

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Nebraska Division

105

EMPLOYEES' TIME TABLE



To Take Effect Sunday, November 14, 1926

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. 105 Nov. 14, 1926	
269 Time Freight	255 Time Freight	253 Time Freight	251 Time Freight	155 Time Freight	138 Passenger	27 Passenger	25 Passenger	21 Passenger	19 Passenger	17 Passenger	15 Passenger	13 Passenger	9 Mail	7 Passenger	5 Mail	3 Passenger	1 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	1.00PM										10.55AM		9.30AM			0.0	COUNCIL BLUFFS			
	9.45PM	7.45PM	1.15			9.50AM	4.10AM		4.15AM	11.55AM	4.25PM	12.25AM	11.30AM	8.30AM	9.50	4.40PM	8.40AM	2.8	C.T. OMAHA			
						10.31	4.47		4.52	12.30PM	5.07	1.02	12.07PM	9.05	10.26	5.20	9.15	28.0	VALLEY			
						9.10AM												65.3	VALPARAISO			
						11.25AM												124.8	BEATRICE			
	7.20PM					6.20PM		10.00PM										310.5	KANSAS CITY			
						10.55	5.10		5.15	12.50	5.28	1.25	12.27	9.25	10.45	5.45	9.35	39.3	FREMONT			
						11.55AM	6.15		6.20	1.50	6.43	2.28	1.28	10.25	11.42AM	6.55	10.35	84.5	COLUMBUS			
						12.50PM	7.10		7.15	2.45	7.53	3.25	2.18	11.20	12.29PM	8.12	11.30AM	124.9	CENTRAL CITY			
	Hastings 2.30PM	7.50AM	7.55AM	11.00PM		1.25	7.45		7.50	3.25	8.45	4.05	2.55	11.55AM	1.05	9.05	12.05PM	146.9	GRAND ISLAND			
						2.25	8.45		9.00	4.25	9.50	5.05	3.55	12.55PM	2.01	10.35PM	1.05	189.1	KEARNEY			
	9.35PM	4.05PM	6.20PM	8.40AM		3.50	10.15AM		10.35AM	5.55	11.50PM	6.35	5.10	2.10	3.10	1.15AM	2.20	284.1	M.T. NORTH PLATTE			
				1.30PM		5.50	12.15PM		12.30PM	8.10	2.05AM	8.35AM	6.49	4.00	4.55	3.55	4.10	365.3	JULESBURG			
				4.00AM	11.35PM			1.00PM 1.45PM			7.15AM	2.00PM						562.6	DENVER			
	4.45AM	1.20AM	4.20AM			7.00	1.25		1.45	9.30PM			7.58	5.05	5.58	5.30	5.20	407.5	SIDNEY			
	11.30AM 12.15PM	9.00 10.15AM	12.20PM 1.30			9.55 10.10PM	4.15 4.30		4.35 4.50	12.35AM 12.50			10.20 10.35PM	7.30 7.40	8.15 8.30	9.00 9.30	7.50 8.00	509.5	CHEYENNE			
	5.40PM	3.45PM	7.30PM		12.45PM	12.15AM	6.35	6.25	6.45	2.55			12.30AM	9.35PM	10.20PM	11.50AM	9.55PM	566.0	LARAMIE			
	1.10AM	11.55PM	5.00AM		9.20PM	3.45	9.55PM	9.20PM	10.05PM	6.30			3.20	12.30AM	1.05AM	4.00PM	1.10AM	682.8	RAWLINS			
						6.46	1.10AM	12.10AM	1.30AM	9.54			5.55	3.30	3.44	7.55	4.09	802.1	ROCK SPRINGS			
	7.15PM	11.15AM	6.45PM		12.30PM	7.30	2.00	1.00	2.10	10.40			6.35	4.05	4.35	8.30PM	4.50	817.0	GREEN RIVER			
		1.00PM				8.20	2.45	1.50	2.55	11.35AM			7.20	4.50	5.25AM		5.35	847.2	GRANGER			
						10.20	4.30	3.55	4.40				9.05	6.35			7.30	917.2	EVANSTON			
						11.26AM	5.35	5.10	5.52				10.06	7.35			8.47	953.0	ECHO			
	1.25PM		12.55PM		6.40AM	1.10PM	7.20AM	7.00AM	7.25AM				11.35AM	9.20AM			10.30AM	992.8	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	Arrive Daily	Arrive Daily					

(91.05) (64.15) (90.10) (39.45) (55.05) (9.10) (28.20) (28.10) (34.00) (28.10) (24.40) (15.50) (14.35) (25.05) (25.50) (20.35) (28.50) (26.50)

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

MILEAGE NORTHERN DISTRICT

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

W. M. JEFFERS,
General Manager.

N. A. WILLIAMS,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME TABLE

COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 105 Nov. 14, 1926	Distance from Ogden.	FIRST CLASS													SECOND CLASS					
		2	4	6	8	10	12	16	18	20	22	26	28	137	254 Time Freight	256 Time Freight				
		Passenger	Passenger	Mail	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Arrive Daily	Arrive Daily			
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
COUNCIL BLUFFS	992.8		6 50AM	12 40PM		7.35PM									7.40PM	10.00AM				
OMAHA	990.0	10 30PM	6 35 6 25	12 25 12 10PM	10 20PM	7 20 7 10	6 30AM	3 30PM	7 55PM	12 05AM			2 05AM	7 40PM	7 00PM	9 40				
VALLEY	964.8	9.45	5 34	11 13AM	9 35	6 20	5 46	2 39	7 10	11 10PM			1 14	6 47						
VALPARAISO	944.0																			4.45PM
BEATRICE	1003.3																			2.50PM
KANSAS CITY Via DENVER	1217.3												8.15AM							8.00AM
FREMONT	953.5	9 30	5 15	10 55	9 20	6 05	5 30	2 22	6 55	10 55			12 59AM	6 30						
COLUMBUS	908.3	8 35	4 00	9 48	8 25	5 05	4 30	1 13	5 55	9 52			11 59PM	5 28						
CENTRAL CITY	867.9	7 50	2 56	8 45	7 40	4 10	3 38		12 15PM	4 48			11 06	4 33						
GRAND ISLAND	845.9	7 25	2 25	8 10	7 15	3 45	3 10		11 45AM	4 15			10 40	4 05	10 25AM	12 01AM				
KEARNEY	803.7	6 22	1 07AM	6 55	6 12	2 30	1 55AM	10 32		3 03			7 12	2 53						
NORTH PLATTE C.T.	708.7	4 25	10 30PM	4 45	4 15	12 30PM	11 55PM	8 15		12 55PM	5 10		7 30	12 40PM	1 35AM	1 25PM				
JULESBURG	627.5	1 35	7 00	1 30	1 25	9 20AM	8 53	5 05AM		9 55AM	2 10		4 40	9 35AM						
DENVER	576.9						3 45PM	11 30PM					2 30PM 12 30PM							
SIDNEY	585.3	12 40PM	5 45	12 25AM	12 30PM	8 15			8 50	1 10PM			3 40	8 30	3 35PM	2 30AM				
CHEYENNE	483.3	10 10AM 10 00	2 25 2 05	9 50PM 9 25	10 00AM 9 50	5 40 5 30			6 00 5 50	10 35AM 10 25			1 10 12 50PM	5 50 5 40	8 50AM 7 50	7 00PM 6 00				
LARAMIE	426.8	8 10	12 05PM	7 35	8 00	3 40			3 55	8 35	7 50AM		11 00AM	3 45	2 20AM	12 35PM				
RAWLINS	310.0	5 00	8 40	4 25	4 50	12 25AM			12 30AM	5 20	4 40		7 40	12 20AM	5 30PM	3 10AM				
ROCK SPRINGS	190.7	2 00	5 00	1 23	1 50	9 19PM			9 00PM	2 10	1 40		4 30	9 10PM						
GREEN RIVER	175.8	1 30	4 30AM	12 50PM	1 20	8 50			8 30	1 40	1 10		4 00	8 40	7 20AM	4 30PM				
GRANGER	145.6	12 25AM		11 30AM	12 15AM	7 50			7 32PM	12 40AM	12 05AM		2 50	7 40	4 20AM	1 36PM				
EVANSTON	75.6	10 40PM		9 20	10 30PM	5 45				10 45PM	10 20PM		12 55AM	5 35						
BOHO	39.8	9 15		7 58	9 10	4 25				9 17	9 00		11 35PM	4 15						
OGDEN M.T. (992.8)	0.0	7 55PM		6 25AM	7 50PM	3 00PM				7 25PM	7 40PM		10 15PM	2 50PM	2 35PM	12 01AM				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time Omaha-Ogden.....	(25.35)	(24.55)	(28.45)	(25.30)	(27.10)	(19.45)	(15.00)	(23.23)	(27.40)	(35.35)	(26.50)	(27.50)	(8.45)	(75.25)	(80.39)
Average speed per hour.....	38.7	32.7	34.4	38.8	36.4	40.7	37.3	36.1	35.8	34.2	36.9	35.5	27.9		

J. E. MULICK, Superintendent Omaha, Nebr.
W. C. SHELVER, Asst. Superintendent Omaha, Nebr.

FIRST SUB-DIVISION AND BRANCHES:

C. M. HIGHSMITH, Trainmaster..... Omaha, Nebr.
 T. E. WILLIAMS, Asst. Trainmaster..... Grand Island, Nebr.
 B. O. WEDGE, Chief Train Dispatcher..... Omaha, Nebr.
 F. M. KELLY, Night Chief Train Dispatcher..... " "

SECOND SUB-DIVISION AND BRANCHES:

J. R. AUSTIN, Trainmaster..... Grand Island, Nebr.
 F. C. JOHNSON, Chief Train Dispatcher..... " " "
 F. P. GETSFRED, Night Chief Train Dispatcher..... " " "

TRAIN DISPATCHERS

J. H. STEPHENS,..... Omaha, Nebr.
 P. E. BEST,..... " "
 A. G. SNYDER,..... " "
 F. E. FOWLER,..... " "
 J. W. DION,..... " "
 A. E. STODDARD,..... " "
 J. T. DAVIS,..... Grand Island, Nebr.
 C. A. LAUGHLIN,..... " "
 I. E. GIER,..... " "
 B. F. WELLS,..... " "
 J. M. KELLEY,..... " "

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 sidings in feet and location of water, fuel, telegraph, telephone, piano, running gear, seats and telephones.	SECOND CLASS						FIRST CLASS												Distance from Council Bluffs			
	255	253	261	75	251	257	259	23	3	15	47	17	9	27	5	1	7	37		19	25	13
	Time Freight Leave Daily	Time Freight Leave Daily	Freight Leave Daily	Way Freight Leave Daily Ex. Sunday	Time Freight Leave Daily	Way Freight Leave Daily Ex. Sunday	Way Freight Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Mail Leave Daily	Passenger Leave Daily	Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily		Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily
WFTYOP	9.30PM	7.30PM	6.00PM		1.00PM	8.00AM		5.10PM	3.45PM		1.30PM	11.10AM	10.55AM		9.30AM		7.20AM				11.50PM	
WFTOP	9.45PM	7.45PM	6.15		1.15	8.15		5.25 5.45	4.00 4.40	4.25PM	1.45 2.15	11.25 11.55AM	11.30	9.50AM	9.50	8.40AM	8.30AM	7.35 8.15	4.15AM	4.10AM	12.05AM 12.25	
P			6.45						4.47	4.32	2.22	12.02PM	11.37	9.59	9.57	8.47	8.37		4.22	4.17	12.32	
3,450 P			7.00						4.52	4.38	2.28	12.07	11.43	10.05	10.02	8.52	8.42		4.27	4.22	12.37	
3,513 P			7.15						4.58	4.46	2.33	12.12	11.49	10.11	10.07	8.57	8.47		4.33	4.28	12.43	
WP								s 6.00										s 8.30				
3,100 IP								s 6.13										s 8.42				
3,700 P								s 6.25										s 8.52				
IP								f 6.30										f 8.56				
3,613 P								s 6.37										s 9.02				
3,873 WIP			7.28					f 9.40			f 2.38	12.17	11.53	10.17	10.13	9.02	8.52	f 9.08	4.38	4.33	12.48	
4,106 P			7.43					s 6.57	5.10	4.58	s 2.45	12.23	11.59AM	10.24	10.19	9.08	8.58	s 9.16	4.44	4.39	12.54	
4,151 P			7.55					s 7.04	5.14	5.02	s 2.51	12.26	12.02PM	10.27	10.22	9.11	9.01	s 9.22	4.47	4.42	12.57	
WB 6,871 WF EB 4,709-5849 YP			s 8.15					s 11.30			s 7.14	s 5.20	5.07	3.02PM	12.30	12.07	10.31	10.26	9.15	9.05	s 9.28	
3,986 P			8.30					f 11.45AM			f 7.23	5.30	5.17		12.37	12.14	10.39	10.33	9.22	9.12	f 9.39	
I																						
WB 4,852 WOP EB 8,326			s 8.55					s 12.27PM			s 7.35	s 5.45	s 5.28		s 12.50	s 12.27	s 10.55	s 10.45	s 9.35	s 9.25	s 9.57	
I																						
IP																						
3,997 P			9.13					s 12.43			s 7.45	5.54	5.40	12.59	12.36	11.04	10.53	9.44	9.34	s 10.08	5.24	
4,042 WP			9.32					s 1.09			s 7.58	s 6.04	5.52	1.09	12.46	11.14	11.02	9.54	9.44	s 10.18	5.34	
1,123 P			9.37					f 1.19			f 8.03	6.07	5.55	1.12	12.49	11.17	11.05	9.57	9.47	f 10.22	5.37	
4,031 P			9.50					s 1.30			f 8.12	s 6.14	6.01	1.18	12.55	11.23	11.11	10.03	9.53	s 10.29	5.43	
WB 5,707 WP EB 3,705			10.15					s 1.55			s 8.27	s 6.24	6.10	s 1.27	1.03	11.31	11.20	10.11	10.01	s 10.44	s 5.52	
1,503 P			10.25					f 2.05			8.35	6.30	6.18	1.32	1.09	11.36	11.25	10.16	10.06	10.51	5.58	
4,171 P			10.34					s 2.25			f 8.43	s 6.35	6.25	1.37	1.14	11.41	11.29	10.21	10.11	s 11.00	6.03	
IP																						
WB 3,900 WFT EB 4,756 YOP			s 11.10					2.50PM	7.00AM	s 9.00PM	s 6.55	s 6.43		s 1.50	s 1.28	s 11.55AM	s 11.42	s 10.35	s 10.25	11.12 11.42	s 6.20	
4,000 P			11.35					s 7.20			f 7.09	6.57		2.01	1.40	12.06PM	11.54	10.46	10.36	s 11.59AM	6.32	
3,990 P			11.50PM					f 7.35				7.18	7.05	2.07	1.46	12.12	11.59AM	10.51	10.41	f 12.12PM	6.38	
4,002 WP			12.10AM					s 8.05			f 7.27	7.14		2.14	1.52	12.19	12.05PM	10.58	10.48	s 12.23	6.44	
3,999 P			12.30					f 8.25				7.37	7.23	2.20	1.59	12.25	12.11	11.05	10.55	f 12.30	6.50	
3,994 P			12.55					s 9.05			f 7.48	7.33		2.27	2.05	12.32	12.17	11.12	11.02	s 12.40	6.57	
2,870 P			1.20					f 9.25				7.59	7.42	2.34	2.11	12.39	12.23	11.19	11.09	f 12.48	7.04	
I																						
WB 5,891 WFT EB 3,507			s 2.00						2.18PM	9.55AM	s 8.12	s 7.53	7.35PM	s 2.45	2.18	12.50	12.29	11.30	11.20	s 1.07	f 7.15	
1,410 P			2.10						2.24			8.17	7.59	7.41	2.50	2.22	12.55	12.33	11.34	11.24	f 1.12	7.20
4,000 P			2.40						s 2.40		f 8.27	8.08	s 7.54	2.58	2.30	1.03	12.40	11.42	11.32	s 1.22	7.28	
3,712 P			3.03						2.52			8.37	8.19	8.03	3.06	2.37	1.09	12.46	11.48AM	11.38	f 1.30	
I																						
WFTYOP	7.00AM	6.50AM	3.30AM	3.20PM	10.20PM				8.55PM	8.35PM	8.15PM	3.20PM	2.50PM	1.20PM	1.00PM	12.01PM	11.50AM	1.45PM	7.45AM	7.40AM	3.55AM	

STATIONS		Distance from Council Bluffs
R	COUNCIL BLUFFS	0.0
	2.8	
R	OMAHA	2.8
	2.3	
	(SUMMIT) C. G. W. CS	5.1
	3.8	
	SEYMOUR	8.9
	4.7	
	SARPY	13.6
	3.5	
	SOUTH OMAHA	6.5
	5.4	
D-R	GILMORE	11.9
	5.0	
D	PAPILLION	16.9
	2.3	
	(PORTAL) M. P. CROSSING	19.2
	3.2	
D	MILLARD	22.4
	3.7	
DN	LANE	17.1
	4.7	
D	ELKHORN	21.8
	2.7	
D	WATERLOO	24.5
	3.5	
DN	VALLEY	28.0
	6.8	
	MERCER	34.3
	3.9	
	F. S. Y. & L. CO. CS.	38.2
	1.1	
DN	FREMONT	39.3
	0.7	
	S. C. & W. CROSSING	40.0
	4.8	
	C. & N.-W. CROSSING	44.8
	1.5	
D	AMES	46.3
	8.1	
D	NORTH BEND	54.4
	2.0	
	BAY STATE	56.4
	5.0	
D	ROGERS	61.4
	7.3	
DN	SCHUYLER	68.7
	4.3	
	LAMBERT	73.0
	3.9	
D	RICHLAND	76.9
	6.9	
	C. B. & Q. CROSSING	83.8
	0.7	
DN	COLUMBUS	84.5
	7.7	
D	DUNCAN	92.2
	4.3	
	GARDINER	96.5
	5.8	
D	SILVER CREEK	102.3
	5.6	
	HAVENS	107.9
	5.8	
D	CLARKS	113.7
	5.4	
	THUMMEL	119.1
	5.2	
	C. B. & Q. CROSSING	124.3
	0.6	
DN	CENTRAL CITY	124.9
	3.6	
	PADDOCK	128.5
	6.6	
D	CHAPMAN	135.1
	5.6	
	LOCKWOOD	140.7
	5.8	
	C. B. & Q. CROSSING	146.5
	0.4	
DN-R	GRAND ISLAND	146.9

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. 105
Nov. 14, 1926

STATIONS

COUNCIL BLUFFS	2.8
OMAHA	Yd
UMMIT) C. G. W. CSG.	3.8
SEYMOUR	4.7
SARPY	3.5

SOUTH OMAHA	S ^a
D-R GILMORE	Gm
D PAPILLION	Po
(PORTAL) M. P. CROSSING	
D MILLARD	Md

DN LANE	Cj
D ELKHORN	Kh
D WATERLOO	Wo
DN VALLEY	V
MERCER	

F. S. Y. & L. CO. CSG.	
DN FREMONT	Fn
S. C. & W. CROSSING	
C. & N.-W. CROSSING	
D AMES	Am

D NORTH BEND	Nb
BAY STATE	
D ROGERS	Dj
DN SCHUYLER	Se
LAMBERT	

D RICHLAND	Bz
C. B. & Q. CROSSING	
DN COLUMBUS	C
D DUNCAN	Dq
GARDINER	

D SILVER CREEK	Sy
HAVENS	
D CLARKS	Cx
THUMMEL	
C. B. & Q. CROSSING	

DN CENTRAL CITY	Ci
PADDOCK	
D CHAPMAN	Cp
LOCKWOOD	
C. B. & Q. CROSSING.	
DN-R GRAND ISLAND	Ge

(146.9)

Distance from
Ogden

Double Track

Block Signals

Double Track

Block Signals

Double Track

Block Signals

Double Track

STATIONS	FIRST CLASS														SECOND CLASS						
	4	12	48	6	24	38	16	10	28	18	8	2	20	26	256	258	76	260	254	252	262
	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight	Way Freight	Way Freight	Time Freight	Stock	Stock
	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	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
992.8	6.50AM	6.55AM	12.15PM	12.40PM	12.05PM	3.40PM	3.55PM	7.35PM							10.00AM	12.55PM			7.40PM	4.15AM	5.00AM
990.0	6.35 6.25	6.40 6.30	12.00 11.50	12.25 12.10PM	11.50AM 11.40	3.25 3.15	3.40 3.30	7.20 7.10	7.40PM	7.55PM	10.20PM	10.30PM	12.05AM	2.05AM	9.40	12.30			7.00PM	3.30	4.30
987.7	6.11	6.18	11.35	11.55AM			3.18	6.57	7.27	7.46	10.08	10.18	11.53PM	1.53		12.05PM				2.55	4.00AM
983.9	6.03	6.11	11.28	11.48			3.11	6.50	7.20	7.40	10.01	10.11	11.45	1.45		11.48AM					
979.2	5.56	6.04	11.22	11.40			3.05	6.43	7.14	7.33	9.54	10.04	11.37	1.37		11.22					
995.3					11.25	3.00															
989.9					11.09	2.45															
984.9					10.59	2.35															
982.6					10.54	2.30															
979.4					10.48	2.24															
975.7	5.50	5.59	11.15	11.31	10.40	2.18	2.57	6.36	7.07	7.27	9.49	9.59	11.30	1.30		11.00					
971.0	5.43	5.53	11.03	11.22	10.32	2.09	2.50	6.29	6.59	7.20	9.42	9.52	11.22	1.23		10.50					
968.3	5.40	5.50	10.58	11.18	10.26	2.03	2.45	6.25	6.54	7.16	9.39	9.49	11.16	1.19		10.35					
964.8	5.34	5.46	10.50AM	11.13	10.20	1.58	2.39	6.20	6.47	7.10	9.35	9.45	11.10	1.14		10.20				12.25AM	
958.5	5.24	5.38		11.02	10.06	1.48	2.30	6.12	6.38	7.02	9.27	9.37	11.02	1.06		9.20					
954.6																					
953.5	5.15	5.30	Branches	10.55	9.59	1.40	2.22	6.05	6.30	6.55	9.20	9.30	10.55	12.59		9.00				10.00PM	
952.8																					
948.0																					
946.5	5.00	5.18	Branches	10.42	9.40	1.22	2.10	5.51	6.18	6.42	9.08	9.18	10.40	12.46		8.10					
938.4	4.48	5.09	Branches	10.31	9.28	1.10	1.58	5.42	6.09	6.32	8.59	9.09	10.30	12.37		7.40					
936.4	4.43	5.06	Branches	10.28	9.23	1.07	1.55	5.39	6.06	6.29	8.57	9.07	10.28	12.34		7.15					
931.4	4.35	5.00	Branches	10.21	9.16	1.00	1.47	5.33	6.00	6.23	8.52	9.02	10.22	12.28		7.00					
924.1	4.25	4.51	Branches	10.13	9.06	12.51	1.35	5.25	5.52	6.14	8.44	8.54	10.13	12.20		6.30					
919.8	4.17	4.45	Branches	10.04	8.59	12.44	1.27	5.19	5.46	6.08	8.38	8.48	10.07	12.14		5.58					
915.9	4.12	4.40	Branches	10.00	8.54	12.40	1.23	5.15	5.41	6.04	8.34	8.44	10.03	12.10AM		5.40					
909.0																					
908.3	4.00	4.30	Branches	9.48	8.40AM	12.30 12.10PM	1.13	5.05	5.28	5.55	8.25	8.35	9.52	11.59PM		5.25AM			2.00PM	7.30	
900.6	3.42	4.16	Branches	9.28		11.47AM	1.01	4.48	5.13	5.36	8.14	8.24	9.38	11.45					1.40		
896.3	3.36	4.11	Branches	9.23		11.40	12.54	4.43	5.07	5.29	8.10	8.20	9.32	11.40					1.10		
890.5	3.29	4.04	Branches	9.16		11.33	12.47	4.37	5.01	5.20	8.04	8.14	9.24	11.34					12.47		
884.9	3.21	3.58	Branches	9.09		11.25	12.39	4.30	4.54	5.12	7.58	8.08	9.17	11.27					12.13PM		
879.1	3.14	3.51	Branches	9.01		11.18	12.31	4.23	4.47	5.04	7.52	8.02	9.10	11.20					11.50AM		
873.7	3.06	3.45	Branches	8.53		11.12	12.23	4.17	4.41	4.56	7.46	7.56	9.03	11.14					11.18		
868.5																					
867.9	2.56	3.38	Branches	8.45		11.05	12.15	4.10	4.33	4.48	7.40	7.50	8.55	11.06			11.05AM	11.05AM		5.15	
864.3	2.51	3.32	Branches	8.36		10.53	12.08	4.06	4.28	4.40	7.35	7.45	8.50	11.01					10.42		
857.7	2.43	3.25	Branches	8.28		10.45	12.01PM	3.59	4.20	4.33	7.28	7.38	8.43	10.54					10.30		
852.1	2.35	3.18	Branches	8.21		10.35	11.53AM	3.53	4.13	4.25	7.22	7.32	8.35	10.48					10.15		
846.3																					
845.9	2.25AM	3.10AM	5.25AM	8.10AM		10.25AM	11.45AM	3.45PM	4.05PM	4.15PM	7.15PM	7.25PM	8.25PM	10.40PM	12.01AM		10.00AM		10.25AM	4.20PM	7.30PM
	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	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily

Time over Sub-Division	(4.00)	(3.20)	(6.25)	(4.00)	(3.00)	(4.50)	(3.45)	(3.25)	(3.35)	(3.40)	(3.05)	(3.05)	(3.40)	(3.25)	(9.39)	(7.05)	(1.05)	(2.55)	(8.35)	(11.10)	(9.00)
Average speed per hour	36.0	43.2		36.0	30.6	31.7	38.4	42.1	40.2	39.3	46.7	46.7	39.3	40.2	14.9	11.5	20.3	13.8	16.7	12.9	16.0

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.

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

Length of sid- ings in feet and location in respect to tracks, crossing plans, turnouts, tele- phone, scales and telephones.	SECOND CLASS							FIRST CLASS											Distance from Council Bluffs	Time Table No. 105 Nov. 14, 1926		
	251	269	265	261	263	253	255	3	15	17	9	37	27	5	1	7	19	25		13	STATIONS	
	Time Freight	Time Freight	Mixed	Way Freight	Way Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	
Leave Daily	Leave Daily	Leave Daily Ex. Sunday	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	Leave Daily		
WFTYOP	11.00PM			8.00AM		7.55AM	7.50AM	9.05PM	8.45PM	3.25PM	2.55PM	2.05PM	1.25PM	1.05PM	12.05PM	11.55AM	7.50AM	7.45AM	4.05AM	146.9	DN-R GRAND ISLAND Ge	
3,984 P				f 8.20				f 9.17	8.56	3.36	3.05	s 2.17	1.36	1.14	12.16	12.06PM	8.01	7.56	4.16	154.5	D ALDA Da	
WB3,687 EB3,571 WP				s 8.50				s 9.31	9.06	3.45	3.15	s 2.30	1.46	1.23	12.26	12.16	f 8.11	8.06	4.26	162.3	D WOOD RIVER Wr	
4,051 P				s 9.25				s 9.45	9.15	3.53	3.25	s 2.45	1.55	1.32	12.35	12.25	f 8.22	8.15	4.35	169.9	D SHELTON Hn	
WB5,642 EB3,655 WYP	4.20PM	2.15PM	10.00					s 9.56	9.24	4.01	3.33	s 2.56	2.02	1.40	12.42	12.32	f 8.30	8.22	4.42	176.0	DN GIBBON Gb	
3,993 P				f 2.24	f 10.30			10.03	9.30	4.06	3.38	f 3.03	2.07	1.45	12.47	12.37	8.36	8.28	4.48	180.2	OPTIC	
3,713 P				f 2.33	f 10.55			10.09	9.36	4.12	3.43	f 3.09	2.12	1.50	12.52	12.42	8.42	8.33	4.53	184.3	D BUDA K	
WB5,946 EB 4,124 WFYP	s 5.15	2.45PM	11.25AM	8.00AM				s 10.35	s 9.50	s 4.26	s 3.55	s 3.35	s 2.25	s 2.01	s 12.55	s 9.00	s 8.45	s 5.05	189.1	DN KEARNEY Kr		
3,433 P				f 8.14				10.44	9.59	4.32	4.02	f 3.46	2.33	2.07	1.12	1.02	9.08	8.53	5.13	194.1	ALFALFA CENTER	
4,041 P				f 8.25				f 10.51	10.06	4.38	4.07	s 3.54	2.38	2.12	1.17	1.07	9.14	8.59	5.18	198.3	D ODESSA Dz	
4,049 WP				s 8.45				s 11.02	10.16	4.45	4.15	s 4.08	2.46	2.20	1.25	1.15	f 9.23	9.08	5.26	204.6	D ELM CREEK Qr	
1,116				f 8.53				11.08	10.22	4.50	4.20	f 4.15	2.51	2.25	1.30	1.20	9.29	9.14	5.31	208.4	SIMONDS	
4,038 P				s 9.10 9.35				s 11.15	10.30	4.56	4.26	s 4.26	2.57	2.30	1.36	1.26	f 9.35	9.20	5.37	213.3	D OVERTON Ov	
1,262 P				f 9.46				11.22	10.36	5.02	4.32	f 4.37	3.03	2.35	1.42	1.32	9.41	9.26	5.43	217.9	4.6 JOSSELYN	
WB3,642 EB 4,202 WOP				s 10.25				s 11.35	s 10.50	s 5.11	4.40	s 4.47	3.12	2.42	1.50	1.40	s 9.50	9.35	s 5.53	224.4	DN LEXINGTON Um	
4,050 P				f 10.40				11.46	11.02	5.21	4.50	f 4.58	3.22	2.51	2.00	1.50	10.00	9.45	6.03	232.5	8.1 DARR Dr	
601																				236.0	3.5 JOVIAN	
4,039 WP				s 11.14				s 11.55PM	11.11	s 5.30	4.58	s 5.06	3.31	2.58	2.08	1.58	f 10.09	9.54	6.12	238.3	D COZAD Co	
2,282 P				f 11.24AM				f 12.03AM	11.18	5.37	5.04	f 5.13	3.38	3.04	2.14	2.04	10.16	10.00	6.18	243.2	4.9 WILLOW ISLAND	
WB5,523 EB 4,204 WFYP				s 12.03PM				s 12.20	11.30	s 5.50	5.15	s 5.23	3.49	3.15	2.24	2.14	f 10.27	10.11	s 6.28	248.8	DN GOTHENBURG Bu	
4,043 P				12.14				12.30	11.39	5.57	5.22	f 5.32	3.58	3.23	2.32	2.22	10.37	10.20	6.36	254.5	5.7 VROMAN	
4,048 WP				s 12.35				f 12.41	11.50	6.06	5.31	s 5.42	4.08	3.31	2.42	2.32	f 10.47	10.30	6.44	261.5	D BRADY ISLAND Bi	
712 P				f 12.45				12.49	11.58PM	6.13	5.37	f 5.49	4.15	3.37	2.48	2.38	10.55	10.37	6.50	266.6	5.1 HINDREY	
4,051 P				s 1.15				f 12.57	12.06AM	6.18	5.42	s 5.57	4.21	3.42	2.53	2.43	f 11.01	10.43	6.56	270.6	D MAXWELL Mx	
				1.23				1.08	12.13	6.26	5.46	6.03	4.26	3.47	2.58	2.48	11.08	10.49	7.01	274.6	4.0 KEITH	
4,046 P				f 1.33				1.15	12.19	6.31	5.50	6.08	4.30	3.52	3.02	2.52	11.13	10.54	7.05	278.5	3.9 GANNETT	
503				f 1.38				1.19	12.23	6.34	5.53	f 6.12	4.33	3.55	3.05	2.55	11.17	10.57	7.08	280.5	2.0 BECK	
				1.43				1.22	12.25	6.36	5.55	6.17	4.35	3.57	3.07	2.57	11.19	10.59	7.10	282.0	1.5 E. BRIDGE JCT.	
				1.50				1.27	12.28	6.40	5.58	6.20	4.38	3.59	3.10	3.00	11.22	11.03	7.13	282.4	0.4 W. BRIDGE JCT.	
WFTYOP	7.50AM	10.05PM		2.00PM		5.45PM	4.00PM	1.35AM	12.40AM	6.50PM	6.05PM	6.25PM	4.45PM	4.05PM	3.15PM	3.05PM	11.30AM	11.10AM	7.20AM	284.1	DN-R NORTH PLATTE No	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(137.2)	
	(8.50) 15.5	(5.45) 18.8	(0.30) 22.8	(3.25) 12.3	(6.00) 15.8	(9.50) 18.9	(8.10) 16.8	(4.30) 30.5	(3.55) 35.0	(3.25) 40.1	(3.10) 43.2	(4.20) 31.6	(3.20) 41.2	(3.00) 45.7	(3.10) 43.3	(3.10) 43.3	(3.40) 37.4	(3.25) 40.1	(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. 105

Nov. 14, 1926

STATIONS

DN-R GRAND ISLAND Ge	7.6	
D ALDA Da	7.8	
D WOOD RIVER Wr	7.6	
D SHELTON Hn	6.1	
DN GIBBON Gb	4.2	
OPTIC	4.1	
D BUDA K	4.8	
DN KEARNEY Kr	5.0	
ALFALFA CENTER	4.2	
D ODESSA Ds	6.3	
D ELM CREEK Qr	3.8	
SIMONDS	4.9	
D OVERTON Ov	4.6	
JOSSELYN	6.5	
DN LEXINGTON Um	8.1	
DARR Dr	3.5	
JOVIAN	2.3	
D COZAD Co	4.9	
WILLOW ISLAND	5.6	
DN GOTHENBURG Bu	5.7	
VROMAN	7.0	
D BRADY ISLAND Bi	5.1	
HINDREY	4.0	
D MAXWELL Mx	3.9	
KEITH	2.0	
GANNETT	1.5	
BECK	0.4	
E. BRIDGE JCT.	1.7	
W. BRIDGE JCT.		
DN-R NORTH PLATTE No		

Distance from Ogden

Block Signals

Double Track

Dbl. Trk

FIRST CLASS

SECOND CLASS

	6 Mail	38 Passenger	16 Passenger	10 Mail	28 Passenger	18 Passenger	8 Passenger	2 Passenger	20 Passenger	26 Passenger	4 Passenger	12 Passenger	254 Time Freight	264 Way Freight Ex. Sunday	262 Stock	260 Way Freight Ex. Sunday	266 Mixed Ex. Sunday	256 Time Freight
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
845.9	8.05AM	10.05AM	11.40AM	3.40PM	4.00PM	4.10PM	7.10PM	7.20PM	8.15PM	10.35PM	2.20AM	3.05AM	9.30AM		5.30PM	3.00PM		10.20PM
838.3	7.49	f 9.46	11.24	3.24	3.45	3.55	6.58	7.08	8.02	10.21	2.02	2.47				f 2.30		
830.5	7.38	s 9.30	11.13	3.13	3.35	3.45	6.49	6.59	7.52	10.10	f 1.49	2.36				s 1.50		
822.9	7.28	s 9.16	11.03	3.03	3.25	3.36	6.40	6.50	7.42	10.01	f 1.38	2.26				s 1.20		
816.8	7.19	s 9.05	10.54	2.54	3.16	3.28	6.32	6.42	7.34	9.54	f 1.30	2.18				s 12.55	s 6.15PM	
812.6	7.13	f 8.56	10.48	2.48	3.10	3.21	6.26	6.36	7.28	9.48	1.23	2.12				f 12.35	f 6.06	
808.5	7.07	f 8.50	10.42	2.42	3.05	3.15	6.21	6.31	7.23	9.43	1.18	2.06				f 12.20	f 5.57	
803.7	s 6.55	s 8.37	s 10.32	s 2.30	s 2.53	s 3.03	s 6.12	s 6.22	s 7.12	s 9.33	s 1.07	s 1.55		12.10PM	s 2.30PM	12.05PM	5.45PM	
798.7	6.42	f 8.25	10.21	2.21	2.41	2.57	6.03	6.13	7.04	9.23	12.56	1.47		f 11.54AM				
794.5	6.37	f 8.18	10.15	2.16	2.36	2.52	5.58	6.08	6.59	9.18	12.50	1.42		f 11.45				
788.2	6.29	s 8.09	f 10.06	2.09	2.28	2.44	5.50	6.00	6.52	9.10	f 12.42	1.34		s 11.30				
784.4	6.24	f 8.03	10.01	2.04	2.23	2.40	5.46	5.56	6.48	9.05	12.36	1.29		f 11.10				
779.5	6.18	s 7.56	9.55	1.58	2.18	2.34	5.40	5.50	6.43	9.00	f 12.29	1.23		s 10.54				
774.9	6.12	f 7.48	9.49	1.52	2.12	2.28	5.34	5.44	6.37	8.54	12.21	1.17		f 10.36				
768.4	6.06	s 7.40	s 9.41	1.44	2.05	s 2.20	5.28	5.38	6.30	8.47	s 12.12AM	s 1.09		9.41				
760.3	5.56	f 7.26	9.29	1.34	1.55	2.09	5.18	5.28	6.20	8.37	11.58PM	12.59		f 9.06				
756.8																		
754.5	5.48	s 7.16	s 9.21	1.28	1.47	s 2.01	5.12	5.22	6.13	8.30	s 11.48	12.53		s 8.55				
749.6	5.42	f 7.07	9.13	1.23	1.40	1.55	5.07	5.17	6.07	8.24	f 11.40	12.48		f 8.40				
744.0	5.35	s 6.58	s 9.06	1.17	1.32	s 1.48	5.01	5.11	6.00	8.17	s 11.33	12.42		s 8.29				
738.3	5.25	f 6.48	8.56	1.08	1.23	1.35	4.53	5.03	5.50	8.09	11.20	12.33		f 7.45				
731.3	5.16	s 6.38	8.47	1.00	1.14	1.26	4.45	4.55	5.41	8.00	f 11.09	12.25		s 7.32				
726.2	5.10	f 6.31	8.41	12.54	1.08	1.20	4.39	4.49	5.35	7.54	11.01	12.19		f 7.16				
722.2	5.05	s 6.25	8.36	12.49	1.03	1.15	4.34	4.44	5.30	7.49	f 10.55	12.14		s 7.08				
718.2	5.00	6.18	8.31	12.45	12.58	1.10	4.30	4.40	5.25	7.45	10.48	12.10		7.00				
714.3	4.56	f 6.13	8.27	12.41	12.53	1.06	4.26	4.36	5.21	7.41	10.42	12.06		f 6.55				
712.3	4.53	f 6.10	8.24	12.38	12.50	1.03	4.23	4.33	5.19	7.38	10.38	12.03		6.51				
710.8	4.51	6.07	8.22	12.36	12.48	1.01	4.21	4.31	5.17	7.36	10.36	12.01AM		6.48				
710.4	4.49	6.04	8.20	12.34	12.45	12.59	4.19	4.29	5.15	7.34	10.34	11.59PM		6.44				
708.7	4.45AM	6.00AM	8.15AM	12.30PM	12.40PM	12.55PM	4.15PM	4.25PM	5.10PM	7.30PM	10.30PM	11.55PM	1.35AM	6.40AM	7.00AM			1.25PM
	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

Time over Sub-Division.....	(3.20)	(4.05)	(3.25)	(3.10)	(3.20)	(3.15)	(2.55)	(2.55)	(3.05)	(3.05)	(3.50)	(3.10)	(7.55)	(5.30)	(10.30)	(2.55)	(0.80)	(8.55)
Average speed per hour.....	41.2	33.6	40.1	43.3	41.2	42.2	47.0	47.0	44.5	44.5	35.8	43.3	17.3	17.3	13.1	14.4	22.8	15.4

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

WESTWARD—BEATRICE BRANCH—EASTWARD.

Length of sidings in feet and location of water, fuel, interlocking plants, turnouts, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Valley	Time Table No. 105 Nov. 14, 1926				Distance from Beatrice	FIRST CLASS				SECOND CLASS		
	71 Freight	73 Mixed	505 Motor Passenger	47 Passenger	138 Passenger	142 Passenger		STATIONS					506 Motor Passenger	48 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	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	
WFYP	10.15PM	7.30AM					0.0	DN-R	VALLEY	Vr	96.8							4.45PM	11.15PM
							5.8		S. C. & W. CROSSING		91.0								
1,896	10.35	7.55					6.3	D	YUTAN	Yn	90.5		10.30					4.00	10.35
1,459 P	10.55	8.20					11.5	D	MEAD	Ad	85.3		10.17					3.33	10.05
1,562 W	11.25	9.00					18.9	DN	WAHOO	W	77.9		10.03					3.05	9.40
							19.6		C & N-W and C B & Q CROSSING		77.2								
1,732	11.50PM	9.45					26.2	D	WESTON	Wn	70.6		9.45					2.35	9.10
1,921 P	12.10AM	10.05					33.2	D	TOUHY	Hu	63.6		9.30					2.10	8.50
WFYP	12.45	10.15 10.45					37.3	DN-R	VALPARAISO	Vo	59.5	9.10AM	9.20AM	4.45PM				1.50	8.30
1,861 P	12.55	11.05					41.8	D	AGNEW	Ag	55.0	9.00		4.32				1.00	7.57
1,828	1.10	11.25					46.4	D	RAYMOND	Rm	50.4	8.50		4.25				12.40	7.45
3,834	1.22	11.40AM					52.8		GARRATT		44.0	8.38		4.16				12.20	7.33
							55.3		WEST LINCOLN		41.5								
							56.3		MO. PAC. CROSSING		40.5								
							56.5		C. B. & Q. CROSSING		40.3								
1,638 WFTOP	1.50	12.05PM					57.1	DN-R	LINCOLN	Sn	39.7	8.25		4.05	8.10PM			12.05PM	7.15
I							57.4		C. B. & Q. CROSSING		39.4								
I							59.0		C. B. & Q. CROSSING		37.8								
1,744 P	2.15	12.45					65.4		JAMAICA		31.4	7.56		3.45	7.50			11.25AM	6.30
1,507 WP	2.25	12.52					68.2		HANLON		28.6	7.51		3.40	7.41			11.20	6.22
1,802 P	2.45	1.15					74.7	D	PRINCETON	Ic	22.1	7.39		3.28	7.30			11.00	6.00
2,037	3.00	1.30					79.5	D	CORTLAND	Rd	17.3	7.27		3.21	7.19			10.45	5.38
1,506 P	3.23	2.05					88.9	D	PICKRELL	Ik	7.9	7.08		3.05	7.02			10.05	5.13
WFTOP	3.45AM	2.50PM					96.8	DN-R	BEATRICE	Bx	0.0	6.50AM		2.50PM	6.45PM			9.45AM	4.50PM
	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) 17.6	(7.20) 14.1							Time.....			(2.20) 24.8	(1.25) 26.3	(1.55) 31.0	(1.25) 28.0			(7.00) 13.8	(6.25) 15.3
									Average speed per hour.....										

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

At Lincoln first class trains will arrive and depart from C. B. & Q. passenger station and will use C. B. & Q. tracks between K. Street Tower and North Tower and be governed by C. B. & Q. Rules and Regulations. 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 sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Valparaiso	Time Table No. 105 Nov. 14, 1926			Distance from Central City	FIRST CLASS			SECOND CLASS		
				75	47	507		STATIONS				48	508	76			
				Mixed	Passenger	Motor Passenger						Passenger	Motor Passenger	Mixed			
			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday						
1,541 1,927 997	WFYP		7.00AM	4.55PM	9.15AM	0.0	DN-R VALPARAISO	Vo	75.9	9.05AM	4.30PM	6.00PM					
1,604			f 7.25	f 5.12	f 9.33	7.4	D LOMA	Ma	68.5	f 8.39	f 4.10	f 5.12					
1,529			s 7.45	s 5.22	s 9.45	13.5	D BRAINARD	Bd	62.4	s 8.25	s 3.55	s 4.35					
1,283	WY		f 8.15	f 5.28	f 9.53	15.0	C. & N. W. CROSSING		60.9								
1,508			s 8.35	s 5.40	s 10.05	17.7	YANKA		58.2	f 8.15	f 3.47	f 4.20					
1,644	W		s 8.50	f 5.48	f 10.15	22.8	C. & N. W. CROSSING		53.1								
1,961			s 9.15	s 5.59	s 10.27	23.2	D DAVID CITY	Dv	52.7	s 8.05	s 3.35	s 4.00					
1,006			s 10.00	s 6.13	s 10.41	23.5	C. B. & Q. CROSSING		52.4								
711	WFT		s 10.30	s 6.30	s 10.56	27.9	FOLEY		48.0	f 7.51	f 3.22	s 3.35					
2,193			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					
2,201			f 11.30AM	f 6.50	f 11.16	40.1	D SHELBY	Sh	35.8	s 7.30	s 2.55	s 2.35					
2,136			s 12.30PM	s 7.03	s 11.30	47.5	D OSCEOLA	Os	28.4	s 7.13	s 2.39	s 2.00					
1,395	I		s 12.55	s 7.15	s 11.43	52.9	D STROMSBURG	S	23.0	s 6.58	s 2.26	s 1.30					
	WFYP		1.04	7.21	11.50	53.2	C. B. & Q. JCT.		22.7								
			f 1.08	f 7.23	f 11.53AM	56.8	DURANT		19.1	f 6.44	f 2.13	f 12.50					
			1.30PM	7.30PM	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					
			(6.30)	(2.35)	(3.00)	72.2	SANDBURG		3.7	6.10	1.40	11.57AM					
			11.7	29.3	25.3	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	Cl	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 sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Boelus	Time Table No. 105 Nov. 14, 1926			Distance from Pleasanton	SECOND CLASS		
					85	86					
					Mixed	Mixed					
			Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday			
712	WY		9.45AM	0.0	D-R BOELUS	Hw	22.2	12.20PM			
1,060			f 10.10	8.8	C. B. & Q. CROSSING		13.4				
1,332			f 10.18	9.7	NANTASKET		12.5	f 11.55AM			
1,805			s 10.30	12.4	SOUTH RAVENNA		9.8	f 11.45			
1,844	WY		10.50AM	15.5	D POOLE	Pg	6.7	s 11.35			
			Arrive Daily Ex. Sunday	22.2	D-R PLEASANTON	Pn	0.0	11.15AM			
			(1.05)		(22.2)			Leave Daily Ex. Sunday			
			20.4					20.4			

WESTWARD-HASTINGS BRANCH-EASTWARD.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Hastings	Time Table No. 105 Nov. 14, 1926			Distance from Gibbon	SECOND CLASS		
					269	266					
					Time Freight	Mixed					
			Leave Daily	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday			
WFYO			2.30PM	1.00PM	0.0	DN-R HASTINGS	An	28.1	7.30PM		
2,194			2.55	f 1.20	7.2	NEWMARCH		20.9	f 7.10		
2,191	W		3.15	s 1.35	10.7	MISSOURI PACIFIC CROSSING		17.4			
2,195			3.45	f 1.55	12.7	D HAYLAND	Ha	15.4	s 6.55		
WB5,642 EB3,355	WY		4.15PM	2.15PM	20.2	DENMAN		7.9	f 6.35		
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	28.1	DN-R GIBBON	Gb	0.0	6.15PM		
			(1.45)	(1.15)		(28.1)			Leave Daily Ex. Sunday		
			16.0	22.5					(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 sid- ings in feet and location of water, fuel, interlocking plants, turning sta- tions, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Columbus	Time Table No. 105 Nov. 14, 1926	Distance from Norfolk	FIRST CLASS			SECOND CLASS		
	79	77	81	23	529	31				24	530	32	78	80	82
	Mixed	Mixed	Mixed	Passenger	Motor Passenger	Passenger				Passenger	Motor Passenger	Passenger	Mixed	Mixed	Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
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	4.2	4.2 SHELTONVILLE	46.2	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		14.8	D PLATTE CENTER Pc	35.6		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	4.8 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	3.3 PECK	21.4		f 10.20		f 2.22		
1,795 W		s 9.25			s 8.18		35.4	D MADISON Ma	15.0		s 10.06		s 2.05		
1,536 P		f 9.50			f 8.29		40.9	5.5 ENOLA	9.5		f 9.50		s 1.43		
1,054		f 10.05			f 8.38		45.1	4.2 WARNERVILLE	5.3		f 9.40		f 1.30		
							48.7	3.6 C. & N. W. CROSSING	1.7						
							50.3	1.6 C. & N. W. CROSSING	0.1						
WFTO		10.30AM			9.00PM		50.4	D-R NORFOLK Kn	0.0		9.25AM		1.15PM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		(50.4)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.25) 22.5	(4.05) 12.3	(0.25) 22.5	(0.20) 28.2	(1.55) 26.5	(0.18) 31.3		Time.....	(0.30) 18.8	(2.05) 24.2	(0.20) 28.2	(3.20) 15.1	(0.25) 22.5	(0.25) 22.5	
	Average speed per hour.....														

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 sid- ings in feet and location of water, fuel, interlocking plants, turning sta- tions, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Oconee	Time Table No. 105 Nov. 14, 1926	Distance from Albion	FIRST CLASS			SECOND CLASS		
	79	81	23	33	31	24				34	32	82	80		
	Mixed	Mixed	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Mixed	Mixed	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
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 7.25	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 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	(1.15) 26.9	(0.45) 28.1	(0.25) 27.1			Time.....	(1.30) 22.4	(0.55) 24.4	(0.30) 22.6	(1.40) 22.2	(0.40) 16.9		
	Average speed per hour.....														

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 sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Genoa	Time Table No. 105 Nov. 14, 1926	Distance from Spaulding	FIRST CLASS		SECOND CLASS			
	79			509						31		510		80	
	Mixed	Motor Passenger	Passenger	Motor Passenger	Passenger	Passenger				Motor Passenger	Passenger	Motor Passenger	Passenger	Motor Passenger	Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive 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	GENOA	G	44.3	7.25AM	10.45AM	3.40PM				
660	f 8.35	f 10.07	f 2.52	5.3		5.3		38.9	f 7.14	f 10.30	f 2.52				
1,015	f 8.47	f 10.17	f 3.00	9.2		MERCHISTON		35.1	f 7.05	f 10.22	f 2.36				
1,385	s 9.05	s 10.30	s 3.15	13.7	D	FULLERTON	Fu	30.6	s 6.55	s 10.12	s 2.20				
566	f 9.27	10.48	3.33	22.2		8.5		22.1	6.34	9.52	f 1.58				
1,184	s 9.50	s 10.55	s 3.38	23.1	D	BELGRADE	Bl	21.2	s 6.32	s 9.50	s 1.55				
1,612 W	s 10.35	s 11.15	s 3.58	30.3	D	CEDAR RAPIDS	Cd	14.0	s 6.12	s 9.30	s 1.30				
1,080	s 11.00	s 11.30	f 4.12	36.5	D	PRIMROSE	P	7.8	s 5.57	s 9.16	f 1.05				
1,788 WFY	11.40AM	11.50PM	4.30PM	44.3	D-R	SPALDING	Sg	0.0	5.40AM	9.00AM	12.40PM				
	Arrive Daily	Arrive Daily	Arrive Daily			(44.3)			Leave Daily	Leave Daily	Leave Daily				
	Ex. Sunday	Ex. Sunday	Ex. Sunday						Ex. Sunday	Ex. Sunday	Ex. Sunday				
	(3.20)	(1.55)	(1.50)			Time.....		(1.45)	(1.45)	(3.00)					
	13.4	23	24.1			Average speed per hour.....		25.3	25.3	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 sidings 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. 105 Nov. 14, 1926	Distance from Ord	FIRST CLASS		SECOND CLASS			
	83			35						511		36		84	
	Mixed	Motor Passenger	Passenger	Motor Passenger	Passenger	Passenger				Motor Passenger	Passenger	Motor Passenger	Passenger	Motor Passenger	Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive 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	GRAND ISLAND	Ge	61.0	9.50AM	3.25PM	5.20PM				
I				0.3		0.3		60.7							
				2.5		CAREY		58.5							
1,184 P	s 7.50	s 3.54	s 7.27	11.1	D	ST. LIBORY	Ry	49.9	s 9.20	s 2.47	s 4.45				
1,315		f 4.06	f 7.39	17.1		6.0		43.9	f 9.05	f 2.33					
1,124 WFYP	s 8.45	s 4.21	s 8.00	21.8	D-R	ST. PAUL	Sp	39.2	s 8.45	s 2.20	s 4.21				
1,526	s 9.20	s 4.41	s 8.25	30.7	D	ELBA	Eb	30.3	s 8.25	s 1.55	s 3.05				
1,478 P	s 9.45	s 4.55	s 8.41	36.7	D	COTESFIELD	Cf	24.3	s 8.07	s 1.40	s 2.45				
			f	43.1		6.4		17.9		f					
	10.10	5.12	9.03	44.5	R	SCOTIA JUNCTION		16.5	7.47	1.22	2.20				
1,171	s 10.25	s 5.18	s 9.12	45.6	D	SCOTIA	Sk	17.6	s 7.42	s 1.17	s 2.10				
	10.35	5.23	9.18	44.5	R	SCOTIA JUNCTION		16.5	7.36	1.12	1.55				
1,742	s 11.00	s 5.36	s 9.30	48.7	D	NORTH LOUP	Nu	12.3	s 7.26	s 1.00	s 1.40				
659		f	f	53.7		5.0		7.3	f	f					
				60.6		6.9		0.4							
1,740 WFY	11.40AM	6.05PM	10.00AM	61.0	D-R	ORD	Rd	0.0	7.00AM	12.30PM	1.00PM				
	Arrive Daily	Arrive Daily	Arrive Daily			(61.0)			Leave Daily	Leave Daily	Leave Daily				
	Ex. Sunday	Ex. Sunday	Ex. Sunday						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 sidings 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. 105 Nov. 14, 1926	Distance from Loup City	FIRST CLASS		SECOND CLASS	
		87 Mixed	515 Motor Passenger	513 Motor Passenger	514 Motor Passenger	516 Motor Passenger				88 Mixed			
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave 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 1.50	s 3.30	
302			f 5.05	f 9.50	14.3		KENYON		24.7	f 8.13	f 1.35		
712	WY	s 9.25AM 12.30PM	s 5.20	s 10.05	18.6	D-R	BOELUS	Hw	20.4	s 8.03	s 1.25	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	33.0		AUSTIN		6.0	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			Time.....			(1.35) 24.6	(1.50) 21.3	(1.55) 20.4	
							Average speed per hour.....						

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

WESTWARD—KEARNEY BRANCH—EASTWARD.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Kearney	Time Table No. 105 Nov. 14, 1926	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	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Arrive Daily Ex. Sunday			
	WFYO	8.30AM	4.35PM	7.30AM	0.0	DN-R	KEARNEY	Kr	102.3	10.25AM	s 4.15PM	1.45PM	
1,513		f 8.47	f 4.47	f 7.44	5.5		GLENWOOD PARK		96.8	f 9.59	f 3.57	f 1.25	
1,187	P	s 9.00	s 4.55	s 7.57	10.1	D	RIVERDALE	Rv	92.2	s 9.44	s 3.45	s 1.10	
1,504		s 9.30	s 5.10	s 8.14	16.8	D	AMHERST	G	85.5	s 9.30	s 3.30	s 12.40	
884	W	f 9.50	f 5.23	f 8.30	22.7		WATERTOWN		79.6	f 9.17	f 3.17	f 12.15	
1,771		s 10.10	s 5.31	s 8.40	26.3	D	MILLER	Mr	76.0	s 9.10	s 3.08	s 12.01PM	
2,112		s 10.32	s 5.45	s 8.58	32.5	D	SUMNER	Su	69.8	s 8.58	s 2.53	s 11.30AM	
1,514		s 10.55	f 6.02	s 9.16	40.4	D	EDDYVILLE	Vd	61.9	s 8.42	s 2.36	s 10.55	
512		f 11.10	f 6.06	f 9.21	42.0		BUZZARDS ROOST		60.3	f 8.37	f 2.30	f 10.20	
1,244	WP	f 11.25	f 6.13	f 9.31	45.8		LOMAX		56.5	f 8.29	f 2.22	f 10.05	
2,213		s 11.50AM	s 6.25	s 9.44	52.1	D	OCONTO	Bs	50.2	s 8.17	s 2.07	9.44	
919		f 12.10PM	f 6.41	s 10.00	59.1		LODI		43.2	f 8.03	s 1.51	s 9.05	
744	WFYOP	s 12.50	s 7.00	s 10.14	65.5	D	CALLAWAY	Ca	36.8	s 7.50	s 1.37	s 8.45	
2,201		s 1.20	f 7.16	s 10.29	73.1		MILLDALE		29.2	f 7.34	s 1.20	f 8.18	
1,198		f 1.40	f 7.21	f 10.34	75.8		FINCHVILLE		26.5	f 7.29	f 1.11	f 8.10	
2,199	W	s 2.25	s 7.38	s 10.49	83.1	D	ARNOLD	Ad	19.2	s 7.15	s 12.57	s 7.50	
2,203		s 2.50	f 7.53	s 11.05	90.6		LOGAN		11.7	f 7.00	s 12.40	f 7.28	
706		f 2.59	f 8.00	f 11.13	94.5		HOAGLAND		7.8	f 6.53	f 12.34	f 7.20	
969		f 3.15	f 8.10	s 11.24	99.2		GANDY		3.1	f 6.45	s 12.26	f 7.08	
2,201	WFY	3.30PM	8.20PM	11.35AM	102.3	D-R	STAPLETON	Sn	0.0	6.40AM	12.20PM	7.00AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(102.3)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
		(7.00) 14.6	(3.45) 27.4	(4.05) 25.1			Time.....			(3.45) 27.4	(3.55) 26.5	(6.45) 15.2	
							Average speed per hour.....						

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

SPECIAL RULES

2 (R). Time Inspectors are located as shown below:

R. V. Owens, General Supervisor of Time Service	Omaha.
Council Bluffs.....	L. Borsheim
Council Bluffs.....	E. H. Leffert
Omaha.....	L. Borsheim
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.....	Yard and Engine Men's Washroom, 15th Street
Valley.....	Telegraph Office
Columbus.....	Telegraph Office
Grand Island.....	Dispatcher's Office
Grand Island.....	Telegraph Office
Grand Island.....	Yard Office
Grand Island.....	Round House
Kearney.....	Telegraph Office
North Platte.....	Dispatcher's Office
North Platte.....	Telegraph Office
North Platte.....	Yard Office
North Platte.....	Engine Dispatcher's Office
Valparaiso.....	Telegraph Office
Lincoln.....	Telegraph Office
Beatrice.....	Telegraph Office
Beatrice.....	Round House
Norfolk.....	Telegraph Office
Genoa.....	Telegraph Office
St. Paul.....	Telegraph Office
Hastings.....	Telegraph Office
Stapleton.....	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:

In yards where yard engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track;
When standing;

On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

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

TRAIN	STOPS	PASSENGERS FOR
4	North Bend.	Omaha and east of Omaha.
13	Any station.	Stations west of Julesburg at which it is scheduled to stop.
13	Any station.	Stations on North Platte Branch.
15	Any station.	Stations west of Julesburg at which it is scheduled to stop.
16	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.
27	Schuyler.	Ogden and beyond.
27	Central City.	Ogden and beyond.
27	Wood River.	Ogden and beyond.
27	Lexington.	Ogden and beyond.
27	Cozad.	Ogden and beyond.
27	Gothenburg.	Ogden and beyond.

28 (R). Continued.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
3	Any station.	Stations on St. J. & G. I. R. R.
12	Any station.	Colorado stations west of Julesburg.
16	Any station.	Colorado stations west of Julesburg.
18	Any station.	North of Granger.
20	Any station.	Ogden and beyond.
26	Any station.	Ogden and beyond.
23	Any station.	Ogden and beyond.

Note.—No. 5 will reduce speed to 15 miles an hour passing mail crane at Central City.

On Sundays, No. 6 will reduce speed to 15 miles an hour passing Chapman, and No. 19 will reduce speed to 15 miles an hour passing Central City, Wood River, Shelton, Gibbon, Elm Creek, Overton, Cozad, Gothenburg, Brady Island, and Maxwell, in order to discharge U. S. Mail.

83 (R). Clearance card (Form 2643) must be received as follows:

- At Omaha Union Station, by all westward passenger trains;
- At Summit, by all westward freight trains using "New Main Line";
- At Tower "B" Omaha, by all westward freight trains using "Old Line" between Gilmore and Lane;
- At Columbus, by all trains;
- At Lincoln, by all trains.

Trains leaving Council Bluffs are not required to receive clearance card (Form 2643) as per Rule 83(A).

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

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

Omaha	Grand Island	Wahoo	Norfolk
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. See Note Below.
Fremont (M.P. 40.0)	S.C.&W.	U.P.	Interlocking Plant.
Ames (M.P. 44.8)	C.&N.W.	U.P.	Interlocking Plant.
Columbus (M.P. 83.8)	C.B.&Q.	U.P.	Interlocking Plant.
Central City (M.P. 124.3)	C.B.&Q.	U.P.	Interlocking Plant.
Grand Island (M.P. 146.5)	C.B.&Q.	U.P.	Interlocking Plant.
Yutan (M.P. 5.8)	S.C.&W.	U.P.	
Wahoo (M.P. 19.6)	C.&N.W.	U.P.	
Wahoo (M.P. 19.6)	C.B.&Q.	U.P.	
Lincoln (M.P. 56.3)	Mo.Pac.	U.P.	
Lincoln (M.P. 56.5)	C.B.&Q.	C.B.&Q.	
Lincoln (M.P. 57.4)	C.B.&Q.	C.B.&Q.	Interlocking Plant.
Lincoln (M.P. 59.0)	C.B.&Q.	C.B.&Q.	Interlocking Plant.
Beatrice (M.P. 97.6)	C.B.&Q.	U.P.	
Beatrice (M.P. 97.2)	C.R.I.&P.	U.P.	
Humphrey (M.P. 25.1)	C.&N.W.	U.P.	
Norfolk (M.P. 48.7)	C.&N.W.	C.&N.W.	Cabin Interlocking Plant.
Norfolk (M.P. 50.2)	C.&N.W.	C.&N.W.	
Brainard (M.P. 15.0)	C.&N.W.	U.P.	
David City (M.P. 22.8)	C.&N.W.	U.P.	
David City (M.P. 23.5)	C.B.&Q.	U.P.	
Central City (M.P. 75.3) Stromsburg Branch.	C.B.&Q.	U.P.	Interlocking Plant.
Grand Island (M.P. 0.4) Ord Branch.	C.B.&Q.	U.P.	Interlocking Plant.
Ord (M.P. 60.6)	C.B.&Q.	U.P.	
Nantasket (M.P. 8.8)	C.B.&Q.	C.B.&Q.	Gate.
Hayland (M.P. 10.8)	Mo.Pac.	U.P.	Gate and Signals.

Note.—When trains head out of the extreme east end of the eastward passing track at Fremont, they will flag over the Fremont Stock Yards & Land Company crossing, and know that it is clear before using it.

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

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

103 (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 Albion Branch;
- At Genoa, for Cedar Rapids Branch.

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

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 cabooses.
At any point.	20	20	Engines backing up with or without cars.
At any point.	30	30	Passing coaling stations.
At any point.	35	35	With 9000 class engines. (With or without cars.)
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
Between Gilmore 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 Beatrice.	30	30	With 1900 class or heavier type engines. (With or without cars.)
On passing tracks between Valley and Beatrice.	5	5	With 1900 class or heavier type engines. (With or without cars.)
Between Valley and Valparaiso.	45	35	
On curves between Valley and Valparaiso.	20	20	With 1900 class or heavier type engines. (With or without cars.)
Between Valparaiso and Beatrice.	50	35	
Beatrice Branch.	35	25	On curves.
Beatrice.	5	5	Over South Sixth Street crossing.
Stromsburg Branch.	35	25	
Stromsburg Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Between Columbus and Oconee.	40	35	
Between Oconee and Norfolk.	35	25	
Norfolk Branch.	15	15	Engines backing up.
Between Oconee and Genoa.	35	30	
Between Genoa and Albion.	35	25	
Albion Branch.	15	15	Engines backing up.
Cedar Rapids Branch. Between Genoa and M.P. 11.	35	30	
Cedar Rapids Branch. Between M.P. 11 and Spalding.	35	25	
Cedar Rapids Branch.	15	15	Engines backing up.
Ord Branch.	30	25	
Ord Branch.	25	25	With engines weighing 150,000 pounds or more on drivers.
Loup City Branch.	30	25	
Pleasanton Branch.	30	25	
Hastings Branch.	45	35	
Hastings Branch.	25	25	With Mikado type engines.
Hastings Branch.	20	20	Over Missouri Pacific crossing, M.P. 10.8.
Hastings Branch.	20	20	Engines passing over Bridge 18.72, Platte River.
Hastings Branch.	15	15	Over Bridge 21.35, Platte River.
Between Kearney and Callaway.	35	25	
Between Callaway and Stapleton.	40	30	

Note.—No. 5 will reduce speed to 15 miles an hour passing mail crane at Central City.

On Sundays, No. 6 will reduce speed to 15 miles an hour passing Chapman, and No. 19 will reduce speed to 15 miles an hour passing Central City, Wood River, Shelton, Gibbon, Elm Creek, Overton, Cozad, Gothenburg, Brady Island, and Maxwell, in order to discharge U. S. Mail.

SPECIAL RULES

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 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.

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

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

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

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

When a train 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:
South Sixth St., Beatrice.	Following flagman.
Court St., Beatrice.	Following flagman.
Norfolk Avenue, Norfolk.	When it is known that the crossing is protected by flagman—between the hours of 6 P. M. and 9 A. M.
Wagon bridge at Scotia.	When it is known that the bridge is clear.
Public crossing about four miles east of Scotia.	When it is known that the crossing is clear.
Wagon bridge near Boelus.	When it is known that the bridge is clear.

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

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

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

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

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

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

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

Railroad Surgeons are located as shown below:

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

Continued on page 15.

SPECIAL RULES

826 (R). Continued.

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

865(A). Cars placarded "Explosives" must 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", if possible, must be placed in trains at least five cars from the engine and five cars from the caboose but 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 length of train does not permit this, they must be placed as near the middle of train as practicable. Cars placarded "Inflammable" or "Chlorine Gas" must not be placed next to a car placarded "Explosives."

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	Hemp, Jute and	Wool	Oakum
Vehicles	Sisal Fibre	Rubber	Cotton
Varnish	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.

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

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

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

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

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

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

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

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

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
At all stations.....	Mail cranes.....	Side.
First Subdivision.		
M. P. 2.09.....	Missouri River Bridge..	Side on both tracks.
Omaha, Union Station...	Umbrella sheds.....	Side on tracks 2 to 7.
Omaha, 10th St.....	Viaduct.....	Top on all tracks.
Omaha, 11th St.....	Viaduct.....	Top on all tracks.
M. P. 7.94.....	C. & N. W. Bridge.....	Side on both tracks.
M. P. 23.86.....	Bridge.....	Side on both tracks.
Columbus.....	Coal chute.....	Side and top on both tracks.
M. P. 86.49.....	Bridge.....	Side on both tracks.
Old Main Line.		
South Omaha, "L" St...	Viaduct.....	Top on all tracks.
M. P. 12.65.....	Bridge.....	Sides.
Second Subdivision.		
M. P. 158.00.....	Bridge.....	Side on both tracks.
Kearney.....	Coal chute.....	Top on both tracks.
Gothenburg.....	Coal chute.....	Top on both tracks.
Stromsburg Branch.		
M. P. 0.34.....	Bridge.....	Sides.
Albion Branch.		
M. P. 15.90.....	Bridge.....	Sides.
Cedar Rapids Branch.		
M. P. 12.96.....	Bridge.....	Sides.
M. P. 22.55.....	Bridge.....	Sides.
Kearney Branch.		
Watertown.....	Standpipe.....	Side.

RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Council Bluffs to Grand Island	Grand Island to North Platte	North Platte to Grand Island	Grand Island to Council Bluffs	EXPLANATION
C 57 — 22 — 187	201 to 358	1760	2350	4500	4500	"A"..... Atlantic Type
30 — 191						"C"..... Consolidation Engines
C 57 — 21 — 162	400 to 499	1620	2225	4500	4500	"E"..... Eight Wheelers
30 — 171						"M"..... Moguls
T 69 — 20 — 143	1320 to 1329	1075	1750	4500	4500	"P"..... Pacific Type
28 — 143						"S"..... Switch
T 63 — 20 — 145	1360 to 1369	1200	1900	4500	4500	"T"..... Ten Wheelers
28 — 145						"TW"..... Twelve Wheelers
MK 57 — 23 3/4 — 206	1900 to 1949	3000	3000	5000	5000	"MC"..... Mallet
30 — 206						"MK"..... Mikado Type
MK 63 — 26 — 214	2200 to 2320	3000	3125	5000	5000	"TTT"..... 2-10-2 Type
28 — 214						

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

C 57 — 21 — 162
30 — 162



MAP OF THE
NEBRASKA DIVISION

UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. OCT. 1926

