18 Omaha

Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

OMAHA DIVISION

OF THE

NEBRASKA DISTRICT

C. B. & Q. R. R. CO.
COMMERCIAL AGT.
SEP 30 1924
DEADWOOD, S. D.

No. 23

EFFECTIVE AT 12:01 A. M.

SUNDAY, SEPTEMBER 28, 1924

Destroy All Time Tables of Previous Date

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

PACIFIC JUNCTION TO LINCOLN SUBDIVISION—WESTWARD

OMAHA DIVISION — **TIME TABLE No. 23** — **EFFECTIVE SEPTEMBER 28, 1924**

FIRST CLASS

43 Daily Passenger	23 Daily Passenger	3 Daily Passenger	37 Daily Passenger	17 Daily Passenger	7 Daily Ex. Sunday Passenger	25 Daily Mail	27 Daily Ex. Sunday Passenger	5 Daily Passenger	15 Daily Passenger	9 Daily Passenger	Distance from Pacific Junction	Distance from Pac. Jct. via Louisville	Office Closed	STATIONS
	P. M. L 2.50					A.M. L10.05			A. M. L 8.00		0.00	.....	.....	PACIFIC JUNCTION
											2.52	.....	F	BRIDGE SWITCH
	s 3.05					**10.15**			s 8.10		4.95	.....	.....	PLATTSMOUTH
	f **3.15**					10.23	A. M. L 9.43		8.18		8.87	.....	.....	OREAPOLIS
	s 3.20					10.26	s **9.49**		8.21		10.91	.....	4:00 P. M. to 7:00 A. M	LA PLATTE
	3.24					10.30	f 9.53		8.25		13.35	.....	F	PAPPIO
	s 3.30					10.35	s10.01		8.30		16.49	.....	4:00 P.M. to 7:00 A. M.	BELLEVUE
	3.40					10.45	**10.15**		8.40		23.83	.....	.....	GIBSON
P. M. L **11.00**	s **3.45** **7.05**	P. M. L 4.25	P.M. L 4.15		P. M. L 1.05	A10.55 A.M.	A10.20 A. M	A. M. L 8.25	s 8.50 9.15	A. M. L12.20	25.62	.....	.....	OMAHA
11.09	s 7.17	4.34	4.24		s 1.15			s 8.35	9.23	12.30	29.22	.....	.....	SOUTH OMAHA
11.15	s **7.25**	4.40	4.30		s 1.21			8.41	**9.29**	12.36	33.29	.....	5 P. M. to 8 A. M.	RALSTON
11.25	s 7.36	4.50	4.40		s 1.32			f 8.50	9.38	12.46	40.24	.....	3:00 A. M. to 4:00 P. M. to	8:00 A. M. 7:00 P. M. CHALCO
11.29	7.40	4.54	4.44		1.36			8.54	9.42	12.50	43.13	.....	No Office	CHALCO JCT.
11.35	s 7.47	5.00	4.50		s 1.43			s **9.00**	9.46	12.57	46.55	.....	12:01 A. M. to 8:00 A. M.	GRETNA
11.40	f 7.52	5.05	4.55		s 1.48			9.04	9.50	1.02	50.15	.....	5:30 P. M to 8:30 A. M.	MELIA
s11.51	s 8.02	5.15	s 5.06	P. M. L 4.30	s **1.58** **2.05**			s 9.15	9.58	1.12	56.04	35.28	.....	ASHLAND
12.01 AM	s 8.12	5.25	5.16	s 4.45	s **2.24**			s 9.25	10.06	1.23	62.88	42.12	.....	GREENWOOD
12.10	s 8.20	5.33	5.25	s 4.55	s 2.33			s 9.35	10.13	1.30	68.32	47.56	.....	WAVERLY
12.20	s 8.30	5.44	5.35	s 5.07	s 2.43			s 9.45	10.22	1.40	75.52	54.76	5:30 P. M. to 8:30 A. M.	HAVELOCK
											78.17 78.27	57.41 57.51	.....	C. & N. W. and C. R. I. & P. XINGS.
											79.66	58.90	.....	M. P. CROSSING
A 12.30 A.M.	A 8.45 P. M.	A 5.55 P. M.	A 5.45 P.M.	A 5.20 P. M.	A 2.55 P. M.			A10.00 A. M.	A10.30 A. M.	A 1.50 A. M.	80.38	59.62	.....	LINCOLN
											80.89	60.13	.....	U. P. CROSSING
											81.95	61.19	.....	F. Y.
Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily				(81.95)
1:30 36.6	5:55 13.5	1:30 36.6	1:30 36.6	0:50 32.4	1:50 30.4	0:50 30.0	0:37 29.0	1:40 32.8	2:30 32.0	1:30 36.6				SCHEDULE TIME AVERAGE MILES AN HOUR

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR. O-1-A ENGINES HANDLING PASSENGER TRAINS 45 MILES AN HOUR. FREIGHT TRAINS 35 MILES AN HOUR.

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

CENTRAL TIME.

Automatic Block System. Rules 502 to 512 in effect.

Rules D 251, D 252 and D 254 in effect between Lincoln and Waverly, Greenwood and Ashland, Omaha and Gibson; Oreapolis and Plattsmouth.

Controlled Manual Block System rules 402 to 473 in effect between Waverly and Greenwood.

Rule 20, Special Instructions, not in effect.

Trains not affected by rule 83 will register by ticket at Gibson.

Nos. 3, 9 and 15 will register by ticket at Ashland.

No train order signal at Pacific Junction, Omaha, Lincoln and F. Y. Conductors and Enginemen must have Clearance Card (Form A)

Train shed over No. 1 track at Omaha will not clear O engines.

No. 9 stops at Ashland to discharge passengers from points east of Omaha.

Camp Gifford between Mile Posts 10 and 11 flag stop for Nos. 23 and 27.

Trains moving against current of traffic between Havelock and Lincoln will make railroad crossing stop at M. P. Crossing.

PACIFIC JUNCTION TO LINCOLN SUBDIVISION—WESTWARD

OMAHA DIVISION — **TIME TABLE No. 23** — **EFFECTIVE SEPTEMBER 28, 1924**

SECOND CLASS

STATIONS	Signs	Capacity Sidings—Cars	71 Daily Ex. Sunday Freight	75 Daily Freight	77 Daily Freight	87 Daily Freight	79 Daily Freight	73 Daily Ex. Sunday Freight	81 Daily Freight
PACIFIC JUNCTION	B C K R T W Y	.....	P. M. L 9.30	A. M. L **5.00**	A. M. L 9.00	A. M. L 11.05	A. M. L 8.30		A.M. L 12.15
BRIDGE SWITCH	F	.....							
PLATTSMOUTH	B C K O T W	.....	**10.00**	**5.25**	9.25	11.25	8.50		12.45
OREAPOLIS	Y	.....	10.10	5.35	**9.37**	A 11.35 A.M.	9.00		A 12.55 A.M.
LA PLATTE		85	**10.34**	5.45			9.10		
PAPPIO	F	.....	10.50	5.50			9.20		
BELLEVUE	.....	85	11.05	6.10			**9.39**		
GIBSON	B C K O R T W	.....	A11.45 P. M.	6.35 7.00			s **10.00** **10.25**	P. M. L 7.45	
OMAHA	B K R W	.. ...		7.15			10.40	**7.55**	
SOUTH OMAHA	B C K O T W Y	.....		A 8.00 A. M.			A11.30 A.M.	8.15	
RALSTON	.....	50						8.25	
CHALCO	... W ...	N 77 S 82						8.43	
CHALCO JUNCTION	....F....	.....						8.50	
GRETNA	.....	48						9.03	
MELIA	.....	85						9.10	
ASHLAND	B C K R W Y	Yard			11.25			9.30	
GREENWOOD	.....	72			11.45			**9.55**	
WAVERLY	.....	n83 s85			12.01 PM			10.10	
HAVELOCK	B K T W	Yard							
C. & N. W. and C. R. I. & P. CROSSINGS	.....	.....							
M. P. CROSSING	.....	.....							
LINCOLN	BKORWY	.....							
U. P. CROSSING	.....	.....							
F. Y.	B C K O R T W Y	.....			A 1.00 P. M.			A11.00 P.M.	
			Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
SCHEDULE TIME			2:15	3:00	4:00	0:30	3:00	3:15	0:40
AVERAGE MILES AN HOUR			10.5	9.7	15.3	18.0	9.7	17.5	22.5

VIA LOUISVILLE

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR, FREIGHT TRAINS 35 MILES AN HOUR.

Taking siding at South Omaha, trains eastward will use first switch west of depot; passenger trains westward will use switch at subway; freight trains westward will use switch at round house.

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

Local leaves Plattsmouth 6:30 A. M. Tuesdays, Thursdays and Saturdays for Oreapolis, will carry passengers

SPEED RESTRICTIONS

25 miles an hour over Missouri River Bridge between Plattsmouth and Pacific Junction.

25 miles an hour through turn-outs at end of double track, Greenwood and Waverly.

20 miles an hour through turn-outs at Oreapolis.
10 milees an hour at end of double track, Gibson.
10 miles an hour through passenger yard, Omaha.
15 miles an hour over Bridge 19.20 between Omaha and South Omaha.
20 miles an hour by passenger station, Ashland.
10 miles an hour from 8th Street to depot, Lincoln.
Passenger trains 15 miles an hour over switch at mile post 14 east end Gibson yard.
H, R and O-1 engines, running forward 40 miles an hour; running backward, 20 miles an hour.
D, 0-2 and 0-4 engines, running forward loaded, 35 miles an hour; light, 30 miles an hour; running backward 20 miles an hour.
M and T engines, running forward, 25 miles an hour; backward, 12 miles an hour.

LINCOLN TO PACIFIC JUNCTION SUBDIVISION—EASTWARD

OMAHA DIVISION — **TIME TABLE No. 23** — **EFFECTIVE SEPT 28, 1924**

FIRST CLASS

22 Daily Passenger	14 Daily Passenger	12 Daily Passenger	26 Daily Ex. Sunday Passenger	2 Daily Passenger	16 Daily Passenger	38 Daily Passenger	24 Daily Passenger	4 Daily Passenger	8 Daily Ex. Sunday Passenger	6 Daily Passenger	Signs	Distance from Denver	Office Closed	STATIONS
	P. M. A 9.00			P. M. A 4.45			A. M. A 2.20	A. M. A 10.25		A. M. A 7.50	B C K R T W Y	562.99	.....	**PACIFIC JUNCTION**
											F	560.47	No Office	2.52 BRIDGE SWITCH
	s 8.48			s 4.30			s 2.07	s **10.15**		s 7.35	B C K O T W	558.04	.....	2.43 **PLATTSMOUTH**
	f 8.39		P. M. A **3.15**	4.20			f 1.58	s 9.57		7.28	Y	554.12	.....	3.92 **OREAPOLIS**
	f 8.34		s 3.10	4.14			s 1.53	s **9.49**		7.22		552.08	4:00 P.M. to 7:00 A.M.	2.04 LA PLATTE
	8.29		f 3.06	4.09			1.47	9.44		7.19	F	549.64	No Office	2.44 **PAPPIO**
	f 8.22		s 3.01	4.02			s 1.40	s **9.39**		7.15	.....	546.50	4:00 P. M. to 7:00 A. M.	3.14 BELLEVUE
	s 8.10		2.50	3.50			s 1.27	9.25		7.05	B C K O R T W	539.16	....	7.34 GIBSON
P. M. A **11.00**	s **8.05** **7.45**	P. M. A 6.10	L 2.45 P. M.	**3.45** s 3.30	TO SIOUX CITY	P. M. A 2.50	1.20 s12.01PM	L 9.20 A. M.	A. M. A 9.55	7.00 s 6.40	B K R W	537.37	.....	1.79 **OMAHA**
10.52	s 7.35	6.02		3.20		2.41	11.54		s 9.44	6.31	B C K O T W Y	533.77	.....	3.60 SOUTH OMAHA
10.44	s **7.25**	5.54		3.10		2.35	11.48		s **9.29**	6.24	.....	529.70	5 P. M. to 8 A. M.	4.07 RALSTON
10.34	s 7.15	5.44		3.00		2.26	11.40		s 9.12	6.14	W	522.75	3:00 A. M. to 4:00 P. M to	6.95 8:00 A. M. to 7:00 P. M. CHALCO
10.30	7.11	5.40		2.56		2.22	11.36		9.05	6.10	F	519.86	No Office	2.89 **CHALCO JCT.**
f 10.24	s 7.05	5.34		2.51		2.16	11.32		s **9.00**	6.05	.....	516.44	12:01A.M. to 8:00 A. M.	3.42 GRETNA
10.17	f 6.55	5.27		2.44		2.10	11.27		s 8.52	5.59	.....	512.84	5:30 P. M. to 8:30 A. M.	3.60 MELIA
s 10.07	s 6.45	s 5.17		2.34	P. M. A 2.20	s **2.00**	s11.19		s 8.42	f 5.50	B C K R W Y	506.95	.....	5.89 **ASHLAND**
f **9.55**	s 6.33	5.04		**2.24**	s 2.10	1.47	11.08		s 8.28	5.40	.....	500.11	.....	6.84 GREENWOOD
f 9.48	s 6.23	4.58		2.18	s 2.00	1.40	11.02		s 8.19	5.33		494.67	.....	5.44 WAVERLY
9.39	s 6.11	4.49		2.09	s 1.50	1.30	10.53		s 8.10	5.24	B. K. T. W.	487.47	5:30 P M. to 8:30 A M.	7.20 HAVELOCK
											.....	484.82		2.65 C. & N. W. and C., R. I. & P. XINGS
											.....	484.72	.....	1.49
											.....	483.33	.....	M. P. CROSSING
L 9.30 P. M.	L 6.00 P. M.	L 4.40 P. M.		L 2.00 P. M.	L 1.40 P. M.	L 1.20 P. M.	L10.45 A. M.		L 8.00 A. M	L 5.15 A. M	B K O R W Y	482.61	.....	0.72 **LINCOLN**
											.....	.....	.....	0.51 U. P. CROSSING
											B C K O R T W Y	.....	.....	1.06 **F. Y.**
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily				(81.95)
1:30 36.6	3:00 26.8	1:30 36.6	0:30 33.5	2:45 29.0	0.40 36.5	1:30 36.6	3:35 22.0	1:05 23.6	1:55 28.6	2:35 31.1				SCHEDULE TIME AVERAGE MILES AN HOUR

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR. O1A ENGINES HANDLING PASSENGER TRAINS 45 MILES AN HOUR. FREIGHT TRAINS 35 MILES AN HOUR.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

CENTRAL TIME.

Automatic Block System. Rules 502 to 512 in effect.

Rules D251, D252 and D254 in effect between Lincoln and Waverly, Greenwood and Ashland, Omaha and Gibson, Oreapolis and Plattsmouth.

Controlled Manual Block System rules 402 to 473 in effect between Waverly and Greenwood

Rule 20, Special Instructions, not in effect.

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

No train order signal at Pacific Junction, Omaha, Lincoln and F. Y. Conductors and enginemen must have Clearance Card (Form A).

Train shed over No. 1 track, Omaha, will not clear O Engines.

No. 24 will stop to discharge passengers from stations west of Lincoln.

No. 24 Sunday will stop at all stations except Pappio on flag.

Camp Gifford at M. P. 10 flag stop for Nos. 4 and 24.

Trains moving against current of traffic between Lincoln and Havelock, will make Railroad crossing stop at M. P. Crossing.

No. 6 stops at Ashland for revenue passengers only.

LINCOLN TO PACIFIC JUNCTION SUBDIVISION—EASTWARD

OMAHA DIVISION — TIME TABLE No. 23 — EFFECTIVE SEPTEMBER 28, 1924

SECOND CLASS

STATIONS	Capacity Sidings—Cars	80 Daily Ex. Monday Freight	70 Daily Freight	72 Daily Ex. Sunday Freight	74 Daily Ex. Sunday Freight	88 Daily Freight	76 Daily Ex. Monday Freight	82 Daily Freight
..... PACIFIC JUNCTION	...		A.M. A 6.45	P.M. A10.45	P.M. A11.30	P.M. A11.25	A.M. A 6.05	A. M. A **5.00**
.....BRIDGE SWITCH.....	....							
..... PLATTSMOUTH	....		6.15	**10.00**	10.55	10.25	**5.25**	4.25
.....OREAPOLIS.....	....		5.30	9.50	10.42	L10.00 P.M	5.05	L 4.15 A. M.
..... LA PLATTE	85			9.40	**10.34**		4.55	
..... PAPPIO	....			9.35	10.27		4.45	
.....BELLEVUE.....	85			9.25	10.20		4.35	
.....GIBSON.....	....	A.M. A 5.15	VIA LOUISVILLE	s 9.10	s10.00		L 4.05 A.M.	
..... OMAHA	....	5.00		8.50	9.15			
.....SOUTH OMAHA.....	....	s 4.45		L 8.40 P.M.	L 9.00 P.M.			
.....RALSTON.....	50	4.20						
..... CHALCO	n77 s82	4.05						
....CHALCO JUNCTION....		3.59						
..... GRETNA	48	3.50						
..... MELIA	85	3.30						
.....ASHLAND.....	Yd.	3.15	4.00					
..... GREENWOOD	72	2.20	3.30					
..... WAVERLY	n83 s85	1.58	3.15					
..... HAVELOCK	Yd.							
C. R. I. & P. and C. & N. W. XINGS	....							
..... M. P. CROSSING	....							
.....LINCOLN.....	....							
.....U. P. CROSSING.....	....							
.....F. Y.....	....	L 12.45 A.M.	L 2.15 A.M.					
		Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily
.....SCHEDULE TIME.....		4:30	4:30	2:05	2:30	1:25	2:00	0:45
.....AVERAGE MILES AN HOUR.....		12.9	13.3	14.0	11.7	6.1	11.9	20:0

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR, FREIGHT TRAINS 35 MILES AN HOUR.

Taking siding at South Omaha, trains eastward will use first switch west of depot, passenger trains westward will use switch at subway, freight trains westward will use switch at round house.

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

Local Extra leaves Oreapolis 12:05 P. M. Monday, Wednesday and Friday for Plattsmouth; will carry passengers.

SPEED RESTRICTIONS:

25 miles an hour over Missouri River Bridge between Plattsmouth and Pacific Junct .
25 miles an hour through turnouts at end of double track, Greenwood and Waverly.
20 miles an hour through turn-outs at Oreapolis.
10 miles an hour at end of double track, Gibson.
10 miles an hour through passenger yard, Omaha.
15 miles an hour over Bridge 19.20 between Omaha and South Omaha.
20 miles an hour by passenger station Ashland.
10 miles an hour from 8th Street to depot Lincoln.
Passenger trains 15 miles an hour over switch at Mile Post 14 east end Gibson yard.
H, R and O-1 engines, running forward, 40 miles an hour; running backward, 20 miles an hour.
D, O-2 and O-4 engines, running forward loaded, 35 miles an hour; light, 30 miles an hour; running backward, 20 miles an hour.
M and T engines, running forward, 25 miles an hour; backward, 12 miles an hour.

OREAPOLIS AND ASHLAND SUBDIVISION

OMAHA DIVISION — **TIME TABLE No. 23** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD									EASTWARD				
SECOND CLASS				FIRST CLASS	Signs	Distance from Oreapolis	Office Closed	STATIONS	Capacity Sidings—Cars	FIRST CLASS	SECOND CLASS		
81 Daily Freight	87 Daily Freight	77 Daily Freight		33 Daily Ex. Sunday Passenger						34 Daily Ex. Sunday Passenger	70 Daily Freight	88 Daily Freight	82 Daily Freight
A.M. L12.55	A.M. L11.35	A.M. L **9.37**		P.M. L 3.25	Y	0.00	.....	..... OREAPOLIS	....	A.M. A **9.37**	A.M. A 5.30	P.M. A10.00	A.M. A4.15
					.....	0.12	.....	..... M. P. CROSSING	....				
1.15	11.55	9.55		f 3.36	F	5.50	No Office	..... CULLOM	85	f 9.27	5.15	9.40	4.00
1.30	12.10PM	10.10		s 3.46	O	10.25	5:00 P. M. to 8:00 A. M.	..... CEDAR CREEK	85	s 9.17	5.00	9.20	3.45
2.00	12.30	10.30		s 3.58	W	14.10	.....	..... M. P. CROSSING .... LOUISVILLE.....	85	s 9.10	4.45	9.05	3.30
					.....	18.34	.....	.....C., R. I. & P. CROSSING	....				
2.20	12.45	10.45		s 4.11	.....	18.98	4:30 P. M. to 7:30 A. M.	.....SOUTH BEND.....	85	s 9.00	4.30	8.45	3.15
A **3.00** A.M.	A 1.10 P.M.	A11.05 A.M.		A 4.30 P.M.	BCK RWY	26.41	.....	.....**ASHLAND**	Yd.	L 8.45 A.M.	L 4.10 A.M.	L 8.15 P.M.	L **3.00** A.M.
Daily	Daily	Daily		Daily Ex. Sunday				(26.41)		Daily Ex. Sunday	Daily	Daily	Daily
2.05 12.07	1:35 16.4	1:28 17.7		1:05 24.3				.....SCHEDULE TIME..... ..... AVERAGE MILES AN HOUR		0:52 29.5	1:20 19.8	1:45 15.0	1.15 21.2

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR. FREIGHT TRAINS 35 MILES AN HOUR.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
CENTRAL TIME.
Manual block system. Rule 318-B in effect.
Rule 20, special instructions, not in effect.
Local extra leaves Oreapolis 6:40 A. M. Tuesday, Thursday and Saturday for Ashland.
Local extra leaves Ashland 10:30 A. M. Monday, Wednesday and Friday for Oreapolis, will carry passengers.

SPEED RESTRICTIONS:
20 miles an hour through turn-outs at Oreapolis.
Camp Quivera between Cedar Creek and Louisville flag stop for Nos. 33 and 34.
H, R and O-1 engines, running forward, 40 miles an hour; running backward, 20 miles an hour.
D, O-2 and O-4 engines, running forward loaded, 35 miles an hour; light, 30 miles an hour; running backward, 20 miles an hour.
M and T engines, running forward, 25 miles an hour; backward, 12 miles an hour.

PAPPIO AND GILMORE JUNCTION SUBDIVISION

OMAHA DIVISION — **TIME TABLE No. 23** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD										EASTWARD							
SECOND CLASS					FIRST CLASS	Signs	Distance from Pappio	Office Closed	STATIONS	Capacity Sidings—Cars	FIRST CLASS	SECOND CLASS					
						F	0.00	.....	..... PAPPIO	....							
						.....	2.05	No Office	.....FORT CROOK.....	....							
SEE UNION PACIFIC TIME TABLE						.....	3.92	.....	.....GILMORE JUNCTION.....	....				SEE UNION PACIFIC TIME TABLE			
						BCFK ORTWY	9.10	No office	..... **SOUTH OMAHA**	Yd							
									(9.1)								
									.....SCHEDULE TIME..... ..... AVERAGE MILES AN HOUR								

TRAINS MUST NOT EXCEED 20 MILES AN HOUR BETWEEN GILMORE JUNCTION AND PAPPIO.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
CENTRAL TIME.
Manual block system. Rule 318-B in effect.
Four short and one long blast of whistle for Union Pacific switches, Gilmore Junction and South Omaha.
Union Pacific rules and time table govern joint track, Gilmore Junction and South Omaha.
Rule 20, special instructions, not in effect.

SPEED RESTRICTIONS:
O-1, O-2, O-4 and S-3 engines must not exceed 15 miles an hour

ASHLAND AND SIOUX CITY SUBDIVISION

OMAHA DIVISION — TIME TABLE No. 23 — **EFFECTIVE SEPTEMBER 28, 1924**

NORTHWARD						Signs	Distance from Ashland	Office Closed	STATIONS	Capacity Sidings—Cars	SOUTHWARD					
SECOND CLASS				FIRST CLASS							FIRST CLASS		SECOND CLASS			
84 Daily Freight	96 Daily Ex. Sunday Way Freight	92 Daily Ex. Sunday Way Freight	86 Daily Freight	16 Daily Passenger	164 Daily Ex. Sunday Passenger						17 Daily Passenger	163 Daily Ex. Sunday Passenger	85 Daily Freight	95 Daily Ex. Sunday Way Freight	91 Daily Ex. Sunday Way Freight	83 Daily Freight
P.M. L 2.45			A.M. L 4.15	P.M. L 2.30		B C K R W Y	0.00	.....	..... ASHLAND	Yard	P.M. A 4.22		A.M. A 2.00			P.M. A 7.30
						.....	2.40	No. Office	2.40 .....RIFLE RANGE.....	.....						
3.00			4.40	s 2.42		.....	7.49	5:30 P. M. to 8:30 A. M.	5.09 ..... WANN	86	s 4.09		12.55			6.30
3.20			**5.00**	s 2.55		W	14.77	4:30 P.M. to 7:30 A. M.	7.28 ..... **YUTAN**	88	s 3.55		12.35			6.05
						.....	15.30	.....	0.53 .....U. P. CROSSING.....	.....						
3.44			5.25	s 3.10		.....	21.03	5:30 P. M. to 8:30 A. M.	5.73 ..... LE SHARA	88	s **3.44**		12.15A.M.			5.40
						.....	25.75	No. Office	4.72 ..... WOODCLIFF	.....						
						.....	28.96	.....	3.21 .....U. P. CROSSING	.....						
4.35		A.M. L 7.40	5.55	s **3.30**		C O R T W	29.22	5:00 P. M. to 8:00 A. M.	0.26 ..... FREMONT	86	s **3.30**		11.55		P.M. A12.10	5.20
						.....	29.98	8:00 A. M. to 4:00P. M.	0.76 .....U. P. CROSSING.....	.....						
						.....	30.03	.....	0.05 ..... C. & N. W. CROSSING	.....						
						.....	35.46	.....	5.43 ..... C. & N. W. CROSSING	.....						
4.55		s 8.05	6.20	s 3.45		.....	37.95	5:30 P. M. to 8:30 A. M.	2.49 ..... NICKERSON	85	s 3.12		11.30		s 11.40	**4.55**
5.25		s 8.30	6.45	s 3.56		W	43.64	5:30 P. M. to 8:30 A. M.	5.69 .....WINSLOW.....	87	s 3.01		11.05		s 11.15	4.35
5.55		s 9.05	7.15	s **4.12**		.....	52.78	5:30 P. M. to 8:30 A. M.	9.14 .....UEHLING.....	87	s 2.45		10.40		s 10.50	**4.12**
						.....	59.83	.....	7.05 .C., ST. P., M. & O. CROSSING.	.....						
6.30		s **10.05**	7.50	s 4.27		C W	60.03	.....	0.20 ..... OAKLAND	87	s 2.32		10.00		s **10.05**	3.25
7.00		s 10.45	8.20	s 4.39		.....	67.00	5:30 P. M. to 8:30 A. M.	6.97 .....LYONS.....	88	s 2.17		9.20		s 9.30	3.10
7.30		s 11.15	**8.50**	s 4.54		W	75.68	5:30 P. M. to 8:30 A. M.	8.68 .....ROSALIE.....	87	s 2.02		8.50		s **8.50**	2.50
7.50		s 11.55	9.15	s 5.07		.....	82.08	5:30 P. M. to 8:30 A. M.	6.40 ..... WALTHILL	97	s 1.49		8.30		s 8.15	2.30
8.15		s 12.30 PM	9.45	s 5.18		W	88.20	5:30 P. M. to 8:30 A. M.	6.12 .....WINNEBAGO.....	86	s 1.38		**8.15**		s 7.45	2.15
8.50		s **1.27**	10.10	s 5.29		.....	94.48	5:30 P. M. to 8:30 A. M.	6.28 ..... HOMER	88	s **1.27**		8.00		s 7.15	2.00
9.25		s **1.45**	10.25	s 5.42		.....	101.42	5:30 P. M. to 8:30 A. M.	6.94 ..... DAKOTA CITY	88	s 1.16		7.45		s 6.45	**1.45**
					P. M.	.....	101.74	8:00 A. M. to 4:00 P. M.	0.32 .C., ST. P., M. & O. CROSSING.	.....		P.M.				
9.45	P. M. L 4.10	s 1.55	10.40	s 5.46	L 12.07	O R W Y	103.11	F	2-76 ..... **LAKETON**	Yard	s 1.11	A 6.53	7.35	A.M A 7.10	6.35	1.35
s 10.15	s 4.30	s 2.00	s 11.00	s 5.50	s 12.10	C R T	104.50	.....	1.39 ..... **FERRY**	Yard	s 1.08	s 6.50	s 7.30	s 7.00	s 6.30	s 1.30
	SEE GREAT	NORTHERN	AND C., ST.	P., M. & O. TI	ME TABLES	.....	.....	.....	.....	.....	SEE GREAT	NORTHERN	AND C., ST.	P., M. & O.TI	ME TABLES	
A 2.30 A.M.	A 8.30 P.M.	A 8.30 P.M.	A 11.59 A.M.			B C K O R T W Y	108.28	.....	3.78 ..... **STEUBEN ST.**	.....			L 6.00 P.M.	L 6.30 A.M.	L 6.00 A. M.	L 12.30 P.M.
				A 6.10 P.M.	A 12.30 P.M.	B R	109.14		0.86 ...**SIOUX CITY UNION DEPOT**...		L 12.50 P.M	L 6.30 P.M.				
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday				(109.14)		Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily
7:30 14.1	4:20 1.2	6:20 11.8	6:45 15.4	3:40 29.7	0:23 15.6				.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....		3:32 30.8	0:23 15.6	6:30 16.0	0:40 8.5	6:10 12.9	6:00 17.1

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 35 MILES AN HOUR. FREIGHT TRAINS 30 MILES AN HOUR.

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

CENTRAL TIME.

Manual Block System. Rule 318-B in effect.

No train order signal at Ferry, Conductor and Enginemen must have Clearance Card (Form A).

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

Rule 20, Special Instructions, not in effect.

SPEED RESTRICTIONS.

20 miles an hour over Platte River Bridge between Fremont and Woodcliff.

O engines 10 miles an hour over Salt Creek Bridge north of Ashland.

D, H and R engines running backward, 20 miles an hour.

20 miles an hour approaching cross over from Sioux City line to main line west leg of Wye Ashland

25 miles an hour Laketon to Ferry telegraph office.

Nos. 91, 92, 95 and 96 will carry passengers.

Normal position of switch at Laketon, for Ashland line.

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

ASHLAND AND SCHUYLER SUBDIVISION

OMAHA DIVISION — **TIME TABLE No. 23** — **EFFECTIVE SEPT. 28, 1924**

WESTWARD Second Class 63 Daily Ex. Sunday Freight	WESTWARD FIRST CLASS 33 Daily Ex. Sunday Passenger	Distance from Ashland	Office Closed	STATIONS	Signs	EASTWARD FIRST CLASS 34 Daily Ex. Sunday Passenger	EASTWARD Second Class 64 Daily Ex. Sunday Freight
A. M.	P. M.					A. M.	P. M.
L 11.00	L 5.15	0.00	.....	..... ASHLAND	BCK RWY	A 8.30	A 6.10
				6.04			
s 11.25	s **5.30**	6.04	5:00pm to 8 am	..... MEMPHIS	.....	s 8.15	s **5.30**
				7.10			
s 11.50	s 5.48	13.54	4:30 P. M. to 7:30 A. M.	..... ITHACA	.....	s 7.59	s 5.00
				5.44			
		18.58	.....	.C. & N. W. CROSSING.	.....		
				0.01			
		18.59	.....	.... U. P. CROSSING	.....		
				0.32			
s 12.15 PM	s 6.00	18.91	4:30 P. M. to 7:30 A. M.	..... WAHOO	WY	s 7.44	s 4.30
				6.67			
s 12.40	s 6.15	25.58	4:15 P. M. to 7:15 A. M.	..... MALMO	.....	s 7.28	s 4.05
				5.82			
s 1.00	s 6.31	31.40	4:00 P. M. to 7:00 A. M.	..... PRAGUE	CW	s 7.14	s 3.45
				4.28			
s 1.17	s 6.42	35.68	No Office	..... RESCUE	.....	s 7.03	s 3.25
				4.80			
s 1.35	s 6.55	40.48	No Office	..... NIMBURG	.....	s 6.52	s 3.05
				0.84			
		41.32	.....	.C. & N. W. CROSSING.	.....		
				2.23			
		43.55	.....	.C. & N. W. CROSSING.	.....		
				2.44			
s 1.50	s 7.09	45.99	No Office	..... EDHOLM	.....	s 6.39	s 2.42
				3.90			
A 2.10 P. M.	A 7.20 P. M.	49.97	3:00 P. M to 6:00 A. M.	..... SCHUYLER	WTRB	L 6.30 A. M.	L 2.30 P. M.
Daily Ex. Sunday	Daily Ex. Sunday			(49.97)		Daily Ex. Sunday	Daily Ex. Sunday
3:10 14.3	2:05 24.0			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....		2:00 25.0	3:40 13.5

FOOT NOTES APPLY TO BOTH SUBDIVISIONS.

CHALCO JCT. AND YUTAN SUBDIVISION

OMAHA DIVISION — **TIME TABLE No. 23** — **EFFECTIVE SEPT. 28, 1924**

WESTWARD Second Class	WESTWARD FIRST CLASS	Distance from Chalco Jct.	Office Closed	STATIONS	Signs	EASTWARD FIRST CLASS	EASTWARD Second Class
		0.00	No Office	.... CHALCO JCT.....	F		
				2.97			
		2.97	No Office	.....ROOT.....	.....		
				5.29			
		8.26	No Office	.....ALLIS.....	.....		
				4.1			
		12.36	4:30 P. M. 7:30 A. M.	..... YUTAN	W		
				12.36			
				.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....			

PASSENGER TRAINS MUST NOT EXCEED 30 MILES AN HOUR, FREIGHT TRAINS 25 MILES AN HOUR TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

CENTRAL TIME.

Manual Block System. Rule 318-B in effect.
No. 63 and No. 64 carry passengers.
No train order signal at Schuyler, conductor and enginemen must have clearance card (Form A).

SPEED RESTRICTIONS:

20 miles an hour when handling loaded **tank cars.**
15 miles an hour over Platte River Bridge, Schuyler.
H engines handling passenger trains 25 miles an hour.

LAKETON AND O'NEILL SUBDIVISION

OMAHA DIVISION — **TIME TABLE No. 23** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD Second Class 95 Daily Ex. Sunday Freight	WESTWARD FIRST CLASS 163 Daily Ex. Sunday Passenger	Office Closed	Distance from Laketon	STATIONS	Capacity Sidings—Cars	Signs	EASTWARD FIRST CLASS 164 Daily Ex. Sunday Passenger	EASTWARD Second Class 96 Daily Ex. Sunday Freight
A.M.	P.M.						P.M.	P.M.
L 7.10	L 6.53		0.00	..... LAKETON	Yard	FORWY	A12.07	A 4.10
				1.02				
	f 6.58	No Office	1.03	..... FINNERTY	.....	.....	f 12.00PM	
				2.19				
f 7.20	f 7.04	No Office	3.22	....WOOD PARK	18	.....	f 11.56	f 3.55
				4.33				
s 7.40	s 7.13	3:45 P. M. to 6:45 A. M.	7.55	..... JACKSON	32	.....	s 11.46	s 3.35
				0.14				
		.....	7.69	C.,ST.P.,M.&O.XING	.....	.....		
				6.22				
s 8.00	s 7.28	5:30 P. M. to 8:30 A. M.	13.91	.....GOODWIN.....	19	.....	s11.31	s 3.10
				5.34				
s 8.30	s 7.44	5:30P. M. to 8:30A. M.	19.25	....WATERBURY....	25	W	s11.18	s 2.40
				6.03				
f 9.00	7.56	No Office	25.28	.....STEBBINS.....	15	.....	11.02	f 2.15
				0.92				
s 9.30	s 8.03	5:30 P. M to 8:30 A. M.	26.20	..... ALLEN	33	.....	s10.58	s 2.10
				8.99				
s**10.36**	s 8.22	5:30 P. M. to 8:30 A. M.	35.19	.....DIXON.....	30	W	s**10.36**	s 1.30
				4.96				
		.....	40.15	C.,ST.P.,M.&O.XING	.....	.....		
				0.09				
s11.20	s 8.36	5:30 P. M. to 8:30 A. M.	40.24	..... LAUREL.....	27	C	s10.23	s 1.00
				6.27				
s**12.01** PM	s 8.51	5:30 P. M. to 8:30 A. M.	46.51	.....BELDEN.....	30	W	s10.08	s**12.01** PM
				3.54				
f 12.20	s 9.01	No Office	50.05	.....WAREHAM	12	.....	s 9.57	f 11.40
				4.54				
		.....	54.59	C.,ST.P.,M.&O.XING	.....	.....		
				0.05				
s12.40	s 9.13	5:30 P. M. to 8:30 A. M.	54.64	.....RANDOLPH.....	30	.....	s 9.46	s11.25
				6.15				
s 1.05	s 9.29	5:30 P. M. to 8:30 A. M.	60.79	.....McLEAN	30	.....	s 9.30	s11.00
				7.46				
s 1.45	s 9.53	5:00 P. M. to 8:00 A. M.	68.25	.....OSMOND.....	35	CWRY	s 9.13	s10.30
				5.42				
s 2.05	s10.08	5:00 P. M. to 8:00 A. M.	73.67	..... BRESLAU	12	.....	s 8.57	s10.05
				4.46				
s 2.25	s10.20	5:00 P. M. to 8:00 A. M.	78.13	.... PLAINVIEW	39	.....	s 8.47	s 9.45
				0.25				
		.....	78.38	C. & N.W. CROSSING	.....	.....		
				5.26				
f 2.40	f10.34	No Office	83.64	... COPENHAGEN...	12	.....	f 8.28	f 9.25
				4.12				
s 3.05	s10.44	4:45 P. M. to 7:45 A. M.	87.76	.... BRUNSWICK	36	.....	s 8.17	s 9.10
				7.99				
s 3.30	s11.04	4:30 P. M. to 7:30 A. M.	95.75	.....ROYAL.....	14	W	s 7.56	s 8.50
				5.89				
s 3.50	s11.21	4:00 P. M. to 7:00 A. M.	101.64	.....ORCHARD.....	30	.....	s 7.41	s 8.30
				5.47				
f 4.05	f11.36	No Office	107.11	..... EMPORIA	.....	.....	f 7.27	f 8.10
				4.78				
s 4.25	s11.46	3:45 P. M. to 6:45 A. M.	111.89	.....PAGE.....	25	.....	s 7.15	s 7.55
				5.01				
f 4.40	f11.58	No Office	116.90	.....HAY POINT.....	9	.....	f 7.00	f 7.35
				7.31				
A 5.05 P. M.	A12.15 A. M.	3:00 P. M. to 6:00 A. M.	124.21	.....O'NEILL	.....	CWY RKB	L 6.45 A. M.	L 7.15 A. M.
Daily Ex. Sunday	Daily Ex. Sunday			(124.21)			Daily Ex. Sunday	Daily Ex. Sunday
9:55 12.5	5:22 23.0			.....SCHEDULE TIME..... AVERAGE MILES AN HOUR			5:22 23.0	8:55 13.9

PASSENGER TRAINS MUST NOT EXCEED 30 MILES AN HOUR, FREIGHT TRAINS 25 MILES AN HOUR. TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

CENTRAL TIME.

Manual Block System. Rule 318-B in effect.
No train order signal at O'Neill, conductor and enginemen must have clearance card (Form A).
Normal position of switch at Laketon, for Ashland line. No. 95, 96, carry passengers.

SPEED RESTRICTIONS: 20 miles an hour when handling loaded tank cars.
10 miles an hour over bridge 27.83 west of Allen.
Class D, H and R engines, 20 miles an hour.

SPECIAL INSTRUCTIONS

OMAHA DIVISION — TIME TABLE NO. 23 — EFFECTIVE SEPTEMBER 28, 1924

Train Master, L. E. Caldwell, Omaha.
W. P. Mettlen, Omaha.

Ass't. Trainmaster, F. E. Ledwith Ashland.

Chief Dispatcher, A. A. Thiehoff, Omaha.

Night Chief Dispatcher. C. P. McPherson Omaha.

Train Dispatchers, J. E. McManus, J. W. Frey, R. E. Hoenshell, R. Saul, E. R. Zabriskie, M. D. Walker, C. W. West, E. J. Hoenshell.

Rule 1. Where manual or controlled manual block system rules are in effect, as indicated in foot notes, train order signal will also be used as block signal, normal indication "stop," while operator is on duty, and must not be changed to "proceed" while orders are in effect for trains in that direction, clearing preceding train as per Rule 906.

Light engines, mail and express trains will be handled the same as passenger trains.

Trains may pass train order signal indicating "stop," when convenient to do station work or take siding, but the proper clearance must be obtained before train may proceed from station. A proceed signal indication must not be displayed for or accepted by a train entering a siding

When weather conditions obscure the view operators will promptly report to the Dispatcher, who will decide if an absolute block of all trains must be maintained.

Where Rules D-251, D-252, and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located, on or near schedule of first class trains, will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and must not again enter the block without permission from signalman.

Rule 2. Train order signal must indicate "stop" in both directions at the end of reverse movement, and Clearance Card, Form "A" with copy of train order delivered to the train completing reverse movement.

Rule 3. Trains Approaching Stations. Except in automatic block signal territory, freight and extra trains must pass through stations with caution unless the way is seen to be clear.

Rule 4. Where automatic block system rules are in effect, normal indication of train order signal must be "proceed" except when train orders are in effect for trains in that direction, when signal must be changed to stop, and remain so until orders have been delivered to trains, or cleared as per Rule 906.

Rule 5. Grade Signals. The semaphore type is indicated by yellow square end blade with black stripe and purple marker light on right side of pole below. Restrictive light indication yellow above and purple below when the blade is in horizontal position.

Color light signal type indicated by a purple marker light on right side of pole below head. Restrictive indication for two light signals one yellow light above and purple light below. For three light signals two yellow lights above and one purple light below.

Restrictive Indication of Signal. (A) Light passenger, mail, express or freight trains and light engines stop, then proceed as per Rule 509-A or B. (B) Heavy passenger, mail or express and freight trains may pass signal at slow speed, then proceed as per Rule 509-A or B.

Rule 6. With Caution. Moving a train with caution, or under control means that the speed must be such that the enginemen shall be able to stop within the range of their vision.

Rule 7. A train which is to take siding at a point where the switch to be used is within 300 feet in advance of an automatic block signal, may pass such signal at "stop" to enter siding when under control, provided the switch is set for the siding and the way is known to be clear. In such case Rule 509 will not be effective.

Rule 8. Restricting Order. On single track where the middle order is used, a train order restricting the superiority of a passenger, mail or express train may be given in "19 Form." At division, terminal and junction stations where the "31 Form" is used and the signature of the conductor of a passenger, mail or express train cannot be obtained, previous to the time at which it is necessary to send orders to other trains against it, the order may be given and the signature of the conductor of the passenger, mail or express train obtained to the restricting order at the time the conductor reports for orders before commencement of his run on that division or subdivision.

Rule 9. Delivering Orders. Operators must deliver copy of train orders and clearance cards to flagmen on passenger trains.

Rule 10. Advancing Trains. When a Train Dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use a green signal as prescribed by Rule 12-(C), or clear the calling-on signal. The engineman may then continue to move his train on the main track to the signal with caution and there be governed by train orders that are addressed to his train.

Rule 11. Safety of Trains at Terminals. At terminal stations the conductor will be responsible for the safety of his train while on the main track, until relieved.

Rule 12. Protection of Trains on Grade. When necessary to leave a train or portion of a train on a grade, air brakes must be set, then hand brakes set tight and air brakes released before engine is uncoupled.

Rule 13. Protection of Oil Cars. Oil cars connected with a loading or unloading device must be protected with signs reading "Stop, tank car connected." The signs may be placed on ends of car or on the track and must be placed or removed by party loading or unloading.

Rule 14. Backward Movement of Passenger Trains. The conductor must control, with extension hose, the backward movement of loaded passenger trains at terminals and at other points where necessary.

Rule 15. Standard Time. Rules 2 and 3 (Book of Rules) will also apply to Train Baggagemen, Brakemen, Flagmen, Firemen and Switchmen.

Rule 16. Recall Signals. The recall signal D-14 (D and E) against the current should be followed by one short sound of the whistle

Whistle signal 14-L consists of nine seconds duration.

Rule 17. Inspection of Special Equipment. Steam shovels, snow plows, derricks, rail loaders and other special equipment must be inspected for safe side and top clearance before being moved in trains.

Rule 18. Conductors of work extras and foremen of bridge and track gangs must furnish flagmen written instructions to be handed eninemen of trains flagged, detailing clearly what they are to do.

Where changes in instructions are necessary they may be written by the conductor or foreman, or by the flagman under instructions of conductor or foreman.

Rule 19. Where check of register is not received by train order conductors will check register as per Rule 83 and furnish register check, Form 1648, to engineman.

When register check is received by train order conductor will hand register ticket to operator, who will register.

Rule 20. Freight trains will be notified of following extras by the Train Dispatcher who will issue train orders to all concerned as follows:

"C. & E. (trains)
After (time) protect against Extra....."

Preceding trains receiving this order will, after the specified time, while occupying main track at stations, protect according to Rule 99.

In the absence of this order freight trains may occupy the main track between station switch limits protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the first switch, and thereafter proceed as the way is seen or known to be clear.

Rule 21. Use of Track. Where there are two sidings for meeting or passing trains, the right hand track should be used. If necessary to use the left hand track, train must be protected against opposing movement.

Rule 22. Speed Restrictions. Over Interlocking Crossings: Passenger trains, 35 miles an hour; freight trains, 15 miles an hour.

15 miles an hour on sidings and 10 miles an hour through crossovers and other turnouts, unless otherwise specified.

Trains handling short scale test car, 25 miles an hour on main line, 20 miles an hour on branch line.

Trains handling clamshells, 25 miles an hour on main line, 20 miles an hour on branch line. Boom must be taken down and disconnected and the boom trailing.

Trains handling piledrivers, steam derricks and similar equipment must not exceed the speed of freight trains over the same track. 15 miles an hour on branch lines.

Engines under steam, disconnected on one side with main rod down, 25 miles an hour on main line, 20 miles an hour on branch line.

Rule 23. The Following Signs Indicate,

"F" Telephone Siding without operator.
"C" Fuel.
"W" Water.
"Y" Wye.
"T" Turntable.
"R" Registering Station.
"K" Standard Clock.
"O" Track Scales.
"B" Bulletin Board.

Rule 24. Conductors must report by wire storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

On Oreapolis-Ashland, Pappio-Gilmore Junction, Ashland-Schuyler, Ashland-Ferry, Laketon-O'Neill, and Chalco-Yutan subdivisions, dispatchers will report block when clear, and authorize any permissive movements.

The engine bell must be rung as specified in the rules, and must be kept ringing while engine is in motion.

RIGHT OF RAILROAD AT CROSSINGS.

Union Pacific trains have right to cross ahead of the C., B. & Q. trains at Fremont, Yutan and Wahoo.

C., B. & Q. trains have right to cross ahead of Missouri Pacific trains at Lincoln and Louisville.

C. & N. W. trains have right to cross ahead of C., B. & Q. trains at Fremont, Nickerson and Wahoo.

C., B. & Q. trains have right to cross ahead of C., R. I. & P. trains at South Bend and 27th street, Lincoln.

C., B. & Q. trains have right to cross ahead of C. & N. W. trains at Nimburg and 27th street, Lincoln.

C., St. P., M. & O. trains have right to cross ahead of C., B. & Q. trains at Oakland and Dakota City.

Between Ferry and O'Neill trains will stop at all railroad crossings.

MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists

Ashland, Neb.	Dr. J. M. Packer,	Surgeon.	Oakland, Neb.	Dr. H. W. Benson,	Surgeon.	Plainview, Neb.	Dr. F. H. Nye,	Surgeon.
Ashland, Neb.	Dr. A. S. v. Mansfelde,	Surgeon.	Omaha, Neb.	Dr. A. L. Parks,	Medical Examiner.	Plattsmouth, Neb.	Dr. J. S. Livingston,	Surgeon.
Havelock, Neb.	Dr. C. F. Ballard,	Surgeon.		Dr. B. B. Davis,	Surgeon.		Dr. T. P. Livingston,	Surgeon. (Consulting)
	Dr. J. O. Murphy,	Medical Examiner.		Dr. H. H. Davis,	Surgeon.	Randolph, Neb.	Dr. A. E. Cook,	Surgeon.
Lincoln, Neb.	Dr. C. L. Fahnestock,	Med. Examiner.		Dr. C. A. Hull,	Surgeon.	Sioux City, Iowa.	Dr. A. A. Ashby,	Surgeon.
	Dr. F. B. Hollenbeck,	Surgeon.		Drs. Gifford, Patton, Callfas, and Potts,	Oculists.		Dr. Chas. T. Maxwell,	Surgeon.
	Dr. A. R. Mitchell,	Surgeon (Consulting).				S. Sioux City, Neb.	Dr. Chas. E. Legg,	Surgeon.
	Dr. S. E. Cook,	Oculist.	O'Neill, Neb.	Dr. J. P. Gilligan,	Surgeon.	South Omaha, Neb.	Dr. R. E. Schindel,	Surgeon.
	Dr. F. F. Teal,	Oculist.	Orchard, Neb.	Dr. W. G. Fletcher,	Surgeon.	Walthill, Neb.	Dr. R. C. Gramlich,	Surgeon.

When anyone is injured on Company property (whether the Company is liable or not), the nearest Company Surgeon must be summoned at once by the officer or employe of highest rank present.

In cases of emergency, when the attendance of Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. Company Surgeon upon arrival shall at once take charge of the case and relieve the called surgeon from further care or attendance so far as the Company is concerned.

No important surgical operation should be made previous to the arrival of a Company Surgeon, except such as may be required for the immediate safety of the patient.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company's Surgeon, and then only for such attendance as it appears is CLEARLY and IMMEDIATELY demanded.

J. N. REDFERN, MANAGER, CHICAGO.

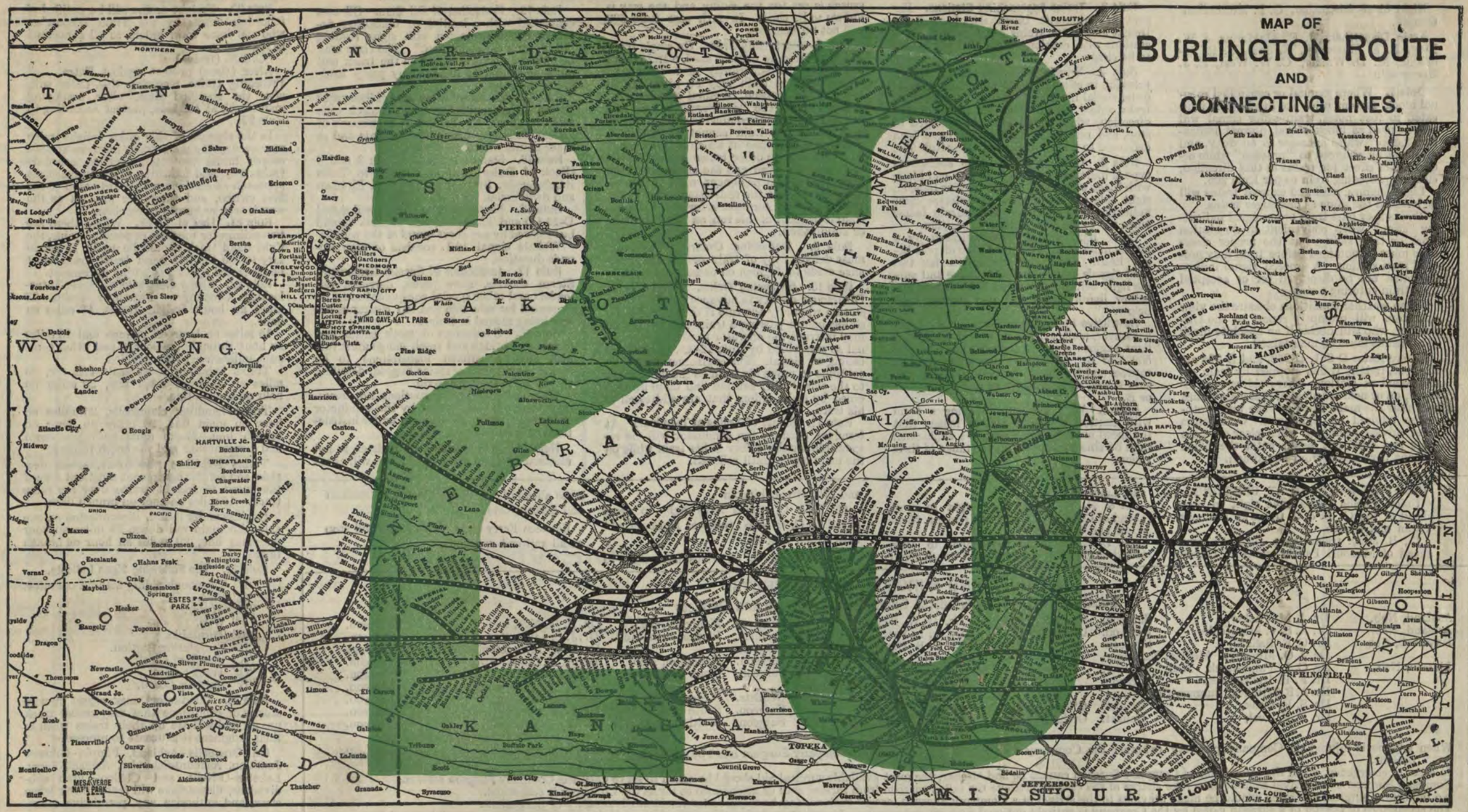
D. B. MOSS M. D., CHIEF MEDICAL AND SURGICAL OFFICER, CHICAGO.

E. FLYNN,
General Manager, Omaha, Neb.

L. B. LYMAN,
General Superintendent, Lincoln, Neb.

N. C. ALLEN,
Superintendent, Omaha, Neb.

W. L. BARNES,
General Superintendent Transportation, Chicago, Ill.

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

MAP OF BURLINGTON ROUTE AND CONNECTING LINES.