

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

**Nebraska Division**

**102**  
**EMPLOYEES' TIME TABLE**



**To Take Effect Sunday, May 31, 1925**

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

For the government and information of employes only, and not intended for the use of the public.  
The right is reserved to vary from this time-table at pleasure.

# CONDENSED TIME TABLE

## COUNCIL BLUFFS AND OGDEN—WESTWARD.

SECOND CLASS						FIRST CLASS														Distance from Council Bluffs	Time Table No. 102 May 31, 1925
269 Time Freight	255 Time Freight	253 Time Freight	251 Time Freight	155 Time Freight	138 Passenger	25 Passenger	21 Passenger	19 Passenger	17 Passenger	15 Passenger	13 Passenger	11 Passenger	9 Mail	7 Passenger	5 Mail	3 Passenger	1 Passenger				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	9.30PM	7.30PM	1.00PM		6.30AM										10.55AM	9.30AM		0.0			
	9.50	7.45	1.15		7.05	12.35AM		12.40AM	11.55AM	4.25PM	12.25AM	8.10AM	11.30AM	9.40AM	9.50	4.40PM	9.45AM	2.8			
																		6.4			
																		28.0			
	11.45PM	9.50	3.02		7.55	1.12		1.22	12.30PM	5.07	1.02	8.45	12.07PM	10.16	10.26	5.24	10.21	124.8			
					11.25AM													310.2			
	7.20PM				6.20PM		6.15PM											39.3			
		12.35AM	10.45PM	3.45		1.35		1.45	12.50	5.28	1.25	9.05	12.27	10.35	10.45	5.48	10.40	84.5			
		3.20	1.50AM	6.55		2.38		2.48	1.50	6.43	2.28	10.02	1.28	11.32AM	11.42AM	6.55	11.37AM	124.9			
		6.20	5.05	9.12		3.35		3.45	2.45	7.49	3.25	10.52	2.18	12.29PM	12.29PM	8.10	12.40PM	146.9			
	Hastings 2.30PM	8.45	7.45	11.00PM		4.20		4.30	3.25	8.40	4.05	11.30AM	2.55	1.15	1.05	9.05	1.25	189.1			
	5.15	11.30AM	10.28AM	1.45AM		5.30		5.40	4.30	9.50	5.05	12.28PM	3.55	2.15	2.05	10.40PM	2.26	284.1			
	9.50PM	6.40PM	6.20PM	8.40AM		7.45		7.40	5.55	11.50PM	6.35	1.45	5.10	3.30	3.10	2.25AM	3.50	365.3			
	2.05AM	12.49AM	12.30AM	1.30PM		9.50		9.40	8.10	2.10AM	8.35AM	3.43	6.55	5.38	4.55	5.10	5.52	562.6			
			4.00AM	11.35PM				12.20PM 1.30PM		7.15AM	2.00PM	8.30PM						407.5			
	5.25AM	4.40AM	4.20AM			11.15AM		11.05AM	9.30PM				7.58	6.50	5.58	7.05	7.00	509.5			
	12.30PM 1.20	12.50PM 2.25	12.20PM 1.30			2.10PM 2.25		2.05PM 2.20	12.35AM 12.50				10.23 10.35PM	9.45 10.00PM	8.15 8.30	10.20AM 12.15PM	10.00 10.15PM	566.2			
	7.20PM	8.00PM	7.30PM		12.45PM	4.50	6.20	4.40	2.55				12.30AM	12.05AM	10.20PM	2.30	12.20AM	682.8			
	2.50AM	5.30AM	5.00AM		9.20PM	8.35	9.20PM	8.20	6.30				3.20	3.30	1.05AM	6.30	3.55	802.1			
	10.45AM	2.30PM	1.55PM		7.45AM	11.50PM	12.20AM	11.30PM	9.54				6.05	6.50	3.50	10.20	7.20	817.0			
	7.15PM	9.15	6.45		12.30PM	12.35AM	1.10	12.15AM	10.40				6.45	7.30	4.35	10.50PM	8.00	847.1			
	9.20PM	11.45PM	8.50PM		2.45	1.30	2.05	1.15	11.35AM				7.35	8.25	5.25AM		8.55	917.2			
	5.20AM		4.50AM		11.30PM	3.55	4.15	3.45					9.25	10.30			11.05AM	953.2			
	9.00AM		8.13AM		3.00AM	5.03	5.29	4.50					10.26	11.36AM			12.26PM	993.0			
	1.25PM		12.55PM		6.40AM	6.30AM	7.00AM	6.25AM					11.35AM	12.55PM			2.00PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			

(91.05) (74.55) (90.10) (39.45) (55.05) (11.15) (30.55) (37.45) (30.45) (24.40) (15.50) (14.35) (13.20) (25.05) (28.15) (20.35) (31.10) (29.15) 27.3 32.0 33.4 32.2 34.2 35.3 38.4 42.0 39.4 35.1 41.0 26.1 33.8

..... Time Omaha-Ogden  
..... Average speed per hour

### MILEAGE NORTHERN DISTRICT

NEBRASKA DIVISION	
Main Line.....	286.2
Branches.....	577.6
<b>Total.....</b>	<b>863.8</b>
WYOMING DIVISION	
Main Line.....	398.6
Branches.....	196.1
<b>Total.....</b>	<b>594.7</b>
WESTERN DIVISION	
Main Line.....	310.8
Branches.....	73.3
<b>Total.....</b>	<b>384.1</b>
GRAND TOTAL	
Main Line.....	995.6
Branches.....	847.0
<b>Total.....</b>	<b>1842.6</b>

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

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

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

# CONDENSED TIME TABLE

## COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 102 May 31, 1925	Distance from Ogden.	FIRST CLASS													SECOND CLASS							
		2 Passenger	4 Passenger	6 Mail	8 Passenger	10 Passenger	10 Passenger	12 Passenger	14 Passenger	16 Passenger	18 Passenger	20 Passenger	22 Passenger	26 Passenger	137 Passenger	254 Time Freight	256 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	Arrive Daily					
COUNCIL BLUFFS	993.0		7.15AM	12.40PM				11.40PM								7.25PM	7.40PM	10.00AM				
OMAHA	990.2	7.10PM	7.00 6.45	12.25 12.10PM	7.05PM		11.25 11.15	6.50AM	2.15AM	3.30PM	7.55PM	12.05AM		2.05AM	7.10 7.00	7.10	9.40					
SOUTH OMAHA	995.6																					
VALLEY	965.0	6.20	5.55	11.10AM	6.15		10.20	6.01	1.20	2.39	7.10	11.10PM		1.10	6.10	5.30	7.40					
BEATRICE	1003.5														2.50PM							
KANSAS CITY	1262.5													8.45AM	8.00AM							
FREMONT	953.7	6.06	5.37	10.50	5.58		10.00	5.46	1.05	2.22	6.55	10.55		12.55AM		4.50	7.00					
COLUMBUS	908.5	5.10	4.35	9.48	4.57		8.43	4.52	12.06AM	1.13	5.55	9.54		11.54PM		2.10PM	3.50					
CENTRAL CITY	868.1	4.18	3.30	8.45	4.04		7.40	4.02	11.12PM	12.15PM	4.48	8.58		10.58		11.48AM	1.20					
GRAND ISLAND	846.1	3.50	3.00	8.10	3.35		7.05	3.35	10.45	11.45AM	4.15	8.30		10.30		10.25	12.01AM					
KEARNEY	803.9	2.38	1.39AM	6.55	2.20		5.20	2.23	9.35	10.32	3.03	7.18		9.18		6.55	7.40PM					
NORTH PLATTE	708.9	12.35PM	11.10PM	4.35	12.10PM		2.35PM	12.25AM	7.30	8.15	12.55PM	5.10		7.10		1.35AM	1.25PM					
JULESBURG	627.7	9.41AM	7.31	1.20	9.10AM		10.59AM	9.22PM	4.35PM	5.05AM	10.00AM	2.10		4.10		6.10PM	5.05AM					
DENVER	590.4							4.15PM	11.30AM	11.30PM				1.15PM 12.15PM								
SIDNEY	585.5	8.45	6.10	12.15AM	8.10		9.45				9.00	1.10PM		3.10		3.35PM	2.30AM					
CHEYENNE	483.5	6.05 5.50	3.00 2.30	9.40 9.10PM	5.20 5.05	12.30AM	6.40AM				6.20 6.05	10.35AM 10.25		12.35 12.25PM		8.50AM 7.50	7.00PM 6.00					
LARAMIE	426.8	3.55	12.25PM	7.20	3.15	10.30PM					4.10	8.30	7.40AM	10.30AM		2.20AM	12.35PM					
RAWLINS	310.2	12.40AM	8.50AM	4.00	12.01AM	7.10					12.50AM	5.15	4.20	7.10		5.30PM	3.10AM					
ROCK SPRINGS	190.9	9.35PM	5.05	12.45	8.50PM	3.35					9.15PM	2.10	1.00	3.55		8.20AM	5.32PM					
GREEN RIVER	176.0	9.05	4.30AM	12.10PM	8.20	3.00					8.45	1.40	12.30AM	3.25		7.20	4.30					
GRANGER	145.9	7.56		10.35AM	7.20	1.55PM					7.50PM	12.35AM	11.30PM	2.26		4.20AM	1.36PM					
EVANSTON	75.8	5.40		8.15	5.25	11.50AM						10.25PM	9.35	12.15AM		10.55PM	8.25AM					
ECHO	39.8	4.11		6.35	3.50	9.55						8.57	8.03	10.47PM		6.17	3.48					
OGDEN	0.0	2.35PM		5.05AM	2.25PM	8.30AM						7.25PM	6.40PM	9.25PM		2.35PM	12.01AM					
(993.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					

Time Omaha-Ogden.....	(27.35)	(25.15)	(30.05)	(27.40)	(16.00)	(15.35)	(13.35)	(13.45)	(15.0)	(23.05)	(27.40)	(37.05)	(27.40)	(11.00)	(75.35)	(80.39)
Average speed per hour.....	35.9	32.2	32.9	35.8	30.2	32.5	41.2	40.7	37.3	36.5	35.8	34.0	35.8	27.9		

**C. A. MOORE, Superintendent** ..... Omaha, Nebr.  
**W. C. SHELVER, Asst. Superintendent** ..... Omaha, Nebr.

**FIRST SUB-DIVISION AND BRANCHES:**

**C. M. HIGHSMITH, Trainmaster**, ..... Omaha, Nebr.  
**E. T. BOYNTON, Asst. Train Master**, ..... Valley, Nebr.  
 R. H. BATES, Chief Train Dispatcher, ..... Omaha, Nebr.  
 WM. UPTON, Night Chief Train Dispatcher, ..... " "

**TRAIN DISPATCHERS**

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

**SECOND SUB-DIVISION AND BRANCHES:**

**W. S. LAW, Trainmaster**, ..... Grand Island, Nebr.  
 B. O. WEDGE, Chief Train Dispatcher, ..... " " "

**TRAIN DISPATCHERS**

F. C. JOHNSON, ..... Grand Island, Nebr.  
 J. T. DAVIS, ..... " " "  
 C. A. LAUGHLIN, ..... " " "  
 J. G. CAVANAUGH, ..... " " "  
 F. F. GETSFRED, ..... " " "

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
51''	70.6	1' 25''	42.3
52''	69.2	1' 30''	40
53''	67.9	1' 40''	36
54''	66.6	1' 45''	34.3
55''	65.4	1' 50''	32.7
56''	64.2	2'	30
57''	63.1	2' 10''	27.6
58''	62	2' 15''	26.6
59''	61	2' 20''	25.7
1'	60.	2' 30''	24.
1' 1''	59.	2' 40''	22.5
1' 2''	58.	2' 45''	21.8
1' 3''	57.1	2' 50''	21.2
1' 4''	56.2	3'	20.
1' 5''	55.3	3' 9''	19.
1' 6''	54.5	3' 20''	18.
1' 7''	53.7	3' 31''	17.
1' 8''	52.9	3' 45''	16.
1' 9''	52.1	4'	15.
1' 10''	51.4	5'	12.
1' 12''	50.	6'	10.
1' 15''	48.	7' 30''	8.
1' 20''	45.	10'	6.

**FIRST SUB-DIVISION—Omaha and Grand Island.—WESTWARD.**

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS										FIRST CLASS										Distance from Council Bluffs	
	255	253	261	251	257	259	23	3	15	27	17	9	5	1	7	37	11	138	19	25		13
	Time Freight	Time Freight	Freight	Time Freight	Way Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
WFTYOP	9.30PM	7.30PM	6.00PM	1.00PM	8.00AM		5.10PM	3.30PM		1.30PM	11.10AM	10.55AM	9.30AM			7.20AM		6.30AM			11.50PM	0.0
WFTOP	9.50	7.45	6.15	1.15	8.15		5.25 5.45	3.45 4.40		1.45 2.15	11.25 11.55AM	11.30	9.50	9.45AM	9.40AM	7.35 8.15	8.10AM	7.05	12.40AM	12.35AM	12.05AM 12.25	2.8
P	10.05	8.00	6.45	1.30				4.48		4.32	12.02PM	11.37	9.57	9.52	9.47		8.17	7.12	12.47	12.42	12.32	5.1
3,450 P	10.18	8.15	7.00	1.44				4.54		4.38	12.07	11.43	10.02	9.57	9.52		8.22	7.17	12.54	12.47	12.37	8.9
3,513 P	10.33	8.35	7.15	2.05				5.01		4.46	12.12	11.49	10.07	10.02	9.57		8.28	7.23	1.01	12.53	12.43	13.6
WP					8.35		s 6.00									s 8.30						6.4
3,100 IP					s 8.50		s 6.13									s 8.42						11.9
3,700 P					s 9.15		s 6.25									s 8.52						16.9
IP					9.20		f 6.30									f 8.56						19.3
3,613 P					s 9.30		s 6.37									s 9.02						22.5
3,873 WIP	10.45	8.50	7.28	2.18	f 9.40		f 6.45	5.06	4.52	f 2.39	12.17	11.53	10.13	10.07	10.02	f 9.08	8.33	f 7.28	1.06	12.58	12.48	17.1
4,106 P	11.05	9.10	7.43	2.30	s 10.09 10.13		s 6.57	5.13	4.58	s 2.47	12.23	11.59AM	10.19	10.14	10.09	s 9.16	8.38	f 7.36	1.13	1.04	12.54	21.8
4,151 P	11.20	9.25	7.55	2.38	s 10.50		s 7.04	5.17	5.02	s 2.53	12.26	12.02PM	10.22	10.17	10.12	s 9.22	8.41	f 7.41	1.17	1.07	12.57	24.5
WB 6,871 WF EB 4,709-5849 YP	s 11.45PM	s 9.50	s 8.15	s 3.02	s 11.30		s 7.14	s 5.24	5.07	<b>3.02PM</b>	12.30	12.07	10.26	10.21	10.16	s 9.28	8.45	<u>7.50AM</u>	1.22	1.12	1.02	28.0
3,986 P	12.10AM	10.20	8.30	3.27	f 11.45AM		f 7.23	5.34	5.17		12.37	12.14	10.33	10.28	10.23	f 9.39	8.53		1.30	1.20	1.10	34.8
I																						38.2
WB 4,852 EB 3,326 WOP	12.35	10.45	s 8.55	3.45	s 12.27PM		s 7.35	s 5.48	s 5.28		s 12.50	s 12.27	s 10.45	s 10.40	s 10.33	s 9.57	s 9.05		s 1.45	s 1.35	s 1.25	39.3
I																						40.0
IP																						44.8
3,997 P	1.00	11.16	9.13	4.14	s 12.43		s 7.45	5.58	5.40		12.59	12.36	10.53	10.48	10.43	s 10.08	9.14		1.54	1.44	1.34	46.3
4,042 WP	1.20	11.50	9.32	4.45	s 1.09		s 7.58	s 6.08	5.52		<b>1.09</b>	12.46	11.02	10.57	10.52	s 10.18	9.24		2.04	1.54	1.44	54.4
1,123 P	1.25	11.55PM	9.37	4.53	f 1.19		f 8.03	6.11	5.55		1.12	12.49	11.05	11.00	10.55	f 10.22	9.26		2.07	1.57	1.47	56.4
4,031 P	1.53 2.13	12.15AM	9.50	5.13	s 1.30		f 8.12	s 6.18	6.01		1.18	12.55	11.11	11.06	11.01	s 10.29	9.31		<b>2.13</b>	<b>2.03</b>	<b>1.53</b>	61.4
WB 5,707 EB 3,705 WP	2.30	12.40	s 10.15	5.40	s 1.55		s 8.27	s 6.28	6.10		s 1.27	1.03	11.20	11.14	11.09	s 10.44	9.40		s 2.22	f 2.12	2.02	68.7
1,503 P	2.40	12.55	10.25	5.57	f 2.05		8.35	6.35	6.18		1.32	1.09	11.25	11.19	11.14	10.51	9.45		2.28	2.18	2.07	73.0
4,171 P	2.50	1.10	10.34	6.12	s 2.25		f 8.43	s 6.41	6.25		1.37	1.14	11.29	11.24	11.19	s 11.00	9.49		2.33	2.23	2.12	76.9
IP																						83.8
WB 3,900 WFT EB 4,756 YOP	s 3.20	s 1.50	s 11.10	<b>6.30</b> <b>6.55</b>	2.50PM	7.00AM	s 9.00PM	s 6.55	s 6.43		s 1.50	s 1.28	s 11.42	s 11.37	s 11.32	<b>11.42AM</b>	s 10.02		s 2.48	s 2.38	s 2.28	84.5
4,000 P	3.54	2.20	11.35	7.20	Arrive Daily Ex. Sunday	s 7.20	f 7.09	6.56			2.01	1.40	11.54	11.48	11.43	s 12.01PM	10.13		3.00	2.50	2.40	92.2
3,990 P	4.14	<b>2.46</b> <b>3.06</b>	11.50PM	7.35	f 7.35		f 7.18	7.04			2.07	1.46	11.59AM	11.54AM	11.49	f 12.08	10.18		<b>3.06</b>	<b>2.56</b>	<b>2.46</b>	96.7
4,002 WP	4.40	3.20	12.10AM	7.54	s 8.05		f 7.27	7.13			2.14	1.52	<b>12.05PM</b>	<b>12.05PM</b>	11.55AM	s 12.20	10.25		3.12	3.02	2.52	102.3
3,999 P	5.04	3.40	12.30	8.14	f 8.25		f 7.37	7.22			2.20	1.59	12.11	12.16	12.01PM	f 12.28	10.31		3.18	3.08	2.58	107.9
3,994 P	5.30	4.00	12.55	8.32	s 9.05		f 7.48	7.31			2.27	2.05	12.17	12.24	12.07	s 12.40	10.38		3.25	3.15	3.05	113.7
2,870 P	5.55	4.20	1.20	8.52	f 9.25		f 7.59	7.40			2.34	2.11	12.23	12.31	12.13	f 12.48	10.46		3.32	3.22	3.12	119.1
I					Leave Daily Ex. Sunday																	124.3
WB 5,691 WFYP EB 3,507	s 6.20	s 5.05	s 2.00	s 9.12	<b>2.18PM</b>	9.55AM	s 8.10	s 7.49	7.40PM	s 2.45	<b>2.18</b>	<b>12.29</b>	12.40	<b>12.29</b>	s 1.07	10.52		f 3.45	f 3.35	s 3.25	124.9	
1,410 P	6.30	5.20	2.10	9.20	2.24		8.16	7.55	7.45	2.50	2.22	12.33	12.46	12.38	f 1.12	10.56		3.50	3.40	3.30	128.5	
4,000 P	7.05	5.55	2.40	9.50	s 2.40		f 8.30	8.04	s 7.55	2.58	2.30	12.40	12.56	12.46	s 1.22	11.03		3.59	3.49	3.39	135.1	
3,712 P	7.30	6.20	3.03	10.08	2.52		8.40	8.15	8.03	3.06	2.37	12.46	1.04	12.54	f 1.30	11.10		4.06	3.56	3.46	140.7	
I																						146.5
WFTYOP	8.00AM	7.00AM	3.30AM	10.20PM	<b>3.20PM</b>		8.55PM	8.30PM	8.15PM	<b>3.20PM</b>	2.50PM	1.00PM	1.20PM	1.10PM	1.45PM	11.25AM		4.20AM	4.10AM	4.00AM	146.9	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	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	

Time Table No. 102 May 31, 1925			
STATIONS			
Block Signals	Double Track	Dist. Th.	
R	COUNCIL BLUFFS	0.0	
R	2.8 OMAHA	Yd	2.8
C. G. W. CSG. (SUMMIT)	2.3		5.1
SEYMOUR	3.8		8.9
SARPY	4.7		13.6
	3.5		6.4
	SOUTH OMAHA	Sa	11.9
D-R	5.5 GILMORE	Gm	16.9
D	5.0 PAVILLION	Po	19.3
M. P. CROSSING (PORTAL)	2.4		22.5
D	3.2 MILLARD	Md	17.1
	3.6		21.8
DN	LANE	Cj	24.5
D	4.7 ELKHORN	Kh	28.0
D	2.7 WATERLOO	Wo	34.8
DN	3.5 VALLEY	V	38.2
	6.3 MERCER		39.3
	3.9 F. S. Y. & L. CO. CSG.		40.0
DN	1.1 FREMONT	Fr	44.8
	0.7 S. C. & W. CROSSING		46.3
	4.8 O. & N.-W. CROSSING		54.4
D	1.5 AMES	Am	56.4
D	8.1 NORTH BEND	Nb	61.4
	2.0 BAY STATE		68.7
D	5.0 ROGERS	Dj	73.0
DN	7.3 SCHUYLER	Sc	76.9
	4.3 LAMBERT		83.8
D	3.9 RICHLAND	Bz	84.5
	6.9 C. B. & Q. CROSSING		92.2
DN	0.7 COLUMBUS	C	96.7
D	7.7 DUNCAN	Dq	102.3
	4.5 GARDINER		107.9
D	5.6 SILVER CREEK	Sy	113.7
	5.6 HAVENS		119.1
D	5.8 CLARKS	Cx	124.3
	5.4 THUMMEL		124.9
	5.2 C. B. & Q. CROSSING		128.5
DN	0.6 CENTRAL CITY	Cl	135.1
	3.7 PADDOCK		140.7
D	6.5 CHAPMAN	Cp	146.5
	5.6 LOCKWOOD		
	5.8 C. B. & Q. CROSSING		
DN-R	0.4 GRAND ISLAND	Ge	

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

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

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

### FIRST SUBDIVISION—Omaha and Grand Island—EASTWARD

Time Table No. 102 May 31, 1925		Distance from Origin	FIRST CLASS														SECOND CLASS								
			4	12	28	6	24	38	16	8	2	18	137	10	20	26	14	256	258	76	260	254	252	262	
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Mail Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	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 Daily Ex. Saturday	Way Freight Arrive Daily Ex. Sunday	Time Freight Arrive Daily	Stock Arrive Daily	Stock Arrive Daily
Block Signals	STATIONS	993.0	7.15AM	7.20AM	12.15PM	12.40PM	12.05PM	4.05PM	3.55PM			7.25PM	11.40PM			10.00AM	12.55PM			7.40PM	4.15AM	5.00AM			
		990.2	7.00 6.45	7.05 6.50	12.00 11.50	12.25 12.10PM	11.50AM 11.40	3.50 3.40	3.40 3.30	7.05PM	7.10PM	7.55PM	7.10 7.00	11.25 11.15	12.05AM	2.05AM	2.15AM	9.40	12.30			7.10 7.00	3.30	4.30	
		987.9	6.33	6.38	11.35	11.55AM			3.18	6.53	6.58	7.46	6.47	11.03	11.53PM	1.53	2.03	9.20	12.05PM			6.35	2.55	4.00	
Block Signals	STATIONS	984.1	6.26	6.31	11.28	11.48		3.11	6.46	6.51	7.40	6.40	10.55	11.45	1.45	1.54	9.00	11.48AM			6.25	2.25	3.40		
		979.4	6.18	6.23	11.22	11.40		3.05	6.39	6.44	7.33	6.34	10.46	11.37	1.37	1.45	8.40	11.22			6.15	2.01	3.20		
		995.6					11.25	3.20																	
Block Signals	STATIONS	990.1					11.09	3.08																	
		985.1	Via New Main Line				10.59	2.56			Via New Main Line														
		982.7	Via New Main Line				10.54	2.51			Via New Main Line														
Block Signals	STATIONS	979.5	Via New Main Line				10.48	2.45			Via New Main Line														
		975.9	6.11	6.17	11.15	11.30	10.40	2.39	2.57	6.32	6.37	7.27	6.27	10.38	11.30	1.30	1.38	8.20	11.00			6.03	<del>1.38</del> 1.30	2.50	
		971.2	6.04	6.10	11.03	11.20	10.32	2.32	2.50	6.25	6.30	7.20	6.20	10.31	11.22	1.22	1.31	8.04	10.50			5.50	1.00	2.33	
Block Signals	STATIONS	968.5	6.00	6.06	10.58	11.15	10.26	2.25	2.45	6.21	6.26	7.16	6.16	10.26	11.16	1.16	1.26	7.54	10.35			5.40	12.48	2.23	
		965.0	5.55	6.01	10.50AM	11.10	10.20	2.20	2.39	6.15	6.20	7.10	6.10PM	10.20	11.10	1.10	1.20	7.40	10.20			5.30	<del>12.35AM</del> 11.30PM	2.10 <del>1.00</del>	
		958.7	5.45	5.53		10.58	10.06	2.07	2.30	6.06	6.12	7.02		10.08	11.02	1.02	1.12	7.16	9.20			5.08	11.02	12.44	
Block Signals	STATIONS	954.8																							
		953.7	5.37	5.46		10.50	9.59	2.00	2.22	5.58	6.06	6.55		10.00	10.55	12.55	1.05	7.00	9.00			4.50	10.35	12.26	
		953.0																							
Block Signals	STATIONS	948.2																							
		946.7	5.25	5.35		10.38	9.40	1.35	2.10	5.44	5.54	6.42		9.46	10.42	12.42	12.53	6.30	8.10			4.25	10.05	12.01AM	
		938.6	5.15	5.26		10.29	9.28	1.23	1.58	5.34	5.44	6.32		9.33	10.32	12.32	12.43	6.00	7.40			3.56	9.33	11.35PM	
Block Signals	STATIONS	936.6	5.12	5.23		10.26	9.23	1.19	1.55	5.32	5.42	6.29		9.27	10.30	12.30	12.40	5.33	7.15			3.45	9.15	11.24	
		931.6	5.07	5.18		10.20	9.16	1.12	1.47	5.26	5.36	6.23		9.20	10.24	12.24	12.34	5.18 5.07	7.00			3.30	9.05	11.14	
		924.3	4.57	5.10		10.12	9.06	1.02	1.35	5.16	5.28	6.14		9.09	10.15	12.15	12.25	4.40	6.30			3.08	8.47	10.55	
Block Signals	STATIONS	920.0	4.49	5.05		10.04	8.59	1.254	1.27	5.10	5.22	6.08		9.00	10.10	12.10	12.20	4.23	5.58			2.48	8.36	10.40	
		916.1	4.45	5.01		10.00	8.54	1.250	1.23	5.06	5.18	6.04		8.55	10.06	12.06AM	12.15	4.15	5.40			2.40	8.28	10.30	
		909.2																							
Block Signals	STATIONS	908.5	4.35	4.52		9.48	8.40AM		1.13	4.57	5.10	5.55		8.43	9.54	11.54PM	12.06AM	3.50	5.25AM			2.10	8.10	10.10	
		900.8	4.19	4.40		9.28			11.56AM	1.01	4.45	4.56	5.36		8.28	9.40	11.40	11.54PM	3.20			1.40	1.45	7.40	9.48
		896.3	4.12	4.35		9.23			11.48	12.54	4.39	4.50	5.29		8.22	9.34	11.34	11.48	3.04			1.10	1.30	7.27	9.40
Block Signals	STATIONS	890.7	4.04	4.28		9.16			11.40	12.47	4.32	4.44	5.20		8.13	9.26	11.26	11.41	2.42			1.10	1.30	7.27	9.40
		885.1	3.56	4.22		9.09			11.30	12.39	4.25	4.37	5.12		8.05	9.19	11.19	11.34	2.24			12.13PM	12.50	6.55	9.02
		879.3	3.47	4.15		9.01			11.20	12.31	4.18	4.30	5.04		7.57	9.12	11.12	11.27	2.00			11.50AM	12.31	6.39	8.45
Block Signals	STATIONS	873.9	3.38	4.09		8.53			11.12	12.23	4.11	4.24	4.56		7.49	9.06	11.06	11.20	1.40			11.18	12.04PM	6.24	8.31
		868.7																							
		868.1	3.30	4.02	5.55AM	8.45		11.05	12.15	4.04	4.18	4.48		7.40	8.58	10.58	11.12	1.20				11.05AM	11.05AM	11.48AM	6.08
Block Signals	STATIONS	864.4	3.22	3.57	5.48	8.36		10.53	12.08	3.58	4.13	4													

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

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS							FIRST CLASS										Distance from Council Bluffs	Time Table No. 102 May 31, 1925			
	251	269	265	255	261	263	253	3	15	17	9	37	1	7	5	11	19		25	13	STATIONS	
	Time Freight	Time Freight	Mixed	Time Freight	Way Freight	Way Freight	Time Freight	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Mail	Passenger	Passenger		Passenger	Passenger	Passenger	
Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
WFTYOP	11.00PM			8.45AM	8.00AM		7.45AM	9.05PM	8.40PM	3.25PM	2.55PM	2.05PM	1.25PM	1.15PM	1.05PM	11.30AM	4.30AM	4.20AM	4.05AM	146.9	DN-R GRAND ISLAND Ge	
3,994 P	11.30			9.14	f 8.20		8.12	f 9.20	8.52	3.38	3.05	s 2.17	1.36	1.25	1.15	11.40	4.43	4.33	4.16	154.5	D ALDA Da	
WB3,697 EB3,571 WP	11.59PM			9.42	s 8.50		8.40	s 9.36	9.04	3.49	3.15	s 2.30	1.46	1.35	1.25	11.49	f 4.55	4.45	4.26	162.3	D WOOD RIVER Wr	
4,051 P	12.26AM			10.10	s 9.25		9.05	s 9.51	9.15	3.58	3.25	s 2.45	1.56	1.44	1.34	11.58AM	f 5.06	4.56	4.35	169.9	D SHELTON Hn	
WB5,642 EB3,655 WYP	12.50	4.20PM	2.15PM	10.30	10.00		9.27	s 10.03	9.24	4.06	3.33	s 2.56	2.05	1.52	1.42	12.05PM	f 5.15	5.05	4.42	176.0	DN GIBBON Gb	
3,993 P	1.05	4.35	f 2.24	10.50	f 10.30		9.42	10.10	9.30	4.11	3.38	f 3.03	2.10	1.57	1.48	12.10	5.22	5.12	4.48	180.2	OPTIC	
3,713 P	1.20	4.50	f 2.33	11.05	f 10.55		9.55	10.18	9.36	4.17	3.43	f 3.09	2.15	2.02	1.53	12.15	5.27	5.17	4.53	184.3	D BUDA K	
WB8,946 EB4,124 WFP	1.45	5.15	2.45PM	11.30	11.25AM	8.00AM	s 10.28	s 10.40	s 9.50	s 4.30	s 3.55	s 3.35	s 2.26	s 2.15	s 2.05	s 12.28	s 5.40	s 5.30	s 5.05	189.1	DN KEARNEY Kr	
3,433 P	2.05	5.30		11.48AM		f 8.14	10.48	10.50	9.59	4.37	4.02	f 3.46	2.33	2.22	2.11	12.35	5.48	5.38	5.13	194.3	ALFALFA CENTER	
4,041 P	2.22	5.43		12.01PM		f 8.25	11.00	f 10.57	10.06	4.43	4.07	s 3.54	2.38	2.29	2.16	12.40	5.55	5.45	5.18	198.3	D ODESSA Dz	
4,049 WP	2.48	6.05		12.22		s 8.45	11.25	s 11.08	10.16	4.50	4.15	s 4.08	2.46	2.37	2.24	12.47	f 6.07	5.57	5.26	204.6	D ELM CREEK Qr	
1,116	3.00	6.16		12.35		f 8.53	11.38	11.15	10.22	4.55	4.20	f 4.15	2.52	2.43	2.29	12.52	6.13	6.03	5.31	208.4	SIMONDS	
4,038 P	3.20	6.30		12.58		s 9.15	11.56AM	s 11.24	10.30	5.01	4.26	s 4.26	2.58	2.49	2.34	12.58	f 6.20	6.10	5.37	213.3	D OVERTON Ov	
1,262 P	3.35	6.44		1.14		f 9.26	12.12PM	11.32	10.36	5.07	4.32	f 4.37	3.04	2.54	2.39	1.05	6.28	6.18	5.43	217.9	D JOSSELYN	
WB3,642 EB4,202 WOP	4.00	7.05		1.34		s 10.25	s 12.36	s 11.43	10.50	s 5.16	4.42	s 4.47	3.15	3.01	2.46	1.14	s 6.40	f 6.30	s 5.53	224.4	DN LEXINGTON Um	
4,050 P	4.30	7.25		2.00		f 10.40	1.00	11.57PM	11.02	5.26	4.52	f 4.58	3.26	3.10	2.55	1.25	6.53	6.43	6.03	232.5	D DARR Dr	
4,039 WP	4.52	7.43		2.17		s 11.14	1.32	s 12.07AM	11.11	s 5.33	4.59	s 5.06	3.34	3.18	3.02	1.32	f 7.03	6.53	6.12	238.3	D COZAD Co	
2,282 P	5.10	7.58		2.32		f 11.24AM	1.55	f 12.17	11.18	5.40	5.06	f 5.13	3.40	3.24	3.07	1.39	7.13	7.03	6.18	243.2	WILLOW ISLAND	
WB5,523 EB4,204 WFP	5.30	8.20		2.48		12.03PM	2.16	s 12.29	11.30	s 5.50	5.15	s 5.23	3.50	3.34	3.17	1.48	f 7.28	f 7.18	s 6.28	248.8	DN GOTHENBURG Bu	
4,043 P	5.50	8.40		3.01		12.14	2.36	12.39	11.39	5.57	5.22	f 5.32	3.58	3.41	3.23	1.55	7.38	7.28	6.36	254.5	VROMAN	
4,048 WP	6.10	9.00		3.31 4.07		s 12.35	3.01	s 12.52	11.50	6.06	5.31	s 5.46	4.07	3.50	3.31	2.04	f 7.48	7.40	6.44	261.5	D BRADY ISLAND Bi	
712 P	6.26	9.15		4.40		f 12.45	3.15	1.01	11.58PM	6.13	5.37	f 5.56	4.14	3.57	3.37	2.10	7.56	7.48	6.50	266.6	HINDREY	
4,051 P	6.56	9.28		5.00		s 1.15	3.42 4.19	s 1.10	12.06AM	6.18	5.42	s 6.05	4.19	4.03	3.42	2.15	f 8.02	7.55	6.56	270.6	D MAXWELL Mx	
	7.06	9.38		5.20		1.23	4.40	1.20	12.14	6.26	5.46	6.12	4.25	4.08	3.47	2.20	8.07	8.01	7.01	274.6	KEITH	
4,046 P	7.15	9.45		5.50		f 1.33	5.05	1.28	12.22	6.31	5.50	6.18	4.30	4.12	3.52	2.25	8.11	8.06	7.05	278.5	GANNETT	
503	7.21	9.50		5.58		f 1.38	5.12	1.32	12.26	6.34	5.53	f 6.22	4.33	4.15	3.55	2.28	8.14	8.09	7.08	280.5	BECK	
	7.30	10.00		6.05		1.43	5.25	1.35	12.30	6.36	5.55	6.24	4.35	4.17	3.57	2.30	8.16	8.11	7.10	282.0	E. BRIDGE JCT.	
	7.35	10.05		6.10		1.50	5.30	1.40	12.35	6.40	6.00	6.29	4.40	4.21	4.01	2.34	8.19	8.14	7.14	282.4	W. BRIDGE JCT.	
WFTYOP	7.50AM	10.20PM		6.25PM		2.00PM	5.45PM	1.45AM	12.40AM	6.50PM	6.05PM	6.40PM	4.45PM	4.25PM	4.05PM	2.40PM	8.25AM	8.20AM	7.20AM	284.1	DN-R NORTH PLATTE No	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.2)	
	(8.50) 15.5	(6.0) 18.0	(0.30) 22.8	(9.40) 14.0	(3.25) 12.3	(6.00) 15.8	(10.00) 13.7	(4.40) 29.4	(4.00) 34.3	(3.25) 40.1	(3.10) 43.3	(4.35) 29.9	(3.20) 41.2	(3.10) 43.3	(3.00) 45.7	(3.10) 43.3	(3.55) 35.4	(4.00) 34.3	(3.15) 42.2		..... Time over Sub-Division ..... Average speed per hour	

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

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

Time Table No. 102 May 31, 1925	Distance from Ogden	FIRST CLASS											SECOND CLASS							
		12	6	38	16	8	2	18	10	20	26	14	4	254	264	262	260	266	256	270
		Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight Ex. Sunday	Stock	Way Freight Ex. Sunday	Mixed	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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN-R GRAND ISLAND Ge	846.1	3.30AM	8.05AM	10.10AM	11.40AM	3.30PM	3.45PM	4.10PM	6.45PM	8.25PM	10.25PM	10.40PM	2.55AM	9.30AM		6.00PM	3.15PM		10.20PM	
D ALDA Da	838.5	3.14	7.49	f 9.50	11.24	3.15	3.30	3.55	f 6.28	8.10	10.10	10.25	2.38	9.02		5.30	f 2.45		9.50	
D WOOD RIVER Wr	830.7	3.03	7.38	s 9.34	11.13	3.04	3.19	3.45	s 6.14	7.58	9.58	10.14	f 2.25	8.35		5.04	s 2.05		9.22	
D SHELTON Hn	823.1	2.53	7.28	s 9.18	11.03	2.54	3.09	3.36	s 6.00	7.48	9.48	10.05	f 2.13	8.10		4.38	s 1.35		8.55	
DN GIBBON Gb	817.0	2.45	7.19	s 9.06	10.54	2.45	3.01	3.28	s 5.49	7.40	9.40	9.57	f 2.03	7.50		4.17	s 1.10	s 6.15PM	8.30	5.10AM
OPTIC	812.8	2.39	7.13	f 8.57	10.48	2.38	2.56	3.21	5.40	7.35	9.35	9.52	1.57	7.35		4.02	f 12.53	f 6.06	8.14	4.54
D BUDA K	808.7	2.34	7.07	f 8.50	10.42	2.31	2.50	3.15	f 5.33	7.30	9.30	9.47	1.51	7.20		3.48	f 12.40	f 5.57	7.58	4.38
DN KEARNEY Kr	803.9	s 2.23	s 6.55	s 8.37	s 10.32	s 2.20	s 2.38	s 3.03	s 5.20	s 7.18	s 9.18	s 9.35	s 1.39	6.55	12.10PM	3.30	12.30PM	5.45PM	7.40	4.20
ALFALFA CENTER	798.7	2.16	6.40	f 8.25	10.21	2.09	2.28	2.57	f 5.08	7.09	9.09	9.26	1.27	6.24	f 11.54AM	3.10			7.19	3.50
D ODESSA Dz	794.7	2.11	6.35	f 8.18	10.15	2.04	2.23	2.52	f 5.02	7.04	9.04	9.21	1.21	6.16	f 11.45	2.52			7.04	3.32
D ELM CREEK Qr	788.4	2.03	6.26	s 8.09	f 10.06	1.56	2.16	2.44	s 4.52	6.57	8.57	9.13	f 1.12	6.04	s 11.30	2.16			6.34	3.08
SIMONDS	784.6	1.58	6.20	f 8.03	10.01	1.51	2.11	2.40	f 4.45	6.52	8.52	9.08	1.05	5.55	f 11.10	2.00			6.20	2.50
D OVERTON Ov	779.7	1.52	6.13	s 7.56	9.55	1.45	2.05	2.34	s 4.37	6.46	8.46	9.02	f 12.59	5.38	s 10.54	1.45			6.00	2.30
JOSSELYN	775.1	1.46	6.06	f 7.48	9.49	1.37	2.00	2.28	f 4.29	6.40	8.40	8.56	12.52	5.23	f 10.36	1.26			5.42	2.12
DN LEXINGTON Um	768.6	s 1.38	5.57	s 7.40	s 9.41	1.31	1.51	s 2.20	s 4.20	6.32	8.32	8.47	s 12.43	5.02	9.41	1.05			5.16	1.38
DARR Dr	760.5	1.28	5.44	f 7.26	9.29	1.21	1.42	2.09	f 4.06	6.21	8.21	8.37	12.30	4.32	f 9.06	12.42			4.46	1.01
D COZAD Co	754.7	1.22	5.37	s 7.16	s 9.21	1.13	1.35	s 2.01	s 3.56	6.13	8.13	8.30	s 12.22	4.14	s 8.55	12.25			4.24	12.45
WILLOW ISLAND	749.8	1.17	5.31	f 7.07	9.13	1.07	1.29	1.55	f 3.48	6.07	8.07	8.24	f 12.14	3.57	f 8.40	12.10PM			4.05	12.30
DN GOFFENBURG Bu	744.2	1.11	5.23	s 6.58	s 9.05	1.00	1.23	s 1.48	s 3.40	6.00	8.00	8.18	s 12.05AM	3.38	s 8.29	11.55AM			3.40	12.05AM
VROMAN	738.5	1.04	5.16	f 6.48	8.57	12.53	1.16	1.38	f 3.30	5.52	7.52	8.11	11.54PM	3.19	f 7.45	11.35			3.17	11.30PM
D BRADY ISLAND Bi	731.5	12.56	5.08	s 6.38	8.48	12.44	1.08	1.29	s 3.19	5.43	7.43	8.03	f 11.45	2.55	s 7.32	11.15			2.52	11.15
HINDREY	726.4	12.50	5.01	f 6.31	8.42	12.38	1.02	1.23	f 3.10	5.37	7.37	7.57	11.38	2.38	f 7.16	11.00			2.35	11.01
D MAXWELL Mr	722.4	12.46	4.56	s 6.25	8.37	12.33	12.57	1.18	s 3.04	5.32	7.32	7.52	f 11.33	2.24	s 7.08	10.48			2.22	10.50
KEITH	718.4	12.42	4.51	6.18	8.32	12.27	12.52	1.12	2.55	5.27	7.27	7.47	11.27	2.05	7.00	10.33			2.05	10.35
GANNETT	714.5	12.38	4.47	f 6.13	8.28	12.23	12.48	1.08	f 2.50	5.23	7.23	7.42	11.23	1.58	f 6.55	10.25			1.54	10.26
BECK	712.5	12.35	4.44	f 6.10	8.25	12.20	12.45	1.05	f 2.46	5.21	7.21	7.40	11.20	1.50	6.51	10.20			1.45	10.21
E. BRIDGE JCT.	711.0	12.33	4.42	6.08	8.23	12.18	12.43	1.03	2.44	5.19	7.19	7.38	11.18	1.45	6.48	10.16			1.40	10.17
W. BRIDGE JCT.	710.6	12.29	4.39	6.04	8.20	12.14	12.39	12.59	2.40	5.15	7.15	7.34	11.14	1.40	6.44	10.10			1.35	10.10
DN-B NORTH PLATTE No	708.9	12.25AM	4.35AM	6.00AM	8.15AM	12.10PM	12.35PM	12.55PM	2.35PM	5.10PM	7.10PM	7.30PM	11.10PM	1.35AM	6.40AM	10.00AM			1.25PM	10.00PM
(137.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
Time over Sub-Division.....		(3.05)	(3.30)	(4.10)	(3.25)	(3.20)	(3.10)	(3.15)	(4.10)	(3.15)	(3.15)	(3.10)	(3.45)	(8.00)	(5.30)	(8.00)	(2.45)	(0.30)	(8.55)	(7.10)
Average speed per hour.....		44.5	39.2	32.9	40.1	41.2	43.3	42.2	32.9	42.2	42.2	43.3	36.5	17.1	17.3	17.1	15.7	22.8	15.4	15.1

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

**WESTWARD—BEATRICE BRANCH—EASTWARD.**

Length of passing tracks in feet and location of water, fuel, interlocking plants, turnouts, stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Valley	Time Table No. 102 May 31, 1925				Distance from Beatrice	FIRST CLASS				SECOND CLASS		
	71 Freight	73 Mixed	505 Motor Passenger	27 Passenger	138 Passenger	142 Passenger		506 Motor Passenger	28 Passenger	137 Passenger	141 Passenger		74 Mixed	72 Freight					
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily					
WFYP	10.15PM	8.30AM					0.0	DN-R	VALLEY	V	96.8							4.45PM	11.59PM
							5.8		S. C. & W. CROSSING		91.0								
1,896	10.35	s 8.55					6.4	D	YUTAN	Yn	90.4		s 10.30	s 5.50				s 4.00	11.25
1,459 P	10.55	s 9.20					11.6	D	MEAD	Ad	85.2		s 10.17	s 5.39				s 3.33	10.55
1,562 W	s 11.25	s 10.03					18.9	DN	WAHOO	W	77.9		s 10.03	s 5.25				s 3.05	s 10.25
							19.6		C & N-W and C B & Q CROSSING		77.2								
1,732	11.50PM	s 10.30					26.3	D	WESTON	Wn	70.5		s 9.45	s 5.10				s 2.35	9.55
1,921 P	12.10AM	s 10.50					33.2	D	TOUHY	Hu	63.6		s 9.30	f 4.59				s 2.10	9.35
WFYP	s 12.45	s 11.00AM 12.01PM					37.3	DN-R	VALPARAISO	Vo	59.5	9.10AM	9.20AM	s 4.50				s 1.50	s 9.15
1,361 P	12.55	s 12.20					41.8	D	AGNEW	Ag	55.0	f 9.00		f 4.33				s 1.00	8.23
1,828	1.10	s 12.45					46.4	D	RAYMOND	Rm	50.4	s 8.50		f 4.25				s 12.45	8.10
							55.2		WEST LINCOLN		41.6								
							56.3		MO. PAC. CROSSING		40.5								
							56.5		C. B. & Q. CROSSING		40.3								
1,628 WFTOP	s 1.50	s 1.25					57.1	DN-R	LINCOLN	Sn	39.7	s 8.25		s 4.05	8.10PM			s 12.05PM	s 7.40
I							57.4		C. B. & Q. CROSSING		39.4								
I							59.0		C. B. & Q. CROSSING		37.8								
1,744 P	2.15	f 1.45					65.4		JAMAICA		31.4	f 7.56		f 3.45	f 7.50			f 11.25AM	6.55
1,507 WP	2.25	f 1.52					68.2		HANLON		28.6	f 7.51		f 3.40	f 7.41			f 11.20	6.45
1,302 P	2.45	s 2.15					74.7	D	PRINCETON	Ic	22.1	s 7.39		f 3.28	s 7.30			s 11.00	6.25
2,037	3.00	s 2.30					79.5	D	CORTLAND	Rd	17.3	s 7.27		f 3.21	s 7.18			s 10.45	5.50
1,506 P	3.23	s 3.05					88.9	D	PICKRELL	Ik	7.9	s 7.08		f 3.05	s 6.57			s 10.05	5.25
WFTOP	3.45AM	3.30PM					96.8	DN-R	BEATRICE	Bx	0.0	6.50AM		2.50PM	6.40PM			9.45AM	5.00PM
	Arrive Daily	Arrive Daily Ex. Sunday							(96.8)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily

(5.30)	(7.00)	(2.25)	(1.30)	(3.25)	(1.25)	Time	(2.20)	(1.25)	(3.15)	(1.30)	(7.00)	(7.00)
17.6	13.8	24.6	24.9	28.3	28.0	Average speed per hour	24.8	26.3	29.8	26.5	13.8	13.8

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

At Lincoln first class trains will arrive and depart from C. B. & Q. passenger station and will use C. B. & Q. tracks between K. Street Tower and North Tower and be governed by C. B. & Q. Rules and Regulations. Call C. B. & Q. on telephone at North Tower for permission to proceed to passenger station before fouling C. B. & Q. main track or opening main track switch.



**WESTWARD—STROMSBURG BRANCH—EASTWARD.**

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS			Distance from Valparaiso	Time Table No. 102 May 31, 1925			Distance from Central City	FIRST CLASS			SECOND CLASS			
			75 Mixed		27 Passenger	507 Motor Passenger			28 Passenger	508 Motor Passenger	76 Mixed								
			Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Daily			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday								
1,541 1,927	WFYP		7.00AM		4.50PM	9.15AM	0.0	DN-R VALPARAISO	Vo	75.9	9.05AM	4.35PM	6.00PM						
997		f 7.25		f 5.08	f 9.33	7.4	D	LOMA	Ma	68.5	f 8.39	f 4.15	f 5.35						
1,604		s 7.45		s 5.20	s 9.45	13.5	D	BRAINARD	Bd	62.4	s 8.25	s 4.00	s 5.20						
1,529		f 8.15		f 5.27	f 9.53	15.0		C. & N. W. CROSSING		60.9									
1,283	WY	s 8.35		s 5.40	s 10.05	17.7		YANKA		58.2	f 8.15	f 3.52	f 4.20						
1,508		s 8.50		f 5.48	f 10.15	22.8		C. & N. W. CROSSING		53.1									
1,644	W	s 9.15		s 5.59	s 10.27	23.2	D	DAVID CITY	Dv	52.7	s 8.05	s 3.38	s 4.00						
1,961		s 10.00		s 6.13	s 10.41	23.5		C. B. & Q. CROSSING		52.4									
1,006		s 10.30		s 6.30	s 10.56	27.8		FOLLEY		48.1	f 7.51	f 3.24	s 3.35						
711	WFT	s 11.07		s 6.43	s 11.07	33.3	D	RISING CITY	Rn	42.6	s 7.43	s 3.12	s 3.12						
2,193		f 11.30AM		f 6.51	f 11.16	40.1	D	SHELBY	Sh	35.8	s 7.30	s 2.55	s 2.35						
2,201		s 12.30PM		s 7.04	s 11.30	47.5	D	OSCEOLA	Oz	28.4	s 7.13	s 2.39	s 2.00						
2,136		s 12.55		s 7.16	s 11.43	52.9	D	STROMSBURG	S	23.0	s 6.58	s 2.26	s 1.30						
1,395		f 1.08		f 7.25	f 11.53AM	53.2		C. B. & Q. JCT.		22.7									
	I					56.8		DURANT		19.1	f 6.44	f 2.13	f 12.50						
	WFYP	1.30PM		7.35PM	12.15PM	63.0	D	POLK	Pk	12.9	s 6.32	s 1.59	s 12.30						
		Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily	68.5	D	HORDVILLE	Hv	7.4	s 6.20	s 1.48	s 12.10PM						
						72.2		SANDBURG		3.7	6 10	1.40	11.57AM						
						73.8		HEBER		2.1	f 6.07	f 1.37	f 11.53						
						75.3		C. B. & Q. CROSSING		0.6									
						75.9		DN-R CENTRAL CITY	Ci	0.0	6.00AM	1.30PM	11.30AM						
								(75.9)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday						

C. B. & Q. Trains use U. P. main track between C. B. & Q. Junction and Stromsburg.

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

**WESTWARD—PLEASANTON BRANCH—EASTWARD.**

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Boelus	Time Table No. 102 May 31, 1925			Distance from Pleasanton	SECOND CLASS	
		85 Mixed			86 Mixed				
		Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday				
712	WY	9.45AM	0.0	D-R BOELUS	Hw	22.1	12.20PM		
	I		8.8	C. B. & Q. CROSSING		13.3			
1,060		f 10.10	9.6	NANTASKET		12.5	f 11.55AM		
1,332		f 10.18	12.4	SOUTH RAVENNA		9.7	f 11.45		
1,605		s 10.30	15.5	D POOLE	Pg	6.6	s 11.35		
1,844	WY	10.50AM	22.1	D-R PLEASANTON	Pn	0.0	11.15AM		
		Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday		
		(1.05) 20.4					(1.05) 20.4		

**WESTWARD—HASTINGS BRANCH—EASTWARD.**

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Hastings	Time Table No. 102 May 31, 1925			Distance from Gibbon	SECOND CLASS	
		269 Time Freight		265 Mixed		270 Time Freight		266 Mixed	
		Leave Daily		Leave Daily Ex. Sunday		Arrive Daily		Arrive Daily Ex. Sunday	
	WFYO	2.30PM	0.0	DN-R HASTINGS	An	28.1	7.15AM	7.30PM	
2,194		2.55	f 1.20	NEW MARCH		20.8	6.25	f 7.10	
2,191	W	3.15	s 1.35	MISSOURI PACIFIC CROSSING		17.3			
2,195		3.45	f 1.55	HAYLAND	Ha	15.5	6.05	s 6.55	
WB5.642 EB3.355	WY	4.15PM	2.15PM	DENMAN		7.7	5.40	f 6.35	
		Arrive Daily	Arrive Daily Ex. Sunday	DN-R GIBBON	Gb	0.0	5.15AM	6.15PM	
		(1.45) 16.0	(1.15) 22.5				(2.00) 14.0	(1.15) 22.5	

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

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

**WESTWARD—NORFOLK BRANCH—EASTWARD.**

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS						FIRST CLASS			Distance from Columbus	Time Table No. 102 May 31, 1925	Distance from Norfolk	FIRST CLASS			SECOND CLASS				
	79			77			23						24			80				
	Mixed			Mixed			Passenger						Motor Passenger			Mixed				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
WFTYOP				7.00AM	6.25AM	6.05AM	9.10PM	7.05PM	1.50PM	0.0	DN-R	COLUMBUS	C	50.4	8.35AM	11.30AM	11.40AM	4.35PM	4.55PM	5.50PM
1,200				7.12	f 6.37	6.17	9.20	f 7.14	f 2.00	4.6		SHELDONVILLE		45.8	f 8.14	11.20	f 11.30	f 4.22	4.42	5.37
1,178	YP			s 7.25AM	s 6.50	s 6.30AM	s 9.30PM	s 7.23	s 2.08PM	9.4	D-R	OCONEE	Oc	41.0	s 8.05AM	s 11.10	s 11.20AM	s 4.10	s 4.30PM	s 5.25PM
1,634	W				s 7.25			s 7.34		14.7	D	PLATTE CENTER	Pc	35.7		s 10.55		s 3.45		
1,819	P				s 7.53			s 7.45		20.3	D	TARNOV	Rv	30.1		s 10.42		s 3.15		
										25.1		C. & N. W. CROSSING		25.3						
2,990					s 8.40			s 7.57		25.7	D	HUMPHREY	Hx	24.7		s 10.28		s 2.45		
651					s 8.50			f 8.04		29.0		PECK		21.4		f 10.20		f 2.18		
1,795	W				s 9.25			s 8.18		35.4	D	MADISON	Ma	15.0		s 10.06		s 2.00		
1,536	P				f 9.50			f 8.29		40.9		ENOLA		9.5		f 9.50		s 1.35		
1,054					f 10.12			f 8.38		45.1		WARNERVILLE		5.3		f 9.40		f 1.20		
	I									48.7		C. & N. W. CROSSING		1.7						
										50.2		C. & N. W. CROSSING		0.2						
WFTOP						10.30AM			9.00PM	50.4	D-R	NORFOLK	Kn	0.0		9.25AM		1.00PM		
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(50.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					(0.25)	(4.05)	(0.25)	(0.20)	(1.55)	(0.18)		Time.....		(0.30)	(2.05)	(0.20)	(3.35)	(0.25)	(0.25)	
					22.5	12.3	22.5	28.2	26.5	31.3		Average speed per hour.....		18.8	24.2	28.2	14.1	22.5	22.5	

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

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

**WESTWARD—ALBION BRANCH—EASTWARD.**

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS					FIRST CLASS			Distance from Oconee	Time Table No. 102 May 31, 1925	Distance from Albion	FIRST CLASS			SECOND CLASS			
	79		81			23						24			82			
	Mixed		Mixed			Passenger						Passenger			Mixed			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
YP				s 7.25AM	s 6.30AM	9.30PM		2.08PM	0.0	D-R	OCONEE	Oc	33.7	8.05AM		11.20AM	5.25PM	4.30PM
1,002				s 7.50	s 6.50	s 9.38		s 2.18	4.3	D	MONROE	Mn	29.4	s 7.50		s 11.08	s 5.12	s 4.15
2,087	WFYP			s 8.10AM	s 7.25	s 9.53	2.35PM	2.33PM	11.3	D-R	GENOA	G	22.4	s 7.35	10.40AM	10.50AM	s 4.55	3.50PM
621					s 7.50	f 10.08	f 2.50		18.8		WOODVILLE		14.9	f 7.11	f 10.20		s 4.30	
2,835					s 8.30	s 10.16	s 2.58		22.3	D	ST. EDWARD	St	11.4	s 7.03	s 10.12		s 4.20	
1,380	P				s 8.45	f 10.28	s 3.08		27.3	D	BOONE	Bn	6.4	s 6.50	s 10.00		s 3.59	
1,650	WY					9.15AM	10.45PM	3.20PM	33.7	D-R	ALBION	A	0.0	6.35AM	9.45AM		3.45PM	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					(0.45)	(2.45)	(1.15)	(0.45)	(0.25)		Time.....		(1.30)	(0.55)	(0.30)	(1.40)	(0.40)	
					14.0	12.2	26.9	28.1	27.1		Average speed per hour.....		22.4	24.4	22.6	22.2	16.9	

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

**WESTWARD—CEDAR RAPIDS BRANCH—EASTWARD.**

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS						FIRST CLASS			Distance from Genoa	Time Table No. 102 May 31, 1925			Distance from Spalding	FIRST CLASS			SECOND CLASS					
	79						509	31	STATIONS		510	32	80										
	Mixed						Motor Passenger	Passenger			Motor Passenger	Passenger	Mixed										
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily											
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday		Ex. Sunday	Ex. Sunday	Ex. Sunday											
2,087 WFY	8.20AM	9.55PM	2.40PM	0.0	D-R	<b>GENOA</b>	G	44.2	7.25AM	10.40AM	3.40PM												
660	f 8.35	f 10.07	f 2.52	5.3		5.3		38.9	f 7.14	f 10.25	f 2.52												
1,015	f 8.47	f 10.17	f 3.00	9.2		3.9		35.0	f 7.05	f 10.16	f 2.36												
1,385	s 9.05	s 10.30	s 3.15	13.6	D	MERCHISTON		4.4	s 6.55	s 10.05	s 2.20												
1,184	s 9.40	s 10.55	s 3.38	23.1	D	FULLERTON	Fu	9.5	s 6.32	s 9.40	s 1.55												
1,612 W	s 10.35	s 11.15	s 3.58	30.3	D	BELGRADE	Bl	7.2	s 6.12	s 9.20	s 1.30												
1,980	s 11.00	s 11.30	f 4.12	36.5	D	CEDAR RAPIDS	Cd	6.2	s 5.57	s 9.03	f 1.05												
1,788 WFY	11.40AM	11.50PM	4.30PM	44.2	D-R	PRIMROSE	P	7.7	5.40AM	8.45AM	12.40PM												
	Arrive Daily	Arrive Daily	Arrive Daily			7.7		0.0	Leave Daily	Leave Daily	Leave Daily												
	Ex. Sunday	Ex. Sunday	Ex. Sunday			7.7			Ex. Sunday	Ex. Sunday	Ex. Sunday												
	(3.20)	(1.55)	(1.50)	Time.....		(1.45)	(1.55)	(3.00)															
	13.4	23	24.1	Average speed per hour.....		25.3	23	14.7															

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

**WESTWARD—ORD BRANCH—EASTWARD.**

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS						FIRST CLASS			Distance from Grand Island	Time Table No. 102 May 31, 1925			Distance from Ord	FIRST CLASS			SECOND CLASS					
	83						35	511	STATIONS		36	512	84										
	Mixed						Passenger	Motor Passenger			Passenger	Motor Passenger	Mixed										
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily											
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday		Ex. Sunday	Ex. Sunday	Ex. Sunday											
WFTYOP	7.20AM	3.30PM	7.00AM	0.0	DN-R	<b>GRAND ISLAND</b>	Ge	61.0	9.50AM	3.25PM	5.20PM												
I				0.4		0.4		60.6															
1,184 P	s 7.50	s 3.54	s 7.27	11.1	D	C. B. & Q. CROSSING		10.7	s 9.20	s 2.47	s 4.45												
1,315		f 4.06	f 7.39	17.1		8.0		43.9	f 9.05	f 2.33													
1,124 WFYP	s 8.45	s 4.21	s 8.00	21.9	D-R	DUBLIN		4.8	s 8.45	s 2.20	s 4.21												
1,526	s 9.20	s 4.41	s 8.25	30.7	D	ST. PAUL	Sp	8.8	s 8.25	s 1.55	s 3.05												
1,478 P	s 9.45	s 4.55	s 8.41	36.7	D	ELBA	Eb	6.0	s 8.07	s 1.40	s 2.45												
			f	43.1		6.4		17.9		f													
W	10.10	5.12	9.03	44.5	R	WEEKS SPUR		1.4	7.47	1.22	2.20												
1,171	s 10.25	s 5.18	s 9.12	45.6	D	SCOTIA JUNCTION		1.1	s 7.42	s 1.17	s 2.10												
	10.35	5.23	9.18	44.5	R	1.1		16.5	7.36	1.12	1.55												
1,742	s 11.00	s 5.36	s 9.30	48.8	D	SCOTIA	Sk	1.1	s 7.26	s 1.00	s 1.40												
659		f	f	53.6		4.3		12.2	f	f													
				60.6		4.8		7.4															
				61.0		7.0		0.4															
1,740 WFY	11.40AM	6.05PM	10.00AM	61.0	D-R	C. B. & Q. CROSSING		0.4	7.00AM	12.30PM	1.00PM												
	Arrive Daily	Arrive Daily	Arrive Daily			0.4		0.0	Leave Daily	Leave Daily	Leave Daily												
	Ex. Sunday	Ex. Sunday	Ex. Sunday			0.4			Ex. Sunday	Ex. Sunday	Ex. Sunday												
	(4.20)	(2.35)	(3.00)	Time.....		(2.50)	(2.55)	(4.20)															
	14.1	23.6	20.4	Average speed per hour.....		21.5	20.9	14.1															

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

WESTWARD—LOUP CITY BRANCH—EASTWARD.

Length of passing tracks in feet and location of water fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from St. Paul	Time Table No. 102 May 31, 1925	Distance from Loup City	FIRST CLASS			SECOND CLASS		
	87 Mixed			515 Motor Passenger						514 Motor Passenger			88 Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
WFYP	8.45AM	4.25PM	9.10AM	0.0	D-R	ST. PAUL	Sp	39.0	8.45AM	2.20PM	3.55PM				
12.10	s 9.05	s 4.50	s 9.35	8.3	D	DANNEBROG	Db	30.7	s 8.25	s 1.55	s 3.30				
302		f 5.05	f 9.50	14.3		KENYON		24.7	f 8.13	f 1.40					
712 WY	s 9.25AM 12.30PM	s 5.20	s 10.05	18.6	D-R	BOELUS	Hw	20.4	s 8.03	s 1.30	s 3.05				
1,770	s 1.00	s 5.38	s 10.25	25.8	D	ROCKVILLE		13.2	s 7.45	s 1.00	s 2.35				
585	1.16	f 5.52	f 10.42	32.9		AUSTIN		6.1	f 7.26	f 12.43	2.15				
1,575 WFYP	1.30PM	6.10PM	11.00AM	39.0	D-R	LOUP CITY	Op	0.0	7.10AM	12.30PM	2.00PM				
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(39.0)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				
	(4.45) 8.2	(1.45) 22.3	(1.50) 21.3						(1.35) 24.6	(1.50) 21.3	(1.55) 20.4				

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

WESTWARD—KEARNEY BRANCH—EASTWARD.

Length of passing tracks in feet and location of water fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Kearney	Time Table No. 102 May 31, 1925	Distance from Stapleton	FIRST CLASS			SECOND CLASS					
	95 Mixed			519 Motor Passenger						517 Passenger			520 Motor Passenger			96 Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
WFYO	8.30AM	4.35PM	7.30AM	0.0	DN-R	KEARNEY	Kr	102.3	10.25AM	s 4.15PM	1.45PM							
1,513	f 8.47	f 4.47	f 7.44	5.5		GLENWOOD PARK		96.8	f 9.59	f 3.57	f 1.28							
1,187 P	s 9.00	s 4.56	s 7.57	10.1	D	RIVERDALE	Rv	92.2	s 9.44	s 3.45	s 1.14							
1,504	s 9.30	s 5.12	s 8.14	16.8	D	AMHERST	G	85.5	s 9.30	s 3.30	s 12.50							
884 W	f 9.55	f 5.25	f 8.30	22.7		WATERTOWN		79.6	f 9.17	f 3.17	f 12.30							
1,771	s 10.18	s 5.37	s 8.40	26.3	D	MILLER	Mr	76.0	s 9.08	s 3.08	s 12.14PM							
2,112	s 10.48	s 5.53	s 8.56	32.5	D	SUMNER	Su	69.8	s 8.56	s 2.53	s 11.44AM							
1,514	s 11.20	f 6.12	s 9.16	40.4	D	EDDYVILLE	Vd	61.9	s 8.38	s 2.36	s 11.20							
512	f 11.24	f 6.16	f 9.21	42.0		BUZZARDS ROOST		60.3	f 8.30	f 2.30	f 10.58							
1,244 WP	f 11.37AM	f 6.24	f 9.31	45.9		LOMAX		56.4	f 8.20	f 2.22	f 10.51							
2,213	s 12.03PM	s 6.38	s 9.44	52.1	D	OCONTO	Bs	50.2	s 8.06	s 2.07	10.32							
919	f 12.25	f 6.55	s 10.00	59.1		LODI		43.2	f 7.52	s 1.51	s 10.00							
744 WFYOP	s 12.50	s 7.15	s 10.14	65.5	D	CALLAWAY	Cs	36.8	s 7.38	s 1.37	s 9.30							
2,201	s 1.20	f 7.33	s 10.29	73.1		MILDALE		29.2	f 7.21	s 1.20	f 8.42							
1,198	f 1.40	f 7.40	f 10.34	75.7		FINCHVILLE		26.6	f 7.14	f 1.11	f 8.37							
2,199 W	s 2.25	s 7.58	s 10.49	83.1	D	ARNOLD	Ad	19.2	s 7.00	s 12.57	s 8.10							
2,203	s 2.50	f 8.13	s 11.05	90.6		LOGAN		11.7	f 6.43	s 12.40	f 7.35							
706	f 2.59	f 8.20	f 11.13	94.5		HOAGLAND		7.8	f 6.35	f 12.34	f 7.25							
969	f 3.15	f 8.30	s 11.24	99.2		GANDY		3.1	f 6.26	s 12.26	f 7.12							
2,201 WFY	3.30PM	8.40PM	11.35AM	102.3	D-R	STAPLETON	Sn	0.0	6.20AM	12.20PM	7.00AM							
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(102.3)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday							
	(7.00) 14.6	(4.05) 25.1	(4.05) 25.1						(4.05) 25.1	(3.55) 26.5	(6.45) 15.2							

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

**RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2000 POUNDS**  
Total weight of train, exclusive of engine and tender, which the different classes of Locomotives will haul in each direction between the stations shown, under favorable weather condition: (A deduction of ten (10) per cent may be made for time freight trains.)

Class	COUNCIL BLUFFS AND GRAND ISLAND		GRAND ISLAND AND NORTH PLATTE	
	WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 57	22	187	2350	4500
C 57	21	161	2225	4500
MK 57	23 1/2	205	3000	5000
MK 63	26	214	3125	5000
T 69	20	143	1750	4500
T 63	20	145	1900	4500

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

# NEBRASKA DIVISION

## SPECIAL RULES

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

3 (R). Standard clocks are located as shown below:  
 Council Bluffs..... Passenger Depot Waiting Room  
 Council Bluffs..... Yard Office  
 Council Bluffs..... Power House  
 Council Bluffs..... Round House  
 Omaha..... Dispatcher's Office  
 Omaha..... Union Depot Telegraph Office  
 Omaha..... West Tower  
 Omaha..... Switchman's Shanty, 15th Street  
 Valley..... Telegraph Office  
 Columbus..... Telegraph Office  
 Grand Island..... Dispatcher's Office  
 Grand Island..... Telegraph Office  
 Grand Island..... Yard Office  
 Grand Island..... Round House  
 Kearney..... Telegraph Office  
 North Platte..... Dispatcher's Office  
 North Platte..... Telegraph Office  
 North Platte..... Yard Office  
 North Platte..... Engine Dispatcher's Office  
 Norfolk..... Telegraph Office  
 Valparaiso..... Telegraph Office  
 Lincoln..... Telegraph Office  
 Beatrice..... Telegraph Office  
 Genoa..... Telegraph Office  
 St. Paul..... Telegraph Office  
 Hastings..... Telegraph Office

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

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

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

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

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

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

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

83 (R). Clearance card (Form 2643) must be received as follows:  
 At Omaha Union Station, by all westward passenger trains;  
 At Summit, by all westward freight trains using "New Main Line";  
 At West Tower Omaha, by all westward freight trains using "Old Line" between Gilmore and Lane;  
 At Columbus, by all trains;  
 At Lincoln, by all trains.  
 Trains leaving Council Bluffs are not required to receive clearance card (Form 2643) as per Rule 83(A).

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

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

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

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

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

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

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

Every engineer violating the provisions of the two preceding sections, shall for each offense, forfeit one hundred dollars to be recovered in the name of the State of Nebraska for the benefit of the school fund; and the person, persons, or corporations on which road such offense is committed shall forfeit for each offense so committed, the sum of two hundred dollars to be recovered in like manner."

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

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

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

98 (S). RAILROAD CROSSINGS.

Location	Railroad Crossed	Trains Which Have Precedence	How Governed
Summit (M.P. 5.1)	C.G.W.	U.P.	
Portal (M.P. 19.3)	Mo.Pac.	U.P.	Interlocking Plant.
Fremont (M.P. 38.2)	FSY&LCo	U.P.	Cabin Interlocking Plant.
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.

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

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

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

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

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

# NEBRASKA DIVISION

## SPECIAL RULES

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

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
At any point.	60	35	
At any point.		35	Light engines with or without caboose.
At any point.	20	20	Engines backing up with or without cars.
At any point.	30	30	Passing coaling stations.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
Council Bluffs.		8	Westward with helper—until rear of train has passed U. P. Yard Junction.
Between Gilmore and Papillion.	35	30	
Between Papillion and Lane.	40	30	
Fremont.	8	8	Within city limits.
Fremont.		5	On F. S. Y. & L. Co. tracks.
North Platte River Bridge.	15	15	Approach prepared to stop.
Between Valley and Raymond.	45	25	
Between Raymond and Pickrell.	40	25	
Between Pickrell and Beatrice.	35	25	
Beatrice Branch.	35	25	On curves.
Beatrice Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Beatrice.	5	5	Over South Sixth Street crossing.
Stromsburg Branch.	35	25	
Stromsburg Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Norfolk Branch.	35	25	
Norfolk Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Norfolk Branch.	15	15	Engines backing up.
Albion Branch.	35	25	
Albion Branch.	15	15	Engines backing up.
Cedar Rapids Branch.	35	25	
Cedar Rapids Branch.	20	20	With 400 class engines.
Cedar Rapids Branch.	15	15	Engines backing up.
Ord Branch.	30	25	
Ord Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Loup City Branch.	30	25	
Pleasanton Branch.	30	25	
Hastings Branch.	45	35	
Hastings Branch.	25	25	With Mikado type engines.
Hastings Branch.	20	20	Over Missouri Pacific crossing, M.P. 10.8.
Hastings Branch.	20	20	Engines passing over Bridge 18.72, Platte River.
Hastings Branch.	15	15	Over Bridge 21.35, Platte River.
Kearney Branch.	35	25	

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

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

509 (R). Automatic block signals govern movement of trains in both directions over North Platte Bridge. All trains will approach the bridge prepared to stop and must not exceed a speed of 15 miles an hour over it. When a train is stopped by the home signal at the approach to, or on the bridge, it may proceed when the signal clears or by sending a flagman ahead a sufficient distance to insure full protection. When opposing trains approach at same time eastward trains must stop before passing home signal 700 feet west of bridge, giving westward superior trains preference.

525. If a Home Block Signal fails to indicate "stop" or a Distant Block Signal fails to indicate "caution" when a block is entered, a member of the crew must be left at the signal; the train dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by instructions from the proper officer.

720 (R). No. 261 Grand Island to Kearney, Nos. 257, 258, 259, 260, 263, and 264 will carry passengers.

Passengers will not be carried on other freight trains, except persons in charge of special freight, employes with annual passes or employes with trip passes so endorsed, between stations at which the train stops.

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

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

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

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

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

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

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

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

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

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

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

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

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

Continued on page 15.

# NEBRASKA DIVISION

## SPECIAL RULES

826 (R). Continued.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



# MAP OF THE NEBRASKA DIVISION

## UNION PACIFIC RAILROAD

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

