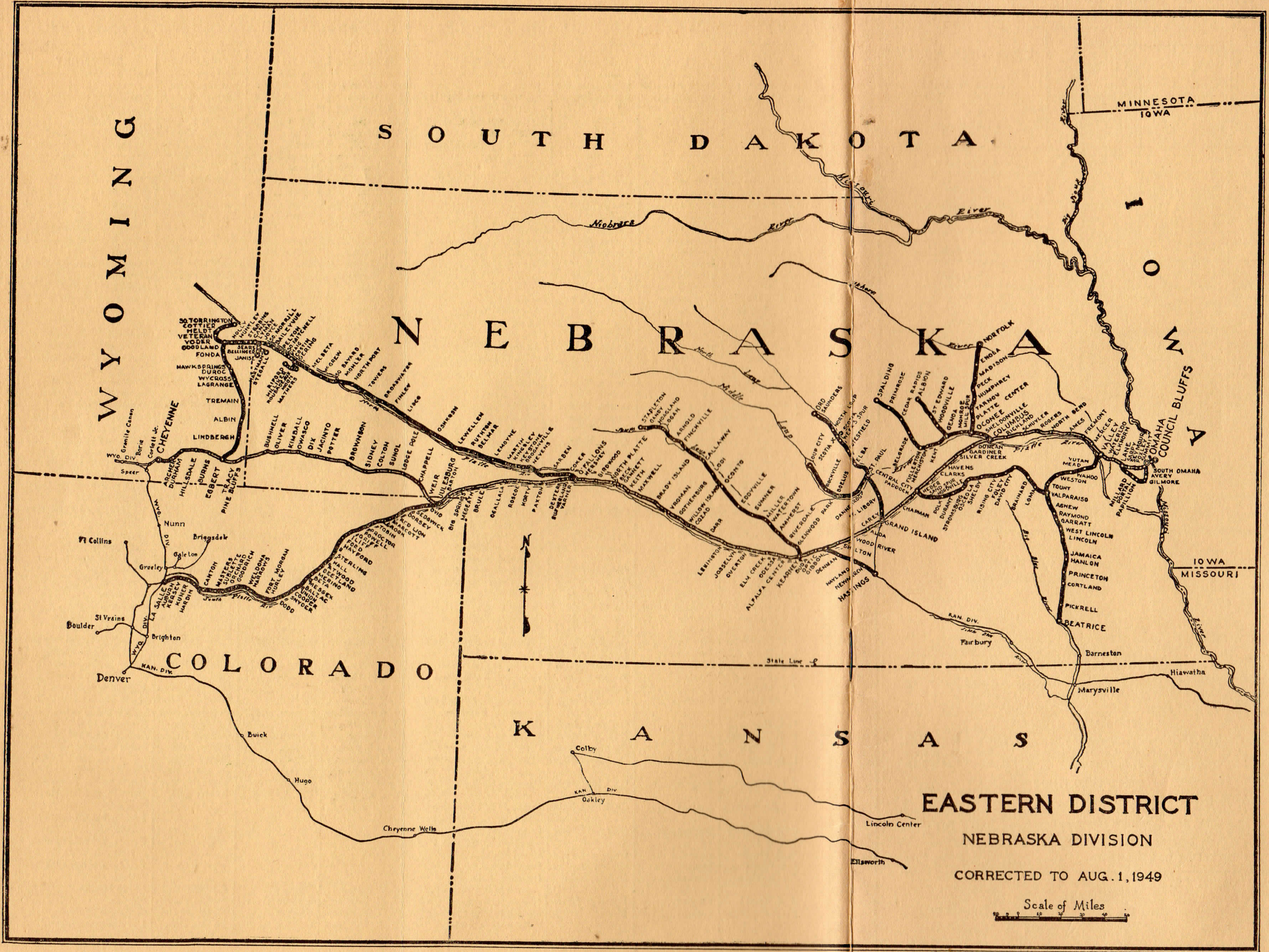




UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 11

Effective Sunday
June 17, 1951

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

Be Careful Today

FOR EMPLOYEES ONLY

June 17, 1951

STATIONS

(8.40)	(20.20)	(10.45)	(20.15)	(10.25)	(32.05)	(21.25)	(22.55)	(23.25)	(16.05)	(16.10)	(13.25)	(20.38)	Thru Time From Omaha
69.2	41.5	52.1	48.9	41.4	37.9	46.2	43.2	52.0	61.6	61.2	62.9	47.9	Average speed per hour

Main Line.....	659.60
Branches.....	858.33
Total.....	<u>1517.93</u>

11

June 17, 1951

STATIONS

Thru Time From Omaha.....	(8.05)	(20.30)	(19.25)	(23.05)	(19.20)	(15.55)	(15.55)	(13.18)	(27.05)	(9.40)	(23.35)	(20.35)	(10.10)
Average speed per hour.....	80.9	41.9	51.0	59.7	51.9	89.9	89.9	82.5	45.2	44.6	49.0	49.1	55.1

Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Fremont.....	East of Council Bluffs arriving on this train.....	Salt Lake City or beyond.	2	Kearney.....	Salt Lake City or South...	C. & N. W. points east of Council Bluffs.
	Columbus.....						
	Kearney.....						
23	Any Station.....	Omaha or beyond.		12	Any Station 1st & 2nd Subdivision.....	Colorado Points. Cheyenne or beyond.	
23	2nd Subdivision.....	Sleeping car passengers.		24	Any Station.....		
	Any Station.....		North of Granger or Ogden or beyond.	24	Any Station 2nd Subdivision.....		Omaha or beyond.
27	Fremont.....	East of Council Bluffs arriving Omaha on this train.....	West of Ogden.	28	Kearney.....	Pocatello or west of Ogden.	C. & N. W. points east of Council Bluffs. Points east of Council Bluffs where scheduled to stop.
	Columbus.....						
	Kearney.....						
27	Ogallala.....	Points east of Council Bluffs.		28	Columbus.....		
85	Any Station 1st & 2nd Subdivision.....		Points west of Julesburg.	86	Fremont.....		
	Fremont.....			102	Ogallala.....		Points east of Julesburg.
101	Columbus.....		Oakland or beyond.		Any Station 3rd Subdivision.....		
	Kearney.....			102	Kearney.....	Oakland or beyond.	
103	Fremont.....		Los Angeles or beyond.		Columbus.....		
	Columbus.....			104	Fremont.....		
	Kearney.....				Kearney.....	Los Angeles or beyond.	
105	Fremont.....				Columbus.....		
	Columbus.....		Pendleton or beyond.	106	Fremont.....		Pendleton or beyond.
	Kearney.....				Kearney.....		
					Columbus.....		
				112	Fremont.....	Denver.....	Chicago.

FIRST SUBDIVISION EASTWARD												
		FIRST CLASS										
		12	6	24	112	104	102	28	106	2	86	
		Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	
STATIONS		Mile Post										
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	R COUNCIL BLUFFS YL	0.0		A 6.50PM								
	DN-R OMAHA YL US	2.8	A 6.45AM	6.35	A 7.50PM	A 12.35AM	A 1.40AM	A 1.50AM	A 2.50AM	A 3.00AM	A 3.50AM	A 4.10AM
	DN SUMMIT YL SU	5.2	6.35	5.50	7.35	12.28	1.33	1.42	2.39	2.52	3.36	4.01
	SARPY	13.6	6.25	5.42	7.25	12.20	1.25	1.34	2.31	2.44	3.28	3.53
	LANE	17.1	6.20	5.38	7.20	12.16	1.22	1.30	2.27	2.40	3.24	3.49
	D ELKHORN KH	21.7	f 6.16	5.33	7.14	12.12	1.17	1.25	2.23	2.35	3.20	3.45
	D WATERLOO WO	24.5	f 6.12	5.30	7.10	12.08	1.13	1.21	2.19	2.31	3.17	3.42
	DN VALLEY YL V	28.0	s 6.08	5.26	7.04	12.05AM	1.10	1.18	2.15	2.28	3.14	3.39
	MEROER	34.3	5.57	5.20	6.56	11.59PM	1.05	1.12	2.09	2.22	3.08	3.33
	F. S. Y. & L. CROSSING	38.2										
	DN FREMONT YL FN	39.3	s 5.49	s 5.14	s 6.49	11.55	1.00	1.07	2.04	2.17	3.03	s 3.28
	O. B. & Q. CROSSING	40.0										
	O. & N. W. CROSSING	44.8										
	AMES	46.3	f 5.34	4.59	6.34	11.49	12.52	12.59	1.55	2.08	2.54	3.19
	D NORTH BEND NB	54.4	f 5.25	4.52	6.25	11.43	12.46	12.53	1.47	2.02	2.46	3.11
	D ROGERS DJ	61.4	f 5.15	4.46	6.18	11.37	12.41	12.48	1.40	1.57	2.39	3.04
	DN SCHUYLER SO	68.7	s 5.05	4.40	s 6.11	11.32	12.35	12.42	1.32	1.51	2.32	2.57
	D RICHLAND BZ	76.9	f 4.53	4.32	6.01	11.26	12.29	12.36	1.23	1.45	2.24	2.49
	O. B. & Q. CROSSING	83.8										
	DN COLUMBUS YL C	84.5	s 4.42	s 4.25	s 5.52	s 11.19	12.22	12.29	1.15	1.38	2.15	s 2.40
	D DUNCAN DQ	92.2	f 4.18	4.14	5.40	11.09	12.15	12.22	1.05	1.31	2.06	2.31
	GARDNER	96.5	4.11	4.10	5.36	11.06	12.12	12.19	1.00	1.28	2.02	2.27
	DN SILVER CREEK SI	102.3	f 4.05	4.05	5.31	11.02	12.08	12.15	12.55	1.24	1.57	2.22
	HAVENS	107.9	3.57	4.00	5.26	10.58	12.04AM	12.11	12.50	1.20	1.52	2.17
	D OLARKS OX	113.6	f 3.51	3.55	5.22	10.53	11.59PM	12.07AM	12.45	1.16	1.47	2.12
	O. B. & Q. CROSSING	124.3										
	DN CENTRAL CITY OI	124.9	s 3.39	3.45	f 5.11	10.45	11.50	11.58PM	12.35	1.08	1.37	2.02
	D CHAPMAN OP	135.1	3.27	3.36	5.00	10.37	11.42	11.51	12.26	1.00	1.27	1.52
	O. B. & Q. CROSSING	146.5										
	DN-R GRAND ISLAND YL	146.9	3.15	3.25	4.45	10.27	11.31	11.40	12.15	1.25	1.15	1.40
ALDA	154.5	2.55	3.15	4.35	10.26	11.30	11.39	12.05AM	12.49	1.05	1.30	
D WOOD RIVER WR	162.3	2.42	3.02	4.21	10.17	11.19	11.29	11.53PM	12.39	12.52	1.17	
D SHELTON ST	169.9	f 2.34	2.55	4.11	10.11	11.13	11.23	11.45	12.34	12.46	1.11	
DN GIBBON GB	176.0	f 2.27	2.48	4.03	10.06	11.07	11.17	11.38	12.28	12.39	1.04	
OPTIC	180.2	f 2.20	2.42	3.56	10.02	11.02	11.12	11.32	12.23	12.34	12.59	
DN KEARNEY YL KR	180.1	2.16	2.38	3.51	9.59	10.59	11.09	11.28	12.20	12.30	12.55	
D ODESSA DZ	198.3	s 2.06	s 2.28	s 3.40	s 9.50	10.51	11.01	11.20	12.13	12.22	s 12.47	
D ELM CREEK QR	204.6	f 1.51	2.15	3.24	9.41	10.43	10.53	11.09	12.05	12.13	12.38	
D OVERTON OV	213.3	f 1.45	2.09	3.18	9.37	10.39	10.49	11.04	12.01AM	12.08	12.33	
DN LEXINGTON UM	224.4	f 1.36	2.02	3.09	9.31	10.33	10.43	10.56	11.54PM	12.01AM	12.26	
DARR	232.5	s 1.24	1.52	f 2.57	9.23	10.25	10.35	10.46	11.46	11.52PM	12.17	
D COZAD CO	238.2	1.13	1.45	2.45	9.17	10.19	10.29	10.39	11.40	11.44	12.09	
DN GOTHENBURG BU	248.8	s 1.07	1.40	f 2.39	9.13	10.15	10.25	10.33	11.36	11.40	12.05AM	
VROMAN	254.5	s 12.52	1.30	f 2.22	9.05	10.07	10.17	10.23	11.28	11.31	11.56PM	
D BRADY ISLAND BI	261.5	12.43	1.25	2.13	9.00	10.02	10.12	10.18	11.22	11.26	11.51	
D MAXWELL MX	270.6	f 12.36	1.18	2.06	8.55	9.57	10.07	10.12	11.17	11.20	11.45	
GANNETT	278.5	f 12.28	1.10	1.57	8.48	9.50	10.00	10.04	11.10	11.13	11.38	
DN-R NORTH PLATTE YL NO	284.1	12.22	1.03	1.49	8.42	9.44	9.54	9.57	11.04	11.07	11.32	
(284.1)	284.1	12.15AM	12.55PM	1.40PM	8.37PM	9.38PM	9.48PM	9.50PM	10.58PM	11.00PM	11.25PM	
Thru Time to Omaha		(6.30)	(5.10)	(6.10)	(3.58)	(4.02)	(4.02)	(5.00)	(4.02)	(4.50)	(4.45)	
Average speed per hour		43.3	54.4	45.6	70.9	69.7	69.7	58.3	69.7	58.2	59.2	
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.												
On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.												
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	
SECOND CLASS											
		72	234	76	74	548	240	238			
		Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight			
STATIONS		Mile Post							Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		
BLOCK SIGNALS	R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM		A 8.30AM					XWCITYOPZ
	DN-R OMAHA YL US	2.8	1.54	2.55		8.15					XWITOPZ
	DN SUMMIT YL SU	5.2	1.10	2.35		7.45					XIP
	SARPY	13.6	12.50	2.15		7.20					ES77 XP
	LANE	17.1	12.40	f 2.05		7.10					XP
	D ELKHORN KH	21.7		s 1.55							CS84 XP
	D WATERLOO WO	24.5		s 1.30							CS84 P
	DN VALLEY YL V	28.0	12.15AM	s 1.00		6.45AM					WS144XYPWC ES165 ES90
	MEROER	34.3		f 12.01PM							CS81 P
	F. S. Y. & L. CROSSING	38.2									I
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN FREMONT YL FN	39.3		s 11.50AM							WS99 ES172 X WPZ
	C. B. & Q. CROSSING	40.0									I
	C. & N. W. CROSSING	44.8									IP
	AMES	46.3		f 10.50							CS82 P
	D NORTH BEND NB	54.4		s 10.20							CS119 XP
	D ROGERS DJ	61.4		s 9.50							CS82 P
	DN SCHUYLER SO	68.7		s 9.20							WS130 ES123 X WP
	D RICHLAND BZ	76.9		f 8.20							CS118 P
	C. B. & Q. CROSSING	83.8									
	DN COLUMBUS YL C	84.5		s 8.00							WS143 XWTC ES125 YPZ
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	D DUNCAN DQ	92.2		s 7.20							CS119 P
	GARDNER	96.5		f 6.50							CS82 P
	DN SILVER CREEK SI	102.3		s 6.40							CS119 XWP
	HAVENS	107.9		f 6.00							CS82 P
	D OLARKS OX	113.6		s 5.39							CS82 XP
	C. B. & Q. CROSSING	124.3									
	DN CENTRAL CITY OI	124.9		5.00AM	A 6.55AM		A 7.40AM				WS113 ES119 X WYP
	D CHAPMAN OP	135.1			s 6.40		f 7.18				CS119 P
	C. B. & Q. CROSSING	146.5									I
	DN-R GRAND ISLAND YL	146.9									XWCZTYOP
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	ALDA	154.5									CS82 XYP
	D WOOD RIVER WR	162.3						f 1.30			WS117 ES48 XW P
	D SHELTON ST	169.9						s 1.00			CS82 XP
	DN GIBBON GB	176.0						s 12.30PM			WS130 ES70 XWI YP
	OPTIC	180.2						s 11.59AM			CS82 P
	DN KEARNEY YL KR	189.1						f 11.15			WS122 ES118 XWC YZP
	D ODESSA DZ	198.3						A 1.30PM	s 11.00AM		CS83 P
	D ELM CREEK QR	204.6						s 1.00			CS130 XWP
	D OVERTON OV	213.3						s 12.30PM			CS83 P
	DN LEXINGTON UM	224.4						s 11.50AM			WS120 ES119 XWY ZP
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DARR	232.5						s 11.30			CS83 P
	D COZAD CO	238.2						f 10.30			CS83 XWP
	DN GOTHENBURG BU	248.8						s 10.00			WS125 ES130 XWC YP
	VROMAN	254.5						s 8.15			CS83 P
	D BRADY ISLAND BI	261.5						7.55			CS83 WP
	D MAXWELL MX	270.6						f 7.45			CS119 XP
	GANNETT	278.5						f 7.30			CS83 P
	DN-R NORTH PLATTE YL NO	284.1						7.15			XWCZTYOP
								7.00AM			
			Daily	Tue. Thu. Sat. Mon. Wed. Fri.			Daily	Daily	Daily Ex. Sun. Daily Ex. Sun.		
.....Thru Time.....		(1.45)	(10.15)			(0.35)	(1.45)	(0.40)		(6.30)	(3.00)
.....Average speed per hour.....		16.0	12.2			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.											
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For conditional stops to discharge or pick up revenue passengers.—See Page 3.											
						For stations not shown on schedule pages—See page 25.					

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.									Distance from Council Bluffs	
				353	245	243	97	241	93	
				Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	
				Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	
XWCZTYOP							6.50AM	6.35AM	5.01AM	
P							7.02	6.45	5.10	
CS 84										
WS 72 XP							7.15	s 7.08	s 5.20	
CS 119 XWYP							A 7.30AM	f 7.15	A 5.26AM	
40 X										
CS 121 P								s 7.25		
CS 82 P								f 7.35		
CS 121 P								s 7.55		
P								f 8.05		
CS 83 P								f 8.15		
WS122 WS120 ES138 XWCP								s 8.45		
CS 125 P								s 9.05		
17										
CS 132 WP								s 9.30		
CS 83 P								f 9.40		
XWCIYP WS125 ES121						8.00AM		A10.00AM		
CS 90 P						f 8.15				
CS 123 WP						s 8.45				
WS 111 ES 78 XP						s 9.15				
XP						s 9.45				
CS 125 P						f 9.55				
XWCTYP						8.30AM	A10.05AM			
CS 94 YP						f 8.45				
WS 121 XWP ES 70						s 9.15				
8 X										
CS 125 P						s 9.35				
27 PX										
CS 133 XWP						s10.15				
12										
CS 125 WP						s10.45				
CS125 XWCYP						s11.30				
10										
CS 94 XWYP						3.55PM	f11.55AM			
WS 62 XP						f 4.05	f12.15PM			
CS 96 WP						f 4.18	f12.40			
WS 62 XP						f 4.30	12.54			
WS 117 XP ES 125						f 4.40	f 1.07			
XWCZTYOP						A 4.55PM	A 1.30PM			

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R	NORTH PLATTE	NY
DN	WEST NORTH PLATTE	WN
	BIRDWOOD	
D	HEESHEY	OF
DN	O'FALLONS	FA
	VARNER	
D	SUTHERLAND	SU
D	DEXTER	
D	PAXTON	PN
	KORTY	
D	ROSCOE	RO
DN	OGALLALA	YL GT
D	BRULE	RU
	MEGEATH	
D	BIG SPRINGS	GS
	BARTON	
DN	JULESBURG	YL JB
	WEIR	
D	CHAPPELL	CQ
D	LODGE POLE	GP
D	SUNOL	UN
	COLTON	
DN-R	SIDNEY	YL OD
	BROWNSON	
DN	POTTER	PR
	JACINTO	
D	DIX	DX
	OWASCO	
DN	KIMBALL	KB
	OLIVER	
D	BUSHNELL	BN
DN	PINE BLUFFS	YL UF
	TRAOY	
D	EGBERT	GX
D	BURNS	UX
	HILLSDALE	
	DURHAM	
	ARCHER	
DN-R	CHEYENNE	YL OY

(225.4)

(1.00)
32.0

(5.00)
20.4

(2.05)
20.3

(0.40)
24.9

(3.25)
23.8

(0.25)
39.8

.....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.
On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD										SECOND SUBDIVISION		Distance from Council Bluffs	Time-Table No. 11	
FIRST CLASS										June 17, 1951				
5	23	27	103	101	105	11	111	85	1	STATIONS				
Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
2.15PM	1.25PM	5.20AM	5.00AM	4.45AM	4.30AM	3.35AM	3.00AM	1.50AM	1.30AM	284.1	DN-R NORTH PLATTE NY			
2.24	1.34	5.28	5.07	4.52	4.37	3.44	3.07	1.59	1.38	289.2	DN WEST NORTH PLATTE			
										290.5	BIRDWOOD			
2.30	1.41	5.33	5.12	4.57	4.42	3.50	3.12	2.06	1.43	296.9	D HERSHEY OF			
2.33	1.45	5.36	5.15	5.00	4.45	3.53	3.15	2.09	1.46	300.7	DN O'FALLONS FA			
										301.8	VARNER			
2.35	1.48	5.38	5.17	5.02	4.47	f 3.55	3.17	2.11	1.48	303.4	D SUTHERLAND SU			
2.39	1.53	5.42	5.20	5.05	4.50	3.59	3.21	2.16	1.52	307.9	DEXTER			
2.46	2.01	5.50	5.26	5.11	4.56	f 4.06	3.27	2.22	2.00	315.5	D PAXTON PN			
2.52	2.08	5.55	5.31	5.16	5.01	4.12	3.32	2.28	2.05	321.7	KORTY			
2.58	2.14	6.01	5.36	5.21	5.06	f 4.17	3.37	2.33	2.11	327.7	D ROSCOE RO			
3.07	s 2.23	6.12	5.42	5.27	5.12	s 4.30	3.43	2.42	2.22	334.8	DN OGALLALA YL GT			
3.16	2.33	6.21	5.49	5.34	5.19	f 4.40	3.50	2.52	2.31	343.9	D BRULE RU			
										349.1	MEGEATH			
3.26	2.43	6.32	5.57	5.42	5.27	f 4.50	3.58	3.02	2.42	353.9	D BIG SPRINGS GS			
3.31	2.48	6.37	6.01	5.46	5.31	4.54	4.02	3.07	2.47	359.3	BARTON			
3.39	f 2.57	6.44	6.06	5.51	5.36	s 5.05	Af 4.10AM	A 3.15AM	2.54	365.3	DN JULESBURG YL JB			
3.45	3.03	6.51	6.10	5.55	5.40	5.10			3.01	370.6	WEIR			
3.55	3.13	7.01	6.18	6.03	5.48	f 5.20			3.11	380.3	D CHAPPELL OQ			
4.04	3.23	7.10	6.25	6.10	5.55	f 5.29			3.20	389.7	D LODGE POLE GP			
4.10	3.29	7.16	6.30	6.15	6.00	f 5.35			3.26	396.3	D SUNOL UN			
4.15	3.34	7.20	6.34	6.19	6.04	5.39			3.30	401.0	COLTON			
4.23	3.42	7.30	6.42	6.27	6.12	5.50			3.40	407.5	DN-R SIDNEY YL OD			
4.35	3.55	7.40	6.43	6.28	6.13	6.00			3.50	415.5	BROWNSON			
4.45	4.05	7.50	6.52	6.37	6.22	6.10			4.00	426.4	DN POTTER PR			
4.57	4.18	8.01	7.01	6.46	6.31	f 6.21			4.11	430.8	JACINTO			
										435.4	D DIX DX			
5.06	4.28	8.10	7.08	6.53	6.38	f 6.30			4.20	439.9	OWASCO			
5.15	f 4.40	8.19	7.16	7.01	6.46	11 s 6.46	105		4.29	444.5	DN KIMBALL KB			
										451.1	OLIVER			
5.27	4.53	8.31	7.26	7.11	6.56	f 7.01			4.41	456.6	D BUSHNELL BN			
5.37	5.05	8.43	7.36	7.21	7.06	f 7.14			4.53	466.7	DN PINE BLUFFS YL UF			
										472.0	TRACY			
5.50	5.20	8.57	7.46	7.31	7.16	f 7.25	101		5.07	477.5	D EGBERT GX			
5.58	5.28	9.05	7.52	7.37	7.22	f 7.57			5.15	483.2	D BURNS UX			
6.07	5.37	9.14	7.59	7.44	7.29	f 8.05			5.24	489.7	HILLSDALE			
6.15	5.44	9.22	8.06	7.51	7.36	8.15			5.32	495.9	DURHAM			
6.23	5.53	9.33	8.14	7.59	7.44	8.25			5.43	501.2	ARCHER			
A 6.35PM	A 6.10PM	A 9.50AM	A 8.25AM	A 8.10AM	A 7.55AM	A 8.40AM			A 6.00AM	509.5	DN-R CHEYENNE YL OY			
											(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	(5.05) 44.3	(1.10) 69.2	(1.25) 57.3	(4.30) 50.1	Thru TimeAverage speed per hour				

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD												
Time-Table No. 11 June 17, 1951		Mile Post	FIRST CLASS									
			6 Mail and Express	24 Passenger	112 Streamliner Passenger	28 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	2 Passenger	12 Passenger	106 Streamliner Passenger	86 Passenger
STATIONS												
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R NORTH PLATTE NY	284.1	A11.45AM	A12.30PM	A 7.32PM	A 8.20PM	A 8.33PM	A 8.43PM	A 9.45PM	A10.45PM	A 9.53PM	A10.10PM
	DN WEST NORTH PLATTE	289.2	11.33	12.17	7.23	8.07	8.24	8.34	9.32	10.34	9.44	9.58
	BIRDWOOD	290.5										
	D HERSHEY OF	296.9	11.27	12.09	7.17	8.01	8.18	8.28	9.26	10.28	9.38	9.51
	DN O'FALLONS FA	300.7	11.24	12.05	7.14	7.58	8.15	8.25	9.23	10.25	9.35	9.48
	VARNER	301.8										
	D SUTHERLAND SU	303.4	11.22	f12.02PM	7.12	7.56	8.13	8.23	9.21	f10.22	9.33	9.46
	DEXTER	307.9	11.18	11.57AM	7.09	7.53	8.10	8.20	9.18	10.17	9.30	9.42
	D PAXTON PN	315.5	11.11	f11.50	7.03	7.47	8.04	8.14	9.12	f10.10	9.24	9.36
	KORTY	321.7	11.06	11.44	6.59	7.42	7.59	8.09	9.07	10.03	9.19	9.30
	D ROSCOE RO	327.7	11.00	11.38	6.55	7.36	7.55	8.05	9.01	f 9.57	9.15	9.24
	DN OGALLALA YL GT	334.8	10.53	s11.31	6.50	7.30	7.50	8.00	8.55	s 9.50	9.10	9.18
	D BRULE RU	343.9	10.44	f11.21	6.43	7.22	7.42	7.52	8.47	f 9.38	9.02	9.09
	MEGEATH	349.1										
	D BIG SPRINGS GS	353.9	10.36	f11.11	6.36	7.14	7.35	7.45	8.39	f 9.28	8.55	9.01
	BARTON	359.3	10.31	11.05	6.32	7.10	7.31	7.41	8.35	9.22	8.51	8.56
	DN JULESBURG YL JB	365.3	10.25	f11.00	s 6.27PM	7.05	7.26	7.36	8.30	s 9.15	8.46	8.50PM
	WEIR	370.6	10.20	10.54		7.01	7.21	7.31	8.26	9.06	8.41	
	D CHAPPELL CQ	380.3	10.11	f10.46		6.53	7.14	7.24	8.18	f 8.57	8.34	
	D LODGE POLE GP	389.7	10.02	f10.37		6.45	7.07	7.17	8.10	f 8.47	8.27	
	D SUNOL UN	396.3	9.56	10.31		6.40	7.02	7.12	8.05	f 8.41	8.22	
	COLTON	401.0	9.52	10.27		6.36	6.58	7.08	8.01	8.37	8.18	
	DN-R SIDNEY YL OD	407.5	9.45	10.20		6.30	6.52	7.02	7.55	8.30	8.12	
			9.35	10.10		6.22	6.51	7.01	7.47	8.20	8.11	
	BROWNSON	415.5	9.24	9.59		6.14	6.43	6.53	7.39	8.10	8.03	
	DN POTTER PR	426.4	9.14	9.49		6.04	6.34	6.44	7.29	f 8.00	7.54	
	JACINTO	430.8										
	D DIX DX	435.4	9.06	9.41		5.57	6.28	6.38	7.22	f 7.48 ¹⁰⁶	7.48 ¹²	
	OWASCO	439.9										
	DN KIMBALL KB	444.5	8.58	f 9.32		5.50	6.22	6.32	7.15	s 7.33	7.42	
	OLIVER	451.1										
	D BUSHNELL BN	456.6	8.47	9.20		5.39	6.13	6.23	7.04	s 7.17	7.33	
DN PINE BLUFFS YL UF	466.7	8.38	9.10		5.30	6.05	6.15	6.55	s 7.05	7.25		
TRACY	472.0											
D EGBERT GX	477.5	8.27	9.00		5.20	5.55	6.05	6.45	f 6.53	7.15		
D BURNS UX	483.2	8.22	8.55		5.15	5.51	6.01	6.40	6.47	7.11		
HILLSDALE	489.7	8.17	8.50 ³⁵⁴		5.10	5.47	5.57	6.35	6.41	7.07		
DURHAM	495.9	8.12	8.45		5.04	5.42	5.52	6.29	6.35	7.02		
AROHER	501.2	8.07	8.40		4.59	5.38	5.48	6.24	6.30	6.58		
DN-R CHEYENNE YL OY	509.5	7.55AM	8.30AM		4.50PM	5.30PM	5.40PM	6.15PM	6.20PM	6.50PM		
(225.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time..... (3.50) (4.00) (1.05) (3.30) (3.03) (3.03) (3.30) (4.25) (3.03) (1.20)
Average speed per hour..... 58.1 56.4 74.9 64.4 73.9 73.9 64.4 51.4 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.
On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION										EASTWARD	
Time-Table No. 11 June 17, 1951		Mile Post	SECOND CLASS								Cor Capacity of Sittings, etc. See Rule (A), Page 25.
			242 Local Freight	246 Local Freight	354 Mixed	244 Local Freight	98 Local Freight	94 Mixed			
STATIONS											
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R NORTH PLATTE YL NO 5.1 NY	284.1	A11.15AM				A 4.50PM	A 7.00PM			XWCZTYOP
	DN WEST NORTH PLATTE YL WN 1.3	289.2	11.05				4.40	6.48			P
	BIRDWOOD 6.4	290.5									CS 84
	D HERSHEY OF 3.8	296.9	s10.55				f 4.30	s 6.38			WS 72 XP
	DN O'FALLONS FA 1.1	300.7	f10.30				4.22PM	6.30PM			CS 119 XWYP
	VARNER 1.6	301.8									40 X
	D SUTHERLAND SU 4.5	303.4	s10.15								CS 121 P
	DEXTER 7.6	307.9	f 9.55								CS 82 P
	D PAXTON PN 6.2	315.5	s 9.45								CS 121 P
	KORTY 6.0	321.7	f 9.20								P
	D ROSCOE RO 7.1	327.7	f 9.10								CS 83 P
	DN OGALLALA YL GT 9.1	334.8	s 9.00								WS122 WS120 ES138 XWCP
	D BRULE RU 5.2	343.9	s 8.15								CS 125 P
	MEGEATH 4.8	349.1									17
	D BIG SPRINGS GS 5.4	353.9	s 7.50								CS 132 WP
	BARTON 6.0	359.3	f 7.25								CS 83 P
	DN JULESBURG YL JB 5.3	365.3	7.15AM			A12.15PM					XWC1YP WS125 ES121
	WEIR 9.7	370.6				f11.59AM					CS 90 P
	D CHAPPELL CQ 9.4	380.3				s11.45					CS 123 WP
	D LODGE POLE GP 6.6	389.7				s11.30					WS 111 ES 75 XP
	D SUNOL UN 4.7	396.3				f11.20					XP
	COLTON 6.5	401.0				f11.10					CS 125 P
	DN-R SIDNEY YL OD 8.0	407.5	A 1.30PM			11.00AM					XWCTYP
	BROWNSON 10.9	415.5	f12.55								CS 94 YP WS 121 XWP ES 70
	DN POTTER PR 4.4	426.4	s12.30PM								8 X
	JACINTO 4.6	430.8									CS 125 P
	D DIX DX 4.5	435.4	s11.59AM								27 PX
	OWASCO 4.6	439.9									CS 133 XWP
	DN KIMBALL KB 6.6	444.5	s11.35								12
	OLIVER 5.5	451.1									CS 125 WP
	D BUSHNELL BN 10.1	456.6	s10.55								CS125 XWCYP
	DN PINE BLUFFS YL UF 5.3	466.7	s10.30								10
	TRACY 5.5	472.0									CS 94 XWYP
	D EGBERT GX 5.7	477.5	f 9.35	A 9.15AM							WS 62 XP
	D BURNS UX 6.5	483.2	s 9.20	s 9.00							CS 96 WP
	HILLSDALE 6.2	489.7	f 9.10	s 8.50 24							WS 62 XP
DURHAM 5.3	495.9	f 8.59	f 8.35							WS 117 XP ES 125	
ARCHER 8.3	501.2	f 8.50	f 8.29							XWCZTYOP	
DN-R CHEYENNE YL OY (225.4)	509.5	8.35AM	8.15AM								
		Daily Except Monday	Daily Except Saturday	Daily	Daily Except Sunday	Daily	Daily				

Thru Time..... (4.00) (4.55) (1.00) (1.15) (0.28) (0.30)
Average speed per hour..... 20.3 20.7 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.
On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD					THIRD SUBDIVISION									
SECOND CLASS					FIRST CLASS									
Car Capacity of Seating, etc. See Rule 6 (A), page 25.					71	111	85	301	Distance from Julesburg	Time-Table No. 11				
					C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger		June 17, 1951				
					Daily	Daily	Daily	Daily		STATIONS				
80	WCYIP					f 4.10AM	3.20AM		0.0	DN	JULESBURG	YL	JB	
75	ZP					4.18	f 3.30		7.1	D	OID		VI	
73	WP					4.24	f 3.39		14.6	D	SEDGWICK		ZD	
29									19.0		DORSEY			
95	P					4.31	f 3.48		23.1		RED LION			
29	P								25.8		MARCOTT			
95	WP					4.36	f 3.56		30.1	DN	CROOK		OK	
22									34.2		TOBIN			
72	P					4.43	f 4.05		38.8		PROCTOR			
12	P								41.1		POWELL			
22									42.2		GRIFF			
94	P					4.48	f 4.12		45.6	D	ILIFF		F	
16									50.1		FORD			
77	P					4.54	4.20		53.5		HAYFORD			
	IP								57.2		C. B. & Q. CROSSING			
169	IWCTZP				1.00PM	5.00 5.05	4.25 4.35	2.50AM	57.5	DN-R	STERLING	YL	ST	
									61.7		HALL			
72	P				1.14	5.13	f 4.43	f 2.58	64.1	D	ATWOOD		OD	
23									66.8		BETTLAND			
74	P				1.27	5.19	f 4.50	f 3.06	70.2	D	MERINO		MI	
10									72.1		BETA			
143	P				1.36	5.24	f 4.55	3.14	76.0		MESSEX			
41									78.4		BALZAC			
52	P				A 2.00PM	5.29	f 5.01	A 3.25AM	81.0	DN	UNION		UN	
24									82.8		COOPER			
94	WP					5.34	f 5.07		87.0	D	SNYDER		SN	
53	P					5.40	5.14		93.8		DODD			
21									96.9		HURLEY			
100	WCP					5.44	f 5.20		98.6	DN	FT. MORGAN		FX	
35	P					5.50	5.29		106.0		NARROWS			
79	P					5.52	f 5.32		109.0	D	WELDONA		DN	
22	P					5.57	f 5.37		114.2		GOODRICH			
78	P					6.00	f 5.40		117.7		ORCHARD			
14	P								121.4		SUBLETTE			
53	P					6.06	f 5.47		124.8		MASTERS			
50	P					6.11	5.52		130.2		CANTON			
121	WP					6.16	f 5.57		135.4		HARDIN			
16	P								139.1		KUNER			
78	P					6.22	f 6.05		143.1	D	KERSEY		KR	
27									147.2		AUBURN			
56	WCTYP					A 6.30AM	A 6.14AM		151.1	DN-R	LASALLE	YL	SA	

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. 11			Mile Post	FIRST CLASS		SECOND CLASS		
	71	73		548		June 17, 1951				547		74	72	
	Freight	Freight		Motor Passenger						Motor Passenger		Freight	Freight	
	Daily	Daily		Daily		STATIONS								
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	O. B. & Q. CROSSING	YN	6.3			5.27	11.05	
100 YP	10.50 72	1.55			11.6	D	YUTAN	AD	11.6			5.17	10.50 71	
64 WP	11.10	2.07			18.9	D	MEAD	W	18.9			5.03	10.25	
					19.6		WAHOO		19.6					
78 P	11.25	2.22			26.3	D	C. & N.W. and O.B. & Q. CROSSINGS	WN	26.3			4.48	10.10	
30 P	11.35PM	2.34			33.2		WESTON		33.2			4.35	9.55	
96 WCYP	12.01AM	2.44		10.15AM	37.3	DN-R	TOUHY	YL VO	37.3	A 3.10PM		4.25	9.40	
28					41.8		4.1		41.8					
38 P	12.18	2.58		f 10.30	46.5	D	VALPARAISO	RM	46.5	f 2.59		3.59	9.15	
101 P	12.30	3.08		10.40	52.7		4.5		52.7	2.52		3.48	9.05	
4					55.3		AGNEW		55.3					
I					56.5		4.7		56.5					
24 WTZP	12.55	3.18		A 10.50AM	57.1	DN-R	RAYMOND	YL SN	57.1	2.45PM		3.40	8.50	
I					57.4		2.6		57.4					
I					59.0		WEST LINCOLN		59.0					
62 P	1.18	3.31			65.4		O. B. & Q. CROSSING		65.4			3.18	8.05	
					68.2		0.6		68.2					
21 P	1.33	3.46			74.7		JAMAICA		74.7			3.03	7.49	
73 WP	1.43	3.53			79.5	D	HANLON	RD	79.5			2.56	7.41	
84 P	1.58	4.08			88.9	D	PRINCETON	IK	88.9			2.43	7.25	
CWTZP	A 2.15AM	A 4.25PM			96.8	DN-R	CORTLAND	YL BX	96.8			2.30AM	7.00PM	
							9.4							
							7.9							
							BEATRICE			Daily		Daily	Daily	
	(3.50) 25.2	(2.55) 33.2		(0.35) 23.9			(96.8)		(0.25) 47.5		(3.10) 30.5	(4.15) 22.8		
Westward trains are superior to trains of the same class in the opposite direction.—See rule S-72. At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.														
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. 11			Mile Post					
				233		June 17, 1951								
				Local Freight										
				Monday Wed., Fri.										
XIP				6.00AM	5.2	BLOCK SIGNALS	DN	SUMMIT YL SU	5.2					
XWP				6.10	6.4			1.2		6.4				
XIP				f 6.20	11.9			SOUTH OMAHA YL						
72 P				f 6.35	16.8		R	5.5						
AIP					19.2			GILMORE YL		11.9				
P				f 6.55	22.5		D	4.9		16.8				
XP				A 7.05AM	26.1			PAPILLION	PO	19.2				
								2.4		22.5				
							MO. PAC. CROSSING		26.1					
							3.3							
							D	MILLARD MD						
							3.6							
							LANE							
							20.9							
				(1.05) 18.9										
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 45.	SECOND CLASS		FIRST CLASS		Distance from Valparaiso	Time-Table No. 11		Mile Post	FIRST CLASS		SECOND CLASS			
		75		547		June 17, 1951				548		76		
		Mixed		Motor Passenger						Motor Passenger		Mixed		
		Tuesday Thursday Saturday		Daily										
						STATIONS								
WCYP		5.00AM		3.15PM	0.0	DN-R	VALPARAISO YL VO	0.0	A 10.10AM			A 11.35AM		
16		f 5.20		f 3.30	7.4		7.4 LOMA	7.4	f 9.53			f 11.02		
28		s 5.40		s 3.40	13.5	D	1.5 BRAINARD BD	13.5	s 9.42			s 10.50		
					15.0		8.2 O. & N. W. CROSSING	15.0						
32 W		s 6.10		s 4.00	23.2	D	0.3 DAVID CITY DV	23.2	s 9.25			s 10.25		
					23.5		9.8 O. B. & Q. CROSSING	23.5						
31		s 6.45		s 4.13	33.3	D	6.8 RISING CITY RN	33.3	s 9.04			s 9.40		
36		s 7.05		s 4.26	40.1	D	7.4 SHELBY SH	40.1	s 8.50			s 9.20		
7		s 7.34		s 4.41	47.5	D	5.4 OSCEOLA OZ	47.5	s 8.34			s 8.55		
9 W		s 8.25 ⁵⁴⁸		s 4.53	52.9	D	3.9 STROMSBURG S	52.9	s 8.25 ⁷⁵ ₇₆			s 8.25 ⁵⁴⁸		
00					56.8		6.2 DURANT	56.8						
35		s 8.40		s 5.11	63.0	D	5.5 POLK PK	63.0	s 8.05			s 7.50		
21		s 8.55		s 5.23	68.5	D	4.9 HORDVILLE HV	68.5	s 7.54			s 7.30		
00					73.4		0.4 SAND PIT SPUR	73.4						
22		s 9.10		f 5.32	73.8		1.5 HEBER	73.8	f 7.45			f 7.10		
					75.3		0.6 O. B. & Q. CROSSING	75.3						
WYP		A 9.20AM		A 5.40PM	75.9	DN-R	CENTRAL CITY YL OI	75.9	7.40AM			7.05AM		
							(75.9)		Daily			Monday Wednesday Friday		
		(4.20) 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.														

WESTWARD					CEDAR RAPIDS BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS				Distance from Genoa	Time-Table No. 11		Mile Post			SECOND CLASS			
				79		June 17, 1951				80				
				Mixed										
				Daily Except Sunday										
40 WY				12.32PM	0.0	D-R	GENOA YL G	0.0	A 4.35PM					
12					5.3		5.3 KENT	5.3						
20					9.3		4.0 MERCHISTON	9.3						
38				s 1.08	13.7	D	4.4 FULLERTON FU	13.7	s 4.05					
21				s 1.33	23.1	D	9.4 BELGRADE BL	23.1	s 3.45					
26 W				s 1.52	30.3	D	7.2 CEDAR RAPIDS OD	30.3	s 3.30					
36				s 2.13	36.6	D	6.3 PRIMROSE P	36.6	f 3.15					
38 WY				A 2.40PM	44.3	D-R	7.7 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.														

WESTWARD					NORFOLK BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 28.	SECOND CLASS				Distance from Columbus	Time-Table No. 11			Mile Post	SECOND CLASS				
	79	81	321	June 17, 1951			82	80		312				
	Mixed	Mixed	Mixed				Mixed	Mixed		Mixed				
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	STATIONS										
WCTYPZ	11.40AM	6.20AM	1.40AM	0.0	DN-R	COLUMBUS	YL	O	0.0	A12.25PM	A 5.15PM	A11.00PM		
20	11.50AM	6.30	1.50	4.2		SHELDONVILLE			4.2	12.10	5.08	f10.47		
8 YP	A12.02 ⁸² PM	A 6.45AM	f 2.00	9.4	R	OCONEE	YL		9.4	12.02 ⁷⁹ PM	5.00PM	f10.35		
29			f 2.30	14.7	D	PLATTE CENTER		PO	14.7			s10.20		
36				20.3		TARNOV			20.3					
				25.1		O. & N. W. CROSSING			25.1					
56 W			s 3.17	25.7	D	HUMPHREY		HX	25.7			s 9.40		
15			f 3.23	29.1		PECK			29.1			f 9.16		
33 W			s 3.55	35.4	D	MADISON		MA	35.4			s 9.02		
31				40.9		ENOLA			40.9					
				48.7		O. & N. W. CROSSING			48.7					
				50.2		O. & N. W. CROSSING			50.2					
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK	YL	KN	50.4			8.00PM		
						(50.4)				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		

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. 11		Mile Post	SECOND CLASS						
		95	519	517		June 17, 1951	518		96						
		Mixed	Motor Passenger	Motor Passenger			Motor Mixed		Mixed						
		Tuesday, Thursday Saturday	Daily Ex. Sat. and Sunday	Sunday											
STATIONS															
WYCZ		9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	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		4.6 RIVERDALE	10.1	s 11.35	s 8.22					
27	P	s 9.30	s 4.08	s 5.28	16.8	D	6.7 AMHERST HR	16.8	s 11.23	s 8.00					
13	W	f 9.52	f 4.18	f 5.38	22.7		5.9 WATERTOWN	22.7	f 11.12	f 7.41					
32	P	s 10.06	s 4.25	s 5.45	26.8	D	3.6 MILLER MR	26.8	s 11.05	s 7.33					
38	P	s 10.20	s 4.37	s 5.57	32.5	D	6.2 SUMNER SU	32.5	s 10.53	s 7.15					
28	P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	7.9 EDDYVILLE VD	40.4	s 10.40 ⁹⁵	s 6.59					
40		s 11.13	s 5.15	s 6.30	52.1	D	11.7 OCONTO BS	52.1	s 10.19	s 6.28					
14		f 11.27AM	f 5.28	f 6.46	59.1		7.0 LODI	59.1	f 10.03	f 6.14					
27	WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	6.4 CALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹					
9		f 12.55	f 6.05	f 7.12	75.8		10.3 FINCHVILLE	75.8	f 9.31	f 5.00					
38	WP	s 1.30	s 6.15	s 7.24	83.1	D	7.3 ARNOLD AD	83.1	s 9.20	s 4.45					
5	P	s 1.55	f 6.27	s 7.35	90.6		7.5 LOGAN	90.6	s 9.07	f 4.26					
10		f 2.10	f 6.35	f 7.42	94.6		4.0 HOAGLAND	94.6	f 9.00	f 4.18					
15	P	f 2.30	s 6.43	s 7.49	99.2		4.6 GANDY	99.2	s 8.50	f 4.08					
22	PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	3.2 STAPLETON YL SN	102.4	8.45AM	4.00PM					
						(102.4)				Daily Except Monday	Sunday Wednesday Friday				
		(5.55) 17.3	(3.10) 32.3	(3.00) 34.1	Thru Time.....								(3.14) 31.7	(5.20) 19.2	
						Average speed per hour.....									
Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.															
Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.															

WESTWARD					NORTH PLATTE BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A),	SECOND CLASS				Distance from O'Fallons	Time-Table No. 11				Mile Post	SECOND CLASS			
	97		93			June 17, 1951					98		94	
	Local Freight		Mixed								Local Freight		Mixed	
	Daily		Daily			STATIONS					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	COCKER		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		
12					24.8		5.2	BROGANVILLE		24.8				
42	WP		f 8.35	s 6.11	28.4		3.6	KEYSTONE		28.4	f 2.55	s 5.36		
11					30.7		2.3	KINGSLEY		30.7				
42	P		f 8.50	f 6.21	34.9	D	4.2	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 11.53 ⁹⁸ AM	f 7.56	95.4		9.0	FINLEY		95.4	f 11.53 ⁹⁷ AM	f 3.39		
46			s 12.15PM	s 8.07	100.4	D	5.0	BROADWATER	BE	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		
195	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	O. 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) 20.6	(4.00) 36.5			Thru Time.....			(6.19) 23.1	(4.25) 33.0			
							Average Speed per hour.....							

WESTWARD					GERING BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25					Distance from Gering	Time-Table No. 11			Mile Post.					
						June 17, 1951								
						STATIONS								
					0.0	DN-R	GERING YL	G	0.0					
17					5.4		MATHERS		5.4					
27					6.0		MOON		6.0					
					7.0		ROUBADEAU		7.0					
18					8.4		HILLIKER		8.4					
18					9.8		RIFORD		9.8					
							(9.8)							

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule S-72.

WESTWARD					NORTH PLATTE CUT-OFF					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS				Distance from O'Fallons	Time-Table No. 11 June 17, 1951			Mile Post	SECOND CLASS				
		353	93	59		STATIONS	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 COSTIN		150.5		f10.17	f 1.34		
30			s 9.49	f 6.15	152.3	D	1.8 HAIG	HA	152.3		f10.14	s 1.30		
24	P		s 9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL	MI	155.8		f10.10	s 1.21		
32			f 9.58	f 6.30	157.1		1.3 PELTON		157.1		f10.05	f 1.14		
42			f10.02 60	f 6.35	159.5		2.4 BAILEYVUE		159.5		f10.02 93	f 1.10		
30	P		s10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL	MO	162.1		f 9.56	s 1.06		
18			f10.09	f 6.50	164.2		2.1 JOYOE		164.2		f 9.52	f 1.01		
51	WYP		s10.15	s 9.45 60	167.9	DN	3.7 LYMAN	YL MU	167.9		s 9.45 59	s12.56		
21			f10.19	f 9.50	170.1		2.2 CANAL		170.1		f 9.20	f12.49		
14			f10.23	f 9.57	172.8		2.7 STEBBINS		172.8		f 9.15	f12.44		
51	P		s10.25	f10.07	173.7	D	0.9 HUNTLEY	HU	173.7		f 9.13	s12.41		
35			f10.30	f10.17	177.0		3.3 HOLLY		177.0		f 9.06	f12.33		
51	WCYP	12.55PM	10.40 59 10.45	10.35 AM 93 12.15 PM 94	181.6	D-R	4.6 YODER	YL DR	181.6	A11.45AM	9.00 8.50	12.25 12.15 59		
51	P		s10.55	s12.35	188.1	D	6.5 VETERAN	VN	188.1		s 8.37	s12.03PM		
8			f11.00	f12.40	191.5		3.4 HELDT		191.5		f 8.30	f11.57AM		
16			f11.07	f12.50	196.1		4.6 COTTIER		196.1		f 8.19	f11.50		
51	WYP		A11.15AM	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		f11.37			
26			f 1.12		187.6		2.3 FONDA		187.6		f11.32			
51	W		s 1.21		192.4	D	4.8 HAWK SPRINGS	HK	192.4		s11.20			
31			f 1.29		194.7		2.3 DUROO		194.7		f11.07			
19			f 1.44		200.8		6.1 WYOROSS		200.8		f10.56			
51	WY		s 1.55		203.8	D	3.0 LA GRANGE	GA	203.8		s10.51			
19			f 2.11		210.7		6.9 TREMAIN		210.7		f10.25			
51	WF		s 2.41		222.5	D	11.8 ALBIN	AB	222.5		s10.00			
51			f 3.01		229.7		7.2 LINDBERGH		229.7		s 9.45			
	W		A 3.45PM		244.3	DN-R	14.6 EGBERT	YL GX	244.3		9.20AM			
					(98.4)									
					Thru Time.....					(2.25)				
					Average speed per hour.....					25.9				
										Daily				
										Daily				
										Daily				
										26.3				

WESTWARD		LYMAN BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 11		Mile Post		
		June 17, 1951				
		STATIONS				
		0.0	LYMAN MU			0.0
		18	2.8			SEARS
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 11		Mile Post		
		June 17, 1951				
		STATIONS				
		0.0	SEARS			0.0
		5	1.2			BELLINGER
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 11		Mile Post		
		June 17, 1951				
		STATIONS				
		0.0	SEARS			0.0
		17	2.8			JANISE
		(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 8-72.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:											
Designation "Str."		—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.									
Designation "DE-Psgr."		—Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.									
Designation "Psgr."		—Train with steam locomotive and all passenger train equipment.									
Designation "Frt."		—Train with freight cars; train with caboose only; locomotive without cars.									
When a "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.											
When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.											
On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.											
When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.											
Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.											
GENERAL											
Location		Miles Per Hour				Location		Miles Per Hour			
		Str.	De-Psgr.	Psgr.	Frt.			Str.	De-Psgr.	Psgr.	Frt.
Maximum speed		90	80	80	50	When more than 50% of the tonnage is gravel.					40
Inspection bus cars				40	40	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)					40 35
When caboose is handled in train consisting of passenger train equipment.				50		Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.					30 25
Within yard limits protected by continuous block signal system.		60	50	50	25	Trains handling scale test cars.					30
When yard limits not protected by continuous block signal system.		50	40	40	25	When using cross-overs or turn-outs: 9000 class engines; Forward movement Back-up movement 800 class engines with 14 wheel tender; Back-up movement All other classes of engines; Forward movement Back-up movement				10 6 5 15 15 15 15	10 6 5 15 15 15 15
Passing fueling stations.		50	50	40	25	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
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.		40	40	40	40	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.		20	20	20	20
7000 and 7800 class engines.				75	50	On wye tracks.		15	15	15	15
3800 and 3900 class engines.				60	50	Jordan spreaders and other machines of spreader type, when in operation.					15
5000 and 9000 class engines.				50	50						
4000 class engines.				45	45						
MacArthur type engines with 63-inch drivers.				55	50						
MacArthur type engines with 57-inch drivers.				35	35						
Mallet, Consolidation and Ten Wheeler type engines.				35	35						
0-6-0 and 0-8-0 type yard engines.				20	20						
Steam engines running backward.				20	20						
Light engines.					45						
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	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Cozad, on Armour & Co. spur tracks.				5
Grand Island, 1900 class and heavier engines on east and west legs of wye.				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 Maximum speed.	50	45			Weston 30.2 and 30.5			35	35
5000, 9000 class and MacArthur type engines on curves.	35	35			30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.			25	25
Between Mile Posts— Valley 0.1 and 0.3	15	15			31.6 and 31.9			35	35
3.8 and 4.0	35	35			31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.			25	25
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25			Touhy 36.0 and 37.4			25	25
Yutan 6.4 and 7.7	35	35			Garratt 56.3 and 57.5			15	15
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25			Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits			35	25
Mead Between U. P. yard and Nebr. Ordinance classification yard.			8		Pickrell 96.5 and 97.3			15	15
Wahoo, city track.			6		Beatrice, Allers Grain Company spur.				5
19.1 and 19.5	35	35			Beatrice, 1900 class and heavier engines on Kilpatrick track.				5
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25							

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	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. Motor trains. Trains with 400 class engines.	40 40 25	30 40 25
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton: Steam trains. Motor trains. Trains with 400 class engines.	45 45 30	35 45 30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Trains handling outfit cars		20
Between Oconee and M.P. 16.		25	North Platte Branch Maximum speed.		45
Between M.P. 16 and Norfolk.		30	5000, 7000 and 9000 class engines		35
Trains handling outfit cars		20	Over Bridge 18.30.		35
Columbus, over wye switches.		15	Oshkosh, over First Street Crossing		15
On curve at M.P. 1.75.		25	North Platte Cut-Off Maximum speed.		45
Albion Branch Maximum speed:		30	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	On curves between M.P. 25.42 and M.P. 31.25		30
Between M.P. 11 and Spalding.		25	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars		20	Lyman Branch.		20
Over Bridge 12.96.		25	Gering Branch.		20
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Sears Branch.		20
Carey, all air field trackage.		10			
Between St. Libory and Ord.		30			
Trains handling outfit cars		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				First Subdivision (Cont.)			
Paddock.....	128.5	8	West	Josselyn.....	217.9	24—XP	Both
Buda.....	184.3	ES 73—XP	Both	Willow Island.....	243.2	63—XP	Both
Kearney Air Base.....	185.9	WS 40—XP	Both	Keith.....	274.6	7—X	Both
Alfalfa Center.....	194.1	44—XP	Both	Beck.....	280.5	10	West

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.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Yard Office	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Roundhouse	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Hump Yard Locker Room
Council Bluffs.....	West Yard Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	East End Yardmen's Room
Omaha.....	Union Station Telegraph Office	Julesburg.....	Telegraph Office
Omaha.....	Tower "B"	Sidney.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Conductor's Room Passenger Station
South Omaha.....	Yard Office	Cheyenne.....	Yard Office
Valley.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Valparaiso.....	Telegraph Office
Columbus.....	Enginemen's Washroom	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 Council Bluffs.	M. B. Wilcox...	Oculist & Aurist.	Kearney, Nebr...	Kearney.
			West to, and including North Platte.	A. H. Shamborg.	Surgeon.....	Kimball, Nebr...	Kimball, Nebr.
			South to, but not including Marysville.	V. D. Norall...	Surgeon.....	Lexington, Nebr.	Overton to Cozad.
				J. S. Welch.....	Surgeon.....	Lincoln, Nebr...	Valparaiso to Cortland.
				C. G. Amick.....	Surgeon.....	Loup City, Nebr.	Dannebrog to Loup City.
				H. R. Palmteer..	Surgeon.....	Madison, Nebr...	Madison, Nebr and vicinity.
				R. K. Reynolds..	Surgeon.....	No. Bend, Nebr.	North Bend, Nebr.
				G. B. Salter....	Surgeon.....	Norfolk, Nebr.	Oconee to Norfolk.
				T. J. Kerr.....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
				O. C. Kreymborg	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
				Wm. B. Niehus..	Surgeon.....	No. Platte, Nebr.	Between North Platte, Brady Is. & Sutherland.
G. T. Alliband..	Oculist.....	Omaha, Nebr...	Omaha.	A. E. Reeves....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
C. F. Bantin....	Surgeon.....	Omaha, Nebr...	Omaha.	H. H. Walker...	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
M. W. Barry....	Surgeon.....	Omaha, Nebr...	Omaha.	G. F. Waltemath	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
J. G. Bartek....	Surgeon.....	Omaha, Nebr...	Omaha.	R. T. Takenaga..	Surgeon.....	No. Platte, Nebr.	North Platte.
J. D. Bisgard..	Surgeon.....	Omaha, Nebr...	Omaha.	S. K. Imes.....	Surgeon.....	Ogallala, Nebr...	Ogallala and vicinity.
E. A. Connolly..	Surgeon.....	Omaha, Nebr...	Omaha.	H. S. Eklund....	Surgeon.....	Osceola, Nebr...	Osceola and vicinity.
J. C. Davis.....	Oculist & Aurist.	Omaha, Nebr...	Omaha.	C. J. Miller.....	Surgeon.....	Ord, Nebr.....	St. Paul to Ord.
John R. Kleyla..	Surgeon.....	Omaha, Nebr...	Omaha.	Don E. Baca....	Surgeon.....	Papillion, Nebr..	Papillion and vicinity.
S. McCleneghan.	Surgeon.....	Omaha, Nebr...	Florence.	M. O. Arnold...	Surgeon.....	St. Paul, Nebr...	St. Libory to Scotia and St. Paul to Dannebrog.
A. McDermott..	Surgeon.....	Omaha, Nebr...	Omaha.				
R. T. Mauer....	Hospital Surgeon	Omaha, Nebr...	Omaha.	F. G. Kolouch...	Surgeon.....	Schuyler, Nebr...	North Bend to Columbus
R. A. Moser....	Shop Surgeon...	Omaha, Nebr...	Omaha.	Richard Delfs...	Surgeon.....	Shelby, Nebr...	Shelby, Nebr.
A. V. Murphy...	Surgeon.....	Omaha, Nebr...	Omaha.	C. E. Wiltse...	Surgeon.....	Shelton, Nebr...	Shelton
F. C. Nelson...	Surgeon.....	Omaha, Nebr...	Benson.	B. H. Grimm...	Surgeon.....	Sidney, Nebr...	Sidney, Nebr.
O. C. Nickum...	Shop Surgeon...	Omaha, Nebr...	Omaha.	E. F. Carr.....	Surgeon.....	Stapleton, Nebr..	Arnold to Stapleton.
S. A. Swenson...	Surgeon.....	Omaha, Nebr...	(Omaha Shops Dispensary)	C. L. Marsh....	Surgeon.....	Valley, Nebr...	Waterloo to Fremont and Valley to Yutan.
J. J. O'Hearn...	Surgeon.....	Omaha, Nebr...	Omaha to Papillion.				
R. H. Rasgorshchek	Oculist & Aurist.	Omaha, Nebr...	Omaha.	Ivan M. French.	Surgeon.....	Wahoo, Nebr...	Yutan and Weston, Nebr.
T. T. Smith....	Aurist.....	Omaha, Nebr...	Omaha, Nebr.	Ervin King....	Surgeon.....	Wood Rr., Nebr.	Wood River and vicinity.
J. J. O'Neill...	Aurist.....	Omaha, Nebr...	Omaha, Nebr.	W. A. Buntan...	Dist. Surgeon..	Cheyenne, Wyo..	East to, but not including North Platte.
J. Allen Davis...	Aurist.....	Omaha, Nebr...	Omaha.				West to, but not including Rock Springs.
M. M. Greenberg	Oculist.....	Omaha, Nebr...	Omaha.				South to, but not including Warren.
J. E. Davis....	Surgeon.....	Albion, Nebr...	Genoa to Albion.				
H. Sydow.....	Surgeon.....	Albion, Nebr...	Albion to Genoa.	R. C. Gramlich..	Surgeon.....	Cheyenne, Wyo.	Cheyenne.
J. E. Dunn....	Surgeon.....	Arnold, Nebr...	Callaway to Stapleton.	G. W. Koford...	Surgeon.....	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr
W. T. Wildhaber	Surgeon.....	Beatrice, Nebr..	Cortland to Barneston.				
A. L. Schneider.	Surgeon.....	Brady Is., Nebr.	Gothenburg to No. Platte.	F. E. Magrath...	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
A. D. Brown...	Surgeon.....	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.	E. W. Newman...	Oculist.....	Cheyenne, Wyo..	Cheyenne.
			Clarks to Chapman and Central City to Polk.	R. B. Stump....	Oculist & Aurist.	Cheyenne, Wyo..	Cheyenne.
			Silver Creek to Central City.	G. W. Marbry...	Oculist.....	Cheyenne, Wyo..	Cheyenne.
R. R. Douglas...	Surgeon.....	Clarks, Nebr...	Schuyler to Silver Creek and Columbus to Oconee.	R. I. Williams...	Aurist.....	Cheyenne, Wyo..	Cheyenne.
R. C. Anderson..	Surgeon.....	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	A. C. Colman...	Surgeon.....	Chappell, Nebr..	Julesburg to Sidney.
				H. P. Linton...	Surgeon.....	Julesburg, Colo..	Ogallala to Lodge Pole and Julesburg to Sterling.
W. R. Neumarker	Surgeon.....	Columbus, Nebr.	Council Bluffs.				
M. J. Carey....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	E. R. Core.....	Surgeon.....	Kimball, Nebr...	Sidney to Cheyenne.
L. G. Howard...	Oculist & Aurist.	Co. Bluffs, Ia...	Council Bluffs.	John L. McFee...	Surgeon.....	Ogallala, Nebr...	Sutherland to Julesburg.
A. L. Nielson...	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	M. L. Morris...	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
A. M. Pederson.	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	H. E. Moore....	Surgeon.....	Suth'land, Nebr..	North Platte to Ogallala.
L. H. Fochtman.	Surgeon.....	Cozad, Nebr...	Lexington to Gothenburg.	H. A. Blackstone	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
L. J. Eklund...	Surgeon.....	David City, Nebr.	Valparaiso to Polk.	W. C. Harvey...	Surgeon.....	Gering, Nebr...	Northport to Gering.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	Kearney to Stapleton.	W. G. Seng....	Surgeon.....	Oshkosh, Nebr...	Oshkosh to Northport.
R. C. Reeder...	Surgeon.....	Fremont, Nebr..	Valley and North Bend.	Jason B. Roche..	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	Fullerton.	C. B. Dorwart...	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
Homer Davis...	Surgeon.....	Genoa, Nebr...	Norfolk to St. Edward and Genoa to Fullerton.	C. R. Watson...	Surgeon.....	So. Mit'all, Nebr.	Gering to Lyman.
			Gering, Nebr.	Leo Keenan...	Surgeon.....	Torrington, Wyo.	Lyman to So. Torrington.
W. C. Harvey, Jr.	Surgeon.....	Gering, Nebr...	Shelton to Kearney.	Wm. M. Greig...	Dist. Surgeon..	Denver, Colo...	North to, and including Warren.
H. H. Rodman...	Surgeon.....	Gibbon, Nebr...	Cozad to Brady Island.				East to, but not including Ellis.
Bert W. Pyle...	Surgeon.....	Goth'burg, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	F. E. Palmer....	Surgeon.....	Sterling, Colo...	Iliff to Merino.
L. E. Imes.....	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	T. M. Rogers...	Surgeon.....	Sterling, Colo...	Sterling.
			Chapman to Wood River and Gr. Island to St. Paul.	A. F. Williams...	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
E. G. Johnson...	Surgeon.....	Gr. Island, Nebr.	Grand Island.	W. L. Wilkinson.	Surgeon.....	La Salle, Colo...	La Salle to Kersey.
K. F. McDermott	Surgeon.....	Gr. Island, Nebr.	Cortland, Nebr. and surrounding territory.				
C. H. Maggiore.	Surgeon.....	Gr. Island, Nebr.	Gibbon to Hastings.				
R. D. Martin...	Oculist.....	Gr. Island, Nebr.	Shelton to Elm Creek and Kearney to Amherst.				
J. A. Proffitt...	Oculist.....	Gr. Island, Nebr.					
J. J. Hanigan...	Surgeon.....	Hallam, Nebr...					
O. A. Kostal...	Surgeon.....	Hastings, Nebr..					
Bancroft & Staley	Surgeon.....	Kearney, Nebr...					