

UNION PACIFIC SYSTEM
UNION PACIFIC RAILROAD COMPANY

Nebraska Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, September 28, 1924

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. 100 September 28, 1924	
269	255	253	251	155	138	25	21	19	17	15	13	9	7	5	3	1				
Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	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	Leave Daily				
	9.30PM	7.30PM	1.00PM		7.05AM							10.55AM		9.30AM						
	9.50	7.45	1.15		7.50	12.35AM		12.40AM	11.55AM	4.25PM	12.25AM	11.30AM	9.40AM	9.50	4.40PM	9.45AM				
	11.45PM	9.50	3.02		8.40AM	1.12		1.22	12.34PM	5.07	1.02	12.07PM	10.18	10.26	5.24	10.33				
					12.15PM															
					12.20PM															
	7.20PM				7.30PM		6.15PM													
	12.35AM	10.45PM	3.45			1.35		1.45	12.54	5.28	1.25	12.27	10.36	10.45	5.48	10.52				
	3.20	1.50AM	6.55			2.38		2.48	1.55	6.43	2.28	1.28	11.48AM	11.42AM	6.55	11.53AM				
	6.20	5.05	9.12			3.35		3.45	2.49	7.49	3.25	2.18	12.38PM	12.29PM	8.10	12.48PM				
Hastings 2.30PM	8.45	7.45	11.00PM			4.20		4.30	3.30	8.40	4.05	2.55	1.15	1.05	9.05	1.25				
5.15	11.30AM	10.28AM	1.45AM			5.30		5.40	4.30	9.50	5.05	3.55	2.15	2.05	10.40PM	2.26				
9.50PM	6.40PM	6.20PM	8.40AM			7.45		7.40	6.00	11.50PM	6.30	5.10	3.30	3.10	2.25AM	3.50				
2.05AM	12.49AM	12.30AM	1.30PM			9.50		9.40	8.19	2.10AM	8.35AM	6.55	5.38	4.55	5.10	5.52				
			4.00AM					12.20PM		7.30AM	3.00PM									
				11.35PM				1.30PM												
5.25AM	4.40AM	4.20AM				11.15AM		11.05AM	9.30PM			7.58	6.50	5.58	7.05	7.00				
12.30PM	12.50PM	12.20PM				2.10PM		2.05PM	12.35AM			10.23	9.45	8.15	10.20AM	10.00				
1.20PM	2.25PM	1.30				2.25		2.20	12.50			10.35PM	10.00PM	8.30	12.15PM	10.15PM				
7.20PM	8.00PM	7.30PM		12.45PM		4.50	6.25	4.40	2.55			12.30AM	12.05AM	10.20PM	2.30	12.20AM				
2.50AM	5.30AM	5.00AM		9.10PM		8.35	9.30PM	8.25	6.30			3.20	3.30	1.05AM	6.30	3.55				
10.45AM	2.30PM	1.55PM		7.45AM		11.55PM	12.36AM	11.45PM	9.57			6.08	6.50	3.58	10.26	7.20				
7.15PM	9.15	6.45		12.30PM		12.35AM	1.30	12.25AM	10.40			6.45	7.30	4.35	10.55PM	8.00				
9.20PM	11.45PM	8.50PM		2.45		1.30	2.25	1.20	11.35AM			7.35	8.25	5.25AM		8.55				
5.20AM		4.50AM		11.30PM		3.55	4.40	3.45				9.25	10.30			11.05AM				
9.00AM		8.13AM		3.00AM		5.06	5.58	4.56				10.26	11.38AM			12.26PM				
1.25PM		1.00PM		6.40AM		6.30AM	7.30AM	6.25AM				11.35AM	1.05PM			2.00PM				
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	Arrive Daily				

(91.05)	74.55)	(90.15)	(39.45)	(55.05)	(11.40)	(30.55)	(38.15)	(30.45)	(24.40)	(16.05)	(15.35)	(25.05)	(28.25)	(20.35)	(31-15)	(29.15)	.....Time/Omaha
					26.3	32.0	33.0	32.2	34.2	34.8	35.9	39.4	34.9	41.0	26.0	33.8	.....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.....	239.7
Total.....	638.3
WESTERN DIVISION	
Main Line.....	311.0
Branches.....	67.2
Total.....	378.2
GRAND TOTAL	
Main Line.....	995.8
Branches.....	882.5
Total.....	1878.3

CONDENSED TIME TABLE

COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 100 September 28, 1924	Distance from Ogden.	FIRST CLASS												SECOND CLASS						
		2	4	6	8	10	10	12	16	18	20	22	26	137	254	256				
		Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	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	993.0		7.15AM	5.20PM			11.40PM						8.10PM	7.40PM	10.00AM					
OMAHA	990.2	7.10PM	7.00 6.45	5.05 4.50	7.05PM		11.25 11.15	6.50AM	3.30PM	7.55PM	12.05AM		2.05AM	{7.55 7.45	7.05	9.40				
SOUTH OMAHA	995.6																			
VALLEY	965.0	6.20	5.55	3.55	6.15		10.20	6.01	2.39	7.10	11.10PM		1.10	7.02	5.30	7.40				
BEATRICE	1003.5													3.55 3.50PM						
KANSAS CITY	1262.5												8.45AM	8.20AM						
FREMONT	953.7	6.06	5.37	3.35	5.58		10.00	5.46	2.22	6.55	10.55		12.55AM		4.50	7.00				
COLUMBUS	908.5	5.10	4.35	2.16	4.57		8.43	4.52	1.13	5.55	9.54		11.54PM		2.16PM	3.50				
CENTRAL CITY	868.1	4.18	3.30	1.10	4.04		7.40	4.02	12.15PM	4.48	8.58		10.58		11.48AM	1.20				
GRAND ISLAND	846.1	3.50	3.00	12.30PM	3.35		7.05	3.35	11.45AM	4.15	8.30		10.30		10.25	12.01AM				
KEARNEY	803.9	2.38	1.39AM	11.14AM	2.20		5.20	2.23	10.32	3.03	7.18		9.18		7.02	7.40PM				
NORTH PLATTE	708.9	12.35PM	11.10PM	8.55	12.10PM		2.35PM	12.25AM	8.15	12.55PM	5.10		7.10		1.30AM	1.25PM				
JULESBURG	627.7	9.41AM	7.31	5.15	9.10AM		10.59AM	9.32PM	5.05AM	10.00AM	2.10		4.10		6.10PM	5.25AM				
DENVER	590.4							3.30PM	11.30PM				1.00PM 12.16PM							
SIDNEY	585.5	8.45	6.10	4.10	8.10		9.45			9.00	1.10PM		3.10		3.35PM	2.30AM				
CHEYENNE	483.5	{6.05 5.50	{3.00 2.30	{1.30 1.00AM	{5.20 5.05	6.05PM	6.40AM			{6.20 6.05	{10.35AM 10.25		{12.35 12.25PM	{8.50AM 7.50	{7.00PM 6.00					
LARAMIE	426.8	3.55	12.35PM	11.10PM	3.15	4.05				4.10	8.30	7.40AM	10.30AM		2.20AM	12.35PM				
RAWLINS	310.2	12.40AM	9.15AM	7.40	12.01AM	12.30PM				12.50AM	5.10	4.20	7.10		5.30PM	3.10AM				
ROCK SPRINGS	190.9	9.28PM	5.45	4.15	8.48PM	8.40AM				9.20PM	1.55	12.58	3.55		8.20AM	5.32PM				
GREEN RIVER	176.0	9.00	5.15AM	3.45	8.20	8.10AM				8.50	1.25	12.30AM	3.25		7.20	4.30				
GRANGER	145.9	7.56		2.30	7.20					7.50PM	12.20AM	11.30PM	2.26		4.20AM	1.36PM				
EVANSTON	75.8	5.40		12.05PM	5.25						10.15PM	9.35	12.15AM		10.55PM	8.25AM				
ECHO	39.8	4.11		10.15AM	3.52						8.51	8.03	10.51PM		6.17	3.48				
OGDEN	0.0	2.35PM		8.40AM	2.25PM						7.25PM	6.40PM	9.25PM		2.35PM	12.01AM				
(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	Leave Daily				

Ogden—	Time.....	(27.35)	(24.30)	(31.10)	(27.40)	(9.55)	(15.35)	(14.20)	(15.0)	(23.05)	(27.40)	(37.05)	(27.40)	(11.25)	(75.30)	(80.39)
Omaha	Average speed per hour.....	35.9	33.2	31.8	35.8	31.0	32.5	39.0	37.3	36.5	35.8	34.0	35.8	26.9		

C. A. MOORE, Superintendent Omaha, Nebr.
W. C. SHELVER, Asst. Superintendent Omaha, Nebr.

FIRST SUB-DIVISION AND BRANCHES:

C. M. HIGHSMITH, Trainmaster, Omaha, Nebr.
E. T. BOYNTON, Asst. Train Master, Valley, Nebr.
R. H. BATES, Chief Train Dispatcher, Omaha, Nebr.
J. H. STEPHENS, Night Chief Train Dispatcher, " "

TRAIN DISPATCHERS

P. E. BEST, Omaha, Nebr.
C. A. MARTIN, " "
A. G. SNYDER, " "
F. E. FOWLER, " "
J. W. DION, " "
W. H. JOHNSON, " "

SECOND SUB-DIVISION AND BRANCHES:

W. S. LAW, Trainmaster, Grand Island, Nebr.
B. O. WEDGE, Chief Train Dispatcher, " " "
F. B. HUTCHINS, Night Chief Train Dispatcher, " " "

TRAIN DISPATCHERS

F. C. JOHNSON, Grand Island, Nebr.
J. T. DAVIS, " " "
C. E. SMITH, " " "
J. G. CAVANAUGH, " " "
F. F. GETSFRED, " " "

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 pass- ing track in feet and location of tele- phone, water, fuel and turning stations.	SECOND CLASS										FIRST CLASS										Distance from Council Bluffs
	255	253	261	251	257	259	23	3	15	27	17	9	5	1	7	37	138	19	25	13	
	Time Freight	Time Freight	Freight	Time Freight	Way Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	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	
FIPTYW	9.30PM	7.30PM	6.00PM	1.00PM	8.00AM		5.10PM	3.30PM		12.01PM	11.10AM	10.55AM	9.30AM			7.20AM	7.05AM			11.50PM	
FIOTWP	9.50	7.45	6.15	1.15	8.15		5.25 5.45	3.45 4.40	4.25PM	12.16 12.41	11.25 11.55AM	11.30	9.50	9.45AM	9.40AM	7.35 8.15	7.50	12.40AM	12.35AM	12.05AM 12.25	
P	10.05	8.00	6.45	1.30				4.48	4.32	12.48	12.02PM	11.37	9.57	9.52	9.47		7.57	12.47	12.42	12.32	
3,904 P	10.18	8.15	7.00	1.44				4.54	4.38	12.54	12.08	11.43	10.02	9.57	9.53		8.02	12.54	12.47	12.37	
3,913 P	10.33	8.35	7.15	2.05				5.01	4.46	1.00	12.15	11.49	10.08	10.08	9.59		8.08	1.01	12.53	12.43	
WP					8.35		s 6.00									s 8.30				6.4	
5,880 PI					s 8.50		s 6.13									s 8.42				11.9	
4,001 P					s 9.15		s 6.25									s 8.52				16.9	
P							f 6.30									f 8.56				19.3	
3,913 P					s 9.30		s 6.37									s 9.02				22.5	
4,284 PIW	10.45	8.50	7.28	2.20	f 9.40		f 6.45	5.06	4.52	f 1.05	12.20	11.53	10.13	10.18	10.04	f 9.08	f 8.13	1.06	12.58	12.48	
4,558 P	11.05	9.10	7.43	2.37	s 10.10 10.24		s 6.57	5.13	4.58	s 1.13	12.27	11.59AM	10.18	10.24	10.10	s 9.16	f 8.21	1.13	1.04	12.54	
4,456 P	11.20	9.25	7.55	2.48	s 10.50		s 7.04	5.17	5.02	s 1.19	12.30	12.02PM	10.22	10.28	10.13	s 9.22	f 8.26	1.17	1.07	12.57	
4,942 PY 4,136 FW	s 11.45PM	s 9.50	s 8.15	s 3.02	s 11.30		s 7.14	s 5.24	5.07	1.30PM	12.34	12.07	10.26	10.33	10.18	s 9.28	8.35AM	1.22	1.12	1.02	
4,438 P	12.10AM	10.20	8.30	3.27	f 11.45AM		f 7.23	5.34	5.17		12.41	12.14	10.32	10.42	10.26	f 9.39		1.30	1.20	1.10	
5,146 8,608 POW	12.35	10.45	s 8.55	3.45	s 12.27PM		s 7.35	s 5.48	s 5.28		s 12.54	s 12.27	s 10.45	s 10.52	s 10.36	s 9.57		s 1.45	s 1.35	s 1.25	
I																					
PI																					
4,449 P	1.00	11.16	9.13	4.14	s 12.47		s 7.45	5.58	5.40		1.04	12.36	10.53	11.02	10.53	s 10.08		1.54	1.44	1.34	
4,455 PW	1.20	11.50	9.32	4.45	s 1.14		s 7.58	6.08	5.52		1.14	12.46	11.02	11.12	11.07	s 10.18		2.04	1.54	1.44	
1,423 P	1.25	11.55PM	9.37	4.53	f 1.19		f 8.03	6.11	5.55		1.17	12.49	11.05	11.15	11.10	f 10.22		2.07	1.57	1.47	
4,435 P	1.53 2.13	12.15AM	9.50	5.13	s 1.30		f 8.12	s 6.18	6.01		1.22	12.55	11.11	11.21	11.16	s 10.29		2.13	2.03	1.53	
3,992 4,000 WP	2.30	12.40	s 10.15	5.40	s 1.55		s 8.27	s 6.28	6.10		s 1.32	1.03	11.20	11.30	11.25	s 10.44		s 2.22	s 2.12	2.02	
1,803 P	2.40	12.55	10.25	5.57	f 2.05		f 8.35	6.35	6.18		1.37	1.09	11.25	11.35	11.30	10.51		2.28	2.18	2.07	
4,622 P	2.50	1.10	10.34	6.12	s 2.25		f 8.43	s 6.41	6.25		1.42	1.14	11.29	11.40	11.35	s 11.00		2.33	2.23	2.12	
PI																					
5,049 OYT 5,639 FWP	s 3.20	s 1.50	s 11.10	6.30 6.55	2.50PM	7.00AM	s 9.00PM	s 6.55	s 6.43		s 1.55	s 1.28	s 11.42	s 11.53AM	s 11.48	11.12 11.53AM		s 2.48	s 2.38	s 2.28	
4,458 P	3.54	2.20	11.35	7.20	Arrive Daily Ex. Sunday	s 7.20	f 7.09	6.56	6.56		2.06	1.40	11.54	12.06PM	11.58AM	s 12.11PM		3.00	2.50	2.40	
4,441 P	4.14	2.46 3.06	11.50PM	7.35		f 7.35	f 7.18	7.04	7.04		2.12	1.46	11.59AM	12.12	12.04PM	f 12.17		3.06	2.56	2.46	
4,451 WP	4.40	3.20	12.10AM	7.54		s 8.05	f 7.27	7.13	7.13		2.19	1.52	12.05PM	12.19	12.11	s 12.25		3.12	3.02	2.52	
4,450 P	5.04	3.40	12.30	8.14		f 8.25	f 7.37	7.22	7.22		2.25	1.59	12.11	12.26	12.17	f 12.34		3.18	3.08	2.58	
4,452 P	5.30	4.00	12.55	8.32		s 9.05	f 7.48	7.31	7.31		2.32	2.05	12.17	12.33	12.24	s 12.44		3.25	3.15	3.05	
3,010 P	5.55	4.20	1.20	8.52	75 Mixed	f 9.25	f 7.59	7.40	7.40		2.39	2.11	12.23	12.40	12.30	f 12.52		3.32	3.22	3.12	
I					Leave Daily Ex. Sunday																
4,000 FYWP 3,800	s 6.20	s 5.05	s 2.00	s 9.12	2.18PM	9.55AM	s 8.10	s 7.49	6.45PM	s 2.49	2.18	12.29	12.48	12.38	12.38	s 1.04		s 3.45	s 3.35	s 3.25	
1,709 P	6.30	5.20	2.10	9.20	2.24		f 8.16	7.55	6.50		2.54	2.22	12.33	12.52	12.42	f 1.09		3.50	3.40	3.30	
4,456 P	7.05	5.55	2.40	9.50	s 2.43		f 8.30	8.04	s 7.00		3.03	2.30	12.40	1.00	12.50	s 1.20		3.59	3.49	3.39	
4,005 P	7.30	6.20	3.03	10.08	2.55		f 8.40	8.15	7.09		3.10	2.37	12.46	1.07	12.57	f 1.30		4.06	3.56	3.46	
I																					
OYFWP	8.00AM	7.00AM	3.30AM	10.20PM	3.25PM			8.55PM	8.30PM	7.25PM	3.25PM	2.50PM	1.00PM	1.20PM	1.10PM	1.45PM		4.20AM	4.10AM	4.00AM	
	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	

Time Table No. 100
September 28, 1924

STATIONS

R	COUNCIL BLUFFS		0.0
R	OMAHA	Yd	2.8
	C. G. W. CSG. (SUMMIT)		3.8
	SEYMOUR		4.7
	SARFY		3.5
	SOUTH OMAHA	Sa	5.5
D-R	GILMORE	Gm	5.0
D	PAPILLION	Po	2.4
	M. P. CROSSING (PORTAL)		3.2
D	MILLARD	Md	3.6
DN	LANE	Cj	4.7
D	ELKHORN	Kh	2.7
D	WATERLOO	Wo	3.5
DN	VALLEY	V	6.3
	MERCER		3.9
	F. S. Y. & L. CO. CSG.		1.1
DN	FREMONT	Fn	0.7
	S. C. & W. CROSSING		4.8
	C. & N.-W. CROSSING		1.5
D	AMES	Am	8.1
D	NORTH BEND	Nb	2.0
	BAY STATE		5.0
D	ROGERS	Dj	7.3
DN	SCHUYLER	Sc	4.3
	LAMBERT		3.9
D	RICHLAND	Bz	6.9
	C. B. & Q. CROSSING		0.7
DN	COLUMBUS	C	7.7
D	DUNCAN	Dq	4.5
	GARDINER		5.6
D	SILVER CREEK	Sy	5.6
	HAVENS		5.8
D	CLARKS	Cx	5.4
	THUMMEL		5.2
	C. B. & Q. CROSSING		0.6
DN	CENTRAL CITY	Ci	3.7
	PADDOCK		6.5
D	CHAPMAN	Cp	5.6
	LOCKWOOD		5.8
	C. B. & Q. CROSSING		0.4
DN-R	GRAND ISLAND	Ge	146.9

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.

..... Time } Omaha to
..... Average speed per hour } Grand Island

FIRST SUBDIVISION—Omaha and Grand Island—EASTWARD

Time Table No. 100
September 28, 1924

STATIONS

COUNCIL BLUFFS 2.8
OMAHA 2.3
C. G. W. CSG. (SUMMIT) 3.8
SEYMOUR 4.7
SARPY 3.5

SOUTH OMAHA 5.5
D-R GILMORE 5.0
D PAPHILLION 2.4
M. P. CROSSING (PORTAL) 3.2
D MILLARD 3.6

DN LANE 4.7
D ELKHORN 2.7
D WATERLOO 3.5
DN VALLEY 6.3
MERCER 3.9
F. S. Y. & L. CO. CSG. 1.1

DN FREMONT 0.7
S. C. & W. CROSSING 4.8
C. & N.-W. CROSSING 1.5
D AMES 8.1

D NORTH BEND 2.0
BAY STATE 5.0
D ROGERS 7.3
DN SCHUYLER 4.3

LAMBERT 3.9
D RICHLAND 6.9
C. B. & Q. CROSSING 0.7
DN COLUMBUS 7.7

D DUNCAN 4.5
GARDINER 5.6
D SILVER CREEK 5.6
HAVENS 5.8

D CLARKS 5.4
THUMMEL 5.2
C. B. & Q. CROSSING 0.6
DN CENTRAL CITY 3.7

PADDOCK 6.5
D CHAPMAN 5.6
LOCKWOOD 5.8
S. & Q. CROSSING 0.4

DN-R GRAND ISLAND (146.9)

Distance from Ogden	FIRST CLASS														SECOND CLASS						
	4	12	28	24	38	16	6	8	2	18	137	10	20	26	256	258	76	260	254	252	262
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	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	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
993.0	7.15AM	7.20AM	1.15PM	12.05PM	4.20PM	3.55PM	5.20PM														
990.2	7.00 6.45	7.05 6.50	1.00 12.50	11.50 11.40	4.05 3.50	3.40 3.30	5.05 4.50	7.05PM	7.10PM	7.55PM	8.10PM 7.55	11.40PM 11.16			10.00AM	1.00PM			7.40PM	4.15AM	5.00AM
987.9	6.33	6.38	12.38					3.18	4.38	6.53	6.58	7.46	7.35	11.03	11.53PM	1.53			6.43	2.55	4.00
984.1	6.26	6.31	12.31					3.11	4.31	6.46	6.51	7.40	7.29	10.55	11.45	1.45			6.34	2.25	3.40
979.4	6.18	6.23	12.23					3.05	4.23	6.39	6.44	7.33	7.23	10.46	11.37	1.37			6.20	2.01	3.20
995.6																					
990.1																					
985.1																					
982.7																					
979.5																					
975.9	6.11	6.17	12.16	10.40	2.49	2.57	4.13	6.32	6.37	7.27	7.18	10.38	11.30	1.30	8.20	11.10			6.08	1.30	2.50
971.2	6.04	6.10	12.05PM	10.32	2.42	2.50	4.05	6.25	6.30	7.20	7.12	10.31	11.22	1.22	8.04	10.53			5.52	1.00	2.33
968.5	6.00	6.06	11.58AM	10.26	2.35	2.45	4.00	6.21	6.26	7.16	7.08	10.26	11.16	1.16	7.54	10.38			5.42	12.48	2.23
965.0	5.55	6.01	11.50AM	10.20	2.30	2.39	3.55	6.15	6.20	7.10	7.02PM	10.20	11.10	1.10	7.40	10.20			5.30	12.35AM 11.30PM	2.10 1.00
958.7	5.45	5.53		10.06	2.17	2.30	3.44	6.06	6.12	7.02		10.08	11.02	1.02	7.16	9.20			5.08	11.02	12.44
954.8																					
953.7	5.37	5.46		9.59	2.10	2.22	3.35	5.58	6.06	6.55		10.00	10.55	12.55	7.00	9.00			4.50	10.35	12.26
953.0																					
948.2																					
946.7	5.25	5.35		9.40	1.45	2.10	3.18	5.44	5.54	6.42		9.46	10.42	12.42	6.30	8.10			4.25	10.05	12.01AM
938.6	5.15	5.26		9.28	1.32	1.58	3.06	5.34	5.44	6.32		9.33	10.32	12.32	6.00	7.40			3.56	9.33	11.35PM
936.6	5.12	5.23		9.23	1.25	1.55	3.02	5.32	5.42	6.29		9.27	10.30	12.30	5.33	7.15			3.45	9.15	11.24
931.6	5.07	5.18		9.16	1.18	1.47	2.54	5.26	5.36	6.23		9.20	10.24	12.24	5.18 5.07	7.00			3.30	9.05	11.14
924.3	4.57	5.10		9.06	1.08	1.35	2.42	5.16	5.28	6.14		9.09	10.15	12.15	4.40	6.30			3.08	8.47	10.55
920.0	4.49	5.05		8.59	1.27	1.27	2.34	5.10	5.22	6.08		9.00	10.10	12.10	4.23	5.58			2.48	8.36	10.40
916.1	4.45	5.01		8.54	1.23	1.23	2.28	5.06	5.18	6.04		8.55	10.06	12.06AM	4.15	5.40			2.40	8.28	10.30
909.2																					
908.5	4.35	4.52		8.40AM	1.13	1.13	2.16	4.57	5.10	5.55		8.43	9.54	11.54PM	3.50	5.25AM			2.00PM	2.16	8.10 10.10
900.8	4.19	4.40		11.56AM	1.01	1.55	4.45	4.56	5.36			8.28	9.40	11.40	3.20				1.40	1.45	7.40 9.48
896.3	4.12	4.35		11.48	1.48	1.48	4.39	4.50	5.29			8.22	9.34	11.34	3.04				1.10	1.30	7.27 9.40
890.7	4.04	4.28		11.40	1.41	1.41	4.32	4.44	5.20			8.13	9.26	11.26	2.42				12.47	1.10	7.10 9.26
885.1	3.56	4.22		11.30	1.34	1.34	4.25	4.37	5.12			8.05	9.19	11.19	2.24				12.13PM	12.50	6.55 9.02
879.3	3.47	4.15		11.20	1.26	1.26	4.18	4.30	5.04			7.57	9.12	11.12	2.00				11.50AM	12.31	6.39 8.45
873.9	3.38	4.09		11.12	1.18	1.18	4.11	4.24	4.56			7.49	9.06	11.06	1.40				11.18	12.04PM	6.24 8.31
868.7																					
868.1	3.30	4.02	6.35AM	11.05	1.10	1.10	4.04	4.18	4.48			7.40	8.58	10.58	1.20		11.05AM	11.05AM	11.48AM	6.08	8.15
864.4	3.22	3.57	6.27	10.53	1.00	1.00	3.58	4.13	4.40			7.30	8.53	10.53	12.56				10.42	11.22	5.52 8.00
857.9	3.15	3.50	6.19	10.45	12.01PM	12.52	3.51	4.06	4.33			7.22	8.46	10.46	12.44				10.30	11.10	5.40 7.48
852.3	3.08	3.43	6.11	10.35	11.53AM	12.42	3.44	3.59	4.25			7.14	8.38	10.38	12.23				10.15	10.50	5.22 7.35
846.5																					
846.1	3.00AM	3.35AM	6.00AM	10.25AM	11.45AM	12.30PM	3.35PM	3.50PM	4.15PM			7.05PM	8.30PM	10.30PM	12.01AM				10.00AM	10.25AM	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	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily

Grand Island Time to Omaha	(3.45)	(3.15)	(6.50)	(3.00)	(5.25)	(3.45)	(4.20)	(3.30)	(3.20)	(3.40)	(0.43)	(4.10)	(3.35)	(3.35)	(9.39)	(7.15)	(1.05)	(2.55)	(8.40)	(10.25)	(9.15)
Average speed per hour	38.4	44.3	30.6	28.0	38.4	33.3	41.2	43.2	30.3	35.1	34.6	40.2	40.2	14.9	11.5	20.3	13.8	16.6	13.8	15.6	

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 Table.

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	Time Table No. 100 September 28, 1924	
	251	269	265	255	261	263	253	3	15	17	9	37	1	7	5	19	25		13	STATIONS
	Time Freight	Time Freight	Mixed	Time Freight	Way Freight	Way Freight	Time Freight	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Mail	Passenger	Passenger		Passenger	
Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	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		
OYTFWP	11.00PM			8.45AM	8.30AM		7.45AM	9.05PM	8.40PM	3.30PM	2.55PM	2.05PM	1.25PM	1.15PM	1.05PM	4.30AM	4.20AM	4.05AM	146.9	DN-R GRAND ISLAND Ge
4,468 P	11.30			9.14	f 8.50		8.12	f 9.20	8.52	3.41	3.05	s 2.17	1.36	1.25	1.15	4.43	4.33	4.16	154.5	D ALDA Da
3,998 WP	11.59PM			9.42	s 9.20		8.40	s 9.36	9.04	3.50	3.15	s 2.30	1.46	1.35	1.25	f 4.55	4.45	4.26	162.3	D WOOD RIVER Wr
4,559 P	12.26AM			10.10	s 9.55		9.05	s 9.51	9.15	3.59	3.25	s 2.45	1.56	1.44	1.34	f 5.06	4.56	4.35	169.9	D SHELTON Hn
14,080 YWP	12.50	4.20PM	3.15PM	10.30	10.30		9.27	s 10.03	9.24	4.07	3.33	s 2.56	2.05	1.52	1.42	f 5.15	5.05	4.42	176.0	DN GIBBON Gb
3,552 P	1.05	4.35	f 3.24	10.50	f 11.00		9.42	10.10	9.30	4.12	3.38	f 3.03	2.10	1.57	1.48	5.22	5.12	4.48	180.2	4.2 OPTIC
4,448 P	1.20	4.50	f 3.33	11.05	f 11.25		9.55	10.18	9.36	4.17	3.43	s 3.09	2.15	2.02	1.53	5.27	5.17	4.53	184.3	D BUDA K
4,009 P	s 1.45	s 5.15	3.45PM	s 11.30	11.55AM	8.00AM	s 10.28	s 10.40	s 9.50	s 4.30	s 3.55	s 3.35	s 2.26	s 2.15	s 2.05	s 5.40	s 5.30	s 5.05	189.1	DN KEARNEY Kr
4,429 P	2.05	5.30		11.48AM		f 8.14	10.48	10.50	9.59	4.38	4.02	f 3.46	2.33	2.22	2.11	5.48	5.38	5.13	194.3	5.2 ALFALFA CENTER
4,503 P	2.22	5.43		12.01PM		f 8.25	11.00	f 10.57	10.06	4.44	4.07	s 3.54	2.38	2.29	2.16	5.55	5.45	5.18	198.3	D ODESSA Dz
4,505 WP	2.48	6.05		12.22		s 8.45	11.25	s 11.08	10.16	4.52	4.15	s 4.08	2.46	2.37	2.24	f 6.07	5.57	5.26	204.6	D ELM CREEK Qr
	3.00	6.16		12.35		f 8.53	11.38	11.15	10.22	4.57	4.20	f 4.15	2.52	2.43	2.29	6.13	6.03	5.31	208.4	3.8 SIMONDS
4,496 P	3.20	6.30		12.58		s 9.15	11.56AM	s 11.24	10.30	5.04	4.26	s 4.26	2.58	2.49	2.34	f 6.20	6.10	5.37	213.3	D OVERTON Ov
	3.35	6.44		1.14		f 9.26	12.12PM	11.32	10.36	5.10	4.32	f 4.37	3.04	2.54	2.39	6.28	6.18	5.43	217.9	4.6 JOSSELYN
3,939 OWP	s 4.00	s 7.05		s 1.34		s 10.25	s 12.36	s 11.43	10.50	s 5.22	4.42	s 4.47	3.15	3.01	2.46	s 6.40	s 6.30	s 5.53	224.4	DN LEXINGTON Um
4,497 P	4.30	7.25		2.00		f 10.40	1.00	11.57PM	11.02	5.32	4.52	s 4.58	3.26	3.10	2.55	6.53	6.43	6.03	232.5	8.1 DARR Dr
4,496 PW	4.52	7.43		2.17		s 11.14	1.32	s 12.07AM	11.11	f 5.40	4.59	s 5.08	3.34	3.18	3.02	f 7.03	6.53	6.12	238.3	D COZAD Co
	5.10	7.58		2.32		s 11.24AM	1.55	f 12.17	11.18	5.47	5.06	s 5.16	3.40	3.24	3.07	7.13	7.03	6.18	243.2	D WILLOW ISLAND Wl
4,004 FWPY	s 5.30	s 8.20		s 2.48		s 12.03PM	s 2.16	s 12.29	11.30	s 5.57	5.15	s 5.30	3.50	3.34	3.17	s 7.28	s 7.18	s 6.28	248.8	DN GOTHENBURG Bu
4,498 P	5.50	8.40		3.01		12.14	2.36	12.39	11.39	6.05	5.22	f 5.42	3.58	3.41	3.23	7.38	7.28	6.36	254.5	5.7 VROMAN
4,503 WP	6.10	9.00		3.31 4.07		s 12.35	3.01	s 12.52	11.50	6.15	5.31	s 5.57	4.07	3.50	3.31	f 7.48	7.40	6.44	261.5	DN BRADY ISLAND Bl
	6.26	9.15		4.40		f 12.45	3.15	1.01	11.58PM	6.22	5.37	f 6.07	4.14	3.57	3.37	7.56	7.48	6.50	266.6	5.1 HINDREY
4,504 P	6.56	9.28		5.00		s 1.15	3.42 4.19	s 1.10	12.06AM	6.28	5.42	s 6.17	4.19	4.03	3.42	f 8.02	7.55	6.56	270.6	D MAXWELL Mx
	7.06	9.38		5.20		1.23	4.40	1.20	12.14	6.34	5.46	6.24	4.25	4.08	3.47	8.07	8.01	7.01	274.6	4.0 KEITH
4,501 P	7.15	9.45		5.50		f 1.33	5.05	1.28	12.22	6.39	5.50	6.30	4.30	4.12	3.52	8.11	8.06	7.05	278.5	3.9 GANNETT
653	7.21	9.50		5.58		1.38	5.12	1.32	12.26	6.42	5.53	6.33	4.33	4.15	3.55	8.14	8.09	7.08	280.5	2.0 BECK
	7.30	10.00		6.05		1.43	5.25	1.35	12.30	6.44	5.55	6.35	4.35	4.17	3.57	8.16	8.11	7.10	282.0	1.5 E. BRIDGE JCT.
	7.35	10.05		6.10		1.50	5.30	1.40	12.35	6.49	6.00	6.40	4.40	4.21	4.01	8.19	8.14	7.14	282.4	0.4 W. BRIDGE JCT.
OYTFWP	7.50AM	10.20PM		6.25PM		2.00PM	5.45PM	1.45AM	12.40AM	6.55PM	6.05PM	6.50PM	4.45PM	4.25PM	4.05PM	8.25AM	8.20AM	7.20AM	284.1	DN-R NORTH PLATTE No
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	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		
	(8.50) 15.5	(6.0) 18.0	(0.30) 22.8	(9.40) 14.0	(3.25) 12.3	(6.00) 15.8	(10.00) 13.7	(4.40) 29.4	(4.00) 34.3	(3.25) 40.1	(3.10) 43.3	(4.45) 28.9	(3.20) 41.2	(3.10) 43.3	(3.00) 45.7	(3.55) 35.4	(4.00) 34.3	(3.15) 42.2		Time 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. 100 September 28, 1924		Distance from Ogden	FIRST CLASS										SECOND CLASS								
			12 Passenger	38 Passenger	16 Passenger	6 Mail	8 Passenger	2 Passenger	18 Passenger	10 Passenger	20 Passenger	26 Passenger	4 Passenger	254 Time Freight	264 Way Freight	262 Stock	260 Way Freight	266 Mixed	256 Time Freight	270 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	Arrive Daily	Arrive Daily	Arrive Daily		
DN-R	GRAND ISLAND Ge	846.1	3.30AM	10.10AM	11.40AM	12.25PM	3.30PM	3.45PM	4.10PM	6.45PM	8.25PM	10.25PM	2.55AM	9.30AM		6.00PM	3.45PM		10.20PM		
D	ALDA Da	888.5	3.14	s 9.50	11.24	12.11PM	3.15	3.30	3.55	s 6.28	8.10	10.10	2.38	9.02		5.30	f 3.15		9.50		
D	WOOD RIVER Wr	880.7	3.03	s 9.34	11.13	11.59AM	3.04	3.19	3.45	s 6.14	7.58	9.58	f 2.25	8.35		5.04	s 2.35		9.22		
D	SHELTON Hn	823.1	2.53	s 9.18	11.03	11.49	2.54	3.09	3.36	s 6.00	7.48	9.48	f 2.13	8.10		4.38	s 2.05		8.55		
DN	GIBBON Gb	817.0	2.45	s 9.06	10.54	11.38	2.45	3.01	3.28	s 5.49	7.40	9.40	f 2.03	7.50		4.17	s 1.40	s 6.15PM	8.30	5.10AM	
	OPTIC	812.8	2.39	f 8.57	10.48	11.32	2.38	2.56	3.21		5.40	7.35	9.35	1.57	7.35		4.02	f 1.25	f 6.06	8.14	4.54
D	BUDA K	808.7	2.34	s 8.50	10.42	11.26	2.31	2.50	3.15	s 5.33	7.30	9.30	1.51	7.20		3.48	f 1.12	f 5.57	7.58	4.38	
DN	KEARNEY Kr	803.9	s 2.23	s 8.37	s 10.32	s 11.14	s 2.20	s 2.38	s 3.03	s 5.20	s 7.18	s 9.18	s 1.39	s 7.02	12.10PM	s 3.30	1.00PM	5.45PM	s 7.40	s 4.20	
	ALFALFA CENTER	798.7	2.16	f 8.25	10.21	11.02	2.09	2.28	2.57	f 5.08	7.09	9.09	1.27	6.44	f 11.54AM	3.10			7.19	3.50	
D	ODESSA Dz	794.7	2.11	s 8.18	10.15	10.57	2.04	2.23	2.52	f 5.02	7.04	9.04	1.21	6.30	f 11.45	2.52			7.04	3.32	
D	ELM CREEK Qr	788.4	2.03	s 8.09	s 10.06	10.48	1.56	2.16	2.44	s 4.52	6.57	8.57	f 1.12	6.08	s 11.30	2.16			6.34	3.08	
	SIMONDS	784.6	1.58	f 8.03	10.01	10.42	1.51	2.11	2.40	f 4.45	6.52	8.52	1.05	5.55	f 11.10	2.00			6.20	2.50	
D	OVERTON Ov	779.7	1.52	s 7.56	9.55	10.35	1.45	2.05	2.34	s 4.37	6.46	8.46	f 12.59	5.38	s 10.54	1.45			6.00	2.30	
	JOSELVYN	775.1	1.46	f 7.48	9.49	10.28	1.37	2.00	2.28	f 4.29	6.40	8.40	12.52	5.23	f 10.36	1.26			5.42	2.12	
DN	LEXINGTON Um	768.6	s 1.38	s 7.40	s 9.41	10.18	1.31	1.51	s 2.20	s 4.20	6.32	8.32	s 12.43	s 5.02	10.18 9.41	s 1.05			s 5.16	s 1.38	
	DARR Dr	760.5	1.28	s 7.26	9.29	10.04	1.21	1.42	2.09	f 4.06	6.21	8.21	12.30	4.32	f 9.06	12.42			4.46	1.01	
D	COZAD Co	764.7	1.22	s 7.16	s 9.21	9.57	1.13	1.35	f 2.01	s 3.56	6.13	8.13	s 12.22	4.14	s 8.55	12.25			4.24	12.45	
D	WILLOW ISLAND Wi	749.8	1.17	s 7.07	9.13	9.51	1.07	1.29	1.55	s 3.48	6.07	8.07	f 12.14	3.57	f 8.40	12.10PM			4.05	12.30	
DN	GOTENBURG Bu	744.2	1.11	s 6.58	s 9.05	9.43	1.00	1.23	s 1.48	s 3.40	6.00	8.00	s 12.05AM	s 3.38	s 8.29	s 11.55AM			s 3.40	s 12.05AM	
	VROMAN	738.5	1.04	f 6.48	8.57	9.36	12.53	1.16	1.38	f 3.30	5.52	7.52	11.54PM	3.19	f 7.45	11.35			3.17	11.30PM	
DN	BRADY ISLAND Bi	731.5	12.56	s 6.38	8.48	9.28	12.44	1.08	1.29	s 3.19	5.43	7.43	f 11.45	s 2.55	s 7.32	s 11.15			s 2.52	s 11.15	
	HINDREY	726.4	12.50	f 6.31	8.42	9.21	12.38	1.02	1.23	f 3.10	5.37	7.37	11.38	2.38	f 7.16	11.00			2.35	11.01	
D	MAXWELL Mx	722.4	12.46	s 6.25	8.37	9.16	12.33	12.57	1.18	s 3.04	5.32	7.32	f 11.33	2.24	s 7.08	10.48			2.22	10.50	
	KEITH	718.4	12.42	6.18	8.32	9.11	12.27	12.52	1.12	2.55	5.27	7.27	11.27	2.05	7.00	10.33			2.05	10.35	
	GANNETT	714.5	12.38	f 6.13	8.28	9.07	12.23	12.48	1.08	f 2.50	5.23	7.23	11.23	1.58	f 6.55	10.25			1.54	10.26	
	BECK	712.5	12.35	6.10	8.25	9.04	12.20	12.45	1.05	2.46	6.21	7.21	11.20	1.50	6.51	10.20			1.45	10.21	
	E. BRIDGE JCT.	711.0	12.33	6.08	8.23	9.02	12.18	12.43	1.03	2.44	5.19	7.19	11.18	1.45	6.48	10.16			1.40	10.17	
	W. BRIDGE JCT.	710.6	12.29	6.04	8.20	8.59	12.14	12.39	12.59	2.40	5.15	7.15	11.14	1.40	6.44	10.10			1.35	10.10	
DN-R	NORTH PLATTE No	708.9	12.25AM	6.00AM	8.15AM	8.55AM	12.10PM	12.35PM	12.55PM	2.35PM	5.10PM	7.10PM	11.10PM	1.35AM	6.40AM	10.00AM			1.25PM	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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time		(3.05)	(4.10)	(3.25)	(3.30)	(3.20)	(3.10)	(3.15)	(4.10)	(3.15)	(3.15)	(3.45)	(8.00)	(5.30)	(8.00)	(2.45)	(0.30)	(8.55)	(7.10)		
Average speed per hour		44.5	32.9	40.1	39.2	41.2	43.3	42.2	32.9	42.2	42.2	36.5	17.1	17.3	17.1	15.7	22.8	15.4	15.1		

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. 100 September 28, 1924										Distance from Beatrice	FIRST CLASS						SECOND CLASS	
	71 Freight	73 Mixed	505 Motor Passenger	545 Motor Passenger	27 Passenger	547 Motor Passenger	138 Passenger	126 Passenger		STATIONS											546 Motor Passenger	506 Motor Passenger	28 Passenger	548 Motor Passenger	137 Passenger	125 Passenger	74 Mixed	72 Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	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. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
FWYP	10.15PM	7.00AM			1.35PM		8.40AM	0.0	DN-R	VALLEY	V	96.8												5.25PM	11.59PM			
								5.8		S. C. & W. CROSSING		91.0																
2,202	10.35	s 7.25			s 1.49		s 8.53	6.4	D	YUTAN	Yn	90.4			s 11.30			s 6.45					s 4.45	11.25				
1,759 P	10.55	s 7.50			s 2.03		s 9.05	11.6	D	MEAD	Ad	85.2			s 11.15			s 6.34					s 4.20	10.55				
1,862 W	s 11.25	s 8.25			s 2.21		s 9.19	18.9	DN	WAHOO	W	77.9			s 11.00			s 6.20					s 3.50	s 10.25				
								19.6		C & N-W and C B & Q CROSSING		77.2																
2,031	11.50PM	s 9.00			s 2.39		f 9.34	26.3	D	WESTON	Wn	70.5			s 10.40			s 6.05					s 3.25	9.55				
2,224 P	12.10AM	s 9.20			s 2.55		9.46	33.2	D	TOUHY	Hu	63.6			s 10.25			f 5.54					s 2.55	9.35				
FWYP	s 1.00	9.35 10.15	4.15PM	3.35PM	3.05PM	10.15AM	s 9.58	37.3	DN-R	VALPARAISO	Vo	59.5	9.50AM	8.00AM	10.15AM	3.15PM	s 5.45					s 2.30	s 9.15					
1,061 P	1.15	s 10.35	f 4.25	s 3.44		s 10.25	f 10.07	41.8	D	AGNEW	Ag	55.0	s 9.35	f 7.50		s 3.03	f 5.33					s 1.35	8.23					
2,126	1.30	s 11.00	s 4.35	s 3.54		s 10.35	f 10.16	46.4	D	RAYMOND	Rm	50.4	s 9.25	s 7.40		s 2.52	f 5.25					s 1.20	8.10					
300								55.2		WEST LINCOLN		41.6																
								56.3		MO. PAC. CROSSING		40.5																
								56.5		C. R. I. & P. JUNCTION		40.3																
								56.5		C. B. & Q. CROSSING		40.3																
1,835 OTFW	s 2.50	s 11.35AM 1.30PM	s 5.00PM	s 4.25		s 11.00AM	s 10.45	57.1	DN-R	LINCOLN	Sn	39.7	s 9.00	7.15AM		2.25PM	s 5.05	8.10PM				s 12.50 12.10PM	s 7.40					
I								57.4		C. B. & Q. CROSSING		39.4																
I								59.0		C. B. & Q. CROSSING		37.8																
2,049 P	3.20	f 1.50		f 4.49			f 11.02	65.4		JAMAICA		31.4	f 8.37				f 4.49	f 7.50				f 11.20AM	6.55					
1,817 WP	3.30	f 2.05		f 4.54			f 11.08	68.2		HANLON		28.6	f 8.32				f 4.45	f 7.41				f 11.08	6.45					
1,602 P	3.55	s 2.25		s 5.10			f 11.21	74.7	D	PRINCETON	Ic	22.1	s 8.18				f 4.33	s 7.30				s 10.42	6.26					
2,337	4.10	s 2.45		s 5.23			f 11.32	79.5	D	CORTLAND	Rd	17.3	s 8.05				f 4.26	s 7.18				s 10.30	6.10					
1,809 P	4.35	s 3.10		s 5.42			f 11.53AM	88.9	D	PICKRELL	Ik	7.9	s 7.43				s 4.10	s 6.55				s 10.05	5.42					
OTFWP	5.15AM	3.55PM		6.00PM			12.15PM	96.8	DN-R	BEATRICE	Bx	0.0	7.25AM				3.55PM	6.40PM				9.45AM	5.00PM					
	Arrive Daily	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	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily						
	(7.00) 13.8	(8.55) 10.8	(.45) 26.4	(2.25) 24.6	(1.30) 24.9	(.45) 26.4	(3.35) 27.0			Time.....			(2.25) 24.6	(.45) 26.4	(1.30) 24.9	(.50) 23.7	(3.05) 31.4	(1.30) 26.5			7.40) 12.6	(7.00) 13.8						

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. Call C. B. & Q. on telephone at North Tower for permission to proceed to passenger station before fouling C. B. & Q. main track or opening main track switch.

WESTWARD-STROMSBURG BRANCH-EASTWARD.

Length of passing tracks on feet and location of telephone, scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Valparaiso	Time Table No. 100 September 28, 1924	Distance from Central City	FIRST CLASS			SECOND CLASS		
		75 Mixed	27 Passenger	507 Motor Passenger	28 Passenger	508 Motor Passenger				76 Mixed					
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Arrive Daily Ex. Saturday					
1,541 1,927 WFYP		7.00AM	3.35PM	8.02AM	0.0	DN-B VALPARAISO Vo	75.9	9.55AM	4.15PM	5.45PM					
1,296		f 7.25	f 3.55	f 8.20	7.4	D LOMA Ma	68.5	f 9.29	f 3.55	f 5.20					
1,907		s 7.45	s 4.10	s 8.32	13.5	D BRAINARD Bd	62.4	s 9.15	s 3.40	s 5.00					
					15.0	C. & N. W. CROSSING	60.9								
1,832		f 7.55	f 4.20	f 8.40	17.7	YANKA	58.2	f 9.06	f 3.32	f 4.20					
					22.8	C. & N. W. CROSSING	53.1								
1,589 WY		s 8.20	s 4.35	s 8.55	23.2	D DAVID CITY Dv	52.7	s 8.55	s 3.18	s 3.50					
					23.5	C. B. & Q. CROSSING	52.4								
1,808		s 8.38	f 4.43	f 9.06	27.8	FOLEY	48.1	f 8.38	f 3.04	s 3.30					
1,944 W		s 9.17	s 4.56	s 9.17	33.3	D RISING CITY Rn	42.6	s 8.30	s 2.52	s 3.10					
2,261		s 10.00	s 5.11	s 9.32	40.1	D SHELBY Sh	35.8	s 8.17	s 2.35	s 2.35					
1,306		s 10.30	s 5.28	s 9.46	47.5	D OSCEOLA Oz	28.4	s 8.00	f 2.19	s 2.00					
1,011 TFW		s 11.10	s 5.44	s 9.57	52.9	D STROMSBURG S	23.0	s 7.45	s 2.06	s 1.30					
					53.2	C. B. & Q. JCT.	22.7								
2,492		f 11.30AM	f 5.52	f 10.06	56.8	DURANT	19.1	f 7.29	f 1.54	f 12.50					
2,501		s 12.30PM	s 6.06	s 10.20	63.0	D POLK Pk	12.9	s 7.17	s 1.40	s 12.30					
2,436		s 12.55	s 6.19	s 10.33	68.5	D HORDVILLE Hv	7.4	s 7.02	s 1.28	s 12.03PM					
		1.04	6.27	10.40	72.2	SANDBURG	3.7	6.51	1.20	11.41AM					
1,695		f 1.17	f 6.30	f 10.43	73.8	HEBER	2.1	f 6.48	f 1.17	f 11.37					
					75.3	C. B. & Q. CROSSING	0.6								
FWYP		1.30PM	6.40PM	11.00AM	75.9	DN-R CENTRAL CITY Ci	0.0	6.40AM	1.10PM	11.30AM					
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday					
		(6.30) 11.7	(3.05) 24.6	(2.58) 25.5				(3.15) 23.3	(3.05) 24.1	(6.15) 12.1					

C. B. & Q. trains use U. P. main track between C. B. & Q. Junction and Stromsburg.

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. 100 September 28, 1924	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	
OYTFWP		7.00AM	6.25AM	6.05AM	9.10PM	7.05PM	2.00PM	0.0	DN-R COLUMBUS C	50.4	8.35AM	11.30AM	11.40AM	4.35PM	4.55PM	5.50PM	
		7.12	f 6.37	6.17	9.20	f 7.16	f 2.09	4.6	4.6	SHELDONVILLE	45.8	f 8.14	11.20	f 11.30	f 4.22	4.42	5.37
1,480 YP		s 7.25AM	s 6.50	s 6.30AM	s 9.30PM	s 7.25	s 2.18PM	9.4	D-R OCONEE Oe	41.0	s 8.05AM	s 11.10	s 11.20AM	s 4.10	s 4.30PM	s 5.25PM	
1,935 W			s 7.25			s 7.35		14.7	D PLATTE CENTER Pc	35.7		s 10.55		s 3.45			
2,118 P			s 7.53			s 7.45		20.3	D TARNOV Rv	30.1		s 10.42		s 3.15			
								25.1	C. & N. W. CROSSING	25.3							
3,291			s 8.40			s 7.57		25.7	D HUMPHREY Hx	24.7		s 10.28		s 2.45			
950			s 8.50			f 8.04		29.0	PECK	21.4		f 10.20		f 2.18			
2,098 W			s 9.25			s 8.18		35.4	D MADISON Ma	15.0		s 10.06		s 2.00			
1,820 P			f 9.50			f 8.29		40.9	ENOLA	9.5		f 9.50		s 1.35			
1,347			f 10.12			f 8.38		45.1	WARNERVILLE	5.3		f 9.40		f 1.20			
								48.7	C. & N. W. CROSSING	1.7							
								50.2	C. & N. W. CROSSING	0.2							
TFWP			10.30AM			9.00PM		50.4	D-R NORFOLK Kn	0.0		9.25AM		1.00PM			
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				Leave Daily	Leave Daily	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				(0.30) 18.8	(2.05) 24.2	(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.

All trains arriving at or leaving Norfolk between 6 p. m. and 9 a. m. will send flagman ahead to protect Norfolk avenue before proceeding.

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, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Oconee	Time Table No. 100 September 28, 1924	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	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
YP			s 7.25AM	s 6.30AM	9.30PM		2.18PM	0.0	D-R OCONEE Oc	33.7	8.05AM		11.20AM	5.25PM	4.30PM	
1,293			s 7.50	s 6.50	s 9.38		s 2:28	4.3	D MONROE Mn	29.4	s 7.50		s 11.08	s 5.12	s 4.15	
2,386 FWYP			s 8.10AM	s 7.25	s 9.53	2.45PM	2.43PM	11.3	D-R GENOA G	22.4	s 7.35 7.25	10.40AM	10.50AM	s 4.55	3.50PM	
868				s 7.50	f 10.08	f 3.00		18.8	WOODVILLE	14.9	f 7.11	f 10.20		s 4.30		
3,125				s 8.30	s 10.16	s 3.08		22.3	D ST. EDWARD St	11.4	s 7.03	s 10.12		s 4.20		
1,680 P				s 8.45	f 10.28	s 3.18		27.3	D BOONE Bn	6.4	s 6.50	s 10.00		s 3.59		
1,957 WY				9.15AM	10.45PM	3.30PM		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		Time.....	(1.30) 22.4	(0.55) 24.4	(0.30) 22.6	(1.40) 22.2	(0.40) 16.9		
									Average speed per hour.....							

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, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Genoa	Time Table No. 100 September 28, 1924	Distance from Spaulding	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	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								
2,386 FWY			8.20AM	9.55PM	2.50PM	0.0	D-R GENOA G	44.2	7.25AM	10.40AM	3.40PM					
966			f 8.35	f 10.07	f 3.02	5.3	KENT	38.9	f 7.14	f 10.25	f 3.02					
1,325			f 8.47	f 10.17	f 3.10	9.2	MERCHISTON	35.0	f 7.05	f 10.16	f 2.43					
1,691			s 9.05	s 10.30	s 3.25	13.6	D FULLERTON Fu	30.6	s 6.55	s 10.05	s 2.25					
1,587			s 9.40	s 10.55	s 3.48	23.1	D BELGRADE Bl	21.1	s 6.32	s 9.40	s 1.55					
1,917 W			s 10.35	s 11.15	s 4.08	30.3	D CEDAR RAPIDS Cd	13.9	s 6.12	s 9.20	s 1.30					
2,286			s 11.00	s 11.30	f 4.22	36.5	D PRIMROSE P	7.7	s 5.57	s 9.03	f 1.05					
2,043 FYW			11.40AM	11.50PM	4.40PM	44.2	D-R SPALDING Sg	0.0	5.40AM	8.45AM	12.40PM					
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		(44.2)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					
			(3.20) 13.4	(1.55) 23	(1.50) 24.1		Time.....	(1.45) 25.3	(1.55) 23	(3.00) 14.7						
									Average speed per hour.....							

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. 100 September 28, 1924	Distance from Ord	FIRST CLASS		SECOND CLASS					
	83				35	511	36				512	84						
	Mixed				Passenger	Motor Passenger	Passenger				Motor Passenger	Mixed						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily								
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday		Ex. Sunday	Ex. Sunday	Ex. Sunday								
TFYWOP		7.30AM			3.30PM	7.00AM	0.0	DN-R GRAND ISLAND Ge	61.0	9.50AM	3.30PM	5.30PM						
I							0.4	0.4 C. B. & Q. CROSSING	60.6									
1,482 P		s 8.03			s 3.54	s 7.27	11.1	D ST. LIBORY Ry	49.9	s 9.20	s 2.50	s 4.50						
1,616					f 4.06	f 7.39	17.1	6.0 DUBLIN	43.9	f 9.05	f 2.35							
1,420 PFWY		8.45			s 4.21	s 8.00	21.9	4.8 D-R ST. PAUL Sp	39.1	s 8.45	s 2.20	{ 4.22 3.45						
1,792		s 9.29			s 4.41	s 8.25	30.7	8.8 D ELBA Eb	30.3	s 8.25	s 1.55	s 3.15						
1,878 P		s 9.53			s 4.55	s 8.41	36.7	6.0 D COTESFIELD Cf	24.3	s 8.07	s 1.40	s 2.55						
						f	43.1	6.4 WEEKES SPUR	17.9		f							
W		10.19			5.12	9.03	44.5	1.4 R SCOTIA JUNCTION	16.5	7.47	1.22	2.30						
		s10.35			s 5.18	s 9.12	45.6	1.1 D SCOTIA Sk	17.6	s 7.42	s 1.17	s 2.20						
W		10.45			5.23	9.18	44.5	1.1 R SCOTIA JUNCTION	16.5	7.36	1.12	2.05						
1,874		s11.07			s 5.36	s 9.30	48.8	4.3 D NORTH LOUP Nu	12.2	s 7.26	s 1.00	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		11.46AM			6.05PM	10.00AM	61.0	0.4 D-R ORD Rd	0.0	7.00AM	12.30PM	1.10PM						
		Arrive Daily			Arrive Daily	Arrive Daily		(61.0)		Leave Daily	Leave Daily	Leave Daily						
		Ex. Sunday			Ex. Sunday	Ex. Sunday				Ex. Sunday	Ex. Sunday	Ex. Sunday						
		(4.16)			(2.35)	(3.00)		Time.....		(2.50)	(3.00)	(4.20)						
		14.3			23.6	20.4		.....Average speed per hour.....		21.5	20.4	14.1						

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				FIRST CLASS			Distance from St. Paul	Time Table No. 100 September 28, 1924	Distance from Loup City	FIRST CLASS		SECOND CLASS					
	87				515	513	514				516	88						
	Mixed				Motor Passenger	Motor Passenger	Motor Passenger				Motor Passenger	Mixed						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily								
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday		Ex. Sunday	Ex. Sunday	Ex. Sunday								
FWYP		8.45AM			4.25PM	9.10AM	0.0	D-R ST. PAUL Sp	39.0	8.45AM	2.20PM	3.55PM						
1,513		s 9.05			s 4.50	s 9.35	8.3	8.3 D DANNEBROG Db	30.7	s 8.25	s 1.55	s 3.30						
462					f 5.05	f 9.50	14.3	6.0 KENYON	24.7	f 8.13	f 1.40							
1,848 WY		s 9.25AM			s 5.20	s10.05	18.6	4.3 D-R BOELUS Hw	20.4	s 8.03	s 1.30	s 3.05						
2,063		12.30PM			s 1.00	s10.25	25.8	7.2 D ROCKVILLE	13.2	s 7.45	s 1.00	s 2.35						
734		1.16			f 5.52	f10.42	32.9	7.1 AUSTIN	6.1	f 7.26	f12.43	2.15						
1,880 FWYP		1.30PM			6.10PM	11.00AM	39.0	6.1 D-R LOUP CITY Op	0.0	7.10AM	12.30PM	2.00PM						
		Arrive Daily			Arrive Daily	Arrive Daily		(39.0)		Leave Daily	Leave Daily	Leave Daily						
		Ex. Sunday			Ex. Sunday	Ex. Sunday				Ex. Sunday	Ex. Sunday	Ex. Sunday						
		(4.45)			(1.45)	(1.50)		Time.....		(1.35)	(1.50)	(1.55)						
		8.2			22.3	21.3		.....Average speed per hour.....		24.6	21.3	20.4						

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 tele- phone, scales, water, fuel and turning stations.	SECOND CLASS			Distance from Boelus	Time Table No. 100 September 28, 1924		Distance from Pleasanton	SECOND CLASS		
	85				86					
	Mixed	Leave Daily	Ex. Sunday		Mixed	Arrive Daily		Ex. Sunday		
1,848 WY		9.45AM		0.0	D-R BOELUS Hw	22.1	12.20PM			
				8.8	C. B. & Q. CROSSING	13.3				
1,346 I		f10.10		9.6	NANTASKET	12.5	f11.55AM			
1,629		s10.18		12.4	SOUTH RAVENNA	9.7	s11.45			
1,904		s10.30		15.5	D POOLE Pg	6.6	s11.35			
2,150 WY		10.50AM		22.1	D-R PLEASANTON Pn	0.0	11.15AM			
		Arrive Daily			(22.1)		Leave Daily			
		Ex. Sunday					Ex. Sunday			

(1.05) Time..... (1.05)
20.4 Average speed per hour..... 20.4

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 Tele- phone, scales, water, fuel and turning stations.	SECOND CLASS			Distance from Hastings	Time Table No. 100 September 28, 1924		Distance from Gibbon	SECOND CLASS		
	269				266					
	Time Freight	Mixed	Leave Daily		Leave Daily	Ex. Sunday				
WFYO			2.30PM	2.00PM	0.0	DN-R HASTINGS An	28.1	7.15AM	7.30PM	
2,494			2.55	f 2.20	7.3	NEWMARCH	20.8	6.25	f 7.10	
					10.8	MISSOURI PACIFIC CROSSING	17.3			
2,491 W			3.15	s 2.35	12.6	D HAYLAND Ha	15.5	6.05	s 6.55	
2,495			3.45	f 2.55	20.4	DENMAN	7.7	5.40	f 6.35	
4,080 YW			4.15PM	3.15PM	28.1	DN-R GIBBON Gb	0.0	5.15AM	6.15PM	
4,456			Arrive Daily	Arrive Daily		(28.1)	Leave Daily	Leave Daily	Ex. Sunday	
			Ex. Sunday	Ex. Sunday			Ex. Sunday	Ex. Sunday		

(1.45) (1.15) Time..... (2.00) (1.15)
16.0 22.5 Average speed per hour..... 14.0 22.5

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 of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Kearney	Time Table No. 100 September 28, 1924			FIRST CLASS			SECOND CLASS					
						95	519	517		STATIONS	Distance from Stapleton	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							
OYFW						8.30AM	4.35PM	7.30AM	0.0	DN-R	KEARNEY Kr	102.3	11.35AM	s 4.15PM	1.45PM						
1,810						f 8.48	f 4.47	f 7.44	5.5		5.5 GLENWOOD PARK	96.8	f 11.10	f 3.57	f 1.28						
1,487	P					s 9.07	s 4.56	s 7.57	10.1	D	4.6 RIVERDALE Rv	92.2	s 10.54	s 3.45	s 1.14						
1,804						s 9.35	s 5.12	s 8.14	16.8	D	6.7 AMHERST G	85.5	s 10.40	s 3.30	s 12.50						
1,184	W					f 9.55	f 5.25	f 8.30	22.7		5.9 WATERTOWN	79.6	f 10.27	f 3.17	f 12.30						
2,070						s 10.18	s 5.37	s 8.40	26.3	D	3.6 MILLER Mr	76.0	s 10.18	s 3.08	s 12.14PM						
2,412						s 10.48	s 5.53	s 8.56	32.5	D	6.2 SUMNER Su	69.8	s 10.05	s 2.53	s 11.44AM						
1,814						s 11.20	f 6.12	s 9.16	40.4	D	7.9 EDDYVILLE Vd	61.9	s 9.48	s 2.36	s 11.20						
812						11.24	f 6.16	f 9.21	42.0		1.6 BUZZARDS ROOST	60.3	f 9.40	f 2.30	10.58						
1,544	PW					f 11.37AM	f 6.24	f 9.31	45.9		3.9 LOMAX	56.4	f 9.31	f 2.22	f 10.51						
2,512						s 12.03PM	s 6.38	s 9.44	52.1	D	6.2 OCONTO Bs	50.2	s 9.16	s 2.07	10.32						
1,216						f 12.25	s 6.55	s 10.00	59.1		7.0 LODI	43.2	s 9.02	s 1.51	s 10.00						
1,044	YPOWF					s 12.50	s 7.15	s 10.14	65.5	D	6.4 CALLAWAY Ca	36.8	s 8.48	s 1.37	s 9.30						
2,501						s 1.20	s 7.33	s 10.29	73.1		7.6 MILLDALE	29.2	s 8.31	s 1.20	f 8.42						
1,452						f 1.40	f 7.40	f 10.34	75.7		2.6 FINCHVILLE	26.6	f 8.24	f 1.11	f 8.37						
2,499	W					s 2.25	s 7.58	s 10.49	83.1	D	7.4 ARNOLD Ad	19.2	s 8.10	s 12.57	s 8.10						
2,503						s 2.50	s 8.13	s 11.05	90.6		7.5 LOGAN	11.7	s 7.53	s 12.40	f 7.35						
1,006						f 2.59	f 8.20	f 11.13	94.5		3.9 HOAGLAND	7.8	f 7.45	f 12.34	f 7.25						
1,005						f 3.15	s 8.30	s 11.24	99.2		4.7 GANDY	3.1	s 7.36	s 12.26	f 7.12						
2,502	FWY					3.30PM	8.40PM	11.35AM	102.3	D-R	3.1 STAPLETON Sn	0.0	7.30AM	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)	(4.05)	(4.05)	..... Time	(4.05)	(3.55)	(6.45)
14.6	25.1	25.1	..... Average speed per hour	25.1	26.5	15.2

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..... Power-house
- Council Bluffs..... Waiting Room Passenger Depot
- Council Bluffs..... Round-house
- Omaha..... Telegraph Union Depot
- Omaha..... Dispatcher's Office
- Omaha..... West Tower
- Omaha..... Switchman's Shanty, 15th Street
- 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
- Norfolk..... Telegraph Office
- Valparaiso..... Telegraph Office
- Lincoln..... Telegraph Office
- Beatrice..... Telegraph Office
- St. Paul..... Telegraph Office
- Hastings..... Telegraph Office
- Genoa..... Telegraph Office

TIME SERVICE

W. F. Hayes, General Supervisor of }
Time Service. } Omaha, Nebr.

LOCATION OF LOCAL TIME INSPECTORS

- L. A. Borsheim..... 547 West Broadway, Council Bluffs, Iowa
- E. H. Leffert..... 503 W. Broadway, Council Bluffs, Iowa
- L. A. Borsheim..... 504 So. 16th St., Omaha, Nebr.
- C. W. Gould..... Valley, Nebr.
- Grover Spangler..... Fremont, Nebr.
- Keith Perkins..... Columbus, Nebr.
- Schafer Bros..... Central City, Nebr.
- J. A. Michelson..... Grand Island, Nebr.
- B. E. Jolls..... Grand Island, Nebr.
- J. D. Hawthorne..... Kearney, Nebr.
- Harry Dixon..... North Platte, Nebr.
- F. A. Hallett..... Lincoln, Nebr.
- Johnson Jewelry Store..... Genoa, Nebr.
- K. C. Koons..... Beatrice, 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 passengers for stations west of Columbus.
Will stop at Chapman to let off Passengers from east of Central City, on Sundays make regular stop at Chapman, 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 points south of Salt Lake.
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.
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 to let off passengers from all stations west.
No. 20 will stop to let off passengers from Ogden and beyond.
No. 26 will stop to let off passengers from Ogden and beyond.

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. 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 the signal and must remain there until relieved by an employe of the Signal Department or by Official Instructions.
 3. 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), before leaving Summit, except westward freight trains using old line between Gilmore and Lane must receive clearance card, (Form 2643), at west tower before leaving Omaha.
All trains must receive a clearance card (Form 2643) before leaving Columbus and Lincoln.
All trains using "Old Line" between Gilmore and Lane must register at Lane.
 4. Wooden underframe cars, 80,000 lbs. or less capacity. Empty wooden flat cars, outfit cars, emigrant movable, cars equipped with emergency couplers and emergency draw bars and cars tagged with Form 4725 "Handle only on rear of Train" must be handled in rear of train ahead of caboose. Outfit cars should be handled first ahead of caboose but when outfit cars and cars equipped with emergency draw bars are handled in the same train, the latter will be handled next to caboose.

DIVISION SPEED RESTRICTIONS

5. 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.

6. 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.

7. 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.
At Grand Island: Except on time of first class trains, movements may be made against the current of traffic without being preceded by flagman, between C. B. & Q. crossing and Cleburne Street.

SUB-DIVISION SPEED RESTRICTIONS, AND TRAIN INSPECTION STATIONS

8. **FIRST SUB-DIVISION.**

	Passenger	Freight
A. Between Gilmore and Papillion.....	35 miles	30 miles
Between Papillion and Lane.....	40 miles	30 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.

9. **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.

10. **BRANCHES:**

	Passenger	Freight
Valley and Raymond.....	45 miles	25 miles
Raymond and Pickrell.....	40 miles	25 miles
Pickrell and Beatrice.....	35 miles	25 miles
Reduce Speed on Curves.....	35 miles	25 miles
Stromsburg.....	35 miles	25 miles
(With engines weighing 150,000 lbs. or more on drivers) Beatrice-Stromsburg-Norfolk-Ord.....	25 miles	25 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
Hastings (With Mikado type engines).....	25 miles	25 miles
Over Bridge 21.35 Platte River (on Hastings Branch).....	15 miles	15 miles
Engines passing over bridge 18.72 Platte River (on Hastings Branch).....	20 miles	20 miles

Beatrice and Stromsburg Branches—Helper engines must be cut in on head end of train, and all eastward trains will make Running Air Test at Loma.

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.
Sidney Smith	Local Surgeon	Council Bluffs	Council Bluffs.
John Nilsson	Division Surgeon	Omaha	Council Bluffs to Julesburg.
E. L. Bridges	Consulting Physician	Omaha	Omaha.
R. J. Maurer	Hospital Surgeon	Omaha	Omaha.
L. T. Hall	Local Surgeon	Omaha	Omaha.
R. R. Hollister	Local Surgeon	Omaha	Omaha.
J. S. Loney	Shop Surgeon	Omaha	Omaha.
Otis Martin	Shop Surgeon	Omaha	Omaha.
Owen & Rubendall	Oculist	Omaha	Omaha.
Wherry & Haney	Oculist	Omaha	Omaha.
R. E. Schindel	District Surgeon	South Omaha	Omaha to Papillion.
H. H. Avery	Local Surgeon	Florence, Neb.	Florence, Neb.
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.
C. G. Moore	District Surgeon	Fremont	Valley to North Bend.
L. H. Sixta	District Surgeon	Schuyler	North Bend to Columbus.
Evans and Marrow	District Surgeon	Columbus	Schuyler to Silver Creek and Oconee.
H. E. King	District Surgeon	Belgrade, Neb.	Fullerton to Cedar Rapids.
R. D. Balcom	District Surgeon	Silver Creek	Columbus to Clarks.
R. R. Douglas	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.	Grand Island.
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	Shelton	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.
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 Surgeon	Gothenburg	Cozad to Brady Island.
A. L. Schneider	District Surgeon	Brady Island	Gothenburg to North Platte.
C. E. Kennon	District Surgeon	Maxwell	Brady Island to North Platte.
T. J. Kerr	District Surgeon	North Platte	Brady Island to Ogallala.
C. A. Selby	District Surgeon	North Platte	Brady Island to Ogallala.
J. G. Smith	District Surgeon	Wahoo	Yutan to 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.
C. S. Curry	District Surgeon	Beatrice	Pickrell to Beatrice.
J. G. Marron	District Surgeon	Brainard	Valparaiso to David City.
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.
Davis and 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.
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 Scotia.
P. M. Pederson	District Surgeon	Dannebrog	St. Paul to Boelus.
C. G. Amick	District Surgeon	Loup City	Loup City to St. Paul.
A. L. Randall	District Surgeon	Pleasanton	Pleasanton to Boelus.
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 Gibbon.
C. B. Calbreath	District Surgeon	Hastings	Hastings to Gibbon.

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.

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.)

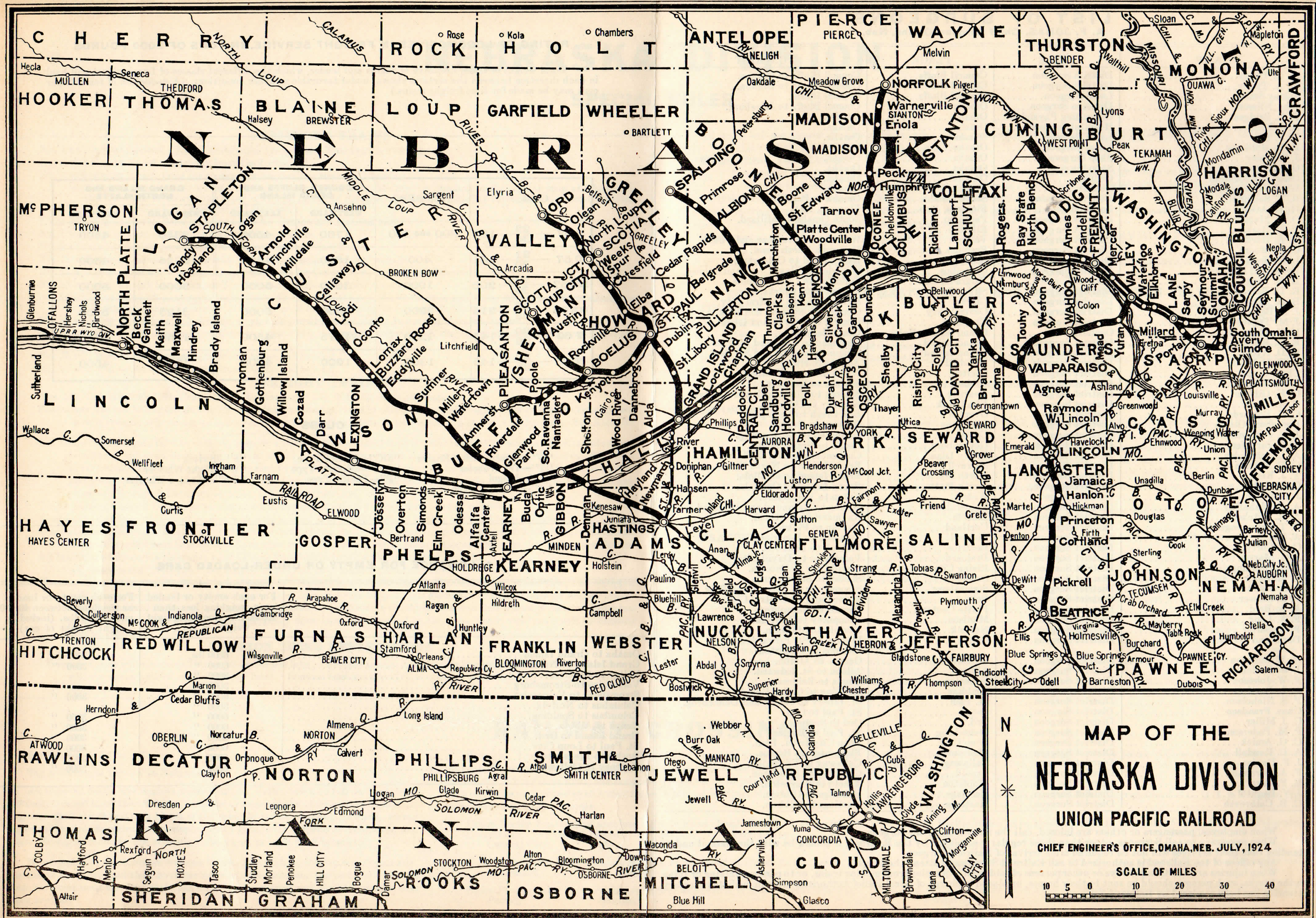
Class	NUMBERS	COUNCIL BLUFFS AND GRAND ISLAND		GRAND ISLAND AND NORTH PLATTE	
		WESTWARD	EASTWARD	WESTWARD	EASTWARD
C 57 — $\frac{22}{30}$ — 187	200 and 300	1760	4500	2350	4500
C 57 — $\frac{21}{30}$ — 161	400	1620	4500	2225	4500
MK 57 — $\frac{23\frac{1}{2}}{30}$ — 205	1900	3000	5000	3000	5000
MK 63 — $\frac{26}{28}$ — 214	2200	3000	5000	3125	5000
T 69 — $\frac{20}{28}$ — 143	1320	1075	4500	1750	4500
T 63 — $\frac{20}{28}$ — 145	1360	1200	4500	1900	4500

CLASS

"C"—Consolidation Engine "MC"—Mallet Type "S"—Switch
 "T"—Ten Wheeler "MK"—Mikado Type "E"—Eight Wheeler
 "M"—Mogul "P"—Pacific Type "TW"—Twelve Wheeler
 "A"—Atlantic Type

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 "	
Stromsburg to Valparaiso	6000 "	3000 "
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 "



MAP OF THE NEBRASKA DIVISION

UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. JULY, 1924

