

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Psgr." — Train with Diesel-electric locomotive and all passenger train equipment.

Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

On Double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	40	25	On wye tracks.	5	5
Freight engines.	35	25	On ice dock tracks Nos. 5 and 6 at Council Bluffs.	15	15
Yard engines.	20	20	Between Tower A and 21st Street, Council Bluffs, on main tracks 1 and 2.	15	15
Engines running backward.	20	20	Over Missouri River Bridge.	10	10
When using cross-overs or turnouts.	15	15	Passing under umbrella sheds, Union Station.	10	10
Between 20th Street and Douglas Street, on running tracks 7 and 8.	15	15	Omaha, between 17th Street on upper track and 19th Street on lower track.	15	15
All tracks except main tracks.	15	15	Between L Street and Q Street, South Omaha.	15	15
Passing Council Bluffs U.P. Transfer.	6	6	SDP - 35 units, on Tracks 2 and 4, Omaha Union Station.	5	5
Passing 21st Street, west of Council Bluffs U.P. Transfer.	6	6			
Over grade crossings in City of Omaha.	35	25			

**UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION
PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:**

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Council Bluffs.....	Passenger Depot Waiting Room
Council Bluffs.....	Diesel House Register Room
Omaha.....	Dispatcher's Office
Omaha.....	Union Station Telegraph Office
Omaha.....	Tower "B"
Omaha.....	Enginemen's Washroom, 15th Street
Omaha.....	Yardmen's Washroom, 15th Street
Omaha.....	Yardmen's Washroom, Davenport Street
Omaha.....	Enginemen's Washroom, Davenport Street
South Omaha.....	Yard Office

NAME	TITLE	PLACE	TERRITORY
A. McDermott.....	District Surgeon	Omaha, Neb.	
A. M. Pedersen.....	Surgeon	Co. Bluffs, Ia.....	Co. Bluffs to Omaha
A. G. West.....	Surgeon	Co. Bluffs, Ia.....	Co. Bluffs to Omaha
A. M. Dean.....	Oculist	Co. Bluffs, Ia.....	Co. Bluffs to Omaha
G. McArdle.....	Surgeon	Co. Bluffs, Ia.....	Co. Bluffs to Omaha
E. T. Mauer.....	Hospital Surgeon	Omaha, Neb.....	Omaha
E. H. Rasgorshek.....	Oculist-Aurist	Omaha, Neb.....	Omaha
J. C. Davis.....	Aurist	Omaha, Neb.....	Omaha
M. W. Barry.....	Surgeon	Omaha, Neb.....	Omaha
J. J. O'Hearn.....	Surgeon	Omaha, Neb.....	Omaha to Papillion
T. D. Boler.....	Surgeon	Omaha, Neb.....	Omaha
D. H. Bendorf.....	Surgeon	Omaha, Neb.....	Omaha
F. C. Hill.....	Shop Surgeon	Omaha, Neb.....	Omaha
M. F. Quinlan.....	Shop Surgeon	Omaha, Neb.....	Omaha
V. W. Meyers.....	Surgeon	Omaha, Neb.....	Omaha

UNION PACIFIC RAILROAD COMPANY

Eastern District

O. A. DURRANT
General Manager

K. I. JONES
General Superintendent

J. BOWEN
Genl. Supt. Transportation



NEBRASKA DIVISION

BRIDGE SUBDIVISION

TIME TABLE
No. 15

Effective Sunday
February 6, 1966

at 12:01 A.M. Central Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

R. W. HOLLAND, Superintendent..... Omaha, Neb.
W. R. TUEL, Asst. Superintendent..... Omaha, Neb.
J. A. McCULLOUGH, Terminal Superintendent..... Omaha, Neb.
M. D. SWEET, Asst. Terminal Supt...... Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent..... Co. Bluffs, Ia.
A. L. O'NEILL, Asst. Terminal Supt...... Co. Bluffs, Ia.
E. P. MERTEN, Chief Train Dispatcher..... Omaha, Neb.
S. E. CHADD, Road Foreman of Engs...... Omaha, Neb.
K. O. BRAKE, Road Foreman of Engs...... Co. Bluffs, Ia.

All members of train, engine and yard crews using Bridge Subdivision tracks must have a copy of Union Pacific Operating rule book and Bridge Subdivision Special Rules in their possession and be governed thereby.

Interlocking is in service at —
 Tower A, Council Bluffs, at train yard junction;
 Tower A, Omaha, at east entrance to Union Station;
 Tower B, Omaha, near west entrance to Union Station;
 Tower C, Omaha, at 20th Street;
 At Summit;
 At Gilmore Junction.

FIRST CLASS

WESTWARD

FIRST CLASS

Time-Table No. 15
February 6, 1966

Distance from Union Station	103	103	23	19	3	211	9	5	7	27	11	21	7	27	111	111																						
	CMSt.P&P	U. P.	CB&Q	CMSt.P&P	CB&Q	N&W	CRI&P	U. P.	CB&Q	CB&Q	CB&Q	CB&Q	CRI&P	U. P.	CMSt.P&P	U. P.																						
STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily																						

BLOCK SIGNALS

I. C. JUNCTION.....
C. G. W. JUNCTION.....
C. R. I. & P. JUNCTION...
CO. BLUFFS (U.P.Tfr.)...
TOWER "A", CO. BLUFFS
SIXTH STREET, OMAHA.
OMAHA UNION STATION
SUMMIT.....
SOUTH OMAHA.....
C. R. I. & P. JUNCTION...
AVERY.....
GILMORE JUNCTION....
GILMORE.....

Double or three or more tracks	3.5																																								
	3.0	AM			AM		AM	AM					PM		PM																										
	3.0	1.54		AM	6.27	AM	8.01	8.48		PM	PM	PM	PM	9.55		10.49																									
	2.9	1.55		5.01	7.24	7.25	A 8.10	8.50			1.33	2.01	8.45	9.01	9.57		10.50																								
	2.1						AM																																		
	0.25			5.15		7.40					1.55	2.15	8.59	9.18																											
	0.0	A 2.20 AM	AM 2.45	AM	A 7.40 AM	AM		A 9.10 AM	AM 10.45	PM	PM	PM	PM	10.10 10.40	PM 11.00	A 11.15 PM	PM 11.35																								
	2.3		2.50						10.52						11.06		11.41																								
	3.5		AM						AM							PM	PM																								
	4.2													10.47																											
	7.2													PM																											
	8.1																																								
	9.1																																								

FIRST CLASS

EASTWARD

FIRST CLASS

Time-Table No. 15
February 6, 1966

Distance from Union Station	22	112	112	104	104	28	20	10	12	26	6	8	20	214	8	30																							
	CB&Q	U. P.	CMSt.P&P	U. P.	CMSt.P&P	U. P.	CB&Q	CRI&P	CB&Q	CB&Q	U. P.	CB&Q	CMSt.P&P	N&W	CRI&P	CB&Q																							
STATIONS																																							

BLOCK SIGNALS

I. C. JUNCTION.....
C. G. W. JUNCTION.....
C. R. I. & P. JUNCTION...
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TOWER "A", CO. BLUFFS
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OMAHA UNION STATION
SUMMIT.....
SOUTH OMAHA.....
C. R. I. & P. JUNCTION...
AVERY.....
GILMORE JUNCTION....
GILMORE.....

Double or three or more tracks	3.5																																							
	3.0			AM		AM			AM				PM	PM	PM																									
	3.0	AM		2.07		3.47		AM	10.36	AM	PM		PM	8.37	8.46	10.33	PM																							
	2.9	A 1.23		2.06		3.46		A 8.06	10.35	A 11.24	A 4.22		A 6.43	8.36	8.45	10.32	A 10.37																							
	2.1															PM																								
	0.25	1.16						8.01		11.17	4.16		6.33																											
	0.0	AM	A 1.40	AM 2.00	AM 3.10	A 3.40	AM 7.00	AM	10.30	AM	PM		A 5.45	PM 8.30		10.25	10.00	PM																						
	2.3		1.30		3.00		6.45						5.30																											
	3.5		AM		AM		AM						PM																											
	4.2																																							
	7.2																																							
	8.1																																							
	9.1																																							