

## DIVISION OFFICERS

L. H. GALLUP..... Superintendent..... Norfolk  
 W. E. FREEMAN..... Master Mechanic..... Chadron  
 H. K. COX..... Master Mechanic..... Clinton  
 E. L. DeVOL..... Trainmaster..... Fremont  
 H. G. PETERS..... Trainmaster..... Sioux City  
 M. P. BRACKEN..... Trainmaster—Trav. Engr..... Chadron  
 H. W. CASE..... Traveling Engr..... Council Bluffs  
 M. L. SWAIN..... Dist. Gen. Car Foreman..... Council Bluffs

### TRAIN DISPATCHERS

J. J. HOFFMAN..... Chief Train Dispatcher..... Norfolk  
 E. E. KELLEY..... Train Dispatcher..... Norfolk  
 L. L. PETERSEN..... Train Dispatcher..... Norfolk  
 A. C. FREDRICKSON..... Train Dispatcher..... Norfolk  
 J. H. OATMAN..... Train Dispatcher..... Norfolk  
 M. F. ESSERT..... Train Dispatcher..... Norfolk  
 K. D. OATMAN..... Train Dispatcher..... Norfolk

### ENGINEERING DEPARTMENT

B. F. McDERMOTT..... Division Engineer..... Norfolk  
 J. R. WENZEL..... Supervisor B&B..... Norfolk  
 A. CLARK..... Asst. Supvr. B&B..... Norfolk  
 A. MEYER..... Signal Supervisor..... Boone  
 R. MILLER..... Signal Supervisor..... St. Paul  
 C. K. BOYLES..... Chief Lineman..... Omaha  
 R. G. NOLTING..... Chief Lineman..... Boone  
 L. B. LENZEN..... Roadmaster..... Sioux City  
 R. W. STEENBLOCK..... Roadmaster..... Fremont  
 M. W. WESTPHAL..... Roadmaster..... Norfolk  
 B. R. SHELL..... Roadmaster..... Norfolk

### SPEED TABLE

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour
55	65
60	60
65	55
72	50
80	45
90	40
103	35
120	30
144	25
180	20
240	15

*Copy*

## CHICAGO & NORTH WESTERN RAILWAY

## NEBRASKA DIVISION

# TIME TABLE

# No. 6

Effective Sunday, December 9, 1962

AT 12:01 A. M.

CENTRAL STANDARD TIME

For the information and govern-  
ment of employes only.

S. C. JONES, Vice President-Operation

C. R. HUSSEY, General Manager

R. W. HERON, General Supt.-Transportation

L. H. GALLUP, Superintendent

**STAY ALERT—STAY ALIVE**  
**SAFETY FIRST**

CHICAGO & NORTH WESTERN RAILWAY

NEBRASKA DIVISION

TIME TABLE

No. 6

Effective Sunday, December 3, 1933

AT 12:01 A.M.

CENTRAL STANDARD TIME

For the information and convenience of employees

S. C. JONES, Vice-President-Operations

L. R. HUSSEY, General Manager

H. W. HERON, General Supt. - Transportation

C. W. GALLUP, Superintendent

STAY ALERT - STAY SAFE  
SAFETY FIRST

DIVISION OFFICERS

- M. L. TWIN
- H. W. DART
- M. P. BRADSHAW
- H. G. PETER
- E. J. DEWITT
- H. K. COLE
- W. E. FULTON
- J. H. SWINE

TRAIN DISPATCHERS

- K. D. LAMAN
- W. F. CLAY
- J. H. GUYMAN
- A. E. BILBICKER
- L. E. FORTSON
- E. E. HERTZ
- J. A. HOFFMAN

ENGINEERING PERSONNEL

- R. B. SHELL
- M. W. WESTBROOK
- R. W. STEPHENS
- E. S. LENSEN
- R. G. HOLLING
- C. K. BOYLES
- H. R. MILLER
- A. MEYER
- A. CLARK
- J. R. WEARER
- B. F. AUCHINCLOSS

SCHEDULE

This is not for railroad use, but for information only.

Time	Days
12:01	DA
12:02	DA
12:03	DA
12:04	DA
12:05	DA
12:06	DA
12:07	DA
12:08	DA
12:09	DA
12:10	DA
12:11	DA
12:12	DA
12:13	DA
12:14	DA
12:15	DA
12:16	DA
12:17	DA
12:18	DA
12:19	DA
12:20	DA
12:21	DA
12:22	DA
12:23	DA
12:24	DA
12:25	DA
12:26	DA
12:27	DA
12:28	DA
12:29	DA
12:30	DA



## Westward—Sioux City Subdivision—Eastward

SECOND CLASS			Mile Posts	Distance from Sioux City	Time Table No. 6 December 9, 1962 STATIONS			Distance from Omaha	Capacity of Stringings	SECOND CLASS		
51	45	17			46	20	52					
DAILY	DAILY	DAILY			DAILY	DAILY	DAILY					
	P. M. L 5:30	A. M. L 10:15	76.3		C.....	SIoux CITY.....	} YL	101.8		A 8:10	P. M. A 12:53	
	6:30	10:30	73.9	2.4		STOCK YARDS.....	} YL	99.4	73	7:54	12:38	
	6:40	10:40	68.4	7.9		D.....	SERGEANT BLUFF.....	93.9	123	7:45	12:28	
	6:50	10:51	60.8	15.5		.....	SALIX.....	86.3	68	7:34	12:17	
	6:58	10:59	54.8	21.5		D.....	SLOAN.....	80.3	92	7:26	12:09	
	7:09	11:11	46.5	29.8		D.....	WHITING.....	72.0	84	7:14	11:57	
	7:21	11:22	38.7	37.6		D.....	ONAWA.....	64.2	53	7:02	11:46	
	7:30	11:37	32.2	44.1		D.....	BLENCOE.....	57.7	130	6:53	11:37	
	7:43	11:51	23.1	53.2			RIVER SIOUX.....	48.6		6:40	11:23	
	7:52	12:00	16.6	59.7		D.....	MONDAMIN.....	42.1	137	6:31	11:13	
	8:01	12:09	10.3	66.0			MODALE.....	35.8		6:22	11:04	
	A 8:09	12:15	5.9	70.4		D.....	CALIFORNIA JCT.....	31.4	74	L 6:15	10:57	
	P. M.						Between California Jct. and Blair, Sioux City Subdivision trains operate over Norfolk Subdivision.					
P. M. L 5:32		12:32	98.6	78.0		D.....	BLAIR.....	23.8	30		10:40	P. M. A 7:40
5:48		12:48	107.4	86.8			FORT CALHOUN.....	15.0	48		10:23	7:23
6:01		1:01	114.5	93.9			SOUTH CUT.....	7.9	23		10:10	7:10
6:10		1:10	118.3	97.7		D.....	FLORENCE.....	4.1	19		9:55	6:55
A 6:20		A 1:20	122.4	101.8		D.....	OMAHA.....			L 9:45	L 6:45	
P. M.		P. M.								A. M.	P. M.	

No. 51 is superior to No. 52.

No. 45 will assume the schedule of No. 450 from California Jct. to Missouri Valley on Norfolk Subdivision.

## Pender Subdivision

WESTWARD  
(Read Down)

EASTWARD  
(Read Up)

Mile Posts	Distance from Pender	Time Table No. 6 December 9, 1962 STATIONS		Distance from Blair	Capacity of Stringings
		D.....	Y L		
41.6		D.....	PENDER.....	56.9	
51.2	9.6	D.....	BANCROFT.....	47.3	
58.8	17.2	D.....	LYONS.....	39.7	15
65.5	23.9	D.....	OAKLAND.....	33.0	
72.7	31.1	D.....	CRAIG.....	25.8	
81.4	39.8	D.....	TEKAMAH.....	17.1	30
88.4	46.8	D.....	HERMAN.....	10.1	37
98.5	56.9	D.....	BLAIR.....	Y L	30

## Lincoln Subdivision

**WESTWARD**  
(Read Down)

**EASTWARD**  
(Read Up)

Mile Posts	Distance from Fremont	Time Table No. 6 December 9, 1962 STATIONS	Distance from Superior	Capacity of Sidings
		<b>D</b> ..... <b>FREMONT</b> ..... } <b>YL</b>	164.2	
6.2	6.2	6.2 ..... <b>NORTH PIT</b> ..... }	158.0	
9.7	9.7	3.5 <b>D</b> ..... <b>CEDAR BLUFFS</b> .....	154.5	
16.6	16.6	6.9 ..... <b>COLON</b> .....	147.6	
22.5	22.5	5.9 <b>D</b> ..... <b>WAHOO</b> .....	141.7	
34.2	34.2	11.7 <b>D</b> ..... <b>CERESCO</b> .....	130.0	
39.7	39.7	5.5 ..... <b>DAVEY</b> .....	124.5	
51.7	51.7	12.0 ..... <b>C&amp;NW-MP JCT.</b> ..... } <b>YL</b>	112.5	
52.1	52.1	0.4 ..... <b>LINCOLN</b> ..... }	112.1	
		Between Lincoln and Seward C. & N. W. trains operate over tracks of the C. B. & Q. R. R. and are governed by rules and time table of that Railroad.		
38.7	80.6	<b>D</b> ..... <b>SEWARD</b> ..... } <b>YL</b>	83.6	19
46.8	88.7	8.1 ..... <b>GOEHNER</b> .....	75.5	
52.4	94.3	5.6 <b>D</b> ..... <b>BEAVER CROSSING</b> .....	69.9	
58.0	99.9	5.6 ..... <b>CORDOVA</b> .....	64.3	
65.2	107.1	7.2 ..... <b>EXETER</b> .....	57.1	
77.0	118.9	11.8 <b>D</b> ..... <b>GENEVA</b> .....	45.3	
83.2	125.1	6.2 ..... <b>MARTLAND</b> .....	39.1	
87.1	129.0	3.9 ..... <b>SHICKLEY</b> .....	35.2	
95.7	137.6	8.6 <b>D</b> ..... <b>DAVENPORT</b> .....	26.6	
103.5	145.4	7.8 ..... <b>OAK</b> .....	18.8	
110.3	152.2	6.8 <b>D</b> ..... <b>NORA</b> .....	12.0	
115.1	157.0	4.8 ..... <b>CADAMS</b> .....	7.2	
121.7	163.6	6.6 ..... <b>C&amp;NW-ATSF JCT.</b> ..... } <b>YL</b>	0.6	
122.3	164.2	0.6 <b>D</b> ..... <b>SUPERIOR</b> ..... }		

Mo. Pac. trains and engines are authorized to operate on main track and yard tracks within yard limits at Lincoln and all movements must be made at restricted speed.

A. T. & S. F. trains and engines are authorized to operate on main track and yard tracks within yard limits at Superior and all movements must be made at restricted speed.

## South Omaha Subdivision

**WESTWARD**  
(Read Down)

**EASTWARD**  
(Read Up)

Mile Posts	Distance from Summit	Time Table No. 6 December 9, 1962 STATIONS	Distance from Arlington	Capacity of Sidings
	3.1	..... <b>OMAHA (UNION STATION)</b> .....	33.1	
		3.1 ..... <b>SUMMIT</b> ..... } <b>YL</b>	30.0	
0.8	1.1	1.1 <b>D</b> ..... <b>SOUTH OMAHA</b> ..... }	28.9	
5.8	6.1	5.0 ..... <b>DODGE STREET</b> ..... }	23.9	
7.5	10.5	4.4 <b>D</b> ..... <b>IRVINGTON</b> ..... } <b>YL</b>	19.5	24
13.9	16.9	6.4 ..... <b>BENNINGTON</b> .....	13.1	72
29.3	30.0	13.1 <b>D</b> ..... <b>ARLINGTON</b> .....		61

Between Summit, Omaha and Council Bluffs, C. & N. W. trains and engines operate over tracks of the U. P. R. R. and are governed by the time table and special rules of the Nebraska Division—Bridge Subdivision, U. P. R. R. and operating rules of the U. P. R. R.

## Debolt Subdivision

**WESTWARD**  
(Read Down)

**EASTWARD**  
(Read Up)

Mile Posts	Distance from Omaha	Time Table No. 6 December 9, 1962 STATIONS	Distance from Irvington	Capacity of Sidings
		<b>D</b> ..... <b>OMAHA</b> .....	8.1	
5.5	6.1	6.1 ..... <b>DEBOLT</b> ..... } <b>YL</b>	2.0	15
7.5	8.1	2.0 <b>D</b> ..... <b>IRVINGTON</b> ..... }		24

### Winner Subdivision

WESTWARD  
(Read Down)

EASTWARD  
(Read Up)

Mile Posts	Distance from Norfolk	Time Table No. 6 December 9, 1962 STATIONS	Distance from Wood	Capacity of Sidings
80.9		C..... NORFOLK..... } YL	208.7	
		1.5 SEVENTH ST.. } YL	207.2	
6.7	7.0	5.5 HADAR.....	201.7	
14.2	14.5	7.5 D..... PIERCE.....	194.2	
23.0	23.3	8.8 D..... FOSTER.....	185.4	
31.5	31.8	8.5 D..... PLAINVIEW.....	176.9	28
41.8	42.1	10.3 D..... CREIGHTON.....	166.6	
46.4	46.7	4.6 WINNETON.....	162.0	
53.7	54.0	7.3 D..... VERDIGRE.....	154.7	
64.8	65.1	11.1 D..... NIOBRARA.....	143.6	38
74.0	74.3	9.2 VERDEL.....	134.4	
81.2	81.5	7.2 MONOWI.....	127.2	
88.3	88.6	7.1 D..... LYNCH.....	120.1	
94.0	94.3	5.7 D..... BRISTOW.....	114.4	
100.5	100.8	6.5 D..... SPENCER.....	107.9	
109.2	109.5	8.7 D..... ANOKA.....	99.2	
116.1	116.4	6.9 FAIRFAX.....	92.3	
120.9	121.2	4.8 D..... BONESTEEL.....	87.5	63
128.5	128.8	7.6 ST. CHARLES.....	79.9	
133.9	134.2	5.4 HERRICK.....	74.5	
140.6	140.9	6.7 D..... BURKE.....	67.8	33
148.7	149.0	8.1 D..... GREGORY.....	59.7	
153.3	153.6	4.6 DALLAS.....	55.1	
163.8	164.1	10.5 COLOME.....	44.6	
174.7	175.0	10.9 D..... WINNER.....	33.7	50
187.2	187.5	12.5 WITTEN.....	21.2	
198.9	199.2	11.7 MOSHER.....	9.5	
208.4	208.7	9.5 WOOD.....		

### Albion Subdivision

WESTWARD  
(Read Down)

EASTWARD  
(Read Up)

Mile Posts	Distance from Newman Grove	Time Table No. 6 December 9, 1962 STATIONS	Distance from Oakdale	Capacity of Sidings
67.4		D..... NEWMAN GROVE.....	47.9	
82.3	14.9	14.9 D..... ALBION.....	33.0	
95.4	28.0	13.1 D..... PETERSBURG.....	19.9	
98.6	31.2	3.2 RAEVILLE.....	16.7	
105.0	37.6	6.4 D..... ELGIN.....	10.3	
115.3	47.9	10.3 D..... OAKDALE..... YL		

### Emerson Subdivision

WESTWARD  
(Read Down)

EASTWARD  
(Read Up)

Mile Posts	Distance from Sioux City	Time Table No. 6 December 9, 1962 STATIONS	Distance from Norfolk	Capacity of Sidings
		C..... SIOUX CITY.....	78.4	
1.2	2.3	2.3 FLOYD.....	76.1	
3.9	5.0	2.7 D..... So. Sioux City..... } YL	73.4	48
4.4	5.5	0.5 D..... FERRY.....	72.9	
7.1	8.2	2.7 D..... DAKOTA CITY.....	70.2	
11.7	12.8	4.6 BEERMANN SPUR.....	65.6	
16.5	17.6	4.8 D..... HUBBARD.....	60.8	
0.0	30.2	12.6 D..... EMERSON..... YL	48.2	
9.3	39.5	9.3 D..... WAKEFIELD.....	38.9	30
18.5	48.7	9.2 D..... WAYNE.....	29.7	50
28.1	58.3	9.6 D..... WINSIDE.....	20.1	
38.1	68.3	10.0 D..... HOSKINS.....	10.1	
44.7	74.9	6.6 ASYLUM SPUR.....	3.5	
46.4	76.6	1.7 D..... Norfolk (Un. Sta.)..... } YL	1.8	
	78.4	1.8 C..... NORFOLK.....		

### Crofton Subdivision

WESTWARD  
(Read Down)

EASTWARD  
(Read Up)

Mile Posts	Distance from Wakefield	Time Table No. 6 December 9, 1962 STATIONS	Distance from Crofton
0.0		D..... WAKEFIELD.....	48.8
10.0	10.1	10.1 CONCORD.....	38.7
16.0	16.1	6.0 D..... LAUREL.....	32.7
24.0	24.1	8.0 D..... COLERIDGE.....	24.7
33.5	33.6	9.5 D..... HARTINGTON.....	15.2
41.3	41.4	7.8 FORDYCE.....	7.4
48.7	48.8	7.4 D..... CROFTON.....	

CB&Q trains and engines are authorized to operate between Ferry and Floyd and may use the main track between Floyd and Steuber Street yard when necessary to set out cars. Sioux City stock yards. C&NW rules and time table govern.

G. N. yard engines are authorized to operate on the main track between the east and west switches of First Street siding, also on this siding between the crossover and Floyd River bridge to handle cars to and from the SCT Ry., and run around such cars and must communicate with operator at Ferry before making such movements. C&NW rules and time table govern.

### Bloomfield Subdivision

WESTWARD  
(Read Down)

EASTWARD  
(Read Up)

Mile Posts	Distance from Randolph	Time Table No. 6 December 9, 1962 STATIONS	Distance from Bloomfield
		LAUREL.....	
		14.4	
		Between Randolph and Laurel, C&NW trains operate over tracks of the CB&Q and are governed by rules and time table of that Railroad.	
20.6		D..... RANDOLPH.....	21.8
28.5	7.9	7.9 MAGNET.....	13.9
33.1	12.5	4.6 D..... WAUSA.....	9.3
42.4	21.8	9.3 D..... BLOOMFIELD.....	

#### BRANCH LINE MILEAGE

Emerson to Thurston..... YL..... 7.2 Miles  
(Rule 93)

## DIESEL TONNAGE RATINGS\*—EASTWARD

HORSEPOWER	1500	1500	3000	4500	6000	7500	1500	3000	4500	6000	7500
TERRITORY	F-7	6W6M	6W6M	6W6M	6W6M	6W6M	GP7	GP7	GP7	GP7	GP7
Lone Pine to Arlington.....		7920	15840	23760	31680	39600	6375	12750	19125	25500	31876
Arlington to Blair.....		2320	4640	6960	9280	11600	2000	4000	6000	8000	10000
Blair to California Jct.....		4180	8360	12540	16720	20900	3425	6850	10275	13700	17125
Omaha to Blair.....							1350	2700	4050	5400	6750
Arlington to Bennington.....		1980	3960	5940	7920	9900	1550	3100	4650	6200	7750
Bennington to DeBolt.....		1500	3000	4500	6000	7500	1225	2450	3675	4900	6125
DeBolt to Omaha.....		2090	4180	6270	8360	10450	1715	3430	5145	6860	8575
Irvington to South Omaha.....		1980	3960	5940	7920	9900	1625	3250	4875	6500	8125
Lincoln to North Pit.....		2500	5000	7500	10000	12500					
North Pit to Fremont.....		7000	14000	21000	28000	35000	5600	11200	16800	22400	28000
Superior to Nora.....		2255	4510	6765	9020	11275					
Nora to Oak.....		4620	9240	13860	18480	23100					
Oak to Davenport.....		2475	4950	7425	9900	12375					
Davenport to Cordova.....		4620	9240	13860	18480	23100					
Cordova to Beaver Crossing.....		3850	7700	11550	15400	19250					
Beaver Crossing to Seward.....		2695	5390	8085	10780	13475					
Oakdale to Newman Grove.....		1760	3520	5280	7040	8800					
Wood to Colome.....		1980	3860	5940	7920	9900					
Colome to Bonesteel.....		3200	6400	9600	12800	16000					
Bonesteel to Fairfax.....		2725	5450	8175	10900	13625					
Fairfax to Niobrara.....		4800	9600	14400	19200	24000					
Niobrara to Verdigre.....		3330	6660	9990	13320	16650					
Verdigre to Winnetoon.....		1700	3400	5100	6800	8500					
Winnetoon to Plainview.....		3400	6800	10200	13600	17000					
Plainview to Norfolk.....		5450	10900	16350	21800	27250					
California Jct. to Sioux City.....							4000	8000	12000	16000	20000
Ferry to Sioux City.....	1915	2300									

## DIESEL TONNAGE RATINGS\*—WESTWARD

HORSEPOWER	1500	1500	3000	4500	6000	7500	1500	3000	4500	6000	7500
TERRITORY	F-7	6W6M	6W6M	6W6M	6W6M	6W6M	GP7	GP7	GP7	GP7	GP7
California Jct. to Blair.....		2970	5940	8910	11880	14950	2450	4900	7350	9800	12250
Blair to Omaha.....							1450	2900	4350	5800	7250
Blair to Arlington.....		1915	3830	5745	7660	9575	1575	3150	4725	6300	7875
Arlington to Long Pine.....		4050	8100	12150	20250	24300	3250	6500	9750	13000	16250
Omaha to Irvington.....		1400	2800	4200	5600	7000	1150	2300	3450	4600	5750
Irvington to Arlington.....		1875	3750	5625	7500	9375	1550	3100	4650	6200	7750
South Omaha to Irvington.....		3125	6250	9375	12500	15625	2570	5140	7710	10280	12850
Fremont to North Pit.....		5000	10000	15000	20000	25000	3675	7350	11025	14700	18375
North Pit to Lincoln.....		2200	4400	6600	8800	11000					
Seward to Superior.....		2750	5500	8350	11100	13850					
Newman Grove to Albion.....		1760	2520	4280	6040	7800					
Albion to Oakdale.....		2240	4480	6720	8960	11200					
Norfolk to Creighton.....		4390	8780	13170	17560	21950					
Creighton to Verdigre.....		2815	5630	8445	11260	14075					
Verdigre to Lynch.....		4390	8780	13170	17560	21950					
Lynch to Anoka.....		2815	5630	8445	11260	14075					
Anoka to Wood.....		1980	3960	5940	7920	9900					
Sioux City to California Jct.....							4000	8000	12000	16000	20000
Sioux City to Ferry.....	1915	2300									

\*The above ratings apply under ordinary conditions over maximum grade between the points named; additional tonnage will be handled whenever circumstances and grades will permit.

# SPEED RESTRICTIONS (Continued on page 7)

Speeds shown are maximum authorized between points named but do not modify any rule or special instructions which may require lower speed.

LOCATION	Restrictions Miles Per Hour	LOCATION	Restrictions Miles Per Hour
	All Trains		All Trains
<b>BETWEEN SIOUX CITY AND CALIFORNIA JCT.</b> Maximum Speed, Miles Per Hour: All trains ..... 45 Over street crossings, Sioux City ..... 10 Between 2nd and 3rd Streets—Sioux City, IC, CMStP&P and GN crossings ..... Stop MP 39.4 to 38.4—Over street crossings, Onawa ..... 25 MP 6.3—Around west leg of wye, California Jct. .... 10 MP 6.3 to 5.7—Around east leg of wye, California Jct. .... 25		<b>BETWEEN PENDER AND BLAIR</b> Maximum Speed, Miles Per Hour: All trains ..... 25 MP 42.6 to 43.0—One mile west of Pender ..... 15 MP 65.7—Between home signals, CB&Q crossing, Oakland .. 20 MP 98.5—Norfolk Subdivision crossing, Blair ..... Stop	
<b>BETWEEN BLAIR AND OMAHA</b> Maximum Speed, Miles Per Hour: All trains ..... 40 MP 12.7 to 99.0—Around east leg of wye, Blair ..... 10 MP 100.7 to 102.7—Around curves 2.1 miles and 4.1 miles west of Blair ..... 30 MP 107.2 to 107.6—Over street crossings, Ft. Calhoun ..... 18 MP 110.1 to 112.1—Around curves and over highway crossing between 2.7 and 4.7 miles west of Ft. Calhoun ..... 30 MP 114.0 to 117.7—Around curves 0.5 mile east of South Cut and 0.6 mile east of Florence—Westward ..... 30 MP 117.7 to 118.1—Over crossings between 0.6 mile and 0.2 mile east of Florence ..... 15 MP 119.1 to 119.3—Around curve between 0.8 mile and 1.0 mile west of Florence ..... 35 MP 120.4 to 121.2—Over all street crossings Jaynes Street to Boyd Street inclusive, Omaha ..... 15		<b>BETWEEN FREMONT AND SUPERIOR</b> Maximum Speed, Miles Per Hour: All trains ..... 25 MP 0.0—Junction with Norfolk Subdivision, Fremont—Eastward ..... Stop MP 5.7—Between home signals UP crossing 0.5 mile east of North Pit ..... 20 MP 23.3—UP and CB&Q crossings 0.8 mile west of Wahoo .. Stop MP 50.1—Between home signals CB&Q crossing 2.0 miles east of Lincoln ..... 20 MP 50.7—Between home signals CB&Q crossing 1.3 miles east of Lincoln ..... 20 MP 51.6—MoPac crossing, Lincoln ..... Stop MP 38.4 to 39.0—From Westward approach signal to the CB&Q crossing 0.3 mile west of Seward ..... 20 MP 39.0—CB&Q crossing 0.3 mile west of Seward ..... Stop MP 39.0 to 39.8—From CB&Q crossing 0.3 mile west of Seward to Eastward home signal CB&Q crossing 1.1 miles west of Seward ..... 20 MP 64.6—Between home signals CB&Q crossing 0.6 mile east of Exeter ..... 20 MP 70.3—CB&Q crossing 5.1 miles west of Exeter ..... Stop MP 77.6—CB&Q crossing 0.6 mile west of Geneva ..... Stop MP 86.6—CB&Q crossing 0.5 mile east of Shickley ..... Stop MP 86.6 to 87.4—Between CB&Q crossing 0.5 mile east of Shickley and west end of curve 0.3 mile west of Shickley .. 20 MP 95.7—Between home signals UP crossing, Davenport ..... 20	
<b>BETWEEN MISSOURI VALLEY AND CALIFORNIA JCT.</b> Maximum Speed, Miles Per Hour: All trains ..... 45		<b>BETWEEN SUMMIT AND ARLINGTON</b> Maximum Speed, Miles Per Hour: All trains ..... 25 MP 0.0—Between home signals Summit interlocking ..... 20 MP 3.6—Between home signals Missouri Pacific crossing 2.2 miles east of Dodge St. .... 20 MP 9.7 to 10.1—Around curves just east of Irvington ..... 10 MP 10.1—Junction with Debolt Subdivision, Irvington—Westward ..... Stop MP 27.2—Junction with Norfolk Subdivision, Arlington—Westward ..... Stop	
<b>BETWEEN CALIFORNIA JCT. AND ARLINGTON</b> Maximum Speed, Miles Per Hour: All trains ..... 35 MP 11.0 to 11.4—Over Missouri River Bridge ..... 25 MP 13.2—Pender Subdivision crossing at Blair ..... 10		<b>BETWEEN OMAHA AND IRVINGTON</b> Maximum Speed, Miles Per Hour: All trains ..... 20 MP 0.0—Junction with Sioux City Subdivision, Omaha—Eastward ..... Stop MP 0.6—Over Sixteenth Street, Omaha ..... 6 MP 3.5—Over Forty-ninth Street, Omaha ..... 10	
<b>BETWEEN ARLINGTON AND LONG PINE</b> Maximum Speed, Miles Per Hour: All trains ..... 40 MP 0.0 to 3.0—Around curves and over highway crossings ..... 30 MP 6.7—Between home signals CB&Q crossing 2.4 miles east of Nickerson ..... 35 MP 36.9 to 37.0—Over 1st and 2nd Street crossings, West Point ..... 20 MP 80.5—Between home signals of remote controlled switch—east end of Norfolk Yard ..... 20 MP 80.9 to 81.5—Between Norfolk and west wye switch, 0.6 mile west of Norfolk ..... 10 MP 81.5 to 82.2—Between west wye switch 0.6 mile west of Norfolk and Westward home signal UP crossing, 1.3 miles West of Norfolk ..... 30 MP 82.3—Between home signals, UP crossing 1.4 miles west of Norfolk ..... 20			

# SPEED RESTRICTIONS (Concluded)

LOCATION	Restrictions Miles Per Hour
	All Trains
<b>BETWEEN NORFOLK AND WOOD</b>	
Maximum Speed, Miles Per Hour:	
All trains	30
MP 0.0—Junction with Norfolk Subdivision, Norfolk—Eastward	Stop
MP 1.3—UP crossing, Seventh St.	Stop
MP 31.3—CB&Q crossing 0.2 mile east of Plainview	Stop
MP 48.0 to 54.0—Between 1.6 miles west of Winnetoon and 0.3 mile west of Verdigré	25
MP 65.8 to 69.0—Between Niobrara River Bridge 1.0 mile west of Niobrara and 4.2 miles west of Niobrara	20
MP 109.2 to 116.1—Between Fairfax and Anoka—Eastward	25
MP 174.7 to 209.0—Between Winner and 0.6 mile west of Wood	15
<b>BETWEEN NEWMAN GROVE AND OAKDALE</b>	
Maximum Speed, Miles Per Hour:	
All trains	20
MP 115.0—Junction with Norfolk Subdivision, Oakdale—Westward	Stop
<b>BETWEEN WAKEFIELD AND CROFTON</b>	
Maximum Speed, Miles Per Hour:	
All trains	25
MP 0.0—Junction with Emerson Subdivision, Wakefield—Eastward	Stop
MP 16.1—CB&Q crossing 0.1 mile west of Laurel	Stop
MP 27.0 to 49.2—From 3.0 miles west of Coleridge to 0.2 mile west of Crofton	20
<b>BETWEEN SIOUX CITY AND NORFOLK</b>	
Maximum Speed, Miles Per Hour:	
All trains	25
Between 2nd and 3rd Streets, Sioux City IC, CMSI&P and GN crossings	Stop
Junction with Sioux City Subdivision, Sioux City—Eastward	Stop
MP 1.1 to 2.6—Over bridge No. 1 Floyd River, Leech Street crossing and bridge No. 2 Missouri River, west of Sioux City	10
MP 2.6 to 3.9—South Sioux City	15
MP 3.9 to 4.5—South Sioux City to 0.6 mile west of South Sioux City	20
MP 7.4—Between home signals CB&Q crossing 0.3 mile west of Dakota City	20
MP 1.3 to 5.0—Around curves 1.3 miles to 5.0 miles west of Emerson	20
MP 9.3—Over all street crossings, Wakefield	8
MP 18.5—Over first crossing east and west of depot, Wayne	8
MP 46.1 to 46.4—Over all street crossings at Norfolk except 4th Street and Norfolk Ave.	8
MP 46.4—Over 4th Street and Norfolk Ave. crossings, Norfolk	Stop
<b>BETWEEN RANDOLPH AND BLOOMFIELD</b>	
Maximum Speed, Miles Per Hour:	
All trains	20
MP 20.6—Over all street crossings, Randolph	8
MP 20.9—CB&Q crossing 0.3 mile west of Randolph	Stop
MP 33.1—Second street crossing west of depot, Wausa	8
<b>BETWEEN EMERSON AND THURSTON</b>	
Maximum Speed, Miles Per Hour:	
All trains	20
Junction with Emerson Subdivision, Emerson—Eastward	Stop

(a) Diesel locomotives and diesel truck transfer cars must not run over inundated tracks if water is more than 3 inches above top of lower rail. When trains are operated through water a maximum speed of 5 m.p.h. must not be exceeded.

(b) The speed of a train or engine moving through a crossover, turnout to or from main track or to diverging route at a junction must not exceed 10 m.p.h., unless otherwise provided.

(c) Trains handling scale test cars must not exceed 30 m.p.h. Sioux City to Missouri Valley and must not exceed 20 m.p.h. on all other territories. Where lower speed is prescribed, it will govern. Such cars to be handled only upon specific instructions from chief train dispatcher and placed in train next ahead of caboose.

(d) Unless otherwise instructed, trains handling wrecking derricks must not exceed:

35 m.p.h. between Sioux City and Missouri Valley.

25 m.p.h. between California Jct. and Long Pine.

20 m.p.h. on all other territories.

Where lower speed is prescribed, it will govern.

(e) When any locomotive crane or derrick is moved on its own wheels in any train, the boom must be detached. When any pile driver is moved on its own wheels in any train, except when in actual use, the leads must be folded back and secured. The cotter key or nut at the bottom of the center pin in the trailing truck of the machines mentioned above must be removed when the truck is so equipped. Such machines must be handled next ahead of caboose and trains handling them must not exceed 25 m.p.h. Where a lower speed is prescribed, it will govern.

(f) JORDAN DITCHERS/SPREADERS moving dead in train must be headed in the direction of movement with wings trailing and trains handling must not exceed 35 m.p.h.

(g) Trains handling loaded ore cars must not exceed 30 m.p.h.; empty ore cars, 40 m.p.h. Where a lower speed is prescribed, it will govern.

(h) Trains and engines using a siding or any tracks other than main track must move at restricted speed.

(i) Trains handling the following Alco diesel switch engines in tow will not exceed a maximum speed of 35 m.p.h.: 56, 57, 69, 90, 91, 92, 93, 101, 102, 1003 to 1015 incl., 1025 to 1035 incl., 1077 to 1079 incl., 1083 to 1099 incl., 1203, 1204, 1206, 1213, 1223 to 1229 incl., 1232 to 1236 incl., 1247 to 1258 incl. and 1262 to 1267 incl. Trains handling other diesel switch engines or transfer units in tow will not exceed maximum speed of 45 m.p.h. Trains handling diesel switch engines will be governed by time table special instructions where lower speeds are required or any other restriction affecting the movement of such engines.

# SPECIAL INSTRUCTIONS (Continued on page 9)

## RULE M CLOSE CLEARANCES

On the road, at stations, in yards and on industrial tracks there are buildings, structures, station platform canopies, mail cranes, dividing or between line fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top or side of cars or engines. Employees must familiarize themselves with these conditions in the territories in which they are employed and where they exist, must not extend any part of their bodies out from engines or cars or attempt to alight therefrom. New employees must exercise great care in this respect.

## RULE 3 STANDARD TIME

Clocks showing Central Standard Time are located at:

Onawa	—Telegraph office.
Missouri Valley	—Yard office.
Sioux City	—Yard office, enginehouse.
Norfolk	—Train dispatcher's office, enginehouse, Union depot.
Fremont	—Yard office.
Long Pine	—Telegraph office.
Winner	—Telegraph office.
Omaha	—Yard office.
Superior	—Telegraph office.

## RULE 5

Schedule meeting or passing stations are indicated by figures in full-faced type and the numbers of the schedules to meet or pass may be shown by small figures in close proximity.

## RULE 6

The following letters when placed before the figures of a schedule indicate:

- L—Leave.
- A—Arrive.

## RULE 6(a)

The following letters when placed in the station column indicate:

- C—Train order office open continuously.
- D—Train order office open as specified by General Order.
- YL—Yard Limits.

## RULE 14

In case of whistle failure, speed of train must be reduced and the bell rung continuously when approaching and passing through stations, yards, over public crossing and around curves.

## RULE 19a

When an engine consists of more than one unit, the number of one unit only will be illuminated at all times when in service and will be the identifying number. When practicable, the number of the leading unit must be used. The numbers of the other units must not be illuminated.

## RULE 20

In the application of Rule 20, the display of green flags is discontinued and the display of green lights only, by day and/or night, is authorized.

On single track, when both green lights fail, the train displaying signals must stop and notify inferior trains which are met or passed and must notify all trains at train order meeting or waiting points of the following sections.

## RULE 21

In the application of Rule 21, the display of white flags is discontinued and the display of white lights only, by day and/or night, is authorized.

## RULE S-72 SUPERIOR DIRECTION

Unless otherwise provided, EASTWARD trains are superior to WESTWARD trains of the same class.

## RULE S-83 AND

D-83

## REGISTER STATIONS

Sioux City—Yard office	South Omaha
Omaha	Superior
Fremont	Missouri Valley
Norfolk	Ferry—(by Blank R)
Long Pine	

Trains will register at other locations when instructed to register by train order or General Order.

## RULE 83c CLEARANCE FORM A

Eastward CB&Q trains must obtain Clearance Form A at Ferry.

Trains to or from Albion Subdivision must obtain Clearance Form A at Oakdale except when that office is closed.

Except as otherwise provided, Rule 83c does not apply at initial station when same is non-communicating or the office is closed.

## RULE 83f BULLETIN BOARDS

General Orders affecting the movement or safety of trains and engines will be issued by authority and over the signature of the Superintendent.

General Orders supersede any rules and special instructions with which they conflict.

General Orders and Special Orders will be numbered consecutively beginning with number one January 1 each year and will continue in effect to and including December 31, unless cancelled.

Trainmaster's notices, Master Mechanic's notices, bulletins, circulars, etc., containing other instructions or matters of information will also be posted on the same bulletin boards.

Train dispatchers, conductors, trainmen, enginemen, yardmen and others concerned must examine bulletin boards before commencement of each day's work or trip and failure to do so will not be accepted as an excuse for neglect or violation of instructions contained thereon.

General Orders, Special Orders, bulletins, notices, circulars and other items of information posted on bulletin boards must not be removed, altered, defaced or modified in any manner by unauthorized persons. Bulletin boards must not be used to post unofficial notices except with approval of proper authority.

Bulletin boards are located as follows:

Missouri Valley	Yard office and enginemen's room.
Sioux City	Yard office and enginehouse.
Norfolk	Division office building, yard office, enginehouse and enginemen's room.
Fremont	Yard office and enginemen's room.
Council Bluffs	Yard office and enginehouse.
Lincoln	Freight office and enginemen's room.
Long Pine	Station.
Superior	Station.
South Omaha	Yard office.
Omaha	Yard office.
Winner	Station.
Ferry	Telegraph office.

## RULE 91

## TIME SPACING

Unless some form of automatic block signal system is used, trains in the same direction must keep not less than ten (10) minutes apart except in closing up at stations.

Train order signal and Clearance Form A will be used to space trains.

When train order signal is used to space trains, it must be placed to indicate STOP immediately after rear of train has passed signal. When clearance is used to space trains, operator must show on Clearance Form A the time train may go and train must not leave before that time.

This in no way relieves train and engine crews from keeping the required distance apart.

## RULE 93

## YARD LIMITS

Yard limits are indicated by the letters YL in station column.

# SPECIAL INSTRUCTIONS (Continued on page 10)

## RULE 97 TRAIN ORDERS

Between Blair and Missouri Valley; also between Floyd and Ferry, extra trains may be run without train orders.

## RULE 98 CROSSINGS, DRAWBRIDGES AND JUNCTIONS

(a) Trains and engines must approach the end of double or three or more tracks, junctions, railroad crossings at grade and drawbridges at restricted speed unless protected by block or interlocking signals.

Where required by rule or law, trains and engines must stop.

Railroads	Locations
C&NW	Omaha, Irvington, Arlington, South Omaha, Blair, Missouri Valley, Onawa, Sioux City, Emerson, Wakefield, Norfolk (east and west wye switches), Oakdale, and Fremont.
CB&Q	Omaha, Lincoln, 0.8 mile west of Wahoo, 0.3 mile west of Seward, 5.1 miles west of Exeter, 0.6 mile west of Geneva, 0.5 mile west of Shickley, 0.2 mile east of Plainview, 0.1 mile west of Laurel, and 0.3 mile west of Randolph.
UP	Fremont, Omaha, Seventh St., and 0.8 mile west of Wahoo.
GN	Sioux City.
IC	Sioux City and Omaha.
MoPac	South Omaha (Dahlman Blvd.), Omaha, and Lincoln.
CRI&P	Lincoln.
CMStP&P	Sioux City.

(b) In addition to Rule 98 and 98a, the following instructions govern at the mechanical gate protected crossing at Blair:

The normal position of the gate is against movements on the Pender Subdivision.

To clear the route for a movement over the crossing on the Pender Subdivision, a member of the crew must first ascertain that there is no conflicting movement evident and then operate the master swing gate west of the crossing into position across the Norfolk Subdivision track.

The operation of the master swing gate will raise the lift gate on the Pender Subdivision east of the crossing and lower the lift gate across the Norfolk Subdivision track west of the crossing. After each Pender Subdivision movement over the crossing the gates must be restored to normal position, latched and locked in that position.

## RULE 99 PROTECTION ON BRANCH SUBDIVISIONS

Unless otherwise instructed, the protection against following trains as required by Rule 99 is not necessary on Pender, Albion, Winner, Crofton and Bloomfield Subdivisions.

If it becomes necessary to operate a following train when there is still a train on the subdivision, the train ahead must be instructed by train order to protect against the following train. If it is not practical to do so, the following train must be instructed to protect against the train ahead.

## RULE 104a MAIN TRACK JUNCTION SWITCHES

Location	Normal Position
Irvington	For Omaha
Arlington	For Norfolk Subdivision
Oakdale	For Norfolk Subdivision
Wakefield	For Emerson Subdivision
Emerson	For Emerson Subdivision
Onawa	For Sioux City Subdivision
Freemont	For Norfolk Subdivision
Norfolk	For Emerson Subdivision
Blair	For Sioux City Subdivision

## RULE 104e SPRING SWITCHES

### FREMONT

(1) East end of south long track.

### RULE 104d

Except at interlockings, Red Posts will identify the location of derails not equipped with derail operating stands which have targets and/or lamps.

Where there is no derail on tracks leading to main track, Yellow Posts will identify the location of clearance points.

## RULE D-150 TWO TRACK DISTRICTS

Two main tracks are in service:

(a) Between Wall Street and east end of 22nd Street yard, Sioux City.

Trains and engines using these tracks must approach the crossovers at 9th Street under control and must stop for same unless the route is seen to be clear and switches properly lined for the movement.

Normal position of switches connecting two tracks with single track is when lined for Westward track.

(b) Between South Omaha and Junction switch with UP at Summit, trains and engines using these tracks must keep to the right.

## RULE 209

Operators receiving train orders must write or typewrite them in manifold during transmission. When typewritten, CAPITOL LETTERS must be used and type must be kept clean and, in addition, whether written or typewritten, carbons must be changed sufficiently to insure making clear impressions. Complete, the time and signature of the operator must be in his handwriting. Operators must retain a copy of each train order.

## RULE 221 TRAIN ORDER SIGNALS

At a train order office where there is no train order signal the operator will respond "NS" (no train order signal) instead of "SD".

Train order signals at Blair govern movements to and from Pender Subdivision and to and from Norfolk Subdivision only.

## RULE 261 CENTRALIZED TRAFFIC CONTROL TERRITORY

(Rules 401 to 408 inclusive, 501A to 516 inclusive and 601A to 672 inclusive, govern. Operating rules that are not modified by these instructions remain in force.)

The beginning and the end of Centralized Traffic Control territory are identified by roadway signs which read—"Begin C. T. C." and "End C. T. C." respectively.

When a work extra is authorized within the Centralized Traffic Control District the train dispatcher must instruct conductor either the time and place the work extra must clear for other trains or the time to call on telephone for further instructions.

### BETWEEN FERRY, AND FLOYD

(Controlled by Operator at Ferry)

Telephones for communication with operator at Ferry are located in telephone boxes mounted on the interlocking bungalow at Floyd and at all hand throw switches between Ferry and Floyd.

The switch at the west end of the connection between the C&NW main track and the Sioux City Terminal track is equipped with an electric lock. Padlock must not be removed without first obtaining permission from operator at Ferry and operation of switch must be in accordance with instructions posted in box.

An electric call light is mounted on the track side of the interlocking bungalow at Floyd. When this light is lighted, signalman, trackman or other employes in the vicinity must go to the nearest telephone and call the operator at Ferry.

In case of failure of communications when governing signals display stop indications and the route is properly lined, the train or engine may proceed at restricted speed when preceded by a flagman to the next signal that displays a proceed indication or to the next point of communications. Flagman must be sent far enough in advance of the movement to insure full protection.

## BETWEEN MISSOURI VALLEY AND BLAIR

(Controlled by Operator at Missouri Valley)

Telephones for communication with the operator at Missouri Valley through the train dispatcher at Norfolk are located in boxes at each home signal or power operated switch and at each hand operated switch.

Hand operated main track switches in this territory, unless otherwise provided, are equipped with electric locks. Such switches must not be unlocked nor padlocks removed except on instructions from the operator and these instructions must be repeated to insure correct understanding. When movement is not made immediately after receiving instructions, permission must again be obtained before unlocking the switch or making the movement. The padlock must not be inserted in electric lock until use of the switch is completed unless necessary to lock the switch for another movement on the main line.

When a train or engine is occupying a siding or other track and it is desired to operate a switch equipped with electric lock for movement to the main track, permission will be obtained from the operator and follow instructions posted in telephone box for release of lock. Trains or engines proceeding from sidings or other tracks must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

When a train or engine is occupying the main track and it is desired to operate a switch equipped with electric switch lock for movement main track to siding, the leading truck of engine or car must be less than 75 feet ahead of switch before an electric switch lock can be operated and then the instructions posted in the telephone box relative to release of electric lock must be followed. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

If, after following instructions, the electric lock cannot be released, the operator must be so advised and permission obtained from him to use the emergency release in accordance with instructions posted in the telephone box.

A revolving white light has been installed on the north side of bungalow at west end of wye at California Jct. and on the north side of bungalow at Blair. When train crews, signal maintainers, trackmen and other employes find the white light on, they will go to the telephone immediately for instructions.

### RULES 501A TO 516 AUTOMATIC BLOCK SIGNAL TERRITORY Between California Junction and Howard Street, Sioux City.

### RULES 601a TO 672 CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Railroad	Locations
C&NW	California Jct., Blair and east end of yard at Norfolk.
CB&Q	Floyd, Ferry, Fremont, Oakland, Dakota City, 2.5 miles east of Nickerson, 1.1 miles west of Seward, 2.0 miles east of Lincoln, 1.3 miles east of Lincoln, and 0.6 mile east of Exeter.
UP	Summit, 1.5 miles west of Norfolk, 5.7 miles west of Fremont, Davenport, (FSY&L) Fremont, and (Ames) Fremont.
MoPac	2.2 miles east of Dodge St.

### RULE 704 CONDUCT OF EMPLOYES

(a) Civil, gentlemanly deportment is required of all employes in their dealings with the public, their subordinates and each other. Courtesy and attention to patrons is demanded.

Employes who are negligent, insubordinate, dishonest, immoral or quarrelsome or who conduct themselves in such a manner that might bring discredit upon the railway company or loss of good will or who are careless of the safety of themselves or others will not be retained in the service.

(b) The general direction and government of a train is vested in the conductor and all persons employed on the train must obey his instructions. Should there be any doubt as to authority or safety of proceeding from any cause, he must consult the engineman and be equally responsible with him for safety and proper handling of the train and for such use of signals and other precautions as the case may require.

(c) Constant presence of mind to insure safety to themselves and others is the primary duty of all employes.

(d) General Rules Governing Employees of the Operating Department dated January 1, 1953 are issued in book form. Employees whose duties are prescribed by these rules must have a copy of them at hand when on duty.

The designation "trainmen" or "enginemen" in any rule includes yardmen and firemen, when applicable.

While general rules are subdivided for convenience, they apply equally to all and must be observed wherever they relate in any way to the proper discharge of the duties of any employe.

### RULE 705 INSPECTION OF TRAINS

Maintenance of Way and Signal Department employes must, train and engine crews, agents, operators, levermen and other employes will, observe trains closely and if anything unusual or defective is noted such as hot journals, brakes sticking, dragging brake rigging, sliding wheels, broken wheel, indication of fire, lading shifted over side or end of car, protruding objects, swinging car door or any other defective condition, they must make every effort to call the attention of the crew on the train to such conditions. If train is moving, stop signal must be given.

The proper method of inspecting a moving train from the ground is to watch the train at an angle as it approaches. In this way, if smoke or defect is seen, it may be observed more closely as the car passes. If trains are inspected in this manner, it should not be difficult to determine the difference between hot journals and sticking brakes.

When meeting or passing other trains and when passing stations and points where track men or other employes are working, members of the crew on moving trains must be on the lookout for signals and take immediate action when necessary. Members of the head end crew must look back when practicable after passing employes on the ground so that they may see stop signal if defect is detected in the head portion of the train.

The conductor and flagman must always be in a position to see signals from both sides when meeting trains on two or more tracks, when meeting or passing trains or sidings, when passing open communicating offices, interlocking stations and points where track men and other employes are working.

When there is only one member of crew riding in the caboose, he must take a position on the rear platform or in open rear doorway of caboose, under the above circumstances, so that he will be in a position to see signals from both sides of the train. Conductors will report to train dispatcher instances where agents, operators or levermen at open telegraph offices are not on the ground or station platform in a position to inspect train and exchange signals.

When a train is stopped to be met or passed by another train, the crew of the standing train must inspect passing train. When safe to do so, forward trainman must cross track and inspect passing train from the farther side and rear trainman or conductor must inspect the passing train from side nearest his own train.

Maintenance of Way and Signal Department crews must station themselves so that they will be in a position to inspect both sides of passing train.

Unless otherwise directed by the train dispatcher, agents, operators and levermen must be on the ground or station platform to inspect passing trains and must have fuses in their possession to give stop signals if necessary.

In departing from stations and at every opportunity on the road, members of the crew must carefully inspect their train, especially when rounding curves, to observe train for defects. If train is moving when defect is discovered, train must be stopped. If possible, defects should be remedied but if this cannot be done and if car is unsafe to run, it must be set out and the train dispatcher notified.

When bad order cars are set out they should be left, when practicable, at locations that can be reached by truck so that employes can make repairs.

# SPECIAL INSTRUCTIONS (Continued on page 12)

It is the responsibility of the conductor and engineer to see that other members of the crew are alert at all times and make frequent inspection of the train. It is the duty of the head trainman to make frequent inspections of both sides of the train.

When trains are stopped for operating reasons, conductors and trainmen must, at every opportunity, walk train and make inspection. In starting freight trains, the speed for the first train length must be such as will permit full inspection by the train crew and permit them to safely board the train.

When practicable, while train is moving, frequent inspection must be made of track from the rear of the train.

In calling trains crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employes making inspection:

Hot journals	}	By Day —Nose held with one hand and the other hand pointed toward passing train.
		By Night—Lamp swung vertically in a small circle; lamp to be held by guard wire.
Brakes sticking	}	By Day —Hands shoved in sliding motion out from body.
		By Night—Same signal with lamp.

If a dangerous condition is observed and it is impossible to communicate signal to the crew on the train, the train dispatcher must be notified as quickly as possible.

If nothing irregular is noted, they will give proceed signal to rear of passing train.

Train dispatcher must be immediately notified of any instances in which a train crew fails to exchange signals with them.

## RULE 813

Handing up train orders and messages to moving trains and engines by hand only is a dangerous practice and is prohibited. Train order delivery forks are provided in all offices and must be used for this purpose.

## ADDITIONAL SPECIAL INSTRUCTIONS

### (A) SIOUX CITY, IOWA

Street crossing shall not be obstructed by standing trains, engines, or cars for a longer period than five minutes, under city ordinance.

Train and engine movements in both directions on main track and Westward movements on yard tracks will be governed by crossing protection indication signals at Third Street as follows:

(1) A yellow aspect will indicate that crossing protection is operating and movements over the crossing may be made without stopping.

(2) A red aspect will indicate that crossing protection is not operating and the movement must come to a stop at the crossing and movement over the crossing must be protected by a member of the crew.

### (B) FLORENCE, NEBRASKA

All switching movements at Metropolitan Utilities District and Government spur tracks over 30th Street Blvd. and River Drive crossings must be protected by flagman at the crossings.

Six wheel truck diesels cannot be operated around 30 degree curve on the Omaha Public Power district track which is the second spur to the west inside their gates.

### (C) BLAIR, NEBRASKA

City Ordinance prohibits obstructing public streets by leaving trains or cars standing thereon for a longer period than five minutes, except in case of accident. Cars must not be spotted within the limits of any street or within five feet from street boundary.

### (D) NORFOLK, NEBRASKA

All train and switch movements over Norfolk Avenue and over Fourth Street crossings must be protected by a member of the train or yard crew.

### (E) SIOUX CITY, IOWA

All freight trains will leave or enter upon Illinois Central Railroad tracks at 28th Street switch.

### (F) RIVER SIOUX, IOWA

Extreme care must be exercised in making movement through crossover from the main track to the house track and cars must not be dropped through this crossover.

### (G) ONAWA, IOWA

Iowa Division, Onawa Subdivision track from junction switch west of coal shed location to east switch at Onawa will be considered a siding.

### (H) JUNCTION SWITCH OMAHA

All trains must approach the junction switch of the Debolt and Sioux City Subdivisions at restricted speed and proceed only when the route is seen to be clear and switch properly lined.

### (I) NORFOLK, NEBRASKA

Switch at the east end of Norfolk yard which governs the yard lead and old No. 1 track will have no normal position and train or yard movements must be made expecting to find this switch lined wrong for their movement.

Four wheel truck diesels must not be operated over Corporation Gulch bridges in Norfolk yard on tracks 7, 8, 9 and 10.

### (J) SOUTH OMAHA, NEBRASKA

West switch leading to South Omaha shows green when lined for the yard which is normal position of this switch.

Engines must not pass beyond the stock yard chute on Foxley siding, South Omaha. Old elevator pit on east side of this track is not protected with a barricade and employes must not work along east side of this track.

### (K) HOT BOXES

When car with hot box is found in train or such car is set out, special care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the hot box and all fire extinguished and inspection made to know that no danger of fire exists. Conductors will indicate on their reports whether cars are equipped with pads or waste and give all other information as required.

### (L) HAND SIGNALS

When giving hand signals in road service, signals will be given in the direction of movement of the train. In yard service when making switch movements, signals will be given in the direction engine is headed.

### (M) AUTOMATIC PROTECTION EQUIPPED CROSSINGS

Train or engine with or without cars moving on sidings, house tracks or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew. Automatic devices will in no way relieve the crew from protecting except as provided in Rule 103.

If train or engine with or without cars moving on main track over public crossing protected by automatic devices stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted or set out between the crossing and insulated rail joint nearest the crossing on that track.

Where manual control push buttons are provided, they are contained in RED boxes mounted on instrument case. (Marked to correspond to the track to which they refer in two or more track territory.)

When a train or engine movement has caused the crossing gates to go down and emergency conditions require and warrant releasing highway traffic, the RED push button (for the track involved in two or more track territory) marked "RAISE" may be used to raise the gates. Whenever the RED "RAISE" button has been used the button marked "CANCEL" must be pushed before the movement leaves the crossing in either direction.

Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement.

# SPECIAL INSTRUCTIONS (Concluded)

**(N) OVERHEAD OBSTRUCTIONS**

Maximum width and height of cars that will pass in safety over the Nebraska Division.

BETWEEN	Height Above Top of Rail			LOCATION
	9' 0" Wide	10' 0" Wide	11' 6" Wide	
	Ft. In.	Ft. In.	Ft. In.	
California Junction and Fremont	20 3 19	9 19	0	Bridge G-144 west of Arlington.
Norfolk and Oakdale	21 9 21	0 19	3	Bridge 147 west of Norfolk.
Irvington and Arlington	21 4 20	5 18	6	O. H. Br. G-66 west of Irvington.
Summit and Irvington	19 1 18	4 16	10	Br. G-2 at So. Omaha.
Union Stock Yards and South Omaha	19 4 19	4 19	4	Bridge G-4-D at So. Omaha.
Sioux City (Main track between Howard Street and 28th Street)	19 0 17	1 16	6	O. H. Br. at 4th St., Sioux City.
Sioux City and Wren (Via I. C. R. R.)	19 0 17	1 16	6	O. H. Br. at 4th St., Sioux City.
Sioux City and Emerson	19 1 18	8 18	1	Br. 2—Missouri River.
Close clearance west end Missouri River Bridge No. 2. Will not clear anyone on side of car or leaning out of engine cab, coach or caboose windows, on either side.				
Pender and Blair	19 6 19	2 18	7	Br. 116½—Lyons.
Emerson and Norfolk	18 3 17	9 17	0	Br. S-140—Elkhorn River.
Wakefield and Crofton	21 0 21	0 21	0	Highway Br. T-87½.

**NO LOAD MUST EXCEED 11' 6" IN WIDTH NOR 21' 6" IN HEIGHT EXCEPT ON CLEARANCE AUTHORITY FROM CHIEF TRAIN DISPATCHER**

Trainmen and yardmen must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the Division.

**(O) RESTRICTIONS OVER MISSOURI RIVER BRIDGE NO. 2 AT SIOUX CITY, IOWA**

Cars with gross weight over 210,000 lbs. must not be moved over this structure without special instructions from the Chief Engineer's office in Chicago.

70 ton hoppers, gondolas or cement hoppers exceeding gross weight of 160,000 lbs. must not be handled in blocks of more than four cars. These blocks must be separated from other similar blocks and from locomotive by a minimum of five cars with average gross weight for each car not exceeding 150,000 lbs.

**(O)—concluded**

The following CB&Q power may be used as two-unit diesel locomotives over this structure:

CB&Q No.	Class
116 to 136 and 160 to 162	F-3
200 to 267	GP-7
270 to 289	GP-9
9130 to 9153	EMD Switcher
9300 to 9308	ALCO Switcher
9350 to 9379	BALDWIN Switcher
163 to 166	F-3-7
167 to 169, 700 to 702 and 750 to 752	F-7

The following CB&Q power may be used as single-unit diesel locomotives over this structure:

CB&Q No.	Class
400 to 411	SD-7

The following GN power may be used as two-unit diesel locomotives over this structure:

GN No.	Class
600 to 655	GP-7
900 to 915	GP-5
665 to 678 and 681 to 687	GP-9

**(P) MULTIPLE UNIT OPERATION**

To prevent jack-knifing in forward movements, when using more than three units: The engine brake only must never be used for braking trains. All slow downs or stops must be made by using the automatic brake valve and the brake cylinder pressure on the locomotive must be less than the brake cylinder pressure on the train.

Whenever reverse movement is made by diesels in multiple in excess of three coupled units, power must be isolated or taken off line from the lead units in excess of three in order to avoid jack-knifing.

**(Q) GENERAL**

Train service employes of all trains using tracks of other railroad companies must provide themselves with time tables and rules of such companies and be governed by the rules and regulations of such companies.

Nebraska Division trains operate over the following railroads:

Railroad	Between
CB&Q	Lincoln and Seward
CB&Q	Laurel and Randolph
UNPac	Summit, Omaha and Council Bluffs.

**(R) NIGHT SIGNALS AT WRECKS**

Conductors and trainmen using night signals as prescribed in Rule 9 to direct the movements of wrecking equipment at the scene of an accident will use a yellow light when giving signals to the locomotive engineer. Each wrecker will have a supply of yellow colored lantern bulbs as standard equipment and wrecker foreman will issue them to conductors and trainmen for duration of their tour of duty, after which they are to be returned to the wrecker foreman. If conductor and trainmen are relieved by another crew, the bulbs may be transferred to the relieving crew upon approval of the wrecker foreman.