

CHICAGO & NORTH WESTERN RAILWAY



NEBRASKA DIVISION

No. 90 TIME TABLE No. 90

Takes Effect Sunday, May 30th, 1937

At 12:01 o'clock P. M.

Central Time

SPEED TABLE		
Miles per Hour	Time per Mile	
	Minutes	Seconds
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

H. E. DICKINSON,
GENERAL SUPERINTENDENT

C. E. SAINSBURY,
ASS'T GEN'L SUPERINTENDENT

BETWEEN C. & N. W. - U. P. JUNCTION AND NORFOLK

Table with columns for WESTWARD and EASTWARD directions, including Second Class and First Class sections. It lists stations from CHICAGO to NORFOLK, with arrival and departure times, train numbers, and siding information. The table is titled 'Sub-Division 1 STATIONS Time Table 90 May 30th, 1937'.

No. 22 will take siding for No. 15 where they meet.

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

Extra trains in both directions between East End and West End will operate under authority of Norfolk district train orders and will run via Fremont Cut Off unless otherwise specified in the orders.

BETWEEN NORFOLK AND LONG PINE

WESTWARD				Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Omaha	Sub-Division 2 STATIONS				Communicating Stations	Capacity of Sidings - Cars	Telegraph Calls	EASTWARD		
SECOND CLASS		FIRST CLASS					12	40	64	FIRST CLASS				SECOND CLASS		
117	63	15								Omaha Chicago Passenger				Stock Freight	Way Freight	
Casper and Black Hills Time Freight	Way Freight	Black Hills Wyoming Express														
DAILY	Monday Wednesday Friday Only	DAILY						DAILY	Daily Except Sunday	Tuesday Thursday Saturday Only						
A. M. 11.35	A. M. 9.30	P. M. 8.45		6063		122.2	NORFOLK	CS	DI 70	A. M. 3.45						
		8.47		6063	FWTT	122.9	FREIGHT YARD	CS	AG	3.38			P. M. 2.10	P. M. 3.15		
		8.52		6066		123.7	U. P. CROSSING									
11.55	9.45	8.52		6066		127.2	KENT SIDING		37	3.32			1.50	2.45		
12.10	10.15	9.02		6068		132.5	BATTLE CREEK	CS	85	3.24			1.35	2.30		
12.30	10.40	9.17		6071	W	139.6	MEADOW GROVE	CS	49	3.10			1.10	2.00		
12.50	11.05	9.27		6074		145.0	TILDEN	CS	48	2.58			12.50	1.35		
		9.47		6078	FWY	151.9	OAKDALE	CS	48	2.44			12.15	1.10		
1.25	11.50	9.57		6080		157.3	NELIGH	CS	49	2.32			11.50	12.30		
1.45	12.25	10.12		6084	W	166.2	CLEARWATER	CS	100	2.16			11.20	12.00		
2.10	12.55	10.27		6088		176.3	EWING	CS	49	1.58			10.40	11.30		
2.30	1.15	10.37		6091		183.3	STAFFORD		50	1.44			10.00	11.15		
2.50	1.40	10.47		6093	W	189.1	INMAN	CS	42	1.34			9.40	11.00		
3.10	2.15	11.07		6097		196.9	O'NEILL	CS	85	1.19			9.10	10.40		
		11.22		6101		205.1	EMMET	CS	48	1.00			8.25	10.00		
4.00	3.15	11.37		6104	W	214.9	ATKINSON	CS	85	12.44			7.50	9.30		
4.15	3.30	11.44		6106		220.0	GRAVEL PIT		49	12.33			7.20	9.00		
4.30	3.55	11.53		6109		224.5	STUART	CS	51	12.26			7.05	8.45		
4.55	4.20	12.08		6113	W	234.6	NEWPORT	CS	85	12.08			6.25	8.15		
5.15	4.35	12.15		6115		239.8	ROCK		49	11.56			6.05	7.50		
5.35	5.00	12.25		6117		245.8	BASSETT	CS	85	11.46			5.45	7.30		
6.00	5.25	12.40		6121	FWTT	254.9	LONG PINE	CS	LO	11.30			5.15	7.00		
DAILY	Monday Wednesday Friday Only	DAILY								DAILY			Daily Except Sunday	Tuesday Thursday Saturday Only		

No. 12 will take siding for No. 15 where they meet.

BETWEEN ELKHORN JUNCTION AND IRVINGTON

WESTWARD				Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Omaha (North Yard)	Sub-Division 3 STATIONS				Communicating Stations	Capacity of Sidings - Cars	Telegraph Calls	EASTWARD		
SECOND CLASS		39					40	Freight	Daily Except Sunday	SECOND CLASS						
		Freight	Daily Except Sunday							40				Freight	Daily Except Sunday	
			PM 9.30	6600	FWTT		OMAHA (North Yard)	CS	NX	AM 1.05						
			P. M. 9.35			0.7	ELKHORN JCT.			A. M. 1.00						
			9.55	6606		6.0	DEBOLT PLACE		17	12.45						
			10.20	6608	WY	8.2	IRVINGTON	CS	30	12.30						
			P. M. Daily Except Sunday							A. M. Daily Except Sunday						

BETWEEN CALIFORNIA JCT. AND ARLINGTON

WESTWARD				Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from California Junction	Sub-Division 4 STATIONS				Communicating Stations	Capacity of Sidings - Cars	Telegraph Calls	EASTWARD		
SECOND CLASS		117					62	144	SECOND CLASS							
143	Mixed	Casper and Black Hills Time Freight	DAILY						Way Freight	Mixed				DAILY	Daily Except Monday	
				0		473.0	CHICAGO									
	PM 10.00	AM 4.30		178		5.9	MISSOURI VALLEY	CS	JN	PM 9.40	AM 12.45					
	P. M. 10.15	A. M. 4.45		4703	Y	5.9	CALIFORNIA JCT.	CS	26	GT	P. M. 9.25	A. M. 12.30				
						7.5	C. ST. P. M. & O. CROSSING									
	10.35	5.05		6007	WY	7.5	BLAIR	CS	35	CD	9.05	12.05				
	10.50	5.20		6009		10.7	HILLSIDE		36		8.50	11.35				
	11.00	5.30		6012		14.3	KENNARD		28		8.40	11.25				
	11.15	5.40		6014		18.9	BOWEN		35		8.30	11.15				
	11.30	6.00		6017	WTT	23.4	ARLINGTON	CS	69	BC	8.15	11.00				
	Daily Except Saturday	DAILY									DAILY	Daily Except Sunday				

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

BETWEEN FREMONT AND LINCOLN

WESTWARD				Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Fremont	Sub-Division 5 STATIONS				Communicating Stations	Capacity of Sidings - Cars	Telegraph Calls	EASTWARD		
SECOND CLASS		143					340	144	SECOND CLASS							
Mixed	Way Freight	Mixed	Way Freight						Mixed	Time Freight Packer				Tuesday Thursday Saturday Only	Daily Except Sunday	
				6023		0.8	FREMONT	CS	FM	P. M. 8.25	P. M. 9.25					
						5.7	C. B. & Q. CROSSING									
						7.0	U. P. CROSSING									
	5.45	1.20		6653	W	7.0	PLATTE RIVER		30		8.00	9.05				
	A. M.	1.40		6655		9.6	CEDAR BLUFFS	CS	CB		P. M. 8.55					
		2.00		6658		16.5	COLON					8.40				
		2.40		6661	W	22.4	WAHOO	CS	WE			8.25				
						23.0	U. P. - C. B. & Q. CRSG.									
		3.00		6664		28.4	SWDEBURG					8.00				
		3.25		6667		34.2	CERESCO	CS	CO			7.45				
		3.45		6670		39.7	DAVEY					7.30				
		4.00		6673		46.1	ARBOR					7.15				
						50.1	C. B. & Q. - R. I. & P. CRSG.									
						51.7	C. & N. W. - MO. P. JCT.									
		4.15		6676	FWTT	52.1	LINCOLN	CS	NK			7.00				
	Monday Wednesday Friday Only	Daily Except Sunday										Tuesday Thursday Saturday Only	Daily Except Sunday			

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

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BETWEEN PLATTE RIVER AND HASTINGS

WESTWARD SECOND CLASS				Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Platte River	Sub-Division 6 STATIONS Time Table 90 May 30th, 1937			Communicating Stations	Capacity of Sidings -Cars	Telegraph Calls	EASTWARD SECOND CLASS	
239	339	240	340											
Mixed	Mixed	Mixed	Mixed											
Monday Friday Only	Monday Wednesday Friday Only	Tuesday Saturday Only	Tuesday Thursday Saturday Only											
	A.M. 5.20		P.M. 8.25			7.0	FREMONT							
	A.M. 5.45	6653	P.M. 8.00				PLATTE RIVER	30						
	6.05	6800	7.35			8.6	MORSE BLUFF							
	A.M. 7.15	6701	P.M. 4.05			8.6	LINWOOD	CS 41	WD					
			P.M.											
						21.1	C. B. & Q. CROSSING							
	7.45	6808	3.40			25.5	OCTAVIA							
						33.6	U. P. CROSSING							
	8.10	6812	3.15			34.1	DAVID CITY	CS 27	DV					
						34.2	C. B. & Q. CROSSING							
	8.30	6815	2.50			40.8	MILLERTON							
	8.50	6818	2.35			48.3	SURPRISE	CS	SP					
	9.20	6821	2.10			55.7	GRESHAM	CS	B					
	9.40	6824	1.45			62.2	THAYER							
	9.50	6827	1.30			66.5	HOUSTON							
						68.3	C. B. & Q. CROSSING							
	10.30	6829	1.15			71.5	YORK	CS	EG					
						71.8	C. B. & Q. CROSSING							
	10.50	6832	12.05			77.8	CHARLESTON							
	11.10	6836	11.45			84.4	HENDERSON	CS	HR					
	11.35	6840	11.15			92.7	STOCKHAM							
	11.55	6842	10.55			96.5	ELDORADO							
	12.15	6846	10.35			103.5	HARVARD	CS	D					
						104.0	C. B. & Q. CROSSING							
	12.35	6850	10.05			110.3	INLAND							
	12.45	6851	9.50			113.3	FLICKVILLE							
						118.5	ST. J. & G. I. CROSSING							
	1.00 P.M.	6854	9.30 A.M.			119.6	HASTINGS	CS	HN					
	Monday Friday Only	Monday Wednesday Friday Only	Tuesday Saturday Only	Tuesday Thursday Saturday Only										
239	339		240	340										

Missouri Pacific trains and engines have authority to operate on main and yard tracks at Hastings. Chicago & North Western and Missouri Pacific trains and engines have no time table superiority and must proceed at restricted speed within the yard limits, Hastings.

BETWEEN LINWOOD AND SUPERIOR

WESTWARD SECOND CLASS				Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Linwood	Sub-Division 7 STATIONS Time Table 90 May 30th, 1937			Communicating Stations	Capacity of Sidings -Cars	Telegraph Calls	EASTWARD SECOND CLASS	
339	340	340	340											
Mixed	Mixed	Mixed	Mixed											
Monday Wednesday Friday Only	Tuesday Saturday Only	Tuesday Thursday Saturday Only	Tuesday Thursday Saturday Only											
	A.M. 5.20	6023	P.M. 8.25			24.2	FREMONT							
	A.M. 7.05	6701	P.M. 8.00				LINWOOD	CS 41	WD					
						3.3	C. B. & Q. CROSSING							
	7.25	6704	7.35			6.2	ABIE							
	7.40	6706	7.10			9.8	BRUNO	CS	UX					
						16.2	U. P. CROSSING							
	8.05	6710	P.M.			17.6	BRAINARD	CS	ND					
	8.30	6713	3.40			25.0	DWIGHT	CS	DG					
	8.50	6716	3.15			30.9	BEE	CS	BE					
	9.25	6720	2.50			38.7	SEWARD	CS 24	ED					
						39.0	C. B. & Q. CROSSING							
						39.5	C. B. & Q. CROSSING							
		6722				41.2	UNITT SIDING							
	9.45	6724	2.10			46.8	GOEHNER	CS	NE					
	10.15	6727	1.45			52.4	BEAVER CROSSING	CS 31	CG					
	10.35	6730	1.30			58.0	CORDOVA	CS	HU					
						64.5	C. B. & Q. CROSSING							
	11.00	6733	1.15			65.2	EXETER	CS 23	AD					
						70.4	C. B. & Q. CROSSING							
	11.15	6735	11.45			70.7	SAWYER							
	11.40	6738	11.15			77.0	GENEVA	CS 26	NA					
						77.5	C. B. & Q. CROSSING							
	12.10	6741	10.55			83.2	MARTLAND							
						86.6	C. B. & Q. CROSSING							
	12.30	6744	10.05			87.1	SHICKLEY		23					
	12.50	6747	9.50			92.1	CARLISLE							
	1.10	6749				95.9	DAVENPORT - C. I. CRSG.	CS 32	DC					
	1.40	6753	9.30 A.M.			103.5	OAK	CS	F					
						109.9	C. R. I. & P. CROSSING							
	2.10	6757				110.3	NORA		27					
	2.30	6759				115.8	CADAMS							
						120.9	C. B. & Q. CROSSING							
						121.7	C. & N.W. - A.T. & S.F. JCT.							
	2.45 P.M.	6763	9.30 A.M.			122.3	SUPERIOR	CS	QP					
	Monday Wednesday Friday Only		Tuesday Saturday Only	Tuesday Thursday Saturday Only										
339			340											

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

BETWEEN SCRIBNER AND OAKDALE

WESTWARD				EASTWARD				
SECOND CLASS	FIRST CLASS	Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Scribner	Sub-Division 8 STATIONS		FIRST CLASS	SECOND CLASS
565	511				522	566		
Way Freight	Motor Oakdale Passenger	Communicating Stations	Capacity of Sidings -Cars	Telegraph Calls	Time Table 90		Motor Omaha Passenger	Way Freight
Monday Thursday Only	Daily Except Sunday				May 30th, 1937		Daily Except Sunday	Wednesday Saturday Only
A. M.	A. M.				A. M.	P. M.	A. M.	P. M.
4.00	11.20	6037	FWY		SCRIBNER	10.35	4.25	
4.25	11.35	6936		6.9	SNYDER	10.20	3.55	
4.50	11.50	6941		12.1	DODGE	10.05	3.25	
5.25	12.10	6945	W	20.7	HOWELLS	9.44	2.45	
6.00	12.27	6949		27.8	CLARKSON	9.26	2.05	
6.40	12.45	6953		35.2	LEIGH	9.10	1.35	
6.50	12.53	6956		38.1	HILL SIDING	9.03	1.20	
7.05	1.05	6959	W	42.5	CRESTON	8.55	1.05	
				50.5	U. P. CROSSING			
7.30	1.23	6963		50.5	HUMPHREY	8.40	12.30	
7.50	1.35	6966	Y	54.9	CORNLEA	8.27	12.15	
8.15	1.50	6970	W	62.0	LINDSAY	8.15	11.50	
9.00	2.05	6974		67.5	NEWMAN GROVE	8.00	11.30	
9.30	2.23	6978		76.6	BRADISH	7.39	11.05	
10.10	2.40	6982	W	82.3	ALBION	7.29	10.45	
10.30	2.55	6986		89.0	LORETTO	7.14	10.15	
10.55	3.10	6990	W	95.4	PETERSBURG	7.01	10.00	
11.05	3.17	6992		98.7	RAEVILLE	6.53	9.45	
11.35	3.30	6994		105.0	ELGIN	6.40	9.30	
11.55	3.50	6078	FWY	115.3	OAKDALE	6.10	9.00	
Monday Thursday Only	Daily Except Sunday					Daily Except Sunday	Wednesday Saturday Only	
565	511					522	566	

Trains leaving Scribner and Oakdale for Sub-Division 8 must obtain Clearance Form A before leaving.

Train order signal at Scribner governs trains on Sub-Division 1 only.

Train order signal at Oakdale governs trains on Sub-Division 2 only.

Doubling track for eastward trains only is installed between Lindsay and Cornlea, which will be known as Lindsay doubling track.

BETWEEN NORFOLK AND WOOD

WESTWARD						EASTWARD												
SECOND CLASS			FIRST CLASS			Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Norfolk	Sub-Division 9 STATIONS									
409	467	471	33	11	31				32	22	34	468	408	472				
Freight	Way Freight	Way Freight	C. St. P. M. & O. 6	Motor Winner Passenger	C. St. P. M. & O. 4	Communicating Stations	Capacity of Sidings -Cars	Telegraph Calls	FIRST CLASS			SECOND CLASS						
Saturday Only	Tuesday Thursday Saturday Only	Sunday Wednesday Friday Only	Daily Except Sunday	DAILY	DAILY				C. St. P. M. & O. 3	Motor Omaha Chicago Passenger	C. St. P. M. & O. 5	Way Freight	Freight	Way Freight				
			P. M.	P. M.	A. M.				A. M.	P. M.	P. M.							
			3.30	1.20	7.45	6063			NORFOLK	11.50	12.30	7.20						
	9.00					6063	FWTY	0.7	FREIGHT YARD									
	9.05		3.37	1.25	7.52	7001		1.5	SEVENTH STREET	11.43	12.20	7.13	2.35					
			P. M.		A. M.			1.6	U. P. CROSSING									
	9.25			1.38		7005		7.0	HADAR				2.20					
	10.00			1.55		7009		14.5	PIERCE				1.55					
	10.30			2.14		7013	W	23.3	FOSTER				1.00					
								31.6	C. B. & Q. CROSSING									
	11.25			2.32		7017		31.8	PLAINVIEW				12.25					
	12.05			2.55		7021	W	42.1	CREIGHTON				11.45					
	12.20			3.06		7024		46.7	WINNETOON				11.20					
	1.00			3.21		7028	WTT	54.0	VERDIGRE				10.42					
													10.00					
	1.45			3.40		7033	W	65.2	NIORARA				9.30					
	2.20			4.00		7037		74.4	VERDEL				9.05					
	2.45			4.15		7041		81.6	MONOWI				8.40					
	3.10			4.30		7045	W	88.7	LYNCH				8.20					
	3.35			4.42		7049		94.5	BRISTOW				8.05					
	4.05			4.57		7053		101.0	SPENCER				7.40					
	4.30			5.15		7057	W	109.5	ANOKA				7.10					
	5.10			5.32		7061		116.6	FAIRFAX				6.45					
	5.30	12.05		5.45		7065	FWTT	121.3	BONESTEEL				6.30	A. M. 2.45				
	P. M.			6.05									A. M.					
		12.35		6.25		7069		129.0	ST. CHARLES					2.20				
		1.00		6.38		7072	W	134.3	HERRICK					1.55				
		1.30		6.52		7076		141.1	BURKE					1.30				
		1.55		7.12		7077	W	149.2	GREGORY					12.55				
		2.20		7.22		7080	Y	153.8	DALLAS					12.20				
		3.00		7.45		7083		164.3	COLOME					11.40				
	P. M. 3.30			8.10		7085	WY	175.3	WINNER				P. M. 7.30	11.00				
	4.00			P. M.		7087		187.7	WITTEN				7.00	P. M.				
	4.30					7088		199.5	MOSHER				6.30					
	5.00					7090	WY	208.9	WOOD				6.00					
	P. M.												P. M.					
Saturday Only	Tuesday Thursday Saturday Only	Sunday Wednesday Friday Only	Daily Except Sunday	DAILY	DAILY					Daily Except Sunday	DAILY	DAILY	Sunday Wednesday Friday Only	Saturday Only	Tuesday Thursday Saturday Only			
409	467	471	33	11	31								32	22	34	468	408	472

No. 409 is superior to No. 408.

Nos. 32, 34 and 22 will head around west leg of wye at Norfolk and back down main track to passenger station. Chicago, St. Paul, Minneapolis and Omaha trains and engines have authority to operate on main and yard tracks between Norfolk and Freight Yard and Seventh Street. Chicago and North Western and Chicago, St. Paul, Minneapolis and Omaha trains and engines have no time table superiority and must proceed at restricted speed within the limits specified.

GENERAL RULES GOVERNING EMPLOYES OF THE OPERATING DEPARTMENT DATED DECEMBER 1, 1929, ARE ISSUED IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE IN ANY WAY PRESCRIBED BY THESE RULES MUST HAVE A COPY OF THEM AT HAND WHEN ON DUTY.

SIGNS AND LETTERS

The following signs when placed before the figures of the schedule indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.

When placed before the figures of the schedule the following will indicate:

- M—Meals.
- L—Luncheon.

The following signs when placed elsewhere indicate:

- F—Fuel.
- W—Water.
- TT—Turn Table.
- Y—Wye.
- OS—Communicating station.

During fogs or bad storms in congested districts, freight and switch engine movements should be kept off the main track entirely so far as practicable. When movements are absolutely necessary, full protection must be given by flagmen using fuses and other signals.

Under the conditions above mentioned delays are expected, and it should be understood by all that "Safety" is the first consideration.

Enginemen, trainmen and other employes are warned that on the road, at stations, in yards and on industrial tracks, there are bridge girders, fences, buildings, structures and obstructions which, owing to local conditions or requirements do not give clearance to men on top of or on side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed and must not extend any part of their bodies out from the engine or cars of any train, or attempt to alight therefrom, while passing these obstructions. New employes must exercise great care in this respect.

SPECIAL RULES

Standard Time. Rule 3. 1. Clocks showing Central Standard Time are located at train dispatcher's offices Fremont and Norfolk, telegraph office Missouri Valley, Freight Yard, Oakdale, Long Pine, Bonesteel, Winner, Lincoln and engine houses Missouri Valley, Fremont, Norfolk and Long Pine.

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

Register Stations. Rule S-83 and D-83. 3. Register Stations are:

Irvington	South Omaha	Lincoln
Arlington	Platte River	Bonesteel
Fremont	Linwood	Winner
Freight Yard	Superior	Wood
Long Pine	Hastings	

Scribner and Oakdale are register stations for trains on Sub-Division 8 only.

Dispatcher's office, Norfolk, is register station for first class trains only. All trains must obtain Clearance Form A at Dispatcher's office Fremont and Norfolk.

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

When first class trains are running in sections the conductor of each section must personally register at all register stations for his train.

Bulletin Boards. Rule 83c.

4. Bulletin boards are located as follows:

For Conductors, Trainmen and Yardmen:

Norfolk - - - General Office	Long Pine-Passenger Station
Freight Yard - - Yard Office	Linwood - - - - - Station
Fremont - - - - - Office	Hastings - Passenger Station
Co. Bluffs - Broadway Station	Superior - Passenger Station
Lincoln - - Passenger Station	Bonesteel - - - - - Station
Mo. Valley-Passenger Station	So. Omaha - - - Yard Office
Scribner - - - - - Station	Winner - - Passenger Station
Oakdale - - - - - Station	

For Enginemen:

Mo. Valley - - Engine House	Bonesteel - - - Engine House
Fremont - - - Engine House	Winner - - - - - Engine House
Scribner - - - Engine House	Lincoln - - - - - Engine House
Oakdale - - - Engine House	So. Omaha - - Engine House
Long Pine - - Engine House	Co. Bluffs - - Eng'men's Rm.
Linwood - - - Engine House	Norfolk - - - Eng'men's Rm.
Superior - - - Engine House	Norfolk - - - Engine House
Hastings - - - Engine House	

Also for Yardmen at Freight Yard and yard office at Fremont.

Time Spacing. Rule 91.

5. Trains will be spaced 15 minutes apart between Arlington and California Junction, Arlington and C. & N. W. U. P. Junction, Irvington and Elkhorn Junction, and 10 minutes apart on balance of Nebraska Division.

Spacing Passenger Trains Running in Sections. Rule 91.

6. When a passenger train is run in two or more sections, night or day, a trainman of all except the last section will light and drop a fusee between the rails at the outer switch leaving each station or siding where there is no operator on duty. Avoid dropping fusees into bridges, culverts or where there is danger of starting fire.

Spacing Trains Fremont Yd.

Trains operating simultaneously in the same direction on parallel main tracks west end of Fremont yard must maintain a spacing of not less than one thousand feet.

Freight Train Inspection. Rule 952.

7. All freight trains will stop and train crews will make an inspection of their trains at the following points:

Eastward—		Westward—	
Atkinson	Foster	West Point	Gregory
Clearwater	Stockham	Oakdale	Linwood
Scribner	York	Inman	David City
Albion	Oak	Atkinson	York
Creston	Geneva	Bruno	Bruno
Gregory	Seward	Albion	Seward
Bonesteel	Linwood	Foster	Geneva
Lynch	Wahoo	Lynch	Oak
Verdigre		Lynch	Wahoo
		Bonesteel	

When freight trains stop at station next in advance of any of the inspection stations noted above, and inspection of train has been made, it will not be necessary to stop at the next indicated inspection station for this purpose.

Freight Trains Carrying Passengers. Rule 734.

8. The following freight trains will be permitted to carry a limited number of passengers provided with proper transportation.

- No. 143 between Mo. Valley and Fremont.
- No. 144 between Fremont and Mo. Valley.
- No. 239 between Linwood and Hastings.
- No. 240 between Hastings and Linwood.
- No. 339 between Fremont and Superior.
- No. 340 between Superior and Fremont.
- No. 471 between Bonesteel and Winner.
- No. 472 between Winner and Bonesteel.
- No. 409 between Winner and Wood.
- No. 408 between Wood and Winner.
- No. 565 between Scribner and Oakdale.
- No. 566 between Oakdale and Scribner.

Air Brakes. Rule 1073.

9. All cars in trains leaving terminals must be equipped with air brakes and in operation.

Use of Derailers. Rule 104b.

10. Derailers have been installed at various stations principally on industry tracks; trainmen and enginemen will be expected to know at what points such protection is provided and to make sure, after having used such derailers, that they are left in normal position.

Showering Hogs. Rule 731.

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

Hog showering devices are located at water tanks at—

Scribner	Platte River	Geneva	Verdigre
Pilger	Linwood	Oak	Niobrara
Meadow Grove	David City	Wahoo	Lynch
Oakdale	Surprise	Howells	Anoka
Clearwater	York	Creston	Herrick
Inman	Stockham	Lindsay	Winner
Atkinson	Bruno	Albion	
Newport	Seward	Petersburg	
Irvington	Beaver Crossing	Creighton	

Also in Long Pine and Norfolk yards.

Use of Sand, Interlockers and Spring Switches.

12. The use of sand is prohibited on all interlocking plants anywhere between the home signals, also prohibited between the fouling point and switch points on any turn-out connected with the main track in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

Track Scales.

13. Track scales are located as follows:

Location	Length	Capacity	Location	Length	Capacity
Omaha	50 ft.	125 tons	Norfolk Frt. Yd.	46 ft.	100 tons
Mo. Valley	40 ft.	100 tons	Long Pine	40 ft.	100 tons
Fremont	46 ft.	100 tons	Lincoln	50 ft.	100 tons

Towing Dead Engines. Rule 731.

14. When class E, E-1, E-2, M-4, J, J-4 and Z engines are being handled dead in train they must be handled near the head end of train. Smaller engines must be handled near the rear end of the train.

Mail Cranes.

15. Mail cranes are located at various stations for the purpose of hanging mail to be picked up by passing trains and the clearance of the arm of the crane, when the mail sack is hung, varies in distance according to the size of the locomotive.

Enginemen and trainmen are warned that in passing through station grounds they must be careful not to extend any part of their bodies out of the cab window while passing these mail cranes.

Railroad Crossings. Rule 98.

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

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

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

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

Railroad	Location of Crossing	Train Having Precedence
C., St. P., M. & O.	Blair	C. & N. W.
Missouri Pac.	South Omaha	Missouri Pac.
Union Pacific	Wahoo	Union Pacific
C., B. & Q.	Wahoo	C. & N. W.
Missouri Pac.	Lincoln	Missouri Pac.
C., B. & Q.	Abie	C., B. & Q.
Union Pacific	Brainard	Union Pacific
C., B. & Q.	Sawyer	C., B. & Q.
C., B. & Q.	Geneva	C., B. & Q.
C., B. & Q.	Shickley	C., B. & Q.
C., R. I. & P.	Nora	C., R. I. & P.
C., B. & Q.	Superior	C., B. & Q.
C., B. & Q.	Linwood	C., B. & Q.
Union Pacific	David City	Union Pacific
C., B. & Q.	David City	C., B. & Q.
C., B. & Q.	York	C., B. & Q.
Union Pacific	Humphrey	Union Pacific
Union Pacific	Norfolk (7th street)	C. & N. W.
C., B. & Q.	Plainview	C. & N. W.

CROSSINGS AND JUNCTIONS AT WHICH RULE 98 WILL BE OBSERVED

Railroad Grade Crossings

Railroad	Location	Railroad	Location
C., St. P., M. & O.	Blair	U. P.	Near Brainard
Mo. Pac.	South Omaha	C., B. & Q.	Sawyer
U. P.	Wahoo	C., B. & Q.	Near Geneva
C., B. & Q.	Wahoo	C., B. & Q.	Near Shickley
Mo. Pac.	0.4 miles east Lincoln	C., R. I. & P.	Nora
C., B. & Q.	Near Linwood	C., B. & Q.	Near Superior
U. P.	Near David City	U. P.	Humphrey
C., B. & Q.	David City	U. P.	Norfolk (7th street)
C., B. & Q.	Near York	C., B. & Q.	Plainview
C., B. & Q.	Near Abie		

Junctions.

Railroad	Location	Railroad	Location
C. & N. W.	West Wye	Calif. Jct.	Irvington
C., St. P., M. & O.	Om. Jct. (Blair)	C., St. P., M. & O.	Elkhorn Jct., Om.
U. P.	South Omaha	C. & N. W.	Platte River
C. & N. W.	Arlington	Mo. Pac.	Lincoln
C. & N. W.	East End	C. & N. W.	Linwood
C. & N. W.	West End	C., St. P., M. & O.	Norfolk (7th st.)
C. & N. W.	Scribner	A., T. & S. F.	Superior
C. & N. W.	Norfolk	Mo. Pac.	Hastings
C. & N. W.	Oakdale		

Junction Arlington. The junction between Sub-Divisions 1 and 4 at Arlington is .23 miles west of the station.

Junction Scribner. The junction between Sub-Divisions 1 and 8 at Scribner is at the east switch of the cross-over west of station platform.

Junction Oakdale. The junction between Sub-Divisions 2 and 8 at Oakdale is at the east wye switch.

CROSSINGS AND JUNCTIONS AT WHICH RULES 601A to 672-- AMENDED WILL BE OBSERVED

U. P. and C. G. W.	Summit	U. P.	1 mile east of Platte River
U. P.	West of Freight Yard	C. B. & Q.	Near Seward
C. & N. W.	East Wye	Calif. Jct.	Near Exeter
C. B. & Q.	Lincoln line, Fremont		

In addition to observing Rules 601A to 672—Amended, all trains will approach the signal and gate protected railroad crossings shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed a speed of 20 miles per hour passing the home signal:

Missouri Pac.	West Lawn (Near Dodge St.)	C. B. & Q.	Near Harvard
C. B. & Q.	2.4 miles east of Nickerson	St. J. & G. I.	Near Hastings
C. B. & Q.	1.8 miles west of Houston	St. J. & G. I.	Davenport
C. B. & Q.	2 miles east of Lincoln		

In addition to observing Rules 601A to 672—Amended, the following instructions will govern at the interlocking shown below:

C. & N. W.-----East End Norfolk Yard.

When a train or engine has been stopped by a Stop-signal at the above interlocking, a trainman or engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding.

When given oral permission to pass a Stop-signal a train or engine movement must not be made over a dual control switch until after it has been operated by hand in accordance with instructions posted in the telephone box at the signal.

Two or More Tracks District. 17. Two tracks are in operation between South Omaha and C. & N. W.-U. P. Junction, extending from main track switch opposite engine house South Omaha to connection with Union Pacific Railroad.

Exception to Rule D151. On section of two tracks between South Omaha and C. & N. W.-U. P. Junction, all trains will use the right hand track.

ACTUAL TONNAGE RATING

	Class of Engine	
	25x32 Z	21x26 R-1
Mo. Valley to Blair	1680	1200
Blair to Arlington	1375	850
Arlington to Long Pine	2660	1840
Long Pine to Arlington	5000	3600
Arlington to Blair	1800	850
Blair to Mo. Valley	3600	1600
Omaha to Irvington	950	600
Irvington to Arlington	1375	840
Arlington to Bennington	1475	900
Bennington to DeBolt	1050	620
DeBolt to Omaha	1400	850
Irvington to South Omaha	1400	840
South Omaha to Irvington	1990	1420
Fremont to Lincoln		1000
Lincoln to Fremont		1135
Fremont to Linwood		2150
Linwood to Hastings		1025
Hastings to York		1400
York to Linwood		1075
Linwood to Fremont		2480
Linwood to Bruno		2150
Bruno to Superior		1075
Superior to Davenport		1025
Davenport to Linwood		1135
Scribner to Dodge		990
Dodge to Albion		800
Albion to Oakdale		1020
Oakdale to Newman Grove		800
Newman Grove to Dodge		900
Dodge to Scribner		1735
Norfolk to Creighton		1995
Creighton to Verdigre		1280
Verdigre to Lynch		1995
Lynch to Anoka		1280
Anoka to Wood		900
Wood to Colome		900
Colome to Bonesteel		1730
Bonesteel to Fairfax		1240
Fairfax to Niobrara		2185
Niobrara to Verdigre		1515
Verdigre to Winnetoon		775
Winnetoon to Plainview		1545
Plainview to Norfolk		2480

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

Cars loaded with merchandise will be rated at 4 tons per car plus the actual weight of car.

When engines are unable to haul their rating, the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made and who will also wire dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make scheduled running time. Crews are not required to double hills except in compliance with instructions or unforeseen circumstances.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

Except as above, the dispatcher will determine the tonnage to be handled.

Conductors will show actual gross tonnage on their detail reports and on switch lists.

When doubleheader engines are used, the larger one must be placed next to the train except when otherwise authorized.

With trains of over 40 cars, exclusive of cabooses, doubleheading is prohibited except as hereinafter stated.

Doubleheaders may be run on any district, provided the rating of largest engine handling the train is not exceeded.

In case of an accident to an engine, consolidation may be effected with another train and consolidated train brought into terminal as a doubleheader, if practicable.

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 fraction 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 outfits, scrap, ties, etc., under special instructions without way-bills, conductors and agents will make careful estimate of the weight of contents.

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

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars, both foreign and home cars. Use even ton weights for each car. When the odd weight is over 1,000 pounds it will be counted as one ton; when the odd weight is less than 1,000 pounds it will not be used in computing tonnage. When the stenciled weight on a car is not legible, or there is no stenciled weight, the weight of cars of similar class and construction will be used.

WATCH INSPECTORS

National Railway Time Service Company

Chief Watch Inspectors, 55 East Washington St., Chicago.

F. E. Roberts, Missouri Valley.	L. A. Borsheim, Omaha.
Hjalmar Anderson, Fremont.	E. O. Furen Co., South Omaha.
Fred Dietz, Scribner.	Breck's Jewelry Store, Hastings.
E. N. Hewer, Norfolk.	Ernest Shipp, Superior.
George F. Strelow, Long Pine.	Harris Sartor Jewelry Co., Lincoln.
Frandsen Jewelry Store, Council Bluffs.	J. H. Waechter, Winner.

TELEPHONES ARE INSTALLED AT THE FOLLOWING INTERMEDIATE SIDINGS:

East Wye	Telephone Booth	East End	Office
Hillside	Car Body	West End	Office
Bowen	Car Body	Fremont	Yardmaster's Office
Dodge Street	Section House	Platte River	Office
Dale	Car Body		

These intermediate telephones, also those in offices that are not continuous, may be used by conductors in communicating with dispatcher's office and obtaining train orders, when required.

Intermediate offices are supplied with train order forms, stylus, etc., placed in a cabinet provided for that purpose, secured by switch lock.

Conductors must report to dispatcher promptly any shortage of such supplies, or defect in security of same, or instrument being out of order. After using telephone conductors must cut out same in all cases by throwing the switch provided for that purpose and must lock the doors of building.

Remote Control System. Rule 401. Telephones for communicating with train dispatcher are located in immediate vicinity of remote control switch east of dispatcher's office, Norfolk.

ESTIMATED WEIGHTS OF PASSENGER EQUIPMENT

	WOOD TONS	STEEL TONS		WOOD TONS	STEEL TONS
Coaches, non-vestibuled	32	—	Parlor cars	55	68
Coaches, vestibuled	40	57	Milk cars	30	30
Passenger-Baggage	33	72	Business cars	65	80
Sleepers	—	70	Baggage-mail	40	68
Chair cars	—	70	Baggage cars	45	68
Buffet cars	—	75	Mail cars	—	60
Lounging cars	—	73	Horse cars	—	74
Diners	52	81			

OVERHEAD OBSTRUCTIONS.

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

Between	Height Above Top of Rail.			Structures Limiting Height
	9 ft. wide	10 ft. wide	11 ft. wide	
	Ft. in.	Ft. in.	Ft. in.	
California Junction and Fremont	20- 0	19- 3	18- 5	Br. S-101 at Arlington and tank at Blair.
Fremont and Norfolk	20- 7	19-11	19- 2	Br. 46, west of Scribner and tank at Scribner.
Norfolk and Long Pine	19- 3	18- 3	17- 3	Tanks at Oakdale and Atkinson.
Norfolk and Wood	18- 4	17- 4	16- 4	Tanks at Foster, Verdigre, Gregory, Colome and Winner.
Scribner and Oakdale (via Albion)	19- 1	18- 2	17- 2	Tank at Petersburg.
Elkhorn Junction and Arlington	20- 9	19- 5	18- 0	O. H. Br. 0-15 5/6, west of Irvington and tank at Irvington.
U. P. Junction, South Omaha and Irvington	19- 8	18-11	18- 0	O. H. Br. 0-51 1/2, and Br. 0-81 at South Omaha and tank at Irvington.
Union Stock Yards and South Omaha	19- 5	19- 5	19- 5	Bridge 0-81 at South Omaha.
Fremont and Platte River	21- 0	20- 1	19- 3	Tank at Platte River.
Platte River and Lincoln	20-11	19- 8	18- 6	Tanks at Platte River and Wahoo.
Platte River and Linwood	20- 7	19- 9	19- 0	Tanks at Platte River and Linwood.
Linwood and Superior	18- 4	17- 7	16- 8	O. H. Br. C-35 3/7, west of Bruno, and tanks at Seward and Geneva.
Linwood and Hastings	18-10	18- 0	17- 0	Tanks at David City, Surprise, York and Hastings.

No load must exceed eleven 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.

COMPANY SURGEONS.

DR. IRVING S. CUTTER, Medical Director,	127 No. Clinton St., Chicago, Ill.	TELEPHONE NUMBER	
DR. V. H. HORNING, First Asst. Medical Dir.,		Residence	Office
ALFRED J. BROWN, M. D., Division Surgeon, Omaha, Nebr.		Walnut 0913	ATLantic 6140
	May be called to any point on Nebraska Division		
Omaha	R. R. BEST, M. D., Consulting Surgeon	WEbster 1828	HARney 4722
	E. E. SIMMONS, M. D., Consulting Internist	GLendale 2617	ATLantic 2000
	W. H. STOKES, M. D., Consulting Surgeon, Eye, Ear, Nose and Throat	HARney 5162	ATLantic 5410
	A. E. BENNETT, M. D., Consulting Neurologist	GLendale 2251	JAckson 1550
Council Bluffs	V. L. TREYNOR, M. D., Local Surgeon	9	335
	J. P. COGLEY, M. D., Local Surgeon	4177	3050
	M. A. TINLEY, M. D., Local Surgeon	512	155
Missouri Valley	C. A. HEISE, M. D., Local Surgeon	232	232
Blair	M. NIELSEN, M. D., Local Surgeon	181	24
Arlington	R. A. DAVIES, M. D., Local Surgeon	29	G-43
Fremont	C. G. MOORE, M. D., District Surgeon	200	7
	May be called to any point on Lincoln, Superior and Hastings Lines, and between Fremont and Scribner.		
West Point	H. M. ROBBINS, M. D., Local Surgeon	80	80
Wisner	L. RILEY, M. D., Local Surgeon	4761	4761
Stanton	S. G. ALLEN, M. D., Local Surgeon	22902	22901
	LUCIEN STARK, M. D., District Surgeon	1954	982
Norfolk	May be called to any point between Scribner and Long Pine, and to any point on the Winner and Albion Lines.		
	ARTHUR E. GADBOIS, M. D., Eye, Ear, Nose, Throat	985	982
	GEO. B. SALTER, M. D., Local Surgeon	467	139
Neligh	E. E. CURTIS, M. D., Local Surgeon	269B	269A
O'Neill	J. P. BROWN, M. D., Local Surgeon	223	77
Atkinson	W. J. DOUGLAS, M. D., Local Surgeon	42	27
Stuart	F. L. WILSON, M. D., Local Surgeon	83	54
Long Pine	W. L. COON, M. D., District Surgeon	75	6
Wahoo	C. W. WAY, M. D., Local Surgeon	257	41
Lincoln	J. S. WELCH, M. D., Local Surgeon	F2692	B3211
David City	D. E. BURDICK, M. D., Local Surgeon	284	50
York	{ H. O. BELL, M. D., Local Surgeon	1090	690
	{ J. S. BELL, M. D., Local Surgeon	49	690
Hastings	C. B. CALBREATH, M. D., Local Surgeon	188	200
Seward	H. D. CLARK, M. D., Local Surgeon	305	307
Beaver Crossing	C. W. DOTY, M. D., Local Surgeon	1	84
Exeter	W. S. WIGGINS, M. D., Local Surgeon	170	170-W-2
Geneva	JOSEPH BIXBY, M. D., Local Surgeon	69	78
Superior	C. G. McMAHON, M. D., Local Surgeon	428-W	60
Howells	H. D. MYERS, M. D., Local Surgeon	93R3	93R2
Newman Grove	F. L. FRINK, M. D., Local Surgeon	3571	3571
Albion	J. W. B. SMITH, M. D., Local Surgeon	201 Red	201 Black
Creighton	R. H. BURRELL, M. D., Local Surgeon	107	107
Verdigre	JOHN J. MELVIN, M. D., Local Surgeon	21-J	21-W
Niobrara	C. R. GREEN, M. D., Local Surgeon	53	15
Lynch	G. B. IRA, M. D., Local Surgeon	89	29
Spencer	E. B. BRADLEY, M. D., Local Surgeon	33R3	33R2
Bonesteel	H. R. KENASTON, M. D., Local Surgeon	21R3	21R2
Burke	R. J. QUINN, M. D., Local Surgeon	28	20
Winner	R. V. OVERTON, M. D., Local Surgeon	80	45

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

Fremont—Yard Office and Storehouse.	Hastings—Telegraph Office.
Scribner—Telegraph Office.	Superior—Telegraph Office.
Norfolk—Baggage Room, Yard Office and Engine House.	Lincoln—Baggage Room.
Oakdale—Telegraph Office.	Bonesteel—Telegraph Office.
Linwood—Telegraph Office.	Winner—Telegraph Office.

SPEED RESTRICTIONS

BETWEEN C&NW-UP JUNCTION AND NORFOLK

LOCATION	LIMITS	Maximum Speed Per Hour			
		Steam Pass. Trains	Motor Pass. Trains	Stock Trains	Other Freight Trains
C&NW-UP Junction	Through Summit Interlocker	20	20	20	20
C&NW-UP Junction and South Omaha	Between C&NW-UP Junction and South Omaha	50	50	35	35
South Omaha and Mo. Pac. Crossing	Between South Omaha and Curve between South Omaha and Bridge 0-56	45	45	30	30
South Omaha and Mo. Pac. Crossing	Around Curve between South Omaha and Bridge 0-56	35	35	30	30
South Omaha and Mo. Pac. Crossing	Between Bridge 0-56 and Missouri Pacific Crossing	45	45	35	35
Mo. Pac. Crossing	Missouri Pacific Crossing passing Home Signal	20	20	20	20
Mo. Pac. Crossing and Dodge Street	Between Missouri Pacific Crossing and Dodge Street just west of Dodge Street Siding	45	45	35	35
Dodge Street	Dodge Street just west of Dodge Street Siding	20	20	20	20
Dodge Street and Irvington	Between Dodge Street and Curve just east of Irvington	45	45	35	35
Dodge Street and Irvington	Around Curve just east of Irvington	15	15	15	15
Irvington	Through Junction Switch Irvington	20	20	20	20
Irvington and Arlington	Between Irvington and Connection at Arlington	45	45	35	35
Arlington	Approaching Connection and between East and West Connection at Arlington	20	20	20	20
Arlington and Fremont	Between West Connection Arlington and Fremont City Limits	50	50	40	35
Fremont	Through Corporate Limits	20	20	20	20
Fremont and West End	Between Fremont and West End	50	50	40	35
West End	Passing West End	20	20	20	20
West End and Nickerson	Between West End and CB&Q Crossing 2.4 miles east of Nickerson	50	50	40	35
West End and Nickerson	CB&Q Crossing 2.4 miles east of Nickerson passing Home Signal	20	20	20	20
West End and Nickerson	Between CB&Q Crossing 2.4 miles east of Nickerson and Hooper	50	50	40	35
Hooper	Through Corporate Limits	12	12	12	12
Hooper and Scribner	Between Hooper and Junction Switch at Scribner	50	50	40	35
Scribner	Through Junction Switch Scribner	20	20	20	20
Scribner and West Point	Between Scribner and West Point	50	50	40	35

BETWEEN C&NW-UP JUNCTION AND NORFOLK (Continued)

LOCATION	LIMITS	Maximum Speed Per Hour			
		Steam Pass. Trains	Motor Pass. Trains	Stock Trains	Other Freight Trains
West Point	Through Corporate Limits	20	20	20	20
West Point and Beemer	Between West Point and Beemer	50	50	40	35
Beemer	Through Corporate Limits	10	10	10	10
Beemer and Wisner	Between Beemer and Wisner	50	50	40	35
Wisner	Through Corporate Limits	20	20	20	20
Wisner and Pilger	Between Wisner and Pilger	50	50	40	35
Pilger	Through Corporate Limits	12	12	12	12
Pilger and Stanton	Between Pilger and Stanton	50	50	40	35
Stanton	Through Corporate Limits	8	8	8	8
Stanton and Norfolk	Between Stanton and Norfolk	50	50	40	35
Norfolk	Through Corporate Limits	8	8	8	8

BETWEEN NORFOLK AND LONG PINE

Norfolk and Kent Siding	Between Norfolk and UP Crossing 1.5 miles west of Norfolk	50	50	40	35
Norfolk and Kent Siding	UP Crossing 1.5 miles west of Norfolk	30	30	30	30
Norfolk and Tilden	Between UP Crossing 1.5 miles west of Norfolk and Tilden	50	50	40	35
Tilden	Through Corporate Limits	12	12	12	12
Tilden and Oakdale	Between Tilden and Junction Switch Oakdale	50	50	40	35
Oakdale	Through Junction Switch west of Station	20	20	20	20
Oakdale and Long Pine	Between Junction Switch Oakdale and Long Pine	50	50	40	35

BETWEEN ELKHORN JUNCTION AND IRVINGTON

Elkhorn Junction and DeBolt Place	Between Elkhorn Junction and 16th Street, Omaha	30	30	25	25
Elkhorn Junction and DeBolt Place	Over 16th Street, Omaha	6	6	6	6
Elkhorn Junction and DeBolt Place	Between 16th Street, Omaha and Florence Boulevard, Omaha	30	30	25	25
Elkhorn Junction and DeBolt Place	Over Florence Boulevard, Omaha	6	6	6	6
DeBolt Place and Irvington	Between Florence Boulevard, Omaha and Junction Switch, Irvington	30	30	25	25
Irvington	Through Junction Switch Irvington	20	20	20	20

BETWEEN CALIFORNIA JUNCTION AND ARLINGTON

LOCATION	LIMITS	Maximum Speed Per Hour			
		Steam Pass. Trains	Motor Pass. Trains	Stock Trains	Other Freight Trains
West Wye California Junction	Through West Wye Junction Switch—California Junction	20	20	20	20
California Junction and Blair	Between West Wye Switch, California Junction and Missouri River Bridge	40	45	35	30
California Junction and Blair	Over the Missouri River Bridge	35	35	25	25
California Junction and Blair	Between Missouri River Bridge and East Wye Junction Switch Blair	40	45	35	30
Blair	Through East Wye Junction Switch, Blair	20	20	20	20
Blair	CS&PM&O Railway Crossing at Blair Station	Stop	Stop	Stop	Stop
Blair	Through Corporate Limits	8	8	8	8
Blair and Arlington	Between Blair and Arlington	40	45	35	30
Arlington	Approaching Connection and between East and West Connection at Arlington	20	20	20	20

BETWEEN FREMONT AND LINCOLN

Fremont	Through Corporate Limits	20	20	20	20
Fremont and Platte River	Between CB&Q Crossing .8 mile west of Fremont and UP Crossing 5.7 miles west of Fremont	40	45	30	30
Fremont and Platte River	Through Interlocker UP Crossing 5.7 miles west of Fremont	30	30	30	30
Fremont and Platte River	Between UP Crossing 5.7 miles west of Fremont and Junction at Platte River	40	45	30	30
Platte River	Junction Switch Platte River	20	20	20	20
Platte River and Wahoo	Between Platte River and Wahoo	40	45	30	30
Wahoo	Through Corporate Limits	8	8	8	8
Wahoo	UP-CB&Q Crossing .6 mile west of Wahoo	Stop	Stop	Stop	Stop
Wahoo and Lincoln	Between Wahoo and CB&Q Crossing two miles east of Lincoln	40	45	30	30
CB&Q Crossing	CB&Q Crossing 2 miles east of Lincoln passing Home Signal	20	20	20	20
CB&Q Crossing and Lincoln	CB&Q Crossing to Lincoln Through Corporate Limits	18	18	18	18

SPEED RESTRICTIONS

BETWEEN PLATTE RIVER AND HASTINGS

LOCATION	LIMITS	Maximum Speed Per Hour			
		Steam Pass. Trains	Motor Pass. Trains	Stock Trains	Other Freight Trains
Platte River and Linwood	Between Platte River and Linwood	35	35	30	30
Linwood	Through Junction Switch	20	20	20	20
Linwood and Octavia	Between Linwood and CB&Q Crossing 3.9 miles west of Linwood	35	35	30	30
Linwood and Octavia	CB&Q Crossing 3.9 miles west of Linwood	Stop	Stop	Stop	Stop
Linwood and David City	Between CB&Q Crossing 3.9 miles west of Linwood and UP Crossing .5 mile east of David City	35	35	30	30
Octavia and David City	UP Crossing .5 mile east of David City	Stop	Stop	Stop	Stop
David City	Through Corporate Limits	10	10	10	10
David City and Millerton	CB&Q Crossing .1 mile west of David City	Stop	Stop	Stop	Stop
David City and York	Between CB&Q Crossing .1 mile west of David City and CB&Q Crossing 1.8 miles west of Houston	35	35	30	30
David City and York	CB&Q Crossing 1.8 miles west of Houston passing home signal	20	20	20	20
Houston and Charleston	Between CB&Q Crossing 1.8 miles west of Houston and CB&Q Crossing .3 mile west of York	35	35	30	30
York and Charleston	CB&Q Crossing .3 mile west of York	Stop	Stop	Stop	Stop
York and Inland	Between CB&Q Crossing .3 mile west of York and CB&Q Crossing .5 mile west of Harvard	35	35	30	30
Harvard and Inland	CB&Q Crossing .5 mile west of Harvard passing home signal	20	20	20	20
Harvard and Hastings	Between CB&Q Crossing .5 mile west of Harvard and StJ&GI Crossing 1.1 miles east of Hastings	35	35	30	30
Harvard and Hastings	StJ&GI Crossing 1.1 miles east of Hastings passing home signal	20	20	20	20
Hastings	Through Corporate Limits	20	20	20	20
Hastings	Flagman must precede westward trains over Denver Avenue, the third crossing east of passenger station at Hastings				

BETWEEN LINWOOD AND SUPERIOR

LOCATION	LIMITS	Maximum Speed Per Hour			
		Steam Pass. Trains	Motor Pass. Trains	Stock Trains	Other Freight Trains
Linwood and Abie	Between Linwood and CB&Q Crossing 3.3 miles west of Linwood	35	40	30	30
Linwood and Abie	CB&Q Crossing 3.3 miles west of Linwood	Stop	Stop	Stop	Stop
Linwood and Bruno	Between CB&Q Crossing 3.3 miles west of Linwood and Bruno and U. P. Crossing 1.4 miles east of Brainard	35	40	30	30
Bruno and Brainard	UP crossing 1.4 miles east of Brainard	Stop	Stop	Stop	Stop
Bruno and Dwight	Between UP Crossing 1.4 miles east of Brainard and CB&Q Crossings .3 and .5 mile west of Seward	35	40	30	30
Seward and Goehner	Through interlockers CB&Q Crossings .3 mile and .5 mile west of Seward	30	30	30	30
Seward and Exeter	Between CB&Q Crossing .5 mile west of Seward and CB&Q Crossing .7 mile east of Exeter	35	40	30	30
Cordova and Exeter	Through interlocker CB&Q Crossing .7 mile east of Exeter	30	30	30	30
Cordova and Sawyer	Between CB&Q Crossing .7 mile east of Exeter and CB&Q Crossing .3 mile east of Sawyer	35	40	30	30
Exeter and Sawyer	CB&Q Crossing .3 mile east of Sawyer	Stop	Stop	Stop	Stop
Exeter and Geneva	Between CB&Q Crossing .3 mile east of Sawyer and Geneva	35	40	30	30
Geneva	Flagman must precede all trains over Park Street, Geneva, during the night				
Geneva and Martland	Between Geneva and CB&Q Crossing .5 mile west of Geneva	35	40	30	30
Geneva and Martland	CB&Q Crossing .5 mile west of Geneva	Stop	Stop	Stop	Stop
Geneva and Shickley	Between CB&Q Crossing .5 mile west of Geneva and CB&Q Crossing .5 mile east of Shickley	35	40	30	30
Martland and Shickley	CB&Q Crossing .5 mile east of Shickley	Stop	Stop	Stop	Stop
Martland and Shickley	Between CB&Q Crossing .5 mile east of Shickley and curve .4 mile east of Shickley	35	40	30	30

**BETWEEN LINWOOD AND SUPERIOR
(Continued)**

LOCATION	LIMITS	Maximum Speed Per Hour			
		Steam Pass. Trains	Motor Pass. Trains	Stock Trains	Other Freight Trains
Martland and Carlisle	Around curve .2 mile east of Shickley and curve .2 mile west of Shickley	20	20	20	20
Shickley and Davenport	Between curve .4 mile west of Shickley and StJ&GI Crossing Davenport	35	40	30	30
Davenport	StJ&GI Crossing Davenport passing home signal	20	20	20	20
Davenport and Nora	Between StJ&GI Crossing Davenport and CRI&P Crossing .4 mile east of Nora	35	40	30	30
Oak and Superior	CRI&P Crossing .4 mile east of Nora	Stop	Stop	Stop	Stop
Oak and Superior	Between CRI&P Crossing .4 mile east of Nora and CB&Q Crossing 1.4 miles east of Superior	35	40	30	30
Cadams and Superior	CB&Q Crossing 1.4 miles east of Superior	Stop	Stop	Stop	Stop
Cadams and Superior	Between CB&Q Crossing 1.4 miles east of Superior and AT&SF connection .6 mile east of Superior	35	40	30	30
Superior	Through Corporate Limits	12	12	12	12
Superior	Flagman must precede all trains over Central Avenue at passenger station, Superior				

BETWEEN SCRIBNER AND OAKDALE

LOCATION	LIMITS	Maximum Speed Per Hour		
		Steam Pass. Trains	Motor Pass. Trains	Freight Trains
Scribner	Through Junction Switch Scribner	20	20	20
Scribner and Snyder	Between Scribner and Snyder	35	40	30
Snyder	Ash Street, Westward trains only	8	8	8
Snyder	Ash Street, Eastward trains only, sound whistle	Stop	Stop	Stop
Snyder and Humphrey	Between Snyder and UP Crossing, Humphrey	35	40	30
Humphrey	UP Crossing	Stop	Stop	Stop
Humphrey and Oakdale	Between Humphrey and Oakdale	35	40	30
Oakdale	Through Junction Switch Oakdale	20	20	20

SPEED RESTRICTIONS

BETWEEN NORFOLK AND WOOD

LOCATION	LIMITS	Maximum Speed Per Hour		
		Steam Pass. Trains	Motor Pass. Trains	Freight Trains
Norfolk	Through Corporate Limits-----	8	8	8
Norfolk and Hadar	UP Crossing .1 mile west of Seventh St. -----	Stop	Stop	Stop
Seventh Street and Plainview	Between UP Crossing .1 mile west of Seventh Street and CB&Q Crossing .2 mile east of Plainview -----	35	40	30
Foster and Plainview	CB&Q Crossing .2 mile east of Plainview -----	Stop	Stop	Stop
Foster and Verdigre	Between CB&Q Crossing .2 mile east of Plainview and 1.6 miles west of Winnetoon---	35	40	30
Winnetoon and Verdigre	Between 1.6 miles west of Winnetoon and one-half mile east of Verdigre -----	30	30	25
Winnetoon and Verdigre	Between one-half mile east of Verdigre and Niobrara River Bridge one mile west of Niobrara -----	35	40	30
Niobrara and Verdel	Over Niobrara River Bridge one mile west of Niobrara---	30	30	20
Niobrara and Verdel	Between Niobrara River Bridge one mile west of Niobrara and Mile Post No. 69 4.2 miles west of Niobrara-----	20	20	20
Niobrara and Bonesteel	Between Mile Post No. 69 4.2 miles west of Niobrara and Bonesteel except Eastbound trains between Fairfax and Anoka -----	35	40	30
Fairfax and Anoka	Between Fairfax and Anoka Eastbound Trains only-----	30	35	25
Bonesteel and Dallas	Between Bonesteel and Dallas-----	35	40	25
Dallas	Through Corporate Limits-----	6	6	6
Dallas and Wood	Between Dallas and Wood-----	35	40	25

ADDITIONAL SPEED RESTRICTIONS

The speed of trains through stations, except where regulated by ordinance as indicated under speed restrictions, will be restricted to 30 miles per hour for passenger trains and 20 miles per hour for freight trains.

Trains handling loaded tank cars, except between Long Pine and Arlington, will be restricted to a speed of 20 miles per hour.

Trains handling loaded tank cars on heavy descending grades around curves will be restricted to a speed of 20 miles per hour.

The speed of a train moving over a cross-over, turn-out from main track to a siding or to diverging route at a junction must not exceed 10 miles per hour except when moving over diverging main routes indicated under speed restrictions.

Trains handling steam wrecking outfits between Long Pine and South

Omaha, Arlington and Missouri Valley, unless otherwise instructed, must not exceed 25 miles per hour at any point and must not exceed 20 miles per hour around curves. On other parts of the division the speed must not exceed 20 miles per hour.

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

Rail motor cars, gas or oil-electric, when operated without a trailer car attached, must come to a full stop at the home signal of an automatic interlocked railroad crossing, regardless of whether the signal is clear or not. If the signal indicates "Proceed", the car may proceed after the stop is made, otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of Rule 672.

Instructions to FREIGHT CONDUCTORS, AGENTS and YARDMASTERS

WESTWARD

- No. 39 will handle out of Omaha all cars for the west, pick up enroute as directed and fill at Fremont with cars for Albion line.
- No. 63 will handle out of Freight Yard way merchandise Battle Creek to Bassett, fill with other cars, pick up enroute, do way work and station switching Battle Creek to Bassett inclusive.
- No. 117 will handle out of Missouri Valley through time freight in preference. Fill at Fremont and Freight Yard.
- No. 143 will handle out of Missouri Valley cars for Lincoln line—fill with other cars, pick up at California Junction, Blair and Kennard, fill out at Fremont. Do way work and station switching Blair to Arbor inclusive except Fremont.
- No. 239 will handle out of Linwood cars for Hastings line, do way work and station switching Linwood to Hastings inclusive. Handle baggage and express.
- No. 339 will handle out of Fremont cars for Superior and Hastings line, and do way work and station switching Platte River to Cadams inclusive.
- No. 409 will handle out of Winner all cars for the west, pick up enroute, do way work Witten to Wood and station switching Winner to Wood, inclusive. Handle baggage and express.
- No. 467 will handle out of Freight Yard way merchandise Hadar to Wood inclusive, fill with other cars, pick up enroute, do way work and station switching Hadar to Fairfax inclusive.
- No. 471 will handle out of Bonesteel all merchandise for points St. Charles to Wood, fill with other cars, pick up enroute, do way work and station switching Bonesteel to Winner inclusive.
- No. 565 will handle out of Scribner, way merchandise, do way work and station switching Scribner to Oakdale and pick up enroute.

EASTWARD

- No. 40 will handle out of Long Pine, stock and time freight loads, this to include the connection from Black Hills division train No. 40, fill out with other cars, pick up enroute to Freight Yard stock and perishable time freight loads, and on days No. 64 is not scheduled to run, pick up all for the east at all stations between Long Pine and Freight Yard, fill out at Freight Yard and Fremont.
- No. 62 will handle out of Freight Yard, way merchandise, fill out with short cars, and other cars, do way work and station switching, Stanton to Blair inclusive and pick up enroute, this to include stock, except on Saturday and Sunday.
- No. 64 will handle out of Long Pine way merchandise, fill with short cars, pick up enroute, do way work and station switching Bassett to Battle Creek inclusive.
- No. 144 will handle out of Lincoln all cars for the east, pick up enroute, fill at Fremont.
- No. 240 will handle out of Hastings cars for the east, do way work and station switching Hastings to Linwood inclusive. Handle baggage and express.
- No. 340 will handle out of Superior cars for the east, do way work and station switching Cadams to Platte River inclusive.
- No. 408 will handle out of Wood all cars for the east, pick up enroute, do way work and station switching Wood to Winner inclusive. Handle baggage and express.
- No. 468 will handle out of Bonesteel cars for the east, including cars from 472, pick up enroute, do way work and station switching Fairfax to Hadar inclusive.
- No. 472 will handle out of Winner cars for the east, including cars from 408, pick up enroute, do way work Winner to Bonesteel, and station switching at Bonesteel, including making up 468.
- No. 566 will handle out of Oakdale way merchandise and all cars for Albion lines, pick up enroute, do way work and station switching Elgin to Snyder inclusive, except will not do way work on Sunday.

COMMUNICATING STATION OFFICE HOURS

STATION	DAILY EXCEPT SUNDAY AND HOLIDAYS	SUNDAY	HOLIDAYS	STATION	DAILY EXCEPT SUNDAY AND HOLIDAYS	SUNDAY	HOLIDAYS	STATION	DAILY EXCEPT SUNDAY AND HOLIDAYS	SUNDAY	HOLIDAYS
Blair	Continuous	Continuous	Continuous	Emmet	8:00am to 5:00pm	Closed	Closed	Snyder	8:00am to 5:00pm	Closed	Closed
Arlington	12:01am to 4:00am 8:45am to 4:45pm 8:00pm to 11:59pm	12:01am to 4:00am	12:01am to 4:00am	Atkinson	8:45am to 5:45pm	Closed	Closed	Dodge	8:00am to 5:00pm	Closed	Closed
Fremont	Continuous	Continuous	Continuous	Stuart	7:00am to 4:00pm	Closed	Closed	Howells	7:00am to 5:00pm	Closed	9:30am to 12:30pm
So. Omaha Yd.	2:00pm to 10:00pm	4:00pm to 6:00pm	5:30pm to 7:30pm	Newport	8:00am to 5:00pm	Closed	Closed	Clarkson	8:00am to 5:00pm	Closed	Closed
Irvington	12:01am to 4:00am Except Monday 7:15am to 3:15pm 8:00pm to 11:59pm	12:01am to 4:00am	12:01am to 4:00am	Bassett	7:30am to 4:30pm	Closed	Closed	Leigh	8:00am to 5:00pm	Closed	8:45am to 1:00pm
Omaha No. Yd.	Continuous	Continuous	Continuous	Long Pine	12:01am to 3:30pm 5:30pm to 11:59pm	12:01am to 7:30am	12:01am to 7:30am	Creston	8:00am to 5:00pm	Closed	Closed
Hooper	8:00am to 5:00pm	Closed	Closed	Cedar Bluffs	7:15am to 4:15pm	Closed	Closed	Lindsay	7:45am to 4:45pm	Closed	Closed
Scribner	8:00am to 11:59pm	10:45 am to 1:30pm 6:00pm to 8:00pm	10:30am to 3:30pm 6:00pm to 8:00pm	Wahoo	8:00am to 5:00pm	Closed	Closed	Newman Grove	7:30am to 4:30pm	Closed	Closed
West Point	8:00am to 9:00pm	6:30pm to 8:30pm	6:30pm to 8:30pm	Ceresco	8:00am to 5:00pm	Closed	Closed	Albion	7:15am to 4:15pm	Closed	Closed
Beemer	8:00am to 5:00pm	Closed	Closed	Lincoln	6:35am to 11:35pm	6:35am to 11:35pm	6:35am to 11:35pm	Petersburg	8:00am to 5:00pm	Closed	Closed
Wisner	7:00am to 10:00pm	5:45pm to 8:00pm	5:45pm to 8:00pm	Linwood	6:45am to 3:45pm	Closed	Closed	Elgin	8:00am to 5:00pm	Closed	Closed
Pilger	8:00am to 5:00pm	Closed	Closed	David City	6:30am to 8:30pm	4:50pm to 6:50pm	6:30am to 8:30pm	Pierce	8:00am to 5:00pm	Closed	Closed
Stanton	8:00am to 5:00pm	Closed	Closed	Surprise	8:00am to 5:00pm	Closed	Closed	Plainview	8:00am to 5:00pm	Closed	Closed
Norfolk	Continuous	Continuous	Continuous	Gresham	8:00am to 5:00pm	Closed	Closed	Creighton	8:00am to 5:00pm	Closed	Closed
Freight Yard	6:00am to 4:45pm	8:00am to 1:00pm	6:00am to 2:00pm	York	8:00am to 5:00pm	Closed	Closed	Verdigre	8:00am to 5:00pm	Closed	Closed
Battle Creek	8:00am to 5:00pm	Closed	Closed	Henderson	8:00am to 5:00pm	Closed	Closed	Niobrara	8:00am to 5:00pm	3:00pm to 5:00pm	3:00pm to 5:00pm
Meadow Grove	8:00am to 5:00pm	Closed	Closed	Harvard	8:00am to 5:00pm	Closed	Closed	Lynch	8:15am to 5:15pm	Closed	Closed
Tilden	8:00am to 5:00pm	Closed	Closed	Hastings	8:00am to 5:00pm	Closed	10:40am to 2:40pm	Bristow	8:15am to 5:15pm	Closed	Closed
Oakdale	8:00am to 5:00pm	Closed	3:00pm to 5:00pm	Bruno	8:00am to 5:00pm	Closed	Closed	Spencer	8:30am to 5:30pm	Closed	Closed
Neligh	8:00am to 5:00pm	Closed	Closed	Brainard	8:00am to 5:00pm	Closed	Closed	Anoka	7:00am to 4:00pm	7:00am to 9:00am	7:00am to 9:00am
Clearwater	8:10am to 5:10pm	Closed	Closed	Dwight	8:00am to 5:00pm	Closed	Closed	Fairfax	8:00am to 5:00pm	Closed	Closed
Ewing	7:00am to 4:00pm	Closed	Closed	Bee	8:00am to 5:00pm	Closed	Closed	Bonesteel	7:45am to 4:45pm	7:45am to 9:45am	7:45am to 9:45am
Inman	8:00am to 5:00pm	Closed	Closed	Seward	8:00am to 5:00pm	Closed	Closed	Herrick	7:15am to 4:15pm	Closed	Closed
O'Neill	12:01am to 2:30am Daily Except Monday Monday Assignment 12:01am to 12:30am 8:30am to 4:30pm 6:30pm to 11:59pm	12:01am to 2:30am	12:01am to 2:30am	Goehner	8:00am to 5:00pm	Closed	Closed	Burke	7:00am to 4:00pm	Closed	Closed
				Beaver Cross'g	8:00am to 5:00pm	Closed	Closed	Gregory	8:00am to 5:00pm	Closed	Closed
				Cordova	8:00am to 5:00pm	Closed	Closed	Dallas	8:00am to 5:00pm	Closed	Closed
				Exeter	8:00am to 5:00pm	Closed	Closed	Colome	8:00am to 5:00pm	Closed	Closed
				Geneva	8:00am to 5:00pm	Closed	Closed	Winner	5:00am to 1:00pm 4:00pm to 11:59pm	5:00am to 7:00am 7:00pm to 9:00pm	5:00am to 7:00am 7:00pm to 9:00pm
				Davenport	8:45am to 4:45pm	Closed	Closed	Wood	8:45am to 5:45pm	Closed	Closed
				Oak	8:00am to 5:00pm	Closed	Closed		Daily Except Saturday Saturday Assignment 8:45am to 10:45am 3:45pm to 8:45pm		
				Superior	6:00am to 6:00pm	9:00am to 11:00am 1:00pm to 3:00pm	9:00am to 11:00am 1:00pm to 4:00pm				

DIVISIONAL STAFF

**N. P. HOOVER, Ass't Superintendent
NORFOLK**

**A. H. WARRING, Trainmaster
FREMONT**

**CHIEF TRAIN DISPATCHERS
A. P. LARSEN NORFOLK F. A. HALL FREMONT**

NORFOLK

DISPATCHERS

FREMONT

**W. T. RECROFT
R. H. MOLLENCOFF**

**D. O. WHITLA
E. V. OCKERMAN**

**R. E. CHENEY
T. W. RICHARDSON**

**C. R. HALL
R. O. BRENTLINGER**

**W. H. HALSEY, Master Mechanic
CHADRON**

**C. T. McMUNN, Road Foreman of Engines
NORFOLK**

**C. F. WOMELDORF, Division Engineer
NORFOLK**

**L. A. ROYAL, Division Accountant
NORFOLK**

**E. D. BENTZ
FREMONT**

**W. H. BENTZ
FREMONT**

**ROAD MASTERS
H. T. ANDERSON
FREMONT**

**J. H. BRATTON
NORFOLK**

**W. E. REID
NORFOLK**

BRIDGE AND BUILDING SUPERVISORS

**K. HALLOCK
FREMONT**

**H. HEISZENBUTTEL
NORFOLK**