Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

McCOOK DIVISION

No. 57

EFFECTIVE AT 12:01 A. M.

SUNDAY, DECEMBER 6, 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.

HASTINGS TO McCOOK SUBDIVISION—WESTWARD

McCOOK DIVISION — **TIME TABLE No. 57** — **EFFECTIVE DECEMBER 6, 1936**

FIRST CLASS													SECOND CLASS					
3 Daily Passenger	17 Daily Passenger	191 Daily Ex. Sunday Mixed	97 Daily Except Sunday Passenger	5 Daily Mixed	15 Daily Passenger	9 Daily Passenger	1 Daily Passenger	Office Closed	STATIONS	Distance from Pacific Junct.	Signs	Car Capacity: Sidings	Car Capacity: Other Tracks	61 Daily Freight	67 Daily Freight	163 Daily Except Sunday Mixed	63 Daily Freight	
P.M. L 8.45				P.M. L 1.25		A.M. L **3.50**	A.M. L **3.49**	.....	.....**HASTINGS**.....	156.16	B K R W Yd	Yard	Yard			P. M. L 1.10		
									0.75									
8.54				1.33		3.58	3.50	12 Mdt. to 1 am 5:30 a. m. to 8:30 p. m.	....GAINES.....	156.91	B C K O T W Yd	.....	.....	A.M. L 3.10	P.M. L12.15	A 1.15 P. M.		
									1.97									
				s 1.37				No Office	.....INGLESIDE.....	158.88	.....	.....	32					
									3.35									
								.....	.....M. P. CROSSING.....	162.23	.....	.....	.....					
									0.33									
9.04				s 1.44		4.05	3.55	4:15 P. M. to 7:15 A. M.	.....JUNIATA.....	162.56	.....	76	33	3.25	12.30			
9.17				s 1.58		**4.19**	**4.03**	5 P.M. to 8 A.M.	.....**KENESAW**..... ...	170.97	W Yd	90	48	169 **3.53** **4.19**	12.50			
									8.41									
9.26				s 2.09		4.27	**4.09**	5:30 P. M. to 8:30 A. M.	.....HEARTWELL.....	178.65	.....	76	30	4.32	1.05			
									7.68									
9.31				f **2.15**		4.33	4.12	No Office	.....KOLLER.....	182.95	F	77	17	4.42	1.15			
									4.30									
s 9.40				s **2.25**		s 4.45	4.17	5:15 A. to 8 A. 9:15 P to 4 P.	.....MINDEN.....	188.29	W	77	59	4.50	1.25			
									5.34									
9.51				f 2.33		4.51	4.20	No Office	.....MOTALA.....	192.54	F	68	15	4.58	1.33			
									4.25									
9.58				s 2.41		4.58	4.24	5:00 P. M. to 8:00 A. M.	.....AXTELL.....	197.83	.....	77	45	5.05	**1.45**			
									5.29									
10.05				s 2.51		5.05	4.30	5:00 P. M. to 8:00 A. M.	.....FUNK.....	204.39	.....	77	34	5.13	**1.56**			
			P.M.						6.56									
10.11			L 6.50	2.58		5.11	4.35	No Office	...HOLDREGE JUNCTION...	209.78	F	.....	.....	5.19	2.05			
									5.39									
s 10.21			A 6.54 P.M.	s 3.15		s 5.20	4.36	.....	.....**HOLDREGE**.....	210.94	B C K R T W Y Yd	Yard	365	5.35	2.20			
									1.16									
10.31				s 3.28		5.30	4.42	5:30 P.M. to 8:30 A. M.	.....ATLANTA.....	218.33		77	27	5.50	2.40			
									7.39									
10.40				s 3.41		5.41	4.49	No Office	.....MASCOT.....	226.91	F	77	21	6.05	2.51			
	P. M.				A.M.				8.58								P.M.	
10.46	L10.25	P. M. L 8.03		3.47	L 5.55	5.47	4.53	No Office	.....**OXFORD JUNCTION**.....	231.66	F	.....	.....	6.13	2.59		L11.15	
									4.75								A11.20 P.M.	
s 11.00	s 10.30	A 8.10 P. M.		s 4.00	A 5.58 A. M.	5.50 6.10	4.55	.....	.....OXFORD.....	233.95	B C K R T W Y Yd	Yard	539	6.23	3.02			
									2.29									
11.11	10.40			s 4.14		f 6.23	5.01	5:30 P.M. to 8:30 A. M.	.....EDISON.....	241.75	.....	101	33	6.28	3.14			
									7.80									
11.21	f 10.50			s 4.25		s 6.35	5.06	6:15 A. to 8 A. 4 P. to 10:15 P.	.....ARAPAHOE.....	248.53	W	77	50	6.45	3.25			
									6.78									
11.28	10.59			s 4.35		f 6.44	5.10	5:30 P. M. to 8:30 A. M.	.....HOLBROOK.....	254.21	.....	100	33	6.53	3.33			
									5.68									
11.38	f**11.12**			s 4.49		s 7.00	5.17	1 A. to 6:30 A. 2:30 P. to 5 P.	.. ..CAMBRIDGE.....	262.52		88	35	7.05	3.50			
									8.31									
11.47	11.25			s 5.01		f 7.12	5.23	5:30 P. M. to 8:30 A. M.	.....BARTLEY.....	270.33	W	77	33	**7.35**	4.05			
									7.81									
11.54	11.35			s 5.11		s **7.25**	5.28	6 A. to 7 A. 3 P. to 10 P.	.....INDIANOLA.....	276.25	.....	77	61	7.45	4.15			
									5.92									
12.01 AM	11.43			f 5.18		7.31	5.31	No Office	....RED WILLOW.....	280.61	F	77	31	7.52	4.25			
									4.36									
A12.10	A11.52			A 5.30		A 7.40	A 5.38	.....	....**McCOOK**.....	287.83	B C K O R T W Y Yd	Yard	Yard	A 8.05	A 4.45			
									7.22									
A.M.	P. M.			P.M.		A.M.	A.M.		(131.67)	.....				A.M.	P.M.			
Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily		Daily	Daily							Daily	Daily	Daily Except Sunday	Daily	
3:25 38.5	1:27 38.5	0:7 19.6	0:04 17.4	4:05 32.2	0:03 45.7	3:50 34.3	1:49 72.4		.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....					4:55 26.9	4:30 29.2	0.05 9.6	0:05 27.4	

PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, MUST NOT EXCEED 60 MILES AN HOUR, ZEPHYR TYPE MOTOR TRAINS WILL OPERATE UNDER SPECIAL INSTRUCTIONS SHOWN ON PAGE TEN. ENGINES WITH SINGLE TRUCK AHEAD 50 MILES AN HOUR. TIME FREIGHT AND STOCK TRAINS 50 MILES AN HOUR. COMMON FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

CENTRAL TIME.

Automatic Block System in effect.

Normal position of switches at Kenesaw, Holdrege Junction and Oxford Junction is for Hastings to McCook line.

No train order signal at Gaines. Second class and extra trains must have clearance Form A when operator is on duty, and will register.

No train order signal at Hastings, Oxford or McCook. Conductors and enginemen must have clearance Form A.

Passenger trains taking siding at McCook and Oxford will use short siding in front of station.

Mixed extra leaves Hastings 11:20 A.M. daily except Sunday for Kearney and will carry passengers.

At Hastings eastward passenger trains taking siding will use switch just east of signal S-156.6 Lexington Ave to No. 1 track.

No. 3 stop at Arapahoe and Cambridge to discharge revenue passenger from points east of Oxford.

McCOOK TO HASTINGS SUBDIVISION—EASTWARD

McCOOK DIVISION — TIME TABLE No. 57 — EFFECTIVE DECEMBER 6, 1936

FIRST CLASS							Office Closed	STATIONS	Signs	Car Capacity		SECOND CLASS		
6 Daily Passenger	14 Daily Passenger	10 Daily Passenger	22 Daily Mixed	16 Daily Passenger	2 Daily Passenger	98 Daily Ex. Sunday Passenger				Sidings	Other Tracks	68 Daily Freight	64 Daily Freight	62 Daily Freight
A.M. A 4.35		P.M. A10.21	P.M. A 3.20		A.M. A10.35		.....	.....HASTINGS.....	B K R W Yd	Yard	Yard			
								0.75						
4.33		10.20	3.17		10.33		12 Mdt. to 1 am 5:30 a. m. to 8:30 p. m.	..... GAINES	B C K O T W Yd	.....	.....	P.M. A 3.10		A.M. A 2.25
								1.97						
			s 3.12				No Office	.....INGLESIDE	....	.....	32			
								3.35						
							.....	.....M. P. CROSSING	....	.....	.....			
								0.33						
4.27		10.16	s 3.06		10.21		4:15 P. M. to 7:15 A.M.	..... JUNIATA	....	76	33	2.55		2.12
4.19		10.09	s 2.52		10.11		5 P. M. to 8 A. M.	8.41 ..... **KENESAW**.....	W Yd	90	48	2.42		1.58
4.09		10.02	s 2.40		10.01		5:30 P. M. to 8:30 A.M.	7.68 .....HEARTWELL.....	....	76	30	2.27		1.47
4.01		9.59	f 2.33		9.55		No Office	4.30 .....KOLLER	F	77	17	**2.15**		1.40
3.56		9.55	s **2.25**		s 9.48		5 P. M. to 8 A. M.	5.34 .....MINDEN.....	W	77	59	2.05		1.32
3.50		**9.51**	f 2.15		9.38		No Office	4.25 .....MOTALA.....	F	68	15	1.55		1.25
3.44		9.46	s 2.07		9.32		5:00 P. M. to 8:00 A.M.	5.29 ..... AXTELL.....	....	77	45	**1.45**		1.17
3.37		9.41	s **1.56**		9.24		5:00 P. M. to 8:00 A.M.	6.56 ..... FUNK	....	77	34	1.36		1.07
3.31		9.36	1.48		9.17	A.M. A 6.44	No Office	5.39 HOLDREGE JUNCTION	F	.....	.....	1.27		12.59
s 3.29		9.35	s 1.45		s 9.15	L 6.40 A.M.	.....	1.16 .....**HOLDREGE**.....	B C K R T W Y Yd	Yard	365	1.23		12.55
3.16		9.29	s 1.27		8.56		5:30 P.M. to 8:30 A. M.	7.39 ..... ATLANTA.....	....	77	27	1.06		12.30
3.06		9.19	s 1.13		8.42		No Office	8.58 .....MASCOT.....	F	77	21	12.49		12.08
3.00	P. M. A 9.57	9.15	1.07	A.M. A 8.37	8.36		No Office	4.75 ... **OXFORD JUNCTION**...	F	.....	.....	12.42	PM A 6.40	12.02AM
s 2.57	s **9.54**	9.13	s 1.03	L 8.34 A.M.	s 8.33		.....	2.29 .....OXFORD.....	B C K R T W Y Yd	Yard	539	12.39	L 6.35 PM	11.59
2.46	f 9.40	9.08	s12.49		8.18		5:30 P.M. to 8:30 A.M.	7.80 ..... EDISON	....	101	33	12.30		11.50
2.39	f 9.30	9.03	s12.39		f 8.09		5:00 P.M. to 10:45 P.M.	6.78 .....ARAPAHOE.....	W	77	50	12.21		11.40
2.33	f 9.21	8.59	s12.29		7.59		5:30 P.M. to 8:30 A.M.	5.68 .....HOLBROOK.....	....	100	33	12.12		**11.28**
2.24	f 9.10	8.52	s12.16		f 7.47		1 am to 7 am 2:30 p to 5 p	8.31 .....CAMBRIDGE.....	....	88	35	12.02PM		**11.12**
2.16	f 8.59	8.45	s12.04PM		**7.35**		4:00 P.M. to 7:00 A.M.	7.81 .....BARTLEY	W	77	33	11.50		11.00
2.10	f 8.50	8.40	s11.54		s **7.25**		3:00 P.M. to 10:00 P.M.	5.92 ..... INDIANOLA	....	77	61	11.40		10.53
2.05	8.44	8.37	f11.45		7.15		No Office	4.36 ..... RED WILLOW	F	77	31	11.30		10.45
1.57 A.M.	L 8.35 P. M.	L 8.30 P.M.	L11.30 A.M.		L 7.07 A.M.		.....	7.22 .....McCOOK.....	B C K O R T W Y Yd	Yard	Yard	L11.20 A. M.		L 10.30 P. M.
Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday		(131.67)				Daily	Daily	Daily
2.38 50.0	1:22 33.0	1:51 71.1	3:50 34.1	0:03 45.6	3:28 35.0	0:04 17.2		.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....				3:50 34.3	00:5 27.4	3:55 33.6

PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS MUST NOT EXCEED 60 MILES AN HOUR. ZEPHYR TYPE MOTOR TRAINS WILL OPERATE UNDER SPECIAL INSTRUCTIONS SHOWN ON PAGE TEN. ENGINES WITH SINGLE TRUCK AHEAD 50 MILES AN HOUR. TIME FREIGHT AND STOCK TRAINS 50 MILES AN HOUR. COMMON FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

CENTRAL TIME.

Automatic Block System in effect.

No. 2 will stop on flag at Axtell to receive revenue passengers for Lincoln or beyond.

No. 2 will stop at Kenesaw to discharge revenue passengers from Oxford and west and to receive passengers for Lincoln and beyond, and on Sundays for Hastings or beyond.

Mixed Extra leaves Kenesaw 3:30 P. M. daily except Sunday for Hastings and will carry passengers.

SPEED RESTRICTIONS.

Maximum speed No. 6, 70 miles an hour McCook to Oxford, Atlanta to Kenesaw.

McCOOK AND AKRON SUBDIVISION

McCOOK DIVISION — **TIME TABLE No. 57** — **EFFECTIVE DECEMBER 6, 1936**

WESTWARD

Second Class 67 Daily Freight	Second Class 175 Daily Ex. Sunday Mixed	Second Class 85 Daily Ex. Sunday Mixed	Second Class 61 Daily Freight	FIRST CLASS 3 Daily Passenger	FIRST CLASS 9 Daily Passenger	FIRST CLASS 1 Daily Passenger	Distance from Pacific Junc.	Signs	STATIONS	Office Closed	Car Capacity: Sidings	Car Capacity: Other Tracks
P.M. L 4.30	A.M. L 7.40	A.M. L7.35	AM L 7.30	P.M. L11.30	A.M. L 6.55	A.M. L 4.40	287.83	BCKOR TWY Yd	**McCOOK**		Yd	Yard
4.45	f 7.49	7.47	7.40	11.40	7.04	4.46	293.20		5.37 PERRY	No Office	86	33
4.53	A **8.00** A.M.	s**8.10**	**7.50**	11.48	7.10	4.51	299.04	W	5.84 **CULBERTSON**	4:30 P. M. to 7:30 A. M.	87	73
5.03		8.25	8.03	11.58	**7.18**	4.56	305.23	F	6.19 RUPERT	No Office	67	8
5.10		s 8.50	8.08	s 12.05AM	f 7.23	5.00	309.43		4.20 TRENTON	4:00 P. M. to 7:00 A. M.	76	37
5.20		**9.15**	8.15	**12.18**	7.30	**5.04**	314.93	F	5.50 POE	No Office	88	10
5.33		s 9.38	8.25	f 12.29	7.38	5.09	321.05	W	6.12 STRATTON	4:30 P. M. to 7:30 A. M.	77	34
5.47		s10.08	**8.45**	12.40	7.49	5.17	330.71		9.66 MAX	4:30 P.M. to 7:30 A. M.	77	42
6.05		f10.35	9.05	s 12.53	s 8.01	5.24	339.07	W	8.36 BENKELMAN		107	61
6.11		10.42	9.15	1.00	8.07	**5.28**	343.86	F	4.79 DOANE	No Office	88	20
6.18		s10.55	9.25	1.07	**8.14**	5.32	349.53		5.67 PARKS	5:00 P.M. to 8:00 A. M.	100	21
6.36		11.03	9.33	1.13	8.20	5.36	355.21	F	5.68 COLFER	No Office	62	
6.47		s11.28	9.43	1.20	8.26	5.41	361.08	W	5.87 HAIGLER	5 P. M. to 8:00 A. M.	88	56
6.55		f11.40	9.50	1.26	8.32	5.45	366.34	F	5.26 SANBORN	No Office	68	29
7.05		s11.55	9.59	1.31	8.37	5.49	371.05		4.71 LAIRD	No Office	77	13
7.30		A12.20 P.M.	10.15	s 1.42	s 8.50	5.55	377.48	CWY Yd	6.43 WRAY		97	209
7.53			10.35	1.54	9.03	6.05	386.21	F	8.73 ROBB	No Office	87	8
8.15			10.45	f 2.03	f 9.14	6.10	392.12	W	5.91 ECKLEY	5:00 P. M. to 8:00 A. M.	82	26
8.47			10.58	2.10	9.21	6.15	398.32	F	6.20 SCHRAMM	No Office	88	11
8.59			11.15	s 2.22	s 9.32	6.21	404.71	W	6.39 YUMA	5:00 P.M to 8:00 A.M.	E 77 W85	65
9.12			11.30	**2.30**	9.40	6.26	410.54	F	5.83 HYDE	No Office	77	12
9.27			11.42	s **2.40**	f 9.51	6.32	417.40		6.86 OTIS	5:30 P. M. to 8:30 A. M.	77	35
9.39			11.55	f 2.50	10.01	**6.37**	422.83	F	5.43 PLATNER	No Office	88	17
A **10.09** P.M			A12.15 PM	A 3.05 A.M.	A10.15 A.M.	A 6.45 A.M.	430.81	BCKR TW Yd	7.98 **AKRON**		Yd	Yd
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily			(142.98)			
5:33 25.2	:20 33.0	4:45 18.8	4:45 26.3	3:35 39.8	3:20 42.8	2:05 68.5			....SCHEDULE TIME.... .AV. MILES AN HOUR.			

EASTWARD

FIRST CLASS 2 Daily Passenger	FIRST CLASS 10 Daily Passenger	FIRST CLASS 6 Daily Passenger	Second Class 68 Daily Freight	Second Class 72 Daily Freight	Second Class 176 Daily Ex. Sunday Mixed	Second Class 62 Daily Freight
A.M. A 5.50	P.M. A 7.28	A.M A12.50	A.M. A10.05	A.M. A 8.45	P. M. A 5.20	P. M. A 9.15
5.39	7.22	12.41	9.55	8.20	f 5.08	9.06
5.32	7.18	12.35	9.45	61 175 85 **8.10 7.50**	L 5.00 P. M.	8.58
5.22	7.13	12.28	9.30	**7.18**		8.48
s 5.17	7.10	12.24	9.25	6.55		8.43
5.04	7.06	**12.18**	**9.15**	6.35		8.33
s 4.48	7.01	12.11	9.05	6.20		8.25
f 4.37	6.54	12.01AM	**8.45**	5.55		8.12
s 4.25	6.47	s 11.52	8.35	5.40		8.00
4.17	6.44	11.46	8.28	**5.28**		7.50
f 4.10	6.40	11.40	**8.14**	4.55		7.40
4.02	**6.36**	11.34	8.04	4.42		7.30
s 3.56	6.31	11.28	7.57	4.32		7.20
3.49	6.27	11.22	7.50	4.20		7.13
3.43	6.23	11.17	7.44	4.10		**7.05**
s 3.35	6.18	s11.10	7.36	3.55		6.55
3.20	6.10	10.59	7.23	3.32		6.41
f **3.12**	6.05	10.53	7.16	3.20		6.34
3.05	6.00	10.46	7.08	**3.05**		6.27
s 2.57	5.55	s 10.38	7.00	2.45		6.20
2.47	5.51	10.31	6.52	**2.30**		6.13
s **2.40**	5.46	10.24	6.44	2.05		6.05
f 2.30	5.41	10.18	**6.37**	1.50		5.58
L 2.20 A.M.	L 5.35 P.M.	L**10.09** P.M.	L 6.15 A.M.	L 1.30 A.M.		L 5.50 P. M.
Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
3:30 40.8	1:53 75.9	2:41 53.2	3:50 37.2	7:15 19.7	:20 33.9	3.25 41.9

PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, MUST NOT EXCEED 60 MILES AN HOUR, ZEPHYR TYPE MOTOR TRAINS WILL OPERATE UNDER SPECIAL INSTRUCTIONS SHOWN ON PAGE TEN, ENGINES WITH SINGLE TRUCK AHEAD 50 MILES AN HOUR. TIME FREIGHT AND STOCK TRAINS 50 MILES AN HOUR. COMMON FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

MOUNTAIN TIME.

Automatic Block System in effect.

When passenger trains meet at Wray, train taking siding will use short siding north of main track.

No train order signal at McCook or Akron, conductors and enginemen must have Clearance Form **A.**

Passenger trains taking siding at McCook or Akron will use short siding in front of station.

Unless stop is made between Yuma and Haigler trains 62 and 68 will stop at Wray for inspection.

SPEED RESTRICTIONS:

Maximum speed No. 6, 70 miles an hour between Akron and Robb, on tangent between Robb and Mile Post **354** and **between Mile Post 354 and 289 except on curve at Benkelman depot.**

AKRON AND DENVER SUBDIVISION

McCOOK DIVISION — **TIME TABLE No. 57** — **EFFECTIVE DECEMBER 6, 1936**

WESTWARD

SECOND CLASS		FIRST CLASS					Distance from Pacific Junction	Signs	STATIONS	Office Closed	Car Capacity	
67 Daily Freight	61 Daily Freight	303 Daily Mixed	9 Daily Passenger	1 Daily Passenger	301 Daily Passenger	3 Daily Passenger					Sidings	Other Tracks
P. M. L10.35	P. M. L12.30		A. M. L 10.25	A.M. L 6.45		A. M. L 3.20	430.81	WCB R T K Yd	..... AKRON	.....	Yd	Yd
									6.52			
10.50	12.43		10.35	6.51		3.29	437.33	F	.....XENIA.....	No Office	77	10
									6.13			
11.02	12.57		10.43	6.57		3.36	443.64	.....	.....PINNEO	No Office	76	16
									5.23			
11.15	1.10		10.49	7.02		3.42	448.87	F	.....STORY.....	No Office	77	12
									5.94			
11.33	1.25	P. M. L 4.00	s 11.02	7.07	A. M. L 4.20	s 3.50 s 4.00	454.81	WCT B R K Yd	..... BRUSH	.....	82	415
									4.06			
11.55	1.38	4.08	11.10	7.11	4.28	4.07	458.87	F	.....LODI	No Office	77	50
									5.34			
12.10AM	1.50	s 4.20	s 11.22	7.16	s 4.37	4.16	464.21	W Yd	...FT. MORGAN..	6:00 A.M. to 8:00 A.M.	104	171
									4.50			
12.20	1.59	**4.26**	11.30	7.20	4.45	4.24	468.71	F	..... BIJOU	No Office	76	24
									4.28			
12.30	2.06	f 4.32	11.36	7.24	4.51	4.30	472.99	F	.... VALLERY	No Office	76	13
									5.94			
12.57	2.20	s **4.50**	11.45	7.29	s **5.02**	4.38	478.93		..... WIGGINS	12 midnite to 8:00 A. M.	77	40
									5.21			
1.10	2.28	f 5.03	11.51	7.34	5.10	**4.44**	484.14	F	..... OMAR	No Office	76	15
									5.05			
1.25	2.39	5.12	11.57	7.38	5.17	4.50	489.19	F	..... CREST	No Office	68	
									6.46			
1.40	2.55	s 5.24	12.05PM	7.44	s 5.28	4.58	495.65	W	.....ROGGEN	5:30 P. M. to 8:30 A. M.	76	53
									5.40			
1.55	3.05	5.32	12.11	7.49	5.36	5.04	501.05	F Y	.....TAMPA.....	No Office	76	11
									4.41			
2.10	**3.24**	s 5.44	12.17	7.53	s 5.46	5.10	505.46	.....	.. KEENESBURG ..	5:30 P. M. to 8:30 A. M.	76	26
									7.52			
2.25	3.40	s 5.56	12.26	8.00	s 5.57	5.19	512.98	W	.....HUDSON	.....	76	62
									5.34			
2.38	3.50	6.06	12.33	8.04	6.07	5.26	518.32	F	.....TONVILLE.....	No Office	74	28
									6.13			
2.49	**4.16**	f 6.16	12.40	8.09	f 6.17	5.33	524.45		.....BARR.....	12 midnite to 3:00 P. M.	E 77 W 76	12
									5.51			
2.58	4.27	6.26	12.47	8.13	6.27	5.39	529.96	F	.....ENO.....	No Office	77	12
									5.21			
3.10	4.35	s 6.36	12.54	8.17	s 6.37	5.45	535.17	.....	.....DERBY.....	No Office	127	39
									1.59			
							536.76	F	...SAND CREEK...	No Office	...	.....
									0.56			
							537.32	.....	..U. P. CROSSING..	.....	...	.....
									2.46			
							539.78	.....	.C. & S. CROSSING.	.....	...	.....
									1.04			
A 3.45 A.M.	A 5.00 P. M.	6.50	1.03	8.22	6.51	5.53	540.15	BKYd	..38TH ST. YARD..	.....	...	.....
									2.41			
		A 7.00 P. M.	A 1.15 P. M.	A 8.30 A.M.	A 7.00 A. M.	A 6.00 A. M.	542.23	WCYB TORK Yd	..... DENVER	.....	Yd	Yd
									(111.42)			
Daily	Daily	Daily	Daily	Daily	Daily	Daily						
5:10	4:30	3.00	2:40	1:45	2:40	2:40			SCHEDULE TIME			
21.0	24.7	29.1	39.3	63.6	33.1	41.7			AVERAGE MILES AN HOUR			

EASTWARD

FIRST CLASS					SECOND CLASS		
10 Daily Passenger	6 Daily Passenger	302 Daily Passenger	2 Daily Passenger		68 Daily Freight	62 Daily Freight	72 Daily Freight
P.M. A 5.35	P. M A 10.05		A. M. A 2.10		AM A 6.10	P. M. A 5.45	A. M. A 12.30
5.28	9.54		1.58		5.58	5.33	11.55
5.21	9.45		1.50		5.50	**5.21**	11.30
5.16	9.39	P. M.	1.43		5.43	4.59	**11.15**
5.11	s 9.33	A **11.33**	s 1.35		5.35	4.52	10.50
5.07	9.26	11.23	1.23		5.29	4.45	10.35
5.03	s 9.20	s 11.15	s 1.17		5.22	4.35	10.25
4.58	9.11	11.05	1.09		5.16	**4.26**	10.10
4.55	9.06	10.59	1.04		5.10	4.16	10.00
4.50	9.00	s 10.51	**12.57**		**5.02**	4.06	9.50
4.46	8.55	10.43	12.52		**4.44**	3.58	9.40
4.42	8.50	10.38	12.47		4.17	3.50	9.30
4.37	8.45	s 10.30	12.40		4.08	3.40	9.20
4.33	8.40	10.22	12.34		4.00	3.32	9.13
4.29	8.35	s 10.17	12.29		3.53	**3.24**	9.07
4.24	8.29	s 10.07	12.20		3.43	3.12	8.55
4.20	8.23	9.59	12.14		3.33	3.04	8.45
4.16	8.18	f 9.52	12.07		3.25	2.55	8.35
4.11	8.13	f 9.46	12.01AM		3.17	2.47	8.28
4.07	8.09	s 9.40	11.55		**3.10**	2.40	8.20
4.03	8.03	9.35	11.49		L 3.00 AM	L 2.30 P. M.	L 8.10 P. M.
L 4.00 P. M.	L 8.00 P. M.	L 9.30 P. M.	L 11.45 P. M.				
Daily	Daily	Daily	Daily		Daily	Daily	Daily
1:35	2:05	2:03	2:25		3:10	3:15	4:20
70.3	53.4	43.0	46.1		35.1	34.2	25.7

PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, MUST NOT EXCEED 60 MILES AN HOUR, ZEPHYR TYPE MOTOR TRAINS WILL OPERATE UNDER SPECIAL INSTRUCTIONS SHOWN ON PAGE TEN. ENGINES WITH SINGLE TRUCK AHEAD 50 MILES AN HOUR. TIME FREIGHT AND STOCK TRAINS 50 MILES AN HOUR. COMMON FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

MOUNTAIN TIME.

Automatic Block System in effect.

Spur Tracks,

Nelson, 1.77 miles west of Brush.
Mosley, 2.89 miles west of Lodi.
Lamb, 2.65 miles west of Ft. Morgan.
Griffin, 3.40 miles west of Bijou.
Lambert, 1.07 miles west of Wiggins.
Roy, 2.47 miles west of Keenesburg.
Klink, 3.63 miles west of Tonville.
Cox, 1.19 miles west of Eno.

No train order signal at 38th Street Yard. Second class and extra trains must have clearance Form A and will register.
No train order signal at Denver or Akron, Conductors and enginemen must have clearance Form A.
Train, engine and yardmen running into Denver over D. U. T. Railway Co. tracks must provide themselves with copy of that Company's current time table and be governed by rules and regulations contained therein.
Eastward freight trains stop at Hudson for inspection except 62 and 68, unless necessary stop for operating reasons stop at Ft. Morgan for inspection.
Passenger trains taking siding at Akron will use short siding in front of station.
No. 2 stop at Hudson, Keenesburg, Roggen, and Wiggins for revenue passengers for Oxford and East.

SPEED RESTRICTIONS:

Maximum speed No. 6, 70 miles an hour Denver to Mile Post 434 except on curves at Mile Post 506.40 and 499.65.

ORLEANS AND ST. FRANCIS SUBDIVISION

McCOOK DIVISION TIME TABLE No. 57 EFFECTIVE DECEMBER 6, 1936

W'STW'RD FIRST CLASS 189 Daily Except Sunday Mixed	Distance from Orleans	STATIONS	Signs	Office Closed	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD FIRST CLASS 190 Daily Except Sunday Mixed	EASTWARD SECOND CLASS	EASTWARD SECOND CLASS 180 Saturday Only Freight
A.M. L 9.10	0.00	..... ORLEANS	.. B .. R W Y Yd	2 A. to 8:30 A. 5:30 P. to 6 P.	98	196	P. M. A 7.35		P. M. A 9.00
	0.24								
	0.24	ORLEANS JUNCTION	.....	.....	.....	.....			
	6.78								
s 9.25	7.02	.....STAMFORD.....	.....	5:00 P.M. to 8:00 A.M.	.....	30	s 7.17		s 8.20
	6.50								
s 9.39	13.52	.....HOLLINGER.....	.... F	No Office	.....	18	s 7.04		s 8.00
	6.80								
s 9.52	20.32	....BEAVER CITY....	... W ...	5:00 P.M. to 8:00 A.M.	.....	83	s 6.49		s 7.30
	7.88								
s10.07	28.20	..... HENDLEY	.....	5:30 P. M. to8:30 A. M.	.....	55	s 6.32		s 6.55
	7.48								
s10.32	35.68	....WILSONVILLE....	... W ...	5:30 P. M. to 8:30 A. M.	.....	85	s **6.18**		s **6.18**
	5.43								
f10.45	41.11	..... SHIPPEE	.....	No Office	.....	12	f 6.07		f 6.00
	4.72								
s10.55	45.83	.....LEBANON	.....	5:30 P. M. to 8:30 A. M.	.....	65	s 5.58		s 5.45
	6.98								
s11.10	52.81	.....DANBURY.....	... W ...	5:00 P. M. to 8:00 A. M.	.....	66	s 5.44		s 5.20
	4.44								
s11.18	57.25	..... MARION.....	.....	No Office	.....	40	s 5.34		s 4.55
	5.05								
s11.30	62.30	...CEDAR BLUFFS...	.....	No Office	.....	30	s 5.23		s 4.35
	6.71								
f11.45	69.01	..... TRAER.....	.....	5:30 P. M. to 8:30 A. M.	.....	28	s 5.09		s 4.10
	6.63								
s12.05 PM	75.64	..... HERNDON	K C T W Yd	5:30 P. M. to 8:30 A. M.	.....	Yard	s 4.57		s 3.45
	10.22								
s12.27	85.86	.....LUDELL.....	.....	5:30 P. M. to 8:30 A. M.	.....	64	s 4.35		s 3.00
	6.22								
s12.44	91.08	.....ATWOOD.....	....W ...	5:00 P. M. to 8:00 A. M.	.....	50	s 4.26		s 2.40
	3.89								
s12.54	94.97	.....BLAKEMAN.....	.....	No Office	.....	30	s 4.16		s 2.15
	6.51								
s 1.11	101.48	.....BEARDSLEY.....	.....	No Office	.....	45	s 4.05		s 1.55
	8.22								
s **1.31**	109.70	.....McDONALD.....	... W ...	5:00 P. M. to 8:00 A. M.	.....	66	s 3.49		s **1.31**
	8.61								
s 1.51	118.31	.....BIRD CITY.....	.....	5:00 P. M. to 8:00 A. M.	.....	56	s 3.31		s12.50
	9.59								
s 2.10	127.90	.....WHEELER.....	.....	No Office	.....	13	s 3.13		s12.20
	5.75								
A 2.30 P. M.	133.65	.....ST. FRANCIS.....	CKRTW Yd	5:00 P. M. to 8:00 A. M.	Yard	Yard	L 3.00 P. M.		L12.01 P.M.
Daily Except Sunday		(133.65)					Daily Except Sunday		Saturday Only
5:20 25.0		.....SCHEDULE TIME..... .. AVERAGE MILES AN HOUR ..		....			4:35 29.1		8:59 14.4

PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR, FREIGHT TRAINS AND LIGHT ENGINES 30 MILES AN HOUR.

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

CENTRAL TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Local extra leaves Orleans 6:30 A. M. Monday, Wednesday and Friday for St. Francis.

Local extra leaves St. Francis 8:00 A. M. Tuesdays and Thursdays for Orleans.

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

REPUBLICAN AND OBERLIN SUBDIVISION

McCOOK DIVISION TIME TABLE No. 57 EFFECTIVE DECEMBER 6, 1936

WESTWARD Second Class 143 Mon. Wed. and Friday Mixed	WESTWARD FIRST CLASS 141 Daily Ex. Sunday Mixed	Distance from Republican	STATIONS	Signs	Office Closed	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD FIRST CLASS 142 Daily Ex. Sunday Mixed	EASTWARD Second Class 144 Tuesday and Thursday Mixed
A.M. L 9.30	A.M. L10.30	0.00	.....REPUBLICAN.....	..B C K.. R T W Yd	4:30 P. M. to 7:30 A. M.	95	100	P. M. A 7.35	P. M. A 2.45
		0.58	0.58						
		0.58	..REPUBLICAN J'NCT..	.....	.....	....	....		
		10.22							
s10.10	s10.52	10.80	..... WOODRUFF.....	.....	5:30 P.M. to 8:30 A.M.	...	40	s 7.16	s 2.15
		6.72							
s10.45	s11.07	17.52	.....LONG ISLAND.....	... W ...	5:00 P. M. to 8:00 A. M.	....	62	s 7.03	s 1.50
		4.26							
f11.00	s11.17	21.78	.....KYD.....	.....	No Office	....	16	s 6.53	f 1.25
		5.96							
s11.29	s11.29	27.74	.....ALMENA.....	.....	5:30 P.M to 8:30 A. M.	....	62	s 6.42	s 1.10
		3.92							
f11.45	s11.38	31.66	.....CALVERT.....	.....	No Office	....	30	f 6.34	f 12.45
		2.00							
f11.50	f11.43	34.84	.....STATESPUR.....	.....	No Office	....	....	s 6.30	f 12.35
		5.30							
s 1.00PM	s12.03PM	38.96	..... NORTON	.. C W ..	5:00 P. M. to 8:00 A.M.	....	78	s 6.19	s12.03 PM
		7.97							
s 1.25	s12.23	46.93	.....ORONOQUE.....	.....	No Office	....	32	s 5.59	s 10.45
		5.06							
f 1.45	s12.34	51.99	..... REAGER	.....	No Office	....	13	s 5.49	f 10.20
		5.43							
s 2.15	s12.48	57.42	.....NORCATUR.....	... W ...	5:30 P. M. to 8:30 A. M.	....	55	s 5.38	s 10.00
		11.24							
s 2.55	s 1.08	68.66	..... KANONA	.....	5:30 P. M. to 8:30 A.M.	....	33	s 5.20	s 9.25
		9.13							
A 3.30 P. M.	A 1.30 P. M.	77.79	..... OBERLIN	C R T W Yd	5:00 P. M. to 8:00 A. M.	Yd	Y'rd	L 5.00 P. M.	L 8.45 A. M.
Mon. Wed. and Friday	Daily Ex. Sunday		(77.79)					Daily Ex. Sunday	Tuesday and Thursday
6.00 13.0	3:00 25.9		.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR					2:35 30.1	6.00 13.0

PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR REPUBLICAN TO LONG ISLAND, 30 MILES AN HOUR LONG ISLAND TO OBERLIN, FREIGHT TRAINS AND LIGHT ENGINES 30 MILES AN HOUR REPUBLICAN TO LONG ISLAND, 25 MILES AN HOUR LONG ISLAND TO OBERLIN.

R POWER LIGHT OR HANDLING TRAINS MUST NOT EXCEED 20 MILES AN HOUR BETWEEN MILE POST 19.07 AND OBERLIN.

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

CENTRAL TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Stock Extra leaves Oberlin 3 P. M. Saturday.

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

DENVER AND LYONS SUBDIVISION

McCOOK DIVISION TIME TABLE No. 57 EFFECTIVE DECEMBER 6, 1936

WESTWARD FIRST CLASS D&RGW 19 Daily Passenger	WESTWARD FIRST CLASS D&RGW 5 Daily Passenger	Distance from Denver	Signs	STATIONS	Office Closed	Car Capacity Sidings	Car Capacity Other Tracks	EASTWARD FIRST CLASS D&RGW 6 Daily Passenger	EASTWARD FIRST CLASS D&RGW 20 Daily Passenger
P.M. L 7.45	P.M. L 4.00	0.00	B K R	DENVER	... .	Yard	Yard	P.M. A 2.05	A.M. A 6.15
		0.07	.....	0.07 C. B. & Q. CROSSING	No Office	.....	.....		
7.52	4.07	1.60	.....	0.04 PROSPECT TRANSFER	No Office	.....	.....	1.59	6.07
		1.65	.....	0.05 C. & S. CROSSING	No Office	.....	.....		
A 7.56 P.M.	A 4.11 P.M.	3.58	... R ...	1.93 UTAH JUNCTION	.....	.....	.....	L 1.51 P.M.	L 6.00 A.M.
C. & S. Ry.		14.23	... R ...	10.61 BROOMFIELD	2:00 A.M. to 5:00 P.M.	.....	.....		C. & S. Ry.
		18.76	.....	4.53 EVERSMAN	No Office	.....	7		
		21.92	O W Y R	3.16 LA FAYETTE	5:00 P. M. to 7:00 A. M.	.....	46		
		26.08	.....	4.16 U. P. CROSSING	.....	.....	.....		
		26.18	.....	0.10 U. P. CROSSING	.....	.....	.....		
		26.19	.....	0.01 ERIE	No Office	.....	29		
		29.33	.....	2.88 PLUMBS	No Office	.....	17		
		32.17	.....	2.84 IDAHO CREEK	No Office	.....	30		
		33.68	.....	1.51 JESSUM	No Office	.....	16		
		35.42	.....	1.74 DIXON'S MILLS	No Office	.....	15		
		37.64	.....	2.22 GREAT WESTERN JUNCTION	.....	.....	.....		
		37.90	.....	0.26 C. & S. CROSSING	.....	.....	.....		
		37.94	.....	0.04 C. & S. CROSSING	.....	.....	.....		
		38.23	... W ...	0.29 LONGMONT	.....	.....	42		
		38.39	.....	0.16 C. & S. CROSSING	.....	.....	.....		
		39.90	.....	1.51 MARNETT	No Office	.....	16		
		42.64	.....	2.74 HYGIENE	No Office	.....	38		
		48.31	O R W Y	5.47 LYONS	5:30 P. M. to 8:30 A. M.	Yard	Yard		
Daily	Daily			(48.31)				Daily	Daily
0:11 13.5	0:11 13.5			SCHEDULE TIME / AVERAGE MILES AN HOUR				0:14 15.3	0:15 13.4

PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR AND FREIGHT TRAINS AND LIGHT ENGINES 25 MILES AN HOUR. TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. TRAINS WILL NOT EXCEED 5 MILES AN HOUR OVER LYONS BRANCH CROSSING AT 38th AND PROSPECT STREET DENVER.

MOUNTAIN TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Local Extras carry passengers.

No train order signal at 38th St. Yard, Lyons or Longmont; Conductors and Enginemen must have clearance Form A. Conductors get clearance Form A at C. & S, Depot Longmont.

Local Extra for Longmont leaves Denver Daily Except Sunday 8:00 A. M.

Local Extra Longmont to Denver Daily Except Sunday arrives Denver 5:00 P. M.

Local Extra Leaves Longmont 12:15 P. M. Monday, Wednesday and Friday for Lyons.

Local Extra Leaves Lyons 1:30 P. M. Monday, Wednesday and Friday for Longmont.

CULBERTSON AND IMPERIAL SUBDIV.

McCOOK DIVISION TIME TABLE NO. 57 EFFECTIVE DECEMBER 6, 1936

WESTWARD SECOND CLASS 175 Daily Except Sunday Mixed	Distance from Culbertson	STATIONS	Signs	Office Closed	Car Capacity Sidings	Car Capacity Other Tracks	EASTWARD SECOND CLASS 176 Daily Except Sunday Mixed
A.M. L 8.15	0.00	CULBERTSON	F R W	.....	87	73	P.M. A 4.55
f 8.40	9.10	9.10 BEVERLY	.....	No Office	.....	25	f 4.33
s 9.10	17.69	8.59 PALISADE	F	5 P. M. to 8 A. M.	.....	30	s 4.15
s 9.30	24.87	7.18 HAMLET	.....	5 P. M. to 8 A. M.	.....	30	s 3.50
s 10.05	32.46	7.59 WAUNETA	F W	5 P. M. to 8 A. M.	.....	30	s 3.30
f 10.20	37.61	5.15 ZELL	.....	No Office	.....	7	f 3.00
s 10.30	41.87	4.26 ENDERS	.....	No Office	.....	14	s 2.50
A 10.55 A.M.	49.06	7.19 IMPERIAL	C F R Y W	5 P. M. to 8 A. M.	.....	31	L 2.30 P.M.
Daily Except Sunday		(49.06)					Daily Except Sunday
2:40		SCHEDULE TIME					2:25
18.3		AVERAGE MILES AN HOUR					20.2

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

PASSENGER TRAINS MUST NOT EXCEED 30 MILES AN HOUR: FREIGHT AND MIXED TRAINS. HANDLED WITH H OR K ENGINGS, 30 MILES AN HOUR CULBERTSON TO WAUNETA, 25 MILES AN HOUR WAUNETA TO IMPERIAL; LIGHT ENGINES 20 MILES AN HOUR.

R POWER LIGHT OR HANDLING TRAINS MUST NOT EXCEED 20 MILES AN HOUR BETWEEN MILE POST 9.07 AND IMPERIAL.

MOUNTAIN TIME.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

No train order signal at Imperial; Conductors and Enginemen must have clearance Form A.

HASTINGS AND RED CLOUD SUBDIVISION

McCOOK DIVISION — TIME TABLE No. 57 — EFFECTIVE DECEMBER 6, 1936

WESTWARD SECOND CLASS 163 Daily Ex. Sunday Mixed	Distance from Hastings	Signs	STATIONS	Office Closed	Car Capacity Sidings	Car Capacity Other Tracks	EASTWARD SECOND CLASS 164 Daily Ex. Sunday Mixed
	0.00	BKRW Yard	HASTINGS		Yd	Yard	
			0.71				
	0.71		JUNCTION				
			0.04				
P. M. L 1.15	0.75	BCKO TWY Yd	GAINES	Mdt. to 1 A. M. 5:30 A. M. to 8:30 P. M.	Yd	Yard	A. M. A 9.50
			0.66				
	1.41		M. P. CROSSING				
			6.44				
1.30	7.85		BRICKTON			6	9.30
			2.34				
A 1.35 P. M.	10.19	FR	AYR JUNCTION				L 9.25 A.M.
			0.05				
	10.24		C. B. & Q. CROSSING			16	
			1.44				
	11.68		AYR	No Office		21	
			7.25				
	18.93		BLUE HILL JUNCT.				
			0.23				
	19.16	W Yd	BLUE HILL	5:15 P.M. to 8:15 A. M.		30	
			11.52				
	30.68		COWLES	5:30 P. M. to 8:30 A.M		20	
			0.97				
	31.65		SAND PIT				
			5.39				
	37.04	FR	LESTER	No Office			
			4.22				
SEE WYMORE DIVISION TIME TABLE							SEE WYMORE DIVISION TIME TABLE
	41.26		RED CLOUD		Yd	Yard	
Daily Ex. Sunday			(41.26)				Daily Ex. Sunday
0.20			SCHEDULE TIME				:25
28.3			AVERAGE MILES AN HOUR				22.7

PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR. FREIGHT TRAINS AND LIGHT ENGINES MUST NOT EXCEED 30 MILES AN HOUR. TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

CENTRAL TIME.

Manual Block System. Rule 318 B in effect.

Rule 907 in effect.

Normal position of switches at Blue Hill for Hastings-Red Cloud line.

Normal position of switch at Lester for Wymore-Red Cloud line.

No train order signal at Hastings or Red Cloud. Conductors and enginemen must have clearance Form A.

Second Class trains carry passengers.

When passenger trains meet at Red Cloud, train taking siding will use the short siding near the station.

RED CLOUD AND OXFORD JUNCTION SUBDIVISION

McCOOK DIVISION — **TIME TABLE No. 57** — **EFFECTIVE DECEMBER 6, 1936**

WESTWARD												EASTWARD					
SECOND CLASS		FIRST CLASS				Distance from Napier	Signs	STATIONS	Office Closed	Car Capacity		FIRST CLASS				SECOND CLASS	
										Sidings	Other Tracks						
63 Daily Freight		17 Daily Passenger	191 Daily Ex. Sunday Mixed	15 Daily Passenger								14 Daily Passenger	16 Daily Passenger			64 Daily Freight	
P.M. L 6.45		P.M. L 8.25		A.M. L 4.20		195.28	B C K O R T W Yd	RED CLOUD	---	Yd	Yard	P.M. A 11.43	A.M. A 10.35			P.M. A 10.15	
								6.94									
7.05		s 8.36		f 4.30		202.28		INAVALE	5:00 P.M. to 8:00 A.M.	66	34	f 11.31	s 10.25			10.03	
								5.73									
7.25		s 8.47		f 4.38		208.20		RIVERTON	5:00 P.M. to 8:00 A.M.	77	32	f 11.21	s 10.14			9.50	
								10.72									
8.00		s 9.05		s 4.51		218.67	W	FRANKLIN	4 PM to 7 PM 3 AM to 8 AM	76	47	s 11.03	s 9.55			9.33	
								4.65									
8.25		s **9.14**		f 4.58		223.32		BLOOMINGTON	4:45 P.M. to 7:45 A.M.	76	42	f 10.52	s 9.45			**9.14**	
								5.30									
8.45		s 9.24		f 5.06		228.62		NAPONEE	4:30 P.M. to 7:30 A.M.	88	25	f 10.44	s 9.35			**8.45**	
								6.94									
9.30		s 9.40		s 5.20		235.56	B C K T Yd	REPUBLICAN	4:30 P.M. to 7:30 A.M.	95	100	s 10.33	s 9.25			8.25	
								5.47									
17 **9.52** 14 **10.22**		s **9.52**		s 5.30		241.10		ALMA	5:00 P.M. to 8:00 A.M.	68	93	**s10.22**	s 9.12			8.00	
								6.04									
10.48		**s10.12**	P.M. L **7.45**	s 5.42		247.07	B Y Yd	ORLEANS	5:30 P to 6 P 2 A to 8:30 A	98	196	**s10.12**	s 9.00			**7.45**	
								5.87									
10.59		10.19	f 7.56	5.49		252.94	F	CARTER	No Office	77	15	10.03	8.43			6.55	
								4.36									
A 11.15 P.M.		A10.25 P.M.	A 8.03 P.M.	A 5.55 A.M.		257.32	F	OXFORD JUNCTION	No Office	....	.....	L 9.57 P.M.	L 8.37 A.M.			L 6.40 P.M.	
								(62.02)									
Daily		Daily	Daily Ex. Sunday	Daily								Daily	Daily			Daily	
4:30 13.7		2:00 31.0	0:18 37.3	1:35 39.1		.....	.....	SCHEDULE TIME	.....	.....	.....	1:46 35.1	1:58 31.5			3:35 17.3	
						.....	.....	AVERAGE MILES AN HOUR	.....	.....	.....						

TRAINS 14 AND 15 MUST NOT EXCEED 55 MILES AN HOUR, OTHER PASSENGER TRAINS 50 MILES AN HOUR, ENGINES WITH SINGLE TRUCK AHEAD 40 MILES AN HOUR. FREIGHT TRAINS AND LIGHT ENGINES 35 MILES AN HOUR.

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

CENTRAL TIME.

Manual Block System. Rule 318 B in effect.
Rule 907 in effect.
No. 191 will register at Orleans.
Normal position of switch at Oxford Junction for Kenesaw-McCook line.
No train order signal at Red Cloud. Conductors and Enginemen must have Clearance Form A.
When passenger trains meet at Red Cloud, train taking siding will use the short siding near depot.

MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists

Akron, Colo.	Dr. W. A. Adams	Surgeon and Examiner
Alma, Nebr.	Dr. W. C. Bartlett	Local Surgeon
Atwood, Kans.	Dr. C. E. Henneberger	Local Surgeon
Benkelman, Nebr.	Dr. G. Albert Morehouse	Local Surgeon
Brush, Colo.	Dr. A. C. Lusby	Local Surgeon
Denver, Colo.	Dr. C. H. Willis	Division Surgeon and Examiner
	Dr. C. F. Hegner	Local Surgeon
	Dr. Melville Black	Oculist
Fort Morgan, Colo.	Dr. A. F. Williams	Local Surgeon
Franklin, Nebr.	Dr. H. C. Smith	Local Surgeon
Hastings, Nebr.	Dr. Arthur A. Smith	Surgeon and Examiner
Holdrege, Nebr.	Dr. P. A. Sundbury	Surgeon and Examiner
Indianola, Nebr.	Dr. W. D. Mackechnie	Local Surgeon
Kenesaw, Nebr.	Dr. W. E. Nowers	Local Surgeon
Lafayette, Colo.	Dr. V. W. Porter	Local Surgeon
Longmont, Colo.	Dr. J. A. Matlack	Local Surgeon
McCook, Nebr.	Dr. R. R. Reed	Division Surgeon and Examiner
Minden, Nebr.	Dr. H. Hapeman	Local Surgeon
Norton, Kans.	Dr. Wm. C. Lathrop	Local Surgeon
Oberlin, Kans.	Dr. L. C. Tilden	Local Surgeon
Orleans, Nebr.	Dr. A. J. Gardner	Surgeon and Examiner
Oxford, Nebr.	Dr. F. W. Shank	Surgeon and Examiner
Red Cloud, Nebr.	Dr. E. V. Lewis	Surgeon and Examiner
St. Francis, Kans.	Dr. J. H. A. Peck	Local Surgeon
Stratton, Nebr.	Dr. W. E. Stewart	Local Surgeon
Wray, Colo.	Dr. H. V. Kitzmiller	Local Surgeon
Yuma, Colo.	Dr. A. P. Flaten	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 employe of highest rank present.

"In cases 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, 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 service 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.

Master Mechanic: C. J. Dietrich, McCook.
Train Masters: L. L. Smith, McCook;
C. W. Dentner, Denver.
Terminal Train Master: V. E. Lovett, Denver.
Assistant Terminal Train Master: T. J. Hallinan, Denver.
Road Foreman: W. H. Dungan, McCook.
Chief Dispatcher: W. F. Pate, McCook.
Night Chief Dispatcher: C. B. Harshaw, McCook.
Train Dispatchers: L. Kleven, H. D. Stewart, R. V. Cadman, D. N. Cobb, J. P. Murray, H. C. Williams, W. R. Gasch, C. M. Miller.

Train dispatchers at McCook will have charge of dispatching all trains between Hastings and Kenesaw. Train Dispatchers at Wymore will have charge of dispatching all trains between Lester and Red Cloud.

1.

Between Hastings and Denver 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 D251, D252 and D254 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."

"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 end of reverse movement, and clearance Form 'A', with copy of train order delivered to 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.

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.

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.

6. 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.

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 RAILROADS AT CROSSINGS.

HASTINGS.

C., B. & Q. trains have right to cross ahead of trains of the Missouri Pacific Railway Company.

JUNIATA.

Missouri Pacific crossing east of Juniata is equipped with an interlocking plant with derails and signals, normal stop against M. P. trains and signals normal proceed for C. B. & Q. trains. When C. B. & Q. signals indicate stop, trainmen will go to the crossing, and if no immediate M. P. train movement is evident, train will proceed over crossing when given proceed hand signal by trainman.

DENVER PACKING HOUSE, AND SEIGLER'S DITCH.

C., B. & Q. trains approaching Denver have right to cross ahead of trains using C. & S. tracks going in either direction. Trains using C. & S. tracks going in either direction have right to cross ahead of C., B. & Q. trains leaving Denver.

ERIE.

U. P. trains have right to cross ahead of C. B. & Q. trains.

LONGMONT.

C. & S. crossing at Longmont is protected by crossing gates which are set against C., B. & Q. trains. Trains must stop and open gates before attempting to pass over crossing and restore gates when crossing has been passed. Normal position of gates is against C., B. & Q. Lyons branch line trains.

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
65	0	55
70	0	51
75	0	48
80	0	45
85	0	42
90	0	40
95	0	37

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:

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

70 miles an hour over U. P. crossing Sand Creek.

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

SPECIAL INSTRUCTIONS—Concluded

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 obscured prepared to stop.

Maximum speed for steam train equipment operating on Zephyr type motor train schedules, 80 miles an hour except as otherwise provided; except on curves where curve posts and signs restrict Zephyr type trains to 80 miles an hour or less, the speed will be restricted to 10 miles an hour less than Zephyr type motor train speed. Through turnouts, crossovers, over crossings, etc., observe time table restrictions for steam trains.

LOCATION	All Trains M. P. H.	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS			
On Sidings.	15		
Through crossovers and other turnouts, unless otherwise specified.	10		
Short Scale test car must be handled just ahead of waycar with air hose coupled.			
Main Lines	25		
Branch Lines	20		
Clamshells, boom must be taken down and disconnected and boom trailing.			
Main Lines	25		
Branch Lines	20		
Pile Drivers, Steam derricks and Similar equipment must not exceed speed of freight trains over the same tracks.			
Main Lines			
Branch Lines	15		
M-2-A Engines.	35		
Engines under steam, disconnected on one side with main rod down.			
Main Lines	25		
Branch Lines	20		
B-1 or S-4 engines on which the drivers have been blocked up.		40	
O-5 or M Engines on which the drivers have been blocked up.	30		
Trains handling loaded coke racked and loaded K&J cars.	25		
McCOOK & HASTINGS SUBDIVISION			
Handling freight equipment.		50	
Over Ogden Avenue Oxford prepared to stop short of any obstruction.			
Trailing moves through spring switch at Gaines.	15		
Eastward passenger trains restricted speed between Gaines and Passenger station Hastings.			

SPEED RESTRICTIONS—Concluded

LOCATION	All Trains M. P. H.	Passenger Trains M. P. H.	Freight Trains M. P. H.
McCOOK-AKRON SUBDIVISION			
Handling freight equipment.		50	
Trailing moves through spring switch Akron.	15		
AKRON-DENVER SUBDIVISION			
Over C&S-UP Crossing just west of stock yards Denver.	35		
Over UP Crossing Sand Creek.		60	45
Handling freight equipment.		50	
Except Nos. 1, 9, 10 and 6 between 7:00 a. m. and 8:00 p. m. over road crossing into Riverside Cemetery, Denver.	20		
Trailing moves through spring switch Akron.	15		
ORLEANS-ST. FRANCIS SUBDIVISION			
Loaded tank cars.			20
Freight equipment.	35		
O Engines between Mile Post 107.28 and St. Francis.	25		
All trains over highway crossing Atwood prepared to stop short of obstruction.			
REPUBLICAN-OBERLIN SUBDIVISION.			
All trains over street crossings in Norton City limits and over highway crossing west of Norton City limits prepared to stop short of any obstruction.			
Loaded tank cars.	20		
Freight equipment Republican to Long Island.	35		
Long Island to Oberlin.	25		
CULBERTSON-IMPERIAL SUBDIVISION			
Loaded tank cars.	20		
HASTINGS-RED CLOUD SUBDIVISION			
R, S and B engines.		30	
S-4 and O-5 engines.	20		
S-4 and O-5 engines over Bridge 34.33.	15		
Restricted speed at Blue Hill for 700 feet between Junction switches.			
RED CLOUD-OXFORD SUBDIVISION			
Freight equipment.		45	
Over switch Oxford Junction.	20		
O-4 and O-5 engines over bridge 211.49 and 214.41.	15		

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