

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psg.	Frt.		Str.	De-Psgr.	Psg.	Frt.
ON WESTWARD TRACK On curves as follows: Between Mile Posts— Keith 277.1 and 277.3	85	70	70	50	ON EASTWARD TRACK On curves as follows: Between Mile Posts— Brady Island 259.8 and 258.9	85	70	70	50
Beck 281.1 and 281.9	75	70	70	50	258.5 and 258.1	70	65	65	50
282.5 and 283.0	50	40	40	25	Alfalfa Center 193.2 and 192.9	85	70	70	50
North Platte					Kearney				

BRANCHES

Beatrice Branch Maximum speed.	50	50	50	45	Norfolk Branch—Cont. Between Oconee and M.P. 16.			35	25
5000 and 9000 class and MacArthur type engines.			35	35	Between M.P. 16 and Norfolk.			35	30
On curves at M.P. 4.00, 6.40, 6.82, 7.25, 7.50, 30.25, 31.75 and 36.50.	35	35	35	35	Columbus, over wye switches.			15	15
On curves at M.P. 4.00, 6.40, 6.82, 7.25, 7.50, 30.25, 31.75 and 36.50, with 5000 and 9000 class and MacArthur type engines.			25	25	On curve at M.P. 1.75.			25	25
Wahoo, city track.				5	Albion Branch Maximum speed: Motor trains. Steam trains.			45	30
Lincoln, between Hall Tower and east switch.	15	15	15	15	Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.			35	30
Lincoln, C.B.&Q. Crossing, M.P. 59, through interlocking limits.	35	35	35	25	Between M.P. 11 and Spalding.			35	25
Over Bridge 55.71.	10	10	10	10	Over Bridge 12.96.			25	25
Beatrice, between main track switch opposite enginehouse and South Sixth Street crossing.	15	15	15	15	Ord Branch Maximum speed: Between Grand Island and St. Libory.			35	25
Beatrice, Allers Grain Company spur.				5	Between St. Libory and Ord.			35	30
Beatrice, 1900 class and heavier engines on Kilpatrick track.				5	Loup City Branch.			35	30
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.			35	25	Pleasanton Branch.			30	30
Between Brainard and Hordville.			40	30	Hastings Branch Maximum speed.	60	60	60	45
Between Hordville and Central City.			35	25	With green fruit, manifest and stock trains.				50
2800 class engines.			30	30	Over Bridge 21.35.	30	30	30	30
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.			5	5	Gibbon, west of east wye switch.	15	15	15	15
Between M.P. 73.6 and Central City with 1900 class and heavier engines.			10	10	Kearney Branch Between Kearney and M.P.11: Steam trains. Motor trains.			40	30
Norfolk Branch Maximum speed, with motor trains.			45		Between M.P. 11 and M.P. 57.25: Steam trains. Motor trains.			25	25
Maximum speed, steam trains: Between Columbus and Oconee.			40	35	Between M.P. 57.25 and Callaway: Steam trains. Motor trains.			40	30
					Between Callaway and Stapleton: Steam trains. Motor trains.			45	35
								45	45

H. H. LARSON
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

A. E. STODDARD
Asst. General Manager

W. J. MORRISON
General Superintendent

E. HICKS, Superintendent..... Omaha, Nebr.
F. F. GETSFRED, Asst. Superintendent..... Omaha, Nebr.
T. F. SHANAHAN, Asst. Superintendent..... Omaha, Nebr.
E. RUF, Terminal Superintendent..... Omaha, Nebr.
A. A. HAUSSENER, Terminal Superintendent..... Co. Bluffs, Iowa
C. J. COLOMBO, Trainmaster..... Grand Island, Nebr.
J. J. DALY, Master Mechanic..... Co. Bluffs, Iowa
E. P. LEE, Road Foreman, Pgr. Engs...... Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman, Pgr. Engs...... North Platte, Nebr.
T. R. BRITT, Road Foreman, Frt. Engs...... Co. Bluffs, Iowa
R. D. BURGHARDT, Road Foreman, Freight Engines..... Co. Bluffs, Iowa
W. F. HART, Division Engineer..... Omaha, Nebr.
L. T. FERGUSON, General Road Master..... Omaha, Nebr.

First Subdivision and Branches

C. A. LAUGHLIN, Chief Train Dispatcher..... Omaha, Nebr.
E. P. MERTEN, Asst. Chief Train Dispatcher..... Omaha, Nebr.
D. O. WHITLA, Asst. Chief Train Dispatcher..... Omaha, Nebr.

Second Subdivision and Branches

A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, Nebr.
F. C. JOHNSON, Asst. Chief Train Dispatcher..... Grand Island, Nebr.
C. F. DEWHIBST, Asst. Chief Train Dispatcher..... Grand Island, Nebr.

TIME INSPECTORS ARE LOCATED AS SHOWN BELOW:

The Ball Railroad Time Service, Chicago, Ill.

R. V. Owens, General Supervisor of Time Service, Omaha.

Council Bluffs..... C. R. Chaffee
 Omaha..... Borsheim & Dorey Jewelry Co.
 Fremont..... Grover Spangler
 Columbus..... Rogers Jewelry Co.
 Central City..... George Schafer
 Grand Island..... C. A. Waterman
 Grand Island..... August Meyer & Sons
 Kearney..... J. G. McKee
 North Platte..... Harry Dixon
 Lincoln..... Sartor Jewelry Co.
 Beatrice..... K. C. Koons
 Norfolk..... Gillespie Bros.
 St. Paul..... R. L. Schumacher
 Hastings..... W. J. Breckenridge

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Council Bluffs..... Passenger Depot Waiting Room
 Council Bluffs..... Yard Office
 Council Bluffs..... Roundhouse
 Council Bluffs..... Yardmen's Locker Room
 Council Bluffs..... West Yard Office
 Omaha..... Dispatcher's Office
 Omaha..... Union Station Telegraph Office
 Omaha..... Tower "B"
 Omaha..... Enginemen's Washroom, 15th Street
 Omaha..... Yardmen's Washroom, 15th Street
 Omaha..... Yardmen's Washroom, Davenport Street
 Omaha..... Roundhouse
 Valley..... Telegraph Office
 Columbus..... Telegraph Office
 Central City..... Telegraph Office
 Grand Island..... Dispatcher's Office
 Grand Island..... Telegraph Office
 Grand Island..... Yard Office
 Grand Island..... Engineer's Washroom, Passenger Station
 Grand Island..... Roundhouse
 Kearney..... Telegraph Office
 Kearney..... Roundhouse
 North Platte..... Dispatcher's Office
 North Platte..... Telegraph Office
 North Platte..... Yard Office
 North Platte..... Engine Dispatcher's Office
 North Platte..... Engineer's Washroom, Passenger Station
 Valparaiso..... Telegraph Office
 Lincoln..... Telegraph Office
 Beatrice..... Telegraph Office
 Beatrice..... Roundhouse
 Norfolk..... Telegraph Office
 St. Paul..... Telegraph Office
 Hastings..... Roundhouse
 Hastings..... Yard Office
 Stapleton..... Telegraph Office

Union Pacific Railroad Company

Eastern District



NEBRASKA DIVISION

FIRST SUBDIVISION
SECOND SUBDIVISION
AND BRANCHES

TIME-TABLE
No. 166

Effective Sunday,
June 2, 1946
at 12:01 A. M. Central Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (55, 53, 43, 3, 23, 15, 37, 7, 5, 21, 17, 11, 101, 103, 105, 1, 27, 9, 111) and rows for time and distance. Includes 'Time-Table No. 166 June 2, 1946' and 'STATIONS' list.

Summary table with columns for 'Thru Time' and 'Average speed per hour' for various stations.

*Note - No. 101 leaves Omaha only on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month. No. 103 leaves Omaha only on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. No. 105 leaves Omaha only on the 5th, 11th, 17th, 23rd and 29th of each month.

Table with columns: TIME PER MILE, MILE PER HOUR, TIME PER MILE, MILE PER HOUR, TIME PER MILE, MILE PER HOUR, TIME PER MILE, MILE PER HOUR, TIME PER MILE, MILE PER HOUR.

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (4, 12, 28, 2, 112, 10, 102, 104, 106, 54, 44, 56, 16, 24, 18, 38, 8, 22, 6) and rows for time and distance. Includes 'Time-Table No. 166 June 2, 1946' and 'STATIONS' list.

Summary table with columns for 'Thru Time' and 'Average speed per hour' for various stations.

*Note - No. 102 leaves Ogden only on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month. No. 104 leaves Ogden only on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. No. 106 leaves Granger only on the 2nd, 8th, 14th, 20th and 26th of each month.

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

Table with columns: NAME, TITLE, PLACE, TERRITORY, NAME, TITLE, PLACE, TERRITORY. Lists various medical professionals and their locations.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A).	STATIONS					Distance from Council Bluffs	Time-Table No. 166 June 2, 1946				
	71	547	73	75	233		Freight	Motor Passenger	Freight	Local Freight	Local Freight
	Freight	Motor Passenger	Freight	Local Freight	Local Freight		Daily	Daily	Daily	Tuesday Thursday Saturday	Monday Wednesday Friday
XWFITYOP						0.0	8.00PM		12.01PM		5.30AM
XWFITOP						2.8	8.15		12.15		5.40
XIP						5.2	8.30		12.45		5.59
P						8.9					
EB77 XP						13.6	8.50		12.55		
XWP						6.4					6.10
XIP						11.9	Via Lane Cut-Off	Via Lane Cut-Off			s 6.20
72 P						16.8					s 6.35
AIP						19.2					
40 P						22.5					s 6.55
68 XIP						17.1	9.00 ³ 9.30 ⁴³				f 7.05
84 XP						21.7					s 7.20
84 XP						24.5					s 7.40
WB144XYPWF EB165 EB90						28.0	A 10.00PM	A 1.15PM			s 8.40
81 P						34.3					f 8.50
I						38.2					
WB99 X EB172 WOP						39.3					9.05 ²¹ 10.10 ⁵
I						40.0					
IP						44.8					
82 XP						46.3					10.35 ⁷
119 XWP						54.4					s 11.05
82 XP						61.4					f 11.20
WB116 X EB123 WP						68.7					s 11.45 ²³
118 XP						76.9					f 12.01PM
I						83.8					
WB143 XWFT EB125 YPO						84.5					s 1.10
119 P						92.2					f 1.25
82 P						96.5					f 1.35
119 XWP						102.3					s 1.55
82 P						107.9					f 2.05
82 XP						113.6					s 2.20
XP						119.1					f 2.30
I						124.3					
WB113 X EB119 WYP						124.9					s 2.59
XP						128.5		6.55PM		9.50AM	f 3.09
119 P						135.1		f 7.10		s 10.15	s 3.25
EB72 XP						140.7		f 7.17		10.25	f 3.35
I						146.5					
XWFTYOP						146.9		A 7.30PM		A 10.45AM	A 3.50PM

Time-Table No. 166
June 2, 1946

STATIONS		Distance from Council Bluffs
R COUNCIL BLUFFS YL		0.0
DN R OMAHA YL YD		2.8
DN SUMMIT YL SU		5.2
SEYMOUR		8.9
SARPY		13.6
SOUTH OMAHA YL		6.4
R GILMORE YL		11.9
D PAPILLION PO		16.8
MO. PAC. CROSSING		19.2
D MILLARD MD		22.5
LANE OJ		17.1
ELKHORN KH		21.7
WATERLOO WO		24.5
VALLEY YL V		28.0
MERCER		34.3
F. S. Y. & L. CROSSING		38.2
FREMONT YL FN		39.3
O. B. & Q. CROSSING		40.0
O. & N. W. CROSSING		44.8
AMES		46.3
NORTH BEND NB		54.4
ROGERS DJ		61.4
SCHUYLER SO		68.7
RICHLAND BZ		76.9
O. B. & Q. CROSSING		83.8
COLUMBUS YL O		84.5
DUNCAN DQ		92.2
GARDINER		96.5
SILVER CREEK SI		102.3
HAVENS		107.9
OLARKS OX		113.6
THUMMEL		119.1
O. B. & Q. CROSSING		124.3
CENTRAL CITY YL OI		124.9
PADDOCK		128.5
CHAPMAN OP		135.1
LOCKWOOD		140.7
O. B. & Q. CROSSING		146.5
GRAND ISLAND YL GE		146.9

(146.9)
.....Thru Time—Based on Omaha
.....Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
No. 7 will stop at any station for revenue coach or tourist car passengers for Salt Lake City or beyond.
No. 43 will stop at any station to pick up revenue passengers for stations in Colorado.
No. 21 will stop at any station to pick up revenue passengers for Pocatello or beyond, or revenue standard sleeping car passengers for Ogden or beyond.
No. 23 will stop at any station for revenue coach or tourist passengers for Ogden or beyond.

WESTWARD FIRST SUBDIVISION

FIRST CLASS

STATIONS											Time-Table No. 166 June 2, 1946		
55	43	3	23	7	5	21	101 103 105	1	27	111	Distance from Council Bluffs	STATIONS	
Passenger	Passenger	Passenger	Challenger Passenger	Challenger Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger			STATIONS
Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See Note Below	Daily	Daily	Daily		STATIONS	
							8.50AM				0.0	R COUNCIL BLUFFS YL	
10.30PM	9.05PM	9.00PM	10.25AM	9.40AM	9.25	8.45AM	3.25AM	1.05AM	1.00AM	12.55AM	2.8	DN R OMAHA YL YD	
10.37	9.11	9.05	10.32	9.47	9.31	8.52	3.29	1.11	1.06	12.59	5.2	DN SUMMIT YL SU	
10.42	9.15	9.09	10.36	9.51	9.35	8.56	3.32	1.15	1.10	1.02	8.9	SEYMOUR	
10.47	9.19	9.13	10.41	9.55	9.39	9.01	3.36	1.19	1.14	1.06	13.6	SARPY	
Via	Lane	Cut	Off	Via	Lane	Cut	Off	Via	Lane	Cut-Off	6.4	SOUTH OMAHA YL	
											11.9	R GILMORE YL	
10.52	9.23 ⁷¹	9.17 ⁷¹	10.46	9.59	9.43	9.05	3.40	1.23	1.18	1.10	17.1	DN LANE OJ	
f 10.59	9.28	9.21	10.51	10.04	9.48	9.10	3.44	1.28	1.23	1.14	21.7	D ELKHORN KH	
f 11.04	9.31	9.24	10.54	10.07	9.51	9.13	3.47	1.31	1.26	1.17	24.5	D WATERLOO WO	
f 11.11	9.34	9.27	10.59	10.11	9.54	9.17	3.50	1.34	1.29	1.20	28.0	DN VALLEY YL V	
11.20	9.39	9.33	11.04	10.17	9.59	9.23	3.55	1.40	1.35	1.25	34.3	MERCER	
s 11.36	s 9.45	f 9.38	s 11.13	f 10.26	s 10.05 ²³³	f 9.30 ²³³	3.59	f 1.45	f 1.40	f 1.29	38.2	F. S. Y. & L. CROSSING	
											39.3	DN FREMONT YL FN	
											40.0	O. B. & Q. CROSSING	
											44.8	O. & N. W. CROSSING	
f 11.46	9.53	9.45	11.21	10.35 ²³³	10.13	9.40	4.05	1.53	1.48	1.35	46.3	AMES	
f 11.57PM	10.01	9.52	11.29	10.43	10.20	9.48	4.11	2.01	1.55	1.41	54.4	D NORTH BEND NB	
f 12.06AM	10.08	9.57	11.36	10.50	10.27	9.55	4.16	2.07	2.01	1.46	61.4	D ROGERS DJ	
s 12.18	f 10.14	10.03	f 11.45 ²³³	10.57	10.34	10.02	4.22	2.14	2.08	1.52	68.7	DN SCHUYLER SO	
f 12.28	10.22	10.11	11.53AM	11.05	10.42	10.11	4.28	2.22	2.16	1.58	76.9	D RICHLAND BZ	
											83.8	O. B. & Q. CROSSING	
s 12.45	s 10.32	f 10.19	s 12.05PM	s 11.16	s 10.52	f 10.19	4.34	f 2.30	f 2.24	s 2.04	84.5	DN COLUMBUS YL O	
1.03	10.44	10.31	12.20	11.30	11.04	10.35	4.41	2.42	2.36	2.11	92.2	D DUNCAN DQ	
1.08	10.48	10.35	12.24	11.34	11.08	10.39	4.44	2.46	2.40	2.14	96.5	GARDINER	
f 1.17	10.54	10.41	12.30	11.40	11.14	10.45	4.48	2.52	2.46	2.18	102.3	DN SILVER CREEK SI	
1.24	10.59	10.45	12.36	11.45	11.19	10.50	4.52	2.57	2.51	2.22	107.9	HAVENS	
f 1.32	11.04	10.49	12.42	11.49	11.24	10.55	4.56	3.02	2.56	2.26	113.6	D OLARKS OX	
1.39	11.09	10.54	12.47	11.55AM	11.29	11.01	5.01	3.07	3.01	2.30	119.1	THUMMEL	
											124.3	O. B. & Q. CROSSING	
s 1.50	f 11.17	10.59	f 12.55	f 12.02PM	11.37	11.08	5.06	3.12	3.06	2.35	124.9	DN CENTRAL CITY YL OI	
											128.5	PADDOCK	
2.05	11.27	11.10	1.07	12.12	11.47	11.18	5.13	3.22	3.16	2.43	135.1	D CHAPMAN OP	
f 2.13	11.32	11.15	1.12	12.17	11.53AM	11.23	5.17	3.27	3.21	2.47	140.7	LOCKWOOD	
											146.5	O. B. & Q. CROSSING	
A 2.25AM	A 11.45PM	A 11.25PM	A 1.25PM	A 12.30PM	A 12.05PM	A 11.35AM	A 5.24AM	A 3.36AM	A 3.30AM	A 2.54AM	146.9	DN-R GRAND ISLAND YL GE	

(146.9)
.....Thru Time—Based on Omaha
.....Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
★Note.—Nos. 101, 103, and 105, will run only on the following dates: No. 105 due to leave Omaha on the 5th, 11th, 17th, 23rd, and 29th, of each month. No. 101 due to leave Omaha on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and 30th, of each month. The time of Nos. 101, 103, 105, and 111, must be cleared not less than five minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 101, 103, 105 and 111, need not clear each other.
In Council Bluffs, Omaha, and South Omaha yards, each member of crew must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table

FIRST SUBDIVISION EASTWARD														
FIRST CLASS														
Time-Table No. 166 June 2, 1946														
STATIONS	Mile Post	102	104	106	28	2	44	56	6	24	8	22	112	4
		Streamliner Passenger	Passenger	Passenger	Passenger	Passenger	Mail and Express	Challenger Passenger	Challenger Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Passenger
R COUNCIL BLUFFS YL	0.0													
DN-R OMAHA YL YD	2.8	A 2.20AM	A 4.00AM	A 4.05AM	A 9.00AM	A 12.25PM	5.50 5.40	A 7.05PM	A 7.15PM	A 8.10PM	A 1.40AM	A 2.10AM		
DN SUMMIT YL SU	5.2	2.12	3.47	3.52	8.45	12.12	5.25	6.50	7.01	7.55	1.32	1.57		
SEYMOUR	8.9	2.08	3.42	3.47	8.40	12.07	5.21	6.45	6.55	7.49	1.28	1.52		
SARPY	13.6	2.04	3.37	3.42	8.35	12.02PM	5.17	6.39	6.49	7.43	1.24	1.47		
SOUTH OMAHA YL	6.4													
R GILMORE YL	11.9	Via	Lane	Cut	Off	Via	Lane	Cut	Off	Via	Lane	Cut-Off		
D PAPILLION PO	16.8													
MO. PAC. CROSSING	19.2													
D MILLARD MD	22.5													
DN LANE OJ	17.1	2.01	3.34	3.39	8.31	11.57AM	5.13	6.33	6.43	7.38	1.21	1.44		
D ELKHORN KH	21.7	1.56	3.29	3.34	8.25	11.52	5.08	6.27	6.36	7.33	1.16	1.39		
D WATERLOO WO	24.5	1.52	3.25	3.30	8.22	11.49	5.05	6.22	6.30	7.29	1.12	1.35		
DN VALLEY YL V	28.0	1.49	3.22	3.27	8.18	11.44	5.01	6.17	6.24	7.24	1.09	1.32		
MERCER	34.3	1.44	3.15	3.20	8.11	11.35	4.55	6.08	6.15	7.15	1.04	1.25		
F. S. Y. & L. CROSSING	38.2													
DN FREMONT YL FN	39.3	1.39	f 3.10	f 3.15	s 8.05	s 11.28	s 4.49	s 6.01	s 6.08	f 7.08	f 12.59	f 1.20		
O. B. & Q. CROSSING	40.0													
O. & N. W. CROSSING	44.8													
AMES	46.3	1.32	3.01	3.06	7.55	f 11.15 ²⁴	4.39	5.47	5.54	6.54	12.52	1.11		
D NORTH BEND NB	54.4	1.25	2.54	2.59	7.47	f 11.05	4.32	5.37	5.44	6.44	12.45	1.04		
D ROGERS DJ	61.4	1.20	2.47	2.52	7.37	f 10.57	4.26	5.29	5.35	6.35	12.40	12.57		
DN SCHUYLER SO	68.7	1.14	2.40	2.45	f 7.29	s 10.49	4.20	5.21	5.26	6.26	12.34	12.51		
D RIOHLAND BZ	76.9	1.08	2.33	2.38	7.20	f 10.36	4.12	5.09	5.16	6.16	12.28	12.44		
O. B. & Q. CROSSING	83.8													
DN COLUMBUS YL O	84.5	1.01	f 2.26	f 2.31	s 7.11	s 10.25	s 4.05	s 4.59	s 5.06	f 6.06	s 12.21	f 12.37		
D DUNOAN DQ	92.2	12.54	2.16	2.21	6.56	10.02	3.52	4.43	4.51	5.51	12.14	12.28		
GARDINER	96.5	12.51	2.12	2.17	6.51	9.54	3.48	4.36	4.45	5.45	12.11	12.24		
DN SILVER CREEK SI	102.3	12.47	2.07	2.12	6.46	f 9.48	3.43	4.28	4.39	5.39	12.07	12.19		
HAVENS	107.9	12.43	2.02	2.07	6.40	9.39	3.38	4.19	4.31	5.31	12.03AM	12.14		
D OLARKS OX	113.6	12.39	1.58	2.03	6.35	f 9.33	3.33	4.13	4.25	5.25	11.59PM	12.10		
THUMMEL	119.1	12.35	1.54	1.59	6.29	9.24	3.28	4.04	4.18	5.18	11.55	12.06		
O. B. & Q. CROSSING	124.3													
DN CENTRAL CITY YL OI	124.9	12.31	1.49	1.54	f 6.23 ²⁴	s 9.18	3.22	3.58	4.12	5.12	11.51	12.01AM		
PADDOCK	128.5													
D OHAPMAN OP	135.1	12.24	1.40	1.45	6.11	f 9.05	3.12	3.45	3.59	4.59	11.44	11.52PM		
LOCKWOOD	140.7	12.20	1.36	1.41	6.04	8.58	3.07	3.38	3.53	4.53	11.40	11.47		
O. B. & Q. CROSSING	146.5													
DN-R GRAND ISLAND YLGE	146.9	12.15AM	1.30AM	1.36AM	5.55AM	8.50AM	3.00PM	3.30PM	3.45PM	4.45PM	11.35PM	11.41PM		
(146.9)		*See Note Below	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Thru Time—Based on Omaha	(2.05)	(2.30)	(2.29)	(3.05)	(3.35)	(2.40)	(3.35)	(3.30)	(3.25)	(2.05)	(2.29)			
Average speed per hour	69.1	57.6	58.0	48.7	40.2	54.0	40.2	41.7	42.2	69.1	58.0			

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.

*Note.—Nos. 102, 104, and 106, will run only on the following dates:
No. 102 due to leave Grand Island on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, and 31st, of each month.
No. 104 due to leave Grand Island on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th, of each month.

No. 106 due to leave Grand Island on the 3rd, 9th, 15th, 21st, and 27th, of each month.
The time of Nos. 102, 104, 106, and 112, must be cleared not less than five minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 102, 104, 106, and 112, need not clear each other.

In Council Bluffs, Omaha, and South Omaha yards, each member of crew must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.

FIRST SUBDIVISION EASTWARD														
SECOND CLASS														
Time-Table No. 166 June 2, 1946														
STATIONS	Mile Post	72	234	548	74	76						Car Capacity of Seating, etc. See Rule 6 (A).		
		Freight	Loos Freight	Motor Passenger	Freight	Loos Freight								
R COUNCIL BLUFFS YL	0.0													XWFTYOP
DN-R OMAHA YL YD	2.8	A 2.00AM	A 3.15PM		A 8.30AM									XWFTTOP
DN SUMMIT YL SU	5.2	1.45	2.55		8.15									XIP
SEYMOUR	8.9	1.10	2.35		7.45									P
SARPY	13.6	1.00	2.25		7.37									EB77 XP
SOUTH OMAHA YL	6.4													XWP
R GILMORE YL	11.9	Via	Via		Via									XIP
D PAPILLION PO	16.8	Lane	Lane		Lane									72 P
MO. PAC. CROSSING	19.2	Cut-off	Cut-off		Cut-off									AIP
D MILLARD MD	22.5													40 P
DN LANE OJ	17.1	12.40	f 2.05		7.10									68 XIP
D ELKHORN KH	21.7	s 1.55												84 XP
D WATERLOO WO	24.5	s 1.35												84 XP
DN VALLEY YL V	28.0	12.15AM	s 1.25		6.45AM									WB140XWYFP EB165 EB90
MERCER	34.3		f 12.25											81 P
F. S. Y. & L. CROSSING	38.2													I
DN FREMONT YL FN	39.3		s 12.15PM											WB99 X EB172 WOP
O. B. & Q. CROSSING	40.0													I
O. & N. W. CROSSING	44.8													IP
AMES	46.3		f 11.15AM ⁵⁶											82 XP
D NORTH BEND NB	54.4		s 10.50											119 XWP
D ROGERS DJ	61.4		f 10.25											82 XP
DN SCHUYLER SO	68.7		s 10.01											WB116 X EB123 WP
D RIOHLAND BZ	76.9		f 9.01											118 XP
O. B. & Q. CROSSING	83.8													I
DN COLUMBUS YL O	84.5		s 8.40											WB143 XWFT EB125 YPO
D DUNOAN DQ	92.2		s 7.59											119 P
GARDINER	96.5		f 7.45											82 P
DN SILVER CREEK SI	102.3		s 7.35											119 XWP
HAVENS	107.9		f 7.20											82 P
D OLARKS OX	113.6		s 7.10											82 XP
THUMMEL	119.1		f 6.55											XP
O. B. & Q. CROSSING	124.3													I
DN CENTRAL CITY YL OI	124.9		6.23 ⁴⁴	A 6.40AM	A 6.45AM									WB113 EB119 XWYP
PADDOCK	128.5		f 6.29											XP
D OHAPMAN OP	135.1		s 5.59	f 6.18	s 6.25									119 P
LOCKWOOD	140.7		f 5.45	f 6.10	6.15									EB73 XP
O. B. & Q. CROSSING	146.5													I
DN-R GRAND ISLAND YLGE	146.9		5.35AM	6.00AM	6.05AM									XWFTYOP
(146.9)		Daily	Tuesday Thursday Saturday	Daily	Daily	Monday Wednesday Friday								
Thru Time—Based on Omaha	(1.30)	(9.20)	(0.40)	(1.30)	(0.40)									
Average speed per hour	16.8	15.4	33.0	16.8	33.0									

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.

No. 8 will stop at any station to let off revenue coach or tourist car passengers from Salt Lake City or beyond.
No. 44 will stop at any station to let off revenue passengers from Colorado.
No. 22 will stop at any station to let off revenue passengers from Ogden or beyond, or from Granger or beyond, and flag at Central City and Schuyler for revenue standard sleeping car passengers.
No. 24 will stop at any station to let off revenue passengers from Cheyenne or west.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A).								237	239	Distance from Council Bluffs	Time-Table No. 166	
								Mixed	Mixed		June 2, 1946	
								Monday Wednesday Friday	Tuesday Thursday Saturday		STATIONS	
XWFTYOP							7.30AM		146.9	DN R GRAND ISLAND	OE YL	
82 XYP							s 8.05		154.5	D ALDA	DA	
WB117 XW EB48 P							s 8.35		162.3	D WOOD RIVER	WR	
82 XP							s 9.05		169.9	D SHELTON	ST	
WB112 XW1 EB70 YP							s 9.40		176.0	DN GIBBON	GB	
82 P							f 9.55		180.2	OPTIC		
XYP							f 10.15		184.3	BUDA		
WB122 XWF EB118 YOP							A 10.35AM	6.10AM	189.1	DN KEARNEY YL	KR	
XP							f 6.20		194.1	ALFALFA CENTER		
83 P							f 6.30		198.3	D ODESSA	DZ	
110 WP							s 6.50		204.6	D ELM CREEK	QR	
83 P							s 7.05		213.6	D OVERTON	OV	
XP							f 7.15		217.9	JOSSELYN		
WB120 XWY EB119 OP							s 8.15		224.4	DN LEXINGTON	UM	
83 P							f 8.30		232.5	DARR		
83 XWP							s 8.59		238.2	D OOZAD	CO	
XP							f 9.15		243.2	WILLOW ISLAND		
WB125 XWF EB130 YP							s 10.00		248.8	DN GOTHENBURG	BU	
83 P							10.13		254.5	VROMAN		
83 WP							s 10.35		261.5	D BRADY ISLAND	BI	
XP							f 10.45		266.6	HINDREY		
110 P							s 11.05		270.6	D MAXWELL	MX	
X							11.15		274.6	KEITH		
83 P							f 11.25		278.5	GANNETT		
							f 11.30		280.5	BECK		
XWFTYOP							A 11.59AM		284.1	DN R NORTH PLATTE	NO YL	

(3.05) (5.49) Thru Time
13.7 16.3 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Passenger	Passenger	Challenger Passenger	Challenger Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Distance from Council Bluffs	Time-Table No. 166	
												June 2, 1946	
												STATIONS	
43	3	23	7	5	21	101 103 105	1	27	111	55		DN-R GRAND ISLAND	GE YL
Daily	Daily	Daily	Daily	Daily	Daily	★See Note Below	Daily	Daily	Daily	Daily		D ALDA	DA
11.52PM	11.30PM	1.35PM	12.40PM	12.15PM	11.45AM	5.25AM	3.41AM	3.35AM	2.55AM	2.40AM	146.9	D WOOD RIVER	WR
12.01AM	11.38	1.43	12.48	12.23	11.53AM	5.32	3.48	3.43	3.02	f 2.49	154.5	D SHELTON	ST
12.09	11.44	1.51	12.56	12.30	12.01PM	5.38	3.54	3.49	3.08	s 2.59	162.3	DN GIBBON	GB
12.16	11.51	1.59	1.04	12.37	12.09	5.44	4.01	3.55	3.14	s 3.09	169.9	OPTIC	
12.22	11.57PM	2.05	1.10	12.43	12.15	5.48	4.07	4.01	3.18 ⁵⁵	s 3.18 ¹¹¹	176.0	BUDA	
12.27	12.01AM	2.10	1.15	12.47	12.20	5.51	4.11	4.05	3.21	s 3.23	180.2	DN KEARNEY YL	KR
12.31	12.05	2.14	1.19	12.51	12.24	5.54	4.15	4.09	3.24	s 3.27	184.3	ALFALFA CENTER	
s 12.45	f 12.11	s 2.30	s 1.35	s 1.05	f 12.40	5.59	f 4.21	f 4.16	s 3.30	s 3.45	189.1	D ODESSA	DZ
12.51	12.17	2.36	1.41	1.11	12.46	6.04	4.27	4.22	3.36	s 3.51	194.1	D ELM CREEK	QR
12.55	12.21	2.40	1.45	1.15	12.51	6.07	4.31	4.26	3.39	f 3.58	198.3	D OVERTON	OV
1.01	12.27	2.47	1.51	1.21	12.57	6.12	4.37	4.32	3.44	s 4.05	204.6	JOSSELYN	
1.09	12.35	2.56	1.59	1.29	1.05	6.18	4.45	4.40	3.50	s 4.16	213.6	DN LEXINGTON	UM
1.13	12.39	3.01	2.03	1.33	1.09	6.21	4.49	4.44	3.53	s 4.22	217.9	DARR	
f 1.19	12.46	s 3.10	2.08	1.39	1.17	6.26	4.56	4.51	3.58	s 4.29	224.4	D OOZAD	CO
1.27	12.54	3.20	2.17	1.47	1.25	6.32	5.04	4.59	4.04	s 4.38	232.5	WILLOW ISLAND	
f 1.32	1.01	f 3.28	2.22	1.52	1.30	6.36	5.11	5.06	4.08	s 4.46	238.2	DN GOTHENBURG	BU
1.37	1.06	3.35	2.27	1.57	1.36	6.40	5.16	5.11	4.12	f 4.52	243.2	VROMAN	
f 1.44	1.12	f 3.43	2.34	2.04	1.43	6.44	5.22	5.17	4.16	s 5.02	248.8	D BRADY ISLAND	BI
1.50	1.18	3.50	2.40	2.10	1.50	6.48	5.28	5.23	4.20	s 5.10	254.5	HINDREY	
1.57	1.25	3.58	2.47	2.17	1.57	6.53	5.35	5.30	4.25	s 5.19	261.5	D MAXWELL	MX
2.02	1.30	4.04	2.52	2.22	2.02	6.57	5.40	5.35	4.29	s 5.26	266.6	KEITH	
2.06	1.34	4.09	2.56	2.26	2.06	7.01	5.44	5.39	4.33	s 5.32	270.6	GANNETT	
2.10	1.38	4.14	3.01	2.30	2.10	7.04	5.48	5.43	4.36	s 5.37	274.6	BECK	
2.15	1.41	4.18	3.05	2.35	2.15	7.07	5.51 ⁵⁵	5.46 ⁵⁵	4.39	5.42 ²⁷ 5.52 ¹	278.5	DN R NORTH PLATTE	NO YL
2.18	1.44	4.21	3.08	2.38	2.18	7.09	5.54	5.49	4.41	5.57	280.5	(187.2)	
A 2.25AM	A 1.50AM	A 4.30PM	A 3.15PM	A 2.45PM	A 2.25PM	A 7.14AM	A 6.02AM	A 5.55AM	A 4.46AM	A 6.10AM	284.1		

(2.33) (2.20) (2.55) (2.35) (2.30) (2.40) (1.49) (2.21) (2.20) (1.51) (3.30) Thru Time
53.8 58.8 47.0 53.1 54.8 51.4 75.5 58.3 58.8 74.6 39.2 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.

★Note.—Nos. 101, 103, and 105, will run only on the following dates:
No. 101 due to leave Grand Island on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.
No. 103 due to leave Grand Island on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.
No. 105 due to leave Grand Island on the 5th, 11th, 17th, 23rd, and 29th, of each month.
The time of Nos. 101, 103, 105, and 111, must be cleared not less than five minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 101, 103, 105, and 111, need not clear each other.

No. 7 will stop at any station for revenue coach or tourist car passengers for Salt Lake City or beyond.
No. 43 will stop at any station to pick up revenue passengers for stations in Colorado.
No. 21 will stop at any station to pick up revenue passengers for Pocatello or beyond, or revenue standard sleeping car passengers for Ogden or beyond.
No. 23 will stop at any station for revenue coach or tourist passengers for Ogden or beyond.

SECOND SUBDIVISION EASTWARD

Time-Table No. 166

June 2, 1946

FIRST CLASS

STATIONS	Mile Post	44	56	24	6	8	22	4	112	102 104 106	28	2
		Passenger	Passenger	Challenger Passenger	Mail and Express	Challenger Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
DN-R GRAND ISLAND GE YL	146.9	A 5.45AM	A 8.40AM	A 3.20PM	A 2.52PM	A 3.35PM	A 4.35PM	A 11.36PM	A 11.34PM	A 12.14AM	A 1.25AM	A 1.31AM
D ALDA DA	154.5	f 5.29	f 8.21	3.04	2.38	3.19	4.20	11.24 ¹¹²	11.24 ⁴	12.05AM	1.15	1.21
D WOOD RIVER WR	162.3	s 5.19	s 8.09	2.54	2.30	3.09	4.10	11.11	11.19	11.59PM	1.08	1.14
D SHELTON ST	169.9	s 5.11	s 7.58	2.45	2.23	2.59	4.01	11.05	11.13	11.53	1.01	1.07
DN GIBBON GB	176.0	s 5.05	s 7.48	2.37	2.17	2.52	3.53	11.00	11.09	11.49	12.55	1.01
OPTIO	180.2	5.01	7.41	2.31	2.13	2.46	3.47	10.56	11.06	11.46	12.50	12.56
BUDA	184.3	4.56	7.36	2.26	2.10	2.41	3.42	10.53	11.03	11.43	12.46	12.52
DN KEARNEY YL KR	189.1	s 4.47	s 7.20	s 2.14	s 2.02	s 2.29	s 3.27	f 10.46	s 10.59	11.39	f 12.39	f 12.45
ALFALFA CENTER	194.1	4.39	7.08	2.04	1.54	2.19	3.17	10.41	10.55	11.34	12.33	12.39
D ODESSA DZ	198.3	4.35	f 7.01	1.58	1.50	2.14	3.11	10.38	10.52	11.31	12.29	12.35
D ELM OREEK QR	204.6	4.29	s 6.52	1.50	1.44	2.08	3.03	10.33	10.48	11.27	12.24	12.30
D OVERTON OV	213.3	4.21	s 6.40	1.40	1.37	1.59	2.53	10.26	10.42	11.21	12.17	12.23
JOSSELYN	217.9	4.16	6.33	1.35	1.33	1.54	2.47	10.21	10.39	11.18	12.13	12.19
DN LEXINGTON UM	224.4	4.09	s 6.26	1.28	1.26	1.47	2.40	10.16	10.34	11.13	12.07AM	12.13
DARR	232.5	4.01	6.14	1.18 ⁶	1.18 ²⁴	1.37	2.29	10.09	10.28	11.07	11.59PM	12.05
D COZAD OO	238.2	3.56	s 6.05	1.09	1.13	1.32	2.23	10.05	10.24	11.03	11.54	12.01AM
WILLOW ISLAND	243.2	3.51	f 5.56	1.04	1.09	1.26	2.16	10.01			11.49	11.56PM
DN GOTHENBURG BU	248.8	3.45	s 5.49	12.58	1.04	1.19	2.09	9.56	10.17	10.56	11.44	11.51
VROMAN	254.5	3.40	5.41	12.52	12.58	1.13	2.02	9.51	10.13	10.52	11.39	11.46
D BRADY ISLAND BI	261.5	3.34	s 5.33	12.46	12.51	1.06	1.55	9.45	10.08	10.47	11.33	11.40
HINDREY	266.6	3.29	5.26	12.41	12.46	1.01	1.49	9.41	10.04	10.43	11.29	11.36
D MAXWELL MX	270.6	3.25	s 5.20	12.37	12.42	12.57	1.45	9.38	10.01	10.40	11.25	11.33
KEITH	274.6	3.21	5.14	12.33	12.38	12.53	1.39	9.34	9.58	10.37	11.21	11.29
GANNETT	278.5	3.18	5.09	12.30	12.35	12.50	1.35	9.31	9.55	10.34	11.18	11.26
BEOK	280.5	3.16	5.07	12.27	12.33	12.47	1.32	9.29	9.53	10.32	11.16	11.24
DN-R NORTH PLATTE NO YL	284.1	3.10AM	5.00AM	12.20PM	12.27PM	12.40PM	1.25PM	9.25PM	9.50PM	10.29PM	11.12PM	11.20PM
(137.2)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	*See Note Below	Daily	Daily

Thru Time.....	(2.35)	(3.40)	(3.00)	(2.25)	(2.55)	(3.10)	(2.11)	(1.44)	(1.45)	(2.13)	(2.11)
Average speed per hour.....	53.1	37.4	45.8	58.0	47.0	43.3	62.8	79.1	78.4	61.9	62.8

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

*Note.—Nos. 102, 104, and 106, will run only on the following dates:
 No. 102 due to leave North Platte on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and 30th, of each month.
 No. 104 due to leave North Platte on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th, of each month.
 No. 106 due to leave North Platte on the 2nd, 8th, 14th, 20th, and 26th, of each month.
 The time of Nos. 102, 104, 106, and 112, must be cleared not less than five minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 102, 104, 106, and 112, need not clear each other.

No. 8 will stop at any station to let off revenue coach or tourist passengers from Salt Lake City or beyond.
 No. 44 will stop at any station to let off revenue passengers from Colorado.
 No. 24 will stop at Gothenburg, Cozad and Lexington to let off or pick up revenue passengers.
 No. 22 will stop at any station to let off revenue passengers from Ogden or beyond, or from north of Granger.
 No. 24 will stop at any station to let off revenue passengers from Cheyenne or beyond.

SECOND SUBDIVISION EASTWARD

Time-Table No. 166

June 2, 1946

SECOND CLASS

STATIONS	Mile Post	238	240									Car Capacity of Sidings, etc.—See Rule 6 (A).
		Local Freight	Local Freight									
DN-R GRAND ISLAND GE YL	146.9	A 11.20AM										XWFTYOP
D ALDA DA	154.5	s 10.55										82 XYP
D WOOD RIVER WR	162.3	s 10.10										WB117 XW EB48 P
D SHELTON ST	169.9	s 9.40										82 XP
DN GIBBON GB	176.0	s 9.10										WB112 XWI EB70 YP
OPTIO	180.2	f 8.40										82 P
BUDA	184.3	f 8.30										XYP
DN KEARNEY YL KR	189.1	7.30AM	A 1.50PM									WB122 XWF EB118 YOP
ALFALFA CENTER	194.1		f 1.35									XP
D ODESSA DZ	198.3		f 1.20									83 P
D ELM OREEK QR	204.6		s 1.05									119 WP
D OVERTON OV	213.6		s 12.30									83 P
JOSSELYN	217.9		f 12.01PM									XP
DN LEXINGTON UM	224.4		s 11.45AM									WB120 XWY EB119 OP
DARR	232.5		f 11.00									83 P
D COZAD OO	238.2		f 10.45									83 XWP
WILLOW ISLAND	243.2		f 10.15									XP
DN GOTHENBURG BU	248.8		s 10.00									WB125 XWF EB130 YP
VROMAN	254.5		f 9.20									83 P
D BRADY ISLAND BI	261.5		s 9.05									83 WP
HINDREY	266.6		f 8.40									XP
D MAXWELL MX	270.6		s 8.30									119 P
KEITH	274.6		8.17									X
GANNETT	278.5		f 8.12									83 P
BEOK	280.5		8.08									
DN-R NORTH PLATTE NO YL	284.1		8.00AM									XWFTYOP
(137.2)		Tuesday Thursday Saturday	Monday Wednesday Friday									

Thru Time.....	(3.50)	(5.50)
Average speed per hour.....	11.0	16.3

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD				BEATRICE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS	Distance from Valley	Time-Table No. 166 June 2, 1946	STATIONS	Mile Post	FIRST CLASS	SECOND CLASS		
	71	73	548					547	74	72	
	Freight	Freight	Motor Passenger					Motor Passenger	Freight	Freight	
	Daily	Daily	Daily								
WFYP	10.25PM	1.30PM		0.0	DN-R	VALLEY YL V	0.0		A 5.40AM	A 11.15PM	
AIP				5.8		O. B. & Q. CROSSING	5.8				
35 P	10.40	1.45		6.3	D	YUTAN YN	6.3		5.27	11.05	
100 YP	10.50 ⁷²	1.55		11.6	D	MEAD AD	11.6		5.17	10.50 ⁷¹	
64 WP	11.10	2.07		18.9	D	WAHOO W	18.9		5.03	10.25	
				19.6		C. & N.W. and O.B. & Q. CROSSINGS	19.6				
78 P	11.25	2.22		26.3	D	WESTON WN	26.3		4.48	10.10	
20 P	11.35PM	2.34		33.2		TOUHY	33.2		4.35	9.55	
96 WFYP	12.01AM	2.44	9.15AM	37.3	DN-R	VALPARAISO YL VO	37.3	A 4.05PM	4.25	9.40	
23 P	12.10	2.51	f 9.22	41.8		AGNEW	41.8	f 3.58	4.16	9.22	
33 P	12.18	2.58	f 9.30	46.5	D	RAYMOND RM	46.5	f 3.50	4.09	9.15	
101 P	12.30	3.08	9.40	52.7		GARRATT	52.7	3.42	3.58	9.05	
				55.3		WEST LINCOLN	55.3				
I				56.5		O. B. & Q. CROSSING	56.5				
24 WTOP	12.55	3.18	A 9.55AM	57.1	DN-R	LINCOLN YL SN	57.1	3.35PM	3.50	8.50	
I				57.4		O. B. & Q. CROSSING	57.4				
I				59.0		O. B. & Q. CROSSING	59.0				
62 P	1.18	3.31		65.4		JAMAICA	65.4		3.18	8.05	
26 P	1.23	3.36		68.2		HANLON	68.2		3.12	8.00	
21 P	1.33	3.46		74.7		PRINCETON	74.7		3.03	7.49	
73 WP	1.43	3.53		79.5	D	CORTLAND RD	79.5		2.56	7.41	
64 P	1.58	4.08		88.8	D	PIOKRELL IK	88.8		2.43	7.25	
FWTOP	A 2.15AM	A 4.25PM		96.8	DN-R	BEATRICE YL BX	96.8		2.30AM	7.00PM	
						(96.8)		Daily	Daily	Daily	

(3.50) (2.55) (0.40) Thru Time (0.30) (3.10) (4.15)
 25.2 33.2 29.7 Average speed per hour 39.6 30.5 22.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
 At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. time-table and rules while using their tracks between Hall Tower and Baird Tower.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS	Distance from Valparaiso	Time-Table No. 166 June 2, 1946	STATIONS	Mile Post	FIRST CLASS	SECOND CLASS		
	75	547	548					76			
	Mixed	Motor Passenger	Motor Passenger					Mixed			
	Tuesday Thursday Saturday	Daily									
WFYP		5.00AM		0.0	DN-R	VALPARAISO YL VO	0.0	A 9.10AM		A 11.35AM	
16		f 5.20	f 4.36	7.4		LOMA	7.4	f 8.53		f 11.02	
28		s 5.40	s 4.46	13.5	D	BRAINARD BD	13.5	s 8.42		s 10.50	
				15.0		O. & N. W. CROSSING	15.0				
32 W		s 6.10	s 5.05	23.2	D	DAVID CITY DV	23.2	s 8.25		s 10.25	
				23.5		O. B. & Q. CROSSING	23.5				
		f 6.30	f 5.12	27.9		POLEY	27.9	f 8.11		f 9.55	
31		s 6.45	s 5.23	33.3	D	RISING CITY RN	33.3	s 8.04		s 9.40	
36		s 7.05	s 5.36	40.1	D	SHELBY SH	40.1	s 7.50		s 9.20	
7		s 7.34 ⁵⁴⁸	s 5.51	47.5	D	OSCEOLA OZ	47.5	s 7.34 ⁷⁵		s 8.55	
9 W		s 8.00	s 6.03	52.9	D	STROMSBURG S	52.9	s 7.25		s 8.40	
17		f 8.15	f 6.10	56.8		DURANT	56.8	f 7.15		f 8.10	
35		s 8.35	s 6.21	63.0	D	POLK PK	63.0	s 7.05		s 7.50	
21		s 8.55	s 6.33	68.5	D	HORDVILLE HV	68.5	s 6.54		s 7.30	
22		f 9.10	f 6.42	73.8		HEBER	73.8	f 6.45		f 7.10	
I				75.3		O. B. & Q. CROSSING	75.3				
WYP		A 9.20AM	A 6.50PM	75.9	DN-R	CENTRAL CITY YL OI	75.9	6.40AM		7.05AM	
						(75.9)		Daily		Monday Wednesday Friday	

(4.20) (2.35) Thru Time (2.30) (4.30)
 17.5 29.3 Average speed per hour 30.3 16.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.

WESTWARD		NORFOLK BRANCH						Time-Table No. 166			
		SECOND CLASS						June 2, 1946			
Car Capacity of Sidings, etc. See Rule 6 (A).		79	81	521	321	Distance from Columbus	STATIONS				
		Mixed	Mixed	Motor Mixed	Mixed						
		Daily Except Sunday	Daily Except Sunday	Daily	Daily						
WFTYPO		12.35PM	6.50AM	4.00AM	1.40AM	0.0	DN-R	COLUMBUS	YL	O	
20		12.43	6.58	4.10	1.50	4.2		SHELDONVILLE			
8	YP	A 12.53PM	A 7.08AM	A 4.20AM	f 2.00	9.4	R	OCONEE	YL		
29					f 2.30	14.7	D	PLATTE CENTER		PO	
33	P				f 2.45	20.3		TARNOV			
						25.1		O. & N. W. CROSSING			
56	W				s 3.17	25.7	D	HUMPHREY		HX	
20					f 3.23	29.1		PEOK			
33	W				s 3.55	35.4	D	MADISON		MA	
27	P				f 4.10	40.9		ENOLA			
	I					48.7		O. & N. W. CROSSING			
						50.2		O. & N. W. CROSSING			
WFTYOP					A 5.00AM	50.4	D-R	NORFOLK	YL	KN	
								(50.4)			

(0.18) 31.3 (0.18) 31.3 (0.20) 28.2 (3.20) 15.1Thru TimeAverage speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule 5-72. No. 521 is superior to No. 522. Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD		ALBION BRANCH				EASTWARD		Time-Table No. 166			
		SECOND CLASS						June 2, 1946			
Car Capacity of Sidings, etc. See Rule 6 (A).		79	81	521	Distance from Oconee	FIRST CLASS		SECOND CLASS			
		Mixed	Mixed	Motor Mixed		522	82	80			
		Daily Except Sunday	Daily Except Sunday	Daily		Motor Passenger	Mixed	Mixed			
20	YP	12.53PM	7.08AM	4.20AM	0.0	R	OCONEE	YL			
15		s 1.03	s 7.18	s 4.32	4.3	D	MONROE	MN	s 9.32AM	s 5.13	
40	WYP	A 1.18PM	s 7.40	A 4.55AM	11.3	D-R	GENOA	YL	G	9.18AM	
5			f 7.52		18.8		WOODVILLE			f 2.05	
56			s 8.10		22.3	D	ST. EDWARD	ST		s 1.55	
15			s 8.25		27.3		BOONE			s 1.42	
28	WYP		A 8.50AM		33.7	D-R	ALBION	YL	A	1.30PM	
							(33.7)				

(0.25) 27.1 (1.42) 19.8 (0.35) 19.4Thru TimeAverage speed per hour (0.23) 29.5 (1.30) 22.5 (0.23) 29.5

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72. No. 521 is superior to No. 522.

		NORFOLK BRANCH				EASTWARD		Time-Table No. 166			
		FIRST CLASS						June 2, 1946			
Car Capacity of Sidings, etc. See Rule 6 (A).		522	82	80	312	Distance from Norfolk	SECOND CLASS				
		Motor Passenger	Mixed	Mixed	Mixed						
		Daily Except Sunday	Daily Except Sunday	Daily	Daily						
WFTYOP	DN-R	COLUMBUS	YL	C	0.0	A 10.00AM			A 3.20PM	A 5.40PM	A 11.30PM
20		SHELDONVILLE			4.2	9.50			3.09	5.30	f 11.17
20	YP	OCONEE	YL		9.4	9.41AM			3.00PM	5.22PM	f 11.05
29	D	PLATTE CENTER			14.7						s 10.50
33	P	TARNOV			20.3						f 10.25
		O. & N. W. CROSSING			25.1						
56	WD	HUMPHREY			25.7						s 10.10
20		PEOK			29.1						f 9.46
33	WD	MADISON			35.4						s 9.32
27	P	ENOLA			40.9						s 8.57
	I	O. & N. W. CROSSING			48.7						
		C. & N. W. CROSSING			50.2						
WFTOP	D-R	NORFOLK	YL	KN	50.4						8.30PM
		(50.4)							Daily Except Sunday	Daily	Daily

Thru Time (0.19) 29.7 (0.20) 28.2 (0.18) 31.3 (3.00) 16.8Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule 5-72. No. 521 is superior to No. 522. Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD		CEDAR RAPIDS BRANCH				EASTWARD		Time-Table No. 166			
		SECOND CLASS						June 2, 1946			
Car Capacity of Sidings, etc. See Rule 6 (A).		79	521	Distance from Genoa	FIRST CLASS		SECOND CLASS				
		Mixed	Motor Mixed		522	80					
		Daily Except Sunday	Daily		Motor Passenger	Mixed					
40	WY	1.21PM	4.57AM	0.0	D-R	GENOA	YL	G	0.0	A 9.16AM	A 4.50PM
8		f 1.32	f 5.07	5.3		KENT			5.3	f 9.06	f 4.41
17		f 1.40	f 5.15	9.3		MERCHISTON			9.3	f 8.59	f 4.34
38		s 1.49	s 5.40	13.7	D	FULLERTON		FU	13.7	s 8.52	s 4.25
21		s 2.10	s 6.10	23.1	D	BELGRADE		BL	23.1	s 8.33	s 4.04
26	W	s 2.29	s 6.45	30.3	D	GEDAR RAPIDS		OD	30.3	s 8.18	s 3.48
36		s 2.45	s 7.01	36.6	D	PRIMROSE		P	36.6	s 8.05	f 3.30
38	WY	A 3.05PM	A 7.25AM	44.3	D-R	SPALDING	YL	SG	44.3	7.50AM	3.15PM
						(44.3)				Daily Except Sunday	Daily

(1.44) 25.5 (2.28) 17.9Thru TimeAverage speed per hour (1.26) 39.9 (1.35) 28.6

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72. No. 521 is superior to No. 522.

WESTWARD				ORD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A)	SECOND CLASS			Distance from Grand Island	Time-Table No. 166 June 2, 1946			Mile Post	SECOND CLASS		
			83 Mixed Daily				84 Mixed				
					STATIONS						
WFTYPO			7.30AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A	5.15PM		
I				0.4		O. B. & Q. CROSSING	0.4				
11	Y			2.5		OAREY	2.5				
19	P		s 7.48	11.1	D	ST. LIBORY RY	11.1	s	4.42		
39	WFYP		s 8.15	21.9	D-R	ST. PAUL YL SP	21.9	s	4.20		
27			s 8.40	30.7	D	ELBA EB	30.7	s	3.48		
25	P		s 8.56	36.8		OOTESFIELD	36.8	s	3.41		
1				43.1		WEEKES SPUR	43.1				
	W		9.13	44.5		SCOTIA JUNCTION	44.5		3.23		
20			s 9.22	45.7	D	SCOTIA SK	45.7	s	3.14		
	W		9.27	44.5		SCOTIA JUNCTION	44.5		3.07		
31			s 9.50	48.8	D	NORTH LOUP NU	48.8	s	2.57		
3				58.5		SAUNDERS	58.5				
				60.7		O. B. & Q. CROSSING	60.7				
34	WY		A 10.30AM	61.0	D-R	ORD YL RD	61.0		2.30PM		
						(61.0)			Daily		
		(3.00) 20.3			..... Thru Time.....			(2.45)			
					..... Average speed per hour.....			22.2			

WESTWARD LOUP CITY BRANCH				EASTWARD				WESTWARD PLEASANTON BRANCH				EASTWARD												
Car Capacity of Sidings, etc. See Rule 6 (A)	SECOND CLASS			Mile Post	Time-Table No. 166 June 2, 1946			Mile Post	SECOND CLASS			Car Capacity of Sidings, etc. See Rule 6 (A)	SECOND CLASS			Mile Post	Time-Table No. 166 June 2, 1946			Mile Post	SECOND CLASS			
			287 Mixed Daily Except Sunday				288 Mixed						85 Mixed Daily Except Sunday					86 Mixed					86 Mixed	
					STATIONS								STATIONS											
WFYP			8.50AM	0.0	D-R	ST. PAUL YL SP	0.0	A	4.05PM	11	WY	9.45AM	D-R	BOELUS YL HW	0.0	A	12.37PM							
19			s 9.10	8.3	D	DANNEBROG DB	8.3	s	3.50		I			O. B. & Q. CROSSING	8.8									
11	WY		9.40AM 12.40PM	10.3	D-R	BOELUS YL HW	18.6	s	3.16	5		f 10.15		SOUTH RAVENNA	12.4	f	12.08							
31			s 12.55	7.2	D	ROCKVILLE RV	25.8	f	3.00	8		s 10.25		POOLE	15.5	s	12.01PM							
33	WYP		A 1.30PM	13.2	D-R	LOUP CITY YL OP	39.0		2.30PM	34	WY	A 10.45AM	D-R	PLEASANTON YL PN	22.1		11.45AM							
						(39.0)			Daily Except Sunday					(22.1)			Daily Except Sunday							
		(1.40) 23.4			..... Thru Time.....			(1.35)		(1.00)		..... Thru Time.....				..... Thru Time.....			(0.52)				
					..... Average speed per hour.....			24.6		22.1		..... Average speed per hour.....				25.5							

WESTWARD				HASTINGS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A)				Distance from Hastings	Time-Table No. 166 June 2, 1946			Mile Post			
					STATIONS						
WFYOP				0.0	DN-R	HASTINGS YL AN	0.0				
95				7.3		NEWMAROH	7.3				
I				10.8		MO. PAC. CROSSING	10.8				
86	PW			12.7	D	HAYLAND HA	12.7				
95	P			20.2		DENMAN DN	20.2				
WB114 EB71	WYP I			28.1	DN-R	GIBBON YL GB	28.1				
						(28.1)					
					..... Thru Time.....						
					..... Average speed per hour.....						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
Trains are governed by Kansas Division time-table while using their tracks at Hastings.

WESTWARD				KEARNEY BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A)	FIRST CLASS		SECOND CLASS		Distance from Kearney	Time-Table No. 166 June 2, 1946			Mile Post	SECOND CLASS				
		95 Mixed Daily Except Sunday	519 Motor Passenger Daily Except Saturday and Sunday	517 Motor Passenger Sunday				520 Motor Mixed		518 Motor Mixed	96 Mixed			
					STATIONS									
WFYO		4.50AM	4.05PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A	11.45AM	A	11.59AM	A	5.20PM
12		f 5.02	f 4.15	f 5.10	5.5		GLENWOOD PARK	5.5	f	11.28	f	11.43	f	4.32
19	P	s 5.09	s 4.22 ⁹⁵	s 5.17	10.1		RIVERDALE	10.1	s	11.20	s	11.35	s	4.22 ⁵¹⁹
27		s 5.30	s 4.33	s 5.28	16.8	D	AMHERST HR	16.8	s	11.08	s	11.23	s	4.00
13	W	f 5.42	f 4.43	f 5.38	22.7		WATERTOWN	22.7	f	10.57	f	11.12	f	3.41
32		s 5.56	s 4.50	s 5.45	28.3	D	MILLER MR	28.3	s	10.50	s	11.05	s	3.33
38		s 6.10	s 5.02	s 5.57	32.5	D	SUMNER SU	32.5	s	10.38	s	10.53	s	3.15
28		s 6.32	s 5.14	s 6.09	40.4	D	EDDYVILLE VD	40.4	s	10.25	s	10.40	s	2.59
		f 6.42	f 5.22	f 6.18	45.9		LOMAX	45.9	f	10.13	f	10.28	f	2.40
40		s 7.03	s 5.34	s 6.30	52.1	D	OCOONTO BS	52.1	s	10.04	s	10.19	s	2.28
14		f 7.17	f 5.47	f 6.46	59.1		LODI	59.1	f	9.48	f	10.03	f	2.14
27	WYP	s 8.20	s 6.00	s 6.57	65.5	D	CALLAWAY OA	65.5	s	9.37	s	9.52	s	2.00
17	P	s 8.40	f 6.12	f 7.08	73.1		MILLDALE	73.1	f	9.21	f	9.36	f	1.06
9		f 8.45	f 6.17	f 7.12	75.8		FINCHVILLE	75.8	f	9.16	f	9.31	f	1.00
38	WP	s 9.20 ⁵¹⁸	s 6.30	s 7.24	83.1	D	ARNOLD AD	83.1	s	9.04	s	9.20 ⁹⁵	s	12.45
5	P	s 10.10	f 6.45	s 7.35	90.6		LOGAN	90.6	s	8.52	s	9.07	f	12.26
10		f 10.30	f 6.55	f 7.42	94.6		HOAGLAND	94.6	f	8.45	f	9.00	f	12.18
15	P	f 10.50	s 7.04	s 7.49	99.2		GANDY	99.2	s	8.35	s	8.50	f	12.08
22	WFY	A 11.30AM	A 7.15PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4		8.30AM		8.45AM		12.01PM
							(102.4)		Sunday		Daily Except Sunday and Monday		Daily Except Saturday	
		(6.40) 15.4	(3.10) 32.3	(3.00) 34.1		..... Thru Time.....		(3.15) 31.5	(3.14) 31.7	(5.19) 19.2				
						..... Average speed per hour.....								

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule 5-72.
No. 95 will wait at Kearney for mail from No. 111.

THE SPEEDS SHOWN BELOW ARE THE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

- Designation "Str."** — Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "De-Psgr."** — Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Psgr."** — Train with steam locomotive and all passenger train equipment.
- Designation "Frt."** — Train with freight cars; train with caboose only; locomotive without cars.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed.	90	75	75	50	Trains handling gravel loaded in wooden Hart convertible cars.				35
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels: On straight track. On curves.				30
When caboose is handled in train consisting of passenger equipment.			50			25			
3900 class engines.			60	50	Within yard limits and passing fueling stations.	50	50	40	25
3800, 5000 and 9000 class engines.			50	50	Over spring switches, when using turnouts.	15	15	15	15
4000 class engines.			45	45	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.				
MacArthur type engines with 63-inch drivers.			50	45		20	20	20	20
MacArthur type engines with 57-inch drivers.			35	35		15	15	15	15
Mallet, Consolidation and Ten Wheeler type engines.			35	35	When using cross-overs or turnouts, with 5000 and 9000 class and MacArthur and Mallet type engines.			6	6
0-6-0 and 0-8-0 type yard engines.			20	20	On wye tracks.	15	15	15	15
Engines running backward.	20	20	20	20	Jordan spreaders and other machines of spreader type, when in operation.				15
Light engines.			45	45	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.				
Trains handling scale test cars.				30		20	20	20	20
When more than 50% of the tonnage is gravel.				40					

FIRST SUBDIVISION

Location	Str.	De-Psgr.	Psgr.	Frt.	Location	Str.	De-Psgr.	Psgr.	Frt.
Between Gilmore and Lane.	50	50	50	35	Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Central City, 2200 class engines on east leg of wye.				5
Fremont, on F. S. Y. & L. Co. tracks.				15					

ON WESTWARD TRACK					ON EASTWARD TRACK						
On curves as follows: Between Mile Posts—					On curves as follows: Between Mile Posts—						
Summit	5.2	5.6	25	25	Grand Island	143.1	142.9	80	70	70	50
	5.9	6.8	40	40	Havens	103.2	102.9	85	70	70	50
Sarpy	14.2	14.7	75	70	Duncan	87.5	87.0	80	70	70	50
	15.9	16.2	75	70							

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour					
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.		
ON WESTWARD TRACK					ON EASTWARD TRACK						
On curves as follows: Between Mile Posts—					On curves as follows: Between Mile Posts—						
Lane	17.5	17.8	85	70	Rogers	61.0	60.8	85	70	70	50
	18.1	18.4	70	65	Ames	42.6	42.1	85	70	70	50
	19.4	19.8	70	65	Waterloo	24.4	24.0	85	70	70	50
	20.2	20.6	85	70		23.2	22.8	70	65	65	50
	21.4	21.5	85	70		22.6	22.2	60	60	60	40
Elkhorn	21.9	22.1	70	65		22.1	21.9	70	65	65	50
	22.2	22.6	60	60	Elkhorn	21.5	21.4	85	70	70	50
	22.8	23.2	70	65		20.6	20.2	85	70	70	50
	24.0	24.4	85	70	Fremont	42.1	42.6	85	70	70	50
Fremont	42.1	42.6	85	70		19.8	19.4	70	65	65	50
Ames	53.9	54.1	80	70		18.4	18.1	70	65	65	50
North Bend	60.8	61.0	85	70		17.8	17.5	85	70	70	50
Columbus	87.0	87.5	80	70	Lane	16.2	15.9	75	70	70	50
Silver Creek	102.9	103.2	85	70		14.7	14.2	75	70	70	50
Lockwood	142.9	143.1	85	70	Seymour	6.8	5.9	40	40	40	25
Grand Island						5.6	5.2	25	25	25	25

SECOND SUBDIVISION

Location	Str.	De-Psgr.	Psgr.	Frt.	Location	Str.	De-Psgr.	Psgr.	Frt.
Grand Island, on Grand Island Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Buda, all airfield trackage.				10
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.				5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, 2200 class engines on scale track and east yard run-around track.				5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Carey, all airfield trackage.				10	Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5

ON WESTWARD TRACK					ON EASTWARD TRACK						
On curves as follows: Between Mile Posts—					On curves as follows: Between Mile Posts—						
Kearney	192.9	193.2	85	70	North Platte	283.0	282.5	50	40	40	25
Vroman	258.1	258.5	70	65		281.9	281.1	75	70	70	50
	258.9	259.8	85	70	Gannett	277.3	277.1	85	70	70	50
Brady Island	262.5	262.9	85	70	Hindrey	262.9	262.5	85	70	70	50