

UNION PACIFIC RAILROAD COMPANY
Eastern District



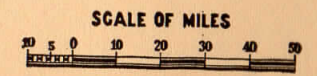
NEBRASKA DIVISION
 THIRD SUBDIVISION
 FOURTH SUBDIVISION
 AND BRANCHES

TIME-TABLE
No. 348

Effective Monday,
September 1, 1947
 at 12:01 A. M. Mountain Time

MAP OF THE
NEBRASKA DIVISION

CORRECTED TO JULY 1, 1947



Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (13, 1, 53, 37, 17, 5, 23, 21, 27, 11, 3, 9, 101, 103, 105, 111) and time intervals. Includes 'Time-Table No. 348 September 1, 1947' and 'STATIONS' list.

(13.10) (20.15) (15.30) (32.15) (10.50) (22.05) (25.20) (22.55) (20.18) (0.40) (11.00) (13.50) (16.10) (16.10) (13.35) (8.05) Thru Time
Average speed per hour

A. E. STODDARD General Manager
H. E. SHUMWAY Genl. Supt. Transportation

E. HICKS General Superintendent

- E. H. BAILEY, Superintendent. Omaha, Nebr.
F. F. GETSFRED, Asst. Superintendent. Omaha, Nebr.
C. J. COLOMBO, Asst. Superintendent. North Platte, Nebr.
F. P. FLESHER, Asst. Superintendent. Gering, Nebr.
R. W. McSPADEN, Trainmaster. Sidney, Nebr.
O. J. ROBINSON, Master Mechanic. Co. Bluffs, Iowa
C. H. SUITS, Road Foreman of Engines. Cheyenne, Wyo.
S. F. McWILLIAMS, Road Foreman of Engines. North Platte, Nebr.
T. R. BRITT, Road Foreman of Engines. North Platte, Nebr.
P. C. LOOMIS, Road Foreman of Engines. North Platte, Nebr.
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.
A. R. SUTHERLAND, Asst. Chief Train Dispatcher. North Platte, Nebr.
O. E. BEESON, Asst. Chief Train Dispatcher. North Platte, Nebr.

North Platte Branch and Cut-Off

- F. G. CLARK, 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. 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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (12, 4, 14, 28, 10, 2, 112, 104, 102, 106, 38, 24, 18, 22, 6, 54) and time intervals. Includes 'Time-Table No. 348 September 1, 1947' and 'STATIONS' list.

Thru Time. (0.35) (10.40) (11.55) (19.20) (13.10) (19.30) (7.40) (15.55) (15.55) (12.50) (28.00) (23.30) (9.35) (23.35) (20.40) (15.20)
Average speed per hour. 51.8 45.3 42.5 51.2 50.7 50.8 73.0 62.2 62.2 65.8 43.5 42.1 45.0 41.9 47.9 36.5

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW

Table with columns: NAME, TITLE, PLACE, TERRITORY. Lists names like Adolph Sachs, Lynn T. Hall, T. J. Kerr, etc., and their locations and territories.

MILEAGE NEBR. DIVN.

Main Line. 511.6
Branches. 857.9
Total. 1369.5

Table with columns: Time per Mile, Mile per Hour, Time per Mile, Mile per Hour, etc. for various routes.

THIRD SUBDIVISION EASTWARD

Time-Table No. 348
September 1, 1947

STATIONS

Mile Post

STATIONS	Mile Post	FIRST CLASS									
		6	24	22	112	28	104	102	14	2	54
		Mail and Express	Challenger Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Passenger
DN-R NORTH PLATTE NY 6.4	284.1	A11.20AM	A11.59AM	A12.15PM	A 8.47PM	A 9.02PM	A 9.37PM	A 9.45PM	A11.15PM	A10.35PM	A11.10PM
BIRDWOOD 6.4	290.5	11.09	11.44	11.59AM	8.40	8.51	9.30	9.35	10.58	10.18	10.52 ¹⁰⁶
D HERSHEY OF 3.8	296.9	11.03	11.36	11.52	8.35	8.45	9.25	9.30	10.50	10.11	10.44
DN O'FALLONS FA 1.1	300.7	11.00	11.32	11.48	8.32	8.42	9.22	9.27	10.45 ¹⁰⁶	10.08	10.40
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	10.58 ²⁴²	f11.29	11.45	8.30	8.40	9.20	9.25	10.43	10.05	s10.37
DEXTER 7.6	307.9	10.54	11.23	11.40	8.27	8.36	9.17	9.22	10.38	10.01	10.32
D PAXTON PN 6.2	315.5	10.47	f11.14	11.32	8.21	8.30	9.11	9.16	10.31	9.53	s10.25
KORTY 6.0	321.7	10.41	11.07	11.26	8.17	8.25	9.07	9.12	10.23	9.47	10.17
D ROSCOE RO 7.1	327.7	10.36	11.00	11.19	8.13	8.20	9.02	9.07	10.16	9.41	s10.10
DN OGALLALA YL GT 9.1	334.8	10.29	f10.53	11.12	8.08	8.14	8.57	9.02	f10.06	9.34	s10.00
D BRULE RU 5.2	343.9	10.20	f10.42	11.01	8.01	8.05	8.49	8.54	9.53	9.26	s 9.46
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.11	f10.32	10.52	7.53	7.57	8.40	8.45	9.42	9.17	s 9.36
BARTON 6.0	359.3	10.06	10.26	10.47	7.49	7.53	8.36	8.41	9.34	9.12	9.28
DN JULESBURG YL JB 5.3	365.3	10.00	f10.19	f10.41	s 7.44PM	7.48	8.31	8.36	f 9.25	9.07	s 9.20PM
WEIR 9.7	370.6	9.54	10.12	10.35		7.42	8.26	8.31	9.13	9.02	
D CHAPPELL CQ 4.7	380.3	9.45	f10.02	10.26		7.34	8.18	8.23	s 9.01	8.54	
OTTMAN 4.7	385.0										
D LODGE POLE GP 6.6	389.7	9.37	f 9.52	10.17		7.26	8.11	8.16	s 8.47 ²	8.47 ¹⁴	
D SUNOL UN 4.7	396.3	9.31	9.46	10.11		7.21	8.06	8.11	s 8.35	8.42	
COLTON 6.5	401.0	9.27	9.42	10.07		7.17	8.02	8.07	8.25	8.38	
DN-R SIDNEY YL OD	407.5	9.20AM	9.35AM	10.00AM		7.10PM	7.57PM	8.02PM	8.15PM	8.32PM	
(123.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time.....	(2.00)	(2.24)	(2.15)	(1.03)	(1.52)	(1.40)	(1.43)	(3.00)	(2.03)	(1.50)
Average speed per hour.....	61.7	51.4	54.7	77.3	66.1	74.0	71.9	41.1	60.3	44.3

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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
22	Any Station... Chappell Brule Ogallala Paxton Sutherland	Ogden, Granger or beyond.	Revenue standard sleeping car passengers to Omaha.
24	Any Station...	Cheyenne or beyond.....	Revenue passengers to Omaha.
54	Any Station...	Colorado points.	

THIRD SUBDIVISION EASTWARD

Time-Table No. 348
September 1, 1947

STATIONS

Mile Post

STATIONS	Mile Post	SECOND CLASS					Car Capacity of Seating, etc. See Rule 6 (A), See Page 15.
		242	244	98	94		
		Local Freight	Local Freight	Local Freight	Mixed		
DN-R NORTH PLATTE NY 6.4	284.1	A11.45AM		A 4.50PM	A 7.35PM		XWCZTYOP
BIRDWOOD 6.4	290.5	f11.35		f 4.39	7.19		CS84 P
D HERSHEY OF 3.8	296.9	s11.25		f 4.30	f 7.10		WS 72 XP
DN O'FALLONS FA 1.1	300.7	f11.15		4.22PM	7.05PM		CS 119 XWYP
VARNER 1.6	301.8						X
D SUTHERLAND SU 4.5	303.4	s10.58 ⁶					CS 121 XP
DEXTER 7.6	307.9	f10.15					CS 82 P
D PAXTON PN 6.2	315.5	s10.00					CS 121 XP
KORTY 6.0	321.7	f 9.35					WS 74 XP
D ROSCOE RO 7.1	327.7	f 9.15					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 84 P
MEGEATH 4.8	349.1	f 7.57					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	A 2.30PM				XWCYIP WS109 ES121
WEIR 9.7	370.6	f 2.05					CS 90 P
D CHAPPELL CQ 4.7	380.3	s 1.45					CS 123 WXP
OTTMAN 4.7	385.0	s 1.20					X
D LODGE POLE GP 6.6	389.7	s 1.10					WS 111 ES 78 XWP
D SUNOL UN 4.7	396.3	f12.55					XP
COLTON 6.5	401.0	f12.43					CS 94 P
DN-R SIDNEY YL OD	407.5	12.30PM					XWCTYP
(123.4)		Daily Except Monday	Daily Except Sunday	Daily	Daily		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(1.37)	.....Thru Time.....	(4.30)	(2.00)	(0.28)	(0.30)
76.3	.....Average Speed per hour.....	18.0	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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 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.

WESTWARD FOURTH SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 15.								353	245	Distance from Council Bluffs	Time-Table No. 348	
								Mixed	Local Freight		September 1, 1947	
							Daily	Tuesday Thursday Saturday		STATIONS		
	XWCTYP							8.10AM	407.5	DN-R	SIDNEY YL OD	
	CS 94 YP						f 8.23	415.5	8.0	D	BROWNSON BW	
	WS 121 XWP ES 70						s 8.56	426.4	10.9	DN	POTTER PR	
	X						9.05	430.9	4.5		JACINTO	
	CS 94 P						f 9.15	435.4	4.5	D	DIX DX	
	PX						9.24	439.9	4.5		OWASCO	
	CS 133 XWP						s 9.45	444.5	4.6	DN	KIMBALL KB	
	X						9.59	451.1	6.6		OLIVER	
	CS 84 WP						s 10.20	456.6	5.5	D	BUSHNELL BN	
	X						10.35	460.9	4.3		SMEED	
	CS107 XWCYP						s 10.59	466.7	5.8	DN	PINE BLUFFS YL UF	
	X						11.35	472.0	5.3		TRACY	
	CS 94 XWYP						3.55PM	f 11.45AM	5.5	D	EGBERT GX	
	WS 62 XP						f 4.05	f 12.15PM	5.7	D	BURNS UX	
	WS 113 ES 96						f 4.18	f 12.40	6.5	D	HILLSDALE HD	
	WS 62 XP						f 4.30	12.54	6.2		DURHAM	
	WS 117 ES 125						f 4.40	f 1.07	5.3		ARCHER	
	XWCZTYOP						A 4.55PM	A 1.30PM	8.3	DN-R	CHEYENNE YL OY	

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

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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.

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		

WESTWARD FOURTH SUBDIVISION

FIRST CLASS

Distance from Council Bluffs	23	5	21	27	101	103	13	105	1	Distance from Council Bluffs	Time-Table No. 348	
	Challenger Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Passenger		September 1, 1947	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
	5.25PM	4.26PM	3.50PM	12.13PM	8.03AM	7.45AM	7.05AM	6.10AM	4.28AM	407.5	DN-R	SIDNEY YL OD
	5.37	4.35	4.01	12.23	8.12	7.54	7.17	6.18	4.38	415.5	D	BROWNSON BW
	5.50	4.46	4.12	12.33	8.22	8.04	f 7.31	6.27	4.48	426.4	DN	POTTER PR
	5.55	4.51	4.16	12.37	8.26	8.08	7.37	6.31	4.52	430.9		JACINTO
	6.00	4.56	4.21	12.42	8.30	8.12	f 7.44	6.35	4.57	435.4	D	DIX DX
	6.05	5.01	4.26	12.46	8.34	8.16	7.49	6.39	5.01	439.9		OWASCO
	f 6.11	5.06	4.32	12.50	8.38	8.20	s 7.56	6.43	5.05	444.5	DN	KIMBALL KB
	6.18	5.12	4.39	12.56	8.44	8.26	8.04	6.48	5.11	451.1		OLIVER
	6.24	5.17	4.45	1.01	8.49	8.31	s 8.17	6.52	5.16	456.6	D	BUSHNELL BN
	6.29	5.21	4.50	1.05	8.53	8.35	8.24	6.55	5.20	460.9		SMEED
	6.38	5.28	4.58	1.13	8.58	8.40 ¹³	s 8.40 ¹⁰³	7.00	5.28	466.7	DN	PINE BLUFFS YL UF
	6.46	5.35	5.06	1.20	9.03	8.45	8.50	7.05	5.35	472.0		TRACY
	6.53	5.42	5.13	1.27	9.09	8.51	f 9.00	7.11	5.42	477.5	D	EGBERT GX
	7.04	5.50	5.24	1.35	9.15 ¹³	8.57	f 9.15 ¹⁰¹	7.17	5.50	483.2	D	BURNS UX
	7.15	5.59	5.35	1.44	9.22	9.04	f 9.27	7.24	5.59	489.7	D	HILLSDALE HD
	7.25	6.08	5.45	1.52	9.29	9.11	9.39	7.31	6.07	495.9		DURHAM
	7.35	6.18	5.55	2.03	9.36	9.18	9.51	7.38	6.18	501.2		ARCHER
	A 7.50PM	A 6.35PM	A 6.10PM	A 2.20PM	A 9.48AM	A 9.30AM	A 10.10AM	A 7.50AM	A 6.35AM	509.5	DN-R	CHEYENNE YL OY

(2.25) (2.09) (2.20) (2.07) (1.45) (1.45) (3.05) (1.40) (2.07)Thru Time
42.2 47.4 43.7 48.2 58.3 58.3 33.1 61.2 48.2Average 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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CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
21	Any Station...	Omaha or beyond (sleeping car passengers).	
21	Any Station...		Revenue passengers for north of Granger, south of Ogden and sleeping car passengers for Ogden or west.
23	Any Station...		Revenue coach and tourist car passengers for Ogden and beyond.

FOURTH SUBDIVISION EASTWARD

Time-Table No. 348

September 1, 1947

FIRST CLASS

6	24	22	28	14	104	102	2	106
Mail and Express	Challenger Passenger	Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger

Mile Post

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

STATIONS	Mile Post	6	24	22	28	14	104	102	2	106
DN-R SIDNEY YL OD 8.0	407.5	A 9.10AM	A 9.25AM	A 9.50AM	A 7.00PM	A 8.05PM	A 7.56PM	A 8.01PM	A 8.22PM	A 9.22PM
D BROWNSON BW 10.9	415.5	8.59	9.12	9.37	6.50	7.51 ¹⁰⁴ 7.40 ¹⁰²	7.46 ¹⁴	7.51 ¹⁴	8.12	9.12
DN POTTER PR 4.5	426.4	8.49	9.01	9.26	6.40	s 7.25	7.37	7.43	8.02	9.03
JACINTO 4.5	430.9	8.45	8.57	9.22	6.36	7.17	7.34	7.40	7.58	9.00
D DIX DX 4.5	435.4	8.41	8.52	9.17	6.32	s 7.12	7.31	7.37	7.54	8.56
OWASCO 4.6	439.9	8.37	8.48	9.13	6.28	7.04	7.28	7.34	7.50	8.53
DN KIMBALL KB 6.6	444.5	8.33	f 8.43	f 9.08	6.24	s 6.57	7.24	7.28	7.46	8.49
OLIVER 5.5	451.1	8.27	8.36	9.01	6.18	6.47	7.19	7.25	7.40	8.45
D BUSHNELL BN 4.3	456.6	8.22	8.31	8.56	6.13	s 6.41	7.15	7.21	7.35	8.41
SMEED 5.8	460.9	8.18	8.27	8.52	6.09	6.34	7.12	7.18	7.31	8.38
DN PINE BLUFFS YL UF 5.3	466.7	8.11	8.20	8.45	6.04	s 6.28	7.07	7.14	7.26	8.34
TRACY 5.5	472.0	8.04	8.13	8.38	5.59	6.19	7.02	7.10	7.21	8.30
D EGBERT GX 5.7	477.5	7.59	8.08	8.33	5.54	f 6.13	6.55	7.06	7.16	8.26
D BURNS UX 6.5	483.2	7.54	8.02	8.27	5.49	6.06	6.53	7.02	7.10	8.22
D HILLSDALE HD 6.2	489.7	7.48	7.55	8.20 ²⁴⁶	5.44	6.00	6.48	6.57	7.04	8.17
DURHAM 5.3	495.9	7.42	7.48	8.13	5.38	5.53	6.42	6.52	6.58	8.12
ARCHER 8.3	501.2	7.37	7.42	8.07	5.33	5.47	6.38	6.48	6.53	8.08
DN-R CHEYENNE YL OY	509.5	7.25AM	7.30AM	7.55AM	5.25PM	5.35PM	6.30PM	6.40PM	6.45PM	8.00PM
(102.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(1.45)	(1.55)	(1.55)	(1.35)	(2.30)	(1.26)	(1.21)	(1.37)	(1.22)
Average speed per hour.....	58.3	53.2	53.2	64.6	40.8	71.2	75.6	63.1	74.5

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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
22	Any Station...	Ogden, Granger or beyond.	
24	Any Station...	Cheyenne or beyond.	

FOURTH SUBDIVISION EASTWARD

Time-Table No. 348

September 1, 1947

SECOND CLASS

246	354							
Local Freight	Mixed							

Mile Post

Car Capacity of Sidings, etc. See Rule 6 (A), See Page 15.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

STATIONS	Mile Post	246	354						
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							
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	s 9.00						
D HILLSDALE HD 6.2	489.7	f 8.20 ²²	s 8.45						
DURHAM 5.3	495.9	s 8.05	f 8.35						
ARCHER 8.3	501.2	f 7.55	8.29						
DN-R CHEYENNE YL OY	509.5	7.35AM	8.15AM						
(102.0)		Monday Wednesday Friday	Daily						

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.

WESTWARD				NORTH PLATTE BRANCH				EASTWARD						
SECOND CLASS				Distance from O'Fallons	Time-Table No. 348 September 1, 1947				SECOND CLASS					
					97 Local Freight Daily	93 Mixed Daily	98 Local Freight	94 Mixed						
				Mile Post	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 OOKER		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	6.29		
40		f 8.13	f 7.25	19.6		6.8 NEVENS		19.6	f	3.15	f	6.19		
8		f 8.24	f 7.33	24.8		5.2 BROGANVILLE		24.8	f	3.05	f	6.12		
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	P	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 RUTHTON		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	CO	86.4	f	12.25PM	s	4.24		
37		f 11.53 ⁹⁸ AM	f 9.33	95.4		9.0 FINLEY		95.4	f	11.53 ⁹⁷ AM	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		
105	WCTP	f 1.15	s 10.11	114.1	D	4.5 NORTHPORT	YL NP	114.1	f	11.12	s	3.36		
	AI	1.19	10.14	115.5		1.4 O. 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 ⁹⁸	126.7	D	4.9 SOUTH BAYARD	OR	126.7	s	10.40 ⁹³	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)			Daily	Daily				
		..... Thru Time							(6.19)	(4.30)	..... Average Speed per hour			
									23.1	32.4				

WESTWARD				GERING BRANCH				EASTWARD						
				Distance from Gering	Time-Table No. 348 September 1, 1947									
					Mile Post	STATIONS								
17				0.0	DN-R	GERING	YL G	0.0						
27				5.4		5.4 MATHERS		5.4						
				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)								

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						
SECOND CLASS				Distance from O'Fallons	Time-Table No. 348 September 1, 1947				SECOND CLASS					
					353 Mixed Daily	93 Mixed Daily	59 Mixed Daily	STATIONS						
				Mile Post	STATIONS									
72	WYP			145.9	DN-R	GERING	YL G	145.9						
14		f 11.46	f 6.10	150.5		4.6 COSTIN		150.5						
30		s 11.49	s 6.15	152.3	D	1.8 HAIG	HA	152.3						
24	P	s 11.55	s 6.25	155.8	D	3.5 SOUTH MITCHELL	MI	155.8						
32		f 11.58AM	f 6.30	157.1		1.3 PELTON		157.1						
42		f 12.02PM	f 6.35	159.5		2.4 BAILEYVUE		159.5						
30	P	s 12.06	s 6.45	162.1	D	2.6 SOUTH MORRILL	BI	162.1						
18		f 12.09	f 6.50	164.2		2.1 JOYCE		164.2						
51	WYP	s 12.15	s 9.45 ⁶⁰	167.9	DN	3.7 LYMAN	YL MU	167.9						
21		f 12.19	f 9.50	170.1		2.2 CANAL		170.1						
14		f 12.23	f 9.57	172.8		2.7 STEBBINS		172.8						
51		s 12.25	s 10.07	173.7	D	0.9 HUNTLEY	HU	173.7						
35		f 12.30	f 10.17	177.0		3.3 HOLLY		177.0						
9		f 12.33	f 10.22	178.9		1.9 BULLARD		178.9						
51	WCYP	12.55PM	A 12.40PM	181.6	D-R	2.7 YODER	YL DR	181.6	A 11.45AM	9.00 8.50	1.05PM			
51	P			188.1	D	6.5 VETERAN	VN	188.1						
8				191.5		3.4 HELDT		191.5						
14				193.6		2.1 BUFFINGTON		193.6						
70				196.1		2.5 COTTIER		196.1						
51	WYP			200.6	D-R	4.5 SO. TORRINGTON	YL RI	200.6						
14		f 1.06		185.3		3.7 GOODLAND		185.3						
26		f 1.12		187.6		2.3 FONDA		187.6						
	Y	f 1.18		190.5		2.9 OREIGHTON		190.5						
51	W	s 1.21		192.4	D	1.9 HAWK SPRINGS	HK	192.4						
31		f 1.29		194.7		2.3 DUROO		194.7						
19		f 1.44		200.8		6.1 WYROSS		200.8						
51	WY	s 1.55		203.8	D	3.0 LA GRANGE	GA	203.8						
19		f 2.11		210.7		6.9 TREMAIN		210.7						
51	WF	s 2.41		222.5	D	11.8 ALBIN	AB	222.5						
51		f 3.01		229.7	D	7.2 LINDBERGH	BG	229.7						
	W	A 3.45PM		244.3	DN-R	14.6 EGBERT	YL GX	244.3						
		(2.50) 22.1	(1.00) 35.7			(98.4)			Daily	Daily	Daily			
		..... Thru Time							(2.25) 25.9	(2.20) 23.4	(1.15) 28.6	..... Average speed per hour		

WESTWARD				LYMAN BRANCH				EASTWARD						
				Distance from Lyman	Time-Table No. 348 September 1, 1947									
					Mile Post	STATIONS								
18				0.0	DN	LYMAN	YL MU	0.0						
6				2.8		2.8 SEARS		2.8						
17				3.3		0.5 SIDING NO. 1		3.3						
22				4.6		1.3 HARTMAN		4.6						
				6.4		1.8 STEGALL		6.4						
						(6.4)								

WESTWARD				SEARS BRANCH				EASTWARD						
				Distance from Sears	Time-Table No. 348 September 1, 1947									
					Mile Post	STATIONS								
				0.0		SEARS		0.0						
				1.2		1.2 BELLINGER		1.2						
				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 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.
 Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed.	90	80	80	50	Trains handling company roadway machines on their own wheels: On straight track. On curves.				30 25
Inspection bus cars.			40	40	Within yard limits and passing fueling stations.	50	50	40	25
When caboose is handled in train consisting of passenger train equipment.		50	50		Over spring switches, when using turnouts.	15	15	15	15
7000 class engines.			75	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
3900 class engines.			60	50	When using cross-overs or turnouts.	15	15	15	15
3800, 5000 and 9000 class engines.			50	50	When using cross-overs or turnouts: 9000 class engines; Forward movement Back-up movement			10 6	10 6
4000 class engines.			45	45	All other classes of engines; Forward movement Back-up movement	15 10	15 10	15 10	15 10
MacArthur type engines with 63-inch drivers.			55	50	On wye tracks.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	Jordan spreaders and other machines of spreader type, when in operation.				15
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movement over the crossing.	20	20	20	20
0-6-0 and 0-8-0 type yard engines.			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					
Trains handling gravel loaded in wooden Hart convertible cars.				35					

THIRD SUBDIVISION

Location	Str.	De-Psgr.	Psgr.	Frt.	Location	Str.	De-Psgr.	Psgr.	Frt.
North Platte, ice house No. 2 track				5					
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Korty 323.5 and 324.4	75	65	65	50	Brule 336.7 and 336.2	80	70	70	50
324.6 and 324.8	85	70	70	50	Ogallala 332.8 and 332.5	85	70	70	50
Roscoe 331.5 and 331.9	85	70	70	50	331.9 and 331.5	85	70	70	50
332.5 and 332.8	80	70	70	50	Roscoe 324.4 and 323.5	75	65	65	50
Ogallala 336.2 and 336.7	80	70	70	50	Birdwood 289.2 and 289.0	85	80	80	50
Julesburg 369.3 and 370.1	80	70	70	50	North Platte				
Weir 371.0 and 371.6	80	70	70	50					
376.9 and 377.3	80	70	70	50					
Lodge Pole									

FOURTH SUBDIVISION

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

BRANCHES

Location	Str.	De-Psgr.	Psgr.	Frt.	Location	Str.	De-Psgr.	Psgr.	Frt.
North Platte Branch					Between Yoder and Creighton.	35	35	35	35
Maximum speed.	50	50	50	45	On curves between Yoder and So. Torrington	35	35	35	35
2800 and 2900 class engines.			45	45	On curves between M.P. 25.42 and M.P. 31.25	30	30	30	30
MacArthur type engines with 63-inch drivers			45	45	Through tunnel between Albin and Tremain.	20	20	20	20
5000, 7000 and 9000 class engines	35	35	35	35	Lyman Branch.			20	20
Over Bridge 18.30.	35	35	35	35	Gering Branch.			20	20
North Platte Cut-Off					Sears Branch.			20	20
Maximum speed.	50	45	45	45					

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