

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

NEBRASKA DIVISION.

No. 110 TIME TABLE No. 110

FOR EMPLOYEES 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. NICOLES,
Superintendent.

BETWEEN SIOUX CITY AND OMAHA—GOING SOUTH.

THIRD CLASS									SECOND CLASS				FIRST CLASS								Distance from Sioux City	STATIONS	Station Numbers
	57	17	79	77	75	15	23	13	33	19	31	3	11	73	5	71	9	1					
	Way Freight	Through Freight	C., B. & Q. Freight No. 83	C., B. & Q. Way Frt. No. 85	C. B. & Q. Freight No. 323	Way Freight	Chicago Freight C. & N.-W. No. 81	Through Freight	Wynot Freight and Passenger	Time Freight	Wynot Freight and Passenger	Omaha Local	Black Hills Passenger	C. B. & Q. Passenger No. 163	Omaha Express	C., B. & Q. Passenger No. 11	Norfolk Passenger	Omaha Passenger					
	Daily Ex. Sat.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily					
													A M 7.00		A M 7.00			P M 8.10	279.1	Depart	1564		
		P M 9.20											7.30		7.30			8.45	268.7	MINNEAPOLIS..... 10.44 ST. PAUL.....	170		
	P M 11.00	P M 6.30						P M 7.20		P M 1.00			P M 5.15		P M 4.55		A M 8.00	A M 6.45	.0	22ND STREET	1777		
	11.10	6.46	P M 1.30	A M 6.25	A M 5.15			7.30	6.05	1.12	9.15		* 5.19	P M 5.09	* 4.59	P M 12.30	* 8.04	* 6.50	0.7	STOCK YARDS..... 0.5			
	11.25	7.08	1.48	6.38	5.28			7.40	6.15	1.23	9.25		* 5.26	5.16	5.06	12.37	* 8.11	6.57	3.8	SO. SIOUX CITY..... 3.1	2200		
	11.26	7.10	1.45 P M	6.40 A M	5.30 A M			7.41	6.17	1.24	9.27		* 5.27	5.17 P M	* 5.07	12.38 P M	* 8.12	6.58	4.2	FERRY..... 0.4			
	11.50	7.18						7.50	6.25	1.32	9.33		* 5.32		5.13		8.18	7.04	7.2	DAKOTA CITY..... 3.0	2202		
	12.15	7.33						8.05	6.37	1.45	9.45			5.40		5.23	8.30	7.14	12.1	COBURN..... 4.9	2204		
	12.40	7.47						8.20		2.05	A M		* 5.48		5.32		8.40	7.22	16.5	HUBBARD..... 4.4	2205		
	1.15	8.15						8.50		2.40			* 6.01		† 5.45		† 8.56	* 7.35	23.6	NACORA..... 7.1	2207		
	1.45	8.45				A M 8.35		9.10		3.05 3.25 4.15		P M 2.55		L } 5.55 6.10			9.10	{ 7.45 7.53	29.0	EMERSON..... 5.4	2208		
	A M							P M					P M				A M		36.3	THURSTON..... 7.3	2210		
		9.03				9.03				4.35		3.07				6.23		8.06	41.5	PENDER..... 5.2	2212		
		9.15				9.45				4.50		3.15				6.32		8.15	51.2	BANCROFT..... 9.7	2214		
		9.40				10.30				5.30		3.30				6.49		8.37	58.8	LYONS..... 7.6	2216		
		10.00				11.10				5.52		3.42				7.02		8.50	65.6	OAKLAND..... 6.8	2218		
		10.30				{ 11.30 12.15				6.12		3.55				7.14		9.01					
																			67.4	PEAK..... 1.8			
		10.55				12.40				6.35		4.10				* 7.17		* 9.04	72.7	CRAIG..... 5.3	2220		
																* 7.32		* 9.15	74.0	ZION..... 1.3			
		11.35				1.30				7.10		4.29				7.48		9.30	78.7	EUREKA..... 4.7			
																			81.4	TEKAMAH..... 2.7	2222		
																			87.1	RANCH SPUR..... 5.7	2223		
		12.05				2.00				7.32		4.44				8.00		9.42	88.5	HERMAN..... 1.4	2224		
		12.20				2.20				7.45		† 4.54			† 8.09			† 9.50	93.0	TYSON..... 4.5	2226		
		12.50				2.50	A M 2.30			8.21		5.05			8.21			10.02	98.5	BLAIR..... 5.5	2228		
																			99.0	SOUTH BLAIR..... 0.5	2229		
		1.10				3.10	2.50			8.48		† 5.15			† 8.31			† 10.11	103.9	DE SOTO..... 4.9	2230		
		1.25				3.36	3.05			9.05		5.22			8.38			10.17	107.4	FORT CALHOUN..... 3.5	2232		
		1.40				3.48	3.20			9.17		† 5.29		† 8.45				† 10.24	111.3	COFFMAN..... 3.9	2234		
		2.00				4.00	3.35			9.30		* 5.35		* 8.51				* 10.31	114.5	SOUTH CUT..... 3.2			
		2.03				4.03	3.37			9.33		* 5.37		* 8.52				* 10.32	115.3	BRIGGS..... 0.8	2235		
		2.13				4.15	3.55			9.43		† 5.43			† 8.58			† 10.38	118.3	FLORENCE..... 3.0	2236		
																			120.5	NORTH OMAHA..... 2.2	2237		
		2.25				4.25	4.10			9.55		5.50			9.05			10.45	121.7	ELKHORN JUNCTION..... 1.2			
		2.30				4.30	4.15			10.00		* 5.52			* 9.07			* 10.47	122.4	NORTH YARD..... 0.7			
												5.55 P M			9.10 P M			10.50 A M	123.4	OMAHA..... 1.0	2240		
	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Arrive				

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	
			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Mon.	Saturday Only	
	Arrive		PM	PM			AM													AM		
	MINNEAPOLIS 10.44	402.5	8.10	8.10			8.20													6.00		
	ST. PAUL	392.1	7.40	7.40			7.50						6.20							5.00		
N	22ND STREET	124.2								6.25			3.50		7.20							
N	SIOUX CITY	123.4	9.00	10.20		3.55	7.20			7.55	2.35											TCWYO
N	STOCK YARDS 0.5	122.7	* 8.55	* 10.15	11.40	* 3.50	* 7.15	6.46		6.15	7.50	2.30	3.40	4.15	7.10		3.10	3.20		4.50	4.06	
D	SO. SIOUX CITY 3.1	119.6	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 0.4	119.2	* 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 3.0	116.2	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 4.9	111.3	8.30	9.50		3.27	6.53			5.37	7.14	1.50	3.08		6.20					4.20		WY
D	HUBBARD 4.4	106.9	8.21	* 9.42		3.18	6.44			5.25	AM	PM	2.58		6.05					4.08		
D	NACORA 7.1	99.8	8.06	* 9.30		3.05	* 6.30			5.05			2.40		5.40					3.50		
N	EMERSON 5.4	94.4	7.55	9.20		2.55	6.20 6.10		11.50	4.50			2.25		5.20	4.00				3.35 3.15		WCYO
D	THURSTON 7.3	87.1	AM	9.03		PM	5.57		11.37	AM			2.00		AM	3.35				2.50		
D	PENDER 5.2	81.9		8.53			5.47		11.27				1.49			3.15				2.33		W
D	BANCROFT 9.7	72.2		8.37			5.30		11.09				1.30			2.25				2.03		W
D	LYONS 7.6	64.6		8.24			5.15		10.55				1.14			1.45				1.40		
N	OAKLAND 6.8	57.8		8.13			5.02		10.44				1.00			12.15				1.17		WT
	PEAK 1.8	56.0		* 8.10			* 4.57		* 10.40													
D	CRAIG 5.3	50.7		8.00			4.47		10.30				12.40			11.50				12.55		C
	ZION 1.3	49.4		* 7.56			* 4.43		* 10.27													
D	EUREKA 4.7	44.7																				
D	TEKAMAH 2.7	42.0		7.45			4.29		10.12				12.15			11.05				12.22		W
	RANCH SPUR 5.7	36.3																				
D	HERMAN 1.4	34.9		7.34			4.15		9.59				11.57			10.15				12.05		
	TYSON 4.5	30.4		† 7.26			† 4.06		9.50				11.45			9.50				11.45		
N	BLAIR 5.5	24.9		7.17			3.55		9.38				11.32			9.25 8.40			PM 10.40	11.25		YW
	SOUTH BLAIR 0.5	24.4																				
D	DE SOTO 4.9	19.5		† 7.07			† 3.42		† 9.27				11.18			8.20				10.27	11.02	
D	FORT CALHOUN 3.5	16.0		7.01			3.36		9.20				11.08			8.05				10.19	10.50	
	COFFMAN 3.9	12.1		† 6.54			† 3.29		† 9.12				10.58			7.45				10.10	10.38	
E	SOUTH CUT 3.2	8.9		* 6.48			* 3.23		* 9.05				10.50			7.30				9.58	10.27	
	BRIGGS 0.8	8.1		* 6.47			* 3.22		* 9.03				10.48			* 7.26				9.55	10.25	
D	FLORENCE 3.0	5.1		† 6.41			† 3.17		† 8.57				10.38			7.12				9.43	10.15	
	NORTH OMAHA 2.2	2.9																				
	ELKHORN JUNCTION 1.2	1.7		6.35			3.10		8.50				10.15			6.55				9.15	10.05	CTW
N	NORTH YARD 0.7	1.0		* 6.33			* 3.08		* 8.48				10.10			6.50				9.10	10.00	O
N	OMAHA 1.0			6.30			3.05		8.45										PM	PM		
	Depart		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Saturday Only	

NORFOLK LINE

GOING WEST								Station Numbers	Distances from Emerson	STATIONS	Distances from Norfolk	Telegraph Offices	GOING EAST								Water, Coal Wyes, Turn Tables, Scales
THIRD CLASS			SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS		THIRD CLASS				
		57	21	13	53	11	9						12	10	14	52	56	22			
		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.	Daily Ex. Sun.			
		A M	A M	P M	P M	P M	A M			Depart	Arrive	A M	P M	A M	P M						
		3.30	6.45	9.45	5.10	6.20	9.20	2208		..... EMERSON.....		7.45	2.50	4.30	3.30	4.45	3.45	.....	.....	YWCO
		3.40	6.55	9.55	* 5.15	* 6.25	* 9.25	2400	2.7	..... 2.7 RIDGE.....		* 7.40	* 2.45	4.23	* 3.20	4.35	3.35	.....	.....
		4.05						2403	9.4	..... 6.7 WAKEFIELD.....	N	7.25	2.32	4.05	3.00	4.15	3.15	.....	.....	WYOC
		4.20	7.25	10.20	5.35	6.38	9.37	2406	18.5	..... 9.1 WAYNE.....	D	7.05	2.12	3.30	2.30	3.40	2.45	1.40	.....	WY
		4.50	8.30	10.50	6.00	6.55	9.55														
		A M			P M			2410	28.1	..... 9.6 WINSIDE.....	D	6.45	1.53	2.45			1.07	.....	.....
			9.20	11.20	.....	7.12	10.13	2413	34.3	..... 6.2 APEX.....		* 6.33	* 1.42	2.25			12.47	.....	.....
			9.40	11.42	.....	* 7.23	* 10.23	2414	38.1	..... 3.8 HOSKINS.....	D	6.25	1.35	2.12			12.34	.....	.....	W
			9.55	11.55	.....	7.30	10.32	2415	44.0	..... 5.9 HOPE.....								.....	.....
								2416	46.5	..... 2.5 NORFOLK.....	D	6.10	1.20	1.45			12.05	.....	.....	TW
			10.20	12.20	.....	7.45	10.50			Arrive	Depart			A M			P M	.....	.....
			A M	A M																	
						7.55	11.00			..... 1.5 NORFOLK JUNCTION.....		6.00	1.12					.....	.....
						P M	A M			(On C. & N.-W. Ry.)		A M	P M								
		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.					Daily Ex. Sun.	Daily	Daily Ex. Sun.	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							STATIONS	Distances from Bloomfield	Telegraph Offices	GOING EAST							Water, Coal, Wyes, Turn Tables, Scales	
THIRD CLASS				SECOND CLASS						SECOND CLASS			THIRD CLASS					
			57		53	51					50	52		56				
			Way Freight		Freight and Passenger	Freight and Passenger					Freight and Passenger	Freight and Passenger		Way Freight				
			Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.					Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.				
			A M		P M	A M		Depart	Arrive		A M	P M		A M				
			5.50		6.50	10.05	2406		42.6	D	6.55	1.50		3.20	WY			
			6.33		7.15	10.30	2603	9.5	33.1	D	6.33	1.23		2.50	W			
			7.05		7.30	10.50		16.0	26.6		6.18	1.02		2.20				
			7.50		7.45	11.15	2607	20.6	22.0	D	6.05	12.45		2.00				
								20.8	21.8									
			8.15		8.05	11.40	2609	28.7	13.9	D	5.43	12.20		1.30				
			8.35		8.20	12.00	2611	33.3	9.3	D	5.30	12.00		1.10	W			
			9.00		8.45	12.25	2615	42.6		D	5.10	11.35		12.35	WTC			
			A M		P M	P M		Arrive	Depart		A M	A M		A M				
			Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.					Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.				

CROFTON LINE.

GOING WEST			Station Numbers	Distances from Wakefield	STATIONS	Distances from Crofton	Telegraph Offices	GOING EAST			Water, Coal, Etc.
THIRD CLASS	SECOND CLASS							SECOND CLASS	THIRD CLASS		
45	43	41						40	42	44	
Way Freight	Freight and Passenger	Freight and Passenger						Freight and Passenger	Freight and Passenger	Way Freight	
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	
A M	P M	A M	2403	...	Depart	48.6	N	A M	P M	A M	WYOO
5.00	6.35	9.45	2502	10.0	...WAKEFIELD.....	38.6	D	7.15	2.15	3.50	
5.40	6.55	10.10	2503	16.0	10.0 ...CONCORD.....	32.6	D	6.50	1.45	3.20	
6.35	7.10	10.30		16.1	6.0 ...LAUREL.....	32.5		6.35	1.20	2.55	W
				16.1	0.1 C.B.&Q.RY. CROSSING	24.6	D				
7.30	7.30	10.55	2506	24.0	7.9 ...COLERIDGE....	15.1	D	6.10	12.50	2.15	
8.30	7.50	11.20	2509	33.5	9.5 ...HARTINGTON...	7.5	D	5.50	12.20	1.30	WT
9.00	8.10	11.50	2513	41.1	7.6 ...FORDYCE.....	5.0		5.30	11.50	12.45	
				43.6	2.5 ...ASBRE.....						
9.30	8.30	12.10	2516	48.6	5.0 ...CROFTON.....		D	5.10	11.30	12.15	WYC
A M	P M	P M			Arrive Depart			A M	A M	A M	
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	

WYNOT LINE.

GOING WEST				STATIONS	Distances from Wynot	Telegraph Offices	GOING EAST				Water, Coal, Etc.
SECOND CLASS		Station Numbers	Distances from Coburn				SECOND CLASS				
33	31						30	32			
Freight and Passenger	Freight and Passenger						Freight and Passenger	Freight and Passenger			
Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.			
P M	A M			Depart	Arrive	A M	P M				
6.55	9.55	2204	.....	.....COBURN.....	44.9	D	7.10	1.50	.....	WY
.....	.....	.....	3.3	C.B.&Q.Ry.Cross'g	41.6	.....	.....	.....	.....	.....
7.07	10.10	2300	3.4	.....JACKSON.....	41.5	D	6.57	1.40	.....	.....
7.19	10.23	2302	7.5	.....VISTA.....	37.4	.....	6.45	1.25	.....	.....
7.40	11.00	2304	16.0	.....PONCA.....	28.9	D	6.20	1.00	.....	.....
8.05	11.35	2308	26.6	.....NEWCASTLE.....	18.3	D	5.55	12.35	.....	W
8.25	12.01	2313	33.7	.....MASKEL.....	11.2	D	5.30	12.01	.....	.....
8.55	12.30	2318	44.9	.....WYNOT.....	.....	D	5.00	11.30	.....	WT
P M	P M	.....	.....	Arrive Depart	.....	.....	A M	A M	.....	.....
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 Employee 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
Standard time
Registry of trains
- Trains going East or North are superior to trains of same class going in the opposite direction.
 - 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.
 - 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. Wakefield.
Blair. 22nd Street, Sioux City. Bloomfield.
Oakland. Norfolk. Crofton.
Emerson. Wayne. Wynot.
Coburn. Ferry.
- 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.

- Bulletins
Railroad crossings
Switches
Water, Coal, Etc
Distant signals
Loading of Non-air cars
- 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.
 - 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.
 - 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.
 - Following letters placed opposite name of station indicates W. Water, C. Coal, T. Turn Table, Y. Wye, O. Scale.
 - 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.
 - 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.

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 Omaha. All trains and engines will reduce speed to 5 miles per hour over Nicholasstreet, 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.

Chaining 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.

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

LIST OF COMPANY'S SURGEONS.

ARCHIBALD MacLAREN, M. D., Chief Surgeon, St. Paul, Minnesota.

Telephone—Office, Main 1644; Residence, Dale 162.

Address—Office, Lowry Arcade Bldg.; Residence, 412 Holly Ave.

H. P. RITCHIE, M. D., Assistant to Chief Surgeon.

LOCAL SURGEONS.

Sioux City, Iowa....	R. E. Conniff, M. D.	Ponca, Neb....	J. M. O'Connell, M. D.
Dakota City, Neb....	C. H. Maxwell, M. D.	Newcastle, "....	W. R. Talbot, M. D.
Emerson, "....	M. H. Evans, M. D.	Hartington, "....	
Oakland, "....	F. Simon, M. D.	Wayne, "....	W. C. Wightman, M. D.
Tekamah, "....	A. D. Nesbit, M. D.	Randolph, "....	A. E. Cook, M. D.
Blair, "....	E. R. Stewart, M. D.	Bloomfield, "....	James A. Kalar, M. D.
Omaha, "....	A. F. Jonas, M. D.	Winside, "....	A. B. Cherry, M. D.
		Norfolk, "....	Alex. Bear, M. D.

RATING OF EMPTY CARS.

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

Box Cars, 28-foot to 33-foot.....	11 Tons	Stock, dirty	extra 2 Tons
Box Cars, 34-foot	13 "	Refrigerators	20 "
Box Cars, 36-foot	17 "	Cabooses.....	17 "
Flats, 28-foot to 34-foot	10 "	Oil Tanks	15 "
Flats, 36-foot	12 "	Derrick Cars, complete	25 "
Flats, 40-foot	13 "	Mogul Engines and Tanks	80 "
Coal, 33-34 foot	11 "	Standard Engine and Tank.....	70 "
Coal, 36-foot.....	15 "	Engine Tanks, empty.....	25 "
Furniture, 38 to 40-foot.....	15 "	Mail	24 "
Furniture, 45-foot.....	17 "	Baggage.....	32 "
Furniture, 46 to 50-foot.....	18 "	Coaches, 8-wheel.....	32 "
Stock, common.....	12 "	Coaches, 12-wheel	34 "
Stock, special.....	16 "	Dining-Cars.....	39 "
Stock, double-deck	17 "	Sleeping-Cars.....	50 "
Stock, stable	18 "		

WORK AND MAKE-UP OF FREIGHT TRAINS.

No. 13. Take merchandise and through cars for Norfolk, Crofton and Bloomfield Branches. Fill out with cars for Emerson and South. Fill out at Emerson.

No. 14. Pick up stock, Norfolk to Hubbard, inclusive. Fill out with other cars.

No. 15. Take merchandise and short main line loads. Fill up with through cars. Do switching, Emerson to Oakland, inclusive, and way work.

No. 16. Take way-freight and short loads in preference. Fill up with through loads. Do switching, Florence to Craig, inclusive, and way work.

No. 17. Take from Sioux City through main line cars in preference. Fill out with short loads for south of Emerson and branches, to set out at Emerson. Pick up stock South Sioux City to Omaha.

No. 18. Take merchandise and cars for Emerson and branches, and Sioux City, and fill out with cars Oakland, north. Take live stock for all points.

No. 19. Take through loads in preference. Fill up with short loads. Pick up stock from branch at Emerson.

No. 20. Take through loads in preference. Fill out with branch loads.

No. 21. Do way work and switching, Emerson to Norfolk, inclusive.

No. 22. Do way work and pick up stock and other cars. Take merchandise cars from Wayne. Give stock to No. 52, at Wayne.

No. 30. Take stock and fill out with dead freight.

TONNAGE RATING.

DISTRICT	17x24	18x24	19x24 F2 Class	19x24 F9 Class
Sioux City to Emerson.....	330	350	550	610
Emerson to Oakland.....	750	900	1100	1200
Oakland to Blair.....	380	415	590	660
Blair to Omaha.....	345	375	570	635
Omaha to Blair.....	345	365	565	625
Blair to Oakland.....	345	365	565	625
Oakland to Emerson.....	750	900	1100	1200
Emerson to Sioux City.....	390	425	625	700
Norfolk Line.....	350	380	590	660
Wynot Line.....	370	400	.....	.....
Crofton Line	East of Hartington	400	430	.....
	West " "	300	350	.....
Bloomfield Line.....	350	400	.....	.....

In making out way-bills, Agents will insert the **gross weight in tons** (Car and Contents) of each carload shipment on the way-bill. Do not show fractions of tons; less than 1,000 pounds to be dropped; 1,000 pounds or over to be counted one ton.

When moving Company material, such as bridge outfit, scrap, ties, etc., under special instructions without way-bills, Conductors and Agents will make careful estimate of the weight of contents.

Conductors and Engineers will not refuse to take the assigned tonnage in their trains, but will use their best efforts to handle it. Should Engineers think that the capacity of their engines is over-estimated, their proper course is to report the matter to the Master Mechanic, for such action as he may think necessary.

Engines unable to haul the above trains on account of poor condition will be bulletined in the various yards and round-houses, stating what reduction will be made for their trains.

Yardmasters will at all times make up trains in accordance with the above instructions.

No. 31. Do switching and way work Coburn to Wynot, inclusive; fill out with dead freight.

No. 32. Take stock and fill out with dead freight. Do way work.

No. 33. Take stock and fill out with dead freight.

No. 40 and 41. Do station switching at Wakefield and fill out with dead freight in each direction.

No. 42. Pick up stock and give to No. 52. Fill out with dead freight.

Nos. 43 and 53. Take stock, dead freight and billed empties.

No. 45. Do way work and switching, Wakefield to Crofton.

No. 44. Do way work Crofton to Wakefield and take stock from Crofton line and give to No. 14 at Wakefield.

No. 50 and 51. Do switching at Wayne and fill out with dead freight in each direction.

No. 52. Take stock from Bloomfield line, No. 22 at Wayne and No. 42 at Wakefield. Fill out with dead freight

No. 56. Do way work. Pick up stock and give to No. 14; fill out with dead freight. Take merchandise from Wakefield and Emerson. Do switching Nacora to So. Sioux City inclusive.

No. 57. Take stock. Do way work. Do switching, Carroll to Bloomfield, inclusive.

W. B. FORDYCE,
Chief Train Dispatcher.

