

**BRANCHES**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>North Platte Branch</b> Maximum speed.	50	50	50	40	Between Yoder and Creighton.	35	35	35	35
2800 and 2900 class engines.			45	45	On curves between Yoder and So. Torrington	35	35	35	35
5000, 7000 and 9000 class engines	35	35	35	35	On curves between M.P. 25.42 and M.P. 31.25	30	30	30	30
Over Bridge 18.30.	35	35	35	35	Through tunnel between Albin and Tremain.	20	20	20	20
<b>North Platte Cut-Off</b> Maximum speed.	50	45	45	45	<b>Lyman Branch.</b>			20	20
M.P. 149.36, curve.	35	35	35	35	<b>Gering Branch.</b>			20	20
					<b>Sears Branch.</b>			20	20

**A. E. STODDARD**  
General Manager

**H. E. SHUMWAY**  
Genl. Supt. Transportation

**B. F. WELLS**  
General Superintendent

**E. H. BAILEY**, Superintendent..... Omaha, Nebr.  
**F. F. GETSFRED**, Asst. Superintendent..... Omaha, Nebr.  
**T. P. ARGUBRIGHT**, Asst. Superintendent..... North Platte, Nebr.  
**F. P. FLESHER**, Asst. Superintendent..... Gering, Nebr.  
**R. W. McSPADDEN**, Trainmaster..... Sidney, Nebr.  
**O. J. ROBINSON**, Master Mechanic..... Co. Bluffs, Iowa  
**C. H. SUITS**, Road Foreman of Engines..... Cheyenne, Wyo.  
**S. F. McWILLIAMS**, Road Foreman of Engines..... North Platte, Nebr.  
**T. R. BRITT**, Road Foreman of Engines..... North Platte, Nebr.  
**P. C. LOOMIS**, Road Foreman of Engines..... North Platte, Nebr.  
**W. F. HART**, Division Engineer..... Omaha, Nebr.  
**L. T. FERGUSON**, General Roadmaster..... Omaha, Nebr.

**Third and Fourth Subdivisions**

**W. D. DEAKINS**, Chief Train Dispatcher..... North Platte, Nebr.  
**F. G. CLARK**, Asst. Chief Train Dispatcher..... North Platte, Nebr.  
**C. B. LISHER**, Asst. Chief Train Dispatcher..... North Platte, Nebr.

**North Platte Branch and Cut-Off**

**L. A. JOHNSON**, Chief Train Dispatcher..... Gering, Nebr.

**STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:**

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  
 Julesburg..... Telegraph Office  
 Sidney..... Telegraph Office  
 Sidney..... Locker Room  
 Sidney..... Engineer's Locker Room  
 Cheyenne..... Dispatcher's Office  
 Cheyenne..... Telegraph Office  
 Cheyenne..... Conductor's Room, Passenger Station  
 Cheyenne..... Yard Office  
 Cheyenne..... Engine Dispatcher's Office  
 Gering..... Dispatcher's Office  
 Gering..... Telegraph Office  
 Gering..... Roundhouse  
 South Torrington..... Telegraph Office

**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**NEBRASKA DIVISION**

THIRD SUBDIVISION  
 FOURTH SUBDIVISION  
 AND BRANCHES

**TIME-TABLE**  
**No. 346**

Effective Sunday,  
**February 16, 1947**  
 at 12:01 A. M. Mountain Time

**TODAY IS SAFETY DAY**

**FOR EMPLOYEES ONLY**

WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

41	43	53	23	7	21	37	17	5	11	103	101	9	27	111	105	1	Distance from Council Bluffs	Time-Table No. 346 February 16, 1947
Mail and Express	Passenger	Passenger	Challenger Passenger	Challenger Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger		STATIONS
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See Note	★See Note	Daily	Daily	Daily	Daily	Daily		
								8.50									0.0	CO. BLUFFS
	10.30	7.00	11.00	10.00	8.45			9.25		3.25	3.25		1.00	12.55	12.50	12.20	2.8	OMAHA
	2.30	10.45	2.15	1.00	11.55			12.18		5.28	5.26		3.40	2.59	2.54	3.00	146.9	GRAND ISLAND
	6.40	2.10	5.10	3.40	2.40			2.51		7.18	7.18		5.58	4.47	4.42	5.25	284.1	NORTH PLATTE C.T. M.T.
	5.65	1.20	4.20	2.50	1.50			2.01		6.17	6.17		5.08	3.50	3.45	4.35		NORTH PLATTE M.T.
		3.35												4.59			365.3	JULESBURG
	9.20		7.00	5.25	4.45			4.31		8.01	8.01		7.28		5.28	7.05	407.5	SIDNEY
																		SIDNEY
								11.30					8.45					KANSAS CITY
		8.55						3.30					7.05		8.00		562.5	DENVER Ar Lv
								5.20	5.05				7.25					DENVER
	12.20		9.20	7.40	7.10			8.40		9.45	9.45	9.45	9.30	7.10	9.20		509.5	CHEYENNE
	12.40		9.40	8.00	7.30			8.55		9.55	9.55	9.55	10.05	7.20	10.00			CHEYENNE
																	519.0	BORIE
	2.30		11.30	9.50	9.20	9.05	8.50	8.35		11.17	11.17		11.50	8.45	11.40		566.0	LARAMIE
	5.37		2.15	12.35	12.01	11.45	11.30	11.15		1.04	1.04		2.10	10.35	2.00		682.8	RAWLINS
	10.00	8.45	5.15	3.35	2.50	2.35	2.25	2.10	5.25	3.14	3.14		4.45	12.45	4.40		817.0	GREEN RIVER
	9.00	9.00	5.30	3.55	3.30	2.45	3.15	2.30		3.19	3.19		5.05	12.50	5.00			GREEN RIVER
	10.40						3.50		6.00					1.20			847.2	GRANGER
	1.30		9.30	8.00	7.40	6.45		6.40		6.35	6.35		9.05			9.00	992.8	OGDEN
																		(992.6)

(0.40) (28.00) (14.55) (23.30) (23.00) (23.55) (32.15) (10.45) (22.15) (0.35) (16.10) (16.10) (14.00) (21.05) (8.05) (13.30) (21.40) ..... Thru Time  
 45.3 35.4 37.5 42.1 43.0 41.4 37.7 40.1 44.5 51.8 61.2 61.2 53.3 46.9 69.2 62.5 45.7 ..... Average speed per hour

MILEAGE NEBR. DIVN.

Main Line ..... 511.6  
 Branches ..... 857.9

Total ..... 1369.5

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
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 346 February 16, 1947	Mile Post	112	12	2	28	10	102	104	106	38	18	22	24	6	8	42	44	54	
STATIONS		Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Challenger Passenger	Mail and Express	Challenger Passenger	Mail and Express	Passenger	Passenger	
CO. BLUFFS	0.0																		6.30
OMAHA	2.8																		
GRAND ISLAND	146.9	11.35		4.10	4.50		2.50	2.50	4.30				7.45	7.25	5.40	8.45		6.00	7.10
NORTH PLATTE	284.1	9.50		11.00	11.45		10.55	10.55	12.35				4.32	4.20	3.00	5.35		1.45	3.18
JULESBURG	365.3	8.47		9.43	10.35		9.53	9.53	11.32				1.42	1.30	12.30	2.39		9.55	11.05
SIDNEY	407.5	7.44											12.32	12.20	11.20	1.30		8.40	9.35
KANSAS CITY	.....																		
DENVER	562.5	5.00					9.00												
CHEYENNE	509.5			5.50	6.45	6.50	6.43	6.43	8.20										
BORIE	519.0			5.25	6.25		6.33	6.33	8.10										
LARAMIE	566.0												5.15	5.45					
RAWLINS	682.8			3.50	4.55		5.18	5.18	6.53	4.00	4.35	6.10	5.55	5.35	7.10			1.00	
GREEN RIVER	817.0			1.15	2.25		3.21	3.21	4.56	1.33	2.13	3.30	3.15	3.05	4.25			9.35	
GRANGER	847.2		10.00	10.30	11.40		1.05	1.05	2.40	10.50	11.30	12.25	11.55	12.20	1.20			6.00	
OGDEN	992.6		9.25	10.10	11.20		1.00	1.00	2.35	10.40	11.10	11.30	11.40	11.55	1.06	5.15		5.30	
				6.10	7.20		9.50	9.50											
		Daily	Daily	Daily	Daily	Daily	★See Note	★See Note	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time ..... (7.40) (0.35) (21.00) (20.30) (13.10) (16.00) (16.00) (13.25) (28.10) (9.35) (23.30) (22.55) (20.40) (23.00) (0.35) (28.35) (15.10)  
 Average speed per hour ..... 73.0 51.8 47.1 48.3 56.7 61.9 61.9 62.9 43.2 45.0 42.1 43.2 47.9 43.0 51.8 34.6 38.9

★ Note.—  
 No. 102 leaves Ogden only on Sunday, Wednesday and Friday.  
 No. 104 leaves Ogden only on Tuesday, Thursday and Saturday.

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW

NAME	TITLE	PLACE	TERRITORY
Adolph Sachs...	Medical Director.	Omaha, Neb.....	
Lynn T. Hall....	Ast. Medical Dir.	Omaha, Neb.....	
T. J. Kerr.....	Surgeon.....	North Platte, Neb.	Brady Island to Sutherland.
O. K. Kreymborg..	Surgeon.....	North Platte, Neb.	Brady Island to Sutherland
A. E. Reeves.....	Surgeon.....	North Platte, Neb.	Brady Island to Sutherland.
H. H. Walker.....	Oculist and Aurist.	North Platte, Neb.	North Platte.
H. E. Moore.....	Surgeon.....	Sutherland, Neb...	North Platte to Ogallala.
H. A. Vandiver....	Surgeon.....	Ogallala, Neb.....	Sutherland to Julesburg.
W. A. Day.....	Surgeon.....	Julesburg, Colo....	Ogallala to Lodge Pole and Julesburg to Sterling.
A. C. Colman.....	Surgeon.....	Chappell, Neb.....	Julesburg to Sidney
R. E. Roche.....	Surgeon.....	Sidney, Neb.....	Lodge Pole to Kimball
C. J. Manganaro...	Surgeon.....	Kimball, Neb.....	Sidney to Cheyenne
M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo...	Kimball to Cheyenne
Galen A. Fox.....	Division Surgeon..	Cheyenne, Wyo...	Julesburg to Laramie and Cheyenne to Carr.
W. A. Buntten....	Surgeon.....	Cheyenne, Wyo....	Cheyenne.
Shingle & Koford..	Surgeon.....	Cheyenne, Wyo....	Julesburg to Laramie and Cheyenne to Carr.
R. C. Gramlich....	Surgeon.....	Cheyenne, Wyo....	Cheyenne.
E. W. Newman....	Oculist.....	Cheyenne, Wyo....	Cheyenne.
R. I. Williams....	Aurist.....	Cheyenne, Wyo....	Cheyenne.
W. G. Seng.....	Surgeon.....	Oshkosh, Neb.....	Oshkosh to Northport.
H. A. Blackstone..	Surgeon.....	Bridgeport, Neb...	South Bayard to Broadwater.
W. C. Harvey.....	Surgeon.....	Gering, Neb.....	Northport to Gering.
C. R. Watson.....	Surgeon.....	South Mitchell, Neb	Gering to Lyman.
Leo Keenan.....	Surgeon.....	Torrington, Wyo..	Lyman to South Torrington.

**WESTWARD**

**THIRD SUBDIVISION**

**SECOND CLASS**

City of Origin, etc. See Rule 6 (A).	Distance from Council Bluffs	243	97	241	93	
		Local Freight	Local Freight	Local Freight	Mixed	
		Daily Except Sunday	Daily	Daily Except Sunday	Daily	
XWZTYOP			6.50AM	6.35AM	6.25AM	284.1
CS 84 P			7.02	f 6.50	6.34	290.5
WS 72 XP			7.15	s 7.08	s 6.43	296.9
CS 19 XWYP			A 7.30AM	f 7.15	A 6.55AM	300.7
X						301.8
CS 121 XP				s 7.25		303.4
CS 82 P				f 7.35		307.9
CS 121 XP				s 7.55		315.5
WS 74 XP				f 8.05		321.7
CS 83 P				f 8.15		327.7
WS 122 WB120 ES 138 XWCP				s 8.45		334.8
CS 8 P				s 9.05		343.9
X				f 9.13		349.1
CS 132 WP				s 9.30		353.9
CS 83 P				f 9.40		359.3
XWCIYP WS 99 ES121			8.30AM	A 10.00AM		365.3
CS 90 P			f 8.45			370.6
CS 123 WXP			s 9.25			380.3
X			f 9.35			385.0
WS 111 ES 78 XWP			s 10.00			389.7
XP			s 10.20			396.3
CS 94 P			f 10.35			401.0
XWCTYP			A 11.00AM			407.5

**Time-Table No. 346**  
February 16, 1947

**STATIONS**

Yl	No	Station
DN-R	NORTH PLATTE	NY
	6.4	BIRDWOOD
D	HERSHEY	OF
DN	O'FALLONS	FA
	1.1	VARNER
D	SUTHERLAND	SU
	4.5	DEXTER
D	PAXTON	PN
	6.2	KORTY
D	ROSCOE	RO
DN	OGALLALA	YL GT
D	BRULE	RU
	5.2	MEGEATH
D	BIG SPRINGS	GS
	5.4	BARTON
DN	JULESBURG	YL JB
	5.3	WEIR
D	OHAPPELL	OQ
	4.7	OTTMAN
D	LODGE POLE	GP
D	SUNOL	UN
	4.7	COLTON
DN-R	SIDNEY	YL OD

**FIRST CLASS**

23	7
Challenger Passenger	Challenger Passenger
Daily	Daily

4.20PM	2.50PM
4.30	3.00
4.36	3.06
4.39	3.09
4.42	3.12
4.46	3.17
4.53	3.24
4.59	3.30
5.05	3.37
f 5.18	3.48
5.28	3.58
5.38	4.08
5.43	4.13
f 5.51	4.23
5.59	4.30
6.09	4.40
6.20	4.49
6.28	4.56
6.35	5.01
A 6.50PM	A 5.15PM

(123.4)

(2.30)	(0.40)	(3.25)	(0.30)	..... Thru Time .....	(2.30)	(2.25)
16.9	24.9	23.8	33.2	..... Average speed per hour .....	49.3	51.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

**WESTWARD**

**THIRD SUBDIVISION**

**FIRST CLASS**

5	21	103	101	43	27	1	111	105	53	Distance from Council Bluffs
Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
Daily	Daily	Tuesday Thursday Saturday	Sunday Wednesday Friday	Daily	Daily	Daily	Daily	Daily	Daily	
2.01PM	1.50PM	6.17AM	6.17AM	5.55AM	5.08AM	4.35AM	3.50AM	3.45AM	1.20AM	284.1
2.10	1.59	6.24	6.24	6.05	5.16	4.43	3.57	3.52	1.33	290.5
2.16	2.06	6.29	6.29	f 6.12	5.21	4.49	4.02	3.57	1.39	296.9
2.19	2.10	6.32	6.32	6.16	5.24	4.53	4.05	4.00	1.42	300.7
										301.8
2.22	2.13	6.34	6.34	f 6.24	5.26	4.56	4.07	4.02	1.51	303.4
2.26	2.18	6.37	6.37	6.30	5.30	5.01	4.11	4.05	1.56	307.9
2.33	2.26	6.43 <sup>43</sup>	6.43 <sup>43</sup>	f 6.43 <sup>101</sup> <sub>103</sub>	5.37	5.08	4.17	4.11	2.07	315.5
2.39	2.33	6.48	6.48	6.50	5.42	5.14	4.22	4.16	2.13	321.7
2.45	2.39	6.53	6.53	f 7.00	5.48	5.20	4.26	4.21	2.21	327.7
2.56 <sup>21</sup>	2.56 <sup>5</sup>	6.59	6.59	s 7.14	6.01	5.32	4.33	4.27	s 2.40	334.8
3.05	3.09	7.06	7.06	f 7.28	6.11	5.43	4.40	4.34	2.55	343.9
										349.1
3.16	3.20	7.14	7.14	f 7.41	6.20	5.53	4.48	4.42	3.10	353.9
3.21	3.26	7.18	7.18	7.51	6.25	5.58	4.52	4.46	3.18	359.3
3.31	3.36	7.23	7.23	s 7.59	6.31	6.05	A s 4.59AM	4.51	A 3.30AM	365.3
3.38	3.44	7.27	7.27	8.07	6.38	6.12		4.55		370.6
3.48	3.54	7.36	7.36	f 8.21	6.48	6.22		5.04		380.3
										385.0
3.57	4.05	7.43	7.43	f 8.35	6.57	6.31		5.11		389.7
4.04	4.13	7.48	7.48	f 8.46	7.03	6.38		5.16		396.3
4.09	4.20	7.51	7.51	8.53	7.08	6.43		5.19		401.0
A 4.21PM	A 4.35PM	A 7.59AM	A 7.59AM	A 9.10AM	A 7.18AM	A 6.55AM		A 5.27AM		407.5

**Time-Table No. 346**  
February 16, 1947

**STATIONS**

Yl	No	Station
DN-R	NORTH PLATTE	NY
	6.4	BIRDWOOD
D	HERSHEY	OF
DN	O'FALLONS	FA
	1.1	VARNER
D	SUTHERLAND	SU
	4.5	DEXTER
D	PAXTON	PN
	6.2	KORTY
D	ROSCOE	RO
DN	OGALLALA	YL GT
D	BRULE	RU
	5.2	MEGEATH
D	BIG SPRINGS	GS
	5.4	BARTON
DN	JULESBURG	YL JB
	5.3	WEIR
D	OHAPPELL	OQ
	4.7	OTTMAN
D	LODGE POLE	GP
D	SUNOL	UN
	4.7	COLTON
DN-R	SIDNEY	YL OD

(123.4)

(2.20)	(2.45)	(1.42)	(1.42)	(3.15)	(2.10)	(2.20)	(1.00)	(1.42)	(2.10)	..... Thru Time .....
52.6	44.9	72.6	72.6	38.0	56.1	52.9	70.6	72.6	37.5	..... Average speed per hour .....

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 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
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 Rule D-83 will apply to all trains.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined to
7	Ogallala	East of Council Bluffs.	Coach or tourist car passengers to Salt Lake City or beyond.
7	Julesburg		
21	Julesburg	Omaha and east.	West of Ogden.
21	Any Station		
21	Any Station	Omaha or beyond (sleeping car passengers).	Kemmerer or beyond.
21	Any Station		
23	Any Station	Colorado points where scheduled to stop.	Coach or tourist car passengers to Ogden or beyond.
53	Any Station		

**THIRD SUBDIVISION**

**EASTWARD**

Time-Table No. 346 February 16, 1947		FIRST CLASS										
		6	24	22	8	44	112	54	2	102	104	
STATIONS		Mail and Express	Challenger Passenger	Passenger	Challenger Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R NORTH PLATTE NY 6.4	284.1	A11.20AM	A12.20PM	A12.32PM	A 1.30PM	A 8.40PM	A 8.47PM	A 9.35PM	A 9.43PM	A 9.53PM	A 9.53PM
	BIRDWOOD 6.4	290.5	11.09	12.07	12.19	1.17	8.21	8.40	9.15	9.33	9.45	9.45
	D HERSHEY OF 3.8	296.9	11.03	12.01PM	12.13	1.11	f 8.13	8.35	9.07	9.27	9.40	9.40
	DN O'FALLONS FA 1.1	300.7	11.00	11.57AM	12.09	1.07	8.08	8.32	9.03	9.24	9.37	9.37
	VARNER 1.8	301.8										
	D SUTHERLAND SU 4.5	303.4	10.58 <sup>242</sup>	11.55	12.07	f 1.05	s 8.04	8.30	9.00	9.22	9.35	9.35
	DEXTER 7.6	307.9	10.54	11.50	12.02PM	1.00	7.58	8.27	8.55	9.18	9.32	9.32
	D PAXTON PN 6.2	315.5	10.47	11.43	11.55AM	f12.53	s 7.49	8.21	8.48	9.11	9.26	9.26
	KORTY 6.0	321.7	10.41	11.37	11.49	12.47	7.41	8.17	8.42	9.05	9.21	9.21
	D ROSCOE RO 7.1	327.7	10.36	11.31	11.43	12.41	s 7.33	8.13	8.36	9.00	9.16	9.16
	DN OGALLALA YL GT 9.1	334.8	10.29	11.21	11.33	f12.31	s 7.22	8.08	s 8.27	8.53	9.10	9.10
	D BRULE RU 5.2	343.9	10.20	11.08	11.20	f12.18	s 7.06	8.01	8.12	8.44	9.02	9.02
	MEGEATH 4.8	349.1										
	D BIG SPRINGS GS 5.4	353.9	10.11	10.58	11.10	f12.08	s 6.54	7.53	8.03	8.35	8.55	8.55
	BARTON 6.0	359.3	10.06	10.53	11.05	12.03PM	6.47	7.49	7.55	8.30	8.49	8.49
	DN JULESBURG YL JB 5.3	365.3	10.00	10.45	f10.57	f11.55AM	s 6.39	s 7.44PM <sup>54</sup>	7.45PM <sup>112</sup>	8.24	8.44	8.44
	WEIR 9.7	370.6	9.54	10.38	10.50	11.48	6.29			8.18	8.39	8.39
	D OHAPPELL OQ 4.7	380.3	9.45	10.28	10.40	f11.38	s 6.19			8.09	8.31	8.31
	OTTMAN 4.7	385.0										
	D LODGE POLE GP 6.6	389.7	9.37	10.19	10.31	f11.29	s 6.08			8.01	8.24	8.24
D SUNOL UN 4.7	396.3	9.31	10.13	10.25	11.23	s 6.00			7.55	8.19	8.19	
COLTON 6.5	401.0	9.27	10.09	10.21	11.19	5.54			7.51	8.15	8.15	
DN-R SIDNEY YL OD	407.5	9.20AM	10.00AM	10.12AM	11.10AM	5.45PM			7.45PM	8.10PM	8.10PM	
(123.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Wednesday Friday	Tuesday Thursday Saturday	

Thru Time.....	(2.00)	(2.20)	(2.20)	(2.20)	(2.55)	(1.03)	(1.50)	(1.58)	(1.43)	(1.43)
Average speed per hour.....	61.7	52.9	52.9	52.9	42.3	77.3	44.3	62.7	71.9	71.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
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 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
8	Any Station...	Coach or tourist car passengers from Salt Lake City or beyond.	
22	Any Station...	Ogden or beyond.	
22	Any Station...	Granger or beyond.	
22	Chappell		
	Brule		
	Ogallala		Revenue standard sleeping car passengers to Omaha.
	Paxton		
	Sutherland		
24	Any Station...	Cheyenne or beyond.....	Revenue passengers to Omaha.
54	Any Station...	Colorado points.	

**THIRD SUBDIVISION**

**EASTWARD**

Time-Table No. 346 February 16, 1947		SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A).			
		242	244	98	94						
STATIONS		Local Freight	Local Freight	Local Freight	Mixed						
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	A10.35PM	A11.32PM	DN-R NORTH PLATTE NY 6.4	284.1	A11.50AM		A 4.50PM	A 7.35PM			XWCZTYOP
	10.23	11.24	BIRDWOOD 6.4	290.5	f11.40		f 4.39	7.19			CS84 P
	10.17	11.19	D HERSHEY OF 3.8	296.9	s11.25		f 4.30	f 7.10			WS72 XP
	10.14	11.16	DN O'FALLONS FA 1.1	300.7	f11.15		4.22PM	7.05PM			CS119 XWYP
			VARNER 1.8	301.8							X
	10.12	11.14	D SUTHERLAND SU 4.5	303.4	s10.58 <sup>6</sup>						CS121 XP
	10.08	11.11	DEXTER 7.6	307.9	f10.15						CS82 P
	10.01	11.05	D PAXTON PN 6.2	315.5	s10.00						CS121 XP
	9.55	11.00	KORTY 6.0	321.7	f 9.35						CS74 XP
	9.50	10.55	D ROSCOE RO 7.1	327.7	f 9.15						CS83 P
	9.43	10.49	DN OGALLALA YL GT 9.1	334.8	s 9.00						WS122 WB120 ES138 XWCP
	9.35	10.41	D BRULE RU 5.2	343.9	s 8.15						CS84 P
			MEGEATH 4.8	349.1	f 7.57						X
	9.25	10.33	D BIG SPRINGS GS 5.4	353.9	s 7.50						CS132 WP
	9.20	10.28	BARTON 6.0	359.3	f 7.25						CS83 P
	9.14	10.23	DN JULESBURG YL JB 5.3	365.3	7.15AM	A 2.30PM					XWCZTYOP WS109 ES121
	9.08	10.18	WEIR 9.7	370.6		f 2.05					CS90 P
	9.00	10.10	D OHAPPELL OQ 4.7	380.3		s 1.45					CS123 WXP
			OTTMAN 4.7	385.0		s 1.20					X
	8.52	10.03	D LODGE POLE GP 6.6	389.7		s 1.10					WS111 ES78 XWP
8.46	9.58	D SUNOL UN 4.7	396.3		f12.55					XP	
8.42	9.54	COLTON 6.5	401.0		f12.43					CS94 P	
8.35PM	9.49PM	DN-R SIDNEY YL OD	407.5		12.30PM					XWCTYP	
Daily	Daily	(123.4)		Daily Except Monday	Daily Except Sunday	Daily	Daily				

(2.00)	(1.43)	..... Thru Time.....	(4.35)	(2.00)	(0.28)	(0.30)
62.5	71.9	..... Average speed per hour.....	17.7	21.1	35.6	33.2

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 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
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 Rule D-83 will apply to all trains.

**WESTWARD**

**FOURTH SUBDIVISION**

**SECOND CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A).											Distance from Council Bluffs	Time-Table No. 346 February 16, 1947				
												353 Mixed Daily	245 Local Freight Tuesday Thursday Saturday	STATIONS		
XWCTYP											8.10AM	407.5	DN-R SIDNEY YL OD			
CS 94 YP											f 8.23	415.5	D BROWNSON BW			
WS 121 XWP ES 70											s 8.56	426.4	DN POTTER PR			
X											9.05	430.9	JACINTO			
CS 94 P											f 9.15	435.4	D DIX DX			
PX											9.24	439.9	OWASOO			
CS 133 XWP											s 9.45	444.5	DN KIMBALL KB			
X											9.59	451.1	OLIVER			
CS 84 WP											s 10.20	456.6	D BUSHNELL BN			
X											10.35	460.9	SMEED			
CS107 XWCYP											s 10.59 <sup>43</sup>	466.7	DN PINE BLUFFS YL UF			
X											11.35	472.0	TRAOY			
CS 94 XWYP											3.55PM f 11.45AM	477.5	D EGBERT GX			
WS 62 XP											f 4.05 f 12.15PM	483.2	DN BURNS UX			
WS 113 WP ES 96											f 4.18 f 12.40	489.7	D HILLSDALE HD			
WS 62 XP											f 4.30 12.54	495.9	DURHAM			
WS 117 XP ES 125											f 4.40 f 1.07	501.2	AROHER			
XWCZTYOP											A 4.55PM A 1.30PM	509.5	DN-R CHEYENNE YL OY			

(1.00) (5.20) ..... Thru Time  
32.0 19.1 ..... Average speed per hour

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 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
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 Rule D-83 will apply to all trains.

**WESTWARD**

**FOURTH SUBDIVISION**

**FIRST CLASS**

Challenger Passenger	Challenger Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Distance from Council Bluffs	Time-Table No. 346 February 16, 1947				
											STATIONS				
23	7	21	5	43	103	101	27	1	105		DN-R SIDNEY YL OD				
7.00PM	5.25PM	4.45PM	4.31PM	9.20AM	8.01AM	8.01AM	7.28AM	7.05AM	5.28AM	407.5	8.0				
7.11	5.35	4.57	4.40	9.34	8.10	8.10	7.37	7.15	5.36	415.5	8.0	D BROWNSON BW			
7.22	5.46	5.10	4.51	s 9.50	8.20	8.20	7.48	7.26	5.46	426.4	10.9	DN POTTER PR			
7.26	5.52	5.15	4.56	9.57	8.24	8.24	7.52	7.32	5.50	430.9	4.5	JACINTO			
7.31	5.57	5.20	5.01	s 10.05	8.28	8.28	7.57	7.37	5.54	435.4	4.5	D DIX DX			
7.36	6.02	5.25	5.06	10.13	8.32	8.32	8.01	7.42	5.58	439.9	4.5	OWASOO			
f 7.42	6.08	5.31	5.11	s 10.22	8.36	8.36	8.05	7.48	6.02	444.5	4.6	DN KIMBALL KB			
7.49	6.15	5.38	5.17	10.30	8.42	8.42	8.11	7.55	6.07	451.1	6.6	OLIVER			
7.55	6.21	5.44	5.22	s 10.40	8.46	8.46	8.16	8.01	6.11	456.6	5.5	D BUSHNELL BN			
8.00	6.26	5.49	5.26	10.46	8.50	8.50	8.20	8.06	6.15	460.9	4.3	SMEED			
8.08	6.33	5.58	5.33	s 10.59 <sup>245</sup>	8.55	8.55	8.27	8.13	6.20	466.7	5.8	DN PINE BLUFFS YL UF			
8.16	6.42	6.06	5.40	11.07	9.00	9.00	8.34	8.22	6.25	472.0	5.3	TRAOY			
8.23	6.49	6.13	5.47	f 11.18	9.06	9.06	8.40	8.29	6.31	477.5	5.5	D EGBERT GX			
8.34	6.57	6.24	5.55	f 11.28	9.12	9.12	8.47	8.37	6.37	483.2	6.5	D BURNS UX			
8.45	7.05	6.35	6.04	f 11.40	9.19	9.19	8.55	8.45	6.44	489.7	6.2	D HILLSDALE HD			
8.55	7.14	6.45	6.13	11.52AM	9.26	9.26	9.03	8.54	6.51	495.9	5.8	DURHAM			
9.05	7.23	6.55	6.23	12.05PM	9.33	9.33	9.13	9.03	6.58	501.2	5.3	AROHER			
A 9.20PM	A 7.40PM	A 7.10PM	A 6.40PM	A 12.20PM	A 9.45AM	A 9.45AM	A 9.30AM	A 9.20AM	A 7.10AM	509.5	8.3	DN-R CHEYENNE YL OY			

(2.20) (2.15) (2.25) (2.09) (3.00) (1.44) (1.44) (2.02) (2.15) (1.42) ..... Thru Time  
43.7 45.3 42.2 47.4 34.0 58.8 58.8 50.8 45.3 60.0 ..... Average speed per hour

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 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
 other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
7	Any Station...	.....	Revenue coach and tourist car passengers to Salt Lake City and beyond.
21	Any Station...	.....	Kemmerer and beyond.
21	Any Station...	.....	Revenue sleeping car passengers for Ogden and beyond.
21	Any Station...	Omaha or east (standard sleeping car passengers).	.....
23	Any Station...	.....	Revenue coach and tourist car passengers for Ogden and beyond.

**FOURTH SUBDIVISION**

**EASTWARD**

**Time-Table No. 346**

February 16, 1947

**FIRST CLASS**

6	24	22	8	44	2	102	104	28	106
Mail and Express	Challenger Passenger	Passenger	Challenger Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger

**STATIONS**

Mile Post

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R SIDNEY YL OD 8.0	407.5	A 9.10AM	A 9.50AM	A 10.02AM	A 11.00AM	A 5.35PM	A 7.35PM	A 8.09PM	A 8.09PM	A 8.25PM	A 9.48PM
D BROWNSON BW 10.9	415.5	8.59	9.37	9.49	10.47	5.18	7.23	7.59	7.59	8.15	9.37
DN POTTER PR 4.5	426.4	8.49	9.25	9.38	10.35	s 5.04	7.12	7.50	7.50	8.05	9.28
JACINTO 4.5	430.9	8.45	9.20	9.33	10.30	4.55	7.07	7.47	7.47	8.01	9.25
D DIX DX 4.5	435.4	8.41	9.16	9.29	10.26	s 4.49	7.03	7.44	7.44	7.57	9.21
OWASOO 4.6	439.9	8.37	9.12	9.25	10.22	4.40	6.59	7.41	7.41	7.53	9.18
DN KIMBALL KB 6.6	444.5	8.33	9.08	f 9.21	10.18	s 4.34	6.55	7.37	7.37	7.49	9.14
OLIVER 5.5	451.1	8.27	9.02	9.15	10.12	4.25	6.49	7.32	7.32	7.43	9.09
D BUSHNELL BN 4.8	456.6	8.22	8.57	9.10	10.07	s 4.19	6.44	7.28	7.28	7.38	9.05
SMEED 5.8	460.9	8.18	8.52	9.05	10.02	4.12	6.40	7.25	7.25	7.34	9.02
DN PINE BLUFFS YL UF 5.3	466.7	8.11	8.45	8.58	9.55 <sup>246</sup>	s 4.05	6.34	7.20	7.20	7.28	8.57
TRAOY 5.5	472.0	8.04	8.37	8.50	9.47	3.55	6.29	7.15	7.15	7.22	8.52
D EGBERT GX 5.7	477.5	7.59	8.31	8.44	9.41	f 3.51	6.24	7.11	7.11	7.17	8.48
D BURNS UX 6.5	483.2	7.54	8.25	8.38	9.35	3.45	6.19	7.06	7.06	7.12	8.43
D HILLSDALE HD 6.2	489.7	7.48	8.19 <sup>246</sup>	8.31 <sup>246</sup>	9.29	3.39	6.13	7.01	7.01	7.06	8.38
DURHAM 5.3	495.9	7.42	8.13	8.24	9.23	3.33	6.07	6.55	6.55	7.00	8.32
ARCHER 8.3	501.2	7.37	8.07	8.17	9.17	3.27	6.02	6.51	6.51	6.55	8.28
DN-R CHEYENNE YL OY <sup>N</sup>	509.5	7.25AM	7.55AM	8.05AM	9.05AM	3.15PM	5.50PM	6.43PM	6.43PM	6.45PM	8.20PM

(102.0)

Thru Time.....	(1.45)	(1.55)	(1.57)	(1.55)	(2.20)	(1.45)	(1.26)	(1.26)	(1.40)	(1.28)
Average speed per hour.....	58.3	53.2	52.3	53.2	43.7	58.3	71.2	71.2	61.2	69.5

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 Rule D-83 will apply to all trains.

Train	At	Discharge Passengers from	Pick Up Passengers Destined to
8	Any Station...	Coach and tourist car passengers from Salt Lake City and beyond.	
22	Any Station...	Ogden or beyond.	
22	Any Station...	Kemmerer or beyond.	
24	Any Station...	Cheyenne or beyond.	

**FOURTH SUBDIVISION**

**EASTWARD**

**Time-Table No. 346**

February 16, 1947

**SECOND CLASS**

246	354								
Local Freight	Mixed								

**STATIONS**

Mile Post

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

XWCTYP	DN-R SIDNEY YL OD 8.0	407.5	A 1.30PM								
CS 94 YP	D BROWNSON BW 10.9	415.5	f 12.55								
WS 121 XWP ES 70	DN POTTER PR 4.5	426.4	s 12.30								
X	JACINTO 4.5	430.9	f 12.10PM								
CS 94 P	D DIX DX 4.5	435.4	s 11.59AM								
PX	OWASOO 4.6	439.9	f 11.45								
CS 133 XWP	DN KIMBALL KB 6.6	444.5	s 11.35								
X	OLIVER 5.5	451.1	f 11.05								
CS 84 WP	D BUSHNELL BN 4.8	456.6	s 10.55								
X	SMEED 5.8	460.9	f 10.05								
CS 107 XWCP	DN PINE BLUFFS YL UF 5.3	466.7	s 9.55 <sup>8</sup>								
X	TRAOY 5.5	472.0	f 9.17								
CS 94 XWYP	D EGBERT GX 5.7	477.5	f 9.07	A 9.15AM							
WS 62 XP	D BURNS UX 6.5	483.2	s 8.55	s 9.00							
WS 113 WP ES 96	D HILLSDALE HD 6.2	489.7	f 8.40 <sup>22</sup>	s 8.45 <sup>24</sup>							
WS 62 XP	DURHAM 5.3	495.9	s 8.05	f 8.35							
WS 117 XP ES 125	ARCHER 8.3	501.2	f 7.55	8.29							
XWCTYOPZ	DN-R CHEYENNE YL OY	509.5	7.35AM	8.15AM							

(102.0)

Thru Time.....	(5.55)	(1.00)
Average speed per hour.....	16.9	32.0

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WESTWARD				NORTH PLATTE BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 346 February 16, 1947			Mile Post	SECOND CLASS					
	Local Freight	97	93		98	94								
		Daily	Mixed Daily						Local Freight	Mixed				
STATIONS														
WYP		7.30AM	6.55AM	0.0	DN-R	O'FALLONS	YL	FA	0.0	A	4.20PM	A	7.00PM	
15		f 7.35	f 7.00	2.8		2.8	COOKER		2.8	f	3.58	f	6.45	
41	P	f 7.56	s 7.15	12.8	D	10.0	SARBEN	AK	12.8	f	3.30	s	6.32	
40		f 8.13	f 7.25	19.6		6.8	NEVENS		19.6	f	3.15	f	6.24	
8		f 8.24	f 7.33	24.8		5.2	BROGANVILLE		24.8	f	3.05	f	6.15	
42	WP	s 8.35	s 7.40	28.4	D	3.8	KEYSTONE	KS	28.4	f	2.55	f	6.07	
6				30.7		2.3	KINGSLEY		30.7					
42	P	f 8.50	f 7.50	34.9	D	4.2	MARTIN	SA	34.9	f	2.30	f	5.55	
42		f 9.05	s 8.00	41.2		6.3	LEMOYNE		41.2	f	2.15	s	5.45	
25		f 9.20	f 8.09	46.8		5.6	BELMAR		46.8	f	2.05	f	5.34	
44		f 9.29	f 8.18	51.7		4.9	RUTHTON		51.7	f	1.55	f	5.26	
41	WCYP	s 10.00	s 8.32	59.3	D	7.6	LEWELLEN	YL	W	59.3	s	1.40	s	5.15
41		f 10.08	f 8.38	63.0		3.7	LUTHERVILLE		63.0	f	1.20	f	5.06	
41	P	s 10.50	s 8.54	70.8	D	7.8	OSHKOSH	YL	OX	70.8	f	1.05	s	4.52
41		f 11.12	f 9.09	81.8		11.0	LYTLE		81.8	f	12.35	f	4.34	
40	WP	s 11.35	s 9.19	86.4	D	4.6	LISOO	OO	86.4	f	12.25PM	s	4.24	
37		f 11.53AM	f 9.33	95.4		9.0	FINLEY		95.4	f	11.53AM	f	4.10	
46		s 12.15PM	s 9.43	100.4	D	5.0	BROADWATER	BR	100.4	f	11.40	s	4.01	
40		f 12.31	f 9.57	108.4		8.0	KELLY		108.4	f	11.22	f	3.46	
19		f 12.34	f 10.01	109.6		1.2	TOWERS		109.6	f	11.20	f	3.43	
195	WCTP	f 1.15	s 10.11	114.1	DN	4.5	NORTHPORT	YL	NP	114.1	f	11.12	s	3.36
	AI	1.19	10.14	115.5		1.4	C. B. & Q. CROSSING		115.5	11.08	3.28			
11		f 1.30	f 10.24	121.8		6.3	MOHLER		121.8	f	10.58	f	3.17	
38	P	f 1.40	s 10.40	126.7	D	4.9	SOUTH BAYARD	OR	126.7	s	10.40	s	3.10	
51		f 1.50	s 10.50	132.1	D	5.4	MCGREW	MO	132.1	f	10.28	s	2.59	
30	P	f 2.04	s 11.00	137.9	D	5.8	MELBETA	MB	137.9	f	10.18	s	2.50	
70	WCYZP	A 2.20PM	A 11.15AM	145.9	DN-R	8.0	GERING	YL	G	145.9	10.01AM	2.30PM		
		(6.50)	(4.20)			(145.9)				Daily	Daily			
		21.4	33.6							(6.19)	(4.30)			
										23.1	32.4			

WESTWARD				GERING BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Gering	Time-Table No. 346 February 16, 1947			Mile Post	SECOND CLASS			
	Local Freight	97	93		98	94						
		Daily	Mixed Daily						Local Freight	Mixed		
STATIONS												
17				0.0	DN-R	GERING	YL	G	0.0			
27				5.4		5.4	MATHERS		5.4			
				6.0		0.6	MOON		6.0			
				7.0		1.0	ROUBADEAU		7.0			
18				8.4		1.4	HILLIKER		8.4			
18				9.8		1.4	RIFORD		9.8			
						(9.8)						

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule S-72.

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD								
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 346 February 16, 1947			Mile Post	SECOND CLASS							
	Local Freight	353	93		59	354	60		94							
		Daily	Mixed Daily							Mixed Daily	Local Freight	Mixed	Mixed			
STATIONS																
72	WYP		11.40AM	6.00AM	145.9	DN-R	GERING	YL	G	145.9		A	10.30AM	A	2.20PM	
14			f 11.46	f 6.10	150.5		4.6	COSTIN		150.5		f	10.17	f	2.05	
30			s 11.49	s 6.15	153.3	D	1.8	HAIG	HA	152.3		s	10.14	s	2.01	
24	P		s 11.55	s 6.25	155.8	D	3.5	SOUTH MITCHELL	MI	155.8		s	10.08	s	1.52	
32			f 11.58AM	f 6.30	157.1		1.3	PELTON		157.1		f	10.05	f	1.47	
42			f 12.02PM	f 6.35	159.5		2.4	BAILEYVUE		159.5		f	10.01	f	1.43	
30	P		s 12.06	s 6.45	162.1	D	2.6	SOUTH MORRILL	BI	162.1		s	9.56	s	1.39	
18			f 12.09	f 6.50	164.2		2.1	JOYCE		164.2		f	9.52	f	1.34	
51	WYP		s 12.15	s 9.45	167.9	DN	3.7	LYMAN	YL	MU	167.9		s	9.45	s	1.29
21			f 12.19	f 9.50	170.1		2.2	CANAL		170.1		f	9.20	f	1.24	
14			f 12.23	f 9.57	172.8		2.7	STEBBINS		172.8		f	9.15	f	1.20	
51			s 12.25	s 10.07	173.7	D	0.9	HUNTLEY	HU	173.7		s	9.13	s	1.18	
35			f 12.30	f 10.17	177.0		3.3	HOLLY		177.0		f	9.06	f	1.13	
9			f 12.33	f 10.22	178.9		1.9	BULLARD		178.9		f	9.04	f	1.10	
51	WCYP	12.55PM	A 12.40PM	10.35AM	181.6	D-R	2.7	YODER	YL	DR	181.6	A	11.45AM	9.00	1.05PM	
51	P			12.50PM	188.1	D	6.5	VETERAN	VN	69.2		s	8.37			
8				s 1.01	188.1		3.4	HELDT		72.6		f	8.30			
14				f 1.06	191.5		2.1	BUFFINGTON		74.7		f	8.25			
70				f 1.11	193.6		2.5	COTTIER		77.2		f	8.19			
51	WYP			A 1.30PM	200.6	D-R	4.5	SO. TORRINGTON	YL	RI	81.7		8.10AM			
14			f 1.06		185.3		3.7	GOODLAND		59.0	f	11.37				
26			f 1.12		187.6		2.3	FONDA		56.7	f	11.32				
	Y		f 1.18		190.5		2.9	OREIGHTON		53.8	f	11.25				
51	W		s 1.21		192.4		1.9	HAWK SPRINGS		51.9	s	11.20				
31			f 1.29		194.7		2.3	DUROO		49.6	f	11.07				
10			f 1.44		200.8		6.1	WYROSS		43.5	f	10.56				
51	WY		s 1.55		203.8	D	8.0	LA GRANGE	GA	40.5	s	10.51				
19			f 2.11		210.7		6.9	TREMAIN		33.6	f	10.25				
51	WF		s 2.41		222.5	D	11.8	ALBIN	AB	21.8	s	10.00				
51			f 3.01		229.7	D	7.2	LINDBERGH	BG	14.6	s	9.45				
	W		A 3.45PM		244.3	DN-R	14.6	EGBERT	YL	GX	0.0		9.20AM			
							(98.4)				Daily	Daily	Daily			
			(2.50)	(1.00)	(7.30)						(2.25)	(2.20)	(1.15)			
			22.1	35.7	7.3						25.9	23.4	28.6			

WESTWARD				LYMAN BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Lyman	Time-Table No. 346 February 16, 1947			Mile Post	SECOND CLASS			
	Local Freight	353	93		59	354	60		94			
		Daily	Mixed Daily							Mixed Daily	Local Freight	Mixed
STATIONS												
18				0.0	DN	LYMAN	YL	MU	0.0			
6				2.8		2.8	SEARS		2.8			
17				3.3		0.5	SIDING NO. 1		3.3			
22				4.6		1.3	HARTMAN		4.6			
				6.4		1.8	STEGALL		6.4			
						(6.4)						

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, and Nos. 60 and 94 are superior to No. 59.—See Rule S-72.

**SPEEDS SHOWN BELOW ARE 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.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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	80	80	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.				30
When caboose is handled in train consisting of passenger train equipment.		50	50		On curves.				25
7000 class engines.			75	50	Within yard limits and passing fueling stations.	50	50	40	25
3900 class engines.			60	50	Over spring switches, when using turnouts.	15	15	15	15
3800, 5000 and 9000 class engines.			50	50	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.				
4000 class engines.			45	45	When using cross-overs or turnouts.	20	20	20	20
MacArthur type engines with 63-inch drivers.			55	50	When using cross-overs or turnouts, with 5000 and 9000 class and MacArthur and Mallet type engines.			6	6
MacArthur type engines with 57-inch drivers.			35	35	On wye tracks.	15	15	15	15
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Jordan spreaders and other machines of spreader type, when in operation.				15
0-6-0 and 0-8-0 type yard engines.			20	20	Railroad crossings were governed by automatic interlocking signals, between the two home signals governing movement over the crossing.				
Engines running backward.	20	20	20	20		20	20	20	20
Light engines.			45	45					
Trains handling scale test cars.				30					
When more than 50% of the tonnage is gravel.				40					

**THIRD SUBDIVISION**

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—	Str.	De-Psgr.	Psgr.	Frt.	Between Mile Posts—	Str.	De-Psgr.	Psgr.	Frt.
<b>North Platte</b> , ice house No. 2 track				5					
<b>Korty</b> 323.5 and 324.4	75	65	65	50	<b>Brule</b> 336.7 and 336.2	80	70	70	50
324.6 and 324.8	85	70	70	50					
<b>Roscoe</b> 331.5 and 331.9	85	70	70	50	<b>Ogallala</b> 332.8 and 332.5	85	70	70	50
332.5 and 332.8	80	70	70	50					
<b>Ogallala</b> 336.2 and 336.7	80	70	70	50	331.9 and 331.5	85	70	70	50

**THIRD SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Julesburg</b> 369.3 and 370.1	80	70	70	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Roscoe</b> 324.4 and 323.5	75	65	65	50
<b>Weir</b> 371.0 and 371.6	80	70	70	50	<b>Birdwood</b> 289.2 and 289.0	85	80	80	50
376.9 and 377.3 <b>Lodge Pole</b>	80	70	70	50	<b>North Platte</b>				

**FOURTH SUBDIVISION**

<b>Brownson</b> , on government tracks.				10	<b>Hillsdale</b> , 5000 class and heavier engines on industry track.				5
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Sidney</b> 409.6 and 410.1	85	70	70	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Cheyenne</b> 509.1 and 508.7	40	40	40	25
<b>Brownson</b> 422.0 and 422.3	85	70	70	50	506.3 and 505.8	80	70	70	50
422.6 and 423.5	70	60	60	45	503.0 and 502.2	60	60	60	45
<b>Oliver</b> 453.5 and 453.8	85	70	70	50	<b>Archer</b> 498.2 and 497.7	70	65	65	50
455.8 and 456.4	80	70	70	50	<b>Durham</b> 494.0 and 493.8	70	65	65	50
<b>Bushnell</b> 456.9 and 457.2	80	70	70	50	<b>Hillsdale</b> 486.5 and 486.2	70	65	65	50
<b>Smeed</b> 462.8 and 462.9	80	70	70	50	<b>Pine Bluffs</b> 462.9 and 462.8	80	70	70	50
<b>Pine Bluffs</b> 469.7 and 470.4	85	70	70	50	<b>Smeed</b> 457.2 and 456.9	80	70	70	50
<b>Egbert</b> 481.0 and 481.3	85	70	70	50	<b>Potter</b> 423.5 and 422.6	70	60	60	45
<b>Burns</b> 486.2 and 486.5	70	65	65	50	422.3 and 422.0	85	70	70	50
487.1 and 487.7	85	70	70	50	<b>Brownson</b> 410.1 and 409.6	85	70	70	50
<b>Hillsdale</b> 493.8 and 494.0	70	65	65	50	<b>Sidney</b>				
<b>Durham</b> 497.7 and 498.2	70	65	65	50					
499.2 and 500.0	85	70	70	50					
<b>Archer</b> 502.2 and 503.0	60	60	60	45					
505.8 and 506.3	80	70	70	50					
508.7 and 509.1 <b>Cheyenne</b>	40	40	40	25					