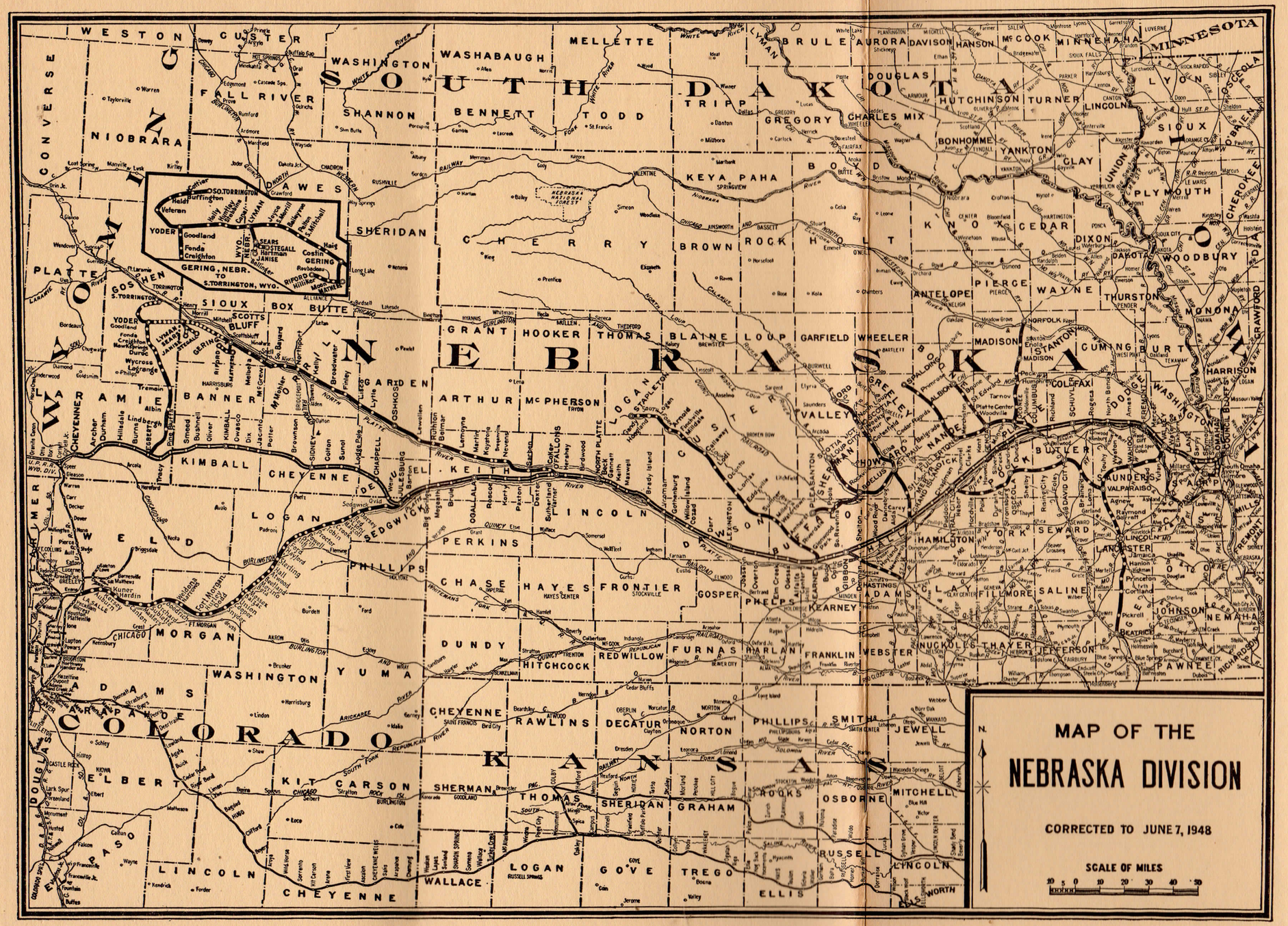

UNION PACIFIC RAILROAD COMPANY

Eastern District

SAFETY FIRST — UNION PACIFIC

NEBRASKA DIVISION

TIME-TABLE No. 5

Effective Saturday,

June 11, 1949

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

Be Careful Today

FOR EMPLOYES ONLY

CONDENSED TIME-TABLE

WESTWARD — **FIRST CLASS**

Time-Table No. 5 June 11, 1949	3	85	1	15	17	37	5	23	27	11	9	101	103	105	111	Distance from Council Bluffs	
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger		
STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
CO. BLUFFS							9.20									0.0	CO. BLUFFS
OMAHA	11.00	10.00	9.25	8.00			9.55	8.30	5.45			3.25	3.10	2.50	12.40	2.8	OMAHA
GRAND ISLAND	1.55	12.30	12.05	11.10			12.45	11.25	8.25			5.25	5.10	4.50	2.45	146.9	GRAND ISLAND
NORTH PLATTE (C.T. / M.T.)	4.25 3.50	2.45 2.00	2.20 1.30	1.50 1.00			3.05 2.15	2.00 1.10	10.40 9.50			7.10 6.11	6.55 5.56	6.37 5.40	4.37 3.40	284.1	NORTH PLATTE
JULESBURG		3.25		2.45											4.50	365.3	JULESBURG
SIDNEY	6.50		3.50				4.35	3.50	12.10			7.55	7.40	7.25		407.5	SIDNEY
KANSAS CITY						11.30					9.20					.....	KANSAS CITY
DENVER (Ar / Lv)		7.30		7.55	5.35	3.30 5.30					7.25 7.45				8.00	562.5	DENVER
CHEYENNE	9.55 10.25		6.00 6.10				6.35 6.50	6.15 6.25	2.20 2.30		10.00	9.40 9.50	9.25 9.35	9.10 9.20		509.5	CHEYENNE
BORIE					7.50	7.40										519.0	BORIE
LARAMIE	11.59		7.40		9.25	9.10	8.30	8.00	4.00			11.10	10.55	10.40		566.0	LARAMIE
RAWLINS	2.20		9.55		11.55	11.45	11.10	10.50	6.15			1.00	12.45	12.25		682.8	RAWLINS
GREEN RIVER	5.00 5.25		12.40 12.50		2.45 3.25	2.35 2.45	2.05 2.25	1.50 2.10	9.00 9.10	5.40		3.10 3.20	2.55 3.05	2.40 2.50		817.0	GREEN RIVER
GRANGER					4.05					6.15				3.20		847.2	GRANGER
OGDEN	9.15		4.40			6.35	6.20	6.15	1.03			6.35	6.20			992.6	OGDEN
																(992.6)	
Thru Time From Omaha	(23.15)	(10.30)	(20.15)	(12.55)	(10.30)	(32.05)	(21.25)	(22.45)	(20.18)	(0.35)	(13.40)	(16.10)	(16.10)	(13.30)	(8.20)		
Average speed per hour	42.6	53.3	48.9	43.3	41.0	37.9	46.2	43.5	48.8	51.8	54.6	61.2	61.2	62.5	67.2		

H. E. SHUMWAY
General Manager

A. D. HANSON
Genl. Supt. Transportation

V. W. SMITH
General Superintendent

J. E. MULICK, Superintendent ..... Omaha, Nebr.
T. F. SHANAHAN, Asst. Superintendent ..... Omaha, Nebr.
F. P. FLESHER, Asst. Superintendent ..... Gering, Nebr.
E. RUF, Terminal Superintendent ..... Omaha, Nebr.
A. A. HAUSSENER, Terminal Superintendent ..... Co. Bluffs, Iowa
J. E. GUYNAN, Terminal Superintendent ..... North Platte, Nebr.
C. B. HURD, Trainmaster ..... Grand Island, Nebr.
W. E. HENKE, Trainmaster ..... North Platte, Nebr.
E. F. DEARDEN, Trainmaster ..... North Platte, Nebr.
O. J. ROBINSON, Master Mechanic ..... Co. Bluffs, Iowa
E. P. LEE, 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.
H. L. FERGUSON, Road Foreman of Engines ..... Cheyenne, Wyo.
W F. HART, Division Engineer ..... Omaha, Nebr.
L. T. FERGUSON, General Roadmaster ..... Omaha, Nebr.

FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES

C. A. LAUGHLIN, Chief Train Dispatcher ..... Omaha, Nebr.
E. P. MERTEN, Asst. Chief Train Dispatcher ..... Omaha, Nebr.
L. F. DEWHIRST, Asst. Chief Train Dispatcher ..... Omaha, Nebr.

FIRST SUBDIVISION, GRAND ISLAND TO NORTH PLATTE, 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.

SECOND SUBDIVISION,

W. D. DEAKINS, Chief Train Dispatcher ..... North Platte, Nebr.
E. M. PROUTY, Asst. Chief Train Dispatcher ..... North Platte, Nebr.
A. R. SUTHERLAND, Asst. Chief Train Dispatcher ..... North Platte, Nebr.

THIRD SUBDIVISION

C. A. VICK ROY, Chief Train Dispatcher ..... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher ..... Denver, Colo.
K. G. PRICE, Asst. Chief Train Dispatcher ..... Denver, Colo.

NORTH PLATTE BRANCH AND CUT-OFF

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

MILEAGE

Main Line 659.60
Branches 858.33
Total 1517.93

CONDENSED TIME-TABLE

EASTWARD — **FIRST CLASS**

Time-Table No. 5 June 11, 1949	Mile Post	12	112	28	10	4	2	104	102	106	38	18	6	24	86	16			
		Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger			
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
CO. BLUFFS	0.0												6.30						
OMAHA	2.8		1.35	3.10		6.30	3.50	2.40	2.50	3.05			5.40	7.50	4.35	7.20			
GRAND ISLAND	146.9		11.35	12.20		3.20	1.15	12.31	12.40	12.50			3.00	4.45	1.45	4.10			
NORTH PLATTE (C.T. / M.T.)	284.1		9.50 8.47	10.05 8.55		12.20 11.05	11.00 9.30	10.40 9.37	10.48 9.45	10.58 9.55			12.25 11.15	1.40 12.30	11.25 10.10	1.10 11.59			
JULESBURG	365.3		7.42												8.50	10.20			
SIDNEY	407.5			7.05		8.35	7.45	7.55	8.00	8.10			9.10	10.20					
KANSAS CITY	.....				7.45						11.30								
DENVER (Lv / Ar)	562.5		5.00		8.00 7.45						8.50 7.45	8.10			5.15	5.40			
CHEYENNE	509.5			5.20 5.05	5.40	5.45 5.15	6.00 5.45	6.30 6.20	6.40 6.30	6.50 6.40			7.15 6.50	8.30 8.15					
BORIE	519.0										5.20	5.45							
LARAMIE	566.0			3.45		3.55	4.25	5.10	5.20	5.30	4.10	4.35	5.20	6.45					
RAWLINS	682.8			1.25		1.35	2.10	3.15	3.25	3.40	1.55	2.10	2.50	3.40					
GREEN RIVER	817.0	10.10		10.40 10.30		10.55 10.35	11.30 11.20	1.00 12.50	1.10 1.05	1.25 1.15	11.15 11.05	11.30 11.15	11.55 11.35	12.40 12.15					
GRANGER	847.2	9.30								12.42		10.38							
OGDEN	992.6			6.45		6.50	7.30	9.40	9.55		7.15		7.35	7.45					
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Thru Time To Omaha		(0.40)	(7.35)	(19.25)	(13.05)	(22.40)	(19.20)	(16.00)	(15.55)	(13.23)	(27.15)	(9.32)	(21.05)	(23.05)	(10.20)	(12.40)			
Average speed per hour		45.3	73.8	51.0	57.0	43.7	51.2	61.9	62.2	63.1	44.6	45.2	46.9	42.9	54.2	44.2			

ON THE FIRST AND SECOND 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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Fremont Columbus Kearney	East of Council Bluffs arriving on this train	Salt Lake City or beyond.
3	Valley		North Platte and beyond.
15	Any Station 2nd Subdivision		Colorado points where scheduled to stop.
23	Any Station 2nd Subdivision	Omaha or beyond. (Sleeping car passengers)	
23	Any Station		North of Granger; or Ogden or beyond.
27	Fremont Columbus Kearney	East of Council Bluffs arriving Omaha on this train	West of Ogden.
27	Ogallala	Points east of Council Bluffs.	
85	Fremont Columbus Kearney	East of Council Bluffs arriving on this train	Denver or beyond.
101	Fremont Columbus Kearney		Oakland or beyond.
103	Fremont Columbus Kearney		Los Angeles or beyond.
105	Fremont Columbus Kearney		Portland or beyond.

EASTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
2	Kearney Columbus Fremont	Salt Lake City or South	C. & N. W. points east of Council Bluffs.
16	Any Station	Colorado Points.	
24	Any Station	Cheyenne or beyond.	
24	Any Station 2nd Subdivision		Omaha or beyond.
28	Kearney Columbus Fremont	Pocatello or west of Ogden.	C. & N. W. points east of Council Bluffs.
28	Ogallala		Points east of Council Bluffs where scheduled to stop.
86	Kearney Columbus Fremont	Denver or beyond	Points east of Council Bluffs.
102	Kearney Columbus Fremont	Oakland or beyond.	
104	Kearney Columbus Fremont	Los Angeles or beyond.	
106	Kearney Columbus Fremont	Portland or beyond.	
112	Fremont	Denver	Chicago.

WESTWARD — FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	71 Time Freight Daily	547 Motor Passenger Daily	73 Time Freight Daily	75 Local Freight Tuesday Thurs., Sat.	237 Local Freight Mon. Wed. Fri.	239 Local Freight Daily Ex. Sunday	233 Local Freight Monday Wed., Fri.	Distance from Council Bluffs	Time-Table No. 5 June 11, 1949 STATIONS	3 Passenger Daily
	SECOND CLASS									FIRST CLASS
CXWITYOPZ	8.00PM		12.01PM				5.30AM	0.0	R COUNCIL BLUFFS YL	
									2.8	
XWITOPZ	8.15		12.15				5.40	2.8	DN-R OMAHA YL YD	11.00PM
									2.4	
XIP	8.30		12.45				A 5.59AM	5.2	DN SUMMIT YL SU	11.07
									8.4	
ES77 XP	8.40		12.55				Via Old Main Line	13.6	SARPY	11.16
									3.5	
XP	8.50		1.00				7.06AM	17.1	LANE	11.20
									4.6	
CS84 XP							s 7.20	21.7	D ELKHORN KH	11.24
									2.8	
CS84 P							s 7.40	24.5	D WATERLOO WO	11.27
									3.5	
WS144XYPWC ES165 ES90	A 9.15PM		A 1.15PM				s 8.40	28.0	DN VALLEY YL V	11.32
									6.3	
CS81 P							f 8.50	34.3	MERCER	11.38
									3.9	
I								38.2	F. S. Y. & L. CROSSING	
									1.1	
WS99 X ES172 WPZ							s 9.15 23	39.3	DN FREMONT YL FN	s11.47
									0.7	
I								40.0	C. B. & Q. CROSSING	
									4.8	
IP								44.8	C. & N. W. CROSSING	
									1.5	
CS82 P							f 9.25	46.3	AMES	11.55PM
									8.1	
CS119 XP							s 9.50	54.4	D NORTH BEND NB	12.02AM
									7.0	
CS82 P							s10.28	61.4	D ROGERS DJ	12.08
									7.3	
WS110 X ES123 WP							s11.10 5	68.7	DN SCHUYLER SO	f12.16
									8.2	
CS118 P							f11.40AM	76.9	D RICHLAND BZ	12.23
									6.9	
I								83.8	C. B. & Q. CROSSING	
									0.7	
WS143 XWTC ES125 YPZ							s12.30PM	84.5	DN COLUMBUS YL O	s12.38
									7.7	
CS119 P							s12.50	92.2	D DUNCAN DQ	12.47
									4.3	
CS82 P							f12.56	96.5	GARDINER	12.51
									5.8	
CS119 XWP							s 1.20	102.3	DN SILVER CREEK SI	12.57
									5.6	
CS82 P							f 1.30	107.9	HAVENS	1.03
									5.7	
CS82 XP							s 2.00	113.6	D CLARKS CX	1.07
									10.7	
I								124.3	C. B. & Q. CROSSING	
									0.6	
WS113 X ES119 WYP		5.45PM		9.50AM			A 2.30PM	124.9	DN CENTRAL CITY YL CI	f 1.20
									10.2	
CS119 P		f 6.00		s10.15				135.1	D CHAPMAN CP	1.30
									11.4	
I								146.5	C. B. & Q. CROSSING	
									0.4	
XWCZTYOP		A 6.25PM		A10.45AM	7.30AM			146.9	DN-R GRAND ISLAND GE YL	1.45 1.55
									7.6	
CS82 XYP					s 8.05			154.5	D ALDA DA	2.03
									7.8	
WS117 XW ES48 P					s 8.39 27			162.3	D WOOD RIVER WR	2.09
									7.6	
CS82 XP					s 9.05			169.9	D SHELTON ST	2.15
									6.1	
WS112 XWI ES70 YP					s 9.40			176.0	DN GIBBON GB	2.21
									4.2	
CS82 P					f 9.55			180.2	OPTIO	2.25
									8.9	
WS122 XWC ES115 YZP					A10.35AM	6.10AM		189.1	DN KEARNEY YL KR	s 2.40
									9.2	
CS83 P						s 6.30		198.3	D ODESSA DZ	2.48
									6.3	
CS11[illegible] WP						s 6.50		204.6	D ELM CREEK QR	2.53
									8.7	
CS83 P						s 7.05		213.3	D OVERTON OV	3.00
									11.1	
WS120 XWY ES119 ZP						s 8.15		224.4	DN LEXINGTON UM	s 3.15
									8.1	
CS83 P						s 8.30		232.5	DARR	3.23
									5.7	
CS83 XWP						s 8.59		238.2	D COZAD CO	s 3.31
									10.6	
WS125 XWC ES130 YP						s10.00 27		248.8	DN GOTHENBURG BU	s 3.46
									5.7	
CS83 P						10.13		254.5	VROMAN	3.53
									7.0	
CS83 WP						s10.35		261.5	D BRADY ISLAND BI	4.00
									9.1	
CS119 P						s11.05		270.6	D MAXWELL MX	4.07
									7.9	
CS83 P						f11.25		278.5	GANNETT	4.15
									5.6	
XWCZTYOP						A11.59AM		284.1	DN-R NORTH PLATTE YL NO	A 4.25AM
									(284.1)	
	(1.15) 22.4	(0.40) 33.0	(1.14) 22.8	(0.55) 24.0	(3.05) 13.7	(5.49) 16.2	(9.00) 13.9		.....Thru Time..... .....Average speed per hour.....	(5.25) 51.9

Double or three or more tracks

Double Track

BLOCK SIGNALS

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.

Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers,—See Page 3.

For stations not shown on schedule pages—See page 25.

WESTWARD — FIRST SUBDIVISION

85 Passenger Daily	1 Passenger Daily	15 Passenger Daily	5 Mail and Express Daily	23 Passenger Daily	27 Passenger Daily	101 Streamliner Passenger Daily	103 Streamliner Passenger Daily	105 Streamliner Passenger Daily	111 Streamliner Passenger Daily	Distance from Council Bluffs	Time-Table No. 5 June 11, 1949 STATIONS
FIRST CLASS											
			9.20AM							0.0	R COUNCIL BLUFFS YL
											2.8
10.00PM	9.25PM	8.00PM	9.55	8.30AM	5.45AM	3.25AM	3.10AM	2.50AM	12.40AM	2.8	DN-R OMAHA YL YD
											2.4
10.06	9.32	8.06	10.02	8.38	5.52	3.30	3.15	2.55	12.45	5.2	DN SUMMIT YL SU
											8.4
10.14	9.41	8.14	10.09	8.46	6.01	3.37	3.22	3.02	12.52	13.6	SARPY
											3.5
10.18	9.45	8.18	10.14	8.50	6.05	3.40	3.25	3.05	12.55	17.1	LANE
											4.6
10.22	9.49	8.22	10.19	8.55	6.09	3.44	3.29	3.09	12.59	21.7	D ELKHORN KH
											2.8
10.26	9.52	f 8.26	10.22	8.58	6.12	3.47	3.32	3.12	1.02	24.5	D WATERLOO WO
											3.5
10.29	9.57	s 8.32	10.26	9.01	6.17	3.50	3.35	3.15	1.05	28.0	DN VALLEY YL V
											6.3
10.35	10.03	8.38	10.31	9.07	6.23	3.54	3.39	3.19	1.10	34.3	MERCER
											3.9
										38.2	F. S. Y. & L. CROSSING
											1.1
10.41	10.09	s 8.55	s10.43	s 9.15233	6.29	3.58	3.43	3.23	1.14	39.3	DN FREMONT YL FN
											0.7
										40.0	C. B. & Q. CROSSING
											4.8
										44.8	C. & N. W. CROSSING
											1.5
10.49	10.17	9.02	10.51	9.24	6.37	4.03	3.48	3.28	1.20	46.3	AMES
											8.1
10.56	10.24	f 9.11	10.58	9.32	6.44	4.09	3.54	3.34	1.26	54.4	D NORTH BEND NB
											7.0
11.02	10.30	9.18	11.04	9.39	6.50	4.14	3.59	3.39	1.31	61.4	D ROGERS DJ
											7.3
11.08	10.36	f 9.25	11.10233	f 9.46	6.56	4.19	4.04	3.44	1.36	68.7	DN SCHUYLER SO
											8.2
11.15	10.43	9.33	11.18	9.54	7.03	4.25	4.10	3.50	1.43	76.9	D RICHLAND BZ
											6.9
										83.8	C. B. & Q. CROSSING
											0.7
11.23	10.51	s 9.50	s11.32	s10.03	7.11	4.31	4.16	3.56	s 1.51	84.5	DN COLUMBUS YL O
											7.7
11.32	10.59	f10.01	11.43	10.12	7.19	4.37	4.22	4.02	1.58	92.2	D DUNCAN DQ
											4.3
11.36	11.03	10.05	11.47	10.16	7.23	4.40	4.25	4.05	2.01	96.5	GARDINER
											5.8
11.41	11.09	f10.12	11.52	10.22	7.29	4.44	4.29	4.09	2.05	102.3	DN SILVER CREEK SI
											5.6
11.46	11.14	10.17	11.57AM	10.27	7.34	4.48	4.33	4.13	2.09	107.9	HAVENS
											5.7
11.51PM	11.19	f10.23	12.02PM	10.32	7.39	4.52	4.37	4.17	2.13	113.6	D CLARKS CX
											10.7
										124.3	C. B. & Q. CROSSING
											0.6
12.01AM	11.29	s10.35	12.12	f10.45	7.50	5.02	4.47	4.27	2.23	124.9	DN CENTRAL CITY YL CI
											10.2
12.11	11.39	10.46	12.22	10.56	8.00	5.12	4.57	4.35	2.32	135.1	D CHAPMAN CP
											11.4
										146.5	C. B. & Q. CROSSING
											0.4
12.23 12.30	11.55PM 12.05AM	11.00 11.10	12.35 12.45	11.15 11.25	8.15 8.25	5.24 5.25	5.09 5.10	4.49 4.50	2.44 2.45	146.9	DN-R GRAND ISLAND GE YL
											7.6
12.37	12.12	f11.18	12.52	11.33	8.32	5.32	5.17	4.57	2.53	154.5	D ALDA DA
											7.8
12.44	12.19	f11.25	12.59	11.40	8.39237	5.38	5.23	5.03	2.59	162.3	D WOOD RIVER WR
											7.6
12.50	12.25	f11.31	1.05	11.48	8.45	5.44	5.29	5.09	3.05	169.9	D SHELTON ST
											6.1
12.56	12.31	f11.37	1.10	11.54	8.51	5.48	5.33	5.13	3.09	176.0	DN GIBBON GB
											4.2
1.00	12.35	11.41PM	1.14	11.58AM	8.55	5.51	5.36	5.16	3.12	180.2	OPTIO
											8.9
1.09	12.44	s12.01AM	s 1.30	s12.11PM	9.04	5.59	5.44	5.24	s 3.21	189.1	DN KEARNEY YL KR
											9.2
1.19	12.54	f12.11	1.39	12.21	9.14	6.06	5.51	5.32	3.29	198.3	D ODESSA DZ
											6.3
1.25	1.00	f12.16	1.44	12.27	9.20	6.11	5.56	5.37	3.34	204.6	D ELM CREEK QR
											8.7
1.33	1.08	f12.24	1.52	12.36	9.28	6.17	6.02	5.43	3.40	213.3	D OVERTON OV
											11.1
1.43	1.18	s12.38	2.02	s12.48	9 38	6.25	6.10	5.51	3.48	224.4	DN LEXINGTON UM
											8.1
1.50	1.25	12.46	2.10	12.57	9.45	6.31	6.16	5.57	3.54	232.5	DARR
											5.7
1.55	1.30	s12.56	2.15	f 1.04	9.50	6.35	6.20	6.01	3.58	238.2	D COZAD CO
											10.6
2.05	1.40	s 1.11	2.25	f 1.17	10.00239	6.43	6.28	6.09	4.06	248.8	DN GOTHENBURG BU
											5.7
2.11	1.46	1.17	2.31	1.24	10.06	6.47	6.32	6.13	4.10	254.5	VROMAN
											7.0
2.18	1.53	f 1.23	2.38	1.31	10.13	6.52	6.37	6.19	4.16	261.5	D BRADY ISLAND BI
											9.1
2.27	2.02	f 1.32	2.47	1.41	10.22	6.59	6.44	6.26	4.24	270.6	D MAXWELL MX
											7.9
2.34	2.09	1.40	2.54	1.49	10.29	7.04	6.49	6.31	4.29	278.5	GANNETT
											5.6
A 2.45AM	A 2.20AM	A 1.50AM	A 3.05PM	A 2.00PM	A10.40AM	A 7.10AM	A 6.55AM	A 6.37AM	A 4.37AM	284.1	DN-R NORTH PLATTE YL NO
											(284.1)
(4.45) 59.2	(4.55) 57.2	(5.50) 48.2	(5.10) 54.4	(5.30) 51.1	(4.55) 57.2	(3.45) 75.0	(3.45) 75.0	(3.47) 74.4	(3.57) 71.2		.....Thru Time from Omaha ..... Average speed per hour

Double or three or more tracks

Double Track

BLOCK SIGNALS

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.

Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION — EASTWARD

Time-Table No. 5
June 11, 1949

STATIONS	Mile Post	FIRST CLASS 4 Passenger	16 Passenger	6 Mail and Express	24 Passenger	112 Streamliner Passenger	28 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	2 Passenger
R **COUNCIL BLUFFS YL** (Double or three or more tracks)	0.0			A 6.30PM							
2.8				6.15							
DN-R **OMAHA YL** YD	2.8	A 6.30AM	A 7.20AM	5.40	A 7.50PM	A 1.35AM	A 3.10AM	A 2.40AM	A 2.50AM	A 3.05AM	A 3.50AM
2.4											
DN **SUMMIT YL** SU	5.2	6.14	7.06	5.25	7.35	1.28	2.55	2.33	2.42	2.52	3.36
8.4											
SARPY	13.6	6.03	6.56	5.17	7.25	1.20	2.47	2.25	2.34	2.44	3.28
3.5											
LANE	17.1	5.59	6.51	5.13	7.20	1.17	2.43	2.22	2.30	2.40	3.24
4.6											
D ELKHORN KH	21.7	5.54	f 6.46	5.08	7.14	1.13	2.39	2.17	2.25	2.35	3.20
2.8											
D WATERLOO WO	24.5	5.51	f 6.42	5.05	7.10	1.09	2.36	2.13	2.21	2.31	3.17
3.5											
DN **VALLEY YL** V	28.0	5.47	s 6.37	5.01	7.05	1.06	2.33	2.10	2.18	2.28	3.14
6.3											
MERCER	34.3	5.40	6.28	4.55	6.56	1.01	2.28	2.05	2.12	2.22	3.08
3.9											
F. S. Y. & L. CROSSING	38.2										
1.1											
DN FREMONT **YL** FN	39.3	s 5.32	s 6.22	s 4.49	s 6.49	12.57	2.23	2.00	2.07	2.17	3.03
0.7											
C. B. & Q. CROSSING	40.0										
4.8											
C. & N. W. CROSSING	44.8										
1.5											
AMES	46.3	5.20	f 6.11	4.34	6.34	12.51	2.14	1.52	1.59	2.08	2.54
8.1											
D NORTH BEND NB	54.4	5.11	f 6.03	4.27	6.25	12.45	2.07	1.46	1.53	2.02	2.46
7.0											
D ROGERS DJ	61.4	5.04	f 5.54	4.21	6.18	12.40	2.01	1.41	1.48	1.57	2.39
7.3											
DN SCHUYLER SC	68.7	f 4.57	s 5.46	4.15	s 6.11	12.35	1.51 102-106 / 1.35 104	1.35 28	1.42 28	1.51 28	2.32
8.2											
D RICHLAND BZ	76.9	4.47	f 5.36	4.07	6.01	12.29	1.24	1.29	1.36	1.45	2.24
6.9											
C. B. & Q. CROSSING	83.8										
0.7											
DN **COLUMBUS YL** C	84.5	s 4.37	s 5.28	s 4.00	s 5.52	s 12.23	1.17	1.22	1.29	1.38	2.15
7.7											
D DUNCAN DQ	92.2	4.23	f 5.08	3.49	5.40	12.14	1.09	1.15	1.22	1.31	2.06
4.3											
GARDINER	96.5	4.18	5.03	3.45	5.36	12.11	1.05	1.12	1.19	1.28	2.02
5.8											
DN SILVER CREEK SI	102.3	4.13	f 4.58	3.40	5.31	12.07	1.00	1.08	1.15	1.24	1.57
5.6											
HAVENS	107.9	4.07	4.51	3.35	5.26	12.03AM	12.55	1.04	1.11	1.20	1.52
5.7											
D CLARKS CX	113.6	4.01	f 4.46	3.30	5.22	11.59PM	12.50	1.00	1.07	1.16	1.47
10.7											
C. B. & Q. CROSSING	124.3										
0.6											
DN **CENTRAL CITY YL** OI	124.9	f 3.47	s 4.35	3.20	f 5.11	11.51	12.40	12.50	12.58	1.08	1.37
10.2											
D CHAPMAN OP	135.1	3.35	4.22	3.11	5.00	11.46	12.31	12.42	12.51	1.01	1.27
11.4											
C. B. & Q. CROSSING	146.5										
0.4											
DN-R **GRAND ISLAND** GE **YL**	146.9	3.20 / 3.10	4.10 / 4.00	3.00 / 2.50	4.45 / 4.35	11.35 / 11.34	12.20 / 12.10AM	12.31 / 12.30	12.40 / 12.39	12.50 / 12.49	1.15 / 1.05
7.6											
D ALDA DA	154.5	2.57	3.45	2.36	4.21	11.24	11.57PM	12.20	12.29	12.39	12.52
7.8											
D WOOD RIVER WR	162.3	2.50	f 3.35	2.29	4.11	11.19	11.51	12.14	12.23	12.34	12.46
7.6											
D SHELTON ST	169.9	2.43	f 3.27	2.21	4.03	11.13	11.44	12.08	12.17	12.28	12.39
6.1											
DN **GIBBON** GB	176.0	2.38	f 3.20	2.15	3.56	11.09	11.39	12.04	12.12	12.23	12.34
4.2											
OPTIC	180.2	2.34	3.15	2.11	3.51	11.06	11.35	12.01AM	12.09	12.20	12.30
8.9											
DN **KEARNEY YL** KR	189.1	s 2.20	s 3.05	s 2.01	s 3.40	s 10.59	11.27	11.53PM	12.01AM	12.13	12.22
9.2											
D ODESSA DZ	198.3	2.05	2.51	1.47	3.24	10.52	11.18	11.45	11.53PM	12.05	12.13
6.3											
D ELM CREEK QR	204.6	1.59	f 2.45	1.41	3.18	10.48	11.13	11.41	11.49	12.01AM	12.08
8.7											
D OVERTON OV	213.3	1.50	f 2.35	1.33	3.09	10.42	11.06	11.35	11.43	11.54PM	12.01AM
11.1											
DN LEXINGTON UM	224.4	f 1.37	s 2.23	1.23	f 2.57	10.34	10.57	11.27	11.35	11.46	11.52PM
8.1											
DARR	232.5	1.25	2.11	1.16	2.45	10.28	10.51	11.21	11.29	11.40	11.44
5.7											
D COZAD CO	238.2	f 1.19	s 2.05	1.11	f 2.39	10.24	10.45	11.17	11.25	11.36	11.40
10.6											
DN GOTHENBURG BU	248.8	f 1.03	s 1.50	1.01	f 2.22	10.17	10.36	11.09	11.17	11.28	11.31
5.7											
VROMAN	254.5	12.54	1.42	12.55	2.13	10.13	10.31	11.04	11.12	11.22	11.26
7.0											
D BRADY ISLAND BI	261.5	12.47	f 1.35	12.48	2.06	10.08	10.25	10.59	11.07	11.17	11.20
9.1											
D MAXWELL MX	270.6	12.38	f 1.26	12.40	1.57	10.01	10.18	10.52	11.00	11.10	11.13
7.9											
GANNETT	278.5	12.30	1.18	12.33	1.49	9.55	10.12	10.46	10.54	11.04	11.07
5.6											
DN-R **NORTH PLATTE YL** NO	284.1	12.20AM	1.10AM	12.25PM	1.40PM	9.50PM	10.05PM	10.40PM	10.48PM	10.58PM	11.00PM
(284.1)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time to Omaha		(6.10)	(6.10)	(5.15)	(6.10)	(3.45)	(5.05)	(4.00)	(4.02)	(4.07)	(4.50)
Average speed per hour.....		45.6	45.6	53.6	45.6	75.0	55.3	70.3	69.7	68.3	58.2

BLOCK SIGNALS — Double Track

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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Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION — EASTWARD

Time-Table No. 5
June 11, 1949

FIRST CLASS 86 Passenger		STATIONS	Mile Post	SECOND CLASS 72 Time Freight	234 Local Freight	76 Local Freight	74 Time Freight	548 Motor Passenger	240 Local Freight	238 Local Freight	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.
		R **COUNCIL BLUFFS YL** (Double or three or more tracks)	0.0	A 2.00AM	A 3.15PM		A 8.30AM				XWCITYOPZ
		2.8									
A 4.35AM		DN-R **OMAHA YL** YD	2.8	1.54	2.55		8.15				XWITOPZ
		2.4									
4.20		DN **SUMMIT YL** SU	5.2	1.10	2.35		7.45				XIP
		8.4									
4.10		SARPY	13.6	12.50	2.15		7.20				ES77 XP
		3.5									
4.05		**LANE**	17.1	12.40	f 2.05		7.10				XP
		4.6									
4.00		D ELKHORN KH	21.7		s 1.55						CS84 XP
		2.8									
3.58		D WATERLOO WO	24.5		s 1.30						CS84 P
		3.5									
3.53		DN **VALLEY YL** V	28.0	12.15AM	s 1.00		6.45AM				WS144 XYPWC ES165 ES90
		6.3									
3.45		MERCER	34.3		f 12.01PM						CS81 P
		3.9									
		F. S. Y. & L. CROSSING	38.2								I
		1.1									
3.39		DN FREMONT **YL** FN	39.3		s 11.50AM						WS99 X ES172 WPZ
		0.7									
		C. B. & Q. CROSSING	40.0								I
		4.8									
		C. & N. W. CROSSING	44.8								IP
		1.5									
3.29		AMES	46.3		f 10.50						CS82 P
		8.1									
3.21		D NORTH BEND NB	54.4		s 10.20						CS119 XP
		7.0									
3.14		D ROGERS DJ	61.4		s 9.50						CS82 P
		7.3									
3.07		DN SCHUYLER SC	68.7		s 9.20						WS116 X ES123 WP
		8.2									
2.58		D RICHLAND BZ	76.9		f 8.20						CS118 P
		6.9									
		C. B. & Q. CROSSING	83.8								I
		0.7									
2.49		DN **COLUMBUS YL** C	84.5		s 8.00						WS143 XWTC ES125 YPZ
		7.7									
2.38		D DUNCAN DQ	92.2		s 7.20						CS119 P
		4.3									
2.33		GARDINER	96.5		f 6.50						CS82 P
		5.8									
2.28		DN SILVER CREEK SI	102.3		s 6.40						CS119 XWP
		5.6									
2.23		HAVENS	107.9		f 6.00						CS82 P
		5.7									
2.18		D CLARKS CX	113.6		s 5.39						CS82 XP
		10.7									
		C. B. & Q. CROSSING	124.3								I
		0.6									
2.08		DN **CENTRAL CITY YL** OI	124.9		5.00AM	A 6.55AM		A 7.40AM			WS113 X ES119 WYP
		10.2									
1.57		D CHAPMAN OP	135.1			s 6.40		f 7.18			CS119 P
		11.4									
		C. B. & Q. CROSSING	146.5								I
		0.4									
1.45 / 1.35		DN-R **GRAND ISLAND** GE **YL**	146.9			6.20AM		7.00AM		A 2.15PM	XWCZTYOP
		7.6									
1.22		D ALDA DA	154.5							s 1.45	CS82 XYP
		7.8									
1.16		D WOOD RIVER WR	162.3							s 1.30	WS117 XW ES48 P
		7.6									
1.09		D SHELTON ST	169.9							s 1.00	CS82 XP
		6.1									
1.04		DN **GIBBON** GB	176.0							s 12.30	WS112 XWI ES70 YP
		4.2									
1.00		OPTIC	180.2							f 12.01PM	CS82 P
		8.9									
12.52		DN **KEARNEY YL** KR	189.1						A 12.50PM	11.00AM	WS122 XWC ES118 YZP
		9.2									
12.43		D ODESSA DZ	198.3						s 12.20		CS83 P
		6.3									
12.38		D ELM CREEK QR	204.6						s 12.01PM		CS119 WP
		8.7									
12.31		D OVERTON OV	213.3						s 11.30AM		CS83 P
		11.1									
12.21		DN LEXINGTON UM	224.4						s 10.45		WS120 XWY ES119 ZP
		8.1									
12.14		DARR	232.5						s 10.00		CS83 P
		5.7									
12.09AM		D COZAD CO	238.2						s 9.45		CS83 XWP
		10.6									
11.59PM		DN GOTHENBURG BU	248.8						s 9.00		WS125 XWC ES130 YP
		5.7									
11.54		VROMAN	254.5						f 8.20		CS83 P
		7.0									
11.47		D BRADY ISLAND BI	261.5						s 8.05		CS83 WP
		9.1									
11.39		D MAXWELL MX	270.6						s 7.30		CS119 P
		7.9									
11.32		GANNETT	278.5						f 7.12		CS83 P
		5.6									
11.25PM		DN-R **NORTH PLATTE YL** NO	284.1						7.00AM		XWCZTYOP
Daily		284.1)		Daily	Tue. Thu. Sat.	Mon. Wed. Fri.	Daily	Daily	Daily Ex. Sat.	Tue. Thu. Sat.	
(5.10)		.....Thru Time.....		(1.45)	(10.15)	(1.45)	(1.45)	(0.40)	(5.50)	(3.15)	
54.4		.....Average speed per hour.....		16.0	12.2	37.7	16.0	33.0	16.3	13.0	

BLOCK SIGNALS — Double Track

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For conditional stops to discharge or pick up revenue passengers.—See Page 3.

For stations not shown on schedule pages—See page 25.

WESTWARD — SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A). Page 25.		SECOND CLASS 353 Mixed Daily	243 Local Freight Daily Except Sunday	245 Local Freight Tuesday Thursday Saturday	97 Local Freight Daily	241 Local Freight Daily Except Sunday	93 Mixed Daily	Distance from Council Bluffs	Time-Table No. 5 June 11, 1949 STATIONS		FIRST CLASS 5 Mail and Express Daily
XWCZTYOP					6.50AM	6.35AM	6.25AM	284.1	DN-R NORTH PLATTE YL NO NY		2.15PM
									6.4		
CS84 P					7.02	f 6.50	6.34	290.5	BIRDWOOD		2.24
									6.4		
WS 72 XP					7.15	s 7.08	s 6.43	296.9	D HERSHEY OF		2.30
									3.8		
CS 119 XWYP					A 7.30AM	f 7.15	A 6.55AM	300.7	DN O'FALLONS FA		2.33
									2.7		
CS 121 XP						s 7.25		303.4	D SUTHERLAND SU		2.35
									4.5		
CS 82 P						f 7.35		307.9	DEXTER		2.39
									7.6		
CS 121 XP						s 7.55		315.5	D PAXTON PN		2.46
									6.2		
WS 74 XP						f 8.05		321.7	KORTY		2.52
									6.0		
CS 83 P						f 8.15		327.7	D ROSCOE RO		2.58
									7.1		
WS122 WS120 ES138 XWCP						s 8.45		334.8	DN OGALLALA YL GT		3.07
									9.1		
CS 84 P						s 9.05		343.9	D BRULE RU		3.17
									10.0		
CS 132 WP						s 9.30		353.9	D BIG SPRINGS GS		3.27
									5.4		
CS 83 P						f 9.40		359.3	BARTON		3.32
									6.0		
XWCIYP WS109 ES121			8.30AM			A10.00AM		365.3	DN JULESBURG YL JB		3.42
									5.3		
CS 90 P			f 8.45					370.6	WEIR		3.49
									9.7		
CS 123 WP			s 9.25					380.3	D CHAPPELL CQ		3.59
									9.4		
WS 111 ES 78 XP			s10.00					389.7	D LODGE POLE GP		4.08
									6.6		
XP			s10.20					396.3	D SUNOL UN		4.15
									4.7		
CS 94 P			f10.35					401.0	COLTON		4.19
									6.5		
XWCTYP			A11.00AM	8.10AM				407.5	DN-R SIDNEY YL CD		4.25 4.35
									8.0		
CS 94 YP				f 8.23				415.5	BROWNSON		4.45
									10.9		
WS 121 XWP ES 70				s 8.56				426.4	DN POTTER PR		4.55
									9.0		
CS 94 P				f 9.15				435.4	D DIX DX		5.04
									9.1		
CS 133 XWP				s 9.45				444.5	DN KIMBALL KB		5.13
									12.1		
CS 84 WP				f10.20				456.6	D BUSHNELL BN		5.23
									10.1		
CS107 XWCYP				s10.59				466.7	DN PINE BLUFFS YL UF		5.34
									10.8		
CS 94 XWYP		3.55PM		f11.45AM				477.5	D EGBERT GX		5.44
									5.7		
WS 62 XP		f 4.05		f12.15PM				483.2	D BURNS UX		5.50
									6.5		
CS 96 WP		f 4.18		f12.40				489.7	D HILLSDALE HD		5.59
									6.2		
WS 62 XP		f 4.30		12.54				495.9	DURHAM		6.08
									5.3		
WS 117 ES 125 XP		f 4.40		f 1.07				501.2	ARCHER		6.18
									8.3		
XWCZTYOP		A 4.55PM		A 1.30PM				509.5	DN-R CHEYENNE YL CY		A 6.35PM
									(225.4)		
		(1.09) 32.0	(2.30) 16.9	(5.20) 19.1	(0.40) 24.9	(3.25) 23.8	(0.30) 33.2		.....Thru Time..... .....Average Speed per hour.....		(4.20) 52.0

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS — Double Track

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For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages—See page 25.

WESTWARD — SECOND SUBDIVISION

FIRST CLASS 23 Passenger Daily	27 Passenger Daily	101 Streamliner Passenger Daily	103 Streamliner Passenger Daily	105 Streamliner Passenger Daily	3 Passenger Daily	111 Streamliner Passenger Daily	85 Passenger Daily	1 Passenger Daily	15 Passenger Daily	Distance from Council Bluffs	Time-Table No. 5 June 11, 1949 STATIONS
1.10PM	9.50AM	6.11AM	5.56AM	5.40AM	3.50AM	3.40AM	2.00AM	1.30AM	1.00AM	284.1	DN-R NORTH PLATTE YL NO NY
											6.4
1.19	9.59	6.19	6.04	5.48	4.00	3.47	2.13	1.38	1.11	290.5	BIRDWOOD
											6.4
1.26	10.05	6.24	6.09	5.53	4.07	3.52	2.20	1.43	1.18	296.9	D HERSHEY OF
											3.8
1.30	10.09	6.27	6.12	5.56	4.11	3.55	2.23	1.46	1.22	300.7	DN O'FALLONS FA
											2.7
1.33	10.11	6.29	6.14	5.58	4.14	3.57	2.25	1.48	f 1.26	303.4	D SUTHERLAND SU
											4.5
1.37	10.15	6.32	6.17	6.01	4.19	4.01	2.30	1.52	1.31	307.9	DEXTER
											7.6
1.44	10.23	6.38	6.22	6.07	4.27	4.07	2.35	2.00	f 1.39	315.5	D PAXTON PN
											6.2
1.50	10.28	6.43	6.28	6.12	4.33	4.12	2.40	2.05	1.45	321.7	KORTY
											6.0
1.56	10.34	6.48	6.33	6.17	4.40	4.16	2.45	2.11	f 1.51	327.7	D ROSCOE RO
											7.1
f 2.07	10.44	6.54	6.39	6.24	s 4.52	4.23	2.55	2.22	s 2.03	334.8	DN OGALLALA YL GT
											9.1
2.17	10.53	7.01	6.46	6.31	5.04	4.30	3.04	2.31	f 2.13	343.9	D BRULE RU
											10.0
2.29	11.02	7.09	6.54	6.39	f 5.17	4.38	3.13	2.42	f 2.24	353.9	D BIG SPRINGS GS
											5.4
2.34	11.07	7.13	6.58	6.43	5.24	4.42	3.18	2.47	2.30	359.3	BARTON
											6.0
f 2.44	11.14	7.18	7.03	6.48	s 5.40	Af4.50AM	A 3.25AM	2.54	A 2.40AM	365.3	DN JULESBURG YL JB
											5.3
2.52	11.21	7.22	7.07	6.52	5.47			3.01		370.6	WEIR
											9.7
3.03	11.31	7.31	7.16	7.01	f 6.00			3.11		380.3	D CHAPPELL CQ
											9.4
3.13	11.41	7.38	7.23	7.08	f 6.11			3.21		389.7	D LODGE POLE GP
											6.6
3.19	11.47	7.43	7.28	7.13	f 6.18			3.27		396.3	D SUNOL UN
											4.7
3.24	11.52AM	7.46	7.31	7.16	6.22			3.31		401.0	COLTON
											6.5
3.40 3.50	12.01PM 12.10	7.54 7.55	7.39 7.40	7.24 7.25	6.35 6.50			3.40 3.50		407.5	DN-R SIDNEY YL CD
											8.0
4.01	12.20	8.04	7.49	7.34	7.02			4.00		415.5	BROWNSON
											10.9
4.12	12.31	8.14	7.59	7.44	f 7.16			4.11		426.4	DN POTTER PR
											9.0
4.21	12.40	8.22	8.07	7.52	f 7.29			4.20		435.4	D DIX DX
											9.1
f 4.32	12.49	8.30	8.15	8.00	s 7.41			4.29		444.5	DN KIMBALL KB
											12.1
4.45	1.01	8.41	8.26	**8.11** 3	s **8.11** 105			4.41		456.6	D BUSHNELL BN
											10.1
4.58	1.13	8.50	8.35	8.20	s 8.25			4.53		466.7	DN PINE BLUFFS YL UF
											10.8
5.13	1.27	9.01	8.46	8.31	f 8.37			5.07		477.5	D EGBERT GX
											5.7
5.24	1.35	**9.07** 3	**8.52** 3	8.37	f **8.44** 103 **9.10** 101			5.15		483.2	D BURNS UX
											6.5
5.35	1.44	9.14	8.59	8.44	f 9.20			5.24		489.7	D HILLSDALE HD
											6.2
5.45	1.52	9.21	9.06	8.51	9.30			5.32		495.9	DURHAM
											5.3
5.55	2.03	9.28	9.13	8.58	9.37			5.43		501.2	ARCHER
											8.3
A 6.15PM	A 2.20PM	A 9.40AM	A 9.25AM	A 9.10AM	A 9.55AM			A 6.00AM		509.5	DN-R CHEYENNE YL CY
											(225.4)
(5.05) 44.3	(4.30) 50.1	(3.29) 64.7	(3.29) 64.7	(3.30) 64.4	(6.05) 37.1	(1.10) 69.2	(1.25) 57.3	(4.30) 50.1	(1.40) 44.3		.....Thru Time .....Average speed per hour

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS — Double Track

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.
For stations not shown on schedule pages—See page 25.

SECOND SUBDIVISION — EASTWARD

Time-Table No. 5
June 11, 1949

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS — Double Track

STATIONS	Mile Post	FIRST CLASS 6 Mail and Express	24 Passenger	112 Streamliner Passenger	28 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	86 Passenger
DN-R NORTH PLATTE YL NO NY	284.1	A11.15AM	A12.30PM	A 8.47PM	A 8.55PM	A11.05PM	A 9.30PM	A 9.37PM	A 9.45PM	A 9.55PM	A10.10PM
6.4											
BIRDWOOD	290.5	11.01	12.16	8.37	8.47	10.48	9.21	9.27	9.35	9.45	9.59
6.4											
D HERSHEY OF	296.9	10.55	12.09	8.32	8.42	10.42	9.16	9.22	9.30	9.40	9.54
3.8											
DN O'FALLONS FA	300.7	10.52	12.05	8.29	8.39	10.38	9.13	9.19	9.27	9.37	9.51
2.7											
D SUTHERLAND SU	303.4	**10.50**242	f12.02PM	8.27	8.37	10.36	9.11	9.17	9.25	9.35	9.49
4.5											
DEXTER	307.9	10.46	11.57AM	8.24	8.33	10.31	9.07	9.14	9.22	9.32	9.45
7.6											
D PAXTON PN	315.5	10.39	f11.50	8.18	8.27	10.24	9.01	9.08	9.16	9.26	9.39
6.2											
KORTY	321.7	10.33	11.44	8.14	8.22	10.18	8.56	9.03	9.11	9.21	9.34
6.0											
D ROSCOE RO	327.7	10.27	11.38	8.10	8.17	10.12	8.51	8.59	9.07	9.17	9.29
7.1											
DN OGALLALA YL GT	334.8	10.20	f11.31	8.05	8.11	f10.04	8.45	8.54	9.02	9.12	9.21
9.1											
D BRULE RU	343.9	10.11	f11.22	7.58	8.02	9.49	8.37	8.46	8.54	9.04	9.11
10.0											
D BIG SPRINGS GS	353.9	10.02	f11.11	7.51	7.53	9.39	8.29	8.39	8.45	8.55	9.02
5.4											
BARTON	359.3	9.57	f11.05	7.47	7.49	9.31	8.25	8.35	8.41	8.51	8.56
6.0											
DN JULESBURG YL JB	365.3	9.51	f11.00	s 7.42PM	7.44	s 9.23	8.20	8.31	8.36	8.46	8.50PM
5.3											
WEIR	370.6	9.45	10.54		7.37	9.13	8.16	8.26	8.31	8.41	
9.7											
D CHAPPELL CQ	380.3	9.36	f10.46		7.29	f 9.03	8.08	8.18	8.23	8.33	
9.4											
D LODGE POLE GP	389.7	9.27	f10.37		7.21	f 8.54	8.00	8.11	8.16	8.26	
6.6											
D SUNOL UN	396.3	9.21	10.31		7.16	f 8.48	7.55	8.06	8.11	8.21	
4.7											
COLTON	401.0	9.17	10.27		7.12	8.43	7.51	8.02	8.07	8.17	
6.5											
DN-R SIDNEY YL OD	407.5	9.10 9.00	10.20 10.10		7.05 6.55	8.35 8.25	7.45 7.38	7.55 7.54	8.00 7.59	8.10 8.09	
8.0											
BROWNSON	415.5	8.49	9.59		6.43	8.12	7.26	7.46	7.51	8.01	
10.9											
DN POTTER PR	426.4	8.39	9.49		6.33	f 7.59	7.17	7.37	7.43	7.53	
9.0											
D DIX DX	435.4	8.31	9.41		6.26	**7.47**102-106 f**7.26** 104	7.09	**7.31** 4	**7.37** 4	**7.47** 4	
9.1											
DN KIMBALL KB	444.5	8.23	f 9.32		6.19	s 7.09	7.01	7.24	7.30	7.40	
12.1											
D BUSHNELL BN	456.6	8.12	9.20		6.08	s **6.51** 2	**6.51** 4	7.15	7.21	7.31	
10.1											
DN PINE BLUFFS YL UF	466.7	8.01	9.10		5.59	s 6.38	6.42	7.07	7.14	7.24	
10.8											
D EGBERT GX	477.5	7.49	9.00		5.49	f 6.23	6.33	6.57	7.06	7.16	
5.7											
D BURNS UX	483.2	7.44	8.55		5.44	6.16	6.27	6.53	7.02	7.12	
6.5											
D HILLSDALE HD	489.7	7.38	**8.50**246		5.39	6.10	6.21	6.48	6.57	7.07	
6.2											
DURHAM	495.9	7.32	8.45		5.33	6.03	6.15	6.42	6.52	7.02	
5.3											
ARCHER	501.2	7.27	8.40		5.28	5.57	6.10	6.38	6.48	6.58	
8.3											
DN-R CHEYENNE YL CY	509.5	7.15AM	8.30AM		5.20PM	5.45PM	6.00PM	6.30PM	6.40PM	6.50PM	
(225.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time		(4.00)	(4.00)	(1.05)	(3.35)	(5.20)	(3.30)	(3.07)	(3.05)	(3.05)	(1.20)
Average speed per hour		56.4	56.4	74.9	62.9	42.3	64.4	72.3	73.1	73.1	60.9

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.
For stations not shown on schedule pages—See page 25.

SECOND SUBDIVISION — EASTWARD

Time-Table No. 5
June 11, 1949

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS — Double Track

FIRST CLASS 16 Passenger	STATIONS	Mile Post	SECOND CLASS 242 Local Freight	246 Local Freight	354 Mixed	244 Local Freight	98 Local Freight	94 Mixed			Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.
A11.59PM	DN-R NORTH PLATTE YL NO NY	284.1	A11.45AM				A 4.50PM	A 7.35PM			XWCZTYOP
	6.4										
11.44	BIRDWOOD	290.5	f11.30				4.39	7.19			CS84 P
	6.4										
11.36	D HERSHEY OF	296.9	s11.20				f 4.30	f 7.30			WS 72 XP
	3.8										
11.33	DN O'FALLONS FA	300.7	f11.05				4.22PM	7.05PM			CS 119 XWYP
	2.7										
f11.30	D SUTHERLAND SU	303.4	s**10.50** 6								CS 121 XP
	4.5										
11.24	DEXTER	307.9	f10.15								CS 82 P
	7.6										
f11.15	D PAXTON PN	315.5	s10.00								CS 121 XP
	6.2										
11.08	KORTY	321.7	f 9.35								WS 74 XP
	6.0										
f11.01	D ROSCOE RO	327.7	f 9.15								CS 83 P
	7.1										
s10.54	DN OGALLALA YL GT	334.8	s 9.00								WS122 WS120 ES138 XWCP
	9.1										
f10.43	D BRULE RU	343.9	s 8.15								CS 84 P
	10.0										
f10.33	D BIG SPRINGS GS	353.9	s 7.50								CS 132 WP
	5.4										
10.27	BARTON	359.3	f 7.25								CS 83 P
	6.0										
10.20PM	DN JULESBURG YL JB	365.3	7.15AM			A 2.30PM					XWCIYP WS109 ES121
	5.3										
	WEIR	370.6				f 2.05					CS 90 P
	9.7										
	D CHAPPELL CQ	380.3				s 1.45					CS 123 WP
	9.4										
	D LODGE POLE GP	389.7				s 1.10					WS 111 ES 78 XP
	6.6										
	D SUNOL UN	396.3				f12.55					XP
	4.7										
	COLTON	401.0				f12.43					CS 94 P
	6.5										
	DN-R SIDNEY YL OD	407.5		A 1.30PM		12.30PM					XWCTYP
	8.0										
	BROWNSON	415.5		f12.55							CS 94 YP
	10.9										
	DN POTTER PR	426.4		s12.30PM							WS 121 XWP ES 70
	9.0										
	D DIX DX	435.4		s11.59AM							CS 94 P
	9.1										
	DN KIMBALL KB	444.5		s11.35							CS 133 XWP
	12.1										
	D BUSHNELL BN	456.6		s10.55							CS 84 WP
	10.1										
	DN PINE BLUFFS YL UF	466.7		s 9.55							CS107 XWCYP
	10.3										
	D EGBERT GX	477.5		f 9.20	A 9.15AM						CS 94 XWYP
	5.7										
	D BURNS UX	483.2		s 9.05	s 9.00						WS 62 XP
	6.5										
	D HILLSDALE HD	489.7		f **8.50** 24	s 8.45						CS 96 WP
	6.2										
	DURHAM	495.9		s 8.05	f 8.35						WS 62 XP
	5.3										
	ARCHER	501.2		f 7.55	f 8.29						WS 117 ES 125 XP
	8.3										
	DN-R CHEYENNE YL CY	509.5		7.35AM	8.15AM						XWCZTYOP
Daily	(225.4)		Daily Except Monday	Monday Wednesday Friday	Daily	Daily Except Sunday	Daily	Daily			
(1.39)	Thru Time		(4.30)	(5.55)	(1.00)	(2.00)	(0.28)	(0.30)			
49.2	Average Speed per hour		18.0	17.2	32.0	21.0	35.6	33.2			

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.
For stations not shown on schedule pages—See page 25.

WESTWARD — THIRD SUBDIVISION

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		SECOND CLASS					FIRST CLASS				Distance from Julesburg		STATIONS
					455 Time Freight	71 C. B. & Q. Freight	111 Streamliner Passenger	85 Passenger	15 Passenger	301 C. B. & Q. Passenger			
					Daily	Daily	Daily	Daily	Daily	Daily			
80	WCYIP				6.30PM		f 4.50AM	3.25AM	2.45AM		0.0		DN JULESBURG YL JB
													7.1
75	ZP				6.45		4.57	3.35	f 2.56		7.1		D OVID VI
													7.5
73	WP				6.55		5.03	3.42	f 3.07		14.6		D SEDGWICK ZD
													8.5
95	P				**7.22** 112		5.09	**3.50** 248	f 3.17		23.1		RED LION
													7.0
95	WP				7.34		5.14	3.57	f **3.26** 248		30.1		D CROOK CK
													8.7
72	P				7.49		5.20	4.05	f 3.36		38.8		PROCTOR
													6.8
94	P				**8.02** 86		5.25	4.11	f 3.46		45.6		D ILIFF F
													7.9
77	P				**9.00** 16		5.31	4.18	3.56		53.5		HAYFORD
													3.7
	IP										57.2		C. B. & Q. CROSSING
													0.3
169	IWCTZP				9.15 9.40	12.01PM	5.36 5.37	4.25 4.35	4.02 4.15	2.50AM	57.5		DN-R STERLING YL ST
													4.2
72	P										61.7		HALL
													2.4
					10.00	12.15	5.44	4.45	f 4.25	f 2.58	64.1		D ATWOOD OD
													6.1
74	P				10.15	12.28	5.49	4.51	f 4.35	f 3.06	70.2		D MERINO MI
													5.8
143	P				**10.23** 72	12.37	5.53	4.57	f 4.42	3.14	76.0		MESSEX
													5.0
52	P				10.30	A 1.01PM	5.57	5.02	f 4.48	A 3.25AM	81.0		DN UNION UN
													6.0
94	WP				10.38		6.01	5.08	f 4.56		87.0		D SNYDER SN
													6.8
53	P				10.47		6.06	5.15	5.04		93.8		DODD
													4.8
100	WCP				10.55		6.11	5.20	s 5.10		98.6		DN FT. MORGAN FX
													7.4
35	P				11.05		6.17	5.27	5.18		106.0		NARROWS
													3.0
79	P				11.10		6.19	5.30	f 5.23		109.0		D WELDONA DN
													5.2
22	P				11.18		6.24	5.35	f 5.31		114.2		GOODRICH
													3.5
78	P				11.25		6.27	**5.39** 15	f **5.39** 85		117.7		ORCHARD
													7.1
53	P				11.34		6.32	5.46	f 5.49		124.8		MASTERS
													5.4
50	P				11.41		6.36	5.51	5.55		130.2		CANTON
													5.2
121	WP				248 **11.52**PM		6.40	5.56	f 6.00		135.4		HARDIN
													7.7
78	P				12.10AM		6.46	6.03	f 6.08		143.1		D KERSEY KR
													8.0
56	WCTYP				A12.40AM		A 6.57AM	A 6.15AM	A 6.20AM		151.1		DN-R LASALLE YL SA
													(151.1)
					(6.10) 24.5	(1.00) 23.5	(2.07) 71.4	(2.50) 53.3	(3.35) 42.2	(0.35) 40.3			.....Thru Time .....Average speed per hour

BLOCK SIGNALS

Westward trains are superior to trains of the same class in the opposite direction, except that No 112 is superior to westward trains of the same class,—See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos 15, 16, 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers —See Page 3.
For stations not shown on schedule pages—See page 25.

THIRD SUBDIVISION — EASTWARD

Time-Table No. 5
June 11, 1949

STATIONS		Mile Post	FIRST CLASS 112 Streamliner Passenger	86 Passenger	16 Passenger	302 C. B. & Q. Passenger	SECOND CLASS 72 C. B. & Q. Freight	248 Time Freight				
DN	JULESBURG YL JB	0.0	As 7.42PM	A 8.50PM	A10.15PM			A 4.40AM				
7.1												
D	OVID VI	7.1	7.33	8.37	s 10.00			4.16				
7.5												
D	SEDGWICK ZD	14.6	7.28	8.30	s 9.50			4.00				
8.5												
	RED LION	23.1	**7.22** 455	8.22	f 9.40			**3.50** 85				
7.0												
D	CROOK CK	30.1	7.17	8.16	s 9.30			**3.26** 15				
8.7												
	PROCTOR	38.8	7.11	8.08	f 9.19			3.05				
6.8												
D	ILIFF F	45.6	7.06	**8.02** 455	s 9.10			2.50				
7.9												
	HAYFORD	53.5	7.00	7.55	**9.00** 455			2.40				
3.7												
	C. B. & Q. CROSSING	57.2										
0.3												
DN-R	STERLING YL ST	57.5	6.57 6.55	7.50 7.40	8.53 8.40	A11.45PM	A11.00PM	2.30 2.00				
4.2												
	HALL	61.7										
2.4												
D	ATWOOD OD	64.1	6.48	7.32	f 8.30	f11.28	10.45	1.29				
6.1												
D	MERINO MI	70.2	6.43	7.27	f 8.22	f11.21	10.35	1.21				
5.8												
	MESSEX	76.0	6.39	7.22	f 8.13	f11.15	**10.23** 455	1.14				
5.0												
DN	UNION UN	81.0	6.35	7.17	f 8.07	f11.07PM	10.01PM	1.07				
6.0												
D	SNYDER SN	87.0	6.31	7.12	f 7.59			12.55				
6.8												
	DODD	93.8	6.26	7.06	7.51			12.46				
4.8												
DN	FT. MORGAN FX	98.6	6.22	7.02	f 7.45			12.40				
7.4												
	NARROWS	106.0	6.17	6.55	7.38			12.31				
3.0												
D	WELDONA DN	109.0	6.15	6.52	f 7.33			12.27				
5.2												
	GOODRICH	114.2	6.11	6.47	f 7.24			12.20				
3.5												
	ORCHARD	117.7	6.08	6.44	f 7.17			12.15				
7.1												
	MASTERS	124.8	6.03	6.37	f 7.08			12.06AM				
5.4												
	CANTON	130.2	5.59	6.32	7.02			11.59PM				
5.2												
	HARDIN	135.4	5.55	6.27	f 6.57			455 **11.52**				
7.7												
D	KERSEY KR	143.1	5.49	6.20	f 6.46			11.42				
8.0												
DN-R	LASALLE YL SA	151.1	5.43PM	6.10PM	6.35PM			11.30PM				
(151.1)			Daily	Daily	Daily	Daily	Daily	Daily				
Thru Time.....			(1.59)	(2.40)	(3.40)	(0.38)	(0.59)	(5.10)				
Average speed per hour.....			76.2	56.7	41.2	37.1	23.6	29.2				

BLOCK SIGNALS

Westward trains are superior to trains of the same class in the opposite direction, except that No 112 is superior to westward trains of the same class,—See Rule S-72. The time of Nos 111 and 112 must be cleared not less than five minutes by Nos 15, 16, 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers —See Page 3.
For stations not shown on schedule pages—See page 25.

WESTWARD — BEATRICE BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		SECOND CLASS 71 Freight Daily	SECOND CLASS 73 Freight Daily	FIRST CLASS 548 Motor Passenger Daily	Distance from Valley	STATIONS	Mile Post	FIRST CLASS 547 Motor Passenger	SECOND CLASS 74 Freight	SECOND CLASS 72 Freight
	WCYP	10.25PM	1.30PM		0.0	DN-R **VALLEY** YL V	0.0		A 5.40AM	A11.15PM
	AI				5.8	5.8 — C. B. & Q. CROSSING	5.8			
28	P	10.40	1.45		6.3	0.5 — D YUTAN YN	6.3		5.27	11.05
106	YP	**10.50** 72	1.55		11.6	5.3 — D MEAD AD	11.6		5.17	**10.50** 71
64	WP	11.10	2.07		18.9	7.3 — D WAHOO W	18.9		5.03	10.25
					19.6	0.7 — C.& N.W. and C.B.& Q. CROSSINGS	19.6			
78	P	11.25	2.22		26.3	6.7 — D WESTON WN	26.3		4.48	10.10
20	P	11.35PM	2.34		33.2	6.9 — TOUHY	33.2		4.35	9.55
96	WCYP	12.01AM	2.44	10.15AM	37.3	4.1 — DN-R **VALPARAISO** YL VO	37.3	A 3.00PM	4.25	9.40
33	P	12.18	2.58	f10.30	46.5	9.2 — D RAYMOND RM	46.5	f 2.45	4.09	9.15
101	P	12.30	3.08	10.40	52.7	6.2 — GARRATT	52.7	2.37	3.58	9.05
	I				56.5	3.8 — C. B. & Q. CROSSING	56.5			
24	WTZP	12.55	3.18	A10.55AM	57.1	0.6 — DN-R LINCOLN YL SN	57.1	2.30PM	3.50	8.50
	I				57.4	0.3 — C. B. & Q. CROSSING	57.4			
	I				59.0	1.6 — C. B. & Q. CROSSING	59.0			
62	P	1.18	3.31		65.4	6.4 — JAMAICA	65.4		3.18	8.05
21	P	1.33	3.46		74.7	9.3 — PRINCETON	74.7		3.03	7.49
73	WP	1.43	3.53		79.5	4.8 — D CORTLAND RD	79.5		2.56	7.41
84	P	1.58	4.08		88.9	9.4 — D PICKRELL IK	88.9		2.43	7.25
	CWTZP	A 2.15AM	A 4.25PM		96.8	7.9 — 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..... / .....Average speed per hour.....		(0.30) 39.6	(3.10) 30.5	(4.15) 22.8

Westward trains are superior to trains of the same class in the opposite direction.—See rule S-72.
At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.
For stations not shown on schedule pages—See page 25.

WESTWARD — OLD MAIN LINE — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		SECOND CLASS 233 Local Freight Monday Wed., Fri.	Distance from Council Bluffs	STATIONS	Mile Post
	XIP	6.00AM	5.2	DN **SUMMIT** YL SU (Double Track)	5.2
	XWP	6.10	6.4	1.2 — SOUTH OMAHA YL (Double Track)	6.4
	XIP	f 6.20	11.9	5.5 — R GILMORE YL (Double Track)	11.9
72	P	f 6.35	16.8	4.9 — D PAPILLION PO	16.8
	AIP		19.2	2.4 — MO. PAC. CROSSING	19.2
	P	f 6.55	22.5	3.3 — D MILLARD MD	22.5
	XP	A 7.05AM	26.1	3.6 — **LANE**	26.1
				20.9 (BLOCK SIGNALS)	
		(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.
Time shown for No. 233 at Summit and South Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD — STROMSBURG BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		SECOND CLASS 75 Mixed Tuesday Thursday Saturday	FIRST CLASS 547 Motor Passenger Daily	Distance from Valparaiso	STATIONS	Mile Post	FIRST CLASS 548 Motor Passenger	SECOND CLASS 76 Mixed
	WCYP	5.00AM	3.05PM	0.0	DN-R **VALPARAISO** YL VO	0.0	f10.10AM	A11.35AM
16		f 5.20	f 3.26	7.4	7.4 — LOMA	7.4	f 9.53	f11.02
28		s 5.40	s 3.36	13.5	6.1 — D BRAINARD BD	13.5	s 9.42	s10.50
				15.0	1.5 — C. & N. W. CROSSING	15.0		
32	W	s 6.10	s 4.00	23.2	8.2 — D DAVID CITY DV	23.2	s 9.25	s10.25
				23.5	0.3 — C. B. & Q. CROSSING	23.5		
31		s 6.45	s 4.13	33.3	9.8 — D RISING CITY RN	33.3	s 9.04	s 9.40
36		s 7.05	s 4.26	40.1	6.8 — D SHELBY SH	40.1	s 8.50	s 9.20
7		s 7.34	s 4.41	47.5	7.4 — D OSCEOLA OZ	47.5	s 8.34	s 8.55
9	W	s **8.25**548	s 4.53	52.9	5.4 — D STROMSBURG S	52.9	s **8.25** 75	s **8.25**548
35		s 8.40	s 5.11	63.0	10.1 — D POLK PK	63.0	s 8.05	s 7.50
21		s 8.55	s 5.23	68.5	5.5 — D HORDVILLE HV	68.5	s 7.54	s 7.30
22		s 9.10	f 5.32	73.8	5.3 — HEBER	73.8	f 7.45	f 7.10
	I			75.3	1.5 — C. B. & Q. CROSSING	75.3		
	WYP	A 9.20AM	A 5.40PM	75.9	0.6 — DN-R **CENTRAL CITY** YL CI	75.9	7.40AM	7.05AM
					(75.9)		Daily	Monday Wednesday Friday
		(4.20) 17.5	(2.35) 29.3		.....Thru Time..... / .....Average speed per hour.....		(2.30) 30.3	(4.30) 16.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
For stations not shown on schedule pages—See page 25.

WESTWARD — CEDAR RAPIDS BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		SECOND CLASS 79 Mixed Daily Except Sunday	Distance from Genoa	STATIONS	Mile Post	SECOND CLASS 80 Mixed Daily Except Sunday
40	WY	12.32PM	0.0	D-R **GENOA** YL G	0.0	A 4.35PM
38		s 1.08	13.7	13.7 — D FULLERTON FU	13.7	s 4.05
21		s 1.33	23.1	9.4 — D BELGRADE BL	23.1	s 3.45
26	W	s 1.52	30.3	7.2 — D CEDAR RAPIDS CD	30.3	s 3.30
36		s 2.13	36.6	6.3 — D PRIMROSE P	36.6	f 3.15
38	WY	A 2.40PM	44.3	7.7 — D-R **SPALDING** YL SG	44.3	3.00PM
				(44.3)		
		(2.08) 20.8		.....Thru Time..... / .....Average speed per hour.....		(1.35) 28.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages—See page 25.

WESTWARD — NORFOLK BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.		SECOND CLASS 79 Mixed Daily Except Sunday	81 Mixed Daily Except Sunday	321 Mixed Daily Except Sunday	Distance from Columbus	STATIONS	Mile Post	SECOND CLASS 82 Mixed	80 Mixed	312 Mixed
	WCTYPZ	11.40AM	6.20AM	1.40AM	0.0	DN-R **COLUMBUS** YL O	0.0	A 3.00PM	A 5.15PM	A11.30PM
						4.2				
20		11.50AM	6.28	1.50	4.2	SHELDONVILLE	4.2	2.49	5.08	f11.17
						5.2				
8	YP	A12.02PM	A 6.38AM	f 2.00	9.4	R **OCONEE** YL	9.4	2.40PM	5.00PM	f11.05
						5.3				
29				f 2.30	14.7	D PLATTE CENTER PO	14.7			s10.50
						10.4				
					25.1	C. & N. W. CROSSING	25.1			
						0.6				
56	W			s 3.17	25.7	D HUMPHREY HX	25.7			s10.10
						3.4				
15				f 3.23	29.1	PECK	29.1			f 9.46
						6.3				
33	W			s 3.55	35.4	D MADISON MA	35.4			s 9.32
						13.3				
	I				48.7	C. & N. W. CROSSING	48.7			
						1.5				
					50.2	C. & N. W. CROSSING	50.2			
						0.2				
	WCZTYP			A 5.00AM	50.4	D-R **NORFOLK** YL KN	50.4			8.30PM
						(50.4)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
		(0.22) 25.6	(0.18) 31.3	(3.20) 15.1		.....Thru Time..... .....Average speed per hour.....		(0.20) 28.2	(0.15) 37.6	(3.00) 16.8

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.
Track at Norfolk is used jointly with C. St. P. M. & O.
For stations not shown on schedule pages—See page 25.

WESTWARD — ALBION BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.		SECOND CLASS 79 Mixed Daily Except Sunday	81 Mixed Daily Except Sunday	Distance from Oconee	STATIONS	Mile Post	SECOND CLASS 82 Mixed	80 Mixed
20	YP	12.02PM	6.38AM	0.0	R **OCONEE** YL	0.0	A 2.40PM	A 5.00PM
					4.3			
15		12.13	s 6.48	4.3	D MONROE MN	4.3	s 2.30	s 4.50
					7.0			
40	WYP	A12.29PM	s 7.10	11.3	D-R **GENOA** YL G	11.3	s 2.15	4.35PM
					11.0			
56			s 7.55	22.3	D ST. EDWARD ST	22.3	s 1.35	
					11.4			
28	WYP		A 8.50AM	33.7	D-R **ALBION** YL A	33.7	1.10PM	
					(33.7)		Daily Except Sunday	Daily Except Sunday
		(0.27) 25.1	(2.12) 15.3		.....Thru Time..... .....Average speed per hour.....		(1.30) 22.5	(0.25) 27.1

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages—See page 25.

WESTWARD — ORD BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.		SECOND CLASS 283 Mixed Mon., Wed., Fri.	83 Mixed Tues., Thurs., Sat.	Distance from Grand Island	STATIONS	Mile Post	SECOND CLASS 84 Mixed	284 Mixed
	WTYPOCZ	10.00AM	9.00AM	0.0	DN-R **GRAND ISLAND** YL GE	0.0	A 5.15PM	A 5.15PM
					0.4			
	I			0.4	C. B. & Q. CROSSING	0.4		
					2.1			
11	Y			2.5	CAREY	2.5		
					8.6			
19	P	s10.30	s 9.28	11.1	D ST. LIBORY RY	11.1	s 4.42	s 4.42
					10.8			
39	WYPC	A10.50AM	s 9.55	21.9	D-R **ST. PAUL** YL SP	21.9	s 4.20	4.20PM
					8.8			
27			s10.20	30.7	D ELBA EB	30.7	s 3.48	
					6.1			
25	P		s10.35	36.8	OOTESFIELD	36.8	s 3.41	
					7.7			
	W		10.50	44.5	**SCOTIA JUNCTION**	44.5	3.23	
					1.2			
20			s11.00	45.7	D SCOTIA SK	45.7	s 3.14	
					1.2			
	W		11.15	44.5	**SCOTIA JUNCTION**	44.5	3.07	
					4.3			
31			s11.35AM	48.8	D NORTH LOUP NU	48.8	s 2.57	
					11.9			
				60.7	C. B. & Q. CROSSING	60.7		
					0.3			
34	WY		A12.10PM	61.0	D-R **ORD** YL RD	61.0	2.30PM	
					(61.0)		Tue., Thur., Sat.	Mon., Wed., Fri.
		(0.50) 26.3	(3.10) 19.3		.....Thru Time..... .....Average speed per hour.....		(2.45) 22.2	(0.55) 23.9

WESTWARD — LOUP CITY BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of sidings, etc. See Rule 6 (A) Page 25.		SECOND CLASS 283 Mixed Monday Wednesday Friday	Distance from St. Paul	STATIONS	Mile Post	SECOND CLASS 284 Mixed
	WYPC	11.15AM	0.0	D-R **ST. PAUL** YL SP	0.0	A 4.05PM
				8.3		
19		s11.40AM	8.3	D DANNEBROG DB	8.3	s 3.50
				10.3		
11	WY	s12.05PM	18.6	D-R **BOELUS** YL HW	18.6	s 3.20
				7.2		
31		f12.25	25.8	ROCKVILLE	25.8	f 2.55
				13.2		
33	WYP	A 1.00PM	39.0	D-R **LOUP CITY** YL OP	39.0	2.30PM
				(39.0)		Monday Wednesday Friday
		(1.45) 22.3		.....Thru Time..... .....Average speed per hour.....		(1.35) 24.6

WESTWARD — HASTINGS BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		Distance from Hastings		STATIONS	Mile Post
	WYPCZ	0.0	BLOCK SIGNALS	DN-R **HASTINGS** YL AN	0.0
				7.3	
96		7.3		NEWMARCH	7.3
				5.4	
86	P	12.7		D HAYLAND HA	12.7
				7.5	
95	P	20.2		DENMAN	20.2
				7.9	
WB114 EB71	WYP RCSI	28.1		DN-R **GIBBON** YL GB	28.1
				(28.1)	
				.....Thru Time..... .....Average speed per hour.....	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
At Hastings trains are governed by Kansas Division Time-Table and Special Rules.
For stations not shown on schedule pages—See page 25.

WESTWARD — KEARNEY BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		SECOND CLASS 95 Mixed Tuesday, Thursday Saturday	FIRST CLASS 519 Motor Passenger Daily Ex. Sat. and Sunday	FIRST CLASS 517 Motor Passenger Sunday	Distance from Kearney	STATIONS	Mile Post	SECOND CLASS 518 Motor Mixed	SECOND CLASS 96 Mixed
	WYCZ	9.00AM	4.05PM	5.00AM	0.0	DN-R **KEARNEY** YL KR	0.0	A11.59AM	A 9.20PM
						5.5			
12		f 9.12	f 4.15	f 5 10	5.5	GLENWOOD PARK	5.5	f11.43	f 8.32
						4.6			
19	P	s 9.19	s 4.22	s 5.17	10.1	RIVERDALE	10.1	s11.35	s 8.22
						6.7			
27		s 9.30	s 4.33	s 5.28	16.8	D AMHERST HR	16.8	s11.23	s 8.00
						5.9			
13	W	f 9.52	f 4.43	f 5.38	22.7	WATERTOWN	22.7	f11.12	f 7.41
						3.6			
32		s10.06	s 4.50	s 5.45	26.3	D MILLER MR	26.3	s11.05	s 7.33
						6.2			
38		s10.20	s 5.02	s 5.57	32.5	D SUMNER SU	32.5	s10.53	s 7.15
						7.9			
28		s**10.40**518	s 5.14	s 6.09	40.4	D EDDYVILLE VD	40.4	s**10.40** 95	s 6.59
						11.7			
40		s11.13	s 5.34	s 6.30	52.1	D OCONTO BS	52.1	s10.19	s 6.28
						7.0			
14		f11.27AM	f 5.47	f 6.46	59.1	LODI	59.1	f10.03	f 6.14
						6.4			
27	WYP	s12.30PM	s **6.00** 96	s 6.57	65.5	D CALLAWAY CA	65.5	s 9.52	s **6.00**519
						10.3			
9		f12.55	f 6.17	f 7.12	75.8	FINCHVILLE	75.8	f 9.31	f 5.00
						7.3			
38	WP	s 1.30	s 6.30	s 7.24	83.1	D ARNOLD AD	83.1	s 9.20	s 4.45
						7.5			
5	P	s 1.55	f 6.45	s 7.35	90.6	LOGAN	90.6	s 9.07	f 4.26
						4.0			
10		f 2.10	f 6.55	f 7.42	94.6	HOAGLAND	94.6	f 9.00	f 4.18
						4.6			
15	P	f 2.30	s 7.04	s 7.49	99.2	GANDY	99.2	s 8.50	f 4.08
						3.2			
22	WYC	A 2.55PM	A 7.15PM	A 8.00AM	102.4	D-R **STAPLETON** YL SN	102.4	8.45AM	4.00PM
						(102.4)		Daily Except Monday	Sunday Wednesday Friday
		(5.55) 17.3	(3.10) 32.3	(3.00) 34.1		.....Thru Time..... .....Average speed per hour.....		(3.14) 31.7	(5.20) 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.
Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.

WESTWARD — NORTH PLATTE BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		SECOND CLASS 97 Local Freight Daily	SECOND CLASS 93 Mixed Daily	Distance from O'Fallons	STATIONS	Mile Post	SECOND CLASS 98 Local Freight	SECOND CLASS 94 Mixed
	WYP	7.30AM	6.55AM	0.0	DN-R **O'FALLONS** YL FA	0.0	A 4.20PM	A 7.00PM
					2.8			
15		f 7.35	f 7.00	2.8	COKER	2.8	f 3.58	f 6.45
					10.0			
41	P	f 7.56	s 7.15	12.8	D SARBEN AK	12.8	f 3.30	s 6.29
					6.8			
40		f 8.13	f 7.25	19.6	NEVENS	19.6	f 3.15	f 6.19
					8.8			
42	WP	f 8.35	s 7.40	28.4	KEYSTONE	28.4	f 2.55	f 6.07
					6.5			
42	P	f 8.50	f 7.50	34.9	D MARTIN SA	34.9	f 2.30	f 5.55
					6.3			
42	P	f 9.05	s 8.00	41.2	LEMOYNE	41.2	f 2.15	s 5.45
					5.6			
25		f 9.20	f 8.09	46.8	BELMAR	46.8	f 2.05	f 5.34
					4.9			
44		f 9.29	f 8.18	51.7	RUTHTON	51.7	f 1.55	f 5.26
					7.6			
41	WCYP	s10.00	s 8.32	59.3	D LEWELLEN YL W	59.3	s 1.40	s 5.15
					11.5			
41	P	s10.50	s 8.54	70.8	D OSHKOSH YL OX	70.8	s 1.05	s 4.52
					15.6			
40	WP	s11.35	s 9.19	86.4	D LISCO CO	86.4	f12.25PM	s 4.24
					9.0			
37		f**11.53**AM 98	f 9.33	95.4	FINLEY	95.4	f**11.53**AM 97	f 4.10
					5.0			
46		s12.15PM	s 9.43	100.4	D BROADWATER BR	100.4	f11.40	s 4.01
					9.2			
19		f12.34	f10.01	109.6	TOWERS	109.6	f11.20	f 3.43
					4.5			
195	WCTP	s 1.15	s10.11	114.1	D NORTHPORT YL NP	114.1	f11.12	s 3.36
					1.4			
	AI	1.19	10.14	115.5	C. B. & Q. CROSSING	115.5	11.08	3.28
					6.3			
11		f 1.30	f10.24	121.8	MOHLER	121.8	f10.58	f 3.17
					4.9			
38	P	f 1.40	s**10.40** 98	126.7	D SOUTH BAYARD OR	126.7	f**10.40** 93	s 3.10
					5.4			
51		f 1.50	s10.50	132.1	D McGREW MO	132.1	f10.28	s 2.59
					5.8			
30	P	f 2.04	s11.00	137.9	D MELBETA MB	137.9	f10.18	s 2.50
					8.0			
70	WCYZP	A 2.20PM	A11.15AM	145.9	DN-R **GERING** YL G	145.9	10.01AM	2.30PM
					(145.9)		Daily	Daily
		(6.50) 21.4	(4.20) 33.6		.....Thru Time..... .....Average Speed per hour.....		(6.19) 23.1	(4.30) 32.4

WESTWARD — GERING BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Gering	STATIONS	Mile Post.
	0.0	DN-R **GERING** YL G	0.0
		5.4	
17	5.4	MATHERS	5.4
		0.6	
27	6.0	MOON	6.0
		1.0	
	7.0	ROUBADEAU	7.0
		1.4	
18	8.4	HILLIKER	8.4
		1.4	
18	9.8	**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.
For stations not shown on schedule pages—See page 25.

WESTWARD — NORTH PLATTE CUT-OFF — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A). See Page 25.		WESTWARD SECOND CLASS: 353 Mixed Daily	93 Mixed Daily	59 Mixed Daily	Distance from O'Fallons		STATIONS			Mile Post	EASTWARD SECOND CLASS: 354 Mixed	60 Mixed	94 Mixed
72	WYP		11.30AM	6.00AM	145.9	DN-R	**GERING**	YL	G	145.9		A10.30AM	A 2.20PM
							4.6						
14			f11.36	f 6.10	150.5		COSTIN			150.5		f10.17	f 2.04
							1.8						
30			s11.39	f 6.15	152.3	D	HAIG		HA	152.3		f10.14	s 1.58
							3.5						
24	P		s11.45	f 6.25	155.8	D	SOUTH MITCHELL		MI	155.8		f10.08	s 1.48
							1.3						
32			f11.48	f 6.30	157.1		PELTON			157.1		f10.05	f 1.41
							2.4						
42			f11.52	f 6.35	159.5		BAILEYVUE			159.5		f10.01	f 1.37
							2.6						
30	P		s11.56	f 6.45	162.1	D	SOUTH MORRILL		BI	162.1		f 9.56	s 1.33
							2.1						
18			f11.59AM	f 6.50	164.2		JOYCE			164.2		f 9.52	f 1.28
							3.7						
51	WYP		s12.05PM	s **9.45** 60	167.9	DN	**LYMAN**	YL	MU	167.9		s **9.45** 59	s 1.23
							2.2						
21			f12.09	f 9.50	170.1		CANAL			170.1		f 9.20	f 1.16
							2.7						
14			f12.13	f 9.57	172.8		STEBBINS			172.8		f 9.15	f 1.12
							0.9						
51	P		s12.15	f10.07	173.7	D	HUNTLEY		HU	173.7		f 9.13	s 1.10
							3.3						
35			f12.20	f10.17	177.0		HOLLY			177.0		f 9.06	f 1.03
							4.6						
51	WCYP	12.55PM	A12.30PM	10.35AM 12.50PM	181.6	D-R	**YODER**	YL	DR	181.6	A11.45AM	9.00 8.50	12.55PM
							6.5						
51	P			s 1.01	188.1	D	VETERAN		VN	69.2		s 8.37	
							3.4						
8				f 1.06	191.5		HELDT			72.6		f 8.30	
							4.6						
16				f 1.16	196.1		COTTIER			77.2		f 8.19	
							4.5						
51	WYP			A 1.30PM	200.6	D-R	**SO. TORRINGTON**	YL	RI	81.7		8.10AM	
							3.7						
14		f 1.06			185.3		GOODLAND			59.0	f11.37		
							2.3						
26		f 1.12			187.6		FONDA			56.7	f11.32		
							4.8						
51	W	s 1.21			192.4	D	HAWK SPRINGS		HK	51.9	s11.20		
							2.3						
31		f 1.29			194.7		DUROC			49.6	f11.07		
							6.1						
19		f 1.44			200.8		WYCROSS			43.5	f10.56		
							3.0						
51	WY	s 1.55			203.8	D	LA GRANGE		GA	40.5	s10.51		
							6.9						
19		f 2.11			210.7		TREMAIN			33.6	f10.25		
							11.8						
51	WF	s 2.41			222.5	D	ALBIN		AB	21.8	s10.00		
							7.2						
51		f 3.01			229.7	D	LINDBERGH		BG	14.6	s 9.45		
							14.6						
	W	A 3.45PM			244.3	DN-R	**EGBERT**	YL	GX	0.0	9.20AM		
							(98.4)				Daily	Daily	Daily
		(2.50) 22.1	(1.00) 35.7	(7.30) 7.3			.....Thru Time..... .....Average speed per hour.....				(2.25) 25.9	(2.20) 23.4	(1.25) 24.8

WESTWARD — LYMAN BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A). Page 25	Distance from Lyman		STATIONS			Mile Post
	0.0	DN	**LYMAN**	YL	MU	0.0
			2.8			
18	2.8		**SEARS**			2.8
			0.5			
6	3.3		SIDING NO. 1			3.3
			1.3			
17	4.6		HARTMAN			4.6
			1.8			
22	6.4		**STEGALL**			6.4
			(6.4)			

WESTWARD — SEARS BRANCH — EASTWARD

Time-Table No. 5
June 11, 1949

Car Capacity of Sidings, etc. See Rule 6 (A). Page 25	Distance from Sears	STATIONS	Mile Post
	0.0	**SEARS**	0.0
		1.2	
5	1.2	BELLINGER	1.2
		1.6	
17	2.8	**JANISE**	2.8
		(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 "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a "City of Denver" train 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 "Frt." 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.

GENERAL

Location	Miles Per Hour: Str.	De-Psgr.	Psgr.	Frt.
Maximum speed.	90	80	80	50
Inspection bus cars.			40	40
When caboose is handled in train consisting of passenger train equipment.			50	
7000 class engines.			75	50
3800 and 3900 class engines.			60	50
5000 and 9000 class engines.			50	50
4000 class engines.			45	45
MacArthur type engines with 63-inch drivers.			55	50
MacArthur type engines with 57-inch drivers.			35	35
Mallet, Consolidation and Ten Wheeler type engines.			35	35
0-6-0 and 0-8-0 type yard engines.			20	20
Steam engines running backward.			20	20
Diesel-electric locomotives in road or helper service:				
Backing up shoving a train. (Speed of train being helped will govern).				
Backing up pulling train	40	40	40	40
Backing up light.				40
Light engines.				45
Trains handling scale test cars.				30
When more than 50% of the tonnage is gravel.				40

Location	Miles Per Hour: Str.	De-Psgr.	Psgr.	Frt.
Trains handling loaded wooden Hart convertible cars.				35
Trains handling company roadway machines on their own wheels:				
On straight track.				30
On curves.				25
Passing fueling stations.	50	50	40	25
Within yard limits protected by continuous block signal system.	60	50	50	25
When yard limits not protected by continuous block signal system.	50	40	40	25
When using cross-overs or turn-outs:				
9000 class engines;				
Forward movement			10	10
Back-up movement			6	6
All other classes of engines;				
Forward movement	15	15	15	15
Back-up movement	10	10	10	10
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
On wye tracks.	15	15	15	15
Jordan spreaders and other machines of spreader type, when in operation.				15
Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20

OLD MAIN LINE

Between Gilmore and Lane.			50	35

FIRST SUBDIVISION

Location	Miles Per Hour Str.	De-Psgr.	Psgr.	Frt.
Between Gibbon and North Platte with Diesel-electric locomotive.				55
Waterloo, seed house spur.				5
Fremont, within city limits.			20	15
Fremont, on F. S. Y. & L. Co. tracks.				15
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25
Central City, 2200 class engines on east leg of wye.				5
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5
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
ON WESTWARD TRACK Between Mile Posts— **Summit** 5.2 and 5.6	25	25	25	25
Sarpy 14.2 and 14.7	80	70	70	50
15.9 and 16.2	80	70	70	50
Lane 18.1 and 18.4	70	60	60	50
19.4 and 19.8	70	60	60	50
Elkhorn 21.9 and 22.1	70	60	60	50
22.2 and 22.6	60	50	50	40
22.8 and 23.2	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50
Beck 281.1 and 281.9	80	70	70	50
North Platte				

Location	Miles Per Hour Str.	De-Psgr.	Psgr.	Frt.
Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Buda, all airfield trackage.				10
Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
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 EASTWARD TRACK Between Mile Posts— **North Platte** 281.9 and 281.1	80	70	70	50
Brady Island 258.5 and 258.1	70	60	60	50
Kearney 189.2 and 189.0	40	40	40	25
Waterloo 23.2 and 22.8	70	60	60	50
22.6 and 22.2	60	50	50	40
22.1 and 21.9	70	60	60	50
Elkhorn 19.8 and 19.4	70	60	60	50
18.4 and 18.1	70	60	60	50
Lane 16.2 and 15.9	80	70	70	50
14.7 and 14.2	80	70	70	50
Seymour 5.6 and 5.2 **Summit**	25	25	25	25

SECOND SUBDIVISION

Location	Miles Per Hour Str.	De-Psgr	Psgr.	Frt.
Brownson, on government tracks.				10
North Platte, ice house No. 2 track				5
ON WESTWARD TRACK Between Mile Posts— **Korty** 323.5 and 324.4	70	60	60	50
Brownson 422.6 and 423.5	70	60	60	50
Bushnell 456.9 and 457.2	80	70	70	50
Smeed 462.8 and 462.9	80	70	70	50
Burns 486.2 and 486.5	70	60	60	50
Hillsdale 493.8 and 494.0	70	60	60	50
Durham 497.7 and 498.2	70	60	60	50
Archer 502.2 and 503.0	60	50	50	40
505.8 and 506.3	80	70	70	50
508.7 and 509.1	40	40	40	25
Cheyenne				

Location	Miles Per Hour Str.	De-Psgr.	Psgr.	Frt.
Hillsdale, 5000 class and heavier engines on industry track.				5
ON EASTWARD TRACK Between Mile Posts— **Cheyenne** 509.1 and 508.7	40	40	40	25
506.3 and 505.8	80	70	70	50
503.0 and 502.2	60	50	50	40
Archer 498.2 and 497.7	70	60	60	50
Durham 494.0 and 493.8	70	60	60	50
Hillsdale 486.5 and 486.2	70	60	60	50
Pine Bluffs 462.9 and 462.8	80	70	70	50
Smeed 457.2 and 456.9	80	70	70	50
Potter 423.5 and 422.6	70	60	60	50
Roscoe 324.4 and 323.5	70	60	60	50
North Platte				

THIRD SUBDIVISION

Maximum speed.	90	75	70	50
With C. B. & Q. 5200 and 5500 class engines.			45	45
Freight engines not otherwise shown.			50	

Light engines.			45	45
LaSalle Between M. P. 149.6 and 150.7	50	50	40	25
Between M. P. 150.7 and 150.9	30	30	30	25
Between M. P. 150.9 and 151.1	50	50	40	25
Sterling, 3900 class engines on coal chute track.				5
Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick				20

BRANCHES

Beatrice Branch Maximum speed.	50	45
5000 and 9000 class and MacArthur type engines.	35	35
Between Mile Posts— **Valley** 0.1 and 0.3	15	15
3.8 and 4.0	35	35
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25
Yutan 6.4 and 7.7	35	35
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25
Mead Between U. P. yard and Nebr. Ordinance classification yard.		8
Wahoo, city track.		6
19.1 and 19.5	35	35
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25

Weston 30.2 and 30.5	35	35
30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.	25	25
31.6 and 31.9	35	35
31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.	25	25
Touhy 36.0 and 37.4	25	25
Garratt 56.3 and 57.5	15	15
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.....	35	25
Pickrell 96.5 and 97.3	15	15
Beatrice, Allers Grain Company spur.		5
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5

BRANCHES

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Stromsburg Branch		
Maximum speed:		
Between Valparaiso and Brainard.	35	25
Between Brainard and Hordville.	40	30
Between Hordville and Central City.	35	25
2800 class engines.	30	30
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.	5	5
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10
Norfolk Branch		
Maximum speed:		
Between Columbus and Oconee.		35
Between Oconee and M.P. 16.		25
Between M.P. 16 and Norfolk.		30
Columbus, over wye switches.		15
On curve at M.P. 1.75.		25
Albion Branch		
Maximum speed:		30
Cedar Rapids Branch.		
Maximum speed:		
Between Genoa and M.P. 11.		30
Between M.P. 11 and Spalding.		25
Over Bridge 12.96.		25
Ord Branch		
Maximum speed:		
Between Grand Island and St. Libory.		25
Carey, all air field trackage.		10
Between St. Libory and Ord.		30
Loup City Branch.		30

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Hastings Branch		
Maximum speed.		50
Over Bridge 21.35.		30
Gibbon, west of east wye switch.		15
Kearney Branch		
Between Kearney and M.P.42:		
Steam trains.	40	30
Motor trains.	40	40
Between M.P. 42 and M.P. 57.25:		
Steam trains.	25	25
Motor trains.	35	25
Between M.P. 57.25 and Callaway:		
Steam trains.	40	30
Motor trains.	40	40
Between Callaway and Stapleton:		
Steam trains.	45	35
Motor trains.	45	45
North Platte Branch		
Maximum speed.		45
5000, 7000 and 9000 class engines		35
Over Bridge 18.30.		35
Oshkosh, over First Street Crossing		15
North Platte Cut-Off		
Maximum speed.		45
Between Yoder and Creighton.		35
On curves between Yoder and So. Torrington		35
On curves between M.P. 25.42 and M.P. 31.25		30
Through tunnel between Albin and Tremain.		20
Lyman Branch.		20
Gering Branch.		20
Sears Branch.		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection
First Subdivision			
Paddock	128.5	8	West
Buda	184.3	ES 73—XP	Both
Kearney Air Base	185.9	WS 40—XP	Both
Alfalfa Center	194.1	44—XP	Both
Josselyn	217.9	24—XP	Both
Willow Island	243.2	63—XP	Both
Keith	274.6	7—X	Both
Beck	280.5	10	West
Second Subdivision			
Varner	301.8	40—X	Both
Jacinto	430.8	8—X	East
Megeath	349.1	17—X	East
Owasco	439.9	27—PX	Both
Oliver	451.1	12	East
Tracy	472.0	10	East
Third Subdivision			
Dorsey	19.0	29	Both
Marcott	25.8	29—P	Both
Tobin	34.2	22	Both
Powell	41.1	12—P	Both
Griff	42.2	22	Both
Ford	50.1	16	Both
Beetland	66.8	23	Both
Beta	72.1	10	Both
Balzac	78.4	41	Both
Cooper	82.8	24	Both
Hurley	96.9	21	Both
Sublette	121.4	14—P	Both
Kuner	139.1	16—P	Both
Auburn	147.2	27	Both

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection
Beatrice Branch			
Agnew	41.8	28	Both
West Lincoln	55.3	4	West
Hanlon	68.2	31	Both
Stromsburg Branch			
Durant	56.8	23	Both
Sand Pit Spur	73.4	15	West
Norfolk Branch			
Tarnov	20.3	36	Both
Enola	40.9	31	Both
Albion Branch			
Mill Spur	2.0	5	East
Woodville	18.8	9	East
Cedar Rapids Branch			
Kent	5.3	12	Both
Merchiston	9.3	20	Both
Ord Branch			
Weeks Spur	43.1	5	East
Saunders	58.5	3	East
North Platte Branch			
Broganville	24.8	12	Both
Kingsley	30.7	11	Both

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

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		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs	Passenger Depot Waiting Room
Council Bluffs	Yard Office
Council Bluffs	Roundhouse
Council Bluffs	Yardmen's Locker Room
Council Bluffs	West Yard Office
Omaha	Dispatcher's Office
Omaha	Union Station Telegraph Office
Omaha	Tower "B"
Omaha	Enginemen's Washroom, 15th Street
Omaha	Yardmen's Washroom, 15th Street
Omaha	Yardmen's Washroom, Davenport Street
Omaha	Enginemen's Washroom, Davenport Street
South Omaha	Yard Office
Valley	Telegraph Office
Columbus	Telegraph Office
Central City	Telegraph Office
Grand Island	Dispatcher's Office
Grand Island	Telegraph Office
Grand Island	Yard Office
Grand Island	Enginemen's Washroom, Passenger Station
Grand Island	Roundhouse
Kearney	Telegraph Office
Kearney	Roundhouse
Lexington	Telegraph Office
North Platte	Dispatcher's Office
North Platte	Telegraph Office
North Platte	Freight Conductor's Register Room, Yard Office
North Platte	Engine Dispatcher's Office
North Platte	Enginemen's Washroom, Passenger Station
North Platte	Hump Yard Locker Room
North Platte	Yardmen's Locker Room
North Platte	East End Yardmen's Room
Julesburg	Telegraph Office
Sidney	Telegraph Office
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
Valparaiso	Telegraph Office
Sterling	Telegraph Office
La Salle	Telegraph Office
Lincoln	Telegraph Office
Beatrice	Telegraph Office
Beatrice	Roundhouse
Norfolk	Telegraph Office
Hastings	Yard Office
Stapleton	Telegraph Office
Gering	Dispatcher's Office
Gering	Telegraph Office
Gering	Roundhouse
South Torrington	Telegraph Office

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

NAME	TITLE	PLACE	TERRITORY
D. L. Gamette	**Medical Director**	**Los Angeles, Cal.**	
Lynn T. Hall	**Dist. Md. Officer.**	**Omaha, Nebr.**	Omaha District
A. L. Nielson	Surgeon	Co. Bluffs, Ia	Council Bluffs.
M. J. Carey	Surgeon	Co. Bluffs, Ia	Council Bluffs.
J. D. Bisgard	Surgeon	Omaha, Nebr.	Omaha.
E. A. Connolly	Surgeon	Omaha, Nebr	Omaha.
C. F. Bantin	Surgeon	Omaha, Nebr.	Omaha.
R. T. Mauer	Hospital Surgeon	Omaha, Nebr.	Omaha.
A. McDermott	Surgeon	Omaha, Nebr	Omaha.
O. C. Nickum	Shop Surgeon	Omaha, Nebr.	Omaha.
R. A. Moser	Shop Surgeon	Omaha, Nebr	Omaha.
M. W. Barry	Surgeon	Omaha, Nebr.	Omaha.
F. C. Nelson	Surgeon	Omaha, Nebr	Benson.
J. J. O'Hearn	Surgeon	Omaha, Nebr	Omaha to Papillion.
S. McCleneghan	Surgeon	Omaha, Nebr.	Florence.
J. G. Bartek	Surgeon	Omaha, Nebr	Omaha.
C. Rubendall	Oculist & Aurist	Omaha, Nebr	Omaha.
J. C. Davis	Oculist & Aurist	Omaha, Nebr	Omaha.
J F. Finegan	Oculist	Omaha, Nebr	Omaha.
Don E. Baca	Surgeon	Papillion, Nebr.	Papillion and vicinity
C. L. Marsh	Surgeon	Valley, Nebr	Waterloo to Fremont and Valley to Yutan.
C. G. Moore	Surgeon	Fremont, Nebr.	Valley to North Bend.
F. G. Kolouch	Surgeon	Schuyler, Nebr.	North Bend to Columbus.
W.R. Neumarker	Surgeon	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.
R. C. Anderson	Surgeon	Columbus, Nebr.	
R. R. Douglas	Surgeon	Clarks, Nebr	Silver Creek to Central City.
A. D. Brown	Surgeon	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.
E. T. Zickman	Surgeon	Cent. City, Nebr.	
R. D. Martin	Oculist	Gr. Island, Nebr.	Grand Island.
E. G. Johnson	Surgeon	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.
C. H. Maggiore	Surgeon	Gr. Island, Nebr.	
W. H. Hombach	Surgeon	Gr. Island, Nebr.	
H. H. Rodman	Surgeon	Gibbon, Nebr	Shelton to Kearney.
Bancroft&Staley	Surgeon	Kearney, Nebr.	Shelton to Elm Creek and Kearney to Amherst.
V. D. Norall	Surgeon	Lexington, Nebr.	Overton to Cozad.
L. H. Fochtman	Surgeon	Cozad, Nebr	Lexington to Gothenburg.
Bert W. Pyle	Surgeon	Goth'burg, Nebr.	Cozad to Brady Island.
A. L. Schneider	Surgeon	Brady Is. Nebr.	Gothenburg to No. Platte.
T. J. Kerr	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.
O. C. Kreymborg	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.
A. E. Reeves	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.
G. F. Waltemath	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland
H. H. Walker	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
H. E. Moore	Surgeon	Suth'land, Nebr.	North Platte to Ogallala.
John L. McFee	Surgeon	Ogallala, Nebr	Sutherland to Julesburg.
H. P. Linton	Surgeon	Julesburg, Colo.	Ogallala to Lodge Pole and Julesburg to Sterling.
A. C. Colman	Surgeon	Chappell, Nebr.	Julesburg to Sidney.
R. E. Roche	Surgeon	Sidney, Nebr	Lodge Pole to Kimball.
C. B. Dorwart	Surgeon	Sidney, Nebr.	Lodge Pole to Kimball.
E. R. Core	Surgeon	Kimball, Nebr	Sidney to Cheyenne.
M. L. Morris	Surgeon	Pine Bluffs, Wyo.	Kimball to Cheyenne.
W. A. Bunten	Dist. Surgeon	Cheyenne, Wyo.	Cheyenne and vicinity.
G. W. Koford	Surgeon	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne.
E. W. Newman	Oculist	Cheyenne, Wyo	Cheyenne.
R. B. Stump	Oculist & Aurist	Cheyenne Wyo.	Cheyenne.
F. E. Magrath	Surgeon	Cheyenne, Wyo	Cheyenne.
R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.
F. E. Palmer	Surgeon	Sterling, Colo	Iliff to Merino.
A. F. Williams	Surgeon	Ft. Morgan, Colo.	Sterling to Weldona.
W. L. Wilkinson	Surgeon	La Salle, Colo	LaSalle to Kersey
C. W. Way	Surgeon	Wahoo, Nebr	Yutan to Weston.
J. S. Welch	Surgeon	Lincoln, Nebr	Valparaiso to Cortland.
W.T. Wildhaber	Surgeon	Beatrice, Nebr.	Cortland to Barneston.
L. J. Ekeler	Surgeon	DavidCity,Nebr.	Valparaiso to Polk.
Richard Delfs	Surgeon	Shelby Nebr	Shelby Nebr.
H. S. Eklund	Surgeon	Osceola Nebr	Osceola and Vicinity
A. A. Bald	Surgeon	Pl. Center, Nebr.	Oconee to Humphrey.
H. R. Palmteer	Surgeon	Madison Nebr	Madison Nebr. and Vicinity
G. B. Salter	Surgeon	Norfolk, Nebr	Oconee to Norfolk.
Homer Davis	Surgeon	Genoa, Nebr	Norfolk to St. Edward and Genoa to Fullerton.
J. E. Davis	Surgeon	Albion, Nebr	Genoa to Albion.
E. R. Slavik	Surgeon	Fullerton, Nebr.	Genoa to Belgrade.
M. O. Arnold	Surgeon	St. Paul, Nebr	St. Libory to Scotia and St. Paul to Dannebrog.
C. J. Miller	Surgeon	Ord, Nebr	St. Paul to Ord.
C. G. Amick	Surgeon	Loup City, Nebr.	Dannebrog to Loup City.
J. B. Kile	Surgeon	Eddyville, Nebr.	Kearney to Stapleton.
J. E. Dunn	Surgeon	Arnold, Nebr	Callaway to Stapleton.
E. F. Carr	Surgeon	Stapleton, Nebr.	Arnold to Stapleton.
O. A. Kostal	Surgeon	Hastings, Nebr.	Gibbon to Hastings.
W. G. Seng	Surgeon	Oshkosh, Nebr	Oshkosh to Northport.
H. A. Blackstone	Surgeon	Bridgeport,Nebr.	So. Bayard to Broadwater.
W. C. Harvey	Surgeon	Gering, Nebr	Northport to Gering.
C. R. Watson	Surgeon	So. Mit'ell, Nebr.	Gering to Lyman.
Leo Keenan	Surgeon	Torrington, Wyo.	Lyman to South Torrington.