



**UNION PACIFIC RAILROAD COMPANY**  
**Eastern District**



**NEBRASKA DIVISION**  
**TIME-TABLE**  
**No. 12**

**Effective Sunday**  
**September 30, 1951**

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

*Safety Is*  
*No Accident*

**FOR EMPLOYEES ONLY**



**WESTWARD FIRST SUBDIVISION**

**SECOND CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	Time-Table No. 12 September 30, 1951							Distance from Council Bluffs	STATIONS
	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.		
CXWITYOPZ	8.00PM		12.01PM				5.30AM	0.0	R COUNCIL BLUFFS YL
XWITOPZ	8.15		12.15				5.40	2.8	DN-R OMAHA YL US
XIP	8.30		12.45				A 5.59AM	5.2	DN SUMMIT YL SU
ES77 XP	8.40		12.55				Via Old Main Line 7.06AM	13.6	SARPY
XP	8.50		1.00					17.1	LANE
C884 XP							s 7.20	21.7	D ELKHORN KH
C884 P							s 7.40	24.5	D WATERLOO WO
WS144XYPWC ES165 ES90	A 9.15PM		A 1.15PM				s 8.40	28.0	DN VALLEY YL V
C881 P							f 8.50	34.3	MERCER
I								38.2	F. S. Y. & L. CROSSING
WS99 X ES172 WPZ							s 9.15	39.3	DN FREMONT YL FN
I								40.0	C. B. & Q. CROSSING
IP								44.8	O. & N. W. CROSSING
C882 P							f 9.24 <sup>23</sup>	46.3	AMES
C8119 XP							s 9.38	54.4	D NORTH BEND NB
C882 P							s 10.10	61.4	D ROGERS DJ
WS130 X ES128 WP							s 11.10 <sup>5</sup>	68.7	DN SCHUYLER SO
C8118 P							f 11.40AM	76.9	D RIOHLAND BZ
								83.8	C. B. & Q. CROSSING
WS148 XWTC ES125 YPZ							s 12.30PM	84.5	DN COLUMBUS YL O
C8119 P							s 12.50	92.2	D DUNCAN DQ
C882 P							f 12.56	96.5	GARDINER
C8119 XWP							s 1.20	102.3	DN SILVER CREEK SI
C882 P							f 1.30	107.9	HAVENS
C882 XP							s 2.00	113.6	D OLARKS OX
								124.3	C. B. & Q. CROSSING
WS118 X ES119 WYP		5.45PM		9.50AM			A 2.30PM	124.9	DN CENTRAL CITY OI
C8119 P		f 6.00		s 10.15				135.1	D CHAPMAN OP
								146.5	C. B. & Q. CROSSING
XWCZTYOP		A 6.25PM		A 10.45AM		7.30AM		146.9	DN-R GRAND ISLAND GE YL
C882 XYP						f 8.05		154.5	ALDA
WS117 XW ES48 P						s 8.39		162.3	D WOOD RIVER WR
C882 XP						s 9.05		169.9	D SHELTON ST
WS130 XWI ES70 YP						s 9.40		176.0	DN GIBSON GB
C882 P						f 9.55		180.2	OPTIC
WS122 XWC ES115 YZP				A 10.15AM		7.00AM		189.1	DN KEARNEY YL KR
C888 P						s 7.30		198.3	D ODESSA DZ
C8130 XWP						s 8.00		204.6	D ELM CREEK QR
C888 P						s 8.30		213.3	D OVERTON OV
WS120 XWY ES119 ZP						s 11.30		224.4	DN LEXINGTON UM
C882 P						f 11.59AM		232.5	DARR
C888 XWP						s 12.30PM		238.2	D COZAD OO
WS125 XWC ES130 YP						s 1.00		248.8	DN GOTHENBURG BU
C888 P						1.15		254.5	VROMAN
C888 WP						s 1.30		261.5	D BRADY ISLAND BI
C8119 XP						s 1.54 <sup>23</sup>		270.6	D MAXWELL MX
C888 P						2.15		278.5	GANNETT
XWCZTYOP						A 2.30PM		284.1	DN-R NORTH PLATTE YL NO

(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 8-72.  
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.

**WESTWARD FIRST SUBDIVISION**

**FIRST CLASS**

Time-Table No. 12 September 30, 1951		Distance from Council Bluffs	STATIONS								
11	1			5	23	103	101	105	27	111	
Passenger Daily	Passenger Daily			Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Streamliner Passenger Daily	
			9.20AM							0.0	R COUNCIL BLUFFS YL
	9.45PM	9.25PM	9.55	8.20AM	3.10AM	2.55AM	1.40AM	12.55AM	12.50AM	2.8	DN-R OMAHA YL US
	9.52	9.32	10.02	8.28	3.15	3.00	1.45	1.02	12.55	5.2	DN SUMMIT YL SU
	10.01	9.41	10.09	8.38	3.22	3.07	1.52	1.11	1.02	13.6	SARPY
	10.05	9.45	10.14	8.42	3.25	3.10	1.55	1.15	1.05	17.1	LANE
	10.09	9.49	10.19	8.46	3.29	3.14	1.59	1.19	1.09	21.7	D ELKHORN KH
	f 10.13	9.52	10.22	8.50	3.32	3.17	2.02	1.23	1.12	24.5	D WATERLOO WO
	s 10.20	9.57	10.26	8.54	3.35	3.20	2.05	1.27	1.15	28.0	DN VALLEY YL V
	10.26	10.03	10.31	9.01	3.39	3.24	2.09	1.33	1.20	34.3	MERCER
										38.2	F. S. Y. & L. CROSSING
	s 10.45	10.09	s 10.43	s 9.16	3.43	3.28	2.13	1.39	1.25	39.3	DN FREMONT YL FN
										40.0	C. B. & Q. CROSSING
										44.8	O. & N. W. CROSSING
	10.53	10.17	10.51	9.24 <sup>233</sup>	3.48	3.33	2.18	1.47	1.31	46.3	AMES
	f 11.02	10.24	10.58	9.31	3.54	3.39	2.24	1.55	1.37	54.4	D NORTH BEND NB
	11.09	10.30	11.04	9.38	3.59	3.44	2.29	2.01	1.42	61.4	D ROGERS DJ
	s 11.18	10.36	11.10 <sup>233</sup>	f 9.48	4.04	3.49	2.34	2.07	1.47	68.7	DN SCHUYLER SO
	11.26	10.43	11.18	9.56	4.10	3.55	2.40	2.14	1.53	76.9	D RIOHLAND BZ
										83.8	C. B. & Q. CROSSING
	s 11.44	10.51	s 11.32	s 10.12	4.16	4.01	2.46	2.22	s 2.02	84.5	DN COLUMBUS YL O
	f 11.54	10.59	11.43	10.22	4.22	4.07	2.52	2.30	2.09	92.2	D DUNCAN DQ
	11.59PM	11.03	11.47	10.27	4.25	4.10	2.55	2.34	2.13	96.5	GARDINER
	f 12.05AM	11.09	11.52	10.32	4.29	4.14	2.59	2.40	2.17	102.3	DN SILVER CREEK SI
	12.07	11.14	11.57AM	10.37	4.33	4.18	3.03	2.45	2.21	107.9	HAVENS
	f 12.16	11.19	12.02PM	10.42	4.37	4.22	3.07	2.50	2.25	113.6	D OLARKS OX
										124.3	C. B. & Q. CROSSING
	s 12.30	11.29	12.12	f 10.55	4.46	4.32	3.17	3.00	2.35	124.9	DN CENTRAL CITY OI
	12.40	11.39	12.22	11.05	4.56	4.42	3.27	3.10	2.44	135.1	D CHAPMAN OP
										146.5	C. B. & Q. CROSSING
	12.55	11.55PM	12.35	11.20	5.09	4.54	3.39	3.22	2.56	146.9	DN-R GRAND ISLAND GE YL
	1.10	12.05AM	12.45	11.30	5.10	4.55	3.40	3.32	2.57	154.5	ALDA
	1.18	12.12	12.52	11.40	5.17	5.02	3.47	3.40	3.06	162.3	D WOOD RIVER WR
	f 1.25	12.19	12.59	11.48	5.23	5.08	3.53	3.46	3.12	169.9	D SHELTON ST
	f 1.32	12.25	1.05	11.55AM	5.29	5.14	3.59	3.52	3.18	169.9	D SHELTON ST
	f 1.37	12.31	1.10	12.01PM	5.33	5.18	4.03	3.57	3.23	176.0	DN GIBSON GB
	1.41	12.35	1.14	12.05	5.36	5.21	4.06	4.01	3.26	180.2	OPTIC
	s 2.05	12.44	s 1.30	s 12.18	5.44	5.29	4.14 <sup>27</sup>	4.14 <sup>105</sup>	s 3.35	189.1	DN KEARNEY YL KR
	f 2.14	12.54	1.39	12.29	5.51	5.36	4.21	4.26	3.44	198.3	D ODESSA DZ
	f 2.20	1.00	1.44	12.35	5.56	5.41	4.26	4.31	3.48	204.6	D ELM CREEK QR
	f 2.28	1.08	1.52	12.44	6.02	5.47	4.32	4.38	3.55	213.3	D OVERTON OV
	s 2.45	1.18	2.02	s 12.57	6.10	5.55	4.40	4.48	4.04	224.4	DN LEXINGTON UM
	2.54	1.25	2.10	1.08	6.16	6.01	4.46	4.55	4.10	232.5	DARR
	s 3.06	1.30	2.15	f 1.16	6.20	6.05	4.50	5.00	4.14	238.2	D COZAD OO
	s 3.22	1.40	2.25	f 1.30	6.28	6.13	4.58	5.10	4.22	248.8	DN GOTHENBURG BU
	3.30	1.46	2.31	1.37	6.32	6.17	5.02	5.15	4.27	254.5	VROMAN
	f 3.37	1.53	2.38	1.45	6.37	6.22	5.07	5.22	4.33	261.5	D BRADY ISLAND BI
	f 3.46	2.02	2.47	1.54 <sup>239</sup>	6.44	6.29	5.14	5.30	4.40	270.6	D MAXWELL MX
	3.54	2.09	2.54	2.01	6.49	6.34	5.19	5.37	4.46	278.5	GANNETT
	A 4.10AM	A 2.20AM	A 3.05PM	A 2.15PM	A 6.55AM	A 6.40AM	A 5.25AM	A 5.50AM	A 4.55AM	284.1	DN-R NORTH PLATTE YL NO

(6.25) (4.55) (5.10) (5.55) (3.45) (3.45) (3.45) (4.55) (4.05)  
43.8 57.2 54.4 47.5 75.0 75.0 75.0 57.2 68.9  
..... Thru Time.....  
..... Average speed per hour.....

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On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
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For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 12  
September 30, 1951

STATIONS	Mile Post	FIRST CLASS								
		12	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 US	2.8	A 7.00AM	6.35	A 7.50PM	A 1.35AM	A 3.20AM	A 2.40AM	A 2.50AM	A 3.00AM	A 3.50AM
DN SUMMIT YL SU	5.2	6.49	5.50	7.35	1.28	3.10	2.33	2.42	2.52	3.36
SARPY	8.4	6.40	5.42	7.25	1.20	3.02	2.25	2.34	2.44	3.28
LANE	11.1	6.36	5.38	7.20	1.16	2.58	2.22	2.30	2.40	3.24
D ELKHORN KH	17.1	f 6.31	5.33	7.14	1.12	2.54	2.17	2.25	2.35	3.20
D WATERLOO WO	24.5	f 6.27	5.30	7.10	1.08	2.50	2.13	2.21	2.31	3.17
DN VALLEY YL V	28.0	s 6.23	5.26	7.04	1.05	2.46	2.10	2.18	2.28	3.14
MEROER	34.3	6.16	5.20	6.56	12.59	2.41	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	2.37	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	2.27	1.52	1.59	2.08	2.54
D NORTH BEND NB	54.4	f 5.45	4.52	6.25	12.43	2.19	1.46	1.53	2.02	2.46
D ROGERS DJ	61.4	f 5.37	4.46	6.18	12.37	2.12	1.41	1.48	1.57	2.39
DN SCHUYLER SO	68.7	s 5.30	4.40	s 6.11	12.32	2.05	1.35	1.42	1.51	2.32
D RIOHLAND BZ	76.9	f 5.20	4.32	6.01	12.26	1.57	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	1.50	1.22	1.29	1.38	2.15
D DUNCAN DQ	92.2	f 4.51	4.14	5.40	12.09	1.39	1.15	1.22	1.31	2.06
GARDNER	96.5	4.46	4.10	5.36	12.06	1.34	1.12	1.19	1.28	2.02
DN SILVER CREEK SI	102.3	f 4.41	4.05	5.31	12.02AM	1.29	1.08	1.15	1.24	1.57
HAVENS	107.9	4.33	4.00	5.26	11.58PM	1.24	1.04	1.11	1.20	1.52
D CLARKS OX	113.6	f 4.27	3.55	5.22	11.53	1.19	1.07	1.16	1.25	1.47
O. B. & Q. CROSSING	124.3									
DN CENTRAL CITY OI	124.9	s 4.15	3.45	f 5.11	11.45	1.08 <sup>102-106</sup> 12.50 <sup>104</sup>	12.50 <sup>28</sup>	12.58 <sup>28</sup>	1.08 <sup>28</sup>	1.37
D CHAPMAN OP	135.1	4.02	3.36	5.00	11.37	12.37	12.42	12.51	1.00	1.27
O. B. & Q. CROSSING	146.5									
DN-R GRAND ISLAND YL	146.9	3.50 3.35	3.25 3.15	4.45 4.35	11.27 11.26	12.25 12.15	12.31 12.30	12.40 12.39	12.50 12.49	1.15 1.05
ALDA	154.5	3.18	3.02	4.21	11.17	12.03AM	12.19	12.29	12.39	12.52
D WOOD RIVER WR	162.3	f 3.09	2.55	4.11	11.11	11.55PM	12.13	12.23	12.33	12.46
D SHELTON ST	169.9	f 3.00	2.48	4.03	11.06	11.48	12.07	12.17	12.27	12.39
DN GIBBON GB	176.0	f 2.53	2.42	3.56	11.02	11.42	12.02AM	12.12	12.22	12.34
OPTIC	180.2	2.49	2.38	3.51	10.59	11.38	11.59PM	12.09	12.19	12.30
DN KEARNEY YL KR	189.1	s 2.39	s 2.28	s 3.40	s 10.50	11.30	11.51	12.01AM	12.11	12.22
D ODESSA DZ	198.3	f 2.24	2.15	3.24	10.41	11.19	11.43	11.53PM	12.03AM	12.13
D ELM CREEK QR	204.6	f 2.17	2.09	3.18	10.37	11.14	11.39	11.49	11.59PM	12.08
D OVERTON OV	213.3	f 2.07	2.02	3.09	10.31	11.06	11.33	11.43	11.53	12.01AM
DN LEXINGTON UM	224.4	s 1.55	1.52	f 2.57	10.23	10.56	11.25	11.35	11.45	11.52PM
DARR	232.5	1.44	1.45	2.45	10.17	10.49	11.19	11.29	11.39	11.44
D COZAD CO	238.2	s 1.38	1.40	f 2.39	10.13	10.43	11.15	11.25	11.35	11.40
DN GOTHENBURG BU	248.8	s 1.23	1.30	f 2.22	10.05	10.33	11.07	11.17	11.27	11.31
VROMAN	264.5	1.14	1.25	2.13	10.00	10.28	11.02	11.12	11.22	11.26
D BRADY ISLAND BI	261.5	f 1.07	1.18	2.06	9.55	10.22	10.57	11.07	11.17	11.20
D MAXWELL MX	270.6	f 12.59	1.10	1.57	9.48	10.14	10.50	11.00	11.10	11.13
GANNETT	278.5	12.52	1.03	1.49	9.42	10.07	10.44	10.54	11.04	11.07
DN-R NORTH PLATTE YL NO	284.1	12.45AM	12.55PM	1.40PM	9.37PM	10.00PM	10.38PM	10.48PM	10.58PM	11.00PM

Thru Time to Omaha ..... (6.15) (5.10) (6.10) (3.58) (5.20) (4.02) (4.02) (4.02) (4.50)  
Average speed per hour ..... 45.0 54.4 45.6 70.9 52.7 69.7 69.7 69.7 58.2

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FIRST SUBDIVISION EASTWARD

Time-Table No. 12  
September 30, 1951

STATIONS	Mile Post	SECOND CLASS							Car Capacity of Seating, etc. See Rule (A), Page 25.
		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		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						C884 XP
D WATERLOO WO	24.5		s 1.30						C884 P
DN VALLEY YL V	28.0	12.15AM	s 1.00		6.45AM				W8144 XYPWC ES165 ES90
MEROER	34.3		f 12.01PM						C881 P
F. S. Y. & L. CROSSING	38.2								I
DN FREMONT YL FN	39.3		s 11.50AM						W899 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						W8130 X ES123 WP
D RIOHLAND BZ	76.9		f 8.20						C8118 P
O. B. & Q. CROSSING	83.8								
DN COLUMBUS YL O	84.5		s 8.00						W8143 XWTC ES125 YPZ
D DUNCAN 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 CLARKS OX	113.6		s 5.39						C882 XP
O. B. & Q. CROSSING	124.3								
DN CENTRAL CITY OI	124.9		5.00AM	A 6.55AM	A 7.40AM				W8113 X ES119 WYP
D CHAPMAN OP	135.1		s 6.40		f 7.18				C8119 P
O. B. & Q. CROSSING	146.5								I
DN-R GRAND ISLAND YL	146.9			6.20AM	7.00AM		A 2.00PM		XWCZTYOP
ALDA	154.5						f 1.30		C882 XYP
D WOOD RIVER WR	162.3						s 1.00		W8117 XW E848 P
D SHELTON ST	169.9						s 12.30PM		C882 XP
DN GIBBON GB	176.0						s 11.59AM		W8130 XW E870 YP
OPTIC	180.2						f 11.15		C882 P
DN KEARNEY YL KR	189.1						A 1.30PM	s 11.00AM	W8122 XWC ES118 YZP
D ODESSA DZ	198.3						s 1.00		C883 P
D ELM CREEK QR	204.6						s 12.30PM		C8130 XWP
D OVERTON OV	213.3						s 11.50AM		C883 P
DN LEXINGTON UM	224.4						s 11.30		W8120 XWY ES119 ZP
DARR	232.5						f 10.30		C883 P
D COZAD CO	238.2						s 10.00		C883 XWP
DN GOTHENBURG BU	248.8						s 8.15		W8125 XWC ES130 YP
VROMAN	264.5						7.55		C883 P
D BRADY ISLAND BI	261.5						f 7.45		C883 WP
D MAXWELL MX	270.6						f 7.30		C8119 XP
GANNETT	278.5						7.15		C883 P
DN-R NORTH PLATTE YL NO	284.1						7.00AM		XWCZTYOP

Thru Time to Omaha ..... (1.45) (10.15) (0.35) (1.45) (0.40) (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.  
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.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Class (353, 245, 243, 97, 241, 93), and Distance from Council Bluffs.

Time-Table No. 12
September 30, 1951

STATIONS

Main table for Westward Second Subdivision Second Class, listing train numbers, times, and distances.

(1.00) 32.0 (5.00) 20.4 (2.05) 20.3 (0.40) 24.9 (3.25) 23.8 (0.25) 39.8

Table of stations and signals: DN-R NORTH PLATTE, WEST NORTH PLATTE, BIRDWOOD, HERSEY, O'FALLONS, VARNER, SUTHERLAND, DEXTER, PAXTON, KORTY, ROSCOE, OGALLALA, BRULE, MEGEATH, BIG SPRINGS, BARTON, JULESBURG, WEIR, CHAPPELL, LODGE POLE, SUNOL, COLTON, SIDNEY, BROWNSON, POTTER, JACINTO, DIX, OWASCO, KIMBALL, OLIVER, BUSHNELL, PINE BLUFFS, TRACY, EGBERT, BURNS, HILLSDALE, DURHAM, ARCHER, CHEYENNE.

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

FIRST CLASS

Table with columns for Mail and Express, Passenger, Streamliner Passenger, and Distance from Council Bluffs.

Time-Table No. 12
September 30, 1951

STATIONS

Main table for Westward Second Subdivision First Class, listing train numbers, times, and distances.

(4.20) 52.0 (4.45) 47.5 (3.25) 66.0 (3.25) 66.0 (4.50) 46.6 (3.25) 66.0 (1.10) 69.2 (4.35) 49.2 (1.25) 57.3 (4.30) 50.1

Table of stations and signals: DN-R NORTH PLATTE, WEST NORTH PLATTE, BIRDWOOD, HERSEY, O'FALLONS, VARNER, SUTHERLAND, DEXTER, PAXTON, KORTY, ROSCOE, OGALLALA, BRULE, MEGEATH, BIG SPRINGS, BARTON, JULESBURG, WEIR, CHAPPELL, LODGE POLE, SUNOL, COLTON, SIDNEY, BROWNSON, POTTER, JACINTO, DIX, OWASCO, KIMBALL, OLIVER, BUSHNELL, PINE BLUFFS, TRACY, EGBERT, BURNS, HILLSDALE, DURHAM, ARCHER, CHEYENNE.

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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. 12

September 30, 1951

FIRST CLASS

Mile Post	FIRST CLASS									
	6	24	112	28	2	12	104	102	106	86
	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger

STATIONS

DN-R NORTH PLATTE NY 5.1	284.1	A11.45AM	A12.30PM	A 8.32PM	A 8.50PM	A 9.28PM	A11.00PM	A 9.33PM	A 9.43PM	A 9.53PM	A11.15PM
DN WEST NORTH PLATTE 1.3	289.2	11.33	12.17	8.23	8.37	9.17	10.48	9.24	9.34	9.44	11.03
BIRDWOOD 6.4	290.5										
D HERSHEY OF 3.8	296.9	11.27	12.09	8.17	8.31	9.11	10.42	9.18	9.28	9.38	10.56
DN O'FALLONS FA 1.1	300.7	11.24	12.05	8.14	8.28	9.08	10.38	9.15	9.25	9.35	10.53
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	11.22	f12.02PM	8.12	8.26	9.06	f10.34	9.13	9.23	9.33	10.51
DEXTER 7.6	307.9	11.18	11.57AM	8.09	8.23	9.03	10.26	9.10	9.20	9.30	10.47
D PAXTON PN 6.2	315.5	11.11	f11.50	8.03	8.17	8.57	f10.18	9.04	9.14	9.24	10.41
KORTY 8.0	321.7	11.06	11.44	7.59	8.12	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	8.06	8.46	f10.03	8.55	9.05	9.15	10.29
DN OGALLALA YL GT 9.1	334.8	10.53	s11.31	7.50	8.00	8.40	s 9.55	8.50	9.00	9.10	10.23
D BRULE RU 5.2	343.9	10.44	f11.21	7.43	7.52	8.32	f 9.43	8.42	8.52	9.02	10.14
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.36	f11.11	7.36	7.44	8.24	f 9.32	8.35	8.45	8.55	10.06
BARTON 8.0	359.3	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	365.3	10.25	f11.00	s 7.27PM	7.35	8.15	s 9.18	8.26	8.36	8.46	9.55PM
WEIR 9.7	370.6	10.20	10.54		7.31	8.11	9.09	8.21	8.31	8.41	
D CHAPPELL OQ 9.4	380.3	10.11	f10.46		7.23	8.03	f 8.59	8.14	8.24	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f10.37		7.15	7.55	f 8.48	8.07	8.17	8.27	
D SUNOL UN 4.7	396.3	9.56	10.31		7.10	7.50	f 8.41	8.02	8.12	8.22	
COLTON 6.5	401.0	9.52	10.27		7.06	7.46	8.37	7.58	8.08	8.18	
DN-R SIDNEY YL OD 8.0	407.5	9.45	10.20		7.00	7.40	8.30	7.52	8.02	8.12	
BROWNSON 10.9	415.5	9.24	9.59		6.44	7.24	8.10	7.43	7.53	8.03	
DN POTTER PR 4.4	426.4	9.14	9.49		6.34	7.14	f 7.58	7.34	7.44	7.54	
JACINTO 4.6	430.8										
D DIX DX 4.5	435.4	9.06	9.41		6.27	7.07	f 7.48 <sup>102106</sup> 7.23 <sup>104</sup>	7.28 <sup>12</sup>	7.38 <sup>12</sup>	7.48 <sup>12</sup>	
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.58	f 9.32		6.20	7.00	s 7.14	7.22	7.32	7.42	
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.47	9.20		6.09	6.49	s 7.00	7.13	7.23	7.33	
DN PINE BLUFFS YL UF 5.3	466.7	8.38	9.10		6.00	6.40	s 6.50	7.05	7.15	7.25	
TRACY 5.5	472.0										
D EGBERT GX 5.7	477.5	8.27	9.00		5.50	6.30	f 6.38	6.55	7.05	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		5.45	6.25	6.32	6.51	7.01	7.11	
HILLSDALE 8.2	489.7	8.17	8.50 <sup>354</sup>		5.40	6.20	6.26	6.47	6.57	7.07	
DURHAM 5.3	495.9	8.12	8.45		5.34	6.14	6.20	6.42	6.52	7.02	
ARCHER 8.3	501.2	8.07	8.40		5.29	6.09	6.15	6.38	6.48	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM		5.20PM	6.00PM	6.05PM	6.30PM	6.40PM	6.50PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(3.50)	(4.00)	(1.05)	(3.30)	(3.28)	(4.55)	(3.03)	(3.03)	(3.03)	(1.20)
Average speed per hour.....	58.1	56.4	74.9	64.4	65.0	45.2	73.9	73.9	73.9	69.0

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 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. 12

September 30, 1951

SECOND CLASS

Mile Post	SECOND CLASS						Car Capacity of Seating (A), See Rule (A), page 25.
	242	246	354	244	98	94	
	Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed	

STATIONS

DN-R NORTH PLATTE NY 5.1	284.1	A11.15AM			A 4.50PM	A 7.00PM					XWCZTYOP
DN WEST NORTH PLATTE 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 8.0	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 8.0	359.3	f 7.25									CS 83 P
DN JULESBURG YL JB 5.3	365.3	7.15AM				A12.15PM					XWCYIP WS125 ES121
WEIR 9.7	370.6					f11.59AM					CS 90 P
D CHAPPELL OQ 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										
D DIX DX 4.5	435.4				s11.59AM						CS 125 P
OWASCO 4.6	439.9										27 PX
DN KIMBALL KB 6.6	444.5				s11.35						CS 133 XWP
OLIVER 5.5	451.1										12
D BUSHNELL BN 10.1	456.6				s10.55						CS 125 WP
DN PINE BLUFFS YL UF 5.3	466.7				s10.30						CS125 XWCYP
TRACY 5.5	472.0										10
D EGBERT GX 5.7	477.5				f 9.35	A 9.15AM					CS 94 XWYP
D BURNS UX 6.5	483.2				s 9.20	s 9.00					WS 62 XP
HILLSDALE 8.2	489.7				f 9.10	s 8.50 <sup>24</sup>					CS 96 WP
DURHAM 5.3	495.9				f 8.59	f 8.35					WS 62 XP
ARCHER 8.3	501.2				f 8.50	f 8.29					WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5				8.35AM	8.15AM					XWCZTYOP
		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 Sidings, etc. See Rule 6 (A), page 25.	71				85				111				301				Distance from Julesburg
	C. B. & Q. Freight				Passenger				Streamliner Passenger				C. B. & Q. Passenger				
	Daily				Daily				Daily				Daily				
80	WCYIP														0.0		
75	ZP				f	5.15AM	f	5.10AM							7.1		
73	WP				f	5.25	f	5.18							14.6		
29															19.0		
95	P				f	5.32	f	5.24							23.1		
29	P														25.8		
95	WP				f	5.40	f	5.31							30.1		
22															34.2		
72	P				f	5.47	f	5.36							38.8		
12	P														41.1		
22															42.2		
94	P				f	5.55	f	5.43							45.6		
16															50.1		
77	P														53.5		
	IP														57.2		
169	IWCTZP				1.00PM	6.15	6.00	6.25	6.05	2.50AM					57.5		
72	P				1.14	f	6.35	f	6.13	f	2.58				61.7		
23															64.1		
74	P				1.27	f	6.41	f	6.19	f	3.06				66.8		
10															70.2		
143	P				1.36	f	6.47	f	6.24	3.14					72.1		
41															76.0		
52	P				A 2.00PM	f	6.52	f	6.29	A 3.25AM					78.4		
24															81.0		
94	WP														82.8		
53	P														87.0		
21															93.8		
100	WCP														96.9		
35	P														98.6		
79	P														106.0		
22	P														109.0		
78	P														114.2		
14	P														117.7		
53	P														121.4		
50	P														124.8		
121	WP														130.2		
16	P														135.4		
78	P														139.1		
27															143.1		
56	WCTYP				A 8.03AM	A 7.30AM									147.2		
															151.1		

(1.00) 23.5 (2.48) 34.0 (2.20) 64.8 (0.35) 40.3 ..... Thru Time  
 ..... 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.

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 12 September 30, 1951	STATIONS	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					
D	OVID VI	7.1	7.18	9.38					
D	SEDGWICK ZD	14.6	7.12	9.29					
	DORSEY	19.0							
	RED LION	23.1	7.05	9.20					
	MARCOTT	25.8							
DN	CROOK OK	30.1	7.00	9.13					
	TOBIN	34.2							
	PROCTOR	38.8	6.53	9.03					
	POWELL	41.1							
	GRIFF	42.2							
D	ILIFF F	45.6	6.48	8.56					
	FORD	50.1							
	HAYFORD	53.5	6.41	8.47					
	C. B. & Q. CROSSING	57.2							
DN-R	STERLING YL ST	57.5	6.37	8.42	A 11.45PM	A 10.15PM	A 11.59PM		
	HALL	61.7	6.35	8.33					
D	ATWOOD OD	64.1	6.28	8.25	f 11.28	9.55	11.43		
	BEETLAND	66.8							
D	MERINO MI	70.2	6.23	8.19	f 11.21	9.46	11.33		
	BETA	72.1							
	MESSEX	76.0	6.19	8.13	f 11.15	9.38	11.21		
	BALZAC	78.4							
DN	UNION UN	81.0	6.15	8.08	f 11.07PM	9.31	11.09PM		
	COOPER	82.8							
D	SNYDER SN	87.0	6.10	8.02		9.24			
	DODD	93.8	6.05	7.55		9.15			
	HURLEY	96.9							
DN	FT. MORGAN FX	98.6	6.01	7.49		9.08			
	NARROWS	106.0	5.55	7.42		8.57			
D	WELDONA DN	109.0	5.53	7.39		8.52			
	GOODRICH	114.2	5.49	7.34		8.45			
	ORCHARD	117.7	5.46	7.31		8.40			
	SUBLETTE	121.4							
	MASTERS	124.8	5.40	7.24		8.30			
	CANTON	130.2	5.36	7.19		8.18			
	HARDIN	135.4	5.32	7.14		8.10			
	KUNER	139.1							
D	KERSEY KR	143.1	5.25	7.06		7.55			
	AUBURN	147.2							
DN-R	LASALLE YL SA	151.1	5.18PM	6.57PM		7.40PM			

(151.1)

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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			BEATRICE BRANCH			EASTWARD			
	SECOND CLASS		FIRST CLASS	Distance from Valley	Time-Table No. 12 September 30, 1951			FIRST CLASS	SECOND CLASS	
	71 Freight Daily	73 Freight Daily	548 Motor Passenger Daily		Mile Post	547 Motor Passenger	74 Freight	72 Freight		
WCYP	10.25PM	1.30PM		0.0	DN-R VALLEY YL V	0.0		A 5.40AM	A11.15PM	
AI				5.8	5.8 O. B. & Q. CROSSING	5.8				
28 P	10.40	1.45		6.3	D YUTAN YN	6.3		5.27	11.05	
100 YP	10.50 72	1.55		11.6	D MEAD AD	11.6		5.17	10.50 71	
64 WP	11.10	2.07		18.9	D WAHOO W	18.9		5.03	10.25	
				19.6	O. & N.W. and C.B. & Q. CROSSINGS	19.6				
78 P	11.25	2.22		26.3	D WESTON WN	26.3		4.48	10.10	
20 P	11.35PM	2.34		33.2	TOUHY	33.2		4.35	9.55	
96 WCYP	12.01AM	2.44	10.15AM	37.3	DN-R VALPARAISO YL VO	37.3	A 3.10PM	4.25	9.40	
28				41.8	AGNEW	41.8				
33 P	12.18	2.58	f10.30	46.5	D RAYMOND RM	46.5	f 2.59	3.59	9.15	
101 P	12.30	3.08	10.40	52.7	GAREATT	52.7	2.52	3.48	9.05	
4				55.3	WEST LINCOLN	55.3				
				56.5	O. B. & Q. CROSSING	56.5				
24 WTZP	12.55	3.18	A10.50AM	57.1	DN-R LINCOLN YL SN	57.1	2.45PM	3.40	8.50	
I				57.4	O. B. & Q. CROSSING	57.4				
I				59.0	O. B. & Q. CROSSING	59.0				
62 P	1.18	3.31		65.4	JAMAICA	65.4		3.18	8.05	
				68.2	HANLON	68.2				
81 P	1.33	3.46		74.7	PRINCETON	74.7		3.03	7.49	
73 WP	1.43	3.53		79.5	D OORTLAND RD	79.5		2.56	7.41	
84 P	1.58	4.08		88.9	D PICKRELL IK	88.9		2.43	7.25	
CWTZP	A 2.15AM	A 4.25PM		96.8	DN-R BEATRICE YL BX	96.8		2.30AM	7.00PM	

(3.50) 25.2 (2.55) 33.2 (0.35) 23.9 ..... 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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			OLD MAIN LINE			EASTWARD			
	SECOND CLASS		233 Local Freight Monday Wed., Fri.	Distance from Council Bluffs	Time-Table No. 12 September 30, 1951			Mile Post	SECOND CLASS	
					STATIONS					
XIP			6.00AM	5.2	DN SUMMIT YL SU	5.2				
XWP			6.10	6.4	SOUTH OMAHA YL	6.4				
XIP			f 6.20	11.9	E 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				

(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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			STROMSBURG BRANCH			EASTWARD			
	SECOND CLASS		FIRST CLASS	Distance from Valparaiso	Time-Table No. 12 September 30, 1951			FIRST CLASS	SECOND CLASS	
		75 Mixed Tuesday Thursday Saturday	547 Motor Passenger Daily		Mile Post	548 Motor Passenger	76 Mixed			
WCYP		5.00AM		0.0	DN-R VALPARAISO YL VO	0.0	A10.10AM		A11.35AM	
16		f 5.20		7.4	7.4 LOMA	7.4	f 9.53		f11.02	
28		s 5.40		13.5	D BRAINARD BD	13.5	s 9.42		s10.50	
				15.0	O. & N.W. CROSSING	15.0				
32 W		s 6.10		23.2	D DAVID CITY DV	23.2	s 9.25		s10.25	
				23.5	O. B. & Q. CROSSING	23.5				
31		s 6.45		33.3	D RISING CITY RN	33.3	s 9.04		s 9.40	
36		s 7.05		40.1	D SHELBY SH	40.1	s 8.50		s 9.20	
7		s 7.34		47.5	D OSCEOLA OZ	47.5	s 8.34		s 8.55	
9 W		s 8.25 <sup>548</sup>		52.9	D STROMSBURG	52.9	s 8.25 <sup>75</sup>		s 8.25 <sup>548</sup>	
00				56.8	DURANT	56.8				
35		s 8.40		63.0	D POLK PK	63.0	s 8.05		s 7.50	
21		s 8.55		68.5	D HORDVILLE HV	68.5	s 7.54		s 7.30	
00				73.4	SAND PIT SPUR	73.4				
22		s 9.10		73.8	HEBER	73.8	f 7.45		f 7.10	
				75.3	O. B. & Q. CROSSING	75.3				
WYP		A 9.20AM		75.9	DN-R CENTRAL CITY YL OI	75.9	7.40AM		7.05AM	

(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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			CEDAR RAPIDS BRANCH			EASTWARD		
	SECOND CLASS		79 Mixed Daily Except Sunday	Distance from Genoa	Time-Table No. 12 September 30, 1951			SECOND CLASS	
					STATIONS	Mile Post	80 Mixed		
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	MEROHISTON	9.3			
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		

(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					
SECOND CLASS				Time-Table No. 12				SECOND CLASS					
September 30, 1951				STATIONS				September 30, 1951					
79				81				321					
Mixed				Mixed				Mixed					
Daily Except Sunday				Daily Except Sunday				Daily Except Sunday					
Distance from Columbus				Mile Post				Distance from Columbus					
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	A12.02PM	A 6.45AM	f 2.00	9.4	R	OCONEE	YL		9.4	12.02PM	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		PEOK			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			
	I				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

(0.22) 25.6 (0.25) 22.6 (3.20) 15.1 ..... Thru Time ..... (0.23) 24.5 (0.15) 37.6 (3.00) 16.8  
 ..... Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule S-72.  
 Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 12				SECOND CLASS					
September 30, 1951				STATIONS				September 30, 1951					
79				81				82					
Mixed				Mixed				Mixed					
Daily Except Sunday				Daily Except Sunday				Daily Except Sunday					
Distance from Oconee				Mile Post				Distance from Oconee					
20	YP		12.02PM	6.45AM	0.0	R	OCONEE	YL		0.0	A12.02PM	A 5.00PM	
5					2.0		MILL SPUR			2.0			
			12.13	s 7.00	4.3	D	MONROE	MN		4.3	s11.50	s 4.50	
40	WYP		A12.29PM	s 7.30	11.3	D-R	GENOA	YL	G	11.3	s11.30	4.35PM	
9					18.0		WOODVILLE			18.0			
56				s 8.15	22.3	D	ST. EDWARD	ST		22.3	s10.55		
28	WYP			A 9.05AM	33.7	D-R	ALBION	YL	A	33.7	10.30AM		
					(33.7)						Daily Except Sunday	Daily Except Sunday	

(0.27) 25.1 (2.20) 14.4 ..... Thru Time ..... (1.32) 22.0 (0.25) 27.1  
 ..... Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD				ORD BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 12				SECOND CLASS					
September 30, 1951				STATIONS				September 30, 1951					
283				83				84					
Mixed				Mixed				Mixed					
Mon., Wed., Fri.				Tues., Thurs., Sat.				Mile Post					
Distance from Grand Island				Mile Post				Distance from Grand Island					
WYPOCZ			10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND	YL	GE	0.0	A 5.15PM	A 5.15PM	
I					0.4		C. B. & Q. CROSSING			0.4			
11	Y				2.5		CAREY			2.5			
19			s10.30	s 9.28	11.1	D	ST. LEORY	RY		11.1	s 4.42	s 4.42	
39	WYP		A10.50AM	s 9.55	21.9	D-R	ST. PAUL	YL	SP	21.9	s 4.20	4.20PM	
27				s10.20	30.7	D	ELBA	EB		30.7	s 3.48		
25				s10.35	36.8		COTESFIELD			36.8	s 3.41		
5					43.1		WEEKS SPUR			43.1			
	W			10.50	44.5		SCOTIA JUNCTION			44.5	3.23		
20				s11.00	45.7	D	SCOTIA	SK		45.7	s 3.14		
	W			11.15	44.5		SCOTIA JUNCTION			44.5	3.07		
31				s11.35AM	48.8	D	NORTH LOUP	NU		48.8	s 2.57		
3					58.5		SAUNDERS			58.5			
					60.7		C. B. & Q. CROSSING			60.7			
34	WY			A12.10PM	61.0	D-R	ORD	YL	RD	61.0	2.30PM		
					(61.0)						Tue., Thurs. Sat.,	Mon., Wed., Fri.	

(0.50) 26.3 (3.10) 19.3 ..... Thru Time ..... (2.45) 22.2 (0.55) 23.9  
 ..... Average speed per hour.....

WESTWARD				LOUP CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 12				SECOND CLASS					
September 30, 1951				STATIONS				September 30, 1951					
283				284				284					
Mixed				Mixed				Mixed					
Monday Wednesday Friday				Mile Post				Mile Post					
Distance from St. Paul				Mile Post				Distance from St. Paul					
WY			11.15AM	0.0	D-R	ST. PAUL	YL	SP	0.0	A 4.05PM			
19			s11.40AM	8.3	D	DANNEBROG	DB		8.3	s 3.50			
11	W		s12.05PM	18.6	D	BOELUS	HW		18.6	s 3.20			
31			f12.25	25.8		ROCKVILLE			25.8	f 2.55			
33	W		A 1.00PM	39.0	D-R	LOUP CITY	YL	OP	39.0	2.30PM			
					(39.0)					Monday Wednesday Friday			

(1.45) 22.3 ..... Thru Time ..... (1.35) 24.6  
 ..... Average speed per hour.....

WESTWARD				HASTINGS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 12				SECOND CLASS					
September 30, 1951				STATIONS				September 30, 1951					
283				284				284					
Mixed				Mixed				Mixed					
Monday Wednesday Friday				Mile Post				Mile Post					
Distance from Hastings				Mile Post				Distance from Hastings					
WYPCZ				0.0	DN-R	HASTINGS	YL	AN	0.0				
96				7.3		NEWMARCH			7.3				
86	P			12.7	D	HAYLAND	HA		12.7				
95	P			20.2		DENMAN			20.2				
WB130 WYP				28.1	DN-R	GIBBON	YL	GB	28.1				
EB71 RCSI													
				(28.1)									

..... Thru Time .....  
 ..... Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

WESTWARD				KEARNEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 12 September 30, 1951				Mile Post	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	SECOND CLASS							
				518 Motor Mixed		96 Mixed					
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday	STATIONS								
WYZ	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		GLENWOOD PARK 4.6	5.5	f 11.43	f 8.32		
19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE 6.7	10.1	s 11.35	s 8.22		
27 P	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST HR	16.8	s 11.23	s 8.00		
13 W	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 3.6	22.7	f 11.12	f 7.41		
22 P	s 10.06	s 4.25	s 5.45	26.3	D	MILLER MR	26.3	s 11.05	s 7.33		
38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER SU	32.5	s 10.53	s 7.15		
28 P	s 10.40 <sup>518</sup>	s 4.50	s 6.09	40.4	D	EDDYVILLE VD	40.4	s 10.40 <sup>95</sup>	s 6.59		
40	s 11.13	s 5.15	s 6.30	52.1	D	OCOONTO BS	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.28	f 6.46	59.1		LODI 6.4	59.1	f 10.03	f 6.14		
27 WYP	s 12.30PM	s 5.45 <sup>96</sup>	s 6.57	65.5	D	CALLAWAY OA	65.5	s 9.52	s 5.45 <sup>519</sup>		
9	f 12.55	f 6.05	f 7.12	75.8		FINCHVILLE 7.3	75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.15	s 7.24	83.1	D	ARNOLD AD	83.1	s 9.20	s 4.45		
5 P	s 1.55	f 6.27	s 7.35	90.6		LOGAN 4.0	90.6	s 9.07	f 4.26		
10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND 4.6	94.6	f 9.00	f 4.18		
15 P	f 2.30	s 6.43	s 7.49	99.2		GANDY 3.2	99.2	s 8.50	f 4.08		
22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4	8.45AM	4.00PM		
						(102.4)		Daily Except Monday	Sunday Wednesday Friday		

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

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	SECOND CLASS		FIRST CLASS		Distance from O'Fallons	Time-Table No. 12 September 30, 1951				Mile Post	
	97 Local Freight	93 Mixed	SECOND CLASS								
			98 Local Freight	94 Mixed							
Daily	Daily	STATIONS									
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	12.8	f 3.30	s 5.58			
40	f 8.13	f 5.57	19.6		NEVENS 6.8	19.6	f 3.15	f 5.48			
12			24.8		BROGANVILLE 5.2	24.8					
45 WP	f 8.35	s 6.11	28.4		KEYSTONE 3.6	28.4	f 2.55	s 5.36			
11			30.7		KINGSLEY 2.3	30.7					
42 P	f 8.50	f 6.21	34.9	D	MARTIN SA	34.9	f 2.30	f 5.24			
42 P	f 9.05	s 6.31	41.2		LEMOYNE 6.3	41.2	f 2.15	s 5.14			
25	f 9.20	f 6.40	46.8		BELMAR 5.6	46.8	f 2.05	f 5.03			
44	f 9.29	f 6.48	51.7		RUTHTON 4.9	51.7	f 1.55	f 4.55			
41 WCYP	s 10.00	s 7.02	59.3	D	LEWELLEN YL W	59.3	s 1.40	s 4.44			
41 P	s 10.50	s 7.21	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21			
40 WP	s 11.35	s 7.43	86.4	D	LISCO OO	86.4	f 12.25PM	s 3.53			
37	f 11.53AM <sup>98</sup>	f 7.56	95.4		FINLEY 9.0	95.4	f 11.53AM <sup>97</sup>	f 3.39			
46	s 12.05PM	s 8.07	100.4	D	BROADWATER BR	100.4	f 11.40	s 3.30			
19	f 12.20	f 8.20	109.6		TOWERS 9.2	109.6	f 11.20	f 3.12			
195 WCTP	s 12.50	s 8.30	114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05			
AI	12.55	8.33	115.5		O. B. & Q. CROSSING 6.3	115.5	11.08	2.57			
11	f 1.05	f 8.40	121.8		MOHLER 4.9	121.8	f 10.58	f 2.46			
38 P	f 1.15	s 8.50	126.7	D	SOUTH BAYARD OR	126.7	f 10.40	s 2.39			
51	f 1.25	s 8.59	132.1		McGREW 5.4	132.1	f 10.28	s 2.29			
30 P	f 1.35	s 9.09	137.9	D	MELBETA MB	137.9	f 10.18	s 2.19			
70 WCYZP	A 1.45PM	A 9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM			
					(145.9)		Daily	Daily			

(6.15) (4.00) ..... Thru Time ..... (6.19) (4.25)  
 34.3 36.5 ..... Average Speed per hour ..... 23.1 33.0

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 12 September 30, 1951				Mile Post	
	SECOND CLASS										
	STATIONS										
				0.0	DN-R	GERING YL G	0.0				
17				5.4		MATHERS 5.4	5.4				
27				6.0		MOON 0.6	6.0				
				7.0		ROUBADEAU 1.0	7.0				
18				8.4		HILLIKER 1.4	8.4				
18				9.8		RIFORD 1.4	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), Page 6 (A).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 12 September 30, 1951	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-E	GERING YL G	145.9	A10.30AM	A 1.50PM		
14		f 9.46	f 6.10	150.5		4.6 COSTIN	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 <sup>60</sup>	f 6.35	159.5		2.4 BAILEYVUE	159.5	f 10.02 <sup>93</sup>	f 1.10		
30 P		s 10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL MO	162.1	f 9.56	s 1.06		
18		f 10.09	f 6.50	164.2		2.1 JOYOE	164.2	f 9.52	f 1.01		
51 WYP		s 10.15	s 9.45 <sup>60</sup>	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 <sup>59</sup>	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 <sup>59</sup> 10.45	10.35AM <sup>93</sup> 12.15PM <sup>94</sup>	181.6	D-E	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.50 12.25 <sup>59</sup> 12.15		
51 P		s 10.55	s 12.35	188.1	D	6.5 VETERAN VN	69.2	s 8.37	s 12.03PM		
8		f 11.00	f 12.40	191.5		3.4 HELDT	72.6	f 8.30	f 11.57AM		
16		f 11.07	f 12.50	196.1		4.6 OOTIER	77.2	f 8.19	f 11.50		
51 WYP		A11.15AM	A 1.00PM	200.6	D-E	4.5 SO. TORRINGTON YL RI	81.7	8.10AM	11.45AM		
14		f 1.06		185.3		3.7 GOODLAND	59.0	f 11.37			
20		f 1.12		187.6		2.3 FONDA	56.7	f 11.32			
51 W		s 1.21		192.4	D	4.8 HAWK SPRINGS HK	51.9	s 11.20			
31		f 1.29		194.7		2.3 DUROC	49.6	f 11.07			
19		f 1.44		200.8		6.1 WYROSS	43.5	f 10.56			
51 WY		s 1.55		203.8	D	3.0 LA GRANGE GA	40.5	s 10.51			
19		f 2.11		210.7		6.9 TREMAIN	33.6	f 10.25			
51 WF		s 2.41		222.5	D	11.8 ALBIN AB	21.8	s 10.00			
51		f 3.01		229.7		7.2 LINDBERGH	14.6	s 9.45			
W		A 3.45PM		244.3	DN-E	14.6 EGBERT YL GX	0.0	9.20AM			
				(98.4)					Daily	Daily	Daily
				(2.50) 22.1	..... Thru Time .....				(2.25) 25.9	(2.20) 23.4	(2.05) 26.3
				(1.35) 34.5	..... Average speed per hour .....						
				(7.00) 7.8							

WESTWARD		LYMAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 12 September 30, 1951		Mile Post	
		STATIONS			
		0.0	DN		
18	2.8	SEARS		2.8	
6	3.3	SIDING NO. 1		3.3	
17	4.6	HARTMAN		4.6	
22	6.4	STEGALL		6.4	
(6.4)					

WESTWARD		SEARS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 12 September 30, 1951		Mile Post	
		STATIONS			
		0.0			
5	1.2	BELLINGER		1.2	
17	2.8	JANISE		2.8	
(2.8)					

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, and Nos. 60 and 94 are superior to No. 59.—See Rule S-72.

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

**Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

**Designation "DE-Psgr."** —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

**Designation "Psgr."** —Train with steam locomotive and all passenger train equipment.

**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When a "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

**GENERAL**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed	90	80	80	50	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						
Within yard limits protected by continuous block signal system.	60	50	50	25					
When yard limits not protected by continuous block signal system.	50	40	40	25	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30 25
Passing fueling stations.	50	50	40	25					
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	Trains handling scale test cars.				30
7000 and 7800 class engines.			75	50	When using cross-overs or turn-outs: 9000 class engines; Forward movement Back-up movement				10 6 6
3800 and 3900 class engines.			60	50	800 class engines with 14 wheel tender; Back-up movement				5 5
5000 and 9000 class engines.			50	50	All other classes of engines; Forward movement Back-up movement	15	15	15	15
4000 class engines.			45	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
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	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
0-6-0 and 0-8-0 type yard engines.			20	20					
Steam engines running backward.			20	20	On wye tracks.	15	15	15	15
Light engines.				45	Jordan spreaders and other machines of spreader type, when in operation.				15

**OLD MAIN LINE**

Between Gilmore and Lane.			50	35					
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**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
<b>ON WESTWARD TRACK</b>					<b>ON EASTWARD TRACK</b>				
Between Mile Posts— <b>Summit</b> 5.2 and 5.6	25	25	25	25	Between Mile Posts— <b>North Platte</b> 281.9 and 281.1	80	70	70	50
<b>Sarpy</b> 14.2 and 14.7	80	70	70	50	<b>Brady Island</b> 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	<b>Kearney</b> 189.2 and 189.0	40	40	40	25
<b>Lane</b> 18.1 and 18.4	70	60	60	50	<b>Waterloo</b> 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
<b>Elkhorn</b> 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	<b>Elkhorn</b> 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
<b>Vroman</b> 258.1 and 258.5	70	60	60	50	<b>Lane</b> 16.2 and 15.9	80	70	70	50
<b>Beck</b> 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
<b>North Platte</b>					<b>Seymour</b> 5.6 and 5.2	25	25	25	25
					<b>Summit</b>				

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

**THIRD SUBDIVISION**

Maximum speed.	79	75	70	50	Light engines.			45	45
With C. B. & Q. 5200 and 5500 class engines.			45	45	<b>LaSalle</b> 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		<b>Sterling</b> , 3900 class engines on coal chute track.				5
					Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick				20

**BRANCHES**

<b>Beatrice Branch</b> Maximum speed.	50	45	<b>Weston</b> 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— <b>Valley</b> 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	<b>Touhy</b> 36.0 and 37.4	25	25
<b>Yutan</b> 6.4 and 7.7	35	35	<b>Garratt</b> 56.3 and 57.5	15	15
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25	<b>Lincoln</b> C. B. & Q. Crossing, M.P. 59.0, through interlocking limits	35	25
<b>Mead</b> Between U. P. yard and Nebr. Ordinance classification yard.		8	<b>Pickrell</b> 96.5 and 97.3	15	15
<b>Wahoo</b> , 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.
<b>Stromsburg Branch</b> Maximum speed: Between Valparaiso and Brainard.	35	25	<b>Loup City Branch.</b>		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	<b>Hastings Branch</b> Maximum speed.	70	50
Trains handling outfit cars		20	Over Bridge 21.35.	30	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	<b>Kearney Branch</b> 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
<b>Norfolk Branch</b> 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	<b>North Platte Branch</b> Maximum speed.		45
<b>Albion Branch</b> Maximum speed:		30	5000, 7000 and 9000 class engines		35
Trains handling outfit cars		20	Over Bridge 18.30.		35
<b>Cedar Rapids Branch.</b> Maximum speed: Between Genoa and M.P. 11.		30	Oshkosh, over First Street Crossing		15
Between M.P. 11 and Spalding.		25	<b>North Platte Cut-Off</b> 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
<b>Ord Branch</b> 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	<b>Lyman Branch.</b>		20
Trains handling outfit cars		20	<b>Gering Branch.</b>		20
			<b>Sears Branch.</b>		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
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Paddock.....	128.5	8	West	Josselyn.....	217.9	27-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	NAME	TITLE	PLACE
D. L. Gamette.....	Medical Director..	Los Angeles, Cal.	Bancroft and Staley	Surgeon.....	Kearney, Nebr.
Lynn T. Hall.....	Dist. Med. Officer.	Omaha, Nebr.	F. L. Richards.....	Oculist and Aurist..	Kearney, Nebr.
G. T. Alliband.....	Oculist.....	Omaha, Nebr.	M. B. Wilcox.....	Oculist and Aurist..	Kearney, Nebr.
C. F. Bantin.....	Surgeon.....	Omaha, Nebr.	R. K. Reynolds.....	Surgeon.....	Kenesaw, Nebr.
M. W. Barry.....	Surgeon.....	Omaha, Nebr.	A. H. Shamberg.....	Surgeon.....	Kimball, Nebr.
J. G. Bartek.....	Surgeon.....	Omaha, Nebr.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
J. D. Bisgard.....	Surgeon.....	Omaha, Nebr.	J. S. Welch.....	Surgeon.....	Lincoln, Nebr.
E. A. Connolly.....	Surgeon.....	Omaha, Nebr.	C. G. Amick.....	Surgeon.....	Loup City, Nebr.
J. C. Davis.....	Oculist and Aurist..	Omaha, Nebr.	H. R. Palmteer.....	Surgeon.....	Madison, Nebr.
John R. Kleyla.....	Surgeon.....	Omaha, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
S. McCleneghan.....	Surgeon.....	Omaha, Nebr.	T. J. Kerr.....	Surgeon.....	North Platte, Nebr.
A. McDermott.....	Surgeon.....	Omaha, Nebr.	O. C. Kreyborg.....	Surgeon.....	North Platte, Nebr.
R. T. Mauer.....	Hospital Surgeon..	Omaha, Nebr.	Wm. B. Niehus.....	Surgeon.....	North Platte, Nebr.
R. A. Moser.....	Shop Surgeon.....	Omaha, Nebr.	A. E. Reeves.....	Surgeon.....	North Platte, Nebr.
A. V. Murphy.....	Surgeon.....	Omaha, Nebr.	H. H. Walker.....	Oculist and Aurist..	North Platte, Nebr.
F. C. Nelson.....	Surgeon.....	Omaha, Nebr.	G. F. Waltemath.....	Surgeon.....	North Platte, Nebr.
O. C. Nickum.....	Shop Surgeon.....	Omaha, Nebr.	R. T. Takenaga.....	Surgeon.....	North Platte, Nebr.
S. A. Swenson.....	Surgeon.....	Omaha, Nebr.	S. K. Imes.....	Surgeon.....	Ogallala, Nebr.
J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.	H. S. Eklund.....	Surgeon.....	Osceola, Nebr.
R. H. Rasgorshek.....	Oculist and Aurist..	Omaha, Nebr.	C. J. Miller.....	Surgeon.....	Ord, Nebr.
T. T. Smith.....	Aurist.....	Omaha, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
J. J. O'Neil.....	Aurist.....	Omaha, Nebr.	M. O. Arnold.....	Surgeon.....	St. Paul, Nebr.
J. Allen Davis.....	Aurist.....	Omaha, Nebr.	F. G. Kolouch.....	Surgeon.....	Schuyler, Nebr.
M. M. Greenberg.....	Oculist.....	Omaha, Nebr.	Richard Delfs.....	Surgeon.....	Shelby, Nebr.
J. E. Davis.....	Surgeon.....	Albion, Nebr.	C. E. Wiltse.....	Surgeon.....	Shelton, Nebr.
H. Sydow.....	Surgeon.....	Albion, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
J. E. Dunn.....	Surgeon.....	Arnold, Nebr.	E. F. Carr.....	Surgeon.....	Stapleton, Nebr.
W. T. Wildhaber.....	Surgeon.....	Beatrice, Nebr.	C. L. Marsh.....	Surgeon.....	Valley, Nebr.
A. L. Schneider.....	Surgeon.....	Brady Island, Nebr.	Ivan M. French.....	Surgeon.....	Wahoo, Nebr.
A. D. Brown.....	Surgeon.....	Central City, Nebr.	Ervin King.....	Surgeon.....	Wood River, Nebr.
E. T. Zickman.....	Surgeon.....	Central City, Nebr.	<b>W. A. Bunten.....</b>	<b>District Surgeon..</b>	Cheyenne, Wyo.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.	R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.
R. C. Anderson.....	Surgeon.....	Columbus, Nebr.	G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.
W. R. Neumarker.....	Surgeon.....	Columbus, Nebr.	F. E. Magrath.....	Surgeon.....	Cheyenne, Wyo.
M. J. Carey.....	Surgeon.....	Council Bluffs, Ia.	E. W. Newman.....	Oculist.....	Cheyenne, Wyo.
L. G. Howard.....	Oculist and Aurist..	Council Bluffs, Ia.	R. B. Stump.....	Oculist and Aurist..	Cheyenne, Wyo.
A. L. Nielson.....	Surgeon.....	Council Bluffs, Ia.	G. W. Marbry.....	Oculist.....	Cheyenne, Wyo.
A. M. Pederson.....	Surgeon.....	Council Bluffs, Ia.	R. I. Williams.....	Aurist.....	Cheyenne, Wyo.
L. H. Pochtman.....	Surgeon.....	Cozad, Nebr.	A. C. Colman.....	Surgeon.....	Chappell, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	H. P. Linton.....	Surgeon.....	Julesburg, Colo.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	Kohn L. McFee.....	Surgeon.....	Ogallala, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
Homer Davis.....	Surgeon.....	Genoa, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	H. A. Blackstone.....	Surgeon.....	Bridgeport, Nebr.
W. C. Harvey, Jr.....	Surgeon.....	Gering, Nebr.	W. C. Harvey.....	Surgeon.....	Gering, Nebr.
H. H. Rodman.....	Surgeon.....	Gibbon, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	Jason B. Roche.....	Surgeon.....	Sidney, Nebr.
L. E. Imes.....	Surgeon.....	Grand Island, Nebr.	C. B. Dorwart.....	Surgeon.....	Sidney, Nebr.
E. G. Johnson.....	Surgeon.....	Grand Island, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
K. F. McDermott.....	Surgeon.....	Grand Island, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
C. H. Maggiore.....	Surgeon.....	Grand Island, Nebr.	<b>Wm. M. Greig.....</b>	<b>District Surgeon..</b>	<b>Denver, Colo.</b>
R. D. Martin.....	Oculist.....	Grand Island, Nebr.	F. E. Palmer.....	Surgeon.....	Sterling, Colo.
J. A. Proffitt.....	Oculist.....	Grand Island, Nebr.	T. M. Rogers.....	Surgeon.....	Sterling, Colo.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	A. F. Williams.....	Surgeon.....	Ft. Morgan, Colo.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	W. L. Wilkinson.....	Surgeon.....	La Salle, Colo.