

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Nebraska Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, September 27, 1925

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. 103 Sept. 27, 1925	
	269 Time Freight	255 Time Freight	253 Time Freight	251 Time Freight	155 Time Freight	138 Passenger	25 Passenger	21 Passenger	19 Passenger	17 Passenger	15 Passenger	13 Passenger	9 Mail	7 Passenger	5 Mail	3 Passenger	1 Passenger	STATIONS			
	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				
																		0.0	COUNCIL BLUFFS		
																		2.8	OMAHA		
																		6.4	SOUTH OMAHA		
																		28.0	VALLEY		
																		124.8	BEATRICE		
																		310.2	KANSAS CITY		
																		39.3	FREMONT		
																		84.5	COLUMBUS		
																		124.9	CENTRAL CITY		
																		146.9	GRAND ISLAND		
																		189.1	KEARNEY		
																		284.1	NORTH PLATTE		
																		365.3	JULESBURG		
																		562.6	DENVER		
																		407.5	SIDNEY		
																		509.5	CHEYENNE		
																		566.2	LARAMIE		
																		682.8	RAWLINS		
																		802.1	ROCK SPRINGS		
																		817.0	GREEN RIVER		
																		847.1	GRANGER		
																		917.2	EVANSTON		
																		953.2	ECHO		
																		993.0	OGDEN		
																			(993.0)		
																			</		

MILEAGE NORTHERN DISTRICT

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

W. M. JEFFERS,
General Manager.

N. A. WILLIAMS,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME TABLE

COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 103 Sept. 27, 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	Arrive Daily			
COUNCIL BLUFFS	993.0		7.15AM	12.40PM			11.40PM							7.25PM	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	7.05 6.55	7.05	9.40			
SOUTH OMAHA	995.6																		
VALLEY	965.0	6.20	5.55	11.13AM	6.15		10.20	6.01	2.39	7.10	11.10PM		1.10	6.05	5.30	7.40			
BEATRICE	1003.5													2.50PM					
KANSAS CITY	1262.5											8.45AM		8.00AM					
FREMONT	953.7	6.06	5.37	10.55	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	9.25PM	5.05AM	10.00AM	2.10		4.10		6.10PM	5.05AM			
DENVER	590.4							3.30PM	11.30PM			1.15PM 12.15PM							
SIDNEY	585.5	8.45	6.20	12.15AM	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	9.40PM 9.10	5.20 5.05	12.30AM	6.40AM			6.20 6.05	10.35AM 10.25		12.40 12.20PM		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	4.05	12.01AM	7.10				12.50AM	5.15	4.20	7.10		5.30PM	3.10AM			
ROCK SPRINGS	190.9	9.35PM	5.05	1.03	8.50PM	3.35				9.15PM	2.10	1.00	4.00		8.20AM	5.32PM			
GREEN RIVER	176.0	9.05	4.30AM	12.30PM	8.20	3.00				8.45	1.40	12.30AM	3.30		7.20	4.30			
GRANGER	145.9	7.56		11.00AM	7.20	1.55PM				7.50PM	12.35AM	11.30PM	2.26		4.20AM	1.36PM			
EVANSTON	75.8	5.40		8.40	5.25	11.50AM					10.25PM	9.35	12.15AM		10.55PM	8.45AM			
ECHO	39.8	4.11		7.00	3.50	9.55					8.57	8.03	10.47PM		6.17	3.48			
OGDEN	0.0	2.35PM		5.30AM	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	Leave Daily			
Time Omaha-Ogden.....		(27.35)	(25.15)	(29.40)	(27.40)	(16.00)	(15.35)	(14.20)	(15.0)	(23.05)	(27.40)	(37.05)	(27.40)	(10.55)	(75.30)	(80.39)			
Average speed per hour.....		35.9	32.2	33.4	35.8	30.2	32.5	39.0	37.3	36.5	35.8	34.0	35.8	28.1					

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.
B. O. WEDGE, Chief Train Dispatcher,.....Omaha, Nebr.
T. E. WILLIAMS, 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:

R. H. BATES, Trainmaster,.....Grand Island, Nebr.
R. S. JOHNSON, Chief Train Dispatcher,.....“ “ “
F. C. JOHNSON, Night Chief Train Dispatcher,.....“ “ “

TRAIN DISPATCHERS

J. T. DAVIS,.....Grand Island, Nebr.
C. A. LAUGHLIN,.....“ “ “
F. F. GETSFRED,.....“ “ “
B. F. WELLS,.....“ “ “

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 passing tracks in feet and location of water, fuel, interlocking plants, turning tables, scales and telephones.	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	
	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	
WFTYOP	9.30PM	7.30PM	6.00PM	1.00PM	8.00AM		5.10PM	3.30PM		1.30PM	11.10AM	10.55AM	9.30AM			7.20AM	6.30AM			11.50PM	0.0
WFTOP	9.45	7.45	6.15	1.15	8.15		5.25 5.45	3.45 4.40	4.25PM	1.45 2.15	11.25 11.55AM	11.30	9.50	9.45AM	9.40AM	7.35 8.15	7.05	12.55AM	12.35AM	12.05AM 12.25	2.8
P	10.00	8.00	6.45	1.30				4.48	4.32	2.22	12.02PM	11.37	9.57	9.52	9.47		7.12	1.02	12.42	12.32	5.1
3,450 P	10.15	8.15	7.00	1.44				4.54	4.38	2.28	12.07	11.43	10.02	9.57	9.52		7.17	1.07	12.47	12.37	8.9
3,513 P	10.30	8.35	7.15	2.05				5.01	4.46	2.33	12.12	11.49	10.07	10.02	9.57		7.23	1.13	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					9.20		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	10.43	8.50	7.28	2.18	f 9.40		f 6.45	5.06	4.52	f 2.38	12.17	11.53	10.13	10.07	10.02	f 9.08	f 7.28	1.18	12.58	12.48	17.1
4,106 P	10.55	9.10	7.43	2.30	s 10.09 10.19		s 6.57	5.13	4.58	s 2.45	12.23	11.59AM	10.19	10.14	10.09	s 9.16	f 7.36	1.24	1.04	12.54	21.8
4,151 P	11.05	9.25	7.55	2.38	s 10.50		s 7.04	5.17	5.02	s 2.51	12.26	12.02PM	10.22	10.17	10.12	s 9.22	f 7.41	1.27	1.07	12.57	24.5
WB 6,871 WF EB 4,709-5849 VP	s 11.25	s 9.50	s 8.15	s 3.02	s 11.30		s 7.14	s 5.24	5.07	3.02PM	12.30	12.07	10.26	10.21	10.16	s 9.28	7.50AM	1.32	1.12	1.02	28.0
3,986 P	11.50PM	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		1.40	1.20	1.10	34.3
I																					38.2
WB 4,852 EB 8,326 WOP	12.10AM	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 1.55	s 1.35	s 1.25	39.3
I																					40.0
IP																					44.8
3,997 P	12.33	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		2.04	1.44	1.34	46.3
4,042 WP	12.58	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		2.14	1.54	1.44	54.4
1,123 P	1.03	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		2.17	1.57	1.47	56.4
4,031 P	1.20	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		2.23	2.03	1.53	61.4
WB 5,707 EB 3,705 WP	1.38	12.40	10.15	5.40	s 1.55		s 8.27	s 6.28	6.10		s 1.27	1.03	11.20	11.14	11.09	s 10.44		s 2.32	f 2.12	2.02	68.7
1,503 P	1.47	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		2.38	2.18	2.07	73.0
4,171 P	1.55	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		2.43	2.23	2.12	76.9
IP																					83.8
WB 3,900 WFT EB 4,756 YOP	s 2.28 2.56	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 2.56	s 2.38	s 2.28	84.5
4,000 P	3.30	2.20	11.35	7.20	Arrive Daily Ex. Sunday	s 7.20		f 7.09	6.57		2.01	1.40	11.54	11.48	11.43	s 12.01PM		3.08	2.50	2.40	92.2
3,990 P	3.50	2.46 3.14	11.50PM	7.35		f 7.35		7.18	7.05		2.07	1.46	11.59AM	11.54AM	11.49	f 12.08		3.14	2.56	2.46	96.7
4,002 WP	4.10	3.30	12.10AM	7.54		s 8.05		f 7.27	7.14		2.14	1.52	12.05PM	12.05PM	11.55AM	s 12.20		3.20	3.02	2.52	102.3
3,999 P	4.30	3.45	12.30	8.14		f 8.25		7.37	7.23		2.20	1.59	12.11	12.16	12.01PM	f 12.28		3.26	3.08	2.58	107.9
3,994 P	4.50	4.03	12.55	8.32		s 9.05		f 7.48	7.33		2.27	2.05	12.17	12.24	12.07	s 12.40		3.33	3.15	3.05	113.7
2,870 P	5.05	4.20	1.20	8.52	75 Mixed	f 9.25		7.59	7.42		2.34	2.11	12.23	12.31	12.13	f 12.48		3.40	3.22	3.12	119.1
I					Leave Daily Ex. Sunday																124.3
WB 5,891 EB 3,507 WFTYP	s 5.30	s 5.05	s 2.00	s 9.12	2.18PM	9.55AM	s 8.10	s 7.53	7.40PM	s 2.45	2.18	12.29	12.40	12.29	s 1.07		f 3.50	f 3.35	s 3.25		124.9
1,410 P	5.40	5.20	2.10	9.20	2.24			8.16	7.59	7.45	2.50	2.22	12.33	12.46	12.38	f 1.12		3.55	3.40	3.29	128.5
4,000 P	6.10	5.55	2.40	9.50	s 2.40			f 8.30	8.08	s 7.55	2.58	2.30	12.40	12.56	12.46	s 1.22		4.04	3.49	3.37	135.1
3,712 P	6.25	6.20	3.03	10.08	2.52			8.40	8.19	8.03	3.06	2.37	12.46	1.04	12.54	f 1.30		4.11	3.56	3.43	140.7
I																					146.5
WFTYOP	7.00AM	6.50AM	3.30AM	10.20PM	3.20PM			8.55PM	8.35PM	8.15PM	3.20PM	2.50PM	1.00PM	1.20PM	1.10PM	1.45PM		4.25AM	4.10AM	3.55AM	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	

Time Table No. 103

Sept. 27, 1925

STATIONS

R	COUNCIL BLUFFS	2.8
R	OMAHA	2.8
	C. G. W. CSG. (SUMMIT)	3.8
	SEYMOUR	4.7
	SARPY	3.5
	SOUTH OMAHA	5.5
D-R	GILMORE	5.0
D	PAPILLION	2.4
	M. P. CROSSING (PORTAL)	3.2
D	MILLARD	3.6
DN	LANE	4.7
D	ELKHORN	2.7
D	WATERLOO	3.5
DN	VALLEY	6.8
	MERCER	3.9
	F. S. Y. & L. CO. CSG.	1.1
DN	FREMONT	0.7
	S. C. & W. CROSSING	4.8
	C. & N. W. CROSSING	1.5
D	AMES	8.1
D	NORTH BEND	2.0
	BAY STATE	5.0
D	ROGERS	7.3
DN	SCHUYLER	4.3
	LAMBERT	3.9
D	RICHLAND	6.9
	C. B. & Q. CROSSING	0.7
DN	COLUMBUS	7.7
D	DUNCAN	4.5
	GARDINER	5.6
D	SILVER CREEK	5.6
	HAVENS	5.8
D	CLARKS	5.4
	THUMMEL	5.2
	C. B. & Q. CROSSING	0.6
DN	CENTRAL CITY	3.7
	PADDOCK	6.5
D	CHAPMAN	5.6
	LOCKWOOD	5.8
	C. B. & Q. CROSSING	0.4
DN-R	GRAND ISLAND	146.9

..... Time over Sub-Division
..... Average speed per hour

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 Table No. 103

Sept. 27, 1925

STATIONS

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

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

DN LANE	4.7	Cj
D ELKHORN	2.7	Kh
D WATERLOO	3.5	Wo
DN VALLEY	6.3	V
MERCER	3.9	

F. S. Y. & L. CO. CS. G.	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	146.9	Go
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FIRST SUBDIVISION—Omaha and Grand Island—EASTWARD

FIRST CLASS

SECOND CLASS

Distance from Ogden	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
	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	12.15PM	12.40PM	12.05PM	4.05PM	3.55PM				7.25PM	11.40PM			10.00AM	12.55PM			7.40PM	4.15AM	5.00AM
990.2	7.00	7.05	12.00	12.25	11.50AM	3.50	3.40	7.05PM	7.10PM	7.55PM	7.05	11.25	12.05AM	2.05AM	9.40	12.30			7.05	3.30	4.30
987.9	6.33	6.38	11.35	11.55AM			3.18	6.53	6.58	7.46	6.43	11.03	11.53PM	1.53	9.20	12.05PM			6.33	2.55	4.00
984.1	6.26	6.31	11.28	11.48			3.11	6.46	6.51	7.40	6.35	10.55	11.45	1.45	9.00	11.48AM			6.23	2.25	3.40
979.4	6.18	6.23	11.22	11.40			3.05	6.39	6.44	7.33	6.27	10.46	11.37	1.37	8.40	11.22			6.15	2.01	3.20
995.6					11.25	3.20															
990.1					11.09	3.05															
985.1					10.59	2.55															
982.7					10.54	2.48															
979.5					10.48	2.42															
975.9	6.11	6.17	11.15	11.31	10.40	2.36	2.57	6.32	6.37	7.27	6.22	10.38	11.30	1.30	8.20	11.00			6.03	1.30	2.50
971.2	6.04	6.10	11.03	11.22	10.32	2.26	2.50	6.25	6.30	7.20	6.15	10.31	11.22	1.22	8.04	10.50			5.50	1.00	2.33
968.5	6.00	6.06	10.58	11.18	10.26	2.21	2.45	6.21	6.26	7.16	6.11	10.26	11.16	1.16	7.54	10.35			5.40	12.48	2.23
965.0	5.55	6.01	10.50AM	11.13	10.20	2.15	2.39	6.15	6.20	7.10	6.05PM	10.20	11.10	1.10	7.40	10.20			5.30	12.35AM	2.10
958.7	5.45	5.53		11.02	10.06	2.03	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	5.37	5.46		10.55	9.59	1.55	2.22	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		10.42	9.40	1.32	2.10	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		10.31	9.28	1.20	1.58	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		10.28	9.23	1.16	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		10.21	9.16	1.07	1.47	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		10.13	9.06	12.57	1.35	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		10.04	8.59	12.49	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	8.54	12.45	1.23	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		9.48	8.40AM	12.35	1.13	4.57	5.10	5.55		8.43	9.54	11.54PM	3.50	5.25AM			2.00PM	2.10	8.10
900.8	4.19	4.40		9.28		11.56AM	1.01	4.45	4.56	5.36		8.28	9.40	11.40	3.20				1.40	1.45	7.40
896.3	4.12	4.35		9.23		11.48	12.54	4.39	4.50	5.29		8.22	9.34	11.34	3.04				1.10	1.30	7.27
890.7	4.04	4.28		9.16		11.40	12.47	4.32	4.44	5.20		8.13	9.26	11.26	2.42				12.47	1.10	7.10
885.1	3.56	4.22		9.09		11.30	12.39	4.25	4.37	5.12		8.05	9.19	11.19	2.24				12.13PM	12.50	6.55
879.3	3.47	4.15		9.01		11.20	12.31	4.18	4.30	5.04		7.57	9.12	11.12	2.00				11.50AM	12.31	6.39
873.9	3.38	4.09		8.53		11.12	12.23	4.11	4.24	4.56		7.49	9.06	11.06	1.40				11.18	12.04PM	6.24
868.7																					
868.1	3.30	4.02	5.55AM	8.45		11.05	12.15	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	5.48	8.36		10.53	12.08	3.58	4.13	4.40		7.30	8.53	10.53	12.56				10.42	11.22	5.52
857.9	3.15	3.50	5.40	8.28		10.45	12.01PM	3.51	4.06	4.33		7.22	8.46	10.46	12.44				10.30	11.10	5.40
852.3	3.08	3.43	5.33	8.21		10.35	11.53AM	3.44	3.59	4.25		7.14	8.38	10.38	12.23				10.15	10.50	5.22
846.5																					
846.1	3.00AM	3.35AM	5.25AM	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
	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

Time over Sub-Division
Average speed per hour.....

(3.45) 38.4 (3.15) 44.3 (6.25) (4.00) 36.0 (3.00) 30.6 (5.15) 29.2 (3.45) 38.4 (3.30) 41.2 (3.20) 43.2 (3.40) 39.3 (0.50) 30.3 (4.10) 34.6 (3.35) 40.2 (3.35) 40.2 (9.30) 14.9 (7.05) 11.5 (1.05) 20.3 (2.55) 13.8 (8.35) 16.7 (10.25) 13.8 (9.15) 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 water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS								FIRST CLASS										Distance from Council Bluffs	Time Table No. 103 Sept. 27, 1925	
	251	269	265	261	263	253	255	3	15	17	9	37	1	7	5	19	25	13			
	Time Freight	Time Freight	Mixed	Way Freight	Way Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	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		STATIONS	
WFTYOP	11.00PM			8.00AM		7.50AM	7.45AM	9.05PM	8.45PM	3.25PM	2.55PM	2.05PM	1.25PM	1.15PM	1.05PM	4.35AM	4.20AM	4.05AM	146.9	DN-R GRAND ISLAND Ge	
3,994 P	11.30			† 8.20		8.15	8.10	† 9.20	8.56	3.36	3.05	† 2.17	1.36	1.25	1.15	4.46	4.33	4.16	154.5	D 7 6 ALDA Da	
WB3,697 WP	11.59PM			† 8.50		8.40	8.33	† 9.36	9.06	3.45	3.15	† 2.30	1.46	1.35	1.25	† 4.56	4.45	4.26	162.3	D 7 8 WOOD RIVER Wr	
4,061 P	12.26AM			† 9.25		9.05	8.55	† 9.51	9.15	3.53	3.25	† 2.45	1.56	1.44	1.34	† 5.07	4.56	4.35	169.9	D 7 6 SHELTON Hn	
WB5,642 WYP	12.50	4.20PM	2.15PM	10.00		9.27	9.15	† 10.03	9.24	4.01	3.33	† 2.56	2.05	1.52	1.42	† 5.16	5.05	4.42	176.0	DN 6.1 GIBBON Gb	
3,993 P	1.05	4.35	† 2.24	† 10.30		9.42	9.30	10.10	9.30	4.06	3.38	† 3.03	2.10	1.57	1.48	5.22	5.12	4.48	180.2	D 4.2 OPTIC	
3,713 P	1.20	4.50	† 2.33	† 10.55		9.55	9.45	10.18	9.36	4.12	3.43	† 3.09	2.15	2.02	1.53	5.27	5.17	4.53	184.3	D 4.1 BUDA K	
WB8,946 WFP	1.45	5.15	2.45PM	11.25AM	8.00AM	† 10.28	10.05	† 10.40	† 9.50	† 4.25	† 3.55	† 3.35	† 2.26	† 2.15	† 2.05	† 5.40	† 5.30	† 5.05	189.1	DN 4.8 KEARNEY Kr	
3,433 P	2.05	5.30			† 8.14	10.48	10.25	10.50	9.59	4.32	4.02	† 3.46	2.33	2.22	2.11	5.48	5.38	5.13	194.3	D 5.2 ALFALFA CENTER	
4,041 P	2.22	5.43			† 8.25	11.00	10.38	† 10.57	10.06	4.38	4.07	† 3.54	2.38	2.29	2.16	5.55	5.45	5.18	198.3	D 4.0 ODESSA Dz	
4,049 WP	2.48	6.05			† 8.45	11.25	10.59	† 11.08	10.16	4.45	4.15	† 4.08	2.46	2.37	2.24	† 6.07	5.57	5.26	204.6	D 6.3 ELM CREEK Qr	
1,116	3.00	6.16			† 8.53	11.38	11.10	11.15	10.22	4.50	4.20	† 4.15	2.52	2.43	2.29	6.13	6.03	5.31	208.4	D 3.8 SIMONDS	
4,038 P	3.20	6.30			† 9.15	11.56AM	11.25	† 11.24	10.30	4.56	4.26	† 4.26	2.58	2.49	2.34	† 6.20	6.10	5.37	213.3	D 4.9 OVERTON Ov	
1,262 P	3.35	6.44			† 9.26	12.12PM	11.38	11.32	10.36	5.02	4.32	† 4.37	3.04	2.54	2.39	6.28	6.18	5.43	217.9	D 4.6 JOSSELYN	
WB3,642 WOP	4.00	7.00			† 10.25	† 12.36	11.59AM	† 11.43	10.50	† 5.11	4.42	† 4.47	3.15	3.01	2.46	† 6.40	† 6.30	† 5.53	224.4	DN 6.5 LEXINGTON Um	
4,050 P	4.30	7.20			† 10.40	1.00	12.25PM	11.57PM	11.02	5.21	4.52	† 4.58	3.26	3.10	2.55	6.53	6.43	6.03	232.5	D 8.1 DARR Dr	
4,039 WP	4.52	7.35			† 11.14	1.32	12.42	† 12.07AM	11.11	† 5.30	4.59	† 5.06	3.34	3.18	3.02	† 7.03	6.53	6.12	238.3	D 5.8 COZAD Co	
2,282 P	5.10	7.47			† 11.24AM	1.55	12.57	† 12.17	11.18	5.37	5.06	† 5.13	3.40	3.24	3.07	7.13	7.03	6.18	243.2	D 4.9 WILLOW ISLAND	
WB5,523 WFP	5.30	8.10			12.03PM	2.16	1.20	† 12.29	11.30	† 5.50	5.15	† 5.23	3.50	3.34	3.17	† 7.28	† 7.18	† 6.28	248.8	DN 5.6 GOTHENBURG Bu	
4,043 P	5.50	8.30			12.14	2.36	1.40	12.39	11.39	5.57	5.22	† 5.32	3.58	3.41	3.23	7.38	7.28	6.36	254.5	D 5.7 VROMAN	
4,048 WP	6.10	8.50			† 12.35	3.01	2.00	† 12.52	11.50	6.06	5.31	† 5.46	4.07	3.50	3.31	† 7.48	7.40	6.44	261.5	D 7.0 BRADY ISLAND Bi	
712 P	6.26	9.04			† 12.45	3.15	2.20	1.01	11.58PM	6.13	5.37	† 5.56	4.14	3.57	3.37	7.56	7.48	6.50	266.6	D 5.1 HINDREY	
4,051 P	6.56	9.15			† 1.15	3.42	2.40	† 1.10	12.06AM	6.18	5.42	† 6.05	4.19	4.03	3.42	† 8.02	7.55	6.56	270.6	D 4.0 MAXWELL Mx	
	7.06	9.26			1.23	4.40	2.55	1.20	12.14	6.26	5.46	6.12	4.25	4.08	3.47	8.07	8.01	7.01	274.6	D 3.9 KEITH	
4,046 P	7.15	9.32			† 1.33	5.05	3.10	1.28	12.22	6.31	5.50	6.18	4.30	4.12	3.52	8.11	8.06	7.05	278.5	D 2.0 GANNETT	
503	7.21	9.37			† 1.38	5.12	3.15	1.32	12.26	6.34	5.53	† 6.22	4.33	4.15	3.55	8.14	8.09	7.08	280.5	D 1.5 BECK	
	7.30	9.45			1.43	5.25	3.20	1.35	12.30	6.36	5.55	6.24	4.35	4.17	3.57	8.16	8.11	7.10	282.0	D 0.4 E. BRIDGE JCT.	
	7.35	9.50			1.50	5.30	3.25	1.40	12.35	6.40	6.00	6.29	4.40	4.21	4.01	8.19	8.14	7.14	282.4	D 1.7 W. BRIDGE JCT.	
WFTYOP	7.50AM	10.05PM			2.00PM	5.45PM	4.00PM	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 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	Arrive Daily		(137.2)	
	(8.50) 15.5	(5.45) 18.8	(0.30) 22.8	(3.25) 12.3	(6.00) 15.8	(9.55) 13.7	(8.15) 16.6	(4.40) 29.4	(3.55) 35.0	(3.25) 40.1	(3.10) 42.3	(4.35) 29.9	(3.20) 41.2	(3.10) 43.3	(3.00) 45.7	(3.50) 35.8	(4.00) 34.3	(3.15) 42.2		 Time over Sub-Division	
																				 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. 103 Sept. 27, 1925			Distance from Ogden	FIRST CLASS										SECOND CLASS										
STATIONS				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 Ex. Sunday	262 Stock	260 Way Freight Ex. Sunday	266 Mixed Ex. Sunday	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			
Block Signals	DN-R	GRAND ISLAND Ge	846.1	3.30AM	8.05AM	10.10AM	11.40AM	3.30PM	3.45PM	4.10PM	6.45PM	8.20PM	10.25PM	2.55AM	9.30AM		6.00PM	3.15PM		10.20PM				
	D	ALDA Da	838.5	3.14	7.49	f 9.50	11.24	3.15	3.30	3.55	f 6.28	8.08	10.10	2.38	9.02		5.30	f 2.45		9.50				
	D	WOOD RIVER Wr	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 2.05		9.22				
	D	SHELTON Hn	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 1.35		8.55				
	DN	GIBBON Gb	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 1.10	s 6.15PM	8.30	5.10AM			
		OPTIC	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 12.53	f 6.06	8.14	4.54			
	D	BUDA K	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 12.40	f 5.57	7.58	4.38			
	DN	KEARNEY Kr	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	12.30PM	5.45PM	7.40	4.20			
		ALFALFA CENTER	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			
	D	ODESSA Dz	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			
	D	ELM CREEK Qr	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			
		SIMONDS	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			
	D	OVERTON Ov	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			
		JOSSELYN	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			
	DN	LEXINGTON Um	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			
		DARR Dr	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			
	D	COZAD Co	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			
		WILLOW ISLAND	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			
	DN	GOTHENBURG Bu	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			
		VROMAN	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			
D	BRADY ISLAND Bi	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				
	HINDREY	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				
D	MAXWELL Mx	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				
	KEITH	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				
	GANNETT	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				
	BECK	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				
	E. BRIDGE JCT.	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				
	W. BRIDGE JCT.	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				
DN-R	NORTH PLATTE No	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 Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				
Time over Sub-Division.....			(3.05)	(3.30)	(4.10)	(3.25)	(3.20)	(3.10)	(3.15)	(4.10)	(3.10)	(3.15)	(3.45)	(7.55)	(5.30)	(8.00)	(2.45)	(0.80)	(8.55)	(7.10)				
Average speed per hour.....			44.5	39.2	32.9	40.1	41.2	43.3	42.2	32.9	43.3	42.2	36.5	17.3	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 water, fuel, interlocking plants, turnouts, signals and telephones.	SECOND CLASS		FIRST CLASS						Distance from Valley	Time Table No. 103 Sept. 27, 1925		Distance from Beatrice	FIRST CLASS						SECOND CLASS				
	71 Freight	73 Mixed			505 Motor Passenger	27 Passenger	138 Passenger	142 Passenger		STATIONS					506 Motor Passenger	28 Passenger	137 Passenger	141 Passenger			74 Mixed	72 Freight	
	Leave Daily	Leave Daily Ex. Sunday			Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday			Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily			
	WFYP	10.15PM	8.30AM				3.05PM	7.55AM		0.0	DN-R		VALLEY	V	96.8			10.45AM	6.03PM			4.45PM	11.59PM
										5.8			5.8	S. G. & W. CROSSING		91.0							
	1,896	10.35	s 8.55				s 3.19	s 8.07		6.4	D		YUTAN	Yn	90.4			s 10.30	s 5.48			s 4.00	11.25
	1,459 P	10.55	s 9.20				s 3.33	s 8.19		11.6	D		MEAD	Ad	85.2			s 10.17	s 5.38			s 3.33	10.55
	1,562 W	s 11.25	s 10.03				s 3.50	s 8.32		18.9	DN		WAHOO	W	77.9			s 10.03	s 5.25			s 3.05	s 10.25
										19.6			C & N-W and C B & Q CROSSING		77.2								
	1,732	11.50PM	s 10.30				s 4.08	f 8.45		26.3	D		WESTON	Wn	70.5			s 9.45	s 5.10			s 2.35	9.55
1,921 P	12.10AM	s 10.50				s 4.24	f 8.57	33.2	D	TOUHY	Hu	63.6			s 9.30	f 4.59			s 2.10	9.35			
WFYP	s 12.45	s 11.00AM 12.01PM			4.50PM	4.35PM	s 9.10		37.3	DN-R	VALPARAISO	Vo	59.5	9.10AM	9.20AM	s 4.50			s 1.50	s 9.15			
1,861 P	12.55	s 12.20			f 5.00		f 9.20	41.8	D	AGNEW	Ag	55.0	f 9.00		f 4.33				s 1.00	8.23			
1,828	1.10	s 12.45			s 5.10		f 9.29	46.4	D	RAYMOND	Rm	50.4	s 8.50		f 4.25				s 12.45	8.10			
								55.2		WEST LINCOLN		41.6											
								56.3		MO. PAC. CROSSING		40.5											
								56.5		C. B. & Q. CROSSING		40.3											
1,628WFTOP	s 1.50	s 1.25			s 5.45PM		s 10.00	7.00AM	57.1	DN-R	LINCOLN	Sn	39.7	s 8.25		s 4.05	8.10PM		s 12.05PM	s 7.40			
I									57.4		C. B. & Q. CROSSING		39.4										
I									59.0		C. B. & Q. CROSSING		37.8										
1,744 P	2.15	f 1.45			f 6.05		f 10.17	f 7.17	65.4		JAMAICA		31.4	f 7.56		f 3.45	f 7.50		f 11.25AM	6.55			
1,507 WP	2.25	f 1.52			f 6.10		f 10.22	f 7.24	68.2		HANLON		28.6	f 7.51		f 3.40	f 7.41		f 11.20	6.45			
1,802 P	2.45	s 2.15			s 6.25		f 10.35	s 7.39	74.7	D	PRINCETON	Ic	22.1	s 7.39		f 3.28	s 7.30		s 11.00	6.25			
2,037	3.00	s 2.30			s 6.36		f 10.45	s 7.49	79.5	D	CORTLAND	Rd	17.3	s 7.27		f 3.21	s 7.18		s 10.45	5.50			
1,506 P	3.23	s 3.05			s 6.57		f 11.03	s 8.07	88.9	D	PICKRELL	Ik	7.9	s 7.08		f 3.05	s 6.57		s 10.05	5.25			
WFTOP	3.45AM	3.30PM			7.15PM		11.20AM	8.25AM	96.8	DN-R	BEATRICE	Bx	0.0	6.50AM		2.50PM	6.40PM		9.45AM	5.00PM			
	Arrive Daily	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		(96.8)				Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Daily			
	(5.30) 17.6	(7.00) 13.8			(2.25) 24.6	(1.30) 24.9	(3.25) 28.3	(1.25) 28.0	Time.....				(2.20) 24.8	(1.25) 26.3	(3.13) 30.0	(1.30) 26.5		(7.00) 13.8	(7.00) 13.8				
									Average speed per hour.....														

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 water, fuel, interlocking plants, turning sta- tions, scales and telephones.	SECOND CLASS					FIRST CLASS			Distance from Valparaiso	Time Table No. 103 Sept. 27, 1925			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						STATIONS	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday					
1,541 1,927 WFYP						7.00AM	4.50PM	9.15AM	0.0	DN-R	VALPARAISO	Vo	75.9	9.05AM	4.35PM	6.00PM						
997						f 7.25	f 5.08	f 9.33	7.4	D	LOMA	Ma	68.5	f 8.39	f 4.15	f 5.08						
1,604						s 7.45	s 5.20	s 9.45	13.5	D	BRAINARD	Bd	62.4	s 8.25	s 4.00	s 4.35						
									15.0		C. & N. W. CROSSING		60.9									
1,529						f 8.15	f 5.27	f 9.53	17.7		YANKA		58.2	f 8.15	f 3.52	f 4.20						
									22.8		C. & N. W. CROSSING		53.1									
1,283 WY						s 8.35	s 5.40	s10.05	23.2	D	DAVID CITY	Dv	52.7	s 8.05	s 3.38	s 4.00						
									23.5		C. B. & Q. CROSSING		52.4									
1,508						s 8.50	f 5.48	f10.15	27.8		FOLEY		48.1	f 7.51	f 3.24	s 3.35						
1,644 W						s 9.15	s 5.59	s10.27	33.3	D	RISING CITY	Rn	42.6	s 7.43	s 3.12	s 3.12						
1,961						s10.00	s 6.13	s10.41	40.1	D	SHELBY	Sh	35.8	s 7.30	s 2.55	s 2.35						
1,006						s 10.30	s 6.30	s10.56	47.5	D	OSCEOLA	Oz	28.4	s 7.13	s 2.39	s 2.00						
711 WFT						s11.07	s 6.43	s11.07	52.9	D	STROMSBURG	S	23.0	s 6.58	s 2.26	s 1.30						
									53.2		C. B. & Q. JCT.		22.7									
2,193						f11.30AM	f 6.51	f11.16	56.8		DURANT		19.1	f 6.44	f 2.13	f12.50						
2,201						s12.30PM	s 7.04	s11.30	63.0	D	POLK	Pk	12.9	s 6.32	s 1.59	s12.30						
2,136						s12.55	s 7.16	s11.43	68.5	D	HORDVILLE	Hv	7.4	s 6.20	s 1.48	s12.10PM						
						1.04	7.22	11.50	72.2		SANDBURG		3.7	6.10	1.40	11.57AM						
1,395						f 1.08	f 7.25	f11.53AM	73.8		HEBER		2.1	f 6.07	f 1.37	f11.53						
I									75.3		C. B. & Q. CROSSING		0.6									
WFYP						1.30PM	7.35PM	12.15PM	75.9	DN-R	CENTRAL CITY	Ci	0.0	6.00AM	1.30PM	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.

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 water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Boelus	Time Table No. 103 Sept. 27, 1925		Distance from Pleasanton	SECOND CLASS			
			85					86			
			Mixed					Mixed			
			Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday			
	712	WY	9.45AM		0.0	D-R BOELUS Hw		22.1	12.20PM		
		I			8.8	C. B. & Q. CROSSING		13.3			
	1,060		f10.10		9.6	NANTASKET		12.5	f11.55AM		
	1,332		f10.18		12.4	SOUTH RAVENNA		9.7	f11.45		
	1,605		s10.30		15.5	D POOLE Pg		6.6	s11.35		
	1,844	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)
20.4

Time.....
Average speed per hour.....

(1.05)
20.4

WESTWARD-HASTINGS BRANCH-EASTWARD.

Length of passing tracks in feet Location of water, fuel, interlocking plants, turning sta- tions, scales and telephones.	SECOND CLASS			Distance from Hastings	Time Table No. 103 Sept. 27, 1925		Distance from Gibbon	SECOND CLASS				
	269 Time Freight	265 Mixed	269 Time Freight		265 Mixed	270 Time Freight		266 Mixed				
									Leave Daily	Leave Daily Ex. Sunday	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	NEW MARCH 3.5	20.8	6.25	f 7.10					
			10.8	MISSOURI PACIFIC CROSSING 1.8	17.3							
2,191 W	3.15	s 1.35	12.6	D HAYLAND 7.8 Ha	15.5	6.05	s 6.55					
2,195	3.45	f 1.55	20.4	DENMAN 7.7	7.7	5.40	f 6.35					
WB5,642 EB3,355 WY	4.15PM	2.15PM	28.1	DN-R GIBBON Gb	0.0	5.15AM	6.15PM					
	Arrive Daily	Arrive Daily Ex. Sunday		(28.1)		Leave Daily	Leave Daily Ex. Sunday					

(1.45)
16.0

(1.15)
22.5
Time.....
Average speed per hour.....

(2.00)
14.0

(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 water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS						FIRST CLASS			Distance from Columbus	Time Table No. 103 Sept. 27, 1925		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			
	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 SHELTONVILLE		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 5.3 PLATTE CENTER Pc		35.7		s 10 55		s 3.45		
	1,819 P				s 7.53			s 7.45			20.3	D 5.6 TARNOV Rv		30.1		s 10 42		s 3.15		
											25.1	4.8 C. & N. W. CROSSING		25.3						
2,990				s 8.40				s 7.57		25.7	D 0.6 HUMPHREY Hx	24.7		s 10 28		s 2.45				
651				s 8.50				f 8.04		29.0	3.3 PECK	21.4		f 10.20		f 2.18				
1,795 W				s 9.25				s 8.18		35.4	D 6.4 MADISON Ma	15.0		s 10.06		s 2.00				
1,536 P				f 9.50				f 8.29		40.9	5.5 ENOLA	9.5		f 9.50		s 1.35				
1,054				f 10.12				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								
WFTOP					10.30AM			9.00PM		50.4	D-R 0.2 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		
				(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 water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS			Distance from Oconee	Time Table No. 103 Sept. 27, 1925			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			2.08PM	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 7.35 7.25	10.40AM	10.50AM	s 4.55	3.50PM
	621				s 7.50	f 10.08	f 2.50			18.8			WOODVILLE		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			
			(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 water, fuel, interlocking plants, turning sta- tions, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Genoa	Time Table No. 103 Sept. 27, 1925			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		STATIONS				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
2,087	WFY	8.20AM	9.55PM	2.40PM	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		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		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	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	D	BELGRADE	Bl	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	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	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	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 water, fuel, interlocking plants, turning sta- tions, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Grand Island	Time Table No. 103 Sept. 27, 1925		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		
WFTYOP		7.20AM	3.30PM	7.00AM	0.0	DN-R GRAND ISLAND Ge	61.0	9.50AM	3.25PM	5.20PM		
I					0.4	C. B. & Q. CROSSING	60.6					
1,184 P		s 7.50	s 3.54	s 7.27	11.1	D ST. LIBORY Ry	49.9	s 9.20	s 2.47	s 4.45		
1,315			f 4.06	f 7.39	17.1	DUBLIN	43.9	f 9.05	f 2.33			
1,124 WFYP		s 8.45	s 4.21	s 8.00	21.9	D-R ST. PAUL Sp	39.1	s 8.45	s 2.20	s 4.21		
1,526		s 9.20	s 4.41	s 8.25	30.7	D ELBA Eb	30.3	s 8.25	s 1.55	s 3.05		
1,478 P		s 9.45	s 4.55	s 8.41	36.7	D COTESFIELD Cf	24.3	s 8.07	s 1.40	s 2.45		
				f	43.1	WEEKES SPUR	17.9		f			
W		10.10	5.12	9.03	44.5	R SCOTIA JUNCTION	16.5	7.47	1.22	2.20		
1,171		s 10.25	s 5.18	s 9.12	45.6	D SCOTIA Sk	17.6	s 7.42	s 1.17	s 2.10		
W		10.35	5.23	9.18	44.5	R SCOTIA JUNCTION	16.5	7.36	1.12	1.55		
1,742		s 11.00	s 5.36	s 9.30	48.8	D NORTH LOUP Nu	12.2	s 7.26	s 1.00	s 1.40		
659			f	f	53.6	OLEAN	7.4	f	f			
					60.6	C. B. & Q. CROSSING	0.4					
1,740 WFY		11.40AM	6.05PM	10.00AM	61.0	D-R ORD Rd	0.0	7.00AM	12.30PM	1.00PM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		(61.0)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday		
		(4.20) 14.1	(2.35) 23.6	(3.00) 20.4		Time.....		(2.50) 21.5	2.55) 20.9	(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 water, fuel, interlocking plants, turning sta- tions, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from St. Paul	Time Table No. 103 Sept. 27, 1925			Distance from Loup City	FIRST CLASS		SECOND CLASS	
		87	515	513		STATIONS	514	516		88			
		Mixed	Motor Passenger	Motor Passenger			Motor Passenger	Motor Passenger		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			
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		
						Average speed per hour.....							

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 water, fuel, interlocking plants, turning sta- tions, scales and telephones.	SECOND CLASS			FIRST CLASS		Distance from Kearney	Time Table No. 103 Sept. 27, 1925			Distance from Stapleton	FIRST CLASS		SECOND CLASS	
	95 Mixed	519 Motor Passenger	517 Passenger	STATIONS	520 Motor Passenger		518 Passenger	96 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									
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	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	4.6 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	6.7 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	5.9 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	3.6 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	6.2 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	7.9 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	1.6 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	3.9 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	6.2 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	7.0 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	6.4 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	7.6 MILDALE	29.2	f 7.21	s 1.20	f 8.42					
1,198	f 1.40	f 7.40	f 10.34	75.7	2.6 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	7.4 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	7.5 LOGAN	11.7	f 6.43	s 12.40	f 7.35					
706	f 2.59	f 8.20	f 11.13	94.5	3.9 HOAGLAND	7.8	f 6.35	f 12.34	f 7.25					
969	f 3.15	f 8.30	s 11.24	99.2	4.7 GANDY	3.1	f 6.26	s 12.26	f 7.12					
2,201 WFY	3.30PM	8.40PM	11.35AM	102.3	3.1 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					
					Average speed per hour.....									

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

SPECIAL RULES

- 2 (R). Time Inspectors are located as shown below:
W. F. Hayes, General Supervisor of Time Service..... Omaha.
Council Bluffs..... L. Borsheim
Council Bluffs..... E. H. Leffert
Omaha..... L. Borsheim
Valley..... C. W. Gould
Fremont..... Grover Spangler
Columbus..... Keith Perkins
Central City..... Schafer Bros.
Grand Island..... J. A. Michelson
Grand Island..... B. E. Jolls
Kearney..... J. D. Hawthorne
North Platte..... Harry Dixon
Lincoln..... F. A. Hallett
Beatrice..... K. C. Koons
Genoa..... J. C. Swanson

- 3 (R). Standard clocks are located as shown below:
Council Bluffs..... Passenger Depot Waiting Room
Council Bluffs..... Yard Office
Council Bluffs..... Power House
Council Bluffs..... Round House
Omaha..... Dispatcher's Office
Omaha..... Union Depot Telegraph 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..... Yard Office
Grand Island..... Round House
Kearney..... Telegraph Office
North Platte..... Dispatcher's Office
North Platte..... Telegraph Office
North Platte..... Yard Office
North Platte..... Engine Dispatcher's Office
Norfolk..... Telegraph Office
Valparaiso..... Telegraph Office
Lincoln..... Telegraph Office
Beatrice..... Telegraph Office
Genoa..... Telegraph Office
St. Paul..... Telegraph Office
Hastings..... Telegraph Office

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:

In yards where switch engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track;

When standing;

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.
4	North Bend.	Omaha and east of Omaha.
7	Central City.	California.
13	Any station.	Stations west of Julesburg at which it is scheduled to stop.
15	Any station.	Stations west of Julesburg 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.

28 (R). Continued.
ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
2	Any station.	California.
3	Ahy 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). 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."

98 (S). 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. See Note Below.
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. 97.6)	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.

Note.—When trains head out of the extreme east end of the eastward passing track at Fremont, they will flag over the Fremont Stock Yards & Land Company crossing, and know that it is clear before using it.

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

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

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frt.	
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.
Council Bluffs.		8	Westward with helper—until rear of train has passed U. P. Yard Junction.
Between Gilmore and Papillion.	35	30	
Between Papillion and Lane.	40	30	
Fremont.	8	8	Within city limits.
Fremont.		5	On F. S. Y. & L. Co. tracks.
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.
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.	

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 31 on Form 1216 "Conductor's Car and Tonnage Report".

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

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, except stock and green fruit when train is running properly;
Columbus	—Eastward and westward;
Silver Creek	—Eastward, except stock and green fruit when train is running properly;
Central City	—Eastward;
Central City	—Westward, except when train is running properly;
Kearney	—Eastward and westward;
Lexington	—Eastward, except stock and green fruit when train is running properly;
Lexington	—Westward, except when train is running properly;
Gothenburg	—Eastward and westward;
Brady Island	—Eastward, except stock and green fruit when train is running properly.

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

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the 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 the Railroad Surgeon.

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE
Omaha	A. F. Jonas	Chief Surgeon
Council Bluffs	M. L. Tinley	District Surgeon
Council Bluffs	M. A. Tinley	District Surgeon
Council Bluffs	Sidney Smith	Local Surgeon
Omaha	John Nilsson	Division Surgeon
Omaha	E. L. Bridges	Consulting Physician
Omaha	R. J. Mauer	Hospital Surgeon
Omaha	L. T. Hall	Local Surgeon
Omaha	R. R. Hollister	Local Surgeon
Omaha	J. S. Loney	Shop Surgeon
Omaha	Otis Martin	Shop Surgeon
Omaha	Owen & Rubendall	Oculist
Omaha	Wherry & Haney	Oculist
Omaha	C. R. Kennedy	Radiographer
Omaha	R. J. Stearns	Pathologist
South Omaha	R. E. Schindel	District Surgeon
Florence	H. H. Avery	Local Surgeon
Papillion	O. H. Magaret	District Surgeon
Elkhorn	T. N. Burke	District Surgeon
Valley	G. A. Harris	District Surgeon
Fremont	C. G. Moore	District Surgeon
Schuyler	L. H. Sixta	District Surgeon
Columbus	Evans & Marrow	District Surgeon
Belgrade	H. E. King	District Surgeon
Silver Creek		District Surgeon
Clarks	R. R. Douglas	District Surgeon
Central City	J. E. Benton	District Surgeon
Chapman	J. M. Triplett	District Surgeon
Grand Island	H. C. Wengert	Oculist
Grand Island	E. G. Johnson	District Surgeon
Grand Island	F. D. Ryder	District Surgeon
Wood River	A. T. Hubbell	District Surgeon
Shelton	Chas. Lucas	District Surgeon
Gibbon	J. W. Miller	District Surgeon
Kearney	C. K. Gibbon	District Surgeon
Elm Creek	C. A. Yoder	District Surgeon
Overton	C. B. Edwards	District Surgeon
Lexington	Rosenburg-Olssen	District Surgeon
Cozad	J. H. Fochtman	District Surgeon
Gothenburg	W. J. Birkofer	District Surgeon
Maxwell	C. E. Kennon	District Surgeon
North Platte	T. J. Kerr	District Surgeon
North Platte	C. A. Selby	District Surgeon
Wahoo	J. G. Smith	District Surgeon
Valparaiso	A. D. Mahaffay	District Surgeon

Continued on page 15.

SPECIAL RULES

NEBRASKA DIVISION

826 (R). Continued.

PLACE	NAME	TITLE
Lincoln.....	A. R. Mitchell.....	District Surgeon
Lincoln.....	O. W. Everett.....	Local Surgeon.
Pickrell.....	A. Lee.....	District Surgeon
Beatrice.....	C. S. Curry.....	District Surgeon
Brainard.....	J. G. Marron.....	District Surgeon
Rising City.....	J. H. Downing.....	District Surgeon
Osceola.....	L. M. Shaw.....	District Surgeon
Stromsburg.....	J. C. Malster.....	District Surgeon
Polk.....	F. B. Slusser.....	District Surgeon
Platte Center.....	A. A. Bald.....	District Surgeon
Madison.....	F. A. Long.....	District Surgeon
Norfolk.....	P. H. Salter.....	District Surgeon
Genoa.....	Davis and Davis.....	District Surgeon
St. Edward.....	G. W. Sullivan.....	District Surgeon
Albion.....	J. W. B. Smith.....	District Surgeon
Fullerton.....	F. W. Johnson.....	District Surgeon
Spalding.....	A. L. Bartlett.....	District Surgeon
St. Paul.....	F. S. Nicholson.....	District Surgeon
Scotia.....	Chas. Frandsen.....	District Surgeon
Ord.....	C. J. Miller.....	District Surgeon
Dannebrog.....	P. M. Pederson.....	District Surgeon
Loup City.....	C. G. Amick.....	District Surgeon
Eddyville.....	J. B. Kile.....	District Surgeon
Callaway.....	J. F. Davies.....	District Surgeon
Arnold.....	F. A. Burnham.....	District Surgeon
Stapleton.....	E. F. Carr.....	District Surgeon
Hastings.....	J. V. Beghtol.....	District Surgeon
Hastings.....	C. B. Calbreath.....	District Surgeon

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", if possible, must be placed in trains at least five cars from the engine and five cars from the caboose but 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 length of train does not permit this, they must be placed as near the middle of train as practicable. Cars placarded "Inflammable" or "Chlorine Gas" must not be placed next to a car placarded "Explosives."

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). Cars designated below must be handled in rear of train, and next to caboose in the order named:

- Cars with emergency drawbars;
- Outfit cars;
- Emigrant movables;
- All wooden underframe cars;

Any car tagged with Form 4725 reading, "Handle only at rear end of train."

Live stock must be handled in 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 live stock, must not be handled in revenue trains, but must be set out at first side track, except when 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.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
At all stations.....	Mail cranes.....	Side.
First Subdivision. M. P. 2.09.....	Missouri River Bridge..	Side on both tracks.
Omaha, Union Station...	Umbrella sheds.....	Side on tracks 2 to 7.
Omaha, 10th St.....	Viaduct.....	Top on all tracks.
Omaha, 11th St.....	Viaduct.....	Top on all tracks.
M. P. 7.94.....	C. & N. W. Bridge.....	Side on both tracks.
M. P. 23.86.....	Bridge.....	Side on both tracks.
Columbus.....	Coal chute.....	Side and top on both tracks.
M. P. 86.49.....	Bridge.....	Side on both tracks.
Old Main Line. South Omaha, "L" St...	Viaduct.....	Top on all tracks.
M. P. 12.65.....	Bridge.....	Side.
M. P. 14.26.....	Bridge.....	Side.
Second Subdivision. M. P. 158.00.....	Bridge.....	Side on both tracks.
Kearney.....	Coal chute.....	Top on both tracks.
Gothenburg.....	Coal chute.....	Top on both tracks.
Stromsburg Branch. M. P. 0.34.....	Bridge.....	Side.
Albion Branch. M. P. 15.90.....	Bridge.....	Side.
Cedar Rapids Branch. M. P. 12.96.....	Bridge.....	Side.
M. P. 22.55.....	Bridge.....	Side.
Kearney Branch. Watertown.....	Standpipe.....	Side.

RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions.
A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Council Bluffs to Grand Island	Grand Island to North Platte	North Platte to Grand Island	Grand Island to Council Bluffs	EXPLANATION
C 57 — 22 — 187 30 — 191	201 to 358	1760	2350	4500	4500	"A".....Atlantic Type "C".....Consolidation Engines "E".....Eight Wheelers "M".....Moguls "P".....Pacific Type "S".....Switch "T".....Ten Wheelers "TW".....Twelve Wheelers "MC".....Mallet "MK".....Mikado Type "TTT".....2-10-2 Type
C 57 — 21 — 162 30 — 171	400 to 499	1620	2225	4500	4500	
T 69 — 20 — 143 28 — 143	1320 to 1329	1075	1750	4500	4500	
T 63 — 20 — 145 28 — 145	1360 to 1369	1200	1900	4500	4500	
MK 57 — 23 3/4 — 206 30 — 206	1900 to 1949	3000	3000	5000	5000	EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:
MK 63 — 26 — 214 28 — 228	2200 to 2320	3000	3125	5000	5000	C 57 — 21 — 162 30 — 162



MAP OF THE
NEBRASKA DIVISION

UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. JULY, 1924

