



# UNION PACIFIC RAILROAD COMPANY.



NEBRASKA DIVISION.

BRIDGE DISTRICT.

## EMPLOYÉES' TIME TABLE

To take Effect Sunday, July 3rd, 1904.

1:05 A. M., "CENTRAL TIME."

J. M. CRUBER,  
General Superintendent.

THIS TIME TABLE is for the use and guidance of Employees only, and is not intended for the information of the public, nor as an advertisement of time of any Train. The Company reserves the right to vary from it at pleasure.

Omaha Printing Co.

**BRIDGE DISTRICT—Council Bluffs and Gilmore—WESTWARD.**

| BRIDGE DISTRICT.<br>Time Table No. 97.<br>July 3rd, 1904. | 86            | 97                    | 17                   | 19              | 75                     | 232                 | 23          | 71               | 41                | 21             | 25               | 051            | 101              | 5                | 4           | 25               | 1                   | 1             | 8           | 9                    | 101             |
|---|---------------|-----------------------|----------------------|-----------------|------------------------|---------------------|-------------|------------------|-------------------|----------------|------------------|----------------|------------------|------------------|-------------|------------------|---------------------|---------------|-------------|----------------------|-----------------|
|   | Mo. Pac. Frt. | C.R.I. & P. Fast Frt. | U. P. Col. Fast Frt. | U. P. Fast Frt. | C.R.I. & P. Local Frt. | Mo. Pac. Local Frt. | K. C. Pass. | C. & N. W. Pass. | C.R.I. & P. Pass. | C. G. W. Pass. | U. P. Local Frt. | Mo. Pac. Pass. | C. & N. W. Pass. | C. B. & Q. Pass. | I. C. Pass. | C. & N. W. Pass. | C.M. & St. P. Pass. | Wab-ush Pass. | I. C. Pass. | C. & N. W. Fast Mail | U. P. Fast Mail |
| STATIONS  | Daily         | Daily                 | Daily                | Daily           | Daily Exc. Sun.        | Daily Exc. Sun.     | Daily       | Daily            | Daily             | Daily          | Daily Exc. Sun.  | Daily          | Daily            | Daily            | Daily       | Daily            | Daily               | Daily         | Daily       | Daily                | Daily           |
| BROADWAY, C. & N.-W. DEPOT                                | AM            | AM                    | AM                   | AM              | AM                     | AM                  | AM          | AM               | AM                | AM             | AM               | AM             | AM               | AM               | AM          | AM               | AM                  | AM            | AM          | AM                   | AM              |
| C. G. W. JUNCTION   |               |                       |                      |                 |                        |                     |             | 6.45             | 6.46              | 6.59           |                  |                |                  | 7.21             |             | 7.36             |                     |               |             |                      | 8.06            |
| TRANSFER DEPOT  |               | 3.10                  |                      |                 | 5.10                   |                     | 6.30        | 6.50             | 6.55              | 7.00           |                  |                |                  | 7.25             | 7.30        | 7.40             | 7.55                | 8.05          |             | 8.15                 | 8.30            |
| U. P. TR. YD. JUNCTION                                    |               | 3.15                  | 4.10                 | 5.00            | 5.15                   |                     | 6.35        | 6.55             | 7.00              | 7.05           |                  |                |                  | 7.30             | 7.35        | 7.45             | 8.00                | 8.10          |             | 8.20                 | 8.35            |
| SIXTH STREET  |               | 3.25                  | 4.40                 | 5.35            | 5.25                   |                     | 6.45        |                  |                   |                | 7.00             |                |                  |                  | 7.45        |                  |                     |               |             |                      |                 |
| OMAHA UNION PASS. STATION                                 |               |                       |                      |                 |                        |                     |             | 7.05             | 7.10              | 7.15           |                  |                |                  | 7.40             |             | 7.55             | 8.10                | 8.20          |             | 8.30                 | 8.45            |
| SIXTEENTH ST. (lower yard)                                |               |                       |                      |                 |                        |                     |             |                  | 7.20              |                |                  | 7.25           | 8.05             |                  | 7.50        |                  |                     |               |             | 8.30                 | 8.50            |
| SEVENTEENTH ST.   |               |                       |                      |                 |                        |                     |             |                  |                   |                |                  | 7.28           |                  |                  | 7.52        |                  |                     |               |             | 8.33                 |                 |
| SHEELEYS  |               |                       |                      |                 |                        |                     |             |                  |                   |                |                  |                |                  |                  |             |                  |                     |               |             |                      |                 |
| C. & N.-W. JUNCTION                                       |               | 3.49                  | 4.53                 | 5.51            | 5.37                   |                     |             |                  | 7.27              |                | 7.10             |                | 8.14             |                  |             |                  |                     |               |             |                      | 8.57            |
| MO. PACIFIC JUNCTION                                      | 12.04         | 3.51                  | 4.54                 | 5.53            | 5.38                   | 6.39                |             |                  | 7.28              |                | 7.13             |                |                  |                  |             |                  |                     |               |             |                      | 8.58            |
| SOUTH OMAHA   | 12.05         | 3.53                  | 4.55                 | 5.55            | 5.39                   | 6.42                |             |                  | 7.29              |                | 7.15             |                |                  |                  |             |                  |                     |               |             |                      | 9.00            |
| C. R. I. & P. JUNCTION                                    | 12.06         | 3.55                  | 4.56                 | 5.56            | 5.40                   | 6.43                |             |                  | 7.30              |                | 7.17             |                |                  |                  |             |                  |                     |               |             |                      | 9.01            |
| AVERY   | 12.25         |                       | 5.16                 | 6.20            |                        | 6.58                |             |                  |                   |                | 7.38             |                |                  |                  |             |                  |                     |               |             |                      | 9.08            |
| GILMORE JUNCTION  | 12.27         |                       | 5.18                 | 6.23            |                        | 7.00                |             |                  |                   |                | 7.39             |                |                  |                  |             |                  |                     |               |             |                      | 9.09            |
| GILMORE   |               |                       | 5.20                 | 6.25            |                        |                     |             |                  |                   |                | 7.40             |                |                  |                  |             |                  |                     |               |             |                      | 9.10            |
|   | AM            | AM                    | AM                   | AM              | AM                     | AM                  | AM          | AM               | AM                | AM             | AM               | AM             | AM               | AM               | AM          | AM               | AM                  | AM            | AM          | AM                   | AM              |

**BRIDGE DISTRICT—Council Bluffs and Gilmore—EASTWARD.**

| BRIDGE DISTRICT.<br>Time Table No. 97.<br>July 3rd, 1904. | 83            | 12          | 12               | 42                  | 4              | 22               | 112              | 90                    | 20               | 85                 | 51             | 2                 | 9           | 104            | 4           | 22            | 72               | 4                   | 4                | 1           | 8               |
|---|---------------|-------------|------------------|---------------------|----------------|------------------|------------------|-----------------------|------------------|--------------------|----------------|-------------------|-------------|----------------|-------------|---------------|------------------|---------------------|------------------|-------------|-----------------|
|   | Mo. Pac. Frt. | U. P. Pass. | C. & N. W. Pass. | C. R. I. & P. Pass. | C. G. W. Pass. | U. P. Stock Frt. | C. & N. W. Pass. | C.R.I. & P. Fast Frt. | U. P. Stock Frt. | Mo. Pac. Fast Frt. | Mo. Pac. Pass. | C.R.I. & P. Pass. | I. C. Pass. | C. G. W. Pass. | U. P. Pass. | Wab-ush Pass. | C. & N. W. Pass. | C.M. & St. P. Pass. | C. & N. W. Pass. | I. C. Pass. | U. P. Pass.     |
| STATIONS  | Daily         | Daily       | Daily            | Daily               | Daily          | Daily Exc. Sun.  | Daily            | Daily                 | Daily            | Daily              | Daily          | Daily             | Daily       | Daily          | Daily       | Daily         | Daily            | Daily               | Daily            | Daily       | Daily Exc. Sun. |
| GILMORE   | AM            | AM          | AM               | AM                  | AM             | AM               | AM               | AM                    | AM               | AM                 | AM             | AM                | AM          | AM             | AM          | AM            | AM               | AM                  | AM               | AM          | AM              |
| GILMORE JUNCTION  | 1.20          | 3.20        |                  |                     |                | 4.35             |                  |                       | 5.22             | 6.22               | 6.40           |                   |             |                | 7.10        |               |                  |                     |                  |             | 9.10            |
| AVERY   | 1.23          | 3.22        |                  |                     |                | 4.40             |                  |                       | 5.24             | 6.24               | 6.42           |                   |             |                | 7.11        |               |                  |                     |                  |             | 9.12            |
| C. R. I. & P. JUNCTION                                    | 1.39          | 3.29        |                  | 3.39                |                | 5.03             |                  | 4.58                  | 5.37             | 6.36               | 6.49           |                   |             |                | 7.12        |               |                  |                     |                  |             | 9.14            |
| SOUTH OMAHA   | 1.40          | 3.30        |                  | 3.40                |                | 5.05             |                  | 5.00                  | 5.50             | 6.37               | 6.50           |                   |             | 7.19           | 7.20        |               |                  |                     |                  |             | 9.24            |
| MO. PACIFIC JUNCTION                                      | 1.45          | 3.31        |                  | 3.41                |                | 5.11             |                  | 5.01                  | 5.51             | 6.39               | 6.51           |                   |             | 7.20           | 7.21        |               |                  |                     |                  |             | 9.25            |
| C. & N.-W. JUNCTION                                       |               | 3.32        |                  | 3.42                |                | 5.13             | 5.20             | 5.03                  | 5.52             |                    | 6.52           |                   |             | 7.21           | 7.22        |               |                  |                     |                  |             | 9.26            |
| SHEELEYS  |               |             |                  |                     |                |                  |                  |                       |                  |                    |                |                   |             |                |             |               |                  |                     |                  |             | 9.27            |
| SEVENTEENTH ST.   |               |             |                  |                     |                |                  |                  |                       |                  |                    |                |                   |             |                |             |               |                  |                     |                  |             |                 |
| SIXTEENTH ST. (lower yard)                                |               |             |                  |                     |                |                  |                  |                       |                  |                    |                |                   | 7.13        |                |             |               |                  |                     |                  |             | 8.03            |
| OMAHA UNION PASS. STATION                                 |               | 3.40        |                  | 3.50                |                |                  | 5.30             |                       |                  |                    | 7.00           |                   | 7.15        |                | 7.30        |               |                  |                     |                  |             | 8.05            |
| SIXTH STREET  |               |             | 3.40             | 3.55                | 4.30           |                  | 5.50             |                       |                  |                    |                | 7.00              |             | 7.35           | 7.40        | 7.45          | 7.50             | 7.55                | 8.00             |             | 9.35            |
| U. P. TR. YD. JUNCTION                                    |               |             |                  |                     |                | 5.35             |                  | 5.15                  | 6.20             |                    |                |                   |             |                |             |               |                  |                     |                  |             | 9.40            |
| TRANSFER DEPOT  |               |             |                  |                     |                |                  | 6.00             | 5.30                  | 7.00             |                    |                |                   | 7.05        | 7.45           | 7.50        | 7.55          | 8.00             | 8.05                | 8.10             |             | 9.50            |
| C. G. W. JUNCTION   |               |             |                  |                     |                |                  | 6.05             | 5.35                  |                  |                    |                |                   | 7.15        | 7.50           | 7.55        | 8.00          | 8.05             | 8.10                | 8.15             |             | 10.00           |
| BROADWAY, C. & N.-W. DEPOT                                |               |             |                  |                     |                |                  | 6.06             |                       |                  |                    |                |                   |             | 7.51           |             |               | 8.06             |                     |                  | 8.16        |                 |
|   |               |             | 4.00             |                     |                |                  | 6.10             |                       |                  |                    |                |                   |             |                |             |               | 8.10             |                     |                  | 8.20        |                 |
|   | AM            | AM          | AM               | AM                  | AM             | AM               | AM               | AM                    | AM               | AM                 | AM             | AM                | AM          | AM             | AM          | AM            | AM               | AM                  | AM               | AM          | AM              |

**BRIDGE DISTRICT—Council Bluffs and Gilmore.—WESTWARD**

| BRIDGE DISTRICT.<br>Time Table No. 97.<br>July 3rd, 1904. | 1                | 1           | 73               | 1              | 58             | 27          | 39                  | 09             | 70           | 5                   | 105              | 5                 | 5                 | 15               | 3                      | 3           | 3                 | 26              | 43              | 3                | 5              |
|---|------------------|-------------|------------------|----------------|----------------|-------------|---------------------|----------------|--------------|---------------------|------------------|-------------------|-------------------|------------------|------------------------|-------------|-------------------|-----------------|-----------------|------------------|----------------|
|   | C. & N. W. Pass. | U. P. Pass. | C. & N. W. Pass. | C. G. W. Pass. | Mo. Pac. Pass. | K. C. Pass. | C. R. I. & P. Pass. | Mo. Pac. Pass. | B. & M. Frt. | C. R. I. & P. Pass. | C. & N. W. Pass. | C. & N. W. Pass.  | U. P. Pass.       | C. & N. W. Pass. | C. M. & S. T. P. Pass. | U. P. Pass. | C. & N. W. Pass.  | B. & M. Pass.   | U. P. Pass.     | C. B. & Q. Pass. | C. G. W. Pass. |
| STATIONS  | Daily            | Daily       | Daily            | Daily          | Daily          | Daily       | Daily Exc. Sun.     | Daily          | Daily        | Daily               | Daily            | Daily             | Daily             | Daily            | Daily                  | Daily       | Daily             | Daily Exc. Sun. | Daily Exc. Sun. | Daily            | Daily          |
| BROADWAY, C. & N.-W. DEPOT                                | AM 8.50          | AM          | AM 9.00          | AM             | AM             | AM          | AM                  | PM             | PM           | PM                  | PM 1.30          | PM 2.15           | PM                | PM 2.27          | PM                     | PM          | PM 3.20           | PM              | PM              | PM               | PM             |
| C. G. W. JUNCTION   | 8.51             |             | 9.01             | 10.14          |                |             |                     |                |              |                     | 1.31             | 2.16              |                   | 2.28             |                        |             | 3.21              |                 |                 |                  | 3.49           |
| TRANSFER DEPOT  | 9.00             |             | 9.05             | 10.15          |                | 10.50       | 11.35               |                |              | 1.10                | 1.35             | 2.25              | 2.40 <sup>s</sup> | 2.35             | 2.55                   | 3.20        | 3.30              |                 | 3.35            | 3.40             | 3.50           |
| U. P. TR. YD. JUNCTION                                    | 9.05             |             | 9.10             | 10.20          |                | 10.55       | 11.40               |                |              | 1.15                | 1.40             | 2.30              | 2.45              | 2.40             | 3.05                   | 3.25        | 3.35              |                 | 3.40            | 3.45             | 3.55           |
| SIXTH STREET  |                  |             |                  |                |                | 11.05       |                     |                |              |                     |                  |                   |                   |                  |                        |             |                   |                 |                 | 3.55             |                |
| OMAHA UNION PASS. STATION                                 | Ar 9.15          |             | 9.20             | 10.30          |                |             | 11.50               |                |              | 1.25                | 1.50             | 2.40              | 2.55              | 2.50             | 3.10                   | 3.35        | 3.45              |                 | 3.50            |                  | 4.05           |
|   | Lv               | 9.40        |                  |                | 10.45          |             |                     | 12.10          |              | 1.30                | 2.50             |                   | 3.20              |                  |                        | 4.20        |                   |                 | 4.00            |                  |                |
| SIXTEENTH ST. (lower yard)                                |                  |             |                  |                |                |             |                     | 12.13          |              |                     |                  |                   |                   |                  |                        |             |                   |                 |                 |                  |                |
| SEVENTEENTH ST.   |                  |             |                  |                |                |             |                     |                |              |                     |                  |                   |                   |                  |                        |             |                   |                 |                 |                  |                |
| SHEELEYS  |                  |             |                  |                |                |             |                     |                |              |                     |                  |                   |                   |                  |                        |             |                   |                 |                 |                  |                |
| C. & N.-W. JUNCTION                                       |                  | 9.48        |                  |                | 10.54          |             |                     |                |              | 1.39                | 2.59             |                   | 3.28              |                  |                        | 4.29        |                   |                 |                 | 4.08             |                |
| MO. PACIFIC JUNCTION                                      |                  | 9.49        |                  |                | 10.55          |             |                     |                |              | 1.40                |                  |                   | 3.29              |                  |                        | 4.30        |                   |                 |                 | 4.09             |                |
| SOUTH OMAHA   |                  | 9.50        |                  |                | 10.56          |             |                     | 12.48          | 1.41         |                     |                  | 3.30 <sup>s</sup> |                   |                  | 4.31 <sup>s</sup>      |             | 3.14 <sup>s</sup> | 4.10            |                 |                  |                |
| C. R. I. & P. JUNCTION                                    |                  | 9.51        |                  |                | 10.57          |             |                     | 12.49          | 1.42         |                     |                  | 3.31              |                   |                  | 4.32                   |             | 3.15              | 4.11            |                 |                  |                |
| AVERY   |                  | 9.58        |                  |                | 11.05          |             |                     | 12.59          |              |                     |                  | 3.38              |                   |                  | 4.40                   |             | 3.23              | 4.20            |                 |                  |                |
| GILMORE JUNCTION  |                  | 9.59        |                  |                | 11.06          |             |                     | 1.00           |              |                     |                  | 3.39              |                   |                  | 4.41                   |             | 3.24              | 4.21            |                 |                  |                |
| GILMORE   |                  | 10.00       |                  |                |                |             |                     |                |              |                     |                  | 3.40              |                   |                  | 4.42                   |             | 4.22 <sup>s</sup> |                 |                 |                  |                |
|   | AM               | AM          | AM               | AM             | AM             | AM          | AM                  | PM             | PM           | PM                  | PM               | PM                | PM                | PM               | PM                     | PM          | PM                | PM              | PM              | PM               | PM             |

**BRIDGE DISTRICT—Council Bluffs and Gilmore.—EASTWARD**

| BRIDGE DISTRICT.<br>Time Table No. 97.<br>July 3rd, 1904. | 20          | 058            | 27              | 102              | 8                | 9              | 24                  | 42              | 102             | 74               | 26                   | 16               | 40                  | 2              | 26          | 050            | 6                   | 106              | 233                 | 6           | 6                |
|---|-------------|----------------|-----------------|------------------|------------------|----------------|---------------------|-----------------|-----------------|------------------|----------------------|------------------|---------------------|----------------|-------------|----------------|---------------------|------------------|---------------------|-------------|------------------|
|   | K. C. Pass. | Mo. Pac. Pass. | B. & M. Pass.   | C. & N. W. Pass. | C. & N. W. Pass. | Mo. Pac. Pass. | C. R. I. & P. Pass. | U. P. Pass.     | U. P. Fast Mail | C. & N. W. Pass. | U. P. Local Frt.     | C. & N. W. Pass. | C. R. I. & P. Pass. | C. G. W. Pass. | K. C. Pass. | Mo. Pac. Pass. | C. R. I. & P. Pass. | C. & N. W. Pass. | Mo. Pac. Local Frt. | U. P. Pass. | C. & N. W. Pass. |
| STATIONS.   | Daily       | Daily          | Daily Exc. Sun. | Daily            | Daily            | Daily          | Daily               | Daily Exc. Sun. | Daily           | Daily            | Daily Exc. Sun.      | Daily            | Daily               | Daily          | Daily       | Daily          | Daily               | Daily            | Daily Exc. Sun.     | Daily       | Daily            |
| GILMORE   | AM          | AM             | AM              | AM               | AM               | AM             | AM                  | PM 12.23        | PM 3.00         | PM               | PM 3.40 <sup>s</sup> | PM               | PM                  | PM             | PM          | PM             | PM                  | PM               | PM                  | PM 5.00     | PM               |
| GILMORE JUNCTION  |             |                | 10.06           |                  |                  | 11.31          |                     | 12.24           | 3.01            |                  | 3.43                 |                  |                     |                |             |                |                     |                  | 4.48                | 5.01        |                  |
| AVERY   |             |                | 10.07           |                  |                  | 11.32          |                     | 12.25           | 3.02            |                  | 3.53 <sup>s</sup>    |                  |                     |                |             |                |                     |                  | 4.50                | 5.02        |                  |
| C., R. I. P. JUNCTION                                     |             |                | 10.17           |                  |                  | 11.40          | 11.45               | 12.34           | 3.09            |                  | 4.09                 |                  |                     |                |             |                | 4.53                |                  | 5.04                | 5.14        |                  |
| SOUTH OMAHA   |             |                | 10.18           |                  |                  | 11.41          | 11.46               | 12.35           | 3.10            |                  | 4.10 <sup>s</sup>    |                  |                     |                |             |                | 4.54                |                  | 5.05 <sup>s</sup>   | 5.15        |                  |
| MO. PACIFIC JUNCTION                                      |             |                |                 |                  |                  | 11.42          | 11.47               | 12.36           | 3.11            |                  | 4.12                 |                  |                     |                |             |                | 4.55                |                  | 5.08                | 5.18        |                  |
| C. & N.-W. JUNCTION                                       |             |                |                 | 10.25            |                  | 11.43          | 11.48               | 12.37           | 3.12            |                  | 4.15                 |                  |                     |                |             |                | 4.56                | 5.00             |                     | 5.19        |                  |
| SHEELEYS  |             |                |                 |                  |                  |                |                     |                 |                 |                  |                      |                  |                     |                |             |                |                     |                  |                     |             |                  |
| SEVENTEENTH ST.   |             |                |                 |                  |                  |                |                     |                 |                 |                  |                      |                  |                     |                |             |                |                     |                  |                     |             |                  |
| SIXTEENTH ST. (lower yard)                                |             | 9.53           |                 |                  |                  |                |                     |                 |                 |                  |                      |                  |                     |                |             | 4.57           |                     |                  |                     |             |                  |
| OMAHA UNION PASS. STATION                                 | Ar 9.55     |                |                 | 10.35            |                  | 11.50          | 11.55               | 12.45           | 3.20            |                  |                      |                  |                     |                |             | 5.00           | 5.05                | 5.10             |                     | 5.30        |                  |
|   | Lv          |                |                 | 10.40            | 11.30            |                | 12.01               | 1.00            | 3.30            | 4.00             |                      | 4.25             | 4.30                | 4.50           |             |                | 5.40                | 5.15             |                     |             | 5.50             |
| SIXTH STREET  | 9.15        |                |                 |                  |                  |                |                     |                 |                 |                  | 4.50                 |                  |                     |                | 5.25        |                |                     |                  |                     |             |                  |
| U. P. TR. YD. JUNCTION                                    | 9.25        |                |                 | 10.50            | 11.40            |                | 12.11               | 1.10            | 3.40            | 4.10             |                      | 4.35             | 4.40                | 5.00           | 5.35        |                | 5.50                | 5.25             |                     |             | 6.00             |
| TRANSFER DEPOT  | 9.30        |                |                 | 10.55            | 11.45            |                | 12.16               | 1.15            | 3.45            | 4.15             |                      | 4.40             | 4.45                | 5.05           | 5.40        |                | 5.55                | 5.30             |                     |             | 6.05             |
| C. G. W. JUNCTION   |             |                |                 | 10.56            | 11.46            |                |                     |                 |                 | 4.16             |                      | 4.41             |                     | 5.06           |             |                | 5.31                |                  |                     |             | 6.06             |
| BROADWAY, C. & N.-W. DEPOT                                |             |                |                 | 11.00            | 12.00            |                |                     |                 | 4.20            |                  | 4.45                 |                  |                     |                |             | 5.35           |                     |                  |                     |             | 6.10             |
|   | AM          | AM             | AM              | AM               | NOON             | AM             | PM                  | PM              | PM              | PM               | PM                   | PM               | PM                  | PM             | PM          | PM             | PM                  | PM               | PM                  | PM          | PM               |



**WESTWARD**

**OMAHA LOWER YARD.**

**EASTWARD.**

Time Table No. 97.

July 3rd, 1904.

**STATIONS**

| WESTWARD    |                |             |                |                |             |             | EASTWARD       |             |             |                |                |             |             |
|-------------|----------------|-------------|----------------|----------------|-------------|-------------|----------------|-------------|-------------|----------------|----------------|-------------|-------------|
| 3           | 052            | 7           | 050            | 058            | 1           | 9           | 051            | 4           | 8           | 09             | 057            | 2           | 12          |
| I. C. Pass. | Mo. Pac. Pass. | I. C. Pass. | Mo. Pac. Pass. | Mo. Pac. Pass. | I. C. Pass. | I. C. Pass. | Mo. Pac. Pass. | I. C. Pass. | I. C. Pass. | Mo. Pac. Pass. | Mo. Pac. Pass. | I. C. Pass. | I. C. Pass. |
| Daily       | Daily          | Daily       | Daily          | Daily          | Daily       | Daily       | Daily          | Daily       | Daily       | Daily          | Daily          | Daily       | Daily       |
| PM          | PM             | PM          | PM             | AM             | AM          | AM          | AM             | AM          | AM          | PM             | PM             | PM          | PM          |
| 10.25       |                | 7.03        |                |                | 7.55        | 7.02        |                | 8.00        | 8.42        |                |                | 8.00        | 10.57       |
| 10.26       |                | 7.04        |                |                | 7.56        | 7.03        |                | 7.59        | 8.41        |                |                | 7.59        | 10.56       |
|             |                | 9.15        |                | 4.45           | 9.40        |             |                |             |             |                |                |             |             |
| 10.27       | 9.20           | 7.06        | 4.50           | 9.45           | 7.57        | 7.04        | 7.40           |             |             | 12.25          | 6.55           |             |             |
| 10.32       | 9.27           | 7.12        | 4.57           | 9.53           | 8.03        | 7.13        | 7.35           | 7.58        | 8.40        | 12.20          | 6.50           | 7.58        | 10.55       |
| PM          | PM             | PM          | PM             | AM             | AM          | AM          | AM             | AM          | AM          | PM             | PM             | PM          | PM          |
|             |                |             |                |                |             |             |                |             |             |                |                |             |             |

East-bound Illinois Central Trains are superior to Illinois Central Trains of the same class in the opposite direction, between Davenport Street and O. B. & T. Junction.

**SPECIAL RULES FOR BRIDGE DISTRICT, OMAHA AND COUNCIL BLUFFS YARDS.**

1. The west limit of Omaha yard is west switch Gilmore. East limit of Council Bluffs yard is Broadway. East limit of Omaha yard and west limit of Council Bluffs yard is east end of Missouri River Bridge.
2. Within Omaha and Council Bluffs yards, all Trains and Engines will run at moderate speed, with constant lookout and due care for other Trains or Engines, Switches and Persons and vehicles at street crossings, and most especially so where the view is short or obscured by darkness or fog; and at all times and places, expect to find occasion to stop, and with train under control for such event. Under control means to be able to stop within the distance that track is seen to be clear.
3. Irregular and Switching trains must move and work very carefully.
4. The whistle must be sounded at all whistle posts, and the bell rung for all street crossings. If backing, this must be done as the end of the train nears the place.
5. On Double track, all trains and engines will move west on north track and east on south track, or, in other words, keep to the right.
6. Track must not be used in contrary direction except in case of strict necessity, and then only when preceded by a flagman at an absolutely safe distance.
7. The switch at end of double track will, when not in use, stand for east bound track
8. The switches at Passenger and Freight Junctions, Union Pacific Transfer Yard, must, when not in use, be kept to the Broadway Depot line, which will be considered the main track.
9. Passing U. P. Transfer Yard Junction all Trains and Engines will reduce speed to at least six miles per hour.
10. All west-bound trains must approach Mo. Pacific Junction also the Cross over to Union Stock Yards, South Omaha, and all trains both east and west-bound approach C. & N.-W., C., R. I. & P. and C.G.W. Junction, with trains under full control, expecting to find trains crossing over. C. & N. W. and C. G. W. trains must be protected by flag in both directions before entering upon Union Pacific tracks.
- All eastbound C. R. I. & P. trains entering upon Union Pacific tracks at the C. R. I. & P. Junction, South Omaha, must protect by flag against westbound trains while crossing over; the Switchtender will protect against eastbound trains.
- All trains entering upon or leaving side tracks at or near L street, South Omaha, must protect by flag in both directions.
11. While on the Missouri River Bridge the engine ash pan must be closed.
12. All Passenger Trains will register at Council Bluffs Transfer Depot Telegraph Office.
13. All freight trains and Light engines will register at Yardmaster's office, Omaha.
14. Freight Trains and Switching Trains and Engines **MUST** keep out of the way of Passenger Trains.
15. All trains while on Union Pacific Tracks will be subject to the rules of the Union Pacific Railroad.
16. West-bound Union Pacific Passenger Trains must not leave Omaha Union Station without a train order or clearance card (Form 2643).

**GENERAL DESCRIPTION OF INTERLOCKING PLANTS.**

1. The normal indication of Home Signals is—stop; of Distant Signals—caution.
2. Semaphore Home Signals may be of the high or low (dwarf) pattern. High Signals govern high speed routes in the proper running direction only. Dwarf Signals govern the movement of trains on side tracks, from side track to side track, from side track to main track, and on main tracks against the proper running direction.
3. The arms of high semaphores will be at least twenty-four feet (24'), and of low semaphores not over two feet six inches (2' 6") above the top of the rail in the track where located.
4. High Home Signal posts may carry two or three arms. The top arm will govern along the high speed or main route; the second arm will govern for the next route of importance, or if there be only two arms and there are more than two routes, the second arm will govern all other routes. Where there are three arms, the first and second arms will usually

govern for the two most important routes and the third arm will govern for all other routes. A dwarf signal near the base of a two-arm high Home post will be considered the same as a third arm.

5. The established order of interlocking is such, that:—

A clear Home signal cannot be displayed until derails or diverging switches, if any, in conflicting routes are in their normal position, and the switches for the required route are set and locked. The display of a clear Home Signal will lock all switches and locks in the route as far as the point to which such signal gives permission to proceed, locking all opposing or conflicting signals, and releasing the corresponding Distant Signal, where such signal is used. Where Distant Signals are used, the display of a clear Distant Signal will lock the Home Signal in the Clear position.

6. Interlocking and block signals will usually be interconnected where both are operated from the same station.

**GENERAL RULES.**

1. The rule (No. 91) requiring trains moving in same direction to keep at least ten minutes apart, does not apply between Council Bluffs and Gilmore. Trains moving in same direction between these points will be governed by Disc Signal Rules.
2. Interlocking or block signals, unless otherwise provided for, do not affect the movement of trains under the time table or train rules; nor dispense with the use or observance of other signals whenever and wherever they may be required. The use of fixed signals does not release enginemen or trainmen from protecting their trains as provided in the Rules and Regulations of the Union Pacific Railroad Company.
3. Distant and Home Signals apply only to trains and engines running in the proper direction.
4. Enginemen finding Distant Signal at caution must immediately bring their trains under complete control and be prepared to stop before reaching the Home Signal.
5. In foggy or stormy weather, enginemen must approach both Distant and Home Signals with great care and have train under control.
6. Firemen, as well as engineers, must watch signals closely as frequently the first view can be had from the fireman's side.
7. The absence of a signal or signal light from its proper position, or one partially or improperly displayed, must always be considered a stop signal. When for any reason a signal must be out of service longer than twenty-four (24) hours, no lights will be displayed; if a semaphore signal, the arms will be taken off; if a disc signal, the disc will be covered. In such cases the signal will be bulletined as out of service and enginemen will proceed with caution to the next Home Signal which is in operation.
8. When a signal light cannot be seen where one should be burning, the fact must be reported to the Assistant Superintendent, always giving the signal number.
9. Bulletins will be issued when new signals are put in service. Arms will not be put on semaphore signals nor discs exposed in banjos until they are in service. After being so placed they must be regarded as in service whether bulletin has been issued or not.

**INTERLOCKING SIGNAL RULES.**

1. Trains or engines must be run to, but not beyond, a signal indicating stop.
2. If a clear signal, after being accepted, is changed to a stop signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Assistant Superintendent.
3. Enginemen and Trainmen must not accept "proceed" hand signals as against fixed signals, until they are fully informed of the situation and know they are protected. Where fixed signals are in operation, trainmen must not give clear hand signals against them. Where fixed signals are not in operation, enginemen and trainmen must be governed by green hand signals in making movements through the interlocking. In no case must white hand signals be accepted in making such movements.
4. The engineman of a train which has parted must sound the whistle signal for "Train Parted" on approaching an interlocking plant.

5. An engineman receiving a "Train Parted" signal from a signalman must answer by the whistle signal for "Train Parted."

6. When parted train has been re-coupled, the signalman must be notified.

7. Sand must not be used, water wasted nor ash pans cleaned within the Home Signal limits of an interlocking plant.

8. Engines or cars must not be left standing over the detector bars of interlocking plants.

9. Trains or engines stopped in making a movement through an interlocking plant must not move in either direction until they have received the proper signal from the signalman.

A signal is given for each movement made; after receiving a signal to pass in one direction, a movement must not be made in the opposite direction without the proper signal.

10. In case of unusual detention at an interlocking Home Signal the engineman must sound the whistle, and if necessary a trainman must notify the signalman of the position of the train. Such detention must be reported to the Assistant Superintendent.

11. That part of the main tracks coming within the Omaha Interlocking System is not protected by block signals, but at each end of the yard a semaphore block signal is placed, which will govern the movement of all out-bound trains.

### DISC SIGNALS.

1. The Disc type of signal displays a disc in a banjo-shaped case, mounted upon a post. Indications for day time are given by two positions, and in addition, during darkness, by two lights of a prescribed color. There are two kinds of Disc signals: The Distant signal which indicates "proceed" or "proceed with train under control to Home signal," and the Home signal which indicates "stop" or "proceed."

2. When a Distant Disc signal displays a green disc across the face of which is a red cross, or in addition a combination green and red light, it indicates, "caution," proceed with train under control to Home signal.

3. When a Home Disc signal displays a red disc, or in addition a red light, it indicates, "stop." After waiting two (2) minutes, if the signal does not indicate clear, trains will proceed under control to the next Home signal.

4. If the disc of a Disc signal is not displayed, or a green light is shown, it indicates, "proceed."

5. The display of a white light upon a fixed signal is an imperfect indication and means, "stop."

6. When practicable, signals are placed either over or upon the right of and adjoining the track which they govern. On signal bridges, signals will be carried upon uprights placed vertically over the right-hand rail of the track governed.

7. At Council Bluffs, west of the Transfer station, a signal is placed along the route used by the C. R. I. & P., C. M. & St. P. and Wabash trains and along the Union Pacific freight track. Westbound trains using these tracks and desiring to come out on Union Pacific main line must be governed by these signals.

8. A double signal is placed along the Northwestern tracks at C. & N.-W. Junction, Omaha, which governs train movements out into the Union Pacific main line. The home signal will indicate "proceed" if the block is clear when the route is set up for Northwestern trains, eastbound. The distant signal will indicate "proceed" if the second block in advance is clear.

9. Trainmen must be careful to set cars in sidings beyond the wooden insulated joints, which are placed in the track at the fouling points, otherwise the signal protecting that block will remain at "stop" and cause detention to trains.

10. Trains in sidings or diverging routes, desiring to come out on the main line, must be governed by the indicator placed at the switch for that purpose. Before examining the indicator, trainmen must be sure that the train is back of the insulated joints and that the switch is in its normal position. If the indicator stands at danger under these conditions, the train may come out on the main line under protection of a flag.

### RAILWAY CROSSINGS.

(See General Rule 98.)

Crossing of B. & M. R. R. freight yard track near foot of Harney Street, Omaha Lower Yard; between the hours of 10 a. m. and 11 a. m. and 3 p. m. and 4 p. m., all U. P., I. C. and Mo. P. Trains and Engines will stop for this crossing, as required by general rule 98. At all other hours they need not stop for crossing unless flagged, or crossing is obstructed, but they must keep cautious lookout and be prepared to stop if circumstances require. It is agreed that when B. & M. Trains or Engines use the crossing at any time other than between 10 a. m. and 11 a. m., and 3 p. m. and 4 p. m., they will flag U. P., I. C. and Mo. P. Trains while doing so.

At the crossing of the C. & N. W. Ry. main track and C., B. & Q. R. R. and C. & N. W. Ry. side tracks, and crossing of O. B. & T. Ry. track, between Broadway and U. P. Transfer, all trains and engines will come to a full stop, as required by general rule No. 98.

### CAUTION.

The following overhead crossings will not clear a man when standing upon some of the large cars. Trainmen and Yardmen must not stand on cars when passing these points:

Missouri River Bridge.  
Tenth Street Viaduct, Omaha.  
Eleventh Street Viaduct, Omaha.  
Trolley Wires, Thirteenth Street, Omaha.  
B. & M. Bridge, Summit.  
"L" Street Viaduct, South Omaha.

## UNION PASSENGER STATION.

### RULES AND REGULATIONS.

All trains while on Union Passenger Station Tracks are subject to the Rules and Regulations of the Union Pacific Railroad Company.

#### INTERLOCKING

1. Two complete and separate plants have been placed in service which control all switches leading to and within the Passenger Yard, all switches leading to the Freight Yard, and the signals governing movements over the various tracks included therein.

2. The movement of all engines and trains within the limits of these interlockers must be governed by the fixed signals provided for that purpose.

3. Enginemen and Trainmen must become thoroughly familiar with the location of all interlocked switches and signals, and understand which routes the various signals govern. They will be governed by the general rules and instructions which apply to the Omaha Interlocking plants.

#### GENERAL RULES.

1. The Station Master is charged with the proper conduct of the business of the Union Passenger Station, and all employes of the Station are under his control. He will control and direct the movement of trains while on Union Passenger Station tracks, and will be responsible for the prompt handling of the baggage, mail, and express. He will promptly report to the proper authority any failure on part of employes of the different Railroad and Express Companies, Sleeping Car employes and News Agents to promptly perform the service required of them, for disregarding the rules, and for ungentlemanly deportment while on Union Passenger Station grounds.

2. Employes must wear the prescribed uniforms and badges while on duty, be polite and considerate in their intercourse with the public, and with each other. Rudeness and incivility will not be tolerated. Every employe must answer inquires properly, and aid and direct passengers and others doing business with the Union Passenger Station, or with the Railroads connected with it. They must not enter into altercation with any person, and will promptly report to the Station Master any irregularities that may come to their attention.

3. The use of intoxicating liquor, or smoking, while on duty, is prohibited. The habitual use of intoxicating liquor will be sufficient cause for dismissal.

4. Trains will not enter or leave Union Passenger Station tracks without first receiving proper signal.

Engineers must have their trains under full control approaching the Union Passenger Station, and must not exceed five miles per hour over its switches or tracks. They must remain with their engines while on Union Passenger Station grounds, except when called to office for orders.

5. Enginemen must close dampers, also keep cylinder cocks closed, while on Union Passenger Station grounds, and use every precaution to prevent escape of fire and steam. They must regulate their fire so as to prevent engine from blowing off steam, or causing unnecessary smoke. Steam heat must be shut off before entering Station when switching is to be done, or train cut. The bell must be rung before starting, and while engine is in motion. Whistle must not be sounded except in case of emergency.

6. Switching trains must not pass between Station building and passenger train when it can be avoided, and when necessary must be done carefully, with a man stationed on front end, or preceding train on foot. In switching passenger cars, they must not be cut off and allowed to run in on train, but must be placed by engine in each case.

7. Conductors will advise the Station Master, by wire, when invalid chair is required to meet incoming trains.

Brakemen and Porters will see that closet doors are closed and locked while on Union Passenger Station grounds.

Trainmen or Sleeping Car employes will not permit passengers to enter cars without first ascertaining that they have proper transportation, reading to point where train is scheduled to stop.

No person, except employes on duty, will be permitted on rear platform of train, backing in or out of the Union Passenger Station.

8. The Union Passenger Station will not be responsible for baggage left on the Station platform. No baggage will be received in the baggage room unless checked. Storage will be collected on all baggage bearing claim checks, or baggage left in baggage room without check. No storage will be charged on baggage bearing Railroad checks for the period of 24 hours after receipt of same from train. Persons desiring checks for small packages or parcels will be referred to check-stand, as such articles will not be taken in the baggage room.

9. Baggage and express trucks, when not in use, must be kept "blocked." In moving large trucks, one person at least, must be at forward end of trucks.

10. The posting of placards, cards, notices, or advertisements of any kind on Station walls, also the distribution of advertising matter on Station grounds, is forbidden. The refuse or sweepings from dining cars, private cars, or coaches, must not be deposited on Union Passenger Station grounds.

11. No person will be allowed to solicit passenger or traffic in or on Union Passenger Station grounds except in places assigned by the Station Master.

Bicycle riding is forbidden.

13. When a special or irregular train is to be run, notice of the leaving or arriving time should be furnished to the Station Master in time to enable him to notify employes concerned.

14. No switch engines, except those belonging to the Union Pacific Railroad Company, are allowed to do switching on the Union Passenger Station tracks.

W. A. DEUEL,  
Superintendent.

CHARLES WARE,  
Asst. Superintendent.

R. McNEIL,  
Sup't Terminals.

W. R. CAHILL,  
Train Master.

J. P. CAREY,  
Chief Dispatcher.

## MILEAGE.

### NEBRASKA DIVISION.

|                       |                                |        |        |
|-----------------------|--------------------------------|--------|--------|
| EASTERN DISTRICT..... | COUNCIL BLUFFS TO GRAND ISLAND | 156.00 |        |
| MIDDLE ".....         | GRAND ISLAND TO NORTH PLATTE.. | 137.23 |        |
| WESTERN ".....        | NORTH PLATTE TO SIDNEY.....    | 123.32 |        |
|                       | SIDNEY TO CHEYENNE.....        | 102.09 |        |
|                       |                                |        | 518.64 |

#### BRANCHES.

|                          |                                |       |        |
|--------------------------|--------------------------------|-------|--------|
| BEATRICE BRANCH.....     | VALLEY TO BEATRICE.....        | 96.66 |        |
| STROMSBURG ".....        | VALPARAISO TO STROMSBURG.....  | 58.30 |        |
| NORFOLK ".....           | COLUMBUS TO NORFOLK.....       | 50.37 |        |
| ALBION ".....            | OCONEE TO ALBION.....          | 34.54 |        |
| CEDAR RAPIDS BRANCH..... | GENOA TO SPALDING.....         | 44.45 |        |
| ORD BRANCH.....          | GRAND ISLAND TO ORD.....       | 60.77 |        |
| SCOTIA SPUR.....         | SCOTIA JUNCTION TO SCOTIA..... | 1.37  |        |
| LOUP CITY BRANCH.....    | ST. PAUL TO LOUP CITY.....     | 39.40 |        |
| PLEASANTON ".....        | BOELUS TO PLEASANTON.....      | 22.06 |        |
| KEARNEY ".....           | KEARNEY TO CALLAWAY.....       | 65.74 |        |
|                          |                                |       | 468.66 |

TOTAL NEBRASKA DIVISION..... 987.30

### WYOMING DIVISION.

|                       |                              |        |        |
|-----------------------|------------------------------|--------|--------|
| EASTERN DISTRICT..... | CHEYENNE TO LARAMIE.....     | 56.89  |        |
| MIDDLE ".....         | LARAMIE TO RAWLINS.....      | 117.00 |        |
| WESTERN ".....        | RAWLINS TO GREEN RIVER.....  | 134.16 |        |
|                       | GREEN RIVER TO EVANSTON..... | 100.31 |        |
|                       | EVANSTON TO OGDEN.....       | 75.89  |        |
|                       |                              |        | 484.25 |

#### BRANCH.

|                          |                        |       |       |
|--------------------------|------------------------|-------|-------|
| ECHO & PARK CITY RY..... | ECHO TO PARK CITY..... | 27.59 |       |
|                          |                        |       | 27.59 |

TOTAL WYOMING DIVISION..... 511.84

### KANSAS DIVISION.

|                       |                                  |        |        |
|-----------------------|----------------------------------|--------|--------|
| EASTERN DISTRICT..... | KANSAS CITY TO JUNCTION CITY.... | 138.70 |        |
| MIDDLE ".....         | JUNCTION CITY TO ELLIS.....      | 163.94 |        |
| WESTERN ".....        | ELLIS TO CHEYENNE WELLS.....     | 159.66 |        |
|                       |                                  |        | 462.30 |

#### BRANCHES.

|                         |                                  |       |  |
|-------------------------|----------------------------------|-------|--|
| LEAVENWORTH BRANCH..... | LEAVENWORTH TO LAW.....          | 31.63 |  |
| MANHATTAN ".....        | MANHATTAN TO BEATRICE.....       | 92.35 |  |
| " ".....                | BLUE SPRINGS JUNC. TO BL.....    | .67   |  |
| JUNC. CITY BRANCH.....  | JUNCTION CITY TO CONCOR.....     | .86   |  |
| " ".....                | LAWRENCEBURG TO BELLEV.....      |       |  |
| McPHERSON.....          | SALINA TO McPHERSON.....         |       |  |
| SOLOMON BRANCH.....     | SOLOMON TO BELOIT.....           |       |  |
| COLBY BRANCH.....       | SALINA TO OAKLEY, via Colby..... |       |  |

TOTAL KANSAS DIVISION.....

### COLORADO DIVISION.

|                       |                                |         |        |
|-----------------------|--------------------------------|---------|--------|
| EASTERN DISTRICT..... | CHEYENNE WELLS TO PULLMAN..... | *175.15 |        |
| NORTHERN ".....       | CHEYENNE TO DENVER.....        | *106.17 |        |
| JULESBURG ".....      | JULESBURG TO LA SALLE.....     | 151.53  |        |
|                       |                                |         | 432.85 |

#### BRANCH.

|                     |                          |       |  |
|---------------------|--------------------------|-------|--|
| BOULDER BRANCH..... | BRIGHTON TO BOULDER..... | 27.00 |  |
|---------------------|--------------------------|-------|--|

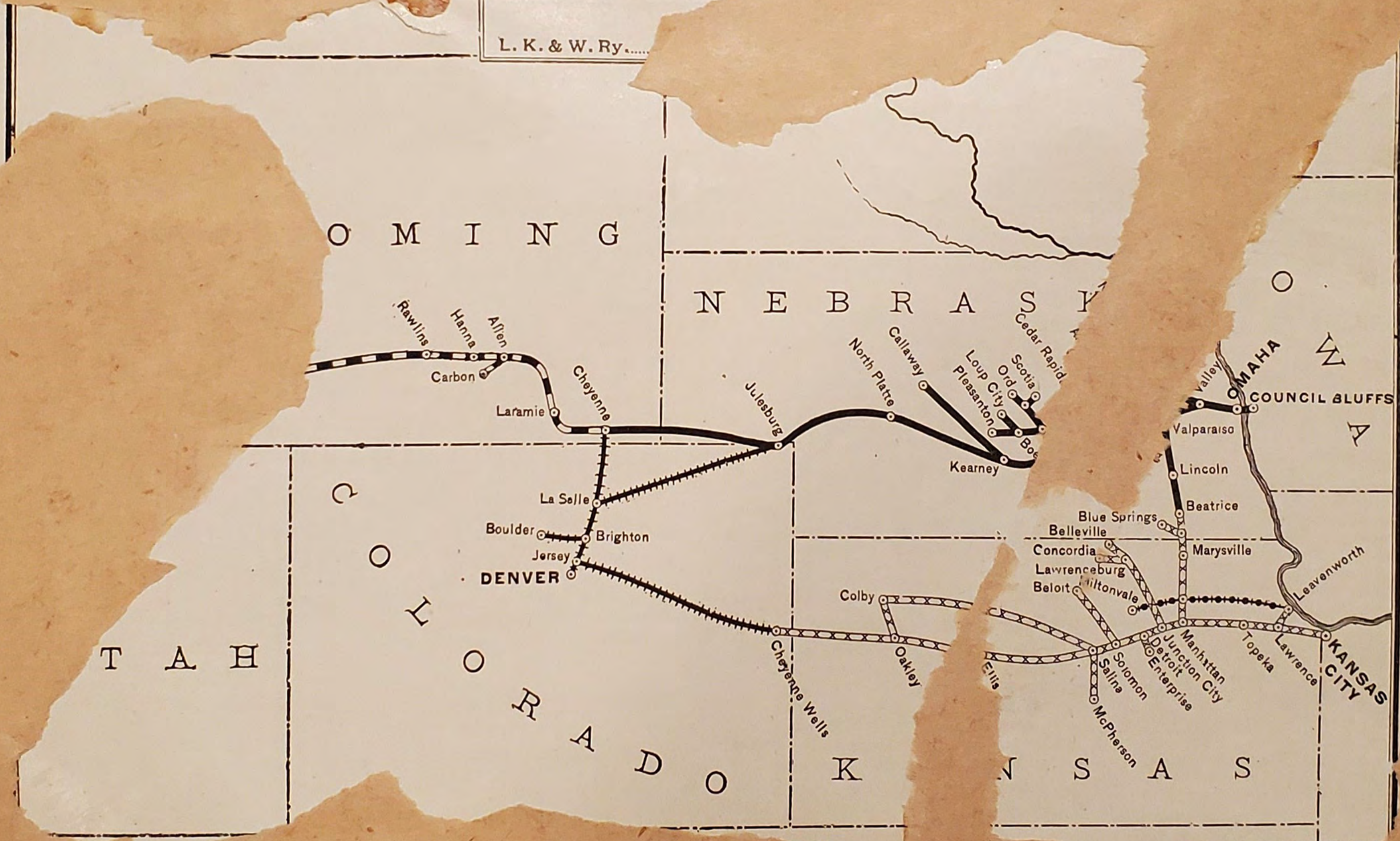
TOTAL COLORADO DIVISION..... 459.85

\*Joint track Pullman to Denver.

## RECAPITULATION.

|                        |         |
|------------------------|---------|
| NEBRASKA DIVISION..... | 987.30  |
| WYOMING DIVISION.....  | 511.84  |
| KANSAS DIVISION.....   | 992.66  |
| COLORADO DIVISION..... | 459.85  |
| TOTAL.....             | 2951.65 |

73 M  
512  
Colorado  
L. K. & W. Ry.



Rand, McNally & Co., Engravers, Chicago