

UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, Director General of Railroads

UNION PACIFIC RAILROAD

Nebraska Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, April 6, 1919

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. 82 April 6, 1919	
269 Time Freight Leave Daily	255 Time Freight Leave Daily	253 Time Freight Leave Daily	251 Time Freight Leave Daily	155 Time Freight Leave Daily	25 Passenger Leave Daily	21 Passenger Leave Daily	19 Passenger Leave Daily	15 Passenger Leave Daily	13 Passenger Leave Daily	9 Mail Leave Daily	7 Passenger Leave Daily	5 Mail Leave Daily	3 Passenger Leave Daily	1 Passenger Leave Daily		STATIONS			
					7.35AM			3.15PM		10.45AM		10.50AM			0.0	COUNCIL BLUFFS			
	9.30PM	7.30PM	1.30AM		8.15		1.20AM	4.25		11.15	9.45AM	11.10		9.30AM	2.8	OMAHA			
	9.50	7.45	1.45		8.30										7.2	SOUTH OMAHA			
															28.0	VALLEY			
	11.35PM	9.45	3.45		9.36		2.03	5.13		11.58AM	10.30	11.50AM		10.08	39.3	FREMONT			
	12.10AM	10.30PM	4.30		10.05AM		2.22	5.33		12.15PM	10.47	12.07PM		10.28	84.5	COLUMBUS			
		3.25	1.05AM	7.40	12.05PM		3.25	6.40		1.15	11.50AM	1.05		11.30AM	124.9	CENTRAL CITY			
		7.05	5.10	10.30AM	1.25		4.27	7.48		2.09	12.48PM	1.59		12.23PM	146.9	GRAND ISLAND			
	Hastings 5.05PM	9.50AM	7.45	3.00PM	2.15		5.10	8.35		2.45	1.25	2.35		1.00	189.1	KEARNEY			
	8.10PM	12.01PM	10.30AM	5.30PM	3.55		6.30	9.47		3.43	2.27	3.33		2.00	284.2	NORTH PLATTE			
	2.20AM	9.15PM	6.35PM	2.30	7.15PM		8.55	11.50PM	8.50AM	5.05	4.00	4.50		3.30	365.3	JULESBURG			
	8.10	3.40AM	1.05AM	9.10AM			11.25AM	2.10AM	11.05AM	7.09	6.10	6.46		5.44	562.6	Arrive..... DENVER..... Leave..... DENVER.....			
			12.35AM	10.30PM		3.15PM									407.5	SIDNEY			
	11.50AM	7.50AM	4.55AM					12.55PM		8.10	7.25	7.50		7.00	509.5	CHEYENNE			
	{7.50PM 9.15PM	{3.50PM 6.40PM	{12.55PM 1.55				{4.45 6.00			{10.50 11.05PM	{10.45 11.10PM	{10.30 10.45PM	12.55PM	{10.05 10.15PM	566.2	LARAMIE			
	2.50AM	1.10AM	8.15PM		12.40		8.15	7.05		1.00AM	1.15AM	12.40AM	3.10	12.20AM	682.8	RAWLINS			
	11.15AM	11.30AM	6.00AM		11.00PM		11.40PM	11.00PM		4.05	4.50	3.45	7.00	4.20	802.1	ROCK SPRINGS			
	8.15PM	9.10PM	3.20PM		8.42AM		3.10AM	2.55AM		7.07	8.26	6.48	10.45	8.00	817.0	GREEN RIVER			
	10.15PM	1.05PM	6.45		11.00		3.50	3.40		7.40	9.00	7.25	11.10PM	8.35	847.1	GRANGER			
	12.20AM	3.30PM	8.50PM		1.05PM		4.46	4.36		8.35	9.55AM	8.15AM		9.30AM	917.2	EVANSTON			
	6.30		5.30AM		11.30PM		7.25	7.10		10.35	12.30PM			12.10PM	958.2	ECHO			
	9.54AM		9.04AM		3.00AM		8.45	8.30		11.48AM	1.43			1.28	993.0	OGDEN			
	1.40PM		1.15PM		7.00AM		10.15AM	10.05AM		1.15PM	3.10PM			3.00PM		(993.0)	(993.0)		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
	(69.35)	(91.00)	(90.45)	(48.05)	(56.30)	(11.00) 25.8	(19.00) 30.4	(33.45) 29.3	(16.10) 34.6	(8.50) 31.7	(27.00) 36.7	(30.25) 32.6	(22.5) 38.2	(10.15) 30.0	(30.30) 32.5	Time over District } Omaha—Average speed per hour } Ogden		

W. M. JEFFERS,
General Manager.

F. H. HAMMILL,
General Superintendent.

CONDENSED TIME TABLE

COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 82 April 6, 1919	Distance from Ogden	FIRST CLASS										SECOND CLASS														
		2	4	6	8	10	12	16	20	22	26	254 Time Freight	256 Time Freight													
		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	Leave Daily	Arrive Daily	Arrive Daily														
COUNCIL BLUFFS	993.0		7.40AM	5.20PM							4.35PM		5.05PM	10.45PM	12.20PM											
OMAHA	990.2	9.20PM	7.05	4.50	9.05PM						4.00	1.45AM	4.45	10.30	12.05PM											
SOUTH OMAHA	995.5												4.15													
VALLEY	965.0	8.25	6.09	3.58	8.10						3.09	12.54	2.55	8.40	10.05AM											
FREMONT	953.7	8.11	5.50	3.40	7.53						2.50	12.37AM	2.25	7.35	8.40											
COLUMBUS	908.5	7.10	4.49	2.35	6.51						1.36	11.35PM		12.50PM	5.30	6.15										
CENTRAL CITY	868.1	6.10	3.47	1.36	5.50						12.28PM	10.35		11.00AM	2.50	3.25										
GRAND ISLAND	846.1	5.40	3.15	1.05PM	5.20						11.50AM	10.05		10.25	1.30PM	2.20AM										
KEARNEY	803.9	4.35	2.05AM	11.45AM	4.10						10.38	8.58PM		8.30	9.20AM	9.25PM										
NORTH PLATTE	708.8	2.15PM	11.30PM	9.25	1.50PM					10.00PM	7.55	6.25		5.45AM	3.55AM	3.45PM										
JULESBURG	627.7	11.08AM	8.01	5.52	10.39AM						7.57	4.30AM	3.16		8.30PM	8.10AM										
DENVER Leave																										
DENVER Arrive	590.4										2.05PM	10.00PM														
SIDNEY	585.5	10.10	6.40	4.30	9.35							2.10PM		5.40PM	5.20AM											
CHEYENNE	483.5	7.35 7.20	3.30 3.00	2.00 1.45AM	6.45 6.30	6.50PM					11.30AM 11.16		10.20AM 9.20	9.50PM 8.20												
LARAMIE	426.8	5.20	1.05PM	11.45PM	4.30	4.50					9.15	7.40AM		3.50AM	2.50PM											
RAWLINS	310.2	1.25AM	9.30AM	7.50PM	12.40AM	1.00PM					5.15	4.30		7.00PM	5.30AM											
ROCK SPRINGS	190.9	9.30PM	5.56	4.00	9.13PM	9.00AM					1.29	1.03AM		9.30AM	8.05PM											
GREEN RIVER	176.0	9.00	5.30	3.30	8.45	8.30AM					1.00AM	12.35AM		8.30	7.00											
GRANGER	145.9	7.52	4.25AM	2.19	7.22						11.59PM	11.36PM		5.30	4.00PM											
EVANSTON	75.8	5.50		12.03PM	5.20						9.55	9.40		12.05AM	10.30AM											
BOHO	39.8	4.10		10.25AM	3.40						8.15	8.03		7.15PM	5.00											
OGDEN	0.0	2.45PM		8.40AM	2.15PM						6.50PM	6.40PM		3.25PM	1.00AM											
(993.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily											

Ogden — Time over District	(29.35)	(25.40)	(31.10)	(29.50)	(10.20)	(7.55)	(17.00)	(29.55)	(17.45)	(11.00)	(78.20)	(82.20)
Omaha — Average speed per hour	33.5	33.2	31.5	33.2	29.8	35.1	32.9	33.1	32.5	26.5		

J. P. CAREY, Superintendent.....Omaha, Nebr.
M. M. HINCHEY, Assistant Superintendent .. Omaha, Nebr.

FIRST DISTRICT AND BRANCHES:
J. E. MULICK, Trainmaster.....Omaha, Nebr.
L. A. JOHNSON, Chief Dispatcher.....Omaha, Nebr.
F. E. FOWLER, Night Chief Dispatcher..... Omaha, Nebr

SECOND DISTRICT AND BRANCHES:
C. A. WEIR, Trainmaster,Grand Island, Nebr
O. W. PORTER, Chief Dispatcher.....Grand Island, Nebr.
O. BASS, Night Chief Dispatcher.....Grand Island, Nebr.

FIRST DISTRICT—Omaha and Grand Island.—EASTWARD.

Time Table No. 82
April 6, 1919

STATIONS	Distance from Origin	FIRST CLASS										SECOND CLASS						
		4	28	24	26	16	6	8	2	20		256	258	76	260	254	252	262
		Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily	Way Freight Arrive Daily Ex. Sunday	Mixed Arrive Dly Ex. Sat'day	Way Freight Arrive Daily Ex. Sunday	Time Freight Arrive Daily	Stock Arrive Daily	Stock Arrive Daily
COUNCIL BLUFFS 2.8	993.0	7.40AM	1.10PM	12.15PM	5.05PM	4.35PM	5.20PM	9.45PM	9.55PM	2.15AM								
OMAHA 2.4	990.2	7.25 7.05	12.55 12.45	12.05PM 11.55AM	4.50 4.45	4.20 4.00	5.05 4.50	9.30 9.05	9.40 9.20	2.00 1.45					10.45PM	4.15AM	5.00AM	
C. G. W. CSG. (SUMMIT) 3.5	987.8	6.50	12.32			3.49	4.40	8.55	9.05	1.35				10.30	3.30	4.30		
SEYMOUR 4.9	984.3	6.44	12.22			3.39	4.30	8.45	8.58	1.28				10.04	2.55	4.00		
SARPY 3.5	979.4	6.37	12.14			3.31	4.22	8.37	8.50	1.20				9.52	2.25	3.40		
SOUTH OMAHA 5.5	995.5			\$11.35	\$ 4.15													
D-R GILMORE 4.9	990.0			\$11.22	\$ 3.58													
D PAPHILLION 2.4	985.1	Via New	Main Line	\$11.10	\$ 3.45						Via	New	Main	Line				
M. P. CROSSING (PORTAL) 3.2	982.7			\$11.05	\$ 3.33													
D MILLARD 3.6	979.5			\$10.59	\$ 3.27													
DN-R LANE 4.7	975.9	6.30	12.08PM	10.49	3.20	3.26	4.15	8.30	8.42	1.12	10.40	11.10		9.25	1.45	2.50		
D ELKHORN 2.7	971.2	6.21	11.59AM	10.40	3.10	3.19	4.08	8.21	8.34	1.04	10.25	10.53		9.10	1.30	2.25		
D WATERLOO 3.5	968.5	6.14	11.50	10.34	3.01	3.14	4.03	8.15	8.30	1.00	10.15	10.34		8.55	1.15	2.15		
DN-R VALLEY 6.1	965.0	6.09	11.43AM	10.24	2.55	3.09	3.58	8.10	8.25	12.54	10.05	10.10		8.40	12.54AM 11.30PM	2.00 1.10		
MERCER 4.1	958.9	6.00		10.11	2.40	2.59	3.48	8.02	8.18	12.45	9.10	9.20		8.18 7.52	11.09	12.55		
F. B. Y. & L. CO. CSG. 1.1	954.8																	
DN-FREMONT 0.7	953.7	5.50	Via Beatrice and Stromsburg Branch	10.00	2.25	2.50	3.40	7.53	8.11	12.37	8.40	9.00		7.35	10.52	12.37AM		
S. C. & W. CROSSING 4.8	953.0																	
C. & N.-W. CROSSING 1.5	948.2																	
D AMES 8.0	946.7	5.37		9.42	2.02	2.34	3.25	7.41	7.59	12.25	8.05	8.10		7.20	10.25	11.57PM		
D NORTH BEND 2.1	938.7	5.27		9.28	1.50	2.22	3.14	7.30	7.49	12.15	7.40	7.40		7.00	9.57	11.30		
BAY STATE 5.0	936.6			9.23	1.41													
D ROGERS 7.3	931.6	5.18		9.15	1.33	2.12	3.04	7.21	7.39	12.05AM	7.20	7.00		6.40	9.35	11.08		
DN SCHUYLER 4.2	924.3	5.08		9.02	1.18	2.01	2.55	7.12	7.30	11.58PM	7.05	6.30		6.20	9.07	10.50		
LAMBERT 4.0	920.1																	
D RICHLAND 6.9	916.1	4.57		8.46	1.02	1.48	2.45	7.01	7.20	11.46	6.40	5.40		6.00	8.36	10.30		
C. B. & Q. CROSSING 0.7	909.2																	
DN-R COLUMBUS 7.7	908.5	4.49		8.35AM	12.50 12.25	1.36	2.35	6.51	7.10	11.35	6.15	5.25AM	2.00PM	5.30	8.10	10.05		
D DUNCAN 4.5	900.8	4.34		12.01PM	1.19	2.22	6.37	6.54	11.24		5.45		1.40	4.40	7.35	9.30		
GARDINER 5.6	896.3	4.27		11.50AM	1.12	2.15	6.29	6.47	11.17		5.25		1.12	4.25	7.18	9.15		
D SILVER CREEK 5.6	890.7	4.20		11.40	1.03	2.08	6.22	6.40	11.10		5.00		12.45	4.05	7.00	8.55		
HAVENS 5.8	885.1	4.13		11.28	12.54	2.00	6.14	6.32	11.03		4.35		12.13PM	3.50	6.45	8.35		
D CLARKS 5.4	879.5	4.05		11.19	12.45	1.52	6.06	6.25	10.55		4.05		11.40AM	3.30	6.25 6.05	8.20		
THUMMEL 5.2	873.9	3.55		11.09	12.37	1.44	5.58	6.18	10.45		3.38		11.15	3.10	5.45	8.05		
C. B. & Q. CROSSING 0.6	868.7																	
DN-R CENTRAL CITY 3.6	868.1	3.47	6.20AM	11.00	12.28	1.36	5.50	6.10	10.35		3.25		11.00AM	11.00AM	2.50	5.33	7.50	
PADDOCK 6.6	864.5																	
D CHAPMAN 5.7	857.9	3.32	6.03	10.45	12.10	1.22	5.36	5.57	10.23		3.05		10.30	2.25	5.02	7.30		
LOCKWOOD 5.7	852.2	3.24	5.53	10.35	12.01PM	1.15	5.29	5.50	10.15		2.45		10.17	2.00	4.46	7.15		
C. B. & Q. CROSSING. 0.4	846.5																	
DN-R GRAND ISLAND (146.9)	846.1	3.15AM	5.40AM	10.25AM	11.50AM	1.05PM	5.20PM	5.40PM	10.05PM		2.20AM		10.00AM	1.30PM	4.30PM	7.00PM		

Time over District..... (3.50) (7.05) (3.20) (6.20) (4.10) (3.45) (3.45) (3.40) (3.40) (10.00) (7.35) (1.00) (3.00) (9.15) (11.00) (9.30)
 Average Speed per hour..... 37.6 22.6 26.5 24.4 34.7 38.4 38.4 39.3 39.3 14.4 12.3 22.0 13.4 15.7 13.1 15.2
 Time over district and speed per hour figured Grand Island to Omaha.
 Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.
 For Schedule between Council Bluffs and Omaha see Bridge District Time Table.

SECOND DISTRICT—Grand Island and North Platte—WESTWARD.

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS										FIRST CLASS						Distance from Council Bluffs	Time Table No. 82 April 6, 1919	
	269	251	255	253	263	261	15	9	5	25	7	1	19	STATIONS					
	Time Freight	Time Freight	Time Freight	Time Freight	Way Freight	Way Freight	Passenger	Mall	Mall	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	Leave Daily	Leave Daily	Leave Daily	STATIONS					
OYTFWP		3.00PM	9.50AM	7.45AM		7.00AM	8.35PM	2.45PM	2.35PM	2.15PM	1.25PM	1.00PM	5.10AM	146.9	DN-R GRAND ISLAND				
4,468 P		3.30	10.10	8.10		f 7.20	f 8.47	2.55	2.45	s 2.27	1.35	1.10	5.24	154.5	D ALDA				
3,998 WP		3.55	10.28	8.35		s 8.00	s 9.00	3.04	2.55	s 2.40	1.45	1.20	f 5.32	162.3	D WOOD RIVER				
4,559 P		4.15	10.46	9.00		s 9.00	s 9.11	3.14	3.04	s 2.55	1.55	1.29	f 5.48	169.9	D SHELTON				
14,080 YWP		7.10PM	4.35	11.02	9.20	s 9.40	s 9.22	3.22	3.12	s 3.12	2.04	1.37	f 5.59	176.0	DN GIBBON				
3,552 P		7.25	4.45	11.15	9.35	f 10.05	9.28	3.28	3.18	f 3.28	2.10	1.42	6.08	180.2	OPTIC				
4,448 P		7.40	4.55	11.27AM	9.50	f 10.30	9.34	3.33	3.23	s 3.37	2.16	1.47	6.12	184.8	D BUDA				
4,009 P		8.10	5.30	12.01PM	10.30	7.30AM	11.00AM	s 9.47	s 3.43	s 3.33	s 3.55	s 2.27	s 2.00	s 6.30	189.1	DN KEARNEY			
4,011 WFYP		8.30	5.50	12.16	10.47	f 7.48		9.56	3.50	3.41	f 4.03	2.35	2.09	6.40	194.4	ALFALFA CENTER			
4,429 P		8.49	6.10	12.30	11.00	f 8.03		f 10.04	3.55	3.46	s 4.10	2.42	2.14	6.46	198.3	D ODESSA			
4,503 P		9.05	6.50	1.05	11.20	s 8.35		s 10.13	4.04	3.54	s 4.24	2.51	2.22	f 6.56	204.5	D ILM CREEK			
4,505 WP		9.19	7.05	1.18	11.35	f 8.50		10.20	4.09	3.59	f 4.32	2.58	2.28	7.02	208.5	SIMONDS			
4,496 P		9.31	7.30	1.30	11.48AM	s 9.20		s 10.27	4.15	4.05	s 4.41	3.05	2.34	f 7.10	213.2	D OVERTON			
P		9.45	8.00	1.43	12.02PM	f 9.40		10.33	4.22	4.11	f 4.49	3.12	2.40	7.20	217.9	JOSELYN			
3,939 OWP		10.06	8.35	2.10	12.30	9.55	10.45	s 10.45	s 4.31	4.19	s 5.02	s 3.21	s 2.48	s 7.35	224.4	DN LEXINGTON			
4,497 P		10.25	9.00	2.58	1.00	f 11.04		10.56	4.40	4.28	s 5.20	3.31	2.58	7.48	232.5	D DARR			
4,511 P		10.40	9.30	3.39	1.25	11.40AM		s 11.04	4.48	4.36	s 5.33	f 3.39	3.07	f 7.58	238.3	D COZAD			
4,496 PW		10.55	9.50	3.55	1.45	12.05PM		f 11.12	4.54	4.42	s 5.43	3.46	3.12	8.08	243.2	D WILLOW ISLAND			
P		11.20	10.20	4.15	2.15	s 12.40		s 11.20	5.02	4.50	s 5.58	s 3.55	3.20	s 8.21	248.8	DN GOTHENBURG			
4,004 FWP		11.55PM	10.50	4.37	2.50	12.55		11.29	5.09	4.57	f 6.10	4.03	3.29	8.32	254.3	VROMAN			
4,500 P		12.15AM	11.43PM	5.09	3.39	s 1.20		s 11.43	5.18	5.06	s 6.23	4.13	3.39	f 8.45	261.5	DN BRADY ISLAND			
4,498 P		12.30	12.10AM	6.50	3.55	f 1.35		11.54PM	5.25	5.12	f 6.33	4.20	3.46	8.57	266.5	HINDREY			
4,503 WP		12.55	12.30	7.10	4.26	s 2.11		s 12.05AM	5.32	5.18	s 6.44	4.26	3.54	f 9.06	270.6	D MAXWELL			
P														274.6	KEITH				
4,501 P		1.30	12.50	7.45	5.09	f 2.35		12.18	5.43	5.29	f 6.59	4.37	4.05	9.18	278.7	GANNETT			
		1.45	1.05	8.00	5.58	2.48		12.23	5.48	5.34	7.07	4.42	4.10	9.23	282.0	13.3			
		1.50	1.10	8.08	6.05	2.52		12.30	5.53	5.39	7.10	4.47	4.15	9.27	282.4	0.4			
		2.20AM	1.45AM	8.40PM	6.35PM	3.00PM		12.40AM	6.00PM	5.45PM	7.16PM	4.55PM	4.25PM	9.35AM	284.2	1.8			
OYTFWP		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		(7.10)	(10.45)	(10.50)	(10.50)	(7.30)	(4.00)	(4.05)	(3.15)	(3.10)	(5.00)	(3.30)	(3.25)	(4.25)	Time over District.				
		15.2	12.8	12.7	12.7	12.7	10.5	33.6	42.2	43.4	27.5	39.2	40.1	31.1	Average speed per hour.				

DN-R GRAND ISLAND	7.6
D ALDA	7.8
D WOOD RIVER	7.6
D SHELTON	6.1
DN GIBBON	4.2
OPTIC	4.1
D BUDA	4.6
DN KEARNEY	5.3
ALFALFA CENTER	3.9
D ODESSA	6.2
D ILM CREEK	4.0
SIMONDS	4.7
D OVERTON	4.5
JOSELYN	6.5
DN LEXINGTON	8.1
DARR	5.8
D COZAD	4.9
D WILLOW ISLAND	5.6
DN GOTHENBURG	5.5
VROMAN	7.2
DN BRADY ISLAND	5.0
HINDREY	4.1
D MAXWELL	4.0
KEITH	4.1
GANNETT	13.3
E. BRIDGE JOT.	0.4
W. BRIDGE JOT.	1.8
DN-R NORTH PLATTE	

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

Table No. 82
 16, 1919
 TIONS

AND ISLAND
 7.6
 ALDA
 7.8
 RIVER
 7.6
 ELTON
 3.1
 GIBSON
 4.2
 OPTIC
 4.1
 BUDA
 4.8
 KEARNEY
 5.3
 ALFALFA CENTER
 3.9
 ODESSA
 3.2
 CREEK
 4.0
 MONDS
 1.7
 ERTON
 1.5
 HELYN
 3.5
 NGTON
 3.1
 DARR
 5.8
 COZAD
 1.9
 W ISLAND
 5.6
 ENBURG
 5.5
 VROMAN
 7.2
 ISLAND
 5.0
 DREY
 4.1
 WELLS
 4.0
 WITH
 4.1
 NETT
 3.3
 DGE JCT.
 0.4
 DGE JCT.
 1.8
 TH PLATTE

SECOND DISTRICT—Grand Island and North Platte—EASTWARD.

Time Table No. 82
 April 6, 1919

STATIONS

Distance from
 Origin

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Origin	FIRST CLASS						SECOND CLASS						Stock									
		26 Passenger	16 Passenger	6 Passenger	8 Passenger	2 Passenger	20 Passenger	4 Passenger	254 Time Freight	264 Way Freight	260 Way Freight	256 Time Freight	270 Time Freight										262
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
DN-R GRAND ISLAND	846 1	10.10AM	11.45AM	12.45PM	5.15PM	5.35PM	10.00PM	3.10AM	12.30PM		3.00PM	12.45AM			6.00PM								
D ALDA	838 5	s 9.50	11.33	12.31	4.59	5.20	9.46	2.55	11.33AM		f 2.35	11.40PM			{ 5.20 4.48								
D WOOD RIVER	830 7	s 9.35	11.21	12.21	4.48	5.09	f 9.36	f 2.45	11.05		s 2.05	11.05			4.30								
D SHELTON	823 1	s 9.20	11.09	12.12	4.38	5.01	f 9.25	f 2.34	10.40		s 1.35	10.35			4.05								
DN GIBSON	817.0	s 9.05	10.59	12.04PM	4.30	4.53	f 9.16	f 2.25	10.15		s 1.05	10.10	s 5.10AM		3.40								
OPTIC	812.8	f 8.53	10.52	11.58AM	4.24	4.47	9.10	2.18	10.00		f 12.34	9.58	4.25		3.20								
D BUDA	808.7	s 8.45	10.45	11.52	4.18	4.42	9.04	2.12	9.45		f 12.19	9.45	4.05		3.05								
DN KEARNEY	803 9	s 8.30	s 10.38	s 11.45	s 4.10	s 4.35	s 8.58	s 2.05	9.20	1.10PM	12.01PM	9.25	s 3.35	s 2.50									
ALFALFA CENTER	798 6	f 8.16	10.27	11.34	3.59	4.20	8.46	1.50	8.50	f 12.50		9.00	3.00	2.28									
D ODESSA	794 7	s 8.09	10.20	11.28	3.53	4.13	8.40	1.44	8.35	f 12.30		8.40	2.45	2.20									
D ELM CREEK	788 5	s 7.59	s 10.10	11.20	3.45	4.03	8.30	f 1.34	8.15	s 12.03PM		8.05	2.25	2.05									
SIMONDS	784 5	f 7.52	10.04	11.14	3.36	3.57	8.23	1.28	8.02	f 11.30AM		7.50	2.10	1.50									
D OVERTON	779 8	s 7.44	9.56	11.08	3.30	3.51	8.15	f 1.21	7.44	s 11.08		7.35	2.00	1.40									
JOSELYN	775 1	f 7.34	9.49	11.00	3.23	3.43	8.08	1.14	7.24	f 10.35		7.20	1.40	1.20									
DN LEXINGTON	768 6	s 7.25	s 9.38	s 10.52	s 3.15	s 3.36	s 8.00	s 1.05	7.10	s 10.20		7.00	1.20	1.05									
DARR	760.5	s 7.08	9.23	10.41	3.03	3.25	7.44	12.50	6.48	f 9.38		6.35	12.50	12.40									
D COZAD	754.7	s 6.59	s 9.15	10.32	f 2.56	3.17	7.36	s 12.43	6.30	s 9.15		6.20	12.20	12.25									
D WILLOW ISLAND	749 8	s 6.53	9.06	10.24	2.48	3.11	7.28	f 12.35	6.18	f 8.35		6.05	12.05AM	12.05PM									
DN GOTHENBURG	744 2	s 6.45	s 8.56	10.16	s 2.41	3.05	s 7.19	s 12.27	6.05	{ 8.20 7.40		5.50	11.50PM	11.45AM									
VROMAN	738 7	f 6.32	8.48	10.09	2.33	2.56	7.12	12.17	6.40	f 7.25		5.15	11.20	11.20									
DN BRADY ISLAND	731.5	s 6.23	8.35	9.59	2.24	2.47	f 7.01	f 12.07AM	5.20	s 7.10		4.58	11.04	11.05									
HINDREY	726 5	f 6.13	8.26	9.52	2.17	2.41	6.54	11.59PM	5.00	f 6.50		4.43	10.52	10.50									
D MAXWELL	722 4	s 6.07	8.18	9.46	2.11	2.36	f 6.48	f 11.52	4.45	s 6.40		4.30	10.40	10.40									
KEITH	718.4																						
GANNETT	714.3	f 5.57	8.06	9.36	2.01	2.26	6.38	11.42	4.20	f 6.25		4.08	10.24	10.22									
E. BRIDGE JCT.	711.0	5.52	8.01	9.31	1.56	2.21	6.33	11.37	4.08	6.18		4.00	10.14	10.14									
W. BRIDGE JCT.	710.6	5.49	7.59	9.29	1.54	2.18	6.30	11.34	4.03	6.16		3.55	10.10	10.10									
DN-N NORTH PLATTE	708.8	5.45AM	7.55AM	9.25AM	1.50PM	2.15PM	6.25PM	11.30PM	3.55AM	6.10AM		3.45PM	10.00PM	10.00AM									
(187.8)		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 over District	(4.25)	(3.50)	(3.20)	(3.25)	(3.20)	(3.35)	(3.40)	(3.35)	(7.00)	(2.59)	(9.00)	(7.10)	(8.00)
Average speed per hour.....	31.1	35.8	41.2	40.1	41.2	38.3	37.4	16.1	13.5	14.1	15.3	15.3	17.1

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

WESTWARD—BEATRICE BRANCH—Valley and Beatrice—EASTWARD.

Length of Passing Tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS					Distance from Valley	Time Table No. 82 April 6, 1919	Distance from Beatrice	FIRST CLASS					SECOND CLASS	
	71	73	505	45	27	47	41				46	506	28	48	42	74	72
	Freight	Mixed	Motor Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Motor Passenger	Passenger	Passenger	Passenger	Mixed	Freight
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
	FWYP	9.15PM	7.00AM			1.45PM		0.0	DN-R	VALLEY	96.8	11.40AM			5.25PM	11.59PM	
								5.8		S. C. & W. CROSSING	91.0						
2,202		9.40	7.25			1.59		6.4	D	YUTAN	90.4	11.24			4.45	11.25	
1,759	P	10.00	7.50			2.13		11.6	D	MEAD	85.2	11.09			4.20	11.05	
1,862	W	10.40	8.25			2.31		18.9	DN	WAHOO	77.9	10.50			3.50	10.40	
								19.6		C & N-W and C B & Q CROSSING	77.2						
								19.7		HEATON	77.1						
2,031		11.10	8.50			2.49		26.3	D	WESTON	70.5	10.29			3.25	10.00	
2,224	P	11.40PM	9.10			3.05		33.2	D	TOUHY	63.6	10.13			3.05	9.40	
	FWYP	12.30AM	9.25 10.05			3.15PM	9.55AM	37.3	DN-R	VALPARAISO	59.5	9.35AM	8.05AM	10.00AM	3.10PM	2.30	9.15
1,861	P	12.50	10.17			5.20	3.48	41.8	D	AGNEW	55.0	9.25	7.56	3.00	1.35	8.15	
2,128		1.10	10.35			5.30	4.00	46.4	D	RAYMOND	50.4	9.15	7.46	2.50	1.20	8.00	
1,094								55.2		WEST LINCOLN	41.6						
								56.3		MO. PAC. CROSSING	40.5						
								56.5		C. E. I. & P. JUNCTION	40.3						
								56.5		C. B. & Q. CROSSING	40.3						
1,835	OTFW	2.10	11.05AM 12.15PM			6.00PM	4.30	57.1	D-R	LINCOLN	39.7	8.50	7.15AM	2.25PM	8.10PM	12.50PM 11.50AM	7.30
	I							57.4		C. B. & Q. CROSSING	39.4						
	I							59.0		C. B. & Q. CROSSING	37.8						
2,049	P	2.40	12.40			4.47		65.4		JAMAICA	31.4	8.29		7.50	11.26	6.35	
1,817	WP	2.50	12.50			4.55		68.2		HANLON	28.6	8.21		7.41	11.10	6.20	
1,862	P	3.15	1.15			5.10		74.7	D	PRINCETON	22.1	8.06		7.30	10.45	5.50	
2,337		3.35	1.50			5.25		79.5	D	CORTLAND	17.3	7.55		7.18	10.25	5.25	
1,809	P	4.05	2.25			5.50		88.9	D	PICKRELL	7.9	7.30		6.55	9.50	4.55	
	OTFWP	5.00AM	3.00PM			6.10PM		96.8	DN-R	BEATRICE	0.0	7.15AM		6.40PM	9.25AM	4.30PM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(96.8)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	
	(7.45) 12.5	(8.00) 12.1	(.50) 23.7	(2.35) 23.1	(1.30) 24.9	(.45) 26.4	(1.30) 26.5			Time over District	(2.20) 25.5	(.50) 23.7	(1.40) 22.4	(.45) 26.4	(1.30) 26.5	(8.00) 12.1	(7.29) 12.9
										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.

Length of passing tracks in feet and location of scales, water, fuel and turning stations.
1,541
1,927
1,907
1,832
1,589 WY
1,808
1,044 W
2,261
1,306
1,011 TFW
2,492
2,501
2,436
1,695
FWY
OTFWP
1,480 YP
1,035 W
2,118 P
3,291 W
980
2,098 W
1,820 P
1,347
TFWP
Joint track at 1
All trains arriving

OND CLASS

72	Freight
Arrive Daily	Ex. Saturday
11.50PM	
11.25	
11.05	
10.40	
10.00	
9.40	
9.15	
8.15	
8.00	
7.30	
6.35	
6.20	
5.50	
5.25	
4.55	
4.30PM	

WESTWARD—STROMSBURG BRANCH—Valparaiso and Central City—EASTWARD.

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Valparaiso	Time Table No. 82 April 6, 1919	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 Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday			
1,541				7.00AM	3.35PM	8.07AM	0.0	DN-R VALPARAISO	75.9	9.40AM	5.10PM	5.45PM			
1,927				f 7.25	f 3.55	f 8.31	7.4	D LOMA	68.5	f 9.25	f 4.44	f 5.20			
1,907				s 7.50	s 4.09	s 8.50	13.5	D BRAINARD	62.4	s 9.13	s 4.30	s 5.00			
1,832				f 8.05	f 4.20	f 9.02	15.0	C. & N. W. CROSSING	60.9						
							17.7	YANKA	58.2	f 9.02	f 4.20	f 4.20			
1,589	WY			s 8.45	s 4.35	s 9.15	22.8	C. & N. W. CROSSING	53.1						
							23.2	DAVID CITY	52.7	s 8.45	s 4.06	s 3.50			
1,808				s 9.00	f 4.44	f 9.23	23.5	C. B. & Q. CROSSING	52.4						
1,944	W			s 9.33	s 4.59	s 9.33	27.8	FOLEY	48.1	f 8.30	f 3.54	s 3.30			
2,261				s 10.00	s 5.15	s 9.48	33.3	RISING CITY	42.6	s 8.16	s 3.41	s 3.10			
1,306				s 10.30	s 5.35	s 10.05	40.1	SHELBY	35.8	s 7.59	s 3.25	s 2.45			
1,011	TFW			s 11.10	s 5.55	s 10.20	47.5	OBCEOLA	28.4	s 7.42	s 3.08	s 2.10			
2,402				f 11.30AM	f 6.03	f 10.30	52.9	STROMSBURG	23.0	s 7.29	s 2.55	s 1.35			
2,501				s 12.30PM	s 6.20	s 10.45	53.2	C. B. & Q. JCT.	22.7						
2,436				s 12.55	s 6.40	s 11.03	56.8	DURANT	19.1	f 7.14	f 2.45	f 12.50			
1,695				f 1.10	f 6.53	f 11.15	63.0	POLK	12.9	s 7.02	s 2.31	s 12.30			
							68.5	HORDVILLE	7.4	s 6.47	s 2.18	s 12.03PM			
							72.2	SANDBURG	3.7						
							73.8	HEBER	2.1	f 6.33	f 2.05	f 11.37AM			
							75.3	C. B. & Q. CROSSING	0.6						
	FWY			1.30PM	7.05PM	11.30AM	75.9	DN-R CENTRAL CITY	0.0	6.25AM	2.00PM	11.30AM			
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(75.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday			

Time over District..... (3.15) (3.10) (6.15)
Average speed per hour..... 23.3 24.0 12.1
Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

WESTWARD—NORFOLK BRANCH—Columbus and Norfolk—EASTWARD.

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Columbus	Time Table No. 82 April 6, 1919	Distance from Norfolk	FIRST CLASS			SECOND CLASS					
				79	77	81				24	30	32	78	80	82			
				Mixed	Mixed	Mixed				Passenger	Passenger	Passenger	Mixed	Mixed	Mixed			
				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
OYTFWP				7.00AM	6.25AM	6.05AM	9.00PM	6.55PM	1.40PM	0.0	DN-R COLUMBUS	50.4	8.25AM	11.30AM	11.40AM	4.35PM	4.65PM	6.00PM
1,480	YP			s 7.25AM	s 6.50	s 6.30AM	s 9.20PM	s 7.15	s 2.00PM	4.6	SHELDON	45.8	8.14	f	f			
1,934	W			s 7.25	s 7.25		s 7.15	s 7.26		9.4	DN-R OCONEE	41.0	s 8.05AM	s 11.10	s 11.20AM	s 4.10	s 4.30PM	s 5.35PM
2,118	P			f 7.53	f 7.53		f 7.36	f 7.36		14.7	D PLATTE CENTER	35.7	s 10.59		s 3.45			
3,291	W			s 8.47	s 8.47		s 7.50	s 7.50		20.3	D TARNOV	30.1	f 10.47		f 3.15			
980										25.1	C. & N. W. CROSSING	25.3						
2,098	W			s 9.30	s 9.30		s 8.13	s 8.13		25.7	D HUMPHREY	24.7	s 10.33		s 2.45			
1,820	P			f 9.55	f 9.55		f 8.25	f 8.25		29.0	PECK	21.4						
1,347				f 10.12	f 10.12		f 8.35	f 8.35		35.4	D MADISON	15.0	s 10.11		s 2.00			
										40.9	ENOLA	9.5	f 9.55		f 1.35			
										45.1	WARNERVILLE	5.3	f 9.45		f 1.20			
										48.7	C. & N. W. CROSSING	1.7						
										50.2	C. & N. W. CROSSING	0.2						
	TFWP			10.25AM	10.25AM		8.55PM	8.55PM		50.4	DN-R NORFOLK	0.0	9.30AM		1.00PM			
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday

Joint track at Norfolk with C. St. P. M. & O. (0.25) (4.00) (0.25) (0.20) (1.55) (0.20) Time over District..... (0.20) (2.00) (0.20) (3.35) (0.25) (0.25)
Average speed per hour..... 22.5 12.6 22.5 28.2 26.3 28.2 28.2 25.2 28.2 14.1 22.5 22.5
All trains arriving at or leaving Norfolk between 6 p. m. and 6 a. m. will send flagman ahead to protect Norfolk avenue before proceeding. Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72. Normal position of switch at Oconee is for Norfolk branch.

WESTWARD—ALBION BRANCH—Oconee and Albion—EASTWARD.

Length of passing tracks in feet and location of scales, water, fuel and turning stations	SECOND CLASS					FIRST CLASS			Distance from Oconee	Time Table No. 82 April 6, 1919	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				Passenger	Passenger	Mixed	Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	STATIONS	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					
YP	s 7.25AM	s 6.30AM	s 9.20PM			2.00PM	0.0	D-R	OCONEE	33.7	8.05AM		11.20AM	5.30PM	4.30PM				
1,293 P	s 7.50	s 6.50	s 9.29			2.10	4.3	D	MONROE	29.4	s 7.50		s 11.08	s 5.15	s 4.15				
2,386 FWYP	s 8.10AM	s 7.30	s 9.45	2.30PM	2.25PM		11.3	D-R	GENOA	22.4	{ 7.35 7.30	10.45AM	10.50AM	s 4.55	3.50PM				
868		f 7.48	f 9.58	f 2.44			18.8		WOODVILLE	14.9	f 7.15	f 10.25		s 4.30					
8,125		s 8.20	s 10.06	s 2.53			22.3	D	ST. EDWARD	11.4	s 7.07	s 10.17		s 4.15					
1,680 P		s 8.35	s 10.17	s 3.04			27.3	D	BOONE	6.4	s 6.55	s 10.05		s 3.55					
1,987 WY		9.15AM	10.40PM	3.20PM			33.7	D-R	ALBION	0.0	6.40AM	9.50AM		3.40PM					
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(33.7)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				
	(0.45)	(2.45)	(1.20)	(.50)	(0.25)	Time over District.....					(1.25)	(0.55)	(0.30)	(1.50)	(0.40)				
	14.0	12.2	25.2	26.8	27.1	Average speed per hour.....					23.9	24.4	22.6	18.4	16.9				

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

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

WESTWARD—CEDAR RAPIDS BRANCH—Genoa and Spalding—EASTWARD.

Length of passing tracks in feet and location of scales, water, fuel and turning stations	SECOND CLASS				FIRST CLASS		Distance from Genoa	Time Table No. 82 April 6, 1919	Distance from Spalding	FIRST CLASS			SECOND CLASS				
	79		509	31	510	32				80							
	Mixed	Motor Passenger	Passenger	Motor Passenger	Passenger	Mixed											
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	STATIONS	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
2,386 FWY	8.25AM	9.45PM	2.30PM	0.0	D-R	GENOA	44.2	7.35AM	10.45AM	3.40PM							
966	f 8.40	f 9.58	f 2.42	5.8		KENT	38.9	f 7.19	f 10.28	f 3.10							
1,325	f 8.50	f 10.06	f 2.50	9.2		MERCHISTON	35.0	f 7.09	f 10.20	f 2.50							
1,601	s 9.10	s 10.18	s 3.05	13.6	D	FULLERTON	30.6	s 6.59	s 10.10	s 2.25							
1,587	s 9.51	s 10.38	s 3.25	23.1	D	BELGRADE	21.1	s 6.39	s 9.51	s 1.55							
1,917 WY	s 10.35	s 10.56	s 3.43	30.3	D	CEDAR RAPIDS	13.9	s 6.21	s 9.32	s 1.30							
2,386	s 11.00	s 11.10	f 3.58	36.5	D	PRIMROSE	7.7	s 6.07	s 9.17	f 1.05							
2,048 WY	11.40AM	11.30PM	4.15PM	44.2	D-R	SPALDING	0.0	5.50AM	9.00AM	12.40PM							
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(44.2)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday							
	(3.15)	(1.45)	(1.45)	Time over District.....				(1.45)	(1.45)	(3.00)							
	13.6	25.3	25.3	Average speed per hour.....				25.3	25.3	14.7							

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

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

Length of passing tracks in feet and location of scales, water, fuel and turning stations.

OTFYWP

1,482 P

1,616

1,420 PFWY

1,792 P

1,878

W

W

1,874

623

2,025 FWY

Length of passing tracks in feet and location of scales, water, fuel and turning stations.

FWYP

1,513

462

1,848 WY

2,063

734

1,880 FWYP

WESTWARD—ORD BRANCH—Grand Island and Ord—EASTWARD.

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS			Distance from Grand Island	Time Table No. 82 April 6, 1919	Distance from Ord	FIRST CLASS		SECOND CLASS					
					83	35	511				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								
OTFYWP				7.30AM	3.00PM	7.00AM	0.0	DN-R GRAND ISLAND	61.0	9.50AM	4.00PM	5.30PM						
							0.4	C. B. & Q. CROSSING	60.6									
1,482 P				s 7.55	s 3.22	s 7.27	11.1	D ST. LIBORY	49.9	s 9.20	s 3.22	s 4.40						
1,616					f 3.34	f 7.39	17.1	DUBLIN	48.9	f 9.05	f 3.03							
1,420 PFWY				{ 8.30 8.55	s 3.50	s 8.00	21.9	D-R ST. PAUL	39.1	s 8.55	s 2.55	{ 4.10 3.50						
1,792 P				s 9.30	s 4.10	s 8.30	30.7	D ELBA	30.3	s 8.30	s 2.35	s 3.20						
1,878				s 9.55	s 4.25	s 8.46	36.7	D COTESFIELD	24.3	s 8.15	s 2.20	s 2.55						
						f	43.1	*WEEKS SPUR	17.9		f							
				10.20	4.42	9.08	44.5	SCOTIA JUNCTION	16.5	8.01	1.52	2.30						
				s 10.35	s 4.47	s 9.17	45.6	D SCOTIA	17.6	s 7.57	s 1.47	s 2.20						
				10.45	4.52	9.23	44.5	SCOTIA JUNCTION	16.5	7.52	1.42	2.05						
1,874				s 11.20	s 5.05	s 9.35	48.8	D NORTH LOUP	12.2	s 7.44	s 1.30	s 1.50						
623					f	f	53.6	OLEAN	7.4	f	f							
							60.6	C. B. & Q. CROSSING	0.4									
2,025 FWY				11.55AM	5.30PM	10.05AM	61.0	D-R ORD	0.0	7.20AM	1.00PM	1.15PM						
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		(61.0)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday						

(4.25) (2.30) (3.05) Time over District..... (2.30) (3.0) (4.15)
13.8 24.4 19.8 Average speed per hour..... 24.4 20.4 14.4

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

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

WESTWARD—LOUP CITY BRANCH—St. Paul and Loup City—EASTWARD.

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS			Distance from St. Paul	Time Table No. 82 April 6, 1919	Distance from Loup City	FIRST CLASS		SECOND CLASS					
					85	87	37				38	88	86					
					Mixed	Mixed	Passenger				Passenger	Mixed	Mixed					
				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						
FWYP				8.55AM	9.30AM	3.50PM	0.0	D-R ST. PAUL	39.0	8.55AM	2.50PM	3.20PM						
1,513				s 9.20	s 9.52	s 4.10	8.3	D DANNEBROG	30.7	s 8.25	s 2.30	s 2.50						
462						f 4.22	14.3	KENYON	24.7	f								
1,848 WY				9.40AM	s 10.25	s 4.31	18.6	D-R BOELUS	20.4	s 8.03	s 2.05	s 2.15PM						
2,063					s 10.50	s 4.47	25.8	D ROCKVILLE	13.2	s 7.45	s 1.35							
734					f 11.10	s 5.03	32.9	AUSTIN	6.1	f 7.26	f 1.15							
1,880 FWYP					11.45AM	5.30PM	39.0	D-R LOUP CITY	0.0	7.10AM	1.00PM							
				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						

(0.45) (2.15) (1.40) Time over District..... (1.45) (1.50) (1.05)
24.8 17.3 23.4 Average speed per hour..... 22.3 21.3 17.3

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

WESTWARD—PLEASANTON BRANCH—Boelus and Pleasanton—EASTWARD.

WESTWARD—HASTINGS BRANCH—Hastings and Gibbon—EASTWARD.

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			Distance from Boelus	Time Table No. 82 April 6, 1919			Distance from Pleasanton	SECOND CLASS			Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			Distance from Hastings	Time Table No. 82 April 6, 1919			Distance from Gibbon	SECOND CLASS		
	85				86				269				270										
	Mixed				Mixed				Time Freight				Time Freight										
Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday			Leave Daily			Arrive Daily														
1,848 WY	9.50AM			0.0	D-R	BOELUS	22.1	1.10PM			FY	5.05PM			0.0	DN-R	HASTINGS	28.1	7.15AM				
				8.8		8.8					2,494	f 5.30			7.3		7.3		f 6.25				
1,346	f 10.15			9.6		0.8		f 12.40							10.8		3.5						
1,629	s 10.23			12.4		0.8		s 12.31			2,491 W	f 5.50			12.6	D	HAYLAND	15.5	f 6.05				
1,904	s 10.35			15.5		2.8		s 12.21			2,495	f 6.15			20.4		1.8		f 5.40				
2,150 WY	11.00AM			22.1	D-R	PLEASANTON	0.0	12.01PM			4,080 YW	7.05PM			28.1	DN-R	GIBBON	0.0	5.15AM				
	Arrive Daily Ex. Sunday					(22.1)		Leave Daily Ex. Sunday				Arrive Daily					28.1		Leave Daily				

(1.10)	Time Over District.....	(1.09)	(2.00)	Time over District.....	(2.00)
18.9	Average speed per hour	18.9	14.0	Speed per hour.....	14.0

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

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

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

SPEED TABLE.

RUNNING												EQUALS
2 Miles		2½ Miles		3 Miles		3½ Miles		4 Miles		5 Miles		
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	
12		15		18		21		24		30		10 miles per hour
6		7	30	9		10	30	12		15		20 miles per hour
4		5		6		7		8		10		30 miles per hour
3		3	45	4	30	5	15	6		7	30	40 miles per hour
2	40	3	20	4		4	40	5	20	6	40	45 miles per hour
2	24	3		3	36	4	12	4	48	6		50 miles per hour
2	10	2	43	3	15	3	48	4	20	5	25	55 miles per hour
2		2	30	3		3	30	4		5		60 miles per hour
1	50	2	18	2	45	3	13	3	40	4	35	65 miles per hour
1	42	2	8	2	33	2	59	3	24	4	15	70 miles per hour

SPEED TABLE.

TIME Going 1 Mile		Miles per Hour	TIME Going 1 Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
12		5	1	30	40
6		10	1	20	45
4		15	1	12	50
3		20	1	5	55
2	24	25	1		60
2		30		55	65
1	43	35		51	70

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	Code
	OYFW
1,810	
1,487	P
1,804	
1,184	W
2,070	
2,412	
1,814	
812	
1,544	PW
2,512	
1,216	
1,044	YPOWF
2,501	
1,452	
2,499	W
2,503	
1,006	
1,005	
2,502	FWY

D CLASS

the time tables,

WESTWARD—KEARNEY BRANCH—Kearney and Stapleton—EASTWARD.

Length of passing tracks in feet and location of water, fire and turning stand on.	SECOND CLASS			FIRST CLASS			Distance from Kearney	Time Table No. 82 April 6, 1919	Distance from Stapleton	FIRST CLASS			SECOND CLASS		
	95 Mixed			519 Motor Passenger		517 Motor Passenger				520 Motor Passenger			518 Motor Passenger		96 Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
OYFW	8.35AM	3.55PM	7.30AM	0.0	DN-R KEARNEY	102.3	11.50AM	5.35PM	2.00PM						
1,810	f 8.55	f 4.10	f 7.44	5.5	GLENWOOD PARK	98.8	f 11.34	f 5.20	f 1.15						
1,487 P	s 9.10	s 4.20	s 7.57	10.1	RIVERDALE	92.2	s 11.24	s 5.12	s 1.00						
1,804	s 9.40	s 4.34	s 8.14	16.8	AMHERST	85.5	s 11.08	s 5.00	s 12.40						
1,184 W	s 10.05	s 4.46	s 8.30	22.7	WATERTOWN	79.6	s 10.54	s 4.46	s 12.10PM						
2,070	s 10.44	s 4.57	s 8.40	26.3	MILLER	76.0	s 10.44	s 4.32	s 11.55AM						
2,412	s 11.30AM	s 5.15	s 8.55	32.5	SUMNER	69.8	s 10.28	s 4.17	s 11.30						
1,814	s 12.05PM	s 5.35	s 9.14	40.4	EDDYVILLE	61.9	s 10.10	s 3.59	s 11.10						
812		f 5.39	f 9.18	42.0	BUZZARDS ROOST	60.3	f 10.05	f 3.53							
1,544 PW	s 12.25	s 5.48	s 9.28	45.9	LOMAX	56.4	s 9.57	s 3.44	s 10.50						
2,512	s 12.50	s 6.05	s 9.42	52.1	OCONTO	50.2	s 9.42	s 3.29	s 10.30						
1,216	f 1.25	s 6.24	s 10.00	59.1	LODI	43.2	s 9.27	s 3.12	s 10.00						
1,044 YPOWF	s 2.05	s 6.42	s 10.16	65.5	CALLAWAY	36.8	s 9.15	s 2.57	s 9.15						
2,501	s 2.40	s 7.00	s 10.33	73.1	MILLDALE	29.2	s 8.53	s 2.40	f 8.27						
1,452	f 2.55	f 7.05	f 10.38	75.7	FINCHVILLE	26.6	f 8.42	f 2.33	f 8.15						
2,499 W	s 3.20	s 7.23	s 10.53	83.1	ARNOLD	19.2	s 8.28	s 2.19	s 8.00						
2,503	s 3.55	s 7.40	s 11.09	90.6	LOGAN	11.7	s 8.10	s 2.00	f 7.32						
1,006				94.5	HOAGLAND	7.8									
1,005	f 4.25	s 8.00	s 11.26	99.2	GANDY	3.1	s 7.52	s 1.42	f 7.09						
2,502 FWY	4.45PM	8.10PM	11.35AM	102.3	D-R STAPLETON	0.0	7.45AM	1.35PM	7.00AM						
	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily						
	Ex. Sunday	Ex. Sunday	Ex. Sunday				Ex. Sunday	Ex. Sunday	Ex. Sunday						

(8.10)	(4.15)	(4.05) Time over District.....	(4.05)	(4.00)	(7.00)
12.5	24.0	25.1 Average speed per hour.....	25.1	25.6	14.6

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

LOCATION STANDARD CLOCKS

- Council Bluffs..... Yard Office
- Council Bluffs..... Round-house
- Omaha..... Telegraph Union Depot
- Omaha..... Dispatcher's Office
- Omaha..... West Tower
- Valley..... Telegraph Office
- Columbus..... Telegraph Office
- Grand Island..... Dispatcher's Office
- Grand Island..... Telegraph Office
- Grand Island..... Round-house
- Grand Island..... Yard Office
- Kearney..... Telegraph Office
- North Platte..... Telegraph Office
- North Platte..... Dispatcher's Office
- North Platte..... Yard Office
- North Platte..... Round-house Office
- Valparaiso..... Telegraph Office
- Lincoln..... Telegraph Office
- Beatrice..... Telegraph Office
- St. Paul..... Telegraph Office
- Hastings..... Telegraph Office

LOCATION TIME SERVICE INSPECTORS

- L. A. Borsheim..... No. 8 Pearl St., Council Bluffs
- E. H. Leffert..... Council Bluffs
- L. A. Borsheim..... 506 So. 16th St., Omaha
- Brodegaard Bros. Co..... 205 So. 16th St., Omaha
- Grover-Spangler..... Fremont, Nebr.
- Keith Perkins..... Columbus, Nebr.
- Schafer Bros..... Central City
- Aug. Meyer & Son..... Grand Island
- B. E. Jells..... Grand Island
- J. D. Hawthorne..... Kearney
- Henry Dixon..... North Platte
- Scotfield & Wetzel..... Norfolk, Nebr.
- E. Hallett..... Lincoln, Nebr.
- F. T. Johnston..... Genoa, Nebr.
- K. C. Koons..... Beatrice, Nebr.
- E. A. Odman..... Valparaiso, Nebr.

NEBRASKA DIVISION

SPECIAL RULES

PASSENGER TRAINS.

- No. 1 will stop at Central City for California passengers.
No. 2 will stop to let off passengers from California.
No. 6 will stop to let off passengers from Ogden and beyond, and from points between Cheyenne and North Platte.
No. 15 will stop to pick up passengers for Colorado points beyond Julesburg.
No. 15 will stop at Chapman to let off Passengers from east of Central City and will stop at all points west of Grand Island to discharge passengers holding through tickets from points on the St. Joseph & Grand Island Railroad.
No. 16 will stop to let off passengers from Colorado, and will stop at Gibbon, Shelton and Wood River to pick up passengers for Chicago and east of Chicago and at Maxwell for passengers for Council Bluffs and east.

FREIGHT TRAINS.

Nos. 257, 258, 259, 260, (261, Grand Island to Kearney,) 263, 264 (269, 270 on Hastings Branch,) will carry passengers. Passengers will not be carried on other freight trains, except persons in charge of special freight, employes with annual passes or employes on trip passes so endorsed by persons issuing them, between stations at which trains stop.

- When a train has more than one locomotive each engine-man must be provided with copies of all orders and clearance cards.
- Trains leaving Council Bluffs are not required to get clearance card (Form 2643) as per rule 83-A. Westward passenger train must receive a clearance card (Form 2643) before leaving Omaha Union Station. Westward freight trains must receive clearance card (Form 2643) at west tower before leaving Omaha. All trains must receive a clearance card (Form 2643) before leaving Columbus.
- Trains stopped by automatic block signals on single track will wait five minutes after flagman has started ahead before proceeding through the block. (See Rule 504.)
- Outfit cars, empty wooden flat cars and empty wooden coal cars must be handled next ahead of caboose with outfit cars always first ahead of caboose.

DIVISION SPEED RESTRICTIONS.

- Passenger trains must not exceed fifty (50) miles per hour.
- All trains must not exceed 15 miles per hour when using cross-overs or turn-outs and BE UNDER CONTROL THROUGH SIDINGS AND INTERLOCKING PLANTS.

When Within Yard Limits:

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

- Freight trains must not exceed 35 miles per hour, and gravel trains 25 miles per hour. Light engines backing up must not exceed 20 miles per hour.
- All trains must not exceed a speed of 30 miles an hour under coaling stations. Trains moving against current of traffic must not exceed a speed of 30 miles an hour, and must stop at railroad crossings whether protected by interlocking plant or not. When moving against current of traffic over Fremont Land and Live Stock yard crossing east of Fremont trains will stop and be preceded over crossing by flagman.

DISTRICT SPEED RESTRICTIONS, AND TRAIN INSPECTION STATIONS

	Passenger	Freight
10. FIRST DISTRICT:		
A. Between Gilmore and Papillion.....	35 miles	30 miles
Between Papillion and Lane.....	40 miles	30 miles
Over Little and Big Papillion Bridges, located just east and west of Seymour.....	25 miles	25 miles
On curves between Summit and Waterloo.....	45 miles	35 miles
Approach under control and reduce speed over Fremont Land & Livestock yards crossing.....	20 miles	20 miles
B. In addition to making inspection of trains as often as possible, as per Rule 820, every freight train must be inspected at the following points: Valley, Columbus and Central City, and in addition, eastward freight trains will stop at Silver Creek and north Bend and look train over.		

11. SECOND DISTRICT:		
A. Automatic Block Signals govern movement of trains in both directions over North Platte Bridge. All trains must approach bridge under control and must not exceed 15 miles an hour over it. When a train is stopped by home signal at the approach to, or on the bridge, it may proceed when the signal clears or by sending a flagman ahead a sufficient distance to insure full protection. When opposing trains approach at same time eastward trains must stop before passing home signal 700 feet west of bridge, giving westward superior trains preference.		
B. In addition to making inspection of trains as often as possible, as per Rule 820, every freight train must be inspected at the following points: Kearney, Lexington and Gothenburg, and in addition, eastward freight trains will stop at Brady Island and Elm Creek and look train over.		

	Passenger	Freight
12. BRANCHES:		
Beatrice-Stromsburg.....	35 miles	25 miles
(With engines weighing 150,000 lbs. or more on drivers).....	20 miles	20 miles
Norfolk-Albion-Cedar Rapids.....	35 miles	25 miles
Ord-Loup City-Pleasanton.....	35 miles	25 miles
Kearney.....	35 miles	25 miles
Hastings.....	45 miles	35 miles
Over Bridges 21-B and 18-D. Main and South Channels of Platte River (on H. & N. W. Branch)....	15 miles	15 miles

Beatrice and Stromsburg Branches—Helper engines must be cut in on head end of train.

RAILWAY CROSSINGS

See General Rule No. 98.

The following is the law in Nebraska:

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

When trains or locomotives without trains, approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

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

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

C. B. & Q. trains have absolute right to cross ahead of Union Pacific trains at Nantasket, Lincoln.

Union Pacific trains have absolute right to cross ahead of Missouri Pacific trains at Portal, Lincoln.

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

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

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

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

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

V. L. Trey
M. A. Tink
A. A. Rober
E. J. Upd
O. S. Hoff
S. H. Smit
R. R. Holl
F. S. Ower
W. P. Whe
R. E. Shind
O. H. Mag
T. N. Burke
G. A. Harr
Geo. Haslen
A. E. Hoff
James Woc
Evans and
E. J. Gillisp
W. C. Robir
J. E. Bent
J. M. Trip
R. C. Wood
J. G. Woodi
S. O. Pitts
A. T. Hub
Chas. Luca
J. W. Mill
G. H. Hall
J. W. Laugt
J. M. Chess
Rosenburg
J. H. Foch
W. J. Birk
C. E. Vandi
C. E. Ken
N. McCab
T. J. Kerr
E. T. McC
J. G. Smit
A. D. Mal
F. A. Graf
F. T. Scho
A. Lee....
C. S. Curry
J. G. Mari
Z. E. Meth
J. H. Dow
L. M. Sha
J. C. Mals
F. B. Slusse
A. A. Bald
F. A. Long
P. H. Salt
G. W. Sull
J. W. B. S
F. W. Joh
E. Thelen
A. L. Bartl
F. S. Nich
C. J. Mille
P. M. Ped
A. S. Mair
Edward D
A. L. Ranc
C. W. Hend
J. F. Davi
F. A. Burr
E. F. Carr
J. V. Begh

Who
Who
understand
Any
Who
or lying on
immediate

LIST OF SURGEONS

A. F. JONAS, Chief Surgeon, Omaha, Neb.

NAME	TITLE	PLACE	DISTRICT
V. L. Treyner	District Surgeon	Council Bluffs	Council Bluffs to Omaha.
M. A. Tinley	District Surgeon	Council Bluffs	Council Bluffs to Omaha.
A. A. Robertson	District Surgeon	Council Bluffs	Council Bluffs to Omaha.
E. J. Updegraff	District Surgeon	Omaha	Council Bluffs to Valley.
O. S. Hoffman	Local Surgeon	Omaha	Omaha.
S. H. Smith	Local Surgeon	Omaha	Omaha.
R. R. Hollister	Local Surgeon	Omaha	Omaha.
F. S. Owen	Oculist	Omaha	Omaha.
W. P. Wherry	Oculist	Omaha	Omaha.
R. E. Shindell	District Surgeon	South Omaha	Omaha to Papillion.
O. H. Magaret	District Surgeon	Papillion	South Omaha to Millard.
T. N. Burke	District Surgeon	Elkhorn	Millard to Valley.
G. A. Harris	District Surgeon	Valley	Waterloo to Fremont and Yutan.
Geo. Haslem	District Surgeon	Fremont	Valley to North Bend.
A. E. Hoff	District Surgeon	North Bend	Fremont to Schuyler.
James Woods	District Surgeon	Schuyler	North Bend to Columbus.
Evans and Morrow	District Surgeon	Columbus	Schuyler to Silver Creek and Oconee.
E. J. Gillispie	District Surgeon	Silver Creek	Columbus to Clarks.
W. C. Robinson	District Surgeon	Clarks	Silver Creek to Central City.
J. E. Benton	District Surgeon	Central City	Clarks to Chapman and Polk.
J. M. Triplett	District Surgeon	Chapman	Central City to Grand Island.
R. C. Woodruff	District Surgeon	Grand Island	Chapman to Alda and St. Paul.
J. G. Woodin	District Surgeon	Grand Island	Chapman to Alda and St. Paul.
S. O. Pitts	District Surgeon	Alda	Grand Island to Wood River.
A. T. Hubbell	District Surgeon	Wood River	Alda to Shelton.
Chas. Lucas	District Surgeon	Shelton	Wood River to Kearney.
J. W. Miller	District Surgeon	Gibbon	Shelton to Kearney.
G. H. Hall	District Surgeon	Kearney	Shelton to Elm Creek and Amherst.
J. W. Laughlin	District Surgeon	Elm Creek	Kearney to Overton.
J. M. Chesshir	District Surgeon	Overton	Elm Creek to Lexington.
Rosenburg & Olssen	District Surgeon	Lexington	Overton to Cozad.
J. H. Fochtman	District Surgeon	Cozad	Lexington to Gothenburg.
W. J. Birkofer	District Surgeon	Gothenburg	Cozad to Brady Island.
C. E. Vandiver	District Surgeon	Brady Island	Gothenburg to North Platte.
C. E. Kennon	District Surgeon	Maxwell	Brady Island to North Platte.
N. McCabe	District Surgeon	North Platte	Brady Island to Ogallala.
T. J. Kerr	District Surgeon	North Platte	Brady Island to Ogallala.
E. T. McGuire	District Surgeon	Mead	Yutan to Wahoo.
J. G. Smith	District Surgeon	Wahoo	Yutanto Valparaiso.
A. D. Mahaffay	District Surgeon	Valparaiso	Wahoo to Raymond and Brainard.
F. A. Graham	District Surgeon	Lincoln	Raymond to Cortland.
F. T. Schowengerdt	District Surgeon	Cortland	Lincoln to Pickrell.
A. Lee	District Surgeon	Pickrell	Cortland to Beatrice.
C. S. Curry	District Surgeon	Beatrice	Pickrell to Beatrice.
J. G. Marron	District Surgeon	Brainard	Valparaiso to David City.
Z. E. Metheny	District Surgeon	David City	Brainard to Osceola.
J. H. Downing	District Surgeon	Rising City	David City to Osceola.
L. M. Shaw	District Surgeon	Osceola	Shelby to Stromsburg.
J. C. Malster	District Surgeon	Stromsburg	Stromsburg to Osceola and Polk.
F. B. Slusser	District Surgeon	Polk	Stromsburg to Central City.
A. A. Bald	District Surgeon	Platte Center	Oconee to Humphrey.
F. A. Long	District Surgeon	Madison	Humphrey to Norfolk.
P. H. Salter	District Surgeon	Norfolk	Norfolk to Madison.
G. W. Sullivan	District Surgeon	St. Edward	Oconee to Albion.
J. W. B. Smith	District Surgeon	Albion	Albion to St. Edward.
F. W. Johnson	District Surgeon	Fullerton	Genoa to Belgrade.
E. Thelen	District Surgeon	Cedar Rapids	Belgrade to Spalding.
A. L. Bartlett	District Surgeon	Spalding	Spalding to Cedar Rapids.
F. S. Nicholson	District Surgeon	St. Paul	St. Libory to Scotia and Dannebrog.
C. J. Miller	District Surgeon	Ord	Ord to St. Paul.
P. M. Pederson	District Surgeon	Dannebrog	St. Paul to Boelus.
A. S. Main	District Surgeon	Loup City	Loup City to St. Paul.
Edward Dodd	District Surgeon	Boelus	Dannebrog to Loup City.
A. L. Randall	District Surgeon	Pleasanton	Pleasanton to Boelus.
C. W. Hendrickson	District Surgeon	Miller	Kearney to Callaway
J. F. Davies	District Surgeon	Callaway	Callaway to Eddyville.
F. A. Burnham	District Surgeon	Arnold	Callaway to Stapleton.
E. F. Carr	District Surgeon	Stapleton	Arnold to Stapleton.
J. V. Beghtol	District Surgeon	Hastings	Hastings to Gibber.

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

TONNAGE RATING

CLASSIFICATION OF LOCOMOTIVES

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

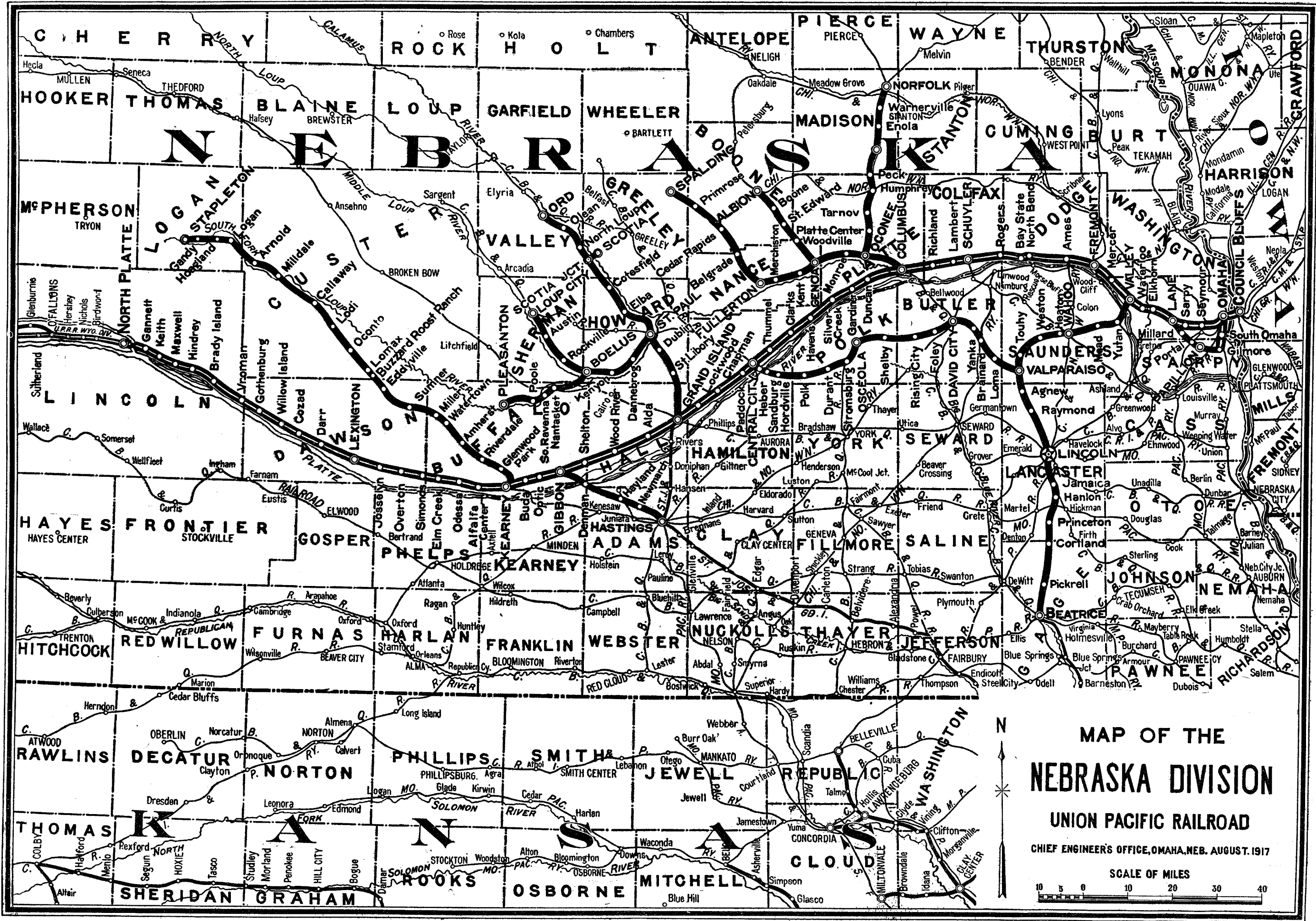
RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2000 POUNDS

Total weight of train, exclusive of engine and tender, which the different classes of Locomotives will haul in each direction between the stations shown, under favorable weather conditions:

Class	NUMBERS	COUNCIL BLUFFS AND GRAND ISLAND		GRAND ISLAND AND NORTH PLATTE	
		WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 57 — 22 — 187	200 and 300	1760	4500	2350	4500
C 57 — 21 — 181	400	1620	4500	2225	4500
MK 57 — 23 1/2 — 205	1900	1925	4500	2685	4500
MK 63 — 26 — 214	2200	2075	4500	3125	4500
T 69 — 20 — 143	1320	1075	4500	1750	4500
T 63 — 20 — 145	1360	1200	4500	1900	4500

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

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



MAP OF THE NEBRASKA DIVISION

UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. AUGUST, 1917

