

DIVISIONAL STAFF

TRAINMASTER - R. F. E.

L. V. GALLUP
FREMONT

TRAINMASTER

O. W. BROOKES, Jr.
OMAHA

CHIEF TRAIN DISPATCHER

R. O. BRENTLINGER
NORFOLK

DISPATCHERS

T. W. RICHARDSON	W. S. MACY
J. F. DAVIS	J. HOFFMAN
D. L. ROSENBAUM	J. H. OATMAN, Jr.
L. L. PETERSEN	A. C. FREDRICKSON

NORFOLK

MASTER MECHANIC

J. H. WINFIELD
CHADRON

ASSISTANT MASTER MECHANIC

C. D. HILL
COUNCIL BLUFFS

ROAD FOREMAN OF ENGINES

M. P. BRACKEN
CHADRON

DIVISION ENGINEER

E. L. HOFFMAN
NORFOLK

ROADMASTERS

T. J. BARCIO	B. R. SHELL
NORFOLK	NORFOLK
W. H. WAGNER	
FREMONT	

SUPERVISOR OF COMMUNICATIONS AND SIGNALS

A. A. MEYER
BOONE

SUPERVISOR OF BRIDGES AND BUILDINGS

D. L. BABCOCK
NORFOLK

DISTRICT CLAIM AGENTS

W. R. BURRELL	R. W. SANDBOM
OMAHA	SIoux CITY
L. R. PENNINGTON, Jr.	
CHADRON	

CHICAGO & NORTH WESTERN RAILWAY

NEBRASKA DIVISION

TIME TABLE

No. 1

Effective Thursday, January 1, 1953

AT 12:01 A. M.

CENTRAL TIME

For the government and information of employes only.

J. J. STEIN, General Manager-Transportation

C. C. SHANNON, General Superintendent

V. A. ERICSON, Superintendent

THINK-PRACTICE-TALK SAFETY

General Rules Governing Employes of the Operating Department dated January 1st, 1953, are issued in book form. Every employe whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

1 Westward—Between C. & N. W. - U. P. Jct. and Norfolk—Eastward

SECOND CLASS					FIRST CLASS	Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Omaha	Subdivision 1 STATIONS	Capacity of Sidings	FIRST CLASS	SECOND CLASS			
143	39	117	565	401	13						14	256	566	40	144
Daily Except Saturday	Sunday Wednesday Friday	DAILY	Monday Thursday	Sunday Wednesday Friday	DAILY	DAILY			Time Table 1 January 1, 1953		DAILY	DAILY	Tuesday Friday	Tuesday Thursday Saturday	Daily Except Sunday
								3.9	..... CO. BLUFFS.....						
								0	OMAHA (Union Station)		AM 6.30				
								3.1	.. C. & N. W. - U. P. JCT. ..		A. M. 6.19				
								4.2	.... SOUTH OMAHA ..YL		6.17				
								9.3	.... DODGE STREET..YL		6.07				
								14.0	..... IRVINGTON YL	24	6.00				
								20.4	..... BENNINGTON	72	5.50				
								24.2	..... WASHINGTON		5.45				
								33.4	..... ARLINGTON	61	5.30				
								41.3	..... FREMONT YL		5.10				
								50.5	..... NICKERSON	43	4.47				
								58.2	..... HOOPER	87	4.37				
								65.5	..... SCRIBNER YL	54	4.25				
								70.6	..... CROWELL	89	4.15				
								77.9	..... WEST POINT	42	4.06				
								86.8	..... BEEMER	94	3.50				
								93.4	..... WISNER	38	3.40				
								101.0	..... PILGER	82	3.27				
								110.8	..... STANTON	34	3.12				
								116.1	..... BERRY	90	2.59				
								122.2	..... NORFOLK YL		2.50				
											A. M. P. M.				
											DAILY	DAILY	Tuesday Friday	Tuesday Thursday Saturday	Daily Except Sunday

In Council Bluffs, Omaha and South Omaha yards, when operating over the Union Pacific, each member of train and engine crew must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.

Class "J" engines and 4 wheel truck diesels shall not be operated over Corporation Gulch bridges in Norfolk Yard on tracks 7, 8, 9 and 10.

Westward—Between Norfolk and Long Pine—Eastward

2

SECOND CLASS				FIRST CLASS		Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Omaha	Subdivision 2 STATIONS Time Table 1 January 1, 1953		Capacity of Sidings	FIRST CLASS		SECOND CLASS			
	117	63			13					14			256	64			
	DAILY	Monday Wednesday Friday			DAILY				DAILY			DAILY		DAILY	Tuesday Thursday Saturday		
	P. M. 1.15	A. M. 7.30			A. M. 4.10				A. M. 2.35			A. M. 4.50	P. M. 3.30				
	1.45	8.10			4.28	6063	FWTTY	122.2	..... NORFOLK YL 10.3	.....		2.20	4.28	3.05			
	2.00	8.40			4.42	6068	.....	132.5	..... BATTLE CREEK 7.1	72	2.05	4.00	2.40				
	2.15	9.05			4.55	6071	W	139.6	..... MEADOW GROVE 5.4	43	1.52	3.50	2.15				
	2.30	9.35			5.10	6074	.....	145.0	..... TILDEN 6.9	40	1.37	3.35	1.40				
	2.40	10.05			5.24	6078	Y	151.9	..... OAKDALE YL 5.4	40	1.24	3.20	1.10				
	3.00	10.35			5.39	6080	.....	157.3	..... NELIGH 8.9	40	1.07	3.05	12.35				
	3.20	11.10			5.58	6084	W	166.2	..... CLEARWATER 10.1	87	12.51	2.40	12.01				
	3.50	11.55			6.18	6088	.....	176.3	..... EWING 12.8	40	12.33	2.15	11.25				
	4.10	12.45			6.46	6093	.....	189.1	..... INMAN 7.8	36	12.18	2.00	11.01				
	4.30	1.10			6.59	6097	W	196.9	..... O'NEILL 8.2	66	11.53	1.40	10.15				
	4.50	1.55			7.17	6101	.....	205.1	..... EMMET 9.8	41	11.39	1.15	9.50				
	5.10	2.25			7.34	6104	W	214.9	..... ATKINSON 9.6	73	11.23	12.50	9.10				
	5.35	3.00			7.50	6109	.....	224.5	..... STUART 10.1	42	11.06	12.25	8.40				
	6.00	3.35			8.10	6113	W	234.6	..... NEWPORT 11.2	72	10.48	11.55	8.10				
	6.25 P. M.	4.00 P. M.			M 8.30 A. M.	6117	.....	245.8	..... BASSETT 9.1	75	10.30 P. M.	11.30 P. M.	7.30 A. M.				
	DAILY	Monday Wednesday Friday			DAILY	6121	FWTT	254.9	..... LONG PINE YL .....	.....	DAILY	DAILY	Tuesday Thursday Saturday				

Class "J" engines shall not use pit track East of Stuart known as Krotter's Pit, and engines shall not pass west of tipple or loading platform on Krotter's Pit track.

Class "J" engines must not be operated on west wye track at Oakdale.

Class "J" engines and 4 wheel truck diesels shall not be operated over Corporation Gulch bridges in Norfolk yard on tracks 7, 8, 9 and 10.

Westward—Between Elkhorn Jct. and Irvington—Eastward

SECOND CLASS		Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Omaha (North Yard)	Subdivision 3 STATIONS Time Table 1 January 1, 1953		Capacity of Sidings	SECOND CLASS	
	39							140	
	Sunday Wednesday Friday				Sunday Wednesday Friday			Sunday Wednesday Friday	
	P. M. 2.00	6600			A. M. 1.45			A. M. 1.40	
	P. M. 2.05			0.7	..... OMAHA (North Yard) .. 0.7			1.20	
	2.25	6606		6.0	..... ELKHORN JCT. 5.3	15		1.05 A. M.	
	2.35 P. M.	6608	WY	8.2	..... DEBOLT 2.2	24		Sunday Wednesday Friday	
	Sunday Wednesday Friday				..... IRVINGTON YL				

3

Westward — Between California Jct. and Arlington — Eastward

SECOND CLASS							Station Numbers	Distance from California Junction	Subdivision 4 STATIONS Time Table 1 January 1, 1953	SECOND CLASS						
143 ND	251 ND	51 SCD	421 SCD	117 ND	53 ND	409 SCD			412 SCD	144 ND	52 ND	432 SCD	452 SCD	256 ND	156 ND	
Daily Except Saturday	DAILY	DAILY	DAILY	DAILY	Daily Except Monday	DAILY				DAILY	Daily Except Monday	DAILY	DAILY	DAILY		
PM 10.30	PM 8.30	PM 8.00		AM 4.30	AM 3.35	AM 2.45	178	5.9	....MISSOURI VALLEY....		AM 12.45	AM 2.20		PM 6.00	PM 7.10	
P. M. 10.45	P. M. 8.45	P. M. 8.20	P. M. 1.00	A. M. 4.45	A. M. 3.50	A. M. 3.30	4703		5.9....CALIFORNIA JCT. YL	A. M. 12.15	A. M. 12.25	A. M. 2.05	A. M. 11.00	P. M. 4.00	P. M. 5.35	P. M. 6.55
11.00	9.00 P. M.	8.35 P. M.	1.15 P. M.	5.05	4.05 A. M.	3.45 A. M.	6007	7.6	7.6.....BLAIR.....YL	12.01	12.11	1.50	10.45	3.45	5.20	6.40
11.20				5.30			6012	14.4	6.8.....KENNARD.....	A. M.	11.20	A. M.	A. M.	P. M.	5.00	P. M.
11.50 P. M.				6.00 A. M.			6017	23.5	9.1.....ARLINGTON.....		10.50 P. M.				4.40 P. M.	
Daily Except Saturday	DAILY	DAILY	DAILY	DAILY	Daily Except Monday	DAILY			Y—California Jct. WY—Blair	DAILY	Daily Except Sunday	Daily Except Monday	DAILY	DAILY	DAILY	DAILY

Capacity of Sidings—California Jct. 74, Blair 22, Kennard 23, Arlington 61.

Nebraska Division trains operating over C. St. P. M. & O. Railway will be governed by the time table and rules of that railway and conductors and enginemen must provide themselves with a copy of current time table of same.

Nebraska Division trains operating between Mo. Valley and California Junction will be governed by the time table and rules of the Iowa Division, Sioux City District, and conductors and enginemen will provide themselves with a copy of current time table of same.

Westward — Between Fremont and Lincoln — Eastward

SECOND CLASS				Station Numbers	Fuel, Water, Turn Table and Wyo	Distance from Fremont	Subdivision 5 STATIONS Time Table 1 January 1, 1953	Capacity of Sidings	SECOND CLASS				
	339	143					340		144				
	Monday Wednesday Friday	Daily Except Sunday							Tuesday Thursday Saturday	Daily Except Sunday			
	A. M. 6.30	A. M. 1.30		6023	FWTT	.....	.....FREMONT..... YL		P. M. 9.30	P. M. 8.50			
				6652	.....	6.2	.....NORTH PIT.....						
	6.55 A. M.	2.40		6653	.....	7.0	.....PLATTE RIVER.....		9.05 P. M.	8.25			
		3.01		6655	.....	9.6	.....CEDAR BLUFFS.....			8.20			
		3.25		6658	.....	16.5	.....COLON.....			8.00			
		4.10		6661	.....	22.4	.....WAHOO.....			7.40			
		4.55		6667	.....	34.2	.....CERESCO.....			7.00			
		5.15		6670	.....	39.7	.....DAVEY.....			6.40			
				.....	.....	51.7	C. & N. W. - MO. P. JCT.						
		5.45 A. M.		6676	TT	52.1	.....LINCOLN..... YL			6.00 P. M.			
	Monday Wednesday Friday	Daily Except Sunday							Tuesday Thursday Saturday	Daily Except Sunday			

Missouri Pacific trains and engines have authority to operate on main and yard tracks between freight station and junction switch, Lincoln. Chicago and North Western and Missouri Pacific trains and engines have no time table superiority and must proceed at restricted speed within the limits specified.

Westward—Between Platte River and Superior—Eastward

SECOND CLASS				Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Platte River	Subdivision 6 STATIONS Time Table 1 January 1, 1953		Capacity of Sidings	SECOND CLASS			
339							340						
Monday Wednesday Friday								Tuesday Thursday Saturday					
A.M. 6.30				6023		7.0	..... FREMONT			P.M. 9.30			
A. M. 6.55				6653			..... PLATTE RIVER.....			P. M. 9.05			
7.20				6800		8.6	..... MORSE BLUFF.....			8.40			
7.50				6701		17.2	..... LINWOOD			8.15			
8.10				6704		23.4	..... ABIE			7.55			
8.40				6706		27.0	..... BRUNO			7.40			
9.05				6710		34.8	..... BRAINARD.....			7.15			
9.30				6713		42.2	..... DWIGHT			6.45			
9.50				6716		48.1	..... BEE			6.25			
10.25				6720		55.9	..... SEWARD.....		19	6.00			
10.45				6724		64.0	..... GOEHNER			4.25			
11.15				6727		69.6	..... BEAVER CROSSING...			4.05			
11.35				6730		75.2	..... CORDOVA.....			3.40			
11.55				6733		82.4	..... EXETER			3.15			
12.45				6738		94.2	..... GENEVA		20	2.45			
1.00				6741		100.4	..... MARTLAND.....			2.05			
1.25				6744		104.3	..... SHICKLEY.....			1.50			
2.10				6749		113.1	..... DAVENPORT.....			1.25			
2.40				6753		120.7	..... OAK		25	12.55			
3.10				6757		127.5	..... NORA			12.30			
3.30				6759		133.0	..... CADAMS			12.05			
3.50 P. M.				6763	TT	139.5	..... C. & N.W. - A.T. & S.F. JCT. SUPERIOR YL.....			11.45 A. M.			
Monday Wednesday Friday								Tuesday Thursday Saturday					

Atchison, Topeka & Santa Fe trains and engines have authority to operate on main and yard tracks, Superior. Chicago & North Western and Atchison, Topeka & Santa Fe trains and engines have no time table superiority and must proceed at restricted speed within the yard limits, Superior.

Nos. 339 and 340 will stop at any station Morse Bluffs to Cadams, to receive or discharge traffic. Agents will wire conductor if traffic to move.

Westward—Between Norfolk and Wood—Eastward

SECOND CLASS			Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Norfolk	Subdivision 7 STATIONS Time Table 1 January 1, 1953	Capacity of Sidings	SECOND CLASS			
407	471	467						472	468	408	474
Saturday	Monday Wednesday Friday	Monday Wednesday Friday						Tuesday Thursday	Tuesday Thursday	Saturday	Saturday
		A. M. 7.30	6063	FWTTY	.....	..... NORFOLK YL	.....		P. M. 2.40		P. M. 5.45
		7.35	7001		1.5	... SEVENTH STREET ...	.....		2.30		5.35
					1.6	..... U. P. CROSSING .....	.....			
		7.55	7005		7.0	..... HADAR .....	.....		2.15		5.20
		8.25	7009		14.5	..... PIERCE	28		1.45		5.00
		8.50	7013		23.3	..... FOSTER	33		1.15		4.35
		9.30	7017		31.8	..... PLAINVIEW	28		12.45		4.00
		10.15	7021		42.1	..... CREIGHTON	26		12.15		3.25
		10.30	7024		46.7	..... WINNETOON	31		11.45		2.50
		11.08	7028	TT	54.0	..... VERDIGRE .....	.....		11.20		2.30
		11.50	7033		65.2	..... NIobrARA	38		10.30		1.50
		12.25	7037		74.4	..... VERDEL .....	.....		10.05		1.20
		12.45	7041		81.6	..... MONOWI .....	.....		9.45		12.55
		1.20	7045		88.7	..... LYNCH	33		9.25		12.30
		1.45	7049		94.5	..... BRISTOW .....	.....		9.05		12.05
		2.15	7053		101.0	..... SPENCER .....	.....		8.40		11.45
		2.45	7057		109.5	..... ANOKA	33		8.10		11.20
		3.20	7061		116.6	..... FAIRFAX .....	.....		7.45		11.01
	P. M. 7.30	3.40	7065	TT	121.3	..... BONESTEEL	63	A. M. 3.30	7.30	A. M. 9.00	10.45
		8.00	7069		129.0	..... ST. CHARLES .....	.....	3.10		8.45	A. M.
		8.25	7072		134.3	..... HERRICK .....	.....	2.50		8.25	
		8.55	7076		141.1	..... BURKE	33	2.25		8.05	
		9.30	7077		149.2	..... GREGORY .....	.....	2.01		7.40	
		9.59	7080		153.8	..... DALLAS .....	.....	1.40		7.15	
		10.40	7083		164.3	..... COLOME	28	1.05		6.35	
	A. M. 12.15	11.15	7085	Y	175.3	..... WINNER	50	12.30		6.00	
		12.50	7087		187.7	..... WITTEN .....	.....	A. M.		3.15	
		1.25	7088		199.5	..... MOSHER .....	.....			2.35	
		1.45	7090	Y	208.9	..... WOOD .....	.....			2.10	
	A. M.									A. M.	
Saturday	Monday Wednesday Friday	Monday Wednesday Friday						Tuesday Thursday	Tuesday Thursday	Saturday	Saturday

No. 407 is superior to No. 408.

No. 471 is superior to No. 472.

Chicago, St. Paul, Minneapolis and Omaha trains and engines have authority to operate on C.&N.W. main track between Seventh Street and the east and west wye switches at Norfolk. C.St.P.M.&O. movements on C.&N.W. main track beyond the wye switches must be made under flag protection. Chicago and North Western and Chicago, St. Paul, Minneapolis and Omaha trains and engines have no time table superiority and must proceed at restricted speed between Seventh Street and the wye switches.

Westward—Between Scribner and Oakdale—Eastward

6

SECOND CLASS				Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Scribner	Subdivision 8 STATIONS Time Table 1 January 1, 1953		Capacity of Sidings	SECOND CLASS			
			565				566						
			Monday Thursday							Tuesday Friday			
			A. M. 7.50	6037	.....	.....	.....	.....	61	P. M. 5.55			
			s 8.15	6936	.....	6.9	.....	6.9		s 5.30			
			s 8.40	6941	.....	12.1	.....	5.2		s 5.00			
			s 9.10	6945	.....	20.7	.....	8.6		s 4.15			
			s 9.45	6949	.....	27.8	.....	7.1		s 3.40			
			s 10.25	6953	.....	35.2	.....	7.4		s 3.05			
			s 10.55	6959	.....	42.5	.....	7.3		s 2.35			
			s 11.25	6963	.....	50.5	.....	8.0		s 2.05			
			s 11.40	6966	.....	54.9	.....	4.4		s 1.45			
			s 12.15	6970	.....	62.0	.....	7.1		s 1.20			
			s 1.05	6974	.....	67.5	.....	5.5		s 12.55			
			s 2.20	6982	.....	82.3	.....	14.8		s 11.35			
			f 2.45	6986	.....	89.0	.....	6.7		f 10.45			
			s 3.15	6990	.....	95.4	.....	6.4		s 10.25			
			f 3.25	6992	.....	98.7	.....	3.3		f 10.05			
			s 4.05	6994	.....	105.0	.....	6.3		s 9.45			
			4.30 P. M.	6078	Y	115.3	.....	10.3		9.00 A. M.			
			Monday Thursday							Tuesday Friday			

Train order signal at Scribner governs trains on Subdivision 1 only.
Train order signal at Oakdale governs trains on Subdivision 2 only.

OVERHEAD OBSTRUCTIONS

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

Between	Height Above Top of Rail						Structures Limiting Height
	9 ft. Wide		10 ft. Wide		11' 6" Wide		
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
California Junction and Fremont.....	20	3	19	9	19	0	Bridge G-144 west of Arlington. Tank at Scribner. Bridge 147 west of Norfolk and tank at Meadow Grove. Tanks at Atkinson and Long Pine. Tanks at Winner. Tank at Petersburg. OH Br. G-66 west of Irvington. Br. G-2 at So. Omaha. Bridge G-4-D at So. Omaha. Tank at Platte River. Tank at Geneva.
Fremont and Norfolk.....	20	6	19	10	19	0	
Norfolk and Oakdale.....	21	9	21	0	19	3	
Oakdale and Long Pine.....	18	10	18	4	17	8	
Norfolk and Wood.....	17	8	17	0	16	2	
Scribner and Oakdale (via Albion).....	19	0	18	2	17	1	
Elkhorn Junction and Arlington.....	21	4	20	5	18	6	
UP Junction, So. Omaha and Irvington.....	19	1	18	4	16	10	
Union Stock Yards and South Omaha.....	19	4	19	4	19	4	
Fremont and Lincoln.....	19	6	18	10	17	11	
Platte River and Superior.....	18	11	18	5	17	6	

No load must exceed 11' 6" in width, regardless of height. 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.

COMMUNICATING HOURS

	WEEKDAYS	SUNDAYS	HOLIDAYS
South Omaha	8:00 a.m. to 11:59 p.m.	Closed	8:00 a.m. to 11:59 p.m.
Irvington	12:01 a.m. to 5:00 a.m.** 8:00 a.m. to 4:00 p.m. 9:00 p.m. to 11:59 p.m.	{ 12:01 a.m. to 5:00 a.m. 11:45 p.m. to 11:59 p.m.	{ 12:01 a.m. to 5:00 a.m. 9:00 p.m. to 11:59 p.m.
Arlington	12:01 a.m. to 6:00 a.m.**** 8:00 a.m. to 4:00 p.m. 10:00 p.m. to 11:59 p.m.	12:01 a.m. to 6:00 a.m.	{ 12:01 a.m. to 6:00 a.m. 10:00 p.m. to 11:59 p.m.
Fremont	Continuous	Continuous	Continuous
Hooper	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Scribner	8:00 a.m. to 5:00 p.m.**	Closed	Closed
West Point	7:00 a.m. to 4:00 p.m.	Closed	Closed
Beemer	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Wisner	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Pilger	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Stanton	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Norfolk	Continuous	Continuous	Continuous
Battle Creek	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Meadow Grove	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Tilden	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Oakdale	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Neligh	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Clearwater	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Ewing	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Inman	8:00 a.m. to 5:00 p.m.*	Closed	Closed
O'Neill	12:01 a.m. to 7:30 a.m. 8:00 a.m. to 4:00 p.m. 11:30 p.m. to 11:59 p.m.	{ 12:01 a.m. to 7:30 a.m. 11:30 p.m. to 11:59 p.m.	{ 12:01 a.m. to 7:30 a.m. 11:30 p.m. to 11:59 p.m.
Atkinson	7:00 a.m. to 4:00 p.m.**	Closed	Closed
Stuart	7:00 a.m. to 4:00 p.m.**	Closed	Closed
Newport	7:30 a.m. to 4:30 p.m.**	Closed	Closed
Bassett	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Long Pine	Continuous	{ 12:01 a.m. to 9:00 a.m. 5:00 p.m. to 11:59 p.m.	Continuous
Omaha (North Yard)	Continuous	Continuous	Continuous
Missouri Valley	Continuous	Continuous	Continuous
California Jct.	Continuous	Continuous	Continuous
Blair	Continuous	Continuous	Continuous
Cedar Bluffs	8:00 a.m. to 5:00 p.m.*	Closed	8:00 a.m. to 5:00 p.m.
Wahoo	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Ceresco	7:30 a.m. to 4:30 p.m.**	Closed	Closed
Davey	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Linwood	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Bruno	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Dwight	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Seward	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Beaver Crossing	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Exeter	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Geneva	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Davenport	8:00 a.m. to 4:00 p.m.*	Closed	Closed
Nora	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Superior	8:00 a.m. to 5:00 p.m.****	Closed	8:00 a.m. to 5:00 p.m.
Pierce	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Foster	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Plainview	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Creighton	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Verdigre	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Niobrara	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Lynch	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Bristow	8:15 a.m. to 5:15 p.m.**	Closed	Closed
Spencer	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Anoka	8:00 a.m. to 5:00 p.m.**	Closed	Closed

*Indicates office closed Saturdays.

**Indicates office closed Mondays.

***Monday hours 12:01 a.m. to 1:45 a.m.; 8:00 a.m. to 4:00 p.m.; 9:00 p.m. to 11:59 p.m.

****Monday hours 8:00 a.m. to 4:00 p.m.; 10:00 p.m. to 11:59 p.m.

*****Saturday hours 1:00 p.m. to 3:00 p.m.

COMMUNICATING HOURS (continued)

	WEEKDAYS	SUNDAYS	HOLIDAYS
Fairfax	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Bonesteel	8:00 a.m. to 5:00 p.m.*****	Closed	Closed
Herrick	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Burke	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Gregory	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Dallas	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Colome	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Winner	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Wood	8:45 a.m. to 5:45 p.m.**	Closed	Closed
Snyder	7:15 a.m. to 4:15 p.m.*	Closed	Closed
Dodge	7:30 a.m. to 4:30 p.m.*	Closed	Closed
Howells	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Clarkson	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Leigh	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Creston	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Lindsay	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Newman Grove	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Albion	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Petersburg	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Elgin	8:00 a.m. to 5:00 p.m.*	Closed	Closed

*Indicates office closed Saturdays.

**Indicates office closed Mondays.

*****Monday Hours 6:30 p.m. to 8:30 p.m.

TELEPHONES LOCATED AS FOLLOWS CONNECT WITH STATIONS INDICATED

	Mo. Valley	Circuit	
Davenport St. (PBX switchboard)	Fremont	Omaha	Platte River (in box on pole near junction switch) One With Another
North Yard (yard office)	"	"	Cedar Bluff (Tel. office) " " "
24th Street, No. Omaha Line	"	"	Colon (Agent's office) " " "
(in box on signal pole)	"	"	Wahoo (Tel. office) " " "
42nd Street, No. Omaha Line	"	"	North Pit (in box on pole near switch) Fremont Tel. Office
(in box on signal pole)	"	"	Platte River (in box on pole near switch) " " "
So. Omaha (yard office)	"	"	Morse Bluff (depot) " " "
MP — C&NW Crossing (box on signal pole)	"	"	Linwood (Tel. office) " " "
Dodge Street (yard office)	"	"	Brainard (Depot) One With Another
Irvington (Tel. Office) (in waiting room)	"	"	Dwight (Depot) " " "
Bennington (waiting room)	"	"	Bee (Depot) " " "
Washington (in box on pole, south of platform)	"	"	Seward (Depot) " " "
Dale — Near MP 21½ (in box on pole)	"	"	Goehner (Depot) " " "
Arlington (Tel. Office) (section tool house)	"	"	Beaver Crossing (Depot) " " "
Mo. Valley (Tel. Office), (Yard Office), (Round House)	"	"	Shickley (Depot) Davenport Tel. Office
California Jct. (Tel Office)	"	"	Superior Yard (in box on pole in east yard) Superior Tel. Office
East Wye — Near MP 9	"	"	Hadar (in box on pole) Norfolk Yard Circuit
(shanty on north side of track)	"	"	Winnetoon (Depot) Creighton Tel. Office
MP 10 (near) (shanty on dike south of track)	"	"	Verdigre (Tel. office) One With Another
Blair (Tel. Office)	"	"	Bridge 119 (west end) " " "
Kennard (in old telephone office)	"	"	Niobrara (Tel. office) " " "
Bowen — Near MP 25 (in box)	"	"	Bridge 145 " " "
Fremont (Tel. Office) (Yard Office)	"	"	MP 72 (in box on pole) " " "
(Round House)	"	"	Verdel (Depot) " " "
Fremont (in box on pole north of main line at Bell Street viaduct)	{	Fremont Tel. Office	Monowi (Depot) " " "
Fremont (Main St. flag shanty)	}	and Yard Office	Lynch (Depot) " " "
Irvington (in box on pole at west wye switch)	}	Irvington Tel. Office	Witten (Depot) Winner Tel. Office
Nickerson (in box on pole at MP 9)	}	Fremont Tel. Office	Mosher (Elevator) " " "
Berry (in box on pole)	}	Norfolk Dispr. Office	Wood (Tel. office) " " "
			Creston (Depot) One With Another
			Humphrey (Depot) " " "
			Cornlea (Depot) " " "
			Lindsay (Depot) " " "
			Bradish (near MP, in box on pole) Newman Grove Tel. Off.

Westbound—ACTUAL TONNAGE RATINGS—Eastbound

DISTRICT	6 Wheel 1500 H.P.	GP-7 1500 H.P.	JS	R-1	DISTRICT	6 Wheel 1500 H.P.	GP-7 1500 H.P.	JS	R-1
California Jct. to Blair	2970	2450	2700	1350	Long Pine to Arlington	7920	6375	7200	3600
Blair to Arlington	1915	1575	1740	870	Arlington to Blair	2320	2000	2110	1055
Arlington to Long Pine	4050	3250	3680	1840	Blair to California Jct.	4180	3425	3800	1900
Omaha to Irvington	1400	1150	1260	630	Arlington to Bennington	1980	1550	1800	900
Irvington to Arlington	1875	1550	1705	855	Bennington to DeBolt	1500	1225	1360	680
South Omaha to Irvington	3125	2570	2840	1420	DeBolt to Omaha	2090	1715	1900	950
Fremont to Platte River	5000	3675		2050	Irvington to South Omaha	1980	1625	1800	900
Platte River to Lincoln	2200			1000	Lincoln to Platte River	2500			1135
Fremont to Bruno	4500			2050	Platte River to Fremont	7000	5600		2450
Bruno to Seward	2400			1100	Superior to Nora	2255			1025
Seward to Superior	2750			1250	Nora to Oak	4620			2150
Scribner to Dodge	2180			990	Oak to Davenport	2475			1125
Dodge to Albion	1760			800	Davenport to Cordova	4620			2150
Albion to Oakdale	2240			1020	Cordova to Beaver Crossing	3850			1750
Norfolk to Creighton	4390			1995	Beaver Crossing to Bee	2695			1225
Creighton to Verdigre	2815			1280	Bee to Fremont	5390			2450
Verdigre to Lynch	4390			1995	Oakdale to Newman Grove	1760			800
Lynch to Anoka	2815			1280	Newman Grove to Dodge	1980			900
Anoka to Wood	1980			900	Dodge to Scribner	1910			1735
					Wood to Colome	1980			900
					Colome to Bonesteel	3200			1600
					Bonesteel to Fairfax	2725			1240
					Fairfax to Niobrara	4800			2185
					Niobrara to Verdigre	3330			1515
					Verdigre to Winnetoon	1700			775
					Winnetoon to Plainview	3400			1545
					Plainview to Norfolk	5450			2480

Class "J" type oil burning locomotives handle tonnage exhibited for Class "JS" type locomotives.

The above ratings are exclusive of cabooses and apply under ordinary conditions over maximum grades between the points named. Additional tonnage will be hauled whenever grades and circumstances will permit.

Tonnage will be doubled, tripled, etc., when units are operated in multiples of two, three, etc.

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
1' 02"	58.	1' 40"	36.
1' 03"	57.1	1' 45"	34.3
1' 04"	56.2	1' 50"	32.7
1' 05"	55.3	1' 55"	31.3
1' 06"	54.5	2'	30.
1' 07"	53.7	2' 15"	26.6
1' 08"	52.9	2' 30"	24.
1' 09"	52.1	2' 45"	21.8
1' 10"	51.4	3'	20.
1' 11"	50.7	3' 30"	17.1
1' 12"	50.	4'	15.
1' 15"	48.	5'	12.
1' 20"	45.	6'	10.
1' 25"	42.3	7'	8.6
1' 30"	40.	8'	7.5
1' 35"	37.9	10'	6.

SPEED RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions
	Speed Per Hour			Speed Per Hour
	Pass. Trains	Freight Trains		Freight Trains
BETWEEN C&NW - UP JUNCTION AND NORFOLK			BETWEEN NORFOLK AND WOOD	
Maximum Speed, Miles Per Hour:			Maximum Speed, Miles Per Hour:	
Passenger trains -----58			All trains -----35	
Freight trains -----45				
M.P. 0—Between home signals C&NW-UP Interlocking -----	20	20	M.P. 0.0—Junction with Sub-Divn. 2-----	Stop
M.P. 0 to 2.7—Between C&NW-UP Junction and Bridge G-10 two miles west of South Omaha-----	30	30	M.P. 1.3—U.P. Crossing 0.1 mile west of 7th St., Norfolk-----	Stop
M.P. 3.6—Between Home Signals Missouri Pacific Crossing-----	20	20	M.P. 31.3—CB&Q Crossing 0.2 mile east of Plainview-----	Stop
M.P. 3.6 to 9.7—Between Missouri Pacific Crossing and curves just east of Irvington-----	50		M.P. 31.3 to 48—Between CB&Q Crossing 0.2 mile east of Plainview and 1.6 miles west of Winnetoon-----	30
M.P. 9.7 to 10.1—Around curves just east of Irvington-----	20	20	M.P. 48 to 54—Between 1.6 miles west of Winnetoon and 0.4 mile west of Verdigre-----	25
M.P. 9.9—Around 5 degree curve and over Junction switches just east of Irvington-----	10	10	M.P. 65.8 to 69—Between Niobrara River Bridge 1 mile west of Niobrara and 4.2 miles west of Niobrara-----	20
M.P. 7.4 to 26.6—Between Irvington and Arlington-----	50		M.P. 72 to 109.3—Between 2.1 miles east of Verdel and Anoka-----	30
M.P. 10.8 to 11.5—Around curves 3.4 miles west to 4.1 miles west of Irvington-----	40	40	M.P. 109.3 to 116—Between Fairfax and Anoka—Eastbound-----	25
M.P. 26.6 to 29.5—Between East Connection and West Connection at Arlington-----	20	20	M.P. 121.5 to 174.7—Between Bonesteel and Winner-----	30
M.P. 29.7 to 30.6—Around 3 degree curve 0.7 mile west of Arlington and 4 degree curve 1.3 miles west of Arlington-----	40	40	M.P. 174.7 to 209—Between Winner and Wood-----	25
M.P. 0.5 to 1.2—Around three curves between Fremont and 1.2 miles west of Fremont-----	30	30	BETWEEN PLATTE RIVER AND SUPERIOR	
M.P. 1.2 to 2.8—Between 1.2 miles and 2.8 miles west of Fremont-----	50		Maximum Speed, Miles Per Hour:	
M.P. 4.7—Around 2 degree 30 minute curve 4.7 miles west of Fremont-----	50	40	All trains -----30	
M.P. 6.7—Between home signals CB&Q Crossing 2.4 miles east of Nickerson-----	35	35	M.P. 7—Junction with Subdivision 5-----	Stop
M.P. 16.8—Hooper, through corporate limits-----	35	35	M.P. 16.2—U.P. RR Crossing 1.4 miles east of Brainard-----	Stop
M.P. 24.2—Scribner, through corporate limits-----	40	40	M.P. 38.4 to 39.8—From westward approach signal to eastward home signal CB&Q Crossing 1.0 mile west of Seward-----	20
M.P. 36.9—West Point, over 1st and 2nd Street crossings west of station-----	20	20	M.P. 39.0—Over CB&Q Crossing 0.2 mile west of Seward-----	10
M.P. 80.5—Between home signals of remote control switch east end of Norfolk Yard-----	20	20	M.P. 64.6—Between home signals CB&Q Crossing 0.7 mile east of Exeter-----	20
BETWEEN NORFOLK AND LONG PINE			M.P. 65.1 to 65.3—Around two 6 degree curves at Exeter-----	25
Maximum Speed, Miles Per Hour:			M.P. 70.5—CB&Q Crossing 5.2 miles west of Exeter-----	Stop
Passenger trains -----58			M.P. 77.5—CB&Q Crossing 0.5 mile west of Geneva-----	Stop
Freight trains -----45			M.P. 86.6—CB&Q Crossing 0.5 mile east of Shickley-----	Stop
M.P. 81 to 81.5—Between Norfolk and west wye switch 0.5 mile west of Norfolk-----	10	10	M.P. 86.6 to 87.4—Between CB&Q Crossing 0.5 mile east of Shickley and west end of curve 0.2 mile west of Shickley-----	20
M.P. 81.5 to 82.2—Between west wye switch 0.5 miles west of Norfolk and westward home signal U.P. Crossing 1.3 miles west of Norfolk-----	30	30	M.P. 95.9—Between home signals U.P. Crossing, Davenport-----	20
M.P. 82.2 to 82.4—Between home signals U.P. Crossing 1.3 miles west of Norfolk-----	20	20		

SPEED RESTRICTIONS

LOCATION	Restrictions
	Speed Per Hour
BETWEEN SCRIBNER AND OAKDALE	
Maximum Speed, Miles Per Hour:	
All trains -----	25
M.P. 1—Junction with Subdivision 1-----	Stop
M.P. 50.5—U.P. Crossing, Humphrey-----	Stop
M.P. 115—Junction with Subdivision 1-----	Stop
BETWEEN FREMONT AND LINCOLN	
M.P. 0.0 Fremont to M.P. 5.7—U.P. Crossing	
Maximum Speed, Miles Per Hour:	
All trains -----	35
M.P. 5.7 U.P. Crossing to M.P. 52, Lincoln	
Maximum Speed, Miles Per Hour:	
All trains -----	30
M.P. 0.0—Junction with Subdivision 1-----	Stop
M.P. 23.2—U.P. and CB&Q Crossings 0.7 mile west of Wahoo-----	Stop
M.P. 50.1—Between home signals CB&Q Crossing 1.9 miles east of Lincoln-----	20
M.P. 50.7—Between home signals CB&Q Crossing 1.3 miles east of Lincoln-----	20
M.P. 51.6—MoPac Crossing-----	Stop
BETWEEN CALIFORNIA JUNCTION AND ARLINGTON	
Maximum Speed, Miles Per Hour:	
All trains -----	35
M.P. 5.7—Between home signals California Jct. interlocking-----	20
M.P. 5.7 to 6.3—Between west wye switch and eastward home signal California Jct. interlocking, eastward-----	20
M.P. 6.3—Through west wye junction spring switch at California Jct.-----	10
M.P. 11 to 11.3—Over Missouri River Bridge-----	25
M.P. 12.7—Through east wye switch and around wye at Blair-----	10
M.P. 12.7—Junction at east wye switch at Blair eastward-----	Stop
M.P. 13.2—CStPM&O Ry Crossing at Blair station-----	Stop
M.P. 29.1 to 29.5—Between east connection and west connection at Arlington-----	20
M.P. 29.5—Junction with Subdivision 1 at Arlington-----	Stop
BETWEEN ELKHORN JUNCTION AND IRVINGTON	
Maximum Speed, Miles Per Hour:	
All trains -----	25
M.P. 0.0—Junction with CStPM&O, Elkhorn Jct.---	Stop
M.P. 0.6—Over Sixteenth Street at Omaha-----	6
M.P. 3.5—Over Forty-ninth Street at Omaha-----	10
M.P. 7.3—Junction with Subdivision 1 at Irvington-----	Stop

ADDITIONAL SPEED RESTRICTIONS

1. Streamliner type trains and gas or diesel electric motor trains and engines must not run over inundated tracks if water is more than three (3) inches above top of rail, and all trains, including streamliner trains, will be governed by rules 101 and 713, and when operating through water, must not exceed a speed of five (5) miles per hour.

2. When Class "J" and "Z" engines are used in passenger train service, the speed of such trains must be restricted to that provided for freight trains.

3. Trains handling loaded tank cars will be restricted to a speed of 25 miles per hour except between Long Pine and Arlington 40 miles per hour. Trains handling loaded tank cars on heavy descending grades around curves will not exceed a speed of 25 miles per hour.

4. The speed of a train moving over a crossover, turnout from main track to siding, or to diverging route at a junction, must not exceed 10 miles per hour, except as provided for in foregoing speed restrictions.

5. When locomotive cranes, derricks, and pile drivers are moved in regular freight trains, the boom of locomotive cranes and derricks must be detached. The cotter key or nut at the bottom of the center pin in the trailing truck of all equipment must be removed when truck is so equipped. The speed of trains handling such cranes is restricted to 25 M.P.H. They should be handled next to caboose and with boom trailing.

6. The speed of steam wrecking outfits, unless otherwise instructed, must not exceed 25 M.P.H. between Long Pine and Missouri Valley and between Arlington and South Omaha, and 20 M.P.H. between Irvington and North Yard and balance of division.

7. Trains handling rotary snow plows on rear of trains with the wheel towards the rear will not exceed 18 M.P.H. When plow is being shoved, but not working in snow, the speed must not exceed 18 M.P.H. and the wheel of the rotary must be kept revolving slowly. When track conditions do not justify a speed of 18 M.P.H. the speed must be further reduced to meet existing conditions.

8. Trains handling scale test cars will not exceed 30 miles per hour on main sub-divisions, or 20 miles per hour on branch subdivisions; such cars to be handled only on specific instructions from the Chief Dispatcher, and placed in trains next to caboose and movement carefully observed.

9. Circus and Carnival trains on main line districts will not exceed 35 miles per hour on straight track and 25 miles per hour on curves. On branch lines, will not exceed 25 miles per hour on straight track and 20 miles per hour on curves. Speed restrictions requiring less than the above speeds must be observed.

10. Magor air dump cars, series 11701 to 11765, odd numbers, or cars of a similar type, may be handled only in switch, work train or way freight service, and then only upon receipt of specific instructions for such handling from the Division Superintendent.

This type car, when handled under load, should not be moved at a speed greater than twenty (20) miles per hour, and when empty, twenty five (25) miles per hour.

11. Diesel Electric Power moving light will not exceed a speed of 50 miles an hour.

12. Diesel switch engines 1000 - 1001 - 1002 - 1200 and those in the 400 series must not be operated at speeds to exceed 25 miles per hour in either forward or backward movement.

**BULLETIN BOARDS FOR THE POSTING OF GENERAL
ORDERS AND SPECIAL ORDERS ISSUED BY
SUPERINTENDENT ARE LOCATED
AS FOLLOWS:**

Norfolk	Division office, yard office, switchmen's building, passenger station enginemen's room and enginehouse.
Fremont	Telegraph office, yard office and enginehouse.
Council Bluffs	Enginemen's room.
Lincoln	Freight office and enginemen's room.
Missouri Valley	Passenger station and enginehouse.
Long Pine	Passenger station and enginehouse.
Superior	Passenger station and enginehouse.
South Omaha	Yard office and enginehouse.
Bonesteel	Passenger station.
Winner	Passenger station.
North Omaha	Yard office and enginehouse.

Orders will be numbered consecutively beginning with No. 1 on January 1st of each year. All members of train, yard and engine crews must consult Bulletin Boards and familiarize themselves with instructions contained in these General Orders and Special Orders. Conductors, Engineers and Yard Foremen must receipt for all General Orders in a book provided for that purpose at each Bulletin Board location, entering on this book dates and time order is read as well as signature.

SPECIAL RULES

On the road, at stations, in yards and on industrial tracks, are buildings, structures, station platform canopies, mail-tracks, bridge girders, and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employes must familiarize themselves with these conditions in the districts 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 employes must exercise great care in this respect.

Standard Time.
Rule 3.
1. Clocks showing Central Standard Time are located at train dispatcher's office Norfolk, telegraph office Fremont, Missouri Valley, Long Pine, Bonesteel, Winner, yard office Omaha north yard, and engine house Missouri Valley, Fremont, Norfolk, Long Pine and North Omaha.

Superior Direction.
Rule C-72.
2. EASTWARD trains are superior to WESTWARD trains of the same class.

Register Stations.
Rule S-83 and D-83.
3. Register Stations are:
Omaha North Fremont Superior
Yard Norfolk Bonesteel
Arlington Long Pine
Irvington South Omaha

Conductors of first class trains will register at register stations where they are not scheduled to stop by delivering register Blank "R" to operator who will enter same on register in proper form.

Clearance Form A
Rule 83c.
4. Trains will not be required to obtain Clearance Form A at initial division or subdivision station when same is a non-communicating station, or the office is closed.

All trains will obtain Clearance Form A at Fremont.

Time Spacing.
Rule 91.
5. Trains will be spaced 10 minutes apart on the Nebraska Division.

Freight Train Inspection.
Rule 952.
6. Freight train crews will make an inspection of their train at the following locations:
Atkinson Creston Geneva
Clearwater Winner Seward
Beemer Bonesteel Wahoo
Albion Verdigre

This inspection may be made at the next adjacent station in either direction if, for any reason, it is more convenient to do so. When not necessary to stop for other reason running inspection may be made by a member of the crew while train pulls by at slow speed.

Freight Trains Carrying Passengers.
Rule 734.
7. The following freight trains will be permitted to carry a limited number of passengers provided with proper transportation.

Nos. 467 - 471 between Norfolk Freight Yard and Winner.
Nos. 472 - 468 - 408 - 474 between Winner and Norfolk Freight Yard.
No. 339 between Fremont and Superior.
No. 340 between Superior and Fremont.
No. 565 between Scribner and Oakdale.
No. 566 between Oakdale and Scribner.

Air Brakes.
Rule 1078.
8. All cars in trains leaving terminals must be equipped with air brakes and in operation.

Use of Derailers.
Rule 104a.
9. Derailers have been installed at various stations principally on industry tracks; trainmen and enginemen will be expected to know at what points such protection is provided and to make sure, after having used such derailleurs, that they are locked in normal position.

Spring Switches.
10. Spring switches will be identified by a disc having black letters "SS" on a wide background, mounted at right angles to the red target. Rules 104a, 104f and 510a will be observed.

CALIFORNIA JCT. West wye switch. Normal position for wye track movements.

Showering Hogs.
Rule 731a.
11. Conductors will see that Rule 731a is observed and that record is kept on wheel report showing stations at which each car of hogs is showered and condition of hogs when taken and left.

Hog showering devices are located at water tanks at—

Pilger	Clearwater	Long Pine Yard
Meadow Grove	Atkinson	Norfolk Yard
	Irvington	

12 CROSSINGS, DRAWBRIDGES AND JUNCTIONS AT WHICH RULES 601A TO AND INCLUDING 672 WILL BE OBSERVED

MANUALLY OPERATED INTERLOCKINGS

C&NW-UP Junction, Eastward trains	Summit
CB&Q Crossing	Fremont
*UP Crossing (FSY&L Lead)	Fremont
UP	5.7 miles west of Fremont
C&NW	California Jct.

*At the UP crossing on the old FSY&L lead dwarf signals govern C&NW movements. These signals are normally at stop and C&NW trainmen will operate the cabin interlocking to clear signals for movement and return levers to normal after movement is completed.

In addition to observing Rules 601a to and including 672 the following will govern at the remote control interlockings listed below:

C&NW-----East end of yard, Norfolk
CB&Q Crossing -----Exeter

The interlocking at east end of yard at Norfolk is operated by the C&NW dispatcher at Norfolk.

The interlocking at the CB&Q crossing at Exeter is operated by the CB&Q dispatcher at Lincoln.

When a train or engine has been stopped by a stop signal at the above remote controlled interlockings, a trainman or engine-man must at once communicate with the dispatcher by telephone. The instructions must be repeated to insure correct understanding.

When given oral permission to pass a stop signal at a remote controlled interlocking, a movement must not be made over a dual controlled switch until it has been operated by hand in accordance with instructions posted in the telephone box at the signal.

In addition to observing Rules 601a to and including 672, all trains will approach the signal and/or derail protected railroad crossings shown below prepared to stop at the home signal.

If the home signal indicates proceed, the train must not exceed the speed designated below between home signals but the speed of the train or engine may be increased thereafter if other rules and conditions permit.

AUTOMATIC INTERLOCKINGS

	Miles Per Hour
UP Crossing, Davenport-----	20
CB&Q Crossing, 1 mile west of Seward-----	20
CB&Q Crossing, 2.4 miles east of Nickerson-----	35
CB&Q Crossing, 2 miles east of Lincoln-----	20
Mo. Pac. Crossing, 1.9 miles east of Dodge St., Omaha-----	20

SIGNAL AND/OR DERAIL PROTECTED CROSSING

Signals normally clear for C&NW movements

	Miles Per Hour
UP Crossing, 1.5 miles west of Norfolk-----	20
CB&Q Crossing, 1.3 miles east of Lincoln-----	20

Rail motor cars, gas or oil electric or single unit diesel engines when operated without a trailer car attached, must come to a full stop at the home signal of an automatic interlocking railroad crossing regardless of whether the signal is Clear or not. If the signal indicates Proceed, the movement may proceed after stop is made.

If a train or engine is stopped by the home signal at an automatic interlocked railroad crossing and no conflicting train movement is evident, a trainman must go to the crossing and operate the time release located in a box near the crossing and locked with a switch lock. Instructions for the operation of the time release are posted in the box. If the operation of the release does not cause the signal to display a proceed indication, the train or engine may proceed over the crossing under protection of the trainman at the crossing, after he has placed a lighted fusee 200 feet from and on each side of the crossing on the conflicting route.

At signal and/or derail protected crossings, if the home signals are not clear, and there is no train movement evident on the conflicting route a trainman shall proceed to the crossing and restore the levers to the position to clear the C&NW signals.

GATE PROTECTED CROSSINGS

Mo. Pac. Dahlman Boulevard-----South Omaha
CB&Q, Columbus Line Crossing-----0.2 mile west of Seward

At the gate protected crossing of the Mo. Pac. at Dahlman Boulevard, South Omaha, the gate is normally across the C&NW track. Train and engine movements on the C&NW will stop and C&NW trainmen will operate the gate.

At the gate protected crossing with the CB&Q 0.2 mile west of Seward, the normal position of the gate is across the CB&Q track. The C&NW trains will approach the gate protected crossing at not exceeding 20 miles per hour prepared to stop, unless the gate is seen to be in normal position.

RAILROAD CROSSINGS AND JUNCTIONS AT WHICH RULE 98 WILL BE OBSERVED

CS&PM&O-----Elkhorn Jct.
C&NW-----Irvington
C&NW-----East wye switch Blair
CS&PM&O-----Blair
C&NW-----Arlington
UP-----0.75 mile west of Wahoo
CB&Q-----0.75 mile west of Wahoo
Mo. Pac.-----Lincoln
C&NW-----Platte River
UP-----1.4 miles east of Brainard
CB&Q-----5.2 miles west of Exeter
CB&Q-----0.5 mile west of Geneva
CB&Q-----0.5 mile east of Shickley
C&NW-----Norfolk (east and west wye switches)
UP----- (Seventh Street) Norfolk
CB&Q-----0.2 mile east of Plainview
C&NW-----Scribner
UP-----0.02 mile east of Humphrey
C&NW-----Oakdale

At Blair the normal position of the east wye switch is for the wye.

Protection on 13. On sub-divisions 5, 6, 7 and 8, second and Branch Lines third class trains, extra trains and engines, may occupy the main track at stations between station mile-boards protecting against scheduled trains only, and extra trains must approach all stations prepared to stop expecting to find the main track occupied between the station mile-boards. When possible, trains will be notified of following extra trains by train order in the following form:

“After-----M, protect against extra----- (East or West)”

Trains receiving this order, will, after the specified time, protect as prescribed in Rule 99. Where Yard Limit signs are indicated, Rule 93 will govern.

Railroad Crossings. 14. The following Nebraska state law for the regulation of trains approaching railroad crossings must be complied with:

Section 1. All railroad trains and locomotives without trains shall come to a stop at least two hundred feet and not more than eight hundred feet from the crossing of the other railroad and the engineman shall sound two long blasts of the whistle before starting forward, except where said railroads maintain a semaphore and gate with a torpedo attachment, and when the signals indicate the crossing to be clear, no stop need be made.

Section 2. When trains or locomotives without trains approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

In accordance with the foregoing, trains will have precedence as follows:

Railroad	Location of Crossing	Trains Having Precedence
C., St. P., M. & O.	Blair	C. & N. W.
Missouri Pac.	South Omaha	Missouri Pacific
Union Pacific	Wahoo	Union Pacific
C. B. & Q.	Wahoo	C. & N. W.
Missouri Pac.	Lincoln	Missouri Pacific
Union Pacific	Brainard	Union Pacific
C. B. & Q.	5.2 miles west of Exeter	C. B. & Q.
C. B. & Q.	Geneva	C. B. & Q.
C. B. & Q.	Shickley	C. B. & Q.
Union Pacific	Humphrey	Union Pacific
Union Pacific	Norfolk (7th street)	C. & N. W.
C. B. & Q.	Plainview	C. & N. W.

Two or More Tracks District. Rule D-150.

Exception to Rule D-150.

15. Two tracks are in operation between South Omaha and C.&N.W.-U.P. Junction, extending from main track switch opposite engine house South Omaha to connection with Union Pacific Railroad.

On section of two tracks between South Omaha and C.&N.W.-U.P. Junction, all trains will use the right hand track.

First aid supplies consisting of cot, blanket attached and box containing bandages, etc., are required to be carried in combination cars of all passenger trains and to be kept on hand as follows:

Fremont—Yard Office, Engine House and Passenger Station.	Lincoln—C&NW Freight Office.
Norfolk—Baggage Room, Yard Office and Engine House.	Winner—Telegraph Office.
Superior—Telegraph Office.	So. Omaha—Yard Office.

COMPANY SURGEONS

City	Surgeon	Res. Phone	Office Phone
Chicago	J. K. Stack, M.D., Chief Surgeon A. Nygood, M.D., Chief Medical Examiner		
Omaha	Alfred J. Brown, M.D., Division Surgeon (May be called to any point on Nebraska Division). R. R. Best, M.D., Consulting Surgeon E. E. Simmons, M.D., Consulting Internist Harold Gifford, M.D., Consulting Surgeon, Eye, Ear, Nose and Throat W. A. Cassidy, M.D., Nose and Throat Specialist J. Dewey Bisgard, M.D., Local Surgeon John C. Kennedy, M.D., Local Surgeon H. R. Elston, M.D., Local Surgeon S. E. Potter, M.D., Local Surgeon	Wa 0913 Gl 2122 Gl 2617 Re 7514 Gl 2326 Gl 6610 Wa 8347 Wa 8232 Gl 7007	At 6140 Ha 4722 Ha 1141 At 5410 At 2327 At 3525 Ja 0495 Ma 0142 Ha 4722
Council Bluffs	J. P. Cogley, M.D., District Surgeon A. C. Brown, M.D., Local Surgeon L. R. Martin, M.D., Local Surgeon	3-0733 8114 6567	6677 37504 6677
Missouri Valley	C. A. Heise, M.D., District Surgeon	232-R-2	232
Blair	M. Nielsen, M.D., Local Surgeon	181	24
Arlington	R. A. Davies, M.D., Local Surgeon	29	43
Fremont	G. S. Reeder, M.D., District Surgeon (May be called to any point on Lincoln and Superior lines, and between Fremont and Scribner). R. C. Reeder, M.D., Local Surgeon	225 870	560 7
West Point	A. W. Anderson, M.D., Local Surgeon	201	237
Stanton	S. G. Allen, M.D., Local Surgeon	302	301
Norfolk	G. B. Salter, M.D., District Surgeon (May be called to any point between Scribner and Long Pine, and to any point on the Winner and Albion Lines). E. L. Brush, M.D., Consulting Surgeon B. R. Farner, M.D., Local Surgeon Geo. J. Stewart, M.D., Ophthalmologist	467 17 131 320	130 139 130 982
Neligh	E. E. Curtis, M.D., Local Surgeon	469	269
O'Neill	J. P. Brown, M.D., Local Surgeon	223	77
Bassett	H. J. Panzer, M.D., Local Surgeon, (Long Pine Terminal)	30-J	30-W
Wahoo	I. M. French, M.D., Local Surgeon	30	41
Lincoln	J. S. Welch, M.D., Local Surgeon J. E. M. Thomson, M.D., Associate Surgeon	2-4471 4-1234	2-3201 2-6876
Seward	H. D. Clark, M.D., Local Surgeon	305	307
Geneva	C. E. Ashby, M.D., Local Surgeon	401	444
Superior	C. G. McMahon, M.D., Local Surgeon	118	60
Creighton	W. E. Wright, M.D., Local Surgeon	12	152
Spencer	E. B. Bradley, M.D., Local Surgeon	2713	2711
Burke	R. J. Quinn, M.D., Local Surgeon	2911	2261