

**UNION PACIFIC SYSTEM**  
**UNION PACIFIC RAILROAD COMPANY**

**Nebraska Division**

**EMPLOYEES' TIME TABLE**



**To Take Effect Sunday, May 3, 1925**

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

**For the government and information of employes 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. 101 May 3, 1925
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	COUNCIL BLUFFS		
	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	OMAHA		
																	6.4	SOUTH OMAHA		
	11.45PM	9.50	3.02		8.40AM	1.12		1.22	12.30PM	5.07	1.02	12.07PM	10.16	10.26	5.24	10.21	28.0	VALLEY		
					12.15PM												124.8	BEATRICE		
					12.20												310.2	KANSAS CITY		
	7.20PM				7.30PM		6.15PM										39.3	FREMONT		
		12.35AM	10.45PM	3.45		1.35		1.45	12.50	5.28	1.25	12.27	10.35	10.45	5.48	10.40	84.5	COLUMBUS		
		3.20	1.50AM	6.55		2.38		2.48	1.50	6.43	2.28	1.28	11.32AM	11.42AM	6.55	11.37AM	124.9	CENTRAL CITY		
		6.20	5.05	9.12		3.35		3.45	2.45	7.49	3.25	2.18	12.29PM	12.29PM	8.10	12.40PM	146.9	GRAND ISLAND		
	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	189.1	KEARNEY		
	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	284.1	NORTH PLATTE		
	9.50PM	6.40PM	6.20PM	8.40AM		7.45		7.40	5.55	11.50PM	6.35	5.10	3.30	3.10	2.25AM	3.50	365.3	JULESBURG		
	2.05AM	12.49AM	12.30AM	1.30PM		9.50		9.40	8.10	2.10AM	8.35AM	6.55	5.38	4.55	5.10	5.52	562.6	DENVER		
				4.00AM	11.35PM			12.20PM			7.30AM	3.00PM					407.5	SIDNEY		
	5.25AM	4.40AM	4.20AM			11.15AM		11.05AM	9.30PM			7.58	6.50	5.58	7.05	7.00	509.5	CHEYENNE		
	12.30PM	12.50PM	12.20PM			2.10PM		2.05PM	12.35AM			10.23	9.45	8.15	10.20AM	10.00	566.2	LARAMIE		
	1.20	2.25	1.30			2.25		2.20	12.50			10.35PM	10.00PM	8.30	12.15PM	10.15PM	682.8	RAWLINS		
	7.20PM	8.00PM	7.30PM		12.45PM	4.50	6.20	4.40	2.55			12.30AM	12.05AM	10.20PM	2.30	12.20AM	802.1	ROCK SPRINGS		
	2.50AM	5.30AM	5.00AM		9.20PM	8.35	9.20PM	8.20	6.30			3.20	3.30	1.05AM	6.30	3.55	817.0	GREEN RIVER		
	10.45AM	2.30PM	1.55PM		7.45AM	11.50PM	12.20AM	11.30PM	9.54			6.05	6.50	3.50	10.20	7.20	847.1	GRANGER		
	7.15PM	9.15	6.45		12.30PM	12.35AM	1.10	12.15AM	10.40			6.45	7.30	4.35	10.50PM	8.00	917.2	EVANSTON		
	9.20PM	11.45PM	8.50PM		2.45	1.30	2.05	1.15	11.35AM			7.35	8.25	5.25AM		8.55	953.2	ECHO		
	5.20AM		4.50AM		11.30PM	3.55	4.15	3.45				9.25	10.30			11.05AM	993.0	OGDEN		
	9.00AM		8.13AM		3.00AM	5.03	5.29	4.50				10.26	11.36AM			12.26PM				
	1.25PM		12.55PM		6.40AM	6.30AM	7.00AM	6.25AM				11.35AM	12.55PM			2.00PM				
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)	(90.10)	(39.45)	(55.05)	(11.40)	(30.55)	(37.45)	(30.45)	(24.40)	(16.05)	(15.35)	(25.05)	(28.15)	(20.35)	(31.10)	(29.15)	.....	Time(Omaha—
					26.3	32.0	33.4	32.2	34.2	34.8	35.9	39.4	35.1	41.0	26.1	33.8	.....	Average speed per hour(Ogden

**W. M. JEFFERS,**  
General Manager.

**N. A. WILLIAMS,**  
General Superintendent.

**G. L. WHIPPLE,**  
General Superintendent Transportation.

### MILEAGE NORTHERN DISTRICT

NEBRASKA DIVISION  
Main Line..... 286.2  
Branches..... 577.6  
Total..... 863.8

WYOMING DIVISION  
Main Line..... 398.6  
Branches..... 196.1  
Total..... 594.7

WESTERN DIVISION  
Main Line..... 310.8  
Branches..... 73.3  
Total..... 384.1

GRAND TOTAL  
Main Line..... 995.6  
Branches..... 847.0  
Total..... 1842.6

# CONDENSED TIME TABLE

## COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 101 May 3, 1925	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		
COUNCIL BLUFFS	993.0		7.15AM	12.40PM			11.40PM						8.10PM	7.40PM	10.00AM		
OMAHA	990.2	7.10PM	7.00 6.45	12.25 12.10PM	7.05PM		11.25 11.15	6.50AM	3.30PM	7.55PM	12.05AM		2.05AM	7.55 7.45	9.40		
SOUTH OMAHA	995.6																
VALLEY	965.0	6.20	5.55	11.10AM	6.15		10.20	6.01	2.39	7.10	11.10PM		1.10	7.02	5.30 7.40		
BEATRICE	1003.5																
KANSAS CITY	1262.5												8.45AM				
FREMONT	953.7	6.06	5.37	10.50	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	9.48	4.57		8.43	4.52	1.13	5.55	9.54		11.54PM	2.10PM	3.50		
CENTRAL CITY	868.1	4.18	3.30	8.45	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	8.10	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	6.55	2.20		5.20	2.23	10.32	3.03	7.18		9.18	6.55	7.40PM		
NORTH PLATTE	708.9	12.35PM	11.10PM	4.35	12.10PM		2.35PM	12.25AM	8.15	12.55PM	5.10		7.10	1.35AM	1.25PM		
JULESBURG	627.7	9.41AM	7.31	1.20	9.10AM		10.59AM	9.22PM	5.05AM	10.00AM	2.10		4.10	6.10PM	5.05AM		
DENVER	590.4							3.30PM	11.30PM				1.00PM 12.15PM				
SIDNEY	585.5	8.45	6.10	12.15AM	8.10		9.45			9.00	1.10PM		3.10	3.35PM	2.30AM		
CHEYENNE	483.5	6.06 5.50	3.00 2.30	9.40 9.10PM	5.20 5.05	12.30AM	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	12.25PM	7.20	3.15	10.30PM				4.10	8.30	7.40AM	10.30AM	2.20AM	12.35PM		
RAWLINS	310.2	12.40AM	8.50AM	4.00	12.01AM	7.10				12.50AM	5.15	4.20	7.10	5.30PM	3.10AM		
ROCK SPRINGS	190.9	9.35PM	5.05	12.45	8.50PM	3.35				9.15PM	2.10	1.00	3.55	8.20AM	5.32PM		
GREEN RIVER	176.0	9.05	4.30AM	12.10PM	8.20	3.00				8.45	1.40	12.30AM	3.25	7.20	4.30		
GRANGER	145.9	7.56		10.35AM	7.20	1.55PM				7.50PM	12.35AM	11.30PM	2.26	4.20AM	1.36PM		
EVANSTON	75.8	5.40		8.15	5.25	11.50AM					10.25PM	9.35	12.15AM	10.55PM	8.25AM		
ECHO	39.8	4.11		6.35	3.52	9.55					8.57	8.03	10.47PM	6.17	3.48		
OGDEN	0.0	2.35PM		5.05AM	2.25PM	8.30AM					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		

Ogden—	Time.....	(27.35)	(25.15)	(30.05)	(27.40)	(16.00)	(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	32.2	32.9	35.8	30.2	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.  
**WM. UPTON, Night Chief Train Dispatcher**, ..... " "

**TRAIN DISPATCHERS**  
**J. H. STEPHENS**, ..... Omaha, Nebr.  
**P. E. BEST**, ..... " "  
**A. G. SNYDER**, ..... " "  
**F. E. FOWLER**, ..... " "  
**J. W. DION**, ..... " "

**SECOND SUB-DIVISION AND BRANCHES:**  
**W. S. LAW, Trainmaster**, ..... Grand Island, Nebr.  
**B. O. WEDGE, Chief Train Dispatcher**, ..... " " "

**TRAIN DISPATCHERS**  
**F. C. JOHNSON**, ..... Grand Island, Nebr.  
**J. T. DAVIS**, ..... " " "  
**C. A. LAUGHLIN**, ..... " " "  
**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 passenger tracks in feet and location of telephone, scales, water, fuel and turning stations.	SECOND CLASS						FIRST CLASS														Distance from Council Bluffs		
	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		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	Leave Daily		
WFITYOP	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	
WFITOP	9.50	7.45	6.15	1.15	8.15		5.25	3.45	4.25PM	12.16	11.25	11.30	9.50	9.45AM	9.40AM	7.35	7.50	12.40AM	12.35AM	12.05AM	12.25	2.8	
P	10.05	8.00	6.45	1.30			5.45	4.40	4.32	12.41	11.55AM	11.37	9.57	9.52	9.47	8.15	7.57	12.47	12.42	12.32	5.1		
3,450 P	10.18	8.15	7.00	1.44				4.54	4.38	12.54	12.07	11.43	10.02	9.57	9.52		8.02	12.54	12.47	12.37	8.9		
3,513 P	10.33	8.35	7.15	2.05				5.01	4.46	1.00	12.12	11.49	10.07	10.02	9.57		8.08	1.01	12.53	12.43	13.6		
WP					8.35		s 6.00									s 8.30					6.4		
3,100 IP					s 8.50		s 6.13									s 8.42					11.9		
3,700 P					s 9.15		s 6.25									s 8.52					16.9		
IP							f 6.30									f 8.56					19.3		
3,613 P					s 9.30		s 6.37									s 9.02					22.5		
3,873 WIP	10.45	8.50	7.28	2.20	f 9.40		f 6.45	5.06	4.52	f 1.05	12.17	11.53	10.13	10.07	10.02	f 9.08	f 8.13	1.06	12.58	12.48	17.1		
4,106 P	11.05	9.10	7.43	2.37	s 10.09		s 6.57	5.13	4.58	s 1.13	12.23	11.59AM	10.19	10.14	10.09	s 9.16	f 8.21	1.13	1.04	12.54	21.8		
4,151 P	11.20	9.25	7.55	2.48	s 10.50		s 7.04	5.17	5.02	s 1.19	12.26	12.02PM	10.22	10.17	10.12	s 9.22	f 8.26	1.17	1.07	12.57	24.5		
WB 6,871 YP EB 4,709-5849 WF	s 11.45PM	s 9.50	s 8.15	s 3.02	s 11.30		s 7.14	5.24	5.07	1.30PM	12.30	12.07	10.26	10.21	10.16	s 9.28	8.35AM	1.22	1.12	1.02	28.0		
3,986 P	12.10AM	10.20	8.30	3.27	f 11.45AM		f 7.23	5.34	5.17		12.37	12.14	10.33	10.28	10.23	f 9.39		1.30	1.20	1.10	34.3		
I																					38.2		
WB 4,852 EB 3,326 WOP	12.35	10.45	s 8.55	3.45	s 12.27PM		s 7.35	s 5.48	s 5.28		s 12.50	s 12.27	s 10.45	s 10.40	s 10.33	s 9.57		s 1.45	s 1.35	s 1.25	39.3		
I																					40.0		
IP																					44.8		
3,997 P	1.00	11.16	9.13	4.14	s 12.43		s 7.45	5.58	5.40		12.59	12.36	10.53	10.48	10.43	s 10.08				1.54	1.44	1.34	46.3
4,042 WP	1.20	11.50	9.32	4.45	s 1.09		s 7.58	s 6.08	5.52		1.09	12.46	11.02	10.57	10.52	s 10.18				2.04	1.54	1.44	54.4
1,123 P	1.25	11.55PM	9.37	4.53	f 1.19		f 8.03	6.11	5.55		1.12	12.49	11.05	11.00	10.55	f 10.22				2.07	1.57	1.47	56.4
4,031 P	1.53 2.13	12.15AM	9.50	5.13	s 1.30		f 8.12	s 6.18	6.01		1.18	12.55	11.11	11.06	11.01	s 10.29				2.13	2.03	1.53	61.4
WB 5,707 EB 3,705 WP	2.30	12.40	s 10.15	5.40	s 1.55		s 8.27	s 6.28	6.10		1.27	1.03	11.20	11.14	11.09	s 10.44				s 2.22	f 2.12	2.02	68.7
1,503 P	2.40	12.55	10.25	5.57	f 2.05		8.35	6.35	6.18		1.32	1.09	11.25	11.19	11.14	10.51				2.28	2.18	2.07	73.0
4,171 P	2.50	1.10	10.34	6.12	s 2.25		f 8.43	s 6.41	6.25		1.37	1.14	11.29	11.24	11.19	s 11.00				2.33	2.23	2.12	76.9
IP																					83.8		
WB 3,900 TYO EB 4,756 WFP	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 1.50	s 1.28	s 11.42	s 11.37	s 11.32	11.12 11.42AM				s 2.48	s 2.38	s 2.28	84.5
4,000 P	3.54	2.20	11.35	7.20	Arrive Daily Ex. Sunday	s 7.20	f 7.09	6.56	6.56		2.01	1.40	11.54	11.48	11.43	s 12.01PM				3.00	2.50	2.40	92.2
3,990 P	4.14	2.46 3.06	11.50PM	7.35		f 7.35	7.18	7.04	7.04		2.07	1.46	11.59AM	11.54AM	11.49	f 12.07				3.06	2.56	2.46	96.7
4,002 WP	4.40	3.20	12.10AM	7.54		s 8.05	f 7.27	7.13	7.13		2.14	1.52	12.05PM	12.05PM	11.55AM	s 12.17				3.12	3.02	2.52	102.3
3,998 P	5.04	3.40	12.30	8.14		f 8.25	7.37	7.22	7.22		2.20	1.59	12.11	12.16	12.01PM	f 12.24				3.18	3.08	2.58	107.9
3,994 P	5.30	4.00	12.55	8.32		s 9.05	f 7.48	7.31	7.31		2.27	2.05	12.17	12.24	12.07	s 12.35				3.25	3.15	3.05	113.7
2,870 P	5.55	4.20	1.20	8.52	75 Mixed	f 9.25	7.59	7.40	7.40		2.34	2.11	12.23	12.31	12.13	f 12.43				3.32	3.22	3.12	119.1
I					Leave Daily Ex. Sunday																124.3		
WB 5,601 EB 3,507 WFP	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 2.45	2.18	12.29	12.40	12.29	12.40	s 1.00				f 3.45	f 3.35	s 3.25	124.9
1,410 P	6.30	5.20	2.10	9.20	2.24		8.16	7.55	6.50		2.50	2.22	12.33	12.46	12.38	f 1.05				3.50	3.40	3.30	128.5
4,000 P	7.05	5.55	2.40	9.50	s 2.43		8.30	8.04	s 7.00		2.58	2.30	12.40	12.56	12.46	s 1.16				3.59	3.49	3.39	135.1
3,712 P	7.30	6.20	3.03	10.08	2.55		8.40	8.15	7.09		3.06	2.37	12.46	1.04	12.54	f 1.26				4.06	3.56	3.46	140.7
I																					146.5		
WFTYOP	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	Arrive Daily	Arrive Daily	

Time Table No. 101  
May 3, 1925

**STATIONS**

R	COUNCIL BLUFFS	Yd	0.0
R	OMAHA	Yd	2.8
C. G. W. CSG. (SUMMIT)			2.3
	SEYMOUR		3.8
	SARPY		4.7
			3.5
	SOUTH OMAHA	Sa	5.5
D-R	GILMORE	Gm	5.0
D	PAPILLION	Po	16.9
	M. P. CROSSING (PORTAL)		2.4
D	MILLARD	Md	3.2
			3.6
DN	LANE	Cj	4.7
D	ELKHORN	Kh	5.0
D	WATERLOO	Wo	2.7
DN	VALLEY	V	3.5
	MERCER		6.3
	F. S. Y. & L. CO. CSG.		8.9
DN	FREMONT	Fm	1.1
	S. C. & W. CROSSING		0.7
	C. & N.-W. CROSSING		4.8
D	AMES	Am	1.5
D	NORTH BEND	Nb	8.1
	BAY STATE		2.0
D	ROGERS	Dj	5.0
DN	SCHUYLER	So	7.3
	LAMBERT		4.3
D	RICHLAND	Ba	8.9
	C. B. & Q. CROSSING		6.9
DN	COLUMBUS	C	0.7
D	DUNCAN	Dq	7.7
	GARDINER		4.5
D	SILVER CREEK	Sy	5.6
	HAVENS		5.6
D	CLARKS	Cx	5.8
	THUMMEL		5.4
	C. B. & Q. CROSSING		5.2
DN	CENTRAL CITY	Ci	0.6
	PADDOCK		3.7
D	CHAPMAN	Cp	6.5
	LOCKWOOD		5.6
	C. B. & Q. CROSSING		5.8
DN-R	GRAND ISLAND	Ge	0.4

146.9

Trains will be governed by Bridge Sub-Division Time Table between Co. Bluffs and Omaha.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Time | Omaha to Grand Island

Average speed per hour |

FIRST SUBDIVISION—Omaha and Grand Island—EASTWARD

Time Table No. 101

May 3, 1925

STATIONS

Block Signals	<b>COUNCIL BLUFFS</b>			Distance from Ogden			
	2.8	Yd	Double Track				
	<b>OMAHA</b>						
	2.3						
	C. G. W. CSG. (SUMMIT)						
3.8							
Block Signals	<b>SOUTH OMAHA</b>			Distance from Ogden			
	5.5	Gm	Dbl. Tr.				
	D-R GILMORE						
	5.0	Po					
	D PAPILLION						
	2.4						
	M. P. CROSSING (PORTAL)						
	3.2						
	D MILLARD						
	3.6	Md					
	Block Signals	<b>LANE</b>			Distance from Ogden		
		4.7				Cj	Double Track
		D ELKHORN					
		2.7				Wo	
		D WATERLOO					
3.5							
DN VALLEY							
6.3		V					
MERCER							
3.9							
F. S. Y. & L. CO. CSG.							
1.1							
DN FREMONT							
0.7		Fn					
S. C. & W. CROSSING							
4.8							
C. & N.-W. CROSSING							
1.5							
D AMES							
8.1	Am						
D NORTH BEND							
2.0	Nb						
BAY STATE							
5.0							
D ROGERS							
7.3	Dj						
DN SCHUYLER							
4.3	Se						
LAMBERT							
3.9							
D RICHLAND							
6.9	Bz						
C. B. & Q. CROSSING							
0.7							
DN COLUMBUS							
7.7	C						
D DUNCAN							
4.5	Dq						
GARDINER							
5.6							
D SILVER CREEK							
5.6	Sy						
HAVENS							
5.8							
D CLARKS							
5.4	Cx						
THUMMEL							
5.2							
C. B. & Q. CROSSING							
0.6							
DN CENTRAL CITY							
3.7	Ci						
PADDOCK							
6.5							
D CHAPMAN							
5.6	Cp						
LOCKWOOD							
5.8							
C. B. & Q. CROSSING							
0.4							
DN-R GRAND ISLAND							
0.4	Ge						

Distance from Ogden	FIRST CLASS														SECOND CLASS								
	4	12	28	6	24	38	16	8	2	18	137	10	20	26	256	258	76	260	254	252	262		
	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight	Mixed	Way Freight	Time Freight	Stock	Stock		
993.0	7.15AM	7.20AM	1.15PM	12.40PM	12.05PM	4.20PM	3.55PM								10.00AM	12.30PM			7.40PM	4.15AM	5.00AM		
990.2	7.00 6.45	7.05 6.50	1.00 12.50	12.25 12.10PM	11.50AM 11.40	4.05 3.50	3.40 3.30	7.05PM	7.10PM	7.55PM	7.55 7.45	11.25 11.15	12.05AM	2.05AM	9.40	11.55AM			7.05	3.30	4.30		
987.9	6.33	6.38	12.38	11.55AM			3.18	6.53	6.58	7.46	7.35	11.03	11.53PM	1.53	9.20	11.38			6.43	2.55	4.00		
984.1	6.26	6.31	12.31	11.48			3.11	6.46	6.51	7.40	7.29	10.55	11.45	1.45	9.00	11.28			6.34	2.25	3.40		
979.4	6.18	6.23	12.23	11.40			3.05	6.39	6.44	7.33	7.23	10.46	11.37	1.37	8.40	11.18			6.20	2.01	3.20		
995.6					s 11.25	s 3.34																	
990.1					s 11.09	s 3.18																	
985.1	Via New Main Line				s 10.59	s 3.06																	
982.7	Via New Main Line				f 10.54	f 3.01																	
979.5	Via New Main Line				s 10.48	s 2.55																	
975.9	6.11	6.17	f 12.16	11.30	f 10.40	f 2.49	2.57	6.32	6.37	7.27	7.18	f 10.38	11.30	1.30	8.20	f 11.05			6.08	1.30	2.50		
971.2	6.04	6.10	s 12.05PM	11.20	f 10.32	s 2.42	2.50	6.25	6.30	7.20	7.12	f 10.31	11.22	1.22	8.04	s 10.53			5.52	1.00	2.33		
968.5	6.00	6.06	s 11.58AM	11.15	f 10.26	s 2.35	2.45	6.21	6.26	7.16	7.08	f 10.26	11.16	1.16	7.54	s 10.38			5.42	12.48	2.23		
965.0	s 5.55	6.01	11.50AM	11.10	s 10.20	s 2.30	2.39	6.15	6.20	7.10	7.02PM	s 10.20	11.10	1.10	s 7.40	s 10.20			s 5.30	s 12.35AM 11.30PM	2.10 1.00		
958.7	5.45	5.53		10.58	f 10.06	f 2.17	2.30	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	s 5.37	s 5.46	Via Beatrice and Stromsburg Branches	s 10.50	s 9.59	s 2.10	s 2.22	s 5.58	s 6.06	s 6.55		s 10.00	s 10.55	s 12.55	7.00	s 9.00				4.50	10.35	12.26	
953.0																							
948.2																							
946.7	5.25	5.35		10.38	s 9.40	s 1.45	2.10	5.44	5.54	6.42		9.46	10.42	12.42	6.30	s 8.10			4.25	10.05	12.01AM		
938.6	5.15	5.26		10.29	s 9.28	s 1.32	1.58	5.34	5.44	6.32		s 9.33	10.32	12.32	6.00	s 7.40			3.56	9.33	11.35PM		
936.6	5.12	5.23		10.26	f 9.23	f 1.25	1.55	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		10.20	s 9.16	s 1.18	1.47	5.26	5.36	6.23		f 9.20	10.24	12.24	5.18 5.07	s 7.00			3.30	9.05	11.14		
924.3	s 4.57	5.10		10.12	s 9.06	s 1.08	s 1.35	5.16	5.28	s 6.14		s 9.09	10.15	12.15	4.40	s 6.30			3.08	8.47	10.55		
920.0	4.49	5.05		10.04	8.59	12.57	1.27	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		10.00	s 8.54	s 12.52	1.23	5.06	5.18	6.04		8.55	10.06	12.06AM	4.15	s 5.40			2.40	8.28	10.30		
909.2																							
908.5	s 4.35	s 4.52		s 9.48	8.40AM	12.40 12.20PM	s 1.13	s 4.57	s 5.10	s 5.55		s 8.43	s 9.54	s 11.54PM	s 3.50	5.25AM			2.00PM	s 2.10	s 8.10	s 10.10	
900.8	f 4.19	4.40		9.28		s 11.56AM	1.01	4.45	4.56	5.36		f 8.28	9.40	11.40	3.20				f 1.40	1.45	7.40	9.48	
896.3	4.12	4.35		9.23		f 11.48	12.54	4.39	4.50	5.29		8.22	9.34	11.34	3.04				1.10	1.30	7.27	9.40	
890.7	s 4.04	4.28		9.16	s 11.40	12.47	4.32	4.44	f 5.20		s 8.13	9.26	11.26	2.42					s 12.47	1.10	7.10	9.26	
885.1	3.56	4.22		9.09		f 11.30	12.39	4.25	4.37	5.12		8.05	9.19	11.19	2.24					12.13PM	12.50	6.55	9.02
879.3	s 3.47	4.15		9.01		s 11.20	12.31	4.13	4.30	f 5.04		s 7.57	9.12	11.12	2.00				s 11.50AM	12.31	6.39	8.45	
873.9	3.38	4.09		8.53		f 11.12	12.23	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	s 3.30	s 4.02	s 6.35AM	s 8.45		s 11.05	s 12.15	4.04	4.18	s 4.48		s 7.40	8.58	10.58	s 1.20		11.05AM	11.05AM	s 11.48AM	s 6.08	s 8.15		
864.4	3.22	3.57	6.27	8.36		f 10.53	12.08	3.53	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	s 6.19	8.28		s 10.45	12.01PM	3.51	4.06	4.33		s 7.22	8.46	10.46	12.44			s 10.30		11.10	5.40	7.48	
852.3	3.08	3.43	f 6.11	8.21		f 10.35	11.53AM	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	8.10AM		10.25AM	11.45AM	3.35PM	3.50PM	4.15PM		7.05PM	8.30PM	10.30PM	12.01AM			10.00AM		10.25AM	5.05PM	7.15PM	
(146.9)	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	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Grand Island to Omaha	(3.45)	(3.15)	(6.50)	(4.00)	(3.00)	(5.25)	(3.45)	(3.30)	(3.20)	(3.40)	(0.43)	(4.10)	(3.35)	(3.35)	(9.39)	(6.30)	(1.05)	(2.55)	(8.40)	(10.25)	(9.15)
Average speed per hour.....	38.4	44.3	36.0	30.6	28.0	38.4	41.2	43.2	30.3	35.1	34.6	40.2	40.2	14.9	12.5	20.3	13.8	16.6	13.8	15.6	

Trains will be governed by Bridge Sub-Division Time Table between Co. Bluffs and Omaha. Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

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. 101 May 3, 1925	
	251	269	265	255	261	263	253	3	15	17	9	37	1	7	5	19	25	13		STATIONS	
	Time Freight	Time Freight	Mixed	Time Freight	Way Freight	Way Freight	Time Freight	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Mail	Passenger	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	Leave Daily		
WFTYOP	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	
3,994 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	
WB3,697 EB3,571 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	
4,051 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	
WB5,642 EB3,655 WYYP	12.50	4.20PM	2.15PM	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	
3,993 P	1.05	4.35	f 2.24	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	
3,713 P	1.20	4.50	f 2.33	11.05	f 11.25		9.55	10.18	9.36	4.17	3.43	f 3.09	2.15	2.02	1.53	5.27	5.17	4.53	184.3	D BUDA K	
WB8,946 EB4,124 WYYP	1.45	5.15	2.45PM	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	
3,433 P	2.05	5.30		11.48AM		f 8.14	10.48	10.50	9.59	4.37	4.02	f 3.46	2.33	2.22	2.11	5.48	5.38	5.13	194.3	ALFALFA CENTER	
4,041 P	2.22	5.43		12.01PM		f 8.25	11.00	f 10.57	10.06	4.43	4.07	s 3.54	2.38	2.29	2.16	5.55	5.45	5.18	198.3	D ODESSA Dz	
4,049 WP	2.48	6.05		12.22		s 8.45	11.25	s 11.08	10.16	4.50	4.15	s 4.08	2.46	2.37	2.24	f 6.07	5.57	5.26	204.6	D ELM CREEK Qr	
1,116	3.00	6.16		12.35		f 8.53	11.38	11.15	10.22	4.55	4.20	f 4.15	2.52	2.43	2.29	6.13	6.03	5.31	208.4	3.8 SIMONDS	
4,038 P	3.20	6.30		12.58		s 9.15	11.56AM	s 11.24	10.30	5.01	4.26	s 4.26	2.58	2.49	2.34	f 6.20	6.10	5.37	213.3	D OVERTON Ov	
1,262 P	3.35	6.44		1.14		f 9.26	12.12PM	11.32	10.36	5.07	4.32	f 4.37	3.04	2.54	2.39	6.28	6.18	5.43	217.9	4.6 JOSSELYN	
WB3,642 EB4,202 WOP	4.00	7.05		1.34		s 10.25	s 12.36	s 11.43	10.50	s 5.16	4.42	s 4.47	3.15	3.01	2.46	f 6.40	f 6.30	s 5.53	224.4	DN LEXINGTON Um	
4,050 P	4.30	7.25		2.00		f 10.40	1.00	11.57PM	11.02	5.26	4.52	f 4.58	3.26	3.10	2.55	6.53	6.43	6.03	232.5	8.1 DARR Dr	
4,039 WP	4.52	7.43		2.17		s 11.14	1.32	s 12.07AM	11.11	s 5.33	4.59	s 5.06	3.34	3.18	3.02	f 7.03	6.53	6.12	238.3	D COZAD Co	
2,282 P	5.10	7.58		2.32		f 11.24AM	1.55	f 12.17	11.18	5.40	5.06	f 5.13	3.40	3.24	3.07	7.13	7.03	6.18	243.2	4.9 WILLOW ISLAND Wi	
WB5,523 EB4,204 WYYP	5.30	8.20		2.48		12.03PM	2.16	s 12.29	11.30	s 5.50	5.15	s 5.23	3.50	3.34	3.17	f 7.28	f 7.18	s 6.28	248.8	5.6 DN GOTHENBURG Bu	
4,043 P	5.50	8.40		3.01		12.14	2.36	12.39	11.39	5.57	5.22	f 5.32	3.58	3.41	3.23	7.38	7.28	6.36	254.5	5.7 VROMAN	
4,048 WP	6.10	9.00		3.31 4.07		s 12.35	3.01	s 12.52	11.50	6.06	5.31	s 5.46	4.07	3.50	3.31	f 7.48	7.40	6.44	261.5	D BRADY ISLAND Bi	
712 P	6.26	9.15		4.40		f 12.45	3.15	1.01	11.58PM	6.13	5.37	f 5.56	4.14	3.57	3.37	7.56	7.48	6.50	266.6	5.1 HINDREY	
4,051 P	6.56	9.28		5.00		s 1.15	3.42 4.19	s 1.10	12.06AM	6.18	5.42	s 6.05	4.19	4.03	3.42	f 8.02	7.55	6.56	270.6	D MAXWELL Mx	
	7.06	9.38		5.20		1.23	4.40	1.20	12.14	6.26	5.46	6.12	4.25	4.08	3.47	8.07	8.01	7.01	274.6	4.0 KEITH	
4,046 P	7.15	9.45		5.50		f 1.33	5.05	1.28	12.22	6.31	5.50	6.18	4.30	4.12	3.52	8.11	8.06	7.05	278.5	3.9 GANNETT	
503	7.21	9.50		5.58		f 1.38	5.12	1.32	12.26	6.34	5.53	f 6.22	4.33	4.15	3.55	8.14	8.09	7.08	280.5	2.0 BECK	
	7.30	10.00		6.05		1.43	5.25	1.35	12.30	6.36	5.55	6.24	4.35	4.17	3.57	8.16	8.11	7.10	282.0	1.5 E. BRIDGE JCT.	
	7.35	10.05		6.10		1.50	5.30	1.40	12.35	6.40	6.00	6.29	4.40	4.21	4.01	8.19	8.14	7.14	282.4	0.4 W. BRIDGE JCT.	
WFTYOP	7.50AM	10.20PM		6.25PM		2.00PM	5.45PM	1.45AM	12.40AM	6.50PM	6.05PM	6.40PM	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			
	(8.50) 18.5	(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	(4.03) 34.3	(3.20) 41.2	(3.10) 43.3	(4.35) 29.9	(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 the same class in the opposite direction.—See Rule 72.

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

Time Table No. 101  
May 3, 1925

**STATIONS**

DN-R GRAND ISLAND Ge	7.6	
D ALDA Da	7.8	
D WOOD RIVER Wr	7.6	
D SHELTON Hn	6.1	
DN GIBBON Gb	4.2	
OPTIC	4.1	
D BUDA K	4.8	
DN KEARNEY Kr	5.2	
ALFALFA CENTER	4.0	
D ODESSA Dz	6.3	
D ELM CREEK Qr	3.8	
SIMONDS	4.9	
D OVERTON Ov	4.6	
JOSELYN	6.5	
DN LEXINGTON Um	8.1	
DARR Dr	5.8	
D COZAD Co	4.9	
D WILLOW ISLAND Wi	5.7	
DN GOTHENBURG Bu	5.7	
VROMAN	7.0	
D BRADY ISLAND Bi	5.1	
HINDREY	4.0	
D MAXWELL Mx	4.0	
KEITH	3.9	
GANNETT	2.0	
BECK	1.5	
E. BRIDGE JCT.	0.4	
W. BRIDGE JCT.	1.7	
DN-R NORTH PLATTE No		

Distance from  
Orden

	FIRST CLASS											SECOND CLASS						
	12 Passenger	6 Mail	38 Passenger	16 Passenger	8 Passenger	2 Passenger	18 Passenger	10 Passenger	20 Passenger	26 Passenger	4 Passenger	254 Time Freight	264 Way Freight	262 Stock	260 Way Freight	266 Mixed	256 Time Freight	270 Time Freight
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	Arrive Daily
846.1	3.30AM	8.05AM	10.10AM	11.40AM	3.30PM	3.45PM	4.10PM	6.45PM	8.25PM	10.25PM	2.55AM	9.30AM		6.00PM	3.45PM		10.20PM	
838.5	3.14	7.49	f 9.50	11.24	3.15	3.30	3.55	f 6.28	8.10	10.10	2.38	9.02		5.30	f 3.15		9.50	
830.7	3.03	7.38	s 9.34	11.13	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	
823.1	2.53	7.28	s 9.18	11.03	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	
817.0	2.45	7.19	s 9.06	10.54	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
812.8	2.39	7.13	f 8.57	10.48	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
808.7	2.34	7.07	f 8.50	10.42	2.31	2.50	3.15	f 5.33	7.30	9.30	1.51	7.20		3.48	f 1.12	f 5.57	7.58	4.38
803.9	s 2.23	s 6.55	s 8.37	s 10.32	s 2.20	s 2.38	s 3.03	s 5.20	s 7.18	s 9.18	s 1.39	6.55	12.10PM	3.30	1.00PM	5.45PM	7.40	4.20
798.7	2.16	6.40	f 8.25	10.21	2.09	2.28	2.57	f 5.08	7.09	9.09	1.27	6.24	f 11.54AM	3.10			7.19	3.50
794.7	2.11	6.35	f 8.18	10.15	2.04	2.23	2.52	f 5.02	7.04	9.04	1.21	6.16	f 11.45	2.52			7.04	3.32
788.4	2.03	6.26	s 8.09	f 10.06	1.56	2.16	2.44	s 4.52	6.57	8.57	f 1.12	6.04	s 11.30	2.16			6.34	3.08
784.6	1.58	6.20	f 8.03	10.01	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
779.7	1.52	6.13	s 7.56	9.55	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
775.1	1.46	6.06	f 7.48	9.49	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
768.6	s 1.38	5.57	s 7.40	s 9.41	1.31	1.51	s 2.20	s 4.20	6.32	8.32	s 12.43	5.02	9.41	1.05			5.16	1.38
760.5	1.28	5.44	f 7.26	9.29	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
754.7	1.22	5.37	s 7.16	s 9.21	1.13	1.35	s 2.01	s 3.56	6.13	8.13	s 12.22	4.14	s 8.55	12.25			4.24	12.45
749.8	1.17	5.31	f 7.07	9.13	1.07	1.29	1.55	f 3.48	6.07	8.07	f 12.14	3.57	f 8.40	12.10PM			4.05	12.30
744.2	1.11	5.23	s 6.58	s 9.05	1.00	1.23	s 1.48	s 3.40	6.00	8.00	s 12.05AM	3.38	s 8.29	11.55AM			3.40	12.05AM
738.5	1.04	5.16	f 6.48	8.57	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
731.5	12.56	5.08	s 6.38	8.48	12.44	1.08	1.29	s 3.19	5.43	7.43	f 11.45	2.55	s 7.32	11.15			2.52	11.15
726.4	12.50	5.01	f 6.31	8.42	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
722.4	12.46	4.56	s 6.25	8.37	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
718.4	12.42	4.51	6.18	8.32	12.27	12.52	1.12	2.55	5.27	7.27	11.27	2.05	7.00	10.33			2.05	10.35
714.5	12.38	4.47	f 6.13	8.28	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
712.5	12.35	4.44	f 6.10	8.25	12.20	12.45	1.05	f 2.46	5.21	7.21	11.20	1.50	6.51	10.20			1.45	10.21
711.0	12.33	4.42	6.08	8.23	12.18	12.43	1.03	2.44	5.19	7.19	11.18	1.45	6.48	10.16			1.40	10.17
710.6	12.29	4.39	6.04	8.20	12.14	12.39	12.59	2.40	5.15	7.15	11.14	1.40	6.44	10.10			1.35	10.10
708.9	12.25AM	4.35AM	6.00AM	8.15AM	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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time.....	(3.05)	(3.30)	(4.10)	(3.25)	(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	39.2	32.9	40.1	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 the same class in the opposite direction.—See Rule 72.

WESTWARD—BEATRICE BRANCH—EASTWARD.

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS						Distance from Valley	Time Table No. 101	Distance from Beatrice	FIRST CLASS						SECOND CLASS	
	71	73	505	545	27	547	138	126		May 3, 1925		546	506	28	548	137	125	74	72
	Freight	Mixed	Motor Passenger	Motor Passenger	Passenger	Motor Passenger	Passenger	Passenger		STATIONS		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		
WFYP	10.15PM	7.00AM			1.35PM		8.40AM		0.0	DN-R VALLEY V	96.8			11.45AM		7.00PM		5.25PM	11.59PM
1,896	10.35	s 7.25			s 1.49		s 8.53		5.8	S. C. & W. CROSSING	91.0								
1,459 P	10.55	s 7.50			s 2.03		s 9.05		6.4	D YUTAN Yn	90.4			s 11.30		s 6.45		s 4.45	11.25
1,562 W	s 11.25	s 8.25			s 2.21		s 9.19		11.6	D MEAD Ad	85.2			s 11.15		s 6.34		s 4.20	10.55
1,732	11.50PM	s 9.00			s 2.39		f 9.34		18.9	DN WAHOO W	77.9			s 11.00		s 6.20		s 3.50	s 10.25
1,921 P	12.10AM	s 9.20			s 2.55		f 9.46		19.6	C & N-W and C B & Q CROSSING	77.2								
WFYP	s 12.45	9.35 10.15	4.15PM	3.35PM	3.05PM	10.15AM	s 9.58		26.3	D WESTON Wn	70.5			s 10.40		s 6.05		s 3.25	9.55
1,361 P	12.55	s 10.35	f 4.25	s 3.44		s 10.25	f 10.07		33.2	D TOUHY Hu	63.6			s 10.25		f 5.54		s 2.55	9.35
1,828	1.10	s 11.00	s 4.35	s 3.54		s 10.35	f 10.16		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
1,628 WFTOP	s 1.50	s 11.35AM 1.30PM	s 5.00PM	s 4.25		s 11.00AM	s 10.45	7.10AM	41.8	D AGNEW Ag	55.0	s 9.35	f 7.50	s 3.03	f 5.33		s 1.35	8.23	
I									46.4	D RAYMOND Rm	50.4	s 9.25	s 7.40	s 2.52	f 5.25		s 1.20	8.10	
I									55.2	WEST LINCOLN	41.6								
1,744 P	2.15	f 1.50		f 4.49			f 11.02	f 7.27	56.3	MO. PAC. CROSSING	40.5								
1,507 WP	2.25	f 2.05		f 4.54			f 11.08	f 7.35	56.5	C. B. & Q. CROSSING	40.3								
1,302 P	2.45	s 2.25		s 5.10			f 11.21	s 7.53	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	
2,037	3.00	s 2.45		s 5.23			f 11.32	s 8.05	57.4	C. B. & Q. CROSSING	39.4								
1,506 P	3.23	s 3.10		s 5.42			f 11.53AM	s 8.23	58.0	C. B. & Q. CROSSING	37.8								
WFTOP	3.45AM	3.55PM		6.00PM			12.15PM	8.40AM	65.4	JAMAICA	31.4	f 8.37			f 4.49	f 7.50	f 11.20AM	6.55	
	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	66.2	HANLON	28.6	f 8.32			f 4.45	f 7.41	f 11.08	6.45	
									74.7	D PRINCETON Ic	22.1	s 8.18			f 4.33	s 7.30	s 10.42	6.26	
									79.5	D CORTLAND Rd	17.3	s 8.05			f 4.26	s 7.18	s 10.30	6.10	
									88.9	D PICKRELL Ik	7.9	s 7.43			f 4.10	s 6.55	s 10.05	5.42	
									96.8	DN-R BEATRICE Bx	0.0	7.25AM			3.55PM	6.40PM	9.45AM	5.00PM	

(5.30)	(8.55)	(.45)	(2.25)	(1.30)	(.45)	(3.35)	(1.30)	Time	(2.25)	(.45)	(1.30)	(.50)	(3.05)	(1.30)	7.40)	(7.00)
17.6	10.8	26.4	24.6	24.9	26.4	27.0	26.5	Average speed per hour	24.6	26.4	24.9	23.7	31.4	26.5	12.6	13.8

Westward trains are superior to trains of the 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 in feet and location of Telephone, gauges, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS			Distance from Valparaiso	Time Table No. 101 May 3, 1925			FIRST CLASS			SECOND CLASS			
					75	27	507		STATIONS	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						
997				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						
1,604				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									
1,529				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									
1,283	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									
1,508				s 8.38	f 4.43	f 9.06	27.8	FOLEY	48.1	f 8.38	f 3.04	s 3.30						
1,644	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						
1,961				s 10.00	s 5.11	s 9.32	40.1	D SHELBLY Sh	35.8	s 8.17	s 2.35	s 2.35						
1,006				s 10.30	s 5.28	s 9.46	47.5	D OSCEOLA Oz	28.4	s 8.00	s 2.19	s 2.00						
711	WFT			s 11.10	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									
2,193				f 11.30AM	f 5.52	f 10.06	56.8	DURANT	19.1	f 7.29	f 1.54	f 12.50						
2,201				s 12.30PM	s 6.06	s 10.20	63.0	D POLK Pk	12.9	s 7.17	s 1.40	s 12.30						
2,136				s 12.55	s 6.19	s 10.33	68.5	D HORDVILLE Hv	7.4	s 7.02	s 1.28	s 12.03PM						
				1.04	6.27	10.40	72.2	SANDBURG	3.7	6.51	1.20	11.41AM						
1,395				f 1.17	f 6.30	f 10.43	73.8	HEBER	2.1	f 6.48	f 1.17	f 11.37						
	I						75.3	C. B. & Q. CROSSING	0.6									
	WFYP			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 ..... Time..... (3.05) 24.6 ..... (2.58) 25.5 ..... Average speed per hour..... (3.15) 23.3 ..... (3.05) 24.1 ..... (6.15) 12.1

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

**WESTWARD—PLEASANTON BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, gauges, water, fuel and turning stations.	SECOND CLASS		Distance from Boelus	Time Table No. 101 May 3, 1925		Distance from Pleasanton	SECOND CLASS	
				85	86			
				Mixed	Mixed			
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday		Leave Daily Ex. Sunday		
712	WY	9.45AM	D-R BOELUS Hw	22.1	12.20PM			
	I		8.8 C. B. & Q. CROSSING	13.3				
1,060		f 10.10	0.8 NANTASKET	12.5	f 11.55AM			
1,332		f 10.18	2.8 SOUTH RAVENNA	9.7	f 11.45			
1,605		s 10.30	3.1 POOLE Pg	6.6	s 11.35			
1,844	WY	10.50AM	6.6 D-R PLEASANTON Pn	0.0	11.15AM			
		Arrive Daily Ex. Sunday	(22.1)		Leave Daily Ex. Sunday			
		(1.05) 20.4	..... Time..... (1.05) 20.4		..... Average speed per hour.....			

**WESTWARD—HASTINGS BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, gauges, water, fuel and turning stations.	SECOND CLASS		Distance from Hastings	Time Table No. 101 May 3, 1925		Distance from Gibbon	SECOND CLASS	
				269	265			
				Time Freight	Mixed			
		Leave Daily	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	STATIONS	Arrive Daily	Arrive Daily Ex. Sunday	
	WFYO	2.30PM	1.00PM	0.0	DN-R HASTINGS An	28.1	7.15AM 7.30PM	
2,194		2.55	f 1.20	7.3	7.3 NEWMARCH	20.8	6.25 f 7.10	
				10.8	3.5 MISSOURI PACIFIC CROSSING	17.3		
2,191	W	3.15	s 1.35	12.6	1.8 D HAYLAND Ha	15.5	6.05 s 6.55	
2,195		3.45	f 1.55	20.4	7.8 DENMAN	7.7	5.40 f 6.35	
WB5,642 EB3,355	WY	4.15PM	2.15PM	28.1	7.7 DN-R GIBBON Gb	0.0	5.15AM 6.15PM	
		Arrive Daily	Arrive Daily Ex. Sunday		(28.1)		Leave Daily Ex. Sunday	
		(1.45) 16.0	(1.15) 22.5	..... Time..... (2.00) 14.0	..... Average speed per hour..... (1.15) 22.5			

Trains will be governed by the Central Division time table, rules and regulations at Hastings when using the tracks of that division.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD—NORFOLK BRANCH—EASTWARD.

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS						FIRST CLASS			Distance from Columbus	Time Table No. 101 May 3, 1925			Distance from Norfolk	FIRST CLASS			SECOND CLASS		
		79	77	81	23	529	31	STATIONS			24	530	32		78	80	82			
		Mixed	Mixed	Mixed	Passenger	Motor Passenger	Passenger	Passenger	Motor Passenger		Passenger	Passenger	Motor Passenger		Passenger	Mixed	Mixed	Mixed		
WFTYOP		7.00AM	6.25AM	6.05AM	9.10PM	7.05PM	1.50PM	0.0	DN-R	COLUMBUS	C	50.4	8.35AM	11.30AM	11.40AM	4.35PM	4.55PM	5.50PM		
1,200		7.12	f 6.37	6.17	9.20	f 7.14	f 2.00	4.6		4.6		45.8	f 8.14	11.20	f 11.30	f 4.22	4.42	5.37		
1,178	YP	s 7.25AM	s 6.50	s 6.30AM	s 9.30PM	s 7.23	s 2.08PM	9.4	D-R	OCONEE	Oc	41.0	s 8.05AM	s 11.10	s 11.20AM	s 4.10	s 4.30PM	s 5.25PM		
1,634	W		s 7.25			s 7.34		14.7	D	PLATTE CENTER	Pc	35.7		s 10.55		s 3.45				
1,819	P		s 7.53			s 7.45		20.3	D	TARNOV	Rv	30.1		s 10.42		s 3.15				
								25.1		4.8		25.3								
2,990			s 8.40			s 7.57		25.7	D	HUMPHREY	Hx	24.7		s 10.28		s 2.45				
651			s 8.50			f 8.04		29.0		3.3		21.4		f 10.20		f 2.18				
1,795	W		s 9.25			s 8.18		35.4	D	MADISON	Ma	15.0		s 10.06		s 2.00				
1,536	P		f 9.50			f 8.29		40.9		5.5		9.5		f 9.50		s 1.35				
1,054			f 10.12			f 8.38		45.1		4.2		5.3		f 9.40		f 1.20				
	I							48.7		3.6		1.7								
								50.2		1.5		0.2								
WFTOP			10.30AM			9.00PM		50.4	D-R	NORFOLK	Kn	0.0		9.25AM		1.00PM				
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	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	Leave Daily Ex. Sunday		
		(0.25) 22.5	(4.05) 12.3	(0.25) 22.5	(0.20) 28.2	(1.55) 26.5	(0.18) 31.3		Time.....		(0.30) 18.8	(2.05) 24.2	(0.20) 28.2	(3.35) 14.1	(0.25) 22.5	(0.25) 22.5				
		Average speed per hour.....																		

Joint track at Norfolk with C.St.P.M. & O.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD—ALBION BRANCH—EASTWARD.

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Oconee	Time Table No. 101 May 3, 1925			Distance from Albion	FIRST CLASS			SECOND CLASS	
		79	81	23	33	31	STATIONS			24	34	32		82	80			
		Mixed	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger		Passenger	Mixed	Mixed		
YP		s 7.25AM	s 6.30AM	9.30PM		2.08PM	0.0	D-R	OCONEE	Oc	33.7	8.05AM		11.20AM	5.25PM	4.30PM		
1,002		s 7.50	s 6.50	s 9.38		s 2.18	4.3	D	MONROE	Mn	29.4	s 7.50		s 11.08	s 5.12	s 4.15		
2,087	WFYP	s 8.10AM	s 7.25	s 9.53	2.35PM	2.33PM	11.3	D-R	GENOA	G	22.4	s 7.25	10.40AM	10.50AM	s 4.55	3.50PM		
621			s 7.50	f 10.08	f 2.50		18.8		7.5		14.9	f 7.11	f 10.20		s 4.30			
2,835			s 8.30	s 10.16	s 2.58		22.3	D	ST. EDWARD	St	11.4	s 7.03	s 10.12		s 4.20			
1,380	P		s 8.45	f 10.28	s 3.08		27.3	D	BOONE	Bn	6.4	s 6.50	s 10.00		s 3.59			
1,650	WY			9.15AM	10.45PM	3.20PM	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			(33.7)		Leave Daily	Leave Daily Ex. Sunday	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.....																

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 81 is superior to No. 34.

**WESTWARD—CEDAR RAPIDS 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 Genoa	Time Table No. 101 May 3, 1925	Distance from Spalding	FIRST CLASS		SECOND CLASS				
	79 Mixed				509 Motor Passenger	31 Passenger				510 Motor Passenger	32 Passenger	80 Mixed				
	Leave Daily Ex. Sunday				Leave Daily	Leave Daily Ex. Sunday				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
2,087 WFY				8.20AM	9.55PM	12.40PM	0.0	D-R GENOA G	44.2	7.25AM	10.40AM	3.40PM				
660				f 8.35	f 10.07	f 2.52	5.3	5.3 KENT	38.9	f 7.14	f 10.25	f 2.52				
1,015				f 8.47	f 10.17	f 3.00	9.2	3.9 MERCHISTON	35.0	f 7.05	f 10.16	f 2.36				
1,385				s 9.05	s 10.30	s 3.15	13.6	4.4 D FULLERTON Fu	30.6	s 6.55	s 10.05	s 2.20				
1,184				s 9.40	s 10.55	s 3.38	23.1	9.5 D BELGRADE BI	21.1	s 6.32	s 9.40	s 1.55				
1,612 W				s 10.35	s 11.15	s 3.58	30.3	7.2 D CEDAR RAPIDS Cd	13.9	s 6.12	s 9.20	s 1.30				
1,980				s 11.00	s 11.30	f 4.12	36.5	6.2 D PRIMROSE P	7.7	s 5.57	s 9.03	f 1.05				
1,788 WFY				11.40AM	11.50PM	4.30PM	44.2	7.7 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.....												

Westward trains are superior to trains of the 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. 101 May 3, 1925	Distance from Ord	FIRST CLASS		SECOND CLASS				
	83 Mixed				35 Passenger	511 Motor Passenger				36 Passenger	512 Motor Passenger	84 Mixed				
	Leave Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday				
WFTYOP				7.30AM	3.30PM	7.00AM	0.0	DN-R GRAND ISLAND Ge	61.0	9.50AM	3.30PM	5.30PM				
I							0.4	0.4 C. B. & Q. CROSSING	60.6							
1,184 P				s 8.03	s 3.54	s 7.27	11.1	10.7 D ST. LIBORY Ry	49.9	s 9.20	s 2.50	s 4.50				
1,315					f 4.06	f 7.39	17.1	6.0 D DUBLIN	43.9	f 9.05	f 2.35					
1,124 WFYP				8.45	s 4.21	s 8.00	21.9	4.8 D-R ST. PAUL Sp	39.1	s 8.45	s 2.20	4.22 3.45				
1,526				s 9.29	s 4.41	s 8.25	30.7	8.8 D ELBA Eb	30.3	s 8.25	s 1.55	s 3.15				
1,478 P				s 9.53	s 4.55	s 8.41	36.7	6.0 D COTESFIELD Cf	24.3	s 8.07	s 1.40	s 2.55				
						f	43.1	6.4 WEEKES SPUR	17.9		f					
W				10.19	5.12	9.03	44.5	1.4 R SCOTIA JUNCTION	16.5	7.47	1.22	2.30				
1,171				s 10.35	s 5.18	s 9.12	45.6	1.1 D SCOTIA Sk	17.6	s 7.42	s 1.17	s 2.20				
W				10.45	5.23	9.18	44.5	1.1 R SCOTIA JUNCTION	16.5	7.36	1.12	2.05				
1,742				s 11.07	s 5.36	s 9.30	48.8	4.8 D NORTH LOUP Nu	12.2	s 7.26	s 1.00	s 1.50				
659					f	f	53.6	4.8 OLEAN	7.4	f	f					
							60.6	7.0 C. B. & Q. CROSSING	0.4							
1,740 WFY				11.46AM	6.05PM	10.00AM	61.0	0.4 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.....												

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

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. 101 May 3, 1925			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	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
WFYP				8.45AM	4.25PM	9.10AM	0.0	D-R	ST. PAUL	Sp	39.0		8.45AM	2.20PM	3.55PM					
12.10				s 9.05	s 4.50	s 9.35	8.3	D	DANNEBROG	Db	30.7		s 8.25	s 1.55	s 3.30					
302					f 5.05	f 9.50	14.3		KENYON		24.7		f 8.13	f 1.40						
712 WY				s 9.25AM 12.30PM	s 5.20	s 10.05	18.6	D-R	BOELUS	Hw	20.4		s 8.03	s 1.30	s 3.05					
1,770				s 1.00	s 5.38	s 10.25	25.8	D	ROCKVILLE		13.2		s 7.45	s 1.00	s 2.35					
585				1.16	f 5.52	f 10.42	32.9		AUSTIN		6.1		f 7.26	f 12.43	2.15					
1,575 WFYP				1.30PM	6.10PM	11.00AM	39.0	D-R	LOUP CITY	Op	0.0		7.10AM	12.30PM	2.00PM					
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(39.0)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday						
				(4.45) 8.2	(1.45) 22.3	(1.50) 21.3			Time.....			(1.35) 24.6	(1.50) 21.3	(1.55) 20.4						

Westward trains are superior to trains of the 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. 101 May 3, 1925			Distance from Stapleton	FIRST CLASS			SECOND CLASS					
	95 Mixed			519 Motor Passenger				517 Passenger				520 Motor Passenger			518 Passenger			96 Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
WFYO				8.30AM	4.35PM	7.30AM	0.0	DN-R	KEARNEY	Kr	102.3		10.25AM	s 4.15PM	1.45PM					
1,513				f 8.47	f 4.47	f 7.44	5.5		GLENWOOD PARK		96.8		f 9.59	f 3.57	f 1.28					
1,187 P				s 9.00	s 4.56	s 7.57	10.1	D	RIVERDALE	Rv	92.2		s 9.44	s 3.45	s 1.14					
1,504				s 9.30	s 5.12	s 8.14	16.8	D	AMHERST	G	85.5		s 9.30	s 3.30	s 12.50					
884 W				f 9.55	f 5.25	f 8.30	22.7		WATERTOWN		79.6		f 9.17	f 3.17	f 12.30					
1,771				s 10.18	s 5.37	s 8.40	26.3	D	MILLER	Mr	76.0		s 9.08	s 3.08	s 12.14PM					
2,112				s 10.48	s 5.53	s 8.56	32.5	D	SUMNER	Su	69.8		s 8.56	s 2.53	s 11.44AM					
1,514				s 11.20	f 6.12	s 9.16	40.4	D	EDDYVILLE	Vd	61.9		s 8.38	s 2.36	s 11.20					
512				f 11.24	f 6.16	f 9.21	42.0		BUZZARDS ROOST		60.3		f 8.30	f 2.30	f 10.58					
1,244 WP				f 11.37AM	f 6.24	f 9.31	45.9		LOMAX		56.4		f 8.20	f 2.22	f 10.51					
2,213				s 12.03PM	s 6.38	s 9.44	52.1	D	OCONTO	Bs	50.2		s 8.06	s 2.07	10.32					
919				f 12.25	f 6.55	s 10.00	59.1		LODI		43.2		f 7.52	s 1.51	s 10.00					
744 WFYOP				s 12.50	s 7.15	s 10.14	65.5	D	CALLAWAY	Ca	36.8		s 7.38	s 1.37	s 9.30					
2,201				s 1.20	f 7.33	s 10.29	73.1		MILLDALE		29.2		f 7.21	s 1.20	f 8.42					
1,198				f 1.40	f 7.40	f 10.34	75.7		FINCHVILLE		26.6		f 7.14	f 1.11	f 8.37					
2,199 W				s 2.25	s 7.58	s 10.49	83.1	D	ARNOLD	Ad	19.2		s 7.00	s 12.57	s 8.10					
2,203				s 2.50	f 8.13	s 11.05	90.6		LOGAN		11.7		f 6.43	s 12.40	f 7.35					
706				f 2.59	f 8.20	f 11.13	94.5		HOAGLAND		7.8		f 6.35	f 12.34	f 7.25					
969				f 3.15	f 8.30	s 11.24	99.2		GANDY		3.1		f 6.26	s 12.26	f 7.12					
2,201 WFY				3.30PM	8.40PM	11.35AM	102.3	D-R	STAPLETON	Sn	0.0		6.20AM	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) 14.6	(4.05) 25.1	(4.05) 25.1			Time.....			(4.05) 25.1	(3.55) 26.5	(6.45) 15.2						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

TIME SERVICE

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

LOCATION OF LOCAL TIME INSPECTORS

- L. Borsheim..... 547 West Broadway, Council Bluffs, Iowa
- E. H. Leffert..... 503 W. Broadway, Council Bluffs, Iowa
- L. 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.
- J. C. Swanson..... Genoa, Nebr.
- K. C. Koons..... Beatrice, Nebr.

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
- Omaha..... Telegraph Office
- Valley..... Telegraph Office
- Columbus..... Dispatcher's Office
- Grand Island..... Telegraph 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
- North Platte..... Engine Dispatchers Office
- Norfolk..... Telegraph Office
- Valparaiso..... Telegraph Office
- Lincoln..... Telegraph Office
- Beatrice..... Telegraph Office
- St. Paul..... Telegraph Office
- Hastings..... Telegraph Office
- Genoa..... Telegraph Office

**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. Maurer	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. Birkofer	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 employes, 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 — 22 — 187 30	200 and 300	1760	4500	2350	4500
C 57 — 21 — 161 30	400	1620	4500	2225	4500
MK 57 — 23 3/4 — 205 30	1900	3000	5000	3000	5000
MK 63 — 26 — 214 28	2200	3000	5000	3125	5000
T 69 — 20 — 143 28	1320	1075	4500	1750	4500
T 63 — 20 — 145 28	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 UNDERLOADED 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 "

# NEBRASKA DIVISION

## SPECIAL RULES

10 (h). At night, a yellow light on a Dwarf Signal, or on a "Call-on" or "Short-arm" Signal of an interlocking plant indicates "proceed at slow speed".

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

- (a) In yards where switch engines are employed and at stations where switching is being done;
- (b) At meeting points, until the train to be met is clear of the main track;
- (c) When standing;
- (d) On two or more tracks when approaching trains running in opposite direction. These instructions do not supersede or modify those contained in Rules 17 and D-17.

### 28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
1	Central City.	California, Oregon and Washington.
3	Chapman.	Any station—on Sundays.
4	North Bend.	Omaha and east of Omaha.
7	Central City.	California.
13	Any station.	Colorado stations at which it is scheduled to stop.
15	Any station.	Colorado stations at which it is scheduled to stop.
16	Gibbon.	Chicago and east of Chicago.
16	Shelton.	Chicago and east of Chicago.
16	Wood River.	Chicago and east of Chicago.
16	Maxwell.	Council Bluffs and east of Council Bluffs.
17	Any station.	Green River and west of Green River.

### ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
2	Any station.	California.
3	Chapman.	Any station—on Sundays.
3	Any station.	Stations on St. J. & G. I. R. R.
8	Any station.	South of Salt Lake City.
12	Any station.	Colorado stations west of Julesburg.
16	Any station.	Colorado stations west of Julesburg.
18	Any station.	North of Granger.
18	Valley.	Any station.
20	Any station.	Ogden and beyond.
26	Any station.	Ogden and beyond.

83 (R). Clearance card (Form 2643) must be received as follows:  
 At Omaha Union Station, by all westward passenger trains;  
 At Summit, by all westward freight trains using "New Main Line";  
 At West Tower Omaha, by all westward freight trains using "Old Line" between Gilmore and Lane;  
 At Columbus, by all trains;  
 At Lincoln, by all trains.

Trains leaving Council Bluffs are not required to receive clearance card (Form 2643) as per Rule 83(A).

83 (S). All trains using "Old Line" between Gilmore and Lane must register at Lane.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Omaha	Grand Island	Wahoo	Norfolk
Gilmore	Gibbon	Valparaiso	Genoa
Valley	Kearney	Lincoln	Albion
Fremont	Lexington	Beatrice	Fullerton
Schuyler	Gothenburg	Osceola	Spalding
Columbus	North Platte	Stromsburg	St. Paul
Central City	Yutan	Oconee	Hastings

93 (S). At Grand Island, trains and engines may move against the current of traffic between C. B. & Q. Crossing and Cleburne Street without being preceded by a flagman, except when on the time of a first class train.

### 98 (R). RAILROAD CROSSINGS.

Location	Railroad Crossed	Trains Which Have Precedence	How Governed
Summit (M.P. 5.1)	C.G.W.	U.P.	
Portal (M.P. 19.3)	Mo.Pac.	U.P.	Interlocking Plant.
Fremont (M.P. 38.2)	FSY&LCo	U.P.	Cabin Interlocking Plant.
Fremont (M.P. 40.0)	S.C.&W.	U.P.	Interlocking Plant.
Ames (M.P. 44.8)	C.&N.W.	U.P.	Interlocking Plant.
Columbus (M.P. 83.8)	C.B.&Q.	U.P.	Interlocking Plant.
Central City (M.P. 124.3)	C.B.&Q.	U.P.	Interlocking Plant.
Grand Island (M.P. 146.5)	C.B.&Q.	U.P.	Interlocking Plant.
Yutan (M.P. 5.8)	S.C.&W.	U.P.	
Wahoo (M.P. 19.6)	C.&N.W.	U.P.	
Wahoo (M.P. 19.6)	C.B.&Q.	U.P.	
Lincoln (M.P. 56.3)	Mo.Pac.	U.P.	
Lincoln (M.P. 56.5)	C.B.&Q.	C.B.&Q.	
Lincoln (M.P. 57.4)	C.B.&Q.	C.B.&Q.	Interlocking Plant.
Lincoln (M.P. 59.0)	C.B.&Q.	C.B.&Q.	Interlocking Plant.
Beatrice (M.P. 96.8)	C.B.&Q.	U.P.	
Beatrice (M.P. 97.2)	C.R.I.&P.	U.P.	
Humphrey (M.P. 25.1)	C.&N.W.	U.P.	
Norfolk (M.P. 48.7)	C.&N.W.	C.&N.W.	Cabin Interlocking Plant.
Norfolk (M.P. 50.2)	C.&N.W.	C.&N.W.	
Brainard (M.P. 15.0)	C.&N.W.	U.P.	
David City (M.P. 22.8)	C.&N.W.	U.P.	
David City (M.P. 23.5)	C.B.&Q.	U.P.	
Central City (M.P. 75.3) Stromsburg Branch.	C.B.&Q.	U.P.	Interlocking Plant.
Grand Island (M.P. 0.4) Ord Branch.	C.B.&Q.	U.P.	Interlocking Plant.
Ord (M.P. 60.6)	C.B.&Q.	U.P.	
Nantasket (M.P. 8.8)	C.B.&Q.	C.B.&Q.	Gate.
Hayland (M.P. 10.8)	Mo.Pac.	U.P.	Gate and Signals.

98 (S). The Nebraska State Law governing movement of trains over railroad crossings at grade is as follows:

"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 signals indicate the crossing to be clear, no stop need be made.

When trains (or engines 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.

Every engineer violating the provisions of the two preceding sections, shall for each offense, forfeit one hundred dollars 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 two hundred dollars to be recovered in like manner."

The following is an extract from the Iowa State Law governing movement of trains over railroad crossings at grade:

"All trains run upon any steam railroad in this state which intersects and crosses any other railroad upon the same level, shall be brought to a full stop at a distance of not less than two hundred nor more than eight hundred feet from the point of intersection or crossing, before such intersection or crossing is passed.

Any engineer or person in charge of an engine, who shall violate the provisions of the preceding section shall be fined for each offense not exceeding one hundred dollars; and the corporation or company on whose road such offense is committed shall be fined not exceeding two hundred dollars for each offense."

99 (G). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

101 (E). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101(A), 509, 510, and 808), the fact must be reported to the train dispatcher from the first point of communication, telephone booth, or telegraph office.

103 (A). A trainman will ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

103 (B). Engines must not be run through hopper tracks at coal chutes, and air must be working on all cars before starting to put up coal.

104 (R). Switches will be set normally,  
 At Oconee, for Norfolk Branch;  
 At Genoa, for Cedar Rapids Branch.

SPECIAL RULES CONTINUED ON PAGE 15.

# NEBRASKA DIVISION

## SPECIAL RULES

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
At any point.	60	35	
At any point.	..	35	Light engines with or without caboose.
At any point.	20	20	Engines backing up with or without cars.
At any point.	30	30	Passing coaling stations.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
Between Gilmore and Papillion.	35	30	
Between Papillion and Lane.	40	30	
North Platte River Bridge.	15	15	Approach prepared to stop.
Between Valley and Raymond.	45	25	
Between Raymond and Pickrell.	40	25	
Between Pickrell and Beatrice.	35	25	
Beatrice Branch.	35	25	On curves.
Beatrice Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Beatrice.	5	5	Over South Sixth Street crossing.
Stromsburg Branch.	35	25	
Stromsburg Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Norfolk Branch.	35	25	
Norfolk Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Norfolk Branch.	15	15	Engines backing up.
Albion Branch.	35	25	
Albion Branch.	15	15	Engines backing up.
Cedar Rapids Branch.	35	25	
Cedar Rapids Branch.	20	20	With 400 class engines.
Cedar Rapids Branch.	15	15	Engines backing up.
Ord Branch.	30	25	
Ord Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Loup City Branch.	30	25	
Pleasanton Branch.	30	25	
Hastings Branch.	45	35	
Hastings Branch.	25	25	With Mikado type engines.
Hastings Branch.	20	20	Over Missouri Pacific crossing, M.P. 10.8.
Hastings Branch.	20	20	Engines passing over Bridge 18.72, Platte River.
Hastings Branch.	15	15	Over Bridge 21.35, Platte River.
Kearney Branch.	35	25	

**509 (E).** Relative to Rule 509(B), the flagman must be sent ahead at night, even though the next signal in advance is in plain view and the track can be seen to be clear.

**509 (F).** When a train is stopped by a block signal at "stop" position, on double track when ready to proceed as per Rule 509(C) and on single track when the flagman is not to be sent ahead as per Rule 509(B), two long sounds of the engine whistle (14b) will be given before the train proceeds.

**509 (R).** Automatic block signals govern movement of trains in both directions over North Platte Bridge. All trains will approach the bridge prepared to stop and must not exceed a speed of 15 miles an hour over it. When a train is stopped by the 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.

**525.** 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 that signal and must remain there until relieved by an employe of the Signal Department or by instructions from the proper officer.

**720 (R).** No. 261 Grand Island to Kearney, Nos. 257, 258, 259, 260, 263, and 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 with trip passes so endorsed, between stations at which the train stops.

**802 (A).** When one or more cars are being switched or pushed over a public crossing, a man must go ahead of them, or must act as crossing watchman.

When a train has been opened to clear a public crossing a trainman must act as crossing watchman when a train or engine is passing on a siding or main track.

Where a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

**802 (R).** The following will govern trains, engines and motors at the public crossings and bridges named below:

Stop at—	After stopping, proceed only as follows:
Norfolk Avenue, Norfolk.	When it is known that the crossing is protected by flagman—between the hours of 6 P. M. and 9 A. M.
Wagon bridge at Scotia.	When it is known that the bridge is clear.
Public crossing about four miles east of Scotia.	When it is known that the crossing is clear.
Wagon bridge near Boelus.	When it is known that the bridge is clear.

**824 (R).** In addition to making inspection of train as often as possible as per Rule 824, every freight train must stop and must be inspected at the following points:

Valley	—Eastward and westward;
North Bend	—Eastward;
Columbus	—Eastward and westward;
Silver Creek	—Eastward;
Central City	—Eastward and westward;
Kearney	—Eastward and westward;
Lexington	—Eastward and westward;
Gothenburg	—Eastward and westward;
Brady Island	—Eastward.

**824 (S).** All eastward trains must make running air test at Loma.

**847(A).** Trainmen on passenger trains entering terminals where engine will be detached, will open steam heat valve at rear of train, and give signal as per Rule 16(j) to engineman who will immediately shut off steam. The valve will be left open until closed by car inspector.

**865(A).** Cars placarded "Explosives" must not be placed next to tank cars, wooden underframe cars, flat or gondola cars, nor next to cars loaded with pipe, lumber, iron, steel, or similar articles liable to break through end of the placarded car, nor next to cars containing lighted heaters, stoves, or lanterns. In through trains they must be placed near the middle of train at least 15 cars from the engine and at least 10 cars from the caboose if the length of the train will permit. In local trains in order to avoid unnecessary switching at stations, they may be placed not less than one car length from engine or caboose, but must not be placed next to cars placarded "Acid" or "Inflammable" in any train.

Tank cars placarded "Inflammable" when possible, must not be placed next to gondola or flat cars which are loaded with lumber, rails, pipe, or anything which is liable to shift.

When placards become detached or are lost in transit, employe in charge of train must see that they are replaced upon arrival at next terminal if in a through train, or at the first station stop if in a local train.

Train and engine men, yardmasters, agents, or other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with instructions and regulations governing the handling of them. Conductors must notify enginemen of the presence and location of cars containing explosives in the train, before leaving the initial station or station where such cars are picked up.

Empty tank cars must not be moved from any station until all shipping cards and "Inflammable" and dome placards have been removed.

On account of danger of fire from sparks and other causes, cars loaded with commodities shown in list following, must be placed at least 10 cars behind the engine:

Alfalfa Meal	Oil	Sewing Machines	Silk
Pianos	Emigrant Movables	Paint	Wagons
Hay and Straw	Furniture	Wool	Oakum
Vehicles	Hemp, Jute and	Automobiles	Cotton
Varnish	Sisal Fibre	Rubber	Turpentine

**865(B).** Wooden underframe cars must be handled on rear of train. Emigrant movables, cars equipped with emergency couplers and emergency drawbars, and cars tagged with Form 4725, "Handle only on rear of train" must be handled in rear of train ahead of caboose. When outfit cars and cars equipped with emergency drawbars are handled in the same train, the latter will be handled next to caboose.

Live stock must be handled on head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Cars with drawbars out, not containing perishable freight or livestock, must not be handled in revenue trains, but must be set out at first side track, except where a car has drawbar out of one end and can be handled in rear of train by good drawbar on other end, it may be taken to nearest repair point.

**877 (A).** Engine men must not go outside of cab or gangway or on the step to inspect any part of an engine while it is moving. When such inspection is necessary, the engine must be stopped.

**879 (R).** On Beatrice and Stromsburg Branches, helper engines must be cut in on head end of train.

**888 (A).** While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

**898 (A).** Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

