Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

OMAHA DIVISION

No. 50

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

SUNDAY, MAY 31, 1936

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. 50** — **EFFECTIVE MAY 31, 1936**

FIRST CLASS

9 Daily Passenger	21 Daily Passenger	17 Daily Passenger	3 Daily Passenger	7 Daily Passenger	15 Daily Passenger	5 Daily Passenger	1 Daily Passenger	Distance from Oreapolis	Distance from Pac. Jct. via Louisville	Office Closed	STATIONS
					A. M. L 7.45			.....	0.00	.....	**PACIFIC JUNCTION**
											2.52
								.....	2.52	No Office	BRIDGE SWITCH
											2.43
					s 7.54			.....	4.95	No Office	**PLATTSMOUTH**
											3.92
					8.02			0.00	8.87	.....	**OREAPOLIS**
											2.04
					8.06			2.04	.....	No Office	LA PLATTE
											5.58
					8.17			7.62	.....	No Office	BELLEVUE
											7.34
					8.29			14.96	.....	12mid to 6:30A 2:30P to 4:00P	GIBSON
P. M. L 11.35	P. M. L 7.00		P. M. L 4.25	P. M. L 1.10	s 8.35 9.00	A. M. L 7.30	A. M. L 1.20	16.75	.....	.....	1.79 **OMAHA**
11.44	**7.05**		4.33	f 1.19	f 9.08	7.38	1.25	20.35	.....	12:30A to 1:00A 9:00A to 4:30P	3.60 SOUTH OMAHA
11.51	7.09		4.40	s 1.25	9.14	7.44	1.29	24.42	.....	No Office	4.07 RALSTON
12.01AM	7.16		4.48	s 1.35	9.23	7.52	1.36	31.37	.....	4:00 P. M. to 7:00 A. M	6.95 CHALCO
12.09	7.22		4.58	s 1.45	f 9.31	**8.01**	1.42	37.68	.....	4:45 P. M. to 7:45 A. M.	6.31 GRETNA
12.14	7.25		5.03	1.50	9.35	8.05	1.45	41.28	.....	No. Office	3.60 MELIA
12.22	**7.30**	P. M. L 4.47	s 5.10	s 2.00	s 9.43	8.14	1.50	47.17	35.28	.....	5.89 **ASHLAND**
12.30	7.36	s 4.56	5.22	s **2.12**	9.51	8.22	1.56	.....	42.12	4:30 P. M. to 7:30 A. M.	6.84 GREENWOOD
12.37	7.41	s 5.05	5.29	s 2.21	9.57	8.28	2.01	.....	47.56	No Office	5.44 WAVERLY
12.45	7.49	s 5.15	5.38	s 2.31	10.06	8.36	2.09	.....	54.76	5:30 P. M. to 8:30 A. M.	7.20 HAVELOCK
								.....	57.41	No Office	2.65 C. & N. W. CROSSING
								.....	58.90	No Office	1.49 M. P. CROSSING
								.....	59.32	No Office	0.42 BAIRD (Tower) C. B. & Q. CROSSING
A12.55 A. M.	A 7.55 P. M.	A 5.25 P. M.	A 5.50 P. M.	A 2.40 P. M.	A 10.15 A. M.	A 8.45 A. M.	A 2.15 A.M.	.....	59.62	.....	0.30 **LINCOLN** U. P. CROSSING
								.....	60.13	No Office	0.51 HALL (Tower)
								.....	61.19	.....	1.06 **HOBSON** (Tower)
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				(61.19) Via LOUISVILLE (81.95) Via OMAHA
1:20 41.2	0:55 60.2	0:38 38.6	1:25 38.8	1:30 36.5	2:30 32:2	1:15 43.8	0:55 60.2				SCHEDULE TIME AVERAGE MILES AN HOUR

OMAHA DIVISION

LINCOLN DIVISION

PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, MUST NOT EXCEED 50 MILES AN HOUR BETWEEN PACIFIC JUNCTION AND SOUTH OMAHA, 55 MILES AN HOUR BETWEEN SOUTH OMAHA AND ASHLAND AND 60 MILES AN HOUR BETWEEN ASHLAND AND LINCOLN. ZEPHYR TYPE MOTOR TRAINS WILL OPERATE UNDER SPECIAL INSTRUCTIONS SHOWN ON PAGE NINE. O-1-A ENGINES HANDLING PASSENGER TRAINS 50 MILES AN HOUR. STOCK AND TIME FREIGHT TRAINS 40 MILES AN HOUR BETWEEN PACIFIC JUNCTION AND SOUTH OMAHA AND 50 MILES AN HOUR BETWEEN SOUTH OMAHA AND LINCOLN. GENERAL FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

Automatic Block System in effect.

Double track between Baird Tower and Waverly, Greenwood and Ashland, Omaha and Gibson, Oreapolis and Plattsmouth. Rules D-251, D-252 and D-254 in effect. Spring switch at end of double track, Plattsmouth, and West end of passenger yard, Omaha.

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

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

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

Truss spans, bridge 0.95; passenger depot concourse at Omaha; 10th street Viaduct and 24th street Viaduct west of Omaha passenger depot; bridge 20.36 and "O" street viaduct at Lincoln will not clear man on top of car.

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

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

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

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

Trains westward taking siding at Gibson will use crossover switch at Mile Post 14.

Trains westward approaching east end of the passenger yard at Omaha must receive hand signal from switch tender before proceeding into passenger yard.

PACIFIC JUNCTION TO LINCOLN SUBDIVISION—WESTWARD

OMAHA DIVISION — **TIME TABLE No. 50** — **EFFECTIVE MAY 31, 1936**

STATIONS	Signs	Capacity of Sidings	Other Tracks	SECOND CLASS 75 Daily Freight	67 Daily Freight	87 Daily Freight	33 Daily Ex. Sunday Mixed	27 Daily Ex. Sunday Mixed	73 Daily Freight	61 Daily Freight	71 Daily Ex. Sunday Freight	81 Daily Freight
OMAHA DIVISION												
PACIFIC JUNCTION	B C K R T W Y Yd	.....	.....	A.M. L 4.05	A.M. L **4.00**	A.M. L 4.30				P.M. L 6.45	P.M. L 7.15	P.M. L 8.00
BRIDGE SWITCH	F	.....	311									
PLATTSMOUTH	F O T W Yd	.....	.....	4.15	4.10	4.55	A.M. L 8.30			7.04	7.25	8.30
OREAPOLIS	R Y	.....	27	4.20	A 4.15 A.M.	A 5.05 A.M.	A **8.46** A.M.	P.M. L 6.30		A 7.10 P.M.	7.30	A 8.40 P.M.
LA PLATTE	F	85	7	4.25				s 6.36			7.35	
BELLEVUE	F	88	23	4.40	VIA LOUISVILLE			s 6.45		VIA LOUISVILLE	7.50	
GIBSON	B C K O R T W Yd	.....	.....	s 5.05				s 7.05	P.M. L 6.40		A 8.15 P.M.	
OMAHA	B K R W Yd	.....	.....	5.45				A 7.15 P.M.	6.50			
SOUTH OMAHA	B C K O T W Y Yd	.....	.....	A **6.15** A.M.					**7.05**			
RALSTON	F	50	130						7.15			
CHALCO	W	77	93						7.26			
GRETNA		42	71						**7.44**			
MELIA	F	85	29						7.50			
ASHLAND	B C K R W Y Yd	Yard	.....		A.M. L 5.16				**8.05**	P.M. L 8.10		
GREENWOOD		86	32		5.26				8.15	8.20		
WAVERLY	F	W 67 E 80	34		5.36				8.25	8.30		
HAVELOCK	B K T W Yd	Yard	.....									
C. & N. W. CROSSING												
M. P. CROSSING		.....	.....									
BAIRD (Tower)	F	.....	.....									
C. B. & Q. CROSSING												
LINCOLN	B K O R W Y Yd	.....	.....									
U. P. CROSSING												
HALL (Tower)	F	.....	.....									
HOBSON (Tower)	B C K O R T W Y	.....	.....		A 6.30 A.M.				A 9.00 P.M.	A 9.15 P.M.		
				Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily
SCHEDULE TIME				2:10	2:30	0:35	0:16	0:45	2:15	2:30	1:00	0:40
AVERAGE MILES AN HOUR				13.5	24.5	15.0	14.7	22.3	24.3	24.5	23.8	13.3

PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, MUST NOT EXCEED 50 MILES AN HOUR BETWEEN PACIFIC JUNCTION AND SOUTH OMAHA, 55 MILES AN HOUR BETWEEN SOUTH OMAHA AND ASHLAND AND 60 MILES AN HOUR BETWEEN ASHLAND AND LINCOLN. ZEPHYR TYPE MOTOR TRAINS WILL OPERATE UNDER SPECIAL INSTRUCTIONS SHOWN ON PAGE NINE. O-1-A ENGINES HANDLING PASSENGER TRAINS 50 MILES AN HOUR. STOCK AND TIME FREIGHT TRAINS 40 MILES AN HOUR BETWEEN PACIFIC JUNCTION AND SOUTH OMAHA AND 50 MILES AN HOUR BETWEEN SOUTH OMAHA AND LINCOLN. GENERAL FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

Taking siding at South Omaha, trains eastward will use first switch west of depot; first class 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.

Trains westward taking siding at Gibson will use crossover switch at Mile Post 14.

Engines must not pass stop board at Bridge Switch.

Merrit Pit mile post 0.46 Oreapolis.

Union Rendering Spur mile post 3.79 west of La Platte.

Camp Gifford at mile post 10.

East Albright Spur mile post 12.37.

Beecher Spur mile post 55.71.

Truss spans, bridge 0.95; passenger depot concourse at Omaha; 10th street Viaduct and 24th street Viaduct west of the Omaha passenger depot; bridge 20.36; and "O" street viaduct at Lincoln will not clear man on top of car.

SPEED RESTRICTIONS

25 miles an hour over Missouri river Bridge between Pacific Junction and Plattsmouth.
20 miles an hour around 12 degree curve at west approach of Missouri River Bridge.
25 miles an hour trailing moves through spring switch Plattsmouth.
20 miles an hour through turn-outs at Oreapolis. 10 miles an hour at end of double track, Gibson.
All trains move at restricted speed between bridge 16.39 and 13th street, through passenger yards, Omaha.
Trailing moves through spring switch Omaha 15 miles an hour.
20 miles an hour curve east end Bridge 19.20 between Omaha and South Omaha.
O-5 Engines 15 miles an hour over Bridge 19.48 east of South Omaha.
10 miles an hour over 77th street crossing, just west of depot Ralston, 1:45 a. m. until 6:30 a. m.
45 miles an hour through turn outs from single to eastward track Ashland.
45 miles an hour through turn-outs at end of double track, Greenwood and Waverly.
40 miles an hour moving with current of traffic and 15 miles an hour moving against current of traffic C&NW crossing Lincoln.
All trains move at restricted speed between Baird Tower and Hall Tower, Lincoln.
Trains westward approaching east end of the passenger yard at Omaha must receive hand signal from switch tender before proceeding into passenger yard.
Class M 2 A Engines 35 miles an hour.

LINCOLN TO PACIFIC JUNCTION SUBDIVISION—EASTWARD

OMAHA DIVISION — TIME TABLE No. 50 — **EFFECTIVE MAY 31, 1936**

FIRST CLASS

10 Daily Passenger	22 Daily Passenger	12 Daily Passenger	30 Daily Passenger	2 Daily Passenger	16 Daily Passenger	24 Daily Passenger	20 Daily Passenger	6 Daily Passenger	Signs	Distance from Denver	Office Closed Sundays	Office Closed Week Days	STATIONS
A.M. A 1.30		P. M. A 9.10						A.M. A 8.05	B C K R T W Y Yd	562.99			**PACIFIC JUNCTION**
									F	560.47		No Office	2.52 BRIDGE SWITCH
1.23		9.01						**7.54**	F O T W Yd	558.04		No Office	2.43 **PLATTSMOUTH**
1.19		8.55						7.49	R Y	554.12			3.92 **OREAPOLIS**
1.16		8.52						7.46	F	552.08		No Office	2.04 LA PLATTE
1.09		8.45						7.39	F	546.50		No Office	5.58 BELLEVUE
1.01		8.35						**7.30**	B C K O R T W Yd	539.16	12:00 Mid to 6:30 A. M. 2:30 P. M. to 4:00 P. M.	12 Mid to 6:30 A 2:30 P to 4:00 P	7.34 GIBSON
12.59 s 12.55	P.M. A 11.25	8.30 s 8.15	P.M. A 6.00	P.M. A 3.15		A.M. A 11.59	A.M. A 8.25	7.25 s 6.50	B K R W Yd	537.37			1.79 **OMAHA**
12.49	11.17	8.06	5.52	3.05		f 11.49	8.19	6.42	B C K O T W Y Yd	533.77	12:30 A. M. to 1:00 A. M. 9:00 A. M. to 4:30 P. M.	12:30 A to 1:00 A 9:00 A to 4:30 P	3.60 SOUTH OMAHA
12.44	11.11	8.00	5.47	2.56		f 11.42	8.14	6.36	F	529.70		No Office	4.07 RALSTON
12.37	11.03	7.52	5.40	2.46		f 11.32	8.07	6.28	W	522.75	12:00 Mid to 12:00 Mid	4:00 P. M. to 7:00 A. M.	6.95 CHALCO
12.31	10.55	**7.44**	5.33	2.37		f 11.23	**8.01**	6.20	.....	516.44	12:00 Mid to 12:00 Mid	4:45 P. M. to 7:45 A. M.	6.31 GRETNA
12.28	10.50	7.38	5.29	2.30		11.17	7.58	6.15	F	512.84		No Office	3.60 MELIA
12.22	s 10.42	**7.30**	5.22	s 2.21	P.M. A 2.01	s 11.10	7.52	6.07	B C K Yd R W Y	506.95			5.89 **ASHLAND**
12.14	10.32	7.22	5.15	**2.12**	s 1.52	f 11.01	7.45	5.57	.....	500.11	12:00 Mid to 12:00 Mid	4:30 P.M. to 7:30 A. M.	6.84 GREENWOOD
12.09	10.26	7.16	5.09	2.06	s 1.43	f 10.55	7.40	5.51	F	494.67		No Office	5.44 WAVERLY
12.03A.M.	10.18	7.08	5.01	1.58	s 1.33	f 10.47	7.35	5.43	B K T W Yd	487.47	12:00 Mid to 12:00 Mid	5:30 P. M. to 8:30 A. M.	7.20 HAVELOCK
										484.82		No Office	2.65 C. & N. W. CROSSING
									.....	483.33		No Office	1.49 M. P. CROSSING
									F	482.91		No Office	0.42 BAIRD (Tower) C. B. & Q. CROSSING
L 11.58 P. M.	L 10.10 P M.	L 7.00 P.M.	L 4.55 P. M.	L 1.50 P.M.	L 1.25 P.M.	L 10.40 A.M.	L 7.30 A.M.	L 5.35 A.M.	B K O Yd R W Y	482.61			0.30 **LINCOLN**
									F	.....		No Office	0.51 U. P. CROSSING HALL (Tower)
									B C K O R T W Y	.....			1.06 **HOBSON** (Tower)
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					(**81.95**) Via OMAHA (**61.19**) Via LOUISVILLE
1·32 52.4	1:15 43.8	2:10 37.1	1:05 50.5	1:25 38.8	0.36 40.6	1:19 41.5	0:55 60.2	2:20 34.5					SCHEDULE TIME. AVERAGE MILES AN HOUR

OMAHA DIVISION — LINCOLN DIVISION

PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, MUST NOT EXCEED 60 MILES AN HOUR BETWEEN LINCOLN AND ASHLAND, 55 MILES AN HOUR BETWEEN ASHLAND AND SOUTH OMAHA AND 50 MILES AN HOUR BETWEEN SOUTH OMAHA AND PACIFIC JUNCTION. ZEPHYR TYPE MOTOR TRAINS WILL OPERATE UNDER SPECIAL INSTRUCTIONS SHOWN ON PAGE NINE. O-1-A ENGINES HANDLING PASSENGER TRAINS 50 MILES AN HOUR. STOCK AND TIME FREIGHT TRAINS 50 MILES AN HOUR BETWEEN LINCOLN AND SOUTH OMAHA AND 40 MILES AN HOUR BETWEEN SOUTH OMAHA AND PACIFIC JUNCTION. GENERAL FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

Automatic Block System in effect.

Double track between Baird Tower and Waverly, Greenwood and Ashland, Omaha and Gibson, Oreapolis and Plattsmouth. Rules D–251, D–252 and D–254 in effect. Spring switch, End of double track, Plattsmouth and West end of passenger yard, Omaha.

Eastward first class trains will register by ticket at Ashland.

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

Eastward trains will register by ticket at Oreapolis.

Truss spans, bridge 0.95; passenger depot concourse at Omaha; 10th street Viaduct and 24th street Viaduct west of Omaha passenger depot; bridge 20.36 and "O" street viaduct at Lincoln will not clear man on top of car.

No train order signal at Pacific Junction, Omaha, Ashland, Lincoln and Hobson Tower. Conductors and enginemen must have clearance, form A.

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

No. 6 stops at Ashland to discharge revenue passengers from West of Lincoln, or pick up revenue passengers for East of Omaha, and at Plattsmouth to pick up revenue passengers for east of Creston.

No. 12 stops at Ashland to pick up revenue passengers destined stations east of Omaha, and Plattsmouth for revenue passengers only.

No. 22 stops at Gretna to discharge revenue passengers from west of Hastings

LINCOLN TO PACIFIC JUNCTION SUBDIVISION—EASTWARD

OMAHA DIVISION — **TIME TABLE No. 50** — **EFFECTIVE MAY 31, 1936**

OMAHA DIVISION

LINCOLN DIVISION

SECOND CLASS

STATIONS	Capacity Sidings—Cars	Other Tracks	82 Daily Freight	80 Daily Freight	62 Daily Freight	26 Daily Ex. Sunday Mixed	88 Daily Freight	70 Daily Ex. Sunday Freight	74 Daily Freight	68 Daily Freight
PACIFIC JUNCTION	....	....	A.M. A **4.00**		A.M. A 9.15		P.M. A 5.45	P. M. A 6.25	A. M. A 12.45	A. M. A 2.30
BRIDGE SWITCH	....	311								
PLATTSMOUTH	....	....	3.40		8.55	A.M. A 8.15	5.15	6.04	12.25	2.00
OREAPOLIS	....	27	L 3.20 A.M		L **8.46** A.M.	s **8.02**	L 4.50 P.M.	5.58	12.17	1.40
LA PLATTE	85	7				s 7.52		5.54	12.12	1.34
BELLEVUE	88	23			VIA LOUISVILLE	s 7.44		5.45	12.01 AM	1.20
GIBSON	....	....		A.M. A 6.45		s **7.30**		s 5.35	11.45 11.10	**1.01** AM
OMAHA	....	....		6.23		L 7.20 A.M.		5.10	11.00	11.10
SOUTH OMAHA	....	....		**6.15** 6.00				L 5.00 P. M.	10.45	11.00
RALSTON	50	130		5.20					10.00	10.39
CHALCO	77	93		5.00					9.40	10.28
GRETNA	42	71		4.45					9.20	10.14
MELIA	85	29		4.30					8.53	10.04
ASHLAND	Yd.	....		4.10	A.M. A 7.50				12 **8.30** 21 73 **7.10**	9.50
GREENWOOD	86	32		3.15	7.40				6.55	9.35
WAVERLY	w67 e80	34		3.05	7.30				6.45	9.25
HAVELOCK	Yd.	....								
C. & N. W. CROSSING										
M. P. CROSSING	....	....								
BAIRD (Tower) C. B. & Q. CROSSING	....	....								
LINCOLN	....	....								
U. P. CROSSING										
HALL (Tower)	....	....								
HOBSON (Tower)	....	....		L 2.30 A.M.	L 7.00 A.M.				L 6.00 P. M.	L 9.00 P. M.
			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily
SCHEDULE TIME			0:40	4:15	2:15	0:55	0:55	1:25	6:45	5:30
AVERAGE MILES AN HOUR			13.3	11.2	27.2	22.6	9.7	17.2	12.1	14.9

PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, MUST NOT EXCEED 60 MILES AN HOUR BETWEEN LINCOLN AND ASHLAND 55 MILES AN HOUR BETWEEN ASHLAND AND SOUTH OMAHA AND 50 MILES AN HOUR BETWEEN SOUTH OMAHA AND PACIFIC JUNCTION. ZEPHYR TYPE MOTOR TRAINS WILL OPERATE UNDER SPECIAL INSTRUCTIONS SHOWN ON PAGE NINE. O-1-A ENGINES HANDLING PASSENGER TRAINS, 50 MILES AN HOUR. STOCK AND TIME FREIGHT TRAINS 50 MILES AN HOUR BETWEEN LINCON AND SOUTH OMAHA AND 40 MILES AN HOUR BETWEEN SOUTH OMAHA AND PACIFIC JUNCTION. GENERAL FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

Engines must not pass stop board at Bridge switch.

Truss spans, bridge 0.95; passenger depot concourse at Omaha; 10th street Viaduct and 24th street Viaduct west of Omaha passenger depot; bridge 20.36 and "O" street viaduct at Lincoln will not clear man on top of car

SPEED RESTRICTIONS:

All trains move at restricted speed between Baird Tower and Hall Tower, Lincoln.
40 miles an hour moving with current of traffic and 15 miles an hour moving against current of traffic C. & N. W. crossing Lincoln.
45 miles an hour through turnouts at end of double track, Waverly and Greenwood
45 miles an hour through turnouts from Eastward to single track, Ashland.
10 miles an hour over 77th street crossing, just west of depot Ralston, 1:45 a. m. until 6:30 a.m.
O-5 Engines 15 miles an hour over Bridge 19.48 East of South Omaha.
20 miles an hour around curve East end Bridge 19.20 between South Omaha and Omaha.
Trailing moves through Spring switch Omaha 15 miles an hour.
All trains move at restricted speed between bridge 16.39 and 13th street, through passenger yards, Omaha.
10 miles an hour at end of double track, Gibson.
20 miles an hour through turnouts at Oreapolis.
25 miles an hour trailing moves through Spring switch Plattsmouth. Eastbound First Class trains that discharge mail at Plattsmouth, 10 miles an hour passing depot.
20 miles an hour around 12 degree curve at west approach of Missouri River Bridge.
25 miles an hour over Missouri River Bridge between Plattsmouth and Pacific Junction.
O-5 Engines 15 miles an hour over Bridge 19.48 East of South Omaha.
Class M 2 A Engines 35 miles an hour.

ASHLAND AND SIOUX CITY SUBDIVISION

OMAHA DIVISION — TIME TABLE No. 50 — EFFECTIVE MAY 31, 1936

NORTHWARD												SOUTHWARD				
SECOND CLASS				FIRST CLASS		Signs	Distance from Ashland	Office Closed Sundays	Office Closed Week Days	STATIONS	Capacity Sidings—Cars	Other Tracks	FIRST CLASS		SECOND CLASS		
86 Daily Freight	96 Tues., Thurs. and Sat. Mixed	84 Daily Freight	16 Daily Passenger	164 Daily Passenger								17 Daily Passenger	163 Daily Passenger	95 Mon., Wed. and Friday Mixed	83 Daily Freight	85 Daily Freight
P.M. L 11 10		A.M. L 8.20	P.M. L 2.05		B C K R W Y Yd	0.00			ASHLAND	Yard	Yard	P.M. A 4.44			P.M. A 2.00	A.M. A 1.10
11.32		8.38	s 2.18		F	7.49			7.49 WANN	80	24	s 4.32			1.35	12.45
11.50		9.00	s 2.30		F	14.77	12:00 Mid to 2:00 P. M. 4:30 P. M. to 12:00 Mid	5:00 P.M. to 8:00 A. M.	7.28 YUTAN	85	55	s 4.21			1.18	12.25
					.....	15.30		No Office	0.53 U. P. CROSSING	.....	.....					
12.10 AM		9.29	s 2.40		F	21.03		No Office	5.73 LE SHARA	80	33	s 4.10			1.04	12.10 A.M.
					.....	28.96		No Office	7.93 U. P. CROSSING	.....	.....					
12.50		9.50	s 2.59		O W Yd	29.22		No Office	0.26 FREMONT	80	Yard	s 3.59			12.40 PM	11.50
					.....	29.98		.....	0.76 U. P. CROSSING	.....	.....					
					.....	30.03		.....	0.05 C. & N. W. CROSSING	.....	.....					
					.....	35.46		No Office	5.43 C. & N. W. CROSSING	.....	.....					
1.20		10.10	s 3.13		F	37.95		No Office	2.49 NICKERSON	79	48	s 3.35			11.18	11.05
1.50		10.21	s 3.22		.....	43.64	12:00 Mid to 2:45 P. M. 4:45 P. M. to 12:00 Mid	4:45 P. M. to 7:45 A. M.	5.69 WINSLOW	80	37	s 3.22			11.02	10.40
2.20		10.39	s 3.37		.....	52.78	12:00 Mid to 2:30 P. M. 4:30 P. M. to 12:00 Mid	4:45 P. M. to 7:45 A. M.	9.14 UEHLING	80	44	s 3.04			10.39	10.15
					.....	59.83		.....	7.05 C., ST. P., M. & O. CROSSING	.....	.....					
2.50		10.53	s 3.51		C W Yd	60.03		No Office	0.20 OAKLAND	80	141	s 2.50			10.15	9.40
3.20		11.07	s 4.04		.....	67.00	12:00 Mid to 2:00 P. M. 4:30 P. M. to 12:00 Mid	5:00 P.M. to 8:00 A. M.	6.97 LYONS	81	51	s 2.37			9.50	9.10
3.50		11.23	s 4.18		.....	75.68	12:00 Mid to 2:00 P. M. 4:45 P. M. to 12:00 Mid	5:00 P.M. to 8:00 A. M.	8.68 ROSALIE	80	49	s 2.22			9.25	8.50
4.20		11.35	s 4.29		.....	82.08	12:00 Mid to 1:45 P. M. 5:00 P. M to 12:00. Mid	5:15 P.M. to 8:15 A. M.	6.40 WALTHILL	85	43	s 2.08			9.00	8.28
4.45		11.47	s 4.41		W	88.20	12:00 Mid to 1:30 P. M. 5:00 P. M. to 12:00 Mid	5:00 P.M. to 8:00 A. M.	6.12 WINNEBAGO	81	28	s 1.56			8.35	8.14
5.10		11.59	s 4.52		.....	94.48		No Office	6.28 HOMER	48	37	s 1.44			8.10	8.00
5.25		12.13PM	s 5.03		.....	101.74		No Office	7.25 DAKOTA CITY C., ST. P., M. & O. CROSSING	.....	12	s 1.32			7.50	7.45
5.30	P. M. L 3.05	12.16	f 5.06	A. M. L 11.42	FOY Yd	103.11		No Office	1.38 LAKETON	.....	119	f 1.28	P.M. A 6.43	A.M. A 7.05	7.45	7.40
s 6.00	s 3.15	s 12.20	s 5.11	s 11.45	B C K R T W Yd	104.50		.....	1.39 FERRY	Yard	Yard	s 1.25	s 6.40	s 7.00	s 7.40	s 7.35
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 7.00 A.M.	A 4.15 P.M.	A 1.30 P.M.			.....	108.28		.....	3.78 STEUBEN ST	.....	.....			L 6.00 A.M.	L 6.30 A.M.	L 6.00 P.M.
			A 5.45 P.M.	A 12.05 P.M.	B R K	109.14		.....	0.86 SIOUX CITY UNION DEPOT	.....	.....	L 1.05 P.M.	L 6.20 P.M.			
Daily	Tues., Thurs. and Sat.	Daily	Daily	Daily					(109.14)			Daily	Daily	Mon., Wed. and Friday	Daily	Daily
6:50 15.2	1:10 5.2	5:10 21.1	3:40 29.7	0:23 15.9					SCHEDULE TIME AVERAGE MILES AN HOUR			3:39 29.9	0:23 15.6	1:05 5.5	7:30 14.4	7:10 15.1

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

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

Manual Block System. Rule 318-B in effect.

No train order signal at Ashland and Ferry, Conductor and Enginemen must have Clearance, 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 Station.

Northward trains taking siding at Ferry will use the first track East of the main track.

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

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

Local Extra leaves Ashland 7:00 a. m. daily except Sundays for Ferry.

Local Extra leaves Ferry 6:30 a. m. daily except Sundays for Ashland.

SPEED RESTRICTIONS.

30 miles an hour over Platte River Bridge between Fremont and LeShara.

First class trains 20 miles an hour, second class and extra trains 10 miles an hour, between North and South switches of siding at Fremont.

U. P. Crossing, Yutan; C. & N. W. crossing South of Nickerson and C., St. P., M. & O. Crossing, Dakota City, Automatic Interlocked, speed 30 miles an hour.

15 miles an hour over highway crossing at mile post 94.27

25 miles an hour Laketon to Ferry telegraph office.

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

Ricker Spur	Mile Post 4.53	Hoebner Spur	Mile Post 32.65	Toxward Spur	Mile Post 63.45
Yutan Spur	Mile Post 13.54	Peterson Spur	Mile Post 48.14	Anderson Spur	Mile Post 71.49
Woodcliff Spur	Mile Post 25.75	Essen Spur	Mile Post 56.10		

ASHLAND AND SCHUYLER SUBDIVISION

OMAHA DIVISION — TIME TABLE No. 50 — EFFECTIVE MAY 31, 1936

Westward Second Class 33 Daily Ex. Sunday Mixed	Office Closed Sundays	Office Closed Week Days	Distance from Ashland	STATIONS	Signs	Other Tracks	Eastward Second Class 34 Daily Ex. Sunday Mixed
A. M. L 10.45			0.00	ASHLAND	B C K R W Y Yd	Yard	P. M. A 4.55
s 11.05		No Office	6.04	6.04 MEMPHIS	F	87	s 4.27
s 11.25		No Office	13.54	7.10 ITHACA	F	43	s 4.02
		No Office	18.58	5.44 C. & N. W. CROSSING			
		No Office	18.59	0.01 U. P. CROSSING			
s 11.50	12:00 Mid to 12:00 Mid	5:00 P. M. to 8:00 A. M.	18.91	0.32 WAHOO	W Y	130	s 3.42
s 12.10 PM		No Office	25.58	6.67 MALMO	F	28	s 3.17
s 12.28	12:00 Mid to 12:00 Mid	5:00 P. M. to 8:00 A. M.	31.40	5.82 PRAGUE		62	s 2.59
f 12.42		No Office	35.68	4.28 RESCUE		8	s 2.44
12.57		No Office	40.48	4.80 NIMBURG		18	s 2.29
		No Office	41.32	0.84 C. & N. W. CROSSING			
		No Office	43.55	2.23 C. & N. W. CROSSING			
f 1.14		No Office	45.99	2.44 EDHOLM	F	36	s 2.15
A 1.30 P. M.	12:00 Mid to 12:00 Mid	5:30 P. M. to 8:30 A. M.	49.97	3.90 SCHUYLER	W T R B	Yard	L 2.05 P. M.
Daily Ex. Sunday				(49.97)			Daily Ex. Sunday
2:45 18.2				SCHEDULE TIME / AVERAGE MILES AN HOUR			2:50 17.7

PASSENGER TRAINS MUST NOT EXCEED 30 MILES AN HOUR, FREIGHT TRAINS AND LIGHT ENGINES 25 MILES AN HOUR.

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

Rule 907 in effect.
Manual Block System. Rule 318-B in effect.
No train order signal at Ashland and Schuyler, conductor and enginemen must have clearance, Form A.
Nos. 33 and 34 stop on flag at Kavan, just west of Mile Post 43.

SPEED RESTRICTIONS:
Trains handling loaded tank cars must not exceed 20 miles an hour.
S1–S2–S3–D–O1 and O1A engines 5 miles an hour over bridge O.91.
15 miles an hour over Platte River Bridge, Schuyler.
H engines handling passenger trains 25 miles an hour.

FORT CROOK AND GILMORE JCT. SUB.

OMAHA DIVISION — TIME TABLE No. 50 — EFFECTIVE MAY 31, 1936

Westward Second Class	Westward FIRST CLASS	Distance from Fort Crook	Office Closed	STATIONS	Capacity of Sidings	Signs	Eastward FIRST CLASS	Eastward Second Class
		0.00	No Office	FORT CROOK				
				1.87 GILMORE JUNCTION	22		SEE UNION TIME	PACIFIC TABLE
SEE UNION TIME	PACIFIC TABLE	1.87						
		7.05	No Office	5.18 SOUTH OMAHA	Yd	B C F K O R T W Y		
				(9.1)				

TRAINS MUST NOT EXCEED 20 MILES AN HOUR BETWEEN GILMORE JUNCTION AND FORT CROOK.
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Manual block system. Rule 318-B in effect.
One long blast of whistle for Union Pacific switch at Gilmore Junction. Four short blasts will be sounded after whistling for station, if signal can be seen.
Four short and one long blast of whistle for Union Pacific switches, South Omaha.
Between Gilmore Junction and South Omaha, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision Time Table.

SPEED RESTRICTIONS:
B-1, B-1-A, O-1, O-1-A, O-2-A, O-2, O-4, O-5, S-3, and S-4 engines must not exceed 15 miles an hour.

LAKETON AND O'NEILL SUBDIVISION

OMAHA DIVISION — TIME TABLE No. 50 — EFFECTIVE MAY 31, 1936

Westward Second Class 95 Mon., Wed. and Friday Mixed	Westward FIRST CLASS 163 Daily Passenger	Office Closed Sundays	Office Closed Week Days	Distance from Laketon	STATIONS	Car Capacity Sidings	Car Capacity Other Tracks	Signs	Eastward FIRST CLASS 164 Daily Passenger	Eastward Second Class 96 Tues., Thurs. and Saturday Mixed
A. M. L 7.05	P.M. L 6.43		No Office	0.00	LAKETON		119	F O Y Yd.	A.M. A 11.42	P.M. A 3.05
s 7.30	s 7.00		No Office	7.55	7.55 JACKSON		4		s 11.28	s 2.45
s 7.50	s 7.14		No Office	13.91	6.36 GOODWIN		19		s11.15	s 2.28
s 8.10	s 7.26	12 Mid to 12 Mid	5:00 P. M. to 8:00 A. M.	19.25	5.34 WATERBURY		25	W	s11.04	s 2.15
f 8.25	7.40		No Office	25.28	6.03 STEBBINS		15		10.50	f 1.59
s 8.40	s 7.45	12 Mid to 12 Mid	5:00 P. M. to 8:00 A. M.	26.20	0.92 ALLEN		44		s10.47	s 1.55
s 9.05	s 8.03		No Office	35.19	8.99 DIXON		30		s10.27	s 1.35
			No Office	40.15	4.96 C.,ST.P.,M & O.XING					
s 9.35	s 8.16	12 Mid to 10 A.M. Noon to 12 Mid	5:00 P. M. to 8:00 A. M.	40.24	0.09 LAUREL		44		s10.14	s 1.20
s **9.59**	s 8.30	12 Mid to 12 Mid	5:00 P. M. to 8:00 A. M.	46.51	6.27 BELDEN		30	W	s **9.59**	s 1.00
f 10.16	f 8.39		No Office	50.05	3.54 WAREHAM		17		f 9.50	f 12.45
			No Office	54.59	4.54 C.,ST.P.,M.& O.XING					
s 10.55	s 8.49	12 Mid to 9:00 A. M. 11:00 A.M. to 12 Mid	5:00 P. M. to 8:00 A. M.	54.64	0.05 RANDOLPH		30		s 9.39	s12.30
s 11.20	s 9.03		No Office	60.79	6.15 McLEAN		30		s 9.25	s12.06 PM
s 12.05 PM	s 9.22	12 Mid to 8:30 A.M. 10:30 A.M. to 12 Mid	5:00 P. M. to 8:00 A. M.	68.25	7.46 OSMOND	27	39	C W Y	s 9.08	s 11.47
s 12.20	f 9.36		No Office	73.67	5.42 BRESLAU		22		f 8.54	s 11.27
s 12.45	s 9.47	12 Mid to 12 Mid	5:00 P. M. to 8.00 A. M.	78.13	4.46 PLAINVIEW		52		s 8.42	s 11.15
			No Office	78.38	0.25 C. & N. W. CROSSING					
f 1.10	f 9.59		No Office	83.64	5.26 COPENHAGEN		17		f 8.29	f 10.55
s 1.30	s10.10	12 Mid to 12 Mid	4:45 P. M. to 7:45 A. M.	87.76	4.12 BRUNSWICK		36		s 8.19	s 10.40
s 1.55	s10.29	12 Mid to 7:30 A. M. 9:30 A.M. to 12 Mid	4:30 P. M. to 7:30 A. M.	95.75	7.99 ROYAL		14	W	s 8.01	s 10.20
s 2.15	s10.47	12 Mid to 12 Mid	4:30 P. M. to 7:30 A. M.	101.64	5.89 ORCHARD		30		s 7.47	s 10.00
s 2.50	s11.09	12 Mid to 12 Mid	4:00 P. M. to 7:00 A. M.	111.89	10.25 PAGE		25		s 7.26	s 9.35
A 3.25 P.M.	A11.39 P. M.	12 Mid to 6:30 A. M. 9:00 A. M. to 12 Mid	3:30 P. M. to 6:30 A. M.	124.21	12.32 O'NEILL	Yard	Yard	C W Y R K B Yd	L 7.00 A.M.	L 9.00 A. M.
Mon., Wed. and Friday	Daily				(124.21)				Daily	Tues., Thurs. and Saturday
8:20 14.9	4:56 25.3				SCHEDULE TIME / AVERAGE MILES AN HOUR				4:42 26.4	6:05 20.4

PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR, FREIGHT TRAINS AND LIGHT ENGINES 30 MILES AN HOUR BETWEEN LAKETON AND OSMOND. PASSENGER TRAINS 30 MILES AN HOUR, FREIGHT TRAINS AND LIGHT ENGINES 25 MILES AN HOUR BETWEEN OSMOND AND O'NEILL.

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

Manual Block System. Rule 318-B in effect. Rule 907 in effect.
No train order signal at O'Neill, conductor and enginemen must have clearance, Form A.
Normal position of switch at Laketon, for Ashland line.
Willis Spur Mile Post 11.70, capacity 16 cars.
Hay Point Spur, Capacity 11 Cars, Mile Post 116.90 flag stop for Nos. 95, 96, 163, 164.

SPEED RESTRICTIONS: Trains handling loaded tank cars must not exceed 25 miles an hour between Laketon and Osmond and 20 miles an hour between Osmond and O'Neill.
10 miles an hour over bridge 27.83 west of Allen.
10 miles an hour over main highway crossing M. P. 38.15 East of Laurel.
Class D and R engines, 25 miles an hour between Laketon and Osmond.

OREAPOLIS AND ASHLAND SUBDIVISION

OMAHA DIVISION — **TIME TABLE No. 50** — **EFFECTIVE MAY 31, 1936**

WESTWARD SECOND CLASS 81 Daily Freight	61 Daily Freight	87 Daily Freight	67 Daily Freight	33 Daily Ex. Sun. Mixed	Signs	Distance from Pacific Jct.	Office Closed Sundays	Office Closed Week Days	STATIONS	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD SECOND CLASS 34 Daily Ex. Sun. Mixed	82 Daily Freight	62 Daily Freight	88 Daily Freight
P. M. L 8.40	P. M. L 7.10	A.M. L 5.05	A. M. L 4.15	A. M. L **8.46**	RY	8.87			**OREAPOLIS**	....	27	P. M. A 6.27	A. M. A 3.20	A.M. A **8.46**	P.M. A 4.50
					.....	8.99		No Office	0.12 M. P. CROSSING	...	....				
8.55	7.21	5.20	4.27	f 8.54	F	14.37		No Office	5.38 CULLOM	88	17	f 6.17	3.05	8.35	4.30
9.05	7.32	5.45	4.38	s 9.03		19.12	12:00 Mid to 12:00 Mid	5:00 P. M. to 8:00 a. m.	4.75 CEDAR CREEK	85	48	s 6.07	2.50	8.25	4.15
9.20	7.43	6.10	4.49	s 9.14	W	22.97			3.85 M. P. CROSSING LOUISVILLE	Yd	Yd	s 6.00	2.35	8.15	4.00
					.....	27.21			4.24 C., R. I. & P. CROSSING	...	....				
9.35	7.55	6.35	5.01	s 9.23	.....	27.85	12:00 Mid to 12:00 Mid	5:00 P. M. to 8:00 A. M.	0.64 SOUTH BEND	125	107	s 5.44	2.20	8.05	3.35
A 9.55 P. M.	A 8.10 P. M.	A 7.00 A.M.	A 5.16 A. M.	A 9.40 A. M.	BCKR WY YD	35.28			7.43 **ASHLAND**	Yd.	Yd	L 5.30 P. M.	L 2.00 A. M.	L 7.50 A.M.	L 3.15 P.M.
Daily	Daily	Daily	Daily	Daily Ex. Sunday					(26.41)			Daily Ex. Sunday	Daily	Daily	Daily
1:15 21.2	1:00 26.4	1:55 13.8	1:01 25.6	0:54 29.3					SCHEDULE TIME AVERAGE MILES AN HOUR			0:57 27.8	1:20 19.9	0:56 28.4	1:35 16.6

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR, TIME FREIGHT TRAINS 40 MILES AN HOUR, GENERAL FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

Manual block system. Rule 318-B in effect.

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

Lyman-Richey Pit	Mile Post 11.40	National Stone Quarry	Mile Post 20.82
Cullom Pit	Mile Post 15.78	Camp Harriet Harding	Mile Post 25.62
Shellberg Pit	Mile Post 20.35	Western Sand and Gravel Pit	Mile Post 28.74
		South Bend Quarry	Mile Post 29.60

Camp Quivera, mile post 20.35 flag stop for Nos. 33 and 34.

At Shellberg Pit engines must not pass stop board 540 feet West of East loading bin, and must hold on to sufficient cars when picking up or setting out cars to avoid it.

Engines must not pass stop board at Cullom Pit.

SPEED RESTRICTIONS:

20 miles an hour through turn-outs at Oreapolis.

Maximum Speed over C. R. I. & P. crossing east of South Bend and Mo. Pac. crossing Louisville, Passenger trains 35 miles an hour, Freight trains 30 miles an hour.

Class M 2 A Engines 35 miles an hour.

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

MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists

Ashland, Neb.	Dr. J. M. Packer,	Local Surgeon.
Fremont, Neb.	Dr. C. G. Moore,	Local Surgeon.
Lincoln, Neb.	Dr. C. L. Fahnestock,	Division Surgeon and Examiner.
	Dr. H. H. Everett	Local Surgeon.
	Dr. H. W. Orr	Local Surgeon.
	Dr. F. F. Teal,	Oculist.
	Dr. J. M. Woodward,	Oculist.
Oakland, Neb.	Dr. H. W. Benson,	Local Surgeon.
Omaha, Neb.	Dr. A. L. Parks,	Division Surgeon and Examiner.
	Dr. B. W. Christie,	Local Surgeon.
	Dr. H. H. Davis,	Local Surgeon.
Omaha, Neb.	Drs. Gifford, Callfas, Potts, and Stokes,	Oculists.
O'Neill, Neb.	Dr. J. P. Brown,	Local Surgeon.
Orchard, Neb.	Dr. W. G. Fletcher,	Local Surgeon.
Plainview, Neb.	Dr. F. H. Nye,	Local Surgeon.
Plattsmouth, Neb.	Dr. T. P. Livingston,	Consultant.
	Dr. R. P. Westover,	Local Surgeon.
Randolph, Neb.	Dr. A. E. Cook,	Local Surgeon.
Sioux City, Iowa.	Dr. Chas. T. Maxwell,	Surgeon and Examiner.
South Sioux City, Neb.	Dr. Chas. E. Legg,	Surgeon and Examiner.
South Omaha, Neb.	Dr. J. P. Redgwick	Local Surgeon.
Walthill, Neb.	Dr. R. C. Gramlich,	Local Surgeon.
Wahoo, Neb.	Dr. Mason E. Lathrop,	Local Surgeon.

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

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

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

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

This company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the company surgeon, except such as may be required for the immediate safety of the patient.

D. B. MOSS, M. D., Chief Medical Officer, Chicago.

SPECIAL INSTRUCTIONS

Master Mechanic: G. E. Johnson, Gibson.
Chief Dispatcher: C. N. Miller, Lincoln.
Ass't Chief Dispatcher: C. A. White, Lincoln.
Night Chief Dispatcher: J. F. Mercier, Lincoln.
Train Dispatchers: J. W. Frey, R. Saul, C. P. McPherson, E. R. Zabriskie, M. D. Walker.

1.

Between Lincoln and Pacific Junction second class and extra trains must clear the time of Numbers 1 and 10 not less than ten minutes.

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

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

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

Rule 374 in Book of Rules of Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

In centralized traffic control territory between Pacific Junction and Plattsmouth and between Greenwood and Waverly, signals will govern the use of blocks and movement over controlled switches, and unless otherwise provided, their indications to supersede time table superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

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

When the signal does not clear, and it is possible to communicate with the signalman, and the dispatcher is advised by the signalman that there is no opposing train in the block, instructions will be issued, "Proceed, complying with Rule 509A."

Operators handling switches under rule 951 are responsible for the position of the switches and the return to normal position after having been used.

2.

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

3.

USE OF TRACK.

Where there are two sidings for meeting or passing trains, the right hand track should be used unless otherwise provided.

Trains southward taking siding at Ashland will use first switch west of depot.

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

4.

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

5.

SPEED RESTRICTIONS.

Trains approaching a distant signal at a restricting indication must at once reduce speed and move at restricted speed until home signal can be seen at Proceed.

Enginemen handling light engines must approach all hazardous road crossings where view is obstructed prepared to stop.

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. Scale test car must be handled just ahead of waycar with air hose coupled so train can be stopped by conductor from waycar, if necessary.

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.

Trains will be considered stock trains when consist of fifty percent or more stock.

Passenger trains handled by B-1 or S-4 engines, on which the drivers have been blocked up, will not exceed a speed of 40 miles an hour. Freight trains handled by O-5 or M engines, with drivers blocked up, will not exceed 30 miles an hour.

Trains handling coke racks, D&RGW series 26750 to 26999, 25 miles an hour.

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

6.

Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggageman in addition to Conductor and Engineer.

7.

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.

When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

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

Under rule 93, trains handling company service cars, or carrying caretakers, must be protected as prescribed by rule 99.

8.

SPRING SWITCHES.

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

Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "STOP," trains may proceed on hand signal after switch has been examined and points are found to fit properly.

Trains trailing through switch may do so without opening or closing it.

When sand or snow is blowing the switch points must be cleared before trailing move is made through switch.

When trailing through switch and train is stopped before movement is complete backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand.

Trains must not exceed 25 miles an hour over spring switches in facing point movement. For trailing moves through spring switches the speed designated in time table foot notes will not be exceeded.

Sand must not be used over spring switches.

Drop switch will not be made over spring switches unless specifically authorized.

RIGHT OF RAILROAD AT CROSSINGS.

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

C., B. & Q. trains have right to cross ahead of C., R. I. & P. trains at South Bend

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

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

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

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

Normal indication of home signal is Stop. Distant signal indicates Restricted Speed. When a train is stopped by a home signal which indicates Stop and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate release marked C. B. & Q. R. R. located at crossing.

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

SPEED OF TRAINS

MILES PER HOUR	TIME PER MILE	
	Minutes	Seconds
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS.

Distinctive road way signals have been adopted to indicate maximum speeds of Zephyr type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon, and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The triangle and banjo type signals will be located approximately 4,000 feet from point of curve, or point where zone speed changes.

Comply with rule 14 (j) when approaching a train order signal in stop position.

Other speed restrictions for Zephyr type motor trains are as follows:

Sixty miles an hour when passing a station at which train orders or clearances are to be delivered; delivery of which must be made on right hand side.

WESTWARD

Greenwood through turnout.....50 MPH
Waverly through turnout.....50 MPH
Lincoln, 27th Street, C&NW Crossing.....40 MPH

EASTWARD

Lincoln, 27th Street, C&NW Crossing.....40 MPH
End of double track Gibson.....25 MPH
Through turnout Oreapolis.....25 MPH
Trailing move spring switch Plattsmouth.....25 MPH
Around 12 degree curve at West approach of Missouri River bridge.....20 MPH

When using any turnout or crossover not otherwise specified, will not exceed speed designated for other trains.

J. H. AYDELOTT
General Manager, Omaha, Neb.

F. R. MULLEN
General Superintendent, Lincoln, Neb.

E. C. HALE
Assistant Superintendent, Omaha, Neb.

J. C. ROTH,
General Superintendent Transportation, Chicago, Ill.

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

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