

# UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

## Nebraska Division

# EMPLOYEES' TIME TABLE



**To Take Effect Sunday, June 5, 1927**

**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

WESTWARD

COUNCIL BLUFFS AND OGDEN

SECOND CLASS					FIRST CLASS													Distance from Council Bluffs	Time-Table No. 107 June 5, 1927
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	11 Passenger	9 Mail	5 Mail	3 Passenger	1 Passenger		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		9.30PM	7.30PM	1.00PM											10.55AM	9.30AM		0.0	
		9.45PM	7.45PM	1.15											11.30AM	9.50	4.40PM	2.8	
							10.30	4.47		4.52	12.30PM	5.07	1.01	8.55	12.07PM	10.25	5.19	28.0	
						9.10AM												65.3	
						11.25AM												124.8	
	7.20PM				6.30PM			10.00PM										310.5	
						10.50	5.10		5.15	12.48	5.28	1.20	9.15	12.27	10.44	5.40	9.35	39.3	
						11.55AM	6.15		6.20	1.45	6.43	2.23	10.10	1.28	11.42AM	6.55	10.32	84.5	
						12.50PM	7.07		7.15	2.45	7.55	3.20	10.57	2.18	12.29PM	8.12	11.22	124.9	
						1.25	7.45		7.50	3.25	8.45	4.05	11.35AM	2.55	1.05	9.05	11.59AM	146.9	
	Hastings 2.30PM	7.50AM	7.55AM	11.00PM		2.30	8.45		9.00	4.25	9.50	5.05	12.32PM	3.55	2.01	10.35PM	12.58PM	189.1	
	5.15					3.50	10.15AM		10.35AM	5.55	11.50PM	6.35	1.45	5.10	3.10	1.15AM	2.10	284.1	
	9.35PM	4.05PM	6.20PM	8.40AM		5.50	12.15PM		12.30PM	8.10	2.05AM	8.35AM	3.43	6.49	4.53	3.55	3.56	365.3	
				1.30PM														562.6	
				4.00AM	11.35PM			1.00PM 1.45PM			7.15AM	2.00PM	8.30PM					407.5	
	4.45AM	1.20AM	4.20AM			7.00	1.25		1.45	9.30PM				7.58	5.58	5.30	5.05	509.5	
	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	8.15 8.30	9.00 9.30	7.30 7.40	566.0	
	5.40PM	3.45PM	7.30PM	12.45PM		12.15AM	6.35	6.25	6.45	2.55				12.30AM	10.20PM	11.50AM	9.35PM	682.8	
	1.10AM	11.55PM	5.00AM	9.55PM		3.45	9.30PM	9.20PM	9.55PM	6.30				3.20	1.05AM	4.00PM	12.30AM	802.1	
						6.46	12.18AM	12.05AM	12.43AM	9.54				5.55	3.44	7.30	3.30	817.0	
	7.15PM	11.15AM	6.45PM	12.30PM		7.30	1.00	12.45	1.20	10.40				6.35	4.35	8.00PM	4.05	847.2	
		1.00PM				8.20	1.50	1.35	2.10	11.35AM				7.20	5.25AM		4.50	917.2	
						10.20	4.05	3.40	4.20					9.05			6.35	953.0	
						11.26AM	5.17	4.55	5.37					10.06			7.35	992.8	
	1.25PM		12.55PM	6.40AM		1.10PM	7.05AM	6.40AM	7.10AM					11.35AM			9.20AM		
	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		

(91.06)	(64.15)	(90.10)	(39.45)	(55.05)	(9.20)	(28.20)	(27.55)	(33.40)	(27.55)	(24.40)	(15.50)	(14.35)	(13.10)	(25.05)	(20.35)	(28.20)	(25.40)
					26.3	34.9	35.4	36.1	35.4	34.2	35.3	38.4	42.5	39.4	41.0	28.7	38.6

.....Thru Time—Based on Omaha  
.....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

<b>W. M. JEFFERS,</b> General Manager.	<b>N. A. WILLIAMS,</b> General Superintendent.	<b>G. L. WHIPPLE,</b> General Superintendent Transportation.
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# CONDENSED TIME TABLE

## OGDEN AND COUNCIL BLUFFS

## EASTWARD

Time-Table No. 107 June 5, 1927	Distance from Ogden.	FIRST CLASS												SECOND CLASS			
		2 Passenger	4 Passenger	6 Mail	10 Mail	12 Passenger	14 Passenger	16 Passenger	18 Passenger	20 Passenger	22 Passenger	26 Passenger	28 Passenger	137 Passenger	254 Time Freight	256 Time Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
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	7.20 7.10	6.30AM	2.10AM	3.30PM	7.50PM	12.05AM		2.15AM	7.40PM	7.00PM	9.40		
VALLEY	964.8	9.45	5.25	11.04AM	6.20	5.46	1.10	2.39	7.03	11.10PM		1.20	6.52				
VALPARAISO	944.0												4.35PM				
BEATRICE	1008.3												2.50PM				
KANSAS CITY Via DENVER	1217.3									8.15AM			8.00AM				
FREMONT	953.5	9.30	5.05	10.43	6.05	5.30	12.55AM	2.22	6.48	10.55		1.05AM	6.36				
COLUMBUS	908.3	8.35	3.58	9.42	5.05	4.30	11.51PM	1.13	5.45	9.53		11.59PM	5.35				
CENTRAL CITY	867.9	7.50	2.56	8.48	4.10	3.38	10.57	12.15PM	4.43	8.55		11.06	4.33				
GRAND ISLAND	845.9	7.25	2.25	8.20	3.45	3.10	10.30	11.45AM	4.15	8.25		10.40	4.05	10.25AM	12.01AM		
KEARNEY	803.7	6.20	1.07AM	7.05	2.30	1.55AM	9.20	10.32	3.03	7.12		9.33	2.50				
NORTH PLATTE C.T.	708.7	4.25	10.30PM	4.45	12.30PM	11.55PM	7.20	8.15	12.55PM	5.10		7.30	12.40PM	1.35AM	1.25PM		
JULESBURG	627.5	1.35	7.00	1.30	9.20AM	8.53	4.32PM	5.05AM	9.55AM	2.10		4.40	9.35AM				
DENVER	576.9					3.45PM	11.40AM	11.30PM			2.30PM 12.20PM						
SIDNEY	585.3	12.40PM	5.45	12.25AM	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	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	3.40				3.55	8.35	7.50AM	11.00AM	3.45	2.20AM	12.35PM		
RAWLINS	310.0	5.00	8.40AM	4.25	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	9.19PM				9.00PM	2.10	1.40	4.30	9.10PM				
GREEN RIVER	175.8	1.30	4.30AM	12.50PM	8.50				8.30	1.40	1.10	4.00	8.40	7.20AM	4.30PM		
GRANGER	145.6	12.25AM		11.30AM	7.50				7.32PM	12.40AM	12.05AM	2.50	7.40	4.20AM	1.36PM		
EVANSTON	75.6	10.40PM		9.20	5.45					10.45PM	10.20PM	12.55AM	5.35				
BOHO	39.8	9.15		7.58	4.25					9.17	9.00	11.35PM	4.15				
OGDEN M.T. (992.8)	0.0	7.55PM		6.25AM	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		

Thru Time—Based on Omaha.... (25.35) (24.55) (28.45) (27.10) (13.45) (13.30) (15.00) (23.18) (27.40) (35.35) (27.00) (27.50) (8.35) (75.25) (80.39)  
Average speed per hour 38.7 32.7 34.4 36.4 40.7 41.5 37.3 36.2 35.8 34.2 36.6 35.5 28.5

**J. E. MULICK, Superintendent** ..... Omaha, Nebr.  
**W. C. SHELVER, Assistant Superintendent** ..... Omaha, Nebr.  
 C. M. HIGHSMITH, Trainmaster, First Subdivision and Branches..... Omaha, Nebr.  
 B. O. WEDGE, Trainmaster, Second Subdivision and Branches..... Grand Island, Nebr.  
 T. E. WILLIAMS, Assistant Trainmaster..... Grand Island, Nebr.

First Subdivision and Branches

F. M. KELLY, Chief Train Dispatcher..... Omaha, Nebr.  
 J. L. GIBBONS, Night Chief Train Dispatcher..... Omaha, Nebr.  
 J. H. STEPHENS, Train Dispatcher..... Omaha, Nebr.  
 P. E. BEST, Train Dispatcher..... Omaha, Nebr.  
 W. H. JOHNSON, Train Dispatcher..... Omaha, Nebr.  
 F. E. FOWLER, Train Dispatcher..... Omaha, Nebr.  
 J. W. DION, Train Dispatcher..... Omaha, Nebr.

Second Subdivision and Branches

F. C. JOHNSON, Chief Train Dispatcher..... Grand Island, Nebr.  
 F. F. GETSFRED, Night Chief Train Dispatcher... Grand Island, Nebr.  
 J. T. DAVIS, Train Dispatcher..... Grand Island, Nebr.  
 C. A. LAUGHLIN, Train Dispatcher..... Grand Island, Nebr.  
 I. E. GIER, Train Dispatcher..... Grand Island, Nebr.  
 B. F. WELLS, 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.



WESTWARD

FIRST SUBDIVISION

Length of siding in feet and location of water, fuel, in telegraph plants, turning stations, scales and telephones.	SECOND CLASS								FIRST CLASS											Distance from Council Bluffs		
	255	71	253	261	251	257	259	23	3	15	47	17	9	27	5	1	11	37	19		25	13
	Time Freight	Freight	Time Freight	Freight	Time Freight	Local Freight	Local Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Mail	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger
WFITYOP	9.30PM	8.00PM	7.30PM	6.00PM	1.00PM	7.00AM		5.30PM	3.45PM		1.30PM	11.10AM	10.55AM		9.30AM			7.20AM				11.50PM
WFITOP	9.45PM	8.15PM	7.45PM	6.15	1.15	7.15		5.45	4.00	4.25PM	1.45	11.25	11.30	9.50AM	9.50	8.40AM	8.20AM	7.35	4.15AM	4.10AM	12.05AM	12.25
IP				6.45					4.47	4.32	2.22	12.02PM	11.37	9.59	9.57	8.47	8.27		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	8.32		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	8.37		4.33	4.28	12.42	
WP						7.30		s 6.19										s 8.30				6.5
3,100 IP						s 7.45		s 6.30										s 8.42				11.9
3,700 P						s 8.00		s 6.40										s 8.52				16.9
IP						s 8.05		f 6.44										f 8.56				19.2
3,613 P						s 8.15		s 6.50										s 9.02				22.4
3,873 WIP				7.28		f 8.21		f 6.56	5.03	4.52	f 2.38	12.17	11.53	10.16	10.12	9.02	8.42	f 9.08	4.38	4.33	12.47	17.1
4,106 P				7.43		s 8.30		f 7.05	5.09	4.58	s 2.45	12.23	11.59AM	10.23	10.18	9.08	8.48	s 9.16	4.44	4.39	12.53	21.8
4,151 P				7.55		s 8.36		f 7.11	5.13	5.02	s 2.51	12.26	12.02PM	10.26	10.21	9.11	8.51	s 9.22	4.47	4.42	12.56	24.5
WB 6,871 WF EB 4,709-5849 YP		10.00PM		s 8.15		s 8.55 10.31		s 7.18	s 5.19	5.07	3.02PM	12.30	12.07	10.30	10.25	9.15	8.55	s 9.28	4.52	4.47	1.01	28.0
3,986 P				8.30		f 10.45		f 7.26	5.29	5.17		12.37	12.14	10.38	10.32	9.23	9.02	f 9.39	5.00	4.55	1.08	34.8
I																						38.2
WB 4,852 EB 8,326 WOP				s 8.55		s 11.15		s 7.40	s 5.40	s 5.28		s 12.48	s 12.27	s 10.50	s 10.44	f 9.35	s 9.15	s 9.57	s 5.15	s 5.10	s 1.20	39.3
I																						40.0
IP																						44.8
3,997 P				9.13		s 11.40AM		s 7.48	5.49	5.40		12.57	12.36	11.00	10.52	9.43	9.23	s 10.08	5.24	5.19	1.29	46.3
4,042 WP				9.32		s 12.05PM		s 7.59	s 6.00	5.52		1.06	12.46	11.10	11.01	9.52	9.32	s 10.18	5.34	5.29	1.39	54.4
1,123 P				9.37		f 12.15		f 8.03	6.03	5.55		1.08	12.49	11.13	11.04	9.54	9.34	f 10.22	5.37	5.32	1.42	56.4
4,031 P				9.50		s 12.30		f 8.12	f 6.10	6.01		1.14	12.55	11.20	11.10	10.00	9.40	s 10.29	5.43	5.38	1.48	61.4
WB 5,707 EB 3,705 WP				10.15		s 1.03		s 8.27	s 6.22	6.11		s 1.23	1.03	11.29	11.19	10.09	9.49	s 10.44	s 5.52	5.47	1.57	68.7
1,503 P				10.25		f 1.13		8.35	6.29	6.18		1.28	1.09	11.35	11.24	10.14	9.54	10.51	5.58	5.53	2.02	73.0
4,171 P				10.34		s 1.20		f 8.43	f 6.35	6.25		1.32	1.14	11.39	11.28	10.18	9.58	s 11.00	6.03	5.58	2.07	76.9
IP																						83.8
WB 3,900 WFT EB 4,756 YOP				s 11.10		1.45PM	7.00AM	s 9.00PM	s 6.55	s 6.43		s 1.45	s 1.28	s 11.55AM	s 11.42	f 10.32	s 10.10	11.12 11.43	s 6.20	s 6.15	s 2.23	84.5
4,000 P				11.32		Arrive Daily Ex. Sunday	s 7.15	f 7.09	6.57			1.58	1.40	12.08PM	11.54	10.42	10.21	s 11.57AM	6.32	6.27	2.35	92.2
3,990 P				11.45PM			f 7.25	7.18	7.05			2.04	1.46	12.13	11.59AM	10.47	10.26	f 12.04PM	6.38	6.33	2.41	96.5
4,002 WP				12.02AM			s 7.40	f 7.27	7.14			2.12	1.52	12.20	12.05PM	10.54	10.32	s 12.13	6.44	6.39	2.47	102.3
3,999 P				12.17			f 8.00	7.37	7.24			2.19	1.59	12.27	12.11	11.01	10.38	f 12.27	6.50	6.45	2.53	107.9
3,994 P				12.31		75	s 8.25	f 7.48	7.35			2.26	2.05	12.34	12.17	11.08	10.44	s 12.40	6.57	6.52	3.00	113.7
2,870 P				12.46		Local Freight	f 8.40	7.59	7.45			2.33	2.11	12.41	12.23	11.14	10.50	f 12.48	7.04	6.59	3.07	119.1
I						Leave Daily Ex. Sunday																124.3
WB 5,691 EB 3,507 WFP				s 1.10		1.45PM	9.15AM	s 8.12	s 7.55	7.35PM	s 2.45	2.18	12.50	12.29	11.22	10.57	s 1.07	f 7.15	7.07	s 3.20	124.9	
1,410 P				1.25		1.51		8.17	8.01	7.41	2.50	2.22	12.55	12.33	11.26	11.01	f 1.12	7.20	7.12	3.25	128.5	
4,000 P				1.45		s 2.06		f 8.27	8.10	s 7.54	2.58	2.30	1.03	12.40	11.34	11.08	s 1.22	7.28	7.20	3.34	135.1	
3,712 P				2.01		2.18		f 8.37	8.19	8.03	3.06	2.37	1.09	12.46	11.40	11.15	f 1.30	7.34	7.26	3.41	140.7	
IP																						146.5
WFTYOP	7.00AM		6.50AM	2.30AM	10.20PM	2.45PM			8.55PM	8.35PM	8.15PM	3.20PM	2.50PM	1.20PM	1.00PM	11.54AM	11.30AM	1.45PM	7.45AM	7.40AM	3.55AM	146.9
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

Time-Table No. 107

June 5, 1927

STATIONS

R COUNCIL BLUFFS				0.0
DN-R OMAHA	2.8	Yd		2.8
DN SUMMIT	2.3	SU		5.1
SEYMOUR	3.8			8.9
SARPY	4.7			13.6
	3.5			
	1.4	Sa		6.5
SOUTH OMAHA	5.4			11.9
D-R GILMORE	5.0	Gm		16.9
D PAVILLION	2.2	Po		19.2
PORTAL	3.2			22.4
D MILLARD	3.7	Md		17.1
DN LANE	4.7	Cj		21.8
D ELKHORN	2.7	Kh		24.5
D WATERLOO	3.5	Wo		28.0
DN VALLEY	6.3	V		34.8
MERCER	8.9			38.2
F.S.Y & L CROSSING	1.1			39.3
DN FREMONT	0.7	Fn		40.0
S. C. & W. CROSSING	4.8			44.8
C. & N.-W. CROSSING	1.5			46.3
D AMES	8.1	Am		54.4
D NORTH BEND	2.0	Nb		56.4
BAY STATE	5.0			61.4
D ROGERS	7.3	Dj		68.7
DN SCHUYLER	4.3	Sc		73.0
LAMBERT	3.9			76.9
D RICHLAND	6.9	Br		83.8
C. B. & Q. CROSSING	0.7			84.5
DN COLUMBUS	7.7	C		92.2
D DUNCAN	4.3	Dq		96.5
GARDINER	5.8			102.3
D SILVER CREEK	5.6	Sy		107.9
HAVENS	5.8			113.7
D CLARKS	5.4	Cx		119.1
THUMMEL	5.2			124.3
C. B. & Q. CROSSING	0.6			124.9
DN CENTRAL CITY	3.6	Ci		128.5
PADDOCK	6.6			135.1
D CHAPMAN	5.6	Cp		140.7
LOCKWOOD	5.8			146.5
C. B. & Q. CROSSING	0.4			146.9
DN-R GRAND ISLAND		Ge		

W. B.—Westward Siding  
E. B.—Eastward Siding

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Time shown at Council Bluffs, Omaha and South Omaha is for information only. Trains are governed by Bridge Subdivision time-table between Council Bluffs and Gilmore.



FIRST SUBDIVISION

EASTWARD

Time-Table No. 107

June 5, 1927

FIRST CLASS

SECOND CLASS

Trains

Block Signals

Distance from Ogden

Double Track

Double Track

STATIONS	Distance from Ogden	FIRST CLASS														SECOND CLASS							
		4 Passenger	12 Passenger	48 Passenger	6 Mail	24 Passenger	38 Passenger	16 Passenger	10 Mail	28 Passenger	18 Passenger	2 Passenger	20 Passenger	14 Passenger	26 Passenger	256 Time Freight	258 Local Freight	76 Local Freight	260 Local Freight	254 Time Freight	72 Freight	252 Stock	262 Stock
<b>COUNCIL BLUFFS</b>	992.8	6.50AM	6.55AM	12.01PM	12.40PM	11.40AM	3.41PM	3.55PM	7.35PM											7.40PM	2.00AM	4.15AM	5.00AM
DN-R OMAHA Yd	990.0	6.35 6.25	6.40 6.30	11.45AM 11.35	12.25 12.10PM	11.25 11.15	3.26 3.15	3.40 3.30	7.20 7.10	7.40PM	7.50PM	10.30PM	12.05AM	2.10AM	2.15AM	9.40	12.30			7.00PM	1.30	3.30	4.30
DN SUMMIT SU	987.7	6.10	6.18	11.20	11.52AM			3.18	6.57	7.27	7.38	10.18	11.53PM	1.52	2.00		12.05PM				1.00AM	2.55	4.00AM
SEYMOUR	988.9	6.01	6.11	11.13	11.42			3.11	6.50	7.21	7.32	10.11	11.45	1.43	1.52		11.42AM						
SARPY	979.2	5.53	6.04	11.07	11.33			3.05	6.43	7.15	7.26	10.04	11.37	1.35	1.45		11.18						
SOUTH OMAHA Sa	995.3					11.00	3.00																
D-R GILMORE Gm	989.9					10.44	2.45																
D PAPILLION Po	984.9	Via New Main Line				10.36	2.35																
PORTAL	982.6					10.31	2.30																
D MILLARD Md	979.4					10.25	2.24																
LANE Cj	975.7	5.47	5.59	11.01	11.25	10.19	2.18	2.57	6.36	7.09	7.20	9.59	11.30	1.29	1.37		11.05						
ELKHORN Kh	971.0	5.39	5.53	10.52	11.15	10.11	2.09	2.50	6.29	7.02	7.13	9.52	11.22	1.20	1.29		10.52						
WATERLOO Wo	968.3	5.32	5.50	10.47	11.10	10.06	2.03	2.45	6.25	6.58	7.09	9.49	11.16	1.16	1.25		10.35						
DN VALLEY V	964.8	5.25	5.46	10.40AM	11.04	10.00	1.58	2.39	6.20	6.52	7.03	9.45	11.10	1.10	1.20		10.00			11.30PM	12.25AM		
MERCER	958.5	5.15	5.38		10.53	9.49	1.48	2.30	6.12	6.44	6.55	9.37	11.02	1.02	1.12		9.20						
F. S. Y. & L. CROSSING	954.6																						
DN FREMONT Fn	953.5	5.05	5.30	Branches	10.43	9.40	1.40	2.22	6.05	6.36	6.48	9.30	10.55	12.55	1.05		9.00					10.00PM	
S. C. & W. CROSSING	952.8																						
C. & N.-W. CROSSING	948.0																						
D AMES Am	946.5	4.50	5.18	Branches	10.30	9.26	1.22	2.09	5.51	6.24	6.36	9.18	10.40	12.40	12.50		8.10						
NORTH BEND Nb	938.4	4.40	5.09	Stromsburg	10.21	9.15	1.10	1.58	5.42	6.15	6.25	9.09	10.30	12.31	12.40		7.40						
BAY STATE	936.4	4.36	5.06	Stromsburg	10.18	9.10	1.07	1.55	5.39	6.12	6.22	9.07	10.28	12.28	12.37		7.15						
D ROGERS Dj	931.4	4.29	5.00	Stromsburg	10.12	9.03	1.00	1.47	5.33	6.06	6.16	9.02	10.22	12.21	12.30		7.00						
DN SCHUYLER Se	924.1	4.20	4.51	Stromsburg	10.03	8.52	12.51	1.35	5.25	5.57	6.07	8.54	10.13	12.12	12.21		6.30						
LAMBERT	919.8	4.13	4.45	Stromsburg	9.57	8.45	12.44	1.27	5.19	5.51	6.01	8.48	10.07	12.05	12.14		5.58						
D RICHLAND Bs	915.9	4.08	4.40	Stromsburg	9.52	8.40	12.40	1.23	5.15	5.47	5.57	8.44	10.03	12.01AM	12.10AM		5.40						
C. B. & Q. CROSSING	909.0																						
DN COLUMBUS C	908.3	3.58	4.30	Beatrice and Stromsburg	9.42	8.30AM	12.30 12.10PM	1.13	5.05	5.35	5.45	8.35	9.53	11.51PM	11.59PM		5.25AM					7.30	
D DUNCAN Dq	900.6	3.40	4.16	Beatrice and Stromsburg	9.27		11.47AM	12.58	4.48	5.16	5.26	8.24	9.36	11.37	11.45								
GARDINER	896.3	3.35	4.11	Beatrice and Stromsburg	9.22		11.40	12.52	4.43	5.10	5.21	8.20	9.31	11.32	11.40								
D SILVER CREEK Sy	890.5	3.28	4.04	Beatrice and Stromsburg	9.15		11.33	12.45	4.37	5.03	5.13	8.14	9.24	11.26	11.34								
HAVENS	884.9	3.21	3.58	Beatrice and Stromsburg	9.09		11.25	12.38	4.30	4.55	5.05	8.08	9.17	11.19	11.27								
D CLARKS Cx	879.1	3.14	3.51	Via Beatrice and Stromsburg	9.02		11.18	12.30	4.23	4.47	4.57	8.02	9.10	11.12	11.20								
THUMMEL	873.7	3.06	3.45	Via Beatrice and Stromsburg	8.56		11.12	12.23	4.17	4.41	4.50	7.56	9.03	11.05	11.14								
C. B. & Q. CROSSING	868.5																						
DN CENTRAL CITY Ci	867.9	2.56	3.38	Beatrice and Stromsburg	8.48		11.05	12.15	4.10	4.33	4.43	7.50	8.55	10.57	11.06							5.15	
PADDOCK	864.3	2.51	3.32	Beatrice and Stromsburg	8.42		10.53	12.08	4.06	4.28	4.37	7.45	8.50	10.52	11.01								
D CHAPMAN Cp	857.7	2.43	3.25	Beatrice and Stromsburg	8.35		10.45	12.01PM	3.59	4.20	4.30	7.38	8.42	10.45	10.54								
LOCKWOOD	852.1	2.35	3.18	Via Beatrice and Stromsburg	8.28		10.35	11.53AM	3.53	4.13	4.23	7.32	8.35	10.38	10.48								
C. B. & Q. CROSSING.	846.3																						
DN GRAND ISLAND Ge	845.9	2.25AM	3.10AM	5.25AM	8.20AM		10.25AM	11.45AM	3.45PM	4.05PM	4.15PM	7.25PM	8.25PM	10.30PM	10.40PM		12.01AM					4.20PM	7.30PM

Thru Time Based on Omaha. Average speed per hour...

(4.00)	(3.20)	(6.10)	(3.50)	(2.45)	(4.50)	(3.45)	(3.25)	(3.35)	(3.35)	(3.05)	(3.40)	(3.40)	(3.35)	(3.30)	(7.05)	(0.45)	(2.05)	(8.35)	(2.00)	(11.10)	(9.00)
36.0	43.2	38.3	32.9	31.7	38.4	42.1	40.2	40.2	46.7	39.3	39.3	40.2	14.9	11.5	29.3	19.3	16.7	12.6	12.9	16.0	

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WESTWARD

SECOND SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.

SECOND CLASS

FIRST CLASS

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS							FIRST CLASS												Distance from Council Bluffs	Time-Table No. 107 June 5, 1927
	251	269	265	261	263	253	255	3	15	17	9	37	27	5	1	11	19	25	13		
	Time Freight	Time Freight	Mixed	Local Freight	Local Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Mail	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		
WFTYOP	11.00PM			8.00AM		7.55AM	7.50AM	9.05PM	8.45PM	3.25PM	2.55PM	2.05PM	1.25PM	1.05PM	11.59AM	11.35AM	7.50AM	7.45AM	4.05AM	146.9	
3,994 P				f 8.20				f 9.17	8.56	3.36	3.05	s 2.17	1.37	1.14	12.09PM	11.44	8.01	7.56	4.16	154.5	
WB3,697 EB3,571 WP				s 8.50				s 9.31	9.06	3.45	3.15	s 2.30	1.47	1.23	12.19	11.53AM	f 8.11	8.06	4.25	162.3	
4,051 P				s 9.25				s 9.45	9.15	3.53	3.25	s 2.45	1.55	1.32	12.28	12.02PM	f 8.22	8.15	4.33	169.9	
WB5,642 EB3,655 WYP	4.20PM	2.15PM	s 10.00					s 9.56	9.24	4.01	3.33	s 2.56	2.04	1.40	12.35	12.10	f 8.30	8.22	4.42	176.0	
3,993 P			f 2.24	f 10.15				10.03	9.30	4.06	3.38	f 3.03	2.09	1.45	12.40	12.15	8.36	8.28	4.48	180.2	
3,713 P			f 2.33	f 10.30				10.09	9.36	4.12	3.43	f 3.09	2.14	1.50	12.45	12.20	8.42	8.33	4.53	184.3	
WB8,946 EB4,124 WFYP	s 5.15	2.45PM	11.00AM	8.00AM				s 10.35	s 9.50	s 4.25	s 3.55	s 3.35	s 2.30	s 2.01	f 12.58	s 12.32	s 9.00	s 8.45	s 5.05	189.1	
3,433 P				f 8.10				10.44	9.59	4.32	4.02	f 3.46	2.37	2.07	1.05	12.39	9.08	8.53	5.12	194.1	
4,041 P				f 8.20				f 10.51	10.06	4.38	4.07	s 3.54	2.42	2.12	1.10	12.44	9.14	8.59	5.17	198.3	
4,049 WP				s 8.38				s 11.02	10.16	4.45	4.15	s 4.08	2.49	2.19	1.17	12.52	f 9.23	9.08	5.24	204.6	
1,116				f 8.45				11.08	10.22	4.50	4.20	f 4.15	2.53	2.23	1.22	12.57	9.29	9.14	5.28	208.4	
4,038 P				s 8.55				s 11.15	10.30	4.56	4.26	s 4.26	2.58	2.28	1.27	1.03	f 9.35	9.20	5.33	213.3	
1,262 P				f 9.10				11.22	10.36	5.02	4.32	f 4.37	3.03	2.33	1.32	1.08	9.41	9.26	5.38	217.9	
WB3,642 EB4,202 WOP				s 9.25 10.00				s 11.35	s 10.50	s 5.11	4.40	s 4.47	3.12	2.41	1.40	1.15	s 9.50	9.35	s 5.50	224.4	
4,050 P				f 10.15				11.46	11.02	5.21	4.50	f 4.58	3.22	2.50	1.50	1.24	10.00	9.45	6.00	232.5	
601																				236.0	
4,039 WP				s 11.00				s 11.55PM	11.11	s 5.30	4.58	s 5.06	3.30	2.57	1.58	1.31	f 10.08	9.53	s 6.10	238.3	
2,282 P				f 11.10AM				f 12.03AM	11.18	5.37	5.04	f 5.13	3.36	3.03	2.04	1.37	10.14	9.59	6.17	243.2	
WB5,523 EB4,204 WFYP				s 12.03PM				s 12.20	11.30	s 5.50	5.15	s 5.23	3.49	3.15	2.14	1.48	f 10.27	10.11	s 6.28	248.8	
4,043 P				12.14				12.30	11.39	5.57	5.22	f 5.32	3.58	3.23	2.22	1.56	10.37	10.20	6.36	254.5	
4,048 WP				s 12.35				f 12.41	11.50	6.06	5.31	s 5.42	4.08	3.31	2.32	2.04	f 10.47	10.30	6.44	261.5	
712 P				f 12.45				12.49	11.58PM	6.13	5.37	f 5.49	4.15	3.37	2.38	2.10	10.55	10.37	6.50	266.6	
4,081 P				s 1.05				f 12.57	12.06AM	6.18	5.42	s 5.57	4.21	3.42	2.43	2.15	f 11.01	10.43	6.56	270.6	
				1.15				1.08	12.13	6.26	5.46	6.03	4.26	3.47	2.48	2.20	11.08	10.49	7.01	274.6	
4,046 P				f 1.25				1.15	12.19	6.31	5.50	6.08	4.30	3.52	2.52	2.25	11.13	10.54	7.05	278.5	
503				f 1.30				1.19	12.23	6.34	5.53	f 6.12	4.33	3.55	2.55	2.28	11.17	10.57	7.08	280.5	
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	3.05PM	2.40PM	11.30AM	11.10AM	7.20AM	284.1	
	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		

Block Signals

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	Dz
6.3	
D ELM CREEK	Qr
3.8	
SIMONDS	
4.9	
D OVERTON	Ov
4.6	
JOSELYN	
6.5	
DN LEXINGTON	Um
8.1	
DARR	Dr
3.5	
JOVIAN	
2.3	
D COZAD	Co
4.9	
D WILLOW ISLAND	Wi
5.6	
DN GOTHENBURG	Bu
5.7	
VROMAN	
7.0	
D BRADY ISLAND	Bi
5.1	
HINDREY	
4.0	
D MAXWELL	Mx
4.0	
KEITH	
3.9	
GANNETT	
2.0	
BECK	
3.6	
DN-R NORTH PLATTE	No

(8.50) 15.5 (5.45) 18.8 (0.30) 22.8 (3.0) 14.1 (6.00) 15.8 (9.50) 13.9 (8.10) 16.8 (4.30) 30.5 (3.55) 35.0 (3.25) 40.1 (3.10) 43.3 (4.20) 31.6 (3.20) 41.2 (3.00) 45.7 (3.06) 44.2 (3.05) 44.5 (3.40) 37.4 (3.25) 40.1 (3.15) 42.2 ..... Thru Time Average speed per hour

W. B.—Westward Siding  
E. B.—Eastward Siding

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



SECOND SUBDIVISION

EASTWARD

Time-Table No. 107

June 5, 1927

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
JOSELYN	6.5
DN LEXINGTON Um	8.1
DARR Dr	3.5
JOVIAN	2.3
D COZAD Co	4.9
D WILLOW ISLAND Wi	5.6
DN GOTHENBURG Bu	5.7
VROMAN	7.0
D BRADY ISLAND Bi	5.1
HINDREY	4.0
D MAXWELL Mx	4.0
KEITH	3.9
GANNETT	2.0
BECK	3.6
DN-R NORTH PLATTE Ne	

Distance from Ogden

	FIRST CLASS												SECOND CLASS					
	6 Mail	38 Passenger	16 Passenger	10 Mail	28 Passenger	18 Passenger	2 Passenger	20 Passenger	14 Passenger	26 Passenger	4 Passenger	12 Passenger	254 Time Freight	264 Local Freight	262 Stock	260 Local Freight	266 Mixed	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	Arrive Daily
845.9	8.15AM	10.05AM	11.40AM	3.40PM	3.55PM	4.10PM	7.20PM	8.20PM	10.25PM	10.35PM	2.20AM	3.05AM	9.30AM		5.30PM	3.00PM		10.20PM
838.3	7.59	f 9.46	11.24	3.24	3.40	3.55	7.08	8.05	10.10	10.21	2.02	2.47				f 2.10		
830.5	7.48	s 9.30	11.13	3.13	3.30	f 3.45	6.59	7.55	9.59	10.10	f 1.49	2.36				s 1.50		
822.9	7.38	s 9.16	11.03	3.03	3.20	f 3.36	6.50	7.45	9.49	10.01	f 1.38	2.26				s 1.20		
816.8	7.29	s 9.05	10.54	2.54	3.12	f 3.28	6.42	7.36	9.42	9.54	f 1.30	2.18				s 12.55	s 5.15PM	
812.6	7.23	f 8.56	10.48	2.48	3.06	3.21	6.36	7.30	9.36	9.48	1.23	2.12				f 12.35	f 5.06	
808.5	7.17	f 8.50	10.42	2.42	3.01	3.15	6.31	7.24	9.31	9.43	1.18	2.06				f 12.20	f 4.57	
803.7	s 7.05	s 8.37	s 10.32	s 2.30	s 2.50	s 3.03	f 6.20	s 7.12	s 9.20	s 9.33	s 1.07	s 1.55		12.10PM	s 2.30PM	12.05PM	4.45PM	
798.7	6.52	f 8.25	10.21	2.21	2.39	2.57	6.14	7.04	9.11	9.23	12.56	1.47		f 11.54AM				
794.5	6.46	f 8.18	10.15	2.16	2.34	2.52	6.09	6.59	9.06	9.18	12.50	1.42		f 11.40				
788.2	6.37	s 8.09	f 10.06	2.09	2.26	f 2.44	6.02	6.52	8.59	9.10	f 12.42	1.34		s 11.05				
784.4	6.31	f 8.03	10.01	2.04	2.21	2.40	5.57	6.48	8.54	9.05	12.36	1.29		f 10.35				
779.5	6.24	s 7.56	9.55	1.58	2.16	2.34	5.52	f 6.43	8.49	9.00	f 12.29	1.23		s 10.20				
774.9	6.19	f 7.48	9.49	1.52	2.11	2.28	5.47	6.38	8.44	8.54	12.21	1.17		f 9.55				
768.4	6.12	s 7.40	s 9.41	1.44	2.04	s 2.20	5.40	f 6.30	8.37	8.47	s 12.12AM	s 1.09		9.41				
760.3	6.01	f 7.26	9.29	1.34	1.55	2.09	5.31	6.18	8.27	8.37	11.58PM	12.59		f 9.06				
756.8																		
754.5	5.52	s 7.16	s 9.21	1.28	1.47	s 2.01	5.25	f 6.11	8.20	8.30	s 11.48	12.53		s 8.55				
749.6	5.45	f 7.07	9.13	1.23	1.40	1.55	5.19	6.05	8.14	8.24	f 11.40	12.48		f 8.40				
744.0	5.37	s 6.58	s 9.06	1.17	1.32	s 1.48	5.12	f 5.58	8.07	8.17	s 11.33	12.42		s 8.29				
738.3	5.26	f 6.48	8.56	1.08	1.23	1.35	5.04	5.49	7.59	8.09	11.20	12.33		f 7.45				
731.3	5.17	s 6.38	8.47	1.00	1.14	1.26	4.56	5.41	7.51	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	4.50	5.35	7.45	7.54	11.01	12.19		f 7.16				
722.2	5.05	s 6.25	8.36	12.49	1.03	1.15	4.45	5.30	7.40	7.49	f 10.55	12.14		s 7.08				
718.2	5.00	6.18	8.31	12.45	12.58	1.10	4.40	5.25	7.35	7.45	10.48	12.10		7.00				
714.3	4.56	f 6.13	8.27	12.41	12.53	1.06	4.36	5.21	7.31	7.41	10.42	12.06		f 6.55				
712.3	4.53	f 6.10	8.24	12.38	12.50	1.03	4.33	5.19	7.28	7.38	10.38	12.03		6.51				
708.7	4.45AM	6.00AM	8.15AM	12.30PM	12.40PM	12.55PM	4.25PM	5.10PM	7.20PM	7.30PM	10.30PM	11.55PM	1.35AM	6.40AM	7.00AM			1.25PM
(137.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Thru Time.....	(3.30)	(4.05)	(3.25)	(3.10)	(3.15)	(3.15)	(2.55)	(3.10)	(3.05)	(3.05)	(3.50)	(3.10)	(7.55)	(5.30)	(10.30)	(2.55)	(0.30)	(8.55)
Average speed per hour.....	39.2	33.6	40.1	43.3	42.2	42.2	47.0	43.3	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.



Length of sidings in feet and location of water, fuel, interlocking plants, turntable stations, scales and telephones.	WESTWARD				BEATRICE BRANCH				EASTWARD							
	SECOND CLASS		FIRST CLASS				Distance from Valley	Time-Table No. 107 June 5, 1927	Distance from Beatrice	FIRST CLASS				SECOND CLASS		
	71 Freight	73 Mixed	505 Motor Passenger	47 Passenger	138 Passenger	142 Passenger				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	Leave Daily	Leave Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			
WFYP	10.15PM	7.30AM						0.0	DN-R VALLEY V	96.8					4.45PM	11.15PM
								5.8	S. C. & W. CROSSING	91.0						
1,896	10.35	s 7.55						6.3	D YUTAN Yn	90.5					s 4.00	10.35
1,459 P	10.55	s 8.20						11.5	D MEAD Ad	85.3					s 3.30	10.05
1,562 W	11.25	s 9.00						18.9	DN WAHOO W	77.9					s 2.50	9.40
								19.6	C & N-W and C B & Q CROSSING	77.2						
1,732	11.50PM	s 9.40						26.2	D WESTON Wn	70.6					s 2.20	9.10
1,921 P	12.10AM	s 10.05						33.2	D TOUHY Hu	63.6					s 1.50	8.50
WFYP	12.45	s 10.15 10.45						37.3	DN-R VALPARAISO Vo	59.5	9.10AM	9.15AM	s 4.35PM		s 1.35	8.30
1,361 P	12.55	s 11.05						41.8	D AGNEW Ag	55.0	s 9.00		f 4.22		s 12.55	7.57
1,828	1.10	s 11.25						46.4	D RAYMOND Rm	50.4	s 8.50		f 4.15		s 12.40	7.45
3,884	1.22	11.40AM						52.8	GAREATT	44.0	8.38		4.06		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						
1,628WFTOP	1.50	s 12.05PM						57.1	DN-R LINCOLN Sn	39.7	s 8.25		s 3.55	8.10PM	s 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	f 12.45						65.4	JAMAICA	31.4	f 7.56		f 3.38	f 7.50	f 11.25AM	6.30
1,507 WP	2.25	f 12.52						68.2	HANLON	28.6	f 7.51		f 3.34	f 7.41	f 11.20	6.22
1,302 P	2.45	s 1.15						74.7	D PRINCETON Io	22.1	s 7.39		f 3.26	s 7.30	s 11.00	5.55
3,957	3.00	s 1.30						79.5	D CORTLAND Rd	17.3	s 7.27		f 3.20	s 7.19	s 10.45	5.38
1,506 P	3.23	s 2.05						88.9	D PICKRELL Ik	7.9	s 7.08		f 3.04	s 7.02	s 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)	(7.20)	(2.10)	(1.20)	(2.10)	(1.25)	..... Thru Time .....	(2.20)	(1.25)	(1.45)	(1.25)	(7.00)	(6.25)
17.6	14.1	27.4	27.9	27.4	28.0	..... Average speed per hour.....	24.8	26.3	34.0	28.0	18.8	15.3

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

At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. time-table and rules while using their tracks between K. Street Tower and North Tower. Before fouling C. B. & Q. main track or opening main track switch, permission to proceed to passenger station must be obtained from C. B. & Q. by telephone at North Tower.



Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD			STROMSBURG BRANCH				EASTWARD								
	SECOND CLASS			FIRST CLASS			Distance from Valparaiso	Time-Table No. 107 June 5, 1927		FIRST CLASS		SECOND CLASS				
		75 Mixed	Leave Daily Ex. Sunday	47 Passenger	507 Motor Passenger	Leave Daily Ex. Sunday		Leave Daily	STATIONS	Distance from Central City	48 Passenger	508 Motor Passenger	76 Mixed	Arrive Daily Ex. Saturday		
							Arrive Daily Ex. Sunday									
1,541 1,927 WFYP		7.00AM		4.50PM		9.15AM	0.0	DN-R VALPARAISO Vo	75.9	9.05AM	4.20PM	6.00PM				
997		f 7.25		f 5.10		f 9.33	7.4	D LOMA MA	68.5	f 8.39	f 4.00	f 5.10				
1,604		s 7.45		s 5.20		s 9.45	13.5	D BRAINARD Bd	62.4	s 8.25	s 3.48	s 4.30				
							15.0	C. & N. W. CROSSING	60.9							
1,529		f 8.15		f 5.27		f 9.53	17.7	YANKA	58.2	f 8.15	f 3.40	f 4.10				
							22.8	C. & N. W. CROSSING	53.1							
1,283 WY		s 8.35		s 5.39		s 10.05	23.2	D DAVID CITY Dv	52.7	s 8.05	s 3.28	s 3.50				
							23.5	C. B. & Q. CROSSING	52.4							
1,508		f 8.50		f 5.48		f 10.15	27.9	FOLEY	48.0	f 7.51	f 3.15	f 3.30				
1,644 W		s 9.15		s 5.59		s 10.27	33.3	D RISING CITY Rn	42.6	s 7.43	s 3.04	s 3.04				
1,961		s 10.00		s 6.13		s 10.41	40.1	D SHELBY Sh	35.8	s 7.30	s 2.50	s 2.35				
1,006		s 10.30		s 6.28		s 10.56	47.5	D OSCEOLA Os	28.4	s 7.13	s 2.34	s 2.05				
711 WFT		s 11.07		s 6.40		s 11.07	52.9	D STROMSBURG S	23.0	s 6.58	s 2.21	s 1.35				
							53.2	C. B. & Q. JCT.	22.7							
2,198		f 11.26AM		f 6.50		f 11.16	56.8	DURANT	19.1	f 6.44	f 2.08	f 12.45				
2,201		s 12.30PM		s 7.02		s 11.30	63.0	D POLK Pk	12.9	s 6.32	s 1.56	s 12.30				
2,136		s 12.55		s 7.13		s 11.45	68.5	D HORDVILLE Hv	7.4	s 6.20	s 1.45	s 12.10PM				
		1.04		7.20		11.52	72.2	SANDBURG	3.7	6.10	1.39	12.01PM				
1,395		f 1.08		f 7.22		f 11.58AM	73.8	HEBER	2.1	f 6.07	f 1.36	f 11.58AM				
							75.3	C. B. & Q. CROSSING	0.6							
WFYP		1.30PM		7.30PM		12.15PM	75.9	DN-R CENTRAL CITY Ci	0.0	6.00AM	1.30PM	11.45AM				
		Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday		Arrive Daily				Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday				
		(6.30) 11.7		(2.40) 28.4		(3.00) 25.3		..... Thru Time.....		(3.05) 24.1	(2.50) 26.8	(6.15) 12.1				
		..... Average speed per hour.....														

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
C. B. & Q. trains use U. P. main track between C. B. & Q. Junction and Stromsburg.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD			PLEASANTON BRANCH				EASTWARD			WESTWARD			HASTINGS BRANCH				EASTWARD		
	SECOND CLASS			Distance from Boelus	Time-Table No. 107 June 5, 1927		Distance from Pleasanton	SECOND CLASS		SECOND CLASS		Distance from Hastings	Time-Table No. 107 June 5, 1927		Distance from Gibbon	SECOND CLASS		SECOND CLASS		
		85 Mixed	Leave Daily Ex. Sunday		86 Mixed	Arrive Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	269 Time Freight	265 Mixed		Leave Daily Ex. Sunday	STATIONS		Arrive Daily Ex. Sunday	266 Mixed	Arrive Daily Ex. Sunday		
				Arrive 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		WFYO	2.30PM	1.00PM	0.0	DN-R HASTINGS An	28.1	7.30PM						
			8.8	C. B. & Q. CROSSING	13.4			2,194	2.55	f 1.20	7.2	NEWMARCH	20.9	f 6.45						
1,060		f 10.10	9.7	NANTASKET	12.5	f 11.55AM					10.7	MISSOURI PACIFIC CROSSING	17.4							
1,332		f 10.18	12.4	SOUTH RAVENNA	9.8	f 11.45		2,191 W	3.15	s 1.35	12.7	D HAYLAND Ha	15.4	s 6.20						
1,605		s 10.30	15.5	D POOLE Pg	6.7	s 11.35		2,195	3.45	f 1.55	20.2	DENMAN	7.9	f 5.50						
1,844 WY		10.50AM	22.2	D-R PLEASANTON Pn	0.0	11.15AM		WB5,642 EB3,355 WY	4.15PM	2.15PM	28.1	DN-R GIBBON Gb	0.0	5.20PM						
		Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday			Arrive Daily	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday							
		(1.05) 20.4		..... Thru Time.....		(1.05) 20.4			(1.45) 16.0	(1.15) 22.5		..... Thru Time.....		(2.10) 12.9						
		..... Average speed per hour.....											..... Average speed per hour.....							

Trains are governed by Central Division time-table while using their tracks at Hastings.

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



Length of sid- ings in feet and location of water, fuel, interlocking plants, turning sta- tions, scales and telephones.	WESTWARD						NORFOLK BRANCH						EASTWARD					
	SECOND CLASS			FIRST CLASS			Distance from Columbus	Time-Table No. 107 June 5, 1927	Distance from Norfolk	FIRST CLASS			SECOND CLASS					
	79 Mixed	77 Mixed	81 Mixed	23 Passenger	529 Motor Passenger	31 Passenger				24 Passenger	530 Motor Passenger	32 Passenger	78 Mixed	80 Mixed	82 Mixed			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	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	1.45PM	0.0	DN-R COLUMBUS C	50.4	8.20AM	11.25AM	11.35AM	4.35PM	4.45PM	5.50PM			
1,200	7.12	f 6.37	6 17	9.20	f 7.14	f 1.55	4.2	4.2 SHELDONVILLE	46.2	f 8.08	f 11.14	11.24	f 4.22	4.32	5.37			
1,178 YP	s 7.25AM	s 6.50	s 6.30AM	s 9.30PM	s 7.23	s 2.03PM	9.4	5.2 D-R OCONEE Oc	41.0	s 8.00AM	s 11.05	s 11.15AM	s 4.10	s 4.20PM	s 5.25PM			
1,634 W		s 7.25			s 7.34		14.8	5.4 D PLATTE CENTER Pc	35.6		s 10.50		s 3.45					
1,819 P		s 7.53			s 7.45		20.3	5.5 D TARNOV Rv	30.1		s 10.38		s 3.15					
							25.1	4.8 C. & N. W. CROSSING	25.3									
2,990		s 8.40			s 7.57		25.7	0.6 D HUMPHREY Hx	24.7		s 10.23		s 2.45					
651		s 8.50			f 8.04		29.0	3.3 PECK	21.4		f 10.18		f 2.22					
1,795 W		s 9.25			s 8.18		35.4	6.4 D MADISON Ma	15.0		s 10.05		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	0.1 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 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		.....Thru Time.....		(0.20) 28.2	(2.0) 25.2	(0.20) 28.2	(3.20) 15.1	(0.25) 22.5	(0.25) 22.5			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Track at Norfolk is used jointly with C. St. P. M. & O.

Length of sid- ings in feet and location of water, fuel, interlocking plants, turning sta- tions, scales and telephones.	WESTWARD					ALBION BRANCH					EASTWARD				
	SECOND CLASS		FIRST CLASS			Distance from Oconee	Time-Table No. 107 June 5, 1927	Distance from Albion	FIRST CLASS			SECOND CLASS			
	79 Mixed	81 Mixed	23 Passenger	33 Passenger	31 Passenger				24 Passenger	34 Passenger	32 Passenger	82 Mixed	80 Mixed		
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					
YP	s 7.25AM	s 6.30AM	9.30PM		2.03PM	0.0	D-R OCONEE Oc	33.7	8.00AM		11.15AM	5.25PM	4.20PM		
1,002	s 7.50	s 6.50	s 9.38		s 2.13	4.3	D MONROE Mn	29.4	s 7.50		s 11.03	s 5.12	s 3.55		
2,087 WFYP	s 8.10AM	s 7.25	s 9.53	2.35PM	2.28PM	11.3	D-R GENOA G	22.4	s 7.35 7.25	10.40AM	10.45AM	s 4.55	3.30PM		
621		f 7.50	f 10.08	f 2.50		18.8	WOODVILLE	14.9	f 7.11	f 10.20		f 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			
1,880 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		(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		.....Thru Time.....		(1.25) 23.8	(0.55) 24.4	(0.30) 22.6	(1.40) 22.2	(0.50) 13.5		

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. 107 June 5, 1927	Distance from Spaulding	FIRST CLASS		SECOND CLASS			
	79 Mixed		509 Motor Passenger					31 Passenger		510 Motor Passenger		80 Mixed	
	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		
2,087 WFY	8.20AM	9.55PM	2.40PM	0.0	D-R GENOA G	44.3	7.25AM	10.40AM	3.15PM				
660	f 8.35	f 10.07	f 2.52	5.3	5.3 KENT	38.9	f 7.14	f 10.27	f 2.52				
1,015	f 8.47	f 10.17	f 3.00	9.2	3.9 MERCHISTON	35.1	f 7.05	f 10.20	f 2.36				
1,385	s 9.05	s 10.30	s 3.15	13.7	4.5 D FULLERTON Fu	30.6	s 6.55	s 10.11	s 2.20				
566	f 9.27	10.48	3.33	22.2	8.5 SIDING NO. 1	22.1	6.34	9.52	f 1.58				
1,184	s 9.50	s 10.55	s 3.38	23.1	0.9 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	7.2 D CEDAR RAPIDS Cd	14.0	s 6.12	s 9.30	s 1.30				
1,980	s 11.00	s 11.30	s 4.12	36.5	6.2 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	7.8 D-R SPALDING Sg	0.0	5.40AM	9.00AM	12.40PM				
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		(44.3)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				
	(3.20) 13.4	(1.55) 23	(1.50) 24.1		..... Thru Time.....		(1.45) 25.3	(1.40) 26.5	(2.35) 17.1				
					..... Average speed per hour.....								

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. 107 June 5, 1927	Distance from Ord	FIRST CLASS		SECOND CLASS			
	83 Mixed		35 Passenger					511 Motor Passenger		36 Passenger		512 Motor Passenger	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily 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 C. B. & Q. CROSSING	60.7							
				2.5	2.2 CAREY	58.5							
1,184 P	s 7.50	s 3.54	s 7.27	11.1	8.6 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 DUBLIN	43.9	f 9.05	f 2.33					
1,124 WFYP	s 8.45	s 4.21	s 8.00	21.8	4.7 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	8.9 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	6.0 D COTESFIELD Cf	24.3	s 8.07	s 1.40	s 2.45				
			f	43.1	6.4 WEEKES SPUR	17.9		f					
	10.10	5.12	9.03	44.5	1.4 R SCOTIA JUNCTION	16.5	7.47	1.22	2.20				
1,171	s 10.25	s 5.18	s 9.12	45.6	1.1 D SCOTIA Sk	17.6	s 7.42	s 1.17	s 2.10				
	10.35	5.23	9.18	44.5	1.1 R SCOTIA JUNCTION	16.5	7.36	1.12	1.55				
1,742	s 11.00	s 5.36	s 9.30	48.7	4.2 D NORTH LOUP Nu	12.3	s 7.26	s 1.00	s 1.40				
659		f	f	53.7	5.0 OLEAN	7.3	f	f					
				60.6	6.9 C. B. & Q. CROSSING	0.4							
1,740 WFY	11.40AM	6.05PM	10.00AM	61.0	0.4 D-R ORD Rd	0.0	7.00AM	12.30PM	1.00PM				
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		(61.0)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday				
	(4.20) 14.1	(2.35) 23.6	(3.00) 20.4		..... Thru Time.....		(2.50) 21.5	(2.55) 20.9	(4.20) 14.1				
					..... Average speed per hour.....								

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. 107 June 5, 1927	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 8.20	s 1.50	s 3.30	
302			f 5.05	f 9.50	14.3	6.0 KENYON	24.7	f 8.08	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 7.58	s 1.25	s 3.05	
1,770		s 1.00	s 5.38	s 10.25	25.8	D ROCKVILLE Rv	18.2	s 7.40	s 1.00	s 2.35	
585		1.16	f 5.52	f 10.42	33.0	7.2 AUSTIN	6.0	f 7.24	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	..... Thru 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. 107 June 5, 1927	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	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	5.9 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	3.6 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	3.8 LOMA	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	7.0 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	7.6 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	2.7 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	7.5 LOGAN	11.7	f 7.00	s 12.40	f 7.28	
706		f 2.59	f 8.00	f 11.13	94.5	3.9 HOAGLAND	7.8	f 6.53	f 12.34	f 7.20	
969		f 3.15	f 8.10	s 11.24	99.2	4.7 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	..... Thru 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:  
**E. V. Owens, General Supervisor of Time Service..... Omaha.**  
 Council Bluffs..... L. Borsheim  
 Council Bluffs..... E. H. Leffert  
 Omaha..... L. Borsheim  
 Valley..... Anton Cerny  
 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..... 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..... Round House  
 Hastings..... Yard Office

10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "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 or beyond.
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	Brady Island	Omaha or beyond.
16	Gibbon.	Chicago or beyond.
16	Shelton.	Chicago or beyond.
16	Wood River.	Chicago or beyond.
16	Maxwell.	Council Bluffs or beyond.
17	Any station.	Green River or beyond.
27	Schuyler.	Ogden or beyond.
27	Central City.	Ogden or beyond.
27	Wood River.	Ogden or beyond.
27	Lexington.	Ogden or beyond.
27	Cozad.	Ogden or beyond.
27	Gothenburg.	Ogden or 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 or beyond.
26	Any station.	Ogden or beyond.
28	Any station.	Ogden or beyond.

83 (R). Clearance card (Form 2643) must be received as follows:  
 At Omaha Union Station, by all westward passenger trains;  
 At Summit, by all westward freight trains using "New Main Line";  
 At 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	Boelus
Gilmore	Gibbon	Valparaiso	Genoa	Pleasanton
Valley	Kearney	Lincoln	Albion	Ord
Fremont	Lexington	Beatrice	Fullerton	Hastings
Schuyler	Gothenburg	Osceola	Spalding	Stapleton
Columbus	North Platte	Stromsburg	St. Paul	
Central City	Yutan	Oconee	Loup City	

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). JUNCTIONS AND RAILROAD CROSSINGS.**

Location	Railroad Crossed, Or, Junction With	Trains Which Have Precedence	How Governed
Summit (M.P. 5.1)	C.G.W., C. & N.W. Cross-overs between Tracks Nos. 1, 2, 3, and 4.	U.P.	Interlocking Plant and signal from switch-tender.
Portal (M.P. 19.2)	Mo.Pac.	U.P.	Interlocking Plant.
Lane (M.P. 17.1)	Westward, Old Line crosses No. 2 track		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 (B). Engines must not be run over hoppers 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.



NEBRASKA DIVISION

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

(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without caboose.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
At any point.	60	35	
At any point.		35	Light engines.
At any point.	20	20	Engines backing up.
At any point.	30	30	Passing coaling stations.
At any point.	35	35	With 9000 class engines.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
Between Gilmore and Lane.	40	30	
Fremont.	20	15	Within city limits.
Fremont.		5	On F. S. Y. & L. Co. tracks.
On house tracks Avery, Bay State, Buda, Alfalfa Center, Odessa, Josselyn, Darr, Willow Island.		5	With 1900 and 2200 class engines.
Between Valley and Beatrice.	30	30	With 1900 class or heavier type engines.
Yutan yard.	12	12	Engine bell must be ringing.
On passing tracks between Valley and Beatrice.	5	5	With 1900 class or heavier type engines.
Between Valley and Valparaiso.	45	35	
On curves between Valley and Valparaiso.	20	20	With 1900 class or heavier type engines.
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	

SPECIAL RULES

152 (S). To exchange U. S. Mail, the speed shown below must not be exceeded:

Train	At	Day of Week	Miles Per Hour
5	Central City, Mail Crane	Daily	15
6	Chapman	Sunday	15
19	North Bend	Daily	15
19	Central City, Wood River, Shelton, Gibbon, Elm Creek, Overton, Cozad, Gothenburg, Brady Island, Maxwell.	Sunday	15
19	Silver Creek and Clarks	Daily except Sunday	15
19	Clarks	Sunday	Stop

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.

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 is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching 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, westward trains.	When it is known that the crossing 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;
Central City	—Eastward, except stock and green fruit when train is running properly;
Kearney	—Eastward and westward;
Lexington	—Eastward, except when train is running properly. However, in such cases, train must come to a full stop, after which a running inspection will be made.
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
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
Brady Island	A. L. Schneider	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 be placed in through freight trains near the middle of the train, and at least 15 car lengths from the engine, electric locomotive, or motor car, and at least 10 car lengths from the caboose, if the length of the train will permit.

To avoid the danger of otherwise unnecessary switching at way stations, cars placarded "Explosives" may be placed in local freight trains, not closer than one car length from the engine, electric locomotive, or motor car, or caboose.

In either through or local freight trains, cars placarded "Explosives" must be placed next to cars which do not bear "Inflammable", "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous" placard, if such unplacarded cars are in the train.

Cars placarded "Explosives" must not be placed in through or local trains next to tank cars, wooden-frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of placarded car from rough handling; nor next to cars containing lighted heaters, stoves, or lanterns.

Tank cars placarded "Inflammable" must, if possible, be placed in trains at least five cars from the engine and five cars from the caboose, but such car or cars placarded "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous", must not be placed next to a car placarded "Explosives." When length of train does not permit this, tank cars placarded "Inflammable" must be placed as near the middle of train as practicable. In all cases carriers must see that the train and engine crews are informed of the presence and location of such cars in the train.

When it is possible, tank cars placarded "Acid", "Chlorine Gas", "Inflammable",

or "Poisonous", must not be placed next to gondola or flat cars loaded with lading liable to shift, such as logs, lumber, rails, pipe, etc.

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."

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

- Scale Test Cars,
- 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.

Freight cars with bad order draw bars may be handled in trains under the following conditions:

- (a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.
- (b) When containing perishables or live stock, may be chained up in train and handled to first repair point.
- (c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good draw bar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride the car.

Handling of cars behind the caboose is prohibited on the Fifth Subdivision, also westward between Carr and Borie; eastward between Corlett Junction and Speer, and eastward between Ogden and Altamont.

A red flag by day or a red light by night must be displayed on the rear of any car handled behind caboose.

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 30 191	201 to 358	1760	2350	4500	4500	<p>"A"..... Atlantic Type                      "C"..... Consolidation Engines                      "E"..... Eight Wheelers                      "M"..... Moguls                      "P"..... Pacific Type                      "S"..... Switch                      "T"..... Ten Wheelers                      "TW"..... Twelve Wheelers                      "MC"..... Mallet                      "MK"..... Mikado Type                      "TTT"..... 2-10-2 Type</p> <p>EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:</p> <p style="text-align: center;">C 57     <math>\frac{21}{30}</math>     162.</p>
C 57	21 162 30 171	400 to 499	1620	2225	4500	4500	
T 69	20 143 28 143	1320 to 1329	1075	1750	4500	4500	
T 63	20 145 28 145	1360 to 1369	1200	1900	4500	4500	
MK 57	$\frac{23\frac{3}{4}}{30}$ 206	1900 to 1949	3000	3000	5000	5000	
MK 63	26 214 28 228	2200 to 2320	3000	3125	5000	5000	





# MAP OF THE NEBRASKA DIVISION

## UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB., MAY, 1927

