UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Nebraska Division

BRIDGE SUB-DIVISION

EMPLOYES' TIME TABLE

1931

To Take Effect Sunday, September 13, 1925

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

For the government and information of employes only, and not intended for the use of the public.
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OMAHA PRINTING CO.

BRIDGE SUB-DIVISION—Council Bluffs and Gilmore—WESTWARD

BRIDGE SUB-DIVISION
Time Table No. 381
Sept. 13, 1925

FIRST CLASS

STATIONS	19	25	19	111	138	23	201	11	104	11	37	13	7	11	5	11	11	5	301	35	7	1	7	1
	C. M. & St. P.	U. P.	U. P.	C. & N. W.	U. P.	C.B.& Q.	C. & N. W.	C & N. W.	Mo. Pac.	U.P.	U.P.	C. R. I. & P.	C. M. & St. P.	C. G. W.	C.B.& Q.	I. C.	Wabash	C. & N W.	C. R. I. & P.	C. M. & St. P.	C & N. W.	C. & N. W.	U. P.	U. P.
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
C. & N.W. AND I. C. JUNCTIONS	AM	AM	AM	AM 5.55	AM	AM	AM 6.50	AM 7.09	AM	AM	AM	AM	AM	AM	AM	AM 7.50	AM	AM 8.20	AM	AM	AM 8.55	AM 9.05	AM	AM
C. G. W. JUNCTION				6.00			6.55	7.14						7.24		7.55		8.25			9.00	9.10		
TRANSFER DEPOT	12.19			6.05	6.30	6.50	7.00	7.19			7.20	7.30	7.32	7.35	7.45	8.00	8.11	8.30	8.40	8.45	9.05	9.15		
U. P. TR. YD. JUNCTION	12.24			6.10	6.35	6.55	7.05	7.24			7.25	7.35	7.37	7.40	7.50	8.05	8.16	8.35	8.45	8.50	9.10	9.20		
SIXTH STREET						7.05									8.00									
OMAHA UNION PASS. STATION Ar	12.34			6.20	6.45		7.15	7.34			7.35	7.45	7.47	7.50		8.15	8.26	8.45	8.55	9.00	9.20	9.30		
OMAHA UNION PASS. STATION Lv		12.35	12.40	6.50	7.05				7.45	8.10	8.15	8.00											9.40	9.45
SIXTEENTH ST. (lower yard)																								
C. & N.-W. JUNCTION		12.42	12.47	6.58	7.12				7.52	8.17	8.22	8.08											9.47	9.52
SOUTH OMAHA									s 7.57		s 8.30	8.11												
C. R. I. & P. JUNCTION									7.58		8.31	8.13												
AVERY									8.03		f 8.36													
GILMORE JUNCTION									8.05		8.38													
GILMORE											s 8.42													
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM

Automatic Block — Double Track

BRIDGE SUB-DIVISION—Gilmore and Council Bluffs—EASTWARD

BRIDGE SUB-DIVISION
Time Table No. 381
Sept. 13, 1925

FIRST CLASS

STATIONS	20	26	14	26	8	30	4	4	12	16	12	10	38	105	12	204	16	20	114	24	28	6	6
	C. M. & St. P.	U.P.	U.P.	C. & N W.	C. R. I. & P.	C. & N. W.	C. M. & St. P.	U.P.	Wabash	I. C.	U. P.	C. R. I. & P.	C. R. I. & P.	Mo. Pac.	C. & N. W.	C. & N. W.	C.G.W	C.B.& Q.	C. & N. W.	U. P.	U. P.	U. P.	C. & N. W.
	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily
GILMORE	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM s11 09	AM	AM	PM
GILMORE JUNCTION														6.52						11.11			
AVERY														6.54						f11.13			
C. R. I. & P. JUNCTION					2.05								6.52	7.01						11.19			
SOUTH OMAHA					2.06								6.53	f 7.02						s11.25			
C. & N.-W. JUNCTION		1.53	2.03		2.09			6.33			6.38		6.56	7.05					9.40	11.30	11.35	11.55		
SIXTEENTH ST. (lower yard)																								
OMAHA UNION PASS. STATION Ar		2.05	2.15		2.18			6.45			6.50		7.05	7.15					9.50	11.40	11.50	12.10		
OMAHA UNION PASS. STATION Lv	12.35			2.35	2.40	6.15	7.00	7.01	7.02	7.03	7.05	7.15	7.25		7.17	7.40	8.00		10.15	11.50	12.00	12.25	12.26	
SIXTH STREET																		9.30						
U. P. TR. YD. JUNCTION	12.45			2.45	2.50	6.25	7.10	7.11	7.12	7.13	7.15	7.25	7.35		7.27	7.50	8.10	9.40	s10.25	12.00	12.10	12.35	12.36	
TRANSFER DEPOT	12.50			2.50	2.55	6.30	7.15	7.16	7.17	7.18	7.20	7.30	7.40		7.32	7.55	8.15	9.45	10.30	12.05	12.15	12.40	12.41	
C. G. W JUNCTION				2.55		6.35				7.19					7.37	8.00	8.16		10.35				12.46	
C. & N.W. AND I. C. JUNCTIONS				3 00		6 40				7.23					7.42	8.05			10.40				12.51	
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	

Automatic Block — Double Track

BRIDGE SUB-DIVISION—Council Bluffs and Gilmore—WESTWARD

BRIDGE SUB-DIVISION
Time Table No. 381
Sept. 13, 1925

FIRST CLASS

STATIONS	5	9	9	11	17	17	209	27	509	5	108	27	219	103	3	7	3	15	3	3	13
	U. P.	U.P.	C. & N. W.	C.B.& Q.	U. P.	C. & N. W.	C. & N. W.	C.B.& Q.	C. & N. W.	C. R. I & P.	Mo. Pac	U. P.	C. & N. W.	C. & N. W.	C. M. & St. P.	C.B.& Q.	C. & N. W.	U. P.	U. P.	C.B.& Q.	I. C.
	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
C. & N.W. AND I. C. JUNCTIONS	AM	AM	AM 10.50	AM	AM	AM 11.10	AM 11.20	AM	PM 12.32	PM	PM	PM	PM 2 30	PM 2.35	PM	PM	PM 2.56	PM	PM	PM	PM 3.36
C. G. W. JUNCTION			10.55			11.15	11.25		12.37				2.35	2.40			3.01				3.41
TRANSFER DEPOT	9.30	10.55	11.00	11.05	11.10	11.20	11.30	11.35	12.42	1.10		1.30	2.40	2.45	3.00	3.05	3.06		3.30	3.35	3.46
U. P. TR. YD. JUNCTION	9.35	11.00	11.05	11.10	11.15	11.25	11.35	11.40	12.47	1.15		1.35	2.45	2.50	3.05	3.10	3.11		3.35	3.40	3.51
SIXTH STREET				11.18				11.48								3.18				3.48	
OMAHA UNION PASS. STATION Ar	9.45	11.10	11.15		11.25	11.35	11.45		12.57	1.25		1.45	2.55	3.00	3.15		3.21		3.45		4.01
OMAHA UNION PASS. STATION Lv	9.50	11.30			11.55				1.30	1.35	1.55	2.15		4.10				4.25	4.40		
SIXTEENTH ST. (lower yard)																					
C. & N.-W. JUNCTION	9.57	11.37			12.02				1.39	1.43	2.02	2.22		4.18				4.32	4.48		
SOUTH OMAHA										1.45	s 2.07										
C. R. I. & P. JUNCTION										1.48	2.08										
AVERY											2.13										
GILMORE JUNCTION											2.15										
GILMORE	AM	AM	AM	AM	PM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Automatic Block — Double Track

BRIDGE SUB-DIVISION—Gilmore and Council Bluffs—EASTWARD

BRIDGE SUB-DIVISION
Time Table No. 381
Sept. 13, 1925

FIRST CLASS

STATIONS.	510	6	14	16	16	38	103	216	26	36	12	30	122	22	14	8	14	12
	C. & N. W.	C. R. I. & P.	C.B.& Q.	U. P.	C. & N. W.	U. P.	Mo. Pac.	C. & N. W.	C.B.& Q.	C. M. & St. P.	I. C.	C.B.& Q.	C. & N. W.	C. & N. W.	C. R. I. & P.	C. M. & St. P.	Wabash	C.B.& Q.
	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
GILMORE	PM	PM	PM	PM	PM	PM s 3.08	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
GILMORE JUNCTION						3.09	3.17											
AVERY						f 3.11	3.19											
C., R. I. P. JUNCTION		2.55				3.16	3.26								5.37			
SOUTH OMAHA		2.56				s 3.20	s 3.27								5.39			
C. & N.-W. JUNCTION	1.21	3.01		3.18		3.28	3.30						5.25		5.42			
SIXTEENTH ST. (lower yard)																		
OMAHA UNION PASS. STATION Ar	1.30	3.10		3.30		3.38	3.40						5.35		5.50			
OMAHA UNION PASS. STATION Lv	1.45	3.25		3.40	3.45	3.50		3.55		5.15	5.26		5.50	6.00	6.08	6.10	6.12	
SIXTH STREET			3.37						4.31			5.30						6.32
U. P. TR. YD. JUNCTION	1.55	3.35	3.45	3.50	3.55	4.00		4.05	4.41	5.25	5.36	5.40	6.00	6.10	6.18	6.20	6 22	6.42
TRANSFER DEPOT	2.00	3.40	3.50	3.55	4.00	4.05		4.10	4.46	5.30	5.41	5.45	6.05	6.15	6.23	6.25	6.27	6.47
C. G. W. JUNCTION	2.05				4.05			4.15			5.43		6.10	6.20				
C. & N.W. AND I. C. JUNCTIONS	2.10 PM	PM	PM	PM	4.10 PM	PM	PM	4.20 PM	PM	PM	5.48 PM	PM	6.15 PM	6.25 PM	PM	PM	PM	PM

Automatic Block — Double Track

BRIDGE SUB-DIVISION—Council Bluffs and Gilmore—WESTWARD

BRIDGE SUB-DIVISION
Time Table No. 381
Sept. 13, 1925

FIRST CLASS

STATIONS	23 U. P. Daily	37 C. R. I. & P. Daily	21 C.B.&Q. Daily	29 C. & N. W. Daily Ex. Sunday	15 C. G. W Daily	203 C. & N. W. Daily	106 Mo. Pac. Daily	7 C. R. I. & P. Daily	113 C. & N. W. Daily	9 C.B.&Q. Daily	3 Wabash Daily	13 C.&N. W Daily	25 C. &. N. W. Daily	13 U. P. Daily
C. & N. W. AND I. C. JUNCTIONS	PM	PM	PM	PM 6.18	PM	PM 10.20	PM	PM	PM 11.15	PM	PM	PM 11.20	PM 11.37	PM
C. G. W. JUNCTION				6.23	8.30	10.25			11.20			11.25	11.42	
TRANSFER DEPOT	5.10	5.50	6.15	6.30	8.40	10.30		11.20	11.25	11.31	11.33	11.35	11.47	11.50
U. P. TR. YD. JUNCTION	5.15	5.55	6.20	6.35	8.45	10.35		11.25	11.30	11.36	11.38	11.40	11.52	11.55
SIXTH STREET			6.30							11.46				
OMAHA UNION PASS. STATION Ar	5.25	6.05		6.45	8.55	10.45		11.35	11.40		11.48	11.50	12.02	12.05
OMAHA UNION PASS. STATION Lv	5.45	6.20					11.40	11.50	12.15					12.25
SIXTEENTH ST. (lower yard)														
C. & N.-W. JUNCTION	5.51	6.27					11.48	11.57	12.23					12.32
SOUTH OMAHA	s 6.00	6.30					11.50	11.59						
C. R. I. & P. JUNCTION	6.02	6.33					11.52	12.03						
AVERY	f 6.08						11.59							
GILMORE JUNCTION	6.10						12.02							
GILMORE	s 6.13 PM	PM	PM	PM	PM	PM	AM	AM	AM	PM	PM	PM	AM	AM

Automatic Block; Double Track

BRIDGE SUB-DIVISION—Gilmore and Council Bluffs—EASTWARD

BRIDGE SUB-DIVISION
Time Table No. 381
Sept. 13, 1925

FIRST CLASS

STATIONS	137 U. P. Daily	8 U. P. Daily	2 U. P. Daily	10 C. & N. W. Daily	8 C. & N. W. Daily	2 C. & N. W. Daily	210 C. & N. W. Daily	18 U. P. Daily	12 C. G. W. Daily	18 C. & N. W. Daily	107 Mo. Pac. Daily	202 C. & N. W. Daily	10 U. P. Daily	112 C. & N. W. Daily	22 C. B. & Q. Daily	20 U. P. Daily
GILMORE	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
GILMORE JUNCTION											7.56					
AVERY											7.58					
C. R. I. & P. JUNCTION											8.05					
SOUTH OMAHA											8.06					
C. & N.-W. JUNCTION	6.47	6.53	6.58					7.46			8.10		11.03	11.05		11.53
SIXTEENTH ST. (lower yard)																
OMAHA UNION PASS. STATION Ar	7.00	7.05	7.10					7.55			8.20		11.15	11.16		12.05
OMAHA UNION PASS. STATION Lv	7.10			7.29	7.32	7.35	7.45		8.10	8.15		9.05	11.25	11.30		
SIXTH STREET															11.44	
U. P. TR. YD. JUNCTION	7.20			7.39	7.42	7.45	7.55		8.20	8.25		9.15	11.35	11.40	11.54	
TRANSFER DEPOT	7.25			7.44	7.47	7.50	8.00		8.25	8.30		9.20	11.40	11.45	11.59	
C. G. W. JUNCTION				7.49	7.52	7.55	8.05		8.30	8.35		9.25		11.50		
C. & N. W. AND I. C. JUNCTIONS				7.54	7.57	8.00	8.10			8.40		9.30		11.55		
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

Automatic Block; Double Track

SPECIAL RULES FOR BRIDGE SUB-DIVISION

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

2. The Bridge Sub-Division 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.

3. 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 tracks at "L" Street and "F" Street, South Omaha, must be protected by flagman in both directions.

4. No train will move against current of traffic within Bridge Sub-Division (except in interlocking district between Tower "A" and Tower "B", Council Bluffs, No. 1 and No. 2 tracks, and east tower Omaha to Thirteenth Street, Omaha), unless specifically instructed by terminal dispatcher to do so, and must also be preceded by flagman.

5. Thirty (30) miles per hour will not be exceeded by any train within Bridge Sub-Division limits.

6. Trains and light engines will not exceed six (6) miles per hour passing Union Pacific Transfer Depot, Council Bluffs, and 21st Street, located just west of depot platform.
Trains heading in at Council Bluffs will not exceed speed of five (5) miles per hour on Ice Dock tracks Nos. 5 and 6.

7. Trains will not exceed ten (10) miles per hour passing over switches Council Bluffs train yard junction; at Tower "B", east end of Missouri River Bridge; 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 or light engines will not work steam or exceed speed of five (5) miles per hour while passing through crossover located on curve at east entrance to Union Station, Omaha.

8. 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.

9. All trains, transfer and yard engines using eastward freight main line will approach 7th Street, Omaha, prepared to stop unless switches are seen to be lined for main line.

10. Freight and transfer trains will not pass 11th Street, Omaha, without receiving proceed signal form switchtender.

11. Eastward trains on No. 2 track will approach 15th 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.

12. 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.

13. 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.

14. At the crossing of the C. B. & Q. R. R. at foot of Harney Street, Omaha, Neb., all trains will approach this crossing prepared to stop, should the crossing gate and signals be in the stop position.

15. At end of double track, Gilmore, normal position of switch will be for eastward track.

16. Westward Union Pacific passenger trains will not leave Omaha Union Station without clearance card, Form 2643.

17. 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, 13th Street, Omaha.
"L" Street Viaduct, South Omaha.
Trolley Wires, 9th and Douglas Streets, Omaha.
When spotting coal at east end of Omaha Union Depot building, ventilators on cab of engine must be closed account insufficient clearance.

W. M. JEFFERS,
General Manager.

N. A. WILLIAMS,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

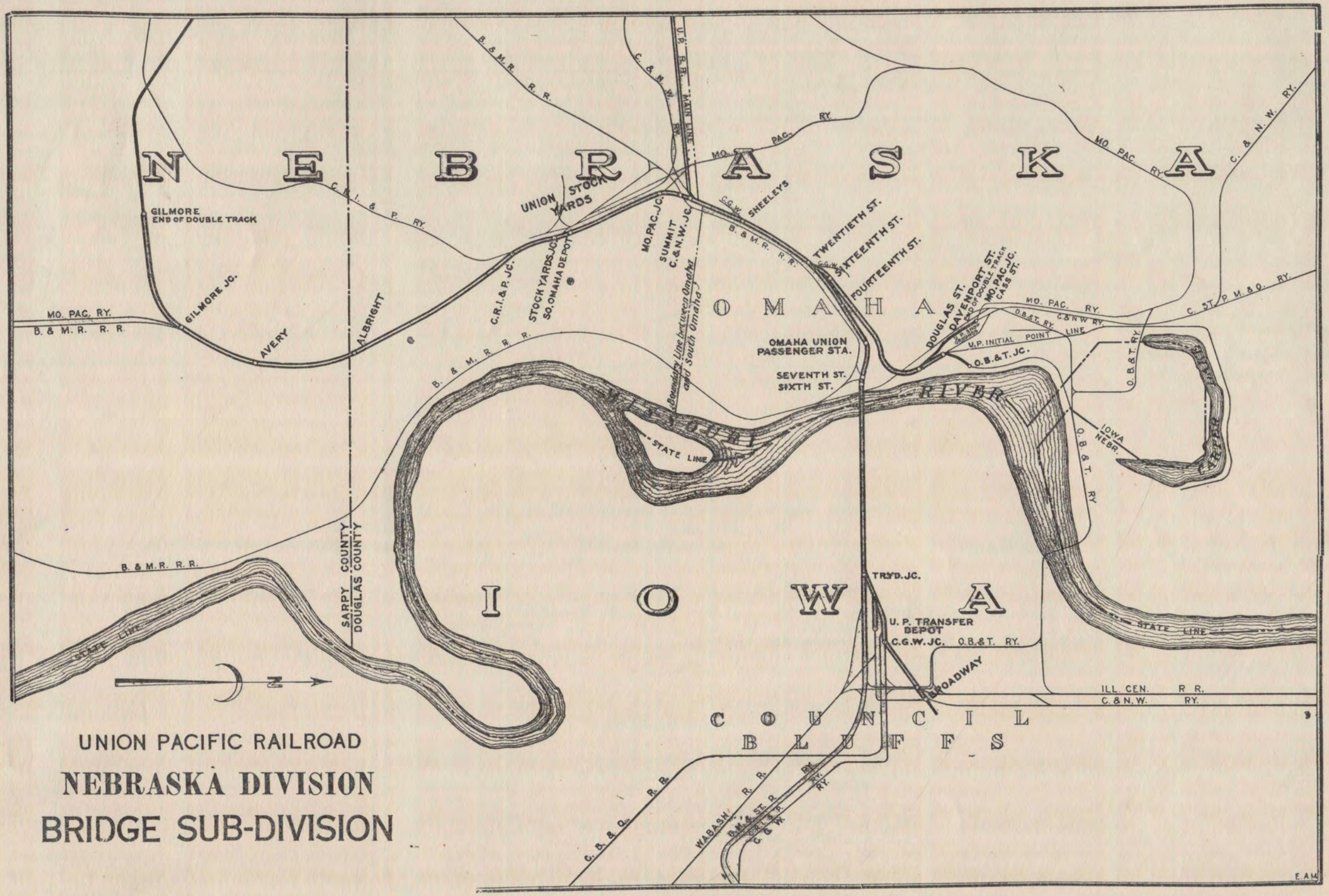
C. A. MOORE,
Superintendent,
Omaha, Nebr.

H. H. LARSON,
Terminal Trainmaster,
Omaha, Nebr.

Bridge Sub-Division:

TRAIN DISPATCHERS.....Omaha, Nebraska.

C. A. MARTIN.....Omaha, Nebraska.
A. G. BALDWIN.....Omaha, Nebraska.
W. H. JOHNSON.....Omaha, Nebraska.
A. G. SNYDER.....Omaha, Nebraska.



UNION PACIFIC RAILROAD

NEBRASKA DIVISION

BRIDGE SUB-DIVISION