

# UNION PACIFIC RAILROAD COMPANY

NEBRASKA DIVISION.

BRIDGE DISTRICT,

## EMPLOYEES' TIME TABLE.

To take Effect Sunday, February 22nd, 1914.

1:05 A. M., "CENTRAL TIME."

For the government and information of Employees only, and not intended for the use of the public.

The Company reserves the right to vary from this time table at pleasure.

**CHARLES WARE,**  
General Manager.

**W. D. LINCOLN,**  
Superintendent Transportation.



**BRIDGE DISTRICT—Council Bluffs and Gilmore—WESTWARD.**

BRIDGE DISTRICT. Time Table No. 253. Feb. 22nd, 1914.	5	17	17	11	209	303	7	108	27	33	7	27	5	15	7	9	105	56	103	3	15	3	Nebr. 17	3	3	5	
	C. & N. W.	C. & N. W.	U. P.	C.B.&Q.	C. & N. W.	C. R. I. & P.	C. & N. W.	Mo. Pac.	C.B.&Q.	C. M. & St. P.	U. P.	U. P.	C. R. I. & P.	C. & N. W.	C.B.&Q.	U.P.	C. & N. W.	I. C.	C. & N. W.	C. M. & St. P.	U. P.	U.P.	C. R. I. & P.	C. & N. W.	C.B.&Q.	C. G. W.	
<b>STATIONS</b>	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
BROADWAY, C. & N.-W. DEPOT	9.35	9.49			10.45		11.15							1.00			1.30			2.55					3.20		
C. G. W. JUNCTION	9.40	9.54			10.50		11.20							1.05			1.34			2.58					3.25	3.43	
TRANSFER DEPOT	9.45	10.00		10.45	10.55	11.20	11.25		11.35	11.36		12.01	1.14	1.15	1.20	1.30	1.35		3.02	3.10	3.21	3.25	3.26	3.30	3.40	3.45	
U. P. TR. YD. JUNCTION	9.50	10.05		10.50	11.00	11.25	11.30		11.40	11.41		12.06	1.19	1.20	1.25	1.35	1.40		3.07	3.15	3.26	3.30	3.31	3.35	3.45	3.49	
SIXTH STREET				11.00					11.50						1.33											3.53	
OMAHA UNION PASS. STATION	10.00	10.15			11.10	11.35	11.40			11.51		12.16	1.29	1.30		1.45	1.50		3.17	3.25	3.36	3.40	3.41	3.45		3.59	
			10.30					11.30			11.55	12.41	1.40			1.50	2.15	3.40	3.55		4.20	4.30	4.00				
SIXTEENTH ST. (lower yard)																1.56		3.42									
C. & N.-W. JUNCTION			10.37					11.38			12.01	12.50	1.48				2.25		4.04		4.28	4.38	4.08				
SOUTH OMAHA								11.40				12.54	1.50													4.10	
C. R. I. & P. JUNCTION								11.41				12.56	1.51													4.11	
AVERY								11.49				1.01															
GILMORE JUNCTION								11.50				1.03															
GILMORE												1.05															

**BRIDGE DISTRICT—Gilmore and Council Bluffs—EASTWARD.**

BRIDGE DISTRICT. Time Table No. 253. Feb. 22nd, 1914	28	310	216	14	13	6	16	6	59	310	4	26	22	36	106	6	103	6	22	14	14	12				
	U. P.	C. & N. W.	C. & N. W.	C.B.&Q.	I. C.	C. G. W.	U. P.	C. R. I. & P.	I. C.	C. R. I. & P.	C. & N. W.	C.B.&Q.	U. P.	C. M. & St. P.	C. & N. W.	U. P.	Mo. Pac.	C. M. & St. P.	C. & N. W.	C. R. I. & P.	Wabash	C.B.&Q.				
<b>STATIONS.</b>	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
GILMORE	12.50												4.08													
GILMORE JUNCTION	12.52												4.10				5.08									
AVERY	12.54												4.12				5.10									
C., R. I. P. JUNCTION	12.59							3.47					4.20				5.16			5.36						
SOUTH OMAHA	1.05							3.48					4.24				5.18			5.37						
C. & N.-W. JUNCTION	1.08	1.25					3.49	3.51					4.27		5.10	5.20	5.20			5.39						
SIXTEENTH ST. (lower yard)					3.28				4.23																	
OMAHA UNION PASS. STATION	1.20	1.35			3.30		4.00	4.00	4.25				4.45		5.20	5.30	5.30			5.47						
	1.30	1.45	3.25			3.45		4.10		4.27	4.30		4.50	5.00	5.45	5.40		5.50	6.00	6.08	6.30					
SIXTH STREET				3.37								4.31													6.32	
U. P. TR. YD. JUNCTION	1.40	1.55	3.35	3.45		3.55		4.20		4.37	4.40	4.41	5.00	5.10	5.55	5.50		6.00	6.10	6.18	6.40				6.42	
TRANSFER DEPOT	1.45	2.00	3.40	3.50		3.59		4.25		4.42	4.45	4.46	5.05	5.15	6.00	5.55		6.05	6.15	6.20	6.45				6.47	
C. G. W. JUNCTION		2.01	3.41			4.00					4.47				6.01				6.20							
BROADWAY, C. & N.-W. DEPOT		2.05	3.50								4.55				6.05				6.25							



**WESTWARD**

**OMAHA LOWER YARD.**

**EASTWARD**

	106	59	13	108	57	11	104
	Mo. Pac.	I. C.	I. C.	Mo. Pac.	I. C.	I. C.	Mo. Pac.
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	PM	PM	PM	AM	AM	AM	AM
		4.12	3.20		9.02	8.08	
		4.14	3.21		9.04	8.10	
	9.15			10.40			7.15
	9.20	4.16	3.22	10.45	9.07	8.13	7.20
	9.27	4.23	3.28	10.53	9.14	8.18	7.28
	PM	PM	PM	AM	AM	AM	AM

**Time Table No. 253**

Feb. 22nd, 1914

**STATIONS**

Lv. OMAHA B. & T. JUNCTION Ar							
END OF DOUBLE TRACK (Davenport Street)							
Lv. MO. PACIFIC JCT. (Cass St.) Ar	8.00						
DOUGLAS STREET	7.55	8.34	9.58	3.49	5.08	6.10	8.51
Ar SIXTEENTH STREET Lv	7.47	8.27	9.52	3.42	5.02	6.02	8.44

	105	58	14	56	12	103	107
	Mo. Pac.	I. C.	I. C.	I. C.	I. C.	Mo. Pac.	Mo. Pac.
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	AM	AM	AM	PM	PM	PM	PM
		8.37	10.00	3.52	5.10		
		8.36	9.59	3.51	5.09		
	8.00					6.15	8.56
	7.55	8.34	9.58	3.49	5.08	6.10	8.51
	7.47	8.27	9.52	3.42	5.02	6.02	8.44
	AM	AM	AM	PM	PM	PM	PM

East-bound Illinois Central Trains are superior to Illinois Central Trains of the same class in the opposite direction, between Davenport Street and O. B. & T. Junction.

**SPECIAL RULES FOR BRIDGE DISTRICT,**

- All trains on Union Pacific tracks are governed by Union Pacific rules.
- The Bridge District comprises all tracks between U. P. Transfer, Council Bluffs, and Broadway, Council Bluffs, and the west switch at Gilmore; between O. B. T. Junction and 20th street, Omaha; between Cass street and 20th street, Omaha; between Davenport street and the ice houses at Cut Off lake, and between 36th street on Lane Cut Off and Summit Junction.
- Trains must approach all junction points under full control expecting to find trains entering and leaving Union Pacific tracks. Trains entering or leaving Union Pacific tracks must be protected by flagman except when protected by interlocking. Trains entering or leaving side tracks at "L" street and "F" street, South Omaha, must be protected by flagman in both directions.
- Trains will reduce speed to six miles per hour passing over switches at Council Bluffs train yard junction; at the west end Missouri River bridge; at 13th street, Omaha, and at Gilmore Junction, and must not exceed speed of fifteen miles per hour passing over switches at 20th street, Omaha.
- At the end of double track at Gilmore, the normal position of switch will be set for eastbound track.
- Westward Union Pacific passenger trains must not leave Omaha Union Station without clearance card, form 2643.

7. The following overhead crossings will not clear a man when standing upon some of the large cars. Trainmen and Yardmen must not stand on cars when passing these points:

Missouri River Bridge,  
Tenth Street Viaduct, Omaha,  
Eleventh Street Viaduct, Omaha,  
Trolley Wires, Thirteenth Street, Omaha,  
"L" Street Viaduct, South Omaha,  
Trolley Wires, Ninth and Douglas Streets, Omaha,  
Trolley Wires, Fourteenth and Locust Streets, Omaha.

8. At the Crossing of the B. & M. R. R., foot of Harney street, Omaha, all U. P., I. C. and Mo. Pac. trains will stop for this crossing between the hours of 10:00 a. m. and 11:00 a. m., and 3:00 p. m. and 4:00 p. m., as required by law. At other hours they need not stop for this crossing unless flagged or crossing is obstructed, but should approach this crossing prepared to stop if circumstances required.

9. At the railroad crossing of the C. & N. W., C. B. & Q. and O. B. & T., between Broadway and U. P. Transfer, Council Bluffs, all trains will come to a full stop as required by law.

10. Illinois Central Train No. 59 is superior to No. 12 and No. 56. No. 57 is superior to No. 14 and No. 58.

**W. R. CAHILL,**  
Superintendent.

WESTWARD					EASTWARD				
100	105	110	115	120	100	105	110	115	120
PM	PM	PM	PM	PM	AM	AM	AM	AM	AM
8:37	8:42	8:47	8:52	8:57	8:37	8:42	8:47	8:52	8:57
8:30	8:35	8:40	8:45	8:50	8:30	8:35	8:40	8:45	8:50
8:23	8:28	8:33	8:38	8:43	8:23	8:28	8:33	8:38	8:43
8:16	8:21	8:26	8:31	8:36	8:16	8:21	8:26	8:31	8:36
8:09	8:14	8:19	8:24	8:29	8:09	8:14	8:19	8:24	8:29
8:02	8:07	8:12	8:17	8:22	8:02	8:07	8:12	8:17	8:22
7:55	8:00	8:05	8:10	8:15	7:55	8:00	8:05	8:10	8:15
7:48	7:53	7:58	8:03	8:08	7:48	7:53	7:58	8:03	8:08
7:41	7:46	7:51	7:56	8:01	7:41	7:46	7:51	7:56	8:01
7:34	7:39	7:44	7:49	7:54	7:34	7:39	7:44	7:49	7:54
7:27	7:32	7:37	7:42	7:47	7:27	7:32	7:37	7:42	7:47
7:20	7:25	7:30	7:35	7:40	7:20	7:25	7:30	7:35	7:40
7:13	7:18	7:23	7:28	7:33	7:13	7:18	7:23	7:28	7:33
7:06	7:11	7:16	7:21	7:26	7:06	7:11	7:16	7:21	7:26
6:59	7:04	7:09	7:14	7:19	6:59	7:04	7:09	7:14	7:19
6:52	6:57	7:02	7:07	7:12	6:52	6:57	7:02	7:07	7:12
6:45	6:50	6:55	7:00	7:05	6:45	6:50	6:55	7:00	7:05
6:38	6:43	6:48	6:53	6:58	6:38	6:43	6:48	6:53	6:58
6:31	6:36	6:41	6:46	6:51	6:31	6:36	6:41	6:46	6:51
6:24	6:29	6:34	6:39	6:44	6:24	6:29	6:34	6:39	6:44
6:17	6:22	6:27	6:32	6:37	6:17	6:22	6:27	6:32	6:37
6:10	6:15	6:20	6:25	6:30	6:10	6:15	6:20	6:25	6:30
6:03	6:08	6:13	6:18	6:23	6:03	6:08	6:13	6:18	6:23
5:56	6:01	6:06	6:11	6:16	5:56	6:01	6:06	6:11	6:16
5:49	5:54	5:59	6:04	6:09	5:49	5:54	5:59	6:04	6:09
5:42	5:47	5:52	5:57	6:02	5:42	5:47	5:52	5:57	6:02
5:35	5:40	5:45	5:50	5:55	5:35	5:40	5:45	5:50	5:55
5:28	5:33	5:38	5:43	5:48	5:28	5:33	5:38	5:43	5:48
5:21	5:26	5:31	5:36	5:41	5:21	5:26	5:31	5:36	5:41
5:14	5:19	5:24	5:29	5:34	5:14	5:19	5:24	5:29	5:34
5:07	5:12	5:17	5:22	5:27	5:07	5:12	5:17	5:22	5:27
5:00	5:05	5:10	5:15	5:20	5:00	5:05	5:10	5:15	5:20
4:53	4:58	5:03	5:08	5:13	4:53	4:58	5:03	5:08	5:13
4:46	4:51	4:56	5:01	5:06	4:46	4:51	4:56	5:01	5:06
4:39	4:44	4:49	4:54	4:59	4:39	4:44	4:49	4:54	4:59
4:32	4:37	4:42	4:47	4:52	4:32	4:37	4:42	4:47	4:52
4:25	4:30	4:35	4:40	4:45	4:25	4:30	4:35	4:40	4:45
4:18	4:23	4:28	4:33	4:38	4:18	4:23	4:28	4:33	4:38
4:11	4:16	4:21	4:26	4:31	4:11	4:16	4:21	4:26	4:31
4:04	4:09	4:14	4:19	4:24	4:04	4:09	4:14	4:19	4:24
3:57	4:02	4:07	4:12	4:17	3:57	4:02	4:07	4:12	4:17
3:50	3:55	4:00	4:05	4:10	3:50	3:55	4:00	4:05	4:10
3:43	3:48	3:53	3:58	4:03	3:43	3:48	3:53	3:58	4:03
3:36	3:41	3:46	3:51	3:56	3:36	3:41	3:46	3:51	3:56
3:29	3:34	3:39	3:44	3:49	3:29	3:34	3:39	3:44	3:49
3:22	3:27	3:32	3:37	3:42	3:22	3:27	3:32	3:37	3:42
3:15	3:20	3:25	3:30	3:35	3:15	3:20	3:25	3:30	3:35
3:08	3:13	3:18	3:23	3:28	3:08	3:13	3:18	3:23	3:28
3:01	3:06	3:11	3:16	3:21	3:01	3:06	3:11	3:16	3:21
2:54	2:59	3:04	3:09	3:14	2:54	2:59	3:04	3:09	3:14
2:47	2:52	2:57	3:02	3:07	2:47	2:52	2:57	3:02	3:07
2:40	2:45	2:50	2:55	3:00	2:40	2:45	2:50	2:55	3:00
2:33	2:38	2:43	2:48	2:53	2:33	2:38	2:43	2:48	2:53
2:26	2:31	2:36	2:41	2:46	2:26	2:31	2:36	2:41	2:46
2:19	2:24	2:29	2:34	2:39	2:19	2:24	2:29	2:34	2:39
2:12	2:17	2:22	2:27	2:32	2:12	2:17	2:22	2:27	2:32
2:05	2:10	2:15	2:20	2:25	2:05	2:10	2:15	2:20	2:25
1:58	2:03	2:08	2:13	2:18	1:58	2:03	2:08	2:13	2:18
1:51	1:56	2:01	2:06	2:11	1:51	1:56	2:01	2:06	2:11
1:44	1:49	1:54	1:59	2:04	1:44	1:49	1:54	1:59	2:04
1:37	1:42	1:47	1:52	1:57	1:37	1:42	1:47	1:52	1:57
1:30	1:35	1:40	1:45	1:50	1:30	1:35	1:40	1:45	1:50
1:23	1:28	1:33	1:38	1:43	1:23	1:28	1:33	1:38	1:43
1:16	1:21	1:26	1:31	1:36	1:16	1:21	1:26	1:31	1:36
1:09	1:14	1:19	1:24	1:29	1:09	1:14	1:19	1:24	1:29
1:02	1:07	1:12	1:17	1:22	1:02	1:07	1:12	1:17	1:22
9:55	10:00	10:05	10:10	10:15	9:55	10:00	10:05	10:10	10:15

1. The following standard crossing will not start a new intervening stop zone of the large cars. Trains and Yards will not stand on cars when passing these points:

2. At the crossing of the U. S. N. R. R. and of Henry street, Omaha, N. P. R. O. and No. 100 p. m. and 4:00 p. m. as required by law. Station hours may not stop for this crossing unless signalled or prevented by other means, but should approach this crossing prepared to stop if circumstances require.

3. At the railroad crossing of the U. S. N. R. R. and of H. & T. between Broad way and U. P. Yards, Central Union, all trains will stop to allow stop as required by law.

4. At the end of double track at Gilmore, the normal position of switch will be set for westward track.

5. Westward Union Pacific passenger trains need not leave Omaha Union Station with lowered hoods.

6. All trains on Union Pacific tracks are governed by Union Pacific rules.

7. The Bridge District comprises all tracks between U. P. Yards, Central Union, and Broadway, Central Union, and the west end of the bridge between O. H. E. Junction and 32nd street, Omaha, between 32nd street and 30th street, Omaha, between 30th street and 28th street, Omaha, and the lot between 28th street and 26th street, Omaha, and between 26th street and 24th street, Omaha, and between 24th street and 22nd street, Omaha, and between 22nd street and 20th street, Omaha, and between 20th street and 18th street, Omaha, and between 18th street and 16th street, Omaha, and between 16th street and 14th street, Omaha, and between 14th street and 12th street, Omaha, and between 12th street and 10th street, Omaha, and between 10th street and 8th street, Omaha, and between 8th street and 6th street, Omaha, and between 6th street and 4th street, Omaha, and between 4th street and 2nd street, Omaha, and between 2nd street and 1st street, Omaha, and between 1st street and the river, Omaha.

8. Trains may approach all junction points under full control, expecting to find trains entering and leaving Union Pacific tracks. Trains entering or leaving Union Pacific tracks must be protected by means of signals when protected by interlocking. Trains entering or leaving side tracks at "L" street and "T" street, South Omaha, must be protected by signals in both directions.

9. Trains will reduce speed to six miles per hour passing over switches at Central Union yard junction, at the west end of Missouri River bridge at 18th street, Omaha, and at Gilmore Junction, and must not exceed speed of fifteen miles per hour passing over switches at 32nd street, Omaha.

W. R. GAHILL  
General Manager

WESTWARD					EASTWARD				
100	105	110	115	120	100	105	110	115	120
PM	PM	PM	PM	PM	AM	AM	AM	AM	AM
8:37	8:42	8:47	8:52	8:57	8:37	8:42	8:47	8:52	8:57
8:30	8:35	8:40	8:45	8:50	8:30	8:35	8:40	8:45	8:50
8:23	8:28	8:33	8:38	8:43	8:23	8:28	8:33	8:38	8:43
8:16	8:21	8:26	8:31	8:36	8:16	8:21	8:26	8:31	8:36
8:09	8:14	8:19	8:24	8:29	8:09	8:14	8:19	8:24	8:29
8:02	8:07	8:12	8:17	8:22	8:02	8:07	8:12	8:17	8:22
7:55	8:00	8:05	8:10	8:15	7:55	8:00	8:05	8:10	8:15
7:48	7:53	7:58	8:03	8:08	7:48	7:53	7:58	8:03	8:08
7:41	7:46	7:51	7:56	8:01	7:41	7:46	7:51	7:56	8:01
7:34	7:39	7:44	7:49	7:54	7:34	7:39	7:44	7:49	7:54
7:27	7:32	7:37	7:42	7:47	7:27	7:32	7:37	7:42	7:47
7:20	7:25	7:30	7:35	7:40	7:20	7:25	7:30	7:35	7:40
7:13	7:18	7:23	7:28	7:33	7:13	7:18	7:23	7:28	7:33
7:06	7:11	7:16	7:21	7:26	7:06	7:11	7:16	7:21	7:26
6:59	7:04	7:09	7:14	7:19	6:59	7:04	7:09	7:14	7:19
6:52	6:57	7:02	7:07	7:12	6:52	6:57	7:02	7:07	7:12
6:45	6:50	6:55	7:00	7:05	6:45	6:50	6:55	7:00	7:05
6:38	6:43	6:48	6:53	6:58	6:38	6:43	6:48	6:53	6:58
6:31	6:36	6:41	6:46	6:51	6:31	6:36	6:41	6:46	6:51
6:24	6:29	6:34	6:39	6:44	6:24	6:29	6:34	6:39	6:44
6:17	6:22	6:27	6:32	6:37	6:17	6:22	6:27	6:32	6:37
6:10	6:15	6:20	6:25	6:30	6:10	6:15	6:20	6:25	6:30
6:03	6:08	6:13	6:18	6:23	6:03	6:08	6:13	6:18	6:23
5:56	6:01	6:06	6:11	6:16	5:56	6:01	6:06	6:11	6:16
5:49	5:54	5:59	6:04	6:09	5:49	5:54	5:59	6:04	6:09
5:42	5:47	5:52	5:57	6:02	5:42	5:47	5:52	5:57	6:02
5:35	5:40	5:45	5:50	5:55	5:35	5:40	5:45	5:50	5:55
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4:32	4:37	4:42	4:47	4:52	4:32	4:37	4:42	4:47	4:52
4:25									

# UNION PACIFIC RAILROAD COMPANY

NEBRASKA DIVISION

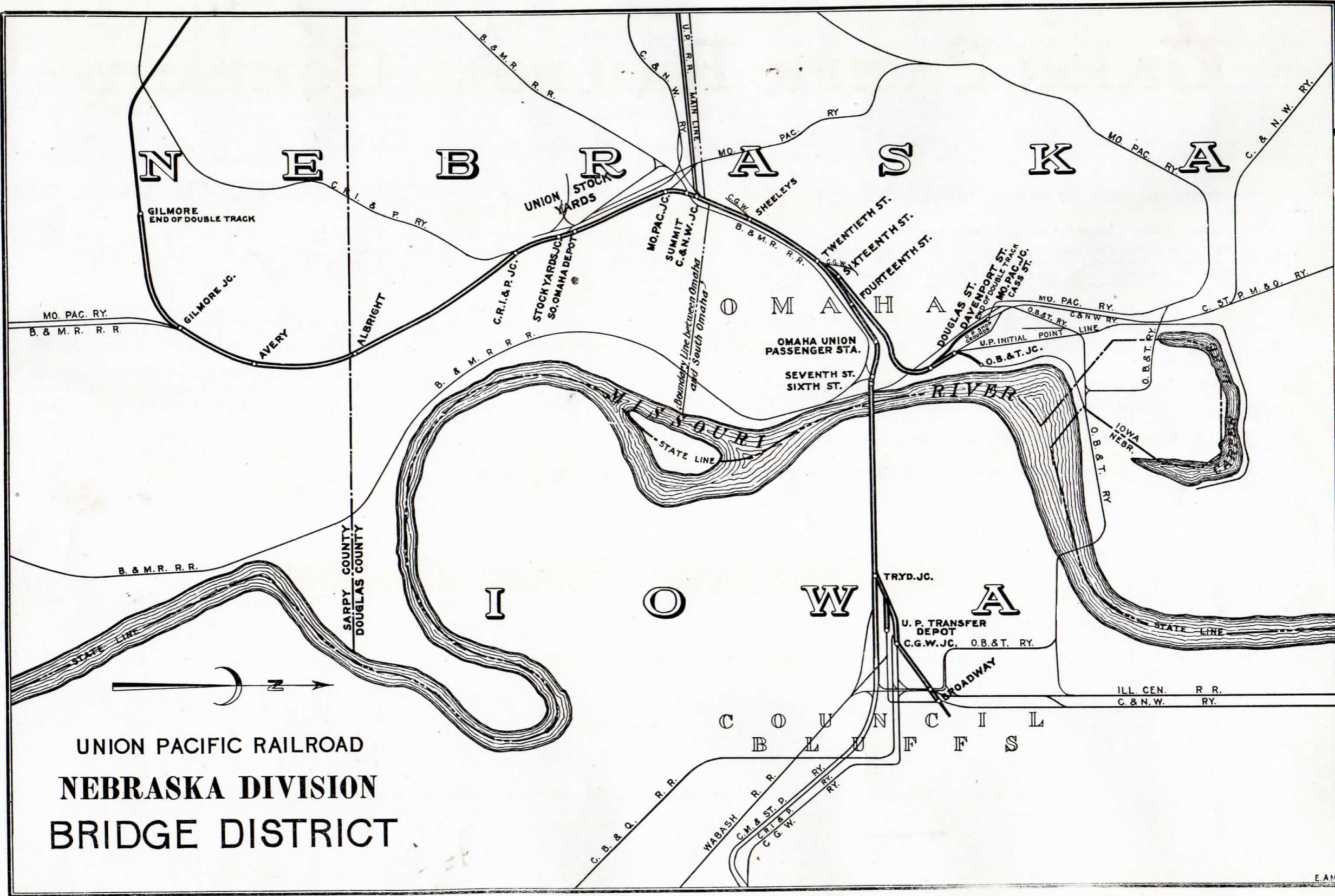


To take Effect Sunday, February 22, 1903

W. D. LINCOLN

UNION PACIFIC RAILROAD  
NEBRASKA DIVISION  
BRIDGE DISTRICT  
W. D. LINCOLN  
Superintendent

CHARLES WARE,  
General Manager



UNION PACIFIC RAILROAD  
**NEBRASKA DIVISION**  
**BRIDGE DISTRICT**