CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILROAD

SAFETY THE OMAHA RY. FIRST

NEBRASKA DIVISION.

No. 140 TIME TABLE No. 140

FOR EMPLOYES ONLY

Takes Effect Sunday, July 20, 1924

At 6:00 O'Clock A. M.

STUDY THE RULES CAREFULLY.

A. W. TRENHOLM, Vice-President

J. J. O'NEIL, General Manager

F. R. PECHIN, General Superintendent

E. C. BLUNDELL, Superintendent

BETWEEN SIOUX CITY AND OMAHA—GOING SOUTH.

THIRD CLASS				SECOND CLASS						Distance from Sioux City	Sub-Division No. 1 STATIONS TIME TABLE 140	Station Numbers	FIRST CLASS								
		21	15	25	17	13	33	19	31				7	1	9	71	3	11	73		
		Ex. Sun	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.				Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.		
		Way Freight	Way Freight	Stock Freight	Time Freight	Through Freight	Wynot Freight and Passenger	Stock Freight	Wynot Freight and Passenger				Omaha Local	Omaha Passenger	Norfolk Passenger	C. B. & Q. Passenger No. 17	Omaha Express	Black Hills Passenger	C. B. & Q. Passenger No. 163		
					P M 9.00					277.0	MINNEAPOLIS	1564			P M 7.30						
										266.6	10.5 ST.PAUL	1700			8.10						
		A M 9.00			P M 8.00	P M 9.30		P M 1.45			22ND STREET										
							P M 4.30		A M 9.25	.0	SIOUX CITY	1777			A M 8.55		P M 2.30	P M 4.00			
		9.15			8.15	9.45	4.35	2.00	9.30	0.7	0.7 C. & N. W. Crossing FIRST STREET				† 9.00	P M **12.55**	† 2.35	† 4.05	P M 6.35		
							4.40				1.2 C. M. & St. P. Crossing BRIDGE CUT										
		9.30			8.30	**10.05**	4.47	2.15	9.45	3.8	1.9 SO. SIOUX CITY	2200			9.10	1.06	2.43	4.15	**6.48**		
		9.32			8.32	10.08	4.48	2.17	9.46	4.2	0.4 FERRY				* 9.11	1.08	* 2.45	* 4.16	6.50		
		9.45			8.42	10.17	4.55	2.27	9.55	7.2	3.0 DAKOTA CITY	2202			9.17	P M	† 2.52	**4.26**	P M		
		9.55 **10.16**			9.00	10.35	**5.10**	**2.45**	**10.10**	12.1	.4 C. B. & Q. Crossing 4.5 COBURN	2204			9.26		**3.02**	* 4.37			
		10.55			**9.25**	10.50	P M **3.02**	**3.25**	A M	16.5	4.4 HUBBARD	2205			9.33		† **3.10**	† 4.45			
		11.30			10.00	11.30		**3.55**		23.6	7.1 NACORA	2207			**9.53**		† 3.25	† **5.00**			
		11.50	A M 7 00	P M 5 40	10.30	**11.55**		{**4.20** **4.55**		29.1	5.5 EMERSON	2208	A. M. 6.00	A M 10.10	**10.05**		{**3.40** 3.55	L **5.15**			
			7.35	6.00	10.50	P M		5.15		36.3	7.2 THURSTON	2210	6.12	10.23	A M		**4.20**	P M			
			8.25	6.20	11.03			5.30		41.5	5.2 PENDER	2212	6.22	10.34			4 30				
			{**8.52** 9.20	**6.50**	11.30			5.55		51.2	9.7 BANCROFT	2214	6.40	10.54			4.48				
			10.00	7.25	11 50			**6.15**		58.8	7.6 LYONS	2216	6.54	11.10			5.02				
			10.45	**7.50**	12.20			6.50		65.6	6.8 OAKLAND	2218	7.08	11.25			5.15				
											.3 C. B. & Q. Crossing										
										67.4	1.5 PEAK										
			11.20	8.50	**1.00**			7.15		72.7	5.3 CRAIG	2220	7.25	11.42			**5.30**				
			{**11.40** **12.15**	9.30	1.35			**7.25** 7.45		74.0 81.4	1.3 ZION 7.4 TEKAMAH	2222	**7.45**	**12.00**			5.48				
			12.50	10.00	**2.00**			8.00		88.5	7.1 HERMAN	2224	7.59	12.12			6.02				
			1.05	10.20	2.18			8.15		93.0	4.5 TYSON	2226	† 8.08	* 12.22			† 6.12				
			2.00	**11.05**	2.40			8.40		98.5	5.5 C. & N. W. Crossing BLAIR	2228	8.25	12.35			**6.28**				
			2.15	11.25	3.00			9.05		103.9	5.4 DE SOTO	2230	† 8.38	*12.46			† 6.40				
			2.30	11.40	3.15			9.20		107.4	3.5 FORT CALHOUN	2232	**8.45**	12.52			6.48				
			2.40	11.58	3.30			9.35		111.3	3.9 NASHVILLE	2234	† 8.52	*12.59			† 6.58				
			2.55	**12.20**	3.50			**10.00**		114.5	3.2 SOUTH CUT		*9.05	* 1.07			* 7.06				
			3.10	12.40	4.05			10.20		118.3	3.8 FLORENCE	2236	9.12	**1.15**			7.15				
			3.25	12.55	4.20			10.35		121.7	3.4 ELKHORN JUNCTION	2238	* 9.22	* 1.25			* 7.24				
			3.30	1.00	4.30			10.40		122.5	0.8 NORTH YARD		* 9.26	* 1.27			* 7.27				
										123.4	0.9 OMAHA	2240	9.30	1 30			7.30				
		A M	P M	A M	A M			P M					A. M.	P M			P M				
		Ex. Sun.	Ex. Sun	Daily	Daily	Daily	Ex Sun.	Daily	Ex. Sun.				Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.		

All trains will approach Ferry under absolute control expecting to find trains of diverging lines entering or leaving main line.

All trains must move between engine house switch and Omaha passenger station under control and prepared to stop within their vision, expecting to find delayed trains of C., St. P., M. & O. Ry. or C. & N. W. Ry., or light engines going to or from Round House on main tracks. At night or during stormy or foggy weather great care must be exercised, and proper precautions taken to prevent accidents.

No. 8 takes Siding for No. 3.

No. 9 will transfer coach passengers and baggage to No. 1 at Emerson for all points south.

Trains No. 3-4-7-8- Will stop at Ouren Spur on flag to take on or leave passengers.

No. 15 will carry passengers between Emerson and Florence.

No. 1 will stop at Tyson, Desoto and Nashville to let off passengers ticketed from points beyond Emerson.

BETWEEN OMAHA AND SIOUX CITY—GOING NORTH

FIRST CLASS										Sub-Division No. 1 STATIONS TIME TABLE 140	Distance from Omaha	SECOND CLASS						THIRD CLASS			
6	72	8	2	10	70	4	12			14	30	32	18	20	26	22	16			
Sun. Only	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily			Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.			
Sioux City Local	C. B. & Q. Passenger No. 16	Emerson Local	Sioux City Passenger	Sioux City Passenger	C. B. & Q. Passenger No. 164	Twin City Express	Sioux City Passenger			Stock Freight	Wynot Freight and Passenger	Wynot Freight and Passenger	Through Freight	Time Freight	Freight	Way Freight	Way Freight			
			A M 8 25	A M 8.25			P M 8 25	MINNEAPOLIS	400.4				A M 4.00	P M 2.00						
			7.40	7.40			7.45	10.4 ST. PAUL	390.0											
								22ND STREET	124.2	A M 2.00			P M 10.45	A M 8.00		P M 7.30				
A M 11.25			P M 6.00	P M 4.50			A M 10.45	SIOUX CITY WY	123.4		A M 8.05	P M **3.50**								
* 11.21	P M 6.05		* **5.55**	* 4.45	P M **12.25**		* 10.41	0.7 C. & N. W. Crossing FIRST STREET C. M. & St. P. Crossing	122.7	1.45	7.55	3.45	10.25	7.40		7.15				
				4.40				1.2 BRIDGE CUT												
11.11	5.55		5.45	4.35	12.12		10.31	1.9 SO. SIOUX CITY	119.6	1.22	7.40	3.30	**10.05**	7.25		{ 7.00 **6.47**				
* 11.10	**5.50**		* **5.43**	* 4.33	12.10		* 10.30	0.4 FERRY	119.2	1.20	7.38	3.28	10.03	7.23		6.45				
11.05	P M		5.37	**4.26**	P M		10.25	3.0 DAKOTA CITY	116.2	1.10	7.30	3.20	9 55	7.14		6.40				
								.4 C. B. & Q. Crossing												
10 55			**5.25**	* 4.17			**10.16**	4.5 COBURN WY	111.3	12.55	7.15	**3.05**	9.40	6.58		6 25				
10.47			5.15	* 4.09			10.08	4.4 HUBBARD	106.9	12.40	A M	P M	**9.25**	6.45		6.05				
† 10.32		P M	**5.00**	* **3.55**			**9.53**	7.1 NACORA	99.8	12.20			8.55	6.20		5.40				
{ 10.20 { **10.10**		9.05	{ 4.45 { **4.35**	**3.40**		A M 9 35	9.40	5.5 EMERSON WY	94.3	**11.55**			8.30	**6.00**	A M 4.00	**5.15** P M	**PM 4.55**			
9.55		8,47	**4.20**	P M		9.22	A M	7.2 THURSTON	87.1	P M			7.35	5.10	3.30		{ **4.35** { **4.10**			
9.45		8,37	4.10			9.12		5.2 PENDER W	81.9				7.20	4.50	3.10		3 55			
9.25		8,17	3.50			**8.52**		9.7 BANCROFT	72.2				**6.50**	4.20	2 30		3,00			
9.12		8.02	3.33			8.37		7.6 LYONS W	64.6				**6.15**	3.55	2 00		2.30			
9.00		**7.50**	3.18			8.25		6.8 OAKLAND	57.8				5.55	3.30	1.35		2.00			
								.3 C. B. & Q. Crossing												
								1.5 PEAK	56.0											
8.40		7,30	3.02			8.06		5.3 CRAIG W	50.7				**5.30**	3.05	**1.00**		1.10			
		7.25						1.3 ZION	49.4											
8.20		7.10	2.42			**7.45**		7.4 TEKAMAH W	42.0				4.40	2.25	12.15		{ **12.15** { **11.30**			
8.05		6,55	2.25			7.34		7.1 HERMAN	34.9				4 20	**2.00**	11.45		11.10			
† 7.56		† 6,43	* 2.13			† 7.25		4.5 TYSON	30.4				4.07	1.45	11.30		10.10			
7.45		6.32 **6.28**	**2.00**			7.15		5.5 C. & N. W. Crossing BLAIR WY	24.9				3 52	1.25	**11.05**		9.55			
† 7.34		† 6.15	* 1.45			† 7.02		5.4 DE SOTO	19.5				3.35	1.02	10.45		9.00			
7.27		6,07	1.38			6.55		3.5 FORT CALHOUN	16.0				3.20	12.50	10.30		**8.45**			
† 7.18		† 5,57	* 1.30			† 6.48		3.9 NASHVILLE	12.1				3.08	12.35	10.15		8.15			
* 7.11		* 5,48	* 1.25			* 6.41		3.2 SOUTH CUT	8.9				**2.55**	**12.20**	**10.00**		8.00			
† 7.02		5,40	† **1.15**			† 6.33		3.8 FLORENCE	5.1				2.35	11.50	9.40		7.40			
* 6.50		* 5,31	* 1.06			* 6.25		3.4 ELKHORN JUNCTION	1.7				2.20	11.35	9.20		7.05			
* 6.48		* 5,28	* 1.03			* 6.23		0.8 NORTH YARD	0.9				2.15	11.30	9.15		7.00			
6.45 A M		5,25 P M	1.00 P M			6.20 A M		0.9 OMAHA W					P M	P M	P M		A M			
Sun. Only	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily			Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.			

All trains will approach Ferry under absolute control expecting to find trains of diverging lines entering or leaving main line.

All trains must move between engine house switch and Omaha passenger station under control and prepared to stop within their vision, expecting to find delayed trains of C., St. P., M. & O. Ry. or C. & N. W. Ry., or light engines going to or from Round House on main tracks. At night or during stormy or foggy weather great care must be exercised, and proper precautions taken to prevent accidents.

No. 8 will take siding for No. 3.

Northbound passenger trains not scheduled to stop at North Yard will proceed on clear signal without release. When block is clear and there are no orders for approaching train, signalman will display clear signal.

No. 16 will carry passengers between Florence and Emerson.

Trains No. 3-4-7-8 will stop at Ouren Spur on flag to take on or leave pa ssengers.

No. 10 will make all station stops north of Emerson on Sunday.

No. 4 will transfer coach passengers and baggage to No. 12 at Emerson for all points north.

No. 2 will stop on signal at Nashville, Desoto and Tyson to take on passengers for points beyond Emerson.

NORFOLK LINE

GOING WEST									Station Numbers	Distance from Emerson	Sub-Division No. 2 STATIONS TIME TABLE 140	Distance from Norfolk		GOING EAST								
THIRD CLASS					SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS		THIRD CLASS				
		57	45	21	13	53	11	9						12	10	14	52	22	56	44		
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily						Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sat.	Ex. Sat.		
		Way Freight	Way Freight	Way Freight	Through Freight	Freight and Passenger	Black Hills Passenger	Norfolk Passenger						Sioux City Passenger	Sioux City Passenger	Stock Freight	Freight and Passenger	Way Freight	Way Freight	Way Freight		
		A M 7.00	A M 7.30	P M 12.20	A M 12.30	P M 5.00	P M 5.40	A M 10.15	2208		EMERSON WY	46.3		A M 9.25	P M 3.30	P M 11.30	P M 3.00	P M 4.35	P M 6.45	P M 7.00		
									2400	2.7	2.7 RIDGE	43.6										
		7.40	8.05 A M	1.15	1.15	5.25	6.05	10 40	2403	9.4	6.7 WAKEFIELD WY	36 9		9.05	3.10	10.40	2.30	4.00	6.05 5.25	6.15 P M		
		8.10		1.40 2.45	2.00	5.50	6.30	11.05	2406	18.5	9.1 WAYNE WY	27.8		8.40	2.45	10.05	1.50	3.15 2.20	4.45			
		A M		3.15	2.40	P M	6 52	11.27	2410	28.1	9.6 WINSIDE	18.2		8.13	2.20	9.25	P M	2.00	P M			
									2413	34.3	6.2 APEX	12.0										
				3.45	3.30		7.17	11.52	2414	38.1	3.8 HOSKINS	8.2		7.50	1.59	8.40		1.10				
									2415	44.7	6.6 ASYLUM SPUR											
				4.20	4.00		7.37	12.10	2416	46.3	1.6 NORFOLK W			7.35	1.42	8.15		12.30				
				4.30 P M	4.30 A M		7.50 P M	12.20 P M			1.5 SOUTH NORFOLK (On C. & N.-W. Ry.)			7.25 A M	1.30 P M	7.50 P M		11.10 A M				
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily						Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sat.	Ex. Sat.		

No. 9 is superior to No. 10 between Emerson and Norfolk.

Nos. 21 and 22 carry passengers between Emerson and Norfolk.

No. 10 will transfer coach passengers and baggage at Emerson to No. 2 for points at which No. 10 does not stop north of Emerson.

All movements over Norfolk Avenue and 4th Street, Norfolk, must be made under absolute flag protection by trainmen or enginemen. No cars will be switched over these streets except when coupled to engine.

BLOOMFIELD LINE

GOING WEST								Station Numbers	Distance from Wayne	Sub-Division No. 3 STATIONS TIME TABLE 140	Distance from Bloomfield		GOING EAST							
THIRD CLASS						SECOND CLASS								SECOND CLASS			THIRD CLASS			
					57		53	51						50	52		56			
					Ex. Sun.		Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.		Ex. Sat.			
					Way Freight		Freight and Passenger	Freight and Passenger						Freight and Passenger	Freight and Passenger		Way Freight			
					A M 8.40		P M 6 45	A M 11.15	2403		WAYNE WY	42.6		A M 8.30	P M 1.35		P M 4.15			
					9.45		7.10	11.45	2603	9.5	9.5 CARROLL	33.1		8 00	1.05		3.45			
					10.15		7.25	12 00	2605	16.0	6.5 SHOLES	26.6		7.45	12.40		3.10			
					11.15		7 40	12.20	2607	20.6	4.6 RANDOLPH W	22.0		7.30	12.20		2 40			
										20.8	0.2 C. B. & Q. RY. CROSSING.	21.8								
					11.45		8 05	12.40	2609	28.7	7.9 MAGNET	13.9		7 09	11.45		1 45			
					12.45		8.20	1.00	2611	33.3	4.6 WAUSA	9.3		6 55	11.20		1.15 12.45			
					1.15 P M		8.50 P M	1.30 P M	2615	42.6	9.3 BLOOMFIELD W			6.30 A M	10.45 A M		12.15 P M			
					Ex. Sun.		Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.		Ex. Sat.			

Nos. 56 and 57 will carry passengers.

CROFTON LINE

GOING WEST								GOING EAST						
THIRD CLASS	SECOND CLASS					Sub-Division No. 4. STATIONS Time Table 140		SECOND CLASS		THIRD CLASS				
45	43	41	Station Numbers	Distance from Wakefield			Distance from Crofton	40	42	44				
Ex. Sun.	Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.	Ex. Sat.				
Way Freight	Freight and Passenger	Freight and Passenger						Freight and Passenger	Freight and Passenger	Way Freight				
A M 8.55	P M 6.15	A M 10.50	2403	.....		....WAKEFIELD. WY	48.6	A M 8.55	P M 2.20	P M 5.30	.....	.....	.....	.....
					10.0									
9 40	6.45	11.20	2502	10.0		.....CONCORD.....	38.6	8.25	1.50	4 50	.....	.....	.....	.....
					6.0									
10.25	7.10	11.40	2503	16.0		.....LAUREL.....W	32.6	8 05	1.30	4.15	.....	.....	.....	.....
					0.1									
.....	.....	.....	.....	16.1		C.B.&Q. Ry. Crossing	32.5	.....	.....	.....	.....	.....	.....	.....
					7.9									
11.10	7.25	12.00	2506	24.0		.....COLERIDGE....	24.6	7.40	1.00	3.25	.....	.....	.....	.....
					9.5									
{ 11.35 / 12.35	7.50	12.25	2509	33.5		....HARTINGTON..W	15.1	7.10	12.25	2.25	.....	.....	.....	.....
					7.6									
1 05	8.10	12.45	2513	41.1		.. FORDYCE.....	7.5	6 50	11.55	1.55	.....	.....	.....	.....
					7.5									
1.30 P M	8.30 P M	1.10 P M	2516	48.6		.....CROFTON... WY	.....	6.30 A M	11.30 A M	1.30 P M	.....	.....	.....	.....
Ex. Sun.	Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.	Ex. Sat.				

Nos. 44, 45, will carry passengers.

WYNOT LINE

GOING WEST					Sub-Division No. 5. STATIONS Time Table 140		GOING EAST				
SECOND CLASS							SECOND CLASS				
33	31	Station Numbers	Distance from Coburn			Distance from Wynot	30	32			
Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.			
Freight and Passenger	Freight and Passenger						Freight and Passenger	Freight and Passenger			
P M 5.30	A M 10.30	2204	.....		.....COBURN WY	44.9	A M 7.15	P M 2.45	.....	.....	
				3.3							
.....	.....	.....	3.3		C.B.& Q. Ry. Crsg.	41.6	.....	.....	.....	.....	
				0.1							
5.40	10.45	2300	3.4		....JACKSON	41.5	7.02	2.30	.....	.....	
				4.1							
5.55	11.10	2302	7.5		.....WILLIS	37.4	6.50	2.15	.....	.....	
				8.6							
6.25	12.20	2304	16.1		....PONCA.....	28.8	6.25	1.45	.....	.....	
				10.5							
7.00	**1.10**	2308	26.6		..NEWCASTLE..W	18.3	5.52	**1.10**	.....	.....	
				7.1							
7.23	1.45	2313	33.7		... MASKELL ...	11.2	5.32	12 45	.....	.....	
				2.4							
7.35	2.05	2315	36.1		.....OBERT.....	8.8	5.25	12.30	.....	.....	
				8.8							
8.00 P M	2.30 P M	2318	44.9		.....WYNOT...W	.....	5.00 A M	12.00 NOON	.....	.....	
Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.			

The General Rules and Regulations governing employes of the operating department are issued in a book form, dated March 1st, 1903. Every employe whose duties are in any way prescribed by these Rules, must always have a copy at hand when on duty.

SIGNS AND LETTERS.

⊖Block telephone.
*Trains do not stop.
†Trains stop only on signal, or to leave passengers.
‡Trains stop only to leave passengers.
§Trains stop only on signal.
L Train stops for lunch.
W Water stations (opposite name of Station).

SPECIAL RULES.

Care is at all times enjoined; in case of doubt, adopt the safe course.

Freight trains authorized to carry passengers must stop the passenger carrying car at the passenger station platform and permit passengers to board and leave train at the depot station.

Superiority

1. Trains going East or North are superior to trains of same class going in the opposite direction.

Extra trains will be permitted to run ahead of Second and Third Class trains, and Third Class Trains ahead of Second Class trains without orders, but when a freight train of any class is delayed for any cause, which will result in delay to a following train, it will sidetrack and allow such following train to proceed without delay.

C. B. & Q. trains will pull into clear Nebraska Division main line immediately on arrival at First Street and Ferry.

All trains will look out carefully for Western Division Nos. 1-2-3-4 and 9, turning on the Wye at First Street.

Standard Time

2. Standard time is shown by clocks in—
Train Dispatcher's office.....Omaha
North Yard office.....Omaha
Passenger Station.....Sioux City
Yard office.....Sioux City
Telegraph office.....Emerson

Registry of Trains

3. All trains will register at the following stations:

First Street, Ferry, Coburn, Emerson, Oakland, Blair, North Yard.

Freight trains will register at 22nd Street, Sioux City.

Passenger trains will register at passenger station at Sioux City and Omaha.

Branch trains will register at the following stations:
Wynot, Crofton, Bloomfield, Emerson, Wakefield, Wayne, Norfolk.

Trains scheduled to pass registering stations without stopping also trains receiving a train order reading; All trains Due.....up to.....AM (or PM) have passed.

Will register at that point by register card Form 645.

Bulletin Boards

4. Bulletins are posted at the following points:

Sioux City, Passenger Depot.
Sioux City, 22nd Street and Roundhouse
Ferry, Emerson, Blair.
Omaha, North Yard and Passenger Depot and Round House.
Wynot, Crofton and Bloomfield.

Yard Limits

5.

	Distance in Feet From outer Switches
Sioux City-Floyd River Bridge	1500 Ft. South
Coburn	1500 Ft. South
Coburn	1500 Ft. North
Coburn	1500 Ft. West
Emerson	1500 Ft. North
Emerson	1500 Ft. South
Emerson	1500 Ft. West
Oakland	1000 Ft. North
Oakland	1000 Ft. South
North Omaha	1000 Ft. North
Wakefield	1500 Ft. West
Wakefield	1500 Ft. East
Wakefield-Crofton Line	1500 Ft. West
Wayne	1500 Ft. West
Wayne	10 Ft. East
Wayne-Bloomfield Line	1500 Ft. West
Norfolk	1000 Ft. East

BLOCK SIGNALS.

Block Rules

6. Manual Telephone block rules 259 to 262 inclusive and Manual Telegraph block rules 300 to 353 inclusive govern over the following districts:

First street Sioux City to North yard Omaha.
Emerson to Norfolk.

Manual Block Norfolk, Wayne, Wakefield Emerson and North Yard

7. At Norfolk, Wayne, Wakefield and Emerson, Manual block will end at approaching Yard Limit Boards for all trains. All trains or engines will use and occupy this territory between yard limit boards as per rules 86 to 89 inclusive.

All trains leaving adjoining block stations must understand that clear block, when given, exists only to approaching Yard Limit Board at Norfolk, Wayne, Wakefield and Emerson.

Signalman at Norfolk, Wayne, Wakefield and Emerson may block with adjoining block station when block is clear between such adjoining station and approaching Yard Limit Board at Norfolk, Wayne, Wakefield or Emerson.

At North Yard, Omaha, Manual Block will end at Yard Limit Board.

Occupying Main Track

8. At the following named stations engines and freight and work trains may occupy main track and block signals will be operated as per General Rule 300-A

First St., Oakland,
Coburn, Tekamah,
Blair,

A clear block giving any train right to pass to or through the stations above named does not indicate that the main track at such points is clear, but trains accepting block must approach and pass through these stations under full control prepared to stop within their vision.

Telephones

9. Telephones at Nashville, South Cut Lyons, Bancroft, Thurston, So. Sioux City and Bridge Cut are to be used to obtain permission from signalman at adjoining block station to enter block, or to report block clear, by trains taking sidings at those points to clear block for other trains.

In communicating by telephone with the signalman, trains must invariably be identified by person in charge, and as required in order forms. Regular trains by number and conductor's name. Extras by engine numbers and conductor's name.

Releases, Caution Cards and Clearances

10. When one train is permitted to follow another into a block under authority of a caution card, such train must not leave the station until at least ten minutes have elapsed since the departure of preceding train, and the signalman, when issuing a caution card for this purpose, will state under head of "Remarks" the time the last train ahead departed.

On Form 547 (Clearance), Form 538 (Release) and Form 539 (Caution Card), Signalman will show the number of train orders he has for delivery to train named. This will be done by writing the number immediately preceding the word "Orders," and under the head of "Remarks" the "Numbers of the train orders" he has for the train named.

In territory not governed by block signals. Signalman will deliver Form 547 to trains for which there are orders, as well as to those for which there are no orders.

In telegraph block signal territory Form 538 (Release) and Form 539 (Caution Card), and in automatic block signal territory Form 547 (Clearance), will be used as Clearance on train order signals.

Conductors, Enginemen and others interested, must scrutinize the above forms and see that they receive the number of orders called for thereon.

Rule 220-B is suspended at terminals where telegraph service has been discontinued.

Bridges.

Speed Regulations

11. Br. No. 1, Floyd River
10 miles per hour
Br. No. 2, Missouri River
8 miles per hour

Street Crossings.

Sioux City Yards	Under full control
South Sioux City	8 miles per hour
Oakland—all streets	8 miles per hour
Tekamah—all streets	8 miles per hour
North Omaha All Streets	8 miles per hour
Norfolk—all streets	8 miles per hour
Fort Calhoun	8 miles per hour
Wakefield	8 miles per hour
Randolph, All Streets	8 miles per hour

Crossing Bells 12. The crossing bells at Bancroft, Lyons, Tekamah and North Omaha are signalled only from the main track. All movements over these crossings from other tracks will have to be protected by flagman. Brakeman should go in advance of engine or cars except on main track.

Caution in case of storm or defective track 13. If there is any reason to believe that a train has passed over any dangerous defect in roadway, enginemen must stop at once and notify the conductor, in order that he may investigate and take proper action.

During and immediately after severe storms, trains should be run with caution over portions of the track likely to be damaged.

14. **Curves**

LOCATION OF CURVES	Maximum Speed in miles per hour: Passenger	Freight
MAIN LINE		
Bet.M.P.19 & 24 Hubbard & Nacora	30	25
Bet.M.P. 24 & 29 Nacora & Emerson	30	25
Bet. M. P. 71 & 72 1st curve north of Craig	30	25
Bet. M. P. 73 & 74 1st curve north of Zion	30	20
Bet. M. P. 74 & 75 1st curve south of Zion	30	20
Bet. M. P. 77 & 78 Zion & Tekamah	30	20
Bet. M. P. 90 & 91 Reverse curves south of Herman	30	20
Bet. M. P. 97 & 98 Tyson & Blair	35	25
Bet. M. P. 100 & 103 Blair & De Soto	30	20
Bet.M.P.110&111 Ft.Calhoun&Nashville	30	20
Bet. M.P. 112 & 113Nashville&South Cut	35	20
Bet. M.P. 114 & 118 South Cut & Florence	30	
NORFOLK LINE		
Bet. M. P. 0 & 3 Emerson & Ridge.	30	20
Bet. M. P. 3 & 5 Ridge & Wakefield.	30	20
Bet. M. P. 30 & 33 Winside & Apex	30	20
Bet M.P. 34.5 & 37.5 Apex & Hoskins	35	20

Slow Speed Rule 15. "When trains are running over track or bridges under slow speed orders (except when covered by timetable rule or permanent slow-board) a man must be stationed on the last car of the train, and will give the 'proceed' signal to the the engineer after the last car has passed the limit where speed is restricted.

Engineers will maintain the speed designated until the 'proceed' signal is given from the rear end, and same will be acknowledged by whistle signal 14(g)."

Engines Backing Up. 16. Engines backing up either with or without trains must not exceed 20 miles per hour on main line tracks or 15 miles per hour on branch line tracks.

Speed Tank Cars. 17. Speed of trains handling tank cars when loaded, must not exceed twenty-five (25) miles per hour at any point.

Elevated Coal Sheds 18. Not more than two cars at a time may be taken into an elevated coal shed. There must be one man on each car, and if cars have air brakes, air must be coupled and in use.

Railroad Crossings Neb. State Law, Sec. 1 19. All railroad trains and locomotives without trains shall come to a full stop at least 200 feet and not more than 800 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 torpedo attachment and when the signals indicate the crossings to be clear, no stop need be made.

Sec. 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 above, trains will take preference as below:

Railways	Location	Trains Taking Preference
C. & N. W.	Blair	C. & N. W.
C. B. & Q.	Oakland .01 mile south	C.St.P.M.& O.
C. B. & Q.	Dakota City .01 mile south	C.St.P.M.& O
C. B. & Q.	Jackson .01 mile east	C.St.P.M.& O.
C. B. & Q.	Laurel .01 mile west	C.St.P.M.& O.
C. B. & Q.	Randolph .02 mile west	C.St.P.M.& O

Stopping at Railroad Crossings 20. All trains approaching railroad crossings after coming to a full stop at regular stop boards, must proceed cautiously with trains under full control, until point is reached where unobstructed view of the crossing line can be had by the engineman, so that, if necessary, stop can be made in time to avoid accident. Trains will use extra care approaching railroad crossings in stormy or foggy weather.

The following railroad crossings are interlocked and rules 600 to 657 will be observed.

21. **RAILWAY CROSSINGS**

Railways	Location
C. B. & Q.	Oakland .01 mile south
C. B. & Q.	Dakota City .01 mile south

The following Railroad grade crossings and junctions at which rule 98 will be observed.

RAILWAY CROSSINGS

Railways	Location
C. & N. W.	Elkhorn Junction
C. & N. W.	Blair
C. B. & Q.	Jackson .01 mile east
C. B. & Q.	Laurel .01 mile west
C. B. & Q.	Randolph .02 mile west

JUNCTIONS

Branch line trains at their respective junction switches.

C. B. & Q. trains at Ferry.

Double Track 22. Double track extends and is operated between: South end 22nd street yard and Wall Street, Sioux City. All trains or engines using the double tracks between Wall St. and the south end of 22d St. yard, Sioux City, will come to a full stop before passing the switches connecting the cross-overs at 9th St., and must not proceed until it is known that the way is clear and switches right. These cross-overs must be treated the same as a railroad crossing.

Double track extends and is operated between Nicholas Street and 650 feet north of Elkhorn Junction, Omaha, Yard.

The stop board on east side of track at Elkhorn Junction is for the control of trains and engines using crossover only.

C. St. P. M. & O. trains will proceed ahead of C. & N. W. trains of same or inferior class when they arrive at Elkhorn Junction simultaneously. C. St. P. M. & O. trains before proceeding must know that C. & N. W. incoming trains have come to a full stop.

Crossover movements 23. On double track when a train crosses over to, or obstructs a track on which the current of traffic is in the opposite direction must first be protected in the manner prescribed by Rule 99, against trains moving with current of traffic on that track, except where switches are interlocked and protected by home and distant signals the movement may be made under their protection.

This rule does not apply to yards where switch engines are regularly employed, at such yards Rule 98-C only will govern.

Switches Omaha Yards 24. Switches at Elkhorn Junction and at North end of double track, and at all other points on west main or ingoing track north of Nicholas Street, will be left set so that south-bound C., St. P., M. & O. trains can proceed without changing switch.

Time Tables of Foreign Lines 25. Train and Enginemen must provide themselves with current time card of C. & N. W. Ry. between Norfolk and South Norfolk.

Cleaning Ash-Pans 26. Ashpan may be cleaned at any station and Enginemen must see that fire in cinders is left extinguished. Every possible precaution must be observed so that under no circumstances will it be possible for a fire to start from the cinders.

Firemen pulling clinkers in any yard will leave them in gangway of engine to be thrown outside of yard switches.

Omaha Yard

Ash pans may be cleaned any place except on leads, switches and main lines.

Handling Livestock 27. Conductors handling stock received from any connecting line or division will wire Chief Train Dispatcher car number, contents, destination, whether or not 36 hour release is attached. whether or not there is feed and water in the car and sufficient room for all stock to lie down at the same time, time stock was last fed, watered and rested and whether or not there is a man in charge, and in picking up stock at local stations destined connecting line will wire Chief Dispatcher date and hour loaded and destination and whether 36 hour release is attached to the way bill and if there is a man in charge.

Showering Hogs 28. Hog showers are located as follows: Pender, Coburn, Wakefield, Hartington, Bloomfield and Omaha Roundhouse Standpipe.

Car numbers changed on Way-Bills 29. Conductors must not take cars accompanied by way-bills on which car numbers or initials have been changed, unless such way-bills bear notation showing at what station and by whom changes were made. If freight will not bear delay, conductors or agents should get instructions from Train Dispatcher by telegram.

Seals on Ice Bunkers 30. Conductors are not required to break seals on ice bunker covers to comply with rule 874.

Track Scales 31. Located as follows:

Station.	Capacity.
Wakefield	50 Ft., 100 tons.
Norfolk	50 Ft., 100 tons.
Omaha	50 Ft., 200 tons.

Clearance 32. **Eaves on East side of depot at Lyons will not clear man on side of car.**

SPUR TRACKS

Stock Yards Spur:—Spur between Floyd River bridge and First Street (Sioux City).

Floyd:—Siding about seven-tenths of a mile south of First Street (Sioux City), telegraph office.

Case Siding:—1.5 miles East of Hartington.

Ouren Spur:—3 miles north of Tekamah.

Ranch Spur:—1.4 mile north of Herman.

Stock Spur:—1.4 miles north of DeSoto.

Briggs:—Connection with C. & N. W. 0.8 mile south of South Cut.

Water Works Spur:—North end of old river line, one mile north of Florence.

North Omaha:—Siding 1.4 mile north of Elkhorn Jct.

DERAIL SWITCHES ARE LOCATED AS FOLLOWS:

Hubbard—North end house track.
Nacora—South end loading track.
Emerson—Stub switch at South end No. 4 track to be left set for mill track, to act as derail for track No. 4.
Emerson—West end tracks 7, 8, 9 and south end coach track. North and south End Coal Shed Track.
Bancroft—North and south end house track.
Lyons—North and south end house track.
Ouren Spur—Near main line.
Tekamah—South end elevator track.
South end house track.
Ranch Spur—Near main line switch.
Tyson—South end stock yard track.
Blair—North end stock track.
South end South Blair track.
Fort Calhoun—North and south end house track.
Nashville—North end team track.
W. W. Spur—Near main line.
Florence—North end ice house track.
North end supply track.
Coburn—Both ends of wye.
Willis—East end siding.
Obert—East and west end siding.
Wynot—East end house track.
East end elevator track.
Wayne—Entering mill track.
Winside—East end stock track.
Asylum Spur—Near crossing west of Asylum.
Coleridge—East end house track.
Case Siding—East end.
Carroll East End of the Spur track.
Magnet—East end siding.
Sholes—East end siding.
Wausa—East end mill track and west end of house track.
Bloomfield—Mill Track, Main Line Extension.

These switches must always be left locked to derail whether cars are on track or not. Conductors or Section Foreman finding derail switches unlocked or closed will report same to Superintendent.

Attention of Trainmen and Yardmen is called to the following list of Overhead Bridges and structures. Will not clear man standing on top of car higher than the highest box car of this Company. LOOK OUT FOR THEM. TAKE NO RISKS.

BRIDGE No. OR STRUCTURE	LOCATION	HEIGHT	Clearance distance from rail to nearest obstruction
2	Missouri River–Sioux City	21 ft 6 in.	5 ft. 6 in.
S-140	Elkhorn River–Norfolk	20 ft. 4 in.	4 ft. 4 in.

CLASSES OF ENGINE THAT MAY BE OPERATED SINGLY OVER BRIDGES

MAIN LINE BRIDGES

Single Engines. Sioux City to Omaha. C. St. P. M. & O. K-2 and lighter engines. Except M-2 and M-3.
Bridges Nos. 1 and 1½ and Bridge No. 2 over Missouri River at Sioux City. C. B. & Q. Engines H-1, H2, H4, R-4, R-5 and D-4A.

BRANCH LINE BRIDGES

All branch lines. K-2 and lighter Engines except M-2 and M-3.

CLASSES OF ENGINES THAT MAY BE OPERATED COUPLED OVER BRIDGES

MAIN LINE BRIDGES

Double Heading. Bridge No. 2 over Missouri River. C. St. P. M. & O. Class I-1 and lighter engines, except M2 and M-3.
C. B. & Q. H-1, H-2, and H-4 Engines and any combination of these three classes of C. B. & Q. Engines.
All other bridges Sioux City to Omaha K-2 and lighter Engines, except M-2 and M-3.

BRANCH LINE BRIDGES

All branch lines K-2 and lighter engines, except M-2 and M-3.

WATCH INSPECTORS.

A. L. HAMAN, Superintendent, Time Service, 283 Endicott Building, St. Paul, Minn.

Omaha.....Louis Borsheim
Norfolk .. E. Z. Hewer Co.
Sioux City.....W. H. Beck.
Crofton.....L. S. Ross.
Bloomfield.....A. J. Schroeder.
Emerson.....B. R. Emerson.

LIST OF SURGEONS

Archibald MacLaren.....Chief Surgeon } Office, Lowry
H. P. Richie, M. D.....Assistant Chief Surgeon } Building,
L. E. Dougherty.....Assistant Chief Surgeon } St. Paul,
L. A. Nelson.....Oculist and Aurist } Minn.

Sioux City: Dr. S. E. Sibley; Dr. P. E. Keefe; Dr. L. R. Tripp
Emerson, Nebr.....Dr. M. H. Evans
Pender, Nebr.....Dr. F. W. Luhman
Oakland, Nebr.....Dr. S. A. Swenson
Tekamah, Nebr....Drs. Lukens & Johnson
Blair, Nebr.....Dr. R. J. Murdock
Omaha, Nebr.....Dr. A. F. Jones; Dr. J. E. Pulver
Ponca, Nebr.....Dr. J. M. O'Connell
New Castle, Nebr.....Dr. W. R. Talboy
Hartington, Nebr.....Dr. A. F. Starn
Wakefield, Nebr.....Dr. S. M. Weyerr
Wayne, Nebr.....Dr. Edw. S. Blair
Randolph, Nebr.....Dr. A. E. Cook
Bloomfield, Nebr.....Dr. J. A. Mettlen
Winside, Nebr.....Dr. B. M. McIntyre
Norfolk, Nebr.....Dr. T. H. Waters

SPEED TABLE

RUNNING 2 Miles Min	Sec	2½ Miles Min	Sec	3 Miles Min	Sec	3½ Miles Min	Sec	4 Miles Min	Sec	5 Miles Min	Sec	EQUALS
12	...	15	...	18	...	21	...	24	...	30	...	10 miles per hour
6	...	7	30	9	...	10	30	12	...	15	...	20 " "
4	...	5	...	6	...	7	...	8	...	10	...	30 " "
3	...	3	45	4	30	5	15	6	...	7	30	40 " "
2	40	3	20	4	...	4	40	5	20	6	40	45 " "
2	24	3	...	3	36	4	12	4	48	6	...	50 " "
2	10	2	43	3	15	3	48	4	20	5	25	55 " "
2	...	2	30	3	...	3	30	4	...	5	...	60 " "
1	50	2	18	2	45	3	13	3	40	4	35	65 " "
1	42	2	8	2	33	2	59	3	24	4	15	70 " "

SPEED TABLE

TIME Going 1 Mile Min.	Sec.	Miles per Hour	TIME Going 1 Mile Min.	Sec.	Miles per Hour
12	.....	5	1	30	40
6	.....	10	1	20	45
4	.....	15	1	12	50
3	.....	20	1	5	55
2	24	25	1	.....	60
2	.....	30	.....	55	65
1	43	35	.....	51	70

RATING OF FREIGHT ENGINES IN TONS

DISTRICT	18x24 140—E-6	18x24 174—E-9	19x24 188—F-2	19x24 263—F-5	19x24 273—F-7	19x24 279—F-9	20x26 289—G-1
Omaha to Blair	310	370	450	400	550	520	575
Blair to Omaha	335	400	480	425	575	540	605
Blair to Tekamah	625	745	900	795	1100	960	1130
Tekamah to Oakland	345	415	500	440	600	560	630
Oakland to Blair	375	450	540	475	650	600	680
Oakland to Emerson	555	660	800	705	975	895	1005
Emerson to Oakland	690	825	1000	880	1225	1120	1255
Emerson to Hubbard	400	475	575	505	700	645	725
Coburn to Emerson	325	390	475	420	565	530	595
Hubbard to Sioux City	485	580	700	615	850	780	880
Sioux City to Coburn	380	455	550	485	660	615	690
Emerson to Wakefield	325	390	475	420	565	530	595
Wakefield to Emerson	325	390	475	420	565	530	595
Wakefield to Winside	485	580	700	615	850	780	880
Winside to Wakefield	625	745	900	795	1130	960	1130
Winside to Apex	345	415	500	440	600	560	630
Apex to Norfolk	690	825	1000	880	1225	1120	1255
Norfolk to Winside	325	390	475	420	565	530	595
Wynot Line	400	520	570	570	600	670	.....
Crofton Line { East of Hartington	430	550	570	570	600	670	.....
Crofton Line { West of Hartington	350	470	500	500	530	590	.....
Bloomfield Line	400	510	570	570	600	670	.....

Above ratings will govern on ruling grades between points indicated, and will in no manner interfere with additional tonnage being handled where grades permit, and when engines are unable to haul rating, Enginemen will designate to conductor number of tons to be reduced and will wire train dispatcher why reduction is necessary. Responsibility for reducing trains below rating must be assumed by enginemen and not by conductors. Train dispatchers will determine rate to be handled when reduction is required by weather conditions.

Average weights of empty cars will be estimated as follows when not marked:

Box cars, 28 ft. to 33 ft.	11 tons	Stock cars, dirty, add	2 tons	Passenger, mail and baggage cars	35 tons
" " 34 "	13 "	Refrigerator cars	20 "	Passenger and baggage cars	35 "
" " 36 "	17 "	Cabooses	17 "	Club cars	35 "
Flat " 28 " to 34 ft.	10 "	Oil tank cars	15 "	Cafe, cafe parlor and buffet parlor cars	50 "
" " 36 "	12 "	Derrick cars, (complete)	25 "	Chair cars	50 "
" " 40 "	13 "	Mogul engines and tanks	80 "	Parlor cars	50 "
Coal " 33 " and 34 ft	11 "	Standard engines and tanks	70 "	Buffet and smoking cars	50 "
" " 6 "	15 "	Engine tanks, empty	25 "	Dining cars	50 "
" " 40 "	21 "	First and second class coaches	35 "	" " (steel)	74 "
Rodger ballast	16 "	First class coaches (steel)	52 "	Sleeping cars	50 "
Furniture cars, 38 ft. to 40 ft.	15 "	Smoking cars, (steel)	52 "	Business car 100	30 "
" " 45 "	17 "	Baggage cars	32 "	" " 549	20 "
" " 46 " and 50 ft.	18 "	" " (steel)	52 "	" " 550	40 "
Stock " common	12 "	Mail cars	35 "	" " 551	60 "
" " special	16 "	Mail and baggage cars	35 "		
" " double deck	17 "				

When weight is marked, compute tonnage from actual weight.

MIXED TRAINS.

No. 30—Take stock from Wynot line and fill out with other cars.
No. 31—Do way work and switching Coburn to Wynot inclusive. Fill out with other cars.
No. 33—Take stock and stock cars from Sioux City and Coburn for Wynot line. Fill out with other cars.
No. 32—Do way work; take stock for South Omaha and Chicago, and give to **No. 19** at Coburn. Fill out with other cars.
No. 40—Take cars from Crofton for Wakefield and beyond.
No. 41—Handle stock cars from Wakefield, fill out with other cars.
No. 42—Pick up stock for South Omaha and Chicago, and give to **No. 52** at Wakefield. Fill out with other cars.
No. 43—Handle cars for Crofton only.
No. 50—Take cars from Bloomfield for Wayne and beyond.
No. 51—Handle stock cars from Wayne. Fill out with other cars.
No. 52—Take stock for South Omaha and Chicago from Bloomfield line, and from **No. 42** at Wakefield and give to **No. 19** at Emerson. Fill out with other cars.
No. 53—Handle cars for Bloomfield only.

THROUGH FREIGHTS.

No. 13—Take merchandise and stock for all points west of Emerson. Fill out with through cars. Fill up at Emerson with west cars.
No. 14—Take through cars. Fill out with short cars. Pick up stock Norfolk to Dakota City inclusive. Fill up at Wayne, Wakefield and Emerson.
No. 17—Take through cars fill out with branch cars. Fill out at Coburn, Emerson, Oakland, Tekamah and Blair.
No. 19—Take through cars and stock for west of Emerson and south. Fill out with branch cars. Pick up stock Dakota City to Nacora inclusive. From **No. 32** at Coburn and from **No. 52** at Emerson. Fill up at Coburn, Emerson, Oakland and Blair.
No. 18—Take through cars fill out wifh branch cars. Fill up at Blair and Emerson. Take stock from **No. 44** and **No. 56** at Emerson.
No. 20—Take through cars short and branch stock and fill out with branch cars. Fill up at Blair, Oakland and Emerson.
No. 25—Take stock from **No. 22** at Emerson. Pick up stock Emerson to Florence inclusive. Fill up with through cars at Emerson, Bancroft, Oakland, Tekamah and Blair.
No. 26—Take short and branch merchandise. Fill out with branch cars and short time freight. Fill up at Blair, Tekamah, Oakland.

WAY FREIGHTS.

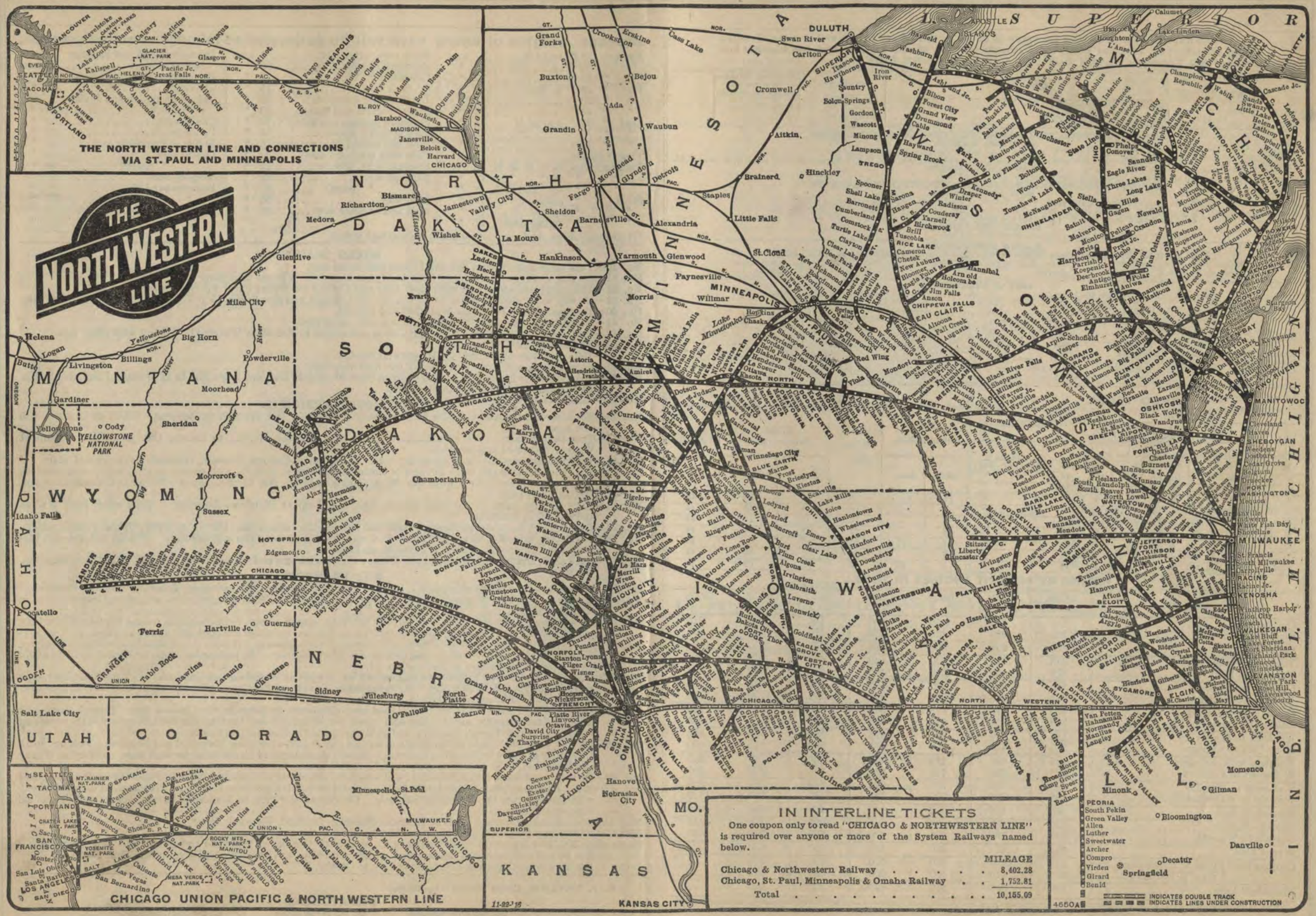
No. 15—Do way work. Handle short cars. Fill out with through cars. Do switching Thurston to Graig, inclusive.
No. 16—Do way work. Handle short cars. Do switching Florence to Tekamah, inclusive and place Company coal in shed at Craig.
No. 21—Do way work. Handle short cars and fill out with branch cars. Take stock for points between Sioux City and Emerson. Do switching South Sioux City to Nacora, inclusive and spot cars at Asylum Spur.
No. 22—Do way work. Handle short cars and fill out with through cars. Handle South Omaha stock from Hoskins, Winside, Wayne and Wakefield and give to No. 25 at Emerson. In picking up stock at Wayne and Wakefield leave stock cars to chute to load for No. 14.
No. 44—Do way work Crofton to Emerson and unload way freight at Wakefield and Emerson. Pick up Sioux City stock and give to **No. 18** at Emerson. Do switching at Crofton and Fordyce. Handle short cars and fill out with through cars. Fill out at Wakefield.
No. 45—Do way work Emerson to Crofton and load local shipments at Emerson for Crofton line. Handle short and through cars. Handle merchandise and stock for Wakefield and Crofton line from Emerson. Do switching Wakefield to Hartington, inclusive, and at Fordyce and Crofton Saturdays only.
No. 56—Do way work Bloomfield to Emerson and unload way freight at Wayne, Wakefield and Emerson. Pick up Sioux City stock and give to **No. 18** at Emerson. Handle short cars and fill out with through cars. Fill up at Wayne and Wakefield. Do switching at Bloomfield and Wausa.
No. 57—Do way work Emerson to Bloomfield and load local shipments at Emerson, Wakefield and Wayne for Bloomfield line. Handle merchandise and stock for Wayne and Bloomfield line, from Emerson. Handle short cars and fill out with through cars for Bloomfield line only. Do switching Wayne to Magnet inclusive. Wausa and Bloomfield Saturdays only.

Way freights will reduce through loads at Emerson, Bancroft, Oakland, Tekamah, Blair.
All through cars way freights cannot handle will be bunched at these points for through freights.
On Sundays **No. 44** will pick up South Omaha stock on Crofton line and at Wakefield and give to **No. 25** at Emerson.
No. 56 will pick up South Omaha stock on Bloomfield line and at Wayne and give to **No. 25** at Emerson.
No. 19 will pick up stock South Sioux City to Omaha.

F. J. TAYLOR, Chief Train Dispatcher

DISPATCHERS

C. M. Mortensen **O. A. Kragskow** **C. F Shellington**
O. O. Hager **J. A. Flias**


THE NORTH WESTERN LINE AND CONNECTIONS VIA ST. PAUL AND MINNEAPOLIS
THE NORTH WESTERN LINE
CHICAGO UNION PACIFIC & NORTH WESTERN LINE
IN INTERLINE TICKETS
One coupon only to read "CHICAGO & NORTHWESTERN LINE" is required over anyone or more of the System Railways named below.
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Total 10,155.09
INDICATES DOUBLE TRACK
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4650A
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MINNESOTA
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
MONTANA
WYOMING
COLORADO
UTAH
IDAHO
MICHIGAN
WISCONSIN
ILLINOIS
IOWA
MO.
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CHICAGO
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Lake Superior
Lake Michigan