6000 H.P. DIESEL FREIGHT ENGINES MUST NOT OPERATE ON THE RENO AND LEAD SPUR.

Reno Spur

Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks
0.00	ENGLEWOOD		40
	1.86		
1.86	RENO		93
	(1.86)		

Lead Spur

Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks
0.00	LEAD	Yard	Yard
	1.24		
1.24	FANTAIL		10
	2.04		
3.28	KIRK		20
	(3.28)		

Westward feight trains will stop at Fantail, test air and retaining valves; set up retaining valves and pull train out of Fantail with retaining valves set up.

Rotary snow plows 205098 and 205099 close clearance M. P. 1.0 to Rock Cut and proceed at reduced speed.

SPEED RESTRICTIONS

1. Troop trains consisting of passenger cars only will be governed by speed authorized for Class B trains, except on subdivisions where speeds are not classified A, B and C, will be governed by speed authorized for passenger trains.

Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

2. Steam or diesel engines running light must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

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

Steam switch engines not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M.P.H.

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

Gas or gas-diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains but must not exceed 50 M.P.H. On branch lines where steam is substituted for motor service, speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or gas-diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for steam engines running backward on that subdivision.

The maximum speed of diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M.P.H., either in service or when being handled dead in train.

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

Gas or diesel-electric motor cars.....60 M.P.H.
Diesel-electric passenger engines.....75 M.P.H.
Diesel-electric freight engines.....60 M.P.H.
Diesel-electric switch engines.....40 M.P.H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings	Reduced Speed	Reduced Speed
All crossovers and turnouts, not otherwise specified	10	10
Trailing movements through spring switches not otherwise provided	15	15
M-2-A engines	40	40
Clamshells, pile drivers, steam shovels, or similar equipment:		
Main Lines	.....	30
Branch Lines	.....	20
Except Pile Drivers 204617 and 204618 Branch Lines	.....	15
Rotary Snow Plows:		
Main Lines	.....	25
Branch Lines	.....	15
Scale Test Cars:		
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
Wholly disconnected or dead steam engines	.....	20
B, S-4, S-4-A or S-4-B engines with drivers blocked up	40	40
O-5-A, O-5-B or M engines with drivers blocked up	30	25
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible	.....	25
Loaded 30 yard air dump cars in 202800-202884 series in rear of train when possible.		
Main Lines	.....	35

The following speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Derricks
Ravenna-Belmont	30	30
Belmont-Edgemont	25	25
Edgemont-Englewood	20	20
Englewood-Deadwood	Must not operate	15
Minnekahta-Hot Springs	"	15
Hill City-Keystone	"	10
Alliance-Guernsey	30	30
Bridgeport-Brush	30	30
Holdrege-Sterling	Must not operate	20
Sterling-Cheyenne	"	15

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains M. P.H.	Freight Trains M. P. H.
RAVENNA AND SENECA SUBDIVISION		
Maximum speed	70	50
Through turnouts, both controlled and spring switches, of controlled sidings in C. T. C. limits	30	30
No. 43 passing Merna to dispatch U. S. mail	35	
No. 43 passing Anselmo daily and Thedford Sundays to dispatch newspapers	35	
M-4-A engines	50	50
Over bridge 139.29	50	45
Over highway crossings from Fifth street at stock yards, to Thirteenth street, first crossing west of freight house Broken Bow	30	30
Steam engines running backward	20	20
SENECA AND ALLIANCE SUBDIVISION		
Maximum speed	70	50
Through turnouts, both controlled and spring switches, of controlled sidings in C. T. C. limits	30	30
M-4-A engines	50	50
Trains and engines between M.P. 364.54 and M.P. 366.10, except not exceed 10 M.P.H. through turnouts	25	25
Steam engines running backward	20	20
ALLIANCE AND EDGEMONT SUBDIVISION		
Maximum speed:	59	49
Through turnouts, both controlled and spring switches, of controlled sidings in C. T. C. limits	30	30
Trains and engines between M.P. 364.54 and M.P. 366.10, except not exceed 10 M.P.H. through turnouts	25	25
Between M. P. 405.00 and M. P. 406.00	50	40
Between M. P. 409.40 and M. P. 410.30	40	40
Between M. P. 411.00 and M. P. 413.25	30	20
Between M. P. 413.25 and M. P. 414.75	20	20
Between M. P. 414.75 and M. P. 415.25	30	20
Between M. P. 417.00 and M. P. 417.75	50	40
M-4-A engines on curves, M. P. 409.40 to M. P. 416.00	20	20
Eastward advance track, between Crawford and Rutland	30	20
M-4-A engines	49	49
Through No. 15 turnouts, located as follows:		
Main track movement east subway Crawford M.P. 422.70	30	30
Main track movement west end yard Crawford M.P. 423.10	30	30
All trains between Deadwood Line Junction and east switch at Edgemont	Reduced	Speed
Steam engines running backward	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
EDGEMONT AND DEADWOOD SUBDIVISION		
Maximum speed	25	25
On 3 percent descending grade	25	15
Over bridge 76.68	15	15
Around 16 degree curves between Englewood and Deadwood	15	15
Loaded tank cars and loaded 30 yard air dump cars, series 202800-202884 (in rear of train when possible)		20
Steam engines running backward between Edgemont and Englewood	20	20
Steam engines running backward between Englewood and Deadwood	10	10
All trains between Deadwood Line Junction and east switch at Edgemont and between M. P. 106 and passenger depot at Deadwood	Reduced	Speed
HOT SPRINGS SPUR		
Maximum speed	20	20
Between M.P. 8.00 and M.P. 9.00 and between M.P. 11.00 and Hot Springs	15	15
Loaded tank cars and loaded 30 yard air dump cars, series 202800-202884 (in rear of train when possible)	15	15
Steam engines running backward	10	10
RENO SPUR		
Maximum speed	10	10
KEYSTONE SPUR		
Maximum speed	15	15
LEAD SPUR		
Maximum speed	15	15
Steam engines running backward	10	10

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALLIANCE AND GUERNSEY SUBDIVISION		
Maximum speed	59	49
Between Alliance and MP 0.78 and over hand operated cross over from Sterling main track to Billings main track (except must not exceed 10 MPH through all turnouts	25	25
Engine or leading car of train between home signals at U.P. crossing, Northport	20	20
Northward freight trains at approach signal to interlocking U.P. crossing, Northport	.....	25
Facing movements over North, South and West spring switches Northport	25	25
Over West Wye spring switch Northport, M.P. 0.44	15	15
Over main track turnouts south of depot and at north end of yard Bridgeport	15	15
All trains between switches at Bridgeport	Reduced	Speed
Over Broadway crossing at Scottsbluff	10	10
On Prinz, Bayard, Scottsbluff and Mitchell Spurs	.....	20
S-3, S-3-A and O engines on Bayard and Mitchell spurs	.....	15
S-3, S-3-A and O engines on Scottsbluff spur	.....	10
Steam engines running backward on Prinz, Bayard, Scottsbluff and Mitchell spurs	.....	15
S-3, S-3-A and O engines running backward on Bayard and Mitchell spurs	.....	10
All trains between switches at Guernsey	Reduced	Speed
Through main track turnout and over spring switch west end of Guernsey yard M.P. 95.30	15	15
Steam engines running backward	20	20
BRIDGEPORT AND STERLING SUBDIVISION		
Maximum speed	50	45
Over main track turnouts south of depot and at north end of yard Bridgeport	15	15
All trains between switches at Bridgeport	Reduced	Speed
Within Ordnance Plant, Huntsman	.....	10
Steam engines running backward	20	20
UNION AND BRUSH SUBDIVISION		
Maximum speed	50	40
With freight equipment	45	.....
Over Bridge 139.97	30	20
Steam engines running backward	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
HOLDREGE AND CURTIS SUBDIVISION		
Maximum speed	30	30
O engines	25	25
Loaded tank cars and loaded 30 yard air dump cars in series 202800 to 202884 (in rear of train when possible)	.....	25
Steam engines running backward	15	15
CURTIS AND STERLING SUBDIVISION		
Maximum speed	35	35
Between Grant and Wallace	30	30
O engines	25	25
Over east main track switch at Holyoke	10	10
Over Washington street, second crossing east of depot at Haxtun	10	10
Between approach signal and home signal of Union Pacific interlocking crossing, Sterling	15	15
All trains between switches at Sterling	Reduced	Speed
Loaded tank cars and loaded 30 yard air dump cars in series 202800 to 202884 (in rear of train when possible)	.....	30
Steam engines running backward	15	15
STERLING AND CHEYENNE SUBDIVISION		
Maximum speed	25	25
Loaded tank cars and loaded 30 yard air dump cars in series 202800 to 202884 (in rear of train when possible)	.....	20
Loaded short C. & S. cars	.....	20
All trains between switches at Sterling	Reduced	Speed
Steam engines running backward	10	10

SPEED OF TRAINS

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

SPECIAL INSTRUCTIONS

Master Mechanic:	C. J. Harty, Alliance
Trainmasters:	W. E. Traut, Alliance
	S. B. McNaghten, Alliance
Road Foremen:	V. R. Nicola, Alliance
	C. H. Nicolai, Alliance
Chief Dispatcher:	B. H. Martin, Alliance
Night Chief Dispatcher:	A. E. Erixson, Alliance

Train Dispatchers:

J. T. Coldwell	J. C. Hardy	J. E. Roten
R. V. Cox	C. J. Hitt	H. M. Sayre
M. L. Fisher	E. R. McGuire	R. L. Shields
F. H. Hall	G. L. King	L. J. Toohey
	J. A. Ross	

1. In manual block territory, permissive movement will be authorized by train dispatcher. Train dispatcher will report block when clear.

2. USE OF TRACK:

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

At Area Wye, the first track south of the main track, known as No. 1 track, will be the delivery track. The second track, known as No. 2 track, will be the receiving track. Capacity of No. 1 track is 38 cars, No. 2 track 34 cars. No. 3 track just inside the Area, connecting the two legs of the wye, may be used as an overflow track for cars going to or coming from the Area in the event No. 1 or No. 2 tracks are blocked. Crews of the Black Hills Ordinance Depot will come in over the west leg of the wye, moving down the lead to the west far enough to leave or take cars from these tracks. The cut off or inside crossover switches west of the wye are equipped with switch locks and must be kept locked for No. 1 storage track, except when in actual use. Derails have been installed on east wye track 100 feet west of the main track switch and on west end of No. 1 storage track and must be kept locked.

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

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:
(a) Close throttle to idle.
(b) Move the reversing handle to reverse position.
(c) Open throttle to No. 1 position.

5. Rule 16 (k) is modified to one long sound of communicating signal to shut off train heat.

6. Extra trains will not display classification signals between Ravenna and Alliance. Where extra trains display classification signals, the display of white flags, as prescribed by Rule 21, will be discontinued, and white lights will be used as classification signals for both day and night operation.

7. Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

8. Rule 916 is modified to permit the deadheading of diesel engines directly behind road diesel engines between:
Ravenna and Edgemont
Edgemont and Deadwood
Alliance and Brush
Northport and Guernsey
Holdrege and Sterling

9. Modifying Rule 918, bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

10. Under Rule 1304,, before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

11. Rule 1345 is modified as follows:—The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

12. Within C.T.C. limits, trains finding a stop and proceed indication displayed by signal, which governs facing point movement over a spring switch, will comply with Rule 104 (b), and in addition a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In CTC territory, when a train or engine is authorized to proceed from a siding to main track over spring switch other than by signal indication, switch must be opened by hand and closed by hand after train or engine has cleared switch.

When any switching movements are made over spring switch, Rule 538 will apply as to permission, time and working limits and notification to engineer.

RAILROAD CROSSINGS

CRAWFORD:

C. & N. W. trains have right to cross ahead of C. B. & Q. trains.