



**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**NEBRASKA DIVISION**

**TIME-TABLE**

**No. 1**

**Effective Sunday,**

**February 29, 1948**

At 12:01 A. M.

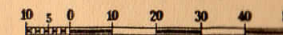
Central Time East of North Platte

Mountain Time West of North Platte

**MAP OF THE  
NEBRASKA DIVISION**

CORRECTED TO FEB. 1, 1948

SCALE OF MILES



*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 rows for time-table No. 1, February 29, 1948. Includes 'Distance from Council Bluffs' and 'Time-Table No. 1'.

Thru Time (12.10) (20.10) (15.00) (32.05) (10.50) (22.00) (25.20) (22.45) (20.18) (0.85) (11.00) (13.50) (16.10) (16.15) (13.30) (8.20) ... Average speed per hour

A. E. STODDARD General Manager

A. D. HANSON Genl. Supt. Transportation

E. HICKS General Superintendent

THIRD SUBDIVISION

W. D. DEAKINS, Chief Train Dispatcher... North Platte, Nebr. E. M. PROUTY, Asst. Chief Train Dispatcher... North Platte, Nebr. F. M. PUTMAN, Asst. Chief Train Dispatcher... North Platte, Nebr.

NORTH PLATTE BRANCH AND CUT-OFF

R. W. McSPADDEN, Chief Train Dispatcher... Gering, Nebr.

MILEAGE

Main Line... 508.50 Branches... 858.33 Total... 1366.83

FIRST SUBDIVISION AND BRANCHES

C. A. LAUGHLIN, Chief Train Dispatcher... Omaha, Nebr. E. P. MERTEN, Asst. Chief Train Dispatcher... Omaha, Nebr. W. L. WADE, Asst. Chief Train Dispatcher... Omaha, Nebr.

SECOND SUBDIVISION AND BRANCHES

A. E. HACKMAN, Chief Train Dispatcher... Grand Island, Nebr. F. C. JOHNSON, Asst. Chief Train Dispatcher... Grand Island, Nebr. C. F. DEWHIRST, Asst. Chief Train Dispatcher... Grand Island, Nebr.

Table with columns: 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. Rows for various stations and times.

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 rows for time-table No. 1, February 29, 1948. Includes 'Mile Post' and 'Time-Table No. 1'.

Thru Time (0.37) (10.45) (11.55) (19.20) (13.15) (19.40) (7.35) (10.00) (15.55) (13.00) (28.00) (23.30) (9.32) (23.35) (20.40) (13.20) ... Average speed per hour

ON THE FIRST, SECOND AND THIRD SUBDIVISIONS:

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 not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first-class trains must be cleared not less than ten minutes by second-class and extra trains. Rule D-83 will apply to all trains.

WESTWARD

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

EASTWARD

Table with columns: Train, At, Discharge Passengers From, Pick Up Passengers Destined To, Train, At, Discharge Passengers From, Pick Up Passengers Destined To. Rows for various stations and passenger services.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Table with columns for train number (261, 71, 547, 259, 73, 255, 75, 233), time of departure, and station names. Includes a distance column from Council Bluffs and a 'BLOCK SIGNALS' section.

Time-Table No. 1

February 29, 1948

STATIONS

FIRST CLASS

13

Passenger

Daily

BLOCK SIGNALS

Double or three or more tracks

Double Track

(5.25) 27.1 (1.15) 22.4 (0.35) 37.7 (4.45) 30.9 (1.14) 22.8 (5.00) 20.4 (0.55) 24.0 (9.00) 13.9 ..... Thru Time-From Co. Bluffs (2.45) 52.4 ..... 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.—See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers, see Page 3.

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Table with columns for train number (1, 53, 5, 23, 21, 27, 101, 103, 105, 111), time of departure, and station names. Includes a distance column from Council Bluffs and a 'BLOCK SIGNALS' section.

Time-Table No. 1

February 29, 1948

STATIONS

BLOCK SIGNALS

Double or three or more tracks

Double Track

(2.33) 56.5 (3.20) 44.7 (2.43) 53.0 (3.10) 45.5 (2.45) 52.4 (2.30) 57.6 (2.00) 72.0 (2.00) 72.0 (2.00) 72.0 (2.05) 69.2 ..... Thru Time-From Omaha ..... 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.—See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers, see Page 3.

**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 1**  
February 29, 1948

STATIONS	Mile Post	FIRST CLASS									
		28	104	102	106	2	14	54	6	24	22
		Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger
R COUNCIL BLUFFS YL	0.0								A 6.30PM		
DN-R OMAHA YL YD	2.8	A 3.05AM	A 2.40AM	A 2.50AM	A 3.25AM	A 4.35AM	A 6.30AM	A 6.50AM	6.15 5.40	A 7.30PM	A 7.50PM
DN SUMMIT YL SU	5.2	2.50	2.33	2.42	3.18	4.20	6.14	6.36	5.25	7.15	7.35
SEYMOUR	8.9	2.46	2.29	2.38	3.14	4.16	6.09	6.31	5.21	7.10	7.28
SARPY	13.6	2.41	2.25	2.34	3.10	4.12	6.03	6.26	5.17	7.05	7.22
LANE	17.1	2.37	2.22	2.30	3.07	4.08	5.59	6.21	5.13	7.00	7.16
D ELKHORN KH	21.7	2.32	2.17	2.25	3.03	4.03	5.54	f 6.16	5.08	6.54	7.10
D WATERLOO WO	24.5	2.29	2.13	2.21	2.59	4.00	5.51	f 6.12	5.05	6.50	7.06
DN VALLEY YL V	28.0	2.25	2.10	2.18	2.56	3.56	5.47	f 6.07	5.01	6.45	7.01
MERCER	34.3	2.19	2.05	2.12	2.51	3.50	5.40	5.58	4.55	6.36	6.51
F. S. Y. & L. CROSSING	38.2										
DN FREMONT YL FN	39.3	2.14	2.00	2.07	2.46	3.45	s 5.32	s 5.52	s 4.49	s 6.29	f 6.43
C. B. & Q. CROSSING	40.0										
C. & N. W. CROSSING	44.8										
AMES	46.3	2.04	1.52	1.58	2.39	3.36	5.20	f 5.41	4.39	6.14	6.27
D NORTH BEND NB	54.4	1.57	1.46	1.52	2.33	3.29	5.11	f 5.33	4.32	6.05	6.17
D ROGERS DJ	61.4	1.51	1.41	1.47	2.28	3.23	5.04	f 5.24	4.26	5.57	6.09
DN SCHUYLER SO	68.7	1.45	1.35	1.41	2.23	3.17	f 4.57	s 5.16	4.20	s 5.49	6.01
D RICHLAND BZ	76.9	1.38	1.29	1.34	2.17	3.10	4.47	f 5.06	4.12	5.39	5.51
C. B. & Q. CROSSING	83.8										
DN COLUMBUS YL C	84.5	1.31	1.22	1.27	2.11	3.03	s 4.37	s 4.58	s 4.05	s 5.29	f 5.41
D DUNCAN DQ	92.2	1.23	1.15	1.20	2.04	2.55	4.25	f 4.38	3.52	5.16	5.28
GARDINER	96.5	1.19	1.10	1.15	2.01	2.51	4.21	4.33	3.48	5.12	5.24
DN SILVER CREEK SI	102.3	1.15	1.08	1.13	1.57	2.46	4.16	f 4.28	3.43	5.07	5.19
HAVENS	107.9	1.11	1.04	1.09	1.53	2.41	4.10	4.21	3.38	5.02	5.14
D CLARKS CX	113.6	1.07	1.00	1.05	1.49	2.36	4.05	f 4.16	3.33	4.58	5.10
THUMMEL	119.1	1.02	12.56	1.01	1.45	2.31	3.59	4.10	3.28	4.52	5.04
C. B. & Q. CROSSING	124.3										
DN CENTRAL CITY YL OI	124.9	12.57 <sup>102</sup> 12.51 <sup>104</sup>	12.51 <sup>28</sup>	12.56 <sup>99</sup>	1.41	2.26	f 3.52	s 4.05	3.22	f 4.46	4.58
D CHAPMAN OP	135.1	12.40	12.44	12.49	1.34	2.16	3.40	3.52	3.12	4.35	4.47
LOCKWOOD	140.7	12.35	12.40	12.44	1.30	2.11	3.35	3.47	3.07	4.30	4.42
C. B. & Q. CROSSING	146.5										
DN-R GRAND ISLAND YL GE	146.9	12.27AM	12.33AM	12.36AM	1.23AM	2.03AM	3.25AM	3.40AM	3.00PM	4.20PM	4.32PM
(146.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time—To Omaha.....	(2.38)	(2.07)	(2.14)	(2.02)	(2.32)	(3.05)	(3.10)	(2.40)	(3.10)	(3.18)
Average speed per hour.....	54.7	68.1	64.5	70.9	56.9	46.7	45.5	54.0	44.7	42.9

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.—See instructions on Page 3.  
For conditional stops to discharge or pick up revenue passengers, see Page 3.

**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 1**  
February 29, 1948

STATIONS	Mile Post	SECOND CLASS									Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.
		72	234	548	76	74	256	254	258		
		Time Freight	Local Freight	Motor Passenger	Local Freight	Time Freight	Time Freight	Time Freight	Time Freight		
R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM			A 8.30AM	A 1.15PM	A 9.30PM	A 11.30PM	XWCITYOPZ	
DN-R OMAHA YL YD	2.8	1.45	2.55			8.15				XWITOPZ	
DN SUMMIT YL SU	5.2	1.10	2.35			7.45				XIP	
SEYMOUR	8.9	1.00	2.25			7.37				P	
SARPY	13.6	12.50	2.15			7.20				ES77 XP	
LANE	17.1	12.40	f 2.05			7.10				CS68 XP	
D ELKHORN KH	21.7		s 1.55							CS84 XP	
D WATERLOO WO	24.5		s 1.30							CS84 P	
DN VALLEY YL V	28.0	12.15AM	s 1.00			6.45AM				WS144XYPWC ES165 ES90	
MERCER	34.3		f 12.01PM							CS81 P	
F. S. Y. & L. CROSSING	38.2									I	
DN FREMONT YL FN	39.3		s 11.50AM							WS99 X ES172 WPZ	
C. B. & Q. CROSSING	40.0									I	
C. & N. W. CROSSING	44.8									IP	
AMES	46.3		f 10.50							CS82 XP	
D NORTH BEND NB	54.4		s 10.20							CS119 XP	
D ROGERS DJ	61.4		f 9.50							CS82 P	
DN SCHUYLER SO	68.7		s 9.20							WS116 X ES123 WP	
D RICHLAND BZ	76.9		f 8.20							ES118 XP	
C. B. & Q. CROSSING	83.8									I	
DN COLUMBUS YL C	84.5		8.00							WS143 XWTC ES125 YPZ	
D DUNCAN DQ	92.2		s 7.20							CS119 P	
GARDINER	96.5		f 6.50							CS82 P	
DN SILVER CREEK SI	102.3		6.40							CS119 XWP	
HAVENS	107.9		f 6.00							CS82 P	
D CLARKS CX	113.6		s 5.39							CS82 XP	
THUMMEL	119.1		f 5.10							XP	
C. B. & Q. CROSSING	124.3									I	
DN CENTRAL CITY YL OI	124.9		5.00AM	A 6.40AM	A 6.55AM					WS113 X CS119 WYP	
D CHAPMAN OP	135.1			f 6.18	s 6.40					CS119 P	
LOCKWOOD	140.7			f 6.10	6.30					ES72 P	
C. B. & Q. CROSSING	146.5									I	
DN-R GRAND ISLAND YL GE	146.9			6.00AM	6.20AM	9.15AM	3.45PM	5.40PM		XWCTYOPZ	
(146.9)		Daily	Tues., Thurs., Sat.	Daily	Mon., Wed., Fri.	Daily	Daily	Daily	Daily		

Thru Time—To Co. Bluffs.....	(2.01)	(1.45)	(10.15)	(0.40)	(0.88)	(1.45)	(4.00)	(5.45)	(5.50)
Average speed per hour.....	71.5	15.4	12.2	33.0	37.7	16.5	36.7	25.5	25.2

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.—See instructions on Page 3.  
For conditional stops to discharge or pick up revenue passengers, see Page 3.

**WESTWARD SECOND SUBDIVISION**

**SECOND CLASS**

Car Capacity of Seating, etc. See Rule of (A), Page 27	359	259	357	255	355	237	239	261	Distance from Council Bluffs
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight	Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	

**Time-Table No. 1**  
February 29, 1948

**STATIONS**

**FIRST CLASS**  
**53**  
Passenger  
Daily

XWCZTYOP		11.00PM		3.15PM		7.30AM		3.40AM	146.9
CS82 XYP						s 8.05			154.5
WS117 XW ES48 P						s 8.30 <sup>27</sup>			162.3
CS82 XP						s 9.05			169.9
WS112 XWI ES70 YP	11.15PM		9.45PM		9.45AM	s 9.40			176.0
CS82 P						f 9.55			180.2
XYP						s 10.15			184.3
WS122 XWC ES118 YZP						A 10.35AM	6.10AM		189.1
XP							s 6.20		194.1
CS83 P							s 6.30		198.3
CS119 WP							s 6.50		204.6
CS83 P							s 7.05		213.3
XP							f 7.15		217.9
WS120 XWY ES119 ZP							s 8.15		224.4
CS83 P							s 8.30		232.5
CS83 XWP							s 8.59		238.2
XP							f 9.15		243.2
WS125 XWC ES130 YP							s 10.00 <sup>27</sup>		248.8
CS83 P							10.13		254.5
CS83 WP							s 10.35		261.5
P							f 10.45		266.6
CS119 P							s 11.05		270.6
X							11.15		274.6
CS83 P							f 11.25		278.5
							f 11.30		280.5
XWCZTYOP	A 3.00AM	A 3.30AM	A 1.30AM	A 8.00PM	A 1.30PM		A 11.59AM	A 9.25AM	284.1

BLOCK SIGNALS

DN R GRAND ISLAND YL	GE	7.6
D ALDA DA		7.8
D WOOD RIVER WR		7.6
D SHELTON ST		6.1
DN GIBBON GB		4.2
OPTIC		4.1
BUDA		4.8
DN KEARNEY YL KR		5.0
ALFALFA CENTER		4.2
D ODESSA DZ		6.3
D ELM CREEK QR		8.7
D OVERTON OV		4.6
JOSSELYN		6.5
DN LEXINGTON UM		8.1
DARR		5.7
D COZAD OO		5.0
WILLOW ISLAND		5.6
DN GOTHENBURG BU		5.7
VROMAN		7.0
D BRADY ISLAND BI		5.1
HINDREY		4.0
D MAXWELL MX		4.0
KEITH		3.9
GANNETT		2.0
BEOK		3.6
DN-R NORTH PLATTE YL NO		

Double Track

(137.2)

(3.45)	(4.30)	(3.45)	(4.45)	(3.45)	(3.05)	(5.49)	(5.45)	.....Thru Time.....	(3.40)
28.8	30.5	28.8	28.9	28.8	13.7	16.3	23.9	.....Average speed per hour.....	43.3

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.—See instructions on Page 3.  
For conditional stops to discharge or pick up revenue passengers, see Page 3.

**WESTWARD SECOND SUBDIVISION**

**FIRST CLASS**

23	5	21	27	101	103	105	111	13	1	Distance from Council Bluffs
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

**Time-Table No. 1**  
February 29, 1948

**STATIONS**

12.30PM	12 18PM	11.25AM	8.25AM	5.26AM	5.11AM	4.21AM	2.46AM	1.55AM	12.08AM	146.9
12.39	12.26	11.33	8.32	5.33	5.18	4.28	2.53	2.03	12.15	154.5
12.47	12.34	11.40	8.39 <sup>237</sup>	5.39	5.24	4.34	2.59	2.10	12.21	162.3
12.55	12.41	11.48	8.45	5.45	5.30	4.40	3.05	2.17	12.28	169.9
1.01	12.47	11.54	8.51	5.49	5.34	4.44	3.09	2.24	12.34	176.0
1.06	12.51	11.58AM	8.55	5.52	5.37	4.47	3.12	2.28	12.38	180.2
1.10	12.55	12.02PM	8.58	5.55	5.40	4.50	3.15	2.32	12.42	184.3
s 1.25	s 1.07	s 12.11	9.04	6.00	5.45	4.55	f 3.21	s 2.44	12.46	189.1
1.32	1.14	12.17	9.10	6.05	5.50	5.00	3.26	2.50	12.51	194.1
1.36	1.19	12.21	9.14	6.08	5.53	5.03	3.29	2.54	12.54	198.3
1.43	1.25	12.27	9.20	6.13	5.58	5.08	3.34	2.59	1.00	204.6
1.52	1.33	12.36	9.28	6.19	6.04	5.14	3.40	3.06	1.08	213.3
1.57	1.37	12.41	9.32	6.22	6.07	5.17	3.43	3.10	1.12	217.9
s 2.06	1.43	12.48	9.38	6.27	6.12	5.22	3.48	s 3.18	1.18	224.4
2.16	1.51	12.57	9.45	6.33	6.18	5.28	3.54	3.26	1.25	232.5
f 2.24	1.56	1.04	9.50	6.37	6.22	5.32	3.58	f 3.31	f 1.30	238.2
2.31	2.01	1.10	9.54	6.41	6.26	5.36	4.02	3.36	1.34	243.2
f 2.39	2.08	1.17	10.00 <sup>239</sup>	6.45	6.30	5.40	4.06	f 3.43	f 1.40	248.8
2.46	2.15	1.24	10.06	6.49	6.34	5.44	4.10	3.50	1.46	254.5
2.54	2.23	1.31	10.13	6.55	6.40	5.50	4.16	3.57	1.53	261.5
2.59	2.28	1.36	10.18	6.59	6.44	5.54	4.20	4.02	1.58	266.6
3.04	2.32	1.41	10.22	7.03	6.48	5.58	4.24	4.06	2.02	270.6
3.09	2.36	1.45	10.26					4.10	2.06	274.6
3.13	2.40	1.49	10.29	7.08	6.53	6.03	4.29	4.14	2.09	278.5
3.15	2.42	1.51	10.31	7.10	6.55	6.05	4.31	4.16	2.11	280.5
A 3.25PM	A 2.51PM	A 2.00PM	A 10.40AM	A 7.16AM	A 7.01AM	A 6.11AM	A 4.37AM	A 4.25AM	A 2.20AM	284.1

BLOCK SIGNALS

DN-R GRAND ISLAND YL	GE	7.6
D ALDA DA		7.8
D WOOD RIVER WR		7.6
D SHELTON ST		6.1
DN GIBBON GB		4.2
OPTIC		4.1
BUDA		4.8
DN KEARNEY YL KR		5.0
ALFALFA CENTER		4.2
D ODESSA DZ		6.3
D ELM CREEK QR		8.7
D OVERTON OV		4.6
JOSSELYN		6.5
DN LEXINGTON UM		8.1
DARR		5.7
D COZAD OO		5.0
WILLOW ISLAND		5.6
DN GOTHENBURG BU		5.7
VROMAN		7.0
D BRADY ISLAND BI		5.1
HINDREY		4.0
D MAXWELL MX		4.0
KEITH		3.9
GANNETT		2.0
BEOK		3.6
DN-R NORTH PLATTE YL NO		

Double Track

(137.2)

(2.55)	(2.33)	(2.35)	(2.15)	(1.50)	(1.50)	(1.50)	(1.51)	(2.30)	(2.12)	.....Thru Time.....
47.0	53.8	53.1	61.0	74.8	74.8	74.8	74.3	64.9	62.4	.....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.—See instructions on Page 3.  
For conditional stops to discharge or pick up revenue passengers, see Page 3.

		SECOND SUBDIVISION					EASTWARD					
Time-Table No. 1		FIRST CLASS										
February 29, 1948		14	54	6	24	22	112	28	104	102	106	
STATIONS		Passenger	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
Mile Post												
BLOCK SIGNALS	DN R GRAND ISLAND YL	146.9	A 3.15AM	A 3.30AM	A 2.50PM	A 4.10PM	A 4.22PM	A 11.33PM	A 12.17AM	A 12.32AM	A 12.35AM	A 1.22AM
	D ALDA DA	154.5	3.02	3.15	2.36	3.54	4.06	11.24	12.05AM	12.21	12.24	1.12
	D WOOD RIVER WR	162.3	2.55	f 3.05	2.29	3.44	3.56	11.19	11.58PM	12.16	12.19	1.07
	D SHELTON ST	169.9	2.48	f 2.57	2.21	3.36	3.48	11.13	11.51	12.10	12.13	1.01
	DN GIBBON GB	176.0	2.43	f 2.49	2.15	3.29	3.41	11.09	11.46	12.06	12.08	12.57
	OPTIC	180.2	2.39	2.44	2.11	3.24	3.36	11.06	11.42	12.03AM	12.05	12.54
	BUDA	184.3	2.35	2.41	2.06	3.20	3.32	11.03	11.38	11.59PM	12.01AM	12.51
	DN KEARNEY YL KR	189.1	s 2.25	s 2.33	s 2.01	3.10	s 3.22	s 10.59	11.34	11.55	11.57PM	12.47
	ALFALFA CENTER	194.1	2.14	2.23	1.53	2.59	3.11	10.55	11.28	11.50	11.53	12.43
	D ODESSA DZ	198.3	2.11	2.19	1.49	2.54	3.06	10.52	11.25	11.47	11.50	12.40
	D ELM CREEK QR	204.6	2.05	f 2.13	1.43	2.48	3.00	10.48	11.20	11.43	11.46	12.36
	D OVERTON OV	213.3	1.57	f 2.03	1.36	2.40	2.52	10.42	11.13	11.36	11.40	12.30
	JOSSELYN	217.9	1.53	1.58	1.31	2.36	2.48	10.39	11.09	11.33	11.37	12.27
	DN LEXINGTON UM	224.4	f 1.45	s 1.50	1.26	2.28	2.40	10.34	11.04	11.28	11.32	12.22
	DARR	232.5	1.33	1.38	1.19	2.15	2.28	10.28	10.57	11.22	11.26	12.16
	D COZAD CO	238.2	f 1.27	f 1.32	1.14	2.09	2.22	10.24	10.52	11.18	11.22	12.12
	WILLOW ISLAND	243.2	1.18	1.23	1.09	1.59	2.13		10.48			
	DN GOTHENBURG BU	248.8	f 1.12	s 1.17	1.04	1.52	2.07	10.17	10.43	11.10	11.15	12.05
	VROMAN	254.5	1.03	1.08	12.58	1.43	1.58	10.13	10.38	11.04	11.11	12.01AM
	D BRADY ISLAND BI	261.5	12.56	f 1.01	12.52	1.36	1.51	10.08	10.32	10.59	11.06	11.56PM
HINDREY	266.6	12.51	12.56	12.47	1.31	1.46	10.04	10.28	10.55	11.02	11.52	
D MAXWELL MX	270.6	12.47	f 12.52	12.44	1.27	1.42	10.01	10.25	10.52	10.59	11.49	
KEITH	274.6	12.42	12.47	12.41	1.22	1.37	9.58	10.22	10.49	10.56	11.46	
GANNETT	278.5	12.39	12.43	12.38	1.19	1.34	9.55	10.19	10.46	10.53	11.43	
BECK	280.5	12.37	12.41	12.36	1.17	1.32	9.53	10.17	10.44	10.51		
DN-R NORTH PLATTE YLNO	284.1	12.30AM	12.35AM	12.30PM	1.10PM	1.25PM	9.50PM	10.12PM	10.40PM	10.48PM	11.38PM	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time.....	(2.45)	(2.55)	(2.20)	(3.00)	(2.57)	(1.43)	(2.05)	(1.52)	(1.47)	(1.44)
Average speed per hour.....	61.0	47.0	58.8	45.8	46.5	79.9	66.6	74.8	76.9	79.2

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.—See instructions on Page 3.  
 For conditional stops to discharge or pick up revenue passengers, see Page 3.

		SECOND SUBDIVISION					EASTWARD				
Time-Table No. 1		SECOND CLASS									
February 29, 1948		356	256	240	254	358	238	258			
STATIONS		Time Freight	Time Freight	Local Freight	Time Freight	Time Freight	Local Freight	Time Freight			Car Capacity of Sidings, etc. See Rule 6 (A), Page 27
Mile Post											
BLOCK SIGNALS	DN R GRAND ISLAND YL	146.9		A 9.00AM		A 3.30PM		A 3.30PM	A 5.25PM		XWCZTYOP
	D ALDA DA	154.5						s 3.20			CS82 XYP
	D WOOD RIVER WR	162.3						s 2.45			WS117 XW P
	D SHELTON ST	169.9						s 2.21			CS82 XP
	DN GIBBON GB	176.0	A 6.00AM				A 3.20PM	s 1.45			WS112 XWI YP
	OPTIC	180.2						f 1.15			CS82 P
	BUDA	184.3						f 1.05			XYP
	DN KEARNEY YL KR	189.1			A 12.50PM			12.05PM			WS122 XWC ES118 YZP
	ALFALFA CENTER	194.1			f 12.35						XP
	D ODESSA DZ	198.3			f 12.20						CS83 P
	D ELM CREEK QR	204.6			s 12.01PM						CS119 WP
	D OVERTON OV	213.3			s 11.30AM						CS83 P
	JOSSELYN	217.9			f 11.01						XP
	DN LEXINGTON UM	224.4			s 10.45						WS120 XWY ES119 ZP
	DARR	232.5			f 10.00						CS83 P
	D COZAD CO	238.2			f 9.45						CS83 XWP
	WILLOW ISLAND	243.2			f 9.15						XP
	DN GOTHENBURG BU	248.8			s 9.00						WS125 XWC ES130 YP
	VROMAN	254.5			f 8.20						CS83 P
	D BRADY ISLAND BI	261.5			s 8.05						CS83 WP
HINDREY	266.6			f 7.40						P	
D MAXWELL MX	270.6			s 7.30						CS119 P	
KEITH	274.6			7.17						X	
GANNETT	278.5			f 7.12						CS83 P	
BECK	280.5			7.08							
DN-R NORTH PLATTE YLNO	284.1	2.30AM	5.00AM	7.00AM	11.30PM	12.01PM			12.40PM		XWCZTYOP
		Daily	Daily	Daily Except Sunday	Daily	Daily		Daily Except Sunday	Daily		

(2.13)	.....Thru Time.....	(3.30)	(4.00)	(5.50)	(4.00)	(3.19)	(3.25)	(4.45)
61.9	.....Average speed per hour.....	30.9	34.3	16.3	34.3	32.6	12.3	28.9

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.—See instructions on Page 3.  
 For conditional stops to discharge or pick up revenue passengers, see Page 3.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight, Mixed, Local Freight, and Stations (255, 353, 261, 245, 243, 97, 241, 93, 259).

Time-Table No. 1
February 29, 1948

FIRST CLASS
23
Passenger

STATIONS

Main schedule table for Westward Third Subdivision, Second Class, listing train numbers, times, and distances from Council Bluffs.

Table listing stations and distances from Council Bluffs, including North Platte, Birdwood, Hershey, O'Fallons, Sutherland, Dexter, Paxton, Korty, Roscoe, Ogallala, Julesburg, Weir, Chappell, Ottman, Lodge Pole, Sunol, Colton, Sidney, Brownson, Potter, Dix, Owasco, Kimball, Bushnell, Smeed, Pine Bluffs, Tracy, Egbert, Burns, Hillsdale, Durham, Archer, and Cheyenne.

Table listing times for the first class train (No. 23) at various stations.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(8.30) 26.5 (1.00) 32.0 (9.25) 23.9 (5.20) 19.1 (2.30) 16.9 (0.40) 24.9 (0.30) 33.2 (7.30) 30.1 Thru Time (5.15) Average Speed per hour 42.9

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.—See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers, see Page 3.

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Table with columns for Mail and Express, Passenger, Streamliner Passenger, and Stations (5, 21, 27, 101, 103, 105, 13, 111, 53, 1).

Time-Table No. 1
February 29, 1948

Distance from Council Bluffs

STATIONS

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

Table listing stations and distances from Council Bluffs, including North Platte, Birdwood, Hershey, O'Fallons, Sutherland, Dexter, Paxton, Korty, Roscoe, Ogallala, Julesburg, Weir, Chappell, Ottman, Lodge Pole, Sunol, Colton, Sidney, Brownson, Potter, Dix, Owasco, Kimball, Bushnell, Smeed, Pine Bluffs, Tracy, Egbert, Burns, Hillsdale, Durham, Archer, and Cheyenne.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.34) 49.4 (5.05) 44.3 (4.30) 50.1 (3.31) 64.1 (3.28) 65.0 (3.29) 64.7 (0.20) 35.6 (1.10) 69.2 (1.50) 44.3 (4.30) 50.1 Thru Time (5.15) Average speed per hour 42.9

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.—See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers, see Page 3.

			THIRD SUBDIVISION EASTWARD									
Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS										
		6	24	22	112	28	14	104	102	2	54	
STATIONS		Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	
DN-R NORTH PLATTE NY 6.4	284.1	A 11.20AM	A 11.59AM	A 12.15PM	A 8.47PM	A 9.02PM	A 11.15PM	A 9.37PM	A 9.45PM	A 10.25PM	A 11.10PM	
BIRDWOOD 6.4	290.5	11.09	11.44	11.59AM	8.40	8.51	10.58	9.27	9.35	10.09	10.50	
D HERSHEY OF 3.8	296.9	11.03	11.36	11.52	8.35	8.45	10.50	9.23	9.30	10.04	10.44	
DN O'FALLONS FA 2.7	300.7	11.00	11.32	11.48	8.32	8.42	10.45	9.19	9.27	10.01	10.40	
D SUTHERLAND SU 4.5	303.4	10.58 <sup>242</sup>	f 11.29	11.45	8.30	8.40	10.43	9.17	9.25	9.59	s 10.37	
DEXTER 7.6	307.9	10.54	11.23	11.40	8.27	8.36	10.38	9.14	9.22	9.55	10.32	
D PAXTON PN 6.2	315.5	10 47	f 11.14	11.32	8.21	8.30	10.31	9.08	9.16	9.49	s 10.25	
KORTY 6.0	321.7	10.41	11.07	11.26	8.17	8.25	10.23	9.03	9.11	9.44	10.17	
D ROSCOE RO 7.1	327.7	10.36	11.00	11.19	8.13	8.20	10.16	8.59	9.07	9.39	s 10.10	
DN OGALLALA YL GT 9.1	334.8	10.29	f 10.53	11.12	8.08	8.14	f 10.06	8.54	9.02	9.33	s 10.00	
D BRULE RU 5.2	343.9	10.20	f 10.42	11.01	8.01	8.05	9.53	8.46	8.54	9.24	s 9.48 <sup>106</sup>	
MEGEATH 4.8	349.1											
D BIG SPRINGS GS 5.4	353.9	10.11	f 10.32	10.52	7.53	7.57	9.41 <sup>106</sup>	8.39	8.45	9.16	s 9.36	
BARTON 6.0	359.3	10.06	10.26	10.47	7.49	7.53	9.34	8.35	8.41	9.12	9.28	
DN JULESBURG YL JB 5.3	365.3	10.00	f 10.19	f 10.41	7.44 <sup>PM</sup>	7.48	f 9.25	8.31	8.36	9.07	s 9.20 <sup>PM</sup>	
WEIR 9.7	370.6	9.54	10.12	10.35		7.42	9.13	8.26	8.31	9.03		
D CHAPPELL OQ 4.7	380.3	9.45	f 10.02	10.26		7.34	9.01	8.18	8.23	8.55		
OTTMAN 4.7	385.0											
D LODGE POLE GP 6.6	389.7	9.37	f 9.52	10.17		7.26	8.47 <sup>2</sup>	8.11	8.16	8.47 <sup>14</sup>		
D SUNOL UN 4.7	396.3	9.31	9.46	10.11		7.21	8.35	8.06	8.11	8.42		
COLTON 6.5	401.0	9.27	9.42	10.07		7.17	8.25	8.02	8.07	8.38		
DN-R SIDNEY YL OD 8.0	407.5	9.20 9.10	9.35 9.25	10.00 9.50		7.10 7.00	8.15 8.05	7.57 7.56	8.02 8.01	8.32 8.22		
D BROWNSON BW 10.9	415.5	8.59	9.12	9.37		6.50	7.51 <sup>104</sup> 7.40 <sup>102</sup>	7.46 <sup>14</sup>	7.51 <sup>14</sup>	8.12		
DN POTTER PR 9.0	426.4	8.49	9.01	9.26		6.40	s 7.25	7.37	7.43	8.02		
D DIX DX 4.5	435.4	8.41	8.52	9.17		6.32	s 7.12	7.31	7.37	7.54		
OWASCO 4.6	439.9	8.37	8.48	9.13		6.28	7.04	7.28	7.34	7.50		
DN KIMBALL KB 12.1	444.5	8.33	f 8.43	f 9.08		6.24	s 6.57	7.24	7.28	7.46		
D BUSHNELL BN 4.3	456.6	8.22	8.31	8.56		6.13	s 6.41	7.15	7.21	7.35		
SMEED 5.8	460.9	8.18	8.27	8.52		6.09	6.34	7.12	7.18	7.31		
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		
TRACY 5.5	472.0	8.04	8.13	8.38		5.59	6.19	7.02	7.10	7.21		
D EGBERT GX 5.7	477.5	7.59	8.08	8.33		5.54	f 6.13	6.55	7.06	7.16		
D BURNS UX 6.5	483.2	7.54	8.02	8.27		5.49	6.06	6.53	7.02	7.10		
D HILLSDALE HD 6.2	489.7	7.48	7.55	8.20 <sup>240</sup>		5.44	6.00	6.48	6.57	7.04		
DURHAM 5.3	495.9	7.42	7.48	8.13		5.38	5.53	6.42	6.52	6.58		
ARCHER 8.3	501.2	7.37	7.42	8.07		5.33	5.47	6.38	6.48	6.53		
DN-R CHEYENNE YL OY	509.5	7.25AM	7.30AM	7.55AM		5.25PM	5.35PM	6.30PM	6.40PM	6.45PM		
(225.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time.....	(3.55)	(4.29)	(4.20)	(1.03)	(3.37)	(5.40)	(3.07)	(3.05)	(3.40)	(1.50)
Average speed per hour.....	57.5	50.3	52.0	77.3	62.3	39.8	72.3	73.1	61.5	44.3

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For conditional stops to discharge or pick up revenue passengers, see Page 3.

			THIRD SUBDIVISION EASTWARD										
FIRST CLASS	Time-Table No. 1 February 29, 1948	SECOND CLASS											
		258	254	242	246	354	244	98	94	256	Car Capacity of Seating, etc. See Rule S-72, Page 27.		
106	STATIONS	Mile Post	Time Freight	Time Freight	Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed	Time Freight		
A 10.35PM		DN-R NORTH PLATTE NY 6.4	284.1	A 9.40AM	A 8.00AM	A 11.45AM					A 4.50PM	A 7.35PM	A 2.30AM
10.27	BIRDWOOD 6.4	290.5			f 11.35					4.39	7.19		CS84 P
10.23	D HERSHEY OF 3.8	296.9			s 11.25					f 4.30	f 7.10		WS 72 XP
10.20	DN O'FALLONS FA 2.7	300.7			f 11.15					4.22PM	7.05PM		CS 119 XWYP
10.18	D SUTHERLAND SU 4.5	303.4			s 10.58 <sup>6</sup>								CS 121 XP
10.15	DEXTER 7.6	307.9			f 10.15								CS 82 P
10.09	D PAXTON PN 6.2	315.5			s 10.00								CS 121 XP
10.04	KORTY 6.0	321.7			f 9.35								WS 74 XP
10.00	D ROSCOE RO 7.1	327.7			f 9.15								CS 83 P
9.55	DN OGALLALA YL GT 9.1	334.8			s 9.00								WS122 WS120 ES138 XWCP
9.48 <sup>54</sup>	D BRULE RU 5.2	343.9			s 8.15								CS 84 P
	MEGEATH 4.8	349.1			f 7.57								X
9.41 <sup>14</sup>	D BIG SPRINGS GS 5.4	353.9			s 7.50								CS 132 WP
9.37	BARTON 6.0	359.3			f 7.25								CS 83 P
9.32	DN JULESBURG YL JB 5.3	365.3			7.15AM			A 2.30PM					XWCYYP WS109 ES121
9.27	WEIR 9.7	370.6			f 2.05								CS 90 P
9.19	D CHAPPELL OQ 4.7	380.3			s 1.45								CS 123 WP
	OTTMAN 4.7	385.0			s 1.20								X
9.12	D LODGE POLE GP 6.6	389.7			s 1.10								WS 111 ES 78 XWP
9.07	D SUNOL UN 4.7	396.3			f 12.55								XP
9.03	COLTON 6.5	401.0			f 12.43								CS 94 P
8.58 8.57	DN-R SIDNEY YL OD 8.0	407.5	4.30 4.15	4.45 4.30	A 1.30PM			12.30PM			11.15PM 11.00		XWCTYP
8.47	D BROWNSON BW 10.9	415.5			f 12.55								CS 94 YP
8.38	DN POTTER PR 9.0	426.4			s 12.30PM								WS 121 XWP ES 70
8.31	D DIX DX 4.5	435.4			s 11.59AM								CS 94 P
8.28	OWASCO 4.6	439.9			f 11.45								PX
8.24	DN KIMBALL KB 12.1	444.5			s 11.35								CS 133 XWP
8.16	D BUSHNELL BN 4.3	456.6			s 10.55								CS 84 WP
8.13	SMEED 5.8	460.9			f 10.05								X
8.08	DN PINE BLUFFS YL UF 5.3	466.7			s 9.55								CS107 XWCYYP
8.05	TRACY 5.5	472.0			f 9.17								X
8.01	D EGBERT GX 5.7	477.5			f 9.07		A 9.15AM						CS 94 XWYP
7.57	D BURNS UX 6.5	483.2			s 8.55		s 9.00						WS 62 XP
7.52	D HILLSDALE HD 6.2	489.7			f 8.20 <sup>23</sup>		s 8.45						WS 113 ES 96
7.47	DURHAM 5.3	495.9			s 8.05		f 8.35						WS 62 XP
7.43	ARCHER 8.3	501.2			f 7.55		f 8.29						WS 117 ES 125
7.35PM	DN-R CHEYENNE YL OY	509.5	12.35AM	1.30AM			7.35AM			8.15AM			8.00PM XWCZTYOP
Daily	(225.4)		Daily	Daily	Daily Except Monday	Monday Wednesday Friday	Daily	Daily Except Sunday	Daily	Daily	Daily		

Thru Time.....	(3.00)	(0.05)	(0.10)	(4.30)	(5.55)	(1.00)	(2.00)	(0.28)	(0.30)	(6.30)
Average Speed per hour.....	75.1	24.8	34.7	18.0	17.2	32.0	21.1	35.6	33.2	34.7

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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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 27.	SECOND CLASS		FIRST CLASS	Distance from Valley	Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS	SECOND CLASS			
	71	73	548				547	74	72		
	Freight	Freight	Motor Passenger				Motor Passenger	Freight	Freight		
	Daily	Daily	Daily								
WCYP	10.25PM	1.30PM		0.0	DN-R VALLEY YL V	0.0		A 5.40AM	A 11.15PM		
AIP				5.8	O. B. & Q. CROSSING	5.8					
28 P	10.40	1.45		6.3	D YUTAN YN	6.3		5.27	11.05		
100 YP	10.50 <sup>72</sup>	1.55		11.6	D MEAD AD	11.6		5.17	10.50 <sup>71</sup>		
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		
20 P	11.35PM	2.34		38.2	TOUHY	38.2		4.35	9.55		
96 WCYP	12.01AM	2.44	9.15AM	37.3	DN-R VALPARAISO YL VO	37.3	A 4.05PM	4.25	9.40		
23 P	12.10	2.51	f 9.22	41.8	AGNEW	41.8	f 3.58	4.16	9.22		
33 P	12.18	2.58	f 9.30	46.5	D RAYMOND RM	46.5	f 3.50	4.09	9.15		
101 P	12.30	3.08	9.40	52.7	GARRATT	52.7	3.42	3.58	9.05		
				56.5	O. B. & Q. CROSSING	56.5					
24 WTZP	12.55	3.18	A 9.55AM	57.1	DN-R LINCOLN YL SN	57.1	3.35PM	3.50	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		
26 P	1.23	3.36		68.2	HANLON	68.2		3.12	8.00		
21 P	1.33	3.46		74.7	FILMOTON	74.7		3.03	7.49		
73 WP	1.43	3.53		79.5	D OORTLAND RD	79.5		2.56	7.41		
84 P	1.58	4.08		88.9	D FICKRELL 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) (0.40) ..... Thru Time ..... (0.30) (3.10) (4.15)  
 25.2 33.2 29.7 ..... Average speed per hour ..... 39.6 30.5 22.8  
 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 27.	SECOND CLASS		233 Local Freight Monday Wed., Fri.	Distance from Council Bluffs	Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS	SECOND CLASS			
							522	80			
							Motor Passenger	Mixed			
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					
40 P			f 6.55	22.5	D MILLARD MD	22.5					
CS68 XP			A 7.05AM	26.1	LANE	26.1					
				20.9							

(1.05) ..... Thru Time ..... (1.43) (2.08)  
 18.9 ..... Average speed per hour ..... 26.1 20.8  
 On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS		FIRST CLASS	Distance from Valparaiso	Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS	SECOND CLASS			
	75	547	548				76				
	Mixed	Motor Passenger	Motor Passenger				Mixed				
	Tuesday Thursday Saturday	Daily	Daily								
WCYP	5.00AM		4.15PM	0.0	DN-R VALPARAISO YL VO	0.0	A 9.10AM		A 11.35AM		
16	f 5.20		f 4.36	7.4	LOMA	7.4	f 8.53		f 11.02		
28	s 5.40		s 4.46	13.5	D BRAINARD BD	13.5	s 8.42		s 10.50		
				15.0	O. & N. W. CROSSING	15.0					
32 W	s 6.10		s 5.05	23.2	D DAVID CITY DV	23.2	s 8.25		s 10.25		
				23.5	O. B. & Q. CROSSING	23.5					
	f 6.30		f 5.12	27.9	FOLEY	27.9	f 8.11		f 9.55		
31	s 6.45		s 5.23	33.3	D RISING CITY RN	33.3	s 8.04		s 9.40		
36	s 7.05		s 5.36	40.1	D SHELBY SH	40.1	s 7.50		s 9.20		
7	s 7.34 <sup>548</sup>		s 5.51	47.5	D OSOEOLA OZ	47.5	s 7.34 <sup>75</sup>		s 8.55		
9 W	s 8.00		s 6.03	52.9	D STROMSBURG S	52.9	s 7.25		s 8.40		
17	f 8.15		f 6.10	56.8	D DURANT	56.8	f 7.15		f 8.10		
35	s 8.35		s 6.21	63.0	D POLK PK	63.0	s 7.05		s 7.50		
21	s 8.55		s 6.33	68.5	D HORDVILLE HV	68.5	s 6.54		s 7.30		
22	f 9.10		f 6.42	73.8	HEBER	73.8	f 6.45		f 7.10		
				75.3	O. B. & Q. CROSSING	75.3					
WYP	A 9.20AM		A 6.50PM	75.9	DN-R CENTRAL CITY YL OI	75.9	6.40AM		7.05AM		
					(75.9)		Daily		Monday Wednesday Friday		

(4.20) (2.35) ..... Thru Time ..... (2.30) (4.30)  
 17.5 29.3 ..... 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.

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS		79	521	Distance from Genoa	Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS	SECOND CLASS		
	Mixed	Motor Mixed						522	80		
	Daily Except Sunday	Daily						Motor Passenger	Mixed		
40 WY			12.32PM	5.40AM	0.0	D-R GENOA YL G	0.0	A 9.13AM		A 5.08PM	
8			f 12.44	f 5.49	5.3	KENT	5.3	f 9.01		f 4.56	
17			f 12.52	f 5.56	9.3	MERCHISTON	9.3	f 8.54		f 4.48	
38			s 1.08	s 6.03	13.7	D FULLERTON FU	13.7	s 8.45		s 4.32	
21			s 1.33	s 6.22	23.1	D BELGRADE BL	23.1	s 8.24		s 4.07	
26 W			s 1.53	s 6.37	30.3	D CEDAR RAPIDS OD	30.3	s 8.09		s 3.47	
36			s 2.13	s 6.47	36.6	D PRIMROSE P	36.6	s 7.50		f 3.27	
38 WY			A 2.40PM	A 7.05AM	44.3	D-R SPALDING YL SG	44.3	7.30AM		3.00PM	
						(44.3)		Daily Except Sunday		Daily	

(2.08) (1.25) ..... Thru Time ..... (1.43) (2.08)  
 20.8 31.0 ..... Average speed per hour ..... 26.1 20.8  
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 No. 521 is superior to No. 522.

WESTWARD					NORFOLK BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 1 February 29, 1948	STATIONS	Distance from Columbus	Mile Post	First Class	SECOND CLASS				
79	81	521	321	522					82	80	312			
Mixed	Mixed	Motor Mixed	Mixed	Motor Passenger					Mixed	Mixed	Mixed			
Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Monday											
WCTYPZ	11.40AM	6.50AM	5.00AM	1.40AM	0.0	DN-R	COLUMBUS	YL	O	0.0	A10.00AM	A 3.20PM	A 6.05PM	A11.30PM
20	11.50AM	6.58	5.08	1.50	4.2		BIELDONVILLE			4.2	9.46	3.09	5.50	f11.17
8	YP	A12.02PM	A 7.08AM	A 5.17AM	f 2.00	9.4	R	OCONEE	YL		9.37AM	3.00PM	5.38PM	f11.05
29					f 2.30	14.7	D	PLATTE CENTER	PO	14.7				s10.50
33	P				f 2.45	20.3		TARNOV		20.3				f10.25
						25.1		O. & N. W. CROSSING		25.1				
56	W				s 3.17	25.7	D	HUMPHREY	HX	25.7				s10.10
15					f 3.23	29.1		PECK		29.1				f 9.46
33	W				s 3.55	35.4	D	MADISON	MA	35.4				s 9.32
27	P				f 4.10	40.9		ENOLA		40.9				s 8.57
						48.7		O. & N. W. CROSSING		48.7				
						50.2		O. & N. W. CROSSING		50.2				
						50.4	D-R	NORFOLK	YL KN	50.4				8.30PM
WCZTYP					A 5.00AM						Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday
	(0.22) 25.6	(0.18) 31.3	(0.17) 33.1	(3.20) 15.1	..... Thru Time.....	(0.23) 24.5				(0.20) 28.2	(0.27) 20.5	(3.00) 16.8	..... Average speed per hour.....	

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule S-72.  
No. 521 is superior to No. 522.  
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD					ALBION BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 1 February 29, 1948	STATIONS	Distance from Oconee	Mile Post	First Class	SECOND CLASS				
79	81	521		522					82	80				
Mixed	Mixed	Motor Mixed		Motor Passenger					Mixed	Mixed				
Daily Except Sunday	Daily Except Sunday	Daily												
20	YP	12.02PM	7.08AM	5.17AM	0.0	R	OCONEE	YL		0.0	A 9.37AM	A 3.00PM	A 5.38PM	
15		12.13	s 7.18	s 5.26	4.3	D	MONROE	MN	4.3	s 9.29	s 2.50	s 5.27		
40	WYP	A12.29PM	s 7.40	A 5.38AM	11.3	D-R	GENOA	YL G	11.3	9.15AM	s 2.35	5.11PM		
5			f 7.52		18.8		WOODVILLE		18.8		f 2.05			
56			s 8.10		22.3	D	WT. EDWARD	ST	22.3		s 1.55			
15			s 8.25		27.3		BOONE		27.3		s 1.42			
28	WYP		A 8.50AM		33.7	D-R	ALBION	YL A	33.7		1.30PM			
					(33.7)					Daily Except Sunday	Daily Except Sunday	Daily		
	(0.27) 25.1	(1.42) 19.8	(0.21) 32.3	..... Thru Time.....	(0.22) 30.8				(1.30) 22.5	(0.27) 25.1	..... Average speed per hour.....			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
No. 521 is superior to No. 522.

WESTWARD					ORD BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 1 February 29, 1948	STATIONS	Distance from Grand Island	Mile Post	Second Class	SECOND CLASS				
283	83			84					284					
Mixed	Mixed			Mixed					Mixed					
Mon., Wed., Fri.	Tue., Thurs., Sat.													
WTYPOCZ			7.30AM	7.30AM	0.0	DN-R	GRAND ISLAND	YL GE	0.0	A 5.15PM	A 5.15PM			
I					0.4		O. B. & Q. CROSSING		0.4					
11	Y				2.5		OAREY		2.5					
19	P		s 7.48	s 7.48	11.1	D	ST. LIBORY	RY	11.1	s 4.42	4.42			
39	WYPC		A 8.15AM	s 8.15	21.9	D-R	ST. PAUL	YL SP	21.9	s 4.20	4.20PM			
27				s 8.40	30.7	D	ELBA	EB	30.7	s 3.48				
25	P			s 8.56	36.8		OOTESFIELD		36.8	s 3.41				
1					43.1		WEEKS SPUR		43.1					
	W			9.13	44.5		SCOTIA JUNCTION		44.5	3.23				
20				s 9.22	45.7	D	SCOTIA	SK	45.7	s 3.14				
	W			9.27	44.5		SCOTIA JUNCTION		44.5	3.07				
31				s 9.50	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			A10.30AM	61.0	D-R	ORD	YL RD	61.0	2.30PM				
					(61.0)					Tue., Thur., Sat.	Mon., Wed., Fri.			
			(0.45) 32.5	(3.00) 20.3	..... Thru Time.....	(2.45) 22.2			(0.55) 23.9	..... Average speed per hour.....				

WESTWARD LOUP CITY BRANCH					EASTWARD					WESTWARD PLEASANTON BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 1 February 29, 1948	STATIONS	Distance from Friday	Mile Post	Second Class	SECOND CLASS									
287	85	86		85					86										
Mixed	Mixed	Mixed		Mixed					Mixed										
Monday Wednesday Friday	Monday Wednesday Friday																		
WYPC	8.50AM	D-R	ST. PAUL	YL SP	0.0	A 4.05PM	11	WY	9.45AM	D-R	BOELUS	YL HW	0.0	A12.37PM					
19	s 9.10	D	DANNEBROG	DB	8.8	s 3.50		I			C. B. & Q. CROSSING		8.8						
11	WY		BOELUS	YL HW	18.6	s 3.16	5		f10.15		SOUTH RAVENNA		12.4	f12.08					
31	f12.55		ROCKVILLE		26.8	f 3.00	8		s10.25		POOLE		15.5	s12.01PM					
33	WYP	A 1.30PM	LOUP CITY	YL OP	39.0	2.30PM	34	WY	A10.45AM	D-R	PLEASANTON	YL PN	22.1	11.45AM					
					(39.0)	Monday Wednesday Friday							22.1	Monday Wednesday Friday					
	(1.40) 23.4	..... Thru Time.....	(1.35) 24.0	..... Average speed per hour.....	(1.00) 22.1	..... Thru Time.....	(0.52) 25.5	..... Average speed per hour.....											

WESTWARD					HASTINGS BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 1 February 29, 1948	STATIONS	Distance from Hastings	Mile Post	359	357	355	356	358	
Time Frt.	Time Frt.	Time Frt.	Time Frt.	Time Frt.										
Daily	Daily	Daily												
WYPCZ	10.15PM	8.45PM	8.45AM	0.0	DN-R	HASTINGS	YL AN	0.0	A 6.45AM	A 4.15PM				
96				7.8		NEWMARCOH		7.8						
86	P			19.7	D	HAYLAND	HA	12.7						
95	P			20.8		DENMAN	DN	20.2						
WB114 EB71	WYP RCSI	A11.05PM	A 9.35PM	A 9.35AM	28.1	DN-R	GIBBON	YL GB	28.1	6.00AM	3.30PM			
					(28.1)					Daily	Daily			
	(0.50) 33.7	(0.50) 33.7	(0.50) 33.7	..... Thru Time.....	(0.45) 37.5	..... Average speed per hour.....	(0.45) 37.5	..... Average speed per hour.....						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Trains are governed by Kansas Division time-table while using their tracks at Hastings.

WESTWARD				KEARNEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 1 February 29, 1948				SECOND CLASS		Mile Post
	95 Mixed	519 Motor Passenger	517 Motor Passenger	STATIONS		518 Motor Mixed	96 Mixed					
								Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday		
WYCZ	9.00AM	4.05PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A11.59AM	A 9.20PM			
12	f 9.12	f 4.15	f 5.10	5.5		GLENWOOD PARK 4.6	5.5	f11.43	f 8.32			
19 P	s 9.19	s 4.22	s 5.17	10.1		RIVERDALE 6.7	10.1	s11.35	s 8.22			
27	s 9.30	s 4.33	s 5.28	16.8	D	AMHERST HR	16.8	s11.23	s 8.00			
13 W	f 9.52	f 4.43	f 5.38	22.7		WATERTOWN 3.6	22.7	f11.12	f 7.41			
32	s10.06	s 4.50	s 5.45	26.8	D	MILLER MR	26.8	s11.05	s 7.33			
38	s10.20	s 5.02	s 5.57	32.5	D	SUMNER SU	32.5	s10.53	s 7.15			
28	s10.40 <sup>518</sup>	s 5.14	s 6.09	40.4	D	EDDYVILLE VD	40.4	s10.40 <sup>95</sup>	s 6.59			
	f10.52	f 5.22	f 6.18	45.9		LOMAX 6.2	45.9	f10.28	f 6.40			
40	s11.13	s 5.34	s 6.30	52.1	D	OCOONTO BS	52.1	s10.19	s 6.28			
14	f11.27AM	f 5.47	f 6.46	59.1		LODI 6.4	59.1	f10.03	f 6.14			
27 WYP	s12.30PM	s 6.00 <sup>96</sup>	s 6.57	65.5	D	OALLAWAY OA	65.5	s 9.52	s 6.00 <sup>519</sup>			
17 P	s12.50	f 6.12	f 7.08	73.1		MILLDALE 2.7	73.1	f 9.36	f 5.06			
9	f12.55	f 6.17	f 7.12	75.8		FINCHVILLE 7.3	75.8	f 9.31	f 5.00			
38 WP	s 1.30	s 6.30	s 7.24	83.1	D	ARNOLD AD	83.1	s 9.20	s 4.45			
5 P	s 1.55	f 6.45	s 7.35	90.6		LOGAN 4.0	90.6	s 9.07	f 4.26			
10	f 2.10	f 6.55	f 7.42	94.6		HOAGLAND 4.6	94.6	f 9.00	f 4.18			
15 P	f 2.30	s 7.04	s 7.49	99.2		GANDY 3.2	99.2	s 8.50	f 4.08			
22 WYC	A 2.55PM	A 7.15PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4	8.45AM	4.00PM			
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			(102.4)		Daily Except Monday	Sunday Wednesday Friday			
								(3.14) 31.7	(5.20) 19.2			

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Telegraph Office
Council Bluffs.....	Yard Office	North Platte.....	Yard Office
Council Bluffs.....	Roundhouse	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	West Yard Office	Julesburg.....	Telegraph Office
Omaha.....	Dispatcher's Office	Sidney.....	Telegraph Office
Omaha.....	Union Station Telegraph Office	Sidney.....	Engineer's Locker Room
Omaha.....	Tower "B"	Cheyenne.....	Dispatcher's Office
Omaha.....	Enginemen's Washroom, 15th Street	Cheyenne.....	Telegraph Office
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Conductor's Room Passenger Station
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Yard Office
Omaha.....	Enginemen's Washroom, Davenport Street	Valparaiso.....	Telegraph Office
South Omaha.....	Yard Office	Lincoln.....	Telegraph Office
Valley.....	Telegraph Office	Beatrice.....	Telegraph Office
Columbus.....	Telegraph Office	Beatrice.....	Roundhouse
Central City.....	Telegraph Office	Norfolk.....	Telegraph Office
Grand Island.....	Dispatcher's Office	St. Paul.....	Telegraph Office
Grand Island.....	Telegraph Office	Kastings.....	Yard Office
Grand Island.....	Yard Office	Stapleton.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	Gering.....	Dispatcher's Office
Grand Island.....	Roundhouse	Gering.....	Telegraph Office
Kearney.....	Telegraph Office	Gering.....	Roundhouse
Kearney.....	Roundhouse	South Torrington.....	Telegraph Office
North Platte.....	Dispatcher's Office		

WESTWARD				NORTH PLATTE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS		Time-Table No. 1 February 29, 1948		SECOND CLASS		Distance from O'Fallons	STATIONS				Mile Post
	97 Local Freight	93 Mixed	STATIONS	98 Local Freight	94 Mixed							
						Daily		Daily				
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	s10.00	s 8.32	59.3	D	7.6 LEWELLEN YL W	59.3	s 1.40	s 5.15				
	f10.08	f 8.38	63.0		3.7 LUTHERVILLE	63.0	f 1.20	f 5.06				
41 P	s10.50	s 8.54	70.8	D	7.8 OSHKOSH YL OX	70.8	f 1.05	s 4.52				
41	f11.12	f 9.09	81.8		11.0 LYTLE	81.8	f12.35	f 4.34				
40 WP	s11.35	s 9.19	86.4	D	4.8 LISCO OO	86.4	f12.25PM	s 4.24				
37	f11.53AM <sup>98</sup>	f 9.33	95.4		9.0 FINLEY	95.4	f11.53AM <sup>97</sup>	f 4.10				
46	s12.15PM	s 9.43	100.4	D	5.0 BROADWATER BR	100.4	f11.40	s 4.01				
40	f12.31	f 9.57	108.4		8.0 KELLY	108.4	f11.22	f 3.46				
19	f12.34	f10.01	109.6		1.2 TOWERS	109.6	f11.20	f 3.43				
195 WCTP	f 1.15	s10.11	114.1	D	4.5 NORTHPORT YL NP	114.1	f11.12	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	f10.24	121.8		6.3 MOHLER	121.8	f10.58	f 3.17				
38 P	f 1.40	s10.40 <sup>98</sup>	126.7	D	4.9 SOUTH BAYARD OR	126.7	s10.40 <sup>93</sup>	s 3.10				
51	f 1.50	s10.50	132.1	D	5.4 MCGREW MO	132.1	f10.28	s 2.59				
30 P	f 2.04	s11.00	137.9	D	5.8 MELBETA MB	137.9	f10.18	s 2.50				
70 WCYZP	A 2.20PM	A11.15AM	145.9	DN-R	8.0 GERING YL G	145.9	10.01AM	2.30PM				
					(145.9)		Daily	Daily				
	(6.50) 21.4	(4.20) 33.6					(6.19) 23.1	(4.30) 32.4				

WESTWARD				GERING BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS		Time-Table No. 1 February 29, 1948		SECOND CLASS		Distance from Gering	STATIONS				Mile Post
	97 Local Freight	93 Mixed	STATIONS	98 Local Freight	94 Mixed							
						Daily		Daily				
17			0.0	DN-R	GERING YL G	0.0						
27			5.4		5.4 MATHER	5.4						
			6.0		0.6 MOON	6.0						
18			7.0		1.0 ROUBADEAU	7.0						
18			8.4		1.4 HILLICKER	8.4						
			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				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 1 February 29, 1948			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	A10.30AM	A 2.20PM			
14		f 11.46	f 6.10	150.5		4.6 OOSTIN	150.5	f 10.17	f 2.05			
30		s 11.49	s 6.15	152.3	D	1.8 HAIG HA	152.3	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 BAILEY VUE	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 9.45 <sup>60</sup>	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 <sup>59</sup>	s 1.29			
21		f 12.19	f 9.50	170.1		2.2 OANAL	170.1	f 9.20	f 1.24			
14		f 12.23	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f 1.20			
51		s 12.25	s 10.07	173.7	D	0.9 HUNTLEY HU	173.7	s 9.13	s 1.18			
35		f 12.30	f 10.17	177.0		3.3 HOLLY	177.0	f 9.06	f 1.13			
51 WCYP		12.55PM	A 12.40PM	181.6	D-R	4.6 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	f 11.37				
26		f 1.12		187.6		2.3 FONDA	187.6	f 11.32				
Y		f 1.18		190.5		2.9 OREIGHTON	190.5	f 11.25				
51 W		s 1.21		192.4	D	1.9 HAWK SPRINGS HK	192.4	s 11.20				
31		f 1.29		194.7		2.3 DUROC	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	D	7.2 LINDBERGH BG	229.7	s 9.45				
W		A 3.45PM		244.3	DN-R	14.6 EGBERT YL GX	244.3	9.20AM				
				(98.4)					Daily	Daily	Daily	
				(2.50)	Thru Time.....				(2.25)	(2.20)	(1.15)	
				22.1	Average speed per hour.....				25.9	23.4	28.6	

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	Distance from Lyman	Time-Table No. 1 February 29, 1948		Mile Post	WESTWARD			SEARS BRANCH			Mile Post
		STATIONS			Time-Table No. 1 February 29, 1948			STATIONS			
		0.0	DN		LYMAN YL MU	0.0	0.0	SEARS	0.0		
18	2.8	SEARS	2.8	5	BELLINGER	1.2					
6	3.3	SIDING NO. 1	3.3	17	JANISE	2.8					
17	4.6	HARTMAN	4.6	(2.8)							
22	6.4	STEGALL	6.4								
				(6.4)							

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

OLD MAIN LINE									
Between Gilmore and Lane.	50	50	50	35					

FIRST SUBDIVISION									
Waterloo, seed house spur.				5	Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25
Fremont, within city limits.			20	15					
Fremont, on F. S. Y. & L. Co. tracks.				15	Central City, 2200 class engines on east leg of wye.				5

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts— Summit 5.2 and 5.6	25	25	25	25	Between Mile Posts— Grand Island 143.1 and 142.9	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Duncan 87.5 and 87.0	80	70	70	50

**FIRST SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Sarpy—Cont.</b> 15.9 and 16.2	80	70	70	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Waterloo</b> 23.2 and 22.8	75	65	65	50
<b>Lane</b> 18.1 and 18.4	75	65	65	50	22.6 and 22.2	60	60	60	40
19.4 and 19.8	75	65	65	50	22.1 and 21.9	75	65	65	50
<b>Elkhorn</b> 21.9 and 22.1	75	65	65	50	<b>Elkhorn</b> 19.8 and 19.4	75	65	65	50
22.2 and 22.6	60	60	60	40	18.4 and 18.1	75	65	65	50
22.8 and 23.2	75	65	65	50	<b>Lane</b> 16.2 and 15.9	80	70	70	50
<b>Columbus</b> 87.0 and 87.5	80	70	70	50	14.7 and 14.2	80	70	70	50
<b>Grand Island</b>					<b>Seymour</b> 5.6 and 5.2	25	25	25	25
					<b>Summit</b>				

**SECOND SUBDIVISION**

Grand Island, on Grand Island Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Buda, all airfield trackage.				10
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
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	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, 2200 class engines on scale track and east yard run-around track.				5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
					Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Vroman</b> 258.1 and 258.5	75	65	65	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>North Platte</b> 281.9 and 281.1	80	70	70	50
<b>Beck</b> 281.1 and 281.9	80	70	70	50	<b>Brady Island</b> 258.5 and 258.1	75	65	65	50
<b>North Platte</b>					<b>Kearney</b> 189.2 and 189.0	40	40	40	25
					<b>Grand Island</b>				

**THIRD SUBDIVISION**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Brownson, on government tracks.				10	Hillsdale, 5000 class and heavier engines on industry track.				5
<b>North Platte</b> , ice house No. 2 track				5	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Cheyenne</b> 509.1 and 508.7	40	40	40	25
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Korty</b> 323.5 and 324.4	75	65	65	50	506.3 and 505.8	80	70	70	50
324.6 and 324.8	85	70	70	50	503.0 and 502.2	60	60	60	45
<b>Roscoe</b> 331.5 and 331.9	85	70	70	50	<b>Archer</b> 498.2 and 497.7	70	65	65	50
332.5 and 332.8	80	70	70	50	<b>Durham</b> 494.0 and 493.8	70	65	65	50
<b>Ogallala</b> 336.2 and 336.7	80	70	70	50	<b>Hillsdale</b> 486.5 and 486.2	70	65	65	50
<b>Julesburg</b> 369.3 and 370.1	80	70	70	50	<b>Pine Bluffs</b> 462.9 and 462.8	80	70	70	50
<b>Weir</b> 371.0 and 371.6	80	70	70	50	<b>Smeed</b> 457.2 and 456.9	80	70	70	50
376.9 and 377.3	80	70	70	50	<b>Potter</b> 423.5 and 422.6	70	60	60	45
<b>Lodge Pole</b>					422.3 and 422.0	85	70	70	50
<b>Sidney</b> 409.6 and 410.1	85	70	70	50	<b>Brownson</b> 410.1 and 409.6	85	70	70	50
<b>Brownson</b> 422.0 and 422.3	85	70	70	50	<b>Sidney</b>				
422.6 and 423.5	70	60	60	45	<b>Brule</b> 336.7 and 336.2	80	70	70	50
<b>Oliver</b> 453.5 and 453.8	85	70	70	50	<b>Ogallala</b> 332.8 and 332.5	85	70	70	50
455.8 and 456.4	80	70	70	50	331.9 and 331.5	85	70	70	50
<b>Bushnell</b> 456.9 and 457.2	80	70	70	50	<b>Roscoe</b> 324.4 and 323.5	75	65	65	50
<b>Smeed</b> 462.8 and 462.9	80	70	70	50	<b>Birdwood</b> 289.2 and 289.0	85	80	80	50
<b>Pine Bluffs</b> 469.7 and 470.4	85	70	70	50	<b>North Platte</b>				
<b>Egbert</b> 481.0 and 481.3	85	70	70	50					
<b>Burns</b> 486.2 and 486.5	70	65	65	50					
487.1 and 487.7	85	70	70	50					
<b>Hillsdale</b> 493.8 and 494.0	70	65	65	50					
<b>Durham</b> 497.7 and 498.2	70	65	65	50					
499.2 and 500.0	85	70	70	50					
<b>Archer</b> 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					
<b>Cheyenne</b>									

**BRANCHES**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>Beatrice Branch</b> Maximum speed.	50	50	50	45	<b>Stromsburg Branch—Cont.</b> Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.			5	5
5000 and 9000 class and MacArthur type engines.			35	35	Between M.P. 73.6 and Central City with 1900 class and heavier engines.			10	10
Between Mile Posts— <b>Valley</b> 0.1 and 0.3	15	15	15	15	<b>Norfolk Branch</b> Maximum speed, with motor trains.			45	
3.8 and 4.0	35	35	35	35	Maximum speed, steam trains: Between Columbus and Oconee.			40	35
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.			25	25	Between Oconee and M.P. 16.			35	25
<b>Yutan</b> 6.4 and 7.7	35	35	35	35	Between M.P. 16 and Norfolk.			35	30
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.			25	25	Columbus, over wye switches.			15	15
Wahoo, city track.				6	On curve at M.P. 1.75.			25	25
19.1 and 19.5	35	35	35	35	<b>Albion Branch</b> Maximum speed: Motor trains. Steam trains.			45	30
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.			25	25	<b>Cedar Rapids Branch.</b> Maximum speed: Between Genoa and M.P. 11.			35	30
<b>Weston</b> 30.2 and 30.5	35	35	35	35	Between M.P. 11 and Spalding.			35	25
30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.			25	25	Over Bridge 12.96.			25	25
31.6 and 31.9	35	35	35	35	<b>Ord Branch</b> Maximum speed: Between Grand Island and St. Libory. Carey, all air field trackage.			35	25
31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.			25	25	Between St. Libory and Ord.			35	30
<b>Touhy</b> 36.0 and 37.4	30	30	25	25	<b>Loup City Branch.</b>			35	30
<b>Garratt</b> 56.3 and 57.5	15	15	15	15	<b>Pleasanton Branch.</b>			30	30
<b>Lincoln</b> C. B. & Q. Crossing, M.P. 59.0, through interlocking limits	35	35	35	25	<b>Hastings Branch</b> Maximum speed. With green fruit, manifest and stock trains.	60	60	60	45
<b>Pickrell</b> 96.5 and 97.3	15	15	15	15	Over Bridge 21.35.	30	30	30	30
Beatrice, Allers Grain Company spur.				5	Gibbon, west of east wye switch.	15	15	15	15
Beatrice, 1900 class and heavier engines on Kilpatrick track.				5	<b>Kearney Branch</b> Between Kearney and M.P.28: Steam trains. Motor trains.			40	30
<b>Stromsburg Branch</b> Maximum speed: Between Valparaiso and Brainard.			35	25	Between M.P. 28 and M.P. 57.25: Steam trains. Motor trains.			25	25
Between Brainard and Hordville.			40	30	Between M.P. 57.25 and Callaway: Steam trains. Motor trains.			40	30
Between Hordville and Central City.			35	25	Between Callaway and Stapleton: Steam trains. Motor trains.			45	35
2800 class engines.			30	30				45	45

**BRANCHES**

<b>North Platte Branch</b> Maximum speed.	50	50	50	45	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
MacArthur type engines with 63-inch drivers			45	45	On curves between M.P. 25.42 and M.P. 31.25	30	30	30	30
5000, 7000 and 9000 class engines	35	35	35	35	Through tunnel between Albin and Tremain.	20	20	20	20
Over Bridge 18.30.	35	35	35	35	<b>Lyman Branch.</b>			20	20
<b>North Platte Cut-Off</b> Maximum speed.	50	45	45	45	<b>Gering Branch.</b>			20	20
					<b>Sears Branch.</b>			20	20

**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

**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	Salt Lake City		H. H. Walker	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
Lynn T. Hall	Dist. Md. Direct.	Omaha, Nebr.		H. E. Moore	Surgeon	Suth'land, Nebr.	North Platte to Ogallala.
M. A. Tinley	Surgeon	Co. Bluffs, Ia	Council Bluffs to Omaha.	H. A. Vandiver	Surgeon	Ogallala, Nebr.	Sutherland to Julesburg.
M. J. Carey	Surgeon	Co. Bluffs, Ia	Council Bluffs.	W. A. Day	Surgeon	Julesburg, Colo.	Ogallala to Lodge Pole and Julesburg to Sterling.
R. E. Tinley	Surgeon	Co. Bluffs, Ia	Council Bluffs	A. C. Colman	Surgeon	Chappell, Nebr.	Julesburg to Sidney.
J. D. Bisgard	Surgeon	Omaha, Nebr.	Omaha.	R. E. Roche	Surgeon	Sidney, Nebr.	Lodge Pole to Kimball.
E. A. Connolly	Surgeon	Omaha, Nebr.	Omaha.	C. B. Dorwart	Surgeon	Sidney, Nebr.	Lodge Pole to Kimball.
C. F. Bantin	Surgeon	Omaha, Nebr.	Omaha.	C. J. Manganaro	Surgeon	Kimball, Nebr.	Sidney to Cheyenne.
R. T. Mauer	Hospital Surgeon	Omaha, Nebr.	Omaha.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.	Kimball to Cheyenne.
A. McDermott	Surgeon	Omaha, Nebr.	Omaha.	W. H. Pennoyer	Act. Div. Surg.	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr.
O. C. Nickum	Shop Surgeon	Omaha, Nebr.	Omaha.	W. A. Buntun	Surgeon	Cheyenne, Wyo.	Cheyenne.
R. A. Moser	Shop Surgeon	Omaha, Nebr.	Omaha.	Shingle & Koford	Surgeon	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr.
M. W. Barry	Surgeon	Omaha, Nebr.	Omaha.	R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne.
F. C. Nelson	Surgeon	Omaha, Nebr.	Benson.	E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.
J. J. O'Hearn	Surgeon	Omaha, Nebr.	Omaha to Papillion.	R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.
S. McCleneghan	Surgeon	Omaha, Nebr.	Florence.	C. W. Way	Surgeon	Wahoo, Nebr.	Yutan to Weston.
J. G. Bartek	Surgeon	Omaha, Nebr.	Omaha.	J. S. Welch	Surgeon	Lincoln, Nebr.	Valparaiso to Cortland.
C. Rubendall	Oculist & Aurist.	Omaha, Nebr.	Omaha.	F.T.Schowengerdt	Surgeon	Cortland, Nebr.	Beatrice to Lincoln.
J. C. Davis	Oculist & Aurist.	Omaha, Nebr.	Omaha.	W. T. Wildhaber	Surgeon	Beatrice, Nebr.	Cortland to Barneston.
J. F. Finegan	Oculist	Omaha, Nebr.	Omaha.	L. J. Ekeler	Surgeon	David City, Nebr.	Valparaiso to Polk.
G. A. Harris	Surgeon	Valley, Nebr.	Waterloo to Fremont and Valley to Yutan.	A. A. Bald	Surgeon	Pl. Center, Nebr.	Oconee to Humphrey.
C. G. Moore	Surgeon	Fremont, Nebr.	Valley to North Bend.	G. B. Salter	Surgeon	Norfolk, Nebr.	Oconee to Norfolk.
F. G. Kolouch	Surgeon	Schuyler, Nebr.	North Bend to Columbus.	Homer Davis	Surgeon	Genoa, Nebr.	Norfolk to St. Edward and Genoa to Fullerton.
W. R. Neumarker	Surgeon	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	J. W. B. Smith	Surgeon	Albion, Nebr.	Genoa to Albion.
R. C. Anderson	Surgeon	Columbus, Nebr.	Columbus to Oconee.	H. E. King	Surgeon	Fullerton, Nebr.	Genoa to Belgrade.
R. R. Douglas	Surgeon	Clarks, Nebr.	Silver Creek to Central City.	M. O. Arnold	Surgeon	St. Paul, Nebr.	St. Libory to Scotia and St. Paul to Dannebrog.
A. D. Brown	Surgeon	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.	C. J. Miller	Surgeon	Ord, Nebr.	St. Paul to Ord.
R. D. Martin	Oculist	Gr. Island, Nebr.	Grand Island.	C. G. Amick	Surgeon	Loup City, Nebr.	Dannebrog to Loup City.
E. G. Johnson	Surgeon	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	J. B. Kile	Surgeon	Eddyville, Nebr.	Kearney to Stapleton.
C. H. Maggiore	Surgeon	Gr. Island, Nebr.	Shelton to Elm Creek and Kearney to Amherst.	J. E. Dunn	Surgeon	Arnold, Nebr.	Callaway to Stapleton.
Bancroft & Staley	Surgeon	Kearney, Nebr.		E. F. Carr	Surgeon	Stapleton, Nebr.	Arnold to Stapleton.
V. D. Norall	Surgeon	Lexington, Nebr.	Overton to Cozad.	O. A. Kostal	Surgeon	Hastings, Nebr.	Gibbon to Hastings.
L. H. Fochtman	Surgeon	Cozad, Nebr.	Lexington to Gothenburg.	W. G. Seng	Surgeon	Oshkosh, Nebr.	Oshkosh to Northport.
Bert W. Pyle	Surgeon	Goth'burg, Nebr.	Cozad to Brady Island.	H. A. Blackstone	Surgeon	Bridgeport, Nebr.	So. Bayard to Broadwater.
A. L. Schneider	Surgeon	Brady Is. Nebr.	Gothenburg to No. Platte.	W. C. Harvey	Surgeon	Gering, Nebr.	Northport to Gering.
T. J. Kerr	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.	C. R. Watson	Surgeon	So. Mit'ell, Nebr.	Gering to Lyman.
O. K. Kreymborg	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.	Leo Keenan	Surgeon	Torrington, Wyo.	Lyman to South Torrington.
A. E. Reeves	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.				
G. F. Waltemath	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.				