

# UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Nebraska Division

# EMPLOYEES' TIME TABLE



To Take Effect Sunday, May 29, 1921

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. 89	
269	255	253	251	155	25	21	19	17	15	13	11	9	7	5	3	1	May 29, 1921			
Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Mail	Passenger	Passenger	STATIONS			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	9.30PM	7.30PM	1.30AM		7.20AM							11.50AM		9.40AM			0.0	COUNCIL BLUFFS		
	9.50	7.45	1.45		8.00		1.20AM	11.15AM	4.25PM	1.15AM	8.10AM	12.25PM	9.40AM	10.00	4.30PM	9.45AM	2.8	OMAHA		
					8.15												6.4	SOUTH OMAHA		
	11.45PM	9.50	3.35		9.20		2.04	12.04PM	5.09	1.58	8.47	1.05	10.18	10.37	5.18	10.25	28.0	VALLEY		
	12.35AM	10.45PM	4.20		9.55		2.22	12.22	5.28	2.14	9.05	1.22	10.36	10.54	5.38	10.44	39.3	FREMONT		
		3.25	1.50AM	7.40	11.52AM		3.25	1.25	6.38	3.16	10.05	2.23	11.38AM	11.52AM	6.50	11.45AM	84.5	COLUMBUS		
		7.00	5.05	10.27AM	1.08PM		4.20	2.20	7.50	4.10	10.56	3.20	12.34PM	12.45PM	8.12	12.40PM	124.9	CENTRAL CITY		
	Hastings 5.05PM	9.50AM	7.45	3.00PM	2.15		4.55	2.55	8.40	4.50	11.30AM	3.55	1.10	1.20	9.05	1.25	146.9	GRAND ISLAND		
	8.10PM	12.28PM	10.25AM	6.00PM	3.40		6.14	4.00	9.50	5.54	12.28PM	4.56	2.12	2.19	10.30PM	2.28	189.1	KEARNEY		
	2.30AM	9.15PM	6.35PM	2.40AM	7.00PM		8.20	5.35	11.50PM	7.20	1.45	6.15	3.40	3.32	2.25AM	3.50	284.1	NORTH PLATTE		
	8.10AM	3.40AM	1.05AM	9.10AM			10.37	7.49	2.10AM	9.30AM	3.48	8.10	5.42	5.13	5.10	5.52	365.3	JULESBURG		
			12.35AM	12.01AM		1.30PM			7.30AM	3.30PM	8.59PM						562.6	Arrive..... DENVER..... Leave..... DENVER.....		
	11.55AM	7.50AM	4.55AM				11.55AM	9.05PM				9.15	6.50	6.15	7.05	7.00	407.5	SIDNEY		
	{ 7.50PM 9.05PM	{ 3.50PM 6.20PM	{ 12.55PM 2.05				{ 3.10 3.25	12.20AM 12.35				{ 11.50PM 12.05AM	{ 9.45 10.00PM	{ 8.50 9.05	{ 10.30AM 12.55PM	{ 10.00 10.15PM	509.5	CHEYENNE		
	2.50AM	1.15AM	8.15PM		2.10PM		6.25	5.30	2.40			2.05	12.05AM	11.01PM	3.10	12.20AM	566.2	LARAMIE		
	11.15AM	11.30AM	6.15AM		12.30AM		9.35PM	9.05PM	6.15			5.00	3.35	1.50AM	7.10	3.55	682.8	RAWLINS		
	8.15PM	9.10PM	3.20PM		10.15AM		12.55AM	12.30AM	9.42			7.51	6.55	4.36	11.05	7.20	802.1	ROCK SPRINGS		
	10.15PM	1.05PM	6.45		12.30PM		1.45	1.15	10.25			8.25	7.35	5.15	11.35PM	8.00	817.0	GREEN RIVER		
	12.15AM	3.30PM	8.50PM		2.45		2.40	2.22	11.20AM			9.20	8.30	6.00AM		8.55	847.1	GRANGER		
	6.30		5.30AM		11.30PM		4.50	4.20				11.15AM	10.35			11.05AM	917.2	EVANSTON		
	9.50AM		8.52AM		3.00AM		5.58	5.24				12.20PM	11.42AM			12.26PM	953.2	ECHO		
	1.25PM		1.00PM		6.40AM		7.30AM	6.40AM				1.35PM	1.05PM			2.00PM	993.0	OGDEN		
	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		(993.0)		

(69.20)	(90.40)	(90.15)	(47.50)	(54.40)	(11.00)	(18.00)	(30.20)	25.05)	(16.05)	(15.15)	(13.49)	(26.10)	(28.25)	(21.00)	(32.05)	(29.15)	..... Time } Omaha— ..... Average speed per hour } Ogden	
					26.4	32.1	32.6	33.6	34.8	36.7	40.8	37.9	34.9	40.2	25.4	33.8		

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

**A. W. WOODRUFF,**  
General Superintendent.

### MILEAGE NORTHERN DISTRICT

NEBRASKA DIVISION	
Main Line.....	286.2
Branches.....	575.6
Total.....	861.8
WYOMING DIVISION	
Main Line.....	398.6
Branches.....	154.0
Total.....	552.6
WESTERN DIVISION	
Main Line.....	311.0
Branches.....	67.2
Total.....	378.2
GRAND TOTAL	
Main Line.....	995.8
Branches.....	796.8
Total.....	1792.6

# CONDENSED TIME TABLE

## COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 89 May 29, 1921	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	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		
COUNCIL BLUFFS	993.0		7.36AM	5.20PM		11.50PM							4.55PM	10.45PM	12.20PM		
OMAHA	990.2	7.15PM	7.21 7.00	5.05 4.50	7.10PM	11.35 11.25	7.05AM	2.00AM	5.30PM	8.45PM	2.10AM		4.40 4.25	10.30	12.05PM		
SOUTH OMAHA	995.6												4.05				
VALLEY	965.0	6.32	6.13	3.59	6.25				10.35	6.20	1.10	4.39	7.59	1.26	2.45	8.50	10.00AM
FREMONT	953.7	6.17	5.56	3.42	6.08				10.15	6.06	12.55AM	4.22	7.42	1.10	2.25	8.10	9.20
COLUMBUS	908.5	5.10	4.52	2.32	5.00				9.10	5.04	11.50PM	3.07	6.32	12.06AM	12.50PM	5.10	6.35
CENTRAL CITY	868.1	4.14	3.50	1.28	4.02				7.58	4.04	10.51	2.02	5.26	11.14PM	11.00AM	2.42	4.04
GRAND ISLAND	846.1	3.45	3.15	12.50PM	3.30				7.15	3.30	10.20	1.30	4.50	10.45	10.25	1.30PM	2.20AM
KEARNEY	803.9	2.41	2.03AM	11.37AM	2.26				5.43	2.16AM	9.16	12.18PM	3.40	9.41	8.30	10.00AM	9.41PM
NORTH PLATTE	708.9	12.25PM	11.20PM	9.05	12.10PM				2.40PM	11.40PM	7.00	9.30AM	1.20PM	7.25	5.40AM	3.55AM	3.45PM
JULESBURG	627.7	9.25AM	8.00	5.41	9.10AM				11.07AM	8.25	3.55PM	6.00AM	10.11AM	4.19		8.30PM	8.10AM
DENVER..... Leave																	
DENVER..... Arrive	590.4								2.40PM	10.30AM	11.30PM			12.15PM			
SIDNEY	585.5	8.25	6.45	4.30	8.10				9.50				9.10	3.20		5.40PM	5.20AM
CHEYENNE	483.5	{ 5.40 5.25	{ 3.00 2.30	{ 2.00 1.30AM	{ 5.20 5.05	6.50PM	6.40AM						{ 6.20 6.00	{ 12.40 12.25PM		{ 10.20AM 9.30	{ 9.50PM 8.20
LARAMIE	426.8	3.30	12.35PM	11.30PM	3.15	4.50							4.00	10.30AM	7.40AM	4.30AM	2.50PM
RAWLINS	310.2	12.10AM	9.21AM	7.50	12.01AM	1.00PM							12.35AM	7.10	4.30	7.00PM	5.30AM
ROCK SPRINGS	190.9	8.55PM	5.45	4.30	8.45PM	9.00AM							9.10PM	3.55	1.08	9.30AM	7.50PM
GREEN RIVER	176.0	8.25	5.15	4.00	8.15	8.30AM							8.35	3.25	12.40AM	8.30	7.00
GRANGER	145.9	7.21	4.10AM	2.45	7.11								6.55PM	2.18	11.36PM	5.40	4.10PM
EVANSTON	75.8	5.25		12.20PM	5.15									12.25AM	9.40	12.01AM	11.10AM
HOHO	39.8	3.51		10.23AM	3.41									10.51PM	8.03	7.15PM	5.24
OGDEN (993.0)	0.0	2.25PM		8.40AM	2.15PM									9.25PM	6.40PM	3.25PM	1.00AM
		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

Ogden—	Time .....	(27.50)	(25.50)	(31.10)	(27.55)	(10.20)	(15.45)	(15.25)	(14.30)	(17.00)	(24.50)	(27.45)	(17.35)	(10.45)	(78.05)	(82.05)
Omaha		Average speed per hour.....	35.6	32.7	31.8	35.5	29.8	32.2	36.4	38.8	32.9	34.0	35.7	32.8	27.0	

**J. P. CAREY, Superintendent** ..... Omaha, Nebr.  
**J. E. MULICK, Asst. Superintendent** ..... Omaha, Nebr.  
**C. M. HIGHSMITH** { Train Master ..... } Omaha, Nebr.  
                           { First Sub-division and Branches ..... }  
**J. E. BAKER** { Train Master ..... } Grand Island, Nebr.  
                           { Second Sub-division and Branches ..... }

**FIRST SUB-DIVISION AND BRANCHES:**

**M. M. HINCHEY, Chief Train Dispatcher** ..... Omaha, Nebr.

**SECOND SUB-DIVISION AND BRANCHES:**

**R. M. SEALE, Chief Train Dispatcher** ..... Grand Island, Nebr.

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





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

Length of passing tracks in feet and location of tele. phone, scales, water, fuel and turning stations.	SECOND CLASS								FIRST CLASS										Distance from Council Bluffs	Time Table No. 89 May 29, 1921	
	269	265	251	255	253	263	261	3	15	9	17	25	1	5	7	11	19	13		STATIONS	
	Time Freight	Mixed	Time Freight	Time Freight	Time Freight	Way Freight	Way Freight	Passenger	Passenger	Mall	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger		Passenger	
Leave Daily	Leave Daily Ex. Sunday	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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
OYTFWP			3.00PM	9.50AM	7.45AM		7.00AM	9.05PM	8.40PM	3.55PM	2.55PM	2.15PM	1.25PM	1.20PM	1.10PM	11.30AM	4.55AM	4.50AM	146.9	DN-R GRAND ISLAND Ge	
4,468 P			3.25	10.20	8.10		f 7.20	f 9.20	8.52	4.06	3.06	s 2.27	1.36	1.31	1.21	11.40	5.10	5.02	154.5	D ALDA Da	
3,998 WP 4,009			3.55	10.45	8.35		s 8.00	s 9.36	9.04	4.16	3.18	s 2.40	1.47	1.41	1.32	11.51AM	f 5.23	5.14	162.3	D WOOD RIVER Wr	
4,559 P			4.26	11.12	9.00		s 9.00	s 9.51	9.16	4.26	3.30	s 2.55	1.58	1.51	1.42	12.01PM	f 5.36	5.25	169.9	D SHELTON Hn	
14,080 YWP 3,552	7.10PM	5.30PM	4.55	11.35	9.20		s 9.40	s 10.03	9.26	4.34	3.38	s 3.09	2.07	2.00	1.50	12.09	f 5.48	5.34	176.0	DN GIBBON Gb	
4,448 P	7.25	f 5.40	5.15	11.50AM	9.40		f 10.05	10.10	9.33	4.39	3.45	f 3.16	2.13	2.06	1.56	12.14	5.55	5.40	180.2	OPTIC	
4,009 P	7.40	f 5.49	5.30	12.04PM	9.55		f 10.30	10.18	9.40	4.44	3.50	s 3.24	2.19	2.11	2.02	12.19	6.02	5.46	184.3	D BUDA K	
4,011 WFYP 4,429	s 8.10	6.00PM	s 6.00	s 12.28	s 10.25	7.30AM	11.00AM	s 10.30	s 9.50	s 4.56	s 4.00	s 3.40	s 2.28	s 2.19	s 2.12	s 12.28	s 6.14	s 5.54	189.1	DN KEARNEY Kr	
P	8.28		6.20	12.48	10.50	f 7.48		10.39	9.59	5.03	4.08	f 3.50	2.35	2.26	2.19	12.36	6.23	6.01	194.3	ALFALFA CENTER	
4,503 P	8.40		6.40	1.02	11.06	f 8.03		f 10.47	10.06	5.09	4.14	s 3.57	2.41	2.31	2.24	12.41	6.30	6.07	198.3	D ODESSA Dz	
4,505 WP	9.02		7.10	1.23	11.30	s 8.35		s 10.58	10.16	5.17	4.23	s 4.08	2.49	2.40	2.32	12.49	f 6.41	6.15	204.6	D ELM CREEK Qr	
	9.15		7.28	1.36	11.45AM	f 8.50		11.06	10.22	5.22	4.28	f 4.14	2.55	2.45	2.38	12.54	6.48	6.20	208.4	SIMONDS	
4,496 P	9.30		7.50	1.50	12.04PM	s 9.20		s 11.15	10.30	5.29	4.36	s 4.22	3.01	2.51	2.44	1.01	f 6.57	6.27	213.3	D OVERTON Ov	
P	9.45		8.10	2.08	12.20	f 9.40		11.24	10.38	5.35	4.42	f 4.30	3.07	2.57	2.50	1.07	7.05	6.32	217.9	JOSELYN	
3,939 OWP 4,497	s 10.06		s 8.45	s 2.33	s 12.45	s 9.55 s 10.45		s 11.36	10.50	5.44	s 4.54	s 4.44	3.16	3.05	2.59	1.16	s 7.18	s 6.43	224.4	DN LEXINGTON Um	
4,511 P	10.35		9.20	3.09 3.27	1.26	f 11.04		11.50PM	11.03	5.55	5.05	s 5.05	3.27	3.16	3.09	1.26	7.32	6.54	232.5	DARR Dr	
4,496 PW	10.50		9.50	3.52	1.55	s 11.40AM		s 12.01AM	11.12	6.02	f 5.14	s 5.19	3.35	3.24	3.16	1.33	f 7.42	7.02	238.3	D COZAD Co	
P	11.05		10.15	4.10	2.20	s 12.05PM		f 12.11	11.21	6.09	5.22	s 5.30	3.42	3.30	3.23	1.40	7.51	7.09	243.2	D WILLOW ISLAND Wi	
4,004 FWPY 4,500	s 11.30PM		s 10.40	s 4.30	2.55	s 12.40		s 12.22	11.30	6.17	s 5.31	s 5.43	3.50	3.37	3.31	1.48	s 8.04	s 7.18	248.8	DN GOTHENBURG Bu	
4,498 P	12.01AM		11.10	4.52	3.38 3.58	12.55		12.35	11.39	6.25	5.40	f 5.52	3.58	3.44	3.38	1.56	8.12	7.25	254.5	VROMAN	
4,503 WP	12.20		11.50PM	5.19	4.28	s 1.20		s 12.50	11.50	6.34	5.49	s 6.07	4.08	3.53	3.48	2.05	f 8.24	7.34	261.5	DN BRADY ISLAND Bi	
P	12.40		12.14AM	5.40	4.50	f 1.35		1.00	11.58PM	6.41	5.56	f 6.17	4.15	4.00	3.55	2.12	8.33	7.41	266.6	HINDREY	
4,504 P	1.12		12.30	6.02	5.10	s 2.00		s 1.12	12.06AM	6.46	6.02	s 6.27	4.21	4.06	4.00	2.17	f 8.40	7.47	270.6	D MAXWELL Mx	
																			274.6	KEITH	
4,501 P	1.45		1.05	6.41 6.55	5.47	f 2.27		1.28	12.22	6.55	6.12	f 6.41	4.32	4.15	4.15	2.27	8.54	7.57	278.5	GANNETT	
	2.05		1.20	7.10	6.05	2.42		1.35	12.30	7.00	6.17	6.48	4.37	4.20	4.25	2.32	8.59	8.02	282.0	E. BRIDGE JCT.	
	2.10		1.30	7.15	6.15	2.52		1.40	12.35	7.05	6.22	6.53	4.41	4.24	4.30	2.36	9.04	8.07	282.4	W. BRIDGE JCT.	
OYTFWP	2.20AM		1.45AM	7.20PM	6.25PM	3.00PM		1.45AM	12.40AM	7.10PM	6.25PM	7.00PM	4.45PM	4.27PM	4.35PM	2.40PM	9.10AM	8.10AM	284.1	DN-R NORTH PLATTE No	
	Arrive Daily	Arrive Daily Ex. Sunday	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	Arrive Daily	Arrive Daily	Arrive Daily		
	(7.10) 15.3	(0.30) 22.5	(10.45) 12.8	(10.30) 13.1	(10.40) 13.0	(7.30) 12.7	(4.00) 10.5	(4.40) 29.4	(4.00) 34.4	(3.15) 42.2	(3.30) 39.2	(4.45) 28.9	(3.20) 41.2	(3.07) 43.5	(3.25) 41.1	(3.10) 43.3	(4.15) 32.3	(3.25) 41.1		Time Average speed per hour	

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

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

**Time Table No. 89**  
May 29, 1921

**STATIONS**

DN-R GRAND ISLAND Ge	7.6
D ALDA Da	7.8
D WOOD RIVER Wr	7.8
D SHELTON Hn	7.6
DN GIBBON Gb	6.1
OPTIC	4.2
D BUDA K	4.1
DN KEARNEY Kr	4.8
ALFALFA CENTER	5.2
D ODESSA Dz	4.0
D ELM CREEK Qr	6.3
SIMONDS	3.8
D OVERTON Ov	4.9
JOSSLYN	4.6
DN LEXINGTON Um	6.5
DARR Dr	8.1
D COZAD Co	5.8
D WILLOW ISLAND Wi	4.9
DN GOTHENBURG Bu	5.7
VROMAN	5.7
DN BRADY ISLAND Bi	7.0
HINDREY	5.1
D MAXWELL Mx	4.0
KEITH	4.0
GANNETT	3.9
E. BRIDGE JCT.	3.5
W. BRIDGE JCT.	0.4
DN-R NORTH PLATTE No	1.7

Distance from Ogden	FIRST CLASS											SECOND CLASS							
	26	6	16	8	2	18	10	14	20	4	12	254	264	262	260	266	256	270	
	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight	Stock	Way Freight	Mixed	Time Freight	Time Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
846.1	10.10AM	12.45PM	1.25PM	3.25PM	3.40PM	4.45PM	7.00PM	10.15PM	10.40PM	3.10AM	3.25AM	12.30PM		6.00PM	3.00PM		12.45AM		
838.5	s 9.50	12.32	1.12	3.13	3.28	4.32	s 6.47	10.02	10.28	2.58	3.12	12.01PM		5.32	f 2.36		11.50PM		
830.7	s 9.35	12.18	1.00	3.03	3.18	4.21	s 6.35	9.52	10.18	f 2.45	2.59	11.35AM		5.05	s 2.10		11.20		
823.1	s 9.20	12.06PM	12.48	2.53	3.08	4.10	s 6.22	9.42	10.08	f 2.34	2.47	11.05		4.42	s 1.40		10.53		
817.0	s 9.06	11.57AM	12.38	2.44	2.59	4.01	s 6.10	9.34	10.00	f 2.24	2.37	10.45		4.24	s 1.10	s 1.15PM	10.30	5.10AM	
812.8	f 8.53	11.51	12.32	2.38	2.53	3.54	5.59	9.28	9.54	2.17	2.30	10.30		4.10	f 12.40	f 1.05	10.15	4.54	
808.7	s 8.45	11.45	12.25	2.32	2.47	3.48	s 5.52	9.22	9.48	2.11	2.24	10.15		3.55	f 12.25	f 12.56	10.00	4.38	
803.9	s 8.30	s 11.37	s 12.18	s 2.26	s 2.41	s 3.40	s 5.43	s 9.16	s 9.41	s 2.03	s 2.16	s 10.00	1.10PM	s 3.40	12.01PM	12.45PM	s 9.41	s 4.20	
798.7	f 8.13	11.26	12.06PM	2.17	2.32	3.30	f 5.30	9.06	9.32	1.52	2.06	9.30	f 12.50	3.12			9.18	3.50	
794.7	s 8.06	11.20	11.59AM	2.11	2.26	3.24	f 5.22	9.00	9.26	1.46	2.00	9.15	f 12.35	2.58			9.00	3.32	
788.4	s 7.56	11.10	s 11.50	2.03	2.18	3.17	s 5.10	8.52	9.18	f 1.36	1.50	8.55	s 12.10PM	2.36			8.34	3.08	
784.6	f 7.48	11.05	11.42	1.58	2.13	3.12	f 5.04	8.47	9.13	1.29	1.43	8.40	f 11.50AM	2.23			8.20	2.54	
779.7	s 7.40	10.57	11.35	1.51	2.06	3.06	s 4.55	8.41	9.06	f 1.22	1.36	8.25	s 11.35	2.06			8.03	2.34	
775.1	f 7.30	10.50	11.27	1.44	1.59	3.00	f 4.45	8.35	9.00	1.14	1.28	8.07	f 11.00	1.26			7.45	2.18	
768.6	s 7.20	10.40	s 11.16	1.36	1.51	s 2.52	s 4.35	8.26	8.51	s 1.04	s 1.18	s 7.45	s 10.40	s 1.05			s 7.22	s 1.50	
760.5	s 7.04	10.28	11.00	1.25	1.40	2.40	f 4.19	8.16	8.40	12.48	1.03	7.15	f 9.40	12.42			6.54	1.20	
754.7	s 6.55	10.19	s 10.52	1.17	1.32	f 2.33	s 4.11	8.08	8.32	s 12.39	12.55	6.55	s 9.20	12.25			6.32	12.55	
749.8	s 6.48	10.12	10.44	1.10	1.25	2.24	s 4.01	8.02	8.26	f 12.30	12.46	6.30	f 8.40	12.10PM			6.15	12.08AM	
744.2	s 6.40	10.04	s 10.34	1.03	1.18	s 2.16	s 3.50	7.54	8.18	s 12.22	12.38	s 6.10	s 8.25	s 11.55AM			s 5.55	s 11.50PM	
738.5	f 6.28	9.54	10.22	12.57	1.12	2.07	f 3.40	7.47	8.10	12.12	12.28	5.50	f 7.40	11.35			5.35	11.33	
731.5	s 6.18	9.44	10.12	12.46	1.01	1.58	s 3.29	7.38	8.01	f 12.01AM	12.18	s 5.24	s 7.20	s 11.15			s 5.10	s 11.15	
726.4	f 6.08	9.36	10.03	12.39	12.54	1.50	f 3.20	7.31	7.53	11.52PM	12.09	5.05	f 7.00	11.00			4.53	11.01	
722.4	s 6.02	9.30	9.56	12.34	12.49	1.44	s 3.14	7.26	7.48	f 11.46	12.03AM	4.50	s 6.50	10.48			4.40	10.50	
718.4																			
714.5	f 5.53	9.18	9.43	12.23	12.38	1.33	f 3.00	7.15	7.38	11.33	11.53PM	4.23	f 6.29	10.25			4.10	10.26	
711.0	5.48	9.13	9.38	12.18	12.33	1.28	2.50	7.10	7.33	11.28	11.48	4.10	6.23	10.17			4.02	10.17	
710.6	5.44	9.09	9.34	12.14	12.29	1.24	2.45	7.05	7.29	11.24	11.44	4.03	6.16	10.10			3.55	10.10	
708.9	5.40AM	9.05AM	9.30AM	12.10PM	12.25PM	1.20PM	2.40PM	7.00PM	7.25PM	11.20PM	11.40PM	3.55AM	6.10AM	10.00AM			3.45PM	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 Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	

Time.....	(4.30)	(3.40)	(3.55)	(3.15)	(3.15)	(3.25)	(4.20)	3.15	(3.15)	(3.50)	(3.45)	(8.35)	(7.00)	(8.00)	(2.50)	(0.30)	(9.00)	(7.10)
Average speed per hour.....	30.5	37.4	35.0	42.2	42.2	41.1	31.7	42.2	42.2	35.7	36.6	16.0	13.5	17.1	14.1	22.8	15.3	15.3

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

WESTWARD—BEATRICE BRANCH—EASTWARD.

Length of passing tracks in feet and location of Telephone, scales, water, fuel, and turning stations.	SECOND CLASS		FIRST CLASS					Distance from Valley	Time Table No. 89 May 29, 1921	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		STATIONS		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. Saturday
	FWYP 10.15PM	7.00AM			1.45PM			0.0	DN-R VALLEY V	96.8							5.25PM 11.59PM
								5.8	S. C. & W. CROSSING	91.0							
2,202	10.40	s 7.25			s 1.59		6.4	D YUTAN Yn	90.4				s 11.49AM			s 4.45 11.25	
1,759 P	11.05	s 7.50			s 2.13		11.6	D MEAD Ad	85.2				s 11.34			s 4.20 11.05	
1,862 W	s 11.40PM	s 8.25			s 2.31		18.9	DN WAHOO W	77.9				s 11.15			s 3.50 s 10.40	
							19.6	C & N-W and C B & Q CROSSING	77.2								
							19.7	HEATON	77.1								
2,031	12.05AM	s 9.00			s 2.49		26.3	D WESTON Wn	70.5				s 10.54			s 3.25 10.00	
2,224 P	12.25	s 9.20			s 3.05		33.2	D TOUHY Hu	63.6				s 10.38			s 3.05 9.40	
	FWYP s 1.00	{ 9.35 10.40			5.00PM 3.35PM	3.15PM 10.30AM	37.3	DN-R VALPARAISO Vo	59.5	10.15AM 7.45AM	10.25AM 3.10PM					s 2.30 s 9.15	
1,661 P	1.20	s 10.52			s 5.10 s 3.48	s 10.40	41.8	D AGNEW Ag	55.0	s 10.00 s 7.35			s 3.00			s 1.35 8.15	
2,126	1.40	s 11.08			s 5.20 s 4.00	s 10.50	46.4	D RAYMOND Rm	50.4	s 9.50 s 7.25			s 2.50			s 1.20 8.00	
300							55.2	WEST LINCOLN	41.6								
							56.3	MO. PAC. CROSSING	40.5								
							56.5	C. R. I. & P. JUNCTION	40.3								
							56.5	C. B. & Q. CROSSING	40.3								
1,835 OTFW	s 2.25	s 11.35AM 12.15PM			s 5.50PM s 4.30	s 11.15AM 7.00AM	57.1	DN-R LINCOLN Sn	39.7	s 9.25 7.00AM			2.25PM 8.10PM			s 12.50 12.10PM s 7.30	
I							57.4	C. B. & Q. CROSSING	39.4								
I							59.0	C. B. & Q. CROSSING	37.8								
2,049 P	3.00	f 12.40			f 4.47	f 7.17	65.4	JAMAICA	31.4	f 9.05			f 7.50			f 11.46AM 6.35	
1,817 WP	3.10	f 12.50			f 4.55	f 7.25	68.2	HANLON	28.6	f 8.58			f 7.41			f 11.30 6.20	
1,602 P	3.35	s 1.15			s 5.10	s 7.43	74.7	D PRINCETON Ic	22.1	s 8.45			s 7.30			s 11.05 5.50	
2,337	3.50	s 1.50			s 5.25	s 7.55	79.5	D CORTLAND Rd	17.3	s 8.35			s 7.18			s 10.45 5.25	
1,809 P	4.25	s 2.25			s 5.45	s 8.15	88.9	D PICKRELL Ik	7.9	s 8.15			s 6.55			s 10.10 4.55	
OTFWP	5.15AM	3.00PM			6.00PM	8.30AM	96.8	DN-R BEATRICE Bx	0.0	7.55AM			6.40PM			9.45AM 4.30PM	
	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. Sunday		Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
	(7.00) 13.8	(8.00) 12.1			(.50) 23.7	(2.25) 24.3	(1.30) 24.9		Time.....	(2.20) 25.5	(.45) 26.4	(1.40) 22.4	(.45) 26.4	(1.30) 26.5		(7.40) 12.6	(7.29) 12.9
									Average speed per hour .....								

Westward Trains are Superior to Trains of 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 tele- phone, scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Valparaiso	Time Table No. 89 May 29, 1921	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		<b>STATIONS</b>		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday				
1,541 1,927	WFYP		7.00AM	3.35PM	7.47AM	0.0	DN-R VALPARAISO Vo	75.9	10.10AM	5.00PM	5.45PM				
			f 7.25	f 3.55	f 8.12	7.4	D LOMA Ma	68.5	f 9.44	f 4.42	f 5.20				
1,907			s 7.50	s 4.09	s 8.26	13.5	D BRAINARD Bd	62.4	s 9.30	s 4.30	s 5.00				
						15.0	C. & N. W. CROSSING	60.9							
1,832			f 8.00	f 4.20	f 8.34	17.7	YANKA	58.2	f 9.18	f 4.20	f 4.20				
						22.8	C. & N. W. CROSSING	53.1							
1,589	WY		s 8.25	s 4.35	s 8.45	23.2	D DAVID CITY Dv	52.7	s 9.05	s 4.06	s 3.50				
						23.5	C. B. & Q. CROSSING	52.4							
1,808			s 8.53	f 4.44	f 8.53	27.8	FOLEY	48.1	f 8.53	f 3.54	s 3.30				
1,944	W		s 9.30	s 4.59	s 9.08	33.3	D RISING CITY Rn	42.6	s 8.35	s 3.41	s 3.10				
2,261			10.00	s 5.15	s 9.23	40.1	D SHELBY Sh	35.8	s 8.22	s 3.25	s 2.45				
1,306			s 10.30	s 5.35	s 9.40	47.5	D OSCEOLA Oz	28.4	s 8.05	s 3.08	s 2.10				
1,011	TFW		s 11.10	s 5.55	s 9.55	52.9	D STROMSBURG S	23.0	s 7.50	s 2.55	s 1.35				
						53.2	C. B. & Q. JCT.	22.7							
2,492			f 11.30AM	f 6.03	f 10.05	56.8	DURANT	19.1	f 7.34	f 2.45	f 12.50				
2,501			s 12.30PM	s 6.20	s 10.20	63.0	D POLK Pk	12.9	s 7.22	s 2.33	s 12.30				
2,436			s 12.55	s 6.40	s 10.35	68.5	D HORDVILLE Hv	7.4	s 7.07	s 2.22	s 12.03PM				
						72.2	SANDBURG	3.7							
1,695			f 1.10	f 6.53	f 10.45	73.8	HEBER	2.1	f 6.53	f 2.11	f 11.37AM				
	I					75.3	C. B. & Q. CROSSING	0.6							
	FWYP		1.30PM	7.05PM	11.00AM	75.9	DN-R CENTRAL CITY Ci	0.0	6.45AM	2.06PM	11.30AM				
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		(75.9)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday				
C. B. & Q. trains use U. P. main track between C. B. & Q. Junction and Stromsburg.			(6.30) 11.7	(3.30) 21.7	(3.13) 22.6		Time.....		(3.25) 22.3	(2.54) 26.2	(6.15) 12.1				
							Average speed per hour.....								

**WESTWARD-NORFOLK BRANCH-EASTWARD.**

Length of passing tracks in feet and location of Tele- phone, scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Columbus	Time Table No. 89 May 29, 1921	Distance from Norfolk	FIRST CLASS			SECOND CLASS					
	79	77	81	23	29	31				24	30	32	78	80	82			
	Mixed	Mixed	Mixed	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Mixed	Mixed	Mixed			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		<b>STATIONS</b>		Arrive Daily Ex. Sunday	Arrive Daily	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	1.30PM	0.0	DN-R COLUMBUS C	50.4	8.25AM	11.30AM	11.40AM	4.35PM	4.55PM	6.00PM	
			7.12	f 6.37	6.17	9.11	f 7.06	f 1.40	4.6	SHELDONVILLE	45.8	f 8.14	11.20	f 11.30	f 4.22	4.42	5.47	
1,480	YP		s 7.25AM	s 6.50	s 6.30AM	s 9.20PM	s 7.15	s 1.50PM	9.4	D-R OCONEE Oo	41.0	s 8.05AM	s 11.10	s 11.20AM	s 4.10	s 4.30PM	s 5.35PM	
1,935	W			s 7.25			s 7.26		14.7	D PLATTE CENTER Pe	35.7		s 10.55		s 3.45			
2,118	P			s 7.53			s 7.36		20.3	D TARNOV Rv	30.1		s 10.42		s 3.15			
									25.1	C. & N. W. CROSSING	25.3							
3,291				s 8.40			s 7.49		25.7	D HUMPHREY Hx	24.7		s 10.28		s 2.45			
950				f 8.50			f 7.56		29.0	PECK	21.4		f 10.20		f 2.18			
2,098	W			s 9.25			s 8.16		35.4	D MADISON Ma	15.0		s 10.06		s 2.00			
1,820	P			f 9.50			f 8.27		40.9	ENOLA	9.5		f 9.50		f 1.35			
1,347				f 10.12			f 8.37		45.1	WARNERVILLE	5.3		f 9.40		f 1.20			
	I								48.7	C. & N. W. CROSSING	1.7							
	TFWP			10.30AM			9.00PM		50.2	C. & N. W. CROSSING	0.2							
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	50.4	DN-R NORFOLK Kn	0.0		9.25AM		1.00PM			
										(50.4)		Leave Daily	Leave Daily	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) (4.05) (0.25) (0.20) (2.05) (0.20) Time..... (0.20) (2.05) (0.20) (3.35) (0.25) (0.25) Normal position of switch at  
 All trains arriving at or leaving Norfolk between 6 p. m. and 9 a. m. will send flagman ahead to protect Norfolk avenue before proceeding. 22.5 12.3 22.5 28.2 24.2 28.2 Average speed per hour..... 28.2 24.2 28.2 14.1 22.5 22.5 Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72. Oconee is for Norfolk branch.

**WESTWARD—ALBION BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Oconee	Time Table No. 89 May 29, 1921	Distance from Albion	FIRST CLASS			SECOND CLASS	
		79	81	23	33	31	24	34				32	82	80		
		Mixed	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Mixed	Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	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			
YP		7.25AM	6.30AM	9.20PM			1.50PM	0.0	D-R OCONEE Oc.	33.7	8.05AM		11.20AM	5.30PM	4.30PM	
1,293		7.50	6.50	9.29			2.00	4.3	D MONROE Mn	29.4	7.50		11.08	5.15	4.15	
2,386 FWYP		8.10AM	7.30	9.45	2.20PM		2.15PM	11.3	D-R GENOA G	22.4	7.35	10.40AM	10.50AM	4.55	3.50PM	
868			7.48	10.03	2.36			18.8	WOODVILLE	14.9	7.14	10.20		4.30		
3,125			8.20	10.14	2.45			22.3	D ST. EDWARD St	11.4	7.04	10.12		4.15		
1,680 P			8.35	10.27	2.57			27.3	D BOONE Bn	6.4	6.50	10.00		3.55		
1,987 WY			9.15AM	10.45PM	3.10PM			33.7	D-R ALBION A	0.0	6.35AM	9.45AM		3.40PM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(33.7)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
		(0.45) 14.0	(2.45) 12.2	(1.25) 23.7	(.50) 26.8	(0.25) 27.1	Time.....				(1.30) 22.4	(0.55) 24.4	(0.30) 22.6	(1.50) 18.4	(0.40) 16.9	
		Average speed per hour.....														

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

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

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS		Distance from Genoa	Time Table No. 89 May 29, 1921	Distance from Spaulding	FIRST CLASS		SECOND CLASS		
		79	509	31	80	510	32				80				
		Mixed	Motor Passenger	Passenger	Mixed	Motor Passenger	Passenger				Mixed				
	Leave Daily Ex. Sunday	Leave Daily	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					
2,386 FWY		8.20AM	9.50PM	2.25PM			0.0	D-R GENOA G	44.2	7.35AM	10.40AM	3.40PM			
966		8.35	10.02	2.37			5.3	5.3 KENT	38.9	7.18	10.25	3.10			
1,325		8.47	10.12	2.45			9.2	3.9 MERCHISTON	35.0	7.08	10.16	2.45			
1,691		9.05	10.25	3.00			13.6	4.4 FULLERTON Fu	30.6	6.57	10.05	2.25			
1,887		9.40	10.50	3.25			23.1	9.5 BELGRADE Bl	21.1	6.32	9.40	1.55			
1,917 W		10.35	11.10	3.48			30.3	7.2 CEDAR RAPIDS Cd	13.9	6.12	9.20	1.30			
2,386		11.00	11.25	4.03			36.5	7.7 PRIMROSE P	7.7	5.57	9.03	1.05			
2,043 FWY		11.40AM	11.45PM	4.20PM			44.2	D-R SPALDING Sg	0.0	5.40AM	8.45AM	12.40PM			
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(44.2)	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
		(3.20) 13.4	(1.55) 23.	(1.55) 23.	Time.....						(1.55) 23.	(1.55) 23.	(3.00) 14.7		
		Average speed per hour.....													

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

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

**WESTWARD—ORD BRANCH—EASTWARD.**

Length of passing tracks in feet and location of tele- phone scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Grand Island	Time Table No. 89 May, 29 1921			Distance from Ord	FIRST CLASS		SECOND CLASS			
	83			35		511		STATIONS				36	512	84			
	Mixed	Passenger	Motor Passenger	Leave Daily	Leave Daily	Leave Daily		Passenger	Motor Passenger	Mixed		Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday	Ex. Sunday	Ex. Sunday
TFYWOP				7.30AM	3.00PM	7.00AM	0.0	DN-R	GRAND ISLAND	Ge	61.0	9.50AM	4.00PM	5.30PM			
I							0.4		C. B. & Q. CROSSING		60.6						
1,482 P				s 7.55	s 3.27	s 7.27	11.1	D	ST. LIBORY	Ry	49.9	s 9.20	s 3.27	s 4.40			
1,616					f 3.39	f 7.39	17.1		DUBLIN		43.9	f 9.05	f 3.10				
1,420 PFWY				{ 8.30 8.55	s 3.55	s 8.00	21.9	D-R	ST. PAUL	Sp	39.1	s 8.55	s 2.55	{ 4.10 3.55			
1,792				s 9.30	s 4.13	s 8.25	30.7	D	ELBA	Eb	30.3	s 8.25	s 2.25	s 3.20			
1,878 P				s 9.55	s 4.28	s 8.41	36.7	D	COTESFIELD	Cf	24.3	s 8.10	s 2.10	s 2.55			
						f	43.1		WEEKS SPUR		17.9		f				
W				10.20	4.43	9.03	44.5		SCOTIA JUNCTION		16.5	7.54	1.52	2.30			
				s 10.35	s 4.49	s 9.12	45.6	D	SCOTIA	Sk	17.6	s 7.50	s 1.47	s 2.20			
W				10.45	4.54	9.18	44.5		SCOTIA JUNCTION		16.5	7.44	1.42	2.05			
1,874				s 11.20	s 5.09	s 9.30	48.8	D	NORTH LOUP	Nu	12.2	s 7.36	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	5.35PM	10.00AM	61.0	D-R	ORD	Rd	0.0	7.10AM	1.00PM	1.15PM			
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily						Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday			
				(4.25) 13.8	(2.35) 23.6	(3.0) 20.4			Time.....			(2.40) 22.9	(3.0) 20.4	(4.15) 14.4			
									Average speed per hour.....								

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—EASTWARD.**

Length of passing tracks in feet and location of tele- phone scales, water, fuel, and turning stations.	SECOND CLASS			Distance from St. Paul	Time Table No. 89 May 29, 1921			Distance from Loup City	FIRST CLASS		SECOND CLASS			
	85				87		37		38		88		86	
	Mixed	Mixed	Mixed		Leave Daily	Leave Daily	Leave Daily		Passenger	Mixed	Mixed	Arrive Daily	Arrive Daily	Arrive Daily
FWYP				8.55AM	9.30AM	3.55PM	0.0	D-R	ST. PAUL	Sp	39.0	8.55AM	2.50PM	3.20PM
1,513				s 9.20	s 9.52	s 4.20	8.3	D	DANNEBROG	Db	30.7	s 8.25	s 2.30	s 2.50
462						f 4.35	14.3		KENYON		24.7	f		
1,848 WY				9.40AM	s 10.25	s 4.50	18.6	D-R	BOELUS	Hw	20.4	s 8.03	s 2.05	s 2.15PM
2,063					s 10.50	s 5.08	25.8	D	ROCKVILLE		13.2	s 7.45	s 1.35	
734					11.10	s 5.22	32.9		AUSTIN		6.1	f 7.26	f 1.15	
1,880 FWYP					11.45AM	5.40PM	39.0	D-R	LOUP CITY	Op	0.0	7.10AM	1.00PM	
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
				(0.45) 24.8	(2.15) 17.3	(1.45) 22.3			Time.....			(1.45) 22.3	(1.50) 21.3	(1.05) 17.2
									Average speed per hour.....					

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

**WESTWARD—PLEASANTON BRANCH—EASTWARD.**

**WESTWARD—HASTINGS BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS			Distance from Boelus	Time Table No. 89 May 29, 1921			Distance from Pleasanton	SECOND CLASS			Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS			Distance from Hastings	Time Table No. 89 May 29, 1921			Distance from Gibbon	SECOND CLASS		
	85				86				269				265				266				270		
	Mixed	Leave Daily	Ex. Sunday		Mixed	Arrive Daily	Ex. Sunday		Time Freight	Mixed	Leave Daily		Ex. Sunday	Mixed	Leave Daily		Ex. Sunday	Mixed	Time Freight		Mixed	Time Freight	Arrive Daily
1,848 WY		9.50AM		0.0	D-R BOELUS Hw	22.1	1.10PM		WFYO	5.05PM	4.00PM	0.0	DN-R HASTINGS An	28.1	2.45PM	7.15AM							
I				8.8	C. B. & Q. CROSSING	13.3				5.30	f 4.20	7.3	NEW MARCH	20.8	2.25	6.25							
1,346		f 10.15		9.6	NANTASKET	12.5	f 12.40					10.8	MISSOURI PACIFIC CROSSING	17.3									
1,629		s 10.23		12.4	SOUTH RAVENNA	9.7	s 12.31		2,491 W	5.50	s 4.45	12.6	D HAYLAND Ha	15.5	s 2.00	6.05							
1,904		s 10.35		15.5	POOLE Pg	6.6	s 12.21		2,495	6.15	f 5.05	20.4	DENMAN	7.7	f 1.40	5.40							
2,150 WY		11.00AM		22.1	D-R PLEASANTON Pn	0.0	12.01PM		4,080 YW	7.05PM	5.20PM	28.1	DN-R GIBBON Gb	0.0	1.25PM	5.15AM							
		Arrive Daily			(22.1)		Leave Daily			Arrive Daily	Arrive Daily		(28.1)		Leave Daily	Leave Daily							
		Ex. Sunday					Ex. Sunday			Ex. Sunday	Ex. Sunday				Ex. Sunday	Ex. Sunday							

(1.10)	..... Time .....	(1.09)	..... Time .....	(2.00)	(1.20)	..... Time .....	(1.20)	(2.00)
18.9	..... Average speed per hour .....	18.9	..... Average speed per hour .....	14.0	21.07	..... Speed per hour .....	21.07	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 same class in the Opposite Direction.—See Rule 72.

**WESTWARD—KEARNEY BRANCH—EASTWARD.**

Length in passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS			Distance from Kearney	Time Table No. 89 May 29, 1921	Distance from Stapleton	FIRST CLASS			SECOND CLASS			
	95 Mixed				519 Motor Passenger	517 Passenger	520 Motor Passenger				518 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							Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
OYFW					7.30AM	4.10PM	7.30AM	0.0	DN-R KEARNEY Kr	102.3	11.35AM	5.25PM	2.00PM				
1,810					f 7.50	f 4.22	f 7.44	5.5	5.5 GLENWOOD PARK	96.8	f 11.10	f 5.10	f 1.43				
1,487 P					s 8.10	s 4.31	s 7.57	10.1	4.6 RIVERDALE Rv	92.2	s 10.54	s 5.02	s 1.30				
1,804					s 8.45	s 4.47	s 8.14	16.8	6.7 AMHERST G	85.5	s 10.40	s 4.47	s 1.03				
1,184 W					s 9.10	s 5.00	s 8.30	22.7	5.9 WATERTOWN	79.6	s 10.27	s 4.31	s 12.35				
2,070					s 9.30	s 5.12	s 8.40	26.3	3.6 MILLER Mr	76.0	s 10.18	s 4.22	s 12.20PM				
2,412					s 10.05	s 5.28	s 8.56	32.5	6.2 SUMNER Su	69.8	s 10.05	s 4.07	s 11.44AM				
1,814					s 10.35	s 5.48	s 9.17	40.4	7.9 EDDYVILLE Vd	61.9	s 9.47	s 3.49	s 11.20				
812						f 5.52	f 9.23	42.0	1.6 BUZZARDS ROOST	60.3	f 9.42	f 3.43					
1,544 PW					s 10.55	s 6.01	s 9.34	45.9	3.9 LOMAX Ax	56.4	s 9.34	s 3.34	s 10.55				
2,512					s 11.20	s 6.16	s 9.48	52.1	6.2 OCONTO Bs	50.2	s 9.16	s 3.19	s 10.35				
1,216					f 11.50AM	s 6.33	s 10.03	59.1	7.0 LODI	43.2	s 9.02	s 3.02	s 10.03				
1,044 YPOWF					s 12.15PM	s 6.55	s 10.18	65.5	6.4 CALLAWAY Ca	36.8	s 8.48	s 2.47	s 9.30				
2,501					s 12.45	s 7.14	s 10.35	73.1	7.6 MILLEDALE	29.2	s 8.31	s 2.30	f 8.45				
1,452					f 1.05	f 7.22	f 10.40	75.7	2.6 FINCHVILLE	26.6	f 8.24	f 2.23	f 8.37				
2,499 W					s 2.09	s 7.41	s 10.55	83.1	7.4 ARNOLD Ad	19.2	s 8.10	s 2.09	s 8.10				
2,503					s 2.40	s 7.57	s 11.09	90.6	7.5 LOGAN	11.7	s 7.53	s 1.50	f 7.35				
1,006								94.5	3.9 HOAGLAND	7.8							
1,005					f 3.15	s 8.15	s 11.26	99.2	4.7 GANDY	3.1	s 7.36	s 1.32	f 7.12				
2,502 FWY					3.30PM	8.25PM	11.35AM	102.3	3.1 D-R STAPLETON Sn	0.0	7.30AM	1.25PM	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				

(8.00)	(4.15)	(4.05)	Time	(4.05)	(4.00)	(7.00)
12.5	24.1	25.1	Average speed per hour	25.1	25.6	14.6

Westward Trains are Superior to Trains of 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
- Valparaiso..... Telegraph Office
- Lincoln..... Telegraph Office
- Beatrice..... Telegraph Office
- St. Paul..... Telegraph Office
- Hastings..... Telegraph Office
- Genoa..... Telegraph Office

**GENERAL TIME INSPECTORS**

- Webb C. Ball, General Time Inspector } 804 Ry. Exchange
- W. F. Hayes, Asst. General Time Inspector } Bldg., Chicago, Ill

**LOCATION TIME SERVICE INSPECTORS**

- L. A. Borsheim..... No. 8 Pearl St., Council Bluffs
- E. H. Liefert..... Council Bluffs
- L. A. Borsheim..... 506 So. 16th St., Omaha
- Brodegaard Bros. Co..... 205 So. 16th St., Omaha
- C. W. Gould..... Valley, Nebr.
- Grover-Spangler..... Fremont, Nebr.
- Keith Perkins..... Columbus, Nebr.
- Schafer Bros..... Central City
- Aug. Meyer & Son..... Grand Island
- B. E. Jolls..... Grand Island
- J. D. Hawthorne..... Kearney
- Harry Dixon..... North Platte
- Schofield & Wetzel..... Norfolk, Nebr.
- F. X. Hallett..... Lincoln, Nebr.
- Mrs. S. E. Johnson..... Genoa, Nebr.
- K. C. Koons..... Beatrice, Nebr.
- E. A. Odman..... Valparaiso, Nebr.

# NEBRASKA DIVISION

## SPECIAL RULES

### PASSENGER TRAINS

1. No. 1 will stop at Central City for California, Oregon and Washington Passengers.  
No. 2 will stop to let off passengers from California.  
No. 3 will stop at North Bend for passenger for stations west of Columbus.  
    Will stop at Chapman to let off Passengers from east of Central City and will stop at all stations west of Grand Island to discharge passengers holding through tickets from stations on the St. Joseph & Grand Island Railroad.
- No. 4 will stop at North Bend for passengers for Omaha and stations east.
- No. 7 will stop at Central City for California passengers.
- No. 8 will stop to let off passengers from Salt Lake and beyond.
- No. 12 will stop at stations in Nebraska to let off passengers from Colorado.
- No. 13 will stop at all stations to pick up passengers for Colorado points beyond Julesburg and for passengers for North Platte Branch.
- No. 15 Will stop to pick up passengers for Colorado stations beyond Julesburg.
- 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.
- No. 17 will stop at stations in Nebraska to pick up passengers for Green River and stations beyond.
- No. 18 will stop to let off passengers from stations north of Granger and stop at Valley for Omaha passengers.
- No. 20 will stop to let off passengers from Ogden and beyond.

### FREIGHT TRAINS

- Nos. 257, 258, 259, 260, (261, Grand Island to Kearney,) 263, 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 on trip passes so endorsed by persons issuing them, between stations at which trains stop. See Rule 720.
2. 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.
  3. Wooden underframe cars, 60,000 lbs. or less capacity, will be handled next ahead of cabooses with outfit cars first ahead of cabooses.

### DIVISION SPEED RESTRICTIONS

4. Passenger trains will not exceed sixty (60) miles per hour. Freight trains, including light engines, with or without cabooses, will not exceed speed of 35 miles per hour. Engines backing up, with or without cars, will not exceed a speed of 20 miles per hour.
5. All trains will 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.

6. All trains will 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.

### SUB-DIVISION SPEED RESTRICTIONS, AND TRAIN INSPECTION STATIONS

7. **FIRST SUB-DIVISION.**

	Passenger	Freight
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 & Live Stock yards crossing . . . . .	20 miles	20 miles
B. In addition to making inspection of trains as often as possible, as per Rule 824, every freight train must be inspected at the following stations: Valley, Columbus and Central City, and in addition, eastward freight trains will stop at Silver Creek and North Bend and look train over.		

8. **SECOND SUB-DIVISION.**
  - A. Automatic Block Signals govern movement of trains in both directions over North Platte Bridge. All trains will 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 824, every freight train must be inspected at the following stations:  
    Kearney, Lexington and Gothenburg, and in addition, eastward freight trains will stop at Brady Island and look train over.

9. **BRANCHES:**

	Passenger	Freight
Beatrice-Stromsburg . . . . .	35 miles	25 miles
(With engines weighing 150,000 lbs. or more on drivers) Beatrice-Stromsburg-Norfolk-Ord . . . . .	20 miles	20 miles
Norfolk-Albion-Cedar Rapids . . . . .	35 miles	25 miles
Ord-Loup City-Pleasanton . . . . .	30 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 Hastings 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 attachments, 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.

# LIST OF SURGEONS

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

NAME	TITLE	PLACE	DISTRICT
M. L. Tinley	District Surgeon	Council Bluffs	Council Bluffs to Omaha.
M. A. Tinley	District Surgeon	Council Bluffs	Council Bluffs to Omaha.
A. A. Robertson	Local Surgeon	Council Bluffs	
E. J. Updegraff	Division Surgeon	Omaha	Council Bluffs to Julesburg
S. H. Smith	Local Surgeon	Omaha	Omaha.
E. R. Hollister	Local Surgeon	Omaha	Omaha.
Geo. R. Gilbert	Local Surgeon	Omaha, Neb.	
J. S. Loney	Shop Surgeon	Omaha, Neb.	
Otis Martin	Shop Surgeon	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.
P. R. Howard	District Surgeon	North Bend	Fremont to Schuyler.
L. H. Sixta	District Surgeon	Schuyler	North Bend to Columbus.
Evans and Morrow	District Surgeon	Columbus	Schuyler to Silver Creek and Oconee.
H. E. King	District Surgeon	Belgrade, Neb.	Fullerton to Cedar Rapids.
R. D. Balcom	District Surgeons	Silver Creek	Columbus to Clarks.
F. M. Collins	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.
H. C. Wengert	Oculist	Grand Island, Neb.	
E. G. Johnson	District Surgeon	Grand Island	Chapman to Alda and St. Paul.
F. D. Ryder	District Surgeon	Grand Island	Chapman to Alda and St. Paul.
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.
C. K. Gibbon	District Surgeon	Kearney	Shelton to Elm Creek and Amherst.
C. A. Yoder	District Surgeon	Elm Creek	Kearney to Overton.
C. B. Edwards	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. Kennon	District Surgeon	Maxwell	Brady Island to North Platte.
T. J. Kerr	District Surgeon	North Platte	Brady Island to Ogallala.
J. G. Smith	District Surgeon	Wahoo	Yutanto Valparaiso.
A. D. Mahaffay	District Surgeon	Valparaiso	Wahoo to Raymond and Brainard.
A. R. Mitchell	District Surgeon	Lincoln	Raymond to Cortland.
F. T. Schowengerdt	District Surgeon	Cortland	Lincoln to Pickrell.
G. H. Brash	District Surgeon	Beatrice	Pickrell to Beatrice.
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.
Homer Davis	District Surgeon	Genoa	Monroe to St. Edwards and Genoa to Fullerton.
G. W. Sullivan	District Surgeon	St. Edward	Oconee to Albion.
F. W. Johnson	District Surgeon	Fullerton	Genoa to Belgrade.
A. L. Bartlett	District Surgeon	Spalding	Spalding to Cedar Rapids.
F. S. Nicholson	District Surgeon	St. Paul	St. Libory to Scotia and Dannebrog.
Chas. Frandsen	District Surgeon	Scotia	St. Paul to Ord.
P. M. Pederson	District Surgeon	Dannebrog	St. Paul to Boelus.
A. S. Main	District Surgeon	Loup City	Loup City to St. Paul.
A. L. Randall	District Surgeon	Pleasanton	Pleasanton to Boelus.
G. O. Dunseth	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 Gibbon.
C. B. Calbreath	District Surgeon	Hastings	Hastings to Gibbon.

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.

## 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	NUMBERS	COUNCIL BLUFFS AND GRAND ISLAND		GRAND ISLAND AND NORTH PLATTE	
		WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 57 — 22 — 137 30	200 and 300	1760	4500	2350	4500
C 57 — 21 — 161 30	400	1620	4500	2225	4500
MK 57 — 23 1/2 — 205 30	1900	3000	5000	3000	5000
MK 63 — 26 — 214 28	2200	3000	5000	3125	5000
T 69 — 20 — 143 28	1320	1075	4500	1750	4500
T 63 — 20 — 145 28	1360	1200	4500	1900	4500

### CLASS

"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

### 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

