

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Nebraska Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, September 28, 1924

at 12:01 A. M. "Central Time"

For the government and information of Employees only, and not intended for the use of the public.

The right is reserved to vary from this time table at pleasure.

CONDENSED TIME TABLE

COUNCIL BLUFFS AND OGDEN—WESTWARD.

SECOND CLASS						FIRST CLASS														Distance from Council Bluffs	Time Table No. 100 September 28, 1924	
	269	255	253	251	155	138	25	21	19	17	15	13	9	7	5	3	1					
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Mail	Passenger	Passenger					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
		9.30PM	7.30PM	1.00PM		7.05AM							10.55AM		9.30AM			0.0				
		9.50	7.45	1.15		7.50	12.35AM		12.40AM	11.55AM	4.25PM	12.25AM	11.30AM	9.40AM	9.50	4.40PM	9.45AM	2.8				
																		6.4				
		11.45PM	9.50	3.02		8.40AM	1.12		1.22	12.34PM	5.07	1.02	12.07PM	10.18	10.26	5.24	10.33	28.0				
						12.15PM 12.20PM												124.8				
	7.20PM					7.30PM		6.15PM										310.2				
		12.35AM	10.45PM	3.45			1.35		1.45	12.54	5.28	1.25	12.27	10.36	10.45	5.48	10.52	39.3				
		3.20	1.50AM	6.55			2.38		2.48	1.55	6.43	2.28	1.28	11.48AM	11.42AM	6.55	11.53AM	84.5				
		6.20	5.05	9.12			3.35		3.45	2.49	7.49	3.25	2.18	12.38PM	12.29PM	8.10	12.48PM	124.9				
	Hastings 2.30PM	8.45	7.45	11.00PM			4.20		4.30	3.30	8.40	4.05	2.55	1.15	1.05	9.05	1.25	146.9				
	5.15	11.30AM	10.28AM	1.45AM			5.30		5.40	4.30	9.50	5.05	3.55	2.15	2.05	10.40PM	2.26	189.1				
	9.50PM	6.40PM	6.20PM	8.40AM			7.45		7.40	6.00	11.50PM	6.30	5.10	3.30	3.10	2.25AM	3.50	284.1				
	2.05AM	12.49AM	12.30AM	1.30PM			9.50		9.40	8.19	2.10AM	8.35AM	6.55	5.38	4.55	5.10	5.52	365.3				
				4.00AM	11.35PM			12.20PM 1.30PM			7.30AM	3.00PM						562.6				
	5.25AM	4.40AM	4.20AM				11.15AM		11.05AM	9.30PM			7.58	6.50	5.58	7.05	7.00	407.5				
	12.30PM 1.20PM	12.50PM 2.25PM	12.20PM 1.30				12.10PM 2.25		12.05PM 2.20	12.35AM 12.50			10.23 10.35PM	9.45 10.00PM	8.15 8.30	10.20AM 12.15PM	10.00 10.15PM	509.5				
	7.20PM	8.00PM	7.30PM		12.45PM		4.50	6.25	4.40	2.55			12.30AM	12.05AM	10.20PM	2.30	12.20AM	566.2				
	2.50AM	5.30AM	5.00AM		9.10PM		8.35	9.30PM	8.25	6.30			3.20	3.30	1.05AM	6.30	3.55	682.8				
	10.45AM	2.30PM	1.55PM		7.45AM		11.55PM	12.36AM	11.45PM	9.57			6.08	6.50	3.58	10.26	7.20	802.1				
	7.15PM	9.15	6.45		12.30PM		12.35AM	1.30	12.25AM	10.40			6.45	7.30	4.35	10.55PM	8.00	817.0				
	9.20PM	11.45PM	8.50PM		2.45		1.30	2.25	1.20	11.35AM			7.35	8.25	5.25AM		8.55	847.1				
	5.20AM		4.50AM		11.30PM		3.55	4.40	3.45				9.25	10.30			11.05AM	917.2				
	9.00AM		8.13AM		3.00AM		5.06	5.58	4.56				10.26	11.38AM			12.26PM	953.2				
	1.25PM		1.00PM		6.40AM		6.30AM	7.30AM	6.25AM				11.35AM	1.05PM			2.00PM	993.0				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(993.0)				

(91.05)	74.55)	(90.15)	(39.45)	(55.05)	(11.40)	(30.55)	(38.15)	(30.45)	(24.40)	(16.05)	(15.35)	(25.05)	(28.25)	(20.35)	(31-15)	(29.15)	Time/Omaha—	
					26.3	32.0	33.0	32.2	34.2	34.8	35.9	39.4	34.9	41.0	26.0	33.8	Average speed per hour (Ogden)	

W. M. JEFFERS,
General Manager.

A. W. WOODRUFF,
General Superintendent.

MILEAGE NORTHERN DISTRICT	
NEBRASKA DIVISION	
Main Line.....	286.2
Branches.....	575.6
Total.....	861.8
WYOMING DIVISON	
Main Line.....	398.6
Branches.....	239.7
Total.....	638.3
WESTERN DIVISION	
Main Line.....	311.0
Branches.....	67.2
Total.....	378.2
GRAND TOTAL	
Main Line.....	995.8
Branches.....	882.5
Total.....	1878.3

CONDENSED TIME TABLE

COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 100 September 28, 1924	Distance from Ogden.	FIRST CLASS													SECOND CLASS				
		2	4	6	8	10	10	12	16	18	20	22	26	137	254	256			
		Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight			
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
COUNCIL BLUFFS	993.0		7.15AM	5.20PM			11.40PM							8.10PM	7.40PM	10.00AM			
OMAHA	990.2	7.10PM	7.00 6.45	5.05 4.50	7.05PM		11.25 11.15	6.50AM	3.30PM	7.55PM	12.05AM		2.05AM	7.55 7.45	7.05	9.40			
SOUTH OMAHA	995.6																		
VALLEY	965.0	6.20	5.55	3.55	6.15		10.20	6.01	2.39	7.10	11.10PM		1.10	7.02	5.30	7.40			
BEATRICE	1003.5													3.55 3.50PM					
KANSAS CITY	1262.5											8.45AM		8.20AM					
FREMONT	953.7	6.06	5.37	3.35	5.58		10.00	5.46	2.22	6.55	10.55		12.55AM		4.50	7.00			
COLUMBUS	908.5	5.10	4.35	2.16	4.57		8.43	4.52	1.13	5.55	9.54		11.54PM		2.16PM	3.50			
CENTRAL CITY	868.1	4.18	3.30	1.10	4.04		7.40	4.02	12.15PM	4.48	8.58		10.58		11.48AM	1.20			
GRAND ISLAND	846.1	3.50	3.00	12.30PM	3.35		7.05	3.35	11.45AM	4.15	8.30		10.30		10.25	12.01AM			
KEARNEY	803.9	2.38	1.39AM	11.14AM	2.20		5.20	2.23	10.32	3.03	7.18		9.18		7.02	7.40PM			
NORTH PLATTE	708.9	12.35PM	11.10PM	8.55	12.10PM		2.35PM	12.25AM	8.15	12.55PM	5.10		7.10		1.30AM	1.25PM			
JULESBURG	627.7	9.41AM	7.31	5.15	9.10AM		10.59AM	9.32PM	5.05AM	10.00AM	2.10		4.10		6.10PM	5.25AM			
DENVER	590.4							3.30PM	11.30PM			1.00PM 12.15PM							
SIDNEY	585.5	8.45	6.10	4.10	8.10		9.45			9.00	1.10PM		3.10		3.35PM	2.30AM			
CHEYENNE	483.5	6.05 5.50	3.00 2.30	1.30 1.00AM	5.20 5.05	6.05PM	6.40AM			6.20 6.05	10.35AM 10.25		12.35 12.25PM		8.50AM 7.50	7.00PM 6.00			
LARAMIE	426.8	3.55	12.35PM	11.10PM	3.15	4.05				4.10	8.30	7.40AM	10.30AM		2.20AM	12.35PM			
RAWLINS	310.2	12.40AM	9.15AM	7.40	12.01AM	12.30PM				12.50AM	5.10	4.20	7.10		5.30PM	3.10AM			
ROCK SPRINGS	190.9	9.28PM	5.45	4.15	8.48PM	8.40AM				9.20PM	1.55	12.58	3.55		8.20AM	5.32PM			
GREEN RIVER	176.0	9.00	5.15AM	3.45	8.20	8.10AM				8.50	1.25	12.30AM	3.25		7.20	4.30			
GRANGER	145.9	7.56		2.30	7.20					7.50PM	12.20AM	11.30PM	2.26		4.20AM	1.36PM			
EVANSTON	75.8	5.40		12.05PM	5.25						10.15PM	9.35	12.15AM		10.55PM	8.25AM			
ECHO	39.8	4.11		10.15AM	3.52						8.51	8.03	10.51PM		6.17	3.48			
OGDEN	0.0	2.35PM		8.40AM	2.25PM						7.25PM	6.40PM	9.25PM		2.35PM	12.01AM			
(993.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

Ogden—	Time.....	(27.35)	(24.30)	(31.10)	(27.40)	(9.55)	(15.35)	(14.20)	(15.0)	(23.05)	(27.40)	(37.05)	(27.40)	(11.25)	(75.30)	(80.39)
Omaha	Average speed per hour.....	35.9	33.2	31.8	35.8	31.0	32.5	39.0	37.3	36.5	35.8	34.0	35.8	26.9		

C. A. MOORE, Superintendent.....Omaha, Nebr.
W. C. SHELVER, Asst. Superintendent.....Omaha, Nebr.

FIRST SUB-DIVISION AND BRANCHES:

C. M. HIGHSMITH, Trainmaster.....Omaha, Nebr.
E. T. BOYNTON, Asst. Train Master.....Valley, Nebr.
R. H. BATES, Chief Train Dispatcher.....Omaha, Nebr.
J. H. STEPHENS, Night Chief Train Dispatcher,.....“ “

TRAIN DISPATCHERS

P. E. BEST.....Omaha, Nebr.
C. A. MARTIN.....“ “
A. G. SNYDER.....“ “
F. E. FOWLER.....“ “
J. W. DION.....“ “
W. H. JOHNSON.....“ “

SECOND SUB-DIVISION AND BRANCHES:

W. S. LAW, Trainmaster.....Grand Island, Nebr.
B. O. WEDGE, Chief Train Dispatcher.....“ “ “
F. B. HUTCHINS, Night Chief Train Dispatcher,....“ “ “

TRAIN DISPATCHERS

F. C. JOHNSON.....Grand Island, Nebr.
J. T. DAVIS.....“ “ “
C. E. SMITH.....“ “ “
J. G. CAVANAUGH.....“ “ “
F. F. GETSFRED.....“ “ “

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
51"	70.6	1' 25"	42.3
52"	69.2	1' 30"	40
53"	67.9	1' 40"	36
54"	66.6	1' 45"	34.3
55"	65.4	1' 50"	32.7
56"	64.2	2'	30
57"	63.1	2' 10"	27.6
58"	62	2' 15"	26.6
59"	61	2' 20"	25.7
1'	60.	2' 30"	24.
1' 1"	59.	2' 40"	22.5
1' 2"	58.	2' 45"	21.8
1' 3"	57.1	2' 50"	21.2
1' 4"	56.2	3'	20.
1' 5"	55.3	3' 9"	19.
1' 6"	54.5	3' 20"	18.
1' 7"	53.7	3' 31"	17.
1' 8"	52.9	3' 45"	16.
1' 9"	52.1	4'	15.
1' 10"	51.4	5'	12.
1' 12"	50.	6'	10.
1' 15"	48.	7' 30"	8.
1' 20"	45.	10'	6.

FIRST SUB-DIVISION—Omaha and Grand Island.—WESTWARD.

Length of pass- ing track in feet and location of Tele. phone, water, fuel and turning stations.	SECOND CLASS						FIRST CLASS														Distance from Council Bluffs	Time Table No. 100 September 28, 1924	
	255	253	261	251	257	259	23	3	15	27	17	9	5	1	7	37	138	19	25	13			
	Time Freight	Time Freight	Freight	Time Freight	Way Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
FIOPTYW	9.30PM	7.30PM	6.00PM	1.00PM	8.00AM		5.10PM	3.30PM		12.01PM	11.10AM	10.55AM	9.30AM			7.20AM	7.05AM			11.50PM	0.0		
FLOTWP	9.50	7.45	6.15	1.15	8.15		5.25 5.45	3.45 4.40	4.25PM	12.16 12.41	11.25 11.55AM	11.30	9.50	9.45AM	9.40AM	7.35 8.15	7.50	12.40AM	12.35AM	12.05AM 12.25	2.8		
P	10.05	8.00	6.45	1.30				4.48	4.32	12.48	12.02PM	11.37	9.57	9.52	9.47		7.57	12.47	12.42	12.32	5.1		
3,904 P	10.18	8.15	7.00	1.44				4.54	4.38	12.54	12.08	11.43	10.02	9.57	9.53		8.02	12.54	12.47	12.37	8.9		
3,913 P	10.33	8.35	7.15	2.05				5.01	4.46	1.00	12.15	11.49	10.08	10.08	9.59		8.08	1.01	12.53	12.43	13.6		
WP					8.35		s 6.00									s 8.30					6.4		
5,880 PI					s 8.50		s 6.13									s 8.42					11.9		
4,001 P					s 9.15		s 6.25									s 8.52					16.9		
P							f 6.30									f 8.56					19.3		
3,913 P					s 9.30		s 6.37									s 9.02					22.5		
4,284 PIW	10.45	8.50	7.28	2.20	f 9.40		f 6.45	5.06	4.52	f 1.05	12.20	11.53	10.13	10.18	10.04	f 9.08	f 8.13	1.06	12.58	12.48	17.1		
4,558 P	11.05	9.10	7.43	2.37	s 10.10 10.24		s 6.57	5.13	4.58	s 1.13	12.27	11.59AM	10.18	10.24	10.10	s 9.16	f 8.21	1.13	1.04	12.54	21.8		
4,456 P	11.20	9.25	7.55	2.48	s 10.50		s 7.04	5.17	5.02	s 1.19	12.30	12.02PM	10.22	10.28	10.13	s 9.22	f 8.26	1.17	1.07	12.57	24.5		
4,942 PY 4,136 FW	s 11.45PM	s 9.50	s 8.15	s 3.02	s 11.30		s 7.14	s 5.24	5.07	1.30PM	12.34	12.07	10.26	10.33	10.18	s 9.28	8.35AM	1.22	1.12	1.02	28.0		
4,438 P	12.10AM	10.20	8.30	3.27	f 11.45AM		f 7.23	5.34	5.17		12.41	12.14	10.32	10.42	10.26	f 9.39		1.30	1.20	1.10	34.8		
																					38.2		
5,146 POW 8,608 I	12.35	10.45	s 8.55	3.45	s 12.27PM		s 7.35	s 5.48	s 5.28		s 12.54	s 12.27	s 10.45	s 10.52	s 10.36	s 9.57		s 1.45	s 1.35	s 1.25	39.3		
PI																					40.0		
4,449 P	1.00	11.16	9.13	4.14	s 12.47		s 7.45	5.58	5.40		1.04	12.36	10.53	11.02	10.53	s 10.08		1.54	1.44	1.34	46.3		
4,455 PW	1.20	11.50	9.32	4.45	s 1.14		s 7.58	6.08	5.52		1.14	12.46	11.02	11.12	11.07	s 10.18		2.04	1.54	1.44	54.4		
1,423 P	1.25	11.55PM	9.37	4.53	f 1.19		f 8.03	6.11	5.55		1.17	12.49	11.05	11.15	11.10	f 10.22		2.07	1.57	1.47	56.4		
4,435 P	1.53 2.13	12.15AM	9.50	5.13	s 1.30		f 8.12	s 6.18	6.01		1.22	12.55	11.11	11.21	11.16	s 10.29		2.13	2.03	1.53	61.4		
3,992 WP 4,000	2.30	12.40	s 10.15	5.40	s 1.55		s 8.27	s 6.28	6.10		s 1.32	1.03	11.20	11.30	11.25	s 10.44		s 2.22	s 2.12	2.02	68.7		
1,803 P	2.40	12.55	10.25	5.57	f 2.05		8.35	6.35	6.18		1.37	1.09	11.25	11.35	11.30	10.51		2.28	2.18	2.07	73.0		
4,622 P	2.50	1.10	10.34	6.12	s 2.25		f 8.43	s 6.41	6.25		1.42	1.14	11.29	11.40	11.35	s 11.00		2.33	2.23	2.12	76.9		
PI																					83.8		
5,049 OYT 5,639 FWP	s 3.20	s 1.50	s 11.10	6.30 6.55	2.50PM	7.00AM	s 9.00PM	s 6.55	s 6.43		s 1.55	s 1.28	s 11.42	s 11.53AM	s 11.48	11.12 11.53AM		s 2.48	s 2.38	s 2.28	84.5		
4,458 P	3.54	2.20	11.35	7.20	Arrive Daily Ex. Sunday	s 7.20	f 7.09	6.56	6.56		2.06	1.40	11.54	12.06PM	11.58AM	s 12.11PM		3.00	2.50	2.40	92.2		
4,441 P	4.14	2.46 3.06	11.50PM	7.35	f 7.35		f 7.18	7.18	7.04		2.12	1.46	11.59AM	12.12	12.04PM	f 12.17		3.06	2.56	2.46	96.7		
4,451 WP	4.40	3.20	12.10AM	7.54	s 8.05		f 7.27	7.13	7.13		2.19	1.52	12.05PM	12.19	12.11	s 12.25		3.12	3.02	2.52	102.3		
4,450 P	5.04	3.40	12.30	8.14	f 8.25		f 7.37	7.22	7.22		2.25	1.59	12.11	12.26	12.17	f 12.34		3.18	3.08	2.58	107.9		
4,452 P	5.30	4.00	12.55	8.32	75 Mixed	s 9.05	f 7.48	7.31	7.31		2.32	2.05	12.17	12.33	12.24	s 12.44		3.25	3.15	3.05	113.7		
3,010 P	5.55	4.20	1.20	8.52	f 9.25		7.59	7.40	7.40		2.39	2.11	12.23	12.40	12.30	f 12.52		3.32	3.22	3.12	119.1		
I					Leave Daily Ex. Sunday																124.3		
4,000 FYWP 3,800	s 6.20	s 5.05	s 2.00	s 9.12	2.18PM	9.55AM	s 8.10	s 7.49	6.45PM	s 2.49	2.18	12.29	12.48	12.38	s 1.04		s 3.45	s 3.35	s 3.25	124.9			
1,709 P	6.30	5.20	2.10	9.20	2.24		f 8.16	7.55	6.50		2.54	2.22	12.33	12.52	12.42	f 1.09		3.50	3.40	3.30	128.5		
4,456 P	7.05	5.55	2.40	9.50	s 2.43		f 8.30	8.04	s 7.00		3.03	2.30	12.40	1.00	12.50	s 1.20		3.59	3.49	3.39	135.1		
4,005 P	7.30	6.20	3.03	10.08	2.55		8.40	8.15	7.09		3.10	2.37	12.46	1.07	12.57	f 1.30		4.06	3.56	3.46	140.7		
I																					146.5		
OTYFWP	8.00AM	7.00AM	3.30AM	10.20PM	3.25PM			8.55PM	8.30PM	7.25PM	3.25PM	2.50PM	1.00PM	1.20PM	1.10PM	1.45PM		4.20AM	4.10AM	4.00AM	146.9		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	(10.10) 14.2	(11.15) 12.8	(9.15) 15.6	(9.05) 15.9	(1.07) 18.2	(2.55) 13.8	(3.15) 27.9	(4.15) 33.9	(4.05) 35.3	(6.44)	(3.30) 41.2	(3.20) 43.2	(3.10) 45.5	(3.35) 40.2	(3.30) 41.2	(5.30) 27.6	(0.45) 33.6	(3.35) 40.2	(3.35) 40.2	(3.35) 40.2	Time } Omaha toAverage speed per hour } Grand Island		
For Schedule between Council Bluffs and Omaha, see Bridge Sub-Division Time Table.																							
Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.																							

FIRST SUBDIVISION—Omaha and Grand Island—EASTWARD

Time Table No. 100

September 28, 1924

STATIONS

COUNCIL BLUFFS
2.8
OMAHA Yd
2.3
C. G. W. CS. (SUMMIT)
3.8
SEYMOUR
4.7
SARPY
3.5

SOUTH OMAHA S^a
5.5
D-R GILMORE Gm
5.0
D PAPILLION Po
2.4
M. P. CROSSING (PORTAL)
3.2
D MILLARD Md
3.6

DN LANE Cj
4.7
D ELKHORN Kh
2.7
D WATERLOO Wo
3.5
DN VALLEY V
6.3
MERCER
3.9
F. S. Y. & L. CO. CS.
1.1

DN FREMONT Fn
0.7
S. O. & W. CROSSING
4.8
C. & N. W. CROSSING
1.5
D AMES Am
8.1

D NORTH BEND Nb
2.0
BAY STATE
5.0
D ROGERS Dj
7.3
DN SCHUYLER Se
4.3
LAMBERT
3.9
D RICHLAND Bz
6.9

C. B. & Q. CROSSING
0.7
DN COLUMBUS C
7.7
D DUNCAN Dq
4.5
GARDINER
5.6
D SILVER CREEK Sy
5.6

HAVENS
5.8
D CLARKS Cx
5.4
THUMMEL
5.2
C. B. & Q. CROSSING
0.6

DN CENTRAL CITY Ci
3.7
PADDOCK
6.5
D CHAPMAN Cp
5.6
LOCKWOOD
5.8
C. B. & Q. CROSSING
0.4
DN-R GRAND ISLAND Ge

Distance from
Ogden

Double Track

Double Track

Double Track

Double Track

Double Track

Double Track

Double Track

FIRST CLASS																SECOND CLASS					
4	12	28	24	38	16	6	8	2	18	137	10	20	26	256	258	76	260	254	252	262	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight	Mixed	Way Freight	Time Freight	Stock	Stock	
Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	
993.0	7.15AM	7.20AM	1.15PM	12.05PM	4.20PM	3.55PM	5.20PM				8.10PM	11.40PM		10.00AM	1.00PM			7.40PM	4.15AM	5.00AM	
990.2	7.00 6.45	7.05 6.50	1.00 12.50	11.50 11.40	4.05 3.50	3.40 3.30	5.05 4.50	7.05PM	7.10PM	7.55PM	7.55 7.45	11.25 11.16	12.05AM	2.05AM	9.40	12.40		7.05	3.30	4.30	
987.9	6.33	6.38	12.38			3.18	4.38	6.53	6.58	7.46	7.35	11.03	11.53PM	1.53	9.20	12.20PM		6.43	2.55	4.00	
984.1	6.26	6.31	12.31			3.11	4.31	6.46	6.51	7.40	7.29	10.55	11.45	1.45	9.00	11.50AM		6.34	2.25	3.40	
979.4	6.18	6.23	12.23			3.05	4.23	6.39	6.44	7.33	7.23	10.46	11.37	1.37	8.40	11.30		6.20	2.01	3.20	
995.6				11.25	3.34																
990.1				11.09	3.18																
985.1	Via	New Main	Line	10.59	3.06																
982.7				10.54	3.01																
979.5				10.48	2.55																
975.9	6.11	6.17	12.16	10.40	2.49	2.57	4.13	6.32	6.37	7.27	7.18	10.38	11.30	1.30	8.20	11.10		6.08	1.30	2.50	
971.2	6.04	6.10	12.05PM	10.32	2.42	2.50	4.05	6.25	6.30	7.20	7.12	10.31	11.22	1.22	8.04	10.53		5.52	1.00	2.33	
968.5	6.00	6.06	11.58AM	10.26	2.35	2.45	4.00	6.21	6.26	7.16	7.08	10.26	11.16	1.16	7.54	10.38		5.42	12.48	2.23	
965.0	5.55	6.01	11.50AM	10.20	2.30	2.39	3.55	6.15	6.20	7.10	7.02PM	10.20	11.10	1.10	7.40	10.20		5.30	12.35AM	2.10	
958.7	5.45	5.53		10.06	2.17	2.30	3.44	6.06	6.12	7.02		10.08	11.02	1.02	7.16	9.20		5.08	11.02	12.44	
954.8																					
953.7	5.37	5.46	Via	9.59	2.10	2.22	3.35	5.58	6.06	6.55		10.00	10.55	12.55	7.00	9.00		4.50	10.35	12.26	
953.0																					
948.2																					
946.7	5.25	5.35		9.40	1.45	2.10	3.18	5.44	5.54	6.42		9.46	10.42	12.42	6.30	8.10		4.25	10.05	12.01AM	
938.6	5.15	5.26		9.28	1.32	1.58	3.06	5.34	5.44	6.32		9.33	10.32	12.32	6.00	7.40		3.56	9.33	11.35PM	
936.6	5.12	5.23		9.23	1.25	1.55	3.02	5.32	5.42	6.29		9.27	10.30	12.30	5.33	7.15		3.45	9.15	11.24	
931.6	5.07	5.18		9.16	1.18	1.47	2.54	5.26	5.36	6.23		9.20	10.24	12.24	5.18	7.00		3.30	9.05	11.14	
924.3	4.57	5.10		9.06	1.08	1.35	2.42	5.16	5.28	6.14		9.09	10.15	12.15	4.40	6.30		3.08	8.47	10.55	
920.0	4.49	5.05		8.59	1.27	2.34	5.10	5.22	6.08			9.00	10.10	12.10	4.23	5.58		2.48	8.36	10.40	
916.1	4.45	5.01		8.54	1.23	2.28	5.06	5.18	6.04			8.55	10.06	12.06AM	4.15	5.40		2.40	8.28	10.30	
909.2																					
908.5	4.35	4.52		8.40AM	1.13	2.16	4.57	5.10	5.55		8.43	9.54	11.54PM	3.50	5.25AM		2.00PM	2.16	8.10	10.10	
900.8	4.19	4.40		11.56AM	1.01	1.55	4.45	4.56	5.36		8.28	9.40	11.40	3.20			1.40	1.45	7.40	9.48	
896.3	4.12	4.35		11.48	12.54	1.48	4.39	4.50	5.29		8.22	9.34	11.34	3.04			1.10	1.30	7.27	9.40	
890.7	4.04	4.28		11.40	12.47	1.41	4.32	4.44	5.20		8.13	9.26	11.26	2.42			12.47	1.10	7.10	9.26	
885.1	3.56	4.22		11.30	12.39	1.34	4.25	4.37	5.12		8.05	9.19	11.19	2.24			12.13PM	12.50	6.55	9.02	
879.3	3.47	4.15		11.20	12.31	1.26	4.18	4.30	5.04		7.57	9.12	11.12	2.00			11.50AM	12.31	6.39	8.45	
873.9	3.38	4.09		11.12	12.23	1.18	4.11	4.24	4.56		7.49	9.06	11.06	1.40			11.18	12.04PM	6.24	8.31	
868.7																					
868.1	3.30	4.02	6.35AM		11.05	12.15	1.10	4.04	4.18	4.48		7.40	8.58	10.58	1.20	11.05AM	11.05AM	11.48AM	6.08	8.15	
864.4	3.22	3.57	6.27		10.53	12.08	1.00	3.58	4.13	4.40		7.30	8.53	10.53	12.56		10.42	11.22	5.52	8.00	
857.9	3.15	3.50	6.19		10.45	12.01PM	12.52	3.51	4.06	4.33		7.22	8.46	10.46	12.44		10.30	11.10	5.40	7.48	
852.3	3.08	3.43	6.11		10.35	11.53AM	12.42	3.44	3.59	4.25		7.14	8.38	10.38	12.23		10.15	10.50	5.22	7.35	
846.5																					
846.1	3.00AM	3.35AM	6.00AM		10.25AM	11.45AM	12.30PM	3.35PM	3.50PM	4.15PM		7.05PM	8.30PM	10.30PM	12.01AM		10.00AM	10.25AM	5.05PM	7.15PM	
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	

Grand Island Time	(3.45)	(3.15)	(6.50)	(3.00)	(5.25)	(3.45)	(4.20)	(3.30)	(3.20)	(3.40)	(0.43)	(4.10)	(3.35)	(3.35)	(9.39)	(7.15)	(1.05)	(2.55)	(8.40)	(10.25)	(9.15)
to Omaha	38.4	44.3		30.6	28.0	38.4	33.3	41.2	43.2	30.3	35.1	34.6	40.2	40.2	14.9	11.5	20.3	13.8	16.6	13.8	15.6

Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.

For Schedule between Council Bluffs and Omaha, see Bridge Sub-Division Time Table.

SECOND SUB-DIVISION—Grand Island and North Platte—WESTWARD.

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS								FIRST CLASS										Distance from Council Bluffs	Time Table No. 100 September 28, 1924	
	251	269	265	255	261	263	253	3	15	17	9	37	1	7	5	19	25	13			
	Time Freight	Time Freight	Mixed	Time Freight	Way Freight	Way Freight	Time Freight	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
OYTFWP	11.00PM			8.45AM	8.30AM		7.45AM	9.05PM	8.40PM	3.30PM	2.55PM	2.05PM	1.25PM	1.15PM	1.05PM	4.30AM	4.20AM	4.05AM	146.9	DN-R GRAND ISLAND Ge	
4,468 P	11.30			9.14	f 8.50		8.12	f 9.20	8.52	3.41	3.05	s 2.17	1.36	1.25	1.15	4.43	4.33	4.16	154.5	D ALDA Da	
3,998 WP	11.59PM			9.42	s 9.20		8.40	s 9.36	9.04	3.50	3.15	s 2.30	1.46	1.35	1.25	f 4.55	4.45	4.26	162.3	D WOOD RIVER Wr	
4,559 P	12.26AM			10.10	s 9.55		9.05	s 9.51	9.15	3.59	3.25	s 2.45	1.56	1.44	1.34	f 5.06	4.56	4.35	169.9	D SHELTON Hn	
14,080 YWP	12.50	4.20PM	3.15PM	10.30	10.30		9.27	s 10.03	9.24	4.07	3.33	s 2.56	2.05	1.52	1.42	f 5.15	5.05	4.42	176.0	DN GIBBON Gb	
3,552 P	1.05	4.35	f 3.24	10.50	f 11.00		9.42	10.10	9.30	4.12	3.38	f 3.03	2.10	1.57	1.48	5.22	5.12	4.48	180.2	OPTIC	
4,448 P	1.20	4.50	f 3.33	11.05	f 11.25		9.55	10.18	9.36	4.17	3.43	s 3.09	2.15	2.02	1.53	5.27	5.17	4.53	184.3	D BUDA K	
4,009 P	s 1.45	s 5.15	3.45PM	s 11.30	11.55AM	8.00AM	s 10.28	s 10.40	s 9.50	s 4.30	s 3.55	s 3.35	s 2.26	s 2.15	s 2.05	s 5.40	s 5.30	s 5.05	189.1	DN KEARNEY Kr	
4,011 WFYP	2.05	5.30		11.48AM		f 8.14	10.48	10.50	9.59	4.38	4.02	f 3.46	2.33	2.22	2.11	5.48	5.38	5.13	194.3	ALFALFA CENTER	
P	2.22	5.43		12.01PM		f 8.25	11.00	f 10.57	10.06	4.44	4.07	s 3.54	2.38	2.29	2.16	5.55	5.45	5.18	198.3	D ODESSA Dz	
4,503 P	2.48	6.05		12.22		s 8.45	11.25	s 11.08	10.16	4.52	4.15	s 4.08	2.46	2.37	2.24	f 6.07	5.57	5.26	204.6	D ELM CREEK Qr	
4,505 WP	3.00	6.16		12.35		f 8.53	11.38	11.15	10.22	4.57	4.20	f 4.15	2.52	2.43	2.29	6.13	6.03	5.31	208.4	SIMONDS	
4,496 P	3.20	6.30		12.58		s 9.15	11.56AM	s 11.24	10.30	5.04	4.26	s 4.26	2.58	2.49	2.34	f 6.20	6.10	5.37	213.3	D OVERTON Ov	
P	3.35	6.44		1.14		f 9.26	12.12PM	11.32	10.36	5.10	4.32	f 4.37	3.04	2.54	2.39	6.28	6.18	5.43	217.9	JOSSELYN	
3,939 OWP	s 4.00	s 7.05		s 1.34		s 10.25	s 12.36	s 11.43	10.50	s 5.22	4.42	s 4.47	3.15	3.01	2.46	s 6.40	s 6.30	s 5.53	224.4	DN LEXINGTON Um	
4,497 P	4.30	7.25		2.00		f 10.40	1.00	11.57PM	11.02	5.32	4.52	s 4.58	3.26	3.10	2.55	6.53	6.43	6.03	232.5	D DARR Dr	
4,511 P	4.52	7.43		2.17		s 11.14	1.32	s 12.07AM	11.11	f 5.40	4.59	s 5.08	3.34	3.18	3.02	f 7.03	6.53	6.12	238.3	D COZAD Co	
4,496 PW	5.10	7.58		2.32		s 11.24AM	1.55	f 12.17	11.18	5.47	5.06	s 5.16	3.40	3.24	3.07	7.13	7.03	6.18	243.2	D WILLOW ISLAND Wl	
P	s 5.30	s 8.20		s 2.48		s 12.03PM	s 2.16	s 12.29	11.30	s 5.57	5.15	s 5.30	3.50	3.34	3.17	s 7.28	s 7.18	s 6.28	248.8	DN GOTHENBURG Bu	
4,004 FWPY	5.50	8.40		3.01		12.14	2.36	12.39	11.39	6.05	5.22	f 5.42	3.58	3.41	3.23	7.38	7.28	6.36	254.5	VROMAN	
4,498 P	6.10	9.00		3.31		s 12.35	3.01	s 12.52	11.50	6.15	5.31	s 5.57	4.07	3.50	3.31	f 7.48	7.40	6.44	261.5	DN BRADY ISLAND Bi	
4,503 WP	6.26	9.15		4.40		f 12.45	3.15	1.01	11.58PM	6.22	5.37	f 6.07	4.14	3.57	3.37	7.56	7.48	6.50	266.6	HINDREY	
P	6.56	9.28		5.00		s 1.15	3.42	s 1.10	12.06AM	6.28	5.42	s 6.17	4.19	4.03	3.42	f 8.02	7.55	6.56	270.6	D MAXWELL Mx	
4,504 P	7.06	9.38		5.20		1.23	4.40	1.20	12.14	6.34	5.46	6.24	4.25	4.08	3.47	8.07	8.01	7.01	274.6	KEITH	
4,501 P	7.15	9.45		5.50		f 1.33	5.05	1.28	12.22	6.39	5.50	6.30	4.30	4.12	3.52	8.11	8.06	7.05	278.5	GANNETT	
653	7.21	9.50		5.58		1.38	5.12	1.32	12.26	6.42	5.53	6.33	4.33	4.15	3.55	8.14	8.09	7.08	280.5	BECK	
	7.30	10.00		6.05		1.43	5.25	1.35	12.30	6.44	5.55	6.35	4.35	4.17	3.57	8.16	8.11	7.10	282.0	E. BRIDGE JCT.	
	7.35	10.05		6.10		1.50	5.30	1.40	12.35	6.49	6.00	6.40	4.40	4.21	4.01	8.19	8.14	7.14	282.4	W. BRIDGE JCT.	
OYTFWP	7.50AM	10.20PM		6.25PM		2.00PM	5.45PM	1.45AM	12.40AM	6.55PM	6.05PM	6.50PM	4.45PM	4.25PM	4.05PM	8.25AM	8.20AM	7.20AM	284.1	DN-R NORTH PLATTE No	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.2)	
	(8.50) 15.5	(6.0) 18.0	(0.30) 22.8	(9.40) 14.0	(3.25) 12.3	(6.00) 15.8	(10.00) 13.7	(4.40) 29.4	(4.00) 34.3	(3.25) 40.1	(3.10) 43.3	(4.45) 28.9	(3.20) 41.2	(3.10) 43.3	(3.00) 45.7	(3.55) 35.4	(4.00) 34.3	(3.15) 42.2		Time Average speed per hour	

Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.

SECOND SUB-DIVISION—Grand Island and North Platte—EASTWARD.

Time Table No. 100 September 28, 1924		Distance from Origin	FIRST CLASS											SECOND CLASS								
			12 Passenger	38 Passenger	16 Passenger	6 Mail	8 Passenger	2 Passenger	18 Passenger	10 Passenger	20 Passenger	26 Passenger	4 Passenger	254 Time Freight	264 Way Freight Ex. Sunday	262 Stock	260 Way Freight Ex. Sunday	266 Mixed	256 Time Freight	270 Time Freight		
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
DN-R	GRAND ISLAND Ge	846.1	3.30AM	10.10AM	11.40AM	12.25PM	3.30PM	3.45PM	4.10PM	6.45PM	8.25PM	10.25PM	2.55AM	9.30AM		6.00PM	3.45PM		10.20PM			
D	ALDA Da	838.5	3.14	s 9.50	11.24	12.11PM	3.15	3.30	3.55	s 6.28	8.10	10.10	2.38	9.02		5.30	f 3.15		9.50			
D	WOOD RIVER Wr	830.7	3.03	s 9.34	11.13	11.59AM	3.04	3.19	3.45	s 6.14	7.58	9.58	f 2.25	8.35		5.04	s 2.35		9.22			
D	SHELTON Hn	823.1	2.53	s 9.18	11.03	11.49	2.54	3.09	3.36	s 6.00	7.48	9.48	f 2.13	8.10		4.38	s 2.05		8.55			
DN	GIBBON Gb	817.0	2.45	s 9.06	10.54	11.38	2.45	3.01	3.28	s 5.49	7.40	9.40	f 2.03	7.50		4.17	s 1.40	s 6.15PM	8.30	5.10AM		
	OPTIC	812.8	2.39	f 8.57	10.48	11.32	2.38	2.56	3.21	5.40	7.35	9.35	1.57	7.35		4.02	f 1.25	f 6.06	8.14	4.54		
D	BUDA K	808.7	2.34	s 8.50	10.42	11.26	2.31	2.50	3.15	s 5.33	7.30	9.30	1.51	7.20		3.48	f 1.12	f 5.57	7.58	4.38		
DN	KEARNEY Kr	803.9	s 2.23	s 8.37	s 10.32	s 11.14	s 2.20	s 2.38	s 3.03	s 5.20	s 7.18	s 9.18	s 1.39	s 7.02	12.10PM	s 3.30	1.00PM	5.45PM	s 7.40	s 4.20		
	ALFALFA CENTER	798.7	2.16	f 8.25	10.21	11.02	2.09	2.28	2.57	f 5.08	7.09	9.09	1.27	6.44	f 11.54AM	3.10			7.19	3.50		
D	ODESSA Dz	794.7	2.11	s 8.18	10.15	10.57	2.04	2.23	2.52	f 5.02	7.04	9.04	1.21	6.30	f 11.45	2.52			7.04	3.32		
D	ELM CREEK Qr	788.4	2.03	s 8.09	s 10.06	10.48	1.56	2.16	2.44	s 4.52	6.57	8.57	f 1.12	6.08	s 11.30	2.16			6.34	3.08		
	SIMONDS	784.6	1.58	f 8.03	10.01	10.42	1.51	2.11	2.40	f 4.45	6.52	8.52	1.05	5.55	f 11.10	2.00			6.20	2.50		
D	OVERTON Ov	779.7	1.52	s 7.56	9.55	10.35	1.45	2.05	2.34	s 4.37	6.46	8.46	f 12.59	5.38	s 10.54	1.45			6.00	2.30		
	JOSELYN	775.1	1.46	f 7.48	9.49	10.28	1.37	2.00	2.28	f 4.29	6.40	8.40	12.52	5.23	f 10.36	1.26			5.42	2.12		
DN	LEXINGTON Um	768.6	s 1.38	s 7.40	s 9.41	10.18	1.31	1.51	s 2.20	s 4.20	6.32	8.32	s 12.43	s 5.02	10.18 9.41	s 1.05			s 5.16	s 1.38		
	DARR Dr	760.5	1.28	s 7.26	9.29	10.04	1.21	1.42	2.09	f 4.06	6.21	8.21	12.30	4.32	f 9.06	12.42			4.46	1.01		
D	COZAD Co	754.7	1.22	s 7.16	s 9.21	9.57	1.13	1.35	f 2.01	s 3.56	6.13	8.13	s 12.22	4.14	s 8.55	12.25			4.24	12.45		
D	WILLOW ISLAND Wi	749.8	1.17	s 7.07	9.13	9.51	1.07	1.29	1.55	s 3.48	6.07	8.07	f 12.14	3.57	f 8.40	12.10PM			4.05	12.30		
DN	GOTHENBURG Bu	744.2	1.11	s 6.58	s 9.05	9.43	1.00	1.23	s 1.48	s 3.40	6.00	8.00	s 12.05AM	s 3.38	s 8.29	s 11.55AM			s 3.40	s 12.05AM		
	VROMAN	738.5	1.04	f 6.48	8.57	9.36	12.53	1.16	1.38	f 3.30	5.52	7.52	11.54PM	3.19	f 7.45	11.35			3.17	11.30PM		
DN	BRADY ISLAND Bi	731.5	12.56	s 6.38	8.48	9.28	12.44	1.08	1.29	s 3.19	5.43	7.43	f 11.45	s 2.55	s 7.32	s 11.15			s 2.52	s 11.15		
	HINDREY	726.4	12.50	f 6.31	8.42	9.21	12.38	1.02	1.23	f 3.10	5.37	7.37	11.38	2.38	f 7.16	11.00			2.35	11.01		
D	MAXWELL Mx	722.4	12.46	s 6.25	8.37	9.16	12.33	12.57	1.18	s 3.04	5.32	7.32	f 11.33	2.24	s 7.08	10.48			2.22	10.50		
	KEITH	718.4	12.42	6.18	8.32	9.11	12.27	12.52	1.12	2.55	5.27	7.27	11.27	2.05	7.00	10.33			2.05	10.35		
	GANNETT	714.5	12.38	f 6.13	8.28	9.07	12.23	12.48	1.08	f 2.50	5.23	7.23	11.23	1.58	f 6.55	10.25			1.54	10.26		
	BECK	712.5	12.35	6.10	8.25	9.04	12.20	12.45	1.05	2.46	6.21	7.21	11.20	1.50	6.51	10.20			1.45	10.21		
	E. BRIDGE JCT.	711.0	12.33	6.08	8.23	9.02	12.18	12.43	1.03	2.44	5.19	7.19	11.18	1.45	6.48	10.16			1.40	10.17		
	W. BRIDGE JCT.	710.6	12.29	6.04	8.20	8.59	12.14	12.39	12.59	2.40	5.15	7.15	11.14	1.40	6.44	10.10			1.35	10.10		
DN-R	NORTH PLATTE No	708.9	12.25AM	6.00AM	8.15AM	8.55AM	12.10PM	12.35PM	12.55PM	2.35PM	5.10PM	7.10PM	11.10PM	1.35AM	6.40AM	10.00AM			1.25PM	10.00PM		
(137.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		
Time.....			(3.05)	(4.10)	(3.25)	(3.30)	(3.20)	(3.10)	(3.15)	(4.10)	(3.15)	(3.15)	(3.45)	(8.00)	(5.30)	(8.00)	(2.45)	(0.30)	(8.55)	(7.10)		
Average speed per hour.....			44.5	32.9	40.1	39.2	41.2	43.3	42.2	32.9	42.2	42.2	36.5	17.1	17.3	17.1	15.7	22.8	15.4	15.1		
Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.																						

WESTWARD—BEATRICE BRANCH—EASTWARD.

Length of passing tracks in feet and location of Tele- phone, scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS								Distance from Valley	Time Table No. 100 September 28, 1924		Distance from Beatrice	FIRST CLASS						SECOND CLASS	
	71	73		505	545	27	547	138	126			546	506		28	548	137	125		74	72	
	Freight	Mixed		Motor Passenger	Motor Passenger	Passenger	Motor Passenger	Passenger	Passenger			Motor Passenger	Motor Passenger		Passenger	Motor Passenger	Passenger	Passenger		Mixed	Freight	
	Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily	
	FWYP	10.15PM	7.00AM			1.35PM		8.40AM		0.0	DN-R VALLEY V	96.8			11.45AM		7.00PM		5.25PM	11.59PM		
										5.8	S. C. & W. CROSSING	91.0										
2,202		10.35	s 7.25			s 1.49		s 8.53		6.4	D YUTAN Yn	90.4			s 11.30		s 6.45		s 4.45	11.25		
1,759 P		10.55	s 7.50			s 2.03		s 9.05		11.6	D MEAD Ad	85.2			s 11.15		s 6.34		s 4.20	10.55		
1,862 W		s 11.25	s 8.25			s 2.21		s 9.19		18.9	DN WAHOO W	77.9			s 11.00		s 6.20		s 3.50	s 10.25		
										19.6	C & N-W and C B & Q CROSSING	77.2										
2,031		11.50PM	s 9.00			s 2.39		f 9.34		26.3	D WESTON Wn	70.5			s 10.40		s 6.05		s 3.25	9.55		
2,224 P		12.10AM	s 9.20			s 2.55		9.46		33.2	D TOUHY Hu	63.6			s 10.25		f 5.54		s 2.55	9.35		
	FWYP	s 1.00	{ 9.35 10.15	4.15PM	3.35PM	3.05PM	10.15AM	s 9.58		37.3	DN-R VALPARAISO Vo	59.5	9.50AM	8.00AM	10.15AM	3.15PM	s 5.45		s 2.30	s 9.15		
1,061 P		1.15	s 10.35	f 4.25	s 3.44		s 10.25	f 10.07		41.8	D AGNEW Ag	55.0	s 9.35	f 7.50		s 3.03	f 5.33		s 1.35	8.23		
2,126		1.30	s 11.00	s 4.35	s 3.54		s 10.35	f 10.16		46.4	D RAYMOND Rm	50.4	s 9.25	s 7.40		s 2.52	f 5.25		s 1.20	8.10		
300										55.2	WEST LINCOLN	41.6										
										56.3	MO. PAC. CROSSING	40.5										
										56.5	C. R. I. & P. JUNCTION	40.3										
										56.5	C. B. & Q. CROSSING	40.3										
1,835 OTFW	s 2.50	s 11.35AM 1.30PM		s 5.00PM	s 4.25		s 11.00AM	s 10.45	7.10AM	57.1	DN-R LINCOLN Sn	39.7	s 9.00	7.15AM		2.25PM	s 5.05	8.10PM	s 12.50 12.10PM	s 7.40		
I										57.4	C. B. & Q. CROSSING	39.4										
I										59.0	C. B. & Q. CROSSING	37.8										
2,049 P	3.20	f 1.50			f 4.49			f 11.02	f 7.27	65.4	JAMAICA	31.4	f 8.37				f 4.49	f 7.50	f 11.20AM	6.55		
1,817 WP	3.30	f 2.05			f 4.54			f 11.08	f 7.35	68.2	HANLON	28.6	f 8.32				f 4.45	f 7.41	f 11.08	6.45		
1,602 P	3.55	s 2.25			s 5.10			f 11.21	s 7.53	74.7	D PRINCETON Ic	22.1	s 8.18				f 4.33	s 7.30	s 10.42	6.26		
2,337	4.10	s 2.45			s 5.23			f 11.32	s 8.05	79.5	D CORTLAND Rd	17.3	s 8.05				f 4.26	s 7.18	s 10.30	6.10		
1,809 P	4.35	s 3.10			s 5.42			f 11.53AM	s 8.23	88.9	D PICKRELL Ik	7.9	s 7.43				s 4.10	s 6.55	s 10.05	5.42		
OTFWP	5.15AM	3.55PM			6.00PM			12.15PM	8.40AM	96.8	DN-R BEATRICE Bx	0.0	7.25AM				3.55PM	6.40PM	9.45AM	5.00PM		
	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		(96.8)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily		
	(7.00) 13.8	(8.55) 10.8		(.45) 26.4	(2.25) 24.6	(1.30) 24.9	(.45) 26.4	(3.35) 27.0	(1.30) 26.5	Time			(2.25) 24.6	(.45) 26.4	(1.30) 24.9	(.50) 23.7	(3.05) 31.4	(1.30) 26.5	7.40) 12.6	(7.00) 13.8		
										Average speed per hour												

Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.

At Lincoln first class trains will arrive and depart from C. B. & Q. passenger station and will use C. B. & Q. tracks between K. Street Tower and North Tower and be governed by C. B. & Q. Rules and Regulations.
Call C. B. & Q. on telephone at North Tower for permission to proceed to passenger station before fouling C. B. & Q. main track or opening main track switch.

WESTWARD-STROMSBURG BRANCH-EASTWARD.

Length of passing tracks on feet and location of Tele- phone, scales, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Valparaiso	Time Table No. 100 September 28, 1924			Distance from Central City	FIRST CLASS			SECOND CLASS				
						75	27	507						28	508	76					
						Mixed	Passenger	Motor Passenger						Passenger	Motor Passenger	Mixed					
						Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily						Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday					
1,541 1,927	WFYP					7.00AM	3.35PM	8.02AM	0.0	DN-R VALPARAISO	Vo	75.9	9.55AM	4.15PM	5.45PM						
1,296						f 7.25	f 3.55	f 8.20	7.4	D LOMA	Ma	68.5	f 9.29	f 3.55	f 5.20						
1,907						s 7.45	s 4.10	s 8.32	13.5	D BRAINARD	Bd	62.4	s 9.15	s 3.40	s 5.00						
									15.0	C. & N. W. CROSSING		60.9									
1,832						f 7.55	f 4.20	f 8.40	17.7	YANKA		58.2	f 9.06	f 3.32	f 4.20						
									22.8	C. & N. W. CROSSING		53.1									
1,589	WY					s 8.20	s 4.35	s 8.55	23.2	D DAVID CITY	Dv	52.7	s 8.55	s 3.18	s 3.50						
									23.5	C. B. & Q. CROSSING		52.4									
1,808						s 8.38	f 4.43	f 9.06	27.8	FOLEY		48.1	f 8.38	f 3.04	s 3.30						
1,944	W					s 9.17	s 4.56	s 9.17	33.3	D RISING CITY	Rn	42.6	s 8.30	s 2.52	s 3.10						
2,261						s10 00	s 5.11	s 9.32	40.1	D SHELBY	Sh	35.8	s 8.17	s 2.35	s 2.35						
1,306						s 10.30	s 5.28	s 9.46	47.5	D OSCEOLA	Oz	28.4	s 8.00	f 2.19	s 2.00						
1,011	TFW					s11.10	s 5.44	s 9.57	52.9	D STROMSBURG	S	23.0	s 7.45	s 2.06	s 1.30						
									53.2	C. B. & Q. JCT.		22.7									
2,492						f11.30AM	f 5.52	f10.06	56.8	DURANT		19.1	f 7.29	f 1.54	f12.50						
2,501						s12.30PM	s 6.06	s10.20	63.0	D POLK	Pk	12.9	s 7.17	s 1.40	s12.30						
2,436						s12.55	s 6.19	s10.33	68.5	D HORDVILLE	Hv	7.4	s 7.02	s 1.28	s12.03PM						
						1.04	6.27	10.40	72.2	SANDBURG		3.7	6 51	1.20	11.41AM						
1,695						f 1.17	f 6.30	f10.43	73.8	HEBER		2.1	f 6.48	f 1.17	f11.37						
									75.3	C. B. & Q. CROSSING		0.6									
FWYP						1.30PM	6.40PM	11.00AM	75.9	DN-R CENTRAL CITY	Ci	0.0	6.40AM	1.10PM	11.30AM						
						Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		(75.9)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday						
C. B. & Q. trains use U. P. main track between C. B. & Q. Junction and Stromsburg.						(6.30) 11.7	(3.05) 24.6	(2.58) 25.5		Time.....			(3.15) 23.3	(3.05) 24.1	(6.15) 12.1						
						Average speed per hour.....															

WESTWARD-NORFOLK BRANCH-EASTWARD.

Length of passing tracks in feet and location of tele. phone, scales, water, fuel and turning stations.	SECOND CLASS						FIRST CLASS			Distance from Columbus	Time Table No. 100 September 28, 1924			Distance from Norfolk	FIRST CLASS			SECOND CLASS			
	79			77		81	23	529	31		24	530	32		78	80	82				
	Mixed			Mixed		Mixed	Passenger	Motor Passenger	Passenger		Passenger	Motor Passenger	Passenger		Mixed	Mixed	Mixed				
	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
OYTFWP				7.00AM	6.25AM	6.05AM	9.10PM	7.05PM	2.00PM	0.0	DN-R COLUMBUS C	50.4	8.35AM	11.30AM	11.40AM	4.35PM	4.55PM	5.50PM			
				7.12	f 6.37	6.17	9.20	f 7.16	f 2.09	4.6	4.6 SHELDONVILLE	45.8	f 8.14	11.20	f 11.30	f 4.22	4.42	5.37			
1 480 YP				s 7.25AM	s 6.50	s 6.30AM	s 9.30PM	s 7.25	s 2.18PM	9.4	D-R OCONEE Oe	41.0	s 8.05AM	s11.10	s11.20AM	s 4.10	s 4.30PM	s 5.25PM			
1,935 W					s 7.25			s 7.35		14.7	5.3 PLATTE CENTER Pc	35.7		s10 55		s 3.45					
2,118 P					s 7.53			s 7.45		20.3	5.6 TARNOV Rv	30.1		s10 42		s 3.15					
										25.1	4.8 C. & N. W. CROSSING	25.3									
3,291					s 8.40			s 7.57		25.7	0.6 HUMPHREY Hx	24.7		s10 28		s 2.45					
950					s 8.50			f 8.04		29.0	3.3 PECK	21.4		f10.20		f 2.18					
2,098 W					s 9.25			s 8.18		35.4	6.4 MADISON Ma	15.0		s10.06		s 2.00					
1,820 P					f 9.50			f 8.29		40.9	5.5 ENOLA	9.5		f 9.50		s 1.35					
1,347					f10.12			f 8.38		45.1	4.2 WARNERVILLE	5.3		f 9.40		f 1.20					
										48.7	3.6 C. & N. W. CROSSING	1.7									
										50.2	1.5 C. & N. W. CROSSING	0.2									
TFWP					10.30AM			9.00PM		50.4	0.2 D-R NORFOLK Kn	0.0		9.25AM		1.00PM					
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(50.4)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			

Joint track at Norfolk with C. St. P. M. & O. (0.25) (4.05) (0.25) (0.20) (1.55) (0.18) Time..... (0.30) (2.05) (0.20) (3.35) (0.25) (0.25) Normal position of switch at
 All trains arriving at or leaving Norfolk between 6 p. m. and 9 a. m. will send flagman ahead to protect Norfolk avenue before proceeding. 22.5 12.3 22.5 28.2 26.5 31.3 Average speed per hour..... 18.8 24.2 28.2 14.1 22.5 22.5 Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72. Oconee is for Norfolk branch.

WESTWARD—ALBION BRANCH—EASTWARD.

Length of passing tracks on feet and location of tele- phone, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Oconee	Time Table No. 100 September 28, 1924			Distance from Albion	FIRST CLASS			SECOND CLASS							
					79	81	23	33		31	24	34		32	82	80								
					Mixed	Mixed	Passenger	Passenger		Passenger	Passenger	Passenger		Passenger	Mixed	Mixed								
					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								
YP					s 7.25AM	s 6.30AM	9.30PM			2.18PM	0.0	D-R	OCONEE 4.3	Oc	33.7	8.05AM		11.20AM	5.25PM	4.30PM				
1,293					s 7.50	s 6.50	s 9.38			s 2:28	4.3	D	MONROE 7.0	Mn	29.4	s 7.50		s 11.08	s 5.12	s 4.15				
2,386 FWYP					s 8.10AM	s 7.25	s 9.53	2.45PM		2.43PM	11.3	D-R	GENOA 7.5	G	22.4	s 7.35 7.25	10.40AM	10.50AM	s 4.55	3.50PM				
868						s 7.50	f 10.08	f 3.00			18.8		WOODVILLE 3.5		14.9	f 7.11	f 10.20		s 4.30					
3,125						s 8.30	s 10.16	s 3.08			22.3	D	ST. EDWARD 5.0	St	11.4	s 7.03	s 10.12		s 4.20					
1,680 P						s 8.45	f 10.28	s 3.18			27.3	D	BOONE 6.4	Bn	6.4	s 6.50	s 10.00		s 3.59					
1,957 WY						9.15AM	10.45PM	3.30PM			33.7	D-R	ALBION	A	0.0	6.35AM	9.45AM		3.45PM					
					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(33.7)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				
					(0.45) 14.0	(2.45) 12.2	(1.15) 26.9	(0.45) 28.1	(0.25) 27.1			Time.....			(1.30) 22.4	(0.55) 24.4	(0.30) 22.6	(1.40) 22.2	(0.40) 16.9					
												Average speed per hour.....												

No. 81 has right over No. 34, Genoa to Albion.

WESTWARD—CEDAR RAPIDS BRANCH—EASTWARD.

Length of passing tracks in feet and location of tele- phone, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Genoa	Time Table No. 100 September 28, 1924			Distance from Spaulding	FIRST CLASS			SECOND CLASS				
						79	509	31						510	32	80					
						Mixed	Motor Passenger	Passenger						Motor Passenger	Passenger	Mixed					
						Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday						Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					
2,386 FWY						8.20AM	9.55PM	2.50PM	0.0	D-R	GENOA 5.3	G	44.2	7.25AM	10.40AM	3.40PM					
966						f 8.35	f 10.07	f 3.02	5.3		KENT 3.9		38.9	f 7.14	f 10.25	f 3.02					
1,325						f 8.47	f 10.17	f 3.10	9.2		MERCHISTON 4.4		35.0	f 7.05	f 10.16	f 2.43					
1,691						s 9.05	s 10.30	s 3.25	13.6	D	FULLERTON 9.5	Fu	30.6	s 6.55	s 10.05	s 2.25					
1,587						s 9.40	s 10.55	s 3.48	23.1	D	BELGRADE 7.2	Bl	21.1	s 6.32	s 9.40	s 1.55					
1,917 W						s 10.35	s 11.15	s 4.08	30.3	D	CEDAR RAPIDS 6.2	Cd	13.9	s 6.12	s 9.20	s 1.30					
2,286						s 11.00	s 11.30	f 4.22	36.5	D	PRIMROSE 7.7	P	7.7	s 5.57	s 9.03	f 1.05					
2,043 FYW						11.40AM	11.50PM	4.40PM	44.2	D-R	SPALDING	Sg	0.0	5.40AM	8.45AM	12.40PM					
						Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday			(44.2)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					
						(3.20) 13.4	(1.55) 23	(1.50) 24.1		Time.....		(1.45) 25.3	(1.55) 23	(3.00) 14.7							
											Average speed per hour.....										

Normal position of switch at Genoa is for Cedar Rapids branch.

Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.

WESTWARD—ORD BRANCH—EASTWARD.																							
Length of passing tracks in feet and location of Tele- phone, scales, water, fuel and turning stations.	SECOND CLASS						FIRST CLASS			Distance from Grand Island	Time Table No. 100 September 28, 1924			Distance from Ord	FIRST CLASS		SECOND CLASS						
	83						35	511	STATIONS			36	512		84								
	Mixed						Passenger	Motor Passenger				Passenger	Motor Passenger		Mixed								
	Leave Daily Ex. Sunday						Leave Daily Ex. Sunday	Leave Daily				Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily Ex. Sunday								
TFYWOP							7.30AM	3.30PM	7.00AM	0.0	DN-R	GRAND ISLAND	Ge	61.0	9.50AM	3.30PM	5.30PM						
I										0.4		C. B. & Q. CROSSING		60.6									
1,482 P							s 8.03	s 3.54	s 7.27	11.1	D	ST. LIBORY	Ry	49.9	s 9.20	s 2.50	s 4.50						
1,616								f 4.06	f 7.39	17.1		DUBLIN		43.9	f 9.05	f 2.35							
1,420 PFWY							8.45	s 4.21	s 8.00	21.9	D-R	ST. PAUL	Sp	39.1	s 8.45	s 2.20	{ 4.22 3.45						
1,792							s 9.29	s 4.41	s 8.25	30.7	D	ELBA	Eb	30.3	s 8.25	s 1.55	s 3.15						
1,878 P							s 9.53	s 4.55	s 8.41	36.7	D	COTESFIELD	Cf	24.3	s 8.07	s 1.40	s 2.55						
									f	43.1		WEEKES SPUR		17.9		f							
W							10.19	5.12	9.03	44.5	R	SCOTIA JUNCTION		16.5	7.47	1.22	2.30						
							s10.35	s 5.18	s 9.12	45.6	D	SCOTIA	Sk	17.6	s 7.42	s 1.17	s 2.20						
W							10.45	5.23	9.18	44.5	R	SCOTIA JUNCTION		16.5	7.36	1.12	2.05						
1,874							s11.07	s 5.36	s 9.30	48.8	D	NORTH LOUP	Nu	12.2	s 7.26	s 1.00	s 1.50						
623								f	f	53.6		OLEAN		7.4	f	f							
										60.6		C. B. & Q. CROSSING		0.4									
2,025 FWY							11.46AM	6.05PM	10.00AM	61.0	D-R	ORD	Rd	0.0	7.00AM	12.30PM	1.10PM						
							Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(61.0)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday						
							(4.16) 14.3	(2.35) 23.6	(3.00) 20.4			Time.....			(2.50) 21.5	(3.00) 20.4	(4.20) 14.1						
												Average speed per hour.....											

All trains and engines must come to a stop at the wagon bridge at Scotia, and all west-bound trains or engines stop at road crossing about four miles east of Scotia, and not proceed until plainly seen that bridge or crossing is clear.

WESTWARD—LOUP CITY BRANCH—EASTWARD.																									
Length of passing tracks in feet and location of Telephone scales, water, fuel and turning stations.	SECOND CLASS						FIRST CLASS			Distance from St. Paul	Time Table No. 100 September 28, 1924			Distance from Loup City	FIRST CLASS		SECOND CLASS								
							87 Mixed	515 Motor Passenger	513 Motor Passenger								514 Motor Passenger	516 Motor Passenger	88 Mixed						
							Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						
							</																		

Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.

WESTWARD—PLEASANTON BRANCH—EASTWARD.

Length of passing tracks in feet and location of Tele- phone scales, water, fuel and turning stations.	SECOND CLASS			Distance from Boelus	Time Table No. 100 September 28, 1924		Distance from Pleasanton	SECOND CLASS		
	85				86			86		
	Mixed				Mixed			Mixed		
			Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday				
1,848 WY			9.45AM	0.0	D-R	BOELUS Hw	22.1	12.20PM		
I				8.8		C. B. & Q. CROSSING	13.3			
1,346			f10.10	9.6		NANTASKET	12.5	f11.55AM		
1,629			s10.18	12.4		SOUTH RAVENNA	9.7	s11.45		
1,904			s10.30	15.5	D	POOLE Pg	6.6	s11.35		
2,150 WY			10.50AM	22.1	D-R	PLEASANTON Pn	0.0	11.15AM		
			Arrive Daily Ex. Sunday			(22.1)		Leave Daily Ex. Sunday		
	(1.05)	Time.....			(1.05)					
	20.4	Average speed per hour.....			20.4					

All trains and engines must come to a stop at the wagon bridge near Boelus, and not proceed until plainly seen that bridge is clear.

WESTWARD—HASTINGS BRANCH—EASTWARD.

Length of passing tracks in feet and location of Tele- phone, scales, water, fuel and turning stations.	SECOND CLASS				Distance from Hastings	Time Table No. 100 September 28, 1924				Distance from Gibbon	SECOND CLASS			
	269		265			270		266						
	Time Freight		Mixed			Time Freight		Mixed						
		Leave Daily	Leave Daily Ex. Sunday			Arrive Daily	Arrive Daily Ex. Sunday							
WFYO	2.30PM	2.00PM	0.0	DN-R	HASTINGS	An	28.1	7.15AM	7.30PM					
2,494	2.55	f 2.20	7.3		NEWMARCH		20.8	6.25	f 7.10					
			10.8		MISSOURI PACIFIC CROSSING		17.3							
2,491 W	3.15	s 2.35	12.6	D	HAYLAND	Ha	15.5	6.05	s 6.55					
2,495	3.45	f 2.55	20.4		DENMAN		7.7	5.40	f 6.35					
4,080 YW	4.15PM	3.15PM	28.1	DN-R	GIBBON	Gb	0.0	5.15AM	6.15PM					
4,456	Arrive Daily	Arrive Daily Ex. Sunday			(28.1)			Leave Daily	Leave Daily Ex. Sunday					
	(1.45)	(1.15)			Time.....			(2.00)	(1.15)					
	16.0	22.5			Average speed per hour.....			14.0	22.5					

At Hastings, Nebraska Division trains, when using the tracks of the central Division will be governed by the time tables, rules and regulations of that Division.

Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.

WESTWARD—KEARNEY BRANCH—EASTWARD.

Length of passing tracks in feet and location of telephone, scales, water, fuel and turning stations.	SECOND CLASS						FIRST CLASS			Distance from Kearney	Time Table No. 100 September 28, 1924			Distance from Stapleton	FIRST CLASS			SECOND CLASS									
							95	519	517						520	518	96										
							Mixed	Motor Passenger	Passenger						Motor Passenger	Passenger	Mixed										
							Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday										
OYFW							8.30AM	4.35PM	7.30AM	0.0	DN-R	KEARNEY	Kr	102.3	11.35AM	s 4.15PM	1.45PM										
1,810							f 8.48	f 4.47	f 7.44	5.5		5.5 GLENWOOD PARK		96.8	f 11.10	f 3.57	f 1.28										
1,487 P							s 9.07	s 4.56	s 7.57	10.1	D	4.6 RIVERDALE	Rv	92.2	s 10.54	s 3.45	s 1.14										
1,804							s 9.35	s 5.12	s 8.14	16.8	D	6.7 AMHERST	G	85.5	s 10.40	s 3.30	s 12.50										
1,184 W							f 9.55	f 5.25	f 8.30	22.7		5.9 WATERTOWN		79.6	f 10.27	f 3.17	f 12.30										
2,070							s 10.18	s 5.37	s 8.40	26.3	D	3.6 MILLER	Mr	76.0	s 10.18	s 3.08	s 12.14PM										
2,412							s 10.48	s 5.53	s 8.56	32.5	D	6.2 SUMNER	Su	69.8	s 10.05	s 2.53	s 11.44AM										
1,814							s 11.20	f 6.12	s 9.16	40.4	D	7.9 EDDYVILLE	Vd	61.9	s 9.48	s 2.36	s 11.20										
812							11.24	f 6.16	f 9.21	42.0		1.6 BUZZARDS ROOST		60.3	f 9.40	f 2.30	10.58										
1,544 PW							f 11.37AM	f 6.24	f 9.31	45.9		3.9 LOMAX		56.4	f 9.31	f 2.22	f 10.51										
2,512							s 12.03PM	s 6.38	s 9.44	52.1	D	6.2 OCONTO	Bs	50.2	s 9.16	s 2.07	10.32										
1,216							f 12.25	s 6.55	s 10.00	59.1		7.0 LODI		43.2	s 9.02	s 1.51	s 10.00										
1,044 YPOWF							s 12.50	s 7.15	s 10.14	65.5	D	6.4 CALLAWAY	Ca	36.8	s 8.48	s 1.37	s 9.30										
2,501							s 1.20	s 7.33	s 10.29	73.1		7.6 MILLEDALE		29.2	s 8.31	s 1.20	f 8.42										
1,452							f 1.40	f 7.40	f 10.34	75.7		2.6 FINCHVILLE		26.6	f 8.24	f 1.11	f 8.37										
2,499 W							s 2.25	s 7.58	s 10.49	83.1	D	7.4 ARNOLD	Ad	19.2	s 8.10	s 12.57	s 8.10										
2,503							s 2.50	s 8.13	s 11.05	90.6		7.5 LOGAN		11.7	s 7.53	s 12.40	f 7.35										
1,006							f 2.59	f 8.20	f 11.13	94.5		3.9 HOAGLAND		7.8	f 7.45	f 12.34	f 7.25										
1,005							f 3.15	s 8.30	s 11.24	99.2		4.7 GANDY		3.1	s 7.36	s 12.26	f 7.12										
2,502 FWY							3.30PM	8.40PM	11.35AM	102.3	D-R	3.1 STAPLETON	Sn	0.0	7.30AM	12.20PM	7.00AM										
							Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(102.3)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday										
							(7.00)	(4.05)	(4.05)			Time.....			(4.05)	(3.55)	(6.45)										
							14.6	25.1	25.1			Average speed per hour.....			25.1	26.5	15.2										

Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.

LOCATION STANDARD CLOCKS

Council Bluffs.....	Yard Office
Council Bluffs.....	Power-house
Council Bluffs.....	Waiting Room Passenger Depot
Council Bluffs.....	Round-house
Omaha.....	Telegraph Union Depot
Omaha.....	Dispatcher's Office
Omaha.....	West Tower
Omaha.....	Switchman's Shanty, 15th Street
Valley.....	Telegraph Office
Columbus.....	Telegraph Office
Grand Island.....	Dispatcher's Office
Grand Island.....	Telegraph Office
Grand Island.....	Round-house
Grand Island.....	Yard Office
Kearney.....	Telegraph Office
North Platte.....	Telegraph Office
North Platte.....	Dispatcher's Office
North Platte.....	Yard Office
Norfolk.....	Telegraph Office
Valparaiso.....	Telegraph Office
Lincoln.....	Telegraph Office
Beatrice.....	Telegraph Office
St. Paul.....	Telegraph Office
Hastings.....	Telegraph Office
Genoa.....	Telegraph Office

TIME SERVICE

W. F. Hayes, General Supervisor of }
Time Service. } Omaha, Nebr.

LOCATION OF LOCAL TIME INSPECTORS

L. A. Borsheim.....	547 West Broadway, Council Bluffs, Iowa
E. H. Leffert.....	503 W. Broadway, Council Bluffs, Iowa
L. A. Borsheim.....	504 So. 16th St., Omaha, Nebr.
C. W. Gould.....	Valley, Nebr.
Grover Spangler.....	Fremont, Nebr.
Keith Perkins.....	Columbus, Nebr.
Schafer Bros.....	Central City, Nebr.
J. A. Michelson.....	Grand Island, Nebr.
B. E. Jolls.....	Grand Island, Nebr.
J. D. Hawthorne.....	Kearney, Nebr.
Harry Dixon.....	North Platte, Nebr.
F. A. Hallett.....	Lincoln, Nebr.
Johnson Jewelry Store.....	Genoa, Nebr.
K. C. Koons.....	Beatrice, Nebr.

NEBRASKA DIVISION

SPECIAL RULES

PASSENGER TRAINS

- No. 1 will stop at Central City for California, Oregon and Washington Passengers.
No. 2 will stop to let off passengers from California.
No. 3 will stop at North Bend for passengers for stations west of Columbus.
Will stop at Chapman to let off Passengers from east of Central City, on Sundays make regular stop at Chapman, and will stop at all stations west of Grand Island to discharge passengers holding through tickets from stations on the St. Joseph & Grand Island Railroad.
No. 4 will stop at North Bend for passengers for Omaha and stations east.
No. 7 will stop at Central City for California passengers.
No. 8 will stop to let off passengers from points south of Salt Lake.
No. 12 will stop at stations in Nebraska to let off passengers from Colorado.
No. 13 will stop at all stations to pick up passengers for Colorado points beyond Julesburg.
No. 15 will stop to pick up passengers for Colorado stations beyond Julesburg.
No. 16 will stop to let off passengers from Colorado, and will stop at Gibbon, Shelton and Wood River to pick up passengers for Chicago and east of Chicago and at Maxwell for passengers for Council Bluffs and east.
No. 17 will stop at stations in Nebraska to pick up passengers for Green River and stations beyond.
No. 18 will stop to let off passengers from stations north of Granger, and stop at Valley to let off passengers from all stations west.
No. 20 will stop to let off passengers from Ogden and beyond.
No. 26 will stop to let off passengers from Ogden and beyond.

FREIGHT TRAINS

- Nos. 257, 258, 259, 260, (261, Grand Island to Kearney,) 263, 264 will carry passengers.
Passengers will not be carried on other freight trains, except persons in charge of special freight, employes with annual passes or employes on trip passes so endorsed by persons issuing them, between stations at which trains stop. See Rule 720.
- If a Home Block Signal fails to indicate stop or a Distant Block Signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal, the Train Dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by the signal and must remain there until relieved by an employe of the Signal Department or by Official Instructions.
 - Trains leaving Council Bluffs are not required to get clearance card (Form 2643) as per rule 83-A.
Westward passenger train must receive a clearance card (Form 2643) before leaving Omaha Union Station.
Westward freight trains must receive clearance card, (Form 2643), before leaving Summit, except westward freight trains using old line between Gilmore and Lane must receive clearance card, (Form 2643), at west tower before leaving Omaha.
All trains must receive a clearance card (Form 2643) before leaving Columbus and Lincoln.
All trains using "Old Line" between Gilmore and Lane must register at Lane.
 - Wooden underframe cars, 80,000 lbs. or less capacity. Empty wooden flat cars, outfit cars, emigrant movable, cars equipped with emergency couplers and emergency draw bars and cars tagged with Form 4725 "Handle only on rear of Train" must be handled in rear of train ahead of caboose. Outfit cars should be handled first ahead of caboose but when outfit cars and cars equipped with emergency draw bars are handled in the same train, the latter will be handled next to caboose.

DIVISION SPEED RESTRICTIONS

- Passenger trains will not exceed sixty (60) miles per hour. Freight trains, including light engines, with or without caboose, will not exceed speed of 35 miles per hour. Engines backing up, with or without cars, will not exceed a speed of 20 miles per hour.

- All trains will not exceed 15 miles per hour when using cross-overs or turn-outs and BE UNDER CONTROL THROUGH SIDINGS AND INTERLOCKING PLANTS.

When Within Yard Limits:

A maximum speed of thirty (30) miles an hour by first-class trains and fifteen (15) miles an hour by all other trains will not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.

- All trains will not exceed a speed of 30 miles an hour under coaling stations.
Trains moving against current of traffic must not exceed a speed of 30 miles an hour, and must stop at railroad crossings whether protected by interlocking plant or not.
When moving against current of traffic over Fremont Land and Live Stock Yard crossing east of Fremont, trains will stop and be preceded over crossing by flagman.
At Grand Island: Except on time of first class trains, movements may be made against the current of traffic without being preceded by flagman, between C. B. & Q. crossing and Cleburne Street.

SUB-DIVISION SPEED RESTRICTIONS, AND TRAIN INSPECTION STATIONS

- FIRST SUB-DIVISION.**

	Passenger	Freight
A. Between Gilmore and Papillion.....	35 miles	30 miles
Between Papillion and Lane.....	40 miles	30 miles
Approach under control and reduce speed over Fremont Land & Live Stock yards crossing.....	20 miles	20 miles

B. In addition to making inspection of trains as often as possible, as per Rule 824, every freight train must be inspected at the following stations:
Valley, Columbus and Central City, and in addition, eastward freight trains will stop at Silver Creek and North Bend and look train over.

- SECOND SUB-DIVISION.**

A. Automatic Block Signals govern movement of trains in both directions over North Platte Bridge. All trains will approach bridge under control and must not exceed 15 miles an hour over it. When a train is stopped by home signal at the approach to, or on the bridge, it may proceed when the signal clears or by sending a flagman ahead a sufficient distance to insure full protection. When opposing trains approach at same time eastward trains must stop before passing home signal 700 feet west of bridge, giving westward superior trains preference.

B. In addition to making inspection of trains as often as possible, as per Rule 824, every freight train must be inspected at the following stations:
Kearney, Lexington and Gothenburg, and in addition, eastward freight trains will stop at Brady Island and look train over.

- BRANCHES:**

	Passenger	Freight
Valley and Raymond.....	45 miles	25 miles
Raymond and Pickrell.....	40 miles	25 miles
Pickrell and Beatrice.....	35 miles	25 miles
Reduce Speed on Curves.....	35 miles	25 miles
Stromsburg.....	35 miles	25 miles
(With engines weighing 150,000 lbs. or more on drivers) Beatrice-Stromsburg-Norfolk-Ord.....	25 miles	25 miles
Norfolk-Albion-Cedar Rapids.....	35 miles	25 miles
Ord-Loup City-Pleasanton.....	30 miles	25 miles
Kearney.....	35 miles	25 miles
Hastings.....	45 miles	35 miles
Hastings (With Mikado type engines).....	25 miles	25 miles
Over Bridge 21.35 Platte River (on Hastings Branch).....	15 miles	15 miles
Engines passing over bridge 18.72 Platte River (on Hastings Branch).....	20 miles	20 miles

Beatrice and Stromsburg Branches—Helper engines must be cut in on head end of train, and all eastward trains will make Running Air Test at Loma.

RAILWAY CROSSINGS

See General Rule No. 98.

The following is the law in Nebraska:

All railroad trains and engines without trains, shall come to a full stop at least 200 feet, and not more than 800 feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward, except where said railroads maintain a semaphore and gate, with torpedo attachments, and when the signal indicate the crossing to be clear, no stop need be made.

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.

Penalty. Every engineer violating the provisions of the preceding section, shall for each offense, forfeit \$100, to be recovered in the name of the State of Nebraska for the benefit of the school fund; and the person, persons, or corporations on which road such offense is committed shall forfeit for each offense so committed, the sum of \$200, to be recovered in like manner.

Union Pacific trains have absolute right to cross ahead of C. B. & Q. trains at
Columbus, Grand Island, Wahoo, David City,
Central City, Ord, Beatrice.
C. B. & Q. trains have absolute right to cross ahead of Union Pacific trains at
Nantasket, Lincoln.
Union Pacific trains have absolute right to cross ahead of Missouri Pacific trains at:
Portal, Lincoln.

Mo. Pac. trains have absolute right to cross ahead of Union Pacific trains at Mo. Pac. Crossing between:

Hayland and Newmarch.

Union Pacific trains have absolute right to cross ahead of C. R. I. & P. trains at:
Beatrice.

Union Pacific trains have absolute right to cross ahead of C. & N.-W. trains at:
Ames, Wahoo, David City,
Humphreys, Brainard,

C. & N.-W. trains have absolute right to cross ahead of Union Pacific trains at:
Norfolk (Main Line and Creighton Branches).

Union Pacific trains have absolute right to cross ahead of S. C. & W. trains at:
Fremont, Yutan.

LIST OF SURGEONS
A. F. JONAS, Chief Surgeon, Omaha, Neb.

NAME	TITLE	PLACE	DISTRICT
M. L. Tinley	District Surgeon	Council Bluffs	Council Bluffs to Omaha.
M. A. Tinley	District Surgeon	Council Bluffs	Council Bluffs to Omaha.
Sidney Smith	Local Surgeon	Council Bluffs	Council Bluffs.
John Nilsson	Division Surgeon	Omaha	Council Bluffs to Julesburg.
E. L. Bridges	Consulting Physician	Omaha	Omaha.
R. J. Mauer	Hospital Surgeon	Omaha	Omaha.
L. T. Hall	Local Surgeon	Omaha	Omaha.
R. R. Hollister	Local Surgeon	Omaha	Omaha.
J. S. Loney	Shop Surgeon	Omaha	Omaha.
Otis Martin	Shop Surgeon	Omaha	Omaha.
Owen & Rubendall	Oculist	Omaha	Omaha.
Wherry & Haney	Oculist	Omaha	Omaha.
R. E. Schindel	District Surgeon	South Omaha	Omaha to Papillion.
H. H. Avery	Local Surgeon	Florence, Neb.	Florence, Neb.
O. H. Magaret	District Surgeon	Papillion	South Omaha to Millard.
T. N. Burke	District Surgeon	Elkhorn	Millard to Valley.
G. A. Harris	District Surgeon	Valley	Waterloo to Fremont and Yutan.
C. G. Moore	District Surgeon	Fremont	Valley to North Bend.
L. H. Sixta	District Surgeon	Schuyler	North Bend to Columbus.
Evans and Marrow	District Surgeon	Columbus	Schuyler to Silver Creek and Oconee.
H. E. King	District Surgeon	Belgrade, Neb.	Fullerton to Cedar Rapids.
R. D. Balcom	District Surgeon	Silver Creek	Columbus to Clarks.
R. R. Douglas	District Surgeon	Clarks	Silver Creek to Central City.
J. E. Benton	District Surgeon	Central City	Clarks to Chapman and Polk.
J. M. Triplett	District Surgeon	Chapman	Central City to Grand Island.
H. C. Wengert	Oculist	Grand Island, Neb.	Grand Island.
E. G. Johnson	District Surgeon	Grand Island	Chapman to Alda and St. Paul.
F. D. Ryder	District Surgeon	Grand Island	Chapman to Alda and St. Paul.
A. T. Hubbell	District Surgeon	Wood River	Alda to Shelton.
Chas. Lucas	District Surgeon	Shelton	Wood River to Kearney.
J. W. Miller	District Surgeon	Gibbon	Shelton to Kearney.
C. K. Gibbon	District Surgeon	Kearney	Shelton to Elm Creek and Amherst.
C. A. Yoder	District Surgeon	Elm Creek	Kearney to Overton.
C. B. Edwards	District Surgeon	Overton	Elm Creek to Lexington.
Rosenburg-Olssen	District Surgeon	Lexington	Overton to Cozad.
J. H. Fochtman	District Surgeon	Cozad	Lexington to Gothenburg.
W. J. Birkhofer	District Surgeon	Gothenburg	Cozad to Brady Island.
A. L. Schneider	District Surgeon	Brady Island	Gothenburg to North Platte.
C. E. Kennon	District Surgeon	Maxwell	Brady Island to North Platte.
T. J. Kerr	District Surgeon	North Platte	Brady Island to Ogallala.
C. A. Selby	District Surgeon	North Platte	Brady Island to Ogallala.
J. G. Smith	District Surgeon	Wahoo	Yutan to Valparaiso.
A. D. Mahaffay	District Surgeon	Valparaiso	Wahoo to Raymond and Brainard.
A. R. Mitchell	District Surgeon	Lincoln	Raymond to Cortland.
F. T. Schowengerdt	District Surgeon	Cortland	Lincoln to Pickrell.
A. Lee	District Surgeon	Pickrell	Cortland to Beatrice.
C. S. Curry	District Surgeon	Beatrice	Pickrell to Beatrice.
J. G. Marron	District Surgeon	Brainard	Valparaiso to David City.
J. H. Downing	District Surgeon	Rising City	David City to Osceola.
L. M. Shaw	District Surgeon	Osceola	Shelby to Stromsburg.
J. C. Malster	District Surgeon	Stromsburg	Stromsburg to Osceola and Polk.
F. B. Slusser	District Surgeon	Polk	Stromsburg to Central City.
A. A. Bald	District Surgeon	Platte Center	Oconee to Humphrey.
F. A. Long	District Surgeon	Madison	Humphrey to Norfolk.
P. H. Salter	District Surgeon	Norfolk	Norfolk to Madison.
Davis and Davis	District Surgeon	Genoa	Monroe to St. Edwards and
			Genoa to Fullerton.
G. W. Sullivan	District Surgeon	St. Edward	Oconee to Albion.
J. W. B. Smith	District Surgeon	Albion	Albion to St. Edward.
F. W. Johnson	District Surgeon	Fullerton	Genoa to Belgrade.
A. L. Bartlett	District Surgeon	Spalding	Spalding to Cedar Rapids.
F. S. Nicholson	District Surgeon	St. Paul	St. Libory to Scotia and Dannebrog.
Chas. Frandsen	District Surgeon	Scotia	St. Paul to Ord.
C. J. Miller	District Surgeon	Ord	Ord to Scotia.
P. M. Pederson	District Surgeon	Dannebrog	St. Paul to Boelus.
C. G. Amick	District Surgeon	Loup City	Loup City to St. Paul.
A. L. Randall	District Surgeon	Pleasanton	Pleasanton to Boelus.
J. F. Davies	District Surgeon	Callaway	Callaway to Eddyville.
F. A. Burnham	District Surgeon	Arnold	Callaway to Stapleton.
E. F. Carr	District Surgeon	Stapleton	Arnold to Stapleton.
J. V. Beghtol	District Surgeon	Hastings	Hastings to Gibbon.
C. B. Calbreath	District Surgeon	Hastings	Hastings to Gibbon.

When employees, passengers or others are injured, call the nearest Railroad Surgeon.
When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of Railroad Surgeon.
Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.
When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Railroad Surgeon.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2000 POUNDS

Total weight of train, exclusive of engine and tender, which the different classes of Locomotives will haul in each direction between the stations shown, under favorable weather condition: (A deduction of ten (10) per cent may be made for time freight trains.)

Class	NUMBERS	COUNCIL BLUFFS AND GRAND ISLAND		GRAND ISLAND AND NORTH PLATTE	
		WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 57 — $\frac{22}{30}$ — 187	200 and 300	1760	4500	2350	4500
C 57 — $\frac{21}{30}$ — 161	400	1620	4500	2225	4500
MK 57 — $\frac{23\frac{1}{2}}{30}$ — 205	1900	3000	5000	3000	5000
MK 63 — $\frac{26}{28}$ — 214	2200	3000	5000	3125	5000
T 69 — $\frac{20}{28}$ — 143	1320	1075	4500	1750	4500
T 63 — $\frac{20}{28}$ — 145	1360	1200	4500	1900	4500

CLASS

"C"—Consolidation Engine "MC"—Mallet Type "S"—Switch
"T"—Ten Wheeler "MK"—Mikado Type "E"—Eight Wheeler
"M"—Mogul "P"—Pacific Type "TW"—Twelve Wheeler
"A"—Atlantic Type

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car).	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car).
Omaha to Grand Island	6000 lbs.	3000 lbs.
Grand Island to North Platte	6000 "	3000 "
Valley to Beatrice	3000 "	
Valparaiso to Stromsburg	3000 "	
Stromsburg to Valparaiso	6000 "	3000 "
Columbus to Norfolk	3000 "	
Columbus to Spalding	6000 "	3000 "
Genoa to Albion	6000 "	3000 "
Grand Island to Ord	6000 "	3000 "
St. Paul to Loup City	6000 "	3000 "
Boelus to Pleasanton	6000 "	3000 "
Kearney to Callaway	6000 "	3000 "

