SURGEONS AND PHYSICIANS

Beatrice, Nebr.	DR. H. F. ELIAS	Surgeon
Concordia, Kans.	DR. L. E. HAUGHEY	Surgeon
Crete, Nebr.	DR. P. J. HUBER	Surgeon
DeWitt, Nebr.	DR. H. D. RUNTY	Surgeon
Fairbury, Nebr.	DR. J. H. LYNCH	Surgeon
Fairmont, Nebr.	DR. A. A. ASHBY	Surgeon and Examiner
Falls City, Nebr.	DR. C. L. HUSTEAD	Surgeon
Falls City, Nebr.	DR. W. SHEPHERD	Surgeon
Hanover, Kans.	DR. H. G. HURTIG	Surgeon
Holdrege, Nebr.	DR. T. A. PETERSON	Surgeon and Examiner
Humboldt, Nebr.	DR. H. S. HEIM	Surgeon and Examiner
Lincoln, Nebr.	DR. C. C. PELIKAN	Surgeon and Examiner
Lincoln, Nebr.	DR. CLAYTON ANDREWS	Surgeon
Lincoln, Nebr.	DR. W. W. BARTELS	Surgeon
Lincoln, Nebr.	DR. J. E. M. THOMPSON	Surgeon
Lincoln, Nebr.	DR. GEORGE H. WALKER	Surgeon and Examiner
Lincoln, Nebr.	DR. L. E. MARX	Surgeon
Lincoln, Nebr.	DR. FRITZ TEAL	Surgeon
Lincoln, Nebr.	DR. JOHN A. BROWN	Surgeon
Lincoln, Nebr.	DR. F. F. TEAL	Eye Specialist
Lincoln, Nebr.	DR. J. M. WOODWARD	Eye Specialist
Nebraska City, Neb.	DR. J. P. GILLIGAN	Surgeon and Examiner
Nebraska City, Neb.	DR. W. S. RAMACCIOTTI	Surgeon and Examiner
Pawnee, Nebr.	DR. A. B. ANDERSON	Surgeon
Superior, Nebr.	DR. C. G. McMAHON	Surgeon
Tecumseh, Nebr.	DR. J. A. LANSPA	Local Surgeon
Wymore, Nebr.	DR. C. W. THOMAS	Surgeon and Examiner
Washington, Kans.	DR. D. A. BITZER	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 case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

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

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

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

E. L. POTARF,
General Manager, Omaha, Nebr.

L. L. SMITH,
General Superintendent, Lincoln, Nebr.

G. P. HENSON,
Superintendent Terminals, Lincoln, Nebr.

J. E. HAMER,
Assistant Superintendent, Wymore, Nebr.

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

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

WYMORE DIVISION

OF THE

WESTERN DISTRICT

No. 66

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

SUNDAY, APRIL 29, 1951

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.

Napier and Lincoln—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951.**

WESTWARD											EASTWARD				
SECOND CLASS			FIRST CLASS					Capacity of			FIRST CLASS		SECOND CLASS		
Sun, Tues and Thurs. Freight	Daily Freight	Daily Freight	Daily Passenger	Daily Passenger	Signs	Distance from Napier	STATIONS	Sidings	Other Tracks	Office Open Week Days Except Saturday	Daily Passenger	Daily Passenger	Daily Freight	Daily Freight	Mon, Wed. and Sat. Freight
63	61	67	43	41							44	42	78	62	64
P.M. L10.30	P.M. L12.30	A.M. L 2.45	P.M. L 8.55	A.M. L11.45	B.K.R. W.Y.Yd.	0.00	NAPIER		Yard	Continuous.	A.M. A 3.50	P.M. A 2.50	A.M. A10.35	P.M. A 6.40	P.M. A10.25
							3.30								
10.45	12.36	2.53	9.00	s11.51	F.	3.30	FORTESCUE		28	No Office.	s 3.41	s 2.43	10.22	6.23	10.05
							6.10								
11.05	12.48	3.05	9.08	P.M. s12.01		9.40	RULO	E50 W45	35	8:00 a.m. to 5:00 p.m.	s 3.31	s 2.34	10.11	6.12	9.41
							5.23								
11.25 A.M.	12.59	3.22	9.14	s12.09	F.	14.63	PRESTON	120	33	No Office.	3.22	s 2.26	9.59	5.57	9.14
							4.89								
12.01	1.07	3.36	s 9.25	s12.22	B.K. T.W.Yd.	19.52	FALLS CITY	85	Yard	Continuous.	s 3.08	s 2.19	9.47	5.45	8.53
							0.20								
						19.72	Mo. Pac. Crossing (Interl'kd)			No Office.					
							6.19								
12.30	1.17	3.50	9.33	s12.30		25.91	SALEM	96	50	8:30 a.m. to 5:30 p.m.	s 2.52	s 2.06	9.33	5.31	8.20
							7.44								
12.50	1.28	4.05	9.41	s12.40		33.35	DAWSON	88	30	8:00 a.m. to 5:00 p.m.	s 2.39	s 1.56	9.22	5.18	8.03
							6.85								
1.10	1.45	4.17	s 9.48	s12.48	O.	40.20	HUMBOLDT	120	67	8:45 a.m. to 4:45 p.m. 8:00 p.m. to 4:00 a.m.	s 2.26	s 1.45	9.11	5.05	7.50
							7.96								
A 1.40 A.M.	2.05	4.37	s10.00	A 1.01 P.M.	B.C.K. W.Y.Yd.	48.16	TABLE ROCK	1-140 2- 85	Yard	Continuous.	s 2.12	L 1.32 P.M.	8.57	4.47	L 7.30 P.M.
						Dis. from T-Rock	8.43								
	2.20	4.53	f10.11			8.43	ELK CREEK	140	29	8:00 a.m. to 5:00 p.m.	s 1.53		8.40	4.17	
							6.92								
	2.33	5.09	s10.23		W.Y.K.	15.35	TECUMSEH	140	Yard	8:45 a.m. to 4:45 p.m. 7:30 p. m. to 3:30 a.m.	s 1.42		8.29	4.05	
							5.60								
	2.43	5.22	f10.30		F.	21.95	ST. MARY (Smartville)	50	17	No Office.	s 1.28		8.19	3.41	
							5.22								
	2.55	5.33	f10.38			27.17	STERLING	129	37	8:00 a.m. to 5:00 p.m.	s 1.17		8.10	3.31	
							7.36								
	3.10	5.46	f10.48			34.53	ADAMS	62	46	7:00 a.m. to 4:00 p.m.	s 1.03		7.58	3.10	
							7.45								
	3.22	6.00	f10.57		W.	41.98	FIRTH	114	32	8:30 a.m. to 5:30 p.m.	s12.53		7.46	2.48	
							6.68								
	3.38	6.17	f11.06			48.66	HICKMAN	73	20	8.00 a.m. to 5:00 p.m.	s12.41		7.32	2.34	
							1.01								
						49.67	Mo. Pac. Crossing (Interlocked)			No Office.					
							2.12								
	3.44	6.23	f11.11		F.	51.79	ROCA		27	No Office.	s12.34		7.26	2.28	
							2.98								
	3.50	6.28	11.14		F.	54.77	SALTILLO	140	7	No Office.	12.29		7.21	2.23	
							5.66								
	4.03	6.40	11.21		✓F.	60.43	LANCASTER			No Office.	12.22		7.12	2.13	
							0.96								
						61.39	U. P. Crossing (Interlocked)			No Office.					
							1.24								
						62.63	WYE SWITCH			No Office.					
							0.19								
						62.82	C. B. & Q. Crossing (Interl'kd)			No Office.					
							0.46								
	A 4.30 P.M.	A 7.00 A.M.			✓BCKOYd. R.T.W.Y.	63.28	CARLING (Interlocked)	Yard	Yard	Continuous.			L 7.00 A.M.	L 2.00 P.M.	
							0.35								
						63.02	U. P. Crossing (Interlocked) HALL (Tower)			No Office.					
							0.51								
			A11.30 P.M.	✓	R.T.W.Y. BCKOYd.	63.53	LINCOLN	Yard	Yard	Continuous.	L12.15 A.M.				
							(111.69)								
3:10 18.2	4:00 27.9	4:15 26.3	2:35 43.2	1:16 38.0			SCHEDULE TIME AVERAGE MILES AN HOUR				3:35 31.2	1:18 37.0	3:35 31.2	4:40 23.9	2:55 16.9

OFFICES OPEN SATURDAY AND SUNDAY:

Napier Continuous.
Falls City Continuous.
Humboldt Same as week days.
Table Rock Continuous
Tecumseh Same as week days.
Sterling Same as week days.
Carling Continuous.
Lincoln Continuous.

Other offices closed, except Firth open 8:30 A.M. to 5:30 P.M. Saturday.

FOOTNOTES ON PAGE 3

Napier and Lincoln—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951.**

FOOTNOTES

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

Double track between Napier and Fortescue.

Automatic block system in effect between Napier and Table Rock.

Manual block system; Rule 318-B, in effect between Table Rock and Lincoln.

Rule 221(a) in effect at all train order offices, Table Rock to Lincoln, inclusive, and is modified to include both freight and passenger trains.

SPRING SWITCHES end of double track Fortescue, normal position is for Eastward track, East end of sidings Preston; Falls City; Humboldt, No. 1 siding Table Rock and Tecumseh, and West end of siding Dawson.

Eastward trains calling in flagman at Napier will sound four long and one short blast of whistle in connection with Rule 14-D.

Trains may register at Napier by register ticket.

Missouri River Bridge 8.93 Rulo: Steam engines heavier than R-5 must not doublehead. Diesel engines must not doublehead with any other class of power. When steam engines heavier than R-5 or diesel engines handled dead in train must be spaced at least 10 cars from engine handling the train and not less than 10 cars from any other engine in the train.

No. 1 track Falls City, capacity 75 cars, must not be blocked without authority from dispatcher.

Trains starting or terminating Falls City will register Falls City. Train order signal Falls City will not govern trains starting Falls City. Conductors and Enginemen must have Clearance Form A.

Whistle signal for siding Falls City interlocking plant is one long and one short.

Refinery Siding M. P. 20.20 (Falls City) capacity 12 cars.

Oil Siding M. P. 21.20 (west of Falls City) capacity 20 cars.

Two elevator tracks No. 1 and No. 2, capacity 20 cars each between M. P. 60.55 and M. P. 60.86.

Normal position of Junction switch Table Rock is for Napier and Lincoln subdivision.

Sidings Table Rock located as follows: No. 1 north of main track. No. 2 south of main track.

At Tecumseh, trains using Tecumseh and Nebraska City subdivision main track must do so expecting to find it blocked at the coal shed.

No train order signal Napier; Table Rock; Lincoln and Carling. Conductors and Enginemen must have Clearance Form A.

Normal position of switch Lancaster is for Napier and Lincoln subdivision.

"O" Street viaduct Lincoln will not clear man on top of car.

Whistle signals for Hall Tower interlocking plant—
First—Denver main line, one long.
Second—Napier main line, one long, one short, one long.
Third—To Wye or inside track, one long, two shorts, one long.

Dispatchers will authorize operator Carling to register first class trains.

Local extra leaves Carling Monday, Wednesday, Friday for Falls City and leaves Falls City Tuesday, Thursday, Saturday for Carling.

Nemaha and Shubert—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951**

SOUTHWARD												NORTHWARD				
				SECOND CLASS					Capacity of			SECOND CLASS				
				Daily Ex. Sunday Mixed	Signs	Mile Post Location	STATIONS		Sidings	Other Tracks	Office Open Week Days Except Saturday	Daily Ex. Sunday Mixed				
				213								214				
				A.M. L11.20	Yd. R.W.	18.69	..... NEMAHA			22	8:00 a.m. to 5:00 p.m.	P.M. A12.35				
				A11.40 A.M.	R	11.49	7.20 ..... SHUBERT			18	8:00 a.m. to 5:00 p.m.	L11.50 A.M.				
							..... (7.20)									
				0:20 21.5			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....					0:35 9.6				

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

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

Rule 221(a) in effect at all train order offices and is modified to include both freight and passenger trains.

No train order signal Shubert. Conductors and enginemen must have clearance Form A when Operator on duty.

At Shubert all tracks are yard tracks. Trains entering Shubert expect to find cars on any and all tracks, including former main track.

Normal position of the junction switch Nemaha is for the Nebraska City and Tecumseh subdivision.

Mixed trains carry passengers.

No offices open Saturday and Sunday.

Table Rock and Wymore—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951.**

WESTWARD											EASTWARD			
SECOND CLASS	FIRST CLASS			Signs	Distance from Napier	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Week Days Except Saturday	FIRST CLASS			SECOND CLASS	
Mon, Wed and Friday Freight			Daily Passenger							Daily Passenger			Mon, Wed and Sat. Freight	
63			41							42			64	
A.M. L 2.40			P.M. L 1.05	B.C.K.R. W.Y.Yd.	48.16	TABLE ROCK	1-140 2- 85	Yard	Continuous.	P.M. A 1.30			P.M. A 6.45	
						7.09								
3.25			s 1.19		55.25	PAWNEE	43	97	8:00 a.m. to 5:00 p.m.	s 1.19			6.25	
						12.19								
4.00			s 1.39		67.44	BURCHARD	62	42	8:00 a.m. to 5:00 p.m.	s 1.01			5.40	
						4.23								
4.15			f 1.46	F.	71.67	ARMOUR		19	No Office.	f12.54			5.20	
						4.17								
4.40			s 1.52		75.84	LIBERTY	59	35	8:00 a.m. to 5:00 p.m.	s12.48			5.05	
						8.89								
					84.73	U. P. Crossing (Auto. Interlocked)			No Office.					
						2.50								
A 5.10 A.M.			A 2.05 P.M.	B.C.K.O.R T.W.Y.Yd.	87.23	WYMORE	Yard	Yard	Continuous.	L12.30 P.M.			L 4.25 P.M.	
						(39.07)								
2:30 15.8			1:00 39.0			SCHEDULE TIME AVERAGE MILES AN HOUR				1:00 39.0			2:20 16.9	

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

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN SIGNAL N 86.41, EAST OF WYMORE, AND WEST MAIN TRACK SWITCH WEST END WYMORE YARD. ALL TRAINS AND ENGINES MUST RUN AT RESTRICTED SPEED BETWEEN THESE POINTS.

Manual Block System; Rule 318-B in effect.

Rule 221 (a) in effect at all train order offices and is modified to include both freight and passenger trains.

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

Normal position of Junction Switch Table Rock is for Napier and Lincoln subdivision.

Sidings Table Rock located as follows: No. 1 north of main track. No. 2 south of main track.

Air brakes must be coupled and working on cars handled on City track Pawnee.

OFFICES OPEN SATURDAY AND SUNDAY:
Table Rock and Wymore Continuous.
Other Offices Closed.

Nebraska City and Tecumseh—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951.**

WESTWARD								EASTWARD			
SECOND CLASS				Signs	Distance from Nebraska City	STATIONS	Capacity Other Tracks	Office Open Week Days Except Saturday	SECOND CLASS		
Monday Wed. and Fri. Mixed									Tuesday Thursday and Sat. Mixed		
113									114		
A.M. L 9.35				B.C.K.O. R.T.W.Yd.	0.00	NEBRASKA CITY	Yard	8:00 a.m. to 5:00 p.m.	P.M. A 1.15		
						11:07					
f10.15					11.07	BARNEY	16	No Office.	f12.30		
						4.85					
s10.40					15.92	PERU	29	8:00 a.m. to 5:00 p.m.	s12.15 P.M.		
						8.06					
s11.05					23.98	BROWNVILLE	22	8:00 a.m. to 5:00 p.m.	s11.40		
						4.47					
s11.20				R.W. Yd.	28.45	NEMAHA	22	8:00 a.m. to 5:00 p.m.	s11.20		
						8.02					
					36.47	Mo. Pac. Crossing (Interl'kd)		No Office.			
						2.30					
s11.55 P.M.				W.	38 .77	AUBURN	36	8:00 a.m. to 5:00 p.m.	s10.45		
						9.11					
s12.25					47.88	JOHNSON	27	8:00 a.m. to 5:00 p.m.	s10.00		
						5.08					
s12.45					52.96	GRAF	18	No Office.	s 9.35		
						7.69					
A 1.10 P.M.				C.R.W.Yd.T.K	60.65	TECUMSEH	Yard	See Page Two.	L 9.00 A.M.		
						(60.65)					
3:35 16.9						SCHEDULE TIME AVERAGE MILES AN HOUR			4:15 14.3		

Footnotes top page 5.

Nebraska City and Tecumseh—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951**

FOOTNOTES

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

Automatic block system in effect between Nebraska City and junction switch M. P. 0.70.

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

Rule 221(a) in effect at all train order offices and is modified to include both freight and passenger trains.

No train order signal Nebraska City, and train order signal Tecumseh will not govern Nebraska City and Tecumseh subdivision trains. Conductors and Enginemen must have Clearance Form A when operator is on duty.

Normal position of switch Nemaha line junction, Nebraska City, is for Payne and Lancaster subdivision.

At Nebraska City trains or engines using roundhouse lead must stop before crossing 4th Corso (Nebraska Highway 2). Train or engine man must flag trains or engines across entire width of street.

Trains between Nebraska City and east end Missouri River Bridge will move at restricted speed and proceed as the way is seen or known to be clear.

At Tecumseh, trains using Tecumseh and Nebraska City subdivision main track must do so expecting to find it blocked at the coal shed.

River track M. P. 25.99 capacity 85 cars.

Mixed trains carry passengers.

OFFICES OPEN SATURDAY AND SUNDAY.

Tecumseh, see page 2.

Other offices closed.

Crete and Wymore—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951.**

SOUTHWARD											NORTHWARD				
SECOND CLASS		FIRST CLASS						Capacity of			FIRST CLASS			SECOND CLASS	
Tuesday, Thursday and Sat. Mixed	Daily Ex. Sunday Freight			Daily Passenger	Signs	Distance from Crete	STATIONS	Sidings	Other Tracks	Office Open Week Day Except Saturday	Daily Passenger			Monday, Wed. and Fri. Mixed	Daily Ex. Sunday Freight
95	93			89							90			96	94
	L A.M. 4.00			L A.M. 10.40	R.W.	0.00	..... CRETE		Yard	8.00 am to 5:00 pm	A P.M. 3.48				A P.M. 6.35
Trains between Crete Jct. and Crete are governed by Lincoln division time table.															
	4.02			10.43	F.		..... CRETE Jct.			No Office.	3.46				6.33
							4.21								
	4.15			10.50		4.98	..... SHESTAK		17	No Office.	3.38				6.10
							5.98								
	s 4.50			s 11.01		10.96	..... WILBER		71	8:00 a.m. to 5:00 p.m.	s 3.28				s 5.55
							6.40								
P.M. L 3.12	s 5.20			s 11.13	W.	17.36	..... DE WITT	31	56	8:00 a.m. to 5:00 p.m.	s 3.12			A A.M. 9.40	s 5.25
							7.28								
3.27	f 5.35			11.24	F.	24.64	..... HOAG		14	No Office.	3.00			s 9.23	f 5.10
							5.74								
3.50	s 6.15			s 11.40	B.K.O. W.Yd.	30.38	..... BEATRICE	Yard	Yard	8:00 a.m. to 5:00 p.m.	s 2.50			s 9.10	s 5.00
							0.44								
						30.82	C. R. I. & P. Crossing (Grade).			No Office.	2.40				
							9.97								
4.15	s 6.50			s 11.58 P.M.	F.	40.79	..... BLUE SPRINGS		8	No Office.	s 2.25			s 8.38	s 4.27
							1.73								
A 4.20 P.M.	A 7.00 A.M.			A 12.10 P.M.	B.C.K.O.R T.W.Y.Yd.	42.52	..... WYMORE	Yard	Yard	Continuous.	L 2.15 P.M.			L 8.30 A.M.	L 4.20 P.M.
							..... (42.52)								
1:08 22.2	3:00 14.2			1:30 28.3			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....				1:33 27.4			1:10 21.5	2:15 18.9

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

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN MAIN TRACK SWITCH SOUTH END BLACKS MILL, M.P. 42.0, AND JUNCTION SWITCH WEST OF WYMORE DEPOT. ALL TRAINS AND ENGINES MUST RUN AT RESTRICTED SPEED BETWEEN THESE POINTS.

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

Rule 221 (a) in effect at all train order offices and is modified to include both freight and passenger trains.

No train order signal Crete, Beatrice and Wymore. Conductors and Enginemen must have clearance Form A Wymore, also Crete, and Beatrice when operator is on duty.

Normal position of junction switch DeWitt is for Crete and Wymore subdivision.

Trains will register at Crete by register ticket when operator on duty.

Trains or engines passing through Beatrice must stop before crossing Court and Sixth streets; train or enginemen must flag trains or engines across entire width of street.

Gasco Spur track at M. P. 33.62, capacity 4 cars.

Scheduled freight and mixed trains carry passengers.

OFFICES OPEN SATURDAY AND SUNDAY.

DeWitt 2:00 p. m. to 4:00 p. m. Saturday.

Wymore—Continuous.

Other offices closed.

Wymore and Red Cloud—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951.**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Napier	STATIONS	Office Open Saturday and Sunday	Capacity of Sidings	Capacity of Other Tracks	FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday Mixed	Mon. Wed. and Friday Freight		Daily Passenger								Daily Passenger		Tues. Thur. and Sat. Freight	Daily Ex. Sunday Mixed
89	63		15								16		64	90
P.M. L 1.05	A.M. L 8.45		P.M. L 3.35	Continuous.	B.C.K.O.R T.W.Y.Yd.	87.23	..... WYMORE	Continuous.	Yard	Yard	A.M. A1 1.00		P.M. A 2.50	A.M. A1 1.50
f 1.14	9.00		3.43	No Office.	F.	92.84	5.61 ..... KRIDER 3.61	No Office.	62	18	10.48		2.40	f11.39
A 1.25 P.M.	9.20		s 3.51	8:30 a.m. to 5:30 p.m.	Yd.	96.45	..... ODELL	See Footnote.	84	36	s10.40		2.30	L11.30 A.M.
	9.45		s 4.05	8:00 a.m. to 5:00 p.m.		105.13	8.68 ..... DILLER	Closed.	60	37	s10.27		2.15	
	9.54		f 4.12	No Office.	F.	109 13	4.00 ..... SHEA	No Office.	37	13	f10.20		1.50	
	10.12		s 4.22	8:00 a.m. to 5:00 p.m.	W.Yd.	114.59	5.46 ..... ENDICOTT	Closed	62	65	s10.12		1.30	
				No Office.		114.86	0.27 .....U. P. Crossing..... .....(Auto. Interlocked).....	No Office.						
				No Office.	F.Y.	116.09	1.23 ..... FAIRCHILD SPUR	No Office.			10.04			
				No Office.		125.04	8.95 ....C. R. I. & P. Crossing..... .....(Auto. Interlocked).....	No Office.						
	11.10		s 4.45	8:00 a.m. to 5:00 p.m.		128.45	3.41 ..... REYNOLDS	Closed.	63	41	s 9.46		12.45	
	11.35 P.M.		s 4.59	8:30 a.m. to 5:30 p.m.		138.47	10.02 ..... HUBBELL	Closed.	72	42	s 9.29		12.20	
	12.01		s 5.10	8:00 a.m. to 5:00 p.m.	C.W.Yd	145.78	7.31 ..... CHESTER	See Footnote.	70	85	s 9.16		12.01 P.M.	
	1.25		s 5.22	8:30 a.m. to 5:30 p.m.		153.90	8.12 ..... BYRON	Closed.	72	39	s 9.02		11.10	
	1.50		s 5.38	8:30 a.m. to 5:30 p.m.		162.75	8.85 ..... HARDY	Closed.		45	s 8.39		10.30	
				No Office.		169.68	6.93 .....A. T. & S. F. Crossing..... ..... (Grade)	No Office.						
	4.00		s 6.00	8:00 a.m. to 9:00 p.m.	O. W.Yd.	170.43	0.75 ..... SUPERIOR	8:00 a.m. to 9:00 p.m.	84	Yard	s 8.25		9.55	
				No Office.		170.96	0.53 .M. P. Crossing (Interlocked)..	No Office.						
	4.45		s 6.11	No Office.	F.	176.97	6.01 ..... BOSTWICK	No Office.		33	s 8.05		8.45	
	5.20		s 6.24	7:30 a.m. to 4:30 p.m.		184.86	7.89 ..... GUIDE ROCK	Closed.	63	30	s 7.52		8.30	
	5.45		6.34	No Office.	F.	191.05	6.19 ..... LESTER	No Office.			7.41		8.10	
	A 6.00 P.M.		A 6.45 P.M.	Continuous. Except closed 12:00 mn. to 8:00 a.m. Mondays.	B.K.R T.W.Yd.	195.28	4.23 ..... RED CLOUD	Continuous.	Yard	Yard	L 7.35 A.M.		L 8.00 A.M.	
							..... (108.05)							
0:20 27.8	9:15 11.6		3:10 34.1				.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....				3:25 31.6		6:50 15.8	0:20 27.8

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

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN SIGNAL N 86.41, EAST OF WYMORE, AND WEST MAIN TRACK SWITCH WEST END WYMORE YARD. ALL TRAINS AND ENGINES MUST RUN AT RESTRICTED SPEED BETWEEN THESE POINTS.

Manual Block System; Rule 318-B in effect.

Rule 221 (a) in effect at all train order offices and is modified to include both freight and passenger trains.

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

Normal position of east switch of crossover, west end siding Odell is for Odell and Concordia subdivision.

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

Trains No. 16 and No. 15 will stop at Williams mile post 134.86 when flagged; and make regular stop at Thompson mile post 123.94 for traffic.

Warwick Spur M. P. 161.56. Capacity 3 cars.

Hoenshell Siding M. P. 187.40 Capacity 16 cars.

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 engine men.

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

Normal position of switch Lester is for Wymore and Red Cloud subdivision.

OFFICE OPEN:

Odell Saturday 10:45 A.M. to 1:45 P.M. and closed Sunday.
Chester Saturday 8:00 A.M. to 5:00 P.M. and closed Sunday.

Payne and Lancaster—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951.**

WESTWARD				EASTWARD
SECOND CLASS				SECOND CLASS
Tuesday Thursday and Sat. Mixed				Monday, Wed. and Fri. Mixed
135				136
	Yd.	0.00	PAYNE	
			5.66	
A.M. L11 1.00	B.C.K.Yd. O.R.T.W.	5.66	NEBRASKA CITY	P.M. A 2.45
			5.10	
f11.20		10.76	ELBERON	f 2.25
			4.66	
		15.42	Mo. Pac. Crossing (Grade)	
			0.56	
s11.40		15.98	DUNBAR	s 1.55
— P.M. —			11.28	
s12.35	W.	27.26	SYRACUSE	s 1.15
			5.03	
s12.55		32.29	UNADILLA	s12.45
			6.80	
s 1.20		39.09	PALMYRA	s12.25
			6.64	
s 1.45		45.73	BENNET	s12.05
			6.60	— P.M. —
s 2.00		52.33	CHENEYS	s11.45
			4.36	
2.15		56.69	COLLEGE VIEW	11.30
			3.19	
A 2.30 P.M.	F.R.	59.88	LANCASTER	L11.15 A.M.
			(59.88)	
3:30 15.0			SCHEDULE TIME AVERAGE MILES AN HOUR	3:30 15. 0

Capacity of			
Stations	Sidings	Other Tracks	Office Open Week Days Except Saturday
PAYNE		24	8:30 a.m. to 5.30 p.m.
NEBRASKA CITY	Yard	Yard	8:00 a.m. to 5:00 p.m.
ELBERON		12	No Office.
Mo. Pac. Crossing (Grade)			No Office.
DUNBAR		32	7:45 a.m. to 4:45 p.m.
SYRACUSE		38	8:00 a.m. to 5:00 p.m.
UNADILLA		25	8:00 a.m. to 5:00 p.m.
PALMYRA		32	8:15 a.m. to 5:15 p.m.
BENNET		41	8:00 a.m. to 5:00 p.m.
CHENEYS		8	No Office.
COLLEGE VIEW		16	No Office.
LANCASTER	Yard	Yard	No Office.

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

YARD LIMIT EXTENDS FROM PAYNE TO M. P. 7.20. MOVEMENTS WILL BE MADE AS PRESCRIBED BY RULE 93.

Automatic block system in effect between M. P. 4.91 and Nebraska City.

Manual block system; Rule 318-B, in effect between Nebraska City and Lancaster. Rule 907 in effect.

Rule 221 (a) in effect at all train order offices and is modified to include both freight and passenger trains.

At Nebraska City trains or engines using roundhouse lead must stop before crossing 4th Corso (Nebraska Highway 2). Train or engine man must flag trains or engines across entire width of street.

Trains between Nebraska City and east end Missouri River Bridge will move at restricted speed and proceed as the way is seen or known to be clear. Nebraska City and Tecumseh subdivision trains use main track between Junction Switch at west end Missouri River Bridge, and depot at Nebraska City.

Normal position of switch Nemaha Line Junction is for Payne and Lancaster subdivision.

No train order signal Unadilla and Nebraska City. Conductors and Enginemen must have Clearance Form A when operator is on duty.

Normal position of switch Lancaster is for Napier and Lincoln subdivision.

NO OFFICES OPEN SATURDAY AND SUNDAY, EXCEPT PAYNE OPEN 8:30 A.M. TO 5:30 P.M. SATURDAY.

Odell and Concordia—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951**

WESTWARD				EASTWARD								
		SECOND CLASS								SECOND CLASS		
				Daily Ex. Sunday Mixed	Signs	Distance from Odell	STATIONS	Capacity Other Tracks	Office Open Week Days Except Saturday	Daily Ex. Sunday Mixed		
				89						90		
				P.M.						A.M.		
				L 1.25	R.Yd.	0.00	ODELL	36	8:30 a.m. to 5:30 p.m.	A11.29		
							6.68					
				s 1.46	F.	6.68	LANHAM	18	No Office.	s11.06		
							7.74					
				s 2.12	W.	14.42	HANOVER	33	8:00 a.m. to 5:00 p.m.	s10.44		
							0.18					
						14.60	U. P. Crossing (Auto. Interlocked)		No Office.			
							11.93					
				s 2.50	W.	26.53	WASHINGTON	47	8:00 a.m. to 5:00 p.m.	s10.05		
							6.79					
				s 3.15		33.32	MORROWVILLE	36	8:30 a.m. to 5:30 p.m.	s 9.38		
							7.26					
				s 3.40	W.	40.58	HADDAM	59	8:00 a.m. to 5:00 p.m.	s 9.10		
							9.96					
				s 4.15		50.53	CUBA	29	8:00 a.m. to 5:00 p.m.	s 8.36		
							7.89					
				s 4.35	F.	58.42	WAYNE	26	No Office.	s 8.10		
							5.85					
				s 4.55	F.	64.27	HOLLIS	25	No Office.	s 7.53		
							6.85					
						71.12	Un. Pac. Crossing (Grade)		No Office.			
							0.27					
						71.39	A. T. & S. F. Crossing (Grade)		No Office.			
							0.01					
						71.40	Mo. Pac. Crossing (Grade)		No Office.			
							0.30					
				A 5.25 P.M.	B.C.R.K. T.W.Yd.	71.70	CONCORDIA	Yard	7:00 a.m. to 4:00 p.m.	L 7.30 A.M		
							(71.70)					
				4:00 17.9			SCHEDULE TIME AVERAGE MILES AN HOUR			3:59 18.4		

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

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

Rule 221(a) in effect at all train order offices and is modified to include both freight and passenger trains.

Normal position of east switch of crossover, west end siding at Odell is for Odell and Concordia subdivision. Trains off Odell and Concordia subdivision will proceed at restricted speed complying with Rule 105.

Trains or engines must stop before crossing North Street (first street west of depot) at Hanover and train or engine men must flag trains or engines across entire width of street.

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

Trains No. 90 and No. 89 will stop at mile post 22.62 when flagged.

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

Mixed trains carry passengers.

NO OFFICES OPEN SATURDAY AND SUNDAY, EXCEPT ODELL OPEN 10:45 A.M. TO 1:45 P.M. SATURDAY.

De Witt and Holdrege Junction—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL. 29, 1951.**

WESTWARD									EASTWARD				
SECOND CLASS							Capacity of			SECOND CLASS			
Monday Wed. and Fri. Mixed	Monday Wed. and Fri. Mixed	Monday Wed. and Fri. Mixed	Office Open Week Days Except Monday	Signs	Distance from DeWitt	STATIONS	Sidings	Other Tracks	Office Open Week Days Except Saturday	Tuesday Thursday and Sat. Mixed	Tuesday Thursday and Sat. Mixed	Monday Wed. and Fri. Mixed	
101	103	99								102	92	104	
		A.M. L 9.50		W.R.	0.00	DE WITT		56	8:00 a.m. to 5:00 p.m.		P.M. A 2.45		
		s10.15			8.84	8.84 SWANTON 6.80		29	8:30 a.m. to 5:30 p.m.		s 2.20		
		s10.40		W.	15.64	WESTERN 7.61		16	8:00 a.m. to 5:00 p.m.		s 2.00		
					23.25	C. B. & Q. Crossing (Grade) 0.01			No Office.				
		s11.05		Yd.	23.26	TOBIAS 6.54		36	8:00 a.m. to 5:00 p.m.		s 1.35		
		s11.30			29.80	OHIOWA 6.14		36	8:30 a.m. to 5:30 p.m.		s 1.15		
P.M. L 1.30		11.43		F.Yd.	35.94	EAST STRANG Jct. 0.85			No Office.		12.48	A.M. A10.25	
s 1.35		s11.50		W.Yd.	36.79	STRANG 0.76		24	8:30 a.m. to 5:30 p.m.		s12.45	s10.20	
A 1.40 P.M.		11.53		F.Yd.	37.55	WEST STRANG Jct. 5.98			No Office.		12.40	L10.05 A.M.	
		— P.M. —			43.53	C. & N. W. Crossing (Grade) 0.41			No Office.				
		s12.20			43.94	SHICKLEY 6.07		41	8:30 a.m. to 5:30 p.m.		s12.25		
		s12.40			50.01	ONG 7.25		33	8:30 a.m. to 5:30 p.m.		s12.01 — P.M. —		
					57.26	U. P. Crossing (Auto. Interl'kd) 0.21			No Office.				
	P.M. L 1.30	A 1.00 P.M.		B.C.K. R.W.Y.Yd.	57.47	EDGAR 8.96	Yard	Yard	8:30 a.m. to 5:30 p.m.	A.M. A11.15	L11.40 A.M.		
	s 1.55				66.43	DEWEESE 8.73		29	No Office.	s10.55			
	s 2.25		8:00 a.m. to 5:00 p.m.		75.16	LAWRENCE 0.27		32		s10.30			
			No Office.		75.43	Mo. Pac. Crossing (Grade) 5.40							
	s 2.45		No Office.		80.83	ROSEMONT 5.99		29		s10.05			
	s 3.15			W.Yd.	86.82	BLUE HILL 0.20		31	7:00 a.m. to 4:00 p.m.	s 9.50			
			No Office.	Yd.	87.02	BLUE HILL Jct. 7.82							
	s 3.45		8:30 a.m. to 5:30 p.m.		94.84	BLADEN 7.39		33		s 9.20			
	s 4.15		8:30 a.m. to 5:30 p.m.	W.	102.23	CAMPBELL 9.15		56		s 8.55			
	s 4.45		8:15 a.m. to 5:15 p.m.		111.38	UPLAND 7.69		28		s 8.25			
	s 5.15		7:55 a.m. to 4:55 p.m.		119.07	HILDRETH 6.76		67		s 8.00			
			No Office.		125.83	C. B. & Q. Crossing (Grade) 0.01							
	s 5.45		7:30 a.m. to 4:30 p.m.	W.	125.84	WILCOX 6.44		40		s 7.35			
	s 6.00		No Office.	F.	132.28	SACRAMENTO 4.62		13		s 7.15			
	A 6.10 P.M.		No Office.	F.R.	136.90	HOLDREGE Jct.				L 7.05 A.M.			
						(136.90)							
0:10 9.6	4:40 15.8	3:10 18.1				SCHEDULE TIME AVERAGE MILES AN HOUR				4:10 19.0	3:05 18.6	0:20 4.8	

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

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

Rule 221 (a) in effect at all train order offices and is modified to include both freight and passenger trains.

Train order signal Dewitt will not govern Dewitt and Holdrege Junction subdivision trains. No train order signal Edgar. Conductors and enginemen must have Clearance Form A when Operator is on duty.

Normal position of junction switch Blue Hill and Blue Hill Jct. is for the Hastings and Red Cloud subdivision. Wymore and McCook division trains will use track between Blue Hill and Blue Hill Jct.

Normal position of junction switch DeWitt is for Crete and Wymore subdivision.

At Holdrege Junction, westward trains must get clearance by telephone before occupying McCook Division main track.

Eastward trains must get clearance from McCook Division dispatcher before leaving Holdrege, and will report arrival Holdrege Junction by telephone.

Mixed trains carry passengers.

No offices open Saturday and Sunday Dewitt to Edgar inclusive except on Saturday Dewitt open 2:00 P.M. to 4:00 P.M.

No offices open Sunday and Monday Lawrence to Wilcox inclusive except Blue Hill open 7:00 A.M. to 4:00 P.M. Monday and closed Saturday.

Fairmont and Hebron—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL. 29, 1951.**

SOUTHWARD												NORTHWARD					
		SECOND CLASS						Capacity of				SECOND CLASS					
				Mon., Wed. and Fri. Mixed	Signs	Distance from Fairmont	STATIONS	Sidings	Other Tracks	Office Open Week Days Except Saturday		Mon., Wed. and Fri. Mixed					
				104								101					
				A.M. L 9.00	B.C.K.R. W Yd.	0.00	..... FAIRMONT	Yard	Yard	8:00 a.m. to 5:00 p.m.		P.M. A 3.00					
				s 9.40		8.63	..... GENEVA		68	8:00 a.m. to 5:00 p.m.		s 2.25					
						9.11	..C. & N. W. Crossing (Grade)..			No Office.							
				10.05	F Yd.	16.26	..... WEST STRANG Jct.			No Office.		1.40					
							10.25	F Yd.	17.87	.....EAST STRANG Jct.....			No Office.		1.30				
				s10.50		23.45	..... BRUNING		34	8:30 a.m. to 5:30 p.m.		s 1.10					
						29.21	U. P. Crossing (Auto. Interl'kd)			No Office.							
				s11.15		29.60	..... BELVIDERE		28	No Office.		s12.45					
				A11.35 A.M.	W.R.T.	35.96	..... HEBRON		70	8:30 a.m. to 5:30 p.m.		L12.25 P.M.					
							..... (35.96)										
				2:35 13.9			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....					2:35 13.9					

Trains between West Strang Junction and East Strang Junction are governed by time table of DeWitt-Holdrege Junction subdivision.

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

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

Rule 221(a) in effect at all train order offices and is modified to include both freight and passenger trains.

Normal position Junction switch west end Fairmont is for Fairmont and Hebron subdivisions.

Normal position of switches East and West Strang Junctions are for DeWitt and Holdrege Junction subdivision.

No train order signal Fairmont and Hebron. Conductors and enginemen must have clearance Form A when operator on duty.

At Hebron all tracks are yard tracks. Trains entering Hebron expect to find cars on any and all tracks, including former main track.

Mixed trains carry passengers.

NO OFFICES OPEN SATURDAY AND SUNDAY:

Helvey and Fairmont—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951.**

NORTHWARD SECOND CLASS	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Week Days Except Monday	SOUTHWARD SECOND CLASS
Tues., Thurs., Sat. Mixed							Tues., Thurs., Sat. Mixed
133							134
P.M. L 1.25	R.Y.	40.55	..... HELVEY		15	No Office.	P.M. A12.55
			4.70				
s 1.45		35.85	..... DAYKIN		31	8:30 a.m. to 5:30 p.m.	s12.40
			7.02				
		28.83	..C. B. & Q. Crossing (Grade)..			No Office.	
			0.00				
s 2.10		28.83	..... TOBIAS		12	See Page 9.	s12.15 P.M.
			6.45				
s 2.40		22.38	..... MILLIGAN		37	8:30 a.m. to 5:30 p.m.	s11.50
			8.25				
s 3.01	F.	14.13	..... BURRESS		16	No Office.	s11.20
			1.51				
		12.62	.C. & N. W. Crossing (Grade).			No Office.	
			4.71				
A 3.20 P.M.	B.C.K.R. W.Yd.	7.91	..... FAIRMONT	Yard	Yard	See Page 10	L11.00 A.M.
			..... (32.64)				
1:55 17.			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....				1:55 17.

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

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

Rule 221(a) in effect at all train order offices and is modified to include both Freight and Passenger trains.

No train order signal Fairmont. Conductors and Enginemen must have clearance Form A when operator is on duty.

At Helvey all tracks are yard tracks. Trains entering Helvey expect to find cars on any and all tracks, including former main track.

Normal position Junction switch east end Fairmont is for Helvey and Fairmont subdivision.

Mixed trains carry passengers.

NO OFFICES OPEN SUNDAY AND DAYKIN AND MILLIGAN CLOSED MONDAY.

Edgar and Nelson—Subdivision

WYMORE DIVISION. **TIME TABLE No. 66.** **EFFECTIVE APRIL 29, 1951.**

SOUTHWARD SECOND CLASS	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Week Days Except Monday	NORTHWARD SECOND CLASS
Monday Wed. and Friday Mixed							Tuesday Thursday and Sat. Mixed
99							92
P.M. L 2.00	B.C.K.R. W.Y.Yd.	27.84	..... EDGAR	Yard	Yard	See Page 9	A.M. A10.45
			..... (13.70)				
A 2.45 P.M.	T. R.	14.14	..... NELSON		30	8:00 a.m. to 5:00 p.m.	L10.00 A.M.
			..... (13.70)				
0:45 18.5			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....				0:45 18.5

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

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

Rule 221(a) in effect at all train order offices and is modified to include both freight and passenger trains.

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

At Nelson all tracks are yard tracks. Trains entering Nelson expect to find cars on any and all tracks, including former main track.

Normal position of Junction Switch Edgar is for Dewitt and Holdrege Junction subdivision.

Mixed trains carry passengers.

No offices open Sunday.

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines or engines with cabooses must approach all hazardous road crossings where the view is obscured, prepared to stop; and must run at restricted speed approaching and on curves and where view is obscured between 6:30 A.M. and 6:30 P.M. and use extreme care to avoid striking motor cars.

Troop trains consisting of passenger cars only (including waycar) will be governed by speed limits designated for steam trains handling conventional equipment, except must not exceed maximum speed of 65 M.P.H.

Troop trains handling freight cars will be governed by speed limits designated for freight trains, except must not exceed maximum speed of 50 MPH.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 miles an hour unless otherwise provided.

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

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

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

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

Gas or diesel-electric motor cars must not exceed a speed of 10 miles an hour above the speed authorized for steam engines running backward on that subdivision.

Gas and diesel-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors.

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

Gas-electric motor cars	60 M.P.H. except
Motor car 9734	50 M.P.H.
Diesel-electric power units	75 M.P.H.
Diesel-electric switch engines	40 M.P.H.
Gas-electric switch engines, series 9103 to 9106 inc.	30 M.P.H.

Where subdivision maximum speeds are less, they will govern.

B- Bulletin
C- Fuel
F- Phone
K- Standard clock
O- Scales track
R- Register
T- Turntable
W- Water
Y- Wye
Yd- Yard

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings	Restricted Speed	Restricted Speed
All crossovers and turnouts, not otherwise specified.	10	10
Handling clamshells, pile drivers, steam shovels.		
Main Lines	.....	30
Branch Lines	.....	20
Except Pile Drivers 204617 and 204618 Branch Lines (See Special Instruction 12.)	.....	15
Rotary Snow Plows:		
Main Lines	.....	25
Branch Lines	.....	15
Handling scale test cars (must be handled next to way car with air coupled.)		
Main Lines	.....	25
Branch Lines	.....	20
Engines under steam, disconnected on one side with main rod down.		
Main Lines	25	25
Branch Lines	20	20
Wholly disconnected or dead steam engines	.....	20
B, S-4 or S-4-A engines with drivers blocked up	40	40
O-5-A or M engines with drivers blocked up	30	30
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible	.....	25
Loaded 30 yard air dump cars in 202800-202884 series in rear of train when possible.		
Main Lines	.....	35
Trains handling coke racks, D&RGW series 26750 to 26999	.....	25
Over M. P. Crossing on round house lead at Nebraska City	10	10

The following speed restrictions will govern when handling steam derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Steam Derricks
Napier-Lincoln, except bridge 8.93 at Rulo	30 M.P.H.	35 M.P.H.
Over bridge 8.93 at Rulo and must have 2 lightly loaded cars between 250 ton derrick and engine	10 M.P.H.	10 M.P.H.
Table Rock-Red Cloud	25 M.P.H.	30 M.P.H.
Crete-Wymore	25 M.P.H.	30 M.P.H.
Nemaha-Shubert	Must not operate	20 M.P.H.
Payne-Lancaster	"	20 M.P.H.
Nebraska City-Tecumseh	"	20 M.P.H.
Odell-Concordia	"	20 M.P.H.
Holdrege Jct.-Dewitt	"	20 M.P.H.
Fairmont-Hebron	"	20 M.P.H.
Fairmont-Helvey	"	20 M.P.H.
Edgar-Nelson	"	20 M.P.H.

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
NAPIER-LINCOLN SUBDIVISION		
Maximum speed between Napier and Table Rock	65	50
Maximum speed between Table Rock and Lincoln	59	49
Steam engines running backward	20	20
Trailing movement through spring switch Fortescue	25	25
Trailing movement through other spring switches	15	15
Over Missouri River Bridge 8.93 at Rulo		
With steam power	15	10
With diesel power	20	15
Between M.P. 9.30 and M.P. 10.30 Rulo	35	30
Between M.P. 17.10 and M.P. 17.75 east of Falls City	35	30
Between M.P. 19.30 and M.P. 19.75 Falls City	25	Yard
Between M.P. 9.00 and M.P. 9.70 west of Elk Creek	40	35
Between M.P. 14.50 and M.P. 16.10 Tecumseh	40	Yard
Between M.P. 60.15 and M.P. 60.45 Lancaster	35	25
Over Union Pacific Crossing M.P. 61.39	35	25
Between Hall Tower and Baird Tower via passenger tracks Lincoln	Restricted Speed	Restricted Speed
TABLE ROCK-WYMORE SUBDIVISION		
Maximum speed	50	35
Steam engines running backward	20	20
Around Curve on City track Pawnee	.....	5
Engine or leading car between home signals U.P. crossing M.P. 84.73	20	20
Between switches Wymore Yard	15	.....
WYMORE-RED CLOUD SUBDIVISION		
Maximum speed	50	35
Steam engines running backward	20	20
Between switches Wymore Yard	15	.....
Engine or leading car between home signals U.P. crossing M.P. 114.86	20	20
Engine or leading car between home signals C.R.I.&P. crossing M.P. 125.04	20	20
Within Village limits of Chester	10	10
Over Central Avenue and Bloom Street at Superior	6	6
Engine or leading car between home signals Missouri Pacific crossing M.P. 170.96	20	20
PAYNE-LANCASTER SUBDIVISION		
Maximum speed:		
Between Payne and Nebraska City	Yard	Yard
Between Nebraska City and Lancaster	35	25
Steam engines running backward	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
Over Missouri River bridge 4.76 Nebraska City	15	10
R-4 or heavier engine between Payne and Missouri River bridge 4.76	20	20
Steam engines running backward with train, between Payne and Nebraska City	20	20
Steam engines running backward with train, around curve at M.P. 3.60 and curve at west end of Missouri River bridge 4.76	10	10
Around curve at M.P. 3.60	20	20
Over Bridge 5.35	10	10
Around curve between M.P. 21.20 and M.P. 21.60	20	10
Over 27th Street, M.P. 58.50	10	10
Westward trains, over 14th Street, M.P. 59.81	5	5
NEMAHA-SHUBERT SUBDIVISION		
Maximum speed	25	25
Steam engines running backward	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
NEBRASKA CITY-TECUMSEH SUBDIVISION		
Maximum speed	25	25
Steam engines running backward	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
Over bridge 5.35 Nebraska City Yard	10	10
Between Neb. City and Missouri River bridge 4.76	Restricted Speed	Restricted Speed
M. P. 6.79	15	10
Around curves at M. P. 10	20	20
Around bluffs at M. P. 16.92	15	15
Between M. P. 18.25 and M. P. 18.80	10	10
Between Junction switch Nemaha and Bridge 29.02	15	15
Over bridge 31.98	10	10

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ODELL-CONCORDIA SUBDIVISION		
Maximum speed:		
Between Odell and Hanover	35	35
Between Hanover and Concordia	25	25
Steam engines running backward	10	10
Between M. P. 1.40 and M. P. 1.60	25	25
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
Before crossing North Street Hanover	Stop	Stop
Engine or leading car between home signals U.P. crossing M.P. 14.60	20	20
Before crossing Washington Street Concordia	Stop	Stop
DEWITT AND HOLDREGE JCT. SUBDIVISION		
Maximum speed:		
Between Dewitt and Edgar	40	25
Between Edgar and Holdrege Junction	35	25
Steam engines running backward	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
Over bridge 1.58	10	10
Engine or leading car between home signals U.P. crossing M.P. 57.26	20	20
R or heavier engines between Edgar and Holdrege Jct.	20	20
Over bridge 65.84, east of Deweese	10	10
Between Blue Hill and Blue Hill Jct.	Restricted Speed	Restricted Speed
FAIRMONT-HEBRON SUBDIVISION		
Maximum speed	25	25
Steam engines running backward	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
Engine or leading car between home signals U.P. crossing M.P. 29.21	20	20
R or heavier engines, between Fairmont and Strang	20	20
HELVEY-FAIRMONT SUBDIVISION		
Maximum speed	25	25
Steam engines running backward	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
EDGAR-NELSON SUBDIVISION		
Maximum speed	25	25
Steam engines running backward	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
R or heavier engines	20	20
CRETE-WYMORE SUBDIVISION		
Maximum speed	40	30
Steam engines running backward	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
Around curve M. P. 1	20	20
Between M.P. 17.16 and M.P. 17.42 Dewitt	15	15
Between switches Beatrice Yard	20	
Before crossing Court Street Beatrice	Stop	Stop
Between switches Wymore Yard	15	.....

SPEED OF TRAINS:

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

SPECIAL INSTRUCTIONS

Master Mechanic, C. E. Bloom, Lincoln
Road Foreman-Trainmaster, W. E. Traut, Wymore
Chief Dispatcher, J. F. Mercier, Wymore

Train Dispatchers:
F. V. Hadsell, O. R. Gottula
H. L. Tackett, L. L. Gritz
L. P. Spargur, J. A. Mulder

1. Where banual block system rules are in effect, light engines will be handled the same as passenger trains.

In Manual Block Territory, permissive movement will be authorized by train dispatcher. Train 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 the signalman.

2. Rule 374 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.

3. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the Conductor and will advise him of their intention to handle switches for his train. After so advising the Conductor, the operator will be responsible for the return of switches to normal position after train has passed.

Operator Odell, when on duty, will handle east siding switch.

4. Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A with copy of train order must be delivered to the train completing a reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking and centralized traffic control at restricted speed where distant signals are not provided for such movements.

Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

5. USE OF TRACK. Where there are two sidings for meeting or passing trains the right hand track must be used, unless otherwise provided.

When interlocking signals operated by remote control are in stop position, train or engine men will promptly communicate with operator or signalman and when so instructed may proceed by stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

Freight and passenger diesel engines may operate on any siding, yard or station track where 0-1-A engines operate.

AT NAPIER: Eastward Wymore Division trains must not proceed beyond end of Wymore Division double track until yellow signal, as prescribed by Rule 12 (c), has been received from operator. Trains, receiving this signal may proceed at restricted speed to train order office and there be governed by time table authority or train orders.

Operator must receive authority from train dispatcher before giving signal to advance trains as authorized above.

Trains making yard movement must not block single track between junction switch south of depot and Wymore Division tracks without authority from the operator.

All main track switches, except those listed below, will be handled by the operator.

North switch of northward siding.
North switch of No. 4 track.
South switch of southward siding.

These instructions do not modify the requirements of Rule 93.

At Humboldt engines will not pass over scales on mill track.

St. Mary will be used in train orders.

At Lancaster engines will not pass over coal pit near end stub track.

When first class trains meet at Wymore, train taking siding will use short siding, first track south of depot between crossover switches just east and west of depot.

When first class trains meet at Superior, train taking siding will use the short siding between main track and depot.

When first class trains meet at Red Cloud, train taking siding will use the short siding near depot.

First class trains taking siding at Beatrice will use passenger siding at depot.

LINCOLN:

Between the west end of passenger yards and Hall Tower, interlocking signals, switches and controlled electric switch locks in service, interlocking rules in effect.

The operation of the controlled electric locks to be in accordance with following:

When hand operated switches are equipped with electric locks. trainman or engineman must obtain permission from the train dispatcher before using.

Switches must then be operated as follows:

1. Unlock and open door of case.

2. If the indicator shows the word "UNLOCKED," turn crank to the left until it is against it's stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in it's normal position and lock.

2. Turn the crank of electric lock to the right until it is against it's stop block.

3. Close and lock door of case.

4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

Conductors westward trains will call Hall Tower operator when ready to depart, identifying themselves as well as train. Give track number train is on and state time they expect to leave.

Yard and other engines making movements within the limits of the interlocking plant will call Hall Tower operator, identify themselves, and ask for route or movements desired.

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

Centralized Traffic Control in effect on both freight tracks between Baird Interlocking limits and Hall Interlocking limits. Rule 93 not in effect between west end of Baird Interlocking limits and east end of Hall Interlocking limits. Maximum speed Limit 25 M. P. H.

Missouri Pacific crossings at MP 170.96, west of Superior, and at MP 49.67 west of Hickman, are protected by interlocking signals and electrically locked stop gates. Normal position of gates 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.

Missouri Pacific crossing 2.30 miles east of Auburn is protected by manually operated interlocking. Normal position of signals is against C. B. & Q. trains.

Interlocking plant of U. P. Crossing, M. P. 61.39 is controlled electrically by Operator at Hall Tower. Special instructions for movements through this plant in emergency or when signals are not cleared by operator will be found posted in a case on the back of each telephone box at home signals.

In case of interruption to the telephone circuit, be governed by special instructions.

SPECIAL INSTRUCTIONS, Continued

Union Pacific railroad crossing east of Wymore, C. R. I. & P. railroad crossing M.P. 125.04 Union Pacific railroad crossings at Endicott, Edgar, Belvidere, Hanover and Missouri Pacific railroad crossing over round house lead at Nebraska City are protected by automatic interlocking signals. When a train is stopped by a signal at a railroad crossing protected by automatic interlocking signals and no conflicting train movements are evident, a trainman shall proceed to the crossing and operate the hand release located at the crossing. In case the operation of the hand release does not clear the signal, train may proceed over the crossing after the movement has been protected against conflicting train movements.

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

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

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

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

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

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

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

Facing point movements over spring switches are protected by automatic home signals. 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 and 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.

Sand must not be used over spring switches.

For trailing moves through spring switches the speed designated in time table speed restrictions must not be exceeded.

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

Employes handling spring switch hand throw lever must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

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

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

Under Rule 908 trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

12. Derricks, pile drivers, steam shovels, clamshells, and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handed in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

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

14. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fusees and six torpedoes. The fusees and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel Electric motors.

On gas-electric-operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applied to flagging equipment on Engines or Motors, and that part of the tenth paragraph of Rule 920 reading—"Normal supply for engines, 3 fusees and 6 torpedoes."

Rule 919 is modified to permit the use of electric lanterns.

In freight and mixed train service the front brakeman is responsible with the engineman for knowing that in the cab of the locomotive there is the prescribed flagging equipment.

15. Rule 916 is abolished.

16. Rule 914 is modified as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

17. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

18. Rule 1078 is modified as follows: Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night.

19. The use of cupola lights will be discontinued and that part of Rule D-19 reading: "A red light to the rear and a green light to the front must be displayed in cupola of caboose while on main track" is abolished.

20. High or wide loads moving in trains with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

21. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned. water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

Trains of three cars or less and light engines must not use excessive sand nor stand on sanded rails within the limits of automatic block, Centralized Traffic Control, and Interlocking nor within the control limits of Automatic Highway Crossing protection.

SPECIAL INSTRUCTIONS—Concluded

22. Night signals to be used under Rule 906 are modified as follows:

Hot Journals—Stop signal followed by lamp swung in small vertical circle.

Brakes sticking—Stop signal followed by lamp in sliding movement out from body.

23. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate lineup; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.

24. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the sub-division.

25. Rule 1047 is modified as follows:

Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes when necessary.

26. The headlight of diesel and gas-electric engines must be burned dim during daylight hours, when in road service.

27. Red fusees will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fusees will be used in giving signals as prescribed by Rules 12(a) to 12(g) inclusive, when weather conditions, or length of train, make it impracticable to pass hand or lamp signals.

28. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

29. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function, the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes, or manually when operating under Rule 917. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules permit, the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 AND 102.

When switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

30. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test. When this change is made, Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

31. Rule 922 is modified as follows:

Cars containing explosives must be placed near the middle of the train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit.

In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine.

32. Trains and engines performing switching or other work at locations where automatic highway crossing gates are installed must approach such crossings at restricted speed and not occupy crossing until gates have lowered unless movement is protected by a member of crew.