



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 8

Effective Monday
June 19, 1950

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

Be Careful Today

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for passenger classes (11, 3, 85, 1, 17, 37, 5, 23, 27, 9, 103, 101, 105, 111) and daily schedules.

(0.35) (24.15) (10.55) (20.15) (0.40) (32.05) (21.25) (21.45) (20.18) (13.30) (16.05) (16.10) (18.25) (8.50) Thru Time From Omaha
51.7 40.8 51.3 48.9 45.3 37.9 46.2 45.5 48.8 55.3 61.6 61.2 62.9 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. 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. BEESON, 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

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for passenger classes (12, 112, 28, 10, 4, 2, 104, 102, 106, 38, 18, 24, 6, 86) and daily schedules.

Thru Time To Omaha. (0.40) (8.05) (19.25) (13.05) (23.10) (19.20) (15.55) (15.55) (13.23) (27.05) (0.35) (23.35) (20.35) (10.00)
Average speed per hour. 45.3 69.2 51.0 57.0 42.7 51.2 62.2 62.2 63.1 45.3 51.7 42.0 48.1 56.0

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 Westward and Eastward directions.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Seatings, etc. See Rule 6 (A), Page 25.	SECOND CLASS							Distance from Council Bluffs	Time-Table No. 8	
	71	547	73	75	237	239	233		June 19, 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	Double or three or more tracks
XWITOPZ	8.15		12.15				5.40	2.8	DN-R OMAHA YL YD	
XIP	8.30		12.45				A 5.59AM	5.2	DN SUMMIT YL SU	
ES77 XP	8.40		12.55				Via Old Main Line 7.06AM	13.6	SARPY	
XP	8.50		1.00				7.06AM	17.1	LANE	
C884 XP							s 7.20	21.7	D ELKHORN KH	
C884 P							s 7.40	24.5	D WATERLOO WO	
WS144XYPWC ES165 ES90	A 9.15PM		A 1.15PM				s 8.40	28.0	DN VALLEY YL V	
C881 P							f 8.50	34.3	MERCER	
I								38.2	F. S. Y. & L. CROSSING	
WS999 X ES172 WPZ							s 9.15	39.3	DN FREMONT YL FN	
I								40.0	O. B. & Q. CROSSING	
IP								44.8	O. & N. W. CROSSING	
C882 P							f 9.25	46.3	AMES	
C8119 XP							s 9.50	54.4	D NORTH BEND NB	
C882 P							s 10.20	61.4	D ROGERS DJ	
WS116 X ES123 WP							10.35 ²³ 11.10 ⁵	68.7	DN SCHUYLER SO	
C8118 P							f 11.40AM	76.9	D RIOHLAND BZ	
I								83.8	O. B. & Q. CROSSING	
WS143 XWTC ES125 YZP							s 12.30PM	84.5	DN COLUMBUS YL O	
C8119 P							s 12.50	92.2	D DUNCAN DQ	
C882 P							f 12.56	96.5	GARDINER	
C8119 XWP							s 1.20	102.3	DN SILVER CREEK SI	
C882 P							f 1.30	107.9	HAVENS	
C882 XP							s 2.00	113.6	D OLARKS OX	
I								124.3	O. B. & Q. CROSSING	
WS113 X ES119 WYP		5.45PM		9.50AM			A 2.30PM	124.9	DN CENTRAL CITY OI	
C8119 P		f 6.00		s 10.15				135.1	D CHAPMAN OP	
I								146.5	O. B. & Q. CROSSING	
XWCZTYOP		A 6.25PM		A 10.45AM		7.30AM		146.9	DN-R GRAND ISLAND GE YL	
C882 XYP						f 8.05		154.5	ALDA	
WS117 XW ES48 P						s 8.39 ²⁷		162.3	D WOOD RIVER WR	
C882 XP						s 9.05		169.9	D SHELTON ST	
WS112 XWI ES70 YP						s 9.40		176.0	DN GIBBON GB	
C882 P						f 9.55		180.2	OPTIO	
WS122 XWC ES118 YZF						s 10.35		189.1	DN KEARNEY YL KR	
C883 P						s 10.45		198.3	D ODESSA DZ	
C8119 WP						s 11.00		204.6	D ELM CREEK QR	
C883 P						s 11.30AM		213.3	D OVERTON OV	
WS120 XWY ES119 ZP						A 12.01PM	7.30AM	224.4	DN LEXINGTON UM	
C883 P						f 7.45		232.5	DARR	
C883 XWP						s 8.30		238.2	D COZAD OO	
WS125 XWC ES130 YF						s 9.30		248.8	DN GOTHENBURG BU	
C883 P						9.45		254.5	VROMAN	
C883 WP						s 10.00		261.5	D BRADY ISLAND BI	
C8119 P						s 10.15		270.6	D MAXWELL MX	
C883 P						f 10.29 ²⁷		278.5	GANNETT	
XWCZTYOP						A 11.00AM		284.1	DN-R NORTH PLATTE YL NO	

BLOCK SIGNALS

BLOCK SIGNALS AND AUTOMATIC CAB 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

Passenger	85	1	5	23	27	103	101	105	111	Distance from Council Bluffs	Time-Table No. 8	
											June 19, 1950	
											STATIONS	
10.00PM	9.35PM	9.25PM	9.55	9.30AM	5.45AM	3.10AM	2.55AM	1.50AM	12.40AM	2.8	R COUNCIL BLUFFS YL	Double or three or more tracks
10.07	9.42	9.32	10.02	9.37	5.52	3.15	3.00	1.55	12.45	5.2	DN-R OMAHA YL YD	
10.16	9.51	9.41	10.09	9.45	6.01	3.22	3.07	2.02	12.52	13.6	DN SUMMIT YL SU	
10.20	9.55	9.45	10.14	9.49	6.05	3.25	3.10	2.05	12.55	17.1	SARPY	
10.24	9.59	9.49	10.19	9.53	6.09	3.29	3.14	2.09	12.59	21.7	LANE	
f 10.28	10.02	9.52	10.22	9.57	6.12	3.32	3.17	2.12	1.02	24.5	D ELKHORN KH	
s 10.35	10.07	9.57	10.26	10.00	6.17	3.35	3.20	2.15	1.05	28.0	D WATERLOO WO	
10.41	10.13	10.03	10.31	10.06	6.23	3.39	3.24	2.19	1.10	34.3	DN VALLEY YL V	
										38.2	MERCER	
s 10.59	s 10.19	10.09	s 10.43	s 10.16	6.29	3.43	3.28	2.23	1.15	39.3	F. S. Y. & L. CROSSING	
										40.0	DN FREMONT YL FN	
										44.8	O. B. & Q. CROSSING	
										44.8	O. & N. W. CROSSING	
11.07	10.27	10.17	10.51	10.24	6.37	3.48	3.33	2.28	1.21	46.3	AMES	
f 11.17	10.34	10.24	10.58	10.31	6.44	3.54	3.39	2.34	1.27	54.4	D NORTH BEND NB	
11.24	10.40	10.30	11.04	10.38	6.50	3.59	3.44	2.39	1.32	61.4	D ROGERS DJ	
s 11.33	10.46	10.36	11.10 ²³³	f 10.47 ²³³	6.56	4.04	3.49	2.44	1.37	68.7	DN SCHUYLER SO	
11.41	10.53	10.43	11.18	10.55	7.03	4.10	3.55	2.50	1.43	76.9	D RIOHLAND BZ	
										83.8	O. B. & Q. CROSSING	
s 11.59PM	s 11.01	10.51	s 11.32	s 11.08	7.11	4.16	4.01	2.56	s 1.52	84.5	DN COLUMBUS YL O	
f 12.10AM	11.09	10.59	11.43	11.18	7.19	4.22	4.07	3.02	1.59	92.2	D DUNCAN DQ	
12.15	11.13	11.03	11.47	11.23	7.23	4.25	4.10	3.05	2.03	96.5	GARDINER	
f 12.23	11.19	11.09	11.52	11.28	7.29	4.29	4.14	3.09	2.07	102.3	DN SILVER CREEK SI	
12.28	11.24	11.14	11.57AM	11.33	7.34	4.33	4.18	3.13	2.11	107.9	HAVENS	
f 12.35	11.29	11.19	12.02PM	11.38	7.39	4.37	4.22	3.17	2.15	113.6	D OLARKS OX	
										124.3	O. B. & Q. CROSSING	
s 12.49	11.39	11.29	12.12	f 11.52AM	7.50	4.46	4.32	3.27	2.25	124.9	DN CENTRAL CITY OI	
1.01	11.49PM	11.39	12.22	12.02PM	8.00	4.56	4.42	3.37	2.34	135.1	D CHAPMAN OP	
										146.5	O. B. & Q. CROSSING	
1.15	12.07AM	11.55PM	12.35	12.15	8.15	5.09	4.54	3.49	2.46	146.9	DN-R GRAND ISLAND GE YL	
f 1.39	12.22	12.12	12.52	12.33	8.25	5.10	4.55	3.50	2.47	154.5	ALDA	
f 1.46	12.29	12.19	12.59	12.40	8.39 ²³⁷	5.23	5.08	3.57	2.56	162.3	D WOOD RIVER WR	
f 1.53	12.35	12.25	1.05	12.46	8.45	5.29	5.14	4.03	3.02	169.9	D SHELTON ST	
f 1.59	12.41	12.31	1.10	12.51	8.51	5.33	5.18	4.09	3.08	176.0	DN GIBBON GB	
2.03	12.45	12.35	1.14	12.55	8.55	5.36	5.21	4.13	3.13	176.0	OPTIO	
s 2.25	s 12.54	12.44	s 1.30	s 1.07	9.04	5.44	5.29	4.16	3.16	180.2	DN KEARNEY YL KR	
f 2.35	1.04	12.54	1.39	1.16	9.14	5.51	5.36	4.24	s 3.25	189.1	D ODESSA DZ	
f 2.41	1.10	1.00	1.44	1.21	9.14	5.51	5.36	4.31	3.34	198.3	D ELM CREEK QR	
f 2.50	1.18	1.08	1.52	1.29	9.20	5.56	5.41	4.36	3.38	204.6	D OVERTON OV	
s 3.07	1.28	1.18	2.02	s 1.41	9.28	6.02	5.47	4.42	3.45	213.3	DN LEXINGTON UM	
3.16	1.35	1.25	2.10	1.49	9.38	6.10	5.55	4.50	3.54	224.4	DARR	
s 3.28	1.40	1.30	2.15	f 1.56	9.45	6.16	6.01	4.56	4.00	232.5	D COZAD OO	
s 3.45	1.50	1.40	2.25	f 2.09	9.50	6.20	6.05	5.00	4.04	238.2	DN GOTHENBURG BU	
3.52	1.56	1.46	2.31	2.15	10.00	6.28	6.13	5.08	4.12	248.8	VROMAN	
f 3.59	2.03	1.53	2.38	2.22	10.06	6.32	6.17	5.12	4.17	254.5	D BRADY ISLAND BI	
f 4.09	2.12	2.02	2.47	2.22	10.13	6.37	6.22	5.17	4.23	261.5	D MAXWELL MX	
4.16	2.19	2.09	2.54	2.30	10.22	6.44	6.29	5.24	4.30	270.6	GANNETT	
A 4.30AM	A 2.30AM	A 2.20AM	A 3.05PM	A 2.50PM	10.29 ²³⁹	6.49	6.34	5.29	4.36	278.5	DN-R NORTH PLATTE YL NO	
										284.1	(284.1)	

BLOCK SIGNALS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(6.30) 43.3 (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. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 8

June 19, 1950

FIRST CLASS

Mile Post	STATIONS									
	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
0.0		A 6.50PM								
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
5.2	6.49	5.50	7.35	1.28	2.56	2.33	2.42	2.52	3.36	4.01
13.6	6.40	5.42	7.25	1.20	2.48	2.25	2.34	2.44	3.28	3.53
17.1	6.36	5.38	7.20	1.16	2.44	2.22	2.30	2.40	3.24	3.49
21.7	f 6.31	5.33	7.14	1.12	2.40	2.17	2.25	2.35	3.20	3.45
24.5	f 6.27	5.30	7.10	1.08	2.37	2.13	2.21	2.31	3.17	3.42
28.0	s 6.23	5.26	7.04	1.05	2.34	2.10	2.18	2.28	3.14	3.39
34.3	6.16	5.20	6.56	12.59	2.28	2.05	2.12	2.22	3.08	3.33
38.2										
39.3	s 6.08	s 5.14	s 6.49	12.55	2.23	2.00	2.07	2.17	3.03	s 3.28
40.0										
44.8										
46.3	f 5.54	4.59	6.34	12.49	2.15	1.52	1.59	2.08	2.54	3.19
54.4	f 5.45	4.52	6.25	12.43	2.08	1.46	1.53	2.02	2.46	3.11
61.4	f 5.37	4.46	6.18	12.37	2.02	1.41	1.48	1.57	2.39	3.04
68.7	s 5.30	4.40	s 6.11	12.32	1.95 ¹⁰⁶¹⁰² 1.35 ¹⁰⁴	1.35 ²⁸	1.42 ²⁸	1.51 ²⁸	2.32	2.57
76.9	f 5.20	4.32	6.01	12.26	1.23	1.29	1.36	1.45	2.24	2.49
83.8										
84.5	s 5.10	s 4.25	s 5.52	s 12.19	1.15	1.22	1.29	1.38	2.15	s 2.40
92.2	f 4.51	4.14	5.40	12.09	1.05	1.15	1.22	1.31	2.06	2.31
96.5	4.46	4.10	5.36	12.06	1.00	1.12	1.19	1.28	2.02	2.27
102.3	f 4.41	4.05	5.31	12.02AM	12.55	1.08	1.15	1.24	1.57	2.22
107.9	4.33	4.00	5.26	11.58PM	12.50	1.04	1.11	1.20	1.52	2.17
113.6	f 4.27	3.55	5.22	11.53	12.45	1.00	1.07	1.16	1.47	2.12
124.3										
124.9	s 4.13	3.45	f 5.11	11.45	12.35	12.50	12.58	1.08	1.37	2.02
135.1	3.57	3.36	5.00	11.37	12.26	12.42	12.51	1.00	1.27	1.52
146.5										
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
154.5	3.18	3.02	4.21	11.17	11.52PM	12.19	12.29	12.39	12.52	1.17
162.3	f 3.09	2.55	4.11	11.11	11.46	12.13	12.23	12.34	12.46	1.11
169.9	f 3.01	2.48	4.03	11.06	11.39	12.07	12.17	12.28	12.39	1.04
176.0	f 2.54	2.42	3.56	11.02	11.34	12.02AM	12.12	12.23	12.34	12.59
180.2	2.50	2.38	3.51	10.59	11.30	11.59PM	12.09	12.20	12.30	12.55
189.1	s 2.40	s 2.28	s 3.40	s 10.50	11.22	11.51	12.01AM	12.13	12.22	s 12.47
198.3	f 2.26	2.15	3.24	10.41	11.13	11.43	11.53PM	12.05	12.13	12.38
204.6	f 2.20	2.09	3.18	10.37	11.08	11.39	11.49	12.01AM	12.08	12.33
213.3	f 2.10	2.02	3.09	10.31	11.01	11.33	11.43	11.54PM	12.01AM	12.26
224.4	s 1.58	1.52	f 2.57	10.23	10.52	11.25	11.35	11.46	11.52PM	12.17
232.5	1.48	1.45	2.45	10.17	10.46	11.19	11.29	11.40	11.44	12.09
238.2	s 1.42	1.40	f 2.39	10.13	10.40	11.15	11.25	11.36	11.40	12.05AM
248.8	s 1.27	1.30	f 2.22	10.05	10.31	11.07	11.17	11.28	11.31	11.56PM
254.5	1.19	1.25	2.13	10.00	10.26	11.02	11.12	11.22	11.26	11.51
261.5	f 1.12	1.18	2.06	9.55	10.20	10.57	11.07	11.17	11.20	11.45
270.6	f 1.04	1.10	1.57	9.48	10.13	10.50	11.00	11.10	11.13	11.38
278.5	12.57	1.03	1.49	9.42	10.07	10.44	10.54	11.04	11.07	11.32
284.1	12.50AM	12.55PM	1.40PM	9.37PM	10.00PM	10.38PM	10.48PM	10.58PM	11.00PM	11.25PM

BLOCK SIGNALS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

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 58.2

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 8

June 19, 1950

SECOND CLASS

Mile Post	STATIONS							Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.
	72	234	76	74	548	240	238	
	Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight	
0.0	A 2.00AM	A 3.15PM		A 8.30AM			XWCITYOPZ	
2.8	1.54	2.55		8.15			XWITOPZ	
5.2	1.10	2.35		7.45			XIP	
13.6	12.50	2.15		7.20			ES77 XP	
17.1	12.40	f 2.05		7.10			XP	
21.7		s 1.55					C884 XP	
24.5		s 1.30					C884 P	
28.0	12.15AM	s 1.00		6.45AM			WS144XYPWC ES165 ES90	
34.3		f 12.01PM					C881 P	
38.2							I	
39.3		s 11.50AM					WS99 X ES172 WPZ	
40.0							I	
44.8							IP	
46.3		f 10.50					C882 P	
54.4		s 10.20					C8119 XP	
61.4		s 9.50					C882 P	
68.7		s 9.20					WS116 X ES123 WP	
76.9		f 8.20					C8118 P	
83.8							I	
84.5		s 8.00					WS143 XWTC ES125 YPZ	
92.2		s 7.20					C8119 P	
96.5		f 6.50					C882 P	
102.3		s 6.40					C8119 XWP	
107.9		f 6.00					C882 P	
113.6		s 5.39					C882 XP	
124.3							I	
124.9		5.00AM	A 6.55AM	A 7.40AM			WS113 X ES119 WYP	
135.1		s 6.40		f 7.18			C8119 P	
146.5							I	
146.9			6.20AM	7.00AM		A 11.00AM	XWCZTYOP	
154.5						f 10.40	C882 XYP	
162.3						s 10.20	WS117 XW E848 P	
169.9						s 10.00	C882 XP	
176.0						s 9.30	WS112 XWI ES70 YP	
180.2						f 9.15	C882 P	
189.1						s 9.00	WS122 XWC ES118 YZP	
198.3						s 8.15	C883 P	
204.6						s 8.00	C8119 WP	
213.3						s 7.45	C883 P	
224.4			A 9.00AM	7.30AM			WS120 XWY ES119 ZP	
232.5			f 8.45				C883 P	
238.2			s 8.30				C883 XWP	
248.8			s 8.15				WS125 XWC ES130 YP	
254.5			7.55				C883 P	
261.5			f 7.45				C883 WP	
270.6			f 7.30				C8119 P	
278.5			f 7.15				C883 P	
284.1			7.00AM				XWCZTYOP	

BLOCK SIGNALS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

..... Thru Time (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

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.

SECOND SUBDIVISION EASTWARD

Time-Table No. 8 June 19, 1950	Mile Post	FIRST CLASS									
		6 Mail and Express	24 Passenger	112 Streamliner Passenger	28 Passenger	2 Passenger	4 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	86 Passenger
STATIONS											

DN-R NORTH PLATTE NY 5.1	284.1	A11.45AM	A12.30PM	A 8.32PM	A 8.50PM	A 9.28PM	A11.00PM	A 9.33PM	A 9.43PM	A 9.53PM	A10.10PM
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	9.58
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	9.51
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	9.48
D SUTHERLAND SU 4.5	308.4	11.22	f12.02PM	8.12	8.28	9.06	f10.34	9.13	9.23	9.33	9.46
D DEXTER 7.6	307.9	11.18	11.57AM	8.09	8.24	9.03	10.26	9.10	9.20	9.31	9.42
D PAXTON PN 6.2	815.5	11.11	f11.50	8.03	8.18	8.57	f10.18	9.04	9.14	9.24	9.36
D KORTY 6.0	821.7	11.06	11.44	7.59	8.13	8.52	10.09	8.59	9.09	9.19	9.30
D ROSCOE RO 7.1	827.7	11.00	11.38	7.55	8.08	8.46	f10.03	8.55	9.05	9.15	9.24
DN OGALLALA YL GT 9.1	834.8	10.53	f11.31	7.50	8.01	8.40	s 9.55	8.50	9.00	9.10	9.18
D BRULE RU 10.0	843.9	10.44	f11.22	7.43	7.52	8.32	f 9.43	8.42	8.52	9.02	9.09
D BIG SPRINGS GS 5.4	853.9	10.36	f11.11	7.36	7.44	8.24	f 9.32	8.35	8.45	8.55	9.01
D BARTON 6.0	859.3	10.31	11.05	7.32	7.40	8.20	9.25	8.31	8.41	8.51	8.56
DN JULESBURG YL JB 5.3	865.3	10.25	f11.00	s 7.27PM	7.35	8.15	s 9.18	8.26	8.36	8.46	8.50PM
D WEIR 9.7	870.6	10.20	10.54		7.30	8.11	9.09	8.21	8.31	8.41	
D OHAPPELL OQ 9.4	880.3	10.11	f10.46		7.23	8.03	f 8.59	8.14	8.24	8.34	
D LODGE POLE GP 6.6	889.7	10.02	f10.37		7.15	7.55	f 8.48	8.07	8.17	8.27	
D SUNOL UN 4.7	896.3	9.56	10.31		7.10	7.50	f 8.41	8.02	8.12	8.22	
D 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	8.1 8.11	
D 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	s 7.00	7.13	7.23	7.33	
DN PINE BLUFFS YL UF 10.8	466.7	8.38	9.10		5.56	6.40	s 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	
D HILLSDALE 6.2	489.7	8.17	8.50 ³⁵⁴		5.35	6.20	6.26	6.47	6.57	7.07	
D DURHAM 5.3	495.9	8.12	8.45		5.29	6.14	6.20	6.42	6.52	7.02	
D AROHER 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	

Thru Time.....	(3.50)	(3.50)	(1.05)	(3.35)	(3.28)	(4.55)	(3.03)	(3.03)	(3.03)	(1.20)
Average speed per hour.....	58.1	58.1	74.9	62.9	65.0	45.2	73.9	73.9	73.9	69.0

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.
 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. 8 June 19, 1950	Mile Post	SECOND CLASS							Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.
		242 Local Freight	246 Local Freight	354 Mixed	244 Local Freight	98 Local Freight	94 Mixed		
STATIONS									

DN-R NORTH PLATTE NY 5.1	284.1	A11.15AM			A 4.50PM	A 7.00PM				XWCZTYP
DN WEST NORTH PLATTE 7.7	289.2	f11.05			4.40	6.48				P
D HERSHEY OF 3.8	296.9	s10.55			f 4.30	f 6.38				WS 72 XP
DN O'FALLONS FA 2.7	300.7	f10.30			4.22PM	6.30PM				CS 119 XWYP
D SUTHERLAND SU 4.5	308.4	s10.15								CS 121 XP
D DEXTER 7.6	307.9	f 9.55								CS 82 P
D PAXTON PN 6.2	815.5	s 9.45								CS 121 XP
D KORTY 6.0	821.7	f 9.20								XP
D ROSCOE RO 7.1	827.7	f 9.10								CS 88 P
DN OGALLALA YL GT 9.1	834.8	s 9.00								WS122 WS120 ES138 XWCP
D BRULE RU 10.0	843.9	s 8.15								CS 84 P
D BIG SPRINGS GS 5.4	853.9	s 7.50								CS 132 WP
D BARTON 6.0	859.3	f 7.25								CS 83 P
DN JULESBURG YL JB 5.3	865.3	7.15AM			A12.15PM					XWCZTYP WS109 ES121
D WEIR 9.7	870.6				f11.59AM					CS 90 P
D OHAPPELL OQ 9.4	880.3				s11.45					CS 123 WP
D LODGE POLE GP 6.6	889.7				s11.30					WS 111 ES 78 XP
D SUNOL UN 4.7	896.3				f11.20					XP
D COLTON 6.5	401.0				f11.10					CS 84 P
DN-R SIDNEY YL OD 8.0	407.5	A 1.30PM			11.00AM					XWCZTYP
D BROWNSON 10.9	415.5	f12.55								CS 84 YP
DN POTTER PR 9.0	426.4	s12.30PM								WS 131 XWP ES 70
D DIX DX 9.1	435.4	s11.59AM								CS 84 P
DN KIMBALL KB 12.1	444.5	s11.35								CS 133 XWP
D BUSHNELL BN 10.1	456.6	s10.55								CS 84 WP
DN PINE BLUFFS YL UF 10.3	466.7	s 9.55								CS107 XWCZYP
D EGBERT GX 5.7	477.5	f 9.00 ²⁴	A 9.15AM							CS 84 XWYP
D BURNS UX 6.5	483.2	s 8.40	s 9.00							WS 62 XP
D HILLSDALE 6.2	489.7	f 8.32	s 8.50 ²⁴							CS 96 WP
D DURHAM 5.3	495.9	s 8.22	f 8.35							WS 62 XP
D AROHER 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

Thru Time.....	(4.00)	(5.30)	(1.00)	(1.15)	(0.28)	(0.30)
Average Speed per hour.....	20.3	18.5	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 25.	SECOND CLASS					FIRST CLASS			Distance from Julesburg	Time-Table No. 8		
						455	71	111		85	301	June 19, 1950
						Time Freight	C. B. & Q. Freight	Streamliner Passenger		Passenger	C. B. & Q. Passenger	Daily
						f 5.00AM		3.25AM		0.0	DN JULESBURG YL JB	
80	WCYIP									7.1	7.1	
75	ZP					5.08	f 3.35			7.1	D OVID VI	
73	WP					5.14	f 3.42			7.5	D SEDGWICK ZD	
95	P					5.21	f 3.50			8.5	RED LION	
95	WP					5.26	f 3.57			7.0	DN CROOK OK	
72	P					5.33	f 4.05			8.7	PROCTOR	
94	P					5.38	f 4.11			6.8	D ILIFF F	
77	P					5.44	4.18			7.9	HAYFORD	
	IP									3.7	O. B. & Q. CROSSING	
										0.3		
109	IWCTZP	6.00PM	1.00PM	5.51	4.25	5.56	4.35	2.50AM		57.5	DN-R STERLING YL ST	
										4.2	HALL	
										2.4	D ATWOOD OD	
72	P	6.28 ¹¹²	1.14	6.04	f 4.45	f 2.58				6.1	D MERINO MI	
74	P	6.37	1.27	6.10	f 4.51	f 3.06				5.8	MESSEX	
143	P	6.45	1.36	6.16	f 4.57	3.14				5.0	DN UNION UN	
52	P	6.52	A 2.00PM	6.21	f 5.02	A 3.25AM				6.0	D SNYDER SN	
94	WP	7.12 ⁸⁶		6.27	f 5.08					6.8	DODD	
53	P	7.21		6.34	5.15					4.8	DN FT. MORGAN FX	
100	WCP	7.44		6.39	f 5.20					7.4	NARROWS	
35	P	7.54		6.46	5.27					3.0	D WELDONA DN	
79	P	7.59		6.49	f 5.30					5.2	GOODRICH	
32	P	8.06		6.54	f 5.35					3.5	ORCHARD	
78	P	8.12		6.57	f 5.39					7.1	MASTERS	
53	P	8.25 ²⁵⁰		7.03	f 5.46					5.4	CANTON	
50	P	8.32		7.08	5.51					5.2	HARDIN	
121	WP	8.40		7.13	f 5.56					7.7	D KERSEY KR	
78	P	8.51		7.20	f 6.03					8.0	DN-R LASALLE YL SA	
56	WCTYP	A 9.00PM		A 7.28AM	A 6.15AM					151.1		

Time-Table No. 8

June 19, 1950

STATIONS

BLOCK SIGNALS

(3.00) (1.00) (2.28) (2.50) (0.35) Thru Time
31.2 23.5 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. 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. 8	June 19, 1950	Mile Post	FIRST CLASS			SECOND CLASS				
			112	86	302	250	72			
			Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight			
DN JULESBURG YL JB	0.0	As 7.27PM	As 8.50PM							
D OVID VI	7.1	7.18	8.37							
D SEDGWICK ZD	14.6	7.12	8.30							
RED LION	23.1	7.05	8.22							
DN CROOK OK	30.1	7.00	8.16							
PROCTOR	38.8	6.53	8.08							
D ILIFF F	45.6	6.48	8.02							
HAYFORD	53.5	6.41	7.55							
O. B. & Q. CROSSING	57.2									
DN-R STERLING YL ST	57.5	6.37	7.50	A 11.45PM	A 10.10PM	A 11.59PM				
HALL	61.7	6.35	7.40							
D ATWOOD OD	64.1	6.28 ⁴⁵⁵	7.32	f 11.28	9.50	11.43				
D MERINO MI	70.2	6.23	7.27	f 11.21	9.41	11.33				
MESSEX	76.0	6.19	7.22	f 11.15	9.33	11.21				
DN UNION UN	81.0	6.15	7.17	f 11.07PM	9.26	11.09PM				
D SNYDER SN	87.0	6.10	7.12 ⁴⁵⁵		9.19					
DODD	93.8	6.05	7.06		9.10					
DN FT. MORGAN FX	98.6	6.01	7.02		9.03					
NARROWS	106.0	5.55	6.55		8.52					
D WELDONA DN	109.0	5.53	6.52		8.47					
GOODRICH	114.2	5.49	6.47		8.40					
ORCHARD	117.7	5.46	6.44		8.35					
MASTERS	124.8	5.40	6.37		8.25 ⁴⁵⁵					
CANTON	130.2	5.36	6.32		8.18					
HARDIN	135.4	5.32	6.27		8.10					
D KERSEY KR	143.1	5.25	6.20		7.55					
DN-R LASALLE YL SA	151.1	5.18PM	6.10PM		7.40PM					

Time-Table No. 8

June 19, 1950

STATIONS

BLOCK SIGNALS

Thru Time..... (2.09) (2.40) (0.38) (2.30) (0.50)
Average speed per hour..... 70.3 56.7 37.1 39.4 28.2

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. 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. 8		Mile Post	FIRST CLASS		SECOND CLASS	
	71	73	548			547	74		72	Freight	Freight	
	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	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		O. & 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
30 P	11.35PM	2.34			33.2		TOUHY	33.2			4.35	9.55
66 WCYP	12.01AM	2.44		10.15AM	37.8	DN-R	VALPARAISO YL VO	37.8	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				
63 P	1.18	3.31			65.4		JAMAICA	65.4			3.18	8.05
31 P	1.33	3.46			74.7		PRINCETON	74.7			3.03	7.49
78 WP	1.43	3.53			79.5	D	OORTLAND RD	79.5			2.56	7.41
84 P	1.58	4.08			88.9	D	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		Distance from Council Bluffs	Time-Table No. 8		Mile Post	FIRST CLASS		SECOND CLASS		
	233			80			Freight	Freight			
	Local Freight			Mixed							
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	B	GILMORE YL	11.9				
73 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	26.1		LANE	26.1				
				20.9							

(1.05) Thru Time..... (1.35)
 18.9 Average speed per hour..... 28.0

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. 8		Mile Post	FIRST CLASS		SECOND CLASS	
	75	547	548			76	Freight		Freight			
	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		LOMA	7.4	f 9.53		f 11.02	
28	s 5.40	s 3.40			18.5	D	BRAINARD BD	18.5	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		O. B. & Q. CROSSING	23.5				
31	s 6.45	s 4.13			33.8	D	RISEING CITY RN	33.8	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	OSOKOLA 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 FK	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		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 16.8

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		Distance from Genoa	Time-Table No. 8		Mile Post	SECOND CLASS		SECOND CLASS		
	79			80			Freight	Freight			
	Mixed Daily Except Sunday			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	30.8	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) 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				KEARNEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 8				SECOND CLASS	
	95	519	517	June 19, 1950				518	96		
				STATIONS						Motor Mixed	Mixed
Mixed		Motor Passenger	Motor Passenger								
Tuesday, Thursday, Saturday		Daily Ex. Sat. and Sunday	Sunday								
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KB	0.0	A 11.59AM	A 9.20PM		
12	f 9.12	f 3.50	f 5.10	5.5		5.5 GLENWOOD PARK	5.5	f 11.43	f 8.32		
19 P	s 9.19	s 3.57	s 5.17	10.1		6.7 RIVERDALE	10.1	s 11.35	s 8.22		
27	s 9.30	s 4.08	s 5.28	16.8	D	5.9 AMHERST HR	16.8	s 11.23	s 8.00		
13 W	f 9.52	f 4.18	f 5.38	22.7		3.6 WATERTOWN	22.7	f 11.12	f 7.41		
32	s 10.06	s 4.25	s 5.45	28.3	D	6.2 MILLER MR	28.3	s 11.05	s 7.33		
38	s 10.20	s 4.37	s 5.57	32.5	D	7.9 SUMNER SU	32.5	s 10.53	s 7.15		
28	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	11.7 EDDYVILLE VD	40.4	s 10.40 ⁹⁵	s 6.59		
40	s 11.13	s 5.15	s 6.30	52.1	D	7.0 OCONTO BS	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.28	f 6.46	59.1		6.4 LODI	59.1	f 10.03	f 6.14		
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	10.3 CALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹		
9	f 12.55	f 6.05	f 7.12	75.8		7.3 FINCHVILLE	75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.15	s 7.24	83.1	D	7.5 ARNOLD AD	83.1	s 9.20	s 4.45		
5 P	s 1.55	f 6.27	s 7.35	90.6		4.0 LOGAN	90.6	s 9.07	f 4.26		
10	f 2.10	f 6.35	f 7.42	94.6		4.6 HOAGLAND	94.6	f 9.00	f 4.18		
15 P	f 2.30	s 6.43	s 7.49	99.2		3.2 GANDY	99.2	s 8.50	f 4.08		
22 WYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-E	STAPLETON YL SN	102.4	8.45AM	4.00PM		
						(102.4)		Daily Except Monday	Sunday Wednesday Friday		

(5.55) (3.10) (3.00) Thru Time (3.14) (5.20)
 17.3 32.3 34.1 Average speed per hour 31.7 19.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.
 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		FIRST CLASS		Distance from O'Fallons	Time-Table No. 8				SECOND CLASS	
	97	93	June 19, 1950				98	94			
			STATIONS						Local Freight	Mixed	
Local Freight		Mixed									
Daily		Daily									
WYP	7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM			
15	f 7.35	f 5.35	2.8		2.8 OOKER	2.8	f 3.58	f 6.13			
41 P	f 7.56	s 5.48	12.8	D	10.0 SARBEN AK	12.8	f 3.30	s 5.58			
40	f 8.13	f 5.57	19.6		6.8 NEVENS	19.6	f 3.15	f 5.48			
42 WP	f 8.35	s 6.11	28.4		8.8 KEYSTONE	28.4	f 2.55	s 5.36			
42 P	f 8.50	f 6.21	34.9	D	6.5 MARTIN SA	34.9	f 2.30	f 5.24			
42 P	f 9.05	s 6.31	41.2		6.3 LEMOYNE	41.2	f 2.15	s 5.14			
25	f 9.20	f 6.40	46.8		5.6 BELMAR	46.8	f 2.05	f 5.03			
44	f 9.29	f 6.48	51.7		4.9 RUTHTON	51.7	f 1.55	f 4.55			
41 WCYP	s 10.00	s 7.02	59.3	D	7.6 LEWELLEN YL W	59.3	s 1.40	s 4.44			
41 P	s 10.50	s 7.21	70.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.21			
40 WP	s 11.35	s 7.43	86.4	D	15.6 LISCO OO	86.4	f 12.25PM	s 3.53			
37	f 11.53AM ⁹⁸	f 7.56	95.4		9.0 FINLEY	95.4	f 11.53AM ⁹⁷	f 3.39			
46	s 12.15PM	s 8.07	100.4	D	5.0 BROADWATER BR	100.4	f 11.40	s 3.30			
19	f 12.34	f 8.20	109.6		9.2 TOWERS	109.6	f 11.20	f 3.12			
105 WCTP	s 1.15	s 8.30	114.1	D	4.5 NORTHPORT YL NP	114.1	f 11.12	s 3.05			
AI	1.19	8.33	115.5		1.4 C. B. & Q. CROSSING	115.5	11.08	2.57			
11	f 1.30	f 8.40	121.8		6.3 MOHLER	121.8	f 10.58	f 2.46			
38 P	f 1.40	s 8.50	126.7	D	4.9 SOUTH BAYARD OR	126.7	f 10.40	s 2.39			
51	f 1.50	s 8.59	132.1	D	5.4 MCGREW MO	132.1	f 10.28	s 2.29			
30 P	f 2.19 ⁹⁴	s 9.09	137.9	D	5.8 MELBETA MB	137.9	f 10.18	s 2.19 ⁹⁷			
70 WCYZP	A 2.35PM	A 9.30AM	145.9	DN-R	8.0 GERING YL G	145.9	10.01AM	2.00PM			
					(145.9)		Daily	Daily			

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

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 8				SECOND CLASS	
	June 19, 1950					98	94				
	STATIONS							Local Freight	Mixed		
Local Freight		Mixed									
Daily		Daily									
				0.0	DN-R	GERING YL G	0.0				
17				5.4		5.4 MATHERS	5.4				
27				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 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 8 June 19, 1950			Mile Post	SECOND CLASS		
	353	93	59		354	60	94				
	Mixed Daily	Mixed Daily	Mixed Daily		Mixed	Mixed	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	6.10	150.5		COSTIN	150.5	f10.17	f 1.34	
30		s	9.49	6.15	152.3	D	HAIG HA	152.3	f10.14	s 1.30	
24	P	s	9.55	6.25	155.8	D	SOUTH MITCHELL MI	155.8	f10.10	s 1.21	
32		f	9.58	6.30	157.1		PELTON	157.1	f10.05	f 1.14	
42		f	10.02 ⁶⁰	6.35	159.5		BAILEYVUE	159.5	f10.02 ⁹³	f 1.10	
30	P	s	10.06	6.45	162.1	D	SOUTH MORRILL BI	162.1	f 9.56	s 1.06	
18		f	10.09	6.50	164.2		JOYCE	164.2	f 9.52	f 1.01	
51	WYP	s	10.15	9.45 ⁶⁰	167.9	DN	LYMAN YL MU	167.9	s 9.45 ⁵⁹	s12.56	
21		f	10.19	9.50	170.1		CANAL	170.1	f 9.20	f12.49	
14		f	10.23	9.57	172.8		STEBBINS	172.8	f 9.15	f12.44	
51	P	s	10.25	10.07	173.7	D	HUNTLEY HU	173.7	f 9.13	s12.41	
35		f	10.30	10.17	177.0		HOLLY	177.0	f 9.06	f12.33	
51	WCYP		12.55PM	10.40 ⁵⁹ 10.45	181.6	D-R	YODER YL DR	181.6	A11.45AM	9.00 8.50	12.25 ⁹³ 12.15 ⁹⁴
51	P	s	10.55	12.35	183.1	D	VETERAN VN	69.2	s 8.37	s12.03PM	
8		f	11.00	12.40	191.5		HELDT	72.6	f 8.30	f11.57AM	
16		f	11.07	12.50	196.1		COTTIER	77.2	f 8.19	f11.50	
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	SO. TORRINGTON YL BI	81.7	8.10AM	11.45AM	
14		f	1.06		185.8		GOODLAND	59.0	f11.37		
26		f	1.12		187.6		FONDA	58.7	f11.32		
51	W	s	1.21		192.4	D	HAWK SPRINGS HK	51.9	s11.20		
31		f	1.29		194.7		DUROO	49.6	f11.07		
19		f	1.44		200.8		WYOCROSS	48.5	f10.56		
51	WY	s	1.55		203.8	D	LA GRANGE GA	40.5	s10.51		
19		f	2.11		210.7		TREMAIN	38.6	f10.25		
51	WF	s	2.41		222.5	D	ALBIN AB	21.8	s10.00		
51		f	3.01		229.7		LINDBERGH	14.6	s 9.45		
	W	A	3.45PM		244.3	DN-R	EGBERT YL GX	0.0	9.20AM		
				(98.4)				Daily			
				(2.50)				(2.25)			
				22.1				25.9			
				(1.35)				(2.20)			
				34.5				23.4			
				(7.00)				(2.05)			
				7.8				26.3			
			 Thru Time							
			 Average speed per hour							

WESTWARD		LYMAN BRANCH		EASTWARD	
Time-Table No. 8 June 19, 1950					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Mile Post	STATIONS	Mile Post	STATIONS
	0.0	0.0	DN LYMAN MU	0.0	
	2.8	2.8	SEARS	2.8	
	3.3	3.3	SIDING NO. 1	3.3	
	4.6	4.6	HARTMAN	4.6	
	6.4	6.4	STEGALL	6.4	
(6.4)					

WESTWARD		SEARS BRANCH		EASTWARD	
Time-Table No. 8 June 19, 1950					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Mile Post	STATIONS	Mile Post	STATIONS
	0.0	0.0	SEARS	0.0	
	1.2	1.2	BELLINGER	1.2	
	2.8	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 "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.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour				
	Str.	De-Psgr.	Psg.	Frnt.		Str.	De-Psgr.	Psg.	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	10
0-6-0 and 0-8-0 type yard engines.			20	20	Back-up movement				6	6
Steam engines running backward.			20	20	800 class engines with 14 wheel tender;				5	5
Diesel-electric locomotives in road or helper service:					Back-up movement					
Backing up shoving a train. (Speed of train being helped will govern).					All other classes of engines;					
Backing up pulling train	40	40	40	40	Forward movement	15	15	15	15	
Backing up light.					Back-up movement	10	10	10	10	
Light engines.					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	
Trains handling scale test cars.					On wye tracks.	15	15	15	15	
When more than 50% of the tonnage is gravel.					Jordan spreaders and other machines of spreader type, when in operation.					15
					Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20	

OLD MAIN LINE

Between Gilmore and Lane.		50	35

FIRST SUBDIVISION

Location	Miles Per Hour				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 roundhouse 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—					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 253.1 and 253.5	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—					Between Mile Posts—				
Korty 323.5 and 324.4	70	60	60	50	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	25
					Between M. P. 150.7 and 150.9	30	30	30	25	25
					Between M. P. 150.9 and 151.1	50	50	40	25	25
Freight engines not otherwise shown.			50		Sterling, 3900 class engines on coal chute track.				5	5
					Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick				20	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—				31.6 and 31.9	35	35
Valley 0.1 and 0.3	15	15		31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.	25	25
3.8 and 4.0	35	35		Touhy 36.0 and 37.4	25	25
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25		Garratt 56.3 and 57.5	15	15
Yutan 6.4 and 7.7	35	35		Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits	35	25
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25		Pickrell 96.5 and 97.3	15	15
Mead Between U. P. yard and Nebr. Ordinance classification yard.		8		Beatrice, Allers Grain Company spur.		5
Wahoo, city track.		6		Beatrice, 1900 class and heavier engines on Kilpatrick track.		5
19.1 and 19.5	35	35				
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	30
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5		40	40
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10		25	25
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Between Callaway and Stapleton: Steam trains. Motor trains. Trains with 400 class engines.	45	35
Between Oconee and M.P. 16.		25		45	45
Between M.P. 16 and Norfolk.		30		30	30
Columbus, over wye switches.		15	North Platte Branch Maximum speed.		45
On curve at M.P. 1.75.		25	5000, 7000 and 9000 class engines		35
Albion Branch Maximum speed:		30	Over Bridge 18.30.		35
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	Oshkosh, over First Street Crossing		15
Between M.P. 11 and Spalding.		25	North Platte Cut-Off Maximum speed.		45
Over Bridge 12.96.		25	5000, 7000 and 9000 Class Engines.		35
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	On curves between Yoder and So. Torrington		35
Carey, all air field trackage.		10	On curves between M.P. 25.42 and M.P. 31.25		30
Between St. Libory and Ord.		30	Through tunnel between Albin and Tremain.		20
Loup City Branch.		30	Lyman Branch.		20
			Gering Branch.		20
			Sears Branch.		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection	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
Alfa 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				
Kumer.....	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		

Location	Car Capacity (A)	Mile	Location	Car Capacity (A)	Mile
North Platte	25	41.2	North Platte	25	41.2
North Platte	25	41.2	North Platte	25	41.2
North Platte	25	41.2	North Platte	25	41.2

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		

Location	Car Capacity (A)	Mile	Location	Car Capacity (A)	Mile
North Platte	25	41.2	North Platte	25	41.2
North Platte	25	41.2	North Platte	25	41.2
North Platte	25	41.2	North Platte	25	41.2

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	Time per Mile
30	2.00	30	2.00	30	2.00	30	2.00	30	2.00
30	2.00	30	2.00	30	2.00	30	2.00	30	2.00
30	2.00	30	2.00	30	2.00	30	2.00	30	2.00

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.	F. L. Richards..	Oculist & Aurist.	Kearney, Nebr...	Kearney.
Lynn T. Hall...	Dist. Md. Officer	Omaha, Nebr...	East to, and including North Platte.	M. B. Wilcox...	Oculist & Aurist.	Kearney, Nebr...	Kearney.
			West to, and including North Platte.	V. D. Norall...	Surgeon.....	Lexington, Nebr.	Overton to Cozad.
			South to, but not including Marysville.	J. S. Welch.....	Surgeon.....	Lincoln, Nebr...	Valparaiso to Cortland.
G. T. Alliband..	Oculist.....	Omaha, Nebr...	Omaha.	C. G. Amick...	Surgeon.....	Loup City, Nebr.	Dannebrog to Loup City.
C. F. Bantin...	Surgeon.....	Omaha, Nebr...	Omaha.	H. R. Palmteer..	Surgeon.....	No. Platte, Nebr.	Madison, Nebr and vicinity.
M. W. Barry...	Surgeon.....	Omaha, Nebr...	Omaha.	G. B. Salter...	Surgeon.....	Norfolk, Nebr.	Oconee to Norfolk.
J. G. Bartek...	Surgeon.....	Omaha, Nebr...	Omaha.	T. J. Kerr.....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
J. D. Biggard...	Surgeon.....	Omaha, Nebr...	Omaha.	O. C. Kreymborg	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
E. A. Connolly..	Surgeon.....	Omaha, Nebr...	Omaha.	Wm. B. Niehus..	Surgeon.....	No. Platte, Nebr.	Between North Platte, Brady Is. & Sutherland.
J. C. Davis.....	Oculist & Aurist.	Omaha, Nebr...	Omaha.	A. E. Reeves...	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
John R. Kleyla..	Surgeon.....	Omaha, Nebr...	Omaha.	H. H. Walker...	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
H. E. Kully.....	Aurist.....	Omaha, Nebr...	Omaha.	G. F. Waltemath	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
S. McClenaghan.	Surgeon.....	Omaha, Nebr...	Florence.	H. S. Eklund...	Surgeon.....	Osceola, Nebr...	Osceola and vicinity.
A. McDermott..	Surgeon.....	Omaha, Nebr...	Omaha.	C. J. Miller.....	Surgeon.....	Ord, Nebr.....	St. Paul to Ord.
R. T. Mauer.....	Hospital Surgeon	Omaha, Nebr...	Omaha.	Don E. Baca...	Surgeon.....	Papillion, Nebr..	Papillion and vicinity.
R. A. Moser....	Shop Surgeon...	Omaha, Nebr...	Omaha.	M. O. Arnold...	Surgeon.....	St. Paul, Nebr...	St. Libory to Scotia and St. Paul to Dannebrog.
A. V. Murphy...	Surgeon.....	Omaha, Nebr...	Omaha.	F. G. Kolouch...	Surgeon.....	Schuyler, Nebr..	North Bend to Columbus
F. C. Nelson....	Surgeon.....	Omaha, Nebr...	Benson.	Richard Delfs...	Surgeon.....	Shelby, Nebr...	Shelby, Nebr.
O. C. Nickum...	Shop Surgeon...	Omaha, Nebr...	Omaha.	E. F. Carr.....	Surgeon.....	Stapleton, Nebr..	Arnold to Stapleton.
J. J. O'Hearn...	Surgeon.....	Omaha, Nebr...	Omaha to Papillion.	C. L. Marsh...	Surgeon.....	Valley, Nebr...	Waterloo to Fremont and Valley to Yutan.
R. H. Rasgorshak	Oculist & Aurist.	Omaha, Nebr...	Omaha.	Ivan M. French..	Surgeon.....	Wahoo, Nebr...	Yutan and Weston, Nebr.
C. Rubendall...	Oculist & Aurist.	Omaha, Nebr...	Omaha.	Ervin King.....	Surgeon.....	Wood Rr., Nebr.	Wood River and vicinity.
J. E. Davis.....	Surgeon.....	Albion, Nebr...	Genoa to Albion.	W. A. Bunten...	Dist. Surgeon...	Cheyenne, Wyo..	East to, but not including North Platte.
J. F. Dunn.....	Surgeon.....	Arnold, Nebr...	Callaway to Stapleton.				West to, but not including Rock Springs.
W. T. Wildhaber	Surgeon.....	Beatrice, Nebr..	Cortland to Barneston.				South to, but not including Warren.
A. L. Schneider..	Surgeon.....	Brady Is., Nebr.	Gothenburg to No. Platte.	R. C. Gramlich..	Surgeon.....	Cheyenne, Wyo.	Cheyenne.
A. D. Brown....	Surgeon.....	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.	G. W. Koford...	Surgeon.....	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr
E. T. Zickman...	Surgeon.....	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.	F. E. Magrath...	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
R. R. Douglas...	Surgeon.....	Clarks, Nebr...	Silver Creek to Central City.	E. W. Newman...	Oculist.....	Cheyenne, Wyo..	Cheyenne.
R. C. Anderson..	Surgeon.....	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	J. R. Newnam...	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
W. R. Neumarker	Surgeon.....	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	R. B. Stump...	Oculist & Aurist.	Cheyenne, Wyo..	Cheyenne.
M. J. Carey....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	R. I. Williams...	Aurist.....	Cheyenne, Wyo.	Cheyenne.
L. G. Howard...	Oculist & Aurist.	Co. Bluffs, Ia...	Council Bluffs.	A. C. Colman...	Surgeon.....	Chappell, Nebr..	Julesburg to Sidney.
A. L. Nielson...	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	H. P. Linton...	Surgeon.....	Julesburg, Colo..	Ogallala to Lodge Pole and Julesburg to Sterling.
A. M. Pederson..	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	E. R. Core.....	Surgeon.....	Kimball, Nebr...	Sidney to Cheyenne.
L. H. Fochtman..	Surgeon.....	Cozad, Nebr...	Lexington to Gothenburg.	John L. McFee..	Surgeon.....	Ogallala, Nebr..	Sutherland to Julesburg.
L. J. Ekeler....	Surgeon.....	David City, Nebr.	Valparaiso to Polk.	M. L. Morris...	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	Kearney to Stapleton.	H. E. Moore...	Surgeon.....	Suth'land, Nebr..	North Platte to Ogallala.
R. C. Reeder...	Surgeon.....	Fremont, Nebr..	Valley and North Bend.	H. A. Blackstone	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
Homer Davis...	Surgeon.....	Genoa, Nebr...	Norfolk to St. Edward and Genoa to Fullerton.	W. C. Harvey...	Surgeon.....	Gering, Nebr...	Northport to Gering.
H. H. Rodman...	Surgeon.....	Gibbon, Nebr...	Shelton to Kearney.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr..	Oshkosh to Northport.
Bert W. Pyle...	Surgeon.....	Goth'burg, Nebr.	Cozad to Brady Island.	Jason B. Roche..	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
W. H. Hombach..	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. B. Dorwart...	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
E. G. Johnson...	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. R. Watson...	Surgeon.....	So. Mit'ell, Nebr.	Gering to Lyman.
K. F. McDermott	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	Leo Keenan...	Surgeon.....	Torrington, Wyo.	Lyman to So. Torrington.
C. H. Maggiore..	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	Wm. M. Greig..	Dist. Surgeon...	Denver, Colo...	North to, and including Warren.
R. D. Martin...	Oculist.....	Gr. Island, Nebr.	Grand Island.				East to, but not including Ellis.
J. A. Proffitt...	Oculist.....	Gr. Island, Nebr.	Grand Island.				East to, but not including Plainville.
J. J. Hanigan...	Surgeon.....	Hallam, Nebr...	Cortland, Nebr. and surrounding territory.	F. E. Palmer...	Surgeon.....	Sterling, Colo...	Iliff to Merino.
O. A. Kostal...	Surgeon.....	Hastings, Nebr..	Gibbon to Hastings.	A. F. Williams...	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
Bancroft & Staley	Surgeon.....	Kearney, Nebr...	Shelton to Elm Creek and Kearney to Amherst.	W. L. Wilkinson.	Surgeon.....	La Salle, Colo...	La Salle to Kersey.