

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

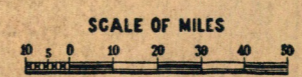
TIME-TABLE No. 1

Effective Sunday,
February 29, 1948

At 12:01 A. M.
Central Time East of North Platte
Mountain Time West of North Platte

MAP OF THE NEBRASKA DIVISION

CORRECTED TO FEB. 1, 1948



Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

FIRST CLASS														Distance from Council Bluffs	Time-Table No. 1 February 29, 1948		
13	1	53	37	17	5	23	21	27	11	3	9	101 Stream-liner	103 Stream-liner		105 Stream-liner	111 Stream-liner	STATIONS
Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
					8.50											0.0	CO. BLUFFS
																	OMAHA
																	GRAND ISLAND
																	NORTH PLATTE
																	JULESBURG
																	SIDNEY
																	KANSAS CITY
																	DENVER
																	CHEYENNE
																	BORIE
																	LARAMIE
																	RAWLINS
																	GREEN RIVER
																	GRANGER
																	OGDEN
																	(992.6)
(12.10)	(20.10)	(15.00)	(32.05)	(10.50)	(22.00)	(25.20)	(22.45)	(20.18)	(0.35)	(11.00)	(13.50)	(16.10)	(16.15)	(13.30)	(8.20)		Thru Time
41.6	49.1	37.3	37.9	39.8	45.0	39.1	43.5	48.8	51.8	43.9	54.0	61.2	60.9	62.5	67.2		Average speed per hour

A. E. STODDARD
General Manager

A. D. HANSON
Genl. Supt. Transportation

E. HICKS
General Superintendent

- J. E. MULICK, Superintendent..... Omaha, Nebr.
- T. F. SHANAHAN, Asst. Superintendent..... Omaha, Nebr.
- C. E. BRETERNITZ, Asst. Superintendent..... North Platte, Nebr.
- F. P. FLESHER, Asst. Superintendent..... Gering, Nebr.
- E. RUF, Terminal Superintendent..... Omaha, Nebr.
- A. A. HAUSSNER, Terminal Superintendent..... Co. Bluffs, Iowa
- J. M. MANN, Trainmaster..... Omaha, Nebr.
- E. F. DEARDEN, Trainmaster..... Grand Island, Nebr.
- O. J. ROBINSON, Master Mechanic..... Co. Bluffs, Iowa
- E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Iowa
- R. D. BURGHARDT, Road Foreman of Engines..... Co. Bluffs, Iowa
- 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.
- C. H. SUTS, Road Foreman of Engines..... Cheyenne, Wyo.
- W. F. HART, Division Engineer..... Omaha, Nebr.
- L. T. FERGUSON, General Roadmaster..... Omaha, Nebr.

FIRST SUBDIVISION AND BRANCHES

- C. A. LAUGHLIN, Chief Train Dispatcher..... Omaha, Nebr.
- E. P. MERTEN, Asst. Chief Train Dispatcher..... Omaha, Nebr.
- W. L. WADE, 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. DEWHIRST, Asst. Chief Train Dispatcher..... Grand Island, Nebr.

THIRD SUBDIVISION

- W. D. DEAKINS, Chief Train Dispatcher..... North Platte, Nebr.
- E. M. PROUTY, Asst. Chief Train Dispatcher..... North Platte, Nebr.
- F. M. PUTMAN, Asst. Chief Train Dispatcher..... North Platte, Nebr.

NORTH PLATTE BRANCH AND CUT-OFF

R. W. McSPADDEN, Chief Train Dispatcher..... Gering, Nebr.

MILEAGE

Main Line.....	508.50
Branches.....	858.33
Total.....	1366.83

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"	26.0
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

Time-Table No. 1 February 29, 1948		Mile Post	FIRST CLASS															
STATIONS			12	4	14	28	10	2	112 Stream-liner	104 Stream-liner	102 Stream-liner	106 Stream-liner	38	24	18	22	6 Mall and Express	54
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
CO. BLUFFS	0.0																	6.30
OMAHA	2.8			6.30	3.05		4.35	1.35	2.40	2.50	3.25			7.30		7.50	5.40	6.50
GRAND ISLAND	146.9			3.25	12.27		2.03	11.34	12.33	12.36	1.23			4.20		4.32	3.00	3.40
NORTH PLATTE	C.T. M.T. 284.1			12.30	10.12		11.40	9.50	10.40	10.48	11.38			1.10		1.25	12.30	12.35
JULESBURG	365.3			11.15	9.02		10.25	8.47	9.37	9.45	10.35			11.59		12.15	11.20	11.10
SIDNEY	407.5																	9.20
KANSAS CITY	407.5																	
DENVER	Lv Ar 562.5																	4.30
CHEYENNE	509.5																	
BORIE	519.0																	
LARAMIE	566.0																	
RAWLINS	682.8																	
GREEN RIVER	817.0																	
GRANGER	847.2																	
OGDEN	992.6																	
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(0.37)	(10.45)	(11.55)	(19.20)	(13.15)	(19.40)	(7.35)	(16.00)	(15.55)	(13.00)	(28.00)	(23.30)	(9.32)	(23.35)	(20.40)	(13.20)	
Average speed per hour.....		48.3	44.9	42.5	51.2	56.3	50.3	73.8	62.8	62.2	65.0	43.5	42.1	45.2	41.9	47.9	42.0	

ON THE FIRST, SECOND AND THIRD SUBDIVISIONS:
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 not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first-class trains must be cleared not less than ten minutes by second-class and extra trains.
Rule D-83 will apply to all trains.

WESTWARD				CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To				
1	Fremont.....	East of Council Bluffs arriving on this train.....	Denver or Ogden and beyond.	2	Kearney.....	Ogden or south.....	C. & N. W. points east of Council Bluffs.				
	Columbus.....										
	Kearney.....										
13	Valley.....	North Platte and beyond.		22	Chappell.....						
21	Fremont.....	Sleeping car passengers from Omaha and east.			Brule.....						
	Columbus.....										
	Lexington.....										
	Cozad.....				Ogallala.....						
	Gothenburg.....				Paxton.....						
21	Ogallala.....	East of Council Bluffs.			Sutherland.....						
	Julesburg.....										
	Any Station.....										
21	Third Subdivision	(Sleeping car passengers)			Gothenburg.....		Sleeping car passengers for Omaha or beyond.				
21	Any Station.....		North of Granger; or south of Ogden.		Cozad.....						
23	Any Station.....		Ogden or beyond.		Lexington.....						
27	Fremont.....	East of Council Bluffs arriving Omaha on this train.....			Central City.....						
	Columbus.....										
	Kearney.....										
53	Any Station.....		West of Ogden.		Schuyler.....						
	Third Subdivision		Colorado points where scheduled to stop.	22	Any Station.....	Ogden, Granger or beyond.					
				24	Any Station.....	Cheyenne or beyond.					
				24	Any Station.....						
					Third Subdivision		Omaha or beyond.				
				28	Kearney.....						
					Columbus.....	Pocatello or west of Ogden.	C. & N. W. points east of Council Bluffs.				
					Fremont.....						
				54	Any Station.....	Colorado Points.					
				112	Fremont.....	Denver.....	Chicago.				

FIRST SUBDIVISION EASTWARD

Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS									
		28 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	2 Passenger	14 Passenger	54 Passenger	6 Mail and Express	24 Passenger	22 Passenger
STATIONS											
R COUNCIL BLUFFS YL	0.0							A 6.30PM			
DN-R OMAHA YL YD	2.8	A 3.05AM	A 2.40AM	A 2.50AM	A 3.25AM	A 4.35AM	A 6.30AM	A 6.50AM	6.15 5.40	A 7.30PM	A 7.50PM
DN SUMMIT YL SU	5.2	2.50	2.33	2.42	3.18	4.20	6.14	6.36	5.25	7.15	7.35
SEYMOUR	8.9	2.46	2.29	2.38	3.14	4.16	6.09	6.31	5.21	7.10	7.28
SARPY	13.6	2.41	2.25	2.34	3.10	4.12	6.03	6.26	5.17	7.05	7.22
LANE	17.1	2.37	2.22	2.30	3.07	4.08	5.59	6.21	5.13	7.00	7.16
D ELKHORN KH	21.7	2.32	2.17	2.25	3.03	4.03	5.54	f 6.16	5.08	6.54	7.10
D WATERLOO WO	24.5	2.29	2.13	2.21	2.59	4.00	5.51	f 6.12	5.05	6.50	7.06
DN VALLEY YL V	28.0	2.25	2.10	2.18	2.56	3.56	5.47	f 6.07	5.01	6.45	7.01
MERCER	34.3	2.19	2.05	2.12	2.51	3.50	5.40	5.58	4.55	6.36	6.51
F. S. Y. & L. CROSSING	38.2										
DN FREMONT YL FN	39.3	2.14	2.00	2.07	2.46	3.45	s 5.32	s 5.52	s 4.49	s 6.29	f 6.43
C. B. & Q. CROSSING	40.0										
O. & N. W. CROSSING	44.8										
AMES	46.3	2.04	1.52	1.58	2.39	3.36	5.20	f 5.41	4.39	6.14	6.27
D NORTH BEND NB	54.4	1.57	1.46	1.52	2.33	3.29	5.11	f 5.33	4.32	6.05	6.17
D ROGERS DJ	61.4	1.51	1.41	1.47	2.28	3.23	5.04	f 5.24	4.26	5.57	6.09
DN SCHUYLER SO	68.7	1.45	1.35	1.41	2.23	3.17	f 4.57	s 5.16	4.20	s 5.49	6.01
D RICHLAND BZ	76.9	1.38	1.29	1.34	2.17	3.10	4.47	f 5.06	4.12	5.39	5.51
C. B. & Q. CROSSING	83.8										
DN COLUMBUS YL O	84.5	1.31	1.22	1.27	2.11	3.03	s 4.37	s 4.58	s 4.05	s 5.29	f 5.41
D DUNCAN DQ	92.2	1.23	1.15	1.20	2.04	2.55	4.25	f 4.38	3.52	5.16	5.28
GARDINER	96.5	1.19	1.10	1.15	2.01	2.51	4.21	4.33	3.48	5.12	5.24
DN SILVER CREEK SI	102.3	1.15	1.08	1.13	1.57	2.46	4.16	f 4.28	3.43	5.07	5.19
HAVENS	107.9	1.11	1.04	1.09	1.53	2.41	4.10	4.21	3.38	5.02	5.14
D CLARKS CX	113.6	1.07	1.00	1.05	1.49	2.36	4.05	f 4.16	3.33	4.58	5.10
THUMMEL	119.1	1.02	12.56	1.01	1.45	2.31	3.59	4.10	3.28	4.52	5.04
C. B. & Q. CROSSING	124.3										
DN CENTRAL CITY YL OI	124.9	12.57 ¹⁰² 12.51 ¹⁰⁴	12.51 ²⁸	12.56 ²⁸	1.41	2.26	f 3.52	s 4.05	3.22	f 4.46	4.58
D CHAPMAN CP	135.1	12.40	12.44	12.49	1.34	2.16	3.40	3.52	3.12	4.35	4.47
LOCKWOOD	140.7	12.35	12.40	12.44	1.30	2.11	3.35	3.47	3.07	4.30	4.42
C. B. & Q. CROSSING	146.5										
DN-R GRAND ISLAND YL GE	146.9	12.27AM	12.33AM	12.36AM	1.23AM	2.03AM	3.25AM	3.40AM	3.00PM	4.20PM	4.32PM
(146.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time—To Omaha.....	(2.38)	(2.07)	(2.14)	(2.02)	(2.32)	(3.05)	(3.10)	(2.40)	(3.10)	(3.18)
Average speed per hour.....	54.7	68.1	64.5	70.9	56.9	46.7	45.5	54.0	44.7	42.9

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.—See instructions on Page 3.
 For conditional stops to discharge or pick up revenue passengers, see Page 3.

FIRST SUBDIVISION EASTWARD

FIRST CLASS 112 Streamliner Passenger	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS								Car Capacity of Seating, etc. See Rule 27, Page 27.		
			72 Time Freight	234 Local Freight	548 Motor Passenger	76 Local Freight	74 Time Freight	256 Time Freight	254 Time Freight	258 Time Freight			
STATIONS													
R COUNCIL BLUFFS YL		0.0	A 2.00AM	A 3.15PM					A 8.30AM	A 1.15PM	A 9.30PM	A 11.30PM	XWCITYOPZ
DN-R OMAHA YL YD		2.8	1.45	2.55					8.15				XWITOPZ
DN SUMMIT YL SU		5.2	1.10	2.35					7.45				XIP
SEYMOUR		8.9	1.00	2.25					7.37				P
SARPY		13.6	12.50	2.15					7.20				ES77 XP
LANE		17.1	12.40	f 2.05					7.10				CS68 XP
D ELKHORN KH		21.7		s 1.55									CS84 XP
D WATERLOO WO		24.5		s 1.30									CS84 P
DN VALLEY YL V		28.0	12.15AM	s 1.00					6.45AM				WS144XYPWC ES165 ES90
MERCER		34.3		f 12.01PM									CS81 P
F. S. Y. & L. CROSSING		38.2											I
DN FREMONT YL FN		39.3		s 11.50AM									WS99 X ES172 WPZ
C. B. & Q. CROSSING		40.0											I
O. & N. W. CROSSING		44.8											IP
AMES		46.3		f 10.50									CS82 XP
D NORTH BEND NB		54.4		s 10.20									CS119 XP
D ROGERS DJ		61.4		f 9.50									CS82 P
DN SCHUYLER SO		68.7		s 9.20									WS116 X ES123 WP
D RICHLAND BZ		76.9		f 8.20									ES118 XP
C. B. & Q. CROSSING		83.8											I
DN COLUMBUS YL O		84.5		8.00									WS143 XWTC ES125 YPZ
D DUNCAN DQ		92.2		s 7.20									CS119 P
GARDINER		96.5		f 6.50									CS82 P
DN SILVER CREEK SI		102.3		6.40									CS119 XWP
HAVENS		107.9		f 6.00									CS82 P
D CLARKS CX		113.6		s 5.39									CS82 XP
THUMMEL		119.1		f 5.10									XP
C. B. & Q. CROSSING		124.3											I
DN CENTRAL CITY YL OI		124.9		5.00AM	A 6.40AM	A 6.55AM							WS113 X CS119 WYP
D CHAPMAN CP		135.1			f 6.18	s 6.40							CS119 P
LOCKWOOD		140.7			f 6.10	6.30							ES72 P
C. B. & Q. CROSSING		146.5											I
DN-R GRAND ISLAND YL GE		146.9			6.00AM	6.20AM			9.15AM	3.45PM	5.40PM		XWCTYOPZ
(146.9)		Daily	Daily	Tues., Thurs., Sat.	Daily	Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily	Daily	

(2.01)	Thru Time—To Co. Bluffs.....	(1.45)	(10.15)	(0.40)	(0.35)	(1.45)	(4.00)	(5.45)	(5.50)
71.5	Average speed per hour.....	15.4	12.2	33.0	37.7	16.5	36.7	25.5	25.2

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.—See instructions on Page 3.
 For conditional stops to discharge or pick up revenue passengers, see Page 3.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Stations, etc. See Rule A (A), Page 27	359	259	357	255	355	237	239	261	Distance from Council Bluffs
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight	Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	

Time-Table No. 1
February 29, 1948

FIRST CLASS
53
Passenger

STATIONS

XWCZYOP		11.00PM		3.15PM		7.30AM		3.40AM	146.9
CS82 YYP						s 8.05			154.5
WS117 XWP ES48 P						s 8.39 ²⁷			162.3
CS82 XP						s 9.05			169.9
WS112 XWL ES70 YP	11.15PM		9.45PM		9.45AM	s 9.40			176.0
CS82 P						f 9.55			180.2
XYP						s 10.15			184.3
WS122 XWC ES118 YZP						A 10.35AM	6.10AM		189.1
XP							s 6.20		194.1
CS83 P							s 6.30		198.3
CS119 WP							s 6.50		204.6
CS83 P							s 7.05		213.3
XP							f 7.15		217.9
WS120 XWY ES119 ZP							s 8.15		224.4
CS83 P							s 8.30		232.5
CS83 XWP							s 8.59		238.2
XP							f 9.15		243.2
WS125 XWC ES130 YP							s 10.00 ²⁷		248.8
CS83 P							10.13		254.5
CS83 WP							s 10.35		261.5
P							f 10.45		266.6
CS119 P							s 11.05		270.6
X							11.15		274.6
CS83 P							f 11.25		278.5
							f 11.30		280.5
XWCZYOP	A 3.00AM	A 3.30AM	A 1.30AM	A 8.00PM	A 1.30PM		A 11.59AM	A 9.25AM	284.1

DN R GRAND ISLAND YL	GE	10.30PM
7.6		
D ALDA DA		f 10.41
7.8		
D WOOD RIVER WR		f 10.51
7.6		
D SHELTON ST		f 11.01
6.1		
DN GIBBON GB		f 11.10
4.2		
OPTIO		11.15
4.1		
BUDA		11.20
4.8		
DN KEARNEY YL KR		s 11.44
5.0		
ALFALFA CENTER		11.51
4.2		
D ODESSA DZ		f 11.57PM
6.3		
D ELM CREEK QR		f 12.05AM
8.7		
D OVERTON OV		f 12.16
4.6		
JOSSELYN		12.23
6.5		
DN LEXINGTON UM		s 12.34
8.1		
DARR		12.44
5.7		
D COZAD OO		f 12.56
5.0		
WILLOW ISLAND		1.03
5.6		
DN GOTHENBURG BU		s 1.17
5.7		
VROMAN		1.25
7.0		
D BRADY ISLAND BI		f 1.34
5.1		
HINDREY		1.40
4.0		
D MAXWELL MX		f 1.46
4.0		
KEITH		1.52
3.9		
GANNETT		1.56
2.0		
BECK		1.59
3.6		
DN-R NORTH PLATTE YL NO		A 2.10AM

(137.2)

..... Thru Time (3.40)
..... Average speed per hour 43.3

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.—See instructions on Page 3.
For conditional stops to discharge or pick up revenue passengers, see Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

23	5	21	27	101	103	105	111	13	1	Distance from Council Bluffs
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Time-Table No. 1
February 29, 1948

STATIONS

12.30PM	12.18PM	11.25AM	8.25AM	5.26AM	5.11AM	4.21AM	2.46AM	1.55AM	12.08AM	146.9
12.39	12.26	11.33	8.32	5.33	5.18	4.28	2.53	2.03	12.15	154.5
12.47	12.34	11.40	8.39 ²³⁷	5.39	5.24	4.34	2.59	2.10	12.21	162.3
12.55	12.41	11.48	8.45	5.45	5.30	4.40	3.05	2.17	12.28	169.9
1.01	12.47	11.54	8.51	5.49	5.34	4.44	3.09	2.24	12.34	176.0
1.06	12.51	11.58AM	8.55	5.52	5.37	4.47	3.12	2.28	12.38	180.2
1.10	12.55	12.02PM	8.58	5.55	5.40	4.50	3.15	2.32	12.42	184.3
s 1.25	s 1.07	s 12.11	9.04	6.00	5.45	4.55	f 3.21	s 2.44	12.46	189.1
1.32	1.14	12.17	9.10	6.05	5.50	5.00	3.26	2.50	12.51	194.1
1.36	1.19	12.21	9.14	6.08	5.53	5.03	3.29	2.54	12.54	198.3
1.43	1.25	12.27	9.20	6.13	5.58	5.08	3.34	2.59	1.00	204.6
1.52	1.33	12.36	9.28	6.19	6.04	5.14	3.40	3.06	1.08	213.3
1.57	1.37	12.41	9.32	6.22	6.07	5.17	3.43	3.10	1.12	217.9
s 2.06	1.43	12.48	9.38	6.27	6.12	5.22	3.48	s 3.18	1.18	224.4
2.16	1.51	12.57	9.45	6.33	6.18	5.28	3.54	3.26	1.25	232.5
f 2.24	1.56	1.04	9.50	6.37	6.22	5.32	3.58	f 3.31	f 1.30	238.2
2.31	2.01	1.10	9.54	6.41	6.26	5.36	4.02	3.36	1.34	243.2
f 2.39	2.08	1.17	10.00 ²³⁹	6.45	6.30	5.40	4.06	f 3.43	f 1.40	248.8
2.46	2.15	1.24	10.06	6.49	6.34	5.44	4.10	3.50	1.46	254.5
2.54	2.23	1.31	10.13	6.55	6.40	5.50	4.16	3.57	1.53	261.5
2.59	2.28	1.36	10.18	6.59	6.44	5.54	4.20	4.02	1.58	266.6
3.04	2.32	1.41	10.22	7.03	6.48	5.58	4.24	4.06	2.02	270.6
3.09	2.36	1.45	10.26					4.10	2.06	274.6
3.13	2.40	1.49	10.29	7.08	6.53	6.03	4.29	4.14	2.09	278.5
3.15	2.42	1.51	10.31	7.10	6.55	6.05	4.31	4.16	2.11	280.5
A 3.25PM	A 2.51PM	A 2.00PM	A 10.40AM	A 7.16AM	A 7.01AM	A 6.11AM	A 4.37AM	A 4.25AM	A 2.20AM	284.1

(137.2)

..... Thru Time (2.12)
..... Average speed per hour 62.4

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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For conditional stops to discharge or pick up revenue passengers, see Page 3.

		SECOND SUBDIVISION					EASTWARD					
		FIRST CLASS										
		14	54	6	24	22	112	28	104	102	106	
		Passenger	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
Time-Table No. 1 February 29, 1948		STATIONS										
STATIONS		Mile Post										
BLOCK SIGNALS	DN R GRAND ISLAND YL	146.9	A 3.15AM	A 3.30AM	A 2.50PM	A 4.10PM	A 4.22PM	A 11.33PM	A 12.17AM	A 12.32AM	A 12.35AM	A 1.22AM
	D ALDA DA	154.5	3.02	3.15	2.36	3.54	4.06	11.24	12.05AM	12.21	12.24	1.12
	D WOOD RIVER WR	162.3	2.55	f 3.05	2.29	3.44	3.56	11.19	11.58PM	12.16	12.19	1.07
	D SHELTON ST	169.9	2.48	f 2.57	2.21 ²³⁸	3.36	3.48	11.13	11.51	12.10	12.13	1.01
	DN GIBBON GB	176.0	2.43	f 2.49	2.15	3.29	3.41	11.09	11.46	12.06	12.08	12.57
	OPTIO	180.2	2.39	2.44	2.11	3.24	3.36	11.06	11.42	12.03AM	12.05	12.54
	BUDA	184.3	2.35	2.41	2.06	3.20	3.32	11.03	11.38	11.59PM	12.01AM	12.51
	DN KEARNEY YL KR	189.1	s 2.25	s 2.33	s 2.01	s 3.10	s 3.22	s 10.59	11.34	11.55	11.57PM	12.47
	ALFALFA CENTER	194.1	2.14	2.23	1.53	2.59	3.11	10.55	11.28	11.50	11.53	12.43
	D ODESSA DZ	198.3	2.11	2.19	1.49	2.54	3.06	10.52	11.25	11.47	11.50	12.40
	D ELM CREEK QR	204.6	2.05	f 2.13	1.43	2.48	3.00	10.48	11.20	11.43	11.46	12.36
	D OVERTON OV	213.3	1.57	f 2.03	1.36	2.40	2.52	10.42	11.13	11.36	11.40	12.30
	JOSSELYN	217.9	1.53	1.58	1.31	2.36	2.48	10.39	11.09	11.33	11.37	12.27
	DN LEXINGTON UM	224.4	f 1.45	s 1.50	1.26	f 2.28	2.40	10.34	11.04	11.28	11.32	12.22
	DARR	232.5	1.33	1.38	1.19	2.15	2.28	10.28	10.57	11.22	11.26	12.16
	D COZAD CO	238.2	f 1.27	f 1.32	1.14	f 2.09	2.22	10.24	10.52	11.18	11.22	12.12
	WILLOW ISLAND	243.2	1.18	1.23	1.09	1.59	2.13		10.48			
	DN GOTHENBURG BU	248.8	f 1.12	s 1.17	1.04	f 1.52	2.07	10.17	10.43	11.10	11.15	12.05
	VROMAN	254.5	1.03	1.08	12.58	1.43	1.58	10.13	10.38	11.04	11.11	12.01AM
	D BRADY ISLAND BI	261.5	12.56	f 1.01	12.52	1.36	1.51	10.08	10.32	10.59	11.06	11.56PM
HINDREY	266.6	12.51	12.56	12.47	1.31	1.46	10.04	10.28	10.55	11.02	11.52	
D MAXWELL MX	270.6	12.47	f 12.52	12.44	1.27	1.42	10.01	10.25	10.52	10.59	11.49	
KEITH	274.6	12.42	12.47	12.41	1.22	1.37	9.58	10.22	10.49	10.56	11.46	
GANNETT	278.5	12.39	12.43	12.38	1.19	1.34	9.55	10.19	10.46	10.53	11.43	
BECK	280.5	12.37	12.41	12.36	1.17	1.32	9.53	10.17	10.44	10.51		
DN-R NORTH PLATTE YLNO	284.1	12.30AM	12.35AM	12.30PM	1.10PM	1.25PM	9.50PM	10.12PM	10.40PM	10.48PM	11.38PM	
(137.2)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time.....	(2.45)	(2.55)	(2.20)	(3.00)	(2.57)	(1.43)	(2.05)	(1.52)	(1.47)	(1.44)
Average speed per hour.....	61.0	47.0	58.8	45.8	46.5	79.9	66.6	74.8	76.9	79.2

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 For conditional stops to discharge or pick up revenue passengers, see Page 3.

		SECOND SUBDIVISION					EASTWARD					
		SECOND CLASS										
		356	256	240	254	358	238	258				
		Time Freight	Time Freight	Local Freight	Time Freight	Time Freight	Local Freight	Time Freight				
Time-Table No. 1 February 29, 1948		STATIONS										
STATIONS		Mile Post										
BLOCK SIGNALS	DN R GRAND ISLAND YL	146.9		A 9.00AM		A 3.30PM		A 3.30PM	A 5.25PM		XWCZTYOP	
	D ALDA DA	154.5					s 3.20				CS82 XYP	
	D WOOD RIVER WR	162.3					s 2.45				WS117 XWP	
	D SHELTON ST	169.9					s 2.21 ⁶				CS82 XP	
	DN GIBBON GB	176.0	A 6.00AM				A 3.20PM	s 1.45			WS112 XWI	
	OPTIO	180.2						f 1.15			ES70 YP	
	BUDA	184.3						f 1.05			CS82 P	
	DN KEARNEY YL KR	189.1			A 12.50PM			12.05PM			XYP	
	ALFALFA CENTER	194.1					f 12.35				WS122 XWC	
	D ODESSA DZ	198.3					f 12.20				ES118 YZP	
	D ELM CREEK QR	204.6					s 12.01PM				XP	
	D OVERTON OV	213.3					s 11.30AM				CS83 P	
	JOSSELYN	217.9					f 11.01				CS119 WP	
	DN LEXINGTON UM	224.4					s 10.45				CS83 P	
	DARR	232.5					f 10.00				WS120 XWY	
	D COZAD CO	238.2					f 9.45				ES119 ZP	
	WILLOW ISLAND	243.2					f 9.15				CS83 P	
	DN GOTHENBURG BU	248.8					s 9.00				CS83 XWP	
	VROMAN	254.5					f 8.20				XP	
	D BRADY ISLAND BI	261.5					s 8.05				WS125 XWC	
HINDREY	266.6					f 7.40				ES130 YP		
D MAXWELL MX	270.6					s 7.30				CS83 P		
KEITH	274.6					7.17				CS83 WP		
GANNETT	278.5					f 7.12				P		
BECK	280.5					7.08				CS119 P		
DN-R NORTH PLATTE YLNO	284.1	2.30AM	5.00AM	7.00AM	11.30PM	12.01PM		12.40PM		XWCZTYOP		
Daily		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily				

(2.13) Thru Time.....	(3.30)	(4.00)	(5.50)	(4.00)	(3.19)	(3.25)	(4.45)
61.9 Average speed per hour.....	30.9	34.3	16.3	34.3	32.6	12.3	28.9

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WESTWARD THIRD SUBDIVISION

SECOND CLASS

Car Capacity of Siding, etc. See Rule 6 (A), Page 27.	255	353	261	245	243	97	241	93	259	Distance from Council Bluffs	Time-Table No. 1 February 29, 1948	STATIONS	FIRST CLASS
	Time Freight	Mixed	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	Time Freight				23
	Daily	Daily	Daily	Tuesday Thursday Saturday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily				Passenger
XWCZYOP	8.00PM		9.55AM			6.50AM	6.35AM	6.25AM	4.00AM	284.1		DN-R NORTH PLATTE NY	2.35PM
CS84 P						7.02	f 6.50	6.34		290.5		BIRDWOOD	2.45
WS 72 XP						7.15	s 7.08	s 6.43		296.9		D HERSHEY OF	2.52
CS 119 XWYP						A7.30AM	f 7.15	A6.55AM		300.7		DN O'FALLONS FA	2.56
CS 121 XP							s 7.25			303.4		D SUTHERLAND SU	2.59
CS 82 P							f 7.35			307.9		DEXTER	3.04
CS 121 XP							s 7.55			315.5		D PAXTON PN	3.11
WS 74 XP							f 8.05			321.7		KORTY	3.17
CS 83 P							f 8.15			327.7		D ROSCOE RO	3.23
WS122 WS120 ES138 XWCP							s 8.45			334.8		DN OGALLALA YL GT	f 3.35
CS 84 P							s 9.05			343.9		D BRULE RU	3.45
X							f 9.13			349.1		MEGEATH	
CS 132 WP							s 9.30			353.9		D BIG SPRINGS GS	3.56
CS 83 P							f 9.40			359.3		BARTON	4.02
XWCYYP WS109 ES121				8.30AM		A10.00AM				365.3		DN JULESBURG YL JB	f 4.12
CS 90 P							f 8.45			370.6		WEIR	4.20
CS 123 WP							s 9.25			380.3		D CHAPPELL OQ	4.31
X							f 9.35			385.0		OTTMAN	
WS 111 ES 78 XWP							s 10.00			389.7		D LODGE POLE GP	4.43
XP							s 10.20			396.3		D SUNOL UN	4.52
CS 94 P							f 10.35			401.0		COLTON	4.58
XWCTYP	12.15AM 12.30		2.45PM 3.00	8.10AM	A11.00AM				7.30 7.45	407.5		DN-R SIDNEY YL OD	5.15 5.25
CS 94 YP							f 8.23			415.5		D BROWNSON BW	5.37
WS 121 XWP ES 70							s 8.56			426.4		DN POTTER PR	5.50
CS 94 P							f 9.15			435.4		D DIX DX	6.00
PX							9.24			439.9		OWASCO	6.05
CS 133 XWP							s 9.45			444.5		DN KIMBALL KB	f 6.11
CS 84 WP							s 10.20			456.6		D BUSHNELL BN	6.24
X							10.35			460.9		SMEED	6.29
CS107 XWCYP							s 10.59			466.7		DN PINE BLUFFS YL UF	6.38
X							11.35			472.0		TRACY	6.46
CS 94 XWYP							f 11.45AM			477.5		D EGBERT GX	6.53
WS 62 XP		f 4.05					f 12.15PM			483.2		D BURNS UX	7.04
WS 113 ES 96 WP		f 4.18					f 12.40			489.7		D HILLSDALE HD	7.15
WS 62 XP		f 4.30					12.54			495.9		DURHAM	7.26
WS 117 ES 125 XP		f 4.40					f 1.07			501.2		ARCHER	7.35
XWCZYOP	A 4.30AM	A 4.55PM	A 7.20PM	A 1.30PM					A 11.30AM	509.5		DN-R CHEYENNE YL OY	A 7.50PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(8.30) 26.5 (1.00) 32.0 (9.25) 23.9 (5.20) 19.1 (2.30) 16.9 (0.40) 24.9 (3.25) 23.8 (0.30) 33.2 (7.30) 30.1 Thru Time (5.15) 42.9
 Average Speed per hour
 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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 For conditional stops to discharge or pick up revenue passengers, see Page 3.

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Distance from Council Bluffs	Time-Table No. 1 February 29, 1948	STATIONS	FIRST CLASS
													5	21	27	101	103	105	13	111	53	1
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Passenger
2.01PM	1.10PM	9.50AM	6.17AM	6.02AM	5.14AM	3.50AM	3.40AM	1.40AM	1.35AM	284.1		DN-R NORTH PLATTE NY	2.35PM
2.09	1.19	9.58	6.24	6.09	5.21	4.00	3.47	1.48	1.43	290.5		BIRDWOOD	2.45
2.15	1.26	10.03	6.29	6.14	5.26	4.07	3.52	1.55	1.48	296.9		D HERSHEY OF	2.52
2.18	1.30	10.06	6.32	6.17	5.29	4.11	3.55	1.59	1.51	300.7		DN O'FALLONS FA	2.56
2.20	1.33	10.08	6.34	6.19	5.31	4.14	3.57	f 2.04	1.53	303.4		D SUTHERLAND SU	2.59
2.24	1.37	10.12	6.37	6.22	5.34	4.19	4.01	2.09	1.57	307.9		DEXTER	3.04
2.31	1.44	10.20	6.43	6.28	5.40	4.27	4.07	f 2.19	2.05	315.5		D PAXTON PN	3.11
2.37	1.50	10.25	6.48	6.33	5.45	4.33	4.12	2.26	2.10	321.7		KORTY	3.17
2.43	1.56	10.31	6.53	6.38	5.50	4.40	4.16	f 2.34	2.16	327.7		D ROSCOE RO	3.23
2.53	2.07	10.42	7.00	6.44	5.57	s 4.52	4.23	s 2.45	2.27	334.8		DN OGALLALA YL GT	f 3.35
3.02	2.17	10.53	7.07	6.51	6.04	5.04	4.30	f 2.58	2.38	343.9		D BRULE RU	3.45
										349.1		MEGEATH	
3.12	2.29	11.02	7.15	6.59	6.12	f 5.17	4.38	f 3.11	2.47	353.9		D BIG SPRINGS GS	3.56
3.17	2.34	11.07	7.19	7.03	6.16	5.24	4.42	3.18	2.52	359.3		BARTON	4.02
3.27	2.44	11.14	7.25	7.08	6.21	s 5.40	A 4.50AM	A s 3.30AM	2.59	365.3		DN JULESBURG YL JB	f 4.12
3.34	2.52	11.21	7.29	7.12	6.25	5.47			3.06	370.6		WEIR	4.20
3.44	3.03	11.31	7.38	7.21	6.34	f 6.02			3.16	380.3		D CHAPPELL OQ	4.31
										385.0		OTTMAN	
3.53	3.13	11.41	7.46	7.28	6.41	f 6.16			3.26	389.7		D LODGE POLE GP	4.43
4.00	3.19	11.47	7.51	7.33	6.46	f 6.29			3.32	396.3		D SUNOL UN	4.52
4.04	3.24	11.52AM	7.54	7.36	6.49	6.35			3.37	401.0		COLTON	4.58
4.16	3.40	12.03PM	8.02	7.44	6.57 ¹³	6.45 ¹⁰⁵			3.48	407.5		DN-R SIDNEY YL OD	5.15 5.25
4.26	3.50	12.13	8.03	7.45	6.58	7.00			3.58	415.5		D BROWNSON BW	5.37
4.35	4.01	12.23	8.12	7.54	7.07	7.17			4.08	426.4		DN POTTER PR	5.50
4.46	4.12	12.33	8.22	8.04	7.17	f 7.31			4.18	426.4		D DIX DX	6.00
4.56	4.21	12.42	8.30	8.12	7.25	f 7.44			4.27	435.4		D OWASCO	6.05
5.01	4.26	12.46	8.34	8.16	7.29	7.49			4.31	439.9		DN KIMBALL KB	f 6.11
5.06	4.32	12.50	8.38	8.20	7.33	s 7.56			4.35	444.5		D BUSHNELL BN	6.24
5.17	4.45	1.01	8.49	8.31	7.44	s 8.17			4.46	456.6		SMEED	6.29
5.21	4.50	1.05	8.53	8.35	7.48	8.24			4.50	460.9		DN PINE BLUFFS YL UF	6.38
5.28	4.58	1.13	8.58	8.40 ¹³	7.53	s 8.40 ¹⁰³			4.58	466.7		TRACY	6.46
5.35	5.06	1.20	9.03	8.45	7.58	8.50			5.05	472.0		D EGBERT GX	6.53
5.42	5.13	1.27	9.09	8.51	8.04	f 9.00			5.12	477.5		D BURNS UX	7.04
5.50	5.24	1.35	9.15 ¹³	8.57	8.10	f 9.15 ¹⁰¹			5.20	483.2		D HILLSDALE HD	7.15
5.59	5.35	1.44	9.22	9.04	8.17	f 9.27			5.29	489.7		DURHAM	7.26
6.08	5.45	1.52	9.29	9.11	8.24	9.39			5.37	495.9		ARCHER	7.35
6.18	5.55	2.03	9.36	9.18	8.31	9.51			5.48	501.2		DN-R CHEYENNE YL OY	A 7.50PM
A 6.35PM	A 6.15PM	A 2.20PM	A 9.48AM	A 9.30AM	A 8.43AM	A 10.10AM			A 6.05AM	509.5			

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.34) 49.4 (5.05) 44.3 (4.30) 50.1 (3.31) 64.1 (3.28) 65.0 (3.29) 64.7 (6.20) 35.6 (1.10) 69.2 (1.50) 44.3 (4.30) 50.1 Thru Time
 Average speed per hour
 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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 For conditional stops to discharge or pick up revenue passengers, see Page 3.

THIRD SUBDIVISION EASTWARD

Time-Table No. 1
February 29, 1948

FIRST CLASS

6	24	22	112	28	14	104	102	2	54
Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger

STATIONS

Mile Post

DN-R NORTH PLATTE NY 6.4	284.1	A11.20AM	A11.59AM	A12.15PM	A 8.47PM	A 9.02PM	A11.15PM	A 9.37PM	A 9.45PM	A10.25PM	A11.10PM
BIRDWOOD 6.4	290.5	11.09	11.44	11.59AM	8.40	8.51	10.58	9.27	9.35	10.09	10.50
D HERSHEY OF 3.8	296.9	11.03	11.36	11.52	8.35	8.45	10.50	9.23	9.30	10.04	10.44
DN O'FALLONS FA 2.7	300.7	11.00	11.32	11.48	8.32	8.42	10.45	9.19	9.27	10.01	10.40
D SUTHERLAND SU 4.5	303.4	10.58 ²⁴²	f11.29	11.45	8.30	8.40	10.43	9.17	9.25	9.59	s10.37
DEXTER 7.6	307.9	10.54	11.23	11.40	8.27	8.36	10.38	9.14	9.22	9.55	10.32
D PAXTON PN 6.2	315.5	10 47	f11.14	11.32	8.21	8.30	10.31	9.08	9.16	9.49	s10.25
KORTY 6.0	321.7	10.41	11.07	11.26	8.17	8.25	10.23	9.03	9.11	9.44	10.17
D ROSCOE RO 7.1	327.7	10.36	11.00	11.19	8.13	8.20	10.16	8.59	9.07	9.39	s10.10
DN OGALLALA YL GT 9.1	334.8	10.29	f10.53	11.12	8.08	8.14	f10.06	8.54	9.02	9.33	s10.00
D BRULE RU 5.2	343.9	10.20	f10.42	11.01	8.01	8.05	9.53	8.46	8.54	9.24	s 9.48 ¹⁰⁶
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.11	f10.32	10.52	7.53	7.57	9.41 ¹⁰⁶	8.39	8.45	9.16	s 9.36
BARTON 6.0	359.3	10.06	10.26	10.47	7.49	7.53	9.34	8.35	8.41	9.12	9.28
DN JULESBURG YL JB 5.3	365.3	10.00	f10.19	f10.41	s 7.44PM	7.48	f 9.25	8.31	8.36	9.07	s 9.20PM
WEIR 9.7	370.6	9.54	10.12	10.35		7.42	9.13	8.26	8.31	9.03	
D CHAPPELL OQ 4.7	380.3	9.45	f10.02	10.26		7.34	9.01	8.18	8.23	8.55	
OTTOMAN 4.7	385.0										
D LODGE POLE GP 6.6	389.7	9.37	f 9.52	10.17		7.26	8.47 ²	8.11	8.16	8.47 ¹⁴	
D SUNOL UN 4.7	396.3	9.31	9.46	10.11		7.21	8.35	8.06	8.11	8.42	
COLTON 6.5	401.0	9.27	9.42	10.07		7.17	8.25	8.02	8.07	8.38	
DN-R SIDNEY YL OD 8.0	407.5	9.20 9.10	9.35 9.25	10.00 9.50		7.10 7.00	8.15 8.05	7.57 7.56	8.02 8.01	8.32 8.22	
D BROWNSON BW 10.9	415.5	8.59	9.12	9.37		6.50	7.51 ¹⁰⁴ 7.40 ¹⁰²	7.46 ¹⁴	7.51 ¹⁴	8.12	
DN POTTER PR 9.0	426.4	8.49	9.01	9.26		6.40	s 7.25	7.37	7.43	8.02	
D DIX DX 4.5	435.4	8.41	8.52	9.17		6.32	s 7.12	7.31	7.37	7.54	
OWASCO 4.6	439.9	8.37	8.48	9.13		6.28	7.04	7.28	7.34	7.50	
DN KIMBALL KB 12.1	444.5	8.33	f 8.43	f 9.08		6.24	s 6.57	7.24	7.28	7.46	
D BUSHNELL BN 4.3	456.6	8.22	8.31	8.56		6.13	s 6.41	7.15	7.21	7.35	
SMEED 5.8	460.9	8.18	8.27	8.52		6.09	6.34	7.12	7.18	7.31	
DN PINE BLUFFS YL UF 5.3	466.7	8.11	8.20	8.45		6.04	s 6.28	7.07	7.14	7.26	
TRACY 5.5	472.0	8.04	8.13	8.38		5.59	6.19	7.02	7.10	7.21	
D EGBERT GX 5.7	477.5	7.59	8.08	8.33		5.54	f 6.13	6.55	7.06	7.16	
D BURNS UX 6.5	483.2	7.54	8.02	8.27		5.49	6.06	6.53	7.02	7.10	
D HILLSDALE HD 6.2	489.7	7.48	7.55	8.20 ²⁴⁶		5.44	6.00	6.48	6.57	7.04	
DURHAM 5.3	495.9	7.42	7.48	8.13		5.38	5.53	6.42	6.52	6.58	
ARCHER 8.3	501.2	7.37	7.42	8.07		5.33	5.47	6.38	6.48	6.53	
DN-R CHEYENNE YL OY (225.4)	509.5	7.25AM	7.30AM	7.55AM		5.25PM	5.35PM	6.30PM	6.40PM	6.45PM	

Thru Time.....	(3.55)	(4.29)	(4.20)	(1.03)	(3.37)	(5.40)	(3.07)	(3.05)	(3.40)	(1.50)
Average speed per hour.....	57.5	50.3	52.0	77.3	62.3	39.8	72.3	73.1	61.5	44.3

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.—See instructions on Page 3.
For conditional stops to discharge or pick up revenue passengers, see Page 3.

THIRD SUBDIVISION EASTWARD

FIRST CLASS
106
Streamliner Passenger

Time-Table No. 1
February 29, 1948

SECOND CLASS

258	254	242	246	354	244	98	94	256
Time Freight	Time Freight	Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed	Time Freight

STATIONS

Mile Post

A10.35PM	DN-R NORTH PLATTE NY 6.4	284.1	A9.40AM	A8.00AM	A11.45AM				A4.50PM	A7.35PM	A2.30AM	XWCZTYOP
10.27	BIRDWOOD 6.4	290.5			f11.35				4.39	7.19		CS84 P
10.23	D HERSHEY OF 3.8	296.9			s11.25				f4.30	f7.10		WS 72 XP
10.20	DN O'FALLONS FA 2.7	300.7			f11.15				4.22PM	7.05PM		CS 119 XWYP
10.18	D SUTHERLAND SU 4.5	303.4			s10.58 ⁶							CS 121 XP
10.15	DEXTER 7.6	307.9			f10.15							CS 82 P
10.09	D PAXTON PN 6.2	315.5			s10.00							CS 121 XP
10.04	KORTY 6.0	321.7			f 9.35							WS 74 XP
10.00	D ROSCOE RO 7.1	327.7			f 9.15							CS 83 P
9.55	DN OGALLALA YL GT 9.1	334.8			s 9.00							WS122 WS120 ES138 XWCP
9.48 ⁵⁴	D BRULE RU 5.2	343.9			s 8.15							CS 84 P
	MEGEATH 4.8	349.1			f 7.57							X
9.41 ¹⁴	D BIG SPRINGS GS 5.4	353.9			s 7.50							CS 132 WP
9.37	BARTON 6.0	359.3			f 7.25							CS 83 P
9.32	DN JULESBURG YL JB 5.3	365.3			7.15AM			A 2.30PM				XWCYYP WS109 ES121
9.27	WEIR 9.7	370.6			f 2.05							CS 90 P
9.19	D CHAPPELL OQ 4.7	380.3			s 1.45							CS 123 WP
	OTTOMAN 4.7	385.0			s 1.20							X
9.12	D LODGE POLE GP 6.6	389.7			s 1.10							WS 111 ES 78 XWP
9.07	D SUNOL UN 4.7	396.3			f12.55							XP
9.03	COLTON 6.5	401.0			f12.43							CS 94 P
8.58 8.57	DN-R SIDNEY YL OD 8.0	407.5	4.30 4.15	4.45 4.30	A 1.30PM			12.30PM		11.15PM 11.00		XWCTYP
8.47	D BROWNSON BW 10.9	415.5			f12.55							CS 94 YP
8.38	DN POTTER PR 9.0	426.4			s12.30PM							WS 121 XWP ES 70
8.31	D DIX DX 4.5	435.4			s11.59AM							CS 94 P
8.28	OWASCO 4.6	439.9			f11.45							PX
8.24	DN KIMBALL KB 12.1	444.5			s11.35							CS 133 XWP
8.16	D BUSHNELL BN 4.3	456.6			s10.55							CS 84 WP
8.13	SMEED 5.8	460.9			f10.05							X
8.08	DN PINE BLUFFS YL UF 5.3	466.7			s 9.55							CS107 XWCYP
8.05	TRACY 5.5	472.0			f 9.17							X
8.01	D EGBERT GX 5.7	477.5			f 9.07	A9.15AM						CS 94 XWYP
7.57	D BURNS UX 6.5	483.2			s 8.55	s9.00						WS 62 XP
7.52	D HILLSDALE HD 6.2	489.7			f 8.20 ²²	s8.45						WS 113 WP ES 96
7.47	DURHAM 5.3	495.9			s 8.05	f8.35						WS 62 XP
7.43	ARCHER 8.3	501.2			f 7.55	f8.29						WS 117 XP ES 125
7.35PM	DN-R CHEYENNE YL OY (225.4)	509.5	12.35AM	1.30AM	7.35AM	8.15AM					8.00PM	XWCZTYOP

(3.00).....	(9.05)	(6.30)	(4.30)	(5.55)	(1.00)	(2.00)	(0.28)	(0.30)	(6.30)
75.1.....	24.8	34.7	18.0	17.2	32.0	21.1	35.6	33.2	34.7

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.—See instructions on Page 3.
For conditional stops to discharge or pick up revenue passengers, see Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS		FIRST CLASS	Distance from Valley	Time-Table No. 1 February 29, 1948				Mile Post	FIRST CLASS		SECOND CLASS	
	71	73	548		547	74	72	Freight		Freight			
	Freight	Freight	Motor Passenger		Motor Passenger	Freight	Freight						
Daily	Daily	Daily											
WCYP	10.25PM	1.30PM		0.0	DN-R	VALLEY	YL V	0.0		A 5.40AM	A 11.15PM		
AIP				5.8		C. B. & Q. CROSSING		5.8					
28 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		TOUHEY		33.2		4.35	9.55		
96 WCYP	12.01AM	2.44	9.15AM	37.3	DN-R	VALPARAISO	YL VO	37.3	A 4.05PM	4.25	9.40		
28 P	12.10	2.51	f 9.22	41.8		AGNEW		41.8	f 3.58	4.16	9.22		
38 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		
I				56.5		C. B. & Q. CROSSING		56.5					
24 WTZP	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		C. B. & Q. CROSSING		57.4					
I				59.0		C. 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		
78 WP	1.43	3.53		79.5	D	OORTLAND	RD	79.5		2.56	7.41		
84 P	1.58	4.08		88.9	D	PIOKRELL	IK	88.9		2.43	7.25		
CWTZP	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) 25.2 (2.55) 33.2 (0.40) 29.7 Thru Time (0.30) 39.6 (3.10) 30.5 (4.15) 22.8
 Average speed per hour
 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				OLD MAIN LINE				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS		233 Local Freight Monday Wed., Fri. Distance from Council Bluffs	Time-Table No. 1 February 29, 1948				Mile Post	FIRST CLASS		SECOND CLASS	
				6.00AM	5.2	5.2			5.2			
XIP			6.00AM	5.2	DN	SUMMIT	YL SU	5.2				
XWP			6.10	6.4		SOUTH OMAHA	YL	6.4				
XIP			f 6.20	11.9	R	GILMORE	YL	11.9				
72 P			f 6.35	16.8	D	PAPILLION	PO	16.8				
AIP				19.2		MO. PAC. CROSSING		19.2				
40 P			f 6.55	22.5	D	MILLARD	MD	22.5				
CS68 XP			A 7.05AM	26.1		LANE		26.1				
				20.9				20.9				

(1.05) 18.9 Thru Time
 Average speed per hour
 On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD				STROMSBURG BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS		FIRST CLASS	Distance from Valparaiso	Time-Table No. 1 February 29, 1948				Mile Post	FIRST CLASS		SECOND CLASS	
	75	547	548		76	Freight	Freight	Motor Passenger		Mixed			
	Mixed	Motor Passenger	Motor Passenger		Mixed								
Tuesday Thursday Saturday	Daily												
WCYP	5.00AM	4.15PM		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		C. B. & Q. CROSSING		23.5					
	f 6.30	f 5.12		27.9		FOLEY		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	OSOEOLA	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		C. B. & Q. CROSSING		75.3					
WYP	A 9.20AM	A 6.50PM		75.9	DN-R	CENTRAL CITY	YL CI	75.9	6.40AM		7.05AM		
						(75.9)			Daily		Monday Wednesday Friday		

(4.20) 17.5 (2.35) 29.3 Thru Time (2.30) 30.3 (4.30) 16.8
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS		Distance from Genoa	Time-Table No. 1 February 29, 1948				Mile Post	FIRST CLASS		SECOND CLASS		
	79	521		522	80	Motor Passenger	Mixed						
	Mixed	Motor Mixed		Motor Passenger	Mixed								
Daily Except Sunday	Daily												
40 WY		12.32PM	5.40AM	0.0	D-R	GENOA	YL G	0.0	A 9.13AM		A 5.08PM		
8		f 12.44	f 5.49	5.3		KENT		5.3	f 9.01		f 4.56		
17		f 12.52	f 5.56	9.3		MEROHISTON		9.3	f 8.54		f 4.48		
38		s 1.08	s 6.03	13.7	D	FULLERTON	FU	13.7	s 8.45		s 4.32		
21		s 1.33	s 6.22	23.1	D	BELGRADE	BL	23.1	s 8.24		s 4.07		
26 W		s 1.53	s 6.37	30.3	D	CEDAR RAPIDS	OD	30.3	s 8.09		s 3.47		
36		s 2.13	s 6.47	36.6	D	PRIMROSE	P	36.6	s 7.50		f 3.27		
38 WY		A 2.40PM	A 7.05AM	44.3	D-R	SPALDING	YL SG	44.3	7.30AM		3.00PM		
						(44.3)			Daily Except Sunday		Daily		

(2.08) 20.8 (1.25) 31.0 Thru Time (1.43) 26.1 (2.08) 20.8
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 No. 521 is superior to No. 522.

WESTWARD					NORFOLK BRANCH					EASTWARD						
SECOND CLASS					Distance from Columbus	Time-Table No. 1 February 29, 1948					Mile Post	First Class	SECOND CLASS			
79	81	521	321	522		82	80	312								
Mixed	Mixed	Motor Mixed	Mixed	Motor Passenger		Mixed	Mixed	Mixed								
Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Monday													
WCTYPZ	11.40AM	6.50AM	5.00AM	1.40AM	0.0	DN-R	COLUMBUS YL O	0.0	A 10.00AM	A 3.20PM	A 6.05PM	A 11.30PM				
20	11.50AM	6.58	5.08	1.50	4.2		SHELDONVILLE	4.2	9.46	3.09	5.50	f 11.17				
8	YP A 12.02PM	A 7.08AM	A 5.17AM	f 2.00	9.4	R	OCONEE YL	9.4	9.37AM	3.00PM	5.38PM	f 11.05				
29				f 2.30	14.7	D	PLATTE CENTER PO	14.7				s 10.50				
33	P			f 2.45	20.3		TARNOV	20.3				f 10.25				
					25.1		C. & N. W. CROSSING	25.1								
56	W			s 3.17	25.7	D	HUMPHREY HX	25.7				s 10.10				
15				f 3.23	29.1		PECK	29.1				f 9.46				
33	W			s 3.55	35.4	D	MADISON MA	35.4				s 9.32				
27	P			f 4.10	40.9		ENOLA	40.9				s 8.57				
					48.7		C. & N. W. CROSSING	48.7								
					50.2		C. & N. W. CROSSING	50.2								
WCZTYP				A 5.00AM	50.4	D-R	NORFOLK YL KN	50.4				8.30PM				
					(50.4)				Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday				
	(0.22) 25.6	(0.18) 31.3	(0.17) 33.1	(3.20) 15.1	..... Thru Time.....				(0.23) 24.5	(0.20) 28.2	(0.27) 20.5	(3.00) 16.8			
	..... Average 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 S-72.
No. 521 is superior to No. 522.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD					ALBION BRANCH					EASTWARD				
SECOND CLASS					Distance from Oconee	Time-Table No. 1 February 29, 1948					Mile Post	First Class	SECOND CLASS	
79	81	521		522		82	80							
Mixed	Mixed	Motor Mixed		Motor Passenger		Mixed	Mixed							
Daily Except Sunday	Daily Except Sunday	Daily												
20	YP	12.02PM	7.08AM	5.17AM	0.0	R	OCONEE YL	0.0	A 9.37AM	A 3.00PM	A 5.38PM			
15		12.13	s 7.18	s 5.26	4.3	D	MONROE MN	4.3	s 9.29	s 2.50	s 5.27			
40	WYP	A 12.29PM	s 7.40	A 5.38AM	11.3	D-R	GENOA YL G	11.3	9.15AM	s 2.35	5.11PM			
5			f 7.52		18.8		WOODVILLE	18.8		f 2.05				
56			s 8.10		22.3	D	ST. EDWARD ST	22.3		s 1.55				
15			s 8.25		27.3		BOONE	27.3		s 1.42				
28	WYP		A 8.50AM		33.7	D-R	ALBION YL A	33.7		1.30PM				
					(33.7)				Daily Except Sunday	Daily Except Sunday	Daily			
	(0.27) 25.1	(1.42) 19.8	(0.21) 32.3	..... Thru Time.....				(0.22) 30.8	(1.30) 22.5	(0.27) 25.1			
 Average speed per hour.....													

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

WESTWARD					ORD BRANCH					EASTWARD					
SECOND CLASS					Distance from Grand Island	Time-Table No. 1 February 29, 1948					Mile Post	SECOND CLASS			
	283	83		84		284									
	Mixed	Mixed		Mixed		Mixed									
	Mon., Wed., Fri.	Tues., Thurs., Sat.													
WTYPOCZ		7.30AM	7.30AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM						
I				0.4		C. B. & Q. CROSSING	0.4								
11	Y			2.5		CAREY	2.5								
19	P	s 7.48	s 7.48	11.1	D	ST. LIBORY RY	11.1	s 4.42	4.42						
39	WYPC	A 8.15AM	s 8.15	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	4.20PM						
27			s 8.40	30.7	D	ELBA EB	30.7	s 3.48							
25	P		s 8.56	36.8		COTESFIELD	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		C. B. & Q. CROSSING	60.7								
34	WY		A 10.30AM	61.0	D-R	ORD YL RD	61.0	2.30PM							
				(61.0)				Tue., Thur., Sat.	Mon., Wed., Fri.						
	(0.45) 32.5	(3.00) 20.3	..... Thru Time.....				(2.45) 22.2	(0.55) 23.9						
	..... Average speed per hour.....													

WESTWARD LOUP CITY BRANCH					EASTWARD					WESTWARD PLEASANTON BRANCH					EASTWARD									
SECOND CLASS					Time-Table No. 1 February 29, 1948					SECOND CLASS					Time-Table No. 1 February 29, 1948					SECOND CLASS				
287	86																							
Mixed	Mixed																							
Monday Wednesday Friday	Monday Wednesday Friday																							
WYPC	8.50AM	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	D	DANNEBROG DB	8.3	s 3.50		I			C. B. & Q. CROSSING	8.8													
11	WY	9.40AM	D-R	BOELUS YL HW	18.6	s 3.16	5	f 10.15		SOUTH RAVENNA	12.4	f 12.08												
31	f 12.55		ROCKVILLE	25.8	f 3.00	8	s 10.25		POOLE	15.5	s 12.01PM													
33	WYP	A 1.30PM	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)		Monday Wednesday Friday				(22.1)		Monday Wednesday Friday												
	(1.40) 23.4	..... Thru Time.....				(1.35) 24.6	(1.00) 22.1	..... Thru Time.....				(0.52) 25.5										
	..... Average speed per hour.....																						

WESTWARD					HASTINGS BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 1 February 29, 1948					SECOND CLASS				
359	357	355		356	358									
Time Frt.	Time Frt.	Time Frt.		Time Frt.	Time Frt.									
Daily	Daily	Daily		Daily	Daily									
WYPCZ	10.15PM	8.45PM	8.45AM	0.0	DN-R	HASTINGS YL AN	0.0	A 6.45AM	A 4.15PM					
96				7.3		NEWMAROH	7.3							
86	P			12.7	D	HAYLAND HA	12.7							
95	P			20.2		DENMAN DN	20.2							
WB114 WYP EB71 RCSI	A 11.05PM	A 9.35PM	A 9.35AM	28.1	DN-R	GIBBON YL GB	28.1	6.00AM	3.30PM					
				(28.1)				Daily	Daily					
	(0.50) 33.7	(0.50) 33.7	(0.50) 33.7	..... Thru Time.....				(0.45) 37.5	(0.45) 37.5				
	..... Average speed per hour.....												

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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), page 27.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 1 February 29, 1948				SECOND CLASS	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	STATIONS		Mile Post	518 Motor Mixed	96 Mixed			
									Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday
WYCZ	9.00AM	4.05PM	5.00AM		0.0		DN-R	KEARNEY YL KR	0.0	A11.59AM	A 9.20PM
12	f 9.12	f 4.15	f 5.10	5.5		GLENWOOD PARK 5.5	5.5	f11.43	f 8.32		
19 P	s 9.19	s 4.22	s 5.17	10.1		RIVERDALE 4.6	10.1	s11.35	s 8.22		
27	s 9.30	s 4.33	s 5.28	16.8	D	AMHERST HR 6.7	16.8	s11.23	s 8.00		
13 W	f 9.52	f 4.43	f 5.38	22.7		WATERTOWN 5.9	22.7	f11.12	f 7.41		
32	s10.06	s 4.50	s 5.45	28.3	D	MILLER MR 3.6	28.3	s11.05	s 7.33		
38	s10.20	s 5.02	s 5.57	32.5	D	SUMNER SU 6.2	32.5	s10.53	s 7.15		
28	s10.40 ⁵¹⁸	s 5.14	s 6.09	40.4	D	EDDYVILLE VD 7.9	40.4	s10.40 ⁹⁵	s 6.59		
	f10.52	f 5.22	f 6.18	45.9		LOMAX 5.5	45.9	f10.28	f 6.40		
40	s11.13	s 5.34	s 6.30	52.1	D	OCONTO BS 6.2	52.1	s10.19	s 6.28		
14	f11.27AM	f 5.47	f 6.46	59.1		LODI 7.0	59.1	f10.03	f 6.14		
27 WYP	s12.30PM	s 6.00 ⁹⁰	s 6.57	65.5	D	CALLAWAY CA 6.4	65.5	s 9.52	s 6.00 ⁵¹⁹		
17 P	s12.50	f 6.12	f 7.08	73.1		MILLDALE 7.6	73.1	f 9.36	f 5.06		
9	f12.55	f 6.17	f 7.12	75.8		FINCHVILLE 2.7	75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.30	s 7.24	83.1	D	ARNOLD AD 7.3	83.1	s 9.20	s 4.45		
5 P	s 1.55	f 6.45	s 7.35	90.6		LOGAN 7.5	90.6	s 9.07	f 4.26		
10	f 2.10	f 6.55	f 7.42	94.6		HOAGLAND 4.0	94.6	f 9.00	f 4.18		
15 P	f 2.30	s 7.04	s 7.49	99.2		GANDY 4.6	99.2	s 8.50	f 4.08		
22 WYC	A 2.55PM	A 7.15PM	A 8.00AM	102.4	D-R	STAPLETON YL SN 3.2	102.4	8.45AM	4.00PM		
	(5.55)	(3.10)	(3.00)			(102.4)		Daily Except Monday	Sunday Wednesday Friday		
	17.3	32.3	34.1					(3.14)	(5.20)		
								31.7	19.2		

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 S-72.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	SECOND CLASS		SECOND CLASS		Distance from O'Fallons	Time-Table No. 1 February 29, 1948				SECOND CLASS	
	97 Local Freight	93 Mixed	98 Local Freight	94 Mixed		STATIONS	Mile Post	98 Local Freight	94 Mixed		
										Daily	Daily
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 6.29			
40	f 8.13	f 7.25	19.6		6.8 NEVENS	19.6	f 3.15	f 6.19			
8	f 8.24	f 7.33	24.8		5.2 BROGANVILLE	24.8	f 3.05	f 6.12			
42 WP	s 8.35	s 7.40	28.4	D	3.6 KEYSTONE KS	28.4	f 2.55	f 6.07			
6			30.7		2.8 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 P	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	s10.00	s 8.32	59.3	D	7.6 LEWELLEN YL W	59.3	s 1.40	s 5.15			
	f10.08	f 8.38	63.0		8.7 LUTHERVILLE	63.0	f 1.20	f 5.06			
41 P	s10.50	s 8.54	70.8	D	7.8 OSHKOSH YL OX	70.8	f 1.05	s 4.52			
41	f11.12	f 9.09	81.8		11.0 LYTLE	81.8	f12.35	f 4.34			
40 WP	s11.35	s 9.19	86.4	D	4.6 LISCO OO	86.4	f12.25PM	s 4.24			
37	f11.53AM ⁹⁸	f 9.33	95.4		9.0 FINLEY	95.4	f11.53AM ⁹⁷	f 4.10			
46	s12.15PM	s 9.43	100.4	D	5.0 BROADWATER BR	100.4	f11.40	s 4.01			
40	f12.31	f 9.57	108.4		8.0 KELLY	108.4	f11.22	f 3.46			
19	f12.34	f10.01	109.6		1.2 TOWERS	109.6	f11.20	f 3.43			
195 WCTP	f 1.15	s10.11	114.1	D	4.5 NORTHPORT YL NP	114.1	f11.12	s 3.36			
AI	1.19	10.14	115.5		1.4 O. B. & Q. CROSSING	115.5	11.08	3.28			
11	f 1.30	f10.24	121.8		6.3 MOHLER	121.8	f10.58	f 3.17			
38 P	f 1.40	s10.40 ⁹⁸	126.7	D	4.9 SOUTH BAYARD OR	126.7	s10.40 ⁹³	s 3.10			
51	f 1.50	s10.50	132.1	D	5.4 MCGREW MO	132.1	f10.28	s 2.59			
30 P	f 2.04	s11.00	137.9	D	5.8 MELBETA MB	137.9	f10.18	s 2.50			
70 WCYZP	A 2.20PM	A11.15AM	145.9	DN-R	8.0 GERING YL G	145.9	10.01AM	2.30PM			
					(145.9)		Daily	Daily			
	(6.50)	(4.20)					(6.19)	(4.30)			
	21.4	33.6					23.1	32.4			

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				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	SECOND CLASS		SECOND CLASS		Distance from Gering	Time-Table No. 1 February 29, 1948				SECOND CLASS	
	97 Local Freight	93 Mixed	98 Local Freight	94 Mixed		STATIONS	Mile Post	98 Local Freight	94 Mixed		
										Daily	Daily
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				NORTH PLATTE CUT-OFF				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 1 February 29, 1948				Mile Post	SECOND CLASS					
	353 Mixed Daily	93 Mixed Daily	59 Mixed Daily		STATIONS					354 Mixed	60 Mixed	94 Mixed			
72 WYP		11.40AM	6.00AM	145.9	DN-R	GERING	YL	G	145.9	A10.30AM	A	2.20PM			
14		f11.46	f 6.10	150.5		COSTIN			150.5	f10.17	f	2.05			
30		s11.49	s 6.15	152.3	D	HAIG		HA	152.3	s10.14	s	2.01			
24 P		s11.55	s 6.25	155.8	D	SOUTH MITCHELL		MI	155.8	s10.08	s	1.52			
32		f11.58AM	f 6.30	157.1		PELTON			157.1	f10.05	f	1.47			
42		f12.02PM	f 6.35	159.5		BAILEYVUE			159.5	f10.01	f	1.43			
30 P		s12.06	s 6.45	162.1	D	SOUTH MORRILL		BI	162.1	s 9.56	s	1.39			
18		f12.09	f 6.50	164.2		JOYOE			164.2	f 9.52	f	1.34			
51 WYP		s12.15	s 9.45 ⁶⁰	167.9	DN	LYMAN	YL	MU	167.9	s 9.45 ⁵⁹	s	1.29			
21		f12.19	f 9.50	170.1		CANAL			170.1	f 9.20	f	1.24			
14		f12.23	f 9.57	172.8		STEBBINS			172.8	f 9.15	f	1.20			
51		s12.25	s10.07	173.7	D	HUNTLEY		HU	173.7	s 9.13	s	1.18			
35		f12.30	f10.17	177.0		HOLLY			177.0	f 9.06	f	1.13			
51 WCYP	12.55PM	A12.40PM	10.35AM 12.50PM	181.6	D-R	YODER	YL	DR	181.6	A11.45AM 8.50		1.05PM			
51 P			s 1.01	188.1	D	VETERAN		VN	188.1	s 8.37					
8			f 1.06	191.5		HELDT			191.5	f 8.30					
14			f 1.11	193.6		BUFFINGTON			193.6	f 8.25					
70			f 1.16	196.1		COTTIER			196.1	f 8.19					
51 WYP			A 1.30PM	200.6	D-R	SO. TORRINGTON	YL	RI	200.6	8.10AM					
14		f 1.06		185.3		GOODLAND			185.3	f11.37					
26		f 1.12		187.6		FONDA			187.6	f11.32					
Y		f 1.18		190.5		OREIGHTON			190.5	f11.25					
51 W		s 1.21		192.4	D	HAWK SPRINGS		HK	192.4	s11.20					
31		f 1.29		194.7		DUROO			194.7	f11.07					
19		f 1.44		200.8		WYOROSS			200.8	f10.56					
51 WY		s 1.55		203.8	D	LA GRANGE		GA	203.8	s10.51					
19		f 2.11		210.7		TREMAIN			210.7	f10.25					
51 WF		s 2.41		222.5	D	ALBIN		AB	222.5	s10.00					
51		f 3.01		229.7	D	LINDBERGH		BG	229.7	s 9.45					
W		A 3.45PM		244.3	DN-R	EGBERT	YL	GX	244.3	9.20AM					
				(98.4)					Daily	Daily	Daily				
				(2.50) 22.1	(1.00) 35.7	(7.30) 07.3 Thru Time.....				(2.25) 25.9	(2.20) 23.4	(1.15) 28.6		
			 Average speed per hour.....											

WESTWARD LYMAN BRANCH EASTWARD				WESTWARD SEARS BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	Distance from Lyman	Time-Table No. 1 February 29, 1948		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	Distance from Sears	Time-Table No. 1 February 29, 1948		Mile Post
		STATIONS					STATIONS		
	0.0	DN	LYMAN YL MU	0.0		0.0	SEARS	0.0	
18	2.8		SEARS	2.8		0.0	BELLINGER	1.2	
6	3.3		SIDING NO. 1	3.3	5	1.2	JANISE	2.8	
17	4.6		HARTMAN	4.6	17	2.8			
22	6.4		STEGALL	6.4					
				(6.4)					(2.8)

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 "Frnt." —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 passenger 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 "Frnt." must not be exceeded.
Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frnt.		Str.	De-Psgr.	Psgr.	Frnt.
Maximum speed.	90	80	80	50	When more than 50% of the tonnage is gravel.				40
Inspection bus cars.			40	40	Trains handling gravel loaded in wooden Hart convertible cars.				35
When caboose is handled in train consisting of passenger train equipment.			50		Trains handling company roadway machines on their own wheels:				
7000 class engines.			75	50	On straight track.				30
3800 and 3900 class engines.			60	50	On curves.				25
5000 and 9000 class engines.			50	50	Within yard limits and passing fueling stations.	50	50	40	25
4000 class engines.			45	45	When using cross-overs or turn-outs:				
MacArthur type engines with 63-inch drivers.			55	50	9000 class engines;				
MacArthur type engines with 57-inch drivers.			35	35	Forward movement			10	10
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Back-up movement			6	6
0-6-0 and 0-8-0 type yard engines.			20	20	All other classes of engines;				
Steam engines running backward.			20	20	Forward movement	15	15	15	15
Diesel-electric locomotives in road or helper service:					Back-up movement	10	10	10	10
Backing up shoving a train. (Speed of train being helped will govern).	40	40	40	40	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
Backing up pulling train				40	On wye tracks.	15	15	15	15
Backing up light.				40	Jordan spreaders and other machines of spreader type, when in operation.				15
Light engines.				45	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
Trains handling scale test cars.				30					

OLD MAIN LINE									
Between Gilmore and Lane.	50	50	50	35					

FIRST SUBDIVISION									
Waterloo, seed house spur.				5	Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25
Fremont, within city limits.				20					
Fremont, on F. S. Y. & L. Co. tracks.				15	Central City, 2200 class engines on east leg of wye.				5

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts— Summit 5.2 and 5.6	25	25	25	25	Between Mile Posts— Grand Island 143.1 and 142.9	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Duncan 87.5 and 87.0	80	70	70	50

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
ON WESTWARD TRACK Between Mile Posts— Sarpy—Cont. 15.9 and 16.2	80	70	70	50	ON EASTWARD TRACK Between Mile Posts— Waterloo 23.2 and 22.8	75	65	65	50
Lane 18.1 and 18.4	75	65	65	50	22.6 and 22.2	60	60	60	40
19.4 and 19.8	75	65	65	50	22.1 and 21.9	75	65	65	50
Elkhorn 21.9 and 22.1	75	65	65	50	Elkhorn 19.8 and 19.4	75	65	65	50
22.2 and 22.6	60	60	60	40	18.4 and 18.1	75	65	65	50
22.8 and 23.2	75	65	65	50	Lane 16.2 and 15.9	80	70	70	50
Columbus 87.0 and 87.5	80	70	70	50	14.7 and 14.2	80	70	70	50
Grand Island					Seymour 5.6 and 5.2	25	25	25	25
					Summit				

SECOND SUBDIVISION

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
					Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5
					North Platte, ice house No. 2 track				5
ON WESTWARD TRACK Between Mile Posts— Vroman 258.1 and 258.5	75	65	65	50	ON EASTWARD TRACK Between Mile Posts— North Platte 281.9 and 281.1	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	Brady Island 258.5 and 258.1	75	65	65	50
North Platte					Kearney 189.2 and 189.0	40	40	40	25
					Grand Island				

THIRD SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Brownson, on government tracks.				10	Hillsdale, 5000 class and heavier engines on industry track.				5
North Platte, ice house No. 2 track				5	ON EASTWARD TRACK Between Mile Posts— Cheyenne 509.1 and 508.7	40	40	40	25
ON WESTWARD TRACK Between Mile Posts— Korty 323.5 and 324.4	75	65	65	50	506.3 and 505.8	80	70	70	50
324.6 and 324.8	85	70	70	50	503.0 and 502.2	60	60	60	45
Roscoe 331.5 and 331.9	85	70	70	50	Archer 498.2 and 497.7	70	65	65	50
332.5 and 332.8	80	70	70	50	Durham 494.0 and 493.8	70	65	65	50
Ogallala 336.2 and 336.7	80	70	70	50	Hillsdale 486.5 and 486.2	70	65	65	50
Julesburg 369.3 and 370.1	80	70	70	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
Weir 371.0 and 371.6	80	70	70	50	Smeed 457.2 and 456.9	80	70	70	50
376.9 and 377.3	80	70	70	50	Potter 423.5 and 422.6	70	60	60	45
Lodge Pole					422.3 and 422.0	85	70	70	50
Sidney 409.6 and 410.1	85	70	70	50	Brownson 410.1 and 409.6	85	70	70	50
Brownson 422.0 and 422.3	85	70	70	50	Sidney				
422.6 and 423.5	70	60	60	45	Brule 336.7 and 336.2	80	70	70	50
Oliver 453.5 and 453.8	85	70	70	50	Ogallala 332.8 and 332.5	85	70	70	50
455.8 and 456.4	80	70	70	50	331.9 and 331.5	85	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	Roscoe 324.4 and 323.5	75	65	65	50
Smeed 462.8 and 462.9	80	70	70	50	Birdwood 289.2 and 289.0	85	80	80	50
Pine Bluffs 469.7 and 470.4	85	70	70	50	North Platte				
Egbert 481.0 and 481.3	85	70	70	50					
Burns 486.2 and 486.5	70	65	65	50					
487.1 and 487.7	85	70	70	50					
Hillsdale 493.8 and 494.0	70	65	65	50					
Durham 497.7 and 498.2	70	65	65	50					
499.2 and 500.0	85	70	70	50					
Archer 502.2 and 503.0	60	60	60	45					
505.8 and 506.3	80	70	70	50					
508.7 and 509.1	40	40	40	25					
Cheyenne									

BRANCHES

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Beatrice Branch Maximum speed.	50	50	50	45	Stromsburg Branch—Cont. Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.			5	5
5000 and 9000 class and MacArthur type engines.			35	35	Between M.P. 73.6 and Central City with 1900 class and heavier engines.			10	10
Between Mile Posts— Valley 0.1 and 0.3	15	15	15	15	Norfolk Branch Maximum speed, with motor trains.			45	
3.8 and 4.0	35	35	35	35	Maximum speed, steam trains: Between Columbus and Oconee.			40	35
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.			25	25	Between Oconee and M.P. 16.			35	25
Yutan 6.4 and 7.7	35	35	35	35	Between M.P. 16 and Norfolk.			35	30
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.			25	25	Columbus, over wye switches.			15	15
Wahoo, city track.				6	On curve at M.P. 1.75.			25	25
19.1 and 19.5	35	35	35	35	Albion Branch Maximum speed: Motor trains. Steam trains.			45	30
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.			25	25	Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.			35	30
Weston 30.2 and 30.5	35	35	35	35	Between M.P. 11 and Spalding.			35	25
30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.			25	25	Over Bridge 12.96.			25	25
31.6 and 31.9	35	35	35	35	Ord Branch Maximum speed: Between Grand Island and St. Libory. Carey, all air field trackage.			35	25
31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.			25	25	Between St. Libory and Ord.			35	30
Touhy 36.0 and 37.4	30	30	25	25	Loup City Branch.			35	30
Garratt 56.3 and 57.5	15	15	15	15	Pleasanton Branch.			30	30
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	35	35	25	Hastings Branch Maximum speed. With green fruit, manifest and stock trains.	60	60	60	45
Pickrell 96.5 and 97.3	15	15	15	15	Over Bridge 21.35.	30	30	30	30
Beatrice, Allers Grain Company spur.				5	Gibbon, west of east wye switch.	15	15	15	15
Beatrice, 1900 class and heavier engines on Kilpatrick track.				5	Kearney Branch Between Kearney and M.P. 28: Steam trains. Motor trains.			40	30
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.			35	25	Between M.P. 28 and M.P. 57.25: Steam trains. Motor trains.			25	25
Between Brainard and Hordville.			40	30	Between M.P. 57.25 and Callaway: Steam trains. Motor trains.			40	30
Between Hordville and Central City.			35	25	Between Callaway and Stapleton: Steam trains. Motor trains.			45	35
2800 class engines.			30	30				45	45

BRANCHES

North Platte Branch Maximum speed.	50	50	50	45	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
MacArthur type engines with 63-inch drivers			45	45	On curves between M.P. 25.42 and M.P. 31.25	30	30	30	30
5000, 7000 and 9000 class engines	35	35	35	35	Through tunnel between Albin and Tremain.	20	20	20	20
Over Bridge 18.30.	35	35	35	35	Lyman Branch.			20	20
North Platte Cut-Off Maximum speed.	50	45	45	45	Gering Branch.			20	20
					Sears Branch.			20	20

SYMBOLS AND ABBREVIATIONS (Rules 6 and (6A))

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.
 6(A). The following letters placed in column with station name in time-table indicate:
 D —day operator
 N —night operator
 DN—day and night operator
 R —train register
 YL—yard limits

The following letters placed in columns provided in time-table indicate:
 C—coal
 I —interlocking
 O—oil
 P —dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
 Y —wye
 Z —track scales
 AI —automatic interlocking signals
 CS —center siding
 ES —eastward siding
 WS —westward siding
 RCS—remote control switch

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
D. L. Gamette	Medical Director	Salt Lake City		H. H. Walker	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
Lynn T. Hall	Dist. Md. Direct.	Omaha, Nebr.		H. E. Moore	Surgeon	Suth'land, Nebr.	North Platte to Ogallala.
M. A. Tinley	Surgeon	Co. Bluffs, Ia	Council Bluffs to Omaha.	H. A. Vandiver	Surgeon	Ogallala, Nebr.	Sutherland to Julesburg.
M. J. Carey	Surgeon	Co. Bluffs, Ia	Council Bluffs.	W. A. Day	Surgeon	Julesburg, Colo.	Ogallala to Lodge Pole and Julesburg to Sterling.
R. E. Tinley	Surgeon	Co. Bluffs, Ia	Council Bluffs	A. C. Colman	Surgeon	Chappell, Nebr.	Julesburg to Sidney.
J. D. Bisgard	Surgeon	Omaha, Nebr.	Omaha.	R. E. Roche	Surgeon	Sidney, Nebr.	Lodge Pole to Kimball.
E. A. Connolly	Surgeon	Omaha, Nebr.	Omaha.	C. B. Dorwart	Surgeon	Sidney, Nebr.	Lodge Pole to Kimball.
C. F. Bantin	Surgeon	Omaha, Nebr.	Omaha.	C. J. Manganaro	Surgeon	Kimball, Nebr.	Sidney to Cheyenne.
R. T. Mauer	Hospital Surgeon	Omaha, Nebr.	Omaha.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.	Kimball to Cheyenne.
A. McDermott	Surgeon	Omaha, Nebr.	Omaha.	W. H. Pennoyer	Act. Div. Surg.	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr.
O. C. Nickum	Shop Surgeon	Omaha, Nebr.	Omaha.	W. A. Bunten	Surgeon	Cheyenne, Wyo.	Cheyenne.
R. A. Moser	Shop Surgeon	Omaha, Nebr.	Omaha.	Shingle & Koford	Surgeon	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr.
M. W. Barry	Surgeon	Omaha, Nebr.	Omaha.	R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne.
F. C. Nelson	Surgeon	Omaha, Nebr.	Benson.	E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.
J. J. O'Hearn	Surgeon	Omaha, Nebr.	Omaha to Papillion.	R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.
S. McCleneghan	Surgeon	Omaha, Nebr.	Florence.	C. W. Way	Surgeon	Wahoo, Nebr.	Yutan to Weston.
J. G. Bartek	Surgeon	Omaha, Nebr.	Omaha.	J. S. Welch	Surgeon	Lincoln, Nebr.	Valparaiso to Cortland.
C. Rubendall	Oculist & Aurist.	Omaha, Nebr.	Omaha.	F.T.Schowengerdt	Surgeon	Cortland, Nebr.	Beatrice to Lincoln.
J. C. Davis	Oculist & Aurist.	Omaha, Nebr.	Omaha.	W. T. Wildhaber	Surgeon	Beatrice, Nebr.	Cortland to Barneston.
J. F. Finegan	Oculist	Omaha, Nebr.	Omaha.	L. J. Ekeler	Surgeon	David City, Nebr.	Valparaiso to Polk.
G. A. Harris	Surgeon	Valley, Nebr.	Waterloo to Fremont and Valley to Yutan.	A. A. Bald	Surgeon	Pl. Center, Nebr.	Oconee to Humphrey.
C. G. Moore	Surgeon	Fremont, Nebr.	Valley to North Bend.	G. B. Salter	Surgeon	Norfolk, Nebr.	Oconee to Norfolk.
F. G. Kolouch	Surgeon	Schuyler, Nebr.	North Bend to Columbus.	Homer Davis	Surgeon	Genoa, Nebr.	Norfolk to St. Edward and Genoa to Fullerton.
W. R. Neumarker	Surgeon	Columbus, Nebr.	(Schuyler to Silver Creek and Columbus to Oconee.	J. W. B. Smith	Surgeon	Albion, Nebr.	Genoa to Albion.
R. C. Anderson	Surgeon	Columbus, Nebr.	Columbus to Oconee.	H. E. King	Surgeon	Fullerton, Nebr.	Genoa to Belgrade.
R. R. Douglas	Surgeon	Clarks, Nebr.	Silver Creek to Central City.	M. O. Arnold	Surgeon	St. Paul, Nebr.	St. Libory to Scotia and St. Paul to Dannebrog.
A. D. Brown	Surgeon	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.	C. J. Miller	Surgeon	Ord, Nebr.	St. Paul to Ord.
R. D. Martin	Oculist	Gr. Island, Nebr.	Grand Island.	C. G. Amick	Surgeon	Loup City, Nebr.	Dannebrog to Loup City.
E. G. Johnson	Surgeon	Gr. Island, Nebr.	(Chapman to Wood River and Gr. Island to St. Paul.	J. B. Kile	Surgeon	Eddyville, Nebr.	Kearney to Stapleton.
C. H. Maggiore	Surgeon	Gr. Island, Nebr.	Shelton to Elm Creek and Kearney to Amherst.	J. E. Dunn	Surgeon	Arnold, Nebr.	Callaway to Stapleton.
Bancroft & Staley	Surgeon	Kearney, Nebr.		E. F. Carr	Surgeon	Stapleton, Nebr.	Arnold to Stapleton.
V. D. Norall	Surgeon	Lexington, Nebr.	Overton to Cozad.	O. A. Kostal	Surgeon	Hastings, Nebr.	Gibbon to Hastings.
L. H. Fochtman	Surgeon	Cozad, Nebr.	Lexington to Gothenburg.	W. G. Seng	Surgeon	Oshkosh, Nebr.	Oshkosh to Northport.
Bert W. Pyle	Surgeon	Goth'burg, Nebr.	Cozad to Brady Island.	H. A. Blackstone	Surgeon	Bridgeport, Nebr.	So. Bayard to Broadwater.
A. L. Schneider	Surgeon	Brady Is. Nebr.	Gothenburg to No. Platte.	W. C. Harvey	Surgeon	Gering, Nebr.	Northport to Gering.
T. J. Kerr	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.	C. R. Watson	Surgeon	So. Mit'ell, Nebr.	Gering to Lyman.
O. K. Kreymborg	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.	Leo Keenan	Surgeon	Torrington, Wyo.	Lyman to South Torrington.
A. E. Reeves	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.				
G. F. Waltmath	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.				