

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str." — Train with Diesel-electric locomotive and all light-weight roller bearing passenger train equipment.

Designation "Psgr." — Train with steam locomotive and all passenger train equipment;
Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.

Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars.

On Double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|-------|------|---|----------------|-------|------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Maximum speed. | 40 | 40 | 25 | On wye tracks. | 5 | 5 | 5 |
| Freight engines. | | 35 | 25 | On ice dock tracks Nos. 5 and 6 at Council Bluffs. | 15 | 15 | 15 |
| Yard engines. | | 20 | 20 | Between Tower A and 21st Street, Council Bluffs, on main tracks 1 and 2. | 15 | 15 | 15 |
| Engines running backward. | 20 | 20 | 20 | Over Missouri River Bridge. | 10 | 10 | 10 |
| When using cross-overs or turnouts. | 15 | 15 | 15 | Passing under umbrella sheds, Union Station. | 10 | 10 | 10 |
| Between 20th Street and Douglas Street, on running tracks 7 and 8. | 15 | 15 | 15 | Omaha, between 17th Street on upper track and and 19th Street on lower track. | 15 | 15 | 15 |
| All tracks except main tracks. | 15 | 15 | 15 | Between L Street and Q Street, South Omaha. | 15 | 15 | 15 |
| Passing Council Bluffs U.P. Transfer. | 6 | 6 | 6 | | | | |
| Passing 21st Street, west of Council Bluffs U.P. Transfer. | 6 | 6 | 6 | | | | |

Engines weighing more than 365,000 pounds on drivers must not exceed 4 M.P.H. when backing through a facing point turnout, and a trainman or other employe must be on the ground to watch the movement over the switch and frog.

**UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION
PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:**

| NAME | TITLE | PLACE | TERRITORY |
|--------------------|------------------|-----------------|---------------------|
| A. McDermott | District Surgeon | Omaha, Neb. | |
| A. L. Nielson | Surgeon | Co. Bluffs, Ia. | Co. Bluffs to Omaha |
| L. G. Howard | Oculist-Aurist | Co. Bluffs, Ia. | Co. Bluffs to Omaha |
| A. M. Pedersen | Surgeon | Co. Bluffs, Ia. | Co. Bluffs to Omaha |
| P. D. Pedersen | Surgeon | Co. Bluffs, Ia. | Co. Bluffs to Omaha |
| G. McArdle | Surgeon | Co. Bluffs, Ia. | Co. Bluffs to Omaha |
| R. T. Maurer | Hospital Surgeon | Omaha, Neb. | Omaha |
| J. G. Bartek | Surgeon | Omaha, Neb. | Omaha |
| R. A. Moser | Surgeon | Omaha, Neb. | Omaha |
| R. H. Rasgorshok | Oculist-Aurist | Omaha, Neb. | Omaha |
| J. C. Davis | Aurist | Omaha, Neb. | Omaha |
| M. W. Barry | Surgeon | Omaha, Neb. | Omaha |
| C. F. Bantin | Surgeon | Omaha, Neb. | Omaha |
| J. J. O'Hearn | Surgeon | Omaha, Neb. | Omaha to Papillion |
| J. K. Muldoon | Surgeon | Omaha, Neb. | Omaha |
| J. R. McCaslin | Surgeon | Omaha, Neb. | Omaha |
| H.W. McFadden, Sr. | Shop Surgeon | Omaha, Neb. | Omaha |

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

| | |
|----------------|--|
| Council Bluffs | Passenger Depot Waiting Room |
| Council Bluffs | Yardmen's Locker Room |
| Council Bluffs | West Yard Office |
| Council Bluffs | Roundhouse |
| Omaha | Dispatcher's Office |
| Omaha | Union Station Telegraph Office |
| Omaha | Tower "B" |
| Omaha | Enginemen's Washroom, 15th Street |
| Omaha | Yardmen's Washroom, 15th Street |
| Omaha | Yardmen's Washroom, Davenport Street |
| Omaha | Enginemen's Washroom, Davenport Street |
| South Omaha | Yard Office |

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Genl. Supt. Transportation



T. F. SHANAHAN, Superintendent..... Omaha, Neb.
W. H. ANDERSON, Asst. Superintendent..... Omaha, Neb.
J. A. McCULLOUGH, Terminal Superintendent..... Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent..... Co. Bluffs, Ia.
A. L. O'NEILL, Asst. Terminal Supt..... Co. Bluffs, Ia.
E. P. MERTEN, Chief Train Dispatcher..... Omaha, Neb.
E. P. LEE, Road Foreman of Engs..... Omaha, Neb.

All members of train, engine and yard crews using Bridge Subdivision tracks must have a copy of Union Pacific Operating rule book and Bridge Subdivision Special Rules in their possession and be governed thereby.

Interlocking is in service at —
Tower A, Council Bluffs, at train yard junction;
Tower A, Omaha, at east entrance to Union Station;
Tower B, Omaha, near west entrance to Union Station;
Tower C, Omaha, at 20th Street;
At Summit;
At Gilmore Junction.

UNION PACIFIC RAILROAD COMPANY

Eastern District

NEBRASKA DIVISION

BRIDGE SUBDIVISION

TIME TABLE
No. 3

Effective Sunday
September 25, 1960

at 12:01 A.M. Central Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

| WESTWARD | | FIRST CLASS | | | | | | | | | | | FIRST CLASS | | | | | | | | | | | WESTWARD | | | | | |
|-----------------------|-----------------------------|-------------|-----------|---------|-----------|-------|-------|--------|----------|-----------|----------|---------|-------------|-------|----------|----------|-------|-------|-------|-------|-------|----------|-------|----------|----|------------|----------|-------|--|
| Time-Table No. 3 | Distance from Union Station | 103 | 103 | 25 | 29 | 23 | 211 | 13 | 19 | 3 | 106 | 9 | 5 | 7 | 7 | 27 | 19 | 21 | 27 | 7 | 17 | 111 | 111 | | | | | | |
| September 25, 1960 | | CMSt.P&P | U. P. | CRI&P | CB&Q | CB&Q | WAB. | C.G.W. | CMSt.P&P | CB&Q | MO. PAC. | CRI&P | U. P. | U. P. | CB&Q | CB&Q | CB&Q | CB&Q | U. P. | CRI&P | CB&Q | CMSt.P&P | U. P. | | | | | | |
| STATIONS | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | |
| BLOCK SIGNALS | I. C. JUNCTION..... | 3.5 | | | | | | AM | | | | | | | | | | | | | | | | | | | | | |
| | C. G. W. JUNCTION..... | 3.0 | AM | | AM | | AM | 7.00 | AM | | | AM | | | | | | | | PM | | PM | | | | | | | |
| | C. R. I. & P. JUNCTION.. | 3.0 | 1.54 | | 4.43 | AM | AM | 7.00 | | 7.10 | AM | | 8.43 | AM | | PM | PM | PM | PM | | 10.19 | PM | 10.49 | | | | | | |
| | CO. BLUFFS (U.P.Tr.)... | 2.9 | 1.55 | | 4.59 | 5.23 | 5.36 | A 7.05 | 7.10 | 7.30 | 7.37 | | 8.47 | 9.25 | | 1.37 | 2.10 | 8.00 | 9.05 | | 10.22 | 10.36 | 10.50 | | | | | | |
| | TOWER "A", CO. BLUFFS | 2.1 | 1.57 | | 5.05 | 5.31 | 5.44 | AM | 7.15 | 7.35 | 7.46 | | 8.51 | 9.30 | | 1.44 | 2.16 | 8.07 | 9.12 | | 10.25 | 10.39 | 10.53 | | | | | | |
| | SIXTH STREET, OMAHA. | 0.25 | | | | 5.40 | 5.54 | | 7.20 | | 7.55 | | | | | | | | | | | | 10.49 | | | | | | |
| | OMAHA UNION STATION | 0.0 | A 2.20 AM | AM 2.45 | A 5.15 AM | AM | AM | | AM | A 8.10 AM | AM | AM 8.00 | A 9.00 AM | 9.35 | AM 10.00 | AM 10.15 | PM | PM | PM | PM | PM | 11.00 | 10.35 | 11.05 | PM | A 11.15 PM | PM 11.30 | | |
| | SUMMIT..... | 2.3 | | 2.50 | | | | | | | | 8.04 | | 10.07 | 10.22 | | | | | | | 11.06 | 11.09 | | | | | 11.36 | |
| | SOUTH OMAHA..... | 3.5 | | AM | | | | | | | | 8.06 | | AM | AM | | | | | | | PM | 11.12 | | | | | PM | |
| | C. R. I. & P. JUNCTION.. | 4.2 | | | | | | | | | | 8.08 | | | | | | | | | | 11.15 | | | | | | | |
| | AVERY..... | 7.2 | | | | | | | | | | 8.13 | | | | | | | | | | PM | | | | | | | |
| GILMORE JUNCTION..... | 8.1 | | | | | | | | | | 8.15 | | | | | | | | | | | | | | | | | | |
| GILMORE..... | 9.1 | | | | | | | | | | AM | | | | | | | | | | | | | | | | | | |

| EASTWARD | | FIRST CLASS | | | | | | | | | | | FIRST CLASS | | | | | | | | | | | EASTWARD | | | | | |
|-----------------------|-----------------------------|-------------|-------|-----------|-----------|-----------|-----------|--------|----------|---------|--------|--------|-------------|----------|--------|-------|----------|---------|--------|-------|-------|---------|-------|----------|--|--|-------|--|--|
| Time-Table No. 3 | Distance from Union Station | 22 | 112 | 112 | 104 | 104 | 28 | 20 | 10 | 6 | 26 | 14 | 6 | 105 | 8 | 8 | 20 | 214 | 14 | 26 | 30 | 8 | | | | | | | |
| September 25, 1960 | | CB&Q | U. P. | CMSt.P&P | U. P. | CMSt.P&P | U. P. | CB&Q | CRI&P | CB&Q | CB&Q | CB&Q | U. P. | MO. PAC. | CB&Q | U. P. | CMSt.P&P | WAB. | C.G.W. | CRI&P | CB&Q | CRI&P | | | | | | | |
| STATIONS | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | |
| BLOCK SIGNALS | I. C. JUNCTION..... | 3.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | C. G. W. JUNCTION..... | 3.0 | | AM | | AM | | | AM | | | | | | | | | PM | PM | | 9.05 | PM | | PM | | | | | |
| | C. R. I. & P. JUNCTION.. | 3.0 | AM | 3.47 | | 4.17 | | AM | 11.26 | AM | PM | PM | PM | | PM | | 7.36 | 7.41 | | | 9.38 | PM | 11.03 | | | | | | |
| | CO. BLUFFS (U.P.Tr.)... | 2.9 | 1.25 | 3.46 | | 4.16 | | A 8.21 | 11.23 | A 11.53 | A 4.22 | A 5.30 | A 6.30 | | A 6.43 | | 7.35 | 7.40 | | 9.00 | 9.37 | A 10.37 | 11.02 | | | | | | |
| | TOWER "A", CO. BLUFFS | 2.1 | 1.20 | 3.44 | | 4.14 | | 8.19 | 11.21 | 11.49 | 4.19 | 5.25 | 6.23 | | 6.38 | | 7.34 | PM | | 8.49 | 9.33 | 10.34 | 10.58 | | | | | | |
| | SIXTH STREET, OMAHA. | 0.25 | 1.15 | | | | | 8.16 | | 11.46 | 4.16 | 5.22 | | | 6.33 | | | | | 8.46 | | 10.31 | | | | | | | |
| | OMAHA UNION STATION | 0.0 | AM | A 3.25 AM | A 3.40 AM | A 4.10 AM | A 7.45 AM | AM | 11.15 AM | AM | PM | PM | 6.15 | PM 5.45 | A 6.55 | PM | A 7.00 | PM 7.30 | | PM | 9.30 | PM | 10.55 | 10.30 | | | | | |
| | SUMMIT..... | 2.3 | | 3.15 | | 3.30 | | 7.35 | | | | | 5.33 | 6.37 | | 6.45 | | | | | | | | | | | 10.20 | | |
| | SOUTH OMAHA..... | 3.5 | | AM | | AM | | AM | | | | | PM | 6.34 | | PM | | | | | | | | | | | 10.18 | | |
| | C. R. I. & P. JUNCTION.. | 4.2 | | | | | | | | | | | | | | | | | | | | | | | | | 10.16 | | |
| | AVERY..... | 7.2 | | | | | | | | | | | | | | | | | | | | | | | | | PM | | |
| GILMORE JUNCTION..... | 8.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GILMORE..... | 9.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |