

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time-table details including class types and distances.

(8.40) (20.20) (10.45) (20.05) (10.25) (31.36) (21.25) (22.55) (23.35) (16.05) (16.10) (13.25) (20.38) Thru Time From Omaha
69.2 41.5 52.1 49.3 41.4 38.5 46.2 43.2 51.6 61.6 61.2 62.9 47.9 Average speed per hour

E. HICKS
General Manager

H. E. SHUMWAY
Gen. Supt. Transportation

G. A. CUNNINGHAM
General Superintendent

- J. E. MULICK, Superintendent. Omaha, Nebr.
T. F. SHANAHAN, Asst. Superintendent. Omaha, Nebr.
R. W. McSPADDEN, Asst. Superintendent. Gering, Nebr.
E. RUF, Terminal Superintendent. Omaha, Nebr.
B. C. MURPHY, Trainmaster. Omaha, Nebr.
A. A. HAUSSENER, Terminal Superintendent. Co. Bluffs, Iowa
J. E. GUYNAN, Terminal Superintendent. North Platte, Nebr.
C. B. HURD, Trainmaster. Grand Island, Nebr.
W. E. HENKE, Trainmaster. Sidney, Nebr.
E. F. DEARDEN, Trainmaster. North Platte, Nebr.
R. F. WEISS, Master Mechanic. Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engines. Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman of Engines. North Platte, Nebr.
T. R. BRITT, Road Foreman of Engines. North Platte, Nebr.
P. C. LOOMIS, Road Foreman of Engines. North Platte, Nebr.
E. A. McCRAW, Road Foreman of Engines. North Platte, Nebr.
C. H. SUITS, Road Foreman of Engines. Cheyenne, Wyo.
W. F. HART, Division Engineer. Omaha, Nebr.
O. L. KOVAR, General Roadmaster. Omaha, Nebr.

FIRST SUBDIVISION, GRAND ISLAND TO NORTH PLATTE, AND BRANCHES
A. E. HACKMAN, Chief Train Dispatcher. Grand Island, Nebr.
F. C. JOHNSON, Asst. Chief Train Dispatcher. Grand Island, Nebr.
C. F. DEWHIRST, Asst. Chief Train Dispatcher. Grand Island, Nebr.

SECOND SUBDIVISION
A. R. SUTHERLAND, Chief Train Dispatcher. North Platte, Nebr.
J. P. RYAN, Asst. Chief Train Dispatcher. North Platte, Nebr.
O. E. BEESON, Asst. Chief Train Dispatcher. North Platte, Nebr.

THIRD SUBDIVISION
C. A. VICK ROY, Chief Train Dispatcher. Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher. Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher. Denver, Colo.

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

MILEAGE

Table with columns for Main Line (659.60), Branches (858.33), and Total (1517.93)

FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES

- C. A. LAUGHLIN, Chief Train Dispatcher. Omaha, Nebr.
H. K. LOHR, Asst. Chief Train Dispatcher. Omaha, Nebr.
W. L. WADE, Asst. Chief Train Dispatcher. Omaha, Nebr.

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time-table details including class types and distances.

Thru Time From Omaha. (8.05) (20.15) (22.55) (19.25) (19.20) (15.55) (15.55) (13.18) (26.20) (9.40) (23.35) (20.35) (10.10)
Average speed per hour. 69.2 41.7 53.1 51.0 51.2 62.2 62.2 63.5 46.2 44.6 42.0 48.1 55.1

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Table with columns for Train, At, Discharge Passengers From, and Pick Up Passengers Destined To for Westward travel.

EASTWARD

Table with columns for Train, At, Discharge Passengers From, and Pick Up Passengers Destined To for Eastward travel.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight, and Local Freight for stations 71, 73, 75, 237, 239, 233.

Distance from Council Bluffs

Time-Table No. 13

April 27, 1952

STATIONS

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

Block Signals and Automatic Cab Signals

Station list for Council Bluffs to North Platte, including R Council Bluffs YL, DN-R Omaha YL US, etc.

Double or three or more tracks

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply on First Subdivision. 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

Table with columns for Streamliner Passenger, Passenger, Mail and Express, and Passenger for stations 111, 11, 85, 1, 5, 23, 103, 101, 105, 27.

Distance from Council Bluffs

Time-Table No. 13

April 27, 1952

STATIONS

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

Block Signals and Automatic Cab Signals

Station list for Council Bluffs to North Platte, including R Council Bluffs YL, DN-R Omaha YL US, etc.

Double or three or more tracks

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply on First Subdivision. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.	353 245 243 97 241 93						Distance from Council Bluffs
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Tues. Thurs. Sat.	Daily Except Sunday	Daily	Daily Except Sunday	Daily	
XWCZTYOP				6.50AM	6.35AM	5.01AM	284.1
P				7.02	6.45	5.10	289.2
CS 84							290.5
WS 72 XP				7.15 s	7.08 s	5.20	296.9
CS 119 XWYP				A 7.30AM f	7.15	A 5.26AM	300.7
40 X							301.8
CS 121 P					s 7.25		303.4
CS 82 P					f 7.35		307.9
CS 121 P					s 7.55		315.5
P					f 8.05		321.7
CS 83 P					f 8.15		327.7
WS122 WS120 ES138 XWCP					s 8.45		334.8
CS 125 P					s 9.05		343.9
17							349.1
CS 132 WP					s 9.30		353.9
CS 83 P					f 9.40		359.3
XWCYYP WS125 ES121				8.00AM	A 10.00AM		365.3
CS 90 P				f 8.15			370.6
CS 123 WP				s 8.45			380.3
WS 111 ES 78 XP				s 9.15			389.7
XP				s 9.45			396.3
CS 125 P				f 9.55			401.0
XWCOYP				8.30AM	A 10.05AM		407.5
CS 94 YP				f 8.45			415.5
WS 121 XWP ES 70				s 9.15			426.4
8 PX							430.8
CS 125 P				s 9.35			435.4
27 PX							439.9
CS 133 XWP					s 10.15		444.5
12							451.1
CS 125 WP					s 10.45		456.6
CS125 XWCYP					s 11.30		466.7
10							472.0
CS 94 XWYP				3.55PM	f 11.55AM		477.5
WS 62 XP				f 4.05	f 12.15PM		483.2
CS 96 WP				f 4.18	f 12.40		489.7
WS 62 XP				f 4.30	12.54		495.9
WS 117 XP ES 125				f 4.40	f 1.07		501.2
XWCZTYOP				A 4.55PM	A 1.30PM		509.5

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

Time-Table No. 13
April 27, 1952

STATIONS

DN-R NORTH PLATTE NY
5.1 YL NO
DN WEST NORTH PLATTE
1.3 YL WN
BIRDWOOD
6.4
D HERSHEY OF
3.8
DN O'FALLONS FA
1.1
VARNER
1.6
D SUTHERLAND SU
4.5
DEXTER
7.6
D PAXTON PN
6.2
KORTY
6.0
D ROSCOE RO
7.1
DN OGALLALA YL GT
9.1
D BRULE RU
5.2
MEGEATH
4.8
D BIG SPRINGS GS
5.4
BARTON
6.0
DN JULESBURG YL JB
5.3
WEIR
9.7
D CHAPPELL OQ
9.4
D LODGE POLE GP
6.6
D SUNOL UN
4.7
COLTON
6.5
DN-R SIDNEY YL OD
8.0
BROWNSON
10.9
DN POTTER PR
4.4
JACINTO
4.6
D DIX DX
4.5
OWASCO
4.6
DN KIMBALL KB
6.6
OLIVER
5.5
D BUSHNELL BN
10.1
DN PINE BLUFFS YL UF
5.3
TRAOY
5.5
D EGBERT GX
5.7
D BURNS UX
6.5
HILLSDALE
6.2
DURHAM
5.3
AROTHER
8.3
DN-R CHEYENNE YL OY
(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.
Rules 251 to 254 inclusive apply on Second Subdivision.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Distance from Council Bluffs										
											5	23	27	103	101	105	11	111	85	1
											Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
										284.1										
2.15PM	1.25PM	5.20AM	5.00AM	4.45AM	4.30AM	3.40AM	3.00AM	1.50AM	1.30AM	289.2										
2.24	1.34	5.29	5.07	4.52	4.37	3.49	3.07	1.59	1.39	290.5										
2.30	1.41	5.35	5.12	4.57	4.42	3.55	3.12	2.06	1.45	296.9										
2.33	1.45	5.39	5.15	5.00	4.45	3.58	3.15	2.09	1.49	300.7										
										301.8										
2.35	1.48	5.41	5.17	5.02	4.47	f 4.00	3.17	2.11	1.51	303.4										
2.39	1.53	5.45	5.20	5.05	4.50	4.04	3.21	2.16	1.55	307.9										
2.46	2.01	5.53	5.26	5.11	4.56	f 4.11	3.27	2.22	2.03	315.5										
2.52	2.08	5.59	5.31	5.16	5.01	4.17	3.32	2.28	2.09	321.7										
2.58	2.14	6.05	5.36	5.21	5.06	f 4.22	3.37	2.33	2.15	327.7										
3.07	s 2.23	6.12	5.42	5.27	5.12	s 4.33	3.43	s 2.42	2.22	334.8										
3.16	2.33	6.21	5.49	5.34	5.19	f 4.43	3.50	2.52	2.31	343.9										
										349.1										
3.26	2.43	6.31	5.57	5.42	5.27	f 4.53	3.58	3.02	2.41	353.9										
3.31	2.48	6.36	6.01	5.46	5.31	4.57	4.02	3.07	2.46	359.3										
3.39	f 2.57	6.42	6.06	5.51	5.36	s 5.07	A f 4.14AM	A 3.15AM	2.52	365.3										
3.45	3.03	6.48	6.10	5.55	5.40	5.12			2.58	370.6										
3.55	3.13	6.58	6.18	6.03	5.48	f 5.22			3.08	380.3										
4.04	3.23	7.07	6.25	6.10	5.55	f 5.31			3.17	389.7										
4.10	3.29	7.13	6.30	6.15	6.00	f 5.37			3.23	396.3										
4.15	3.34	7.18	6.34	6.19	6.04	5.41			3.28	401.0										
4.25	3.45	7.30	6.42	6.27	6.12	5.50			3.40	407.5										
4.35	3.55	7.40	6.43	6.28	6.13	6.00			3.50	415.5										
4.45	4.05	7.50	6.52	6.37	6.22	6.10			4.00	426.4										
4.57	4.18	8.01	7.01	6.46	6.31	f 6.21			4.11	430.8										
										435.4										
5.06	4.28	8.10	7.08	6.53	6.38	f 6.30			4.20	439.9										
										444.5										
5.15	f 4.40	8.19	7.16	7.01	6.46	11 s 6.46	105		4.30	451.1										
										456.6										
5.27	4.53	8.31	7.26	7.11	6.56	f 7.01			4.42	466.7										
5.37	5.05	8.43	7.36	7.21	7.06	f 7.14			4.54	472.0										
										477.5										
5.50	5.20	8.57	7.46	7.31	7.16	f 7.25 ¹⁰¹			5.08	483.2										
5.58	5.28	9.05	7.52	7.37	7.22	f 7.46 ¹⁰³			5.15	489.7										
6.07	5.37	9.14	7.59	7.44	7.29	f 8.05			5.23	495.9										
6.15	5.44	9.22	8.06	7.51	7.36	8.15			5.30	501.2										
6.23	5.53	9.33	8.14	7.59	7.44	8.25			5.38	509.5										
A 6.35PM	A 6.10PM	A 9.50AM	A 8.25AM	A 8.10AM	A 7.55AM	A 8.40AM			A 5.55AM											

(4.20) 52.0 (4.45) 47.5 (4.30) 50.1 (3.25) 66.0 (3.25) 66.0 (3.25) 66.0 (5.00) 45.0 (1.14) 65.8 (1.25) 57.3 (4.25) 51.0

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Rules 251 to 254 inclusive apply on Second Subdivision.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 13

April 27, 1952

STATIONS

Mile Post	FIRST CLASS									
	6	24	112	28	104	102	2	12	106	86
	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger
284.1	A11.45AM	A12.30PM	A 7.32PM	A 9.10PM	A 8.33PM	A 8.43PM	A 9.45PM	A10.40PM	A 9.53PM	A10.10PM
289.2	11.33	12.17	7.23	8.57	8.24	8.34	9.32	10.27	9.44	9.58
290.5										
296.9	11.27	12.09	7.17	8.51	8.18	8.28	9.26	10.19	9.38	9.51
300.7	11.24	12.05	7.14	8.48	8.15	8.25	9.23	10.15	9.35	9.48
301.8										
303.4	11.22	f12.02PM	7.12	8.46	8.13	8.23	9.21	f10.12	9.33	9.46
307.9	11.18	11.57AM	7.09	8.41	8.10	8.20	9.18	10.07	9.30	9.42
315.5	11.11	f11.50	7.03	8.34	8.04	8.14	9.12	f10.00	9.24	9.36
321.7	11.06	11.44	6.59	8.29	7.59	8.09	9.07	9.54	9.19	9.30
327.7	11.00	11.38	6.55	8.23	7.55	8.05	9.01	f 9.48	9.15	9.24
334.8	10.53	s11.31	6.50	8.16	7.50	8.00	8.55	s 9.41	9.10	9.18
343.9	10.44	f11.21	6.43	8.07	7.42	7.52	8.47	f 9.31	9.02	9.09
349.1										
353.9	10.36	f11.11	6.36	7.59	7.35	7.45	8.39	f 9.21	8.55	9.01
359.3	10.31	11.05	6.32	7.54	7.31	7.41	8.35	9.15	8.51	8.56
365.3	10.25	f11.00	s 6.27PM	7.48	7.26	7.36	8.30	s 9.10	8.46	8.50PM
370.6	10.20	10.54		7.43	7.21	7.31	8.26	9.04	8.41	
380.3	10.11	f10.46		7.34	7.14	7.24	8.18	f 8.56	8.34	
389.7	10.02	f10.37		7.25	7.07	7.17	8.10	f 8.47	8.27	
396.3	9.56	10.31		7.19	7.02	7.12	8.05	f 8.41	8.22	
401.0	9.52	10.27		7.15	6.58	7.08	8.01	8.37	8.18	
407.5	9.45	10.20		7.07 ¹⁰²	6.52	7.02	7.55	8.30	8.12	
415.5	9.35	10.10		6.46 ¹⁰⁴	6.51 ²⁸	7.01 ²⁸	7.47	8.20	8.11	
426.4	9.14	9.49		6.29	6.34	6.44	7.29	f 8.00	7.54	
430.8										
435.4	9.06	9.41		6.22	6.28	6.38	7.22	f 7.48 ¹⁰⁶	7.48 ¹²	
439.9										
444.5	8.58	f 9.32		6.15	6.22	6.32	7.15	s 7.33	7.42	
451.1										
456.6	8.47	9.20		6.05	6.13	6.23	7.04	s 7.17	7.33	
466.7	8.38	9.10		5.57	6.05	6.15	6.55	s 7.05	7.25	
472.0										
477.5	8.27	9.00		5.47	5.55	6.05	6.45	f 6.53	7.15	
483.2	8.22	8.55		5.43	5.51	6.01	6.40	6.47	7.11	
489.7	8.17	8.50 ³⁵⁴		5.38	5.47	5.57	6.35	6.41	7.07	
495.9	8.12	8.45		5.33	5.42	5.52	6.29	6.35	7.02	
501.2	8.07	8.40		5.29	5.38	5.48	6.24	6.30	6.58	
509.5	7.55AM	8.30AM		5.20PM	5.30PM	5.40PM	6.15PM	6.20PM	6.50PM	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (3.50) (4.00) (1.05) (3.50) (3.03) (3.03) (3.30) (4.20) (3.03) (1.20)
 Average speed per hour..... 58.1 56.4 74.9 58.1 73.9 73.9 64.4 52.0 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.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 13

April 27, 1952

STATIONS

Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), page 25.
	242	354	246	244	98	94	
	Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Mixed	
284.1	A11.15AM				A 4.50PM	A 7.00PM	XWCZTYOP
289.2	11.05				4.40	6.48	P
290.5							CS 84
296.9	s10.55				f 4.30	s 6.38	WS 72 XP
300.7	f10.30				4.22PM	6.30PM	CS 119 XWYP
301.8							40 X
303.4	s10.15						CS 121 P
307.9	f 9.55						CS 82 P
315.5	s 9.45						CS 121 P
321.7	f 9.20						P
327.7	f 9.10						CS 83 P
334.8	s 9.00						WS122 WS120 ES138 XWCP
343.9	s 8.15						CS 125 P
349.1							17
353.9	s 7.50						CS 132 WP
359.3	f 7.25						CS 83 P
365.3	7.15AM			A12.15PM			XWCZTYOP WS125 ES121
370.6				f11.59AM			CS 90 P
380.3				s11.45			CS 123 WP
389.7				s11.30			WS 111 ES 75 XP
396.3				f11.20			XP
401.0				f11.10			CS 125 P
407.5				A 1.30PM	11.00AM		XWCOYP
415.5				f12.55			CS 94 YP
426.4				s12.30PM			WS 121 XWP ES 70
430.8							8 PX
435.4				s11.59AM			CS 125 P
439.9							27 PX
444.5				s11.35			CS 133 XWP
451.1							12
456.6				s10.55			CS 125 WP
466.7				s10.30			CS125 XWCYP
472.0							10
477.5		A 9.15AM	f 9.35				CS 94 XWYP
483.2		s 9.00	s 9.20				WS 62 XP
489.7		s 8.50 ²⁴	f 9.10				CS 96 WP
495.9		f 8.35	f 8.59				WS 62 XP
501.2		f 8.29	f 8.50				WS 117 XP ES 125
509.5		8.15AM	8.35AM				XWCZTYOP
	Daily Except Monday	Daily	Mon. Wed. Fri.	Daily Except Sunday	Daily	Daily	

Thru Time..... (4.00) (1.00) (4.55) (1.15) (0.28) (0.30)
 Average speed per hour..... 20.3 32.0 20.7 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.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Table with columns for Car Capacity, Class (71, 111, 85, 301), and Distance from Julesburg.

Time-Table No. 13

April 27, 1952

STATIONS

Main table for Westward trains showing arrival and departure times for various stations.

BLOCK SIGNALS

Table listing stations from Julesburg to Lasalle with mileposts and directions.

(151.1)

Thru Time and Average speed per hour for various train classes.

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. 13

April 27, 1952

STATIONS

Main table for Eastward trains showing arrival and departure times for various stations.

BLOCK SIGNALS

Table listing stations from Lasalle to Julesburg with mileposts and directions.

(151.1)

Thru Time and Average speed per hour for various train classes.

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.

WESTWARD				NORFOLK BRANCH				EASTWARD							
SECOND CLASS				Time-Table No. 13				SECOND CLASS							
				April 27, 1952											
				STATIONS											
WCTYPZ		11.40AM	7.20AM	1.40AM	0.0	DN-R	COLUMBUS YL O	0.0	A	1.25PM	A	5.15PM	A	11.00PM	
20		11.50AM	7.30	1.50	4.2		SHELDONVILLE	4.2		1.10		5.08		f10.47	
8	YP	A12.02PM	A 7.45AM	f 2.00	9.4	R	OCONEE YL	9.4		1.02PM		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		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							
	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	
				(0.22) 25.6	(0.25) 22.6	(3.20) 15.1 Thru Time..... Average speed per hour.....				(0.23) 24.5	(0.15) 37.6	(3.00) 16.8		

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. 13				SECOND CLASS						
				April 27, 1952										
				STATIONS										
20	YP			12.02PM	7.45AM	0.0	R	OCONEE YL	0.0	A	1.02PM	A	5.00PM	
5						2.0		MILL SPUR	2.0					
				12.13	s 8.00	4.3	D	MONBOE MN	4.3	s	12.50	s	4.50	
40	WYP			A12.29PM	s 8.30	11.3	D-R	GENOA YL G	11.3	s	12.29PM	s	4.35PM	
9						18.0		WOODVILLE	18.0					
56					s 9.15	22.3	D	ST. EDWARD ST	22.3	s	11.55AM			
28	WYP				A10.05AM	33.7	D-R	ALBION YL A	33.7		11.30			
				(0.27) 25.1	(2.20) 14.4	..... Thru Time..... Average speed per hour.....				(1.32) 22.0	(0.25) 27.1			

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. 13				SECOND CLASS						
				April 27, 1952										
				STATIONS										
WTYPOCZ				10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A	5.15PM	A	5.15PM	
I						0.4		O. B. & Q. CROSSING	0.4					
11	Y					2.5		CAREY	2.5					
19				s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s	4.42	s	4.42	
39	WYP			A10.50AM	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s	4.20	s	4.20PM	
27					s 10.20	30.7	D	ELBA EB	30.7	s	3.48			
25					s 10.35	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					s 11.00	45.7	D	SCOTIA SK	45.7	s	3.14			
	W				11.15	44.5		SCOTIA JUNCTION	44.5		3.07			
31					s 11.35AM	48.8	D	NORTH LOUP NU	48.8	s	2.57			
3						58.5		SAUNDERS	58.5					
						60.7		O. B. & Q. CROSSING	60.7					
34	WY				A12.10PM	61.0	D-R	ORD YL RD	61.0		2.30PM			
				(0.50) 26.3	(3.10) 19.3	..... Thru Time..... Average speed per hour.....				(2.45) 22.2	(0.55) 23.9			

WESTWARD				LOUP CITY BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 13				SECOND CLASS						
				April 27, 1952										
				STATIONS										
								283						
								Mixed						
								Monday Wednesday Friday						
19	WY							11.15AM	0.0	D-R	ST. PAUL YL SP	0.0	A	4.05PM
								s 11.40AM	8.3	D	DANNEBROG DB	8.3	s	3.50
11	W							s 12.05PM	18.6	D	BOELUS HW	18.6	s	3.20
31								f 12.25	25.8		ROOKVILLE	25.8	f	2.55
33	W							A 1.00PM	39.0	D-R	LOUP CITY YL OP	39.0		2.30PM
				(1.45) 22.3	..... Thru Time..... Average speed per hour.....				(1.35) 24.6					

WESTWARD				HASTINGS BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 13				SECOND CLASS						
				April 27, 1952										
				STATIONS										
WYPCZ														
96								0.0	DN-R	HASTINGS YL AN	0.0			
86	P							7.3		NEWMAROH	7.3			
95	P							12.7	D	HAYLAND HA	12.7			
WB130 WYP EB71 RCSI								20.2		DENMAN	20.2			
								28.1	DN-R	GIBBON YL GB	28.1			
				(28.1)	..... Thru Time..... Average speed per hour.....									

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

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. 13 April 27, 1952				SECOND CLASS	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	Mile Post		518 Motor Mixed	96 Mixed	STATIONS		Mile Post	
								Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday		Sunday
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		GLENWOOD PARK		5.5	f 11.43	f 8.32	
19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE		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		22.7	f 11.12	f 7.41	
32 P	s 10.06	s 4.25	s 5.45	26.8	D	MILLER	MR	26.8	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 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE	VD	40.4	s 10.40 ⁹⁶	s 6.59	
40	s 11.13	s 5.15	s 6.30	52.1	D	OCONTO	BS	52.1	s 10.19	s 6.28	
14	f 11.27AM	f 5.28	f 6.46	59.1		LODI		59.1	f 10.03	f 6.14	
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	CALLAWAY	CA	65.5	s 9.52	s 5.45 ⁵¹⁹	
9	f 12.55	f 6.05	f 7.12	75.8		FINCHVILLE		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		90.6	s 9.07	f 4.26	
10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND		94.6	f 9.00	f 4.18	
15 P	f 2.30	s 6.43	s 7.49	99.2		GANDY		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	
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1	.....	.....	.....	.....	.....	(3.14) 31.7	(5.20) 19.2

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	SECOND CLASS		Distance from O'Fallons	Time-Table No. 13 April 27, 1952				SECOND CLASS			
	97 Local Freight Daily	93 Mixed Daily		Mile Post	98 Local Freight	94 Mixed	STATIONS				
							Time-Table No. 13 April 27, 1952				
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		COCKER		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		19.6	f 3.15	f 5.48		
12			24.8		BROGANVILLE		24.8				
45 WP	f 8.35	s 6.11	28.4		KEYSTONE		28.4	f 2.55	s 5.36		
11			30.7		KINGSLEY		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		41.2	f 2.15	s 5.14		
35	f 9.20	f 6.40	46.8		BELMAR		46.8	f 2.05	f 5.03		
44	f 9.29	f 6.48	51.7		RUTHTON		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	CO	86.4	f 12.25PM	s 3.53		
37	f 11.53AM ⁹⁸	f 7.56	95.4		FINLEY		95.4	f 11.53AM ⁹⁷	f 3.39		
46	s 12.05PM	s 8.07	100.4	D	BROADWATER	BE	100.4	f 11.40	s 3.30		
19	f 12.20	f 8.20	109.6		TOWERS		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		115.5	11.08	2.57		
11	f 1.05	f 8.40	121.8		MOHLER		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		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		
	(6.15) 34.3	(4.00) 36.5	.....	.....	.....	.....	.....	(6.19) 23.1	(4.25) 33.0

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	SECOND CLASS		Distance from Gering	Time-Table No. 13 April 27, 1952				SECOND CLASS			
	97 Local Freight Daily	93 Mixed Daily		Mile Post	98 Local Freight	94 Mixed	STATIONS				
							Time-Table No. 13 April 27, 1952				
17			0.0	DN-R	GERING	YL G	0.0				
27			5.4		MATHERS		5.4				
			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), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 13 April 27, 1952			Mile Post	SECOND CLASS		
	353	93	59		354	60	94				
	Mixed Daily	Mixed Daily	Mixed Daily		Mixed	Mixed	Mixed				
72 WYP		9.40AM	6.00AM	145.9	DN-R	GERING	YL G	145.9	A10.30AM	A 1.50PM	
14		f 9.46	f 6.10	150.5		4.6 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 ⁶⁰	f 6.35	159.5		2.4 BAILEYVUE		159.5	f 10.02 ⁹³	f 1.10	
30 P		s 10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL	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 ⁶⁰	167.9	DN	3.7 LYMAN	YL MU	167.9	s 9.45 ⁵⁹	s 12.56	
21		f 10.19	f 9.50	170.1		2.2 CANAL		170.1	f 9.20	f 12.49	
14		f 10.23	f 9.57	172.8		2.7 STEBBINS		172.8	f 9.15	f 12.44	
51 P		s 10.25	f 10.07	173.7	D	0.9 HUNTLEY	HU	173.7	f 9.13	s 12.41	
35		f 10.30	f 10.17	177.0		3.3 HOLLY		177.0	f 9.06	f 12.33	
51 WCYP	12.55PM	10.40 ⁵⁹ 10.45	10.35AM ⁹³ 12.15PM ⁹⁴	181.6	D-R	4.6 YODER	YL DR	181.6	A11.45AM	9.00 8.50	12.25 12.15 ⁵⁹
51 P		s 10.55	s 12.35	188.1	D	6.5 VETERAN	VN	188.1	s 8.37	s 12.03PM	
8		f 11.00	f 12.40	191.5		3.4 HELDT		191.5	f 8.30	f 11.57AM	
16		f 11.07	f 12.50	196.1		4.6 OOTTER		196.1	f 8.19	f 11.50	
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		185.8		3.7 GOODLAND		185.8	f 11.37		
26		f 1.12		187.6		2.3 FONDA		187.6	f 11.32		
51 W		s 1.21		192.4	D	4.8 HAWK SPRINGS	HK	192.4	s 11.20		
31		f 1.29		194.7		2.8 DUROC		194.7	f 11.07		
19		f 1.44		200.8		6.1 WYBROSS		200.8	f 10.56		
51 WY		s 1.55		203.8	D	3.0 LA GRANGE	GA	203.8	s 10.51		
19		f 2.11		210.7		6.9 TREMAIN		210.7	f 10.25		
51 WF		s 2.41		222.5	D	11.8 ALBIN	AB	222.5	s 10.00		
51		f 3.01		229.7		7.2 LINDBERGH		229.7	s 9.45		
W		A 3.45PM		244.8	DN-R	14.6 EGBERT	YL GX	244.8	9.20AM		
				(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. 13 April 27, 1952		Mile Post	
		STATIONS			
		0.0	DN			LYMAN	MU	0.0
18	2.8	SEARS		2.8	
6	3.3	SIDING NO. 1		3.3	
17	4.6	HARTMAN		4.6	
22	6.4	STEGALL		6.4	
(6.4)					

WESTWARD		SEARS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 13 April 27, 1952		Mile Post	
		STATIONS			
		0.0				SEARS		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 "Frtr." —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 "Frtr." must not be exceeded.

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

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psg.	Frtr.		Str.	De-Psgr.	Psg.	Frtr.
Maximum speed	90	80	80	50	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
Inspection bus cars			40	40					
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	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30 25
When yard limits not protected by continuous block signal system.	50	40	40	25					
Passing fueling stations.	50	50	40	25	Trains handling scale test cars.				30
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 C.N.W., C.M.St.P.& P. or G.N. jeep ore cars				30
1500 class Diesel-electric road freight locomotives.		50	50	50	When using cross-overs or turn-outs: 9000 class engines; Forward movement Back-up movement 800 class engines: 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
Diesel-electric yard switch locomotives in road service.		35	35	35				15 10	15 10
7000 and 7800 class engines.			75	50					
3800 and 3900 class engines.			60	50	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
5000 and 9000 class engines.			50	50					
4000 class engines.			45	45					
MacArthur type engines with 63-inch drivers.			55	50	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.			20 20	20 20
MacArthur type engines with 57-inch drivers.			35	35					
Mallet, Consolidation and Ten Wheeler type engines.			35	35	On wye tracks.			15 15	15 15
0-6-0 and 0-8-0 type yard engines.			20	20					
Steam engines running backward.			20	20	Jordan spreaders and other machines of spreader type, when in operation.				15
Light engines.				45					
When more than 50% of the tonnage is gravel.				40	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 020, 021, 022 and 023.				25

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, 1900 class and heavier engines on east and west legs of wye.				5
Fremont, on F. S. Y. & L. Co. tracks.				15	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Buda, all airfield trackage.				10
Central City, within city limits	60	50	50	50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, freight trains entering and moving through yard tracks.				5	Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts— Summit 5.2 and 5.6	25	25	25	25	Between Mile Posts— North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2	25	25	25	25
					Summit				

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.				
Sidney, freight trains entering and moving through yard tracks.				5					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
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	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	
	Psg.	Frt.		Psg.	Frt.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Loup City Branch.		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	Hastings Branch Maximum speed.	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	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			
Between M.P. 16 and Norfolk.		30			
Trains handling outfit cars		20			
Columbus, over wye switches.		15	North Platte Branch Maximum speed.		45
On curve at M.P. 1.75.		25	5000, 7000 and 9000 class engines		35
Albion Branch Maximum speed:		30	Over Bridge 18.30.		35
Trains handling outfit cars		20	Oshkosh, over First Street Crossing		15
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	North Platte Cut-Off Maximum speed.		45
Between M.P. 11 and Spalding.		25	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
Over Bridge 12.96.		25	On curves between M.P. 25.42 and M.P. 31.25		30
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Through tunnel between Albin and Tremain.		20
Carey, all air field trackage.		10	Lyman Branch.		20
Between St. Libory and Ord.		30	Gering Branch.		20
Trains handling outfit cars		20	Sears Branch.		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

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

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.	A. H. Shamberg....	Surgeon.....	Kimball, Nebr.
Lynn T. Hall.....	Dist. Med. Officer.	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
G. T. Alliband.....	Oculist.....	Omaha, Nebr.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
C. F. Bantin.....	Surgeon.....	Omaha, Nebr.	J. S. Welch.....	Surgeon.....	Lincoln, Nebr.
M. W. Barry.....	Surgeon.....	Omaha, Nebr.	C. G. Amick.....	Surgeon.....	Loup City, Nebr.
J. G. Bartek.....	Surgeon.....	Omaha, Nebr.	F. L. Garner.....	Surgeon.....	Madison, Nebr.
J. D. Bisgard.....	Surgeon.....	Omaha, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
E. A. Connolly.....	Surgeon.....	Omaha, Nebr.	T. J. Kerr.....	Surgeon.....	North Platte, Nebr.
J. C. Davis.....	Oculist and Aurist..	Omaha, Nebr.	O. C. Kreymborg..	Surgeon.....	North Platte, Nebr.
J. C. Filkins.....	Oculist and Aurist..	Omaha, Nebr.	Wm. B. Niehus....	Surgeon.....	North Platte, Nebr.
John R. Kleyla.....	Surgeon.....	Omaha, Nebr.	A. E. Reeves.....	Surgeon.....	North Platte, Nebr.
H. J. Kwapiszeski..	Surgeon.....	Omaha, Nebr.	H. H. Walker.....	Oculist and Aurist..	North Platte, Nebr.
S. McCleneghan....	Surgeon.....	Omaha, Nebr.	G. F. Waltemath..	Surgeon.....	North Platte, Nebr.
A. McDermott.....	Surgeon.....	Omaha, Nebr.	R. T. Takenaga....	Surgeon.....	North Platte, Nebr.
R. T. Mauer.....	Hospital Surgeon..	Omaha, Nebr.	S. K. Imes.....	Surgeon.....	Ogallala, Nebr.
R. A. Moser.....	Shop Surgeon.....	Omaha, Nebr.	J. L. McFee.....	Surgeon.....	Ogallala, Nebr.
A. V. Murphy.....	Surgeon.....	Omaha, Nebr.	H. S. Eklund.....	Surgeon.....	Osceola, Nebr.
F. C. Nelson.....	Surgeon.....	Omaha, Nebr.	C. J. Miller.....	Surgeon.....	Ord, Nebr.
O. C. Nickum.....	Shop Surgeon.....	Omaha, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
S. A. Swenson.....	Surgeon.....	Omaha, Nebr.	M. O. Arnold.....	Surgeon.....	St. Paul, Nebr.
J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.	F. G. Kolouch....	Surgeon.....	Schuyler, Nebr.
R. H. Rasgorshek..	Oculist and Aurist..	Omaha, Nebr.	Richard Delfs....	Surgeon.....	Shelby, Nebr.
T. T. Smith.....	Aurist.....	Omaha, Nebr.	C. E. Wiltse.....	Surgeon.....	Shelton, Nebr.
J. J. O'Neil.....	Aurist.....	Omaha, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
H. Sydow.....	Surgeon.....	Albion, Nebr.	E. F. Carr.....	Surgeon.....	Stapleton, Nebr.
J. E. Dunn.....	Surgeon.....	Arnold, Nebr.	C. L. Marsh.....	Surgeon.....	Valley, Nebr.
W. T. Wildhaber...	Surgeon.....	Beatrice, Nebr.	Ivan M. French...	Surgeon.....	Wahoo, Nebr.
A. L. Schneider...	Surgeon.....	Brady Island, Nebr.	Ervin King.....	Surgeon.....	Wood River, Nebr.
A. D. Brown.....	Surgeon.....	Central City, Nebr.			
E. T. Zickman.....	Surgeon.....	Central City, Nebr.	W. A. Bunten.....	District Surgeon..	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.
L. G. Howard.....	Oculist and Aurist..	Council Bluffs, Ia.	R. D. Paul.....	Surgeon.....	Cheyenne, Wyo.
W. C. Giles.....	Oculist.....	Council Bluffs, Ia.	E. W. Newman....	Oculist.....	Cheyenne, Wyo.
A. L. Nielson.....	Surgeon.....	Council Bluffs, Ia.	R. B. Stump.....	Oculist and Aurist..	Cheyenne, Wyo.
A. M. Pederson...	Surgeon.....	Council Bluffs, Ia.	G. W. Marbry....	Oculist.....	Cheyenne, Wyo.
G. M. McArdle....	Surgeon.....	Council Bluffs, Ia.	R. I. Williams....	Aurist.....	Cheyenne, Wyo.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	A. C. Colman.....	Surgeon.....	Chappell, Nebr.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	H. P. Linton.....	Surgeon.....	Julesburg, Colo.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	Jason B. Roche...	Surgeon.....	Sidney, Nebr.
R. F. Johnston...	Surgeon.....	Gibbon, Nebr.	C. B. Dorwart...	Surgeon.....	Sidney, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
L. E. Imes.....	Surgeon.....	Grand Island, Nebr.	H. A. Blackstone..	Surgeon.....	Bridgeport, Nebr.
E. G. Johnson....	Surgeon.....	Grand Island, Nebr.	W. C. Harvey, Sr..	Surgeon.....	Gering, Nebr.
K. F. McDermott..	Surgeon.....	Grand Island, Nebr.	W. C. Harvey, Jr..	Surgeon.....	Gering, Nebr.
C. H. Maggiore....	Surgeon.....	Grand Island, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
R. D. Martin.....	Oculist.....	Grand Island, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
J. A. Proffitt....	Oculist.....	Grand Island, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.			
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	Wm. M. Greig....	District Surgeon..	Denver, Colo.
Bancroft and Staley	Surgeon.....	Kearney, Nebr.	F. E. Palmer.....	Surgeon.....	Sterling, Colo.
F. L. Richards....	Oculist and Aurist..	Kearney, Nebr.	T. M. Rogers....	Surgeon.....	Sterling, Colo.
M. B. Wilcox.....	Oculist and Aurist..	Kearney, Nebr.	A. F. Williams....	Surgeon.....	Ft. Morgan, Colo.
R. K. McReynolds.	Surgeon.....	Kenesaw, Nebr.	W. L. Wilkinson...	Surgeon.....	La Salle, Colo.