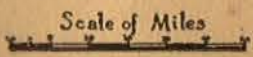




EASTERN DISTRICT
NEBRASKA DIVISION
 CORRECTED TO AUG. 1, 1949



UNION PACIFIC RAILROAD COMPANY
 Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 10

Effective Sunday
April 29, 1951

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

Be Careful Today

FOR EMPLOYEES ONLY

FIRST SUBDIVISION EASTWARD

Time-Table No. 10

April 29, 1951

FIRST CLASS

12	6	24	112	104	102	28	106	2
Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger

STATIONS	Mile Post	FIRST CLASS								
		12	6	24	112	104	102	28	106	2
R COUNCIL BLUFFS YL	0.0									
DN-R OMAHA YL YD	2.8	A 7.00AM	A 6.50PM		A 12.35AM	A 1.40AM	A 1.50AM	A 2.50AM	A 3.00AM	A 3.50AM
DN SUMMIT YL SU	5.2	6.49	5.50	7.35	12.28	1.33	1.42	2.39	2.52	3.36
SARPY	15.6	6.40	5.42	7.25	12.20	1.25	1.34	2.31	2.44	3.28
LANE	17.1	6.36	5.38	7.20	12.16	1.22	1.30	2.27	2.40	3.24
D ELKHORN KH	21.7	f 6.31	5.33	7.14	12.12	1.17	1.25	2.23	2.35	3.20
D WATERLOO WO	24.6	f 6.27	5.30	7.10	12.08	1.13	1.21	2.19	2.31	3.17
DN VALLEY YL V	28.0	s 6.23	5.26	7.04	12.05AM	1.10	1.18	2.15	2.28	3.14
MEROER	34.3	6.16	5.20	6.56	11.59PM	1.05	1.12	2.09	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	11.55	1.00	1.07	2.04	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	11.49	12.52	12.59	1.55	2.08	2.54
D NORTH BEND NB	54.4	f 5.45	4.52	6.25	11.43	12.46	12.53	1.47	2.02	2.46
D ROGERS DJ	61.4	f 5.37	4.46	6.18	11.37	12.41	12.48	1.40	1.57	2.39
DN SCHUYLER SO	68.7	s 5.30	4.40	s 6.11	11.32	12.35	12.42	1.32	1.51	2.32
D RICHLAND BZ	76.9	f 5.20	4.32	6.01	11.26	12.29	12.36	1.23	1.45	2.24
O. B. & Q. CROSSING	83.8									
DN COLUMBUS YL O	84.6	s 5.10	s 4.25	s 5.52	s 11.19	12.22	12.29	1.15	1.38	2.15
D DUNCAN DQ	92.2	f 4.51	4.14	5.40	11.09	12.15	12.22	1.05	1.31	2.06
GARDNER	96.5	4.46	4.10	5.36	11.06	12.12	12.19	1.00	1.28	2.02
DN SILVER CREEK SI	102.3	f 4.41	4.05	5.31	11.02	12.08	12.15	12.55	1.24	1.57
HAVENS	107.9	4.33	4.00	5.26	10.58	12.04AM	12.11	12.50	1.20	1.52
D OLARKS OX	118.6	f 4.27	3.55	5.22	10.53	11.59PM	12.07AM	12.45	1.16	1.47
O. B. & Q. CROSSING	124.3									
DN CENTRAL CITY OI	124.9	s 4.15	3.45	f 5.11	10.45	11.50	11.58PM	12.35	1.08	1.37
D OHAPMAN OP	135.1	4.02	3.36	5.00	10.37	11.42	11.51	12.26	1.00	1.27
O. B. & Q. CROSSING	146.5									
DN-R GRAND ISLAND GE YL	146.9	3.50	3.25	4.45	10.27	11.31	11.40	12.15	12.50	1.15
ALDA	154.5	3.18	3.02	4.21	10.17	11.19	11.29	11.53PM	12.39	12.52
D WOOD RIVER WR	162.3	f 3.09	2.55	4.11	10.11	11.13	11.23	11.45	12.34	12.46
D SHELTON ST	169.9	f 3.00	2.48	4.03	10.06	11.07	11.17	11.38	12.28	12.39
DN GIBBON GB	176.0	f 2.53	2.42	3.56	10.02	11.02	11.12	11.32	12.23	12.34
OPTIC	180.2	2.49	2.38	3.51	9.59	10.59	11.09	11.28	12.20	12.30
DN KEARNEY YL KR	189.1	s 2.39	s 2.28	s 3.40	s 9.50	10.51	11.01	11.20	12.13	12.22
D ODESSA DZ	198.3	f 2.24	2.15	3.24	9.41	10.43	10.53	11.09	12.05	12.13
D ELM CREEK QR	204.6	f 2.17	2.09	3.18	9.37	10.39	10.49	11.04	12.01AM	12.08
D OVERTON OV	213.3	f 2.07	2.02	3.09	9.31	10.33	10.43	10.56	11.54PM	12.01AM
DN LEXINGTON UM	224.4	s 1.55	1.52	f 2.57	9.23	10.25	10.35	10.46	11.46	11.52PM
DARR	232.6	1.44	1.45	2.45	9.17	10.19	10.29	10.39	11.40	11.44
D COZAD CO	238.2	s 1.38	1.40	f 2.39	9.13	10.15	10.25	10.33	11.36	11.40
DN GOTHENBURG BU	248.8	s 1.23	1.30	f 2.22	9.05	10.07	10.17	10.23	11.28	11.31
VROMAN	254.5	1.14	1.25	2.13	9.00	10.02	10.12	10.18	11.22	11.26
D BRADY ISLAND BI	261.5	f 1.07	1.18	2.06	8.55	9.57	10.07	10.12	11.17	11.20
D MAXWELL MX	270.6	f 12.59	1.10	1.57	8.48	9.50	10.00	10.04	11.10	11.13
GANNETT	278.5	12.52	1.03	1.49	8.42	9.44	9.54	9.57	11.04	11.07
DN-R NORTH PLATTE YL NO	284.1	12.45AM	12.55PM	1.40PM	8.37PM	9.38PM	9.48PM	9.50PM	10.58PM	11.00PM

Thru Time to Omaha (6.15) (5.10) (6.10) (3.58) (4.02) (4.02) (5.00) (4.02) (4.50)
 Average speed per hour 45.0 54.4 45.6 70.9 69.7 56.3 69.7 58.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 9-72.
 On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 10

April 29, 1951

SECOND CLASS

72	234	76	74	548	240	238
Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight

STATIONS	Mile Post	SECOND CLASS							Car Capacity of Seating, etc. See Rule 6 (A), Page 25.
		72	234	76	74	548	240	238	
R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM		A 8.30AM				XWCITYOPE
DN-R OMAHA YL YD	2.8	1.54	2.55		8.15				XWITOPE
DN SUMMIT YL SU	5.2	1.10	2.35		7.45				XIP
SARPY	15.6	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	24.6		s 1.30						C884 P
DN VALLEY YL V	28.0	12.15AM	s 1.00		6.45AM				WS144XYPWC ES195 ES90
MEROER	34.3		f 12.01PM						C881 P
F. S. Y. & L. CROSSING	38.2								
DN FREMONT YL FN	39.3		s 11.50AM						W899 X ES172 WPZ
O. B. & Q. CROSSING	40.0								
C. & 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						WS130 X ES123 WP
D RICHLAND BZ	76.9		f 8.20						C8118 P
O. B. & Q. CROSSING	83.8								
DN COLUMBUS YL O	84.6		s 8.00						WS143 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	118.6		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				WS114 X ES119 WYP
D OHAPMAN OP	135.1		s 6.40		f 7.18				C8119 P
O. B. & Q. CROSSING	146.5								
DN-R GRAND ISLAND GE YL	146.9			6.20AM		7.00AM		A 2.00PM	XWCZTYOP
ALDA	154.5							f 1.30	C882 XYP WS117 XW E848 P
D WOOD RIVER WR	162.3							s 1.00	XP
D SHELTON ST	169.9							s 12.30PM	C882 XP WS130 XWI ES70 YP
DN GIBBON GB	176.0							s 11.59AM	XP
OPTIC	180.2							f 11.15	C882 P
DN KEARNEY YL KR	189.1							A 1.30PM	WS122 XWC ES118 YZP
D ODESSA DZ	198.3							s 1.00	C883 P
D ELM CREEK QR	204.6							s 12.30PM	C8130 WP
D OVERTON OV	213.3							s 11.50AM	C883 P
DN LEXINGTON UM	224.4							s 11.30	WS120 XWY ES119 ZP
DARR	232.6							f 10.30	C883 P
D COZAD CO	238.2							s 10.00	C883 XWP
DN GOTHENBURG BU	248.8							s 8.15	WS125 XWC ES130 YP
VROMAN	254.5							7.55	C883 P
D BRADY ISLAND BI	261.5							f 7.45	C883 WP
D MAXWELL MX	270.6							f 7.30	C8119 P
GANNETT	278.5							7.15	C883 P
DN-R NORTH PLATTE YL NO	284.1							7.00AM	XWCZTYOP

Thru Time (1.45) (10.15) (0.35) (1.45) (0.40) (6.30) (3.00)
 Average speed per hour 16.0 12.2 37.7 16.0 33.0 14.6 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
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 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.	STATIONS						Distance from Council Bluffs
	353	245	243	97	241	93	
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	

Time-Table No. 10
April 29, 1951

STATIONS

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 s	296.9
CS 119 XWYP				A 7.30AM	f 7.15	A 5.26AM	300.7
40 X							301.8
CS 121 XP					s 7.25		303.4
CS 82 P					f 7.35		307.9
CS 121 XP					s 7.55		315.5
XP					f 8.05		321.7
CS 83 P					f 8.15		327.7
WS 122 WS 120 ES 138 XWCP					s 8.45		334.8
CS 125 P					s 9.05		343.9
17 X							349.1
CS 132 WP					s 9.30		353.9
CS 83 P					f 9.40		359.3
XWCYYP				8.00AM	A 10.00AM		365.3
WS 125 ES 121							
CS 60 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
XWCYYP				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 X							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
CS 125 XWCYYP				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 ES 125 XP				f 4.40	f 1.07		501.2
XWCZTYOP				A 4.55PM	A 1.30PM		509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY	Y L NO	5.1
DN WEST NORTH PLATTE	Y L WN	1.3
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 OHAPPELL CQ		9.4
D LODGE POLE GP		6.6
SUNOL UN		4.7
D COLTON		6.5
DN-R SIDNEY YL OD		8.0
BROWNSON		10.9
DN POTTER PR		4.4
JACINTO		4.8
D DIX DX		4.5
OWASCO		6.6
DN KIMBALL KB		5.5
OLIVER		10.1
D BUSHNELL BN		5.3
DN PINE BLUFFS YL UF		5.3
TRACY		5.7
D EGBERT GX		6.5
D BURNS UX		6.2
HILLSDALE		5.3
DURHAM		8.3
ARCHER		
DN-R CHEYENNE YL OY		

Double Track

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

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

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Distance from Council Bluffs										
											5	23	27	103	101	105	85	11	111	1
											Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Time-Table No. 10
April 29, 1951

STATIONS

2.15PM	1.25PM	5.20AM	5.00AM	4.45AM	4.30AM	3.45AM	3.35AM	3.00AM	1.30AM	284.1
2.24	1.34	5.28	5.07	4.52	4.37	3.54	3.44	3.07	1.38	289.2
2.30	1.41	5.33	5.12	4.57	4.42	4.01	3.50	3.12	1.43	296.9
2.33	1.45	5.36	5.15	5.00	4.45	4.04	3.53	3.15	1.46	300.7
										301.8
2.35	1.48	5.38	5.17	5.02	4.47	4.06	f 3.55	3.17	1.48	303.4
2.39	1.53	5.42	5.20	5.05	4.50	4.10	3.59	3.21	1.52	307.9
2.46	2.01	5.50	5.26	5.11	4.56	4.17	f 4.06	3.27	2.00	315.5
2.52	2.08	5.55	5.31	5.16	5.01	4.23	4.12	3.32	2.05	321.7
2.58	2.14	6.01	5.36	5.21	5.06	4.28	f 4.17	3.37	2.11	327.7
3.07	s 2.23	6.12	5.42	5.27	5.12	4.35	s 4.30	3.43	2.22	334.8
3.16	2.33	6.21	5.49	5.34	5.19	4.45	f 4.40	3.50	2.31	343.9
										349.1
3.26	2.43	6.32	5.57	5.42	5.27	4.55	f 4.50	3.58	2.42	353.9
3.31	2.48	6.37	6.01	5.46	5.31	5.00	4.54	4.02	2.47	359.3
3.39	f 2.57	6.44	6.06	5.51	5.36	A 5.10AM	s 5.05	A f 4.10AM	2.54	365.3
3.45	3.03	6.51	6.10	5.55	5.40		5.10		3.01	370.6
3.55	3.13	7.01	6.18	6.03	5.48		f 5.20		3.11	380.3
4.04	3.23	7.10	6.25	6.10	5.55		f 5.29		3.20	389.7
4.10	3.29	7.16	6.30	6.15	6.00		f 5.35		3.26	396.3
4.15	3.34	7.20	6.34	6.19	6.04		5.39		3.30	401.0
4.22	3.42	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	4.29	451.1
										456.6
5.27	4.53	8.31	7.26	7.11	6.56		f 7.01		4.41	466.7
5.37	5.05	8.43	7.36	7.21	7.06		f 7.14		4.53	472.0
										477.5
5.50	5.20	8.57	7.46	7.31	7.16		f 7.25	101	5.07	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		5.24	495.9
6.15	5.44	9.22	8.06	7.51	7.36		8.15		5.32	501.2
6.23	5.53	9.33	8.14	7.59	7.44		8.25		5.43	509.5
A 6.35PM	A 6.10PM	A 9.50AM	A 8.25AM	A 8.10AM	A 7.55AM		A 8.40AM		A 6.00AM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY	Y L NO	5.1
DN WEST NORTH PLATTE	Y L WN	1.3
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 OHAPPELL CQ		9.4
D LODGE POLE GP		6.6
SUNOL UN		4.7
D COLTON		6.5
DN-R SIDNEY YL OD		8.0
BROWNSON		10.9
DN POTTER PR		4.4
JACINTO		4.8
D DIX DX		4.5
OWASCO		6.6
DN KIMBALL KB		5.5
OLIVER		10.1
D BUSHNELL BN		5.3
DN PINE BLUFFS YL UF		5.3
TRACY		5.7
D EGBERT GX		6.5
D BURNS UX		6.2
HILLSDALE		5.3
DURHAM		8.3
ARCHER		
DN-R CHEYENNE YL OY		

Double Track

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

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 10
April 29, 1951

FIRST CLASS

Mile Post	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

STATIONS	Mile Post	6	24	112	28	104	102	2	12	106	86
DN-R NORTH PLATTE NY 5.1 YL NO	284.1	A11.45AM	A12.30PM	A 7.32PM	A 8.20PM	A 8.33PM	A 8.43PM	A 9.45PM	A11.00PM	A 9.53PM	A11.15PM
DN WEST NORTH PLATTE 1.3 YL WN	289.2	11.33	12.17	7.23	8.07	8.24	8.34	9.32	10.48	9.44	11.03
BIRDWOOD 6.4	290.5										
D HERSHEY OF 3.8	296.9	11.27	12.09	7.17	8.01	8.18	8.28	9.26	10.42	9.38	10.56
DN O'FALLONS FA 1.1	300.7	11.24	12.05	7.14	7.58	8.15	8.25	9.23	10.38	9.35	10.53
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	11.22	f12.02PM	7.12	7.56	8.13	8.23	9.21	f10.34	9.33	10.51
DEXTER 7.6	307.9	11.18	11.57AM	7.09	7.53	8.10	8.20	9.18	10.26	9.30	10.47
D PAXTON PN 6.2	315.5	11.11	f11.50	7.03	7.47	8.04	8.14	9.12	f10.18	9.24	10.41
KORTY 6.0	321.7	11.06	11.44	6.59	7.42	7.59	8.09	9.07	10.09	9.19	10.35
D ROSCOE RO 7.1	327.7	11.00	11.38	6.55	7.36	7.55	8.05	9.01	f10.03	9.15	10.29
DN OGALLALA YL GT 9.1	334.8	10.53	s11.31	6.50	7.30	7.50	8.00	8.55	s 9.55	9.10	10.23
D BRULE RU 5.2	343.9	10.44	f11.21	6.43	7.22	7.42	7.52	8.47	f 9.43	9.02	10.14
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.36	f11.11	6.36	7.14	7.35	7.45	8.39	f 9.32	8.55	10.06
BARTON 6.0	359.3	10.31	11.05	6.32	7.10	7.31	7.41	8.35	9.25	8.51	10.01
DN JULESBURG YL JB 5.3	365.3	10.25	f11.00	s 6.27PM	7.05	7.26	7.36	8.30	s 9.18	8.46	9.55PM
WEIR 9.7	370.6	10.20	10.54		7.01	7.21	7.31	8.26	9.09	8.41	
D CHAPPELL CQ 9.4	380.3	10.11	f10.46		6.53	7.14	7.24	8.18	f 8.59	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f10.37		6.45	7.07	7.17	8.10	f 8.48	8.27	
D SUNOL UN 4.7	396.3	9.56	10.31		6.40	7.02	7.12	8.05	f 8.41	8.22	
COLTON 6.5	401.0	9.52	10.27		6.36	6.58	7.08	8.01	8.37	8.18	
DN-R SIDNEY YL OD 8.0	407.5	9.45	10.20		6.30	6.52	7.02	7.55	8.30	8.12	
BROWNSON 10.9	415.5	9.35	10.10		6.22	6.51	7.01	7.47	8.20	8.11	
DN POTTER PR 4.4	426.4	9.14	9.49		6.14	6.43	6.53	7.39	8.10	8.03	
JACINTO 4.6	430.8				6.04	6.34	6.44	7.29	f 8.00	7.54	
D DIX DX 4.5	435.4	9.06	9.41		5.57	6.28	6.38	7.22	f 7.48 ¹⁰⁶	7.48 ¹²	
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.58	f 9.32		5.50	6.22	6.32	7.15	s 7.33	7.42	
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.47	9.20		5.39	6.13	6.23	7.04	s 7.17	7.33	
DN PINE BLUFFS YL UF 5.3	466.7	8.38	9.10		5.30	6.05	6.15	6.55	s 7.05	7.25	
TRACY 5.5	472.0										
D EGBERT GX 5.7	477.5	8.27	9.00		5.20	5.55	6.05	6.45	f 6.53	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		5.15	5.51	6.01	6.40	6.47	7.11	
HILLSDALE 6.2	489.7	8.17	8.50 ³⁵⁴		5.10	5.47	5.57	6.35	6.41	7.07	
DURHAM 5.3	495.9	8.12	8.45		5.04	5.42	5.52	6.29	6.35	7.02	
AROTHER 8.3	501.2	8.07	8.40		4.59	5.38	5.48	6.24	6.30	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM		4.50PM	5.30PM	5.40PM	6.15PM	6.20PM	6.50PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time.....	(3.50)	(4.00)	(1.05)	(3.30)	(3.03)	(3.03)	(3.30)	(4.40)	(3.03)	(1.20)
Average speed per hour.....	58.1	56.4	74.9	64.4	73.9	73.9	64.4	45.2	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. 10
April 29, 1951

SECOND CLASS

Mile Post	242	246	354	244	98	94					Car Capacity of Sidings, etc. See Rule 6 (A), page 25.
	Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed					

STATIONS	Mile Post	242	246	354	244	98	94				
DN-R NORTH PLATTE NY 5.1 YL NO	284.1	A11.15AM				A 4.50PM	A 7.00PM				XWCZTYOP
DN WEST NORTH PLATTE 1.3 YL WN	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 110 XWYP
VARNER 1.6	301.8										40 X
D SUTHERLAND SU 4.5	303.4	s10.15									CS 121 XP
DEXTER 7.6	307.9	f 9.55									CS 82 P
D PAXTON PN 6.2	315.5	s 9.45									CS 121 XP
KORTY 6.0	321.7	f 9.20									XP
D ROSCOE RO 7.1	327.7	f 9.10									CS 83 P
DN OGALLALA YL GT 9.1	334.8	s 9.00									WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	s 8.15									CS 125 P
MEGEATH 4.8	349.1										17 X
D BIG SPRINGS GS 5.4	353.9	s 7.50									CS 132 WP
BARTON 6.0	359.3	f 7.25									CS 83 P
DN JULESBURG YL JB 5.3	365.3	7.15AM				A12.15PM					XWCYYP WS125 ES121
WEIR 9.7	370.6					f11.59AM					CS 90 P
D CHAPPELL CQ 9.4	380.3					s11.45					CS 123 WP
D LODGE POLE GP 6.6	389.7					s11.30					WS 111 ES 78 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					XWCYYP
BROWNSON 10.9	415.5		f12.55								CS 94 YP WS 121 XWP ES 70
DN POTTER PR 4.4	426.4		s12.30PM								8 X
JACINTO 4.6	430.8										CS 125 P
D DIX DX 4.5	435.4		s11.59AM								27 PX
OWASCO 4.6	439.9										CS 133 XWP
DN KIMBALL KB 6.6	444.5		s11.35								12
OLIVER 5.5	451.1										CS 125 WP
D BUSHNELL BN 10.1	456.6		s10.55								CS125 XWCYYP
DN PINE BLUFFS YL UF 5.3	466.7		s10.30								10
TRACY 5.5	472.0										CS 94 XWYP
D EGBERT GX 5.7	477.5		f 9.35		A 9.15AM						WS 62 XP
D BURNS UX 6.5	483.2		s 9.20		s 9.00						CS 96 WP
HILLSDALE 6.2	489.7		f 9.10		s 8.50 ²⁴						WS 62 XP
DURHAM 5.3	495.9		f 8.59		f 8.35						WS 117 XP ES 125
AROTHER 8.3	501.2		f 8.50		f 8.29						XWCZTYOP
DN-R CHEYENNE YL OY (225.4)	509.5		8.35AM		8.15AM						

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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	35.0	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				Distance from Julesburg	Time-Table No. 10	
		SECOND CLASS		FIRST CLASS			April 29, 1951	
		71	85	111	301		STATIONS	
C. B. & Q. Freight		Passenger	Streamliner Passenger	C. B. & Q. Passenger				
Daily		Daily	Daily	Daily				
80	WCYIP		5.15AM	f 4.10AM	0.0	DN	JULESBURG YL JB	
75	ZP		f 5.25	4.18	7.1	D	OID VI	
73	WP		f 5.32	4.24	14.6	D	SEDGWICK ZD	
29					19.0		DORSEY	
95	P		f 5.40	4.31	23.1		RED LION	
29	P				25.8		MARCOTT	
95	WP		f 5.47	4.36	30.1	DN	CROOK OK	
22					34.2		TOBIN	
72	P		f 5.55	4.43	38.8		PROCTOR	
12	P				41.1		POWELL	
23					42.2		GRIFF	
94	P		f 6.01	4.48	45.6	D	LIFF F	
16					50.1		FORD	
77	P		6.08	4.54	53.5		HAYFORD	
	IP				57.2		O. B. & Q. CROSSING	
169	IWCTZP	1.00PM	6.15	5.00	57.5	DN-R	STERLING YL ST	
			6.25	5.05	61.7		HALL	
72	P	1.14	f 6.35	5.13	64.1	D	ATWOOD OD	
23					66.8		BETLAND	
74	P	1.27	f 6.41	5.19	70.2	D	MERINO MI	
10					72.1		BETA	
143	P	1.36	f 6.47	5.24	76.0		MESSEX	
41					78.4		BALZAC	
52	P	A 2.00PM	f 6.52	5.29	81.0	DN	UNION UN	
24					82.8		COOPER	
94	WP		f 6.58	5.34	87.0	D	SNYDER SN	
53	P		7.05	5.40	93.8		DODD	
21					96.9		HURLEY	
100	WCP		f 7.10	5.44	98.6	DN	FT. MORGAN FX	
35	P		7.17	5.50	106.0		NARROWS	
79	P		f 7.20	5.52	109.0	D	WELDONA DN	
22	P		f 7.25	5.57	114.2		GOODRICH	
78	P		f 7.29	6.00	117.7		ORCHARD	
14	P				121.4		SUBLETTE	
53	P		f 7.36	6.06	124.8		MASTERS	
50	P		7.41	6.11	130.2		CANTON	
121	WP		f 7.46	6.16	135.4		HARDIN	
16	P				139.1		KUNER	
78	P		f 7.53	6.22	143.1	D	KERSEY KR	
27					147.2		AUBURN	
56	WCTYP	A 8.03AM	A 6.30AM		151.1	DN-R	LASALLE YL SA	

BLOCK SIGNALS

..... 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.

WESTWARD		THIRD SUBDIVISION				EASTWARD		
		FIRST CLASS		SECOND CLASS				
		112	86	302	250	72		
Time-Table No. 10		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight		
April 29, 1951								
STATIONS		Mile Post						
DN	JULESBURG YL JR	0.0	As 6.27PM	A 9.50PM				
D	OID VI	7.1	6.18	9.38				
D	SEDGWICK ZD	14.6	6.12	9.29				
	DORSEY	19.0						
	RED LION	23.1	6.05	9.20				
	MARCOTT	25.8						
DN	CROOK OK	30.1	6.00	9.13				
	TOBIN	34.2						
	PROCTOR	38.8	5.53	9.03				
	POWELL	41.1						
	GRIFF	42.2						
D	LIFF F	45.6	5.48	8.56				
	FORD	50.1						
	HAYFORD	53.5	5.41	8.47				
	O. B. & Q. CROSSING	57.2						
DN-R	STERLING YL ST	57.5	5.37	8.42	A 11.45PM	A 10.15PM	A 11.59PM	
	HALL	61.7	5.35	8.33				
D	ATWOOD OD	64.1	5.28	8.25	f 11.28	9.55	11.43	
	BETLAND	66.8						
D	MERINO MI	70.2	5.23	8.19	f 11.21	9.46	11.33	
	BETA	72.1						
	MESSEX	76.0	5.19	8.13	f 11.15	9.38	11.21	
	BALZAC	78.4						
DN	UNION UN	81.0	5.15	8.08	f 11.07PM	9.31	11.09PM	
	COOPER	82.8						
D	SNYDER SN	87.0	5.10	8.02		9.24		
	DODD	93.8	5.05	7.55		9.15		
	HURLEY	96.9						
DN	FT. MORGAN FX	98.6	5.01	7.49		9.08		
	NARROWS	106.0	4.55	7.42		8.57		
D	WELDONA DN	109.0	4.53	7.39		8.52		
	GOODRICH	114.2	4.49	7.34		8.45		
	ORCHARD	117.7	4.46	7.31		8.40		
	SUBLETTE	121.4						
	MASTERS	124.8	4.40	7.24		8.30		
	CANTON	130.2	4.36	7.19		8.18		
	HARDIN	135.4	4.32	7.14		8.10		
	KUNER	139.1						
D	KERSEY KR	143.1	4.25	7.06		7.55		
	AUBURN	147.2						
DN-R	LASALLE YL SA	151.1	4.18PM	6.57PM		7.40PM		

BLOCK SIGNALS

..... 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.

WESTWARD				BEATRICE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 45.	SECOND CLASS		FIRST CLASS	Distance from Valley	Time-Table No. 10			Mile Post	FIRST CLASS		SECOND CLASS	
	71	73	548		April 29, 1951				547	74	72	
	Freight	Freight	Motor Passenger		STATIONS				Motor Passenger	Freight	Freight	
WCYP	10.25PM	1.30PM		0.0	DN-R	VALLEY	YL V	0.0		A 5.40AM	A 11.15PM	
AI				5.8		O. B. & Q. CROSSING		5.8				
29 P	10.40	1.45		6.8	D	YUTAN	YN	6.8		5.27	11.05	
106 YP	10.50 ⁷²	1.55		11.6	D	MEAD	AD	11.6		5.17	10.50 ⁷¹	
64 WP	11.10	2.07		18.9	D	WAHOO	W	18.9		5.03	10.25	
				19.6		O. & N.W. and O.B. & Q. CROSSINGS		19.6				
78 P	11.25	2.22		26.3	D	WESTON	WN	26.3		4.48	10.10	
30 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	
				41.8		AGNEW		41.8				
33 P	12.18	2.58	f 10.30	46.5	D	RAYMOND	RM	46.5	f 2.59	3.59	9.15	
101 P	12.30	3.08	10.40	52.7		GARRATT		52.7	2.52	3.48	9.05	
				55.3		WEST LINCOLN		55.3				
				56.5		O. B. & Q. CROSSING		56.5				
24 WTZP	12.55	3.18	A 10.50AM	57.1	DN-R	LINCOLN	YL SN	57.1	2.45PM	3.40	8.50	
				57.4		O. B. & Q. CROSSING		57.4				
				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				
11 P	1.33	3.46		74.7		PRINOTON		74.7		3.03	7.49	
78 WP	1.43	3.53		79.5	D	OORTLAND	RD	79.5		2.56	7.41	
84 P	1.58	4.08		88.9	D	PICKRELL	IK	88.9		2.43	7.25	
CWTZP	A 2.15AM	A 4.25PM		96.8	DN-R	BEATRICE	YL BX	96.8		2.30AM	7.00PM	
						(96.8)			Daily	Daily	Daily	
	(3.50)	(2.55)	(0.35)			Thru Time			(0.25)	(3.10)	(4.15)	
	25.2	33.2	33.9			Average speed per hour			47.5	30.5	22.8	

Westward trains are superior to trains of the same class in the opposite direction.—See rule S-72.
At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.

WESTWARD				OLD MAIN LINE				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 45.	SECOND CLASS		233 Local Freight Monday Wed., Fri.	Distance from Council Bluffs	Time-Table No. 10			Mile Post	FIRST CLASS		SECOND CLASS	
					April 29, 1951							
					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	R	GILMORE	YL	11.9				
72 P			f 6.35	16.8	D	PAPILLION	PO	16.8				
AIP				19.2		MO. PAC. CROSSING		19.2				
P			f 6.55	22.5	D	MILLARD	MD	22.5				
XP			A 7.05AM	26.1		LANE		26.1				
						20.9						
			(1.05)			Thru Time						
			18.9			Average speed per hour						

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

WESTWARD				STROMSBURG BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 45.	SECOND CLASS		FIRST CLASS	Distance from Valparaiso	Time-Table No. 10			Mile Post	FIRST CLASS		SECOND CLASS	
	75	547	April 29, 1951			548	76					
	Mixed	Motor Passenger	STATIONS			Motor Passenger	Mixed					
WCYP	5.00AM	3.15PM		0.0	DN-R	VALPARAISO	YL VO	0.0	A 10.10AM		A 11.35AM	
16	f 5.20	f 3.30		7.4		LOMA		7.4	f 9.53		f 11.02	
28	s 5.40	s 3.40		13.5	D	BRAINARD	BD	13.5	s 9.42		s 10.50	
				15.0		O. & N.W. CROSSING		15.0				
32 W	s 6.10	s 4.00		23.2	D	DAVID CITY	DV	23.2	s 9.25		s 10.25	
				23.5		O. B. & Q. CROSSING		23.5				
31	s 6.45	s 4.13		33.3	D	RISING CITY	RN	33.3	s 9.04		s 9.40	
34	s 7.05	s 4.26		40.1	D	SHELBY	SH	40.1	s 8.50		s 9.20	
7	s 7.34	s 4.41		47.5	D	OSOEOLA	OZ	47.5	s 8.34		s 8.55	
9 W	s 8.25 ⁵⁴⁸	s 4.53		52.9	D	STROMSBURG		52.9	s 8.25 ⁷⁵ ₇₆		s 8.25 ⁵⁴⁸	
00				56.8		DURANT		56.8				
35	s 8.40	s 5.11		63.0	D	POLK	PK	63.0	s 8.05		s 7.50	
31	s 8.55	s 5.23		68.5	D	HORDVILLE	HV	68.5	s 7.54		s 7.30	
00				73.4		SAND PIT SPUR		73.4				
32	s 9.10	f 5.32		73.8		HEBER		73.8	f 7.45		f 7.10	
				75.3		O. B. & Q. CROSSING		75.3				
WYP	A 9.20AM	A 5.40PM		75.9	DN-R	CENTRAL CITY	YL OI	75.9	7.40AM		7.05AM	
						(75.9)			Daily		Monday Wednesday Friday	
	(4.20)	(2.25)				Thru Time			(2.30)		(4.30)	
	17.5	31.4				Average speed per hour			30.3		16.8	

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 45.	SECOND CLASS		79 Mixed Daily Except Sunday	Distance from Genoa	Time-Table No. 10			Mile Post	FIRST CLASS		SECOND CLASS	
					April 29, 1951							
					STATIONS							
40 WY			12.32PM	0.0	D-R	GENOA	YL G	0.0	A 4.35PM			
12				5.3		KENT		5.3				
20				9.3		MERCHISTON		9.3				
35			s 1.08	13.7	D	FULLERTON	FU	13.7	s 4.05			
21			s 1.33	23.1	D	BELGRADE	BL	23.1	s 3.45			
26 W			s 1.52	30.8	D	CEDAR RAPIDS	OD	30.8	s 3.30			
35			s 2.13	36.6	D	PRIMROSE	P	36.6	f 3.15			
38 WY			A 2.40PM	44.3	D-R	SPALDING	YL SG	44.3	3.00PM			
						(44.3)			Daily Except Sunday			
			(2.05)			Thru Time			(1.55)			
			20.5			Average speed per hour			25.0			

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. 10				SECOND CLASS					
				April 29, 1951									
				STATIONS									
				Distance from Columbus				Mile Post					
				79				82					
				81				80					
				321				312					
				Mixed				Mixed					
				Daily Except Sunday				Mixed					
WCTYPZ		11.40AM	6.20AM	1.40AM	0.0	DN-R	COLUMBUS	YL O	0.0	A12.25PM	A 5.15PM	A11.30PM	
30		11.50AM	6.30	1.50	4.2		SHELDONVILLE		4.2	12.10	5.08	f11.17	
8	YP	A12.02PM	A 6.45AM	f 2.00	9.4	R	OCONEE	YL	9.4	12.02PM	5.00PM	f11.05	
20				f 2.30	14.7	D	PLATTE CENTER	PO	14.7			s10.50	
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			s10.10	
16				f 3.23	29.1		PEOK		29.1			f 9.46	
33	W			s 3.55	35.4	D	MADISON	MA	35.4			s 9.32	
31					40.9		ENOLA		40.9				
					48.7		O. & N. W. CROSSING		48.7				
					50.2		O. & N. W. CROSSING		50.2				
WCZYP				A 5.00AM	50.4	D-R	NORFOLK	YL KN	50.4			8.30PM	
					(50.4)					Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
		(0.23) 25.6	(0.25) 22.6	(3.20) 15.1						(0.23) 24.5	(0.18) 37.6	(8.00) 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. 10				SECOND CLASS					
				April 29, 1951									
				STATIONS									
				Distance from Oconee				Mile Post					
				79				82					
				81				80					
				Mixed				Mixed					
				Daily Except Sunday				Mixed					
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							(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. 10				SECOND CLASS					
				April 29, 1951									
				STATIONS									
				Distance from Grand Island				Mile Post					
				283				84					
				83				284					
				Mixed				Mixed					
				Mon., Wed., Fri.				Tues., Thurs., Sat.					
WTYPCZ				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	P			s10.30	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	4.20PM	
27					s10.20	30.7	D	ELBA	EB	30.7	s 3.48		
25	P				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		O. 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								(2.45) 22.2	(0.55) 23.9	

WESTWARD				LOUP CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 10				SECOND CLASS					
				April 29, 1951									
				STATIONS									
				Distance from St. Paul				Mile Post					
				283				284					
				Mixed				Mixed					
				Monday Wednesday Friday									
WYP				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		ROOKVILLE		25.8	f 2.55			
33	WP			A 1.00PM	39.0	D-R	LOUP CITY	YL OP	39.0	2.30PM			
						(39.0)					Monday Wednesday Friday		
		(1.45) 22.3									(1.35) 24.6		

WESTWARD				HASTINGS BRANCH				EASTWARD					
				Time-Table No. 10									
				April 29, 1951									
				STATIONS									
				Distance from Hastings				Mile Post					
WYPCZ					0.0	DN-R	HASTINGS	YL AN	0.0				
96					7.3		NEWMAROH		7.3				
86	P				12.7	D	HAYLAND	HA	12.7				
95	P				20.2		DENMAN		20.2				
WB130 EB71	WYP RCSI				28.1	DN-R	GIBBON	YL GB	28.1				
						(28.1)							

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. 10 April 29, 1951			SECOND CLASS		
	95 Mixed Tuesday, Thursday, Saturday	519 Motor Passenger Daily Ex. Sat. and Sunday	517 Motor Passenger Sunday	518 Motor Mixed	96 Mixed		Mile Post	STATIONS				
								518	96			
							DN-R	KEARNEY YL KR	0.0	A 11.59AM	A 9.20PM	
								5.5 GLENWOOD PARK	5.5	f 11.43	f 8.32	
								4.6 RIVERDALE	10.1	s 11.35	s 8.22	
							D	6.7 AMHERST HR	16.8	s 11.23	s 8.00	
								5.9 WATERTOWN	22.7	f 11.12	f 7.41	
							D	3.6 MILLER MR	26.3	s 11.05	s 7.33	
							D	6.2 SUMNER SU	32.5	s 10.53	s 7.15	
							D	7.9 EDDYVILLE VD	40.4	s 10.40 ⁹⁵	s 6.59	
							D	11.7 OCONTO BS	52.1	s 10.19	s 6.28	
								7.0 LODI	59.1	f 10.03	f 6.14	
							D	6.4 OALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹	
								10.3 FINCHVILLE	75.8	f 9.31	f 5.00	
							D	7.3 ARNOLD AD	83.1	s 9.20	s 4.45	
								7.5 LOGAN	90.6	s 9.07	f 4.26	
								4.0 HOAGLAND	94.6	f 9.00	f 4.18	
								4.6 GANDY	99.2	s 8.50	f 4.08	
							D-R	3.2 STAPLETON YL SN	102.4	8.45AM	4.00PM	
								(102.4)		Daily Except Monday	Sunday Wednesday Friday	
	(5.55) 17.3	(8.10) 32.3	(3.00) 34.1 Thru Time.....			(3.14) 31.7	(5.20) 19.2 Average speed per hour.....			

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule 8-72.
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. 10 April 29, 1951			SECOND CLASS			
	97 Local Freight Daily	93 Mixed Daily	Mile Post		STATIONS						
					98 Local Freight	94 Mixed					
					DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM		
		7.30AM	5.30AM	0.0		2.8 OOKER	2.8	f 3.58	f 6.13		
18		f 7.35	f 5.35	2.8		10.0 SARBEN AK	12.8	f 3.30	s 5.58		
41 P		f 7.56	s 5.48	12.8	D	6.8 NEVENS	19.6	f 3.15	f 5.48		
40		f 8.13	f 5.57	19.6		5.2 BROGANVILLE	24.8				
12				24.8		3.6 KEYSTONE	28.4	f 2.55	s 5.36		
43 WP		f 8.35	s 6.11	28.4	WP	2.3 KINGSLEY	30.7				
11				30.7		4.2 MARTIN BA	34.9	f 2.30	f 5.24		
43 P		f 8.50	f 6.21	34.9	D	6.3 LEMOYNE	41.2	f 2.15	s 5.14		
43 P		f 9.05	s 6.31	41.2	P	5.6 BELMAR	46.8	f 2.05	f 5.03		
25		f 9.20	f 6.40	46.8		4.9 RUTHTON	51.7	f 1.55	f 4.55		
44		f 9.29	f 6.48	51.7		7.6 LEWELLEN YL W	59.8	s 1.40	s 4.44		
41 WCYP		s 10.00	s 7.02	59.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.21		
41 P		s 10.50	s 7.21	70.8	D	15.6 LISOO OO	86.4	f 12.25PM	s 3.53		
40 WP		s 11.35	s 7.43	86.4	D	9.0 FINLEY	95.4	f 11.53AM	f 3.39		
37		f 11.53AM	f 7.56	95.4		5.0 BROADWATER BR	100.4	f 11.40	s 3.30		
46		s 12.15PM	s 8.07	100.4	D	9.2 TOWERS	109.6	f 11.20	f 3.12		
19		f 12.34	f 8.20	109.6		4.5 NORTHPORT YL NP	114.1	f 11.12	s 3.05		
198 WCTP		s 1.15	s 8.30	114.1	D	1.4 O. B. & Q. CROSSING	115.5	11.08	2.57		
AI		1.19	8.33	115.5		6.3 MOHLER	121.8	f 10.58	f 2.46		
11		f 1.30	f 8.40	121.8		4.9 SOUTH BAYARD OR	126.7	f 10.40	s 2.39		
38 P		f 1.40	s 8.50	126.7	D	5.4 McCREW MO	132.1	f 10.28	s 2.29		
51		f 1.50	s 8.59	132.1	D	5.8 MELBETA MB	137.9	f 10.18	s 2.19 ⁹⁷		
30 P		f 2.19 ⁹⁴	s 9.09	137.9	D	8.0 GERING YL G	145.9	10.01AM	2.00PM		
70 WCYZP		A 2.35PM	A 9.30AM	145.9	DN-R	(145.9)		Daily	Daily		
		(7.05) 20.6	(4.00) 36.5 Thru Time.....			(6.19) 23.1	(4.25) 33.0 Average Speed per hour.....		

Westward 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 8-72.

WESTWARD

GERING BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS			Distance from Gering	Time-Table No. 10 April 29, 1951			SECOND CLASS		
	STATIONS									
	Mile Post									
				0.0	DN-R	GERING YL G	0.0			
				5.4		5.4 MATHERS	5.4			
17				6.0		0.6 MOON	6.0			
27				7.0		1.0 ROUBADEAU	7.0			
18				8.4		1.4 HILLIKER	8.4			
18				9.8		1.4 RIFORD	9.8			
						(9.8)				

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 10 April 29, 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-R	GERING YL G	145.9	A10.30AM	A 1.50PM		
14		f 9.46	f 6.10	150.5		4.6 OOSTIN	150.5	f 10.17	f 1.34		
30		s 9.49	f 6.15	152.3	D	1.8 HAIG HA	152.3	f 10.14	s 1.30		
24 P		s 9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	f 10.10	s 1.21		
32		f 9.58	f 6.30	157.1		1.3 PELTON	157.1	f 10.05	f 1.14		
42		f 10.02 ⁶⁰	f 6.35	159.5		2.4 BAILEYVUE	159.5	f 10.02 ⁹³	f 1.10		
30 P		s 10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL MO	162.1	f 9.56	s 1.06		
18		f 10.09	f 6.50	164.2		2.1 JOYCE	164.2	f 9.52	f 1.01		
51 WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 ⁵⁹	s 12.56		
31		f 10.19	f 9.50	170.1		2.2 OANAL	170.1	f 9.20	f 12.49		
14		f 10.23	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f 12.44		
51 P		s 10.25	f 10.07	173.7	D	0.9 HUNTLEY HU	173.7	f 9.13	s 12.41		
35		f 10.30	f 10.17	177.0		3.3 HOLLY	177.0	f 9.06	f 12.33		
51 WCYP	12.55PM	10.40 ⁵⁹ 10.45	10.35AM ⁹³ 12.15PM ⁹⁴	181.6	D-R	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.50	12.25 12.15 ⁵⁹	
51 P		s 10.55	s 12.35	188.1	D	6.5 VETERAN VN	188.1	s 8.37	s 12.03PM		
8		f 11.00	f 12.40	191.5		3.4 HELDT	191.5	f 8.30	f 11.57AM		
16		f 11.07	f 12.50	196.1		4.6 COTTIER	196.1	f 8.19	f 11.50		
51 WYP		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		8.7 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		2.3 DUROO	194.7	f 11.07			
19		f 1.44		200.8		6.1 WYOROSS	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			
		(2.50) 22.1	(1.35) 34.5	(7.00) 7.8		(98.4) Thru Time		(2.25) 25.9	(2.20) 23.4	(2.05) 20.3	
						Average speed per hour					

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 10 April 29, 1951		Mile Post	STATIONS			Mile Post	STATIONS		
		0.0	DN		LYMAN	MU	0.0				
		18	2.8				2.8		SEARS	2.8	
6	3.3			3.3	0.5 SIDING NO. 1	3.3					
17	4.6			4.6	1.3 HARTMAN	4.6					
22	6.4			6.4	1.8 STEGALL	6.4					
					(6.4)						

WESTWARD				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 10 April 29, 1951		Mile Post	STATIONS			Mile Post	STATIONS		
		0.0	DN		SEARS	0.0					
		5	1.2				1.2		BELLINGER	1.2	
17	2.8			2.8	1.6 JANISE	2.8					
					(2.8)						

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, and Nos. 60 and 94 are superior to No. 59.—See Rule 8-72.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:
Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
 When a "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
 When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
 Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
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						
7000 class engines.			75	50	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30 25
3800 and 3900 class engines.			60	50	Passing fueling stations.	50	50	40	25
5000 and 9000 class engines.			50	50	Within yard limits protected by continuous block signal system.	60	50	50	25
4000 class engines.			45	45	When yard limits not protected by continuous block signal system.	50	40	40	25
MacArthur type engines with 63-inch drivers.			55	50	When using cross-overs or turn-outs: 9000 class engines; Forward movement Back-up movement				10 10
MacArthur type engines with 57-inch drivers.			35	35	800 class engines with 14 wheel tender; Back-up movement				5 5
Mallet, Consolidation and Ten Wheeler type engines.			35	35	All other classes of engines; Forward movement Back-up movement	15 10	15 10	15 10	15 10
0-6-0 and 0-8-0 type yard engines.			20	20	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
Steam engines running backward.			20	20	On wye tracks.	15	15	15	15
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	Jordan spreaders and other machines of spreader type, when in operation.				15
Light engines.				45	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
Trains handling scale test cars.				30					
When more than 50% of the tonnage is gravel.				40					
Trains handling loaded wooden Hart convertible cars.				35					

OLD MAIN LINE					
Between Gilmore and Lane.			50	35	

FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.				5
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Fremont, on F. S. Y. & L. Co. tracks.				15	Buda, all airfield trackage.				10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Central City, within city limits	60	50	50	50					
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Summit					North Platte				
5.2 and 5.6	25	25	25	25	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.				5
Brownson, on government tracks.				10					
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Korty 323.5 and 324.4					Cheyenne 509.1 and 508.7				
Brownson 422.6 and 423.5					506.3 and 505.8				
Bushnell 456.9 and 457.2					503.0 and 502.2				
Smeed 462.8 and 462.9					Archer 498.2 and 497.7				
Burns 486.2 and 486.5					Durham 494.0 and 493.8				
Hillsdale 493.8 and 404.0					Hillsdale 486.5 and 486.2				
Durham 497.7 and 498.2					Pine Bluffs 462.9 and 462.8				
Archer 502.2 and 503.0					Smeed 457.2 and 456.9				
505.8 and 506.3					Potter 423.5 and 422.6				
508.7 and 509.1					Roscoe 324.4 and 323.5				
Cheyenne					North Platte				

THIRD SUBDIVISION

Maximum speed.	70	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.	60	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. 19.1 and 19.5	35	35	Beatrice, Allers Grain Company spur.		5
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25	Beatrice, 1900 class and heavier engines on Kilpatrick track.		5

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Loup City Branch.		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	Hastings Branch Maximum speed.		50
Trains handling outfit cars		20	Over Bridge 21.35.		30
2800 class engines.	30	30	Gibbon, west of east wye switch.		15
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Trains with 400 class engines.	40 40 25	30 40 25
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton: Steam trains. Motor trains. Trains with 400 class engines.	45 45 30	35 45 30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Trains handling outfit cars		20
Between Oconee and M.P. 16.		25	North Platte Branch Maximum speed.		45
Between M.P. 16 and Norfolk.		30	5000, 7000 and 9000 class engines		35
Trains handling outfit cars		20	Over Bridge 18.30.		35
Columbus, over wye switches.		15	Oshkosh, over First Street Crossing		15
On curve at M.P. 1.75.		25	North Platte Cut-Off Maximum speed.		45
Albion Branch Maximum speed:		30	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	On curves between M.P. 25.42 and M.P. 31.25		30
Between M.P. 11 and Spalding.		25	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars		20	Lyman Branch.		20
Over Bridge 12.96.		25	Gering Branch.		20
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Sears Branch.		20
Carey, all air field trackage.		10			
Between St. Libory and Ord.		30			
Trains handling outfit cars		20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

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

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
Omaha.....	West Yard Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	East End Yardmen's Room
Omaha.....	Union Station Telegraph Office	Julesburg.....	Telegraph Office
Omaha.....	Tower "B"	Sidney.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Conductor's Room Passenger Station
South Omaha.....	Yard Office	Cheyenne.....	Yard Office
Valley.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Valparaiso.....	Telegraph Office
Columbus.....	Enginemen's Washroom	Sterling.....	Telegraph Office
Central City.....	Telegraph Office	La Salle.....	Telegraph Office
Grand Island.....	Dispatcher's Office	Lincoln.....	Telegraph Office
Grand Island.....	Telegraph Office	Beatrice.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Roundhouse
Grand Island.....	Enginemen's Washroom, Passenger Station	Norfolk.....	Telegraph Office
Grand Island.....	Roundhouse	Hastings.....	Yard Office
Kearney.....	Telegraph Office	Stapleton.....	Telegraph Office
Kearney.....	Roundhouse	Gering.....	Dispatcher's Office
Lexington.....	Telegraph Office	Gering.....	Telegraph Office
North Platte.....	Dispatcher's Office	Gering.....	Roundhouse
North Platte.....	Telegraph Office	South Torrington.....	Telegraph Office

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
D. L. Gamette..	Medical Director	Los Angeles, Cal.	System.	F. L. Richards..	Oculist & Aurist.	Kearney, Nebr...	Kearney.
Lynn T. Hall...	Dist. Md. Officer	Omaha, Nebr...	East to, and including Council Bluffs.	M. B. Wilcox..	Oculist & Aurist.	Kearney, Nebr..	Kearney.
			West to, and including North Platte.	A. H. Shamborg..	Surgeon.....	Kimball, Nebr..	Kimball, Nebr.
			South to, but not including Marysville.	V. D. Norall....	Surgeon.....	Lexington, Nebr.	Overton to Cozad.
G. T. Alliband..	Oculist.....	Omaha, Nebr...		J. S. Welch.....	Surgeon.....	Lincoln, Nebr..	Valparaiso to Cortland.
C. F. Bantin....	Surgeon.....	Omaha, Nebr...		C. G. Amick.....	Surgeon.....	Loup City, Nebr.	Dannebrog to Loup City.
M. W. Barry....	Surgeon.....	Omaha, Nebr...		H. R. Palmteer..	Surgeon.....	Madison, Nebr..	Madison, Nebr and vicinity.
J. G. Bartek....	Surgeon.....	Omaha, Nebr...		R. K. Reynolds..	Surgeon.....	No. Bend, Nebr.	North Bend, Nebr.
J. D. Bigard....	Surgeon.....	Omaha, Nebr...		G. B. Salter....	Surgeon.....	Norfolk, Nebr.	Oconee to Norfolk.
E. A. Connolly..	Surgeon.....	Omaha, Nebr...		T. J. Kerr.....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
J. C. Davis.....	Oculist & Aurist.	Omaha, Nebr...		O. C. Kreymsborg	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
John R. Kleyla..	Surgeon.....	Omaha, Nebr...		Wm. B. Niehus..	Surgeon.....	No. Platte, Nebr.	Between North Platte, Brady Is. & Sutherland.
S. McCleneghan.	Surgeon.....	Omaha, Nebr...		A. E. Reeves....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
A. McDermott..	Surgeon.....	Omaha, Nebr...		H. H. Walker....	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
R. T. Mauer.....	Hospital Surgeon	Omaha, Nebr...		G. F. Waltemath	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
R. A. Moser....	Shop Surgeon	Omaha, Nebr...		R. T. Takemaga..	Surgeon.....	No. Platte, Nebr.	North Platte.
A. V. Murphy....	Surgeon.....	Omaha, Nebr...		S. K. Ines.....	Surgeon.....	Ogallala, Nebr..	Ogallala and vicinity.
F. C. Nelson....	Surgeon.....	Omaha, Nebr...		H. S. Eklund....	Surgeon.....	Osceola, Nebr..	Osceola and vicinity.
O. C. Nickum...	Shop Surgeon	Omaha, Nebr...		C. J. Miller....	Surgeon.....	Ord, Nebr.....	St. Paul to Ord.
S. A. Swenson...	Surgeon.....	Omaha, Nebr...		Don E. Baca....	Surgeon.....	Papillion, Nebr..	Papillion and vicinity.
J. J. O'Hearn...	Surgeon.....	Omaha, Nebr...		M. O. Arnold...	Surgeon.....	St. Paul, Nebr..	St. Libory to Scotia and St. Paul to Dannebrog.
R. H. Rasgorshok	Oculist & Aurist.	Omaha, Nebr...		F. G. Kolouch...	Surgeon.....	Schuyler, Nebr..	North Bend to Columbus
T. T. Smith.....	Aurist.....	Omaha, Nebr...		Richard Delfs..	Surgeon.....	Shelby, Nebr...	Shelby, Nebr.
J. J. O'Neil....	Aurist.....	Omaha, Nebr...		C. E. Wiltse....	Surgeon.....	Shelton, Nebr..	Shelton
J. Allen Davis..	Aurist.....	Omaha, Nebr...		B. H. Grimm....	Surgeon.....	Sidney, Nebr...	Sidney, Nebr.
M. M. Greenberg	Oculist.....	Omaha, Nebr...		E. F. Carr.....	Surgeon.....	Stapleton, Nebr..	Arnold to Stapleton.
J. E. Davis....	Surgeon.....	Albion, Nebr...		C. L. Marsh....	Surgeon.....	Valley, Nebr...	Waterloo to Fremont and Valley to Yutan.
H. Sydow.....	Surgeon.....	Albion, Nebr...		Ivan M. French..	Surgeon.....	Wahoo, Nebr...	Yutan and Weston, Nebr.
J. F. Dunn.....	Surgeon.....	Arnold, Nebr...		Ervin King....	Surgeon.....	Wood Rr., Nebr.	Wood River and vicinity.
W. T. Wildhaber	Surgeon.....	Beatrice, Nebr..		W. A. Buntan...	Dist. Surgeon.	Cheyenne, Wyo..	East to, but not including North Platte.
A. L. Schneider..	Surgeon.....	Brady Is., Nebr.					West to, but not including Rock Springs.
A. D. Brown....	Surgeon.....	Cent. City, Nebr.					South to, but not including Warren.
E. T. Zickman..	Surgeon.....	Cent. City, Nebr.		R. C. Gramlich..	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
R. R. Douglas...	Surgeon.....	Clarks, Nebr...		G. W. Koford...	Surgeon.....	Cheyenne, Wyo..	Cheyenne to Laramie and Cheyenne to Carr
R. C. Anderson..	Surgeon.....	Columbus, Nebr.		F. E. Magrath...	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
W. R. Neumarker	Surgeon.....	Columbus, Nebr.		E. W. Newman..	Oculist.....	Cheyenne, Wyo..	Cheyenne.
M. J. Carey....	Surgeon.....	Co. Bluffs, Ia...		R. B. Stump....	Oculist & Aurist.	Cheyenne, Wyo..	Cheyenne.
L. G. Howard...	Oculist & Aurist.	Co. Bluffs, Ia...		G. W. Marby...	Oculist.....	Cheyenne, Wyo..	Cheyenne.
A. L. Nielson...	Surgeon.....	Co. Bluffs, Ia...		R. I. Williams..	Aurist.....	Cheyenne, Wyo..	Cheyenne.
A. M. Pederson..	Surgeon.....	Co. Bluffs, Ia...		A. C. Colman...	Surgeon.....	Chappell, Nebr..	Julesburg to Sidney.
L. H. Fochtman..	Surgeon.....	Cozad, Nebr...		H. P. Linton....	Surgeon.....	Julesburg, Colo.	Ogallala to Lodge Pole and Julesburg to Sterling.
L. J. Ekelor....	Surgeon.....	David City, Nebr.		E. R. Core.....	Surgeon.....	Kimball, Nebr...	Sidney to Cheyenne.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.		John L. McFee..	Surgeon.....	Ogallala, Nebr..	Sutherland to Julesburg.
R. C. Reeder....	Surgeon.....	Fremont, Nebr..		M. L. Morris...	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.		H. E. Moore....	Surgeon.....	Suth'land, Nebr..	North Platte to Ogallala.
Homer Davis...	Surgeon.....	Genoa, Nebr...		H. A. Blackstone	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
W. C. Harvey, Jr.	Surgeon.....	Gering, Nebr...		W. C. Harvey...	Surgeon.....	Gering, Nebr...	Northport to Gering.
H. H. Rodman..	Surgeon.....	Gibbon, Nebr...		W. G. Seng....	Surgeon.....	Oakhosh, Nebr..	Oakhosh to Northport.
Bert W. Pyle...	Surgeon.....	Goth'burg, Nebr.		Jason B. Roche..	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
L. E. Ines.....	Surgeon.....	Gr. Island, Nebr.		C. B. Dorwart..	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
E. G. Johnson...	Surgeon.....	Gr. Island, Nebr.		C. R. Watson....	Surgeon.....	So. Mit'ell, Nebr.	Gering to Lyman.
K. F. McDermott	Surgeon.....	Gr. Island, Nebr.		Leo Keenan....	Surgeon.....	Torrington, Wyo.	Lyman to So. Torrington.
C. H. Maggiore..	Surgeon.....	Gr. Island, Nebr.		Wm. M. Greig..	Dist. Surgeon..	Denver, Colo...	North to, and including Warren.
R. D. Martin...	Oculist.....	Gr. Island, Nebr.					East to, but not including Ellis.
J. A. Proffitt...	Oculist.....	Gr. Island, Nebr.					East to, but not including Plainville.
J. J. Hanigan...	Surgeon.....	Hallam, Nebr...					East to, and including Ovid.
O. A. Kostal...	Surgeon.....	Hastings, Nebr..		F. E. Palmer....	Surgeon.....	Sterling, Colo...	Ilif to Merino.
Baneroft & Staley	Surgeon.....	Kearney, Nebr...		T. M. Rogers...	Surgeon.....	Sterling, Colo...	Sterling.
				A. F. Williams..	Surgeon.....	Ft. Morgan, Colo.	Sterling to Waldona.
				W. L. Wilkinson.	Surgeon.....	La Salle, Colo...	La Salle to Kersoy.