

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Stages, etc. See Rule 9 (A), Page 25.	SECOND CLASS							Distance from Council Bluffs
	71	547	73	75	237	239	233	
	Time Freight Daily	Motor Passenger Daily	Time Freight Daily	Local Freight Tuesday, Thurs., Sat.	Local Freight Daily except Sun.	Local Freight Daily except Sun.	Local Freight Monday Wed., Fri.	

Time-Table No. 9
September 24, 1950

STATIONS

CXWITYOPZ	8.00PM		12.01PM				5.30AM	0.0
XWITOPZ	8.15		12.15				5.40	2.8
XIP	8.30		12.45				A 5.59AM	5.2
ES77 XP	8.40		12.55				Via Old Main Line 7.06AM	13.6
XP	8.50		1.00				7.20	17.1
C884 XP							s 7.40	21.7
C884 P							s 7.40	24.5
WS144XYPWC ES165 ES90	A 9.15PM		A 1.15PM				s 8.40	28.0
C881 P							f 8.50	34.3
I								38.2
WS99 ES172 WPZ							s 9.15	39.3
I								40.0
IP							f 9.25	44.8
C882 P							s 9.38 ²³	46.8
C8119 XP							s 10.10	54.4
C882 P							s 10.10	61.4
WS135 ES123 WP							11.10 ⁵	68.7
C8118 P							f 11.40AM	76.9
I								83.8
WS143 XWTC ES125 YPZ							s 12.30PM	84.6
C8119 P							s 12.50	92.2
C882 P							f 12.56	96.5
C8119 XWP							s 1.20	102.3
C882 P							f 1.30	107.9
C882 XP							s 2.00	113.6
I								124.3
WS113 ES119 WYP		5.45PM		9.50AM			A 2.30PM	124.9
C8119 P		f 6.00		s 10.15				135.1
I								146.5
XWCZTYOP		A 6.25PM		A 10.45AM		7.30AM		146.9
C882 XYP						f 8.05		154.5
WS117 ES48 P						s 8.39 ²⁷		162.3
C882 XP						s 9.05		169.9
WS112 ES70 YP						s 9.40		176.0
C882 P						f 9.55		180.2
WS122 ES118 XWC YZF						A 10.15AM	7.00AM	189.1
C883 P						s 7.30		198.3
C8119 WP						s 8.00		204.6
C883 P						s 8.30		213.3
WS120 ES119 XWY ZP						s 8.50 ²⁷		224.4
C883 P						f 11.30		232.5
C883 XWP						s 12.30PM		238.2
WS125 ES130 XWC YP						s 1.00		248.8
C883 P						1.15		254.5
C883 WP						s 1.30		261.5
C8119 P						s 2.00		270.6
C883 P						2.15		278.5
XWCZTYOP						A 2.30PM		284.1

R COUNCIL BLUFFS YL	2.8
DN-R OMAHA YL YD	2.4
DN SUMMIT YL SU	8.4
SARPY	3.5
LANE	4.6
D ELKHORN KH	2.8
D WATERLOO WO	3.5
DN VALLEY YL V	6.3
MEROER	3.9
F. S. Y. & L. CROSSING	1.1
DN FREMONT YL FN	0.7
O. B. & Q. CROSSING	4.8
O. & N. W. CROSSING	1.5
AMES	8.1
D NORTH BEND NB	7.0
D ROGERS DJ	7.3
DN SCHUYLER SO	8.2
D RIOHLAND BZ	6.9
O. B. & Q. CROSSING	0.7
DN COLUMBUS YL O	7.7
D DUNCAN DQ	4.3
GARDINER	5.8
DN SILVER CREEK SI	5.6
HAVENS	5.7
D OLARKS OX	10.7
O. B. & Q. CROSSING	0.6
DN CENTRAL CITY OI	10.3
D CHAPMAN OP	11.4
O. B. & Q. CROSSING	0.4
DN-R GRAND ISLAND GE YL	7.6
ALDA	7.8
D WOOD RIVER WR	7.6
D SHELTON ST	6.1
DN GIBBON GB	4.2
OPTIO	8.9
DN KEARNEY YL KR	9.2
D ODESSA DZ	6.3
D ELM CREEK QR	8.7
D OVERTON OV	11.1
DN LEXINGTON UM	8.1
DARR	5.7
D OZAD OO	10.6
DN GOTHENBURG BU	5.7
VROMAN	7.0
D BRADY ISLAND BI	9.1
D MAXWELL MX	7.9
GANNETT	5.6
DN-R NORTH PLATTE YL NO	(284.1)

BLOCK SIGNALS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double or three or more tracks

Double Track

(1.15) (0.40) (1.14) (0.55) (2.45) (7.30) (9.00)
22.4 33.0 22.8 24.0 15.3 12.7 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.
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Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Stages, etc. See Rule 9 (A), Page 25.	3	1	5	23	27	103	101	105	111	Distance from Council Bluffs
	Passenger	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Time-Table No. 9
September 24, 1950

STATIONS

			9.20AM							0.0
	10.00PM	9.25PM	9.55	8.30AM	5.45AM	3.10AM	2.55AM	1.50AM	12.50AM	2.8
	10.07	9.32	10.02	8.38	5.52	3.15	3.00	1.55	12.55	5.2
	10.16	9.41	10.09	8.46	6.01	3.22	3.07	2.02	1.02	13.6
	10.20	9.45	10.14	8.50	6.05	3.25	3.10	2.05	1.05	17.1
	10.24	9.49	10.19	8.54	6.09	3.29	3.14	2.09	1.09	21.7
	f 10.28	9.52	10.22	8.58	6.12	3.32	3.17	2.12	1.12	24.5
	s 10.35	9.57	10.26	9.02	6.17	3.35	3.20	2.15	1.15	28.0
	10.41	10.03	10.31	9.08	6.23	3.39	3.24	2.19	1.20	34.3
										38.2
	s 10.59	10.09	s 10.43	s 9.23	6.29	3.43	3.28	2.23	1.25	39.3
										40.0
										44.8
	11.07	10.17	10.51	9.31	6.37	3.48	3.33	2.28	1.31	46.8
	f 11.17	10.24	10.58	9.38 ²³³	6.44	3.54	3.39	2.34	1.37	54.4
	11.24	10.30	11.04	9.45	6.50	3.59	3.44	2.39	1.42	61.4
	s 11.33	10.36	11.10 ²³³	f 9.54	6.56	4.04	3.49	2.44	1.47	68.7
	11.41	10.43	11.18	10.02	7.03	4.10	3.55	2.50	1.53	76.9
										83.8
	s 11.59PM	10.51	s 11.32	s 10.18	7.11	4.16	4.01	2.56	s 2.02	84.5
	f 12.10AM	10.59	11.43	10.29	7.19	4.22	4.07	3.02	2.09	92.2
	12.15	11.03	11.47	10.34	7.23	4.25	4.10	3.05	2.13	96.5
	f 12.23	11.09	11.52	10.39	7.29	4.29	4.14	3.09	2.17	102.3
	12.28	11.14	11.57AM	10.44	7.34	4.33	4.18	3.13	2.21	107.9
	f 12.35	11.19	12.02PM	10.49	7.39	4.37	4.22	3.17	2.25	113.6
										124.3
	s 12.49	11.29	12.12	f 11.03	7.50	4.46	4.32	3.27	2.35	124.9
	1.01	11.39	12.22	11.15	8.00	4.56	4.42	3.37	2.44	135.1
										146.5
	1.15	11.55PM	12.35	11.30	8.15	5.09	4.54	3.49	2.56	146.9
	f 1.30	12.05AM	12.45	11.40	8.25	5.10	4.55	3.50	2.57	154.5
	f 1.39	12.12	12.52	11.49	8.32	5.17	5.02	3.57	3.06	162.3
	f 1.46	12.19	12.59	11.56AM	8.39 ²³⁷	5.23	5.08	4.03	3.12	169.9
	f 1.53	12.25	1.05	12.03PM	8.45	5.29	5.14	4.09	3.18	176.0
	f 1.59	12.31	1.10	12.08	8.51	5.33	5.18	4.13	3.23	180.2
	2.03	12.35	1.14	12.12	8.55	5.36	5.21	4.16	3.26	189.1
	s 2.25	12.44	s 1.30	s 12.25	9.04	5.44	5.29	4.24	s 3.35	198.3
	f 2.35	12.54	1.39	12.35	9.14	5.51	5.36	4.31	3.44	204.6
	f 2.42	1.00	1.44	12.41	9.20	5.56	5.41	4.36	3.48	213.3
	f 2.51	1.08	1.52	12.49	9.28	6.02	5.47	4.42	3.55	224.4
	s 3.09	1.18	2.02	s 1.00	9.38 ²³⁹	6.10	5.55	4.50	4.04	232.5
	3.19	1.25	2.10	1.10	9.45	6.16	6.01	4.56	4.10	238.2
	s 3.31	1.30	2.15	f 1.17	9.50	6.20	6.05	5.00	4.14	248.8
	s 3.48	1.40	2.25	f 1.30	10.00	6.28	6.13	5.08	4.22	254.5
	3.55	1.46	2.31	1.37	10.06	6.32	6.17	5.12	4.27	261.5
	f 4.03	1.53	2.38	1.45	10.13	6.37	6.22	5.17	4.33	270.6
	f 4.15	2.02	2.47	1.54	10.22	6.44	6.29	5.24	4.40	278.5
	4.22	2.09	2.54	2.01	10.29	6.49	6.34	5.29	4.46	284.1
	A 4.40AM	A 2.20AM	A 3.05PM	A 2.15PM	A 10.40AM	A 6.55AM	A 6.40AM	A 5.35AM	A 4.55AM	

R COUNCIL BLUFFS YL	2.8
DN-R OMAHA YL YD	2.4
DN SUMMIT YL SU	8.4
SARPY	3.5
LANE	4.6
D ELKHORN KH	2.8
D WATERLOO WO	3.5
DN VALLEY YL V	6.3
MEROER	3.9
F. S. Y. & L. CROSSING	1.1
DN FREMONT YL FN	0.7
O. B. & Q. CROSSING	4.8
O. & N. W. CROSSING	1.5
AMES	8.1
D NORTH BEND NB	7.0
D ROGERS DJ	7.3
DN SCHUYLER SO	8.2
D RIOHLAND BZ	6.9
O. B. & Q. CROSSING	0.7
DN COLUMBUS YL O	7.7
D DUNCAN DQ	4.3
GARDINER	5.8
DN SILVER CREEK SI	5.6
HAVENS	5.7
D OLARKS OX	10.7
O. B. & Q. CROSSING	0.6
DN CENTRAL CITY OI	10.3
D CHAPMAN OP	11.4
O. B. & Q. CROSSING	0.4
DN-R GRAND ISLAND GE YL	7.6
ALDA	7.8
D WOOD RIVER WR	7.6
D SHELTON ST	6.1
DN GIBBON GB	4.2
OPTIO	8.9
DN KEARNEY YL KR	9.2
D ODESSA DZ	6.3
D ELM CREEK QR	8.7
D OVERTON OV	11.1
DN LEXINGTON UM	8.1
DARR	5.7
D OZAD OO	10.6
DN GOTHENBURG BU	5.7
VROMAN	7.0
D BRADY ISLAND BI	9.1
D MAXWELL MX	7.9
GANNETT	5.6
DN-R NORTH PLATTE YL NO	(284.1)

BLOCK SIGNALS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double or three or more tracks

Double Track

(6.40) (4.55) (5.10) (5.45) (4.55) (3.45) (3.45) (4.05)
42.2 57.2 54.4 48.9 57.2 75.0 75.0 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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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.
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FIRST SUBDIVISION EASTWARD

Time-Table No. 9
September 24, 1950

FIRST CLASS

Mile Post	STATIONS								
	4	6	24	112	28	104	102	106	2
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger

R COUNCIL BLUFFS YL	0.0	A 6.50PM								
DN-R OMAHA YL YD	2.8	A 7.00AM	6.35	A 7.50PM	A 1.35AM	A 3.10AM	A 2.40AM	A 2.50AM	A 3.05AM	A 3.50AM
DN SUMMIT YL SU	5.2	6.49	5.50	7.35	1.28	2.56	2.33	2.42	2.52	3.36
SARPY	8.4	6.40	5.42	7.25	1.20	2.48	2.25	2.34	2.44	3.28
LANE	8.5	6.36	5.38	7.20	1.16	2.44	2.22	2.30	2.40	3.24
D ELKHORN KH	17.1	f 6.31	5.33	7.14	1.12	2.40	2.17	2.25	2.35	3.20
D WATERLOO WO	21.7	f 6.27	5.30	7.10	1.08	2.37	2.13	2.21	2.31	3.17
DN VALLEY YL V	28.0	s 6.23	5.26	7.04	1.05	2.34	2.10	2.18	2.28	3.14
MERCOER	34.3	6.16	5.20	6.56	12.59	2.28	2.05	2.12	2.22	3.08
F. S. Y. & L. CROSSING	38.2									
DN FREMONT YL FN	39.3	s 6.08	s 5.14	s 6.49	12.55	2.23	2.00	2.07	2.17	3.03
O. B. & Q. CROSSING	40.0									
O. & N. W. CROSSING	44.8									
AMES	46.3	f 5.54	4.59	6.34	12.49	2.15	1.52	1.59	2.08	2.54
D NORTH BEND NB	54.4	f 5.45	4.52	6.25	12.43	2.08	1.46	1.53	2.02	2.46
D ROGERS DJ	61.4	f 5.37	4.46	6.18	12.37	2.02	1.41	1.48	1.57	2.39
DN SCHUYLER SO	68.7	s 5.30	4.40	s 6.11	12.32	1.51 ¹⁰⁶¹⁰² 1.35 ¹⁰⁴	1.35 ²⁸	1.42 ²⁸	1.51 ²⁸	2.32
D RIOHLAND BZ	76.9	f 5.20	4.32	6.01	12.26	1.23	1.29	1.36	1.45	2.24
O. 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
D DUNOAN DQ	92.2	f 4.51	4.14	5.40	12.09	1.05	1.15	1.22	1.31	2.06
GARDNER	96.5	4.46	4.10	5.36	12.06	1.00	1.12	1.19	1.28	2.02
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
HAVENS	107.9	4.33	4.00	5.26	11.58PM	12.50	1.04	1.11	1.20	1.52
D OLARKS OX	113.6	f 4.27	3.55	5.22	11.53	12.45	1.00	1.07	1.16	1.47
O. 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
D OHAPMAN OP	135.1	3.57	3.36	5.00	11.37	12.26	12.42	12.51	1.00	1.27
O. B. & Q. CROSSING	146.5									
DN-R GRAND ISLAND GE YL	146.9	3.45	3.25	4.45	11.27	12.15	12.31	12.40	12.50	1.15
ALDA	154.5	3.35	3.15	4.35	11.26	12.05AM	12.30	12.39	12.49	1.05
D WOOD RIVER WR	162.3	f 3.09	3.02	4.21	11.17	11.52PM	12.19	12.29	12.39	12.52
D SHELTON ST	169.9	f 3.01	2.55	4.11	11.11	11.46	12.13	12.23	12.34	12.46
DN GIBBON GB	176.0	f 2.54	2.42	3.56	11.02	11.34	12.02AM	12.12	12.23	12.34
OPTIO	180.2	2.50	2.38	3.51	10.59	11.30	11.59PM	12.09	12.20	12.30
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
D ODESSA DZ	198.3	f 2.26	2.15	3.24	10.41	11.13	11.43	11.53PM	12.05	12.13
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
D OVERTON OV	213.3	f 2.10	2.02	3.09	10.31	11.01	11.33	11.43	11.54PM	12.01AM
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
DARR	232.5	1.48	1.45	2.45	10.17	10.46	11.19	11.29	11.40	11.44
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
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
VROMAN	254.5	1.19	1.25	2.13	10.00	10.26	11.02	11.12	11.22	11.26
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
D MAXWELL MX	270.6	f 1.04	1.10	1.57	9.48	10.13	10.50	11.00	11.10	11.13
GANNETT	278.5	12.57	1.03	1.49	9.42	10.07	10.44	10.54	11.04	11.07
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

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

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FIRST SUBDIVISION EASTWARD

Time-Table No. 9
September 24, 1950

SECOND CLASS

Mile Post	STATIONS							Car Capacity of Seating, etc. See Rule 6 (A), Page 26.
	72	234	76	74	548	240	238	
	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						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	8.5	12.40	f 2.05				7.10		XP
D ELKHORN KH	17.1		s 1.55						C884 XP
D WATERLOO WO	21.7		s 1.30						C884 P
DN VALLEY YL V	28.0	12.15AM	s 1.00			6.45AM			WS144XYPWC ES165 ES90
MERCOER	34.3		f 12.01PM						C881 P
F. S. Y. & L. CROSSING	38.2								I
DN FREMONT YL FN	39.3		s 11.50AM						WS99 X ES172 WPZ
O. B. & Q. CROSSING	40.0								I
O. & N. W. CROSSING	44.8								IP
AMES	46.3		f 10.50						C882 P
D NORTH BEND NB	54.4		s 10.20						C8119 XP
D ROGERS DJ	61.4		s 9.50						C882 P
DN SCHUYLER SO	68.7		s 9.20						WS135 X ES123 WP
D RIOHLAND BZ	76.9		f 8.20						C8118 P
O. B. & Q. CROSSING	83.8								I
DN COLUMBUS YL O	84.5		s 8.00						WS143 XWTC ES125 YPZ
D DUNOAN DQ	92.2		s 7.20						C8119 P
GARDNER	96.5		f 6.50						C882 P
DN SILVER CREEK SI	102.3		s 6.40						C8119 XWP
HAVENS	107.9		f 6.00						C882 P
D OLARKS OX	113.6		s 5.39						C882 XP
O. B. & Q. CROSSING	124.3								I
DN CENTRAL CITY OI	124.9		5.00AM	A 6.55AM		A 7.40AM			WS113 X ES119 WYP
D OHAPMAN OP	135.1		s 6.40			f 7.18			C8119 P
O. B. & Q. CROSSING	146.5								I
DN-R GRAND ISLAND GE YL	146.9								XWCZTYOP
ALDA	154.5								f 1.30 C882 XYP
D WOOD RIVER WR	162.3								s 1.00 WS117 XW ES48 P
D SHELTON ST	169.9								s 12.30PM C882 XP
DN GIBBON GB	176.0								s 11.59AM WS112 XWI ES70 YP
OPTIO	180.2								f 11.15 C882 P
DN KEARNEY YL KR	189.1								A 1.30PM s 11.00AM WS122 XWC ES118 YZP
D ODESSA DZ	198.3								s 1.00 C883 P
D ELM CREEK QR	204.6								s 12.30PM C8119 WP
D OVERTON OV	213.3								s 11.50AM C883 P
DN LEXINGTON UM	224.4								s 11.30 WS120 XWY ES119 ZP
DARR	232.5								f 10.30 C883 P
D COZAD OO	238.2								s 10.00 C883 XWP
DN GOTHENBURG BU	248.8								s 8.15 WS125 XWC ES130 YP
VROMAN	254.5								7.55 C883 P
D BRADY ISLAND BI	261.5								f 7.45 C883 WP
D MAXWELL MX	270.6								f 7.30 C8119 P
GANNETT	278.5								7.15 C883 P
DN-R NORTH PLATTE YL NO	284.1								7.00AM XWCZTYOP

Thru Time	(1.45)	(10.15)	(0.35)	(1.45)	(0.40)	(6.30)	(3.00)
Average speed per hour	16.0	37.7	16.0	33.0	14.6	14.1	

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.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	Time-Table No. 9						Distance from Council Bluffs
	September 24, 1950						
	353	245	243	97	241	93	
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Tuesday Thursday Saturday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	

Time-Table No. 9

September 24, 1950

STATIONS

XWCZTYOP				6.50AM	6.35AM	5.00AM	284.1
P				7.02	f 6.50	5.09	289.2
WS 72 XP				7.15	s 7.08	s 5.19	296.9
CS 119 XWYP				A 7.30AM	f 7.15	A 5.25AM	300.7
CS 121 XP					s 7.25		303.4
CS 82 P					f 7.35		307.9
CS 121 XP					s 7.55		315.5
XP					f 8.05		321.7
CS 83 P					f 8.15		327.7
WS122 WS120 ES193 XWCP					s 8.45		334.8
CS 84 P					s 9.05		343.9
CS 132 WP					s 9.30		353.9
CS 83 P					f 9.40		359.3
XWCYIP WS109 ES121			8.00AM	A10.00AM			365.3
CS 90 P			f 8.15				370.6
CS 123 WP			s 8.45				380.3
WS 111 ES 78 XP			s 9.15				389.7
XP			s 9.45				396.3
CS 94 P			f 9.55				401.0
XWCYTP		8.10AM	A10.05AM				407.5
CS 94 YP		f 8.23					415.5
WS 121 XWP ES 70		s 8.56					426.4
CS 94 P		f 9.15					435.4
CS 133 XWP		s 9.45					444.5
CS 84 WP		f 10.20					456.6
CS107 XWCYP		s 10.59					466.7
CS 94 XWYP		3.55PM	f 11.45AM				477.5
WS 62 XP		f 4.05	f 12.15PM				483.2
CS 96 WP		f 4.18	f 12.40				489.7
WS 62 XP		f 4.30	12.54				495.9
WS 117 ES 125 XP		f 4.40	f 1.07				501.2
XWCZTYOP		A 4.55PM	A 1.30PM				509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY	YL NO	5.1
DN WEST NORTH PLATTE	YL WN	7.7
D HERSHEY OF	OF	3.8
DN O'FALLONS FA	FA	2.7
D SUTHERLAND SU	SU	4.5
DEXTER		7.6
D PAXTON PN	PN	6.2
KORTY		6.0
D ROSCOE RO	RO	7.1
DN OGALLALA YL GT	YL GT	9.1
D BRULE RU	RU	10.0
D BIG SPRINGS GS	GS	5.4
BARTON		6.0
DN JULESBURG YL JB	YL JB	5.3
WEIR		9.7
D OHAPPELL OQ	OQ	9.4
D LODGE POLE GP	GP	6.6
D SUNOL UN	UN	4.7
COLTON		6.5
DN-R SIDNEY YL OD	YL OD	8.0
BROWNSON		10.9
DN POTTER PR	PR	9.0
D DIX DX	DX	9.1
DN KIMBALL KB	KB	12.1
D BUSHNELL BN	BN	10.1
DN PINE BLUFFS YL UF	YL UF	10.8
D EGBERT GX	GX	5.7
D BURNS UX	UX	6.5
HILLSDALE		6.2
DURHAM		5.3
ARCHER		8.3
DN-R CHEYENNE YL OY	YL OY	

Double Track

(225.4)

(1.00) 32.0 (5.20) 19.1 (2.05) 20.3 (0.40) 24.9 (3.25) 23.8 (0.25) 39.8

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 SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 9										Distance from Council Bluffs
September 24, 1950										
5	23	27	103	101	105	3	85	111	1	
Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Time-Table No. 9

September 24, 1950

STATIONS

2.15PM	1.25PM	9.50AM	6.00AM	5.45AM	4.40AM	4.15AM	4.05AM	4.00AM	1.30AM	284.1
2.24	1.34	9.59	6.07	5.52	4.47	4.25	4.14	4.06	1.38	289.2
2.30	1.41	10.05	6.12	5.57	4.52	4.32	4.21	4.12	1.43	296.9
2.33	1.45	10.09	6.15	6.00	4.55	4.35	4.24	4.15	1.46	300.7
2.35	1.48	10.11	6.17	6.02	4.57	f 4.40	4.26	4.17	1.48	303.4
2.39	1.53	10.15	6.20	6.05	5.00	4.45	4.30	4.21	1.52	307.9
2.46	2.01	10.23	6.26	6.11	5.06	f 4.55	4.37	4.27	2.00	315.5
2.52	2.08	10.28	6.31	6.16	5.11	5.02	4.43	4.32	2.05	321.7
2.58	2.14	10.34	6.36	6.21	5.16	f 5.08	4.49	4.36	2.11	327.7
3.07	f 2.23	10.44	6.42	6.27	5.22 ³	s 5.22 ¹⁰⁵	4.55	4.43	2.22	334.8
3.16	2.33	10.53	6.49	6.34	5.29	f 5.35	5.05	4.50	2.31	343.9
3.26	2.43	11.02	6.57	6.42	5.37	f 5.47	5.15	4.58	2.42	353.9
3.31	2.48	11.07	7.01	6.46	5.41	5.52	5.20	5.02	2.47	359.3
3.39	f 2.57	11.14	7.06	6.51	5.46	s 6.02	A 5.30AM	A f 5.10AM	2.54	365.3
3.45	3.03	11.21	7.10	6.55	5.50	6.09			3.01	370.6
3.55	3.13	11.31	7.18	7.03	5.58	f 6.20			3.11	380.3
4.04	3.23	11.41	7.25	7.10	6.05	f 6.30			3.21	389.7
4.10	3.29	11.47	7.30	7.15	6.10	f 6.37			3.27	396.3
4.15	3.34	11.52AM	7.34	7.19	6.14	6.42			3.31	401.0
4.25	3.45	12.01PM	7.42	7.27	6.22	6.50			3.40	407.5
4.35	3.55	12.10	7.43	7.28	6.23	7.05			3.50	415.5
4.45	4.05	12.20	7.52	7.37	6.32	7.15			4.00	426.4
4.57	4.18	12.31	8.01	7.46	6.41	f 7.28			4.11	435.4
5.06	4.28	12.40	8.08	7.53	6.48	f 7.39			4.20	444.5
5.15	f 4.40	12.49	8.16	8.01	6.56	s 7.52			4.29	456.6
5.27	4.53	1.01	8.26 ³	8.11 ³	7.06	f 8.06 ¹⁰¹			4.41	466.7
5.37	5.05	1.13	8.36	8.21	7.16	f 8.26 ¹⁰³			4.53	477.5
5.50	5.20	1.27	8.46	8.31	7.26	f 9.00			5.07	483.2
5.58	5.28	1.35	8.52	8.37	7.32	f 9.08			5.15	489.7
6.07	5.37	1.44	8.59	8.44	7.39	f 9.16			5.24	495.9
6.15	5.44	1.52	9.06	8.51	7.46	9.24			5.32	501.2
6.23	5.53	2.03	9.14	8.59	7.54	9.32			5.43	509.5
A 6.35PM	A 6.10PM	A 2.20PM	A 9.25AM	A 9.10AM	A 8.05AM	A 9.45AM			A 6.00AM	509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY	YL NO	5.1
DN WEST NORTH PLATTE	YL WN	7.7
D HERSHEY OF	OF	3.8
DN O'FALLONS FA	FA	2.7
D SUTHERLAND SU	SU	4.5
DEXTER		7.6
D PAXTON PN	PN	6.2
KORTY		6.0
D ROSCOE RO	RO	7.1
DN OGALLALA YL GT	YL GT	9.1
D BRULE RU	RU	10.0
D BIG SPRINGS GS	GS	5.4
BARTON		6.0
DN JULESBURG YL JB	YL JB	5.3
WEIR		9.7
D OHAPPELL OQ	OQ	9.4
D LODGE POLE GP	GP	6.6
D SUNOL UN	UN	4.7
COLTON		6.5
DN-R SIDNEY YL OD	YL OD	8.0
BROWNSON		10.9
DN POTTER PR	PR	9.0
D DIX DX	DX	9.1
DN KIMBALL KB	KB	12.1
D BUSHNELL BN	BN	10.1
DN PINE BLUFFS YL UF	YL UF	10.8
D EGBERT GX	GX	5.7
D BURNS UX	UX	6.5
HILLSDALE		6.2
DURHAM		5.3
ARCHER		8.3
DN-R CHEYENNE YL OY	YL OY	

Double Track

(225.4)

(4.20) 52.0 (4.45) 47.5 (4.30) 50.1 (3.25) 66.0 (3.25) 66.0 (3.25) 66.0 (5.30) 41.0 (1.25) 57.3 (1.10) 69.2 (4.30) 50.1

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. 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. 9
September 24, 1950

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS									
		6	24	112	28	2	4	104	102	106	86
		Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
DN-R NORTH PLATTE NY 5.1	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 11.15PM
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	11.03
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	10.56
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	10.53
D SUTHERLAND SU 4.5	308.4	11.22	f 12.02PM	8.12	8.28	9.06	f 10.34	9.13	9.23	9.33	10.51
D DEXTER 7.6	307.9	11.18	11.57AM	8.09	8.24	9.03	10.26	9.10	9.20	9.31	10.47
D PAXTON PN 6.2	315.5	11.11	f 11.50	8.03	8.18	8.57	f 10.18	9.04	9.14	9.24	10.41
D KORTY 6.0	321.7	11.06	11.44	7.59	8.13	8.52	10.09	8.59	9.09	9.19	10.35
D ROSCOE RO 7.1	327.7	11.00	11.38	7.55	8.08	8.46	f 10.03	8.55	9.05	9.15	10.29
DN OGALLALA YL GT 9.1	334.8	10.53	f 11.31	7.50	8.01	8.40	s 9.55	8.50	9.00	9.10	10.23
D BRULE RU 10.0	343.9	10.44	f 11.22	7.43	7.52	8.32	f 9.43	8.42	8.52	9.02	10.14
D BIG SPRINGS GS 5.4	353.9	10.36	f 11.11	7.36	7.44	8.24	f 9.32	8.35	8.45	8.55	10.06
D BARTON 6.0	359.8	10.31	11.05	7.32	7.40	8.20	9.25	8.31	8.41	8.51	10.01
DN JULESBURG YL JB 5.3	365.8	10.25	f 11.00	s 7.27PM	7.35	8.15	s 9.18	8.26	8.36	8.46	9.55PM
D WEIR 9.7	370.6	10.20	10.54		7.30	8.11	9.09	8.21	8.31	8.41	
D OHAPPELL 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	396.8	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	8.12 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 5.8	495.9	8.12	8.45		5.29	6.14	6.20	6.42	6.52	7.02	
D 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	509.5	7.55AM	8.30AM		5.15PM	6.00PM	6.05PM	6.30PM	6.40PM	6.50PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time.....	(3.50)	(3.50)	(1.05)	(3.35)	(3.28)	(4.55)	(3.03)	(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	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. 9
September 24, 1950

SECOND CLASS

STATIONS	Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.
		242	246	354	244	98	94	
		Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed	
DN-R NORTH PLATTE NY 5.1	284.1	A 11.15AM				A 4.50PM	A 7.00PM	XWCZTYOP
DN WEST NORTH PLATTE 7.7	289.2	f 11.05				4.40	6.48	P
D HERSHEY OF 8.8	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 110 XWYP
D SUTHERLAND SU 4.5	308.4	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
D 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						WS 122 WS 120 ES 135 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
D BARTON 6.0	359.8	f 7.25						CS 83 P
DN JULESBURG YL JB 5.3	365.8	7.15AM				A 12.15PM		XWCIYP WS 109 ES 121
D WEIR 9.7	370.6					f 11.59AM		CS 90 P
D OHAPPELL 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 78 XP
D SUNOL UN 4.7	396.8					f 11.20		XP
D 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		XWCZTYOP
D BROWNSON 10.9	415.5		f 12.55					CS 94 YP
DN POTTER PR 9.0	426.4		s 12.30PM					WS 121 XWP ES 70
D DIX DX 9.1	435.4		s 11.59AM					CS 94 P
DN KIMBALL KB 12.1	444.5		s 11.35					CS 133 XWP
D BUSHNELL BN 10.1	456.6		s 10.55					CS 84 WP
DN PINE BLUFFS YL UF 10.3	466.7		s 9.55					CS 107 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
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 ARCHER 8.3	501.2		f 8.14	f 8.29				WS 117 ES 125 XP
DN-R CHEYENNE YL OY	509.5		8.00AM	8.15AM				XWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

SECOND CLASS FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS			Distance from Julesburg
	455	71	85	111	301	
	Time Freight	C. B. & Q. Freight	Passenger	Streamliner Passenger	C. B. & Q. Passenger	
	Daily	Daily	Daily	Daily	Daily	
80 WCYP			5.35AM	f 5.10AM		0.0
75 ZP			f 5.45	5.18		7.1
73 WP			f 5.52	5.24		14.6
95 P			f 6.00	5.31		23.1
95 WP			f 6.07	5.36		30.1
72 P			f 6.15	5.43		38.8
94 P			f 6.21	5.48		45.6
77 P			6.28	5.54		53.5
IP						57.2
189 IWCTZP	6.00PM	1.00PM	6.35 6.45	6.00 6.05	2.50AM	57.5
						61.7
72 P	6.28 ¹¹²	1.14	f 6.55	6.13	f 2.58	64.1
74 P	6.37	1.27	f 7.01	6.19	f 3.06	70.2
143 P	6.45	1.36	f 7.07	6.24	3.14	76.0
52 P	6.52	A 2.00PM	f 7.12	6.29	A 3.25AM	81.0
94 WP	7.12		f 7.18	6.34		87.0
58 P	7.21		7.25	6.40		93.8
100 WCP	7.49 ⁸⁶		f 7.30	6.45		98.6
35 P	7.59		7.37	6.52		106.0
79 P	8.04		f 7.40	6.55		109.0
22 P	8.11		f 7.45	7.00		114.2
78 P	8.17		f 7.49	7.03		117.7
53 P	8.30 ²⁵⁰		f 7.56	7.10		124.8
50 P	8.37		8.01	7.15		130.2
121 WP	8.45		f 8.06	7.20		135.4
78 P	8.56		f 8.13	7.27		143.1
56 WCTYP	A 9.05PM		A 8.25AM	A 7.35AM		151.1

(3.05) (1.00) (2.50) (2.25) (0.35) Thru Time
30.4 23.5 53.3 62.5 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

FIRST CLASS SECOND CLASS

Time-Table No. 9 September 24, 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	A 9.50PM			
7.1						
D OVID VI	7.1	7.18	9.38			
7.5						
D SEDGWICK ZD	14.6	7.12	9.29			
8.5						
RED LION	23.1	7.05	9.20			
7.0						
DN OROOK OK	30.1	7.00	9.13			
8.7						
PROCTOR	38.8	6.53	9.03			
6.8						
D ILLIFF F	45.6	6.48	8.56			
7.9						
HAYFORD	53.5	6.41	8.47			
3.7						
O. B. & Q. CROSSING	57.2					
0.3						
DN-R STERLING YL ST	57.5	6.37 6.35	8.42 8.33	A11.45PM	A10.15PM	A11.59PM
4.2						
HALL	61.7					
2.4						
D ATWOOD OD	64.1	6.28 ⁴⁵⁵	8.25	f11.28	9.55	11.43
6.1						
D MERINO MI	70.2	6.23	8.19	f11.21	9.46	11.33
5.8						
MESSEX	76.0	6.19	8.13	f11.15	9.38	11.21
5.0						
DN UNION UN	81.0	6.15	8.08	f11.07PM	9.31	11.09PM
6.0						
D SNYDER SN	87.0	6.10	8.02		9.24	
6.8						
DODD	93.8	6.05	7.55		9.15	
4.8						
DN FT. MORGAN FX	98.6	6.01	7.49 ⁴⁵⁵		9.08	
7.4						
NARROWS	106.0	5.55	7.42		8.57	
3.0						
D WELDONA DN	109.0	5.53	7.39		8.52	
5.2						
GOODRICH	114.2	5.49	7.34		8.45	
3.5						
ORCHARD	117.7	5.46	7.31		8.40	
7.1						
MASTERS	124.8	5.40	7.24		8.30 ⁴⁵⁵	
5.4						
CANTON	130.2	5.36	7.19		8.18	
5.2						
HARDIN	135.4	5.32	7.14		8.10	
7.7						
D KERSEY KR	143.1	5.25	7.06		7.55	
8.0						
DN-R LASALLE YL SA	151.1	5.18PM	6.57PM		7.40PM	
	(151.1)	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Thru Time..... (2.09) (2.53) (0.38) (2.35) (0.50)
Average speed per hour..... 70.3 52.4 37.1 36.2 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. 9 September 24, 1950	Mile Post	547 Motor Passenger	FIRST CLASS		SECOND CLASS	
	71	73	548 Motor Passenger					74	72		
	Freight Daily	Freight Daily	Daily					Freight	Freight		
WCYP	10.25PM	1.30PM		0.0	DN-R	VALLEY	YL V	0.0	A 5.40AM	A11.15PM	
AI				5.8		C. B. & Q. CROSSING		5.8			
28 P	10.40	1.45		6.8	D	YUTAN	YN	6.8	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 O.B. & Q. CROSSINGS		19.6			
78 P	11.25	2.22		26.3	D	WESTON	WN	26.3	4.48	10.10	
80 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
83 P	12.18	2.58	f 10.30	46.5	D	RAYMOND	RM	46.5	f 2.59	4.09	9.15
101 P	12.30	3.08	10.40	52.7		GARRATT		52.7	2.52	3.58	9.05
I				56.5		C. B. & Q. CROSSING		56.5			
24 WTZP	12.55	3.18	A10.55AM	57.1	DN-R	LINCOLN	YL SN	57.1	2.45PM	3.50	8.50
I				57.4		C. B. & Q. CROSSING		57.4			
I				59.0		C. B. & Q. CROSSING		59.0			
82 P	1.18	3.31		65.4		JAMAICA		65.4	3.18	8.05	
81 P	1.33	3.46		74.7		PRINCETON		74.7	3.03	7.49	
78 WP	1.43	3.53		79.5	D	CORTLAND	RD	79.5	2.56	7.41	
64 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) 25.2 (2.55) 33.2 (0.40) 29.7 Thru Time (0.25) 47.5 (3.10) 30.5 (4.15) 22.8
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See rule S-72.

At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.
 For stations not shown on schedule pages—See page 25.

WESTWARD				OLD MAIN LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		233 Local Freight Monday Wed., Fri.	Distance from Council Bluffs	Time-Table No. 9 September 24, 1950	Mile Post	BLOCK SIGNALS	FIRST CLASS		SECOND CLASS	
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	26.1		LANE		26.1			
						20.9					

(1.05) 18.9 Thru Time
 Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Time shown for No. 233 at Summit and South Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS	Distance from Valparaiso	Time-Table No. 9 September 24, 1950	Mile Post	548 Motor Passenger	FIRST CLASS		SECOND CLASS	
	75	547 Motor Passenger	76								
	Mixed Tuesday Thursday Saturday	Daily	Mixed								
WCYP	5.00AM		3.15PM	0.0	DN-R	VALPARAISO	YL VO	0.0	A10.10AM		A11.35AM
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	13.5	D	BRAINARD	BD	13.5	s 9.42		s 10.50
				15.0		O. & N. W. CROSSING		15.0			
32 W	s 6.10		s 4.00	23.2	D	DAVID CITY	DV	23.2	s 9.25		s 10.25
				23.5		C. B. & Q. CROSSING		23.5			
31	s 6.45		s 4.13	33.3	D	RIISING CITY	RN	33.3	s 9.04		s 9.40
36	s 7.05		s 4.26	40.1	D	SHELBY	SH	40.1	s 8.50		s 9.20
7	s 7.34		s 4.41	47.5	D	OSCEOLA	OZ	47.5	s 8.34		s 8.55
9 W	s 8.25 ⁵⁴⁸		s 4.53	52.9	D	STROMSBURG	S	52.9	s 8.25 ⁷⁵		s 8.25 ⁵⁴⁸
35	s 8.40		s 5.11	63.0	D	POLK	PK	63.0	s 8.05		s 7.50
21	s 8.55		s 5.23	68.5	D	HORDVILLE	HV	68.5	s 7.54		s 7.30
22	s 9.10		f 5.32	73.8		HEBER		73.8	f 7.45		f 7.10
				75.3		C. B. & Q. CROSSING		75.3			
WYP	A 9.20AM		A 5.40PM	75.9	DN-R	CENTRAL CITY	YL OI	75.9	7.40AM		7.05AM
						(75.9)			Daily		Monday Wednesday Friday

(4.20) 17.5 (2.25) 31.4 Thru Time (2.30) 30.3 (4.30) 16.8
 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 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. 9 September 24, 1950	Mile Post	80 Mixed	FIRST CLASS		SECOND CLASS	
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) 20.8 Thru Time (1.35) 28.0
 Average speed per hour

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

WESTWARD				KEARNEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 9 September 24, 1950				Mile Post	SECOND CLASS	
	95	519	517	Time-Table No. 9 September 24, 1950		518	96	SECOND CLASS				
								Mixed	Motor Passenger		Motor Mixed	Mixed
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Motor Passenger	Motor Passenger	STATIONS	Motor Mixed	Mixed						
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A11.59AM	A 9.20PM			
	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK 4.6	5.5	f11.43	f 8.32			
12						RIVERDALE 6.7	10.1	s11.35	s 8.22			
19 P	s 9.19	s 3.57	s 5.17	10.1		AMHERST HR 5.9	16.8	s11.23	s 8.00			
27	s 9.30	s 4.08	s 5.28	16.8	D	WATERTOWN 3.6	22.7	f11.12	f 7.41			
13 W	f 9.52	f 4.18	f 5.38	22.7		MILLER MR 6.2	26.8	s11.05	s 7.33			
32	s10.06	s 4.25	s 5.45	26.8	D	SUMNER SU 7.9	32.5	s10.53	s 7.15			
28	s10.20	s 4.37	s 5.57	32.5	D	EDDYVILLE VD 11.7	40.4	s10.40 ⁹⁵	s 6.59			
28	s10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	OCONTO BS 7.0	52.1	s10.19	s 6.28			
40	s11.13	s 5.15	s 6.30	52.1	D	LODI 6.4	59.1	f10.03	f 6.14			
14	f11.27AM	f 5.28	f 6.46	59.1		CALLAWAY CA 10.3	65.5	s 9.52	s 5.45 ⁵¹⁹			
27 WYP	s12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	FINCHVILLE 7.3	75.8	f 9.31	f 5.00			
9	f12.55	f 6.05	f 7.12	75.8		ARNOLD AD 7.5	83.1	s 9.20	s 4.45			
38 WP	s 1.30	s 6.15	s 7.24	83.1	D	LOGAN 4.0	90.6	s 9.07	f 4.26			
5 P	s 1.55	f 6.27	s 7.35	90.6		HOAGLAND 4.6	94.6	f 9.00	f 4.18			
10	f 2.10	f 6.35	f 7.42	94.6		GANDY 3.2	99.2	s 8.50	f 4.08			
15 P	f 2.30	s 6.43	s 7.49	99.2		STAPLETON YL SN	102.4	8.45AM	4.00PM			
22 WYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	(102.4)		Daily Except Monday	Sunday Wednesday Friday			

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

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.
 Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		Distance from O'Fallons	Time-Table No. 9 September 24, 1950				Mile Post	SECOND CLASS		
	97	93		Time-Table No. 9 September 24, 1950	98	94	SECOND CLASS				
							Local Freight		Mixed	Local Freight	Mixed
Daily	Daily	STATIONS	Local Freight	Mixed							
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		OOKER 2.8	2.8	f 3.58	f 6.13			
41 P	f 7.56	s 5.48	12.8	D	SARBEN AK 6.8	12.8	f 3.30	s 5.58			
40	f 8.13	f 5.57	19.6		NEVENS 8.8	19.6	f 3.15	f 5.48			
42 WP	f 8.35	s 6.11	28.4		KEYSTONE 6.5	28.4	f 2.55	s 5.36			
42 P	f 8.50	f 6.21	34.9	D	MARTIN SA 6.3	34.9	f 2.30	f 5.24			
42 P	f 9.05	s 6.31	41.2		LEMOYNE 5.6	41.2	f 2.15	s 5.14			
25	f 9.20	f 6.40	46.8		BELMAR 4.9	46.8	f 2.05	f 5.03			
44	f 9.29	f 6.48	51.7		RUTHTON 7.6	51.7	f 1.55	f 4.55			
41 WCYP	s10.00	s 7.02	59.3	D	LEWELLEN YL W 11.5	59.3	s 1.40	s 4.44			
41 P	s10.50	s 7.21	70.8	D	OSHKOSH YL OX 15.6	70.8	s 1.05	s 4.21			
40 WP	s11.35	s 7.43	86.4	D	LISCO OO 9.0	86.4	f12.25PM	s 3.53			
37	f11.53AM ⁹⁸	f 7.56	95.4		FINLEY 5.0	95.4	f11.53AM ⁹⁷	f 3.39			
46	s12.15PM	s 8.07	100.4	D	BROADWATER BR 9.2	100.4	f11.40	s 3.30			
19	f12.34	f 8.20	109.6		TOWERS 4.5	109.6	f11.20	f 3.12			
105 WCTP	s 1.15	s 8.30	114.1	D	NORTHPORT YL NP 1.4	114.1	f11.12	s 3.05			
AI	1.19	8.33	115.5		O. B. & Q. CROSSING 6.3	115.5	11.08	2.57			
11	f 1.30	f 8.40	121.8		MOHLER 4.9	121.8	f10.58	f 2.46			
38 P	f 1.40	s 8.50	126.7	D	SOUTH BAYARD OR 5.4	126.7	f10.40	s 2.39			
51	f 1.50	s 8.59	182.1	D	McGREW MC 5.8	182.1	f10.28	s 2.29			
30 P	f 2.19 ⁹⁴	s 9.09	187.9	D	MELBETA MB 8.0	187.9	f10.18	s 2.19 ⁹⁷			
70 WCYZP	A 2.35PM	A 9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM			

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

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		Distance from Gering	Time-Table No. 9 September 24, 1950				Mile Post	SECOND CLASS		
	97	93		Time-Table No. 9 September 24, 1950	98	94	SECOND CLASS				
							Local Freight		Mixed	Local Freight	Mixed
Daily	Daily	STATIONS	Local Freight	Mixed							
			0.0	DN-R	GERING YL G	0.0					
17			5.4		MATHERS 0.6	5.4					
27			6.0		MOON 1.0	6.0					
			7.0		ROUBADEAU 1.4	7.0					
18			8.4		HILLIKER 1.4	8.4					
18			9.8		RIFORD 1.4	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).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 9 September 24, 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	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 OANAL	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	10.35AM ⁹³ 12.15PM ⁹⁴	181.6	D-R	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.50	12.25 12.15 ⁵⁹		
51 P		s 10.55	s 12.35	188.1	D	6.5 VETERAN VN	188.1	s 8.37	s 12.03PM			
8		f 11.00	f 12.40	191.5		3.4 HELDT	191.5	f 8.30	f 11.57AM			
16		f 11.07	f 12.50	196.1		4.6 COTTIER	196.1	f 8.19	f 11.50			
51 WYP		A 11.15AM	A 1.00PM	200.6	D-R	4.5 SO. TORRINGTON YL RI	200.6	8.10AM	11.45AM			
14		f 1.06		185.3		3.7 GOODLAND	185.3	f 11.37				
26		f 1.12		187.6		2.3 FONDA	187.6	f 11.32				
51 W		s 1.21		192.4	D	4.8 HAWK SPRINGS HK	192.4	s 11.20				
31		f 1.29		194.7		2.3 DUROC	194.7	f 11.07				
19		f 1.44		200.8		6.1 WYOROSS	200.8	f 10.56				
51 WY		s 1.55		208.8	D	3.0 LA GRANGE GA	208.8	s 10.51				
19		f 2.11		210.7		6.9 TREMAIN	210.7	f 10.25				
51 WF		s 2.41		222.5	D	11.8 ALBIN AB	222.5	s 10.00				
51		f 3.01		229.7		7.2 LINDBERGH	229.7	s 9.45				
W		A 3.45PM		244.8	DN-R	14.6 EGBERT YL GX	244.8	9.20AM				
		(2.50) 22.1	(1.35) 34.5	(7.00) 7.8		(.98.4)		Daily	Daily	Daily		
	Thru Time.....						(2.25) 25.9	(2.20) 23.4	(2.05) 26.3		
	Average speed per hour.....										

WESTWARD		LYMAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 9 September 24, 1950		Mile Post	STATIONS
		DN	MU		
	0.0	DN	LYMAN	MU	0.0
18	2.8		2.8 SEARS		2.8
6	3.3		0.5 SIDING NO. 1		3.3
17	4.6		1.3 HARTMAN		4.6
22	6.4		1.8 STEGALL		6.4
			(6.4)		

WESTWARD		SEARS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 9 September 24, 1950		Mile Post	STATIONS
	0.0		SEARS		0.0
5	1.2		1.2 BELLINGER		1.2
17	2.8		1.6 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.	Psgr.	Frnt.		Str.	De-Psgr.	Psgr.	Frnt.	
Maximum speed.	90	80	80	50	Trains handling loaded wooden Hart convertible cars.					35
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels:					
When caboose is handled in train consisting of passenger train equipment.			50		On straight track.					30
7000 class engines.			75	50	On curves.					25
3800 and 3900 class engines.			60	50	Passing fueling stations.	50	50	40	25	
5000 and 9000 class engines.			50	50	Within yard limits protected by continuous block signal system.	60	50	50	25	
4000 class engines.			45	45	When yard limits not protected by continuous block signal system.	50	40	40	25	
MacArthur type engines with 63-inch drivers.			55	50	When using cross-overs or turn-outs:					
MacArthur type engines with 57-inch drivers.			35	35	9000 class engines;					10
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Forward movement					6
0-6-0 and 0-8-0 type yard engines.			20	20	Back-up movement					5
Steam engines running backward.			20	20	800 class engines with 14 wheel tender;					5
Diesel-electric locomotives in road or helper service:					Back-up movement					15
Backing up shoving a train. (Speed of train being helped will govern).	40	40	40	40	All other classes of engines;	15	15	15	15	
Backing up pulling train					Forward movement	10	10	10	10	
Backing up light.					Back-up movement					
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.	20	20	20	20	
Trains handling seal test cars.				30	On wye tracks.	15	15	15	15	
When more than 50% of the tonnage is gravel.				40	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					
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Buda, all airfield trackage.				10
Central City, within city limits	60	50	50	50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
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	Between Mile Posts— North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2				
					Summit	25	25	25	25

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.				5
Brownson, on government tracks.				10					
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					Weston				
Maximum speed.	50	45			30.2 and 30.5			35	35
5000, 9000 class and MacArthur type engines on curves.	35	35			30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.			25	25
Between Mile Posts— Valley 0.1 and 0.3	15	15			31.6 and 31.9			35	35
3.8 and 4.0	35	35			31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.			25	25
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25			Touhy 36.0 and 37.4			25	25
Yutan 6.4 and 7.7	35	35			Garratt 56.3 and 57.5			15	15
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25			Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits			35	25
Mead Between U. P. yard and Nebr. Ordinance classification yard.			8		Pickrell 96.5 and 97.3			15	15
Wahoo, city track.			6		Beatrice, Allers Grain Company spur.				5
19.1 and 19.5	35	35			Beatrice, 1900 class and heavier engines on Kilpatrick track.				5
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25							

BRANCHES

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

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	Madison, Nebr...	Madison, Nebr and vicinity.
M. W. Barry...	Surgeon	Omaha, Nebr...	Omaha.	G. B. Salter...	Surgeon	Norfolk, Nebr.	Ocoonee to Norfolk.
J. G. Bartek...	Surgeon	Omaha, Nebr...	Omaha.	T. J. Kerr...	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.
J. D. Bisgard...	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. McCleneghan...	Surgeon	Omaha, Nebr...	Florence.	R. T. Takenaga...	Surgeon	No. Platte, Nebr.	North Platte.
A. McDermott...	Surgeon	Omaha, Nebr...	Omaha.	H. S. Eklund...	Surgeon	Osceola, Nebr...	Osceola and vicinity.
R. T. Mauer...	Hospital Surgeon	Omaha, Nebr...	Omaha.	C. J. Miller...	Surgeon	Ord, Nebr...	St. Paul to Ord.
R. A. Moser...	Shop Surgeon	Omaha, Nebr...	Omaha.	Don E. Baca...	Surgeon	Papillion, Nebr.	Papillion and vicinity.
A. V. Murphy...	Surgeon	Omaha, Nebr...	Omaha.	M. O. Arnold...	Surgeon	St. Paul, Nebr...	St. Libory to Scotia and St. Paul to Dannebrog.
F. C. Nelson...	Surgeon	Omaha, Nebr...	Benson.	F. G. Kolouch...	Surgeon	Schuyler, Nebr...	North Bend to Columbus
O. C. Nickum...	Shop Surgeon	Omaha, Nebr...	Omaha.	Richard Delfs...	Surgeon	Shelby, Nebr...	Shelby, Nebr.
J. J. O'Hearn...	Surgeon	Omaha, Nebr...	Omaha to Papillion.	C. E. Wiltse...	Surgeon	Shelton, Nebr...	Shelton.
R. H. Rasgorshak...	Oculist & Aurist.	Omaha, Nebr...	Omaha.	E. F. Carr...	Surgeon	Stapleton, Nebr.	Arnold to Stapleton.
J. Allen Davis...	Aurist	Omaha, Nebr...	Omaha.	C. L. Marsh...	Surgeon	Valley, Nebr...	Waterloo to Fremont and Valley to Yutan.
M. M. Greenberg...	Oculist	Omaha, Nebr...	Omaha.	Ivan M. French...	Surgeon	Wahoo, Nebr...	Yutan and Weston, Nebr.
J. E. Davis...	Surgeon	Albion, Nebr...	Genoa to Albion.	Ervin King...	Surgeon	Wood Rr., Nebr.	Wood River and vicinity.
J. F. Dunn...	Surgeon	Arnold, Nebr...	Callaway to Stapleton.	W. A. Buntun...	Dist. Surgeon	Cheyenne, Wyo.	East to, but not including North Platte.
W. T. Wildhaber...	Surgeon	Beatrice, Nebr...	Cortland to Barneston.				West to, but not including Rock Springs.
A. L. Schneider...	Surgeon	Brady Is., Nebr.	Gothenburg to No. Platte.				South to, but not including Warren.
A. D. Brown...	Surgeon	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.	R. C. Gramlich...	Surgeon	Cheyenne, Wyo.	Cheyenne.
E. T. Zickman...	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
R. R. Douglas...	Surgeon	Clarks, Nebr...	Silver Creek to Central City.	F. E. Magrath...	Surgeon	Cheyenne, Wyo.	Cheyenne.
R. C. Anderson...	Surgeon	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Ocoonee.	E. W. Newman...	Oculist	Cheyenne, Wyo.	Cheyenne.
W. R. Neumarker...	Surgeon	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Ocoonee.	R. B. Stump...	Oculist & Aurist.	Cheyenne, Wyo.	Cheyenne.
M. J. Carey...	Surgeon	Co. Bluffs, Ia...	Council Bluffs.	G. W. Marbry...	Oculist	Cheyenne, Wyo.	Cheyenne.
L. G. Howard...	Oculist & Aurist.	Co. Bluffs, Ia...	Council Bluffs.	R. I. Williams...	Aurist	Cheyenne, Wyo.	Cheyenne.
A. L. Nielson...	Surgeon	Co. Bluffs, Ia...	Council Bluffs.	A. C. Colman...	Surgeon	Chappell, Nebr.	Julesburg to Sidney.
A. M. Pederson...	Surgeon	Co. Bluffs, Ia...	Council Bluffs.	H. P. Linton...	Surgeon	Julesburg, Colo.	Ogallala to Lodge Pole and Julesburg to Sterling.
L. H. Fochtman...	Surgeon	Cozad, Nebr...	Lexington to Gothenburg.	E. R. Core...	Surgeon	Kimball, Nebr...	Sidney to Cheyenne.
L. J. Ekeler...	Surgeon	David City, Nebr.	Valparaiso to Polk.	John L. McFee...	Surgeon	Ogallala, Nebr...	Sutherland to Julesburg.
J. B. Kile...	Surgeon	Eddyville, Nebr.	Kearney to Stapleton.	M. L. Morris...	Surgeon	Pine Bluffs, Wyo.	Kimball to Cheyenne.
R. C. Reeder...	Surgeon	Fremont, Nebr...	Valley and North Bend.	H. E. Moore...	Surgeon	Suth'land, Nebr.	North Platte to Ogallala.
J. C. Maly...	Surgeon	Fullerton, Nebr.	Fullerton.	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.
L. E. Imes...	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...	East to, and including Ovid.
O. A. Kostal...	Surgeon	Hastings, Nebr...	Gibbon to Hastings.	T. M. Rogers...	Surgeon	Sterling, Colo...	Iliff to Merino.
Bancroft & Staley	Surgeon	Kearney, Nebr...	Shelton to Elm Creek and Kearney to Amherst.	A. F. Williams...	Surgeon	Ft. Morgan, Colo.	Sterling.
				W. L. Wilkinson...	Surgeon	La Salle, Colo...	Sterling to Weldona.
							La Salle to Kersey.