

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Nebraska Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, June 5, 1927

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

WESTWARD

COUNCIL BLUFFS AND OGDEN

SECOND CLASS						FIRST CLASS														Distance from Council Bluffs	Time-Table No. 107	
	269 Time Freight	255 Time Freight	253 Time Freight	251 Time Freight	155 Time Freight	138 Passenger	27 Passenger	25 Passenger	21 Passenger	19 Passenger	17 Passenger	15 Passenger	13 Passenger	11 Passenger	9 Mail	5 Mail	3 Passenger	1 Passenger	June 5, 1927			
	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	STATIONS			
																			COUNCIL BLUFFS			
		9.30PM	7.30PM	1.00PM											10.55AM	9.30AM			0.0			
		9.45PM	7.45PM	1.15			9.50AM	4.10AM		4.15AM	11.55AM	4.25PM	12.25AM	8.20AM	11.30AM	9.50	4.40PM	8.40AM	2.8			
							10.30	4.47		4.52	12.30PM	5.07	1.01	8.55	12.07PM	10.25	5.19	9.15	28.0			
						9.10AM													65.3			
						11.25AM													124.8			
	7.20PM					6.30PM			10.00PM										310.5			
							10.50	5.10		5.15	12.48	5.28	1.20	9.15	12.27	10.44	5.40	9.35	39.3			
							11.55AM	6.15		6.20	1.45	6.43	2.23	10.10	1.28	11.42AM	6.55	10.32	84.5			
							12.50PM	7.07		7.15	2.45	7.55	3.20	10.57	2.18	12.29PM	8.12	11.22	124.9			
	Hastings 2.30PM	7.50AM	7.55AM	11.00PM			1.25	7.45		7.50	3.25	8.45	4.05	11.35AM	2.55	1.05	9.05	11.59AM	146.9			
	5.15						2.30	8.45		9.00	4.25	9.50	5.05	12.32PM	3.55	2.01	10.35PM	12.58PM	189.1			
	9.35PM	4.05PM	6.20PM	8.40AM			3.50	10.15AM		10.35AM	5.55	11.50PM	6.35	1.45	5.10	3.10	1.15AM	2.10	284.1			
				1.30PM			5.50	12.15PM		12.30PM	8.10	2.05AM	8.35AM	3.43	6.49	4.53	3.55	3.56	365.3			
				4.00AM	11.35PM				1.00PM 1.45PM			7.15AM	2.00PM	8.30PM					562.6			
	4.45AM	1.20AM	4.20AM				7.00	1.25		1.45	9.30PM				7.58	5.58	5.30	5.05	407.5			
	11.30AM 12.15PM	9.00 10.15AM	12.20PM 1.30				9.55 10.10PM	4.15 4.30		4.35 4.50	12.35AM 12.50				10.20 10.35PM	8.15 8.30	9.00 9.30	7.30 7.40	509.5			
	5.40PM	3.45PM	7.30PM		12.45PM		12.15AM	6.35	6.25	6.45	2.55				12.30AM	10.20PM	11.50AM	9.35PM	566.0			
	1.10AM	11.55PM	5.00AM		9.55PM		3.45	9.30PM	9.20PM	9.55PM	6.30				3.20	1.05AM	4.00PM	12.30AM	682.8			
							6.46	12.18AM	12.05AM	12.43AM	9.54				5.55	3.44	7.30	3.30	802.1			
	7.15PM	11.15AM	6.45PM		12.30PM		7.30	1.00	12.45	1.20	10.40				6.35	4.35	8.00PM	4.05	817.0			
		1.00PM					8.20	1.50	1.35	2.10	11.35AM				7.20	5.25AM		4.50	847.2			
							10.20	4.05	3.40	4.20					9.05			6.35	917.2			
							11.26AM	5.17	4.55	5.37					10.06			7.35	953.0			
	1.25PM		12.55PM		6.40AM		1.10PM	7.05AM	6.40AM	7.10AM					11.35AM			9.20AM	992.8			
	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				
	(91.06)	(64.15)	(90.10)	(39.45)	(55.05)	(9.20)	(28.20)	(27.55)	(33.40)	(27.55)	(24.40)	(15.50)	(14.35)	(13.10)	(25.05)	(20.35)	(28.20)	(25.40)	Thru Time—Based on OmahaAverage speed per hour			

MILEAGE NORTHERN DISTRICT

NEBRASKA DIVISION	
Main Line.....	286.2
Branches.....	578.4
Total.....	864.6
WYOMING DIVISION	
Main Line.....	398.6
Branches.....	220.5
Total.....	619.1
WESTERN DIVISION	
Main Line.....	310.8
Branches.....	73.3
Total.....	384.1
GRAND TOTAL	
Main Line.....	995.6
Branches.....	872.2
Total.....	1867.8

W. M. JEFFERS,
General Manager.

N. A. WILLIAMS,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME TABLE

OGDEN AND COUNCIL BLUFFS

EASTWARD

Time-Table No. 107 June 5, 1927	Distance from Ogden.	FIRST CLASS												SECOND CLASS					
		2	4	6	10	12	14	16	18	20	22	26	28	137	254	256			
		Passenger	Passenger	Mail	Mail	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	992.8		6.50AM	12.40PM	7.35PM										7.40PM	10.00AM			
OMAHA	990.0	10.30PM	6.35 6.25	12.25 12.10PM	7.20 7.10	6.30AM	2.10AM	3.30PM	7.50PM	12.05AM		2.15AM	7.40PM		7.00PM	9.40			
VALLEY	964.8	9.45	5.25	11.04AM	6.20	5.46	1.10	2.39	7.03	11.10PM		1.20	6.52						
VALPARAISO	944.0													4.35PM					
BEATRICE	1008.3													2.50PM					
KANSAS CITY Via DENVER	1217.3										8.15AM			8.00AM					
FREMONT	953.5	9.30	5.05	10.43	6.05	5.30	12.55AM	2.22	6.48	10.55		1.05AM	6.36						
COLUMBUS	908.3	8.35	3.58	9.42	5.05	4.30	11.51PM	1.13	5.45	9.53		11.59PM	5.35						
CENTRAL CITY	867.9	7.50	2.56	8.48	4.10	3.38	10.57	12.15PM	4.43	8.55		11.06	4.33						
GRAND ISLAND	845.9	7.25	2.25	8.20	3.45	3.10	10.30	11.45AM	4.15	8.25		10.40	4.05		10.25AM	12.01AM			
KEARNEY	803.7	6.20	1.07AM	7.05	2.30	1.55AM	9.20	10.32	3.03	7.12		9.33	2.50						
NORTH PLATTE C.T.	708.7	4.25	10.30PM	4.45	12.30PM	11.55PM	7.20	8.15	12.55PM	5.10		7.30	12.40PM		1.35AM	1.25PM			
JULESBURG	627.5	1.35	7.00	1.30	9.20AM	8.53	4.32PM	5.05AM	9.55AM	2.10		4.40	9.35AM						
DENVER	576.9					3.45PM	11.40AM	11.30PM			2.30PM 12.20PM								
SIDNEY	585.3	12.40PM	5.45	12.25AM	8.15				8.50	1.10PM		3.40	8.30		3.35PM	2.30AM			
CHEYENNE	483.3	10.10AM 10.00	2.25 2.05	9.50PM 9.25	5.40 5.30				6.00 5.50	10.35AM 10.25		1.10 12.50PM	5.50 5.40		8.50AM 7.50	7.00PM 6.00			
LARAMIE	426.8	8.10	12.05PM	7.35	3.40				3.55	8.35	7.50AM	11.00AM	3.45		2.20AM	12.35PM			
RAWLINS	310.0	5.00	8.40AM	4.25	12.25AM				12.30AM	5.20	4.40	7.40	12.20AM		5.30PM	3.10AM			
ROCK SPRINGS	190.7	2.00	5.00	1.23	9.19PM				9.00PM	2.10	1.40	4.30	9.10PM						
GREEN RIVER	175.8	1.30	4.30AM	12.50PM	8.50				8.30	1.40	1.10	4.00	8.40		7.20AM	4.30PM			
GRANGER	145.6	12.25AM		11.30AM	7.50				7.32PM	12.40AM	12.05AM	2.50	7.40		4.20AM	1.36PM			
EVANSTON	75.6	10.40PM		9.20	5.45					10.45PM	10.20PM	12.55AM	5.35						
BOHO	39.8	9.15		7.58	4.25					9.17	9.00	11.35PM	4.15						
OGDEN M.T. (992.8)	0.0	7.55PM		6.25AM	3.00PM					7.25PM	7.40PM	10.15PM	2.50PM		2.35PM	12.01AM			
		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			

Thru Time—Based on Omaha.... (25.35) (24.55) (28.45) (27.10) (13.45) (13.30) (15.00) (23.18) (27.40) (35.35) (27.00) (27.50) (8.35) (75.25) (80.39)
Average speed per hour 38.7 32.7 34.4 36.4 40.7 41.5 37.3 36.2 35.8 34.2 36.6 35.5 28.5

J. E. MULICK, Superintendent Omaha, Nebr.
W. C. SHELVER, Assistant Superintendent Omaha, Nebr.
C. M. HIGHSMITH, Trainmaster, First Subdivision and Branches..... Omaha, Nebr.
B. O. WEDGE, Trainmaster, Second Subdivision and Branches..... Grand Island, Nebr.
T. E. WILLIAMS, Assistant Trainmaster..... Grand Island, Nebr.

First Subdivision and Branches
F. M. KELLY, Chief Train Dispatcher..... Omaha, Nebr.
J. L. GIBBONS, Night Chief Train Dispatcher..... Omaha, Nebr.
J. H. STEPHENS, Train Dispatcher..... Omaha, Nebr.
P. E. BEST, Train Dispatcher..... Omaha, Nebr.
W. H. JOHNSON, Train Dispatcher..... Omaha, Nebr.
F. E. FOWLER, Train Dispatcher..... Omaha, Nebr.
J. W. DION, Train Dispatcher..... Omaha, Nebr.

Second Subdivision and Branches
F. C. JOHNSON, Chief Train Dispatcher..... Grand Island, Nebr.
F. F. GETSFRED, Night Chief Train Dispatcher... Grand Island, Nebr.
J. T. DAVIS, Train Dispatcher..... Grand Island, Nebr.
C. A. LAUGHLIN, Train Dispatcher..... Grand Island, Nebr.
I. E. GIER, Train Dispatcher..... Grand Island, Nebr.
B. F. WELLS, Train Dispatcher..... Grand Island, Nebr.

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.

WESTWARD

FIRST SUBDIVISION

Length of siding in feet and location of water, fuel, in locking plants, turning stations, scales and telephones.	SECOND CLASS							FIRST CLASS														
	255	71	253	261	251	257	259	23	3	15	47	17	9	27	5	1	11	37	19	25	13	
	Time Freight	Freight	Time Freight	Freight	Time Freight	Local Freight	Local Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
	Leave Daily	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	
WFITYOP	9.30PM	8.00PM	7.30PM	6.00PM	1.00PM	7.00AM		5.30PM	3.45PM		1.30PM	11.10AM	10.55AM		9.30AM			7.20AM			11.50PM	
WFITOP	9.45PM	8.15PM	7.45PM	6.15	1.15	7.15		5.45 6.05	4.00 4.40	4.25PM	1.45 2.15	11.25 11.55AM	11.30	9.50AM	9.50	8.40AM	8.20AM	7.35 8.15	4.15AM	4.10AM	12.05AM 12.25	
IP				6.45					4.47	4.32	2.22	12.02PM	11.37	9.59	9.57	8.47	8.27		4.22	4.17	12.32	
3,450 P				7.00					4.52	4.38	2.28	12.07	11.43	10.05	10.02	8.52	8.32		4.27	4.22	12.37	
3,513 P				7.15					4.58	4.46	2.33	12.12	11.49	10.11	10.07	8.57	8.37		4.33	4.28	12.42	
WP						7.30		s 6.19										s 8.30				
3,100 IP						s 7.45		s 6.30										s 8.42				
3,700 P						s 8.00		s 6.40										s 8.52				
IP						8.05		f 6.44										f 8.56				
3,613 P						s 8.15		s 6.50										s 9.02				
3,873 WIP				7.28		f 8.21		f 6.56	5.03	4.52	f 2.38	12.17	11.53	10.16	10.12	9.02	8.42	f 9.08	4.38	4.33	12.47	
4,106 P				7.43		s 8.30		f 7.05	5.09	4.58	s 2.45	12.23	11.59AM	10.23	10.18	9.08	8.48	s 9.16	4.44	4.39	12.53	
4,151 P				7.55		s 8.36		f 7.11	5.13	5.02	s 2.51	12.26	12.02PM	10.26	10.21	9.11	8.51	s 9.22	4.47	4.42	12.56	
WB 6,871 WF EB 4,709-5849 YP		10.00PM		s 8.15		s 8.55 10.31		s 7.18	s 5.19	5.07	3.02PM	12.30	12.07	10.30	10.25	9.15	8.55	s 9.28	4.52	4.47	1.01	
3,986 P				8.30		f 10.45		f 7.26	5.29	5.17		12.37	12.14	10.38	10.32	9.23	9.02	f 9.39	5.00	4.55	1.08	
I																						
WB 4,852 WOP EB 8,326				s 8.55		s 11.15		s 7.40	s 5.40	s 5.28		s 12.48	s 12.27	s 10.50	s 10.44	f 9.35	s 9.15	s 9.57	s 5.15	s 5.10	s 1.20	
I																						
IP																						
3,997 P				9.13		s 11.40AM		s 7.48	5.49	5.40		12.57	12.36	11.00	10.52	9.43	9.23	s 10.08	5.24	5.19	1.29	
4,042 WP				9.32		s 12.05PM		s 7.59	s 6.00	5.52		1.06	12.46	11.10	11.01	9.52	9.32	s 10.18	5.34	5.29	1.39	
1,123 P				9.37		f 12.15		f 8.03	6.03	5.55		1.08	12.49	11.13	11.04	9.54	9.34	f 10.22	5.37	5.32	1.42	
4,031 P				9.50		s 12.30		f 8.12	f 6.10	6.01		1.14	12.55	11.20	11.10	10.00	9.40	s 10.29	5.43	5.38	1.48	
WB 5,707 WP EB 3,705				10.15		s 1.03		s 8.27	s 6.22	6.11		s 1.23	1.03	11.29	11.19	10.09	9.49	s 10.44	s 5.52	5.47	1.57	
1,503 P				10.25		f 1.13		8.35	6.29	6.18		1.28	1.09	11.35	11.24	10.14	9.54	10.51	5.58	5.53	2.02	
4,171 P				10.34		s 1.20		f 8.43	f 6.35	6.25		1.32	1.14	11.39	11.28	10.18	9.58	s 11.00	6.03	5.58	2.07	
IP																						
WB 3,900 WFT EB 4,756 YOP				s 11.10		1.45PM	7.00AM	s 9.00PM	s 6.55	s 6.43		s 1.45	s 1.28	s 11.55AM	s 11.42	f 10.32	s 10.10	11.12 11.43	s 6.20	s 6.15	s 2.23	
4,000 P				11.32		Arrive Daily Ex. Sunday		s 7.15	f 7.09	6.57		1.58	1.40	12.08PM	11.54	10.42	10.21	s 11.57AM	6.32	6.27	2.35	
3,990 P				11.45PM				f 7.25		7.18	7.05	2.04	1.46	12.13	11.59AM	10.47	10.26	f 12.04PM	6.38	6.33	2.41	
4,002 WP				12.02AM				s 7.40	f 7.27	7.14		2.12	1.52	12.20	12.05PM	10.54	10.32	s 12.13	6.44	6.39	2.47	
3,999 P				12.17				f 8.00		7.37	7.24	2.19	1.59	12.27	12.11	11.01	10.38	f 12.27	6.50	6.45	2.53	
3,994 P				12.31		75		s 8.25	f 7.48	7.35		2.26	2.05	12.34	12.17	11.08	10.44	s 12.40	6.57	6.52	3.00	
2,870 P				12.46		Local Freight Leave Daily Ex. Sunday		f 8.40		7.59	7.45	2.33	2.11	12.41	12.23	11.14	10.50	f 12.48	7.04	6.59	3.07	
I																						
WB 5,691 WFT EB 3,507 WFT				s 1.10		1.45PM	9.15AM		s 8.12	s 7.55	7.35PM	s 2.45	2.18	12.50	12.29	11.22	10.57	s 1.07	f 7.15	7.07	s 3.20	
1,410 P				1.25		1.51			8.17	8.01	7.41	2.50	2.22	12.55	12.33	11.26	11.01	f 1.12	7.20	7.12	3.25	
4,000 P				1.45		s 2.06			f 8.27	8.10	s 7.54	2.58	2.30	1.03	12.40	11.34	11.08	s 1.22	7.28	7.20	3.34	
3,712 P				2.01		2.18			8.37	8.19	8.03	3.06	2.37	1.09	12.46	11.40	11.15	f 1.30	7.34	7.26	3.41	
I																						
WFTYOP	7.00AM		6.50AM	2.30AM	10.20PM	2.45PM			8.55PM	8.35PM	8.15PM	3.20PM	2.50PM	1.20PM	1.00PM	11.54AM	11.30AM	1.45PM	7.45AM	7.40AM	3.55AM	
	Arrive Daily	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. 107

June 5, 1927

STATIONS

R COUNCIL BLUFFS	2.8	Yd
DN-R OMAHA	2.3	
DN SUMMIT	3.8	SU
SEYMOUR	4.7	
SARPY	3.5	
SOUTH OMAHA	1.4	Sa
GILMORE	5.4	Gm
PAPILLION	5.0	Po
PORTAL	2.2	
MILLARD	3.2	Md
LANE	4.7	Cj
ELKHORN	2.7	Kh
WATERLOO	3.5	Wo
VALLEY	6.3	V
MERCER	8.9	
F.S.Y & L CROSSING	1.1	
FREMONT	0.7	Fn
S. C. & W. CROSSING	4.8	
C. & N.-W. CROSSING	1.5	
AMES	8.1	Am
NORTH BEND	2.0	Nb
BAY STATE	5.0	
ROGERS	7.3	Dj
SCHUYLER	4.3	Sc
LAMBERT	3.9	
RICHLAND	6.9	Br
C. B. & Q. CROSSING	0.7	
COLUMBUS	7.7	C
DUNCAN	4.3	Dq
GARDINER	5.8	
SILVER CREEK	5.6	Sy
HAVENS	5.8	
CLARKS	5.4	Cx
THUMMEL	5.2	
C. B. & Q. CROSSING	0.6	
CENTRAL CITY	3.6	Ci
PADDOCK	6.6	
CHAPMAN	5.6	Cp
LOCKWOOD	5.8	
C. B. & Q. CROSSING	0.4	
GRAND ISLAND	146.9	Ge

Thru Time-Based on Omaha
.....Average speed per hour

W. B.—Westward Siding
E. B.—Eastward Siding

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Time shown at Council Bluffs, Omaha and South Omaha is for information only. Trains are governed by Bridge Subdivision time-table between Council Bluffs and Gilmore.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 107

June 5, 1927

STATIONS

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

Distance from Ogden

992.8
990.0
987.7
983.9
979.2

995.3
989.9
984.9
982.6
979.4

975.7
971.0
968.3
964.8
958.5
954.6

953.5
952.8
948.0
946.5
938.4
936.4

931.4
924.1
919.8
915.9
909.0
908.3

900.6
896.3
890.5
884.9
879.1
873.7

868.5
867.9
864.3
857.7
852.1
846.3

845.9

Leave Daily

Leave Daily

Leave Daily Ex. Sunday

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

4
Passenger
Arrive Daily

6.50AM
6.35
6.25

6.10
6.01
5.53

5.47
5.39
5.32

5.25
5.15

5.05
5.00
4.29

4.20
4.13
4.08

4.50
4.40
4.36

4.29
4.20
4.13

4.13
4.08
4.00

3.58
3.40
3.35

3.28
3.21
3.14

3.06
2.56
2.51

2.43
2.35

2.25AM
3.10AM

5.25AM

8.20AM

10.25AM

12
Passenger
Arrive Daily

6.55AM
6.40
6.30

6.18
6.11
6.04

5.59
5.53
5.50

5.46
5.38

5.30
5.00
4.29

4.51
4.45
4.40

5.18
5.09
5.06

5.00
4.51
4.45

4.45
4.40
4.30

4.16
4.11
4.04

3.58
3.51
3.45

3.38
3.32
3.25

3.18
3.10

3.10AM

5.48

8.35

10.45

48
Passenger
Arrive Daily Ex. Sunday

12.01PM
11.45AM
11.35

11.20
11.13
11.07

11.01
10.52
10.47

10.40AM
10.30

10.00
9.49

9.40
9.30
9.03

8.52
8.45
8.40

8.30AM
8.30
8.20

8.10
8.05
7.55

8.05
7.55
7.45

7.45
7.38
7.32

7.25AM
7.10AM

7.05AM

6.55AM

6.40AM

6.30AM

6.20AM

6
Mail
Arrive Daily

12.40PM
12.25
12.10PM

11.52AM
11.42
11.33

11.25
11.15
11.05

11.04
10.53

10.43
10.40
10.30

10.25
10.20
10.10

10.05
9.57
9.52

9.42
9.37
9.30

9.27
9.22
9.15

9.09
9.02
8.56

8.48
8.42
8.35

8.28
8.20AM

8.15AM

8.05PM

7.55PM

7.45PM

7.35PM

16
Passenger
Arrive Daily

3.55PM
3.40
3.30

3.18
3.11
3.05

2.57
2.50
2.45

2.39
2.30
2.24

2.22
2.20
2.10

2.09
2.05
2.00

1.58
1.55
1.47

1.47
1.45
1.40

1.35
1.30
1.25

1.23
1.17
1.10

1.13
1.05
1.00

1.05
1.00
0.55

0.53
0.45
0.40

0.35
0.30
0.25

0.25AM

0.15AM

0.05AM

10
Mail
Arrive Daily

7.35PM
7.20
7.10

6.57
6.50
6.43

6.36
6.29
6.25

6.20
6.12
6.05

6.05
6.00
5.51

6.00
5.57
5.51

5.42
5.39
5.33

5.25
5.20
5.15

5.16
5.10
5.03

5.05
5.00
4.55

4.47
4.41
4.37

4.33
4.28
4.20

4.13
4.06
3.59

4.05PM

4.00PM

3.53PM

3.45PM

28
Passenger
Arrive Daily

7.40PM
7.50PM
7.40PM

7.27
7.21
7.15

7.09
7.02
6.58

6.52
6.44
6.36

6.48
6.40
6.30

6.36
6.25
6.16

6.07
6.01
5.57

5.57
5.44
5.35

5.45
5.35
5.25

5.26
5.21
5.13

5.05
5.00
4.57

4.50
4.43
4.37

4.30
4.23
4.17

4.15PM

4.10PM

4.05PM

4.00PM

18
Passenger
Arrive Daily

7.50PM
10.30PM
12.05AM

7.38
7.32
7.26

7.20
7.13
7.09

7.03
6.45
6.37

6.30
6.25
6.15

6.16
6.10
6.05

6.07
6.01
5.57

5.57
5.44
5.35

5.45
5.35
5.25

5.26
5.21
5.13

5.05
5.00
4.57

4.50
4.43
4.37

4.30
4.23
4.17

4.15PM

4.10PM

4.05PM

4.00PM

2
Passenger
Arrive Daily

10.30PM
12.05AM
2.10AM

10.18
10.11
10.04

9.59
9.52
9.49

9.45
9.37
9.30

9.30
9.25
9.15

9.18
9.09
9.07

9.02
8.54
8.44

8.54
8.44
8.35

8.35
8.24
8.20

8.20
8.14
8.08

8.02
7.56
7.50

7.50
7.45
7.38

7.32
7.25PM

7.25PM

7.20PM

7.15PM

7.10PM

20
Passenger
Arrive Daily

12.05AM
2.10AM
2.15AM

11.53PM
11.45
11.37

11.30
11.22
11.16

11.10
11.02
11.00

11.02
11.00
10.55

10.55
10.50
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10.40
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10.12
10.12

10.12
10.12
10.12

14
Passenger
Arrive Daily

2.10AM
2.15AM
2.10AM

1.52
1.43
1.35

1.29
1.20
1.16

1.10
1.02
1.00

1.02
1.00
0.55

0.55
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WESTWARD										SECOND SUBDIVISION										Distance from Council Bluffs	Time-Table No. 107 June 5, 1927	
SECOND CLASS										FIRST CLASS											STATIONS	
251 Time Freight Leave Daily	269 Time Freight Leave Daily	265 Mixed Leave Daily Ex. Sunday	261 Local Freight Leave Daily Ex. Sunday	263 Local Freight Leave Daily Ex. Sunday	253 Time Freight Leave Daily	255 Time Freight Leave Daily	3 Passenger Leave Daily	15 Passenger Leave Daily	17 Passenger Leave Daily	9 Mail Leave Daily	37 Passenger Leave Daily	27 Passenger Leave Daily	5 Mail Leave Daily	1 Passenger Leave Daily	11 Passenger Leave Daily	19 Passenger Leave Daily	25 Passenger Leave Daily	13 Passenger Leave Daily				
WFTYOP	11.00PM		8.00AM		7.55AM	7.50AM	9.05PM	8.45PM	3.25PM	2.55PM	2.05PM	1.25PM	1.05PM	11.59AM	11.35AM	7.50AM	7.45AM	4.05AM	146.9	DN-R GRAND ISLAND Ge		
3,994 P			f 8.20				f 9.17	8.56	3.36	3.05	s 2.17	1.37	1.14	12.09PM	11.44	8.01	7.56	4.16	154.5	D ALDA Da		
WB3,697 WP			s 8.50				s 9.31	9.06	3.45	3.15	s 2.30	1.47	1.23	12.19	11.53AM	f 8.11	8.06	4.25	162.3	D WOOD RIVER Wr		
4,051 P			s 9.25				s 9.45	9.15	3.53	3.25	s 2.45	1.55	1.32	12.28	12.02PM	f 8.22	8.15	4.33	169.9	D SHELTON Hn		
WB5,842 WYP	4.20PM	2.15PM	s10.00				s 9.56	9.24	4.01	3.33	s 2.56	2.04	1.40	12.35	12.10	f 8.30	8.22	4.42	176.0	DN GIBBON Gb		
EB3,655			f 2.24	f10.15			10.03	9.30	4.06	3.38	f 3.03	2.09	1.45	12.40	12.15	8.36	8.28	4.48	180.2	OPTIC		
3,993 P			f 2.33	f10.30			10.09	9.36	4.12	3.43	f 3.09	2.14	1.50	12.45	12.20	8.42	8.33	4.53	184.3	D BUDA K		
WB8,946 WFP	s 5.15	2.45PM	11.00AM	8.00AM			s10.35	s 9.50	s 4.26	s 3.55	s 3.35	s2.30	s 2.01	f12.58	s12.32	s 9.00	s 8.45	s 5.05	189.1	DN KEARNEY Kr		
EB4,124				f 8.10			10.44	9.59	4.32	4.02	f 3.46	2.37	2.07	1.05	12.39	9.08	8.53	5.12	194.1	ALFALFA CENTER		
3,433 P				f 8.20			f10.51	10.06	4.38	4.07	s 3.54	2.42	2.12	1.10	12.44	9.14	8.59	5.17	198.3	D ODESSA Dz		
4,041 P				s 8.38			s11.02	10.16	4.45	4.15	s 4.08	2.49	2.19	1.17	12.52	f 9.23	9.08	5.24	204.6	D ELM CREEK Qr		
4,049 WP				f 8.45			11.08	10.22	4.50	4.20	f 4.15	2.53	2.23	1.22	12.57	9.29	9.14	5.28	208.4	SIMONDS		
1,116				s 8.55			s11.15	10.30	4.56	4.26	s 4.26	2.58	2.28	1.27	1.03	f 9.35	9.20	5.33	213.3	D OVERTON Ov		
4,038 P				f 9.10			11.22	10.36	5.02	4.32	f 4.37	3.03	2.33	1.32	1.08	9.41	9.26	5.38	217.9	JOSSELYN		
1,262 P				s 9.25			s11.35	s10.50	s 5.11	4.40	s 4.47	3.12	2.41	1.40	1.15	s 9.50	9.35	s 5.50	224.4	DN LEXINGTON Um		
WB3,642 WOP				f10.15			11.46	11.02	5.21	4.50	f 4.58	3.22	2.50	1.50	1.24	10.00	9.45	6.00	232.5	D DARR Dr		
EB4,202																			236.0	JOVIAN		
4,050 P				s11.00			s11.55PM	11.11	s 5.30	4.58	s 5.06	3.30	2.57	1.58	1.31	f10.08	9.53	s 6.10	238.3	D COZAD Co		
601				f11.10AM			f12.03AM	11.18	5.37	5.04	f 5.13	3.36	3.03	2.04	1.37	10.14	9.59	6.17	243.2	D WILLOW ISLAND Wi		
4,039 WP				s12.03PM			s12.20	11.30	s 5.50	5.15	s 5.23	3.49	3.15	2.14	1.48	f10.27	10.11	s 6.28	248.8	DN GOTHENBURG Bu		
2,282 P				12.14			12.30	11.39	5.57	5.22	f 5.32	3.58	3.23	2.22	1.56	10.37	10.20	6.36	254.5	VROMAN		
WB5,523 WFP				s12.35			f12.41	11.50	6.06	5.31	s 5.42	4.08	3.31	2.32	2.04	f10.47	10.30	6.44	261.5	D BRADY ISLAND Bi		
EB4,204				f12.45			12.49	11.58PM	6.13	5.37	f 5.49	4.15	3.37	2.38	2.10	10.55	10.37	6.50	266.6	HINDREY		
4,043 P				s 1.05			f12.57	12.06AM	6.18	5.42	s 5.57	4.21	3.42	2.43	2.15	f11.01	10.43	6.56	270.6	D MAXWELL Mx		
4,048 WP				1.15			1.08	12.13	6.26	5.46	6.03	4.26	3.47	2.48	2.20	11.08	10.49	7.01	274.6	KEITH		
712 P				f 1.25			1.15	12.19	6.31	5.50	6.08	4.30	3.52	2.52	2.25	11.13	10.54	7.05	278.5	GANNETT		
4,051 P				f 1.30			1.19	12.23	6.34	5.53	f 6.12	4.33	3.55	2.55	2.28	11.17	10.57	7.08	280.5	BECK		
4,046 P																			284.1	DN-R NORTH PLATTE No		
503																				(137.2)		
WFTYOP	7.50AM	10.05PM			2.00PM	5.45PM	4.00PM	1.35AM	12.40AM	6.50PM	6.05PM	6.25PM	4.45PM	4.05PM	3.05PM	2.40PM	11.30AM	11.10AM	7.20AM			
	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	Arrive Daily			
	(8.50) 15.5	(5.45) 18.8	(0.30) 22.8	(3.0) 14.1	(6.00) 15.8	(9.50) 13.9	(8.10) 16.8	(4.30) 30.5	(3.55) 35.0	(3.25) 40.1	(3.10) 43.3	(4.20) 31.6	(3.20) 41.2	(3.00) 45.7	(3.06) 44.2	(3.05) 44.5	(3.40) 37.4	(3.25) 40.1	(3.15) 42.2	Thru Time Average speed per hour		

W. B.—Westward Siding
E. B.—Eastward Siding

Trains of the same class in the opposite direction. See Rule 79.

W. B.—Westward Siding
E. B.—Eastward Siding

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 107

June 5, 1927

STATIONS

DN-R	GRAND ISLAND	Ge
D	ALDA	Da
D	WOOD RIVER	Wr
D	SHELTON	Hn
DN	GIBBON	Gb
	OPTIC	
D	BUDA	K
DN	KEARNEY	Kr
	ALFALFA CENTER	
D	ODESSA	Ds
D	ELM CREEK	Qr
	SIMONDS	
D	OVERTON	Ov
	JOSSELYN	
DN	LEXINGTON	Um
	DARR	Dr
	JOVIAN	
D	COZAD	Co
D	WILLOW ISLAND	Wi
DN	GOTHENBURG	Bu
	VROMAN	
D	BRADY ISLAND	Bi
	HINDREY	
D	MAXWELL	Mx
	KEITH	
	GANNETT	
	BECK	
DN-R	NORTH PLATTEN	Ne

Distance from
Ogden

FIRST CLASS												SECOND CLASS						
6	38	16	10	28	18	2	20	14	26	4	12	254	264	262	260	266	256	
Mail	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Local Freight	Stock	Local Freight	Mixed	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	
845.9	8.15AM	10.05AM	11.40AM	3.40PM	3.55PM	4.10PM	7.20PM	8.20PM	10.25PM	10.35PM	2.20AM	3.05AM	9.30AM		5.30PM	3.00PM	10.20PM	
838.3	7.59	f 9.46	11.24	3.24	3.40	3.55	7.08	8.05	10.10	10.21	2.02	2.47			f 2.10			
830.5	7.48	s 9.30	11.13	3.13	3.30	f 3.45	6.59	7.55	9.59	10.10	f 1.49	2.36			s 1.50			
822.9	7.38	s 9.16	11.03	3.03	3.20	f 3.36	6.50	7.45	9.49	10.01	f 1.38	2.26			s 1.20			
816.8	7.29	s 9.05	10.54	2.54	3.12	f 3.28	6.42	7.36	9.42	9.54	f 1.30	2.18			s 12.55	s 5.15PM		
812.6	7.23	f 8.56	10.48	2.48	3.06	3.21	6.36	7.30	9.36	9.48	1.23	2.12			f 12.35	f 5.06		
808.5	7.17	f 8.50	10.42	2.42	3.01	3.15	6.31	7.24	9.31	9.43	1.18	2.06			f 12.20	f 4.57		
803.7	s 7.05	s 8.37	s 10.32	s 2.30	s 2.50	s 3.03	f 6.20	s 7.12	s 9.20	s 9.33	s 1.07	s 1.55		12.10PM	s 2.30PM	12.05PM	4.45PM	
798.7	6.52	f 8.25	10.21	2.21	2.39	2.57	6.14	7.04	9.11	9.23	12.56	1.47		f 11.54AM				
794.5	6.46	f 8.18	10.15	2.16	2.34	2.52	6.09	6.59	9.06	9.18	12.50	1.42		f 11.40				
788.2	6.37	s 8.09	f 10.06	2.09	2.26	f 2.44	6.02	6.52	8.59	9.10	f 12.42	1.34		s 11.05				
784.4	6.31	f 8.03	10.01	2.04	2.21	2.40	5.57	6.48	8.54	9.05	12.36	1.29		f 10.35				
779.5	6.24	s 7.56	9.55	1.58	2.16	2.34	5.52	f 6.43	8.49	9.00	f 12.29	1.23		s 10.20				
774.9	6.19	f 7.48	9.49	1.52	2.11	2.28	5.47	6.38	8.44	8.54	12.21	1.17		f 9.55				
768.4	6.12	s 7.40	s 9.41	1.44	2.04	s 2.20	5.40	f 6.30	8.37	8.47	s 12.12AM	s 1.09		9.41				
760.3	6.01	f 7.26	9.29	1.34	1.55	2.09	5.31	6.18	8.27	8.37	11.58PM	12.59		f 9.06				
756.8																		
754.5	5.52	s 7.16	s 9.21	1.28	1.47	s 2.01	5.25	f 6.11	8.20	8.30	s 11.48	12.53		s 8.55				
749.6	5.46	f 7.07	9.13	1.23	1.40	1.55	5.19	6.05	8.14	8.24	f 11.40	12.48		f 8.40				
744.0	5.37	s 6.58	s 9.06	1.17	1.32	s 1.48	5.12	f 5.58	8.07	8.17	s 11.33	12.42		s 8.29				
738.3	5.26	f 6.48	8.56	1.08	1.23	1.35	5.04	5.49	7.59	8.09	11.20	12.33		f 7.45				
731.3	5.17	s 6.38	8.47	1.00	1.14	1.26	4.56	5.41	7.51	8.00	f 11.09	12.25		s 7.32				
726.2	5.10	f 6.31	8.41	12.54	1.08	1.20	4.50	5.35	7.45	7.54	11.01	12.19		f 7.16				
722.2	5.05	s 6.25	8.36	12.49	1.03	1.15	4.45	5.30	7.40	7.49	f 10.55	12.14		s 7.08				
718.2	5.00	6.18	8.31	12.45	12.58	1.10	4.40	5.25	7.35	7.45	10.48	12.10		7.00				
714.3	4.56	f 6.13	8.27	12.41	12.53	1.06	4.36	5.21	7.31	7.41	10.42	12.06		f 6.55				
712.3	4.53	f 6.10	8.24	12.38	12.50	1.03	4.33	5.19	7.28	7.38	10.38	12.03		6.51				
708.7	4.45AM	6.00AM	8.15AM	12.30PM	12.40PM	12.55PM	4.25PM	5.10PM	7.20PM	7.30PM	10.30PM	11.55PM	1.35AM	6.40AM	7.00AM		1.25PM	
(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	

Thru Time.....	(3.30)	(4.05)	(3.25)	(3.10)	(3.15)	(3.15)	(2.55)	(3.10)	(3.05)	(3.05)	(3.50)	(3.10)	(7.55)	(5.30)	(10.30)	(2.55)	(0.30)	(8.55)
Average speed per hour.....	39.2	33.6	40.1	43.3	42.2	42.2	47.0	43.3	44.5	44.5	35.8	43.3	17.3	17.3	13.1	14.4	22.8	15.4

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

WESTWARD										BEATRICE BRANCH										EASTWARD									
Length of sidings in feet and location of water, fuel, interlocking plants, turn tables, scales and telephones.	SECOND CLASS		FIRST CLASS						Distance from Valley	Time-Table No. 107 June 5, 1927		Distance from Beatrice	FIRST CLASS						SECOND CLASS										
	71	73				505	47	138					142	506	48	137	141					74	72						
	Freight	Mixed				Motor Passenger	Passenger	Passenger		Passenger	Motor Passenger		Passenger	Passenger	Passenger	Mixed	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	7.30AM					3.05PM			0.0	DN-R VALLEY V	96.8		10.40AM				4.45PM	11.15PM										
										5.8	S. C. & W. CROSSING	91.0																	
1,896	10.35	s 7.55					s 3.18			6.3	D YUTAN Yn	90.5		s 10.24				s 4.00	10.35										
1,459 P	10.55	s 8.20					s 3.30			11.5	D MEAD Ad	85.3		s 10.12				s 3.30	10.05										
1,562 W	11.25	s 9.00					s 3.45			18.9	DN WAHOO W	77.9		s 9.58				s 2.50	9.40										
										19.6	C & N-W and C B & Q CROSSING	77.2																	
1,732	11.50PM	s 9.40					s 4.00			26.2	D WESTON Wn	70.6		s 9.40				s 2.20	9.10										
1,921 P	12.10AM	s 10.05					s 4.12			33.2	D TOUHY Hu	63.6		s 9.25				s 1.50	8.50										
WFYP	12.45	s 10.15 10.45					4.35PM	4.25PM	s 9.10AM	37.3	DN-R VALPARAISO Vo	59.5	9.10AM	9.15AM	s 4.35PM			s 1.35	8.30										
1,361 P	12.55	s 11.05					s 4.42		f 9.20	41.8	D AGNEW Ag	55.0	s 9.00		f 4.22			s 12.55	7.57										
1,828	1.10	s 11.25					s 4.50		f 9.29	46.4	D RAYMOND Rm	50.4	s 8.50		f 4.15			s 12.40	7.45										
3,884	1.22	11.40AM					5.00		9.38	52.8	GARRATT	44.0	8.38		4.06			12.20	7.33										
										55.3	WEST LINCOLN	41.5																	
										56.3	MO. PAC. CROSSING	40.5																	
										56.5	C. B. & Q. CROSSING	40.3																	
1,628WFTOP	1.50	s 12.05PM					s 5.15PM		s 10.00	57.1	DN-R LINCOLN Sn	39.7	s 8.25		s 3.55	8.10PM		s 12.05PM	7.15										
I										57.4	C. B. & Q. CROSSING	39.4																	
I										59.0	C. B. & Q. CROSSING	37.8																	
1,744 P	2.15	f 12.45					f 5.35		f 10.17	65.4	JAMAICA	31.4	f 7.56		f 3.38	f 7.50		f 11.25AM	6.30										
1,507 WP	2.25	f 12.52					f 5.41		f 10.22	68.2	HANLON	28.6	f 7.51		f 3.34	f 7.41		f 11.20	6.22										
1,302 P	2.45	s 1.15					s 5.55		f 10.35	74.7	D PRINCETON Io	22.1	s 7.39		f 3.26	s 7.30		s 11.00	5.55										
3,957	3.00	s 1.30					s 6.06		f 10.45	79.5	D CORTLAND Rd	17.3	s 7.27		f 3.20	s 7.19		s 10.45	5.38										
1,506 P	3.23	s 2.05					s 6.25		f 11.03	88.9	D PICKRELL Ik	7.9	s 7.08		f 3.04	s 7.02		s 10.05	5.13										
WFTOP	3.45AM	2.50PM					6.45PM		11.20AM	96.8	DN-R BEATRICE Bx	0.0	6.50AM		2.50PM	6.45PM		9.45AM	4.50PM										
	Arrive Daily	Arrive Daily Ex. Sunday					Arrive Daily	Arrive Daily Ex. Sunday	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 (7.20) 14.1 (2.10) 27.4 (1.20) 27.9 (2.10) 27.4 (1.25) 28.0 Thru Time Average speed per hour..... (2.20) 24.8 (1.25) 26.3 (1.45) 34.0 (1.25) 28.0 (7.00) 18.8 (6.25) 15.3																													

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

At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. time-table and rules while using their tracks between K. Street Tower and North Tower.
Before fouling C. B. & Q. main track or opening main track switch, permission to proceed to passenger station must be obtained from C. B. & Q. by telephone at North Tower.

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD				
Length of sid- ings 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. 107 June 5, 1927		Distance from Spaulding	FIRST CLASS		SECOND CLASS	
		79	509	31		STATIONS	510		32	80		
		Mixed	Motor Passenger	Passenger			Motor Passenger		Passenger	Mixed		
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday			Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
2,087 WFY		8.20AM	9.55PM	2.40PM	0.0	D-R GENOA G	44.3		7.25AM	10.40AM	3.15PM	
660		f 8.35	f 10.07	f 2.52	5.3	5.3 KENT	38.9		f 7.14	f 10.27	f 2.52	
1,015		f 8.47	f 10.17	f 3.00	9.2	3.9 MERCHISTON	35.1		f 7.05	f 10.20	f 2.36	
1,385		s 9.05	s 10.30	s 3.15	13.7	4.5 D FULLERTON Fu	30.6		s 6.55	s 10.11	s 2.20	
566		f 9.27	10.48	3.33	22.2	8.5 SIDING NO. 1	22.1		6.34	9.52	f 1.58	
1,184		s 9.50	s 10.55	s 3.38	23.1	0.9 D BELGRADE Bl	21.2		s 6.32	s 9.50	s 1.55	
1,612 W		s 10.35	s 11.15	s 3.58	30.3	7.2 D CEDAR RAPIDS Cd	14.0		s 6.12	s 9.30	s 1.30	
1,980		s 11.00	s 11.30	s 4.12	36.5	6.2 D PRIMROSE P	7.8		s 5.57	s 9.16	f 1.05	
1,788 WFY		11.40AM	11.50PM	4.30PM	44.3	7.8 D-R SPALDING Sg	0.0		5.40AM	9.00AM	12.40PM	
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		(44.3)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
		(3.20) 13.4	(1.55) 23	(1.50) 24.1		Thru Time.....			(1.45) 25.3	(1.40) 26.5	(2.35) 17.1	
						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 sid- ings 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. 107		Distance from Ord	FIRST CLASS		SECOND CLASS			
	83		35			June 5, 1927			36		512			
	Mixed		Passenger						Passenger		Motor Passenger			
	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday						Arrive Daily Ex. Sunday		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						0.3	C. B. & Q. CROSSING	60.7						
						2.5	CAREY	58.5						
1,184 P	s	7.50	s	3.54	s	7.27	D ST. LIBORY Ry	49.9	s	9.20	s	2.47	s	4.45
1,315			f	4.06	f	7.39	DUBLIN	43.9	f	9.05	f	2.33		
1,124 WFYP	s	8.45	s	4.21	s	8.00	D-R ST. PAUL Sp	39.2	s	8.45	s	2.20	s	4.21
1,526	s	9.20	s	4.41	s	8.25	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	D COTESFIELD Cf	24.3	s	8.07	s	1.40	s	2.45
					f		WEEKES SPUR	17.9			f			
W		10.10		5.12		9.03	R SCOTIA JUNCTION	16.5		7.47		1.22		2.20
1,171	s	10.25	s	5.18	s	9.12	D SCOTIA Sk	17.6	s	7.42	s	1.17	s	2.10
W		10.35		5.23		9.18	R SCOTIA JUNCTION	16.5		7.36		1.12		1.55
1,742	s	11.00	s	5.36	s	9.30	D NORTH LOUP Nu	12.3	s	7.26	s	1.00	s	1.40
659			f		f		OLEAN	7.3	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		Thru 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 sid- ings 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. 107 June 5, 1927		Distance from Loup City	FIRST CLASS		SECOND CLASS
	87	515	513						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		STATIONS				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 8.20	s 1.50	s 3.30
302		f 5.05	f 9.50	14.3		KENYON		24.7	f 8.08	f 1.35	
712 WY	s 9.25AM 12.30PM	s 5.20	s 10.05	18.6	D-R	BOELUS	Hw	20.4	s 7.58	s 1.25	s 3.05
1,770	s 1.00	s 5.38	s 10.25	25.8	D	ROCKVILLE	Rv	13.2	s 7.40	s 1.00	s 2.35
585	1.16	f 5.52	f 10.42	33.0		AUSTIN		6.0	f 7.24	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	Thru 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 sid- ings 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. 107 June 5, 1927		Distance from Stapleton	FIRST CLASS		SECOND CLASS
	95	519	517						520	518	96
	Mixed	Motor Passenger	Passenger						Motor Passenger	Passenger	Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
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 1.25
1,187 P	s 9.00	s 4.55	s 7.57	10.1	D	RIVERDALE	Rv	92.2	s 9.44	s 3.45	s 1.10
1,504	s 9.30	s 5.10	s 8.14	16.8	D	AMHERST	G	85.5	s 9.30	s 3.30	s 12.40
884 W	f 9.50	f 5.23	f 8.30	22.7		WATERTOWN		79.6	f 9.17	f 3.17	f 12.15
1,771	s 10.10	s 5.31	s 8.40	26.3	D	MILLER	Mr	76.0	s 9.10	s 3.08	s 12.01PM
2,112	s 10.32	s 5.45	s 8.58	32.5	D	SUMNER	Su	69.8	s 8.58	s 2.53	s 11.30AM
1,514	s 10.55	f 6.02	s 9.16	40.4	D	EDDYVILLE	Vd	61.9	s 8.42	s 2.36	s 10.55
512	f 11.10	f 6.06	f 9.21	42.0		BUZZARDS ROOST		60.3	f 8.37	f 2.30	f 10.20
1,244 WP	f 11.25	f 6.13	f 9.31	45.8		LOMA		56.5	f 8.29	f 2.22	f 10.05
2,213	s 11.50AM	s 6.25	s 9.44	52.1	D	OCONTO	Bs	50.2	s 8.17	s 2.07	9.44
919	f 12.10PM	f 6.41	s 10.00	59.1		LODI		43.2	f 8.03	s 1.51	s 9.05
744 WFYOP	s 12.50	s 7.00	s 10.14	65.5	D	CALLAWAY	Ca	36.8	s 7.50	s 1.37	s 8.45
2,201	s 1.20	f 7.16	s 10.29	73.1		MILLDALE		29.2	f 7.34	s 1.20	f 8.18
1,198	f 1.40	f 7.21	f 10.34	75.8		FINCHVILLE		26.5	f 7.29	f 1.11	f 8.10
2,199 W	s 2.25	s 7.38	s 10.49	83.1	D	ARNOLD	Ad	19.2	s 7.15	s 12.57	s 7.50
2,203	s 2.50	f 7.53	s 11.05	90.6		LOGAN		11.7	f 7.00	s 12.40	f 7.28
706	f 2.59	f 8.00	f 11.13	94.5		HOAGLAND		7.8	f 6.53	f 12.34	f 7.20
969	f 3.15	f 8.10	s 11.24	99.2		GANDY		3.1	f 6.45	s 12.26	f 7.08
2,201 WFY	3.30PM	8.20PM	11.35AM	102.3	D-R	STAPLETON	Sn	0.0	6.40AM	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				(3.45) 27.4	Thru Time.....		(3.45) 27.4	(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:
R. V. Owens, General Supervisor of Time Service..... Omaha.
Council Bluffs..... L. Borsheim
Council Bluffs..... E. H. Leffert
Omaha..... L. Borsheim
Valley..... Anton Cerny
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..... Round House
Omaha..... Dispatcher's Office
Omaha..... Union Depot Telegraph Office
Omaha..... West Tower
Omaha..... Yard and Engine Men's Washroom, 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
Valparaiso..... Telegraph Office
Lincoln..... Telegraph Office
Beatrice..... Telegraph Office
Beatrice..... Round House
Norfolk..... Telegraph Office
Genoa..... Telegraph Office
St. Paul..... Telegraph Office
Hastings..... Round House
Hastings..... Yard Office

10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "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 yard 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
4	North Bend.	Omaha or beyond.
13	Any station.	Stations west of Julesburg at which it is scheduled to stop.
13	Any station.	Stations on North Platte Branch.
15	Any station.	Stations west of Julesburg at which it is scheduled to stop.
16	Brady Island	Omaha or beyond.
16	Gibbon.	Chicago or beyond.
16	Shelton.	Chicago or beyond.
16	Wood River.	Chicago or beyond.
16	Maxwell.	Council Bluffs or beyond.
17	Any station.	Green River or beyond.
27	Schuyler.	Ogden or beyond.
27	Central City.	Ogden or beyond.
27	Wood River.	Ogden or beyond.
27	Lexington.	Ogden or beyond.
27	Cozad.	Ogden or beyond.
27	Gothenburg.	Ogden or beyond.

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

TRAIN	STOPS	PASSENGERS FROM
3	Any station.	Stations on St. J. & G. I. R. R.
12	Any station.	Colorado stations west of Julesburg.
16	Any station.	Colorado stations west of Julesburg.
18	Any station.	North of Granger.
20	Any station.	Ogden or beyond.
26	Any station.	Ogden or beyond.
28	Any station.	Ogden or 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 Tower "B" 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	Boelus
Gilmore	Gibbon	Valparaiso	Genoa	Pleasanton
Valley	Kearney	Lincoln	Albion	Ord
Fremont	Lexington	Beatrice	Fullerton	Hastings
Schuyler	Gothenburg	Osceola	Spalding	Stapleton
Columbus	North Platte	Stromsburg	St. Paul	
Central City	Yutan	Oconee	Loup City	

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). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, Or, Junction With	Trains Which Have Precedence	How Governed
Summit (M.P. 5.1)	C.G.W., C. & N.W. Cross-overs between Tracks Nos. 1, 2, 3, and 4.	U.P.	Interlocking Plant and signal from switch-tender.
Portal (M.P. 19.2)	Mo.Pac.	U.P.	Interlocking Plant.
Lane (M.P. 17.1)	Westward, Old Line crosses No. 2 track		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.

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.

D-102 (A). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches, or unless the return movement has been authorized and protected by dispatcher.

103 (B). Engines must not be run over hoppers 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 Albion Branch;
At Genoa, for Cedar Rapids Branch.

106 (R) At Fremont, Columbus, and Kearney, eastward and westward freight trains must not pass in front of passenger station at the same time. When such trains approach those points at the same time from opposite directions the westward train will have precedence.

NEBRASKA DIVISION

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

(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without caboose.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frt.	
At any point.	60	35	
At any point.		35	Light engines.
At any point.	20	20	Engines backing up.
At any point.	30	30	Passing coaling stations.
At any point.	35	35	With 9000 class engines.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
Between Gilmore and Lane.	40	30	
Fremont.	20	15	Within city limits.
Fremont.		5	On F. S. Y. & L. Co. tracks.
On house tracks Avery, Bay State, Buda, Alfalfa Center, Odessa, Josselyn, Darr, Willow Island.		5	With 1900 and 2200 class engines.
Between Valley and Beatrice.	30	30	With 1900 class or heavier type engines.
Yutan yard.	12	12	Engine bell must be ringing.
On passing tracks between Valley and Beatrice.	5	5	With 1900 class or heavier type engines.
Between Valley and Valparaiso.	45	35	
On curves between Valley and Valparaiso.	20	20	With 1900 class or heavier type engines.
Between Valparaiso and Beatrice.	50	35	
Beatrice Branch.	35	25	On curves.
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.
Between Columbus and Oconee.	40	35	
Between Oconee and Norfolk	35	25	
Norfolk Branch.	15	15	Engines backing up.
Between Oconee and Genoa.	35	30	
Between Genoa and Albion.	35	25	
Albion Branch.	15	15	Engines backing up.
Cedar Rapids Branch. Between Genoa and M.P. 11.	35	30	
Cedar Rapids Branch. Between M.P. 11 and Spalding.	35	25	
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.
Between Kearney and Callaway.	35	25	
Between Callaway and Stapleton.	40	30	

SPECIAL RULES

152 (S). To exchange U. S. Mail, the speed shown below must not be exceeded:

Train	At	Day of Week	Miles Per Hour
5	Central City, Mail Crane	Daily	15
6	Chapman	Sunday	15
19	North Bend	Daily	15
19	Central City, Wood River, Shelton, Gibbon, Elm Creek, Overton, Cozad, Gothenburg, Brady Island, Maxwell.	Sunday	15
19	Silver Creek and Clarks	Daily except Sunday	15
19	Clarks	Sunday	Stop

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.

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.

713 (A). 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.

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 is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching 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:
South Sixth St., Beatrice.	Following flagman.
Court St., Beatrice.	Following flagman.
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, westward trains.	When it is known that the crossing is clear.

802 (S). Eastward and westward trains passing through Grand Island will be governed by signals received from traffic director at Pine Street.

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 practicable 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;
Central City	—Eastward, except stock and green fruit when train is running properly;
Kearney	—Eastward and westward;
Lexington	—Eastward, except when train is running properly. However, in such cases, train must come to a full stop, after which a running inspection will be made.
Lexington	—Westward, except when train is running properly;
Gothenburg	—Eastward and westward;

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	C. W. Mason	Shop Surgeon
Omaha	Otis Martin	Shop Surgeon
Omaha	Owen & Rubendall	Oculists
Omaha	Wherry & Haney	Oculists
Omaha	C. R. Kennedy	Radiographer
Omaha	R. J. Stearns	Pathologist
Benson	W. H. Reed	Local Surgeon
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
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	L. H. Fochtman	District Surgeon
Gothenburg	W. J. Birkofer	District Surgeon
Brady Island	A. L. Schneider	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

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 Balcom.....	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
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

865 (A). Cars placarded "Explosives" must be placed in through freight trains near the middle of the train, and at least 15 car lengths from the engine, electric locomotive, or motor car, and at least 10 car lengths from the caboose, if the length of the train will permit.

To avoid the danger of otherwise unnecessary switching at way stations, cars placarded "Explosives" may be placed in local freight trains, not closer than one car length from the engine, electric locomotive, or motor car, or caboose.

In either through or local freight trains, cars placarded "Explosives" must be placed next to cars which do not bear "Inflammable", "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous" placard, if such unplacarded cars are in the train.

Cars placarded "Explosives" must not be placed in through or local trains next to tank cars, wooden-frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of placarded car from rough handling; nor next to cars containing lighted heaters, stoves, or lanterns.

Tank cars placarded "Inflammable" must, if possible, be placed in trains at least five cars from the engine and five cars from the caboose, but such car or cars placarded "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous", must not be placed next to a car placarded "Explosives." When length of train does not permit this, tank cars placarded "Inflammable" must be placed as near the middle of train as practicable. In all cases carriers must see that the train and engine crews are informed of the presence and location of such cars in the train.

When it is possible, tank cars placarded "Acid", "Chlorine Gas", "Inflammable",

or "Poisonous", must not be placed next to gondola or flat cars loaded with lading liable to shift, such as logs, lumber, rails, pipe, etc.

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, yaidmasters, 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."

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

Scale Test Cars,
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.

Freight cars with bad order draw bars may be handled in trains under the following conditions:

(a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.

(b) When containing perishables or live stock, may be chained up in train and handled to first repair point.

(c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good draw bar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride the car.

Handling of cars behind the caboose is prohibited on the Fifth Subdivision, also westward between Carr and Borie; eastward between Corlett Junction and Speer, and eastward between Ogden and Altamont.

A red flag by day or a red light by night must be displayed on the rear of any car handled behind caboose.

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

887 (R). On passenger trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at the following points:

Summit —Eastward;
Touhy —Westward;
Loma —Eastward.

On freight trains, air test as required by Air Brake Rule 1051 must be made at the following points:

Summit —Eastward;
Touhy —Westward;
Loma —Eastward.

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... M. P. 12.65.....	Viaduct..... Bridge.....	Top on all tracks. Sides.
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.....	Sides.
Albion Branch. M. P. 15.90.....	Bridge.....	Sides.
Cedar Rapids Branch. M. P. 12.96.....	Bridge.....	Sides.
M. P. 22.55.....	Bridge.....	Sides.
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	
MK 63 — 26 — 214 28 — 228	2200 to 2320	3000	3125	5000	5000	

EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:

C 57 — 21 — 162
30 — 162

