

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

**TIME-TABLE
No. 6**

**Effective Sunday
September 11, 1949**

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

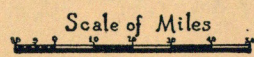
Be Careful Today

FOR EMPLOYEES ONLY

EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO AUG. 1, 1949



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (3, 1, 15, 17, 37, 5, 23, 27, 11, 9, 101, 103, 105, 111) and time-table details (No. 6, September 11, 1949). Includes a 'Distance from Council Bluffs' column and 'STATIONS' list.

(23.15) (20.15) (12.55) (10.30) (32.05) (21.25) (22.45) (20.18) (0.35) (13.30) (16.10) (16.10) (13.30) (8.50) Thru Time From Omaha
42.6 48.9 43.3 41.0 37.9 46.2 43.5 48.8 51.8 55.3 61.2 61.2 62.5 63.3 Average speed per hour

H. E. SHUMWAY
General Manager

V. W. SMITH
General Superintendent

A. D. HANSON
Genl. Supt. Transportation

J. E. MULICK, Superintendent... Omaha, Nebr.
T. F. SHANAHAN, Asst. Superintendent... Omaha, Nebr.
R. W. McSPADDEN, 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
F. G. CLARK, Chief Train Dispatcher... Gering, Nebr.

MILEAGE table: Main Line... 659.60, Branches... 858.33, Total... 1517.93

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (12, 112, 28, 10, 4, 2, 104, 102, 106, 38, 18, 24, 6, 16) and time-table details (No. 6, September 11, 1949). Includes a 'Mile Post' column and 'STATIONS' list.

Thru Time To Omaha... (0.40) (8.05) (19.25) (13.05) (22.40) (19.20) (16.00) (15.55) (13.23) (27.20) (9.32) (23.35) (20.35) (12.40)
Average speed per hour... 45.3 69.2 51.0 57.0 43.7 51.2 61.9 62.2 63.1 44.5 45.2 42.0 48.1 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.

WESTWARD CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS EASTWARD

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and corresponding station names for both directions.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | 71 | 547 | 73 | 75 | 237 | 239 | 233 | Distance from Council Bluffs |
|--|--------------|-----------------|--------------|----------------------|----------------|------------------|-------------------|------------------------------|
| | Time Freight | Motor Passenger | Time Freight | Local Freight | Local Freight | Local Freight | Local Freight | |
| | Daily | Daily | Daily | Tuesday Thurs., Sat. | Mon. Wed. Fri. | Daily Ex. Sunday | Monday Wed., Fri. | |

Time-Table No. 6
September 11, 1949

STATIONS

| | | | | | | | | |
|-----------------------|----------|----------|-----------|--|--|--|-------------------|-------|
| CXWITYOPZ | 8.00PM | | 12.01PM | | | | 5.30AM | 0.0 |
| XWITOPZ | 8.15 | | 12.15 | | | | 5.40 | 2.8 |
| XIP | 8.30 | | 12.45 | | | | A 5.59AM | 5.2 |
| ES77 XP | 8.40 | | 12.55 | | | | Via Old Main Line | 13.6 |
| XP | 8.50 | | 1.00 | | | | 7.06AM | 17.1 |
| CS84 XP | | | | | | | s 7.20 | 21.7 |
| CS84 P | | | | | | | s 7.40 | 24.5 |
| WS144XYPWC ES165 ES90 | A 9.15PM | | A 1.15PM | | | | s 8.40 | 28.0 |
| CS81 P | | | | | | | f 8.50 | 34.3 |
| I | | | | | | | | 38.2 |
| WS99 X ES172 WPZ | | | | | | | s 9.15 23 | 39.3 |
| I | | | | | | | | 40.0 |
| IP | | | | | | | | 44.8 |
| CS82 P | | | | | | | f 9.25 | 46.3 |
| CS119 XP | | | | | | | s 9.50 | 54.4 |
| CS82 P | | | | | | | s 10.28 | 61.4 |
| WS116 X ES123 WP | | | | | | | s 11.10 5 | 68.7 |
| CS118 P | | | | | | | f 11.40AM | 76.9 |
| I | | | | | | | | 83.8 |
| WS143 XWTC ES125 YPZ | | | | | | | s 12.30PM | 84.5 |
| CS119 P | | | | | | | s 12.50 | 92.2 |
| CS82 P | | | | | | | f 12.56 | 96.5 |
| CS119 XWP | | | | | | | s 1.20 | 102.3 |
| CS82 P | | | | | | | f 1.30 | 107.9 |
| CS82 XP | | | | | | | s 2.00 | 113.6 |
| I | | | | | | | | 124.3 |
| WS113 X ES119 WYP | | 5.45PM | 9.50AM | | | | A 2.30PM | 124.9 |
| CS119 P | | f 6.00 | s 10.15 | | | | | 135.1 |
| I | | | | | | | | 146.5 |
| XWCZTYOP | | A 6.25PM | A 10.45AM | | | | 7.30AM | 146.9 |
| CS82 XYP | | | | | | | s 8.05 | 154.5 |
| WS117 XW ES48 P | | | | | | | s 8.39 27 | 162.3 |
| CS82 XP | | | | | | | s 9.05 | 169.9 |
| WS112 XWI ES70 YP | | | | | | | s 9.40 | 176.0 |
| CS82 P | | | | | | | f 9.55 | 180.2 |
| WS122 XWC ES118 YZP | | | | | | | A 10.35AM | 189.1 |
| CS83 P | | | | | | | s 6.30 | 198.3 |
| CS119 WP | | | | | | | s 6.50 | 204.6 |
| CS83 P | | | | | | | s 7.05 | 213.3 |
| WS120 XWY ES119 ZP | | | | | | | s 8.15 | 224.4 |
| CS83 P | | | | | | | s 8.30 | 232.5 |
| CS83 XWP | | | | | | | s 8.59 | 238.2 |
| WS125 XWC ES130 YP | | | | | | | s 10.00 27 | 248.8 |
| CS83 P | | | | | | | 10.13 | 254.5 |
| CS83 WP | | | | | | | s 10.35 | 261.5 |
| CS119 P | | | | | | | s 11.05 | 270.6 |
| CS83 P | | | | | | | f 11.25 | 278.5 |
| XWCZTYOP | | | | | | | A 11.59AM | 284.1 |

BLOCK SIGNALS

Double Track

..... 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. 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

FIRST CLASS

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | 3 | 1 | 15 | 5 | 23 | 27 | 101 | 103 | 105 | 111 | Distance from Council Bluffs |
|--|-----------|-----------|-----------|------------------|-----------|-----------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------------|
| | Passenger | Passenger | Passenger | Mail and Express | Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |

Time-Table No. 6
September 11, 1949

STATIONS

| | | | | | | | | | | | |
|----------|----------|-----------|-----------|------------|-----------|----------|----------|----------|----------|--|-------|
| | | | | 9.20AM | | | | | | | 0.0 |
| 11.00PM | 9.25PM | 8.00PM | 9.55 | 8.30AM | 5.45AM | 3.25AM | 3.10AM | 2.50AM | 12.40AM | | 2.8 |
| 11.07 | 9.32 | 8.06 | 10.02 | 8.38 | 5.52 | 3.30 | 3.15 | 2.55 | 12.45 | | 5.2 |
| 11.16 | 9.41 | 8.14 | 10.09 | 8.46 | 6.01 | 3.37 | 3.22 | 3.02 | 12.52 | | 13.6 |
| 11.20 | 9.45 | 8.18 | 10.14 | 8.50 | 6.05 | 3.40 | 3.25 | 3.05 | 12.56 | | 17.1 |
| 11.24 | 9.49 | 8.22 | 10.19 | 8.55 | 6.09 | 3.44 | 3.29 | 3.09 | 1.00 | | 21.7 |
| 11.27 | 9.52 | f 8.26 | 10.22 | 8.58 | 6.12 | 3.47 | 3.32 | 3.12 | 1.03 | | 24.5 |
| 11.32 | 9.57 | s 8.32 | 10.26 | 9.01 | 6.17 | 3.50 | 3.35 | 3.15 | 1.06 | | 28.0 |
| 11.38 | 10.03 | 8.38 | 10.31 | 9.07 | 6.23 | 3.54 | 3.39 | 3.19 | 1.12 | | 34.3 |
| | | | | | | | | | | | 38.2 |
| s 11.47 | 10.09 | s 8.55 | s 10.43 | s 9.15 233 | 6.29 | 3.58 | 3.43 | 3.23 | 1.17 | | 39.3 |
| | | | | | | | | | | | 40.0 |
| | | | | | | | | | | | 44.8 |
| 11.55PM | 10.17 | 9.02 | 10.51 | 9.24 | 6.37 | 4.03 | 3.48 | 3.28 | 1.23 | | 46.3 |
| 12.02AM | 10.24 | f 9.11 | 10.58 | 9.32 | 6.44 | 4.09 | 3.54 | 3.34 | 1.29 | | 54.4 |
| 12.08 | 10.30 | 9.18 | 11.04 | 9.39 | 6.50 | 4.14 | 3.59 | 3.39 | 1.34 | | 61.4 |
| f 12.16 | 10.36 | f 9.25 | 11.10 233 | f 9.46 | 6.56 | 4.19 | 4.04 | 3.44 | 1.39 | | 68.7 |
| 12.23 | 10.43 | 9.33 | 11.18 | 9.54 | 7.03 | 4.25 | 4.10 | 3.50 | 1.46 | | 76.9 |
| | | | | | | | | | | | 83.8 |
| s 12.38 | 10.51 | s 9.50 | s 11.32 | s 10.03 | 7.11 | 4.31 | 4.16 | 3.56 | s 1.55 | | 84.5 |
| 12.47 | 10.59 | f 10.01 | 11.43 | 10.12 | 7.19 | 4.37 | 4.22 | 4.02 | 2.02 | | 92.2 |
| 12.51 | 11.03 | 10.05 | 11.47 | 10.16 | 7.23 | 4.40 | 4.25 | 4.05 | 2.06 | | 96.5 |
| 12.57 | 11.09 | f 10.12 | 11.52 | 10.22 | 7.29 | 4.44 | 4.29 | 4.09 | 2.10 | | 102.3 |
| 1.03 | 11.14 | 10.17 | 11.57AM | 10.27 | 7.34 | 4.48 | 4.33 | 4.13 | 2.14 | | 107.9 |
| 1.07 | 11.19 | f 10.23 | 12.02PM | 10.32 | 7.39 | 4.52 | 4.37 | 4.17 | 2.18 | | 113.6 |
| | | | | | | | | | | | 124.3 |
| f 1.20 | 11.29 | s 10.35 | 12.12 | f 10.45 | 7.50 | 5.02 | 4.47 | 4.27 | 2.28 | | 124.9 |
| 1.30 | 11.39 | 10.46 | 12.22 | 10.56 | 8.00 | 5.12 | 4.57 | 4.35 | 2.37 | | 135.1 |
| | | | | | | | | | | | 146.5 |
| 1.45 | 11.55PM | 11.00 | 12.35 | 11.15 | 8.15 | 5.24 | 5.09 | 4.49 | 2.49 | | 146.9 |
| 1.55 | 12.05AM | 11.10 | 12.45 | 11.25 | 8.25 | 5.25 | 5.10 | 4.50 | 2.50 | | 146.9 |
| 2.04 | 12.12 | f 11.18 | 12.52 | 11.33 | 8.32 | 5.32 | 5.17 | 4.57 | 2.59 | | 154.5 |
| 2.10 | 12.19 | f 11.25 | 12.59 | 11.40 | 8.39 237 | 5.38 | 5.23 | 5.03 | 3.05 | | 162.3 |
| 2.16 | 12.25 | f 11.31 | 1.05 | 11.48 | 8.45 | 5.44 | 5.29 | 5.09 | 3.11 | | 169.9 |
| 2.22 | 12.31 | f 11.37 | 1.10 | 11.54 | 8.51 | 5.48 | 5.33 | 5.13 | 3.16 | | 176.0 |
| 2.26 | 12.35 | 11.41PM | 1.14 | 11.58AM | 8.55 | 5.51 | 5.36 | 5.16 | 3.19 | | 180.2 |
| s 2.40 | 12.44 | s 12.01AM | s 1.30 | s 12.11PM | 9.04 | 5.59 | 5.44 | 5.24 | s 3.28 | | 189.1 |
| 2.49 | 12.54 | f 12.11 | 1.39 | 12.21 | 9.14 | 6.06 | 5.51 | 5.32 | 3.37 | | 198.3 |
| 2.54 | 1.00 | f 12.16 | 1.44 | 12.27 | 9.20 | 6.11 | 5.56 | 5.37 | 3.41 | | 204.6 |
| 3.01 | 1.08 | f 12.24 | 1.52 | 12.36 | 9.28 | 6.17 | 6.02 | 5.43 | 3.48 | | 213.3 |
| s 3.18 | 1.18 | s 12.38 | 2.02 | s 12.48 | 9.38 | 6.25 | 6.10 | 5.51 | 3.57 | | 224.4 |
| 3.26 | 1.25 | 12.46 | 2.10 | 12.57 | 9.45 | 6.31 | 6.16 | 5.57 | 4.03 | | 232.5 |
| s 3.35 | 1.30 | s 12.56 | 2.15 | f 1.04 | 9.50 | 6.35 | 6.20 | 6.01 | 4.07 | | 238.2 |
| s 3.52 | 1.40 | s 1.11 | 2.25 | f 1.17 | 10.00 239 | 6.43 | 6.28 | 6.09 | 4.15 | | 248.8 |
| 3.59 | 1.46 | 1.17 | 2.31 | 1.24 | 10.06 | 6.47 | 6.32 | 6.13 | 4.20 | | 254.5 |
| 4.06 | 1.53 | f 1.23 | 2.38 | 1.31 | 10.13 | 6.52 | 6.37 | 6.19 | 4.26 | | 261.5 |
| 4.15 | 2.02 | f 1.32 | 2.47 | 1.41 | 10.22 | 6.59 | 6.44 | 6.26 | 4.33 | | 270.6 |
| 4.22 | 2.09 | 1.40 | 2.54 | 1.49 | 10.29 | 7.04 | 6.49 | 6.31 | 4.39 | | 278.5 |
| A 4.35AM | A 2.20AM | A 1.50AM | A 3.05PM | A 2.00PM | A 10.40AM | A 7.10AM | A 6.55AM | A 6.37AM | A 4.47AM | | 284.1 |

BLOCK SIGNALS

Double Track

..... Thru Time from Omaha.....
..... Average speed per hour.....

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FIRST SUBDIVISION EASTWARD

| Time-Table No. 6 September 11, 1949 | Mile Post | FIRST CLASS | | | | | | | | | |
|--|-----------|--------------|------------------|--------------|-----------------------|----------------|--|-----------------------|-----------------------|-----------------------|--------------|
| | | 4 | 16 | 6 | 24 | 112 | 28 | 104 | 102 | 106 | 2 |
| STATIONS | Passenger | Passenger | Mail and Express | Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Passenger |
| | | | | | | | | | | | |
| DN-R OMAHA YL YD | 2.8 | A 6.30AM | A 7.20AM | 6.35 6.05 | A 7.50PM | A 1.35AM | A 3.10AM | A 2.40AM | A 2.50AM | A 3.05AM | A 3.50AM |
| DN SUMMIT YL SU | 5.2 | 6.14 | 7.06 | 5.50 | 7.35 | 1.28 | 2.55 | 2.33 | 2.42 | 2.52 | 3.36 |
| SARPY | 13.6 | 6.03 | 6.56 | 5.42 | 7.25 | 1.20 | 2.47 | 2.25 | 2.34 | 2.44 | 3.28 |
| LANE | 17.1 | 5.59 | 6.51 | 5.38 | 7.20 | 1.17 | 2.43 | 2.22 | 2.30 | 2.40 | 3.24 |
| D ELKHORN KH | 21.7 | 5.54 | f 6.46 | 5.33 | 7.14 | 1.13 | 2.39 | 2.17 | 2.25 | 2.35 | 3.20 |
| D WATERLOO WO | 24.5 | 5.51 | f 6.42 | 5.30 | 7.10 | 1.09 | 2.36 | 2.13 | 2.21 | 2.31 | 3.17 |
| DN VALLEY YL V | 28.0 | 5.47 | s 6.37 | 5.26 | 7.05 | 1.06 | 2.33 | 2.10 | 2.18 | 2.28 | 3.14 |
| MERCER | 34.3 | 5.40 | 6.28 | 5.20 | 6.56 | 1.01 | 2.28 | 2.05 | 2.12 | 2.22 | 3.08 |
| F. S. Y. & L. CROSSING | 38.2 | | | | | | | | | | |
| DN FREMONT YL FN | 39.3 | s 5.32 | s 6.22 | s 5.14 | s 6.49 | 12.57 | 2.23 | 2.00 | 2.07 | 2.17 | 3.03 |
| O. B. & Q. CROSSING | 40.0 | | | | | | | | | | |
| O. & N. W. CROSSING | 44.8 | | | | | | | | | | |
| AMES | 46.3 | 5.20 | f 6.11 | 4.59 | 6.34 | 12.49 | 2.14 | 1.52 | 1.59 | 2.08 | 2.54 |
| D NORTH BEND NB | 54.4 | 5.11 | f 6.03 | 4.52 | 6.25 | 12.43 | 2.07 | 1.46 | 1.53 | 2.02 | 2.46 |
| D ROGERS DJ | 61.4 | 5.04 | f 5.54 | 4.46 | 6.18 | 12.37 | 2.01 | 1.41 | 1.48 | 1.57 | 2.39 |
| DN SCHUYLER SO | 68.7 | f 4.57 | s 5.46 | 4.40 | s 6.11 | 12.32 | 1.51 ¹⁰²⁻¹⁰⁶ 1.35 ¹⁰⁴ | 1.35 ²⁸ | 1.42 ²⁸ | 1.51 ²⁸ | 2.32 |
| D RICHLAND BZ | 76.9 | 4.47 | f 5.36 | 4.32 | 6.01 | 12.26 | 1.24 | 1.29 | 1.36 | 1.45 | 2.24 |
| O. B. & Q. CROSSING | 83.8 | | | | | | | | | | |
| DN COLUMBUS YL O | 84.5 | s 4.37 | s 5.28 | s 4.25 | s 5.52 | s 12.19 | 1.17 | 1.22 | 1.29 | 1.38 | 2.15 |
| D DUNCAN DQ | 92.2 | 4.23 | f 5.08 | 4.14 | 5.40 | 12.10 | 1.09 | 1.15 | 1.22 | 1.31 | 2.06 |
| GARDNER | 96.5 | 4.18 | 5.03 | 4.10 | 5.36 | 12.07 | 1.05 | 1.12 | 1.19 | 1.28 | 2.02 |
| DN SILVER CREEK SI | 102.3 | 4.13 | f 4.58 | 4.05 | 5.31 | 12.03AM | 1.00 | 1.08 | 1.15 | 1.24 | 1.57 |
| HAVENS | 107.9 | 4.07 | 4.51 | 4.00 | 5.26 | 11.59PM | 12.55 | 1.04 | 1.11 | 1.20 | 1.52 |
| D CLARKS OX | 113.6 | 4.01 | f 4.46 | 3.55 | 5.22 | 11.54 | 12.50 | 1.00 | 1.07 | 1.16 | 1.47 |
| O. B. & Q. CROSSING | 124.3 | | | | | | | | | | |
| DN CENTRAL CITY OI | 124.9 | f 3.47 | s 4.35 | 3.45 | f 5.11 | 11.46 | 12.40 | 12.50 | 12.58 | 1.08 | 1.37 |
| D OHAPMAN OP | 135.1 | 3.35 | 4.22 | 3.36 | 5.00 | 11.37 | 12.31 | 12.42 | 12.51 | 1.01 | 1.27 |
| O. B. & Q. CROSSING | 146.5 | | | | | | | | | | |
| DN-R GRAND ISLAND GE YL | 146.9 | 3.20 3.10 | 4.10 4.00 | 3.25 3.15 | 4.45 4.35 | 11.27 11.26 | 12.20 12.10AM | 12.31 12.30 | 12.40 12.39 | 12.50 12.49 | 1.15 1.05 |
| D ALDA DA | 154.5 | 2.57 | 3.45 | 3.02 | 4.21 | 11.17 | 11.57PM | 12.20 | 12.29 | 12.39 | 12.52 |
| D WOOD RIVER WR | 162.3 | 2.50 | f 3.35 | 2.55 | 4.11 | 11.11 | 11.51 | 12.14 | 12.23 | 12.34 | 12.46 |
| D SHELTON ST | 169.9 | 2.43 | f 3.27 | 2.48 | 4.03 | 11.06 | 11.44 | 12.08 | 12.17 | 12.28 | 12.39 |
| DN GIBBON GB | 176.0 | 2.38 | f 3.20 | 2.42 | 3.56 | 11.02 | 11.39 | 12.04 | 12.12 | 12.23 | 12.34 |
| OPTIC | 180.2 | 2.34 | 3.15 | 2.38 | 3.51 | 10.59 | 11.35 | 12.01AM | 12.09 | 12.20 | 12.30 |
| DN KEARNEY YL KR | 189.1 | s 2.20 | s 3.05 | s 2.28 | s 3.40 | s 10.50 | 11.27 | 11.53PM | 12.01AM | 12.13 | 12.22 |
| D ODESSA DZ | 198.3 | 2.05 | 2.51 | 2.15 | 3.24 | 10.41 | 11.18 | 11.45 | 11.53PM | 12.05 | 12.13 |
| D ELM CREEK QR | 204.6 | 1.59 | f 2.45 | 2.09 | 3.18 | 10.37 | 11.13 | 11.41 | 11.49 | 12.01AM | 12.08 |
| D OVERTON OV | 213.3 | 1.50 | f 2.35 | 2.02 | 3.09 | 10.31 | 11.06 | 11.35 | 11.43 | 11.54PM | 12.01AM |
| DN LEXINGTON UM | 224.4 | f 1.37 | s 2.23 | 1.52 | f 2.57 | 10.23 | 10.57 | 11.27 | 11.35 | 11.46 | 11.52PM |
| DARR | 232.5 | 1.25 | 2.11 | 1.45 | 2.45 | 10.17 | 10.51 | 11.21 | 11.29 | 11.40 | 11.44 |
| D COZAD CO | 238.2 | f 1.19 | s 2.05 | 1.40 | f 2.39 | 10.13 | 10.45 | 11.17 | 11.25 | 11.36 | 11.40 |
| DN GOTHENBURG BU | 248.8 | f 1.03 | s 1.50 | 1.30 | f 2.22 | 10.05 | 10.36 | 11.09 | 11.17 | 11.28 | 11.31 |
| VROMAN | 254.5 | 12.54 | 1.42 | 1.25 | 2.13 | 10.00 | 10.31 | 11.04 | 11.12 | 11.22 | 11.26 |
| D BRADY ISLAND BI | 261.5 | 12.47 | f 1.35 | 1.18 | 2.06 | 9.54 | 10.25 | 10.59 | 11.07 | 11.17 | 11.20 |
| D MAXWELL MX | 270.6 | 12.38 | f 1.26 | 1.10 | 1.57 | 9.47 | 10.18 | 10.52 | 11.00 | 11.10 | 11.13 |
| GANNETT | 278.5 | 12.30 | 1.18 | 1.03 | 1.49 | 9.41 | 10.12 | 10.46 | 10.54 | 11.04 | 11.07 |
| DN-R NORTH PLATTE YL NO | 284.1 | 12.20AM | 1.10AM | 12.55PM | 1.40PM | 9.35PM | 10.05PM | 10.40PM | 10.48PM | 10.58PM | 11.00PM |

Thru Time to Omaha (6.10) (6.10) (5.10) (6.10) (4.00) (5.05) (4.00) (4.02) (4.07) (4.50)
 Average speed per hour 45.6 45.6 54.4 45.6 70.3 55.3 70.3 69.7 68.3 68.2

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.
 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.

FIRST SUBDIVISION EASTWARD

| Time-Table No. 6 September 11, 1949 | Mile Post | SECOND CLASS | | | | | | | Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. |
|--|--------------|---------------|---------------|--------------|-----------------|---------------|---------------|--------------------------|--|
| | | 72 | 234 | 76 | 74 | 548 | 240 | 238 | |
| STATIONS | Time Freight | Local Freight | Local Freight | Time Freight | Motor Passenger | Local Freight | Local Freight | | |
| | | | | | | | | R COUNCIL BLUFFS YL | 0.0 |
| DN-R OMAHA YL YD | 2.8 | 1.54 | 2.55 | 8.15 | | | | XWITOPZ | |
| DN SUMMIT YL SU | 5.2 | 1.10 | 2.35 | 7.45 | | | | XIP | |
| SARPY | 13.6 | 12.50 | 2.15 | 7.20 | | | | ES77 XP | |
| LANE | 17.1 | 12.40 | f 2.05 | 7.10 | | | | 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 | | | | WS144XPWOC 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 | |
| O. B. & Q. CROSSING | 40.0 | | | | | | | I | |
| O. & N. W. CROSSING | 44.8 | | | | | | | IP | |
| AMES | 46.3 | | f 10.50 | | | | | CS82 P | |
| D NORTH BEND NB | 54.4 | | s 10.20 | | | | | CS119 XP | |
| D ROGERS DJ | 61.4 | | s 9.50 | | | | | CS82 P | |
| DN SCHUYLER SO | 68.7 | | s 9.20 | | | | | WS116 X ES123 WP | |
| D RICHLAND BZ | 76.9 | | f 8.20 | | | | | CS118 P | |
| O. B. & Q. CROSSING | 83.8 | | | | | | | I | |
| DN COLUMBUS YL O | 84.5 | | s 8.00 | | | | | WS143 XWTC ES125 YPZ | |
| D DUNCAN DQ | 92.2 | | s 7.20 | | | | | CS119 P | |
| GARDNER | 96.5 | | f 6.50 | | | | | CS82 P | |
| DN SILVER CREEK SI | 102.3 | | s 6.40 | | | | | CS119 XWP | |
| HAVENS | 107.9 | | f 6.00 | | | | | CS82 P | |
| D CLARKS OX | 113.6 | | s 5.39 | | | | | CS82 XP | |
| O. B. & Q. CROSSING | 124.3 | | | | | | | I | |
| DN CENTRAL CITY OI | 124.9 | | 5.00AM | A 6.55AM | A 7.40AM | | | WS113 X ES119 WYP | |
| D OHAPMAN OP | 135.1 | | s 6.40 | | f 7.18 | | | CS119 P | |
| O. B. & Q. CROSSING | 146.5 | | | | | | | I | |
| DN-R GRAND ISLAND GE YL | 146.9 | | | 6.20AM | 7.00AM | A 2.15PM | | XWCZTYOP | |
| D ALDA DA | 154.5 | | | | | s 1.45 | | CS82 XYP | |
| D WOOD RIVER WR | 162.3 | | | | | s 1.30 | | WS117 XW ES48 P | |
| D SHELTON ST | 169.9 | | | | | s 1.00 | | CS82 XP | |
| DN GIBBON GB | 176.0 | | | | | s 12.30 | | WS112 XWI ES70 YP | |
| OPTIC | 180.2 | | | | | | f 12.01PM | CS82 P | |
| DN KEARNEY YL KR | 189.1 | | | | | A 12.50PM | 11.00AM | WS122 XWC ES118 YZP | |
| D ODESSA DZ | 198.3 | | | | | s 12.20 | | CS83 P | |
| D ELM CREEK QR | 204.6 | | | | | s 12.01PM | | CS119 WP | |
| D OVERTON OV | 213.3 | | | | | s 11.30AM | | CS83 P | |
| DN LEXINGTON UM | 224.4 | | | | | s 10.45 | | WS120 XWY ES119 ZP | |
| DARR | 232.5 | | | | | s 10.00 | | CS83 P | |
| D COZAD CO | 238.2 | | | | | s 9.45 | | CS83 XWP | |
| DN GOTHENBURG BU | 248.8 | | | | | s 9.00 | | WS125 XWC ES130 YP | |
| VROMAN | 254.5 | | | | | f 8.20 | | CS83 P | |
| D BRADY ISLAND BI | 261.5 | | | | | s 8.05 | | CS83 WP | |
| D MAXWELL MX | 270.6 | | | | | s 7.30 | | CS119 P | |
| GANNETT | 278.5 | | | | | f 7.12 | | CS83 P | |
| DN-R NORTH PLATTE YL NO | 284.1 | | | | | 7.00AM | | XWCZTYOP | |

Thru Time to Omaha (1.45) (10.15) (0.35) (1.45) (0.40) (5.50) (3.15)
 Average speed per hour 16.0 12.2 37.7 16.0 33.0 16.3 13.0

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.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | | | | | Distance from Council Bluffs |
|--|--------------|---------------|---------------|---------------|---------------|-------|------------------------------|
| | 353 | 243 | 245 | 97 | 241 | 93 | |
| | Mixed | Local Freight | Local Freight | Local Freight | Local Freight | Mixed | |

Time-Table No. 6

September 11, 1949

STATIONS

| | | | | | | | |
|------------------------|--|----------|-----------|----------|--------|----------|-------|
| XWCZTYOP | | | | 6.50AM | 6.35AM | 6.25AM | 284.1 |
| CS84 P | | | | 7.02 f | 6.50 | 6.34 | 290.5 |
| WS 72 XP | | | | 7.15 s | 7.08 s | 6.43 | 296.9 |
| CS 119 XWYP | | | | A 7.30AM | f 7.15 | A 6.55AM | 300.7 |
| CS 121 XP | | | | | s 7.25 | | 303.4 |
| CS 82 P | | | | | f 7.35 | | 307.9 |
| CS 121 XP | | | | | s 7.55 | | 315.5 |
| XP | | | | | f 8.05 | | 321.7 |
| CS 83 P | | | | | f 8.15 | | 327.7 |
| WS122 WS120 ES138 XWCP | | | | | s 8.45 | | 334.8 |
| CS 84 P | | | | | s 9.05 | | 343.9 |
| CS 132 WP | | | | | s 9.30 | | 353.9 |
| CS 83 P | | | | | f 9.40 | | 359.3 |
| XWCYYP WS109 ES121 | | 8.30AM | | A10.00AM | | | 365.3 |
| CS 90 P | | f 8.45 | | | | | 370.6 |
| CS 123 WP | | s 9.25 | | | | | 380.3 |
| WS 111 ES 78 XP | | s 10.00 | | | | | 389.7 |
| XP | | s 10.20 | | | | | 396.3 |
| CS 94 P | | f 10.35 | | | | | 401.0 |
| XWCYYP | | A11.00AM | 8.10AM | | | | 407.5 |
| CS 94 YP | | | f 8.23 | | | | 415.5 |
| WS 121 XWP ES 70 | | | s 8.56 | | | | 426.4 |
| CS 94 P | | | f 9.15 | | | | 435.4 |
| CS 133 XWP | | | s 9.45 | | | | 444.5 |
| CS 84 WP | | | f 10.20 | | | | 456.6 |
| CS107 XWCYYP | | | s 10.59 | | | | 466.7 |
| CS 94 XWYP | | 3.55PM | f 11.45AM | | | | 477.5 |
| WS 62 XP | | f 4.05 | f 12.15PM | | | | 483.2 |
| CS 96 WP | | f 4.18 | f 12.40 | | | | 489.7 |
| WS 62 XP | | f 4.30 | 12.54 | | | | 495.9 |
| WS 117 ES 125 XP | | f 4.40 | f 1.07 | | | | 501.2 |
| XWCZTYOP | | A 4.55PM | A 1.30PM | | | | 509.5 |

| | |
|----------------------|-----------|
| DN-R NORTH PLATTE NY | YL NO 6.4 |
| BIRDWOOD | 6.4 |
| D HERSHEY OF | 3.8 |
| DN O'FALLONS FA | 2.7 |
| D SUTHERLAND SU | 4.5 |
| DEXTER | 7.6 |
| D PAXTON PN | 6.2 |
| KORTY | 6.0 |
| D ROSCOE RO | 7.1 |
| DN OGALLALA YL GT | 9.1 |
| D BRULE RU | 10.0 |
| D BIG SPRINGS GS | 5.4 |
| BARTON | 6.0 |
| DN JULESBURG YL JB | 5.3 |
| WEIR | 9.7 |
| D CHAPPELL OQ | 9.4 |
| D LODGE POLE GP | 6.6 |
| D SUNOL UN | 4.7 |
| COLTON | 6.5 |
| DN-R SIDNEY YL OD | 8.0 |
| BROWNSON | 10.9 |
| DN POTTER PR | 9.0 |
| D DIX DX | 9.1 |
| DN KIMBALL KB | 12.1 |
| D BUSHNELL BN | 10.1 |
| DN PINE BLUFFS YL UF | 10.8 |
| D EGBERT GX | 5.7 |
| D BURNS UX | 6.5 |
| D HILLSDALE HD | 6.2 |
| DURHAM | 5.3 |
| ARCHER | 8.3 |
| DN-R CHEYENNE YL OY | |

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(225.4)

.....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.
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 SECOND SUBDIVISION

FIRST CLASS

| Mail and Express | Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | Passenger | Distance from Council Bluffs | | | | | | | | | | |
|------------------|-----------|-----------|-----------------------|-----------------------|-----------------------|-----------|-----------------------|-----------|-----------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | 5 | 23 | 27 | 101 | 103 | 105 | 3 | 111 | 1 | 15 |
| | | | | | | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

Time-Table No. 6

September 11, 1949

STATIONS

| | | | | | | | | | | |
|----------|----------|----------|-------------------|-------------------|----------|-----------------------|-----------|----------|----------|-------|
| 2.15PM | 1.10PM | 9.50AM | 6.11AM | 5.56AM | 5.40AM | 4.00AM | 3.50AM | 1.30AM | 1.00AM | 284.1 |
| 2.24 | 1.19 | 9.59 | 6.19 | 6.04 | 5.48 | 4.10 | 3.57 | 1.38 | 1.11 | 290.5 |
| 2.30 | 1.26 | 10.05 | 6.24 | 6.09 | 5.53 | 4.16 | 4.02 | 1.43 | 1.18 | 296.9 |
| 2.33 | 1.30 | 10.09 | 6.27 | 6.12 | 5.56 | 4.19 | 4.05 | 1.46 | 1.22 | 300.7 |
| 2.35 | 1.33 | 10.11 | 6.29 | 6.14 | 5.58 | 4.21 | 4.07 | 1.48 | f 1.26 | 303.4 |
| 2.39 | 1.37 | 10.15 | 6.32 | 6.17 | 6.01 | 4.25 | 4.11 | 1.52 | 1.31 | 307.9 |
| 2.46 | 1.44 | 10.23 | 6.38 | 6.22 | 6.07 | 4.31 | 4.17 | 2.00 | f 1.39 | 315.5 |
| 2.52 | 1.50 | 10.28 | 6.43 | 6.28 | 6.12 | 4.37 | 4.22 | 2.05 | 1.45 | 321.7 |
| 2.58 | 1.56 | 10.34 | 6.48 | 6.33 | 6.17 | 4.43 | 4.26 | 2.11 | f 1.51 | 327.7 |
| 3.07 | f 2.07 | 10.44 | 6.54 | 6.39 | 6.24 | s 4.54 | 4.33 | 2.22 | s 2.03 | 334.8 |
| 3.17 | 2.17 | 10.53 | 7.01 | 6.46 | 6.31 | 5.05 | 4.40 | 2.31 | f 2.13 | 343.9 |
| 3.27 | 2.29 | 11.02 | 7.09 | 6.54 | 6.39 | f 5.17 | 4.48 | 2.42 | f 2.24 | 353.9 |
| 3.32 | 2.34 | 11.07 | 7.13 | 6.58 | 6.43 | 5.24 | 4.52 | 2.47 | 2.30 | 359.3 |
| 3.42 | f 2.44 | 11.14 | 7.18 | 7.03 | 6.48 | s 5.40 | Af 5.00AM | 2.54 | A 2.40AM | 365.3 |
| 3.49 | 2.52 | 11.21 | 7.22 | 7.07 | 6.52 | 5.47 | | 3.01 | | 370.6 |
| 3.59 | 3.03 | 11.31 | 7.31 | 7.16 | 7.01 | f 6.00 | | 3.11 | | 380.3 |
| 4.08 | 3.13 | 11.41 | 7.38 | 7.23 | 7.08 | f 6.11 | | 3.21 | | 389.7 |
| 4.15 | 3.19 | 11.47 | 7.43 | 7.28 | 7.13 | f 6.18 | | 3.27 | | 396.3 |
| 4.19 | 3.24 | 11.52AM | 7.46 | 7.31 | 7.16 | 6.22 | | 3.31 | | 401.0 |
| 4.25 | 3.40 | 12.01PM | 7.54 | 7.39 | 7.24 | 6.35 | | 3.40 | | 407.5 |
| 4.35 | 3.50 | 12.10 | 7.55 | 7.40 | 7.25 | 6.50 | | 3.50 | | 407.5 |
| 4.45 | 4.01 | 12.20 | 8.04 | 7.49 | 7.34 | 7.02 | | 4.00 | | 415.5 |
| 4.55 | 4.12 | 12.31 | 8.14 | 7.59 | 7.44 | f 7.16 | | 4.11 | | 426.4 |
| 5.04 | 4.21 | 12.40 | 8.22 | 8.07 | 7.52 | f 7.29 | | 4.20 | | 435.4 |
| 5.13 | f 4.32 | 12.49 | 8.30 | 8.15 | 8.00 | s 7.41 | | 4.29 | | 444.5 |
| 5.23 | 4.45 | 1.01 | 8.41 | 8.26 | 8.11 | s 8.11 ¹⁰⁵ | | 4.41 | | 456.6 |
| 5.34 | 4.58 | 1.13 | 8.50 | 8.35 | 8.20 | s 8.25 | | 4.53 | | 466.7 |
| 5.44 | 5.13 | 1.27 | 9.01 | 8.46 | 8.31 | f 8.37 | | 5.07 | | 477.5 |
| 5.50 | 5.24 | 1.35 | 9.07 ³ | 8.52 ³ | 8.37 | f 8.44 ¹⁰³ | | 5.15 | | 483.2 |
| 5.59 | 5.35 | 1.44 | 9.14 | 8.59 | 8.44 | f 9.20 | | 5.24 | | 489.7 |
| 6.08 | 5.45 | 1.52 | 9.21 | 9.06 | 8.51 | 9.30 | | 5.32 | | 495.9 |
| 6.18 | 5.55 | 2.03 | 9.28 | 9.13 | 8.58 | 9.37 | | 5.43 | | 501.2 |
| A 6.35PM | A 6.15PM | A 2.20PM | A 9.40AM | A 9.25AM | A 9.10AM | A 9.55AM | | A 6.00AM | | 509.5 |

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(225.4)

.....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.
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. 6
September 11, 1949

FIRST CLASS

| STATIONS | Mile Post | FIRST CLASS | | | | | | | | | |
|----------|-----------|------------------|-----------|-----------------------|-----------|-----------|-----------|-----------------------|-----------------------|-----------------------|-----------|
| | | 6 | 24 | 112 | 28 | 4 | 2 | 104 | 102 | 106 | 16 |
| | | Mail and Express | Passenger | Streamliner Passenger | Passenger | Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Passenger |

| STATIONS | Mile Post | FIRST CLASS | | | | | | | | | |
|--------------------------------|-----------|------------------------|---------------------|----------|--------------|--|-------------------|-------------------|-------------------|-------------------|-----------|
| | | 6 | 24 | 112 | 28 | 4 | 2 | 104 | 102 | 106 | 16 |
| DN-R NORTH PLATTE NY 6.4 | 284.1 | A 11.45AM | A 12.30PM | A 8.32PM | A 8.55PM | A 11.05PM | A 9.30PM | A 9.37PM | A 9.45PM | A 9.55PM | A 11.59PM |
| BIRDWOOD 6.4 | 290.5 | f 11.33 ²⁴² | 12.16 | 8.22 | 8.47 | 10.48 | 9.21 | 9.27 | 9.35 | 9.45 | 11.44 |
| D HERSHEY OF 3.8 | 296.9 | 11.27 | 12.09 | 8.17 | 8.42 | 10.42 | 9.16 | 9.22 | 9.30 | 9.40 | 11.36 |
| DN O'FALLONS FA 2.7 | 300.7 | 11.24 | 12.05 | 8.14 | 8.39 | 10.38 | 9.13 | 9.19 | 9.27 | 9.37 | 11.33 |
| D SUTHERLAND SU 4.5 | 308.4 | 11.22 | f 12.02PM | 8.12 | 8.37 | 10.36 | 9.11 | 9.17 | 9.25 | 9.35 | f 11.30 |
| DEXTER 7.6 | 307.9 | 11.18 | 11.57AM | 8.09 | 8.33 | 10.31 | 9.07 | 9.14 | 9.22 | 9.32 | 11.24 |
| D PAXTON PN 6.2 | 315.5 | 11.11 | f 11.50 | 8.03 | 8.27 | 10.24 | 9.01 | 9.08 | 9.16 | 9.26 | f 11.15 |
| KORTY 6.0 | 321.7 | 11.06 | 11.44 | 7.59 | 8.22 | 10.18 | 8.56 | 9.03 | 9.11 | 9.21 | 11.08 |
| D ROSCOE RO 7.1 | 327.7 | 11.00 | 11.38 | 7.55 | 8.17 | 10.12 | 8.51 | 8.59 | 9.07 | 9.17 | f 11.01 |
| DN OGALLALA YL GT 9.1 | 334.8 | 10.53 | f 11.31 | 7.50 | 8.11 | f 10.04 | 8.45 | 8.54 | 9.02 | 9.12 | s 10.54 |
| D BRULE RU 10.0 | 343.9 | 10.44 | f 11.22 | 7.43 | 8.02 | 9.49 | 8.37 | 8.46 | 8.54 | 9.04 | f 10.43 |
| D BIG SPRINGS GS 5.4 | 353.9 | 10.36 | f 11.11 | 7.36 | 7.53 | 9.39 | 8.29 | 8.39 | 8.45 | 8.55 | f 10.33 |
| BARTON 6.0 | 359.3 | 10.31 | 11.05 | 7.32 | 7.49 | 9.31 | 8.25 | 8.35 | 8.41 | 8.51 | 10.27 |
| DN JULESBURG YL JB 5.3 | 365.3 | 10.25 | f 11.00 | s 7.27PM | 7.44 | s 9.23 | 8.20 | 8.31 | 8.36 | 8.46 | 10.20PM |
| WEIR 9.7 | 370.6 | 10.20 | 10.54 | | 7.37 | 9.13 | 8.16 | 8.26 | 8.31 | 8.41 | |
| D CHAPPELL OQ 9.4 | 380.3 | 10.11 | f 10.46 | | 7.29 | f 9.03 | 8.08 | 8.18 | 8.23 | 8.33 | |
| D LODGE POLE GP 6.6 | 389.7 | 10.02 | f 10.37 | | 7.21 | f 8.54 | 8.00 | 8.11 | 8.16 | 8.26 | |
| D SUNOL UN 4.7 | 396.3 | 9.56 | 10.31 | | 7.16 | f 8.48 | 7.55 | 8.06 | 8.11 | 8.21 | |
| COLTON 6.5 | 401.0 | 9.52 | 10.27 | | 7.12 | 8.43 | 7.51 | 8.02 | 8.07 | 8.17 | |
| DN-R SIDNEY YL OD 8.0 | 407.5 | 9.45 9.35 | 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 | |
| BROWNSON 10.9 | 415.5 | 9.24 | 9.59 | | 6.43 | 8.12 | 7.26 | 7.46 | 7.51 | 8.01 | |
| DN POTTER PR 9.0 | 426.4 | 9.14 | 9.49 | | 6.33 | f 7.59 | 7.17 | 7.37 | 7.43 | 7.53 | |
| D DIX DX 9.1 | 435.4 | 9.06 | 9.41 | | 6.26 | 7.47 ¹⁰²⁻¹⁰⁸ f 7.26 ¹⁰⁴ | 7.09 | 7.31 ⁴ | 7.37 ⁴ | 7.47 ⁴ | |
| DN KIMBALL KB 12.1 | 444.5 | 8.58 | f 9.32 | | 6.19 | s 7.09 | 7.01 | 7.24 | 7.30 | 7.40 | |
| D BUSHNELL BN 10.1 | 456.6 | 8.47 | 9.20 | | 6.08 | s 6.51 ² | 6.51 ⁴ | 7.15 | 7.21 | 7.31 | |
| DN PINE BLUFFS YL UF 10.8 | 466.7 | 8.38 | 9.10 | | 5.59 | s 6.38 | 6.42 | 7.07 | 7.14 | 7.24 | |
| D EGBERT GX 5.7 | 477.5 | 8.27 | 9.00 ²⁴⁶ | | 5.49 | f 6.23 | 6.33 | 6.57 | 7.06 | 7.16 | |
| D BURNS UX 6.5 | 483.2 | 8.22 | 8.55 | | 5.44 | 6.16 | 6.27 | 6.53 | 7.02 | 7.12 | |
| D HILLSDALE HD 6.2 | 489.7 | 8.17 ²⁴⁶ | 8.50 ³⁵⁴ | | 5.39 | 6.10 | 6.21 | 6.48 | 6.57 | 7.07 | |
| DURHAM 5.3 | 495.9 | 8.12 | 8.45 | | 5.33 | 6.03 | 6.15 | 6.42 | 6.52 | 7.02 | |
| ARCHER 8.3 | 501.2 | 8.07 | 8.40 | | 5.28 | 5.57 | 6.10 | 6.38 | 6.48 | 6.58 | |
| DN-B CHEYENNE YL OY (225.4) | 509.5 | 7.55AM | 8.30AM | | 5.20PM | 5.45PM | 6.00PM | 6.30PM | 6.40PM | 6.50PM | |

| | | | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (3.50) | (3.50) | (1.05) | (3.35) | (5.20) | (3.30) | (3.07) | (3.05) | (3.05) | (1.39) |
| Average speed per hour..... | 58.1 | 58.1 | 74.9 | 62.9 | 42.3 | 64.4 | 72.3 | 73.1 | 73.1 | 49.2 |

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.

SECOND SUBDIVISION EASTWARD

Time-Table No. 6
September 11, 1949

SECOND CLASS

| STATIONS | Mile Post | SECOND CLASS | | | | | | Car Capacity of Sidings, etc. See Rule of (A), Page 26. |
|----------|-----------|---------------|---------------|-------|---------------|---------------|-------|---|
| | | 242 | 246 | 354 | 244 | 98 | 94 | |
| | | Local Freight | Local Freight | Mixed | Local Freight | Local Freight | Mixed | |

| STATIONS | Mile Post | SECOND CLASS | | | | | | Car Capacity of Sidings, etc. See Rule of (A), Page 26. |
|--------------------------------|-----------|----------------------|-----|-----|-----|----------------------|----------------------|---|
| | | 242 | 246 | 354 | 244 | 98 | 94 | |
| DN-R NORTH PLATTE NY 6.4 | 284.1 | A 11.55AM | | | | A 4.50PM | A 7.35PM | XWCZTYOP |
| BIRDWOOD 6.4 | 290.5 | f 11.33 ⁶ | | | | 4.39 | 7.19 | CS84 P |
| D HERSHEY OF 3.8 | 296.9 | s 11.20 | | | | f 4.30 | f 7.10 | WS 72 XP |
| DN O'FALLONS FA 2.7 | 300.7 | f 11.05 | | | | 4.22PM | 7.05PM | CS 119 XWYP |
| D SUTHERLAND SU 4.5 | 308.4 | s 10.50 | | | | | | CS 121 XP |
| DEXTER 7.6 | 307.9 | f 10.15 | | | | | | CS 83 P |
| D PAXTON PN 6.2 | 315.5 | s 10.00 | | | | | | CS 121 XP |
| KORTY 6.0 | 321.7 | f 9.35 | | | | | | XP |
| D ROSCOE RO 7.1 | 327.7 | f 9.15 | | | | | | CS 83 P |
| DN OGALLALA YL GT 9.1 | 334.8 | s 9.00 | | | | | | WS122 WS120 ES135 XWCP |
| D BRULE RU 10.0 | 343.9 | s 8.15 | | | | | | CS 84 P |
| D BIG SPRINGS GS 5.4 | 353.9 | s 7.50 | | | | | | CS 132 WP |
| BARTON 6.0 | 359.3 | f 7.25 | | | | | | CS 83 P |
| DN JULESBURG YL JB 5.3 | 365.3 | 7.15AM | | | | A 2.30PM | | XWCYIP WS109 ES121 |
| WEIR 9.7 | 370.6 | | | | | f 2.05 | | CS 90 P |
| D CHAPPELL OQ 9.4 | 380.3 | | | | | s 1.45 | | CS 123 WP |
| D LODGE POLE GP 6.6 | 389.7 | | | | | s 1.10 | | WS 111 ES 78 XP |
| D SUNOL UN 4.7 | 396.3 | | | | | f 12.55 | | XP |
| COLTON 6.5 | 401.0 | | | | | f 12.43 | | CS 94 P |
| DN-R SIDNEY YL OD 8.0 | 407.5 | | | | | A 1.30PM | 12.30PM | XWCTYP |
| BROWNSON 10.9 | 415.5 | | | | | f 12.55 | | CS 94 YP |
| DN POTTER PR 9.0 | 426.4 | | | | | s 12.30PM | | WS 121 XWP ES 70 |
| D DIX DX 9.1 | 435.4 | | | | | s 11.59AM | | CS 94 P |
| DN KIMBALL KB 12.1 | 444.5 | | | | | s 11.35 | | CS 133 XWP |
| D BUSHNELL BN 10.1 | 456.6 | | | | | s 10.55 | | CS 84 WP |
| DN PINE BLUFFS YL UF 10.8 | 466.7 | | | | | s 9.55 | | CS107 XWCYIP |
| D EGBERT GX 5.7 | 477.5 | | | | | f 9.00 ²⁴ | A 9.15AM | CS 94 XWYP |
| D BURNS UX 6.5 | 483.2 | | | | | s 8.35 | s 9.00 | WS 62 XP |
| D HILLSDALE HD 6.2 | 489.7 | | | | | f 8.17 ⁶ | s 8.50 ²⁴ | CS 96 WP |
| DURHAM 5.3 | 495.9 | | | | | s 8.05 | f 8.35 | WS 62 XP |
| ARCHER 8.3 | 501.2 | | | | | f 7.55 | f 8.29 | WS 117 ES 125 XP |
| DN-R CHEYENNE YL OY (225.4) | 509.5 | | | | | 7.35AM | 8.15AM | XWCZTYOP |

| | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (4.40) | (5.55) | (1.00) | (2.00) | (0.28) | (0.30) |
| Average Speed per hour..... | 17.4 | 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

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | | | | FIRST CLASS | | | Distance from Julesburg | STATIONS |
|--|---------------------|--------------------|-----------------------|-----------|----------------------|-----------------------|-----------|----------------------|-------------------------|----------|
| | 455 | 71 | 111 | 15 | 301 | 111 | 15 | 301 | | |
| | Time Freight | C. B. & Q. Freight | Streamliner Passenger | Passenger | C. B. & Q. Passenger | Streamliner Passenger | Passenger | C. B. & Q. Passenger | | |
| 80 WCYIP | | | f 5.00AM | 2.45AM | | | | 0.0 | DN JULESBURG YL JB | |
| 75 ZP | | | 5.08 | f 2.56 | | | | 7.1 | D OVID VI | |
| 73 WP | | | 5.14 | f 3.07 | | | | 14.6 | D SEDGWICK ZD | |
| 95 P | | | 5.21 | f 3.17 | | | | 23.1 | RED LION | |
| 95 WP | | | 5.26 | f 3.26 | | | | 30.1 | D CROOK OK | |
| 72 P | | | 5.33 | f 3.36 | | | | 38.8 | PROCTOR | |
| 94 P | | | 5.38 | f 3.46 | | | | 45.6 | D ILLIFF F | |
| 77 P | | | 5.44 | 3.56 | | | | 53.5 | HAYFORD | |
| IP | | | | | | | | 57.2 | O. B. & Q. CROSSING | |
| 169 IWCTZP | 6.00PM | 12.01PM | 5.51 | 4.02 | 2.50AM | 5.55 | 4.15 | 57.5 | DN-R STERLING YL ST | |
| 72 P | | | | | | | | 61.7 | HALL | |
| | 6.28 ¹¹² | 12.15 | 6.03 | f 4.25 | f 2.58 | | | 64.1 | D ATWOOD OD | |
| 74 P | 6.37 | 12.28 | 6.09 | f 4.35 | f 3.06 | | | 70.2 | D MERINO MI | |
| 143 P | 6.45 | 12.37 | 6.14 | f 4.42 | 3.14 | | | 76.0 | MESSEX | |
| 52 P | 6.52 | A 1.01PM | 6.18 | f 4.48 | A 3.25AM | | | 81.0 | DN UNION UN | |
| 94 WP | 7.00 | | 6.23 | f 4.56 | | | | 87.0 | D SNYDER SN | |
| 53 P | 7.09 | | 6.29 | 5.04 | | | | 93.8 | DODD | |
| 100 WCP | 7.16 | | 6.34 | s 5.10 | | | | 98.6 | DN FT. MORGAN FX | |
| 35 P | 7.26 | | 6.41 | 5.18 | | | | 106.0 | NARROWS | |
| 79 P | 7.33 ¹⁶ | | 6.44 | f 5.23 | | | | 109.0 | D WELDONA DN | |
| 22 P | 7.40 | | 6.48 | f 5.29 | | | | 114.2 | GOODRICH | |
| 78 P | 7.46 | | 6.51 | f 5.33 | | | | 117.7 | ORCHARD | |
| 53 P | 7.56 | | 6.57 | f 5.41 | | | | 124.8 | MASTERS | |
| 50 P | 8.03 | | 7.01 | 5.46 | | | | 130.2 | CANTON | |
| 121 WP | 8.10 ²⁵⁰ | | 7.05 | f 5.52 | | | | 135.4 | HARDIN | |
| 78 P | 8.21 | | 7.12 | f 6.01 | | | | 143.1 | D KERSEY KR | |
| 56 WCTYP | A 8.30PM | | A 7.20AM | A 6.12AM | | | | 151.1 | DN-R LASALLE YL SA | |

BLOCK SIGNALS

(151.1)

| | | | | | |
|--------|--------|--------|--------|--------|-----------------------------|
| (2.30) | (1.00) | (2.20) | (3.27) | (0.35) |Thru Time |
| 37.4 | 23.5 | 64.8 | 43.8 | 40.3 |Average speed per hour |

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, 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. 6 September 11, 1949 | STATIONS | Mile Post | FIRST CLASS | | | SECOND CLASS | |
|--|----------|-----------------------|-----------------------|-----------|----------------------|---------------------|--------------|
| | | | 112 | 16 | 302 | 72 | 250 |
| | | | Streamliner Passenger | Passenger | C. B. & Q. Passenger | C. B. & Q. Freight | Time Freight |
| DN JULESBURG YL JB | 0.0 | A _s 7.27PM | A 10.15PM | | | | |
| D OVID VI | 7.1 | 7.18 | s 10.00 | | | | |
| D SEDGWICK ZD | 14.6 | 7.12 | s 9.50 | | | | |
| RED LION | 23.1 | 7.05 | f 9.40 | | | | |
| D CROOK OK | 30.1 | 7.00 | s 9.30 | | | | |
| PROCTOR | 38.8 | 6.53 | f 9.19 | | | | |
| D ILLIFF F | 45.6 | 6.48 | s 9.10 | | | | |
| HAYFORD | 53.5 | 6.41 | 9.00 | | | | |
| O. B. & Q. CROSSING | 57.2 | | | | | | |
| DN-R STERLING YL ST | 57.5 | 6.37 | 8.53 | A 11.45PM | A 11.00PM | A 10.10PM | |
| HALL | 61.7 | 6.35 | 8.40 | | | | |
| D ATWOOD OD | 64.1 | 6.28 ⁴⁵⁵ | f 8.30 | f 11.28 | 10.45 | 10.00 | |
| D MERINO MI | 70.2 | 6.23 | f 8.22 | f 11.21 | 10.35 | 9.41 | |
| MESSEX | 76.0 | 6.19 | f 8.13 | f 11.15 | 10.23 | 9.33 | |
| DN UNION UN | 81.0 | 6.15 | f 8.07 | f 11.07PM | 10.01PM | 9.26 | |
| D SNYDER SN | 87.0 | 6.10 | f 7.59 | | | 9.19 | |
| DODD | 93.8 | 6.05 | 7.51 | | | 9.10 | |
| DN FT. MORGAN FX | 98.6 | 6.01 | f 7.45 | | | 9.03 | |
| NARROWS | 106.0 | 5.55 | 7.38 | | | 8.52 | |
| D WELDONA DN | 109.0 | 5.53 | f 7.33 ⁴⁵⁵ | | | 8.47 | |
| GOODRICH | 114.2 | 5.49 | f 7.24 | | | 8.40 | |
| ORCHARD | 117.7 | 5.46 | f 7.17 | | | 8.35 | |
| MASTERS | 124.8 | 5.40 | f 7.08 | | | 8.25 | |
| CANTON | 130.2 | 5.36 | 7.02 | | | 8.18 | |
| HARDIN | 135.4 | 5.32 | f 6.57 | | | 8.10 ⁴⁵⁵ | |
| D KERSEY KR | 143.1 | 5.25 | f 6.46 | | | 7.55 | |
| DN-R LASALLE YL SA | 151.1 | 5.18PM | 6.35PM | | | 7.40PM | |

BLOCK SIGNALS

(151.1)

| | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|
| Thru Time..... | (2.09) | (3.40) | (0.38) | (0.59) | (2.30) |
| Average speed per hour..... | 70.3 | 41.2 | 37.1 | 23.6 | 3.94 |

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, 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 | | | | | |
|--|---------------------|----------|-----------------|----------------------|--|---------------------|----------|----------|-----------|---------------------|----|-----------------|---------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | FIRST CLASS | Distance from Valley | Time-Table No. 6 September 11, 1949 | | | | Mile Post | FIRST CLASS | | SECOND CLASS | |
| | 71 | 73 | 548 | | 547 | 74 | 72 | 547 | | 74 | 72 | | |
| | Freight | Freight | Motor Passenger | | | | | | | | | Motor Passenger | Freight |
| | Daily | Daily | Daily | | | | | | | | | | |
| WCYP | 10.25PM | 1.30PM | | 0.0 | DN-R VALLEY YL V | | 0.0 | | A 5.40AM | A 11.15PM | | | |
| AI | | | | 5.8 | 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 C.B. & Q. CROSSINGS | 19.6 | | | | | | | |
| 78 P | 11.25 | 2.22 | | 26.3 | D WESTON WN | 26.3 | | | 4.48 | 10.10 | | | |
| 20 P | 11.35PM | 2.34 | | 33.2 | TOUHY | 33.2 | | | 4.35 | 9.55 | | | |
| 96 WCYP | 12.01AM | 2.44 | 10.15AM | 37.3 | DN-R VALPARAISO YL VO | 37.3 | A 3.10PM | | 4.25 | 9.40 | | | |
| 33 P | 12.18 | 2.58 | f 10.30 | 46.5 | D RAYMOND RM | 46.5 | f 2.59 | | 4.09 | 9.15 | | | |
| 101 P | 12.30 | 3.08 | 10.40 | 52.7 | GARRATT | 52.7 | 2.52 | | 3.58 | 9.05 | | | |
| I | | | | 56.5 | C. B. & Q. CROSSING | 56.5 | | | | | | | |
| 24 WTZP | 12.55 | 3.18 | A 10.55AM | 57.1 | DN-R LINCOLN YL SN | 57.1 | 2.45PM | | 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 | | | |
| 21 P | 1.33 | 3.46 | | 74.7 | PRINCETON | 74.7 | | | 3.03 | 7.49 | | | |
| 73 WP | 1.43 | 3.53 | | 79.5 | D CORTLAND RD | 79.5 | | | 2.56 | 7.41 | | | |
| 84 P | 1.58 | 4.08 | | 88.9 | D PIKRELL 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 (0.25) 47.5 (3.10) 30.5 (4.15) 22.8
 Average speed per hour
 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 | | | | | |
|--|--------------|--|--|------------------------------|--|------|--|----------|-----------|-------------|--|--------------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | 233 Local Freight Monday, Wed., Fri. | Distance from Council Bluffs | Time-Table No. 6 September 11, 1949 | | | | Mile Post | FIRST CLASS | | SECOND CLASS | |
| | | | | | STATIONS | | | | | | | | |
| | | | | | | | | | | | | | |
| 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 PAPHILLION PO | 16.8 | | | | | | | |
| AIP | | | | 19.2 | MO. PAC. CROSSING | 19.2 | | | | | | | |
| P | | | f 6.55 | 22.5 | D MILLARD MD | 22.5 | | | | | | | |
| XP | | | A 7.05AM | 26.1 | LANE | 26.1 | | | | | | | |
| | | | | | 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.
 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 | | | | | |
|--|---------------------------|-----------------|-----------------|--------------------------|--|------|----------------------|-------------------------|-----------|-------------|----|-----------------|-------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | FIRST CLASS | Distance from Valparaiso | Time-Table No. 6 September 11, 1949 | | | | Mile Post | FIRST CLASS | | SECOND CLASS | |
| | 75 | 547 | 548 | | 547 | 76 | 548 | 76 | | 548 | 76 | | |
| | Mixed | Motor Passenger | Motor Passenger | | | | | | | | | Motor Passenger | Mixed |
| | Tuesday Thursday Saturday | Daily | Daily | | | | | | | | | | |
| WCYP | 5.00AM | 3.15PM | | 0.0 | DN-R VALPARAISO YL VO | 0.0 | f 10.10AM | | A 11.35AM | | | | |
| 16 | f 5.20 | f 3.30 | | 7.4 | 7.4 | LOMA | 7.4 | f 9.53 | f 11.02 | | | | |
| 28 | s 5.40 | s 3.40 | | 13.5 | D BRAINARD BD | 13.5 | s 9.42 | s 10.50 | | | | | |
| | | | | 15.0 | O. & N. W. CROSSING | 15.0 | | | | | | | |
| 32 W | s 6.10 | s 4.00 | | 23.2 | D DAVID CITY DV | 23.2 | s 9.25 | s 10.25 | | | | | |
| | | | | 23.5 | C. B. & Q. CROSSING | 23.5 | | | | | | | |
| 31 | s 6.45 | s 4.13 | | 33.3 | D RISING CITY RN | 33.3 | s 9.04 | s 9.40 | | | | | |
| 36 | s 7.05 | s 4.26 | | 40.1 | D SHELBY SH | 40.1 | s 8.50 | s 9.20 | | | | | |
| 7 | s 7.34 | s 4.41 | | 47.5 | D OSCEOLA OZ | 47.5 | s 8.34 | s 8.55 | | | | | |
| 9 W | s 8.25 ⁵⁴⁸ | s 4.53 | | 52.9 | D STROMSBURG S | 52.9 | s 8.25 ⁷⁵ | s 8.25 ⁵⁴⁸ | | | | | |
| 35 | s 8.40 | s 5.11 | | 63.0 | D POLK PK | 63.0 | s 8.05 | s 7.50 | | | | | |
| 21 | s 8.55 | s 5.23 | | 68.5 | D HORDVILLE HV | 68.5 | s 7.54 | s 7.30 | | | | | |
| 22 | s 9.10 | f 5.32 | | 73.8 | HEBER | 73.8 | f 7.45 | f 7.10 | | | | | |
| | | | | 75.3 | C. B. & Q. CROSSING | 75.3 | | | | | | | |
| WYP | A 9.20AM | A 5.40PM | | 75.9 | DN-R CENTRAL CITY YL OI | 75.9 | 7.40AM | 7.05AM | | | | | |
| | | | | | (75.9) | | Daily | Monday Wednesday Friday | | | | | |

| WESTWARD | | | | CEDAR RAPIDS BRANCH | | | | EASTWARD | | | | | |
|--|--------------|--|------------------------------------|---------------------|--|------|---------------------|----------|-----------|--------------|--|--------------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | 79 Mixed Daily Except Sunday | Distance from Genoa | Time-Table No. 6 September 11, 1949 | | | | Mile Post | SECOND CLASS | | SECOND CLASS | |
| | | | | | STATIONS | | | | | | | | |
| | | | | | | | | | | | | | |
| 40 WY | | | 12.32PM | 0.0 | D-R GENOA YL G | 0.0 | A 4.35PM | | | | | | |
| 38 | | | s 1.08 | 13.7 | D FULLERTON FU | 13.7 | s 4.05 | | | | | | |
| 21 | | | s 1.33 | 23.1 | D BELGRADE BL | 23.1 | s 3.45 | | | | | | |
| 26 W | | | s 1.52 | 30.8 | D CEDAR RAPIDS OD | 30.8 | s 3.30 | | | | | | |
| 36 | | | s 2.13 | 36.6 | D PRIMROSE P | 36.6 | f 3.15 | | | | | | |
| 38 WY | | | A 2.40PM | 44.3 | D-R SPALDING YL SG | 44.3 | 3.00PM | | | | | | |
| | | | | | (44.3) | | Daily Except Sunday | | | | | | |

(2.08) 20.8 Thru Time (1.85) 28.0
 Average speed per hour
 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 | | | | |
|---------------------------|---------------------------|---------------------------|---------------------------|--|-------|---------------------|-------|----------------|---------------------------|---------------------------|----------------------------------|--|
| SECOND CLASS | | | | Time-Table No. 6 September 11, 1949 | | | | SECOND CLASS | | | | |
| 79 | 81 | 321 | Distance from Columbus | STATIONS | | | | Mile Post | 82 | 80 | 312 | |
| Mixed | Mixed | Mixed | | Mixed | Mixed | Mixed | Mixed | | | | | |
| Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | | | | | | | | | | |
| WCTYPZ | 11.40AM | 6.20AM | 1.40AM | 0.0 | DN-R | COLUMBUS | YL O | 0.0 | A 3.00PM | A 5.15PM | A 11.30PM | |
| | 11.50AM | 6.30 | 1.50 | 4.2 | | SHELDONVILLE | | 4.2 | 2.49 | 5.08 | f 11.17 | |
| 8 YP | A 12.02PM | A 6.45AM | f 2.00 | 9.4 | R | OCONEE | YL | 9.4 | 2.40PM | 5.00PM | f 11.05 | |
| 29 | | | f 2.30 | 14.7 | D | PLATTE CENTER | PO | 14.7 | | | s 10.50 | |
| | | | | 25.1 | | O. & 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 | | PEOK | | 29.1 | | | f 9.46 | |
| 33 W | | | s 3.55 | 35.4 | D | MADISON | MA | 35.4 | | | s 9.32 | |
| | | | | 48.7 | | O. & N. W. CROSSING | | 48.7 | | | | |
| | | | | 50.2 | | O. & N. W. CROSSING | | 50.2 | | | | |
| WCZTYP | | | A 5.00AM | 50.4 | D-R | NORFOLK | YL KN | 50.4 | | | 8.30PM | |
| | | | | | | | | | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | |
| | (0.22) 25.6 | (0.25) 22.6 | (3.20) 15.1 |Thru Time..... | | | | (0.20) 28.2 | (0.15) 37.6 | (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.
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 | | | |
|---------------------------|---------------------------|-------------------------|---------------------|--|------------|-------|----------------|---------------------------|----------------------------------|--|--|
| SECOND CLASS | | | | Time-Table No. 6 September 11, 1949 | | | | SECOND CLASS | | | |
| 79 | 81 | Distance from Oconee | STATIONS | | | | Mile Post | 82 | 80 | | |
| Mixed | Mixed | | Mixed | Mixed | Mixed | Mixed | | | | | |
| Daily Except Sunday | Daily Except Sunday | | | | | | | | | | |
| 20 YP | 12.02PM | 6.45AM | 0.0 | R | OCONEE | YL | 0.0 | A 2.40PM | A 5.00PM | | |
| | 12.13 | s 7.00 | 4.3 | D | MONROE | MN | 4.3 | s 2.30 | s 4.50 | | |
| 40 WYP | A 12.29PM | s 7.30 | 11.3 | D-R | GENOA | YL G | 11.3 | s 2.15 | 4.35PM | | |
| 56 | | s 8.15 | 22.3 | D | ST. EDWARD | ST | 22.3 | s 1.35 | | | |
| 28 WYP | | A 9.05AM | 33.7 | D-R | ALBION | YL A | 33.7 | 1.10PM | | | |
| | | | | | | | | Daily Except Sunday | Daily Except Sunday | | |
| | (0.27) 25.1 | (2.20) 14.4 |Thru Time..... | | | | (1.30) 22.5 | (0.25) 27.1 |Average speed per hour..... | | |

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 | | | |
|---------------------|------------------------|----------------------------------|----------------|--|-------|---------------------|--------------|----------------|----------------------|----------------------------------|--|
| SECOND CLASS | | | | Time-Table No. 6 September 11, 1949 | | | | SECOND CLASS | | | |
| 283 | 83 | Distance from Grand Island | STATIONS | | | | Mile Post | 84 | 284 | | |
| Mixed | Mixed | | Mixed | Mixed | Mixed | Mixed | | | | | |
| Mon., Wed., Fri. | Tues., Thurs., Sat. | | | | | | | | | | |
| WTYPCZ | | 10.00AM | 9.00AM | 0.0 | DN-R | GRAND ISLAND | YL GE | 0.0 | A 5.15PM | A 5.15PM | |
| | | | | 0.4 | | O. B. & Q. CROSSING | | 0.4 | | | |
| 11 Y | | | | 2.5 | | OAREY | | 2.5 | | | |
| 19 P | | s 10.30 | s 9.28 | 11.1 | D | ST. LIBORY | RY | 11.1 | s 4.42 | s 4.42 | |
| 39 WYPC | | A 10.50AM | s 9.55 | 21.9 | D-R | ST. PAUL | YL SP | 21.9 | s 4.20 | 4.20PM | |
| 27 | | | s 10.20 | 30.7 | D | ELBA | EB | 30.7 | s 3.48 | | |
| 25 P | | | s 10.35 | 36.8 | | OOTESFIELD | | 36.8 | s 3.41 | | |
| | | | 10.50 | 44.5 | | SCOTIA JUNCTION | | 44.5 | 3.25 | | |
| 20 W | | | s 11.00 | 45.7 | D | SCOTIA | SK | 45.7 | s 3.14 | | |
| | | | 11.15 | 44.5 | | SCOTIA JUNCTION | | 44.5 | 3.07 | | |
| 31 | | | s 11.35AM | 48.8 | D | NORTH LOUP | NU | 48.8 | s 2.57 | | |
| | | | | 60.7 | | O. B. & Q. CROSSING | | 60.7 | | | |
| 34 WY | | | A 12.10PM | 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..... | | | | (2.45) 22.2 | (0.55) 23.9 |Average speed per hour..... | |

| WESTWARD | | | | LOUP CITY BRANCH | | | | EASTWARD | | | |
|-------------------------------|-------|---------------------------|---------------------|--|-----------|-------|----------------|----------------------------------|--|--|--|
| SECOND CLASS | | | | Time-Table No. 6 September 11, 1949 | | | | SECOND CLASS | | | |
| 283 | 284 | Distance from St. Paul | STATIONS | | | | Mile Post | 284 | | | |
| Mixed | Mixed | | Mixed | Mixed | Mixed | Mixed | | | | | |
| Monday Wednesday Friday | | | | | | | | | | | |
| WYPC | | 11.15AM | 0.0 | D-R | ST. PAUL | YL SP | 0.0 | A 4.05PM | | | |
| 19 | | s 11.40AM | 8.3 | D | DANNEBROG | DB | 8.3 | s 3.50 | | | |
| 11 WY | | s 12.05PM | 18.6 | D | BOELUS | HW | 18.6 | s 3.20 | | | |
| 31 | | f 12.25 | 25.8 | | ROCKVILLE | | 25.8 | f 2.55 | | | |
| 33 WYP | | A 1.00PM | 39.0 | D-R | LOUP CITY | YL OP | 39.0 | 2.30PM | | | |
| | | | | | | | | Monday Wednesday Friday | | | |
| | | (1.45) 22.3 |Thru Time..... | | | | (1.35) 24.6 |Average speed per hour..... | | | |

| WESTWARD | | | | HASTINGS BRANCH | | | | EASTWARD | | | |
|------------------------|------------------------|---------------------------|---------------------|--|-------|-------|--------------|----------------------------------|-----|--|--|
| SECOND CLASS | | | | Time-Table No. 6 September 11, 1949 | | | | SECOND CLASS | | | |
| 283 | 83 | Distance from Hastings | STATIONS | | | | Mile Post | 84 | 284 | | |
| Mixed | Mixed | | Mixed | Mixed | Mixed | Mixed | | | | | |
| Mon., Wed., Fri. | Tues., Thurs., Sat. | | | | | | | | | | |
| WYPCZ | | 0.0 | DN-R | HASTINGS | YL AN | 0.0 | | | | | |
| 96 | | 7.3 | | NEWMARCH | | 7.3 | | | | | |
| 86 P | | 12.7 | D | HAYLAND | HA | 12.7 | | | | | |
| 95 P | | 20.2 | | DENMAN | | 20.2 | | | | | |
| WB114 WYP EB71 RCSI | | 28.1 | DN-R | GIBBON | YL GB | 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 | | | | |
|--|---------------------------|----------------------|----------------|----------------|-----------------------|--|------------------------|----------|-----------------|----------------------|-------------------------|----|
| Car Capacity of Seating, etc. See Rule 6 (A), page 25. | SECOND CLASS | | FIRST CLASS | | Distance from Kearney | Time-Table No. 6 September 11, 1949 | | | | SECOND CLASS | | |
| | 95 | 519 | 517 | Mile Post | | 518 | 96 | STATIONS | | Mile Post | 518 | 96 |
| | | | | | | | | Mixed | Motor Passenger | | | |
| 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 | | 5.5 | | 5.5 | f11.43 | f 8.32 | | |
| 19 P | s 9.19 | s 4.22 | s 5.17 | 10.1 | | GLENWOOD PARK | | 10.1 | s11.35 | s 8.22 | | |
| 27 | s 9.30 | s 4.33 | s 5.28 | 16.8 | D | RIVERDALE | | 16.8 | s11.23 | s 8.00 | | |
| 13 W | f 9.52 | f 4.43 | f 5.38 | 22.7 | | 6.7 | AMHERST | HR | 22.7 | f11.12 | f 7.41 | |
| 32 | s10.06 | s 4.50 | s 5.45 | 28.3 | D | 5.9 | WATERTOWN | | 28.3 | s11.05 | s 7.33 | |
| 38 | s10.20 | s 5.02 | s 5.57 | 32.5 | D | 6.2 | MILLER | MR | 32.5 | s10.53 | s 7.15 | |
| 28 | s10.40 ⁵¹⁸ | s 5.14 | s 6.09 | 40.4 | D | 7.9 | SUMNER | SU | 40.4 | s10.40 ⁹⁵ | s 6.59 | |
| 40 | s11.13 | s 5.34 | s 6.30 | 52.1 | D | 11.7 | EDDYVILLE | VD | 52.1 | s10.19 | s 6.28 | |
| 14 | f11.27AM | f 5.47 | f 6.46 | 59.1 | D | 7.0 | OOONTO | BS | 59.1 | f10.03 | f 6.14 | |
| 27 WYP | s12.30PM | s 6.00 ⁹⁶ | s 6.57 | 65.5 | D | 6.4 | LODI | | 65.5 | s 9.52 | s 6.00 ⁵¹⁹ | |
| 9 | f12.55 | f 6.17 | f 7.12 | 75.8 | | 10.3 | CALLAWAY | OA | 75.8 | f 9.31 | f 5.00 | |
| 38 WP | s 1.30 | s 6.30 | s 7.24 | 83.1 | D | 7.3 | FINCHVILLE | | 83.1 | s 9.20 | s 4.45 | |
| 5 P | s 1.55 | f 6.45 | s 7.35 | 90.6 | | 7.5 | ARNOLD | AD | 90.6 | s 9.07 | f 4.26 | |
| 10 | f 2.10 | f 6.55 | f 7.42 | 94.6 | | 4.0 | LOGAN | | 94.6 | f 9.00 | f 4.18 | |
| 15 P | f 2.30 | s 7.04 | s 7.49 | 99.2 | | 4.6 | HOAGLAND | | 99.2 | s 8.50 | f 4.08 | |
| 22 WYC | A 2.55PM | A 7.15PM | A 8.00AM | 102.4 | D-R | 3.2 | GANDY | | 102.4 | 8.45AM | 4.00PM | |
| | | | | | | | STAPLETON | YL SN | | | | |
| | | | | | | | (102.4) | | | Daily Except Monday | Sunday Wednesday Friday | |
| | (5.55) 17.3 | (3.10) 32.3 | (3.00) 34.1 | | | | Thru Time | | (3.14) 31.7 | (5.20) 19.2 | | |
| | | | | | | | Average speed per hour | | | | | |

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule 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 | | | | | |
|--|------------------------|----------------------|-------------|---------------------|-------------------------|--|------------------------|----------|------------------------|----------------|-----------|----|----|
| Car Capacity of Seating, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | FIRST CLASS | | Distance from O'Fallons | Time-Table No. 6 September 11, 1949 | | | | SECOND CLASS | | | |
| | 97 | 93 | 98 | 94 | | Mile Post | 97 | 93 | STATIONS | | Mile Post | 98 | 94 |
| | | | | | | | | | Local Freight | 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 | | 19.6 | NEVENS | | 19.6 | f 3.15 | f 6.19 | | | |
| 42 WP | f 8.35 | s 7.40 | 28.4 | | 28.4 | KEYSTONE | | 28.4 | f 2.55 | f 6.07 | | | |
| 42 P | f 8.50 | f 7.50 | 34.9 | D | 6.5 | MARTIN | SA | 34.9 | f 2.30 | f 5.55 | | | |
| 42 P | f 9.05 | s 8.00 | 41.2 | | 41.2 | LEMOYNE | | 41.2 | f 2.15 | s 5.45 | | | |
| 25 | f 9.20 | f 8.09 | 46.8 | | 46.8 | BELMAR | | 46.8 | f 2.05 | f 5.34 | | | |
| 44 | f 9.29 | f 8.18 | 51.7 | | 51.7 | RUTHTON | | 51.7 | f 1.55 | f 5.26 | | | |
| 41 WCYP | s10.00 | s 8.32 | 59.8 | D | 7.6 | LEWELLEN | YL W | 59.8 | s 1.40 | s 5.15 | | | |
| 41 P | s10.50 | s 8.54 | 70.8 | D | 11.5 | OSHKOSH | YL OX | 70.8 | s 1.05 | s 4.52 | | | |
| 40 WP | s11.35 | s 9.19 | 86.4 | D | 15.6 | LISCO | OO | 86.4 | f12.25PM | s 4.24 | | | |
| 37 | f11.53AM ⁹⁸ | f 9.33 | 95.4 | | 95.4 | 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 | | | |
| 19 | f12.34 | f10.01 | 109.6 | | 109.6 | TOWERS | | 109.6 | f11.20 | f 3.43 | | | |
| 195 WCTP | s 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 | | 115.5 | C. B. & Q. CROSSING | | 115.5 | 11.08 | 3.28 | | | |
| 11 | f 1.30 | f10.24 | 121.8 | | 121.8 | 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 | f10.40 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 WCYP | 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) 21.4 | (4.20) 33.6 | | | | | Thru Time | | (6.19) 23.1 | (4.30) 32.4 | | | |
| | | | | | | | Average Speed per hour | | | | | | |

| WESTWARD | | | | GERING BRANCH | | | | EASTWARD | | | | |
|--|--------------|----|-------------|---------------|----------------------|--|---------------|----------|-----------|--------------|----|---------------|
| Car Capacity of Seating, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | FIRST CLASS | | Distance from Gering | Time-Table No. 6 September 11, 1949 | | | | SECOND CLASS | | |
| | 97 | 93 | 98 | 94 | | Mile Post | STATIONS | | Mile Post | 98 | 94 | |
| | | | | | | | Local Freight | Mixed | | | | Local Freight |
| Daily | Daily | | | | | | | | | | | |
| 17 | | | | | 0.0 | DN-R | GERING | YL G | 0.0 | | | |
| 27 | | | | | 5.4 | | MATHERS | | 5.4 | | | |
| | | | | | 6.0 | | MOON | | 6.0 | | | |
| | | | | | 7.0 | | ROUBADEAU | | 7.0 | | | |
| 18 | | | | | 8.4 | | HILLIKER | | 8.4 | | | |
| 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 | | | |
|--|--------------|-------------|----------------|-------------------------|--|-------------|---------------------------------------|-----------|----------------------|-------------------------|-------------------------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 36. | SECOND CLASS | | | Distance from O'Fallons | Time-Table No. 6 September 11, 1949 | | | Mile Post | SECOND CLASS | | |
| | 353 | 93 | 59 | | 354 | 60 | 94 | | | | |
| | Mixed Daily | Mixed Daily | Mixed Daily | | Mixed Daily | Mixed Daily | Mixed Daily | | | | |
| 72 | WYP | | 11.30AM | 6.00AM | 145.9 | DN-R | GERING YL G | 145.9 | A10.30AM | A 2.20PM | |
| 14 | | | f 11.36 | f 6.10 | 150.5 | | 4.6 COSTIN | 150.5 | f 10.17 | f 2.04 | |
| 30 | | | s 11.39 | f 6.15 | 152.3 | D | 1.8 HAIG HA | 152.3 | f 10.14 | s 1.58 | |
| 24 | P | | s 11.45 | f 6.25 | 155.8 | D | 3.5 SOUTH MITCHELL MI | 155.8 | f 10.08 | s 1.48 | |
| 32 | | | f 11.48 | f 6.30 | 157.1 | | 1.3 PELTON | 157.1 | f 10.05 | f 1.41 | |
| 42 | | | f 11.52 | f 6.35 | 159.5 | | 2.4 BAILEYVUE | 159.5 | f 10.01 | f 1.37 | |
| 30 | P | | s 11.56 | f 6.45 | 162.1 | D | 2.6 SOUTH MORRILL BI | 162.1 | f 9.56 | s 1.33 | |
| 18 | | | f 11.59AM | f 6.50 | 164.2 | | 2.1 JOYCE | 164.2 | f 9.52 | f 1.28 | |
| 51 | WYP | | s 12.05PM | s 9.45 ⁶⁰ | 167.9 | DN | 3.7 LYMAN YL MU | 167.9 | s 9.45 ⁵⁹ | s 1.23 | |
| 21 | | | f 12.09 | f 9.50 | 170.1 | | 2.2 CANAL | 170.1 | f 9.20 | f 1.16 | |
| 14 | | | f 12.13 | f 9.57 | 172.8 | | 2.7 STEBBINS | 172.8 | f 9.15 | f 1.12 | |
| 51 | P | | s 12.15 | f 10.07 | 173.7 | D | 0.9 HUNTLEY HU | 173.7 | f 9.13 | s 1.10 | |
| 35 | | | f 12.20 | f 10.17 | 177.0 | | 3.3 HOLLY | 177.0 | f 9.06 | f 1.03 | |
| 51 | WCYP | | 12.55PM | A 12.30PM | 181.6 | D-R | 4.6 YODER YL DR | 181.6 | A 11.45AM | 9.00 8.50 | 12.55PM |
| 51 | P | | | s 1.01 | 188.1 | D | 6.5 VETERAN VN | 188.1 | s 8.37 | | |
| 8 | | | | f 1.06 | 191.5 | | 3.4 HELDT | 191.5 | f 8.30 | | |
| 16 | | | | f 1.16 | 196.1 | | 4.6 COTTIER | 196.1 | f 8.19 | | |
| 51 | WYP | | | A 1.30PM | 200.6 | D-R | 4.5 SO. TORRINGTON YL BI | 200.6 | 8.10AM | | |
| 14 | | | f 1.06 | | 185.3 | | 3.7 GOODLAND | 185.3 | f 11.37 | | |
| 26 | | | f 1.12 | | 187.6 | | 2.3 FONDA | 187.6 | f 11.32 | | |
| 51 | W | | s 1.21 | | 192.4 | D | 4.8 HAWK SPRINGS HK | 192.4 | s 11.20 | | |
| 31 | | | f 1.29 | | 194.7 | | 2.3 DUROC | 194.7 | f 11.07 | | |
| 19 | | | f 1.44 | | 200.8 | | 6.1 WYOROSS | 200.8 | f 10.56 | | |
| 51 | WY | | s 1.55 | | 203.8 | D | 3.0 LA GRANGE GA | 203.8 | s 10.51 | | |
| 19 | | | f 2.11 | | 210.7 | | 6.9 TREMAIN | 210.7 | f 10.25 | | |
| 51 | WF | | s 2.41 | | 222.5 | D | 11.8 ALBIN AB | 222.5 | s 10.00 | | |
| 51 | | | f 3.01 | | 229.7 | D | 7.2 LINDBERGH BG | 229.7 | s 9.45 | | |
| | W | | A 3.45PM | | 244.3 | DN-R | 14.6 EGBERT YL GX | 0.0 | 9.20AM | | |
| | | | (2.50) 22.1 | (1.00) 35.7 | (7.30) 7.3 | | (98.4) Average speed per hour..... | | Daily 25.9 | Daily (2.20) 23.4 | Daily (1.25) 24.8 |

| WESTWARD LYMAN BRANCH EASTWARD | | | | WESTWARD SEARS BRANCH EASTWARD | | | | | |
|--|---------------------|--|-----|--------------------------------|--|---------------------|--|-----|-----------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 26. | Distance from Lyman | Time-Table No. 6 September 11, 1949 | | Mile Post | Car Capacity of Sidings, etc. See Rule 6 (A), Page 26. | Distance from Sears | Time-Table No. 6 September 11, 1949 | | Mile Post |
| | | STATIONS | | | | | STATIONS | | |
| | | 0.0 | DN | | | | LYMAN YL MU | 0.0 | |
| 18 | 2.8 | SEARS | 2.8 | | 0.0 | 1.2 BELLINGER | 1.2 | | |
| 6 | 3.3 | SIDING NO. 1 | 3.3 | 5 | 1.2 | 1.6 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 "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 "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 | Trains handling loaded wooden Hart convertible cars. | | | | 35 |
| Inspection bus cars. | | | 40 | 40 | Trains handling company roadway machines on their own wheels: | | | | |
| When caboose is handled in train consisting of passenger train equipment. | | | 50 | | On straight track. | | | | 30 |
| 7000 class engines. | | | 75 | 50 | On curves. | | | | 25 |
| 3800 and 3900 class engines. | | | 60 | 50 | Passing fueling stations. | 50 | 50 | 40 | 25 |
| 5000 and 9000 class engines. | | | 50 | 50 | Within yard limits protected by continuous block signal system. | 60 | 50 | 50 | 25 |
| 4000 class engines. | | | 45 | 45 | When yard limits not protected by continuous block signal system. | 50 | 40 | 40 | 25 |
| MacArthur type engines with 63-inch drivers. | | | 55 | 50 | When using cross-overs or turn-outs: | | | | |
| MacArthur type engines with 57-inch drivers. | | | 35 | 35 | 9000 class engines; | | | | |
| Mallet, Consolidation and Ten Wheeler type engines. | | | 35 | 35 | Forward movement | | | | 10 |
| 0-6-0 and 0-8-0 type yard engines. | | | 20 | 20 | Back-up movement | | | | 6 |
| Steam engines running backward. | | | 20 | 20 | All other classes of engines; | | | | |
| Diesel-electric locomotives in road or helper service: | | | | | Forward movement | 15 | 15 | 15 | 15 |
| Backing up shoving a train. (Speed of train being helped will govern). | | | | | Back-up movement | 10 | 10 | 10 | 10 |
| Backing up pulling train | 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 light. | | | | | On wye tracks. | 15 | 15 | 15 | 15 |
| Light engines. | | | | 45 | Jordan spreaders and other machines of spreader type, when in operation. | | | | 15 |
| Trains handling scale test cars. | | | | 30 | Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing. | | | | |
| When more than 50% of the tonnage is gravel. | | | | 40 | | 20 | 20 | 20 | 20 |

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

FIRST SUBDIVISION

| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
|--|----------------|----------|-------|-----|---|----------------|----------|-------|-----|
| | Str. | De-Psgr. | Psgr. | Fr. | | Str. | De-Psgr. | Psgr. | Fr. |
| Between Gibbon and North Platte with Diesel-electric locomotive. | | | | 55 | Grand Island, 2200 class engines on scale track and east yard run-around track. | | | | 5 |
| Waterloo, seed house spur. | | | | 5 | Buda, all airfield trackage. | | | | 10 |
| Fremont, within city limits. | | | 20 | 15 | Lexington, between second street crossing east and first street crossing west of passenger depot. | 60 | 40 | 40 | 25 |
| Fremont, on F. S. Y. & L. Co. tracks. | | | | 15 | Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track. | | | | 10 |
| Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive. | 60 | 40 | 40 | 25 | Lexington, 2200 class engines on third and fourth tracks north, east of depot. | | | | 5 |
| Central City, 2200 class engines on east leg of wye. | | | | 5 | Cozad, on Armour & Co. spur tracks. | | | | 5 |
| Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets. | 20 | 20 | 20 | 20 | Gothenburg wye. | | | | 5 |
| 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 | | | | | ON EASTWARD TRACK | | | | |
| Between Mile Posts— Summit 5.2 and 5.6 | 25 | 25 | 25 | 25 | Between Mile Posts— North Platte 281.9 and 281.1 | 80 | 70 | 70 | 50 |
| Sarpy 14.2 and 14.7 | 80 | 70 | 70 | 50 | Brady Island 258.5 and 258.1 | 70 | 60 | 60 | 50 |
| 15.9 and 16.2 | 80 | 70 | 70 | 50 | Kearney 189.2 and 189.0 | 40 | 40 | 40 | 25 |
| Lane 18.1 and 18.4 | 70 | 60 | 60 | 50 | Waterloo 23.2 and 22.8 | 70 | 60 | 60 | 50 |
| 19.4 and 19.8 | 70 | 60 | 60 | 50 | 22.6 and 22.2 | 60 | 50 | 50 | 40 |
| Elkhorn 21.9 and 22.1 | 70 | 60 | 60 | 50 | 22.1 and 21.9 | 70 | 60 | 60 | 50 |
| 22.2 and 22.6 | 60 | 50 | 50 | 40 | Elkhorn 19.8 and 19.4 | 70 | 60 | 60 | 50 |
| 22.8 and 23.2 | 70 | 60 | 60 | 50 | 18.4 and 18.1 | 70 | 60 | 60 | 50 |
| Vroman 258.1 and 258.5 | 70 | 60 | 60 | 50 | Lane 16.2 and 15.9 | 80 | 70 | 70 | 50 |
| Beck 281.1 and 281.9 | 80 | 70 | 70 | 50 | 14.7 and 14.2 | 80 | 70 | 70 | 50 |
| North Platte | | | | | Seymour 5.6 and 5.2 | 25 | 25 | 25 | 25 |
| | | | | | Summit | | | | |

SECOND 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 |
| ON WESTWARD TRACK | | | | | ON EASTWARD TRACK | | | | |
| Between Mile Posts— Korty 323.5 and 324.4 | 70 | 60 | 60 | 50 | Between Mile Posts— Cheyenne 509.1 and 508.7 | 40 | 40 | 40 | 25 |
| Brownson 422.6 and 423.5 | 70 | 60 | 60 | 50 | 506.3 and 505.8 | 80 | 70 | 70 | 50 |
| Bushnell 456.9 and 457.2 | 80 | 70 | 70 | 50 | 503.0 and 502.2 | 60 | 50 | 50 | 40 |
| Smeed 462.8 and 462.9 | 80 | 70 | 70 | 50 | Archer 498.2 and 497.7 | 70 | 60 | 60 | 50 |
| Burns 486.2 and 486.5 | 70 | 60 | 60 | 50 | Durham 494.0 and 493.8 | 70 | 60 | 60 | 50 |
| Hillsdale 493.8 and 494.0 | 70 | 60 | 60 | 50 | Hillsdale 486.5 and 486.2 | 70 | 60 | 60 | 50 |
| Durham 497.7 and 498.2 | 70 | 60 | 60 | 50 | Pine Bluffs 462.9 and 462.8 | 80 | 70 | 70 | 50 |
| Archer 502.2 and 503.0 | 60 | 50 | 50 | 40 | Smeed 457.2 and 456.9 | 80 | 70 | 70 | 50 |
| 505.8 and 506.3 | 80 | 70 | 70 | 50 | Potter 423.5 and 422.6 | 70 | 60 | 60 | 50 |
| 508.7 and 509.1 | 40 | 40 | 40 | 25 | Roscoe 324.4 and 323.5 | 70 | 60 | 60 | 50 |
| Cheyenne | | | | | North Platte | | | | |

THIRD SUBDIVISION

| | | | | | | | | | |
|--|----|----|----|----|---|----|----|----|----|
| Maximum speed. | 79 | 75 | 70 | 50 | Light engines. | | | 45 | 45 |
| With C. B. & Q. 5200 and 5500 class 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 |
| Freight engines not otherwise shown. | | | 50 | | 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 | Weston 30.2 and 30.5 | 35 | 35 |
| 5000, 9000 class and MacArthur type engines on curves. | 35 | 35 | 30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines. | 25 | 25 |
| Between Mile Posts— Valley 0.1 and 0.3 | 15 | 15 | 31.6 and 31.9 | 35 | 35 |
| 3.8 and 4.0 | 35 | 35 | 31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines. | 25 | 25 |
| 3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines. | 25 | 25 | Touhy 36.0 and 37.4 | 25 | 25 |
| Yutan 6.4 and 7.7 | 35 | 35 | Garratt 56.3 and 57.5 | 15 | 15 |
| 6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines. | 25 | 25 | Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits | 35 | 25 |
| Mead Between U. P. yard and Nebr. Ordinance classification yard. | 8 | | Pickrell 96.5 and 97.3 | 15 | 15 |
| Wahoo, city track. | 6 | | Beatrice, Allers Grain Company spur. | | 5 |
| 19.1 and 19.5 | 35 | 35 | Beatrice, 1900 class and heavier engines on Kilpatrick track. | | 5 |
| 19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines. | 25 | 25 | | | |

BRANCHES

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|--|----------------|------|--|----------------|----------------|
| | Psg. | Frt. | | Psg. | Frt. |
| Stromsburg Branch Maximum speed: Between Valparaiso and Brainard. | 35 | 25 | Hastings Branch Maximum speed. | | 50 |
| Between Brainard and Hordville. | 40 | 30 | Over Bridge 21.35. | | 30 |
| Between Hordville and Central City. | 35 | 25 | Gibbon, west of east wye switch. | | 15 |
| 2800 class engines. | 30 | 30 | Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Trains with 400 class engines. | 40 40 25 | 30 40 25 |
| Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines. | 5 | 5 | Between Callaway and Stapleton: Steam trains. Motor trains. Trains with 400 class engines. | 45 45 30 | 35 45 30 |
| Between M.P. 73.6 and Central City with 1900 class and heavier engines. | 10 | 10 | North Platte Branch Maximum speed. | | 45 |
| Norfolk Branch Maximum speed: Between Columbus and Oconee. | | 35 | 5000, 7000 and 9000 class engines | | 35 |
| Between Oconee and M.P. 16. | | 25 | Over Bridge 18.30. | | 35 |
| Between M.P. 16 and Norfolk. | | 30 | Oshkosh, over First Street Crossing | | 15 |
| Columbus, over wye switches. | | 15 | North Platte Cut-Off Maximum speed. | | 45 |
| On curve at M.P. 1.75. | | 25 | Between Yoder and Creighton. | | 35 |
| Albion Branch Maximum speed: | | 30 | On curves between Yoder and So. Torrington | | 35 |
| Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11. | | 30 | On curves between M.P. 25.42 and M.P. 31.25 | | 30 |
| Between M.P. 11 and Spalding. | | 25 | Through tunnel between Albin and Tremain. | | 20 |
| Over Bridge 12.96. | | 25 | Lyman Branch. | | 20 |
| Ord Branch Maximum speed: Between Grand Island and St. Libory. | | 25 | Gering Branch. | | 20 |
| Carey, all air field trackage. | | 10 | Sears Branch. | | 20 |
| Between St. Libory and Ord. | | 30 | | | |
| Loup City Branch. | | 30 | | | |

STATIONS NOT SHOWN ON SCHEDULE PAGES

| Location | Mile Post | Car Capacity, etc See Rule 6(A) Page 25 | Switch Connection | Location | Mile Post | Car Capacity, etc See Rule 6(A) Page 25 | Switch Connection |
|---------------------------|-----------|---|-------------------|----------------------------|-----------|---|-------------------|
| First Subdivision | | | | Beatrice Branch | | | |
| Paddock..... | 128.5 | 8 | West | Agnew..... | 41.8 | 28 | Both |
| Buda..... | 184.3 | ES 73—XP | Both | West Lincoln..... | 55.3 | 4 | West |
| Kearney Air Base..... | 185.9 | WS 40—XP | Both | Hanlon..... | 68.2 | 31 | Both |
| Alfalfa Center..... | 194.1 | 44—XP | Both | Stromsburg Branch | | | |
| Josselyn..... | 217.9 | 24—XP | Both | Durant..... | 56.8 | 23 | Both |
| Willow Island..... | 243.2 | 63—XP | Both | Sand Pit Spur..... | 73.4 | 15 | West |
| Keith..... | 274.6 | 7—X | Both | Norfolk Branch | | | |
| Beck..... | 280.5 | 10 | West | Tarnov..... | 20.3 | 36 | Both |
| Second Subdivision | | | | Enola..... | 40.9 | 31 | Both |
| Varner..... | 301.8 | 40—X | Both | Albion Branch | | | |
| Jacinto..... | 430.8 | 8—X | East | Mill Spur..... | 2.0 | 5 | East |
| Megeath..... | 349.1 | 17—X | East | Woodville..... | 18.8 | 9 | East |
| Owasco..... | 439.9 | 27—PX | Both | Cedar Rapids Branch | | | |
| Oliver..... | 451.1 | 12 | East | Kent..... | 5.3 | 12 | Both |
| Tracy..... | 472.0 | 10 | East | Merchiston..... | 9.3 | 20 | Both |
| Third Subdivision | | | | Ord Branch | | | |
| Dorsey..... | 19.0 | 29 | Both | Weeks Spur..... | 43.1 | 5 | East |
| Marcott..... | 25.8 | 29—P | Both | Saunders..... | 58.5 | 3 | East |
| Tobin..... | 34.2 | 22 | Both | North Platte Branch | | | |
| Powell..... | 41.1 | 12—P | Both | Broganville..... | 24.8 | 12 | Both |
| Griff..... | 42.2 | 22 | Both | Kingsley..... | 30.7 | 11 | 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 | | | | |

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 | | |

Table with 10 columns: Station Name, Location, and various time/distance metrics. Includes stations like Council Bluffs, Omaha, and North Platte.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Table listing clock locations across various stations and territories. Columns include Station Name, Location, and Territory. Examples include Council Bluffs, Omaha, and North Platte.

Table with 10 columns showing time and distance data for various stations. Columns include Station Name, Location, and various time/distance metrics.

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

Large table listing physicians and surgeons by name, title, place, and territory. Columns include NAME, TITLE, PLACE, TERRITORY, NAME, TITLE, PLACE, TERRITORY. Includes names like D. L. Gamette, Lynn T. Hall, and H. H. Walker.