CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILROAD

SAFETY THE OMAHA RY. FIRST

WESTERN DIVISION

SIXTH DISTRICT

No. 161 TIME TABLE No. 161

FOR EMPLOYES ONLY

Takes Effect

Sunday, September 25, 1938

At 12:01 O'Clock P. M.

STUDY THE RULES CAREFULLY.

TABLE OF TRAIN SPEEDS			
Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

CARL R. GRAY, Jr.
Executive-Vice-President

JOSEPH J. PRENTICE,
Superintendent

GOING WEST — BETWEEN OMAHA AND SIOUX CITY — GOING EAST

THIRD CLASS		SECOND CLASS		FIRST CLASS					Capacity of Passing Tracks—Cars	Distance from Sioux City	OMAHA SUB-DIVISION STATIONS TIME TABLE 161 September 25, 1938	Distance from Omaha	Station Numbers	Subject to change by bulletin		FIRST CLASS					SECOND CLASS		THIRD CLASS	
15	13	17	19		73	5	71	9								4	70	72	10		18		16	14
Tue. Thu.-Sat.	Ex. Sat.	Sun. Only	Ex. Mon.		Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily		Daily		Mon. Wed.-Fri.	Ex. Sun.
Way Freight	Way Freight	Local Stock	Tex-O Kan.		C. B. & Q. Passenger No. 163	Black Hills Passenger	C. B. & Q. Passenger No. 17	Omaha Passenger						Telegraph Office Hours Week Days	Telegraph Office Hours Sundays	Sioux City Passenger	C. B. & Q. Passenger No. 164	C. B. & Q. Passenger No. 16	Sioux City Passenger		Gopher		Way Freight	Way Freight
			AM 8.15					PM 8.30		277.07	MINNEAPOLIS	400.4	1564			PM 8.10			AM 9.00		AM 1.30			
								9.15		266.5	10.5 ST PAUL	390.0	1700			7.35			8.25					
	PM 9.30	PM 6.15	AM 12.45								22ND STREET FWTT	124.4		Continuous	Continuous						AM A 6.20			PM A 6.20
						PM 3.30		AM 8.30		.0	SIOUX CITY, Iowa	123.4	1777	Continuous	Continuous	A AM 10.45			A PM 10.55					
	9.40	6.35	12.55		PM **6.25**	3.34	PM 1.10	8.34		.07	0.7 C. & N. W. Crossing FIRST STREET Y C. M. St. P. & P. Crossing	122.7		7:00AM to 11:00PM	7:00AM to 11:00PM	10.35	A AM 11.56	A PM 5.32	10.50		6.05			**6.10**
									37	1.4	0.7 FLOYD	122.0											
									8	2.0	0.6 BRIDGE CUT	121.4											
	s 10.05	6.45	1.07		s 6.35	s 3.44	s 1.20	s 8.45	65	3.9	1.9 SO. SIOUX CITY, Neb.	119.5	2200	8:30 AM to 5:30 PM	Closed	s 10.24	s 11.46	s 5.22	10.38		5.51		s	s 5.53
	10.06	6.46	1.08		A 6.36	3.45	A 1.21	8.46		4.4	0.5 FERRY	119.0		Continuous	Continuous	10.23	11.45	5.21	10.37		5.50			5.52
	s 10.14	6.52	1.14			PM f 3.50		PM s 8.51	34	7.1	2.7 DAKOTA CITY	116.3	2202	8:30 AM to 5:30 PM	Closed	s 10.19	AM	PM	10.32		5.45			s 5.46
										7.3	0.2 C. B. & Q. CROSSING	116.1												
	s **10.24**	7.01	1.23			f 3.57		9.01	23	12.2	4.9 COBURN	111.2	2204			f 10.09			**10.24**		5.35			s 5.36
	s 10.36	7.10	1.32			f 4.03		f 9.07	41	16.5	4.3 HUBBARD	106.9	2205	8:45 AM to 5:45 PM	Closed	s 10.00			10.16		5.25			s 5.26
	s 10.56	7.30	1.50			f 4.15		f 9.21	33	23.8	7.3 NACORA	99.6	2207			s 9.45			10.01		5.05			s 5.07
PM 6.30	A 11.15	s 8.01	2.15			**4.25**		s {**9.30** **9.40**	22	29.1	5.3 EMERSON FWY	94.3	2208	Continuous	Continuous	**9.35**			s 9.47		s 4.50		a PM 8.50	**4.50**
s 6.50	PM	8.16	2.30			PM		s 9.53	34	36.3	7.2 THURSTON	87.1	2210	8:00 AM to 5:00 PM	Closed	AM			s 9.25		4.30		s 8.30	PM
s 7.25		8.31	2.45					s 10.03	40	41.6	5.3 PENDER	81.8	2212	8:00 AM to 5:00 PM	Closed				s 9.17		4.20		s 8.05	
s 8.00		**8.59**	3.05					s 10.20	38	51.2	9.6 BANCROFT	72.2	2214	8:30 AM to 5:30 PM	Closed				**s 8.59**		4.02		s 7.15	
s **8.45**		9.18	3.20					s 10.33	21	58.8	7.6 LYONS	64.6	2216	8:00 AM to 5:00 PM	10:15 AM to 12:15PM				**s 8.45**		3.48		s 6.40	
s 9.20		9.36	**3.35**					s 10.46	40	65.6	6.8 OAKLAND W	57.8	2218	8:00 AM to 5:00 PM	10:15 AM to 12:15 PM				s 8.32		**3.35**		s 6.15	
										65.9	0.3 C. B. & Q. CROSSING	57.5												
									30	67.5	1.6 PEAK	55.9												
s 9.40		9.53	3.50					s 10.59	40	72.7	5.2 CRAIG	50.7	2220	8:00 AM to 5:00 PM	Closed				s 8.18		3.00		s 5.30	
									40	74.0	1.3 ZION	49.4												
s 10.30		10.18	4.11					s 11.20	34	81.4	7.4 TEKAMAH W	42.0	2222	8:00 AM to 5:00 PM	10:30 AM to 12:30 PM				s 8.02		2.40		s 5.05	
s 10.55		10.34	4.26					s 11.32	27	88.5	7.1 HERMAN	34.9	2224	8:00 AM to 5:00 PM	Closed				s 7.47		2.20		s 4.00	
		10.45	4.36					11.40	22	92.9	4.4 TYSON	30.5	2226						7.38		2.05		3.40	
s 12.10		11.05	4.56					s 11.53	28	98.6	5.7 C. & N. W. CROSSING BLAIR WY	24.8	2228	Continuous	Continuous				s 7.30		1.50		s 3.30	
12.25		11.17	5.08					12.03	45	103.9	5.3 DE SOTO	19.5	2230						7.17		1.25		2.10	
s 12.35		11.25	5.15					f 12.09	55	107.4	3.5 FORT CALHOUN	16.0	2232	7:30 AM to 4:30 PM	Closed				s 7.12		1.20		s 2.00	
12.45		11.35	5.25					12.16	55	111.4	4.0 NASHVILLE	12.0	2234						7.06		1.10		1.45	
1.00		11.45	5.35					12.22	26	114.5	3.1 SOUTH CUT	8.9							7.01		**1.00**		1.35	
s 1.15		11.55	5.45					12.29	24	118.3	3.8 FLORENCE	5.1	2236	7:30 AM to 4:30 PM	Closed				6.54		12.45		s 1.25	
1.25		12.05	5.55					12.40		121.8	3.5 ELKHORN JUNCTION	1.6	2238						6.44		12.35		1.02	
A 1.30 AM		A **12.10** AM	A 6.00 AM					**12.42**		122.4	0.6 NORTH YARD FWTT	1.0		Continuous	Continuous				6.43		**12.30** AM		**1.00** PM	
								A 12.45 PM		123.4	1.0 OMAHA		2240						6.40 PM					
Wed. Fri.-Sun.	Ex. Sat.	Mon. Only	Ex. Mon.		Daily	Daily	Daily	Daily			123.4					Daily	Daily	Daily	Daily		Daily		Mon. Wed.-Fri.	Ex. Sun.
7.00	1.45	5.55	5.15		.11	.55	.11	4.05			Scheduled Time					1.10	.11	.11	4.15		5.50		7.50	1.30
13.3	16.6	20.9	23.5		20.2	31.8	20.2	30.2			Average Speed Per Hour					24.9	20.2	20.2	29.		21.1		11.9	20.1

All trains will approach Ferry under absolute control expecting to find trains of diverging lines entering or leaving main line.
All movements between engine house switch and Omaha passenger station must be restricted speed expecting to find delayed trains of C. St. P. M. & O. Ry. or C. & N. W. Ry. or light engines going to or from engine house on main track. At night or during stormy or foggy weather great care must be exercised and proper precautions taken to prevent accidents.
Eaves on East side of depot at Lyons will not clear man on side of car.
When switching Metropolitan Utilities district tracks at Florence; all movements over 30th Street crossing on water works spur must be protected.
No. 4 will head around wye and back into passenger station Sioux City.
No. 10 will stop at stations between Emerson and Sioux City to leave passengers from west of Emerson, or to pick up passengers for points beyond Sioux City.

BETWEEN NORFOLK AND EMERSON

GOING WEST — GOING EAST

GOING WEST THIRD CLASS 91 Ex. Sun. Mixed	31 Ex. Sun. Mixed	13 Ex. Sun. Way Freight	SECOND CLASS	FIRST CLASS 5 Daily Black Hills Passenger	Capacity of passing tracks—cars	Distance from Emerson	NORFOLK SUB-DIVISION STATIONS — TIME TABLE 161 September 25, 1938	Distance from Norfolk	Station Number	Subject to Change by Bulletin: Telegraph Office Hours Week Days	Telegraph Office Hours Sundays	FIRST CLASS 4 Daily Sioux City Passenger	SECOND CLASS	THIRD CLASS 14 Ex. Sun. Way Freight	32 Ex. Sun. Mixed	92 Ex. Sun. Mixed
AM 9.55	AM 9.45	12.50		PM 4.30	35		EMERSON ... FWY	46.3	2208	Continuous	Continuous	A AM 9.25		A PM 4.25	PM 5.10	A PM 5.50
					16	2.6	2.6 RIDGE	43.7	2400							
s 10.25	A 10.05 AM	s 1.20		s 4.48	30	9.3	6.7 WAKEFIELD ... FWY	37.0	2403	9:00 AM to 6:00 PM	8:30 AM to 10:30 AM	s 9.08		s 3.55	4.48 PM	s 5.29
A 10.45 AM		s 1.55		s 5.09	50	18.4	9.1 WAYNE ... FWY	27.9	2406	8:20 AM to 5:20 PM	8:00 AM to 10:00 AM	s 8.50		s 3.30		5.09 PM
		s 2.25		s 5.26	45	28.0	9.6 WINSIDE	18.3	2410	8:00 AM to 5:00 PM	Closed	s 8.29		s 3.05		
					30	34.2	6.2 APEX	12.1	2413							
		s 2.55		s 5.44	28	38.1	3.9 HOSKINS	8.2	2414	7:40 AM to 4:40 PM	Closed	s 8.10		s 2.35		
						44.7	6.6 ASYLUM SPUR	1.6	2415							
		s 3.20		s 6.00		46.3	1.6 NORFOLK (Union Station) WTT		2416	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM	s 7.55		s 2.15		
		A AM 3.50		A PM 6.10			1.5 NORFOLK (On C. & N. -W. Ry.)		2417			AM 7.45		PM 1.30		
Ex. Sun. .50 22.1	Ex. Sun. .20 27.9	Ex. Sun. 3.00 15.9		Daily 1.40 28.7			47.8 Scheduled Time / Average Speed Per Hour					Daily 1.40 28.7		Ex. Sun. 2.55 16.4	Ex. Sun. .22 25.4	Ex. Sun. .41 26.9

No. 91-Connects with No. 9 at Emerson.
No. 31-Connects with No. 91 at Wakefield.

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.

C.&N.W. main track and yard tracks between Norfolk and Seventh Street will be used jointly and in common and irrespective of class by trains and engines of the C. & N. W. Ry. and C. St. P. M. & O. Ry. All trains and engines in this district must, therefore, run at restricted speed.

BETWEEN BLOOMFIELD AND WAYNE

GOING WEST THIRD CLASS 91 Ex. Sun. Mixed	Distance from Wayne	BLOOMFIELD SUB-DIVISION STATIONS — TIME TABLE 161 September 25, 1938	Distance from Bloomfield	Station Numbers	GOING EAST THIRD CLASS 92 Ex. Sun. Mixed
AM 11.30		WAYNE ... FWY	42.8	2406	A PM 4.30
s 12.01	9.7	9.5 CARROLL	33.1	2603	s 4.05
s 12.16	16.2	6.5 SHOLES	26.6	2605	s 3.50
s 12.51	20.8	4.6 RANDOLPH ... W	22.0	2607	s 3.35
	21.0	0.2 C. B. & Q. RY. CROSSING	21.8		
s 1.06	28.9	7.9 MAGNET	13.9	2609	s 3.15
s 1.30	33.5	4.6 WAUSA	9.3	2611	s 3.00
A PM 2.00	42.8	9.3 BLOOMFIELD ... TT		2615	PM 2.30
Ex. Sun. 2.30 17.1		42.8 Scheduled Time / Average Speed Per Hour			Ex. Sun. 2.00 21.4

No. 91 is superior to No. 92.

BETWEEN CROFTON AND WAKEFIELD

GOING WEST THIRD CLASS 31 Ex. Sun. Mixed	Distance from Wakefield	CROFTON SUB-DIVISION STATIONS — TIME TABLE 161 September 25, 1938	Distance from Crofton	Station Numbers	GOING EAST THIRD CLASS 32 Ex. Sun. Mixed
AM 10.45		WAKEFIELD ... FWY	48.9	2403	A PM 4.15
s 11.10	10.2	10.2 CONCORD	38.7	2502	s 3.55
s 11.30	16.2	6.0 LAUREL	32.7	2503	s 3.40
	16.3	0.1 C. B. & Q. RY. CROSSING	32.6		
s 11.55	24.2	7.9 COLERIDGE	24.7	2506	s 3.20
s 12.45	33.7	9.5 HARTINGTON ... W	15.2	2509	s 2.50
s 1.05	41.5	7.8 FORDYCE	7.4	2513	s 2.20
A PM 1.30	48.9	7.4 CROFTON ... Y		2516	s 2.00 PM
Ex. Sun. 2.45 17.8		48.9 Scheduled Time / Average Speed Per Hour			Ex. Sun. 2.15 21.7

No. 31 is superior to No. 32.

The General Rules and Regulations, governing employes in the operating department, are issued in book form. Employes whose duties are prescribed by these rules must provide themselves with a copy.

SIGNS AND LETTERS

s Regular stop.
f Flag stop to receive or discharge passengers or freight.
‡ Trains stop only to leave passengers.

OVERHEAD OBSTRUCTIONS

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

BETWEEN	HEIGHT ABOVE TOP OF RAIL						STRUCTURES LIMITING HEIGHT
	9 Ft. Wide		10 Ft. Wide		11 Ft. Wide		
	Ft.	In.	Ft.	In.	Ft.	In.	
Sioux City & Omaha	20—	6	20—	2	19—	10	Br. 116½ near Lyons
Emerson & Norfolk	18—	9	18—	3	17—	7	Br. S-140, Elkhorn River
Wakefield & Crofton	21—	9	21—	9	21—	9	Highway Br. T-87½
Wayne & Bloomfield							No obstruction below 22-0.

No load must exceed eleven (11) feet 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.

SPECIAL RULES

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

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

Standard Time 2. Standard time is shown by clocks in—

Train Master's office.....Omaha
North Yard office.....Omaha
Enginehouse.....Omaha
C & N. W. Train Dispatcher's Office..Sioux City
Yard Office.....Sioux City
Enginehouse.....Sioux City
Telegraph Office.....Emerson
Union Depot.....Norfolk

Registry of Trains 3. All trains register at following stations: First Street, Ferry, Emerson, 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: 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 posted by Division Superintendents will remain in effect, regardless of changes of time table, until cancelled by cancellation bulletin by Division Superintendents. Bulletin Boards and Books are located at—

Sioux City—passenger depot, 22nd St., and engine house.
Omaha—passenger depot, North Yard and engine house.
Ferry and Emerson.

Yard Limits 5.

	Distance in Feet From outer Switches
Sioux City	at Mile Post 2 Bridge Cut
South Sioux City	1500 Ft. East 1500 Ft. West of Ferry Switch
Dakota City	1000 Ft. East 1000 Ft. West
Hubbard	1000 Ft. East 1000 Ft. West
Nacora	1000 Ft. East 1000 Ft. West
Emerson	1500 Ft. East 1500 Ft. West
Emerson-Norfolk Line	1500 Ft. West
Thurston	1000 Ft. East 1000 Ft. West
Pender	1500 Ft. East 1500 Ft. West
Bancroft	1500 Ft. East 1500 Ft. West
Lyons	1500 Ft. East 1500 Ft. West
Oakland	1000 Ft. East 1000 Ft. West
Craig	1000 Ft. East 1000 Ft. West
Tekamah	1386 Ft. East 1000 Ft. West
Herman	1000 Ft. East 1000 Ft. West
Blair	2330 Ft. East 3490 Ft. West
Fort Calhoun	1000 Ft. East 1000 Ft. West
Florence	1000 Ft. East of Water Works Switch. 1500 Ft. West
North Omaha	800 Ft. East
Wakefield	1500 Ft. East 1500 Ft. West
Wayne	201 Ft. East 1500 Ft. West
Winside	1500 Ft. East 1500 Ft. West
Hoskins	200 Ft. East 1000 Ft. West
Norfolk	1000 Ft. East

MANUAL BLOCK SIGNALS

Block Rules 6. None

Nunn Signal at Emerson governs Westbound trains on Norfolk Sub-Division.

West-Bound Semaphore signal at Norfolk governs Union Pacific trains only.

Protections on Sub-Divisions 7. On the Crofton and Bloomfield Subdivisions trains will, when possible, be notified of following extras by the Train Dispatcher who will issue Train Order to all trains affected, in the following form:

C and E.....at.....
after.....M. protect against extra.....
(east or west).

Preceding trains receiving this order will, after the specified time, protect according to Rule 99. In the absence of this order train may occupy the main track at stations between station mile boards, protecting against scheduled trains only, and following extras must approach all stations prepared to stop, expecting to find the main track occupied between the station mile boards.

At stations where yard limit boards are located Rule 93 will govern.

Telephones 8. Telephones at Bridge Cut, Coburn, Hubbard, Nacora, Thurston, Pender, Bancroft, Lyons, Oakland, Tekamah, Herman, Desoto, Ft. Calhoun, Nashville, South Cut, Wakefield, Wayne, Winside, Apex and Hoskins are to be used to conform with Rule 253.

All freight trains moving into North Yard will use telephone East of Illinois Central Trestle near Elkhorn Jct. to Obtain "Head in" tracks, as well as information necessary to arrival and departure of Superior trains.

Clearance and Release 9. Rule 83-A is suspended where telegraph office is closed.

SPEED REGULATIONS

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

LOCATION OF CURVES			Maximum Speed in miles per hour	
			Pass.	Frt.
OMAHA SUB-DIVISION				
Between M.P.	19 & 23.5	Nacora & Hubbard, eastbound	35	25
" M.P.	24 & 28	Emerson & Nacora both directions.	35	25
" M.P.	71 & 72	First two curves east of Craig, both directions	35	25
" M.P	73 & 74	First curve east of Zion, eastbound	35	25
" M.P	74 & 75	First curve west of Zion, westbound.	35	25
" M.P.	77 & 78	Zion and Tekamah. westbound	35	25
" M.P.	90 & 92	Reverse curves west of Herman, both directions	30	25
" M.P	97 & 98	Tyson & Blair both directions	35	30
' M.P.	101 & 103	Blair & Desota, both directions	35	30
' M.P.	110 & 111	Ft. Calhoun & Nashville, both directions	35	30
" M.P.	112 & 113	South Cut & Nashville, eastbound	35	30
" M.P	114 & 118	South Cut & Florence, westbound	35	30
NORFOLK SUB-DIVISION				
Between M.P.	1 & 2.5	Emerson & Ridge, both directions.	30	20
" M.P.	3 & 5	Ridge & Wakefield, westbound	35	25
' M.P.	30 & 33	Apex & Winside eastbound	35	25
" M.P.	34.5 & 37.5	Apex & Hoskins, westbound	35	25

Street Crossings

Sioux City Yards	Under full control
Sioux City—Leech Street	8 miles per hour
So. Sioux City—Main Street	8 miles per hour
Pender—First crossing west of depot	8 miles per hour
Oakland—All streets	8 miles per hour
Tekamah—All streets	8 miles per hour
Florence—30th Street Westbound	15 miles per hour
North Omaha	15 miles per hour over the following streets:
Jaynes Street	
Ogden Street	
Fort Street	
Sixteenth Street	
Carter Boulevard	
Fowler Avenue	
Ames Avenue	
Carter Boulevard	
Wakefield—All streets	8 miles per hour
Wayne—First crossing east and west of depot	8 miles per hour
Norfolk—All streets	8 miles per hour
Randolph—All streets	8 miles per hour
Wausa—Second crossing west of depot	8 miles per hour

Crossing Bells 11. 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.

Railroad Crossings Iowa-Neb. State Law 12. 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 0.3. mile west	C.St.P.M.&O.
C.B.&Q...	Dakota City 0.4 mile west	C.St.P.M.&O.
C.B.&Q...	Laurel 0.1 mile west	C.St.P.M.&O.
C.B.&Q...	Randolph 0.2 mile west	C.St.P.M.&O.

Stopping at Railroad Crossings

13. After coming to a full stop at regular stop boards, must proceed cautiously with train under full control, until point is reached where unobstructed view of crossing line can be had by the engineman, so that, if necessary stop can be made in time to avoid striking engines or cars on crossing. Trains will use extra care approaching railroad crossings in stormy or foggy weather, especially where one stop is made for two or more crossings.

14. RAILROAD CROSSINGS

The following crossing is interlocked and rules 601 to 672 will be observed.

Railroads	Location
C. B. & Q.	Oakland 0.3 mile west

The following crossing is automatically interlocked and Rule 672 will be observed, and if clear signal is given the engine or leading car must not exceed 15 miles per hour passing home signal.

Railroads	Location
C. B. & Q.	Dakota City 0.4 mile west

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

RAILROAD CROSSINGS

C. & N. W.	Blair
C. B. & Q.	Laurel 0.1 mile west
C. B. & Q.	Randolph 0.2 mile west

JUNCTIONS

All trains or engines will approach Elkhorn Junction at restricted speed and must stop for same unless it is known that the route is clear and switches properly lined.

Branch line trains at their respective junction switches.

C. B. & Q. trains at Ferry.

Double Track

15. Wall Street to East end of 22nd Street Yard, Sioux City.

The following rule will govern in Sioux City Yard:

All trains or engines using the double tracks between Wall St. and the east end of 22nd Street Yard, Sioux City, will approach the crossovers at 9th Street under control, and must stop for same unless they can see that the route is clear, and switches properly lined for this movement.

Helper Engines

16. When pushing freight trains helper engines must have air coupled and in operation —this rule does not apply when pushing trains in Yard Limits.

Switches Normal Position

17. Normal position of switches connecting double with single track, Sioux City, is for west-bound track.

Time Tables of Foreign Lines

18. Train and Enginemen must provide themselves with current time card of C. & N. W. Ry. between Norfolk and South Norfolk.

Cleaning Ash-Pans

19. Ashpans may be cleaned at any station and enginemen must see that fire in cinders is extinguished. Every possible precaution must be observed so that under no circumstances will it be possible for a fire to start from the cinders.

Ashpans must not be dumped on or near switches, crossings, platforms or buildings, and clinkers will not be thrown off within yards if possible to avoid it.

Omaha Yard

Ash Pans may be cleaned on tank line east of the North Yard Office, and on lead to the Union Pacific Shop Yard east of Nicholas Street Viaduct. It will not be permissable for yard engines to clean ash pans at any other point in yard.

Handling Livestock

20. 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, in picking up stock at local stations, 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

21. Facilities for this purpose are provided at following points:

Oakland	Wakefield,
Omaha	Hartington,
Roundhouse	Randolph
Standpipe	Bloomfield

Car numbers changed on Way-Bills

22. 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 telegraph.

Track Scales

23. Located as follows:

Station	Capacity
*Wakefield	50 Ft., 100 tons.
*Norfolk	50 Ft., 100 tons.
*Omaha	50 Ft., 125 tons.

*Under jurisdiction of the Western Railway Weighing Association.

STORAGE AND SPUR TRACKS

Stock Yards Spur—Spur between Floyd River bridge and First Street (Sioux City).
Ouren Spur—3 miles east of Tekamah.
Ranch Spur—1.4 mile east of Herman.
Stock Spur—1.4 miles east of De Soto.
Water Works Spur—East end of old river line, one mile east of Florence.
North Omaha—Siding 1.4 mile east of Elkhorn Jct., must not be used to meet trains.
Brockmann Spur—2.4 miles west of Coleridge.
McEachon Spur—4.5 miles east of Carroll.

DERAILING SWITCHES

Coburn, on old Wynot Line	180 feet west of main line switch	
Hubbard	House Track	East End
Nacora	Loading Track	West End
Emerson	No. 4 Track	West End
Emerson	No. 7 Track	West End
Emerson	No. 8 Track	West End
Emerson	No. 9 Track	West End
Emerson	Coal Shed Track	Both Ends
Emerson	No. 10 Track	West End
Bancroft	House Track	Both Ends
Lyons	House Track	Both Ends
Peak	Stock Track	Both Ends
Ouren Spur	Loading Track	West End
Tekamah	Reduce Track	West End
Tekamah	Elevator Track	West End
Tekamah	House Track	West End
Ranch Spur	Lead Track	East End
Herman	Stock Track	East End
Blair	Stock Track	East End
Blair	Passing Track Ex.	West End
Fort Calhoun	House Track	Both Ends
Nashville	Team Track	East End
Florence	Ice House Track	East End
Florence	Supply Track	East End
Wayne	Mill Track	East End
Winside	Stock Track	East End
Winside	House Track	East End
Asylum Spur	Lead Track	West End
Coleridge	House Track	East End
Carroll	Spur Track	East End
Sholes	Stock Track	East End
Magnet	House Track	East End
Wausa	Mill Track	East End
Wausa	House Track	West End
Bloomfield	Mill Track	West End
Bloomfield	Main Line Extension	East End

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

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—H-2 and H-3. Bridges Nos. 1 and 1½ and Bridge No. 2 over Missouri River at Sioux City. C. B. & Q. Engines H-1, H-2, H4, R-4, R-5, D-4A and S-1.

BRANCH LINE BRIDGES

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

BRANCH LINE BRIDGES

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

LOCATION OF MAIN LINE STOCK CHUTES

Norfolk Line

Heithold Chute	(No. 7)	2700 ft. West of M.P. 14	Between Wakefield and Wayne
Northside Chute	(No. 8)	1740 ft. East of M.P. 32	Between Winside and Apex
Langenberg Chute	(No. 9)	1360 ft. West of M.P. 36	Between Apex and Hoskins

Bloomfield Line

Shultheis Chute	(No. 4)	990 ft. West of M.P. 2	Between Wayne and Carroll
Laurie Chute	(No. 10)	630 ft. West of M.P. 12	Between Carroll and Sholes
Krueger Chute	(No. 6)	1350 ft. East of M.P. 26	Between Randolph and Magnet
Olson Chute	(No. 2)	2500 ft. West of M.P. 36	Between Wausa and Bloomfield
Lamprecht Chute	(No. 3)	1500 ft. West of M.P. 38	Between Wausa and Bloomfield

Crofton Line

Milligan Chute	(No. 1)	1700 ft. West of M.P. 5	Between Wakefield and Concord
Arens Chute	(No. 11)	3060 ft. West of M.P. 37	Between Hartington and Fordyce

Cars will not be left at the main line chutes on Norfolk Line. Trains will leave cars at the main line chutes on Crofton and Bloomfield lines only when instructed by train order to do so.

RATING OF FREIGHT ENGINES IN TONS

DISTRICT	20x26 289—G-1	21x26 302—I-1	23x26 125—K-1	27x32 J	27x32 J3
Omaha to Blair	575	800	875	1550	1700
Blair to Omaha	605	875	950	1650	1800
Blair to Tekamah	1130	.....	.....	.....	.....
Tekamah to Oakland	630	850	900	.....	.....
Oakland to Blair	680	875	950	.....	.....
Oakland to Emerson	1005	.....	.....	.....	.....
Emerson to Oakland	1255	.....	.....	.....	.....
Emerson to Hubbard	725	975	1075	.....	.....
Coburn to Emerson	595	800	875	.....	.....
Hubbard to Sioux City	880	.....	.....	.....	.....
Sioux City to Coburn	690	800	900	.....	.....
Emerson to Wakefield	595	800	875	.....	.....
Wakefield to Emerson	595	1000	1075	.....	.....
Wakefield to Winside	880	.....	.....	.....	.....
Winside to Wakefield	1130	.....	.....	.....	.....
Winside to Apex	630	800	900	.....	.....
Apex to Norfolk	1255	.....	.....	.....	.....
Norfolk to Winside	595	1000	1100	.....	.....
Crofton Line { East of Hartington	850	.....	.....	.....	.....
Crofton Line { West of Hartington	790	.....	.....	.....	.....
Bloomfield Line	850	1000	.....	.....	.....

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.

AIR BRAKES
RULE 1073. All cars in trains leaving terminals must be equipped with air brakes and in operation.

WATCH INSPECTORS.
Ball Railroad Time Service, 284 Endicott Building, St. Paul, Minn.

Omaha..... Louis Borsheim
Norfolk.....Whitney & Nichols
Sioux City ..... Thorpe & Co. / Oscar J. Hoberg
Wayne.....P. R. Mines
Wakefield.....Frank Oak
Crofton.....L. S. Ross.
Oakland.....A. Wahlstrom

LIST OF COMPANY SURGEONS

Louis E. Daugherty..... Chief Surgeon } Office, 914 Lowry
H. P. Richie, M. D.....Asst. Chief Surgeon } Building,
Harry Oerting.....Asst. Chief Surgeon } St. Paul, Minn.
L. A. Nelson..... Ophthalmic Surgeon, 830 Lowry Bldg., St. Paul, Minn.
E. B. Daugherty,..... Consulting Internist-242 Lowry Bldg., St. Paul, Minn.

Sioux City.....{Dr. S. E. Sibley / Dr. P. E. Keefe / Dr. L. R. Tripp
Emerson, Nebr.....Dr. N. L. Hansen
Pender, Nebr.....Dr. J. Buis
Oakland, Nebr.....Dr. H. W. Benson
Blair, Nebr.....Dr. Morris Neilson
Omaha, Neb.....Dr. A. J. Brown
Hartington..... Dr. J. W. King
Wayne, Nebr.....Dr. S. A. Lutgen
Wausa, Nebr.....Dr. R. E. Johnson
Randolph, Nebr.....Dr. A. E. Cook
Winside, Nebr.....Dr. B. M. McIntyre
Norfolk, Nebr.....{Dr. T. H. Waters / Dr. Lucien Stark
Laurel .....Dr. R. P. Carroll

FOR INSTRUCTIONS TO EMPLOYEES IN CASE OF ACCIDENT READ RULES NOS. 800 TO 808.

INSTRUCTIONS TO CONDUCTORS, AGENTS AND YARDMASTERS

MIXED TRAINS

No. 31—Take cars for Wakefield and Crofton Line. Do way work. Do switching, Wakefield to Crofton inclusive.
No. 32—Do way work Crofton to Wakefield inclusive. Handle all cars from Crofton line and fill out at Wakefield. Take South Omaha and Chicago stock from Wakefield. Give stock to Nos. 14 and 15 at Emerson.
No. 91—Take cars for Wayne and Bloomfield line and fill out with cars for Norfolk line. Do way work. Do switching, Wayne to Bloomfield inclusive.
No. 92—Do way work. Handle all cars from Bloomfield line and fill out at Wayne. Take South Omaha and Chicago stock from Wayne. Give stock to Nos. 14 and 15 at Emerson.

WAY FREIGHTS

No. 13—Take merchandise, stock, and other cars for stations South Sioux City to Norfolk and beyond. Do way work, South Sioux City to Hoskins inclusive. Do switching at South Sioux City, Dakota City, Coburn, Hubbard, Nacora, Emerson, Winside, Hoskins and Norfolk. Make up No. 31 and 91 at Emerson.
No. 14—Take stock from C. & N. W. connections at Norfolk and fill out with other through and short cars. Do way work Hoskins to South Sioux City inclusive.
Pick up stock, Hoskins to Hubbard inclusive. Give South Omaha and Chicago stock to No. 15 at Emerson unless otherwise instructed. Take stock from No. 32 and 92 at Emerson.
No. 15—Do switching Thurston to Florence inclusive. Do way work Emerson to North Yard. Take short and branch cars preference. Pick up stock, Emerson and all stations west. Make up train at Emerson.
No. 16—Take main line and branch cars. Do switching, Florence to Thurston inclusive. Do way work, Omaha to Emerson.

THROUGH FREIGHTS

No. {19 / 17 Take through and main line cars. Fill out with branch cars. Pick up stock Dakota City to Florence inclusive and from Nos. 14-32 and 92 at Emerson. Fill up at Emerson and Blair and at other stations as instructed.
No. 18—Take through cars, short and branch stock and merchandise. Fill out with branch cars. Fill up at Blair and Emerson and at other stations as instructed. Pick up stock, Omaha to Emerson.

G. M. WELCH
ASST. SUPERINTENDENT
St. James

F. J. VAUGHN
TRAINMASTER
Omaha

P. J. DEMPSEY
CHIEF TRAIN DISPATCHER

C. F. SHELLINGTON
ASST. CHIEF TRAIN DISPATCHER

G. R. McGINTY
NIGHT CHIEF TRAIN DISPATCHER

DISPATCHERS:
J. E. McSteen
O. A. Kragskow
S. D. Fahey
J. G. Sullivan
St. James

V. LARSON
Roadmaster
Emerson

A. R. TRAUTMAN
Asst. Roadmaster
Emerson

J. L. RILEY
Master Mechanic
Sioux City

J. P. LYNCH
Traveling Engineer
Sioux City

T. F. BRACKEN
General Foreman B. & B.
Emerson

H. R. PEERY
Division Storekeeper
Sioux City

T. R. HUGHES
District Claim Agent
Sioux City