

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

NEBRASKA DIVISION.

BRIDGE DISTRICT,

EMPLOYEES' TIME TABLE.

To take Effect Sunday, March 31st, 1918

12:01 A. M. "CENTRAL TIME"

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

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



UNION PACIFIC SYSTEM UNION PACIFIC RAILROAD COMPANY

NEBRASKA DIVISION

W. M. JEFFERS,
Vice-Pres. and Genl. Manager

F. H. HAMMILL,
General Superintendent

EMPLOYEES' TIME TABLE

To take effect Sunday, March 31st, 1918

12:00 A. M. CENTRAL TIME

UNION PACIFIC RAILROAD
NEBRASKA DIVISION
BRIDGE DISTRICT

The Company reserves the right to vary from this time table at pleasure.
For the government and information of employees only, and not intended for the use of the public.

BRIDGE DISTRICT—Council Bluffs and Gilmore—WESTWARD.

BRIDGE DISTRICT. Time Table No. 299. March 31, 1918		FIRST CLASS																				
		19	19	23	11	1	11	201	11	105	1	25	58	101	5	13	104	215	5	11	9	14
STATIONS		U. P.	C. M. & St. P.	C. B. & Q.	C. & N. W.	C. & N. W.	C. G. W.	C. & N. W.	C. M. & St. P.	Mo. Pac.	U. P.	U. P.	I. C.	C. & N. W.	C. B. & Q.	C. R. I. & P.	Mo. Pac.	C. & N. W.	U. P.	Wabash	C. & N. W.	I. C.
BROADWAY, C. & N.-W. DEPOT		AM	AM	AM	AM 6.55	AM 7.00	AM	AM 7.10	AM	AM	AM	AM	AM	AM 7.26	AM	AM	AM	AM 8.55	AM	AM	AM 9.15	AM
C. G. W. JUNCTION					7.00	7.05	7.16	7.17						7.31				9.00			9.20	
TRANSFER DEPOT		12.01	12.10	6.15	7.05	7.10	7.17	7.20	7.22					7.35				9.05	9.15	9.15	9.30	
U. P. TR. YD. JUNCTION		12.05	12.15	6.20	7.10	7.15	7.22	7.25	7.27					7.40				9.10	9.19	9.20	9.35	
SIXTH STREET				6.30																		
OMAHA UNION PASS. STATION		12.15	12.25		7.20	7.30	7.32	7.35	7.37					7.50				9.20	9.28	9.30	9.45	
SIXTEENTH ST. (lower yard)		12.40								7.45	8.00			8.15				8.32				9.50
C. & N.-W. JUNCTION										7.47				8.18								9.52
SOUTH OMAHA		12.46									8.06			8.22				8.38				
C. R. I. & P. JUNCTION														8.30				8.41				
AVERY														8.31				8.44				
GILMORE JUNCTION														8.36				8.51				
GILMORE														8.38				8.54				
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM

BRIDGE DISTRICT—Gilmore and Council Bluffs—EASTWARD.

BRIDGE DISTRICT. Time Table No. 299. March 31, 1918		FIRST CLASS																				
		10	10	8	12	32	12	4	12	105	16	12	204	104	11	20	57	102	24	6	28	18
STATIONS		U. P.	C. & N. W.	C. R. I. & P.	C. M. & St. P.	C. & N. W.	Wabash	U. P.	U. P.	Mo. Pac.	C. G. W.	C. & N. W.	C. & N. W.	Mo. Pac.	I. C.	C. B. & Q.	I. C.	C. & N. W.	U. P.	C. & N. W.	U. P.	C. R. I. & P.
GILMORE		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
GILMORE JUNCTION																						
AVERY																						
C. R. I. & P. JUNCTION					5.26																	1.02
SOUTH OMAHA					5.27																	1.04
C. & N.-W. JUNCTION		12.50		5.30				6.45	6.51	7.06								11.18	11.36		12.20	1.07
SIXTEENTH ST. (lower yard)																		8.00	8.08		9.14	
OMAHA UNION PASS. STATION		1.00		5.40				6.55	7.00	7.15								8.02	8.10		9.16	11.25
SIXTH STREET			1.20	6.00	6.35	6.45	7.02	7.15													12.05	12.01
U. P. TR. YD. JUNCTION			1.30	6.10	6.45	6.55	7.12	7.25													12.05	12.01
TRANSFER DEPOT			1.35	6.15	6.50	7.00	7.17	7.30													12.15	12.11
C. G. W. JUNCTION			1.40			7.05															12.20	12.15
BROADWAY, C. & N.-W. DEPOT			1.45			7.10															12.25	12.50
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM

BRIDGE DISTRICT—Council Bluffs and Gilmore—WESTWARD.

BRIDGE DISTRICT. Time Table No. 299. March 31, 1918			FIRST CLASS																										
			17	17	11	209	7	27	7	27	5	7	105	15	9	108	3	Nebr 17	3	12	15	56	3	103	3	5			
STATIONS			C. & N. W.	U. P.	C.B.&Q.	C. & N. W.	C. & N. W.	C.B.&Q.	U. P.	U. P.	C. R. I. & P.	C.B.&Q.	C. & N. W.	C. & N. W.	U. P.	Mo. Pac.	C. M. & St. P.	C. R. I. & P.	C. & N. W.	I. C.	U. P.	I. C.	U. P.	C. & N. W.	C.B.&Q.	C. G. W.			
			Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
			AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
Automatic Block	Double Track	BROADWAY, C. & N.-W. DEPOT	9.50			11.10	11.15																						
		C. G. W. JUNCTION	9.55			11.15	11.20																					4.14	
		TRANSFER DEPOT	10.00		10.45	11.20	11.25	11.35			12.01	1.05	1.10	1.15	1.25	1.30			3.10	3.15	3.15		3.21		3.25	3.26	3.35	4.15	
		U. P. TR. YD. JUNCTION	10.05		10.50	11.25	11.30	11.40			12.06	1.10	1.15	1.20	1.30	1.35			3.15	3.20	3.20		3.26		3.30	3.31	3.40	4.20	
		SIXTH STREET			11.00			11.50																				3.50	
		OMAHA UNION PASS. STATION	10.15			11.35	11.40				12.16	1.20		1.30	1.40	1.45			3.25	3.30	3.30		3.36		3.40	3.41		4.30	
		SIXTEENTH ST. (lower yard)		10.30							11.55	12.41	1.30										4.15	4.20	4.21	4.30	4.32		
		C. & N.-W. JUNCTION		10.37							12.01	12.49	1.38			2.07	2.08						4.17		4.28		4.38	4.42	
		SOUTH OMAHA										12.54	1.40																
		C. R. I. & P. JUNCTION										12.55	1.41																
		AVERY										1.01																	
		GILMORE JUNCTION										1.03																	
GILMORE										1.05																			
			AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		

BRIDGE DISTRICT—Gilmore and Council Bluffs—EASTWARD.

BRIDGE DISTRICT. Time Table No. 299. March 31, 1918			FIRST CLASS																							
			108	310	216	14	6	59	6	16	103	13	310	26	26	6	106	22	6	14	14	12				
STATIONS			Mo. Pac.	C. & N. W.	C. & N. W.	C.B.&Q.	C. R. I. & P.	I. C.	C. G. W.	U. P.	Mo. Pac.	I. C.	C. R. I. & P.	C.B.&Q.	U. P.	U. P.	C. & N. W.	C. & N. W.	C. M. & St. P.	C. R. I. & P.	Wabash	C.B.&Q.				
			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
Automatic Block	Double Track	GILMORE																								
		GILMORE JUNCTION																								
		AVERY																								
		C. R. I. P. JUNCTION																								
		SOUTH OMAHA																								
		C. & N.-W. JUNCTION			1.26																					
		SIXTEENTH ST. (lower yard)	1.23							3.38																
		OMAHA UNION PASS. STATION	1.25	1.35						3.35	3.40															
		SIXTH STREET		1.45	3.25					3.45		3.50														
		U. P. TR. YD. JUNCTION		1.55	3.35	3.45	3.55			4.00																
		TRANSFER DEPOT		2.00	3.40	3.50	4.00			4.05																
		C. G. W. JUNCTION		2.05	3.45					4.06																
BROADWAY, C. & N.-W. DEPOT		2.10	3.50																							
			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

BRIDGE DISTRICT—Council Bluffs and Gilmore—WESTWARD.

BRIDGE DISTRICT. Time Table No. 299. March 31, 1918		FIRST CLASS														
		103	Iowa 17	309	23	33	21	107	15	203	3	106	13	7	9	13
		Mo. Pac.	C. R. I. & P.	C. & N. W.	U. P.	C. & N. W.	C.B.&Q.	Mo. Pac.	C. G. W.	C. & N. W.	Wabash	Mo. Pac.	U. P.	C. R. I. & P.	C.B.&Q.	C. & N. W.
STATIONS		Daily	Daily except Sunday	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
BROADWAY, C. & N.-W. DEPOT				4.33		5.30				10.50					11.45	
C. G. W. JUNCTION				4.38		5.35			9.34	10.55					11.50	
TRANSFER DEPOT			4.40	4.43	4.55	5.45	5.50		9.35	11.00	11.15		11.20	11.30	11.45	11.55
U. P. TR. YD. JUNCTION			4.45	4.48	5.00	5.50	5.55		9.40	11.05	11.20		11.25	11.35	11.51	12 00
SIXTH STREET							6.08								12.01	
OMAHA UNION PASS. STATION		4.40	4.55	4.58	5.10	6.00			9.50	11.15	11.30		11.35	11.45		12.10
SIXTEENTH ST. (lower yard)		4.42		5.30	5.30			8.42				11.30	12.30	11.55		
C. & N.-W. JUNCTION				5.40	5.36							11.38	12.36	12.03		
SOUTH OMAHA					s 5.44							s 11.40		12.05		
C. R. I. & P. JUNCTION					5.46							11.42		12.07		
AVERY					f 5.54							11.49				
GILMORE JUNCTION					5.56							11.52				
GILMCRE					s 5.59											
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM

BRIDGE DISTRICT—Gilmore and Council Bluffs—EASTWARD.

BRIDGE DISTRICT. Time Table No. 299. March 31, 1918		FIRST CLASS															
		210	20	20	18	12	2	107	26	2	18	202	106	8	8	108	22
		C. & N. W.	U. P.	C. M. & St. P.	U. P.	C. G. W.	U. P.	Mo. Pac.	C. & N. W.	C. & N. W.	C. & N. W.	C. & N. W.	Mo. Pac.	U. P.	C. & N. W.	C. & N. W.	C. B. & Q.
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
GILMORE																	
GILMORE JUNCTION								8.08									
AVERY								8.10									
C. R. I. & P. JUNCTION								8.17									
SOUTH OMAHA								s 8.18									
C. & N.-W. JUNCTION			7.25		8.00		8.10	8.22						9.45		9.50	
SIXTEENTH ST. (lower yard)												9.42					
OMAHA UNION PASS. STATION		6.45	7.35		8.10		8.20	8.30				9.45	9.55		10.00		
SIXTH STREET				7.50		8.20			8.25	8.31	8.35	9.05		10.10	10.20		
U. P. TR. YD. JUNCTION		6.55		8.00		8.30			8.35	8.41	8.45	9.15		10.20	10.30	11.35	
TRANSFER DEPOT		7.00		8.05		8.35			8.40	8.46	8.50	9.25		10.25	10.35	11.40	
C. G. W. JUNCTION		7.05				8.36			8.45	8.51	8.55	9.30		10.30	10.40		
BROADWAY, C. & N.-W. DEPOT		7.10							8.50	8.56	9.00	9.35		10.35	10.45		
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	

WESTWARD

FIRST CLASS

	106	13	59	108	57	11	104
	Mo. Pac.	I. C.	I. C.	Mo. Pac.	I. C.	I. C.	Mo. Pac.
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	PM	PM	PM	PM	AM	AM	AM
		3 55	3.24		9 02	7.54	
		3.57	3.26		9.04	7.56	
	9.30			1.10			7.47
	9.35	4.03	3.31	1.15	9.07	7.59	7.52
	9.42	4.09	3.38	1.23	9.14	8.08	8.00
	PM	PM	PM	PM	AM	AM	AM

OMAHA LOWER YARD.

Time Table No. 299.

March 31, 1918

STATIONS

Lv. OMAHA B. & T. JUNCTION Ar
END OF DOUBLE TRACK (Davenport Street)
Lv. MO. PACIFIC JCT. (Cass St.) Ar
DOUGLAS STREET
Ar SIXTEENTH STREET Lv

EASTWARD

FIRST CLASS

	105	58	14	12	56	103	107
	Mo. Pac.	I. C.	I. C.	I. C.	I. C.	Mo. Pac.	Mo. Pac.
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	AM	AM	AM	PM	PM	PM	PM
		8.28	10.00	4.26	4.33		
		8.27	9.59	4.25	4.32		
	8.00					4.55	8.56
	7.55	8.25	9.58	4.23	4.30	4.50	8.51
	7.47	8.18	9.52	4.17	4.23	4.42	8.44
	AM	AM	AM	PM	PM	PM	PM

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

SPECIAL RULES FOR BRIDGE DISTRICT,

- All trains on Union Pacific tracks are governed by Union Pacific rules.
- The Bridge District comprises all tracks between U. P. Transfer, Council Bluffs, and Broadway, Council Bluffs, and the west switch at Gilmore; between O. B. T. Junction and 20th street, Omaha; between Cass street and 20th street, Omaha; between Davenport street and the ice houses at Cut Off Lake, and between 36th street on Lane Cut Off and Summit Junction.
- All trains must move within yard limits prepared to stop unless main track is seen or known to be clear and must approach all junction points under full control expecting to find trains entering or leaving Union Pacific tracks. Trains entering or leaving Union Pacific tracks must be protected by flagman except when protected by interlocking. Trains entering or leaving side tracks at "L" street and "F" street, South Omaha, must be protected by flagman in both directions.
- No train will move against current of traffic within Bridge District (except in interlocking district east tower Omaha to Thirteenth Street Omaha) unless specifically instructed by terminal dispatcher to do so, and must also be preceded by flagman.
- Thirty (30) miles per hour will not be exceeded by any train within Bridge District limits.
- Trains will not exceed ten (10) miles per hour passing over switches Council Bluffs train yard junction; at the west end of Missouri River bridge; at 13th street, Omaha; and trains using diverging routes Gilmore Junction. Union Pacific main line trains will not exceed twenty-five (25) miles per hour over interlocking switches Gilmore Junction. Trains will not exceed fifteen (15) miles per hour passing over switches 20th street, Omaha. Trains will not exceed six (6) miles per hour between 16th street viaduct on lower track, and 14th street on upper track, Omaha.
- Trains will not exceed twelve (12) miles per hour crossing Missouri River bridge.
- All trains entering Union Station at Omaha will come to full stop before crossing main platform in front of gates, unless proceed signal received from Yardmaster.
- All trains, transfer and yard engines using eastward freight main line will approach Seventh street, Omaha, prepared to stop clear of C. B. & Q. tracks unless proceed signal received from switchtender, and switches seen to be lined for Union Pacific main line.
- Freight and transfer trains will not pass Eleventh street, Omaha, without receiving proceed signal from switchtender.
- Eastward trains on No. 2 track will approach Fifteenth street, Omaha, prepared to stop clear of crossover switches unless red flag by day or red light by night is removed and proceed signal received from switchtender.

- Westward trains on No. 1 track will approach C. G. W. crossing Summit prepared to stop unless proceed signal received from switchtender. All eastward trains must stop clear of this crossing, and receive proceed signal from crossing flagman before proceeding.
- All hand signals must be promptly and distinctly answered, so as to make certain they will be acted on only by such trains as intended for.
- At the crossing of the B. & M. R. R. at foot of Harney street, Omaha, Nebr., all U. P., I. C., and Mo. Pac. trains will approach this crossing prepared to stop, should the crossing gate and signals be in the stop position.
- At end of double track Gilmore, normal position of switch will be for eastward track.
- Westward Union Pacific passenger trains will not leave Omaha Union Station without clearance card, form 2643.
- Illinois Central Train No. 59 is superior to No. 12 and No. 56. No. 57 is superior to No. 14 and No. 58.
- The following overhead crossings will not clear a man when standing upon some of the large cars. Trainmen and Yardmen must not stand on cars when passing these points:
 Missouri River Bridge,
 Tenth Street Viaduct, Omaha,
 Eleventh Street Viaduct, Omaha,
 Trolley Wires, Thirteenth Street, Omaha,
 "L" Street Viaduct, South Omaha,
 Trolley Wires, Ninth and Douglas Streets, Omaha,
- Derail has been installed on Eastward Main Line 316 feet west of Missouri River Bridge and is governed by doll post signal located south of Short track 24, twenty feet west of derail. Derail and signal are operated from Tower "A" and trains must not pass this signal in "stop" position, except on permission from Towerman.

**UNION PACIFIC RAILROAD
NEBRASKA DIVISION
BRIDGE DISTRICT**

