

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

NEBRASKA DIVISION.

No. 110 TIME TABLE No. 110

FOR EMPLOYES ONLY.

Takes Effect at 6.00 O'clock A. M., Sunday, December 8th, 1907.

STUDY THE RULES CAREFULLY.

A. W. TRENHOLM,
General Manager.

S. G. STRICKLAND,
General Superintendent.

F. E. NICOLAS,
Superintendent.

Time Table No. 110.

BETWEEN SIOUX CITY AND OMAHA—GOING SOUTH.

BETWEEN OMAHA AND SIOUX CITY—GOING NORTH.

Time Table No. 110.

Telegraph Offices	STATIONS	Distance from Omaha	FIRST CLASS							SECOND CLASS					THIRD CLASS							Water, Coal, Turn Table, Scales, Etc.			
			12	4	70	10	2	72	6	14	30	32	20	74	56	16	76	78	24	18	80				
			Norfolk Passenger	Twin City Express	C. B. & Q. Passenger No. 164	Black Hills Passenger	Sioux City Passenger	C. B. & Q. Passenger No. 10.	Emerson Local	Stock Freight	Wynot Frt. and Passenger	Wynot Frt. and Passenger	Fast Freight	C. B. & Q. Freight No. 324	Way Freight	Way Freight	C. B. & Q. Freight No. 84.	C. B. & Q. Way Freight No. 86.	Chicago Freight C. & N.W. No. 32	Through Freight	C. B. & Q. Freight No. 326				
	Arrive									AM															
	MINNEAPOLIS	402.5	10.44	PM 8.10	PM 8.10					8.20															
	ST. PAUL	392.1		7.40	7.40					7.50											AM 6.00				
N	22ND STREET	124.2		AM 9.00	AM 10.20					AM 6.25											AM 5.00				
N	SIOUX CITY	123.4								PM 3.55	PM 7.20				AM 7.55	PM 3.50							TCWYO		
N	STOCK YARDS	122.7	3.1	*	8.55	*	10.15	AM 11.40	*	3.50	*	7.15	6.46		6.15	7.50	2.30	3.40	AM 4.15	7.10	3.10	PM 3.20	4.50	4.06	
D	SO. SIOUX CITY	119.6	0.4		8.48	*	10.06	11.33	*	3.43	7.08	6.39		6.00	7.40	2.20	3.28	4.02	6.57	2.57	3.07		4.40	3.54	
N	FERRY	119.2	3.0	*	8.46	*	10.05	11.32	*	3.42	*	7.07	6.38		5.59	7.37	2.16	3.27	4.00	6.50	2.55	3.05		4.39	3.52
D	DAKOTA CITY	116.2	4.9		8.41	10.00	AM	3.37	7.02	PM		5.50	7.28	2.08	3.21	AM	6.40		PM	PM			4.32	PM	
D	COBURN	111.3		8.30	9.50			3.27	6.53			5.37	7.14	1.50	7.14	1.50	3.08	6.20					4.20	WY	
D	HUBBARD	106.9	7.1		8.21	*	9.42			3.18	6.44			5.25	AM	PM		2.58		6.05			4.08		
D	NACORA	99.8	5.4		8.06	*	9.30		+	3.05	*	6.30		5.05			2.40		5.40				3.50		
N	EMERSON	94.4		7.55	9.20			2.55	{ 6.20	6.10		AM 11.50	4.50		2.25		5.20	PM 4.00				{ 3.15		WCYO	
D	THURSTON	87.1	5.2		9.03			PM		5.57		11.37		AM				AM		3.35			2.50		
D	PENDER	81.9	9.7		8.53					5.47		11.27						1.49		3.15			2.33	W	
D	BANCROFT	72.2	7.6		8.37					5.30		11.09						1.30		2.25			2.03	W	
D	LYONS	64.6	6.8		8.24					5.15		10.55						1.14		1.45			1.40		
N	OAKLAND	57.8			8.13					5.02		10.44					1.00			{ 1.10	12.15			1.17	WT
	PEAK	56.0			*	8.10				*	4.57		*	10.40											
D	CRAIG	50.7	1.3		8.00					4.47		10.30				12.40			11.50				12.55	C	
	ZION	49.4		*	7.56					*	4.43		*	10.27											
	EUREKA	44.7	4.7																						
D	TEKAMAH	42.0	2.7		7.45					4.29		10.12				12.15			11.05				12.22	W	
	RANCH SPUR	36.3	5.7																						
D	HERMAN	34.9	1.4		7.34					4.15		9.59				11.57			10.15				12.05		
	TYSON	30.4	4.5		† 7.26				+	4.06		9.50				11.45			9.50				11.45		
N	BLAIR	24.9	5.5		7.17					3.55		9.38				11.32			{ 9.25	10.40			11.25	YW	
	SOUTH BLAIR	24.4	0.5																						
D	DE SOTO	19.5	4.9		† 7.07					† 3.42		† 9.27				11.18			8.20				10.27	11.02	
D	FORT CALHOUN	16.0	3.5		7.01					3.36		9.20				11.08			8.05				10.19	10.50	
	COFFMAN	12.1	3.9		† 6.54				+	3.29		† 9.12				10.58			7.45				10.10	10.38	
E	SOUTH CUT	8.9	3.2		*	6.48			*	3.23		*	9.05			10.50			7.30				9.58	10.27	
	BRIGGS	8.1	0.8		*	6.47			*	3.22	*	9.03				10.48		*	7.26				9.55	10.25	
D	FLORENCE	5.1	3.0		† 6.41				† 3.17		† 8.57				10.38			7.12				9.43	10.15		
	NORTH OMAHA	2.9	2.2																						
	ELKHORN JUNCTION	1.7	1.2		6.35					3.10		8.50				10.15			6.55				9.15	10.05	
N	NORTH YARD	1.0	0.7		* 6.33				*	3.08		*	8.48			10.10			6.50				9.10	10.00	
N	OMAHA	Depart	1.0	1.0	6.30	AM				3.05	PM	8.45	AM		AM		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Saturday Only			
					Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Saturday Only				

Time Table No. 110.

NORFOLK LINE

GOING WEST								GOING EAST											
THIRD CLASS				SECOND CLASS		FIRST CLASS		STATIONS				STATIONS							
		57	21	13	53	11	9	Station Numbers	Distances from Emerson	Distance from Norfolk	Telegraph Offices	12	10	14	52	56	22	THIRD CLASS	
		Way Freight	Way Freight	Through Freight	Freight and Passenger	Black Hills Passenger	Norfolk Passenger					Sioux City Passenger	Black Hills Passenger	Stock Freight	Freight and Passenger	Way Freight	Way Freight		
		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Sun.	Daily	Daily Ex. Sun.					Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			
		AM 3.30	AM 6.45	PM 9.45	PM 5.10	PM 6.20	AM 9.20	2208	46.5	N	AM 7.45	PM 2.50	AM 4.30	PM 3.30	AM 4.45	PM 3.45	Y WCO	
		3.40	6.55	9.55	* 5.15	* 6.25	* 9.25	2400	2.7	43.8	*	7.40	* 2.45	4.23	* 3.20	4.35	3.35		
		{ 4.05	4.20	7.25	10.20	5.35	6.38	9.37	2403	9.4	37.1	N	7.25	2.32	4.05	3.00	4.15	3.15	W YOC
		4.50	8.30	10.50	6.00	6.55	9.55	2406	18.5	28.0	D	7.05	2.12	3.30	2.30	3.40	{ 2.45	WY	
		AM		9.20	11.20	7.12	10.13	2410	28.1	18.4	D	6.45	1.53	2.45		AM	1.07		
				9.40	11.42	* 7.23	* 10.23	2413	34.3	12.2	*	6.33	* 1.42	2.25				12.47	
				9.55	11.55	7.30	10.32	2414	38.1	8.4	D	6.25	1.35	2.12				12.34	W
								2415	44.0	2.5									
		10.20	12.20	AM	7.45	10.50	2416	46.5	Arrive NORFOLK Depart	D	6.10	1.20	1.45	AM			12.05	TW	
		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	7.55 PM	11.00 AM			1.5 NORFOLK JUNCTION (On C. & N.-W. Ry.)		6.00 AM	1.12 PM		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		
												Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			

No. 13 is superior to No. 14 between Emerson and Norfolk.

No. 21 is superior to No. 22.

BLOOMFIELD LINE.

GOING WEST								GOING EAST											
THIRD CLASS				SECOND CLASS				STATIONS				SECOND CLASS				THIRD CLASS			
		57	53	51	Freight and Passenger	Freight and Passenger	Station Numbers	Distances from Wayne	Distances from Bloomfield	Telegraph Offices	50	52	56	Freight and Passenger	Freight and Passenger	Way Freight			
		Way Freight			Daily Ex. Sun.	Daily Ex. Sun.					Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			
		Daily Ex. Sun.			AM 5.50	AM 10.05	2406	42.6	D	AM 6.55	PM 1.50	AM 3.20						
					6.33	7.15	2603	9.5	33.1	D	6.33	1.23	2.50					WY	
					7.05	7.30	2607	16.0	26.6		6.18	1.02	2.20					W	
					7.50	7.45	2609	20.6	22.0	D	6.05	12.45	2.00						
							2611	28.7	21.8										
					8.15	8.05	2615	42.6	13.9	D	5.43	12.20	1.80						
					8.35	8.20	2617	33.3	9.3	D	5.30	12.00	1.10					W	
					9.00	8.45	2619	12.25 PM	5.10	D	5.10	11.35 AM	12.35					WTC	
					Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			

Water, Coal Wyes, Turn Tables, Scales

Water, Coal, Wyes, Turn Tables, Scales

CROFTON LINE.

GOING WEST			GOING EAST			GOING WEST			GOING EAST		
THIRD CLASS	SECOND CLASS	STATIONS	Distances from Crofton	Telegraph Offices	SECOND CLASS	THIRD CLASS	STATIONS	Distances from Coburn	Telegraph Offices	SECOND CLASS	THIRD CLASS
45	43	41	Station Numbers	Distances from Wakefield	40	42	44	Station Numbers	Distances from Coburn	30	32
Way Freight	Freight and Passenger				Freight and Passenger	Freight and Passenger	Way Freight			Freight and Passenger	Freight and Passenger
Daily Ex. Sun.	Daily Ex. Sun.				Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			Daily Ex. Sun.	Daily Ex. Sun.
AM 5.00	PM 6.35	AM 9.45	2403		AM 7.15	PM 2.15	AM 3.50			AM 6.55	PM 9.55
5.40	6.55	10.10	2502	10.0	CONCORD	6.50	1.45	3.20		7.07	10.10
6.35	7.10	10.30	2503	16.0	LAUREL	6.1	1.20	2.55		7.19	10.23
				16.1	C. B. & Q. RY. CROSSING	7.9				7.40	11.00
7.30	7.30	10.55	2506	24.0	COLERIDGE	9.5	6.10	12.50		8.05	11.35
8.30	7.50	11.20	2509	33.5	HARTINGTON	7.6	5.50	12.20		8.25	12.01
9.00	8.10	11.50	2513	41.1	FORDYCE	2.5	5.30	11.50		8.55	12.30
				43.6	ASBRE	5.0		12.45		PM	PM
9.30 AM	8.30 PM	12.10 PM	2516	48.6	CROFTON	5.0	5.10	11.30 AM		Daily Ex. Sun.	Daily Ex. Sun.
					Arrive	Depart				Daily Ex. Sun.	Daily Ex. Sun.
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			Daily Ex. Sun.	Daily Ex. Sun.

GENERAL RULES AND REGULATIONS GOVERNING EMPLOYES OF THE OPERATING DEPARTMENT are issued in 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.

RULE 6. The following signs and letters, when placed before the figures of the schedule, indicate:

- * Trains do not stop.
- † Trains stop only on signal, or to leave passengers.
- ‡ Trains stop only to leave passengers.
- § Trains stop only on signal.

- D Day telegraph office.
- E Night telegraph office.
- N Day and night telegraph office.
- ¶ Stop for meals.
- L Train stops for lunch.

SPECIAL RULES.

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

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

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.

3 Conductors of all trains and Enginemen of light engines will register at following stations, and when registering last section of a train, register will show "Last Section" in place provided for signals carried:

- North Yard, Omaha. Stock Yard, Sioux City.
- Blair. 22nd Street, Sioux City.
- Oakland. Norfolk.
- Emerson. Wayne.
- Coburn. Ferry.
- Wakefield.
- Bloomfield.
- Crofton.
- Wynot.

Passenger trains will register at Passenger Stations, Omaha and Sioux City.

Trains scheduled to pass registering stations without stopping will reduce speed so Conductor can deliver register card to operator, who will enter same in train register.

WYNOT LINE.

GOING WEST		GOING EAST		GOING WEST		GOING EAST	
SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS	
33	31	40	42	44	30	32	30
Freight and Passenger	Freight and Passenger	Freight and Passenger	Freight and Passenger	Way Freight	Freight and Passenger	Freight and Passenger	Freight and Passenger
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
PM 6.55	AM 9.55	PM 6.55	AM 2.15	AM 3.50	AM 7.10	PM 1.50	WY
44.9	3.3	44.9	3.4	3.4	41.5	1.40	
COBURN	3.3	COBURN	3.4	3.4	JACKSON	1.40	
C.B. & Q. Ry. CROSS'G	0.1	C.B. & Q. Ry. CROSS'G	0.1	0.1	VISTA	1.25	
10.6	8.5	10.6	8.5	8.5	PONCA	1.00	
NEWCASTLE	18.3	NEWCASTLE	18.3	18.3	MASKEL	12.01	WT
5.55	5.30	5.55	5.30	5.30	WYNOT	11.30	WT
D	AM	D	AM	AM	Arrive Depart	AM	AM
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.

Bulletins

4 Bulletins are posted at the following points:
For Main Line: Sioux City, Passenger Depot.

" " 22nd Street.

" " Round House.

Emerson, Blair, Ferry.

Omaha, North Yard, Pass. Depot.

For Norfolk-Bloomfield Line:
Emerson, Wayne, Norfolk.
Crofton Line, at Wakefield.
Wynot Line, at Coburn.

5 All trains must come to a full stop not less than 200 feet nor more than 400 feet from all Railroad Crossings and at Elkhorn Junction, with engine as near stop board as possible, so that clear view of other line is obtained.

All C. & N.-W. trains have right to cross ahead of C. St. P. M. & O. trains or engines at Blair.

All C. St. P. M. & O. trains have right to cross ahead of Great Northern trains at Jackson, Laurel and Randolph.

C. St. P. M. & O. trains will proceed ahead of C. & N.-W. trains of same or inferior class and C. & N.-W. first-class trains will proceed ahead of C. St. P. M. & O. inferior class trains 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.

Interlocking plants are located at following crossings: C. B. & Q. at Oakland and Dakota City.

Trainmen must provide themselves with current time table of any foreign line over which they run.

6 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.

7 Following letters placed opposite name of station indicates W. Water, C. Coal, T. Turn Table, Y. Wye, O. Scale.

8 Distant Semaphore signals 1,200 feet north of north switch at Emerson; 1,000 feet south of south switches Craig; 1,000 feet south of Eureka switch; 1,000 feet north of north switch at Tekamah indicate position of those switches, and approaching trains must be governed accordingly.

9 Non-air cars must not be loaded for points on or reached via following lines: Union Pacific; Northern Pacific; Great Northern; Duluth & Iron Range; Duluth, Missabe & Northern. Nor for stations on following branches of this railway (except tool cars and boarding cars in company service):

NEBRASKA DIVISION. M. & I. DIVISION. WISCONSIN DIVISION.
Wynot Line. Fairmont Line. Spring Valley Line.
Rock Rapids Line. Mandovi Line.
Currie Line. Hannibal Line.
Radisson Line.

Switches
Omaha Yard

Water, Coal,
Etc

Distant
signals

Loading of
Non-air cars

Speed	10 All trains must move between Elkhorn Junction 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.
Omaha Yard	All trains and engines will reduce speed to 5 miles per hour over Nicholas street, Omaha.
Sioux City Yard	The speed of all trains must be carefully controlled within limits of Sioux City Yard, and sharp lookout kept for yard engines and trains at connections and crossings. The speed of all trains must be reduced to ten miles per hour over Floyd River Bridge, Sioux City, and over crossing of the Sioux City, Crystal Lake & Hamer Ry. at South Sioux City.
Missouri River Bridge	All trains must maintain a uniform rate of speed and use not less than one minute and half crossing Missouri River bridge at Sioux City.
On heavy grades	Passenger trains must not exceed schedule time, and freight trains must not exceed 25 miles per hour between Emerson and Hubbard, Blair and Florence, and in each direction from Ridge and Apex.
Tekamah Yard	Trains must not exceed 8 miles per hour passing through Tekamah between 6 a. m. and 8 p. m.
North Omaha	Trains must not exceed 15 miles per hour passing through North Omaha.
Y Connections	11 The Yard limits at Coburn, Emerson, Wakefield and Wayne include the Y tracks. Connection at Briggs and Y at Blair are C. & N.-W. tracks.
Freight Trains obtaining clearance	12 Trains specified below need not stop for clearance at stations designated if signal is at clear position. (See rule 98b.) Nos. 17, 18, 19, 20, 74, 75, 76, 77, 78, 79, 80—Stations between North Yard, Omaha, and Stock yards, Sioux City, except at Blair, Oakland, Emerson and Coburn. Nos. 23 and 24—Stations between North Yard and Blair. No. 14—Stations between Emerson and Stock Yards, except Coburn.
Chain Cars	13 (See General Rule 878). When loads extend over two or more cars, such cars must be chained securely, to prevent them from separating. This will be done by car inspectors at junction and terminal points. Chains must be removed from cars before delivery to connecting lines or divisions.
Setting Coal Sheds	14 Not more than two cars, either loaded or empty, are to be handled into or out of elevated coal sheds, and be accompanied by at least two switchmen or brakemen.
Car numbers changed on Way-Bills	15 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.
Showers Hogs	16 Hog showers are located as follows: Oakland. Coburn. Pender. Wakefield. Hartington.
Chief Train Dispatcher	17 Mr. W. B. Fordyce, Chief Train Dispatcher, will have charge of movement of trains by telegraph, and distribution of cars, headquarters at Omaha.
Special Instructions	18 No. 6 will take siding for No. 1. No. 1 will do work at Bancroft and back up and head in on passing track for No. 4. No. 5 will do work at platform at Emerson and back up and go through main line passing track for No. 2. No. 1 will stop at Nacora to take on passengers for south of Emerson. No. 2 will stop at Nacora to leave passengers from south of Emerson. Nos. 1 and 2 on Sundays will stop at Nacora on signal or to leave passengers. No. 4 will stop at Nacora, Hubbard and South Sioux City, to let off passengers taken on south of Emerson. No. 11 will stop at Hubbard and Nacora to let off passengers received from delayed M. & I. division, No. 5 or C. & N.-W. No. 3, and on Sunday will stop on signal or to leave passengers at South Sioux City, Dakota City, Hubbard and Nacora.
Freight trains that carry passengers	19 Freight trains carry passengers as follows: No. 15, between Emerson and Florence. No. 16, between Florence and Emerson. No. 19, between Coburn and Emerson. Nos. 44 and 45 between Wakefield and Crofton. Nos. 56 and 57 between Wayne and Bloomfield. Nos. 21 and 22 between Wayne and Norfolk.

SPUR TRACKS.

First Street:—Spur between Floyd River bridge and Stock Yards (Sioux City).
Floyd:—Siding about seven-tenths of a mile south of Stock Yards (Sioux City) telegraph office.
Bridge Cut:—Siding at north end of Missouri River bridge at Sioux City, in cut.
Grit:—Gravel pit about three miles south of Hubbard.
Water Works Spur:—North end of old river line, one mile north of Florence.
Lake Siding:—Between Elkhorn Junction and yard limit board.

DERAIL SWITCHES ARE LOCATED AS FOLLOWS:

Floyd Siding—North end.
 Bridge Cut—North end.
 Hubbard—North end.
 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—South end coach track.
 Bancroft—North and south end house track.
 Lyons—North and south end house track.
 Peak—South end passing track.
 Zion—South end passing track.
 Tekamah—South end reduce track.
 Ranch Spur—Near main line switch.
 Tyson—South end stock yard track.
 Eureka Pit—Near main line.
 Blair—North end stock track.
 South end South Blair track.
 Calhoun—North end house track.
 Florence—North end ice house track.
 North end supply track.
 Vista—East end siding.
 Ridge—East and west ends of siding.
 Wayne—Entering mill track.
 Winside—East end stock track.
 Apex—East and west end of siding.
 Coleridge—East end house track.
 Magnet—East end siding.
 Sholes—East end siding.
 Wausa—East end mill track.

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.

BRIDGE CLEARANCES.

Attention of Trainmen and Yardmen is called to 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.**

BRIDGES	Clearance between top of rail and bottom of stringer	Distance from rail to Bent on east side	Distance from rail to Bent on west side
Bridge Cut, Sioux City	22 ft.	7 ft. 2 in.	7 ft. 6 in.
Bridge Cut, Siding	22 ft.	4 ft. 8 in.	10 ft. 2 in.
Missouri River	21 ft. 6 in.	5 ft. 3 in.	5 ft. 2 in.
North Cut	23 ft.	9 ft.	9 ft. 6 in.
South Cut	24 ft.	7 ft.	10 ft.
Norfolk Span	21 ft.	4 ft. 6 in.	4 ft. 6 in.
Between M. P. 16 and 17 (Bloomfield Line)	22 ft. 6 in.	7 ft.	7 ft.
Randolph	22 ft. 4 in.	7 ft.	7 ft. 10 in.
Between Vista and Ponca	23 ft.	8 ft. 8 in.	8 ft.
Between Fordyce and Crofton	22 ft.	6 ft. 4 in.	6 ft.

WATCH INSPECTORS.

A. L. Haman, Supt. Time Service, 352 Robert St., St. Paul, Minn.

Omaha	Fred Brodegaard.
Sioux City	W. H. Beck.
Wakefield	C. F. Howard.
Wayne	J. G. Mines.

