

UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 7

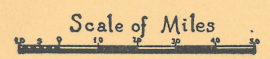
Effective Sunday
April 30, 1950

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 (11, 3, 15, 85, 1, 17, 37, 5, 23, 27, 9, 103, 101, 105, 111) and time intervals. Includes a 'Distance from Council Bluffs' column and a 'Time-Table No. 7 April 30, 1950' header.

Time-Table No. 7 April 30, 1950

STATIONS

- CO. BLUFFS
OMAHA
GRAND ISLAND
NORTH PLATTE
JULESBURG
SIDNEY
KANSAS CITY
DENVER
CHEYENNE
BORIE
LARAMIE
RAWLINS
GREEN RIVER
GRANGER
OGDEN

(0.35) (24.15) (5.35) (10.55) (20.15) (0.40) (32.05) (21.25) (21.45) (20.18) (13.30) (16.10) (16.10) (13.25) (8.50)
51.7 40.8 49.9 61.3 48.9 45.3 37.9 46.2 45.5 48.8 55.3 61.2 61.2 62.9 63.3

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. McSPADEN, Asst. Superintendent... Gering, Nebr.
E. RUF, Terminal Superintendent... Omaha, Nebr.
A. A. HAUSSENER, Terminal Superintendent... Co. Bluffs, Iowa
J. E. GUYMAN, Terminal Superintendent... North Platte, Nebr.
C. B. HURD, Trainmaster... Grand Island, Nebr.
W. E. HENKE, Trainmaster... Sidney, 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.
C. H. SUITS, 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
E. M. PROUTY, Chief Train Dispatcher... North Platte, Nebr.
A. R. SUTHERLAND, Asst. Chief Train Dispatcher... North Platte, Nebr.
O. E. BEESSON, 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.
S. G. TWEDT, Asst. Chief Train Dispatcher... Denver, Colo.

NORTH PLATTE BRANCH AND CUT-OFF
F. G. CLARK, Chief Train Dispatcher... Gering, Nebr.

MILEAGE
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, 86, 16) and time intervals. Includes a 'Mile Post' column and a 'Time-Table No. 7 April 30, 1950' header.

Time-Table No. 7 April 30, 1950

STATIONS

- CO. BLUFFS
OMAHA
GRAND ISLAND
NORTH PLATTE
JULESBURG
SIDNEY
KANSAS CITY
DENVER
CHEYENNE
BORIE
LARAMIE
RAWLINS
GREEN RIVER
GRANGER
OGDEN

Thru Time To Omaha... (0.40) (8.05) (19.25) (13.05) (23.10) (19.20) (16.00) (15.55) (13.23) (27.20) (0.35) (23.35) (20.35) (10.00) (5.55)
Average speed per hour... 45.3 69.2 51.0 57.0 42.7 51.2 61.9 62.2 63.1 44.5 51.7 42.0 48.1 56.0 47.1

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 stations for both directions.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Seating, etc. See Page 6 (A), Page 26.	SECOND CLASS							Distance from Council Bluffs	Time-Table No. 7	
	71	547	73	75	237	239	233		April 30, 1950	
	Time Freight Daily	Motor Passenger Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Mon. Wed. Fri.	Local Freight Mon. Wed., Fri.	Local Freight Monday Wed., Fri.		STATIONS	
CXWITYOPZ	8.00PM		12.01PM				5.30AM	0.0	R COUNCIL BLUFFS YL	0.0
XWITOPZ	8.15		12.15				5.40	2.8	DN-R OMAHA YL YD	2.8
XIP	8.30		12.45				A 5.59AM	5.2	DN SUMMIT YL SU	5.2
ES77 XP	8.40		12.55				Via Old Main Line	13.6	SARPY	13.6
XP	8.50		1.00				7.06AM	17.1	LANE	17.1
CS84 XP							s 7.20	21.7	D ELKHORN KH	21.7
CS84 P							s 7.40	24.5	D WATERLOO WO	24.5
WS144XYPWC ES165 ES90	A 9.15PM		A 1.15PM				s 8.40	28.0	DN VALLEY YL V	28.0
CS81 P							f 8.50	34.3	MERCER	34.3
WS99 ES172 WPZ							s 9.15	39.3	F. S. Y. & L. CROSSING	39.3
IP								40.0	DN FREMONT YL FN	40.0
CS82 P							f 9.25	46.3	O. B. & Q. CROSSING	46.3
CS119 XP							s 9.50	54.4	O. & N. W. CROSSING	54.4
CS82 P							s 10.20	61.4	AMES	61.4
WS116 ES123 WP							10.35 23 11.10 5	68.7	D NORTH BEND NB	68.7
CS118 P							f 11.40AM	76.9	D ROGERS DJ	76.9
WS143 XWTC ES125 YPZ							s 12.30PM	84.5	DN SCHUYLER SO	84.5
CS119 P							s 12.50	92.2	D RIOHLAND BZ	92.2
CS82 P							f 12.56	96.5	O. B. & Q. CROSSING	96.5
CS119 XWP							s 1.20	102.3	O. & N. W. CROSSING	102.3
CS82 P							f 1.30	107.9	AMES	107.9
CS82 XP							s 2.00	113.6	D NORTH BEND NB	113.6
WS113 ES119 WYP		5.45PM	9.50AM				A 2.30PM	124.9	D ROGERS DJ	124.9
CS119 P		f 6.00	s 10.15					135.1	DN SCHUYLER SO	135.1
XWCZTYOP		A 6.25PM	A 10.45AM	7.30AM				146.5	D RIOHLAND BZ	146.5
CS82 XYP				f 8.05				154.5	O. B. & Q. CROSSING	154.5
WS117 ES48 XW P				s 8.39 27				162.3	DN COLUMBUS YL O	162.3
CS82 XP				s 9.05				169.9	D DUNOAN DQ	169.9
WS112 ES70 XWI YP				s 9.40				176.0	GARDINER	176.0
CS82 P				f 9.55				180.2	DN SILVER CREEK SI	180.2
WS122 ES119 XWC YZP				s 10.35				189.1	HAVENS	189.1
CS83 P				s 10.45				198.3	D OLARKS OX	198.3
CS119 WP				s 11.00				204.6	O. B. & Q. CROSSING	204.6
CS83 P				s 11.30AM				213.3	DN CENTRAL CITY OI	213.3
WS120 ES119 XWY ZP				A 12.01PM	7.30AM			224.4	D OHAFMAN OP	224.4
CS83 P				f 7.45				232.5	O. B. & Q. CROSSING	232.5
CS83 XWP				s 8.30				238.2	DN-R GRAND ISLAND GE YL	238.2
WS125 ES130 XWC YP				s 9.30				248.8	ALDA	248.8
CS83 P				9.45				254.5	D WOOD RIVER WR	254.5
CS83 WP				s 10.00				261.5	D SHELTON ST	261.5
CS119 P				s 10.15				270.6	DN GIBSON GB	270.6
CS83 P				f 10.29 27				278.5	OPTIO	278.5
XWCZTYOP				A 11.00AM				284.1	DN KEARNEY YL KR	284.1

BLOCK SIGNALS

Double Track

(1.15) 22.4 (0.40) 33.0 (1.14) 22.8 (0.55) 24.0 (4.31) 17.2 (3.30) 16.5 (9.00) 13.9
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.
 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 Seating, etc. See Page 6 (A), Page 26.	FIRST CLASS										Distance from Council Bluffs	Time-Table No. 7	
	3	85	1	5	23	27	103	101	105	111		April 30, 1950	
	Passenger Daily	Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily		STATIONS	
				9.20AM							0.0	R COUNCIL BLUFFS YL	0.0
	10.00PM	9.35PM	9.25PM	9.55	9.30AM	5.45AM	3.10AM	2.55AM	2.35AM	12.40AM	2.8	DN-R OMAHA YL YD	2.8
	10.07	9.42	9.32	10.02	9.37	5.52	3.15	3.00	2.40	12.45	5.2	DN SUMMIT YL SU	5.2
	10.16	9.51	9.41	10.09	9.45	6.01	3.22	3.07	2.47	12.52	13.6	SARPY	13.6
	10.20	9.55	9.45	10.14	9.49	6.05	3.25	3.10	2.50	12.55	17.1	LANE	17.1
	10.24	9.59	9.49	10.19	9.53	6.09	3.29	3.14	2.54	12.59	21.7	D ELKHORN KH	21.7
	f 10.28	10.02	9.52	10.22	9.57	6.12	3.32	3.17	2.57	1.02	24.5	D WATERLOO WO	24.5
	s 10.35	10.07	9.57	10.26	10.00	6.17	3.35	3.20	3.00	1.05	28.0	DN VALLEY YL V	28.0
	10.41	10.13	10.03	10.31	10.06	6.23	3.39	3.24	3.04	1.10	34.3	MERCER	34.3
	s 10.59	10.19	10.09	s 10.43	s 10.16	6.29	3.43	3.28	3.08	1.15	38.2	F. S. Y. & L. CROSSING	38.2
											39.3	DN FREMONT YL FN	39.3
											40.0	O. B. & Q. CROSSING	40.0
											44.8	O. & N. W. CROSSING	44.8
	11.07	10.27	10.17	10.51	10.24	6.37	3.48	3.33	3.13	1.21	46.3	AMES	46.3
	f 11.17	10.34	10.24	10.58	10.31	6.44	3.54	3.39	3.19	1.27	54.4	D NORTH BEND NB	54.4
	11.24	10.40	10.30	11.04	10.38	6.50	3.59	3.44	3.24	1.32	61.4	D ROGERS DJ	61.4
	s 11.33	10.46	10.36	11.10 233	f 10.47 233	6.56	4.04	3.49	3.29	1.37	68.7	DN SCHUYLER SO	68.7
	11.41	10.53	10.43	11.18	10.55	7.03	4.10	3.55	3.35	1.43	76.9	D RIOHLAND BZ	76.9
	s 11.59PM	11.01	10.51	s 11.32	s 11.08	7.11	4.16	4.01	3.41	s 1.52	84.5	O. B. & Q. CROSSING	84.5
	f 12.10AM	11.09	10.59	11.43	11.18	7.19	4.22	4.07	3.47	1.59	92.2	DN COLUMBUS YL O	92.2
	12.15	11.13	11.03	11.47	11.23	7.23	4.25	4.10	3.50	2.03	96.5	D DUNOAN DQ	96.5
	f 12.23	11.19	11.09	11.52	11.28	7.29	4.29	4.14	3.54	2.07	102.3	GARDINER	102.3
	12.28	11.24	11.14	11.57AM	11.33	7.34	4.33	4.18	3.58	2.11	107.9	DN SILVER CREEK SI	107.9
	f 12.35	11.29	11.19	12.02PM	11.38	7.39	4.37	4.22	4.02	2.15	113.6	HAVENS	113.6
	s 12.49	11.39	11.29	12.12	f 11.52AM	7.50	4.46	4.32	4.12	2.25	124.9	D OLARKS OX	124.9
	1.01	11.49PM	11.39	12.22	12.02PM	8.00	4.56	4.42	4.22	2.34	135.1	O. B. & Q. CROSSING	135.1
	1.15	12.07AM	11.55PM	12.35	12.15	8.15	5.09	4.54	4.34	2.46	146.9	DN CENTRAL CITY OI	146.9
	f 1.39	12.22	12.12	12.52	12.33	8.32	5.17	5.02	4.42	2.56	154.5	D OHAFMAN OP	154.5
	f 1.46	12.29	12.19	12.59	12.40	8.39 237	5.23	5.08	4.48	3.02	162.3	O. B. & Q. CROSSING	162.3
	f 1.53	12.35	12.25	1.05	12.46	8.45	5.29	5.14	4.54	3.08	169.9	DN-R GRAND ISLAND GE YL	169.9
	f 1.59	12.41	12.31	1.10	12.51	8.51	5.33	5.18	4.58	3.13	176.0	ALDA	176.0
	2.03	12.45	12.35	1.14	12.55	8.55	5.36	5.21	5.01	3.16	180.2	D WOOD RIVER WR	180.2
	s 2.25	12.54	12.44	s 1.30	s 1.07	9.04	5.44	5.29	5.09	s 3.25	189.1	D SHELTON ST	189.1
	f 2.35	1.04	12.54	1.39	1.16	9.14	5.51	5.36	5.16	3.34	198.3	DN GIBSON GB	198.3
	f 2.41	1.10	1.00	1.44	1.21	9.20	5.56	5.41	5.21	3.38	204.6	OPTIO	204.6
	f 2.50	1.18	1.08	1.52	1.29	9.28	6.02	5.47	5.27	3.45	213.3	D KEARNEY YL KR	213.3
	s 3.07	1.28	1.18	2.02	s 1.41	9.38	6.10	5.55	5.35	3.54	224.4	D ODESSA DZ	224.4
	3.16	1.35	1.25	2.10	1.49	9.45	6.16	6.01	5.41	4.00	232.5	D ELM CREEK QR	232.5
	s 3.28	1.40	1.30	2.15	f 1.56	9.50	6.20	6.05	5.45	4.04	238.2	D OVERTON OV	238.2
	s 3.45	1.50	1.40	2.25	f 2.09	10.00	6.28	6.13	5.53	4.12	248.8	DN LEXINGTON UM	248.8
	3.52	1.56	1.46	2.31	2.15	10.06	6.32	6.17	5.57	4.17	254.5	DARD	254.5
	f 3.59	2.03	1.53	2.38	2.22	10.13	6.37	6.22	6.02	4.23	261.5	D COZAD OO	261.5
	f 4.09	2.12	2.02	2.47	2.30	10.22	6.44	6.29	6.09	4.30	270.6	DN GOTHEBURG BU	270.6
	4.16	2.19	2.09	2.54	2.37	10.29 239	6.49	6.34	6.14	4.36	278.5	VROMAN	278.5
	A 4.30AM	A 2.30AM	A 2.20AM	A 3.05PM	A 2.50PM	A 10.40AM	A 6.55AM	A 6.40AM	A 6.20AM	A 4.45AM	284.1	D BRADY ISLAND BI	284.1

BLOCK SIGNALS

Double Track

(6.30) 49.3 (4.55) 57.2 (4.55) 57.2 (5.10) 54.4 (5.20) 52.7 (4.55) 57.2 (3.45) 75.0 (3.45) 75.0 (3.45) 75.0 (4.05) 68.9
Thru Time from Omaha.....
Average speed per hour.....
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
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 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7
April 30, 1950

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS									
		4	6	24	112	28	104	102	106	2	86
		Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
R COUNCIL BLUFFS YL	0.0		A 6.50PM								
DN-R OMAHA YL YD	2.8	A 7.00AM	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	A 4.15AM
DN SUMMIT YL SU	5.2	6.49	5.50	7.35	1.28	2.55	2.33	2.42	2.52	3.36	4.01
SARPY	8.4	6.40	5.42	7.25	1.20	2.46	2.25	2.34	2.44	3.28	3.53
LANE	17.1	6.36	5.38	7.20	1.16	2.42	2.22	2.30	2.40	3.24	3.49
D ELKHORN KH	21.7	f 6.31	5.33	7.14	1.12	2.38	2.17	2.25	2.35	3.20	3.45
D WATERLOO WO	24.5	f 6.27	5.30	7.10	1.08	2.34	2.13	2.21	2.31	3.17	3.42
DN VALLEY YL V	28.0	s 6.23	5.26	7.04	1.05	2.30 ¹⁰⁶¹⁰² 2.10 ¹⁰⁴	2.10 ²⁸	2.18 ²⁸	2.28 ²⁸	3.14	3.39
MERCER	34.3	6.16	5.20	6.56	12.59	2.03	2.05	2.12	2.22	3.08	3.33
F. S. Y. & L. CROSSING	38.2										
DN FREMONT YL FN	39.3	s 6.08	s 5.14	s 6.49	12.55	1.58	2.00	2.07	2.17	3.03	3.28
C. B. & Q. CROSSING	40.0										
C. & N. W. CROSSING	44.8										
AMES	46.3	f 5.54	4.59	6.34	12.49	1.50	1.52	1.59	2.08	2.54	3.19
D NORTH BEND NB	54.4	f 5.45	4.52	6.25	12.43	1.43	1.46	1.53	2.02	2.46	3.11
D ROGERS DJ	61.4	f 5.37	4.46	6.18	12.37	1.36	1.41	1.48	1.57	2.39	3.04
DN SCHUYLER SO	68.7	s 5.30	4.40	s 6.11	12.32	1.30	1.35	1.42	1.51	2.32	2.57
D RIOHILL BZ	76.9	f 5.20	4.32	6.01	12.26	1.23	1.29	1.36	1.45	2.24	2.49
C. B. & Q. CROSSING	83.8										
DN COLUMBUS YL O	84.5	s 5.10	s 4.25	s 5.52	s 12.19	1.15	1.22	1.29	1.38	2.15	2.40
D DUNOAN DQ	92.2	f 4.51	4.14	5.40	12.09	1.05	1.15	1.22	1.31	2.06	2.31
GARDINER	96.5	4.46	4.10	5.36	12.06	1.00	1.12	1.19	1.28	2.02	2.27
DN SILVER CREEK SI	102.3	f 4.41	4.05	5.31	12.02AM	12.55	1.08	1.15	1.24	1.57	2.22
HAVENS	107.9	4.33	4.00	5.26	11.58PM	12.50	1.04	1.11	1.20	1.52	2.17
D OLARKS OX	113.6	f 4.27	3.55	5.22	11.53	12.45	1.00	1.07	1.16	1.47	2.12
C. B. & Q. CROSSING	124.3										
DN CENTRAL CITY OI	124.9	s 4.13	3.45	f 5.11	11.45	12.35	12.50	12.58	1.08	1.37	2.02
D CHAPMAN OP	135.1	3.57	3.36	5.00	11.37	12.26	12.42	12.51	1.00	1.27	1.52
C. B. & Q. CROSSING	146.5										
DN-R GRAND ISLAND GE YL	146.9	3.45 3.35	3.25 3.15	4.45 4.35	11.27 11.26	12.15 12.05AM	12.31 12.30	12.40 12.39	12.50 12.49	1.15 1.05	1.40 1.30
ALDA	154.5	3.18	3.02	4.21	11.17	11.52PM	12.19	12.29	12.39	12.52	1.17
D WOOD RIVER WR	162.3	f 3.09	2.55	4.11	11.11	11.46	12.13	12.23	12.34	12.46	1.11
D SHELTON ST	169.9	f 3.01	2.48	4.03	11.06	11.39	12.07	12.17	12.28	12.39	1.04
DN GIBBON GB	176.0	f 2.54	2.42	3.56	11.02	11.34	12.02AM	12.12	12.23	12.34	12.59
OPTIC	180.2	2.50	2.38	3.51	10.59	11.30	11.59PM	12.09	12.20	12.30	12.55
DN KEARNEY YL KR	189.1	s 2.40	s 2.28	s 3.40	s 10.50	11.22	11.51	12.01AM	12.13	12.22	12.47
D ODESSA DZ	198.3	f 2.26	2.15	3.24	10.41	11.13	11.43	11.53PM	12.05	12.13	12.38
D ELM CREEK QR	204.6	f 2.20	2.09	3.18	10.37	11.08	11.39	11.49	12.01AM	12.08	12.33
D OVERTON OV	213.3	f 2.10	2.02	3.09	10.31	11.01	11.33	11.43	11.54PM	12.01AM	12.26
DN LEXINGTON UM	224.4	s 1.58	1.52	f 2.57	10.23	10.52	11.25	11.35	11.46	11.52PM	12.17
DARR	232.5	1.48	1.45	2.45	10.17	10.46	11.19	11.29	11.40	11.44	12.09
D COZAD OO	238.2	s 1.42	1.40	f 2.39	10.13	10.40	11.15	11.25	11.36	11.40	12.05AM
DN GOTHENBURG BU	248.8	s 1.27	1.30	f 2.22	10.05	10.31	11.07	11.17	11.28	11.31	11.56PM
VROMAN	254.5	1.19	1.25	2.13	10.00	10.26	11.02	11.12	11.22	11.26	11.51
D BRADY ISLAND BI	261.5	f 1.12	1.18	2.06	9.55	10.20	10.57	11.07	11.17	11.20	11.45
D MAXWELL MX	270.6	f 1.04	1.10	1.57	9.48	10.13	10.50	11.00	11.10	11.13	11.38
GANNETT	278.5	12.57	1.03	1.49	9.42	10.07	10.44	10.54	11.04	11.07	11.32
DN-R NORTH PLATTE YL NO	284.1	12.50AM	12.55PM	1.40PM	9.37PM	10.00PM	10.38PM	10.48PM	10.58PM	11.00PM	11.25PM

Thru Time to Omaha (6.10) (5.10) (6.10) (3.58) (5.10) (4.02) (4.02) (4.07) (4.50) (4.50)
Average speed per hour 45.6 54.4 45.6 70.9 54.4 69.7 69.7 68.3 58.2

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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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7
April 30, 1950

SECOND CLASS

STATIONS	Mile Post	72	234	76	74	548	240	238	Car Capacity of Seating, etc. See Rule 6 (A), Page 25.
		Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight	
R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM		A 8.30AM				XWCITYOPZ
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	8.4	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				WS144XPWP ES165 ES90
MERCER	34.3		f 12.01PM						CS81 P
F. S. Y. & L. CROSSING	38.2								I
DN FREMONT YL FN	39.3		s 11.50AM						WS99 X ES172 WPZ
C. B. & Q. CROSSING	40.0								I
C. & 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 RIOHILL BZ	76.9		f 8.20						CS118 P
C. B. & Q. CROSSING	83.8								I
DN COLUMBUS YL O	84.5		s 8.00						WS143 XWT ES125 YPZ
D DUNOAN DQ	92.2		s 7.20						CS119 P
GARDINER	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 OLARKS OX	113.6		s 5.39						CS82 XP
C. 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 CHAPMAN OP	135.1		s 6.40				f 7.18		CS119 P
C. B. & Q. CROSSING	146.5								I
DN-R GRAND ISLAND GE YL	146.9				6.20AM		7.00AM		A11.00AM XWCZTYOP
ALDA	154.5								f 10.40 CS82 XYP
D WOOD RIVER WR	162.3								s 10.20 WS117 XW ES48 P
D SHELTON ST	169.9								s 10.00 CS82 XP
DN GIBBON GB	176.0								s 9.30 WS112 XWI ES70 YP
OPTIC	180.2								f 9.15 CS82 P
DN KEARNEY YL KR	189.1								s 9.00 WS122 XWO ES113 YZP
D ODESSA DZ	198.3								s 8.15 CS83 P
D ELM CREEK QR	204.6								s 8.00 CS119 WP
D OVERTON OV	213.3								s 7.45 CS83 P
DN LEXINGTON UM	224.4						A 9.00AM		WS120 XWY ES119 ZP
DARR	232.5						f 8.45		CS83 P
D COZAD OO	238.2						s 8.30		CS83 XWP
DN GOTHENBURG BU	248.8						s 8.15		WS125 XWC ES130 YP
VROMAN	254.5						7.55		CS83 P
D BRADY ISLAND BI	261.5						f 7.45		CS83 WP
D MAXWELL MX	270.6						f 7.30		CS119 P
GANNETT	278.5						f 7.15		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) (2.00) (3.30)
Average speed per hour 16.0 12.2 37.7 16.0 33.0 29.8 22.1

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WESTWARD SECOND SUBDIVISION

SECOND CLASS

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A). Page 25.	SECOND CLASS						Distance from Council Bluffs	Time-Table No. 7		STATIONS	FIRST CLASS	
	353	245	243	97	241	93		April 30, 1950			5	Mail and Express
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed					Daily	
	Daily	Tuesday Thursday Saturday	Daily Except Sunday	Daily	Daily Except Sunday	Daily						
XWCZTYOP				6.50AM	6.35AM	5.00AM	284.1	DN-R NORTH PLATTE NY	YL NO 5.1		2.15PM	
P				7.02	f 6.50	5.09	289.2	DN WEST NORTH PLATTE	YL WN 7.7		2.24	
WS 72 XP				7.15	s 7.08	s 5.19	296.9	D HERSHEY OF	8.8		2.30	
CS 119 XWYP				A 7.30AM	f 7.15	A 5.25AM	300.7	DN O'FALLONS FA	2.7		2.33	
CS 121 XP					s 7.25		303.4	D SUTHERLAND SU	4.5		2.35	
CS 82 P					f 7.35		307.9	D DEXTER	7.6		2.39	
CS 121 XP					s 7.55		315.5	D PAXTON PN	6.2		2.46	
XP					f 8.05		321.7	D KORTY	6.0		2.52	
CS 83 P					f 8.15		327.7	D ROSCOE RO	7.1		2.58	
WS122 WS120 ES138 XWCP					s 8.45		334.8	DN OGALLALA YL GT	9.1		3.07	
CS 84 P					s 9.05		343.9	D BRULE RU	10.0		3.16	
CS 132 WP					s 9.30		353.9	D BIG SPRINGS GS	5.4		3.26	
CS 83 P					f 9.40		359.3	D BARTON	6.0		3.31	
XWCYYP WS109 ES121				8.00AM	A 10.00AM		365.3	DN JULESBURG YL JB	5.3		3.39	
CS 90 P				f 8.15			370.6	D WEIR	9.7		3.45	
CS 123 WP				s 8.45			380.3	D OHAPPELL OQ	9.4		3.55	
WS 111 ES 78 XP				s 9.15			389.7	D LODGE POLE GP	6.6		4.04	
XP				s 9.45			396.3	D SUNOL UN	4.7		4.10	
CS 94 P				f 9.55			401.0	D COLTON	6.5		4.15	
XWCYYP				8.10AM	A 10.05AM		407.5	DN-R SIDNEY YL OD	8.0		4.25	
CS 94 YP				f 8.23			415.5	D BROWNSON	10.9		4.35	
WS 121 XWP ES 70				s 8.56			426.4	DN POTTER PR	9.0		4.45	
CS 94 P				f 9.15			435.4	D DIX DX	9.1		4.57	
CS 133 XWP				s 9.45			444.5	DN KIMBALL KB	12.1		5.06	
CS 84 WP				f 10.20			456.6	D BUSHNELL BN	10.1		5.15	
CS107 XWCYYP				s 10.59			466.7	DN PINE BLUFFS YL UF	10.8		5.27	
CS 94 XWYP				3.55PM	f 11.45AM		477.5	D EGBERT GX	5.7		5.37	
WS 62 XP				f 4.05	f 12.15PM		483.2	D BURNS UX	6.5		5.50	
CS 96 WP				f 4.18	f 12.40		489.7	D HILLSDALE	6.2		5.58	
WS 62 XP				f 4.30	12.54		495.9	D DURHAM	5.3		6.07	
WS 117 ES 125 XP				f 4.40	f 1.07		501.2	D ARCHER	8.3		6.15	
XWCZTYOP				A 4.55PM	A 1.30PM		509.5	DN-R CHEYENNE YL OY			6.23	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(1.00) 32.0 (5.20) 19.1 (2.05) 20.3 (0.40) 24.9 (3.25) 23.8 (0.25) 39.8 Thru Time (4.20) 52.0
 Average speed per hour
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
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WESTWARD SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 7

April 30, 1950

23	27	103	101	105	3	15	111	85	1	Distance from Council Bluffs	Time-Table No. 7	
											April 30, 1950	
											STATIONS	
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
2.00PM	9.50AM	6.00AM	5.45AM	5.25AM	4.05AM	3.55AM	3.50AM	2.00AM	1.30AM	284.1	DN-R NORTH PLATTE NY	YL NO 5.1
2.09	9.59	6.07	5.52	5.32	4.14	4.05	3.56	2.09	1.38	289.2	DN WEST NORTH PLATTE	YL WN 7.7
2.15	10.05	6.12	5.57	5.37	4.21	4.11	4.02	2.16	1.43	296.9	D HERSHEY OF	8.8
2.18	10.09	6.15	6.00	5.40	4.25	4.14	4.05	2.19	1.46	300.7	DN O'FALLONS FA	2.7
2.21	10.11	6.17	6.02	5.42	f 4.28	f 4.16	4.07	2.21	1.48	303.4	D SUTHERLAND SU	4.5
2.25	10.15	6.20	6.05	5.45	4.33	4.21	4.11	2.25	1.52	307.9	D DEXTER	7.6
2.32	10.23	6.26	6.11	5.51	f 4.41	f 4.29	4.17	2.32	2.00	315.5	D PAXTON PN	6.2
2.38	10.28	6.31	6.16	5.56	4.47	4.35	4.22	2.38	2.05	321.7	D KORTY	6.0
2.44	10.34	6.36	6.21	6.01	4.53	f 4.41	4.26	2.44	2.11	327.7	D ROSCOE RO	7.1
f 2.52	10.44	6.42	6.27	6.07	s 5.02	s 4.50	4.33	2.50	2.22	334.8	DN OGALLALA YL GT	9.1
3.02	10.53	6.49	6.34	6.14	f 5.12	f 5.00	4.40	3.00	2.31	343.9	D BRULE RU	10.0
3.12	11.02	6.57	6.42	6.22	f 5.22	f 5.10	4.48	3.10	2.42	353.9	D BIG SPRINGS GS	5.4
3.17	11.07	7.01	6.46	6.26	5.27	5.15	4.52	3.15	2.47	359.3	D BARTON	6.0
f 3.24	11.14	7.06	6.51	6.31	s 5.35	A 5.25AM	A f 5.00AM	A 3.25AM	2.54	365.3	DN JULESBURG YL JB	5.3
3.30	11.21	7.10	6.55	6.35	5.41				3.01	370.6	D WEIR	9.7
3.40	11.31	7.18	7.03	6.43	f 5.53				3.11	380.8	D OHAPPELL OQ	9.4
3.50	11.41	7.25	7.10	6.50	f 6.03				3.21	389.7	D LODGE POLE GP	6.6
3.56	11.47	7.30	7.15	6.55	f 6.10				3.27	396.3	D SUNOL UN	4.7
4.00	11.52AM	7.34	7.19	6.59	6.15				3.31	401.0	D COLTON	6.5
4.10	12.01PM	7.42	7.27	7.07	6.25				3.40	407.5	DN-R SIDNEY YL OD	8.0
4.20	12.10	7.43	7.28	7.08	6.40				3.50	415.5	D BROWNSON	10.9
4.31	12.20	7.52	7.37	7.17	6.51				4.00	426.4	DN POTTER PR	9.0
4.43	12.31	8.01	7.46	7.27	f 7.03				4.11	435.4	D DIX DX	9.1
4.52	12.40	8.08	7.53	7.34	f 7.13				4.20	444.5	DN KIMBALL KB	12.1
f 5.02	12.49	8.16	8.01	7.42	s 7.25				4.29	456.6	D BUSHNELL BN	10.1
5.15	1.01	8.26	8.11	7.53	f 7.37				4.41	466.7	DN PINE BLUFFS YL UF	10.8
5.26	1.13	8.36	8.21	8.03	f 7.50				4.53	477.5	D EGBERT GX	5.7
5.39	1.27	8.46	8.31	8.13	f 8.02				5.07	483.2	D BURNS UX	6.5
5.47	1.35	8.52	8.37	8.19	f 8.10				5.15	489.7	D HILLSDALE	6.2
5.56	1.44	8.59	8.44	8.26	f 8.18				5.24	495.9	D DURHAM	5.3
6.04	1.52	9.06	8.51	8.33	8.27				5.32	501.2	D ARCHER	8.3
6.12	2.03	9.14	8.59	8.41	8.36	105101	8.14		5.43	509.5	DN-R CHEYENNE YL OY	
A 6.25PM	A 2.20PM	A 9.25AM	A 9.10AM	A 8.52AM	A 9.40AM				A 6.00AM			

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.25) 51.0 (4.30) 50.1 (3.25) 66.0 (3.25) 66.0 (3.27) 65.3 (5.35) 40.4 (1.30) 54.1 (1.10) 69.2 (1.25) 57.3 (4.30) 50.1 Thru Time
 Average speed per hour
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SECOND SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1950

FIRST CLASS

6	24	112	28	2	4	104	102	106	16
Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger

Mile Post

STATIONS	Mile Post	6	24	112	28	2	4	104	102	106	16
DN-R NORTH PLATTE NY YL NO 5.1 YL WN	284.1	A 11.45AM	A 12.30PM	A 8.32PM	A 8.50PM	A 9.28PM	A 11.00PM	A 9.33PM	A 9.43PM	A 9.53PM	A 11.35PM
DN WEST NORTH PLATTE 7.7	289.2	11.33	12.17	8.23	8.39	9.17	10.48	9.24	9.34	9.44	11.20
D HERSHEY OF 8.8	296.9	11.27	12.09	8.17	8.33	9.11	10.42	9.18	9.28	9.38	11.11
DN O'FALLONS FA 2.7	300.7	11.24	12.05	8.14	8.30	9.08	10.38	9.15	9.25	9.35	11.08
D SUTHERLAND SU 4.5	303.4	11.22	f 12.02PM	8.12	8.28	9.06	10.34	9.13	9.23	9.33	f 11.05
D DEXTER 7.6	307.9	11.18	11.57AM	8.09	8.24	9.03	10.26	9.10	9.20	9.31	10.59
D PAXTON PN 8.2	315.5	11.11	f 11.50	8.03	8.18	8.57	10.18	9.04	9.14	9.24	f 10.50
KORTY 6.0	321.7	11.06	11.44	7.59	8.13	8.52	10.09	8.59	9.09	9.19	10.43
D ROSCOE RO 7.1	327.7	11.00	11.38	7.55	8.08	8.46	10.03	8.55	9.05	9.15	f 10.36
DN OGALLALA YL GT 9.1	334.8	10.53	f 11.31	7.50	8.01	8.40	f 9.55	8.50	9.00	9.10	s 10.29
D BRULE RU 10.0	343.9	10.44	f 11.22	7.43	7.52	8.32	9.43	8.42	8.52	9.02	f 10.18
D BIG SPRINGS GS 5.4	353.9	10.36	f 11.11	7.36	7.44	8.24	9.32	8.35	8.45	8.55	f 10.08
BARTON 6.0	359.3	10.31	11.05	7.32	7.40	8.20	9.25	8.31	8.41	8.51	10.02
DN JULESBURG YL JB 5.3	365.3	10.25	f 11.00	s 7.27PM	7.35	8.15	s 9.18	8.26	8.36	8.46	9.55PM
WEIR 9.7	370.6	10.20	10.54		7.30	8.11	9.09	8.21	8.31	8.41	
D CHAPPELL OQ 9.4	380.3	10.11	f 10.46		7.23	8.03	f 8.59	8.14	8.24	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f 10.37		7.15	7.55	f 8.48	8.07	8.17	8.27	
D SUNOL UN 4.7	398.3	9.56	10.31		7.10	7.50	f 8.41	8.02	8.12	8.22	
COLTON 6.5	401.0	9.52	10.27		7.06	7.46	8.37	7.58	8.08	8.18	
DN-R SIDNEY YL OD 8.0	407.5	9.45 9.35	10.20 10.10		7.00 6.50	7.40 7.32	8.30 8.20	7.52 7.51	8.02 8.01	8.12 8.11	
BROWNSON 10.9	415.5	9.24	9.59		6.42	7.24	8.10	7.43	7.53	8.03	
DN POTTER PR 9.0	426.4	9.14	9.49		6.32	7.14	f 7.58	7.34	7.44	7.54	
D DIX DX 9.1	435.4	9.06	9.41		6.25	7.07	f 7.48 ¹⁰⁶ 7.23 ¹⁰⁴¹⁰²	7.28 ⁴	7.38 ⁴	7.48 ⁴	
DN KIMBALL KB 12.1	444.5	8.58	f 9.32		6.17	7.00	s 7.14	7.22	7.32	7.42	
D BUSHNELL BN 10.1	456.6	8.47	9.20		6.06	6.49	f 7.00	7.13	7.23	7.33	
DN PINE BLUFFS YL UF 10.3	466.7	8.38	9.10		5.56	6.40	f 6.50	7.05	7.15	7.25	
D EGBERT GX 5.7	477.5	8.27	9.00 ²⁴⁶		5.46	6.30	f 6.38	6.55	7.05	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		5.41	6.25	6.32	6.51	7.01	7.11	
HILLSDALE 6.2	489.7	8.17	8.50 ³⁵⁴		5.35	6.20	6.26	6.47	6.57	7.07	
DURHAM 5.3	495.9	8.12	8.45		5.29	6.14	6.20	6.42	6.52	7.02	
ARCHER 8.3	501.2	8.07	8.40		5.24	6.09	6.15	6.38	6.48	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM		5.15PM	6.00PM	6.05PM	6.30PM	6.40PM	6.50PM	

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time.....	(3.50)	(3.50)	(1.05)	(3.35)	(3.28)	(4.55)	(3.03)	(3.03)	(3.03)	(1.40)
Average speed per hour.....	58.1	58.1	74.9	62.9	65.0	45.2	73.9	73.9	73.9	48.7

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

SECOND SUBDIVISION EASTWARD

FIRST CLASS
86

Time-Table No. 7

April 30, 1950

SECOND CLASS

242	246	354	244	98	94			
Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed			

Mile Post

STATIONS	Mile Post	242	246	354	244	98	94			
DN-R NORTH PLATTE NY YL NO 5.1 YL WN	284.1	A 11.15AM				A 4.50PM	A 7.00PM			XWCZTYP
DN WEST NORTH PLATTE 7.7	289.2	f 11.05				4.40	6.48			P
D HERSHEY OF 3.8	296.9	s 10.55				f 4.30	f 6.38			WS 72 XP
DN O'FALLONS FA 2.7	300.7	f 10.30				4.22PM	6.30PM			CS 119 XWYP
D SUTHERLAND SU 4.5	303.4	s 10.15								CS 121 XP
D DEXTER 7.6	307.9	f 9.55								CS 82 P
D PAXTON PN 6.2	315.5	s 9.45								CS 121 XP
KORTY 6.0	321.7	f 9.20								XP
D ROSCOE RO 7.1	327.7	f 9.10								CS 83 P
DN OGALLALA YL GT 9.1	334.8	s 9.00								WS122 WS120 ES138 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 12.15PM				XWCYYP WS109 ES121
WEIR 9.7	370.6					f 11.59AM				CS 90 P
D CHAPPELL OQ 9.4	380.3					s 11.45				CS 123 WP
D LODGE POLE GP 6.6	389.7					s 11.30				WS 111 ES 73 XP
D SUNOL UN 4.7	398.3					f 11.20				XP
COLTON 6.5	401.0					f 11.10				CS 94 P
DN-R SIDNEY YL OD 8.0	407.5	A 1.30PM				11.00AM				XWCTYP
BROWNSON 10.9	415.5	f 12.55								CS 84 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 10.3	466.7	s 9.55								CS107 XWCYP
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 8.40	s 9.00							WS 62 XP
HILLSDALE 6.2	489.7	f 8.32	s 8.50 ²⁴							CS 96 WP
DURHAM 5.3	495.9	s 8.22	f 8.35							WS 62 XP
ARCHER 8.3	501.2	f 8.14	f 8.29							WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5	8.00AM	8.15AM							XWCZTYP

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Daily	(1.20)	69.0	Thru Time.....	(4.00)	(5.30)	(1.00)	(1.15)	(0.28)	(0.30)
Average speed per hour.....	20.3	18.5	Average speed per hour.....	32.0	33.8	35.6	30.8		

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 2b.	SECOND CLASS				FIRST CLASS				Distance from Julesburg	Time-Table No. 7			
	455		71		15		111			85		301	
	Time Freight	C. B. & Q. Freight	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	C. B. & Q. Passenger		April 30, 1950		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
80 WCYIP			5.30AM	f 5.00AM	3.25AM			0.0	DN JULESBURG YL JB				
75 ZP			f 5.38	5.08	3.35			7.1	7.1				
73 WP			f 5.45	5.14	3.42			14.6	D OVID VI				
95 P			f 5.53	5.21	3.50			23.1	7.5				
95 WP			f 6.01	5.26	3.57			30.1	D SEDGWICK ZD				
72 P			f 6.10	5.33	4.05			38.8	8.5				
94 P			f 6.17	5.38	4.11			45.6	RED LION				
77 P			6.25	5.44	4.18			53.5	7.0				
IP								57.2	DN CROOK OK				
109 IWCTZP	6.00PM	1.00PM	6.31	5.51	4.25		2.50AM	57.5	8.7				
			6.40	5.56	4.35			61.7	PROCTOR				
72 P	6.28 ¹¹²	1.14	f 6.48	6.04	4.45	f 2.58		64.1	6.8				
74 P	6.37	1.27	f 6.54	6.10	4.51	f 3.06		70.2	D ILIFF F				
143 P	6.45	1.36	f 6.59	6.16	4.57	3.14		76.0	7.9				
52 P	6.52	A 2.00PM	f 7.04	6.21	5.02	A 3.25AM		81.0	HAYFORD				
94 WP	7.12 ⁸⁶		f 7.09	6.27	5.08			87.0	3.7				
53 P	7.21		7.15	6.34	5.15			93.8	O. B. & Q. CROSSING				
100 WCP	7.44 ¹⁶		f 7.21	6.39	5.20			98.6	0.3				
35 P	7.54		7.29	6.46	5.27			106.0	DN-R STERLING YL ST				
79 P	7.59		f 7.32	6.49	5.30			109.0	4.2				
22 P	8.06		f 7.37	6.54	5.35			114.2	HALL				
78 P	8.12		f 7.40	6.57	5.39			117.7	2.4				
53 P	8.25 ²⁵⁰		f 7.46	7.03	5.46			124.8	D ATWOOD OD				
50 P	8.32		7.50	7.08	5.51			130.2	6.1				
121 WP	8.40		f 7.54	7.13	5.56			135.4	D MERINO MI				
78 P	8.51		f 8.01	7.20	6.03			143.1	5.8				
56 WCTYP	A 9.00PM		A 8.10AM	A 7.28AM	A 6.15AM			151.1	MESSEX				
									5.0				
									DN UNION UN				
									6.0				
									D SNYDER SN				
									6.8				
									DODD				
									4.8				
									DN FT. MORGAN FX				
									7.4				
									NARROWS				
									3.0				
									D WELDONA DN				
									5.2				
									GOODRICH				
									3.5				
									ORCHARD				
									7.1				
									MASTERS				
									5.4				
									CANTON				
									5.2				
									HARDIN				
									7.7				
									D KERSEY KR				
									8.0				
									DN-R LASALLE YL SA				
									(151.1)				

(3.00) (1.00) (2.40) (2.28) (2.50) (0.35) Thru Time
31.2 23.5 56.7 61.3 53.3 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, 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. 7	Mile Post	FIRST CLASS				SECOND CLASS	
		112		86		72	
		Streamliner Passenger	Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight
April 30, 1950							
STATIONS							
DN JULESBURG YL JB	0.0	As 7.27PM	A 8.50PM	A 9.50PM			
7.1	7.1	7.18	8.37	s 9.40			
D OVID VI	7.1						
7.5	14.6	7.12	8.30	s 9.30			
D SEDGWICK ZD	14.6						
8.5	23.1	7.05	8.22	f 9.21			
RED LION	23.1						
7.0	30.1	7.00	8.16	s 9.13			
DN CROOK OK	30.1						
8.7	38.8	6.53	8.08	f 9.03			
PROCTOR	38.8						
6.8	45.6	6.48	8.02	s 8.56			
D ILIFF F	45.6						
7.9	53.5	6.41	7.55	8.46			
HAYFORD	53.5						
3.7	57.2						
O. B. & Q. CROSSING	57.2						
0.3	57.5	6.37	7.50	8.40			
DN-R STERLING YL ST	57.5	6.35	7.40	8.30	A 11.45PM	A 10.10PM	A 11.59PM
4.2	61.7						
HALL	61.7						
2.4	64.1	6.28 ⁴⁵⁵	7.32	f 8.20	f 11.28	9.50	11.43
D ATWOOD OD	64.1						
6.1	70.2	6.23	7.27	f 8.13	f 11.21	9.41	11.33
D MERINO MI	70.2						
5.8	76.0	6.19	7.22	f 8.07	f 11.15	9.33	11.21
MESSEX	76.0						
5.0	81.0	6.15	7.17	f 8.02	f 11.07PM	9.26	10.59PM
DN UNION UN	81.0						
6.0	87.0	6.10	7.12 ⁴⁵⁵	f 7.56		9.19	
D SNYDER SN	87.0						
6.8	93.8	6.05	7.06	7.49		9.10	
DODD	93.8						
4.8	98.6	6.01	7.02	f 7.44 ⁴⁵⁵		9.03	
DN FT. MORGAN FX	98.6						
7.4	106.0	5.55	6.55	7.35		8.52	
NARROWS	106.0						
3.0	109.0	5.53	6.52	f 7.30		8.47	
D WELDONA DN	109.0						
5.2	114.2	5.49	6.47	f 7.23		8.40	
GOODRICH	114.2						
3.5	117.7	5.46	6.44	f 7.18		8.35	
ORCHARD	117.7						
7.1	124.8	5.40	6.37	f 7.10		8.25 ⁴⁵⁵	
MASTERS	124.8						
5.4	130.2	5.36	6.32	7.03		8.18	
CANTON	130.2						
5.2	135.4	5.32	6.27	f 6.56		8.10	
HARDIN	135.4						
7.7	143.1	5.25	6.20	f 6.46		7.55	
D KERSEY KR	143.1						
8.0	151.1	5.18PM	6.10PM	6.35PM		7.40PM	
DN-R LASALLE YL SA	151.1						
(151.1)		Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (2.09) (2.40) (3.15) (0.38) (2.30) (1.00)
Average speed per hour..... 70.3 56.7 46.5 37.1 39.4 23.5

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			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS	Distance from Valley	Time-Table No. 7 April 30, 1950	Mile Post	FIRST CLASS	SECOND CLASS			
	71	73	548				547	74	72		
	Freight Daily	Freight Daily	Motor Passenger Daily				Motor Passenger	Freight	Freight		
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 O. B. & Q. CROSSING	5.8					
28 P	10.40	1.45		6.3	D YUTAN YN	6.3		5.27	11.05		
100 YP	10.50 72	1.55		11.6	D MEAD AD	11.6		5.17	10.50 71		
64 WP	11.10	2.07		18.9	D WAHOO W	18.9		5.03	10.25		
				19.6	C. & N.W. and O.B. & Q. CROSSINGS	19.6					
78 P	11.25	2.22		26.3	D WESTON WN	26.3		4.48	10.10		
20 P	11.35PM	2.34		33.2	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	O. 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	O. B. & Q. CROSSING	57.4					
I				59.0	O. B. & Q. CROSSING	59.0					
62 P	1.18	3.31		65.4	JAMAICA	65.4		3.18	8.05		
21 P	1.33	3.46		74.7	PRINCETON	74.7		3.03	7.49		
73 WP	1.43	3.53		79.5	D OORTLAND RD	79.5		2.56	7.41		
84 P	1.58	4.08		88.9	D PICKRELL 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) (2.55) (0.40) Thru Time (0.25) (3.10) (4.15)
 25.2 33.2 29.7 Average speed per hour 47.5 30.5 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									
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. 7 April 30, 1950	Mile Post	BLOCK SIGNALS	STATIONS	Mile Post	STATIONS	Mile Post						
	233											DN SUMMIT YL SU	R GILMORE YL	D PAPILLION PO	MO. PAC. CROSSING	D MILLARD MD	LANE
	Local Freight																
XIP			6.00AM	5.2	DN SUMMIT YL SU	5.2											
XWP			6.10	6.4	SOUTH OMAHA YL	6.4											
XIP			f 6.20	11.9	R GILMORE YL	11.9											
72 P			f 6.35	16.8	D PAPILLION PO	16.8											
AIP				19.2	MO. PAC. CROSSING	19.2											
P			f 6.55	22.5	D MILLARD MD	22.5											
XP			A 7.05AM	28.1	LANE	28.1											
				20.9		20.9											

(1.05) Thru Time
 18.9 Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 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. 7 April 30, 1950	Mile Post	FIRST CLASS	SECOND CLASS			
	75	547	548				76				
	Mixed Tuesday Thursday Saturday	Motor Passenger Daily	Motor Passenger				Mixed				
WCYP	5.00AM		3.15PM	0.0	DN-R VALPARAISO YL VO	0.0	A 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	18.5	6.1 BRAINARD BD	18.5	s 9.42		s 10.50		
				15.0	1.5 O. & N. W. CROSSING	15.0					
32 W	s 6.10		s 4.00	23.2	8.2 DAVID CITY DV	23.2	s 9.25		s 10.25		
				23.5	0.3 O. B. & Q. CROSSING	23.5					
31	s 6.45		s 4.13	33.3	9.8 RISING CITY RN	33.3	s 9.04		s 9.40		
36	s 7.05		s 4.26	40.1	6.8 SHELBY SH	40.1	s 8.50		s 9.20		
7	s 7.34		s 4.41	47.5	7.4 OSCEOLA OZ	47.5	s 8.34		s 8.55		
9 W	s 8.25 ⁵⁴⁸		s 4.53	52.9	5.4 STROMSBURG S	52.9	s 8.25 ⁷⁵		s 8.25 ⁵⁴⁸		
35	s 8.40		s 5.11	63.0	10.1 POLK PK	63.0	s 8.05		s 7.50		
21	s 8.55		s 5.23	68.5	5.5 HORDVILLE HV	68.5	s 7.54		s 7.30		
22	s 9.10		f 5.32	78.8	1.5 HEBER	78.8	f 7.45		f 7.10		
				75.3	0.6 O. 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		

(4.20) (2.25) Thru Time (2.30) (4.30)
 17.5 31.4 Average speed per hour 30.3 18.8

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			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		79 Mixed Daily Except Sunday	Distance from Genoa	Time-Table No. 7 April 30, 1950	Mile Post	SECOND CLASS				
	80						80				
	Mixed						Mixed				
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	30.3	D CEDAR RAPIDS OD	30.3	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) Thru Time (1.35)
 20.8 Average speed per hour 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					
SECOND CLASS				Time-Table No. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
	79	81	321					82	80	312			
	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			
20	11.50AM	6.30	1.50	4.2		SHELDONVILLE	4.2	2.49	5.08	f 11.17			
8	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			s 3.17	25.7	D	HUMPHREY HX	25.7			s 10.10			
15			f 3.23	29.1		PECK	29.1			f 9.46			
33			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			
						(50.4)		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. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
	79	81						82	80				
	Mixed	Mixed						Mixed	Mixed				
	Daily Except Sunday	Daily Except Sunday											
20			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			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			A 9.05AM		33.7	D-R	ALBION YL A	33.7	1.10PM				
						(33.7)		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. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
	283	83						84	284				
	Mixed	Mixed						Mixed	Mixed				
	Mon., Wed., Fri.	Tues., Thurs., Sat.											
WTYPOCZ			10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM			
I					0.4		O. B. & Q. CROSSING	0.4					
11					2.5		CAREY	2.5					
19			s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s 4.42	s 4.42			
30			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				s 10.35	36.8		OOTESFIELD	36.8	s 3.41				
				10.50	44.5		SCOTIA JUNCTION	44.5	3.23				
20				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			A 12.10PM		61.0	D-R	ORD YL RD	61.0	2.30PM				
						(61.0)							
	(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. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
	283	284						284					
	Mixed	Mixed						Mixed					
	Monday Wednesday Friday												
WYP			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			s 12.05PM		18.6	D	BOELUS HW	18.6	s 3.20				
31			f 12.25		25.8		ROOKVILLE	25.8	f 2.55				
33			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.....		(1.35) 24.6					
						..... Average speed per hour.....							

WESTWARD				HASTINGS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
	283												
	Mixed												
	Monday Wednesday Friday												
WYPCZ					0.0	DN-R	HASTINGS YL AN	0.0					
96					7.3		NEWMARCH	7.3					
86					12.7	D	HAYLAND HA	12.7					
95					20.2		DENMAN	20.2					
WB114 WYP EB71 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					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 7 April 30, 1950				SECOND CLASS			
	95 Mixed	519 Motor Passenger	517 Motor Passenger	Mile Post		518 Motor Mixed	96 Mixed						
								STATIONS					
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday												
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A11.59AM	A 9.20PM				
12	f 9.12	f 3.50	f 5.10	5.5		5.5 GLENWOOD PARK	5.5	f11.43	f 8.32				
19 P	s 9.19	s 3.57	s 5.17	10.1		4.6 RIVERDALE	10.1	s11.35	s 8.22				
27	s 9.30	s 4.08	s 5.28	16.8	D	6.7 AMHERST HR	16.8	s11.23	s 8.00				
18 W	f 9.52	f 4.18	f 5.38	22.7		5.9 WATERTOWN	22.7	f11.12	f 7.41				
22	s10.06	s 4.25	s 5.45	26.3	D	3.6 MILLER MR	26.3	s11.05	s 7.33				
28	s10.20	s 4.37	s 5.57	32.5	D	6.2 SUMNER SU	32.5	s10.53	s 7.15				
28	s10.40 ⁵¹⁸	s 4.49	s 6.09	40.4	D	7.9 EDDYVILLE VD	40.4	s10.40 ⁹⁵	s 6.59				
40	s11.13	s 5.09	s 6.30	52.1	D	11.7 OCONTO BS	52.1	s10.19	s 6.28				
14	f11.27AM	f 5.22	f 6.46	59.1		7.0 LODI	59.1	f10.03	f 6.14				
27 WYP	s12.30PM	s 5.35 ⁹⁶	s 6.57	65.5	D	6.4 CALLAWAY OA	65.5	s 9.52	s 5.35 ⁵¹⁹				
9	f12.55	f 5.52	f 7.12	75.8		10.3 FINCHVILLE	75.8	f 9.31	f 5.00				
28 WP	s 1.30	s 6.05	s 7.24	83.1	D	7.3 ARNOLD AD	83.1	s 9.20	s 4.45				
5 P	s 1.55	f 6.20	s 7.35	90.6		7.5 LOGAN	90.6	s 9.07	f 4.26				
10	f 2.10	f 6.30	f 7.42	94.6		4.0 HOAGLAND	94.6	f 9.00	f 4.18				
15 P	f 2.30	s 6.39	s 7.49	99.2		4.6 GANDY	99.2	s 8.50	f 4.08				
22 WYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	3.2 STAPLETON YL SN	102.4	8.45AM	4.00PM				
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			(102.4)		(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					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		Time-Table No. 7 April 30, 1950		Distance from O'Fallons	STATIONS				SECOND CLASS			
	97 Local Freight Daily	93 Mixed Daily	Mile Post	98 Local Freight		94 Mixed							
							STATIONS						
WYP													
15	f 7.35	f 5.35	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM					
41 P	f 7.56	s 5.48	2.8		2.8 COOKER	2.8	f 3.58	f 6.13					
40	f 8.13	f 5.57	12.8	D	10.0 SARBEN AK	12.8	f 3.30	s 5.58					
42 WP	f 8.35	s 6.11	19.6		6.8 NEVENS	19.6	f 3.15	f 5.48					
42 P	f 8.50	f 6.21	28.4	D	8.8 KEYSTONE	28.4	f 2.55	s 5.36					
42 P	f 9.05	s 6.31	34.9	D	6.5 MARTIN SA	34.9	f 2.30	f 5.24					
25	f 9.20	f 6.40	41.2		6.3 LEMOYNE	41.2	f 2.15	s 5.14					
44	f 9.29	f 6.48	46.8		5.6 BELMAR	46.8	f 2.05	f 5.03					
41 WCYP	s10.00	s 7.02	48.8	D	4.9 RUTHTON	48.8	f 1.55	f 4.55					
41 P	s10.50	s 7.21	51.7	D	7.6 LEWELLEN YL W	51.7	s 1.40	s 4.44					
40 WP	s11.35	s 7.43	59.3	D	11.5 OSHKOSH YL OX	59.3	s 1.05	s 4.21					
37	f11.53AM	f 7.56	70.8	D	15.6 LISCO OO	70.8	f12.25PM	s 3.53					
46	s12.15PM	s 8.07	86.4	D	9.0 FINLEY	86.4	f11.53AM	f 3.39					
19	f12.34	f 8.20	95.4	D	5.0 BROADWATER BR	95.4	f11.40	s 3.30					
195 WCTP	s 1.15	s 8.30	100.4	D	9.2 TOWERS	100.4	f11.20	f 3.12					
AI	1.19	8.33	109.6	D	4.5 NORTHPORT YL NP	109.6	f11.12	s 3.05					
11	f 1.30	f 8.40	114.1	D	1.4 O. B. & Q. CROSSING	114.1	11.08	2.57					
38 P	f 1.40	s 8.50	115.5	D	6.3 MOHLER	115.5	f10.58	f 2.46					
51	f 1.50	s 8.59	121.8	D	4.9 SOUTH BAYARD OR	121.8	f10.40	s 2.39					
30 P	f 2.19 ⁹⁴	s 9.09	126.7	D	5.4 MCGREW MO	126.7	f10.28	s 2.29					
70 WCYZP	A 2.35PM	A 9.30AM	132.1	D	5.8 MELBETA MB	132.1	f10.18	s 2.19 ⁹⁷					
			137.9	D	8.0 GERING YL G	137.9	10.01AM	2.00PM					
			145.9	DN-R	(145.9)	145.9	Daily	Daily					

(7.05)
20.6 (4.00)
36.5Thru Time..... (6.19)
.....Average Speed per hour..... 23.1 (4.25)
33.0

WESTWARD		GERING BRANCH				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	Time-Table No. 7 April 30, 1950		Distance from Gering	STATIONS				Mile Post.
	STATIONS							
17			0.0	DN-R	GERING YL G	0.0		
27			5.4		5.4 MATHERS	5.4		
			6.0		0.6 MOON	6.0		
			7.0		1.0 ROUBADEAU	7.0		
18			8.4		1.4 HILLIKER	8.4		
18			9.8		1.4 RIFORD	9.8		
					(9.8)			

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule S-72.
For stations not shown on schedule page—See page 25.

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 6 (A).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 7 April 30, 1950	Mile Post	SECOND CLASS				
	353 Mixed Daily	93 Mixed Daily	59 Mixed Daily				354 Mixed	60 Mixed	94 Mixed		
72 WYP		9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9	A10.30AM	A 1.50PM		
14		f 9.46	f 6.10	150.5		4.6 OOSTIN	150.5	f 10.17	f 1.34		
30		s 9.49	f 6.15	152.3	D	1.8 HAIG HA	152.3	f 10.14	s 1.30		
24 P		s 9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	f 10.10	s 1.21		
32		f 9.58	f 6.30	157.1		1.3 PELTON	157.1	f 10.05	f 1.14		
42		f 10.02 60	f 6.35	159.5		2.4 BAILEYVUE	159.5	f 10.02 93	f 1.10		
30 P		s 10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL BI	162.1	f 9.56	s 1.06		
18		f 10.09	f 6.50	164.2		2.1 JOYCE	164.2	f 9.52	f 1.01		
51 WYP		s 10.15	s 9.45 60	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 59	s 12.56		
21		f 10.19	f 9.50	170.1		2.2 CANAL	170.1	f 9.20	f 12.49		
14		f 10.23	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f 12.44		
51 P		s 10.25	f 10.07	173.7	D	0.9 HUNTLEY HU	173.7	f 9.13	s 12.41		
35		f 10.30	f 10.17	177.0		3.3 HOLLY	177.0	f 9.06	f 12.33		
51 WCYP	12.55PM	10.40 59 10.45	10.35 AM 93 12.15 PM 94	181.6	D-R	4.6 YODER YL DR	181.6	A 11.45AM	9.00 8.50 12.25 12.15 59		
51 P		s 10.55	s 12.35	183.1	D	6.5 VETERAN VN	69.2	s 8.37	s 12.03PM		
8		f 11.00	f 12.40	191.5		3.4 HELDT	72.6	f 8.30	f 11.57AM		
16		f 11.07	f 12.50	196.1		4.6 COTTIER	77.2	f 8.19	f 11.50		
51 WYP		A 11.15AM	A 1.00PM	200.6	D-R	4.5 SO. TORRINGTON YL RI	81.7	8.10AM	11.45AM		
14		f 1.06		185.3		3.7 GOODLAND	59.0	f 11.37			
26		f 1.12		187.6		2.3 FONDA	56.7	f 11.32			
51 W		s 1.21		192.4	D	4.8 HAWK SPRINGS HK	51.9	s 11.20			
31		f 1.29		194.7		2.3 DUROO	49.6	f 11.07			
19		f 1.44		200.8		6.1 WYROSS	43.5	f 10.56			
51 WY		s 1.55		203.8	D	3.0 LA GRANGE GA	40.5	s 10.51			
19		f 2.11		210.7		6.9 TREMAIN	33.6	f 10.25			
51 WF		s 2.41		222.5	D	11.8 ALBIN AB	21.8	s 10.00			
51		f 3.01		229.7		7.2 LINDBERGH	14.6	s 9.45			
W		A 3.45PM		244.3	DN-R	14.6 EGBERT YL GX	0.0	9.20AM			
		(2.50) 22.1	(1.35) 34.5	(7.00) 7.8		(98.4) Thru Time		Daily (2.25) 25.9	Daily (2.20) 23.4	Daily (2.05) 26.3	
		Average speed per hour									

WESTWARD		LYMAN BRANCH		EASTWARD	
Time-Table No. 7 April 30, 1950					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	STATIONS		Mile Post	
		0.0	DN			LYMAN	MU	0.0
18	2.8	SEARS		2.8	
6	3.3	SIDING NO. 1		3.3	
17	4.6	HARTMAN		4.6	
22	6.4	STEGALL		6.4	
		(6.4)			

WESTWARD		SEARS BRANCH		EASTWARD	
Time-Table No. 7 April 30, 1950					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	STATIONS		Mile Post	
		0.0			
5	1.2	BELLINGER		1.2	
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				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
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	800 class engines with 14 wheel tender;				
Diesel-electric locomotives in road or helper service:					Back-up movement				5
Backing up shoving a train. (Speed of train being helped will govern).					All other classes of engines;				
Backing up pulling train					Forward movement	15	15	15	15
Backing up light.	40	40	40	40	Back-up movement	10	10	10	10
Light engines.				45	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.				
Trains handling scale test cars.				30	On wye tracks.	20	20	20	20
When more than 50% of the tonnage is gravel.				40	Jordan spreaders and other machines of spreader type, when in operation.	15	15	15	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				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, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of round-house leads just east of C.B.&Q. crossing.				5
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Fremont, on F. S. Y. & L. Co. tracks.				15	Buda, all airfield trackage.				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, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Central City, within city limits	60	50	50	50					
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts— Summit 5.2 and 5.6	25	25	25	25	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	50	45			Weston	35	35
Maximum speed.					30.2 and 30.5		
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	25	25
Yutan	35	35			36.0 and 37.4		
6.4 and 7.7					Garratt	15	15
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25			56.3 and 57.5		
Mead					Lincoln	35	25
Between U. P. yard and Nebr. Ordinance classification yard.		8			C. B. & Q. Crossing, M.P. 59.0, through interlocking limits		
Wahoo, city track.		6			Pickrell	15	15
19.1 and 19.5	35	35			96.5 and 97.3		
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25			Beatrice, Allers Grain Company spur.		5
					Beatrice, 1900 class and heavier engines on Kilpatrick track.		5

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	5000, 7000 and 9000 Class Engines.		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
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
Birdwood.....	290.5	CS-84	Both	Albion Branch			
Varner.....	301.8	40-X	Both	Mill Spur.....	2.0	5	East
Jacinto.....	430.8	8-X	East	Woodville.....	18.8	9	East
Megeath.....	349.1	17-X	East	Cedar Rapids Branch			
Owasco.....	439.9	27-PX	Both	Kent.....	5.3	12	Both
Oliver.....	451.1	12	East	Merchiston.....	9.3	20	Both
Tracy.....	472.0	10	East	Ord Branch			
Third Subdivision				Weeks Spur.....	43.1	5	East
Dorsey.....	19.0	29	Both	Saunders.....	58.5	3	East
Marcott.....	25.8	29-P	Both	North Platte Branch			
Tobin.....	34.2	22	Both	Broganville.....	24.8	12	Both
Powell.....	41.1	12-P	Both	Kingsley.....	30.7	11	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				

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

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

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