

**BRANCHES**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
North Platte Branch Maximum speed.	50	50	50	40	Between Yoder and Creighton.	35	35	35	35
2800 and 2900 class engines.			45	45	On curves between Yoder and So. Torrington	35	35	35	35
Over Bridge 18.30.	35	35	35	35	On curves between M.P. 25.42 and M.P. 31.25	30	30	30	30
Martin, on dam spur.				15	Through tunnel between Albin and Tremain.	20	20	20	20
North Platte Cut-Off Maximum speed.	50	45	45	45	Lyman Branch.			20	20
M.P. 149.36, curve.	35	35	35	35	Gering Branch.			20	20
					Sears Branch.			20	20

**H. H. LARSON**  
General Manager

**H. E. SHUMWAY**  
Genl. Supt. Transportation

**A. E. STODDARD**  
Asst. General Manager

**E. H. BAILEY**, Superintendent..... Omaha, Nebr.  
**F. F. GETSFRED**, Asst. Superintendent..... Omaha, Nebr.  
**T. P. ARGUBRIGHT**, Asst. Superintendent..... North Platte, Nebr.  
**F. P. FLESHER**, Asst. Superintendent..... Gering, Nebr.  
**R. W. McSPADDEN**, Trainmaster..... Sidney, Nebr.  
**J. J. DALY**, Master Mechanic..... Co. Bluffs, Iowa  
**C. H. SUITS**, Road Foreman of Engines..... Cheyenne, Wyo.  
**P. C. LOOMIS**, Road Foreman of Engines..... North Platte, Nebr.  
**E. A. McCRAW**, Road Foreman of Engines..... North Platte, Nebr.  
**W. F. HART**, Division Engineer..... Omaha, Nebr.  
**L. T. FERGUSON**, General Roadmaster..... Omaha, Nebr.

**Third and Fourth Subdivisions**

**W. D. DEAKINS**, Chief Train Dispatcher..... North Platte, Nebr.  
**F. G. CLARK**, Asst. Chief Train Dispatcher..... North Platte, Nebr.  
**C. B. LISHER**, Asst. Chief Train Dispatcher..... North Platte, Nebr.

**North Platte Branch and Cut-Off**

**L. A. JOHNSON**, Chief Train Dispatcher..... Gering, Nebr.

**STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:**

North Platte..... Dispatcher's Office  
 North Platte..... Telegraph Office  
 North Platte..... Yard Office  
 North Platte..... Engine Dispatcher's Office  
 North Platte..... Engineer's Washroom, Passenger Station  
 Julesburg..... Telegraph Office  
 Sidney..... Telegraph Office  
 Sidney..... Locker Room  
 Sidney..... Engineer's Locker Room  
 Cheyenne..... Dispatcher's Office  
 Cheyenne..... Telegraph Office  
 Cheyenne..... Conductor's Room, Passenger Station  
 Cheyenne..... Yard Office  
 Cheyenne..... Engine Dispatcher's Office  
 Gering..... Dispatcher's Office  
 Gering..... Telegraph Office  
 Gering..... Roundhouse  
 South Torrington..... Telegraph Office

**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**NEBRASKA DIVISION**

**THIRD SUBDIVISION  
FOURTH SUBDIVISION  
AND BRANCHES**

**TIME-TABLE  
No. 345**

**Effective Sunday,  
November 10, 1946**

at 12:01 A. M. Mountain Time

**TODAY IS SAFETY DAY**

**FOR EMPLOYEES ONLY**



**WESTWARD**

**THIRD SUBDIVISION**

**SECOND CLASS**

Car Capacity, of Seating, etc. See Rule 6 (A).	STATIONS				Distance from Council Bluffs
	243	97	241	93	
	Local Freight	Local Freight	Local Freight	Mixed	
	Daily Except Sunday	Daily	Daily Except Sunday	Daily	
XWCZTYOP		6.50AM	6.35AM	6.25AM	284.1
CS84 P		7.02	f 6.50	6.34	290.5
WS 72 XP		7.15	s 7.08	s 6.43	296.9
CS 119 XWYP		A7.30AM	f 7.15	A 6.55AM	300.7
X					301.8
CS 121 XP			s 7.25		303.4
CS 82 P			f 7.35		307.9
CS 121 XWP			s 7.55		315.5
WS 74 XP			f 8.05		321.7
CS 83 P			f 8.15		327.7
WS122 WB120 ES138 XWCP			s 8.45		334.8
CS 84 P			s 9.05		343.9
X			f 9.13		349.1
CS 132 WP			s 9.30		353.9
CS 83 P			f 9.40		359.3
XWCIYP WS109 ES121		8.30AM	A10.00AM		365.3
CS 90 P		f 8.45			370.6
CS 123 WXP		s 9.25			380.3
X		f 9.35			385.0
WS 111 ES 78 XWP		s 10.00			389.7
XP		s 10.20			396.3
CS 94 P		f 10.35			401.0
XWCTYP		A11.00AM			407.5

**Time-Table No. 345**

November 10, 1946

**STATIONS**

YL	NO
DN-R	NORTH PLATTE NY
6.4	BIRDWOOD
6.4	HERSHEY OF
3.8	O'FALLONS FA
1.1	VARNER
1.6	SUTHERLAND SU
4.5	DEXTER
7.6	PAXTON PN
6.2	KORTY
6.0	ROSCOE RO
7.1	OGALLALA YL GT
9.1	BRULE RU
5.2	MEGEATH
4.8	BIG SPRINGS GS
5.4	BARTON
6.0	JULESBURG YL JB
5.3	WEIR
9.7	CHAPPELL OQ
4.7	OTTMAN
4.7	LODGE POLE GP
6.6	SUNOL UN
4.7	COLTON
6.5	DN-R SIDNEY YL OD

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

**FIRST CLASS**

23	7
Challenger Passenger	Challenger Passenger
Daily	Daily

4.20PM	2.50PM
4.30	3.00
4.36	3.06
4.39	3.09
4.42	3.12
4.46	3.17
4.53	3.24
4.59	3.30
5.05	3.37
5.18	3.48
5.28	3.58
5.38	4.08
5.43	4.13
5.51	4.23
5.59	4.30
6.09	4.40
6.20	4.49
6.28	4.56
6.35	5.01
A 6.50PM	A 5.15PM

(123.4)

(2.30)	(0.40)	(3.25)	(0.30)	..... Thru Time.....	(2.30)	(2.25)
16.9	24.9	23.8	33.2	..... Average speed per hour.....	49.3	51.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
 other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

★Note.—No. 105 will run only on the following dates:  
 Due to leave North Platte on the 4th, 9th, 14th, 19th, 24th and 29th of each month.

**WESTWARD**

**THIRD SUBDIVISION**

**FIRST CLASS**

5	21	105	103	101	43	27	1	111	53	Distance from Council Bluffs
Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	
Daily	Daily	★See Note Below	Tuesday Thursday Saturday	Sunday Wednesday Friday	Daily	Daily	Daily	Daily	Daily	
2.01PM	1.50PM	6.24AM	6.17AM	6.17AM	5.55AM	5.06AM	4.56AM	3.50AM	1.20AM	284.1
2.10	1.59	6.31	6.24	6.24	6.05	5.14	5.04	3.57	1.33	290.5
2.16	2.06	6.36	6.29	6.29	f 6.12	5.20	5.10	4.02	1.39	296.9
2.19	2.10	6.39	6.32	6.32	6.16	5.24	5.14	4.05	1.42	300.7
										301.8
2.22	2.13	6.41	6.34	6.34	f 6.24	5.27	5.17	4.07	1.51	303.4
2.26	2.18	6.44	6.37	6.37	6.30	5.32	5.22	4.11	1.56	307.9
2.33	2.26	6.50	6.43 <sup>43</sup>	6.43 <sup>43</sup>	f 6.43 <sup>101</sup> 103	5.39	5.29	4.17	2.07	315.5
2.39	2.33	6.55	6.48	6.48	6.50	5.45	5.35	4.22	2.13	321.7
2.45	2.39	7.00 <sup>43</sup>	6.53	6.53	f 7.00 <sup>105</sup>	5.51	5.41	4.26	2.21	327.7
2.56 <sup>21</sup>	2.56 <sup>5</sup>	7.07	6.59	6.59	s 7.14	6.05	5.55	4.33	s 2.40	334.8
3.05	3.09	7.14	7.06	7.06	f 7.28	6.15	6.05	4.40	2.55	343.9
										349.1
3.16	3.20	7.22	7.14	7.14	f 7.41	6.24	6.14	4.48	3.10	353.9
3.21	3.26	7.26	7.18	7.18	7.51	6.29	6.19	4.52	3.18	359.3
3.31	3.36	7.31	7.23	7.23	s 7.59	6.35	6.25	A 4.59AM	A 3.30AM	365.3
3.38	3.44	7.35	7.27	7.27	8.07	6.42	6.32			370.6
3.48	3.54	7.44	7.36	7.36	f 8.21	6.52	6.42			380.3
										385.0
3.57	4.05	7.51	7.43	7.43	f 8.35	7.01	6.51			389.7
4.04	4.13	7.56	7.48	7.48	f 8.46	7.07	6.57			396.3
4.09	4.20	7.59	7.51	7.51	8.53	7.12	7.02			401.0
A 4.21PM	A 4.35PM	A 8.07AM	A 7.59AM	A 7.59AM	A 9.10AM	A 7.22AM	A 7.14AM			407.5

★See Note  
Below

★See Note  
Below

★See Note  
Below

(2.20)	(2.45)	(1.43)	(1.42)	(1.42)	(3.15)	(2.16)	(2.18)	(1.09)	(2.10)	..... Thru Time.....
52.9	44.9	71.9	72.6	72.6	38.0	54.4	53.7	70.6	37.5	..... Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
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 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
 other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

★Note.—No. 105 will run only on the following dates:  
 Due to leave North Platte on the 4th, 9th, 14th, 19th, 24th and 29th of each month.

Train	At	Discharge Passengers From	Pick Up Passengers Destined to
7	Any Station...	.....	Coach or tourist passengers to Salt Lake City or beyond.
21	Any Station...	Omaha or beyond (sleeping car passengers).	.....
21	Any Station...	.....	Kemmerer or beyond. Ogden or beyond (sleeping car passengers).
23	Any Station...	.....	Coach or tourist car passengers to Ogden or beyond.
53	Any Station...	.....	Colorado points where scheduled to stop.
111	Julesburg.....	Chicago.....	Colorado points where scheduled to stop.

**THIRD SUBDIVISION EASTWARD**

**Time-Table No. 345**  
November 10, 1946

**STATIONS**

Mile Post	FIRST CLASS									
	6 Mail and Express	24 Challenger Passenger	22 Passenger	8 Challenger Passenger	44 Passenger	112 Streamliner Passenger ★See Note Below	54 Passenger	2 Passenger	106 Streamliner Passenger	102 Streamliner Passenger ★See Note Below
284.1	A 11.20AM	A 12.20PM	A 12.32PM	A 1.30PM	A 8.40PM	A 8.47PM	A 9.35PM	A 9.43PM	A 9.48PM	A 9.58PM
290.5	11.09	12.07	12.19	1.17	8.21	8.40	9.15	9.33	9.40	9.50
296.9	11.03	12.01PM	12.13	1.11	f 8.13	8.35	9.07	9.27	9.35	9.45
300.7	11.00	11.57AM	12.09	1.07	8.08	8.32	9.03	9.24	9.32	9.42
301.8										
303.4	10.58 <sup>242</sup>	11.55	12.07	1.05	f 8.04	8.30	9.00	9.22	9.30	9.40
307.9	10.54	11.50	12.02PM	1.00	7.58	8.27	8.55	9.18	9.27	9.37
315.5	10.47	11.43	11.55AM	12.53	f 7.49	8.21	8.48	9.11	9.21	9.31
321.7	10.41	11.37	11.49	12.47	7.41	8.17	8.42	9.05	9.16	9.26
327.7	10.36	11.31	11.43	12.41	f 7.33	8.13	8.36	9.00	9.11	9.21
334.8	10.29	11.21	11.33	12.31	s 7.22	8.08	s 8.27	8.53	9.05	9.15
343.9	10.20	11.08	11.20	12.18	f 7.06	8.01	8.12	8.44	8.57	9.07
349.1										
353.9	10.11	10.58	11.10	12.08	f 6.54	7.53	8.03	8.35	8.49	8.59
359.3	10.06	10.53	11.05	12.03PM	6.47	7.49	7.55	8.30	8.44	8.54
365.3	10.00	10.45	10.57	11.55AM	s 6.39	7.44PM <sup>54</sup>	7.45PM <sup>112</sup>	8.24	8.39	8.49
370.6	9.54	10.38	10.50	11.48	6.29			8.18	8.34	8.44
380.3	9.45	10.28	10.40	11.38	f 6.19			8.09	8.26	8.36
385.0										
389.7	9.37	10.19	10.31	11.29	f 6.08			8.01	8.19	8.29
396.3	9.31	10.13	10.25	11.23	f 6.00			7.55	8.14	8.24
401.0	9.27	10.09	10.21	11.19	5.54			7.51	8.10	8.20
407.5	9.20AM	10.00AM	10.12AM	11.10AM	5.45PM			7.45PM	8.05PM	8.15PM
(123.4)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See Note Below	Sunday Wednesday Friday

Thru Time..... (2.00) (2.20) (2.20) (2.20) (2.55) (1.03) (1.50) (1.58) (1.43) (1.43)  
Average speed per hour..... 61.7 52.9 52.9 52.9 42.3 77.3 44.3 62.7 71.9 71.9

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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Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
When instructed by train dispatcher to clear a train or trains, the following will govern:  
Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
Rule D-83 will apply to all trains.

★Note.—No. 106 will run only on the following dates:  
Due to leave Sidney on the 2nd, 7th, 12th, 17th, 22nd and 27th of each month.

Train	At	Discharge Passengers from	Pick Up Passengers Destined to
8	Any Station...	Coach or tourist passengers from Salt Lake City or beyond.	
22	Any Station...	Ogden or beyond.	
22	Any Station...	Granger or beyond.	
22	Chappell, Julesburg, Brule, Ogallala, Paxton, Sutherland...		Revenue passengers to Omaha.
24	Any Station...	Cheyenne or beyond.	Revenue passengers to Omaha.
54	Any Station...	Colorado points.	
112	Julesburg...	Colorado points.	Chicago.

**THIRD SUBDIVISION EASTWARD**

**FIRST CLASS**  
104 Streamliner Passenger  
28 Passenger

**Time-Table No. 345**  
November 10, 1946

**STATIONS**

Mile Post	SECOND CLASS				Car Capacity of Sidings, etc. See Rule 6 (A).
	242 Local Freight	244 Local Freight	98 Mixed	94 Mixed	
284.1	A 11.50AM		A 4.50PM	A 7.35PM	XWCZTYOP
290.5	f 11.40		f 4.39	7.19	CS84 P
296.9	s 11.25		f 4.30	f 7.10	WS 72 XP
300.7	f 11.15		4.22PM	7.05PM	CS 119 XWYP
301.8					X
303.4	s 10.58 <sup>6</sup>				CS 121 XP
307.9	f 10.15				CS 82 P
315.5	s 10.00				CS 121 XWP
321.7	f 9.35				CS 74 XP
327.7	f 9.15				CS 83 P
334.8	s 9.00				WS122 WB120 ES138 XWCP
343.9	s 8.15				CS 84 P
349.1	f 7.57				X
353.9	s 7.50				CS 132 WP
359.3	f 7.25				CS 83 P
365.3	7.15AM	A 2.30PM			XWCIYP WS109 ES121
370.6		f 2.05			CS 90 P
380.3		s 1.45			CS 123 WXP
385.0		s 1.20			X
389.7		s 1.10			WS 111 ES 78 XWP
396.3		f 12.55			XP
401.0		f 12.43			CS 94 P
407.5		12.30PM			XWCTYP
(123.4)	Daily Except Monday	Daily Except Sunday	Daily	Daily	

Thru Time..... (1.43) (2.01) ..... Thru Time..... (4.35) (2.00) (0.28) (0.30)  
Average speed per hour..... 71.9 61.2 ..... Average speed per hour..... 17.7 21.1 35.6 33.2

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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Rule D-83 will apply to all trains.

★Note.—No. 106 will run only on the following dates:  
Due to leave Sidney on the 2nd, 7th, 12th, 17th, 22nd and 27th of each month.

**WESTWARD FOURTH SUBDIVISION**

**SECOND CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A).							353	245	Distance from Council Bluffs	Time-Table No. 345 November 10, 1946	
							Mixed	Local Freight		<b>STATIONS</b>	
							Daily	Tuesday Thursday Saturday			
			2/16/53 27 10 am 484								
			APR 8.33								
XWCTYP			8.39					8.10AM	407.5	DN-R SIDNEY YL OD	
CS 94 YP							f	8.23	415.5	D BROWNSON BW	
WS 121 XWP ES 70							s	8.56	426.4	DN POTTER PR	
X								9.05	430.9	JACINTO	
CS 94 P			9.12				f	9.15	435.4	D DIX DX	
PX								9.24	439.9	OWASCO	
CS 133 XWP			9.22				s	9.45	444.5	DN KIMBALL KB	
X								9.59	451.1	OLIVER	
CS 84 WP							s	10.20	456.6	D BUSHNELL BN	
X								10.35	460.9	SMEED	
CS107 XWCYP							s	10.59 <sup>43</sup>	466.7	DN PINE BLUFFS YL UF	
X								11.35	472.0	TRACY	
CS 94 XWYP								3.55PM	f 11.45AM	D EGBERT GX	
WS 62 XP			10.03				f	4.05	f 12.15PM	DN BURNS UX	
WS 113 WP ES 96			10.12				f	4.18	f 12.40	D HILLSDALE HD	
WS 62 XP			just damped only				f	4.30	12.54	DURHAM	
WS 117 XP ES 125							f	4.40	f 1.07	AROHAR	
XWCZTYOP			10.37				A	4.55PM	A 1.30PM	DN-R CHEYENNE YL OY	

(1.00) (5.20) ..... Thru Time  
32.0 19.1 ..... Average speed per hour

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 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.  
 ★ Note.—No. 105 will run only on the following dates:  
 Due to leave Sidney on the 4th, 9th, 14th, 19th, 24th and 29th of each month.

**WESTWARD FOURTH SUBDIVISION**

**FIRST CLASS**

										Distance from Council Bluffs	Time-Table No. 345 November 10, 1946	
23	7	21	5	43	105	103	101	27	1		<b>STATIONS</b>	
Challenger Passenger	Challenger Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	★ See Note Below	Tuesday Thursday Saturday	Sunday Wednesday Friday	Daily	Daily			
7.00PM	5.25PM	4.45PM	4.31PM	9.20AM	8.08AM	8.01AM	8.01AM	7.30AM	7.20AM	407.5	DN-R SIDNEY YL OD	
7.11	5.35	4.57	4.40	9.34	8.16	8.10	8.10	7.41	7.31	415.5	D BROWNSON BW	
7.22	5.46	5.10	4.51	s 9.50	8.26	8.20	8.20	7.52	7.42	426.4	DN POTTER PR	
7.26	5.52	5.15	4.56	9.57	8.30	8.24	8.24	7.57	7.47	430.9	JACINTO	
7.31	5.57	5.20	5.01	s 10.05	8.34	8.28	8.28	8.02	7.52	435.4	D DIX DX	
7.36	6.02	5.25	5.06	10.13	8.38	8.32	8.32	8.07	7.57	439.9	OWASCO	
7.42	6.08	5.31	5.11	s 10.22	8.42	8.36	8.36	8.12	8.02	444.5	DN KIMBALL KB	
7.49	6.15	5.38	5.17	10.30	8.47	8.42	8.42	8.18	8.08	451.1	OLIVER	
7.55	6.21	5.44	5.22	s 10.40	8.51	8.46	8.46	8.24	8.14	456.6	D BUSHNELL BN	
8.00	6.26	5.49	5.26	10.46	8.55	8.50	8.50	8.28	8.18	460.9	SMEED	
8.08	6.33	5.58	5.33	s 10.59 <sup>245</sup>	9.00	8.55	8.55	8.34	8.24	466.7	DN PINE BLUFFS YL UF	
8.16	6.42	6.06	5.40	11.07	9.05	9.00	9.00	8.43	8.33	472.0	TRACY	
8.23	6.49	6.13	5.57	f 11.18	9.11	9.06	9.06	8.50	8.40	477.5	D EGBERT GX	
8.34	6.57	6.24	5.55	f 11.28	9.17	9.12	9.12	8.58	8.48	483.2	D BURNS UX	
8.45	7.05	6.35	6.04	f 11.40	9.24	9.19	9.19	9.07	8.57	489.7	D HILLSDALE HD	
8.55	7.14	6.45	6.13	11.52AM	9.31	9.26	9.26	9.16	9.06	495.9	DURHAM	
9.05	7.23	6.55	6.23	12.05PM	9.38	9.33	9.33	9.25	9.15	501.2	AROHAR	
A 9.20PM	A 7.40PM	A 7.10PM	A 6.40PM	A 12.20PM	A 9.50AM	A 9.45AM	A 9.45AM	A 9.40AM	A 9.30AM	509.5	DN-R CHEYENNE YL OY	

(2.20) (2.15) (2.25) (2.09) (3.00) (1.42) (1.44) (1.44) (2.10) (2.10) ..... Thru Time  
43.7 45.3 42.2 47.4 34.0 60.0 58.8 58.8 47.1 47.1 ..... 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.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.  
 ★ Note.—No. 105 will run only on the following dates:  
 Due to leave Sidney on the 4th, 9th, 14th, 19th, 24th and 29th of each month.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
7	Any Station...	.....	Revenue coach and tourist car passengers to Salt Lake City and beyond.
21	Any Station...	.....	Kemmerer and beyond.
21	Any Station...	.....	Revenue sleeper passengers for Ogden and beyond.
21	Any Station...	Omaha or east (standard sleeping car passengers).	.....
23	Any Station...	.....	Revenue coach and tourist car passengers for Ogden and beyond.

**FOURTH SUBDIVISION EASTWARD**

**Time-Table No. 345**

**November 10, 1946**

**FIRST CLASS**

STATIONS	Mile Post	FIRST CLASS									
		6	24	22	8	44	2	106	102	104	28
		Mail and Express	Challenger Passenger	Passenger	Challenger Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
DN-R SIDNEY YL OD 8.0	407.5	A 9.10AM	A 9.50AM	A 10.02AM	A 11.00AM	A 5.35PM	A 7.35PM	A 8.04PM	A 8.14PM	A 8.14PM	A 8.30PM
D BROWNSON BW 10.9	415.5	8.59	9.37	9.49	10.47	5.18	7.23	7.54	8.04	8.04	8.20
DN POTTER PR 4.5	426.4	8.49	9.25	9.38	10.35	s 5.04	7.12	7.45	7.55	7.55	8.10
JACINTO 4.5	430.9	8.45	9.20	9.33	10.30	4.55	7.07	7.42	7.52	7.52	8.06
D DIX DX 4.5	435.4	8.41	9.16	9.29	10.26	s 4.49	7.03	7.39	7.49	7.49	8.02
OWASCO 4.6	439.9	8.37	9.12	9.25	10.22	4.40	6.59	7.36	7.46	7.46	7.58
DN KIMBALL KB 6.6	444.5	8.33	9.08	9.21	10.18	s 4.34	6.55	7.32	7.42	7.42	7.54
OLIVER 5.5	451.1	8.27	9.02	9.15	10.12	4.25	6.49	7.27	7.37	7.37	7.48
D BUSHNELL BN 4.3	456.6	8.22	8.57	9.10	10.07	s 4.19	6.44	7.23	7.33	7.33	7.43
SMEED 5.8	460.9	8.18	8.52	9.05	10.02	4.12	6.40	7.20	7.30	7.30	7.39
DN PINE BLUFFS YL UF 5.3	466.7	8.11	8.45	8.58	9.55 <sup>246</sup>	s 4.05	6.34	7.15	7.25	7.25	7.33
TRACY 5.5	472.0	8.04	8.37	8.50	9.47	3.55	6.29	7.10	7.20	7.20	7.27
D EGBERT GX 5.7	477.5	7.59	8.31	8.44	9.41	3.51	6.24	7.06	7.16	7.16	7.22
D BURNS UX 6.5	483.2	7.54	8.25	8.38	9.35	3.45	6.19	7.01	7.11	7.11	7.17
D HILLSDALE HD 6.2	489.7	7.48	8.19	8.31	9.29	3.39	6.13	6.56	7.06	7.06	7.11
DURHAM 5.3	495.9	7.42	8.13 <sup>246</sup>	8.24 <sup>246</sup>	9.23	3.33	6.07	6.50	7.00	7.00	7.05
ARCHER 8.3	501.2	7.37	8.07	8.17	9.17	3.27	6.02	6.46	6.56	6.56	7.00
DN-R CHEYENNE YL OY <sup>N</sup>	509.5	7.25AM	7.55AM	8.05AM	9.05AM	3.15PM	5.50PM	6.38PM	6.48PM	6.48PM	6.50PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(102.0)

Thru Time.....	(1.45)	(1.55)	(1.57)	(1.55)	(2.20)	(1.45)	(1.26)	(1.26)	(1.26)	(1.40)
Average speed per hour.....	58.3	53.2	52.3	53.2	43.7	58.3	71.2	71.2	71.2	61.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.  
 ★Note.—No. 106 will run only on the following dates:  
 Due to leave Cheyenne on the 2nd, 7th, 12th, 17th, 22nd and 27th of each month.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
8	Any Station...	Coach and tourist car passengers from Salt Lake City and beyond.	
22	Any Station...	Ogden or beyond.	
22	Any Station...	Kemmerer or beyond.	
24	Any Station...	Cheyenne or beyond.	

**FOURTH SUBDIVISION EASTWARD**

**Time-Table No. 345**

**November 10, 1946**

**SECOND CLASS**

STATIONS	Mile Post	SECOND CLASS									
		246	354								
		Local Freight	Mixed								
XWCTYP											
DN-R SIDNEY YL OD 8.0	407.5	A 1.30PM									
D BROWNSON BW 10.9	415.5	f 12.55									
DN POTTER PR 4.5	426.4	s 12.30									
JACINTO 4.5	430.9	f 12.10PM									
D DIX DX 4.5	435.4	s 11.59AM									
OWASCO 4.6	439.9	f 11.45									
DN KIMBALL KB 6.6	444.5	s 11.35									
OLIVER 5.5	451.1	f 11.05									
D BUSHNELL BN 4.3	456.6	s 10.55									
SMEED 5.8	460.9	f 10.05									
DN PINE BLUFFS YL UF 5.3	466.7	s 9.55 <sup>8</sup>									
TRACY 5.5	472.0	f 9.17									
D EGBERT GX 5.7	477.5	f 9.07	A 9.15AM								
D BURNS UX 6.5	483.2	s 8.55	9.00								
D HILLSDALE HD 6.2	489.7	s 8.40	8.45								
DURHAM 5.3	495.9	f 8.25 <sup>24</sup>	f 8.30								
ARCHER 8.3	501.2	f 7.55	8.29								
DN-R CHEYENNE YL OY	509.5	7.35AM	8.15AM								

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(102.0)

Thru Time.....	(5.55)	(1.00)
Average speed per hour.....	16.9	32.0

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.  
 ★Note.—No. 106 will run only on the following dates:  
 Due to leave Cheyenne on the 2nd, 7th, 12th, 17th, 22nd and 27th of each month.

WESTWARD				NORTH PLATTE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 345 November 10, 1946			Mile Post	SECOND CLASS			
		97 Mixed Daily	93 Mixed Daily			98 Mixed	94 Mixed					
					STATIONS							
	WYP	7.30AM	6.55AM	0.0	DN-R	O'FALLONS YL FA	0.0	A	4.20PM	A	7.00PM	
15		f 7.35	f 7.00	2.8		2.8 COCKER	2.8	f	3.58	f	6.45	
41	P	f 7.56	s 7.15	12.8	D	10.0 SARBEN AK	12.8	f	3.30	s	6.32	
40		f 8.13	f 7.25	19.6		6.8 NEVENS	19.6	f	3.15	f	6.24	
8		f 8.24	f 7.33	24.8		5.2 BROGANVILLE	24.8	f	3.05	f	6.15	
42	WP	s 8.35	s 7.40	28.4	D	3.6 KEYSTONE KS	28.4	f	2.55	f	6.07	
6				30.7		2.3 KINGSLEY	30.7					
42		f 8.50	f 7.50	34.9	D	4.2 MARTIN SA	34.9	f	2.30	f	5.55	
42	P	f 9.05	s 8.00	41.2		6.3 LEMOYNE	41.2	f	2.15	s	5.45	
25		f 9.20	f 8.09	46.8		5.6 BELMAR	46.8	f	2.05	f	5.34	
44		f 9.29	f 8.18	51.7		4.9 RUGHTON	51.7	f	1.55	f	5.26	
41	WCYP	s 10.00	s 8.32	59.3	D	7.6 LEWELLEN YL W	59.3	s	1.40	s	5.15	
41		f 10.08	f 8.38	63.0		3.7 LUTHERVILLE	63.0	f	1.20	f	5.06	
41	P	s 10.50	s 8.54	70.8	D	7.8 OSHKOSH YL OX	70.8	f	1.05	s	4.52	
41		f 11.12	f 9.09	81.8		11.0 LYTLE	81.8	f	12.35	f	4.34	
40	WP	s 11.35	s 9.19	86.4	D	4.6 LISCO OO	86.4	f	12.25PM	s	4.24	
37		f 11.53AM <sup>98</sup>	f 9.33	95.4		9.0 FINLEY	95.4	f	11.53AM <sup>97</sup>	f	4.10	
46		s 12.15PM	s 9.43	100.4	D	5.0 BROADWATER BR	100.4	f	11.40	s	4.01	
40		f 12.31	f 9.57	108.4		8.0 KELLY	108.4	f	11.22	f	3.46	
19		f 12.34	f 10.01	109.6		1.2 TOWERS	109.6	f	11.20	f	3.43	
195	WCTP	f 1.15	s 10.11	114.1	DN	4.5 NORTHPORT YL NP	114.1	f	11.12	s	3.36	
	AI	1.19	10.14	115.5		1.4 C. B. & Q. CROSSING	115.5	11.08	3.28			
11		f 1.30	f 10.24	121.8		6.3 MOHLER	121.8	f	10.58	f	3.17	
38	P	f 1.40	s 10.40 <sup>98</sup>	126.7	D	4.9 SOUTH BAYARD OR	126.7	s	10.40 <sup>98</sup>	s	3.10	
51		f 1.50	s 10.50	132.1	D	5.4 McGREW MO	132.1	f	10.28	s	2.59	
30	P	f 2.04	s 11.00	137.9	D	5.8 MELBETA MB	137.9	f	10.18	s	2.50	
70	WCYZP	A 2.20PM	A 11.15AM	145.9	DN-R	8.0 GERING YL G	145.9	10.01AM	2.30PM			
		(6.50) 21.4	(4.20) 33.6			(145.9) ..... Thru Time .....		(6.19) 23.1	(4.30) 32.4			
						..... Average speed per hour .....						

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).				Distance from Gering	Time-Table No. 345 November 10, 1946			Mile Post			
					STATIONS						
				0.0	DN-R	GERING YL G	0.0				
17				5.4		5.4 MATHERS	5.4				
27				6.0		0.6 MOON	6.0				
				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) ..... Thru Time .....					

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 345 November 10, 1946			Mile Post	SECOND CLASS				
		353 Mixed Daily	93 Mixed Daily		59 Mixed Daily		354 Mixed		60 Mixed	94 Mixed			
						STATIONS							
72	WYP		11.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9		A	10.30AM	A	2.20PM
14			f 11.46	f 6.10	150.5		4.6 COSTIN	150.5		f	10.17	f	2.05
30			s 11.49	s 6.15	153.3	D	1.8 HAIG HA	153.3		s	10.14	s	2.01
24	P		s 11.55	s 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8		s	10.08	s	1.52
32			f 11.58AM	f 6.30	157.1		1.3 PELTON	157.1		f	10.05	f	1.47
42			f 12.02PM	f 6.35	159.5		2.4 BAILEYVUE	159.5		f	10.01	f	1.43
30	P		s 12.06	s 6.45	162.1	D	2.6 SOUTH MORRILL BI	162.1		s	9.56	s	1.39
18			f 12.09	f 6.50	164.2		2.1 JOYCE	164.2		f	9.52	f	1.34
51	WYP		s 12.15	s 9.30 <sup>60</sup>	167.9	DN	3.7 LYMAN YL MU	167.9		s	9.30 <sup>59</sup>	s	1.29
21			f 12.19	f 9.35	170.1		2.2 CANAL	170.1		f	9.20	f	1.24
14			f 12.23	f 9.42	172.8		2.7 STEBBINS	172.8		f	9.15	f	1.20
51			s 12.25	s 9.50	173.7	D	0.9 HUNTLEY HU	173.7		s	9.13	s	1.18
35			f 12.30	f 10.00	177.0		3.3 HOLLY	177.0		f	9.06	f	1.13
9			f 12.33	f 10.04	178.9		1.9 BULLARD	178.9		f	9.04	f	1.10
51	WCYP	12.55PM	A 12.40PM	10.10AM 12.50PM	181.6	D-R	2.7 YODER YL DR	181.6	A 11.45AM	9.00 8.50	1.05PM		
51	P			s 1.01	188.1	D	6.5 VETERAN VN	188.1		s	8.37		
8				f 1.06	191.5		3.4 HELDT	191.5		f	8.30		
14				f 1.11	193.6		2.1 BUFFINGTON	193.6		f	8.25		
70				f 1.16	196.1		2.5 COTTIER	196.1		f	8.19		
51	WYP			A 1.30PM	200.6	D-R	4.5 SO. TORRINGTON YL RI	200.6		8.10AM			
14		f 1.06			185.3		3.7 GOODLAND	185.3	59.0	f 11.37			
26		f 1.12			187.6		2.3 FONDA	187.6	56.7	f 11.32			
	Y	f 1.18			190.5		2.9 OREIGHTON	190.5	53.8	f 11.25			
51	W	s 1.21			192.4		1.9 HAWK SPRINGS	192.4	51.9	s 11.20			
31		f 1.29			194.7		2.3 DUROC	194.7	49.6	f 11.07			
19		f 1.44			200.8		6.1 WYROSS	200.8	43.5	f 10.56			
51	WY	s 1.55			203.8	D	3.0 LA GRANGE GA	203.8	40.5	s 10.51			
19		f 2.11			210.7		6.9 TREMAIN	210.7	33.6	f 10.25			
51	WF	s 2.41			222.5	D	11.8 ALBIN AB	222.5	21.8	s 10.00			
51		f 3.01			229.7	D	7.2 LINDBERGH BG	229.7	14.6	s 9.45			
	W	A 3.45PM			244.3	DN-R	14.6 EGBERT YL GX	244.3	0.0	9.20AM			
		(2.50) 22.1	(1.00) 35.7	(7.30) 7.3			(98.4) ..... Thru Time .....		(2.25) 25.9	(2.20) 23.4	(1.15) 28.6		
							..... Average speed per hour .....						

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).				Distance from Lyman	Time-Table No. 345 November 10, 1946			Mile Post			
					STATIONS						
				0.0	DN	LYMAN YL MU	0.0				
18				2.8		2.8 SEARS	2.8				
6				3.3		0.5 SIDING NO. 1	3.3				
17				4.6		1.3 HARTMAN	4.6				
22				6.4		1.8 STEGALL	6.4				
						(6.4) ..... Thru Time .....					

WESTWARD				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).				Distance from Sears	Time-Table No. 345 November 10, 1946			Mile Post			
					STATIONS						
				0.0		SEARS	0.0				
				1.2		1.2 BELLINGER	1.2				
				2.8		1.6 JANISE	2.8				
						(2.8) ..... Thru Time .....					

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

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

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

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

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

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

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric 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.

**GENERAL**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed.	90	80	80	50	Trains handling gravel loaded in wooden Hart convertible cars.				35
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels: On straight track.				30
When caboose is handled in train consisting of passenger train equipment.		50	50		On curves.				25
7000 class engines.			75	50	Within yard limits and passing fueling stations.	50	50	40	25
3900 class engines.			60	50	Over spring switches, when using turnouts.	15	15	15	15
3800, 5000 and 9000 class engines.			50	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
4000 class engines.			45	45	When using cross-overs or turnouts.	15	15	15	15
MacArthur type engines with 63-inch drivers.			55	50	When using cross-overs or turnouts, with 5000 and 9000 class and MacArthur and Mallet type engines.			6	6
MacArthur type engines with 57-inch drivers.			35	35	On wye tracks.	15	15	15	15
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Jordan spreaders and other machines of spreader type, when in operation.				15
0-6-0 and 0-8-0 type yard engines.			20	20	Railroad crossings were governed by automatic interlocking signals, between the two home signals governing movement over the crossing.	20	20	20	20
Engines running backward.	20	20	20	20					
Light engines.			45	45					
Trains handling scale test cars.				30					
When more than 50% of the tonnage is gravel.				40					

**THIRD SUBDIVISION**

Location	Str.	De-Psgr.	Psgr.	Frt.	Location	Str.	De-Psgr.	Psgr.	Frt.
North Platte, ice house No. 2 track				5					
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Korty</b> 323.5 and 324.4	75	65	65	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Weir</b> 366.6 and 366.1	50	50	40	25
324.6 and 324.8	85	70	70	50	366.1 and 365.4	50	40	40	25
<b>Roscoe</b> 331.5 and 331.9	85	70	70	50	<b>Julesburg</b> 365.4 and 364.0	50	50	40	25
332.5 and 332.8	80	70	70	50	<b>Brule</b> 336.7 and 336.2	80	70	70	50
333.2 and 333.6	50	50	40	25	336.0 and 333.9	50	50	40	25
333.6 and 333.9	50	40	40	25	<b>Ogallala</b> 333.9 and 333.6	50	40	40	25
333.9 and 336.0	50	50	40	25					

**THIRD SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Ogallala</b> 336.2 and 336.7	80	70	70	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Ogallala—Cont.</b> 333.6 and 333.2	50	50	40	25
<b>Barton</b> 364.0 and 365.4	50	50	40	25	332.8 and 332.5	85	70	70	50
<b>Julesburg</b> 365.4 and 366.1	50	40	40	25	331.9 and 331.5	85	70	70	50
366.1 and 366.6	50	50	40	25	<b>Roscoe</b> 324.4 and 323.5	75	65	65	50
369.3 and 370.1	80	70	70	50	<b>Birdwood</b> 289.2 and 289.0	85	80	80	50
<b>Weir</b> 371.0 and 371.6	80	70	70	50	<b>North Platte</b>				
376.9 and 377.3	80	70	70	50					
<b>Lodge Pole</b>									

**FOURTH SUBDIVISION**

Brownson, on government tracks.				10	Hillsdale, 5000 class and heavier engines on industry track.				5
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Sidney</b> 409.6 and 410.1	85	70	70	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Cheyenne</b> 509.5 and 509.1	50	50	40	25
<b>Brownson</b> 422.0 and 422.3	85	70	70	50	509.1 and 508.7	40	40	40	25
422.6 and 423.5	70	60	60	45	508.7 and 508.2	50	50	40	25
<b>Oliver</b> 453.5 and 453.8	85	70	70	50	508.2 and 507.8	50	40	40	25
455.8 and 456.4	80	70	70	50	507.8 and 507.3	50	50	40	25
<b>Bushnell</b> 456.9 and 457.2	80	70	70	50	506.3 and 505.8	80	70	70	50
<b>Smeed</b> 462.8 and 462.9	80	70	70	50	503.0 and 502.2	60	60	60	45
<b>Pine Bluffs</b> 469.7 and 470.4	85	70	70	50	<b>Archer</b> 498.2 and 497.7	70	65	65	50
<b>Egbert</b> 481.0 and 481.3	85	70	70	50	<b>Durham</b> 494.0 and 493.8	70	65	65	50
<b>Burns</b> 486.2 and 486.5	70	65	65	50	<b>Hillsdale</b> 486.5 and 486.2	70	65	65	50
487.1 and 487.7	85	70	70	50	<b>Pine Bluffs</b> 462.9 and 462.8	80	70	70	50
<b>Hillsdale</b> 493.8 and 494.0	70	65	65	50	<b>Smeed</b> 457.2 and 456.9	80	70	70	50
<b>Durham</b> 497.7 and 498.2	70	65	65	50	<b>Potter</b> 423.5 and 422.6	70	60	60	45
499.2 and 500.0	85	70	70	50	422.3 and 422.0	85	70	70	50
<b>Archer</b> 502.2 and 503.0	60	60	60	45	<b>Brownson</b> 410.1 and 409.6	85	70	70	50
505.8 and 506.3	80	70	70	50	<b>Sidney</b>				
507.3 and 507.8	50	50	40	25					
507.8 and 508.2	50	40	40	25					
508.2 and 508.7	50	50	40	25					
508.7 and 509.1	40	40	40	25					
509.1 and 509.5	50	50	40	25					
<b>Cheyenne</b>									