

SURGEONS AND PHYSICIANS

Akron, Colo.....DR. PARK D. KELLER.... Surgeon and Examiner.
Alma, Nebr.....DR. W. C. BARTLETT..... Surgeon.
Atwood, Kans.....DR. C. E. HENNEBERGER. Surgeon.
Benkelman, Nebr...DR. KENNETH STOUT..... Surgeon.
Brush, Colo.....DR. L. C. LUSBY..... Surgeon.
Concordia, Kans...DR. M. C. PEARSON..... Surgeon and Examiner.
Cheyenne, Wyo....DR. W. K. MYLAR..... Surgeon.
Cheyenne, Wyo....DR. K. L. McSHANE..... Surgeon.
Curtis, Nebr.....DR. V. H. MAGILL..... Surgeon and Examiner.
Denver, Colo.....DR. L. L. RETALLACK..... Surgeon and Examiner.
Denver, Colo.....DR. A. G. STARR..... Eye Specialist.
Denver, Colo.....DR. J. F. PRINZING..... Surgeon and Examiner.
Denver, Colo.....DR. W. J. LONGEWAY..... Surgeon.
Fort Morgan, Colo.DR. PAUL E. WOODWARD. Surgeon and Examiner.
Hanover, Kans....DR. ROGER D. WARREN... Surgeon and Examiner.
Hastings, Nebr....DR. ROBERT C. SMITH.... Surgeon and Examiner.
Holdrege, Nebr....DR. T. A. PETERSON..... Surgeon and Examiner.
McCook, Nebr.....DR. JOHN L. BATTY..... Surgeon and Examiner.
McCook, Nebr.....DR. E. F. LEININGER..... Surgeon and Examiner.
McCook, Nebr.....DR. F. W. SHANK..... Surgeon and Examiner.
Minden, Nebr.....DR. D. F. PRINCE..... Surgeon.
Norton, Kans.....DR. F. D. KENNEDY..... Surgeon.
Oxford, Nebr.....DR. NEAL B. BENTLEY... Surgeon and Examiner.
Red Cloud, Nebr...DR. FRANCIS C. OBERT... Surgeon.
Superior, Nebr....DR. C. G. McMAHON..... Surgeon.
St. Francis, Kans.DR. J. H. PECK..... Surgeon.
Sterling, Colo....DR. J. E. NAUGLE, JR.... Surgeon and Examiner.
Washington, Kans.DR. D. A. BITZER..... Surgeon.
Wray, Colo.....DR. L. D. BUCHANAN..... Surgeon.
Wymore, Nebr....DR. C. W. THOMAS..... Surgeon and Examiner.
Wymore, Nebr....DR. J. C. NELSON..... Surgeon and Examiner.

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 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. H. W. HAMMATT, Chief Medical Officer, Chicago, Illinois

J. E. HAMER

General Manager, Omaha, Nebr.

H. E. PIERCE

Assistant to General Manager, Omaha, Nebr.

J. G. EDWARDS

Superintendent, McCook, Nebr.

E. C. ACKERMAN

Superintendent Terminals, Denver, Colo.

H. W. TOTTEN

Assistant Superintendent, Denver, Colo.

E. R. CRAVEN

General Superintendent Transportation, Chicago, Ill.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

McCOOK DIVISION

No.

5

EFFECTIVE AT 12:01 A. M.

SUNDAY, OCTOBER 31, 1965

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.

Hastings and McCook Subdivision—MAIN LINE

McCOOK DIVISION

TIME TABLE No. 5

EFFECTIVE OCTOBER 31, 1965

WESTWARD					Signs	Mile Post Location	STATIONS	Office Open	Capacity of		EASTWARD				
FIRST CLASS									Controlled Sidings	Other Tracks	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
7	1	17	18	8	10	18	8	10	18	8	10	18	8	10	
	P.M. 8.15	A.M. 3.41	A.M. 2.18		B.K.R. Z.W.	156.16	HASTINGS -1.85-	(Tower) Continuous			A.M. 2.50	P.M. 1.00	P.M. 10.35		
					B.C.K.O. F.T.W.Y.	158.01	GAINES -0.87-	No Office							
	8.21					158.88	INGLESIDE -3.68-	No Office		2		12.53			
	8.28				F.	162.56	JUNIATA -8.41-	No Office		80		12.45			
	8.38				F.	170.97	KENESAW -7.68-	No Office		130	30		12.33		
	8.47				F.	178.65	HEARTWELL -9.60-	No Office		126	27		12.23		
	9.00	c 4.08	s 2.49		F.Z.	188.25	MINDEN -9.58-	No Office		138	54	s 2.13	12.11	10.03	
	9.10				F.	197.83	AXTELL -6.55-	No Office		140	41		11.56		
					F.	204.38	FUNK -6.58-	No Office		61	20				
	9.45	s 4.28	s 3.11		B.C.K. Y.Z.W.	210.96	HOLDREGE -7.37-	No Office		77		s 1.54	11.40	s 9.44	
	c 9.52				F.	218.33	ATLANTA -8.58-	No Office		133	30		11.18		
					F.	226.91	MASCOT -4.62-	No Office		69			11.07		
					F.	231.53	OXFORD Jct. -2.46-	No Office							
	10.25		s 3.45		B.C.K. W.Y.Z.	233.99	OXFORD -7.76-	See Footnote		144		s 1.22	11.00	s 9.19	
	10.33				F.	241.75	EDISON -6.55-	No Office		126	31		10.45		
	10.42				F.	248.30	ARAPAHOE -5.97-	No Office		68	29		10.36		
	10.50				F.	254.27	HOLBROOK -8.30-	No Office		127	37		10.28		
	11.00				F.Z.	262.57	CAMBRIDGE -7.77-	No Office		126	47		10.18		
	11.08				F.	270.34	BARTLEY -5.94-	No Office		64	28		10.07		
	11.15				F.	276.28	INDIANOLA -11.53-	No Office		126	42		9.59		
	11.40	A 5.39	A 4.40		B.C.K.O.R. Y.Z.W.	287.81	McCOOK	Continuous				12.37	9.45	8.34	
	P.M.	A.M.	A.M.				(131.65)					A.M.	A.M.	P.M.	
	3:25 38.5	1:58 66.6	2:22 55.6				SCHEDULE TIME AVERAGE MILES AN HOUR					2:13 59.3	3:16 40.5	2:01 65.3	

CENTRAL STANDARD TIME.

TWO MAIN TRACKS BETWEEN BRICK YARD, M. P. 154.89 AND GAINES, M. P. 158.01.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN HASTINGS AND McCOOK.

Dual Controlled Switch at Oxford Jct. and east end of short siding McCook yard.

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

Train register at Gaines for trains originating and terminating there.

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

Between hours 12 Noon and 1:00 P.M., 3:45 P.M. and 4:30 P.M., daily except Saturday and Sunday, freight trains stopping at Oxford must not block Ogden Street crossing.

No. 1, daily, reduce speed to 35 MPH through Oxford to dispatch mail.

No. 7, daily except Saturday and Sunday stop at Atlanta. Flag stop Saturday and Sunday.

Rule 533 in effect for hand operated switches at following locations:

Ingleside M.P. 158.88
Minden Track No. 4 M.P. 188.10
Clyde M.P. 213.95
Cambridge-Alfalfa-Spur M.P. 263.91

No train order signal at Oxford. Conductors and Enginemen of all trains originating at Oxford and all trains to and from Wymore and Oxford Jct. Subdivision must have Clearance Form A when operator on duty.

Oxford office open:

7:30 A.M. to 4:30 P.M. daily except Saturday and Sunday. Oxford is register station for all trains originating or terminating there.

No. 10, daily except Sunday, will stop at Minden to discharge revenue passengers from Denver and to pick up revenue passengers for Lincoln and beyond when notified in advance. Regular stop Sunday at Minden.

No. 1 will stop at Minden to discharge revenue passengers from Burlington and east.

Clearance Form A not required at Kenesaw.

Spur tracks: WAC M.P. 207.02 10 cars.

M.P. 207.15 4 cars.

Clyde M.P. 213.95 8 cars.

Other Tracks: Koller M.P. 182.95 17 cars.

Motala M.P. 192.64 33 cars.

Red Willow M.P. 280.86 15 cars.

McCOOK DIVISION

McCook and Denver Subdivision—MAIN LINE

TIME TABLE No. 5

EFFECTIVE OCTOBER 31, 1965

WESTWARD			Signs	Mile Post Location	STATIONS	Capacity at		Office Open	EASTWARD		
FIRST CLASS						Controlled Sidings	Other Tracks		FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger
7	1	17							8	10	18
P.M. 11.01	A.M. 4.42	A.M. 3.45	B.C.K.O.R. Y.Z.W.	287.81	McCOOK	151		Continuous	A 5.10	A 7.31	A 11.30
11.14			F.	299.04	CULBERTSON	126	61	No Office	4.25		
11.30			F.Z.	309.28	TRENTON	136	68	No Office	4.16		
11.49			F.	321.05	STRATTON	128	23	No Office	4.05		
			F.	330.69	MAX	127	30	No Office	3.50		
A.M. 12.15		c 4.29	F.Z.	339.07	BENKELMAN	137	75	No Office	3.35	6.48	10.44
12.27			F.	349.53	PARKS	133	13	No Office	3.15		
12.42	5.40		F.Z.	361.09	HAIGLER	131	27	No Office	3.05		
			F.	371.07	LAIRD			No Office	f 2.51		
1.02		c 5.00	W.F.Z.	377.48	WRAY	126	155	No Office	2.44	6.20	10.14
			F.	385.56	ROBB	120		No Office			
			F.	392.19	ECKLEY	135	21	No Office	f 2.26		
1.40	6.16		F.Z.	404.75	YUMA	128	97	No Office	2.08	5.58	9.48
			F.	414.04	CALHOUN	126		No Office			
			F.	422.98	PLATNER	125	16	No Office			
2.15	6.38	5.52	Z.C.B.W. E.K.Y.	430.83	AKRON	167		See Footnote	1.35	5.37	9.26
			F.	437.73	XENIA	76		No Office			
			F.	444.26	PINNEO	75	8	No Office			
2.55	6.56	c 6.10	Z.W. T.B.K.F.	454.81	BRUSH	113		See Footnote	1.10	5.13	9.01
			F.	459.06	LODI	76	36	No Office			
3.10		s 6.21	F.	464.31	FT. MORGAN	123	194	No Office	12.50	5.05	8.51
			F.	468.45	BIJOU	160		No Office			
3.25			F.Z.	478.94	WIGGINS	116	79	No Office	12.29	4.53	
			F.	489.06	CREST	138		No Office			
3.45	7.27		W.F.Z.	495.68	ROGGEN	113	31	No Office	12.12	4.40	
			F.Y.	500.73	TAMPA	76		No Office			
			F.	505.37	KEKNESBURG	115	56	No Office	11.58		
4.00	7.39		F.Z.	612.95	HUDSON	119	52	No Office	11.48	4.26	
			F.	518.74	TONVILLE	75	23	No Office			
			F.	524.45	BARR	115	10	No Office			
			F.	529.49	ENO			No Office			
4.18	7.57		F.	535.18	COMMERCE CITY	104	8	No Office	11.25		
			F.	536.88	SAND CREEK			No Office			
				537.32	U. P. Crossing (Interlocked)			No Office			
				539.88	U. P. Crossing (Interlocked)			No Office			
			B.K.Z.	540.18	38th St. Yard			Continuous			
A 4.45	A 8.30	A 8.20	W.C.Y.B. T.O.R.K.	542.33	DENVER			Continuous	L 11.15	L 4.00	L 7.35
A.M.	A.M.	A.M.			(264.52)				P.M.	P.M.	P.M.
5:44	3:48	4:35			SCHEDULE TIME				8:55	3:31	3:55
44.4	66.6	55.5			AVERAGE MILES AN HOUR				43.0	72.3	64.9

McCOOK AND DENVER SUBDIVISION—FOOTNOTES

MOUNTAIN STANDARD TIME.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN McCOOK AND INTERLOCKING LIMITS OF DENVER UNION TERMINAL M.P. 541.74.

Dual Controlled Switch at east end of short siding McCook yard and at crossover to Sterling main track at Brush.

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

Unless otherwise provided, conductor or engineman, or both, arriving at Akron, on all trains, must deliver all clearance forms, train orders, and messages to relieving conductor or engineman or both, in accordance with Rule 220.

Akron office open—8:00 A.M. to 4:00 P.M. daily except Sunday
4:00 P.M. to 12:01 A.M. daily

No train order signal at Brush. Conductors and Enginemen of all trains originating at Brush must have Clearance Form A.

Brush office open—8:00 A.M. to 4:00 P.M. Daily
8:30 P.M. to 4:30 A.M. Daily

Clearance Form A received at Sterling will confer authority on the McCook and Denver Subdivision and such trains are not required to receive Clearance Form A at Brush.

First Class Trains will not register at Akron.

Brush is register station for all trains originating or terminating there.

No train order signal at Denver and 38th St. Yard. Conductors and Enginemen of eastward trains must secure Clearance Form A at Denver Union Station telegraph office or 38th St. Yard.

Train register at 38th St. Yard for trains originating and terminating there.

Spring switch west end No. 1 track Brush.

Brush: Westward trains given permission to head in on No. 1 track will receive signal indication after east No. 1 track switch has been properly lined by hand and route is clear.

Rule 533 in effect for hand operated switches at following locations:

Wray M.P. 377.64
Akron M.P. 430.34
Akron M.P. 430.35

Ladora: Trainmen will protect movement under Rule 103 over highway 6. Cars left on storage track must not be spotted within 100 ft. of either side of 80th Avenue crossing M.P. 534.03.

At Commerce City, trains using siding must stop not more than 40 feet from 72nd Street crossing and, after stopped, may proceed at Reduced Speed until engine or leading car has passed crossing.

Clearance Form A not required at Culbertson.

At Denver, trains or engines using Denver Union Terminal Railway Company's tracks must provide themselves with copy of and be governed by General and Interlocking rules of that Company.

Other Tracks: Perry M.P. 293.20—15 cars.
Doane M.P. 344.04—20 cars.
Sanborn M.P. 366.20—28 cars.
Schramm M.P. 398.43—11 cars.
Hyde M.P. 410.47—22 cars.
Otis M.P. 417.43—75 cars.
Vallery M.P. 472.93—86 cars.

Spur Tracks:

Nelson M. P. 456.93 - 26 cars. Griffin M. P. 471.88 - 19 cars.
Moseley M. P. 461.79 - 26 cars. Lambert M. P. 480.28 - 51 cars.
Maudru M. P. 467.37 - 33 cars. Roy M. P. 507.94 - 19 cars.
Ladora M. P. 534.20 - 83 cars.

Tampa Spur, 10 miles. Rule 908 in effect.

Krauss M.P. 3.24—51 cars.
Johnson M.P. 4.61—27 cars.
Sheehan M.P. 6.55—32 cars.
Sloan M.P. 9.29—26 cars.

Clearance Form A received either at 38th St. Yard, Akron or Brush will confer authority on Tampa Spur.

Clearance Form A not required at Tampa.

No. 17 will stop at Benkelman, Wray and Brush to pick up revenue passengers for Denver or beyond when notified at McCook and to discharge revenue passengers from Lincoln and east.

No. 18 will stop at Benkelman to discharge revenue passengers and to receive revenue passengers when notified in advance.

No. 8 will stop at Otis.

FREIGHT TRAINS (Information Only)

Westward				STATIONS	Eastward		
Daily Freight	Daily Freight	Tues. Fri. Sat. Sun. Freight	Daily Freight		Daily Freight	Daily Freight	
CD	61	ADV CD	71		66	68	72
A.M. 2:40	P.M. 6:00	P.M. 8:50		Gaines	P.M. 7:45	A.M. 5:25	
5:15	9:15	11:25		McCook	5:30	2:35	
4:25	8:30	10:35			4:20	1:30	
7:15	A.M. 12:40	A.M. 1:25		AKRON		A.M.	
7:20	12:45	1:30		Sterling			A.M. 5:45
			P.M. 10:00	38th St. Yard	10:30 A.M.	8:00 P.M.	11:30 P.M.
9:35 A.M.	3:30 A.M.	3:45 A.M.	4:00 A.M.				

Wymore and Oxford Jct. Subdivision—BRANCH LINE

McCOOK DIVISION

TIME TABLE No. 5

EFFECTIVE OCTOBER 31, 1965

WESTWARD				EASTWARD							
SECOND CLASS			Office Open Week Days Except Saturday	Signs	Distance from Napier	STATIONS	Office Open Saturday and Sunday	Track Capacity	SECOND CLASS		
Tue. Thur. and Sat. Freight Mixed	Mon. Wed. and Friday Freight Mixed								Tue. Thur. and Sat. Freight Mixed	Mon. Wed. and Friday Freight Mixed	
173	163								164	174	
	A.M. L 7.00		See Footnote	B.K.O.R. T.Y.Yd.W.	87.23	WYMORE 5.61	See Footnote		P.M. A 2.50		
	7.15		No Office	F.	92.84	KRIDER 3.61	No Office	18	2.40		
	7.35		No Office	F.	96.45	ODELL 1.42	No Office	36	2.30		
	7.38		No Office	F.	97.87	ODELL JCT. 7.26	No Office		2.22		
	8.00		No Office	F.	105.13	DILLER 9.46	No Office	37	2.10		
	8.35		7:30 a.m. to 4:30 p.m.		114.59	ENDICOTT 0.27	Closed	45	1.30		
			No Office		114.86	U. P. Crossing (Auto. Interlocked) 1.23	No Office				
			No Office	F.Y.	116.09	FAIRCHILD SPUR 8.95	No Office				
			No Office		125.04	C. R. I. & P. Crossing (Auto. Interlocked) 3.41	No Office				
	9.15		No Office	F.	128.45	REYNOLDS 10.02	No Office	36	12.45		
	9.35		No Office	F.	138.47	HUBBELL 7.31	No Office	114	12.20		
	10.01		7:00 a.m. to 4:00 p.m.		145.78	CHESTER 8.12	Closed	54	12.01		
	10.25		8:00 a.m. to 5:00 p.m.		153.90	BYRON 8.85	Closed	39	P.M. 11.10		
	10.50		No Office	F.	162.75	HARDY 8.93	No Office	30	10.30		
			No Office		169.68	A. T. & S. F. Crossing (Grade) 0.75	No Office				
	P.M. 2.00		8:00 a.m. to 5:00 p.m.	K.O.Yd.	170.43	SUPERIOR 0.53	Closed		9.55		
			No Office		170.96	M. P. Crossing (Interlocked) 6.01	No Office				
	2.45		No Office	F.	176.97	BOSTWICK 7.83	No Office	33	8.45		
	3.20		7:00 a.m. to 4:00 p.m.		184.86	GUIDE ROCK 6.18	Closed	30	8.30		
	A.M. L 7.50		No Office	F.	191.05	LESTER 4.23	No Office		P.M. 8.10	A 6.45	
	9.00	A 4.00	See Footnote	Y.B.K. R.Yd.	195.28	RED CLOUD 7.00	See Footnote		L 8.00	P.M. 6.25	
	9.20	P.M.	No Office	F.	202.28	INVALE 5.91	No Office	26	A.M. 4.50	4.30	
	9.40		No Office	F.	208.19	RIVERTON 10.48	No Office	25	4.05	3.40	
	10.20		8:00 a.m. to 5:00 p.m.		218.67	FRANKLIN 4.65	Closed	83	3.25	3.10	
	10.35		No Office	F.	223.32	BLOOMINGTON 3.27	No Office	19	2.50	2.25	
	10.55		No Office	F.	228.59	NAPONEE 4.62	No Office	17	1.45	1.30	
	11.15		No Office	F.	233.21	REPUBLICAN 7.83	No Office	18	P.M. L 1.30	P.M.	
	11.45		8:00 a.m. to 5:00 p.m.		241.04	ALMA 6.03	Closed	68			
	P.M. 12.15		7:30 a.m. to 4:30 p.m.	Y.Yd.	247.07	ORLEANS 0.74	Closed				
	12.17		No Office	Y.F.	247.81	ORLEANS Jct. 9.59	No Office				
	A 12.40		No Office	F.	257.40	OXFORD Jct. (170.17)	No Office				
4:50 13.7	9:00 12.0					SCHEDULE TIME AVERAGE MILES AN HOUR			6:50 15.8	5:15 12.6	

CENTRAL STANDARD TIME.
TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN ORLEANS JCT. AND OXFORD JCT.

DUAL-CONTROL SWITCHES AT ORLEANS JCT. AND OXFORD JCT. BETWEEN OXFORD JCT. AND ORLEANS JCT. A TRAIN MOVING UNDER THE REQUIREMENTS OF RULE 525 MUST PROCEED OBSERVING SUCH RESTRICTIONS TO THE NEXT SIGNAL DISPLAYING A PROCEED INDICATION.

FOOTNOTES CONCLUDED ON PAGE 6.

WYMORE and OXFORD JCT. SUBDIVISION

FOOTNOTES—Concluded

Train register at Odell Jct. and Lester. Trains register only when instructed to do so by train dispatcher.

Clearance Form A not required at Odell Jct. or Lester.

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

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

No train order signal at Orleans. Conductors and Enginemen of eastward trains must receive Clearance Form A when operator on duty.

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

Engines must not operate beyond frog of switch leading to Gyp track at the Cement Plant, Superior.

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

Normal position of switch Odell Jct. is for Wymore and Oxford Jct. Subdivision.

Normal position of switch Lester is for Hastings and Lester Subdivision. Clearance Form A not required at Orleans Jct. and Oxford Jct.

Clearance Form A received at Oxford, Hastings or McCook will confer authority on the Wymore and Oxford Jct. Subdivision.

Office Open:

Wymore—Tuesday thru Friday 7:00 A.M. to 11:00 P.M.
 Monday 7:00 A.M. to 3:00 P.M.
 Saturday 11:00 A.M. to 1:00 P.M.
 Sunday 3:00 P.M. to 11:00 P.M.
 Closed

Red Cloud—Tuesday thru Saturday 7:30 A.M. to 4:30 P.M.
 Sunday & Monday Closed

Flynn and Oberlin Subdivision

WESTWARD		BRANCH LINE		EASTWARD		
SECOND CLASS				SECOND CLASS		
Monday, Wednesday and Friday Mixed	Signs	Mile Post Location	STATIONS	Track Capacity	Office Open Week Days Except Monday	Tuesday Thursday and Sat. Mixed
143						142
A.M.			FLYNN		No Office	P.M.
8.00	F.	3.35	14.17		No Office	12.50
8.30		17.52	LONG ISLAND	28	No Office	12.20
9.00		27.74	10.22		See Footnote	P.M.
9.10		29.62	ALMENA	30	No Office	11.55
			1.88			11.45
			ALMENA JCT.			
			17.63			
Between Almena Jct. and Oronoque Trains Are Governed By Rules And Time Table Of C.R.I.&P. R.R.						
10.15		47.25	ORONOQUE		No Office	11.00
			4.74			
10.35		51.99	REAGER	13	No Office	
			5.43			
10.55		57.42	NORCATUR	31	7:00 a.m. to 4:00 p.m.	10.40
			11.24			
11.15		68.66	KANONA	20	No Office	10.20
			9.13			
11.45	R.T.	77.79	OBERLIN		7:00 a.m. to 4:00 p.m.	10.00
A.M.	K.		(74.44)			A.M.
3:45			SCHEDULE TIME			2:50
19.9			AVERAGE MILES AN HOUR			26.3

MOUNTAIN STANDARD TIME. See special instructions No. 1. TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

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

Dual-Control Switch at Flynn.

Clearance Form A not required at Flynn. Clearance Form A received at Oxford, Hastings or McCook will confer authority on Flynn and Oberlin Subdivision.

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

Almena train order office closed. C.R.I.&P. train orders and clearances will be delivered to westward C.B.&Q. trains by joint C.B.&Q.-C.R.I.&P. operator at Almena.

Norton MP 38.96 on Spur off new C.R.I.&P. siding MP 39.95. Rule 908 in effect.

C.B.&Q. junction switches at Almena Jct, both switches of C.R.I.&P. siding, Norton and Oronoque, are equipped with electric switch locks controlled by C.R.I.&P. operator at Norton.

Telephones with instructions at same locations.

C.R.I.&P. train orders and clearances will be delivered to C.B.&Q. trains by C.B.&Q. operators at Norton and Norcatour.

Track car operator's lineup will not be issued to cover trains 142 and 143 between Flynn and Almena Jct.

Culbertson and Imperial Subdivision

WESTWARD		BRANCH LINE		EASTWARD	
Signs	Distance from Culbertson	STATIONS	Track Capacity	Office Open Week Days Except Saturdays	
	0.00	CULBERTSON	62	7:00 a.m. to 4:00 p.m.	
	9.10	9.10			
F.	9.10	BEVERLY	21	No Office	
	17.69	8.59			
	17.69	PALISADE	48	7:30 a.m. to 4:30 p.m.	
	24.87	7.18			
F.	24.87	HAMLET	28	No Office	
	32.46	7.59			
	32.46	WAUNETA	55	7:30 a.m. to 4:30 p.m.	
	41.87	9.41			
F.	41.87	ENDERS	20	No Office	
	49.06	7.19			
Y.	49.06	IMPERIAL	74	8:00 a.m. to 5:00 p.m.	
		(49.06)			
SCHEDULE TIME					
AVERAGE MILES AN HOUR					

MOUNTAIN STANDARD TIME.

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

No office open Saturdays and Sundays.

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

Clearance Form A received at McCook will confer authority on the Culbertson and Imperial Subdivision. Clearance Form A not required at Culbertson.

At Culbertson: Culbertson and Imperial Subdivision trains will use McCook and Denver Subdivision controlled siding, complying with CTC Rule 528.

McCOOK DIVISION

TIME TABLE No. 5

EFFECTIVE OCTOBER 31, 1965

Orleans Jct. and St. Francis Subdivision

Odell Jct. and Concordia Subdivision

WESTWARD		BRANCH LINE		EASTWARD				
SECOND CLASS				SECOND CLASS				
Monday, Wed. Fri. Mixed	Monday, Wed. Fri. Mixed	Signs	Mile Post Location	STATIONS	Track Capacity	Office Open Week Days Except Monday	Tuesday, Thur. Sat. Mixed	Tuesday, Thur. Sat. Mixed
143	147						142	148
L 8.50	L 8.00	F.Y.	0.21	ORLEANS Jct. 2.76		No Office	P.M. A 2.00	P.M. A 2.35
A 9.00		F.	2.97	FLYNN 4.05		No Office	L 1.50	2.28
	8.40		7.02	STAMFORD 6.50	32	8:00 a.m. to 5:00 p.m.	P.M. -	2.20
	8.50		13.52	HOLLINGER 6.80	17	No Office		
	9.25		20.32	BEAVER CITY 7.88	49	8:00 a.m. to 5:00 p.m.		1.45
	9.55		28.20	HENDLEY 7.48	30	No Office		1.20
	10.45		35.68	WILSONVILLE 5.43	67	8:00 a.m. to 5:00 p.m.		1.00
			41.11	SHIPPEE 4.72	12	No Office		
	11.10		45.83	LEBANON 5.98	31	No Office		12.25
	11.45		52.81	DANBURY 4.44	57	8:00 a.m. to 5:00 p.m.	P.M. -	11.55
	12.01		57.25	MARION 5.05	19	No Office		
	12.15		62.30	CEDAR BLUFFS 6.71	28	No Office		11.25
	12.30		69.01	TRAEER 6.63	26	No Office		11.05
	1.15		75.64	HERNDON 10.22		See Footnote.		10.50
	1.35		85.86	LUDELL 1.81	30	No Office		10.15
			87.67	MULROY 3.41	19	No Office		
	2.00		91.08	ATWOOD 3.89	43	8:00 a.m. to 5:00 p.m.		10.05
	2.20		94.97	BLAKEMAN 6.51	14	No Office		9.50
	2.40		101.48	BEARDSLEY 8.22	41	No Office		9.30
	3.10		109.70	MCDONALD 8.61	74	7:30 a.m. to 4:30 p.m.		9.10
	3.35		118.31	BIRD CITY 9.59	52	7:30 a.m. to 4:30 p.m.		8.40
	4.00		127.90	WHEELER 5.75	39	No Office		
A 4.25		K. B.T.	133.65	ST. FRANCIS (133.44)		7:00 a.m. to 4:00 p.m.		L 8.00 A.M.
0:10 16.5	8:25 16.8			SCHEDULE TIME AVERAGE MILES AN HOUR			0:10 16.5	8:35 20.3

WESTWARD		BRANCH LINE		EASTWARD	
Signs	Mile Post Location	STATIONS	Track Capacity	Office Open Week Days Except Saturday	
F.	1.41	ODELL JCT. 5.27		No Office	
F.	6.68	LANHAM 7.74	18	No Office	
	14.42	HANOVER 0.18	33	No Office	
	14.60	U. P. Crossing (Auto. Interlocked) 11.93		No Office	
	26.53	WASHINGTON 8.75	47	No Office	
	33.32	MORROWVILLE 7.26	36	No Office	
	40.58	HADDAM 9.95	59	11:00 a.m. to 5:00 p.m.	
	50.53	CUBA 7.89	29	No Office	
	58.42	WAYNE 5.85	26	No Office	
	64.27	HOLLIS 6.86	25	No Office	
	71.13	Un. Pac. Crossing (Grade) 0.26		No Office	
	71.39	A.T.&S.F. Crossing (Grade) 0.01		No Office	
	71.40	Mo. Pac. Crossing (Grade) 0.30		No Office	
B.R.	71.70	CONCORDIA		8:00 a.m. to 5:00 p.m.	
		(70.29)			

CENTRAL STANDARD TIME.

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

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

Clearance Form A not required at Odell Jct.

Single Unit engines only may be operated between Odell Jct. and Concordia.

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

Trains or engines must stop before crossing Washington Street at Concordia and train or engineman must flag trains or engines across entire width of street.

Rosaco Spur, M.P. 70.00—32 cars.

No offices open Saturday and Sunday.

CENTRAL STANDARD TIME.

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN ORLEANS JCT. AND FLYNN.

Dual-Control Switches at Flynn and Orleans Jct.

Between Flynn and St. Francis: Manual Block System, Rule 318-B in effect, Rule 907 in effect.

Clearance Form A not required at Orleans Jct. and Flynn.

Clearance Form A received at Oxford, Hastings or McCook will confer authority on the Orleans Jct. and St. Francis Subdivision.

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

Trains will register at Herndon when instructed by train dispatcher.

No offices open Sunday.

Herndon Office Open 8:00 A.M. to 5:00 P.M. week days except Saturday.

Denver and Longmont Subdivision

Hastings and Lester Subdivision

WESTWARD		BRANCH LINE		EASTWARD	
Signs	Distance from Denver	STATIONS	Track Capacity	Office Open Week Days Except Saturday	
B.K. R. Yd.	0.00	DENVER		Continuous	
Trains between Denver and Broomfield are governed by time table of C. B. & Q.—C. & S. Denver Division.					
R.	14.20	14.20 BROOMFIELD		8:00 a.m. to 5:00 p.m.	
	21.89	7.69 LA FAYETTE	14	No Office	
	26.15	4.26 U. P. Crossing (Grade)			
	26.16	0.01 ERIE	29	No Office	
	29.30	3.14 PLUMBS	18	No Office	
	32.14	2.84 IDAHO CREEK	30	No Office	
	33.65	1.51 JESSUM	17	No Office	
	37.61	3.96 GREAT WESTERN Jct.		No Office	
	37.87	0.26 C. & S. Crossing (Grade)			
	37.91	0.04 C. & S. Crossing (Grade)			
	38.20	0.29 LONGMONT	238	See Footnote	
		(38.20)			

WESTWARD		BRANCH LINE		EASTWARD		
SECOND CLASS		SECOND CLASS		SECOND CLASS		
Tuesday, Thursday, Saturday Freight Mixed	Office Open	Signs	Distance from Hastings	STATIONS	Track Capacity	Monday, Wed., Fri. Freight Mixed
173						174
	Continuous	B. K.R.W.Z.	0.00	HASTINGS		
				0.75		
A.M. L 6.00		B.C.K.O. R.T.W. Y.Yd.	0.75	GAINES		P.M. A 8.45
	No Office		10.13	9.38 AYR Jct.		8.15
6.20	No Office		11.68	1.55 AYR	20	8.10
6.25	No Office		18.92	7.24 BLUE HILL Jct.		
	No Office	Yd.	19.12	0.20 BLUE HILL	39	7.55
7.05	No Office	Yd.	30.68	11.56 OWLES	19	7.10
7.35	No Office		37.03	6.35 LESTER		L 6.45 P.M.
A 7.50 A.M.	No Office			(37.03)		
1:50 20.2				SCHEDULE TIME AVERAGE MILES AN HOUR		2:00 19.2

MOUNTAIN STANDARD TIME.
TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

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

No train order signal at 38th St. Yard, Denver. Conductors and Enginemen must have Clearance Form A.

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

Track car operator's lineup will not be issued to cover local extra which will not leave Denver for Longmont before 6:00 A.M. and Longmont for Denver before 11:00 A.M. on Mondays, Wednesdays, and Fridays.

Office Open:

Longmont: Continuous except closed 5:30 A.M. to 3:00 P.M. daily. Saturday, office open 12 MN to 5:30 A.M. 7:00 A.M. to 12 MN.

Broomfield—Closed Saturday and Sunday.

CENTRAL STANDARD TIME.

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

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

Clearance Form A not required at Lester or Ayr Jct.

Train register at Lester. Trains will register only when instructed by train dispatcher.

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

Train register at Gaines for trains originating and terminating there.

Normal position of junction switch at Blue Hill Jct., Blue Hill and Lester is for the Hastings and Lester Subdivision. McCook and Lincoln Division trains will use main track between Blue Hill Jct. and Blue Hill.

Track car operator's lineup will not be issued to cover trains 173 and 174, or local extra for Huntley and return via Ayr Jct. which will not leave Hastings before 8:00 A.M. Mondays, Wednesdays and Fridays.

Spur track Amboy Mill M.P. 36.34—11 cars.

Sterling and Cheyenne Subdivision—BRANCH LINE

WESTWARD	Office Open	Signs	Distance from Holdrege	STATIONS	Track Capacity	EASTWARD
	Continuous.	B.C.K.O. W.R.Y.Yd.	229.55	STERLING		
	No Office.		238.49	8.94 LOGAN	10	
	No Office.		246.31	7.82 WILLARD	25	
	No Office.		256.46	10.15 STONEHAM	19	
	No Office.		266.11	9.65 NEW RAYMER	29	
	No Office.		273.81	7.70 BUCKINGHAM	5	
	No Office.		281.74	7.93 KEOTA	8	
	No Office.		295.57	13.83 GROVER	30	
	No Office.		304.22	8.65 HEREFORD	11	
	No Office.		310.34	6.12 CARPENTER	17	
	No Office.		316.29	5.95 ARCOLA		
	No Office.		329.35	13.06 ALTVAN	5	
	No Office.		335.01	5.66 U. P. Crossing (Grade)		
	Continuous.	C.R. B.Y.Yd.	337.19	2.18 CHEYENNE		
				(107.64)		

MOUNTAIN STANDARD TIME.

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 Sterling. Conductors and Enginemen must have Clearance Form A.

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

Rotary snow plow must not operate on the Sterling and Cheyenne Subdivision.

SPUR TRACK:

Shell Oil Spur, M.P. 231.26, 14 cars.

Track car operator's lineup will not be issued to cover local extra which will not leave Sterling before 9:00 A.M. Wednesday and will not leave Cheyenne before 4:00 P.M. Wednesday.

Sterling and Brush Subdivision—MAIN LINE

Westward	Office Open	Signs	Mile Post Location	STATIONS	Capacity of	Eastward
First Class	Week Days				Sidings	Other Tracks
Daily Passenger	Except Saturday				First Class	Daily Passenger
33						34
A.M. 2.05	Continuous.	B.C.K.O. W.R.Y.Yd.	115.12	STERLING		A.M. 2.10
<p>Between Sterling and Union each member of train and engine crew must have a copy of and be governed by Union Pacific rules, special rules and time table.</p>						
2.30	No Office.		138.57	23.45 UNION		1.40
f 2.40	No Office.		142.60	4.03 HILLROSE	68	f 1.35
A 2.50	See Footnote.	B.K.R. W.T.Yd.Z.	149.87	7.27 BRUSH		L 1.25 A.M.
				(34.75)		
				SCHEDULE TIME		:45
				AVERAGE MILES PER HOUR		46.3

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 at Brush. Conductors and Enginemen of eastward trains must have Clearance Form A.

Brush: In addition to CB&Q Clearance Form A, which will confer authority between Brush and Union on Sterling and Brush Subdivision, Conductors and Enginemen must receive Union Pacific Clearance form conferring authority on U. P. Third Subdivision.

UNION: Members of train or engine crew will handle switches used by their train. Westward trains must stop clear of crossover to CB&Q main and must not proceed until switches are properly lined.

The movement of eastward trains is governed by Union Pacific Signal 814 to siding or main track and trains must stop before passing signal and must not proceed until switches are properly lined and signal indicates proceed.

STERLING: In addition to Union Pacific Clearance Form conferring authority on U. P. Third Subdivision, Conductors and Enginemen must receive CB&Q Clearance Form A, which will confer authority between Union and Brush on Sterling and Brush Subdivision, and between Brush and Denver on the McCook and Denver Subdivision.

BRUSH:

Centralized Traffic Control in effect at Brush.

Yard limit Brush extends between east yard limit sign and sign reading "Begin CTC."

Brush Open 8:00 A.M. to 4:00 P.M. Daily.
8:30 P.M. to 4:30 A.M. Daily.

Offices open Saturday and Sunday:
Sterling Continuous.

ATWOOD AND MERINO

Nos. 33 and 34 stop on flag.

SPUR AND OTHER TRACKS:

Gliese.....M.P. 141.29—21 cars.

White.....M.P. 144.57—24 cars.

MOUNTAIN STANDARD TIME.

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

TRAINS HAVE NO TIME TABLE SUPERIORITY AT STERLING 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.

SPUR TRACKS ARE WITHIN YARD LIMITS. RULE 908 IN EFFECT.**CONDUCTORS AND ENGINEMEN MUST HAVE CLEARANCE FORM A BEFORE MAKING TRIP ON SPUR TRACKS.****Kearney Spur**

Mile Post Location	STATIONS	Other Tracks
0.00	KENESAW	48
24.39	KEARNEY	48

Huntley Spur

Mile Post Location	STATIONS	Other Tracks
67.08	AYR JCT.	
60.15	ROSELAND	36
55.09	HOLSTEIN	32
47.73	NORMAN	15
39.48	SOUTH MINDEN	16
31.48	KEENE	18
24.67	WILCOX	45
16.99	RAGAN	26
10.01	HUNTLEY	12

Lyons Spur

Mile Post Location	STATIONS	Other Tracks
38.20	LONGMONT	153
39.87	MARNETT	4
42.61	HYGIENE	10
48.28	LYONS	11

CENTRAL STANDARD TIME.

Lippincott Spur M.P. 10.96—42 cars. Engines must not go beyond engine limit sign.

Track car operator's lineup will not be issued to cover local extra which will not leave Kenesaw before 1:30 P.M. Mondays, Wednesdays and Fridays for Kearney and return.

Clearance Form A received at Hastings will confer authority on Kearney Spur.

Other Tracks: Lowell M.P. 10.12—30 cars.
Olson Spur M.P. 18.92—36 cars.**CENTRAL STANDARD TIME.**

Huntley wye at M.P. 11.7.

Track car operator's lineup will not be issued for local extra which will not leave Ayr Jct. before 8:15 A.M. Mondays, Wednesdays and Fridays for Huntley and return.

Clearance Form A received at Hastings will confer authority on Huntley Spur.

MOUNTAIN STANDARD TIME.

Track car operator's lineup will not be issued to cover local extra which will not leave Longmont before 9:00 A.M. on Mondays, Wednesdays and Fridays for Lyons and return.

Clearance Form A received at 38th St. Yard, Denver or Broomfield will confer authority on the Lyons Spur.

SPECIAL INSTRUCTIONS

Master Mechanic:
Master Mechanic:
Assistant Trainmaster:
Terminal Trainmaster:
Assistant Terminal Trainmaster:
Assistant Terminal Trainmaster:
Road Foreman:
Road Foreman:
Trainmaster-Road Foreman:
Trainmaster-Road Foreman:
Chief Dispatcher:
Night Chief Dispatcher:

Train Dispatchers:

D. G. Kennedy	L. E. Bath	A. R. Thomas
E. C. Bush	J. R. Reichstein	M. D. Potthoff
W. F. Thomsen	J. G. Davis	R. Rose
V. G. Nylander	F. E. Putnam	

1. In Manual Block territory, permissive movement will be authorized by train dispatcher. Train dispatcher will report block when clear.
Central Standard Time between Hastings-McCook; Hastings-Lester; Wymore-Oxford Jct.; Orleans Jct.-St. Francis; Odell Jct.-Concordia; Huntley Spur and Kearney Spur.

Mountain Standard Time between Flynn-Oberlin; McCook-Denver; Culbertson-Imperial; Denver-Longmont; Holdrege-Sterling; Sterling-Cheyenne; Sterling-Brush and Lyons Spur.

Train and Enginemen changing from one time zone to another MUST set their watches correctly; compare time with a standard clock and register the change on prescribed form. Should change become necessary at intermediate station, report must be made to and time compared with train dispatcher.

B. F. Meligan, Denver
P. E. Poindexter, Lincoln
J. C. Pohl, McCook
R. V. Myers, Denver
D. J. Greco, Denver
R. L. Yowell, Denver
V. R. Nicola, Denver
R. E. Rasser, McCook
J. E. Schobert, Denver
E. V. Waller, Wymore
M. Miller, McCook
W. C. Bush, McCook

Train and Enginemen enroute to and from Flynn and Oberlin Subdivision VIA OXFORD and operating within CTC limits between Oxford and Flynn will change watches at Oxford.

Dual-Controlled switches on all turnouts of all controlled sidings.

On the Hastings and McCook, and McCook and Denver Subdivisions, at points where stop signals may be encountered in CTC territory, an emergency means of communicating over the code line will be provided. Instructions are posted in telephone housing stating how connections are to be made.

2. USE OF TRACK:

Maximum gross weight of cars handled must not exceed 263,000 pounds except between following points, must not exceed weights shown:

Sterling and Cheyenne.....	177,000
Odell and Concordia.....	177,000
Ayr Jct. and Huntley.....	210,000

SUPERIOR:

Missouri Pacific crossing at M.P. 170.96, is protected by interlocking signals and electrically locked stop gate. Normal position of gate is against Missouri Pacific trains. When a train is stopped by an interlocking signal and no conflicting train movement is evident, a trainman will proceed to the crossing and if stop gate is not set against Missouri Pacific trains and locked, he will move it to that position and lock. If interlocking signal does not clear when stop gate is properly locked against Missouri Pacific trains, trainman may signal his train to proceed over the crossing.

ENDICOTT AND HANOVER:

Union Pacific signals governing movements over crossings at Hanover and Endicott are controlled by Union Pacific train dispatcher. Should C.B.&Q. signals fail to clear, be governed by instructions posted in telephone booth at crossing.

HASTINGS TOWER:

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

SAND CREEK:

Interlocking at M. P. 537.32 is remotely controlled by the Union Pacific operator at 36th Street and by operator at 38th Street Yard Office. Direct telephone communication at home signal with operator at 38th Street Yard Office. Rule 663 in effect.

Interlocking at M. P. 539.88 is remotely controlled by C.B.&Q. operator at 38th Street Yard Office. Direct telephone communication at crossing. Rule 663 in effect. Rule 607 does not apply.

SPECIAL INSTRUCTIONS—Continued

DENVER:

All trains and engines at highways or street intersections with railroad tracks, where official traffic control devices are installed, must move into the intersection or highway only on clear (green light) traffic signal.

Crossing with C&S between west 41st St. and 42nd Avenue, is protected by gates, normal position against C&S movements. Trains, light engines and switch cuts must approach these crossings prepared to stop if gates are not in normal position.

3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

RULE H.

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

RULE M.

Employes must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition. If defective equipment or tools cannot be put in safe condition, they must be taken out of service, so marked, and defects reported to the proper authority.

Employes are prohibited from riding or walking on the roof of any moving car.

They must inform themselves as to location of structures or obstructions where clearances are close. Some bridges, tunnels, freight houses, stock yard platforms and other structures will not clear a man on side of cars. Employes will be governed accordingly and must not occupy a position that will endanger themselves when passing such structures or other locations where clearances are close.

Employes must not stand on the track in front of an approaching engine or car for the purpose of boarding same.

Employes must expect the movement of trains, engines or cars at any time, on any track, in either direction.

RULE N (First paragraph).

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, enginemen, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

RULE Q.

Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

RULE 3 (Third paragraph).

When there is no standard clock available, conductors, enginemen, yardmasters and yard engine foremen must compare their watches daily with each other and with conductors or enginemen, who have Standard Time and have registered their watches, or with the train dispatcher, operator or clerk at office where standard clock is maintained and make a record of such comparison on the back of the time slip showing time, place and with whom comparison was made. At first opportunity other members of the crew must compare watches with the conductor or engineman.

RULE 7(a) (Third paragraph).

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

RULE 15 (First paragraph).

The explosion of two torpedoes is a signal to IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and one-quarter miles from where the torpedoes were exploded. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (New paragraphs).

When so equipped, each passenger train car must be connected with the communicating signal system on the engine. If not so equipped or the system becomes inoperative, radio or hand signals will be used. Before leaving initial terminal the communicating signal must be tested and known to be in suitable condition. Engineman failing to receive communicating signal 16(m) will immediately sound engine whistle signal 14(j) and look back for signal indicating running air brake test completed or slow track passed.

Approaching conditional or flag stops, if signal 16(d) or other instructions from conductor have not been received, engineman will be governed by hand signal from conductor. If no signal or instructions received, train will make station stop.

To operate the communicating signal on a passenger train, the discharge valve must be held open 1 second for each 6 cars in the train; the valve must remain closed 1 second between sounds for each 2 cars in the train.

RULE 16 (e).

One long sound of communicating signal, when standing, to apply or release air brakes.

RULE 16 (k).

One long sound of communicating signal to shut off train heat.

RULE 17.

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks, or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when headlight is dimmed or extinguished.

RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

RULE 20.

All sections except the last will display two green lights by day and by night in places provided for that purpose on the front of the engine.

RULE 21.

Where extra trains display classification signals, the display of white flags will be discontinued and white lights will be used as classification signals for both day and night operation.

RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

RULE 35.

The following signals will be used by flagmen:

Day Signals—A red flag, torpedoes and red fuses.

Night Signals—Torpedoes and red fuses.

RULE S-90.

The engineman of each train will give signal 14 (n) not less than one mile before reaching a meeting or waiting point.

The conductor of each train equipped with communicating signal will give signal 16(1) not less than one mile before reaching a meeting or waiting point.

On trains so equipped, the conductor will use radio communication to obtain acknowledgment from engineman immediately after passing the last station preceding a meeting or waiting point.

The conductor must know that train is being handled in a manner that will insure compliance with all requirements at the meeting or waiting point, stopping the train if necessary.

RULE 99 (b) (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuses.

RULE 99(c).

On a passenger train a flagman with flagman's equipment must immediately appear on the ground whenever train stops, protecting as required by Rule 99, except as hereinafter provided:

In Manual Block Territory, or where Rule 91 is in effect, at station stop flagman will stand 20 feet behind his train. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must protect as required by Rule 99.

In Centralized Traffic Control or Automatic Block Signal Territory at station stop flagman may stand at opening to car ready to board train without being recalled when conductor gives proceed signal. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must comply with Rule 99 except that flagman need not go back farther than the first signal to the rear which requires a following train to stop.

When a train with one trainman is delayed at a station stop beyond time required for the ordinary handling of passengers and other work, or if conditions require, trainman must then protect rear of train as outlined in preceding paragraphs.

Except when operating under procedure outlined in first sentence of third paragraph, conductor will signal engineman to recall flagman and will not give signal to proceed until flagman has returned. Enginemen will not acknowledge proceed signal with engine whistle.

Regardless of weather, flagman must be clothed so as to properly perform his duty in protecting his train as required by Rule 99, without having to return to his train for any purpose until recalled. By day the red flag must be unfurled.

RULE 102(a) (Second sentence of first paragraph).

The red headlight is displayed automatically by an emergency application of the air brakes.

RULE 109 (First paragraph).

Bulletins will be issued by authority and over the signature of the Superintendent. They will be numbered consecutively beginning with No. 1 January 1 and July 1 each year, continuing in effect to and including June 30 and December 31 respectively, unless cancelled.

RULE 208 (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

SPECIAL INSTRUCTIONS—Continued

RULE 209 (Second and third paragraphs).

Should it be necessary to relay a train order by any means of communication beyond the first station to which transmitted by train dispatcher, the operator at the office addressed must repeat the order to the relaying operator, who must underscore on his copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher who will give the response "Complete", and the time, with the initials of the Superintendent, to the relaying operator to be transmitted to the office addressed.

RULE 220 (Third paragraph).

When a conductor or engineman, or both, is relieved before the movement of the train authorized by Clearance Form A is completed, or at stations specified in the timetable, or by bulletin, all clearance forms, train orders and messages held must be delivered to relieving conductor or engineman. Such clearance forms, train orders and messages must be compared by the relieving conductor and engineman before proceeding. This may be done by radio if practicable.

RULE 221 (a). (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. Except in C.T.C. territory, operator will repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

CLEARANCE FORM F.

Proceed per Rule 509 A on _____ track.

Train dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the train dispatcher.

RULE 223(a). Z—Radio Station.**RULE 318** (B) (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under permissive indication, or with Permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

RULE 402.

Failed Equipment Signal—A wayside signal aspect, consisting of a single lunar light with a letter E. It may be placed below other signal aspects but does not supersede other signal indications or rules pertaining to movement or inspection of train.

Indications: When flashing, no failed equipment has been detected.

When illuminated continuously, train must be stopped and inspected for failed equipment. A member of train or engine crew must report to dispatcher by first available means of communication, advising reason for delay.

RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

RULE 509 (First paragraph).

When a train is stopped by a Stop indication, it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop indication.

RULE 509 C.

When block signal rules require movement at Restricted Speed, this speed must not be increased until after the rear of train has passed through the block.

RULE 512 (Second paragraph).

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.

RULE 514.

When stopping at a signal, no part of a train or engine should pass the signal.

RULE 515.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 516.

Engine or engine with cars, stopped by a Stop indication of an Automatic Block Signal, may proceed at Restricted Speed to couple to train or cars standing on main track within 300 feet of signal.

RULE 530.

Controlled sidings are not protected by signals between clearance points. Trains must move at Reduced Speed not exceeding speed authorized by timetable through turnouts and sidings.

RULE 533.

Permission must be secured from train dispatcher before using hand operated main track switches.

Unless otherwise provided, trains or engines must not clear the main track at a hand operated switch not equipped with an electric or mechanical time switch lock except in territory where maximum train speed is 20 MPH, or at specified locations.

When the main track has been cleared at specified locations, before authorizing a train or engine to reenter the main track through a hand operated switch not equipped with an electric or mechanical time switch lock, the train dispatcher must know positively that there are no trains or engines within the block, after which permission will be granted to open the switch. Train dispatcher must be advised when movement to main track has been completed and switch has been restored to normal position and locked before permitting any following train or engine movements.

A train or engine entering a block between signals on authority of train dispatcher must be protected as required by the rules and must proceed at Restricted Speed to the next governing signal.

RULE 672 (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and stop clear of the crossing. Burning red fuses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

RULE 674.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 711.

(m)—Comparison of time required under Rule 3.

RULE 712.

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

RULE 713. When a train is stopped by a Stop indication and normal means of communication have failed, Form F may be transmitted by Radio.

RULE 901 (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 906(b) (Second paragraph).

Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

RULE 908 (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety. (Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

RULE 913 (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn engineman returning, and at night a light must be placed on front end of rear portion of train.

RULE 914.

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of track signifies that the slow track has been passed and authorized speed may be resumed. Engineman must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of track will indicate the beginning of slow track.

On trains equipped with communicating signal system, signal will be given as prescribed by Rule 16.

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines between:

Hastings and Denver via Atlanta or	Red Cloud
Wymore and Lester	Denver and Lyons
Orleans and St. Francis	Holdrege and Sterling
Culbertson and Imperial	Sterling and Brush

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

SPECIAL INSTRUCTIONS—Concluded

RULE 970 (Second paragraph).

Instruct the fireman in his duties, including the economical use of fuel and supplies. Engineman will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Engineman is responsible while the engine is being operated by the fireman.

RULE 974.

Steam engines left with no one in charge must have steam shut off, reverse lever placed on center, cylinder cocks opened and independent driver brake set.

Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

RULE 1068.

The proper position for rear passenger trainman or flagman while train is in motion, is in car as near to rear of train as is practicable and consist will permit and will detract from opening of such car.

RULE 1077.

The proper position for forward trainman is on head end of train in cab from which engine is being controlled, leaving only when necessary to protect the train as required by the rules without waiting for signals or instructions to do so, or to perform duties specifically provided by the rules.

RULE 1302. Cancelled.

RULE 1304 (First sentence).

After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive but to not less than 60 pounds as shown by the caboose gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service.

RULE 1304(a).

Transfer train and yard train movements not exceeding 20 miles must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 1303 to 1307, inclusive.

RULE 1306(a).

When locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake test.

RULE 1308

When making a terminal test of brakes on a passenger train, the trainman or carman must advise the engineman to set brakes. On a train equipped with communicating signal system, signal to release must be given as prescribed by Rule 16.

RULE 1309.

The conductor of a passenger train must know that the engineman makes a running test of the brakes after leaving initial station, after engine, engineman or conductor is changed, or after an angle cock has been turned for any reason except cutting off one or more cars from rear of train.

Trainman stationed on rear of train must note that brakes apply and release properly, then give engineman signal as prescribed by Rule 16.

If brakes fail to apply and release properly, train must be stopped, cause ascertained and remedied.

RULE 1311 (First paragraph).

At a point other than initial terminal where locomotive or caboose is changed on a freight train or where one or more consecutive cars are cut off from rear or head end of train with consist otherwise remaining intact or where engine or train crew is changed but engine is not detached, test of the train brake system will be made as follows:

RULE 1314.

On a passenger train at points where engineman or conductor is changed on the road, the incoming engineman must apply the train brakes immediately after stopping, without waiting for a signal. Trainman must see that the brakes are applied on the rear car, signal the engineman to release and after the brakes on the rear car are seen to be released signal will be given engineman as prescribed by Rule 16.

RULE 1345.

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.

4. If due to accident on a diesel engine 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. Extra trains will not display classification signals between Hastings and Denver via Atlanta.

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

7. Within CTC limits, trains finding a Stop-and-Proceed indication displayed by a 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 whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 588 will apply as to permission, time and working limits and notification to engineman.

8. Air brakes must be used on occupied passenger carrying equipment when switching.

9. To insure against fire damage, do not permit engines to stand over or near any open flame.

SPEED RESTRICTIONS

1. Passengers, mail, express, and troop trains consisting of passenger cars only (including caboose equipped with ride-control trucks, series 13525 to 13639 inclusive, or drovers cars 5760 to 5765, inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including caboose not equipped with ride-control trucks, will be governed by speed authorized for passenger trains, except must not exceed 65 M.P.H.; and when handling freight cars will be governed by speed authorized for freight trains.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

Trains making back-up movement must not exceed 20 M.P.H. unless otherwise provided.

On subdivisions where maximum speed restrictions for steam engines are not shown, movements of steam engines will be governed by train order.

Diesel engines in 200, 300, and 400 series must not exceed 65 M.P.H.; 500, 900 series and U25B, series 100, must not exceed 75 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed 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, the maximum speed must not exceed:

- Diesel-electric motors 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.

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. except diesel electric motor cars 9768 and 9769 must not exceed 38 M.P.H. When running backward must not exceed 20 M.P.H.

SD-24 and U25C engines, series 500, may be operated with not more than 5 units coupled, at authorized speed restrictions on the following Subdivisions only:

- Hastings and McCook
- McCook and Denver
- Hastings and Lester
- Wymore and Oxford Junction
- Sterling and Brush

These engines must not operate on the following tracks:

Location	Track No.	Local Name of Track
Juniata	2	House track
Kenesaw	1	House track
McCook	5	Mill track
Wray	8	Mill track
Moseley	1	Stock track
Fort Morgan	2	South house track
Tampa Spur	1	Entire Spur
Roy	2	Beet track
Tonville	2	Beet track
Barr	2	House track
Cowles	1	House track
Blue Hill	1	Elevator track
Ayr	3	City track
Hastings	1	Elevator track
Krider	1	Brickyard track M.P. 1
Odel	2	House track
Diller	1	Elevator track
Chester	3	House track
	6	Elevator track
Superior	5	Stock track
Bostwick	1	Elevator track
Inavale	1	House track
Riverton	1	House track

SPEED RESTRICTIONS—Continued

LOCATION	All Trains M.P.H.
ALL SUBDIVISIONS	
On Sidings	30
Through turnouts of controlled sidings	10
Through crossovers and other turnouts, not otherwise specified	30
Clam shells, pile drivers, or similar equipment:	
Main Lines	20
Branch Lines	15
Except pile drivers 204617 and 204618	
Branch Lines	25
Rotary Snow Plows:	
Main Lines	15
Branch Lines	20
Scale test cars:	
Main Lines	15
Branch Lines	20
Trailing movement through spring switches	15
Loaded air dump cars in rear of train when possible	35
Main Line	
ODELL JCT. AND CONCORDIA SUBDIVISION	
Maximum speed:	
Between Odell Jct. and Haddam	35
Between Haddam and Concordia	30
Between M. P. 1.40 and M. P. 1.65	10
Bridges 16.08	10
Bridges 21.88, 27.55, 39.15, 41.67, 42.99, 44.62, 64.69, 66.66	15
At the approach signal of interlocking, Union Pacific crossing M. P. 14.60, Westward trains	15
Engine or leading car between home signals	20
Union Pacific Crossing M. P. 14.60	Stop
Before crossing Washington Street, Concordia	
Pile drivers 204617 and 204618 with empty flat car ahead of pile driver and empty flat car behind M.S. tank over bridges 1.61 and 16.08	10
HASTINGS AND LESTER SUBDIVISION	
Maximum speed	
SD-24 and U25C Engines	25
Engine or leading car of eastward trains over highway crossing at M.P. 1.04	5
Engine or leading car over highway crossing M.P. 36.54	15
Through turnout Lester	10
Between Blue Hill Jct. and Blue Hill	Reduced Speed
DENVER AND LONGMONT SUBDIVISION	
Maximum speed:	
Broomfield-Longmont	25
Engine or leading car over highway crossing M.P. 18.12	5
Loaded tank cars and loaded air dump cars in rear of train when possible	20
FLYNN AND OBERLIN SUBDIVISION	
Maximum Speed:	
Flynn-Almena Jct.	35
Oronoque-Oberlin	30
Engine or leading car over street crossings in Norton city limits	Reduced Speed
All trains will stop at highway crossing just west of city limits at Norton, and flag movement over crossing	Stop
STERLING AND BRUSH SUBDIVISION	
Maximum speed:	
Between Union and Brush	40
Over Bridge 139.97	30
SD-24 and U25C Engines between Union and Brush	30

LOCATION	All Trains M.P.H.
WYMORE AND OXFORD JCT. SUBDIVISION	
Maximum speed	35
SD-24 and U25C Engines:	
between Endicott and Riverton and between Orleans and Oxford Jct.	30
Engine or leading car between home signals	
U.P. crossing M.P. 114.86	20
Engine or leading car between home signals	
C.R.I.&P. crossing M.P. 125.04	20
Engine or leading car over Central Avenue and Bloom Street at Superior	6
Engine or leading car between home signals	
Missouri Pacific crossing M.P. 170.96	20
Over switch Oxford Jct.	20
ORLEANS JCT. AND ST. FRANCIS SUBDIVISION	
Maximum speed	30
Loaded tank cars and loaded air dump cars in rear of train when possible	25
All trains over highway crossing Atwood	Reduced Speed
Over bridge 2.24	20
Engine or leading car over highway No. 283 crossing M.P. 24.07	10
HOLDREGE AND STERLING SUBDIVISION	
Maximum speed	30
Between Holdrege and M.P. 24	25
Haxton, Engine or leading car over Washington Street, second crossing east of depot	10
Sterling:	
Between approach signal and home signal of Union Pacific interlocking crossing	15
All trains between switches	Reduced Speed
STERLING AND CHEYENNE SUBDIVISION	
Maximum speed	25
600 HP Diesel Electric engines	20
Engines heavier than 600 H.P. cannot operate	
Loaded tank cars and loaded air dump cars in rear of train when possible	20
Sterling: All trains between switches	Reduced Speed
Over bridge 332.63 east of Cheyenne	10
Cheyenne: All trains between switches	Reduced Speed
CULBERTSON AND IMPERIAL SUBDIVISION	
Maximum speed	25
Loaded tank cars and loaded air dump cars in rear of train when possible	20
Engine or leading car over Arapahoe Street just west of depot Wauneta	Reduced Speed
Enders, over Highway No. 6 crossing, M.P. 41.67	10
KEARNEY SPUR	
Maximum speed	20
Diesel engines series 200	15
Over bridge 18.18	10
HUNTLEY SPUR	
Maximum speed	20
600 HP engines	10
Engines heavier than 600 HP cannot operate	
LYONS SPUR	
Maximum speed	20

SPEED OF TRAINS

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	55	1	5
10	6	0	60	1	0
15	4	0	65	0	55
20	3	0	70	0	51
25	2	24	75	0	48
30	2	0	80	0	45
35	1	43	85	0	42
40	1	30	90	0	40
45	1	20	95	0	38
50	1	12	100	0	36

The following maximum speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Derrick 204375 and Bridge Derrick 204620	Other Derricks
Hastings-Denver	30	35
Wymore-Oxford Jct.	25	30
Hastings-Lester	15	20
Except over Br. 34.33	10	
Sterling-Brush	30	30
Holdrege-Sterling	Must Not Operate	20
Sterling-Cheyenne	"	15
Orleans Jct.-St. Francis	"	20
Flynn-Oberlin	"	15
Culbertson-Imperial	"	20
Denver-Longmont	"	20
Odell Jct.-Concordia	"	20
Kearney, Huntley and Lyons Spur tracks	"	20

SPEED RESTRICTIONS—Concluded

HASTINGS AND McCOOK SUBDIVISION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ZONE—MP 156.00-MP 157.00.....	25	25
Crossover and Turnout MP 156.43.....	15	15
ZONE—MP 157.00-MP 158.00.....	79	30
Turnout west end No. 1 track MP 157.96.....	30	30
Turnout end of Double Track Gaines.....	40	40
ZONE—MP 158.00-MP 219.50.....	79	55
SD-24 and U25C Engines on sidings at Kenesaw, Axtell and Holdrege (south side).....	25	25
ZONE—MP 219.50-MP 230.50.....	70	50
Curve MP 229.50.....	65	50
ZONE—MP 230.50-MP 286.60.....	79	55
Head end of trains over Ogden Ave. Oxford MP 233.80.....	50	50
ZONE—MP 286.60-MP 287.20.....	79	30
ZONE—MP 287.20-MP 288.50.....	30	30

Freight Trains 61, ADV. CD & CD, authorized by message over signature of Superintendent, may observe maximum speed of 60 MPH as follows (observing all other speed restrictions):

Between MP 158.00 and MP 219.50
MP 230.50 and MP 286.50

except engine must not exceed
55 MPH passing signal at MP
233.57.

Freight Trains 68 and 66, authorized by message over signature of Superintendent, may observe maximum speed of 60 MPH as follows (observing all other speed restrictions):

Between MP 286.00 and MP 236.00
MP 210.00 and MP 158.00

except engine must not exceed
55 MPH passing signal at MP
250.50.

McCOOK AND DENVER SUBDIVISION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ZONE—MP 288.50-MP 289.00.....	70	50
ZONE—MP 289.00-MP 430.50.....	79	55
SD-24 and U25C Engines on siding at Wray.....	25	25
ZONE—MP 430.50-MP 431.50.....	50	40
ZONE—MP 431.50-MP 434.00.....	65	50
ZONE—MP 434.00-MP 535.90.....	79	55
Brush—Entering Sterling main tracks.....	15	15
Brush on Sterling main track over Clayton Street Crossing.....	10	10
On Tampa Spur.....		15
Curve MP 506.40.....	70	50
ZONE—MP 535.90-MP 539.70.....	79	50
Ladora Yard Tracks: On both Wye tracks, on curves and over switches.....		5
On tangent track between gate and classification yard.....		10
Over U.P. Crossing MP 537.32.....	60	30
ZONE—MP 539.70 to signal MP 541.71.....	30	30
ZONE—Signal MP 541.71 to 21st St. MP 541.85.....	15	15

Freight Trains 61, ADV. CD & CD, authorized by message over signature of Superintendent, may observe maximum speed of 60 MPH as follows (observing all other speed restrictions):

Between MP 289.00 and MP 430.50
MP 434.00 and MP 535.90

except engine must not exceed
55 MPH passing signal at MP
444.76.

Freight Trains 68 and 66, authorized by message over signature of Superintendent, may observe maximum speed of 60 MPH as follows (observing all other speed restrictions):

Between MP 527.00 and MP 449.00
MP 430.00 and MP 289.00

except engine must not exceed
55 MPH passing signals at MP
498.25.