

# UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Nebraska Division

## EMPLOYEES' TIME TABLE



To Take Effect Sunday, November 14, 1920

at 12:01 A. M. "Central Time"

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

The right is reserved to vary from this time table at pleasure.

# CONDENSED TIME TABLE

## COUNCIL BLUFFS AND OGDEN—WESTWARD

SECOND CLASS					FIRST CLASS													Distance from Council Bluffs	Time Table No. 87 November 14, 1920	
269	255	253	251	155	25	21	19	17	15	13	9	7	5	3	1	STATIONS				
Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Mail	Passenger	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					
																0.0	COUNCIL BLUFFS			
	9.30PM	7.30PM	1.30AM		7.20AM				3.15PM	12.30AM	10.45AM		9.40AM			2.8	OMAHA			
	9.50	7.45	1.45		8.00		1.20AM	11.15AM	4.25	1.15	11.15		8.50AM	10.00		6.4	SOUTH OMAHA			
					8.15											28.0	VALLEY			
	11.35PM	9.45	3.45		9.20		2.00	12.01PM	5.13	1.53	11.58AM	9.32	10.39	5.18	9.38	39.3	FREMONT			
	12.10AM	10.30PM	4.30		10.10		2.21	12.18	5.33	2.13	12.15PM	9.49	10.55	5.40	9.58	84.5	COLUMBUS			
	3.33	1.05AM	7.40		11.52AM		3.23	1.07	6.40	3.15	1.15	10.48	11.52AM	6.50	11.00	124.9	CENTRAL CITY			
PM	7.05	5.10	10.30AM		1.08PM		4.17	2.18	7.48	4.08	2.09	11.43AM	12.45PM	8.05	11.53AM	146.9	GRAND ISLAND			
Hastings 5.06PM	9.50AM	7.45	3.00PM		2.15		4.55	2.55	8.40	4.50	2.45	12.20PM	1.20	9.05	12.30PM	189.1	KEARNEY			
8.10PM	12.01PM	10.30AM	5.30PM		3.55		6.15	3.57	10.00	5.52	3.43	1.22	2.17	10.35PM	1.37	284.1	NORTH PLATTE			
2.30AM	9.15PM	6.35PM	2.40AM		7.15PM		8.20	5.35	11.50PM	7.20	5.05	2.45	3.32	2.25AM	2.55	365.3	JULESBURG			
8.10AM	3.40AM	1.05AM	9.10AM				10.37	7.19	2.10AM	9.30AM	7.03	4.51	5.22	5.10	5.14	562.6	Arrive.....DENVER..... Leave.....DENVER.....			
			12.35AM						7.30AM	3.30PM						407.5	SIDNEY			
				12.01AM			1.30PM									509.5	CHEYENNE			
12.05PM 11.50	7.50AM	4.55AM					11.55AM	9.05PM			8.10	6.00	6.25	7.05	6.30	566.2	LARAMIE			
7.50 9.15PM	3.50PM 6.20PM	12.55PM 2.05					3.10 3.25	12.20AM 12.35			10.45 11.00PM	8.40 8.55	8.57 9.12	10.30AM 12.55PM	9.30 9.45	682.8	RAWLINS			
2.50AM	1.15AM	8.15PM		2.10PM		6.25	5.30	2.40			1.00AM	10.55PM	11.01PM	3.10	11.45PM	802.1	ROCK SPRINGS			
11.15AM	11.30AM	6.00AM		12.30AM		9.35PM	9.05PM	6.15			4.05	2.35AM	1.50AM	7.10	3.15AM	817.0	GREEN RIVER			
8.15PM	9.10PM	3.20PM		10.10		12.55AM	12.30AM	9.51			7.15	5.52	4.44	11.05	6.45	847.1	GRANGER			
10.15PM	1.05PM	6.45		12.30PM		1.45	1.05	10.35			7.50	6.25	5.15	11.35PM	7.25	917.2	EVANSTON			
12.20AM	3.30PM	8.50PM		2.35		2.40	2.00	11.35AM			8.45	7.20	6.00AM		8.20	953.2	ECHO			
6.30		5.30AM		11.30PM		4.50	4.10				10.55	9.30			10.30	993.0	OGDEN			
9.54AM		8.25AM		3.00AM		5.58	5.14				11.59AM	10.42AM			11.34AM					
1.40PM		1.00PM		7.00AM		7.30AM	6.40AM				1.15PM	12.10PM			1.00PM					
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					
(69.35)	(91.00)	(90.45)	(48.50)	(55.00)	(11.15) 25.0	(19.00) 30.5	(30.20) 32.6	(25.20) 33.3	(16.05) 34.8	(15.15) 36.7	(27.00) 36.7	(28.20) 34.9	(21.00) 40.2	(32.05) 25.4	(29.00) 34.1	..... Time } Omaha— ..... Average speed per hour } Ogden				

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

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

**MILEAGE NORTHERN DISTRICT**

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

# CONDENSED TIME TABLE

## COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 87 November 14, 1920	Distance from Ogden	FIRST CLASS											SECOND CLASS			
		2 Passenger	4 Passenger	6 Mail	8 Passenger	10 Passenger	10 Passenger	12 Passenger	16 Passenger	18 Passenger	20 Passenger	22 Passenger	26 Passenger	254 Time Freight	256 Time Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
COUNCIL BLUFFS	993.0		7.40AM	5.20PM									4.55PM	10.45PM	12.20PM	
OMAHA	990.2	7.15PM	7.05	4.50	7.10PM								4.25	10.30	12.05PM	
SOUTH OMAHA	995.6												4.00			
VALLEY	965.0	6.24	6.09	3.58	6.19								2.45	8.40	10.05AM	
FREMONT	953.7	6.09	5.50	3.40	6.02								2.25	8.05	8.40	
COLUMBUS	908.5	5.07	4.49	2.28	5.00								12.50PM	5.30	6.20	
CENTRAL CITY	868.1	4.14	3.47	1.26	4.00								11.00AM	2.40	4.00	
GRAND ISLAND	846.1	3.45	3.15	12.50PM	3.30								10.25	1.30PM	2.20AM	
KEARNEY	803.9	2.40	2.00AM	11.33AM	2.25								8.30	9.20AM	9.25PM	
NORTH PLATTE	708.9	12.25PM	11.25PM	9.10	12.10PM								5.40AM	3.55AM	3.45PM	
JULESBURG	627.7	9.25AM	8.00	6.47	9.10AM									8.30PM	8.10AM	
DENVER..... Leave	590.4															
DENVER..... Arrive																
SIDNEY	585.5	8.25	6.50	4.30	8.10									5.40PM	5.20AM	
CHEYENNE	483.5	{ 5.40 5.25	{ 3.00 2.30	{ 2.00 1.45AM	{ 5.20 5.05	6.50PM	6.40AM							{ 10.20AM 9.30	{ 9.50PM 8.20	
LARAMIE	426.8	3.30	12.35PM	11.45PM	3.15	4.50								4.30AM	2.50PM	
RAWLINS	310.2	12.10AM	9.15AM	7.50	12.01AM	1.00PM								7.00PM	5.30AM	
ROCK SPRINGS	190.9	8.55PM	5.45	4.00	8.45PM	9.00AM								9.30AM	7.50PM	
GREEN RIVER	176.0	8.25	5.15	3.30	8.15	8.30AM								8.30	7.00	
GRANGER	145.9	7.21	4.10AM	2.19	7.11									5.40	4.10PM	
EVANSTON	75.8	5.25		12.05PM	5.15									12.01AM	10.50AM	
BOHO	39.8	3.51		10.25AM	3.41									7.15PM	5.14	
OGDEN	0.0	2.25PM		8.40AM	2.15PM									3.25PM	1.00AM	
(993.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Ogden—	Time .....	(27.50)	(25.55)	(31.10)	(27.55)	(10.20)	(16.05)	(15.30)	(17.00)	(24.50)	(27.45)	(17.35)	(10.45)	(78.20)	(82.20)
Omaha	Average speed per hour.....	35.6	32.4	31.5	35.5	29.8	31.5	36.1	32.9	34.0	35.7	32.8	27.1		

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

**FIRST SUB-DIVISION AND BRANCHES:**

**M. M. HINCHEY, Chief Train Dispatcher** ..... Omaha, Nebr.  
**F. E. FOWLER, Night Chief Train Dispatcher** ..... Omaha, Nebr.

**SECOND SUB-DIVISION AND BRANCHES:**

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

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

FIRST SUB-DIVISION—Omaha and Grand Island—WESTWARD.

Length of passing tracks in feet and location of tele-phones, scales, water, fuel and turning station.	SECOND CLASS							FIRST CLASS										Distance from Council Bluffs					
	75	255	253	261	257	259	251	23	3	15	27	17	9	5	1	7	25		19	13			
	Mixed Leave Daily Ex. Sunday	Time Freight Leave Daily	Time Freight Leave Daily	Freight Leave Daily	Way Freight Leave Daily	Way Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Mail Leave Daily	Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily		Passenger Leave Daily	Passenger Leave Daily			
FIOPTYW		9.30PM	7.30PM	6.00PM	8.00AM		1.30AM	4.55PM	3.30PM	3.15PM	12.01PM	10.20AM	10.45AM	9.40AM	8.10AM	8.05AM	7.20AM	12.35AM	12.30AM	0.0			
FIOFWP		9.50	7.45	6.15	8.16		1.45	5.10 6.30	3.45 4.30	3.30 4.25	12.16 12.41	10.35 11.15	11.15	10.00	8.25 9.00	8.20 8.50	7.40 8.00	12.50 1.20	12.45 1.15	2.8			
P		10.05	8.00	6.45			2.00		4.38	4.33	12.50	11.25	11.22	10.06	9.07	8.57		1.27	1.22	5.1			
3,904 P		10.18	8.15	7.00			2.15		4.44	4.39	12.56	11.31	11.28	10.11	9.12	9.03		1.32	1.27	8.9			
3,913 P		10.33	8.35	7.15			2.35		4.52	4.47	1.03	11.38	11.36	10.19	9.18	9.10		1.39	1.33	13.6			
WP					8.35			5.45									8.15			6.4			
5,880 PI					9.00			6.00									8.26			11.9			
4,001 P		Via New Main Line											Via New Main Line										16.9
P					9.32			6.14									8.36			19.3			
3,913 P					10.00			6.18									8.40			22.5			
4,284 PIW		10.45	8.50	7.28	10.10		2.50	6.33	4.58	4.53	1.10	11.44	11.42	10.24	9.23	9.16	8.54	1.44	1.38	17.1			
4,558 P		11.00	9.05	7.43	10.31		3.05	6.44	5.06	5.01	1.20	11.51	11.49	10.31	9.29	9.23	9.04	1.51	1.44	21.8			
4,456 P		11.10	9.15	7.55	10.55		3.20	6.50	5.10	5.05	1.28	11.55AM	11.53	10.34	9.33	9.27	9.11	1.55	1.48	24.5			
4,942 PY 4,136 FW		11.35	9.45	8.15	11.15AM 12.01PM		3.45	7.00	5.18	5.13	1.40PM	12.01PM	11.58AM	10.39	9.38	9.32	9.20	2.00	1.53	28.0			
4,438 P		11.50PM	10.05	8.30	12.30		4.08	7.08	5.28	5.23		12.09	12.05PM	10.46	9.45	9.39	9.38 9.45	2.08	2.00	34.3			
5,146 POW 8,608		12.10AM	10.30	8.55	1.00		4.30	7.20	5.40	5.33		12.18	12.15	10.55	9.58	9.49	10.10	2.21	2.13	38.2			
I																				39.3			
PI																				40.0			
4,449 P		12.35	11.00	9.15	1.20		4.55	7.31	5.50	5.43		12.27	12.25	11.04	10.08	9.59	10.21	2.31	2.23	44.8			
4,455 PW		12.55	11.20	9.30	1.50		5.15	7.45	6.00	5.53		12.38	12.35	11.14	10.18	10.09	10.36	2.41	2.33	46.3			
P					f			f 7.50									f 10.41			54.4			
4,435 P		1.15	11.40PM	9.50	2.15		5.45	8.03	6.09	6.02		12.47	12.43	11.22	10.26	10.17	10.51	2.50	2.41	56.4			
3,992 WP 4,000		1.45	12.01AM	10.15	2.45		6.10	8.17	6.20	6.11		12.56	12.51	11.30	10.34	10.25	11.06	2.59	2.49	61.4			
P					f															68.7			
4,622 P		2.25	12.25	10.35	3.05		6.40	8.34	6.33	6.24		1.07	1.01	11.40	10.44	10.35	11.10	3.10	3.00	73.0			
PI																				76.9			
5,049 OYT 5,639 FWP		2.55 3.33	1.05	11.10	3.30PM	7.00AM	7.40	8.50PM	6.50	6.40		1.20	1.15	11.52AM	11.00	10.48	11.25 11.52AM	3.23	3.15	83.8			
4,458 P		4.05	1.30	11.35	7.20		8.10	7.06	6.55			1.31	1.26	12.02PM	11.12	10.59	12.06PM	3.34	3.26	84.5			
4,441 P		4.30	1.55	11.50PM	7.32		8.30	7.14	7.03			1.38	1.32	12.08	11.18	11.05	12.14	3.40	3.32	92.2			
4,451 WP		5.05	2.25	12.10AM	8.05		8.55	7.24	7.11			1.45	1.39	12.15	11.25	11.12	12.25	3.47	3.39	96.7			
4,450 P		5.35	3.15	12.30	8.25		9.20	7.31	7.18			1.53	1.46	12.23	11.31	11.19	12.34	3.54	3.46	102.3			
4,452 P		5.55	3.50 4.01	12.55	9.05		9.45	7.43	7.28			2.01	1.54	12.30	11.38	11.26	12.44	4.01	3.53	107.9			
3,010 P		6.15	4.40	1.20	9.20		10.00	7.52	7.37			2.09	2.01	12.37	11.45	11.33	12.52	4.08	4.00	113.7			
I																				119.1			
4,000 FYWP 3,800		2.18PM	7.05	5.10	2.00	9.55AM	10.30	8.05	7.48	7.10PM	2.18	2.09	12.45	11.53AM	11.43	11.43	1.08	4.17	4.08	124.3			
P																				124.9			
4,456 P		2.54	7.45	5.55	2.45		11.10	8.25	8.06	7.27	2.32	2.22	12.57	12.07PM	11.57AM	11.57AM	1.27	4.31	4.22	128.5			
4,005 P		3.10	8.10	6.15	3.10		11.35AM	8.35	8.15	7.36	2.39	2.29	1.04	12.14	12.04PM	12.04PM	1.34	4.38	4.29	135.1			
I																				140.7			
OYFWP		3.25PM	9.00AM	7.00AM	3.30AM		12.15PM	8.55PM	8.30PM	7.50PM	2.50PM	2.40PM	1.15PM	12.25PM	12.15PM	1.45PM	4.50AM	4.40AM		146.5			
Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	146.9		

Time Table No. 87  
November 14, 1920

STATIONS		
R	COUNCIL BLUFFS	0.0
R	OMAHA	2.8
C. G. W. CSG. (SUMMIT)		2.3
	SEYMOUR	3.8
	SARPY	4.7
		3.5
	SOUTH OMAHA	5.5
D-R	GILMORE	5.0
D	PAPILLION	16.9
M. P. CROSSING (PORTAL)		2.4
D	MILLARD	19.3
		3.2
		3.6
DN-R	LANE	17.1
D	ELKHORN	21.8
D	WATERLOO	24.5
DN-R	VALLEY	28.0
	MERCER	34.3
		3.9
	F. S. Y. & L. CO. CSG.	38.2
DN	FREMONT	39.3
		0.7
	S. C. & W. CROSSING	40.0
		4.8
	C. & N.-W. CROSSING	44.8
		1.5
D	AMES	46.3
D	NORTH BEND	54.4
	BAY STATE	56.4
		5.0
D	ROGERS	61.4
DN	SCHUYLER	68.7
	LAMBERT	73.0
		3.9
D	RICHLAND	76.9
		6.9
	C. B. & Q. CROSSING	83.8
		0.7
DN-R	COLUMBUS	84.5
D	DUNCAN	92.2
	GARDINER	96.7
D	SILVER CREEK	102.3
	HAVENS	107.9
D	CLARKS	113.7
	THUMMEL	119.1
		5.2
	C. B. & Q. CROSSING	124.3
		0.6
DN-R	CENTRAL CITY	124.9
	PADDOCK	128.5
D	CHAPMAN	135.1
	LOCKWOOD	140.7
		5.8
	C. B. & Q. CROSSING	146.5
DN-R	GRAND ISLAND	146.9

Block Signals

Block Signals

Block Signals

Block Signals

Block Signals

Time } Omaha to  
Average speed per hour } Grand Island

For Schedule between Council Bluffs and Omaha, see Bridge Sub-Division Time Table.

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

FIRST SUB-DIVISION—Omaha and Grand Island.—EASTWARD.

Time Table No. 87  
November 14, 1920

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Ogden	FIRST CLASS											SECOND CLASS							
		4	12	28	24	26	6	16	8	2	18	10	20	256	258	76	260	254	252	262
		Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight	Mixed	Way Freight	Time Freight	Stock	Stock
		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Dly. Ex. Sat'day	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
<b>COUNCIL BLUFFS</b> 2.8	993.0	7.40AM	7.45AM	1.40PM	12.15PM	4.55PM	5.20PM	6.05PM	7.45PM	7.50PM	9.25PM	12.15AM	2.45AM	12.20PM	1.00PM			10.45PM	4.15AM	5.00AM
<b>OMAHA</b> Yd 2.3	990.2	7.25 7.05	7.30 7.10	1.25 1.15	12.01PM 11.50AM	4.40 4.25	5.05 4.50	5.50 5.30	7.30 7.10	7.35 7.15	9.10 8.45	12.01AM 11.45PM	2.30 2.10	12.05PM	12.40			10.30	3.30	4.30
<b>C. G. W. CSG. (SUMMIT)</b> 3.8	987.9	6.50	7.00	1.02			4.40	5.19	7.00	7.06	8.32	11.35	2.03	11.40AM	12.20PM			10.04	2.55	4.00
<b>SEYMOUR</b> 4.7	984.1	6.44	6.53	12.52			4.30	5.09	6.53	6.59	8.22	11.25	1.57	11.20	11.50AM			9.52	2.25	3.40
<b>SARPY</b> 3.5	979.4	6.37	6.45	12.43			4.22	5.01	6.45	6.52	8.14	11.15	1.50	11.00	11.30			9.40	2.05	3.20
<b>SOUTH OMAHA</b> 5.5	995.6				11.33	4.00														
<b>D-R GILMORE</b> Gm 5.0	990.1				11.20	3.45														
<b>D PAPIILLION</b> Po 2.4	985.1		<b>Via New</b>	<b>Main Line</b>	11.10	3.32						<b>Via</b>	<b>New</b>	<b>Main</b>	<b>Line</b>					
<b>M. P. CROSSING (PORTAL)</b> 3.2	982.7				11.05	3.21														
<b>D MILLARD</b> Md 3.6	979.5				10.59	3.15														
<b>DN-R LANE</b> Cj 4.7	975.9	6.30	6.37	12.36	10.49	3.08	4.15	4.56	6.36	6.45	8.06	11.07	1.42	10.40	11.10			9.25	1.42	2.50
<b>D ELKHORN</b> Kh 2.7	971.2	6.21	6.29	12.27	10.40	2.58	4.08	4.49	6.29	6.36	7.57	10.59	1.34	10.25	10.53			9.10	1.17	2.25
<b>D WATERLOO</b> Wo 3.5	968.5	6.14	6.25	12.18	10.34	2.51	4.03	4.44	6.25	6.30	7.51	10.52	1.29	10.15	10.34			8.55	1.05	2.15
<b>DN-R VALLEY</b> V 6.3	965.0	6.09	6.19	12.10PM	10.24	2.45	3.58	4.39	6.19	6.24	7.45	10.44	1.24	10.05	10.10			8.40	12.45AM 11.30PM	2.00 1.24
<b>MERCER</b> 3.9	958.7	6.00	6.10		10.11	2.35	3.48	4.29	6.10	6.16	7.37	10.32	1.16	9.10	9.20			8.20	11.09	1.00
<b>F. S. Y. &amp; L. CO. CSG.</b> 1.1	954.8																			
<b>DN FREMONT</b> Fn 0.7	953.7	5.50	6.02	<b>Via</b>	10.00	2.25	3.40	4.20	6.02	6.09	7.28	10.22	1.08	8.40	9.00			8.05	10.52	12.40
<b>S. C. &amp; W. CROSSING</b> 4.8	953.0																			
<b>C. &amp; N.-W. CROSSING</b> 1.5	948.2																			
<b>D AMES</b> Am 8.1	946.7	5.37	5.50	<b>Via Beatrice</b>	9.42	2.02	3.24	4.04	5.50	5.55	7.14	10.04	12.54	8.05	8.10			7.50	10.25	12.12AM
<b>D NORTH BEND</b> Nb 2.0	938.6	5.27	5.40	<b>and</b>	9.28	1.50	3.12	3.52	5.40	5.44	7.03	9.51	12.44	7.40	7.40			7.30	9.51	11.45PM
<b>BAY STATE</b> 5.0	936.6			<b>Stromsburg</b>	9.23	1.41														
<b>D ROGERS</b> Dt 7.3	931.6	5.18	5.30	<b>Branches</b>	9.15	1.33	3.02	3.42	5.30	5.36	6.55	9.39	12.36	7.20	7.00			7.10	9.25	11.23
<b>DN SCHUYLER</b> Sc 4.3	924.3	5.08	5.21		9.02	1.18	2.51	3.31	5.21	5.28	6.45	9.26	12.28	7.05	6.30			6.45	9.07	11.05
<b>LAMBERT</b> 3.9	920.0																			
<b>D RICHLAND</b> Bz 6.9	916.1	4.57	5.11		8.46	1.02	2.38	3.18	5.10	5.17	6.34	9.11	12.17	6.40	5.40			6.05	8.36	10.45
<b>C. B. &amp; Q. CROSSING</b> 0.7	909.2																			
<b>DN-R COLUMBUS</b> C 7.7	908.5	4.49	5.01		8.35AM	12.50 12.25	2.28	3.08	5.00	5.07	6.24	9.00	12.07AM	6.20	5.25AM		2.00PM	5.30 5.00	8.15	10.20
<b>D DUNCAN</b> Dq 4.5	900.8	4.34	4.50		12.01PM	2.13	2.53	4.49	4.55	6.09	8.47	11.55PM	5.49				1.40	4.30	7.40	9.45
<b>GARDINER</b> 5.6	896.3	4.27	4.44		11.50AM	2.06	2.46	4.42	4.49	6.02	8.37	11.49	5.29				1.12	4.15	7.25	9.30
<b>D SILVER CREEK</b> Sg 5.8	890.7	4.20	4.36		11.40	1.58	2.38	4.35	4.42	5.54	8.28	11.42	5.09				12.45	3.55	7.10	9.10
<b>HAVENS</b> 5.8	885.1	4.13	4.28		11.28	1.49	2.29	4.28	4.35	5.46	8.18	11.35	4.49				12.13PM	3.40	6.50	8.55
<b>D CLARKS</b> Cx 5.4	879.3	4.05	4.19		11.19	1.41	2.21	4.20	4.28	5.38	8.09	11.28	4.32				11.40AM	3.20	6.35	8.35
<b>THUMMEL</b> 5.2	873.9	3.55	4.10		11.09	1.33	2.13	4.10	4.21	5.30	7.59	11.21	4.16				11.15	3.00	6.20	8.20
<b>C. B. &amp; Q. CROSSING</b> 0.6	868.7																			
<b>DN-R CENTRAL CITY</b> Ci 3.7	868.1	3.47	4.00	6.40AM		11.00	1.26	2.06	4.00	4.14	5.22	7.50	11.14	4.00 3.47		11.00AM	11.00AM	2.40	6.08	8.05
<b>PADDOCK</b> 6.5	864.4																			
<b>D CHAPMAN</b> Cp 5.6	857.9	3.32	3.48	6.23		10.45	1.10	1.50	3.48	4.01	5.08	7.35	11.01	3.12		10.30		2.15	5.38	7.45
<b>LOCKWOOD</b> 5.8	852.3	3.24	3.40	6.13		10.35	1.00	1.40	3.40	3.54	5.00	7.25	10.54	2.45		10.17		1.50	5.22	7.30
<b>C. B. &amp; Q. CROSSING.</b> 0.4	846.5																			
<b>DN-R GRAND ISLAND</b> Ge (146.9)	846.1	3.15AM	3.30AM	6.00AM		10.25AM	12.50PM	1.30PM	3.30PM	3.45PM	4.50PM	7.15PM	10.45PM	2.20AM		10.00AM		1.30PM	5.05PM	7.15PM
		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Dly. Ex. Sat'day	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily

Grand Island to Omaha	(3.50)	(3.40)	(7.15)	(3.15)	(6.00)	(4.00)	(4.00)	(3.40)	(3.30)	(3.55)	(4.30)	(3.25)	(9.45)	(7.15)	(1.00)	(3.00)	(9.00)	(10.25)	(9.30)
Average speed per hour	38.3	39.3	28.1	25.6	36.0	36.0	39.3	41.2	37.2	32.0	42.2	14.8	11.5	22.0	13.4	16.0	13.8	15.2	

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

For Schedule between Council Bluffs and Omaha, see Bridge Sub-Division Time Card.

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

Length of passing tracks in feet and location of telephone, scales, water, fuel and turning stations.	SECOND CLASS								FIRST CLASS								Distance from Council Bluffs		
	269	251	255	253	263	261	265	3	15	17	9	25	5	1	7	19		13	
	Time Freight	Time Freight	Time Freight	Time Freight	Way Freight	Way Freight	Mixed	Passenger	Passenger	Passenger	Mail	Passenger	Mail	Passenger	Passenger	Passenger		Passenger	
	Leave Daily	Leave Daily	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		
OYTFWP		3.00PM	9.50AM	7.45AM			7.00AM	9.05PM	8.40PM	2.55PM	2.45PM	2.15PM	1.20PM	12.30PM	12.20PM	4.55AM	4.50AM		
4.468 P		3.30	10.10	8.10			f 7.20	f 9.18	8.52	3.05	2.55	s 2.27	1.30	12.40	12.30	5.07	5.00		
3.998 WP		3.55	10.28	8.35			s 8.00	s 9.32	9.06	3.15	3.04	s 2.40	1.40	12.50	12.40	f 5.19	5.10		
4.559 P		4.15	10.46	9.00			s 9.00	s 9.46	9.19	3.25	3.14	s 2.55	1.49	1.00	12.50	f 5.31	5.20		
14.080 YWP	7.10PM	4.35	11.02	9.20			s 9.40	5.30PM	10.00	9.30	3.34	3.22	s 3.09	1.56	1.08	12.58	f 5.44	5.28	
3.552 P		4.48	4.35	11.15	9.35		f 10.05	f 5.40	10.07	9.37	3.40	3.28	f 3.16	2.01	1.14	1.04	5.51	5.3	
4.448 P		7.25	4.45	11.15	9.35		f 10.05	f 5.40	10.07	9.37	3.40	3.28	f 3.16	2.01	1.14	1.04	5.51	5.3	
4.009 P		7.40	4.55	11.27AM	9.50		f 10.30	f 5.49	10.14	9.43	3.46	3.33	s 3.23	2.06	1.19	1.09	5.57	5.39	
4.011 WFYP		8.10	5.30	12.01PM	10.30	7.30AM	11.00AM	6.00PM	10.35	10.00	3.57	3.43	f 3.31	s 2.17	1.32	s 1.22	s 6.15	s 5.53	
4.429 P		8.30	5.50	12.16	10.47	f 7.48			10.43	10.08	4.05	3.50	f 4.03	2.25	1.40	1.30	6.25	6.01	
4.503 P		8.49	6.10	12.30	11.00	f 8.03			f 10.52	10.16	4.12	3.55	s 4.10	2.30	1.46	1.36	6.31	6.07	
4.505 WP		9.05	6.50	1.09	11.20	s 8.35			s 11.02	10.25	4.21	4.04	s 4.24	2.38	1.54	1.44	f 6.41	6.15	
		9.19	7.05	1.20	11.35	f 8.50			11.09	10.32	4.28	4.09	f 4.32	2.43	1.59	1.49	6.47	6.20	
4.496 P		9.31	7.30	1.30	11.48AM	s 9.20			s 11.20	10.39	4.35	4.15	s 4.41	2.49	2.06	1.56	f 6.55	6.27	
		9.45	8.00	1.43	12.02PM	f 9.40			11.27	10.45	4.42	4.22	f 4.49	2.55	2.12	2.02	7.05	6.33	
3.939 OWP		10.06	8.35	2.12	12.30	s 9.55	10.45		s 11.40	10.57	s 4.51	s 4.31	s 5.02	3.03	s 2.22	2.12	s 7.20	s 6.43	
4.497 P		10.25	9.00	3.13	1.00	f 11.04			11.51PM	11.08	5.01	4.40	s 5.20	3.13	2.32	2.22	7.31	6.53	
4.496 PW		10.40	9.30	3.30	1.25	s 11.40AM			s 12.01AM	11.16	f 5.09	4.48	s 5.33	3.21	2.40	2.30	f 7.41	7.01	
		10.55	9.50	3.45	1.45	s 12.05PM			f 12.11	11.24	5.16	4.54	s 5.43	3.27	2.46	2.36	7.49	7.07	
4.004 FWPY		11.15	10.20	4.05	2.07	s 12.40			s 12.23	11.34	s 5.25	5.02	s 5.58	3.34	2.54	2.44	s 8.01	s 7.15	
4.498 P		11.41PM	10.50	4.25	2.52	12.55			12.32	11.41	5.33	5.09	f 6.10	3.41	3.02	2.52	8.09	7.23	
4.503 WP		12.15AM	11.25	5.18	3.50	s 1.20			s 12.45	11.53PM	5.43	5.18	s 6.23	3.50	3.12	3.02	f 8.21	7.33	
		12.30	11.45PM	5.36	4.15	f 1.35			12.54	12.02AM	5.50	5.25	f 6.33	3.56	3.20	3.10	8.31	7.40	
4.504 P		1.05	12.12AM	5.56	4.46	s 2.11			s 1.05	12.12	5.56	5.32	s 6.44	4.02	3.26	3.16	f 8.40	7.46	
4.501 P		1.35	12.50	6.30	5.43	f 2.30			1.18	12.23	6.07	5.43	f 6.58	4.12	3.35	3.25	8.53	7.55	
		1.50	1.05	6.45	5.58	2.42			1.25	12.28	6.13	5.48	7.03	4.17	3.40	3.30	8.58	8.00	
		2.00	1.15	6.55	6.08	2.52			1.30	12.33	6.18	5.53	7.08	4.22	3.45	3.35	9.03	8.05	
OYTFWP		2.20AM	1.45AM	7.15PM	6.25PM	3.00PM			1.45AM	12.40AM	6.25PM	6.00PM	7.15PM	4.27PM	3.50PM	3.40PM	9.10AM	8.10AM	
	Arrive Daily	Arrive Daily	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	

Time Table No. 87  
November 14, 1920

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
	5.2	
	ALFALFA CENTER	
	4.0	
D	ODESSA	Dz
	6.3	
D	ELM CREEK	Cr
	3.8	
	SIMONDS	
	4.9	
D	VERTON	Ov
	4.6	
	JOSSELYN	
	6.5	
DN	LEXINGTON	Um
	8.1	
	DARR	Dr
	5.8	
D	COZAD	Co
	4.9	
D	WILLOW ISLAND	Wt
	5.6	
DN	GOTHENBURG	Bu
	5.7	
	VROMAN	
	7.0	
DN	BRADY ISLAND	Bi
	5.1	
	HINDREY	
	4.0	
D	MAXWELL	Mx
	4.0	
	KEITH	
	3.9	
	GANNETT	
	3.5	
	E. BRIDGE JCT.	
	0.4	
	W. BRIDGE JCT.	
	1.7	
DN-R	NORTH PLATTE	No

Block Signals

Double Track

Dist. Tr.

(7.10)	(10.45)	(10.25)	(10.40)	(7.30)	(4.00)	(0.30)	(4.40)	(4.00)	(3.30)	(3.15)	(5.00)	(3.07)	(3.20)	(3.20)	(4.15)	(3.20)	.....	Time
15.2	12.8	13.2	13.0	12.7	10.5	22.5	29.4	34.4	39.2	42.2	27.5	43.5	41.2	41.2	32.3	41.2	.....	Average speed per hour

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

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

**Time Table No. 87**  
November 14, 1920

STATIONS	Distance from Ogden	FIRST CLASS										SECOND CLASS						
		26	6	16	8	2	18	10	20	4	12	254	264	262	260	266	256	270
		Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight Ex. Sunday	Stock	Way Freight Ex. Sunday	Mixed	Time Freight	Time Freight
DN-R GRAND ISLAND Ge	846 1	10.10AM	12.45PM	1 25PM	3.25PM	3.40PM	4.45PM	7.00PM	10.40PM	3.10AM	3 25AM	12.30PM		6.00PM	3.00PM			
D ALDA Da	838 5	s 9.50	12.29	1.12	3.13	3.28	4.31	s 6.43	10.28	2.55	3.10	11.33AM		5.20	f 2.35		11.50PM	
D WOOD RIVER Wr	830.7	s 9.35	12.16	1.00	3.03	3.18	4.20	s 6.28	10.18	f 2.42	2.57	11.05		4.50	s 2.05		11.15	
D SHELTON Hn	823 1	s 9.20	12.04PM	12.48	2.53	3.08	4.10	s 6.14	10.08	f 2.31	2.46	10.40		4.25	s 1.35		10.40	
DN GIBBON Gb	817.0	s 9.05	11.53AM	12.38	2.45	3.00	4.01	s 6.01	10.00	f 2.21	2.36	10.15		4.05	s 1.05	s 1.15PM	10.15	
OPTIC	812.8	f 8.53	11.46	12.29	2.39	2.54	3.55	5.51	9.54	2.14	2.29	10.00		3.55	f 12.34	f 1.05	10.02	
D BUDA K	808.7	s 8.45	11.40	12.22	2.33	2.48	3.48	s 5.43	9.48	2.08	2.23	9.45		3.35	f 12.19	f 12.56	9.48	
DN KEARNEY Kr	803 9	s 8.30	s 11.33	s 12.15	s 2.25	s 2.40	s 3.40	s 5.35	s 9.40	s 2.00	s 2.15	9.20	1.10PM	s 3.20	12.01PM	12.45PM	9.25	
ALFALFA CENTER	798 7	f 8.13	11.23	12.03PM	2.16	2.31	3.29	5.16	9.31	1.46	2.01	8 50	f 12.50	3.02			8.55	
D ODESSA Dz	794 7	s 8.06	11.17	11.56AM	2.10	2 25	3.23	5.10	9.25	1.40	1.55	8.35	f 12.30PM	2 50			8.32	
D ELM CREEK Qr	788 4	s 7.56	11.09	s 11.46	2.01	2.16	3.15	s 5.00	9.16	f 1.30	1.45	8.15	s 11.46AM	2.35			8.05	
SIMONDS	784 6	f 7.48	11.03	11.40	1.55	2.10	3.09	f 4.52	9.10	1.24	1.39	8.02	f 11.16	2.20			7.50	
D OVERTON Ov	779 7	s 7.40	10.56	11.32	1.49	2.04	3.02	s 4.44	9.04	f 1.17	1.32	7.50	s 10.56	{ 2.04 1.49			7.35	
JOSSELYN	775 1	f 7.30	10.49	11.25	1.42	1.57	2.54	f 4.34	8.57	1.10	1.25	7.38	f 10.35	1.20			7.20	
DN LEXINGTON Um	768 6	s 7.20	10.41	s 11.14	s 1.35	s 1.50	s 2.46	s 4.24	s 8 50	s 1.00	s 1.15	7.20	s 10.20	1.05			7.00	
DARR Dr	760.5	s 7.04	10.29	10.59	1.24	1.39	2.36	f 4.09	8.39	12.46	1.01	6.48	f 9.38	12.40			6.35	
D COZAD Co	754 7	s 6.55	10.21	s 10.51	1.16	1.31	2.29	s 4.00	8 31	s 12.39	12.54	6.30	s 9.15	12.25			6.20	
D WILLOW ISLAND Wt	749 8	s 6.48	10.13	10.42	1.09	1 24	2.21	s 3.53	8.24	f 12.31	12.46	6.18	f 8.35	12.05PM			6.05	
DN GOTHENBURG Bu	744 2	s 6.40	10.04	s 10.32	1.02	1.17	s 2.13	s 3.45	8 17	s 12.23	12.38	6.05	s { 8.20 7.40	11.45AM			5.50	
VROMAN	738 5	f 6.28	9.57	10.24	12.54	1.09	2.06	f 3.33	8.09	12.13	12.28	5.40	f 7.25	11.20			5.25	
DN BRADY ISLAND Bi	731.5	s 6.18	9.46	10.11	12.45	1.00	1 56	s 3.23	8.00	f 12.03AM	12.18	5.20	s 7.10	11.05			5.09	
HINDREY	726 4	f 6.08	9.39	10.02	12.38	12 53	1.49	f 3.13	7.53	11.55PM	12.10	5.00	f 6.50	10.50			4.43	
D MAXWELL Mx	722 4	s 6.02	9.33	9.54	12.33	12.48	1.43	s 3.07	7.48	f 11.48	12.03AM	4.45	s 6.40	10.40			4.30	
KEITH	718.4																	4.30
GANNETT	714.5	f 5.53	9.24	9.44	12.23	12.38	1.34	f 2.58	7.38	11.38	11.53PM	4.23	f 6.29	10.25			4.10	
E. BRIDGE JCT.	711.0	5.48	9.19	9.39	12.18	12.33	1.29	2.53	7.33	11.33	11.48	4.10	6.23	10.17			4.02	
W. BRIDGE JCT.	710.6	5.44	9.15	9.34	12.14	12.29	1.25	2.49	7.29	11.29	11.44	4.03	6.16	10.10			3 55	
DN-R NORTH PLATTE No	708.9	5.40AM	9.10AM	9 30AM	12.10PM	12.25PM	1.20PM	2.45PM	7.25PM	11.25PM	11.40PM	3.55AM	6.10AM	10.00AM			3.45PM	10.00PM
(137.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily

Time.....	(4.30)	(3.35)	(3.55)	(3.15)	(3.15)	(3.25)	(4.15)	(3.15)	(3.45)	(3.45)	(8.35)	(7.00)	(8.00)	(2.59)	(0.30)	(9.00)	(7.10)
Average speed per hour.....	30.5	38.2	35.0	42.2	42.2	41.1	32.3	42.2	36.6	36.6	16.0	13.5	17.1	14.1	22.8	15.3	15.3

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

WESTWARD—BEATRICE BRANCH—EASTWARD.

Length of passing tracks in feet and location of telephone, scales, water, fuel, and turning stations.	SECOND CLASS		FIRST CLASS					Distance from Valley	Time Table No. 87 November 14, 1920	Distance from Beatrice	FIRST CLASS					SECOND CLASS	
	71	73	505	45	27	47	41				46	506	28	48	42	74	72
	Freight	Mixed	Motor Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Motor Passenger	Passenger	Passenger	Passenger	Mixed	Freight
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday		
FWYP	10.15PM	7.00AM			1.45PM			0.0 DN-R VALLEY V			12.05PM			5.25PM	11.59PM		
2,202	10.40	s 7.25			s 1.59			5.8 S. C. & W. CROSSING						s 4.45	11.25		
1,750	P 11.05	s 7.50			s 2.13			6.4 D YUTAN Yn			s 11.49AM			s 4.20	11.05		
1,862	W s 11.40PM	s 8.25			s 2.31			11.6 D MEAD Ad			s 11.34			s 3.50	s 10.40		
								18.9 DN WAHOO W			s 11.15						
								19.6 C & N-W and C B & Q CROSSING									
								19.7 HEATON									
2,031	12.05AM	s 9.00			s 2.49			26.3 D WESTON Wn			s 10.54			s 3.25	10.00		
2,224	P 12.25	s 9.20			s 3.05			33.2 D TOUHY Hu			s 10.38			s 3.05	9.40		
FWYP	s 1.00	{ 9.35 10.40	5.00PM	3.35PM	3.15PM	10.30AM		37.3 DN-R VALPARAISO Vo	10.15AM	8.05AM	10.25AM	3.10PM	s 2.30	s 9.15			
1,661	P 1.20	s 10.52	s 5.10	s 3.48		s 10.40		41.8 D AGNEW Ag	s 10.00	s 7.56		s 3.00	s 1.35	8.15			
2,126	1.40	s 11.08	s 5.20	s 4.00		s 10.50		46.4 D RAYMOND Rm	s 9.50	s 7.46		s 2.50	s 1.20	8.00			
1,994								55.2 WEST LINCOLN									
								56.3 MO. PAC. CROSSING									
								56.5 C. R. I. & P. JUNCTION									
								56.5 C. B. & Q. CROSSING									
1,835	OTFW s 2.25	s 11.35AM 12.15PM	s 5.50PM	s 4.30		s 11.15AM	7.00AM	57.1 D-B LINCOLN Sn	s 9.25	7.15AM	2.25PM	8.10PM	s 12.50 12.10PM	s 7.30			
I								57.4 C. B. & Q. CROSSING									
I								59.0 C. B. & Q. CROSSING									
2,049	P 3.00	f 12.40		f 4.47		f 7.17		65.4 JAMAICA	f 9.05			f 7.50	f 11.46AM	6.35			
1,817	WP 3.10	f 12.50		f 4.55		f 7.25		68.2 HANLON	f 8.58			f 7.41	f 11.30	6.20			
1,602	P 3.35	s 1.15		s 5.10		s 7.43		74.7 D PRINCETON Jc	s 8.45			s 7.30	s 11.05	5.50			
2,337	3.50	s 1.50		s 5.25		s 7.55		79.5 D CORTLAND Rd	s 8.35			s 7.18	s 10.45	5.25			
1,809	P 4.25	s 2.25		s 5.50		s 8.15		88.9 D PICKRELL Jk	s 8.15			s 6.55	s 10.10	4.55			
OTFWP	5.15AM	3.00PM		6.10PM		8.30AM		96.8 DN-R BEATRICE Bx	7.55AM			6.40PM	9.45AM	4.30PM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	(96.8)	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily Ex. Saturday		
	(7.00) 13.8	(8.00) 12.1	(.50) 23.7	(2.35) 23.1	(1.30) 24.9	(.50) 23.7	(1.30) 26.5	Time.....	(2.20) 25.5	(.50) 23.7	(1.40) 22.4	(.45) 26.4	(1.30) 26.5	(7.40) 12.6	(7.20) 12.9		
								Average speed per hour .....									

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

At Lincoln first class trains will arrive and depart from C. B. & Q. passenger station and will use C. B. & Q. tracks between K Street Tower and North Tower and be governed by C. B. & Q. Rules and Regulations.



**WESTWARD—STROMSBURG BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Valparaiso	Time Table No. 87 November 14, 1920	Distance from Central City	FIRST CLASS			SECOND CLASS		
				75	27	507				28	508	76			
				Mixed	Passenger	Motor Passenger				Passenger	Motor Passenger	Mixed			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday				
1,541 1,927	WFYP	7.00AM	3.35PM	8.07AM	0.0	DN-R VALPARAISO	Vo	75.9	10.10AM	5.00PM	5.45PM				
		f 7.25	f 3.55	f 8.28	7.4	D LOMA	Ma	68.5	f 9.44	f 4.42	f 5.20				
1,907		s 7.50	s 4.09	s 8.43	13.5	D BRAINARD	Bd	62.4	s 9.30	s 4.30	s 5.00				
					15.0	C. & N. W. CROSSING		60.9							
1,832		f 8.00	f 4.20	f 8.51	17.7	YANKA		58.2	f 9.18	f 4.20	f 4.20				
					22.8	C. & N. W. CROSSING		53.1							
1,589	WY	s 8.25	s 4.35	s 9.05	23.2	D DAVID CITY	Dv	52.7	s 9.05	s 4.06	s 3.50				
					23.5	C. B. & Q. CROSSING		52.4							
1,808		s 8.50	f 4.44	f 9.16	27.8	FOLLEY		48.1	f 8.50	f 3.54	s 3.30				
1,944	W	s 9.30	s 4.59	s 9.30	33.3	D RISING CITY	Rn	42.6	s 8.38	s 3.41	s 3.10				
2,261		10.00	s 5.15	s 9.45	40.1	D SHELBY	Sh	35.8	s 8.22	s 3.25	s 2.45				
1,306		10.30	s 5.35	10.02	47.5	D OSCEOLA	Og	28.4	s 8.05	s 3.08	s 2.10				
1,011	TFW	11.10	s 5.55	10.15	52.9	D STROMSBURG	S	23.0	s 7.50	s 2.55	s 1.35				
					53.2	C. B. & Q. JCT.		22.7							
2,492		11.30AM	f 6.03	10.28	56.8	DURANT		19.1	f 7.34	f 2.45	12.50				
2,501		12.30PM	s 6.20	10.45	63.0	D POLK	Pk	12.9	s 7.22	s 2.33	12.30				
2,436		12.55	s 6.40	11.03	68.5	D HORDVILLE	Hv	7.4	s 7.07	s 2.22	12.03PM				
					72.2	SANDBURG		3.7							
1,695		f 1.10	f 6.53	11.15	73.8	HEBER		2.1	f 6.53	f 2.11	11.37AM				
	I				75.3	C. B. & Q. CROSSING		0.6							
	FWYP	1.30PM	7.05PM	11.30AM	75.9	DN-R CENTRAL CITY	Ci	0.0	6.45AM	2.06PM	11.30AM				
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday				
		(6.30) 11.7	(3.30) 21.7	(3.23) 22.4					(3.25) 22.3	(2.54) 26.2	(6.15) 12.1				

**WESTWARD—NORFOLK BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Columbus	Time Table No. 87 November 14, 1920	Distance from Norfolk	FIRST CLASS			SECOND CLASS			
	79	77	81	23	29	31				24	30	32	78	80	82	
	Mixed	Mixed	Mixed	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Mixed	Mixed	Mixed	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
OYTFWP	7.00AM	6.25AM	6.05AM	9.00PM	6.55PM	1.40PM	0.0	DN-R COLUMBUS	C	50.4	8.25AM	11.30AM	11.40AM	4.35PM	4.55PM	6.00PM
		f		9.11	f 7.06		4.6	SHELDONVILLE		45.8	8.14	f		f		
1,480	YP	s 7.25AM	s 6.50	s 6.30AM	s 9.20PM	s 7.15	9.4	D-R OCONEE	Oc	41.0	s 8.05AM	s 11.10	s 11.20AM	s 4.10	s 4.30PM	s 5.35PM
1,935	W		s 7.25			s 7.26	14.7	D PLATTE CENTER	Pe	35.7		s 10.59		s 3.45		
2,118	P		s 7.53			s 7.36	20.3	D TARNOV	Rv	30.1		s 10.47		s 3.15		
							25.1	C. & N. W. CROSSING		25.3						
3,291			s 8.47			s 7.50	25.7	D HUMPHREY	Hx	24.7		s 10.33		s 2.45		
950							29.0	PECK		21.4		10.25				
2,098	W		s 9.30			s 8.13	35.4	D MADISON	Ma	15.0		s 10.11		s 2.00		
1,820	P		f 9.55			f 8.25	40.9	ENOLA		9.5		f 9.55		f 1.35		
1,347			10.12			f 8.35	45.1	WARNERVILLE		5.3		f 9.45		f 1.20		
							48.7	C. & N. W. CROSSING		1.7						
							50.2	C. & N. W. CROSSING		0.2						
	TFWP		10.25AM			8.55PM	50.4	D-R NORFOLK	Kn	0.0		9.30AM		1.00PM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.25) 22.5	(4.00) 12.6	(0.25) 22.5	(0.20) 28.2	(2.00) 25.2					(0.20) 28.2	(2.00) 25.2	(0.20) 28.2	(3.35) 14.1	(0.25) 22.5	(0.25) 22.5

Joint track at Norfolk with C. St. P. M. & O. ..... Time ..... Average speed per hour ..... Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72. Normal position of switch at Oconee is for Norfolk branch.

**WESTWARD—ALBION BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Oconee	Time Table No. 87 November 14, 1920	Distance from Albion	FIRST CLASS			SECOND CLASS	
				79	81	23	33	31				24	34	32	82	80
				Mixed	Mixed	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Mixed	Mixed
				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		<b>STATIONS</b>		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
YP				7.25AM	6.30AM	9.20PM		2.00PM	0.0	D-R OCOONE Oc	33.7	8.05AM		11.20AM	5.30PM	4.30PM
1,293				7.50	6.50	9.29		2.10	4.3	D MONROE Mn	29.4	7.50		11.08	5.15	4.15
2,386 FWYP				8.10AM	7.30	9.45	2.30PM	2.25PM	11.3	D-R GENOA G	22.4	7.35 7.30	10.45AM	10.50AM	4.55	3.50PM
868				7.48	7.48	9.58	2.44		18.8	WOODVILLE	14.9	7.15	10.25		4.30	
3,125				8.20	8.20	10.06	2.53		22.3	D ST. EDWARD St	11.4	7.07	10.17		4.15	
1,680 P				8.35	8.35	10.17	3.04		27.3	D BOONE Bn	6.4	6.55	10.05		3.55	
1,967 WY					9.15AM	10.40PM	3.20PM		33.7	D-R ALBION A	0.0	6.40AM	9.50AM		3.40PM	
				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	(1.20) 25.2	(.50) 28.8	(0.25) 27.1	Time			(1.25) 23.9	(0.55) 24.4	(0.30) 22.6	(1.50) 18.4	(0.40) 16.9

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

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

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS		Distance from Genoa	Time Table No. 87 November 14, 1920	Distance from Spalding	FIRST CLASS		SECOND CLASS	
			79	509	31				510	32	80	
			Mixed	Motor Passenger	Passenger				Motor Passenger	Passenger	Mixed	
			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	<b>STATIONS</b>		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
2,386 FWY			8.25AM	9.55PM	2.30PM	0.0	D-R GENOA G	44.2	7.35AM	10.45AM	3.40PM	
966			8.40	10.08	2.42	5.3	KENT	38.9	7.19	10.28	3.10	
1,325			8.50	10.16	2.50	9.2	MERCHISTON	35.0	7.09	10.20	2.50	
1,691			9.10	10.28	3.05	13.6	D FULLERTON Fu	30.6	6.59	10.10	2.25	
1,887			9.51	10.48	3.25	23.1	D BELGRADE Be	21.1	6.39	9.51	1.55	
1,917 W			10.35	11.06	3.43	30.3	D CEDAR RAPIDS Cd	13.9	6.21	9.32	1.30	
2,286			11.00	11.20	3.58	36.5	D PRIMROSE P	7.7	6.07	9.17	1.05	
2,048 FWY			11.40AM	11.40PM	4.15PM	44.2	D-R SPALDING Sg	0.0	5.50AM	9.00AM	12.40PM	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		(44.2)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
			(3.15) 13.6	(1.45) 25.3	(1.45) 25.3	Time			(1.45) 25.3	(1.45) 25.3	(3.00) 14.7	

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

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

**WESTWARD—ORD BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Grand Island	Time Table No. 87 November 14, 1920	Distance from Ord	FIRST CLASS		SECOND CLASS				
	83			35						511		36		84		
	Mixed	Passenger	Motor Passenger	Passenger	Motor Passenger	Motor Passenger				Passenger	Motor Passenger	Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily		STATIONS		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday				
TFYWOP		7.30AM	3.00PM	7.00AM	0.0	DN-R GRAND ISLAND Ge	61.0			9.50AM	4.00PM	5.30PM				
I					0.4	0.4 C. B. & Q. CROSSING	60.6									
1,482 P		s 7.55	s 3.27	s 7.27	11.1	D ST. LIBORY Ry	49.9			s 9.20	s 3.27	s 4.40				
1,616		f 3.39	f 7.39		17.1	6.0 DUBLIN	43.9			f 9.05	f 3.10					
1,420 PFWY		{ 8.30 8.55	s 3.55	s 8.00	21.9	D-R ST. PAUL Sp	39.1			s 8.55	s 2.55	{ 4.10 3.55				
1,792		s 9.30	s 4.13	s 8.25	30.7	D ELBA Eb	30.3			s 8.25	s 2.25	s 3.20				
1,878 P		s 9.55	s 4.28	s 8.41	36.7	D COTESFIELD Cf	24.3			s 8.10	s 2.10	s 2.55				
					43.1	6.4 WEEKS SPUR	17.9				f					
W		10.20	4.43	9.03	44.5	1.4 SCOTIA JUNCTION	16.5			7.54	1.52	2.30				
		s10.35	s 4.49	s 9.12	45.6	D SCOTIA Sk	17.6			s 7.50	s 1.47	s 2.20				
W		10.45	4.54	9.18	44.5	1.1 SCOTIA JUNCTION	16.5			7.44	1.42	2.05				
1,874		s11.20	s 5.09	s 9.30	48.8	D NORTH LOUP Nu	12.2			s 7.36	s 1.30	s 1.50				
623			f	f	53.6	4.8 OLEAN	7.4			f	f					
					60.6	7.0 C. B. & Q. CROSSING	0.4									
2,025 FWY		11.55AM	5.35PM	10.00AM	61.0	D-R ORD Rd	0.0			7.10AM	1.00PM	1.15PM				
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		(61.0)				Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday				
		(4.25) 13.8	(2.35) 23.6	(3.0) 20.4		Time.....				(2.40) 22.9	(3.0) 20.4	(4.15) 14.4				

All trains and engines must come to a stop at the wagon bridge at Scotia, and all west-bound trains or engines stop at road crossing about four miles east of Scotia, and not proceed until plainly seen that bridge or crossing is clear.

**WESTWARD—LOUP CITY BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS			Distance from St. Paul	Time Table No. 87 November 14, 1920	Distance from Loup City	FIRST CLASS		SECOND CLASS				
	85						37		38		88		86
	Mixed	Mixed	Mixed				Mixed	Mixed	Passenger		Mixed	Mixed	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
FWYP		8.55AM	9.30AM	3.55PM	0.0	D-R ST. PAUL Sp	39.0	8.55AM		2.50PM	3.20PM		
1,513		s 9.20	s 9.52	s 4.20	8.3	D DANNEBROG Db	30.7	s 8.25		s 2.30	s 2.50		
462				f 4.35	14.3	6.0 KENYON	24.7	f					
1,848 WY		9.40AM	s10.25	s 4.50	18.6	D-R BOELUS Hw	20.4	s 8.03		s 2.05	s 2.15PM		
2,063			s10.50	s 5.08	25.8	D ROCKVILLE	13.2	s 7.45		s 1.35			
734			11.10	s 5.22	32.9	7.1 AUSTIN	6.1	f 7.26		f 1.15			
1,880 FWYP			11.45AM	5.40PM	39.0	D-R LOUP CITY Op	0.0	7.10AM		1.00PM			
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(39.0)		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
		(0.45) 24.8	(2.15) 17.3	(1.45) 22.3		Time.....				(1.45) 22.3	(1.50) 21.3	(1.05) 17.3	

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

**WESTWARD—PLEASANTON BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, scales, water, fuel, and turning stations.	SECOND CLASS		Distance from Boelus	Time Table No. 87 November 14, 1920		Distance from Pleasanton	SECOND CLASS	
	85 Mixed	Leave Daily Ex. Sunday		STATIONS			86 Mixed	Arrive Daily Ex. Sunday
1,848 WY	9.50AM	0.0	D-B	BOELUS Hw	22.1	1.10PM		
		8.8		C. B. & Q. CROSSING	13.3			
1,346 I	f 10.15	9.6		NANTASKET	12.5	f 12.40		
1,629	s 10.23	12.4		SOUTH RAVENNA	9.7	s 12.31		
1,904	s 10.35	15.5	D	POOLE Pg	6.6	s 12.21		
2,150 WY	11.00AM	22.1	D-B	PLEASANTON Pn	0.0	12.01PM		
	Arrive Daily Ex. Sunday			(22.1)		Leave Daily Ex. Sunday		

(1.10) ..... Time ..... (1.00)  
18.9 ..... Average speed per hour ..... 18.9

All trains and engines must come to a stop at the wagon bridge near Boelus, and not proceed until plainly seen that bridge is clear.

**WESTWARD—HASTINGS BRANCH—EASTWARD.**

Length of passing tracks in feet and location of Telephone, scales, water, fuel, and turning stations.	SECOND CLASS		Distance from Hastings	Time Table No. 87 November 14, 1920		Distance from Gibbon	SECOND CLASS	
	269 Time Freight	265 Mixed		STATIONS			266 Mixed	270 Time Freight
WFYO	5.05PM	4.00PM	0.0	DN-R	HASTINGS An	28.1	2.45PM	7.15AM
2,494	5.30	f 4.20	7.3		NEWMARCH	20.8	2.25	6.25
			10.8		MISSOURI PACIFIC CROSSING	17.3		
2,491 W	5.50	s 4.45	12.6	D	HAYLAND Ha	15.5	s 2.00	6.05
2,495	6.15	f 5.05	20.4		DENMAN	7.7	f 1.40	5.40
4,080 YW	7.05PM	5.20PM	28.1	DN-R	GIBBON Gb	0.0	1.25PM	5.15AM
4,456	Arrive Daily	Arrive Daily Ex. Sunday			(28.1)		Leave Daily Ex. Sunday	Leave Daily

(2.00) ..... Time ..... (1.20)  
14.0 ..... Speed per hour ..... 21.07

At Hastings, Nebraska Division trains, when using the tracks of the Central Division will be governed by the time tables, rules and regulations of that Division.

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

**WESTWARD—KEARNEY BRANCH—EASTWARD.**

Length in feet and location of tele-phone scales, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS			Distance from Kearney	Time Table No. 87 November 14, 1920	Distance from Stapleton	FIRST CLASS			SECOND CLASS			
	95				519	517	STATIONS				520	518	96				
	Mixed				Motor Passenger	Passenger					Motor Passenger	Passenger	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				
1,810	8.35 AM		4.10 PM		7.30 AM		0.0	UN-R KEARNEY Kf	102.3	11.35 AM	5.25 PM	2.00 PM					
1,487 P	f 8.55		f 4.22		f 7.44		5.5	5.5 GLENWOOD PARK	96.8	f 11.10	f 5.10	f 1.15					
1,804	s 9.10		s 4.31		s 7.57		10.1	4.6 RIVERDALE Rv	92.2	s 10.54	s 5.02	s 1.00					
1,184 W	s 9.50		s 4.47		s 8.14		16.8	6.7 AMHERST G	85.5	s 10.40	s 4.47	s 12.40					
2,070	s 10.27		s 5.00		s 8.30		22.7	5.9 WATERTOWN	79.6	s 10.27	s 4.31	s 12.10 PM					
2,412	s 10.55		s 5.12		s 8.40		26.3	3.6 MILLER Mr	76.0	s 10.18	s 4.22	s 11.55 AM					
1,814	s 11.30 AM		s 5.28		s 8.56		32.5	6.2 SUMNER Su	69.8	s 10.05	s 4.07	s 11.30					
812	s 12.05 PM		s 5.48		s 9.17		40.4	7.9 EDDYVILLE Vd	61.9	s 9.47	s 3.49	s 11.10					
1,544 PW			f 5.52		f 9.23		42.0	1.6 BUZZARDS ROOST	60.3	f 9.42	f 3.43						
2,512	s 12.25		s 6.01		s 9.34		45.9	3.9 LOMAX Ax	56.4	s 9.34	s 3.34	s 10.50					
1,216	s 12.50		s 6.16		s 9.48		52.1	6.2 OCONTO Bs	50.2	s 9.22	s 3.19	s 10.30					
1,044 YPOWF	f 1.25		s 6.33		s 10.03		59.1	7.0 LODI	43.2	s 9.07	s 3.02	s 10.03					
2,501	s 2.05		s 6.55		s 10.18		65.5	6.4 CALLAWAY Ca	36.8	s 8.53	s 2.47	s 9.30					
1,452	s 2.30		s 7.14		s 10.35		73.1	7.6 MILLDALE	29.2	s 8.35	s 2.30	f 8.35					
2,499 W	f 2.55		f 7.22		f 10.40		75.7	2.6 FINCHVILLE	26.6	f 8.27	f 2.23	f 8.15					
2,503	s 3.20		s 7.41		s 10.55		83.1	7.4 ARNOLD Ad	19.2	s 8.13	s 2.09	s 8.00					
1,006	s 3.55		s 7.57		s 11.09		90.6	7.5 LOGAN	11.7	s 7.55	s 1.50	f 7.32					
1,005	f 4.25		s 8.15		s 11.26		99.2	3.9 HOAGLAND	7.8								
2,502 FWY	4.45 PM		8.25 PM		11.35 AM		102.3	4.7 GANDY	3.1	s 7.37	s 1.32	f 7.09					
	Arrive Daily	Ex. Sunday	Arrive Daily	Ex. Sunday	Arrive Daily	Ex. Sunday		D-R STAPLETON Sn	0.0	7.30 AM	1.25 PM	7.00 AM					
	(8.10)		(4.15)		(4.05)			(102.3)		Leave Daily	Leave Daily	Leave Daily					
	12.5		24.1		25.1					Ex. Sunday	Ex. Sunday	Ex. Sunday					
								Time		(4.05)	(4.00)	(7.00)					
								Average speed per hour		25.1	25.6	14.6					

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

**LOCATION STANDARD CLOCKS**

Council Bluffs.....	Yard Office
Council Bluffs.....	Round-house
Omaha.....	Telegraph Union Depot
Omaha.....	Dispatcher's Office
Omaha.....	West Tower
Valley.....	Telegraph Office
Columbus.....	Telegraph Office
Grand Island.....	Dispatcher's Office
Grand Island.....	Telegraph Office
Grand Island.....	Round-house
Grand Island.....	Yard Office
Kearney.....	Telegraph Office
North Platte.....	Telegraph Office
North Platte.....	Dispatcher's Office
North Platte.....	Yard Office
Valparaiso.....	Telegraph Office
Lincoln.....	Telegraph Office
Beatrice.....	Telegraph Office
St. Paul.....	Telegraph Office
Hastings.....	Telegraph Office
Genoa.....	Telegraph Office

**GENERAL TIME INSPECTORS**

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

**LOCATION TIME SERVICE INSPECTORS**

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

# NEBRASKA DIVISION

## SPECIAL RULES

### PASSENGER TRAINS

1. No. 1 will stop at Central City for California, Oregon and Washington Passengers.  
No. 2 will stop to let off passengers from California.  
No. 3 will stop at North Bend for passenger for stations west of Columbus.  
Will stop at Chapman to let off Passengers from east of Central City and will stop at all stations west of Grand Island to discharge passengers holding through tickets from stations on the St. Joseph & Grand Island Railroad.
- No. 4 will stop at North Bend for passengers for Omaha and stations east.
- No. 7 will stop at Central City for California passengers.
- No. 8 will stop to let off passengers from Salt Lake and beyond.
- No. 12 will stop at stations in Nebraska to let off passengers from Colorado.
- No. 13 will stop at all stations to pick up passengers for Colorado points beyond Julesburg and for passengers for North Platte Branch.
- No. 15 Will stop to pick up passengers for Colorado stations beyond Julesburg.
- No. 16 will stop to let off passengers from Colorado, and will stop at Gibbon, Shelton and Wood River to pick up passengers for Chicago and east of Chicago and at Maxwell for passengers for Council Bluffs and east.
- No. 17 will stop at stations in Nebraska to pick up passengers for Green River and stations beyond.
- No. 18 will stop to let off passengers from stations north of Granger and stop at Valley for Omaha passengers.

### FREIGHT TRAINS

- Nos. 257, 258, 259, 260, (261, Grand Island to Kearney,) 263, 264 will carry passengers.  
Passengers will not be carried on other freight trains, except persons in charge of special freight, employes with annual passes or employes on trip passes so endorsed by persons issuing them, between stations at which trains stop. See Rule 720.
2. Trains leaving Council Bluffs are not required to get clearance card (Form 2643) as per rule 83-A.  
Westward passenger train must receive a clearance card (Form 2643) before leaving Omaha Union Station.  
Westward freight trains must receive clearance card (Form 2643) at west tower before leaving Omaha.  
All trains must receive a clearance card (Form 2643) before leaving Columbus.
  3. Wooden underframe cars, 60,000 lbs. or less capacity, will be handled next ahead of caboose with outfit cars first ahead of caboose.

### DIVISION SPEED RESTRICTIONS

4. Passenger trains will not exceed sixty (60) miles per hour. Freight trains, including light engines, with or without caboose, will not exceed speed of 35 miles per hour. Engines backing up, with or without cars, will not exceed a speed of 20 miles per hour.
5. All trains will not exceed 15 miles per hour when using cross-overs or turn-outs and BE UNDER CONTROL THROUGH SIDINGS AND INTERLOCKING PLANTS.

#### When Within Yard Limits:

A maximum speed of thirty (30) miles an hour by first-class trains and fifteen (15) miles an hour by all other trains will not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.

6. All trains will not exceed a speed of 30 miles an hour under coaling stations.  
Trains moving against current of traffic must not exceed a speed of 30 miles an hour, and must stop at railroad crossings whether protected by interlocking plant or not.  
When moving against current of traffic over Fremont Land and Live Stock Yard crossing east of Fremont, trains will stop and be preceded over crossing by flagman.

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

7. **FIRST SUB-DIVISION.**

	Passenger	Freight
A. Between Gilmore and Papillion .....	35 miles	30 miles
Between Papillion and Lane .....	40 miles	30 miles
Over Little and Big Papillion Bridges, located just east and west of Seymour .....	25 miles	25 miles
On curves between Summit and Waterloo .....	45 miles	35 miles
Approach under control and reduce speed over Fremont Land & Live Stock yards crossing .....	20 miles	20 miles

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

### 8. SECOND SUB-DIVISION.

- A. Automatic Block Signals govern movement of trains in both directions over North Platte Bridge. All trains will approach bridge under control and must not exceed 15 miles an hour over it. When a train is stopped by home signal at the approach to, or on the bridge, it may proceed when the signal clears or by sending a flagman ahead a sufficient distance to insure full protection. When opposing trains approach at same time eastward trains must stop before passing home signal 700 feet west of bridge, giving westward superior trains preference.
- B. In addition to making inspection of trains as often as possible, as per Rule 824, every freight train must be inspected at the following stations:  
Kearney, Lexington and Gothenburg, and in addition, eastward freight trains will stop at Brady Island and look train over.

### 9. BRANCHES:

	Passenger	Freight
Beatrice-Stromsburg .....	35 miles	25 miles
(With engines weighing 150,000 lbs. or more on drivers) Beatrice-Stromsburg-Norfolk-Ord .....	20 miles	20 miles
Norfolk-Albion-Cedar Rapids .....	35 miles	25 miles
Ord-Loup City-Pleasanton .....	30 miles	25 miles
Kearney .....	35 miles	25 miles
Hastings .....	45 miles	35 miles
Over Bridges 21-B and 18-D. Main and South Channels of Platte River (on H. & N. W. Branch) ..	15 miles	15 miles

Beatrice and Stromsburg Branches—Helper engines must be cut in on head end of train.

## RAILWAY CROSSINGS

See General Rule No. 98.

The following is the law in Nebraska:

All railroad trains and engines without trains, shall come to a full stop at least 200 feet, and not more than 800 feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward, except where said railroads maintain a semaphore and gate, with torpedo attachments, and when the signal indicate the crossing to be clear, no stop need be made.

When trains or locomotives without trains, approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

Penalty. Every engineer violating the provisions of the preceding section, shall, for each offense, forfeit \$100, to be recovered in the name of the State of Nebraska for the benefit of the school fund; and the person, persons, or corporations on which road such offense is committed shall forfeit for each offense so committed, the sum of \$200, to be recovered in like manner.

Union Pacific trains have absolute right to cross ahead of C. B. & Q. trains at  
Columbus, Grand Island, Wahoo, David City,  
Central City, Ord, Beatrice,

C. B. & Q. trains have absolute right to cross ahead of Union Pacific trains at:  
Nantasket, Lincoln.

Union Pacific trains have absolute right to cross ahead of Missouri Pacific trains at:  
Portal, Lincoln.

Mo. Pac. trains have absolute right to cross ahead of Union Pacific trains at Mo. Pac. Crossing between:  
Hayland and Newmarch.

Union Pacific trains have absolute right to cross ahead of C. R. I. & P. trains at:  
Beatrice.

Union Pacific trains have absolute right to cross ahead of C. & N.-W. trains at:  
Ames, Wahoo, David City,  
Humphreys, Brainard,

C. & N.-W. trains have absolute right to cross ahead of Union Pacific trains at:  
Norfolk (Main Line and Creighton Branches).

Union Pacific trains have absolute right to cross ahead of S. C. & W. trains at:  
Fremont, Yutan.

# LIST OF SURGEONS

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

NAME	TITLE	PLACE	DISTRICT
M. L. Tinley	District Surgeon	Council Bluffs	Council Bluffs to Omaha.
M. A. Tinley	District Surgeon	Council Bluffs	Council Bluffs to Omaha.
E. J. Updegraff	District Surgeon	Omaha	Council Bluffs to Valley.
O. S. Hoffman	Local Surgeon	Omaha	Omaha.
S. H. Smith	Local Surgeon	Omaha	Omaha.
R. R. Hollister	Local Surgeon	Omaha	Omaha.
Geo. R. Gilbert	Shop Surgeon	Omaha, Neb.	
J. S. Loney	Shop Surgeon	Omaha, Neb.	
F. S. Owen	Oculist	Omaha	Omaha.
W. P. Wherry	Oculist	Omaha	Omaha.
R. E. Shindell	District Surgeon	South Omaha	Omaha to Papillion.
O. H. Magaret	District Surgeon	Papillion	South Omaha to Millard.
T. N. Burke	District Surgeon	Elkhorn	Millard to Valley.
G. A. Harris	District Surgeon	Valley	Waterloo to Fremont and Yutan.
Geo. Haslem	District Surgeon	Fremont	Valley to North Bend.
P. R. Howard	District Surgeon	North Bend	Fremont to Schuyler.
L. H. Sixta	District Surgeon	Schuyler	North Bend to Columbus.
Evans and Morrow	District Surgeon	Columbus	Schuyler to Silver Creek and Oconee.
H. E. King	District Surgeon	Belgrade, Neb.	Fullerton to Cedar Rapids.
R. D. Balcom	District Surgeons	Silver Creek	Columbus to Clarks.
R. C. Christie	District Surgeon	Clarks	Silver Creek to Central City.
J. E. Benton	District Surgeon	Central City	Clarks to Chapman and Polk.
J. M. Triplett	District Surgeon	Chapman	Central City to Grand Island.
H. C. Wengert	Oculist	Grand Island, Neb.	
E. G. Johnson	District Surgeon	Grand Island	Chapman to Alda and St. Paul.
F. D. Ryder	District Surgeon	Grand Island	Chapman to Alda and St. Paul.
A. T. Hubbell	District Surgeon	Wood River	Alda to Shelton.
Chas. Lucas	District Surgeon	Sheldonville	Wood River to Kearney.
J. W. Miller	District Surgeon	Gibbon	Shelton to Kearney.
C. K. Gibbon	District Surgeon	Kearney	Shelton to Elm Creek and Amherst.
J. B. Kile	District Surgeon	Eddyville	Summer to Callaway.
C. A. Yoder	District Surgeon	Elm Creek	Kearney to Overton.
C. B. Edwards	District Surgeon	Overton	Elm Creek to Lexington.
Rosenburg-Olssen	District Surgeon	Lexington	Overton to Cozad.
J. H. Fochtman	District Surgeon	Cozad	Lexington to Gothenburg.
W. J. Birkofer	District Surgeons	Gothenburg	Cozad to Brady Island.
L. E. Vandiver	District Surgeon	Brady Island	Gothenburg to North Platte.
C. E. Kennon	District Surgeon	Maxwell	Brady Island to North Platte.
N. McCabe	District Surgeon	North Platte	Brady Island to Ogallala.
T. J. Kerr	District Surgeon	North Platte	Brady Island to Ogallala.
E. T. McGuire	District Surgeon	Mead	Yutan to Wahoo.
J. G. Smith	District Surgeon	Wahoo	Yutanto Valparaiso.
A. D. Mahaffay	District Surgeon	Valparaiso	Wahoo to Raymond and Brainard.
A. R. Mitchell	District Surgeon	Lincoln	Raymond to Cortland.
F. T. Schowengerdt	District Surgeon	Cortland	Lincoln to Pickrell.
A. Lee	District Surgeon	Pickrell	Cortland to Beatrice.
G. H. Brash	District Surgeon	Beatrice	Pickrell to Beatrice.
J. G. Marron	District Surgeon	Brainard	Valparaiso to David City.
H. E. Burdick	District Surgeon	David City	Brainard to Osceola.
J. H. Downing	District Surgeon	Rising City	David City to Osceola.
L. M. Shaw	District Surgeon	Osceola	Shelby to Stromsburg.
J. C. Malster	District Surgeon	Stromsburg	Stromsburg to Osceola and Polk.
F. B. Slusser	District Surgeon	Polk	Stromsburg to Central City.
A. A. Bald	District Surgeon	Platte Center	Oconee to Humphrey.
F. A. Long	District Surgeon	Madison	Humphrey to Norfolk.
P. H. Salter	District Surgeon	Norfolk	Norfolk to Madison.
Homer Davis	District Surgeon	Genoa	Monroe to St. Edwards and Genoa to Fullerton.
G. W. Sullivan	District Surgeon	St. Edward	Oconee to Albion.
J. W. B. Smith	District Surgeon	Albion	Albion to St. Edward.
F. W. Johnson	District Surgeon	Fullerton	Genoa to Belgrade.
E. Thelen	District Surgeon	Cedar Rapids	Belgrade to Spalding.
A. L. Bartlett	District Surgeon	Spalding	Spalding to Cedar Rapids.
F. S. Nicholson	District Surgeon	St. Paul	St. Libory to Scotia and Dannebrog.
Chas. Frandsen	District Surgeon	Scotia	St. Paul to Ord.
C. J. Miller	District Surgeon	Ord	Ord to St. Paul.
P. M. Pederson	District Surgeon	Dannebrog	St. Paul to Boelus.
A. S. Main	District Surgeon	Loup City	Loup City to St. Paul.
A. L. Randall	District Surgeon	Pleasanton	Pleasanton to Boelus.
G. O. Dunseth	District Surgeon	Miller	Kearney to Callaway
J. F. Davies	District Surgeon	Callaway	Callaway to Eddyville.
F. A. Burnham	District Surgeon	Arnold	Callaway to Stapleton.
E. F. Carr	District Surgeon	Stapleton	Arnold to Stapleton.
J. V. Beghtol	District Surgeon	Hastings	Hastings to Gibben.
C. B. Calbreath	District Surgeon	Hastings	Hastings to Gibbon.

## RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2000 POUNDS

Total weight of train, exclusive of engine and tender which the different classes of Locomotives will haul in each direction between the stations shown, under favorable weather condition: (A deduction of ten (10) per cent may be made for time freight trains.)

Class	NUMBERS	COUNCIL BLUFFS AND GRAND ISLAND		GRAND ISLAND AND NORTH PLATTE	
		WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 57 — 22 — 187	200 and 300	1760	4500	2350	4500
C 57 — 21 — 161	400	1620	4500	2225	4500
MK 57 — 23 1/2 — 205	1900	1925	4500	2665	4500
MK 63 — 26 — 214	2200	2075	4500	3125	4500
T 69 — 20 — 143	1320	1075	4500	1750	4500
T 63 — 20 — 145	1360	1200	4500	1900	4500

### CLASS

"C"—Consolidation Engine  
 "T"—Ten Wheeler  
 "M"—Mogul  
 "A"—Atlantic Type

"MC"—Mallet Type  
 "MK"—Mikado Type  
 "P"—Pacific Type

"S"—Switch  
 "E"—Eight Wheeler  
 "TW"—Twelve Wheeler

### ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

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

When employes, passengers or others are injured, call the nearest Railroad Surgeon.

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

Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.

When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Railroad Surgeon.



MAP OF THE  
NEBRASKA DIVISION  
UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB., AUGUST, 1917

