

UNION PACIFIC RAILROAD COMPANY
Eastern District



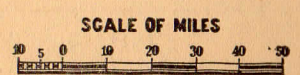
NEBRASKA DIVISION
TIME-TABLE
No. 2

Effective Sunday,
June 20, 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 JUNE 7, 1948



Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (3, 15, 1, 53, 37, 17, 5, 23, 21, 27, 11, 9, 101, 103, 105, 111) and rows for time-table details including passenger types and arrival/departure times.

Time-Table No. 2 June 20, 1948

STATIONS

Summary table with columns for stations and rows for 'Thru Time From Omaha' and 'Average speed per hour'.

A. E. STODDARD General Manager

E. HICKS General Superintendent

A. D. HANSON Genl. Supt. Transportation

- List of staff members including J. E. MULICK, T. F. SHANAHAN, C. E. BRETERNITZ, F. P. FLESHER, E. RUF, A. A. HAUSSENER, J. M. MANN, E. F. DEARDEN, O. J. ROBINSON, E. P. LEE, R. D. BURGHARDT, S. F. McWILLIAMS, T. R. BRITT, P. C. LOOMIS, C. H. SUITS, W. F. HART, L. T. FERGUSON.

- Staff for First Subdivision: A. E. HACKMAN, F. C. JOHNSON, C. F. DEWHIRST.

- Staff for Second Subdivision: W. D. DEAKINS, E. M. PROUTY, F. M. PUTMAN.

- Staff for Third Subdivision: C. A. VICK ROY, F. R. JENKINS, B. L. SIVERS.

NORTH PLATTE BRANCH AND CUT-OFF R. W. McSPADEN, Chief Train Dispatcher

- Staff for First Subdivision, Omaha to Grand Island, and Branches: C. A. LAUGHLIN, E. P. MERTEN, W. L. WADE.

MILEAGE table with rows for Main Line, Branches, and Total.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (12, 4, 28, 10, 16, 2, 112, 104, 102, 106, 38, 24, 18, 22, 6, 54) and rows for time-table details including passenger types and arrival/departure times.

Time-Table No. 2 June 20, 1948

STATIONS

Summary table with columns for stations and rows for 'Thru Time To Omaha' and 'Average speed per hour'.

ON THE FIRST AND SECOND 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.

WESTWARD CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS EASTWARD

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and rows for various stations and passenger types.

WESTWARD FIRST SUBDIVISION

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 26. | SECOND CLASS | | | | | | | | Distance from Council Bluffs | Time-Table No. 2 | | FIRST CLASS | |
|--|--------------|-----------------|--------------|----------------------|--------------|--------------|--------------|-------------------|------------------------------|-----------------------------------|----------|-------------|-----------|
| | 359 | 547 | 261 | 71 | 259 | 73 | 255 | 233 | | June 20, 1948 | | | 3 |
| | Time Freight | Motor Passenger | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight | Local Freight | | STATIONS | | | Passenger |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Monday Wed., Fri. | | | Daily | | |
| CXWITYOPZ | | | 10.00PM | 8.00PM | 6.00PM | 12.01PM | 10.00AM | 5.30AM | 0.0 | R COUNCIL BLUFFS YL | | | |
| XWITOPZ | | | | 8.15 | | 12.15 | | 5.40 | 2.8 | DN-R OMAHA YL YD | 11.00PM | | |
| XIP | | | 10.30 | 8.30 | 6.30 | 12.45 | 10.30 | A 5.59AM | 5.2 | DN SUMMIT YL SU | 11.07 | | |
| ES77 XP | | | | 8.40 | | 12.55 | | Via Old Main Line | 13.6 | SARPY | 11.16 | | |
| CS68 XP | | | | 8.50 | | 1.00 | | 7.06AM | 17.1 | LANE | 11.20 | | |
| CS84 XP | | | | | | | | s 7.20 | 21.7 | D ELKHORN KH | 11.24 | | |
| CS84 P | | | | | | | | s 7.40 | 24.5 | D WATERLOO WO | 11.27 | | |
| WS144XYPWC ES165 ES90 | | | A 9.15PM | | | A 1.15PM | | s 8.40 | 28.0 | DN VALLEY YL V | 11.32 | | |
| CS81 P | | | | (1.15) | | (1.14) | | f 8.50 | 34.3 | MERCER | 11.38 | | |
| I | | | | 22.4 | | 22.8 | | | 38.2 | F. S. Y. & L. CROSSING | | | |
| WS99 ES172 WPZ | | | | | | | | s 9.15 | 39.3 | DN FREMONT YL FN | 11.47 | | |
| I | | | | | | | | | 40.0 | C. B. & Q. CROSSING | | | |
| IP | | | | | | | | | 44.8 | C. & N. W. CROSSING | | | |
| CS82 P | | | | | | | | f 9.25 | 46.3 | AMES | 11.55PM | | |
| CS119 XP | | | | | | | | s 9.50 | 54.4 | D NORTH BEND NB | 12.02AM | | |
| CS82 P | | | | | | | | f 10.10 | 61.4 | D ROGERS DJ | 12.08 | | |
| WS116 ES123 WP | | | | | | | | s 11.45AM | 68.7 | DN SCHUYLER SC | f 12.16 | | |
| ES118 P | | | | | | | | f 12.01PM | 76.9 | D RICHLAND BZ | 12.23 | | |
| I | | | | | | | | | 83.8 | C. B. & Q. CROSSING | | | |
| WS143 XWTC ES125 YPZ | | | | | | | | s 12.30 | 84.5 | DN COLUMBUS YL O | s 12.38 | | |
| CS119 P | | | | | | | | s 12.50 | 92.2 | D DUNCAN DQ | 12.47 | | |
| CS82 P | | | | | | | | f 12.56 | 96.5 | GARDINER | 12.51 | | |
| CS119 XWP | | | | 75 | | | | s 1.20 | 102.3 | DN SILVER CREEK SI | 12.57 | | |
| CS82 P | | | | Local Freight | | | | f 1.30 | 107.9 | HAVENS | 1.03 | | |
| CS82 XP | | | | Tuesday Thurs., Sat. | | | | s 2.00 | 113.6 | D CLARKS OX | 1.07 | | |
| I | | | | | | | | | 124.3 | C. B. & Q. CROSSING | | | |
| WS113 ES119 WYP | | | | 9.50AM | | | | A 2.30PM | 124.9 | DN CENTRAL CITY YL OI | f 1.20 | | |
| CS119 P | | | | 10.15 | | | | (9.00) | 135.1 | D CHAPMAN OP | 1.30 | | |
| I | | | | | | | | 13.9 | 146.5 | C. B. & Q. CROSSING | | | |
| XWCZTYOP | | | A 7.30PM | 3.25AM | A 10.45AM | 10.45 | 7.30AM | 3.00PM | 146.9 | DN-R GRAND ISLAND GE YL | 1.45 | | |
| CS82 XYP | | | 3.40 | | | | | s 8.05 | 154.5 | D ALDA DA | 1.55 | | |
| WS117 ES48 XP | | | | 357 | | | | s 8.39 | 162.3 | D WOOD RIVER WR | 2.03 | | |
| CS82 XP | | | | Time Freight | | | | s 9.05 | 169.9 | D SHELTON ST | 2.10 | | |
| WS112 ES70 XWI YP | | | | Daily | | | | s 9.40 | 176.0 | DN GIBBON GB | 2.17 | | |
| CS82 P | | | | 11.15PM | | | | f 9.55 | 180.2 | DN KEARNEY YL KR | 2.24 | | |
| WS122 ES118 XWC YZF | | | | 10.20PM | | | | A 10.35AM | 189.1 | D ODESSA DZ | 2.28 | | |
| CS83 P | | | | 9.45PM | | | | s 6.10AM | 189.1 | D ODESSA DZ | 2.44 | | |
| CS83 P | | | | | | | | s 6.30 | 198.3 | D ODESSA DZ | 2.54 | | |
| CS119 WP | | | | | | | | s 6.50 | 204.6 | D ODESSA DZ | 2.59 | | |
| CS83 P | | | | | | | | s 7.05 | 213.3 | D ODESSA DZ | 3.06 | | |
| WS120 ES119 XWY ZP | | | | | | | | s 8.15 | 224.4 | D ODESSA DZ | 3.18 | | |
| CS83 P | | | | | | | | s 8.30 | 232.5 | D ODESSA DZ | 3.26 | | |
| CS83 XWP | | | | | | | | s 8.59 | 238.2 | D ODESSA DZ | 3.31 | | |
| WS125 ES130 XWC YP | | | | | | | | s 10.00 | 248.8 | D ODESSA DZ | 3.43 | | |
| CS83 P | | | | | | | | 10.13 | 254.5 | D ODESSA DZ | 3.50 | | |
| CS83 WP | | | | | | | | s 10.35 | 261.5 | D ODESSA DZ | 3.57 | | |
| CS119 P | | | | | | | | s 11.05 | 270.6 | D ODESSA DZ | 4.06 | | |
| CS83 P | | | | | | | | f 11.25 | 278.5 | D ODESSA DZ | 4.14 | | |
| XWCZTYOP | | | A 3.00AM | A 2.15AM | A 9.25AM | A 1.30AM | A 3.30AM | A 8.00PM | 284.1 | DN-R NORTH PLATTE YL NO | A 4.25AM | | |
| | (3.45) | (3.55) | (11.25) | (3.45) | (9.30) | (3.05) | (10.00) | (5.49) | | Thru Time..... | (5.25) | | |
| | 28.8 | 27.6 | 24.6 | 28.8 | 29.6 | 13.7 | 28.1 | 16.3 | | Average speed per hour..... | 51.9 | | |

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. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.

WESTWARD FIRST SUBDIVISION

| FIRST CLASS | | | | | | | | | | | Distance from Council Bluffs | Time-Table No. 2 | |
|-------------|-----------|----------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|---------------|------------------------------|---------------------|--|
| 1 | 53 | 5 | 23 | 21 | 27 | 101 | 103 | 105 | 111 | June 20, 1948 | | | |
| Passenger | Passenger | Mail and Express | Passenger | Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | STATIONS | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | Daily | |
| | | 8.50AM | | | | | | | | | 0.0 | R COUNCIL BLUFFS YL | |
| 9.25PM | 7.30PM | 9.25 | 9.10AM | 8.30AM | 5.45AM | 3.25AM | 3.10AM | 2.20AM | 12.40AM | 2.8 | DN-R OMAHA YL YD | | |
| 9.32 | 7.36 | 9.32 | 9.17 | 8.38 | 5.52 | 3.30 | 3.15 | 2.25 | 12.45 | 5.2 | DN SUMMIT YL SU | | |
| 9.41 | 7.44 | 9.40 | 9.26 | 8.46 | 6.01 | 3.37 | 3.22 | 2.32 | 12.52 | 13.6 | SARPY | | |
| 9.45 | 7.48 | 9.44 | 9.30 | 8.50 | 6.05 | 3.40 | 3.25 | 2.35 | 12.55 | 17.1 | LANE | | |
| 9.49 | 7.52 | 9.49 | 9.35 | 8.55 | 6.09 | 3.44 | 3.29 | 2.39 | 12.59 | 21.7 | D ELKHORN KH | | |
| 9.52 | f 7.55 | 9.52 | 9.38 | 8.58 | 6.12 | 3.47 | 3.32 | 2.42 | 1.02 | 24.5 | D WATERLOO WO | | |
| 9.57 | s 8.01 | 9.56 | 9.42 | 9.01 | 6.17 | 3.50 | 3.35 | 2.45 | 1.05 | 28.0 | DN VALLEY YL V | | |
| 10.03 | 8.07 | 10.01 | 9.49 | 9.07 | 6.23 | 3.54 | 3.40 | 2.50 | 1.10 | 34.3 | MERCER | | |
| | | | | | | | | | | 38.2 | F. S. Y. & L. CROSSING | | |
| 10.09 | s 8.25 | s 10.07 | s 9.59 | 9.15 ²³³ | 6.29 | 3.58 | 3.44 | 2.54 | 1.14 | 39.3 | DN FREMONT YL FN | | |
| | | | | | | | | | | 40.0 | C. B. & Q. CROSSING | | |
| | | | | | | | | | | 44.8 | C. & N. W. CROSSING | | |
| 10.17 | 8.32 | 10.15 | 10.08 | 9.24 | 6.37 | 4.03 | 3.50 | 3.00 | 1.20 | 46.3 | AMES | | |
| 10.24 | f 8.41 | 10.22 | 10.16 | 9.32 | 6.44 | 4.09 | 3.56 | 3.06 | 1.26 | 54.4 | D NORTH BEND NB | | |
| 10.30 | 8.48 | 10.28 ²³³ | 10.23 ²³³ | 9.39 | 6.50 | 4.14 | 4.01 | 3.11 | 1.31 | 61.4 | D ROGERS DJ | | |
| 10.36 | f 8.55 | 10.35 ²³ | f 10.35 ⁵ | 9.46 | 6.56 | 4.19 | 4.06 | 3.16 | 1.36 | 68.7 | DN SCHUYLER SC | | |
| 10.43 | 9.04 | 10.43 | 10.46 | 9.54 | 7.03 | 4.25 | 4.12 | 3.22 | 1.43 | 76.9 | D RICHLAND BZ | | |
| | | | | | | | | | | 83.8 | C. B. & Q. CROSSING | | |
| 10.51 | s 9.21 | s 10.54 | s 10.58 | 10.03 | 7.11 | 4.31 | 4.18 | 3.28 | s 1.51 | 84.5 | DN COLUMBUS YL O | | |
| 10.59 | f 9.32 | 11.06 | 11.10 | 10.12 | 7.19 | 4.37 | 4.25 | 3.35 | 1.58 | 92.2 | D DUNCAN DQ | | |
| 11.03 | 9.37 | 11.10 | 11.15 | 10.16 | 7.23 | 4.40 | 4.28 | 3.38 | 2.02 | 96.5 | GARDINER | | |
| 11.09 | f 9.43 | 11.16 | 11.21 | 10.22 | 7.29 | 4.44 | 4.32 | 3.42 | 2.06 | 102.3 | DN SILVER CREEK SI | | |
| 11.15 | 9.49 | 11.21 | 11.26 | 10.27 | 7.34 | 4.48 | 4.36 | 3.46 | 2.10 | 107.9 | HAVENS | | |
| 11.19 | f 9.56 | 11.26 | 11.32 | 10.32 | 7.39 | 4.52 | 4.40 | 3.50 | 2.14 | 113.6 | D CLARKS OX | | |
| | | | | | | | | | | 124.3 | C. B. & Q. CROSSING | | |
| 11.31 | s 10.12 | 11.39 | f 11.48 | 10.45 | 7.50 | 5.02 | 4.50 | 4.00 | 2.24 | 124.9 | DN CENTRAL CITY YL OI | | |
| 11.41 | 10.22 | 11.49AM | 11.59AM | 10.56 | 8.00 | 5.10 | 4.58 | 4.08 | 2.33 | 135.1 | D CHAPMAN OP | | |
| | | | | | | | | | | 146.5 | C. B. & Q. CROSSING | | |
| 11.58PM | 10.40 | 12.08PM | 12.20PM | 11.15 | 8.15 | 5.22 | 5.10 | 4.20 | 2.45 | 146.9 | DN-R GRAND ISLAND GE YL | | |
| 12.08AM | 10.50 | 12.18 | 12.30 | 11.25 | 8.25 | 5.23 | 5.11 | 4.21 | 2.46 | 154.5 | D ALDA DA | | |
| 12.15 | f 11.00 | 12.26 | 12.39 | 11.33 | 8.32 | 5.30 | 5.18 | 4.28 | 2.53 | 162.3 | D WOOD RIVER WR | | |
| 12.21 | f 11.08 | 12.34 | 12.47 | 11.40 | 8.39 ²³⁷ | 5.36 | 5.24 | 4.34 | 2.59 | 169.9 | D SHELTON ST | | |
| 12.28 | f 11.15 | 12.41 | 12.55 | 11.48 | 8.45 | 5.42 | 5.30 | 4.40 | 3.05 | 169.9 | D SHELTON ST | | |
| 12.34 | f 11.20 | 12.47 | 1.01 | 11.54 | 8.51 | 5.46 | 5.34 | 4.44 | 3.09 | 176.0 | DN GIBBON GB | | |
| 12.38 | 11.25 | 12.51 | 1.06 | 11.58AM | 8.55 | 5.49 | 5.37 | 4.47 | 3.12 | 180.2 | DN KEARNEY YL KR | | |
| 12.46 | s 11.50PM | s 1.07 | s 1.25 | s 12.11PM | 9.04 | 5.57 | 5.45 | 4.55 | s 3.21 | 189.1 | D ODESSA DZ | | |
| 12.54 | f 12.01AM | 1.19 | 1.36 | 12.21 | 9.14 | 6.05 | 5.53 | 5.03 | 3.29 | 198.3 | D ODESSA DZ | | |
| 1.00 | f 12.07 | 1.25 | 1.43 | 12.27 | 9.20 | 6.10 | 5.58 | 5.08 | 3.34 | 204.6 | D ODESSA DZ | | |
| 1.08 | f 12.16 | 1.33 | 1.52 | 12.36 | 9.28 | 6.16 | 6.04 | 5.14 | 3.40 | 213.3 | D ODESSA DZ | | |
| 1.18 | s 12.32 | 1.43 | s 2.06 | 12.48 | 9.38 | 6.24 | 6.12 | 5.22 | 3.48 | 224.4 | DN LEXINGTON UM | | |
| 1.25 | 12.40 | 1.51 | 2.16 | 12.57 | 9.45 | 6.30 | 6.18 | 5.28 | 3.54 | 232.5 | D DARR | | |
| 1.30 | s 12.51 | 1.56 | f 2.24 | 1.04 | 9.50 | 6.34 | 6.22 | 5.32 | 3.58 | 238.2 | D COZAD OO | | |
| 1.40 | s 1.06 | 2.08 | f 2.39 | 1.17 | 10.00 ²³⁹ | 6.42 | 6.30 | 5.40 | 4.06 | 248.8 | DN GOTHENBURG BU | | |
| 1.46 | 1.13 | 2.15 | 2.46 | 1.24 | 10.06 | 6.46 | 6.34 | 5.44 | 4.10 | 254.5 | VROMAN | | |
| 1.53 | f 1.20 | 2.23 | 2.54 | 1.31 | 10.13 | 6.52 | 6.40 | 5.50 | 4.16 | 261.5 | D BRADY ISLAND BI | | |
| 2.02 | f 1.30 | 2.32 | 3.04 | 1.41 | 10.22 | 6.59 | 6.48 | 5.58 | 4.24 | 270.6 | D MAXWELL MX | | |
| 2.09 | 1.39 | 2.40 | 3.13 | 1.49 | 10.29 | 7.04 | 6.53 | 6.03 | 4.29 | 278.5 | GANNETT | | |
| A | | | | | | | | | | | | | |

FIRST SUBDIVISION EASTWARD

Time-Table No. 2
June 20, 1948

| Mile Post | FIRST CLASS | | | | | | | | | |
|-----------|-------------|-----------|------------------|-----------|-----------|-----------------------|-----------|-----------------------|-----------------------|-----------|
| | 4 | 54 | 6 | 24 | 22 | 112 | 28 | 104 | 102 | 2 |
| | Passenger | Passenger | Mail and Express | Passenger | Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Passenger |

STATIONS

| | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|--------------|--------------|--------------|--------------|--------------|----------------|--|--------------------|--------------------|----------------------|--|--|--|--|--|--|--|--|--|--|
| R COUNCIL BLUFFS YL | 0.0 | | A 6.30PM | | | | | | | | | | | | | | | | | | |
| DN-R OMAHA YL YD | 2.8 | A 6.30AM | A 6.50AM | A 7.30PM | A 7.50PM | A 1.35AM | A 3.00AM | A 2.40AM | A 2.50AM | A 4.15AM | | | | | | | | | | | |
| DN SUMMIT YL SU | 5.2 | 6.14 | 6.36 | 5.25 | 7.15 | 7.35 | 1.28 | 2.45 | 2.33 | 2.42 | 4.01 | | | | | | | | | | |
| SARPY | 13.6 | 6.03 | 6.26 | 5.17 | 7.05 | 7.22 | 1.20 | 2.37 | 2.25 | 2.34 | 3.53 | | | | | | | | | | |
| LANE | 17.1 | 5.59 | 6.21 | 5.13 | 7.00 | 7.16 | 1.17 | 2.33 | 2.22 | 2.30 | 3.49 | | | | | | | | | | |
| D ELKHORN KH | 21.7 | 5.54 | f 6.16 | 5.08 | 6.54 | 7.10 | 1.13 | 2.28 | 2.17 | 2.25 | 3.45 | | | | | | | | | | |
| D WATERLOO WO | 24.5 | 5.51 | f 6.12 | 5.05 | 6.50 | 7.06 | 1.09 | 2.25 | 2.13 | 2.21 | 3.42 | | | | | | | | | | |
| DN VALLEY YL V | 28.0 | 5.47 | s 6.07 | 5.01 | 6.45 | 7.01 | 1.06 | 2.21 | 2.10 | 2.18 | 3.39 | | | | | | | | | | |
| MERCER | 34.3 | 5.40 | 5.58 | 4.55 | 6.36 | 6.51 | 1.01 | 2.15 | 2.05 | 2.12 | 3.34 | | | | | | | | | | |
| F. S. Y. & L. CROSSING | 38.2 | | | | | | | | | | | | | | | | | | | | |
| DN FREMONT YL FN | 39.3 | s 5.32 | s 5.52 | s 4.49 | s 6.29 | f 6.43 | 12.57 | 2.10 | 2.00 | 2.07 | 3.29 | | | | | | | | | | |
| C. B. & Q. CROSSING | 40.0 | | | | | | | | | | | | | | | | | | | | |
| C. & N. W. CROSSING | 44.8 | | | | | | | | | | | | | | | | | | | | |
| AMES | 46.3 | 5.20 | f 5.41 | 4.34 | 6.14 | 6.27 | 12.51 | 2.01 | 1.52 | 1.58 | 3.20 | | | | | | | | | | |
| D NORTH BEND NB | 54.4 | 5.11 | f 5.33 | 4.27 | 6.05 | 6.17 | 12.45 | 1.54 | 1.46 | 1.52 | 3.13 | | | | | | | | | | |
| D ROGERS DJ | 61.4 | 5.04 | f 5.24 | 4.21 | 5.57 | 6.09 | 12.40 | 1.48 | 1.41 | 1.47 | 3.07 | | | | | | | | | | |
| DN SCHUYLER SO | 68.7 | f 4.57 | s 5.16 | 4.15 | s 5.49 | 6.01 | 12.35 | 1.42 ¹⁰² 1.35 ¹⁰⁴ | 1.35 ²⁸ | 1.41 ²⁸ | 3.01 | | | | | | | | | | |
| D RICHLAND BZ | 76.9 | 4.47 | f 5.06 | 4.07 | 5.39 | 5.51 | 12.29 | 1.24 | 1.29 | 1.34 | 2.54 | | | | | | | | | | |
| C. B. & Q. CROSSING | 83.8 | | | | | | | | | | | | | | | | | | | | |
| DN COLUMBUS YL C | 84.5 | s 4.37 | s 4.58 | s 4.00 | s 5.29 | f 5.41 | 12.23 | 1.17 | 1.22 | 1.27 | 2.45 | | | | | | | | | | |
| D DUNCAN DQ | 92.2 | 4.23 | f 4.38 | 3.49 | 5.16 | 5.28 | 12.14 | 1.09 | 1.15 | 1.20 | 2.36 | | | | | | | | | | |
| GARDINER | 96.5 | 4.18 | 4.33 | 3.45 | 5.12 | 5.24 | 12.11 | 1.05 | 1.12 | 1.17 | 2.32 | | | | | | | | | | |
| DN SILVER CREEK SI | 102.3 | 4.13 | f 4.28 | 3.40 | 5.07 | 5.19 | 12.07 | 1.00 | 1.08 | 1.13 | 2.27 | | | | | | | | | | |
| HAVENS | 107.9 | 4.07 | 4.21 | 3.35 | 5.02 | 5.14 | 12.03AM | 12.55 | 1.04 | 1.09 | 2.22 | | | | | | | | | | |
| D CLARKS CX | 113.6 | 4.01 | f 4.16 | 3.30 | 4.58 | 5.10 | 11.59PM | 12.50 | 1.00 | 1.05 | 2.17 | | | | | | | | | | |
| C. B. & Q. CROSSING | 124.3 | | | | | | | | | | | | | | | | | | | | |
| DN CENTRAL CITY YL CI | 124.9 | f 3.47 | s 4.05 | 3.20 | f 4.46 | 4.58 | 11.51 | 12.40 | 12.51 | 12.56 | 2.07 | | | | | | | | | | |
| D CHAPMAN OP | 135.1 | 3.35 | 3.52 | 3.11 | 4.35 | 4.47 | 11.46 | 12.31 | 12.44 | 12.49 | 1.57 | | | | | | | | | | |
| C. B. & Q. CROSSING | 146.5 | | | | | | | | | | | | | | | | | | | | |
| DN-R GRAND ISLAND GE YL | 146.9 | 3.20 3.10 | 3.40 3.30 | 3.00 2.50 | 4.20 4.10 | 4.32 4.22 | 11.34 11.33 | 12.20 12.10AM | 12.33 12.32 | 12.38 12.37 | 1.45 1.38 | | | | | | | | | | |
| D ALDA DA | 154.5 | 2.57 | 3.15 | 2.36 | 3.54 | 4.06 | 11.24 | 11.57PM | 12.21 | 12.26 | 1.25 | | | | | | | | | | |
| D WOOD RIVER WR | 162.3 | 2.50 | f 3.05 | 2.29 | 3.44 | 3.56 | 11.19 | 11.51 | 12.16 | 12.21 | 1.17 | | | | | | | | | | |
| D SHELTON ST | 169.9 | 2.43 | f 2.57 | 2.21 | 3.36 | 3.48 | 11.13 | 11.44 | 12.10 | 12.15 | 1.11 | | | | | | | | | | |
| DN GIBBON GB | 176.0 | 2.38 | f 2.49 | 2.15 | 3.29 | 3.41 | 11.09 | 11.39 | 12.06 | 12.10 | 1.06 | | | | | | | | | | |
| OPTIC | 180.2 | 2.34 | 2.44 | 2.11 | 3.24 | 3.36 | 11.06 | 11.35 | 12.03AM | 12.07AM | 1.02 | | | | | | | | | | |
| DN KEARNEY YL KR | 189.1 | s 2.20 | s 2.33 | s 2.01 | s 3.10 | s 3.22 | 10.59 | 11.27 | 11.55PM | 11.59PM | 12.54 | | | | | | | | | | |
| D ODESSA DZ | 198.3 | 2.05 | 2.19 | 1.49 | 2.54 | 3.06 | 10.52 | 11.18 | 11.47 | 11.52 | 12.45 | | | | | | | | | | |
| D ELM CREEK QR | 204.6 | 1.59 | f 2.13 | 1.43 | 2.48 | 3.00 | 10.48 | 11.13 | 11.43 | 11.48 | 12.40 | | | | | | | | | | |
| D OVERTON OV | 213.3 | 1.50 | f 2.03 | 1.36 | 2.40 | 2.52 | 10.42 | 11.06 | 11.36 | 11.42 | 12.30 ¹⁰⁶ | | | | | | | | | | |
| DN LEXINGTON UM | 224.4 | f 1.37 | s 1.50 | 1.26 | f 2.28 | 2.40 | 10.34 | 10.57 | 11.28 | 11.34 | 12.16 | | | | | | | | | | |
| DARR | 232.5 | 1.25 | 1.38 | 1.19 | 2.15 | 2.28 | 10.28 | 10.51 | 11.22 | 11.28 | 12.10 | | | | | | | | | | |
| D COZAD CO | 238.2 | f 1.19 | s 1.32 | 1.14 | f 2.09 | 2.22 | 10.24 | 10.45 | 11.18 | 11.24 | 12.06AM | | | | | | | | | | |
| DN GOTHENBURG BU | 248.8 | f 1.03 | s 1.17 | 1.04 | f 1.52 | 2.07 | 10.17 | 10.36 | 11.10 | 11.17 | 11.57PM | | | | | | | | | | |
| VROMAN | 254.5 | 12.54 | 1.08 | 12.58 | 1.43 | 1.58 | 10.13 | 10.31 | 11.04 | 11.12 | 11.52 | | | | | | | | | | |
| D BRADY ISLAND BI | 261.5 | 12.47 | f 1.01 | 12.52 | 1.36 | 1.51 | 10.08 | 10.25 | 10.59 | 11.07 | 12.46 | | | | | | | | | | |
| D MAXWELL MX | 270.6 | 12.38 | f 12.52 | 12.44 | 1.27 | 1.42 | 10.01 | 10.18 | 10.52 | 11.00 | 11.38 | | | | | | | | | | |
| GANNETT | 278.5 | 12.30 | 12.43 | 12.38 | 1.19 | 1.34 | 9.55 | 10.12 | 10.46 | 10.54 | 11.31 | | | | | | | | | | |
| DN-R NORTH PLATTE YL NO | 284.1 | 12.20AM | 12.35AM | 12.30PM | 1.10PM | 1.25PM | 9.50PM | 10.05PM | 10.40PM | 10.48PM | 11.25PM | | | | | | | | | | |

BLOCK SIGNALS

Double Track

Thru Time to Omaha (6.10) (6.15) (5.10) (6.20) (6.25) (3.45) (4.55) (4.00) (4.02) (4.50)
 Average speed per hour 45.6 45.5 54.4 44.4 43.8 75.0 57.2 70.3 69.7 58.2

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.

Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.

FIRST SUBDIVISION EASTWARD

Time-Table No. 2
June 20, 1948

| Mile Post | SECOND CLASS | | | | | | | |
|-----------|--------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|
| | 72 | 76 | 256 | 234 | 74 | 254 | 358 | 258 |
| | Time Freight | Local Freight | Time Freight | Local Freight | Time Freight | Time Freight | Time Freight | Time Freight |

STATIONS

| | | | | | | | | | | |
|------------------------|-------|----------------|--|----------|-----------|----------------|----------|-----|-----------|--------------------------|
| R COUNCIL BLUFFS YL | 0.0 | A 2.00AM | | A 1.15PM | A 3.15PM | A 8.30AM | 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 | 9.00 | | 10.30 | XIP |
| 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 | Daily | | | f 12.01PM | Daily | | | | CS81 P |
| F. S. Y. & L. CROSSING | 38.2 | (1.45) 16.0 | | | | (1.45) 16.0 | | | | 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 P |
| 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 P |
| 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 |
| C. B. & Q. CROSSING | 124.3 | | | | | | | | | I |
| DN CENTRAL CITY YL CI | 124.9 | A 6.40AM | | A 6.55AM | | 5.00AM | | 238 | | WS113 X CS119 WYP |
| D CHAPMAN OP | 135.1 | f 6.18 | | s 6.40 | | | | | | |

WESTWARD SECOND SUBDIVISION

SECOND CLASS

| Car Capacity of Sidings, etc. See Page 6 (A). | 255 | 261 | 245 | 243 | 97 | 241 | 93 | 259 | Distance from Council Bluffs |
|---|--------------|--------------|---------------------------|---------------------|---------------|---------------------|--------|--------------|------------------------------|
| | Time Freight | Time Freight | Local Freight | Local Freight | Local Freight | Local Freight | Mixed | Time Freight | |
| | Daily | Daily | Tuesday Thursday Saturday | Daily Except Sunday | Daily | Daily Except Sunday | Daily | Daily | |
| XWCZTYOP | 8.00PM | 9.55AM | | | 6.50AM | 6.35AM | 6.25AM | 4.00AM | 284.1 |
| CS84 P | | | | | 7.02 f | 6.50 | 6.34 | | 290.5 |
| WS 72 XP | | | | | 7.15 s | 7.08 | 6.43 | | 296.9 |
| CS 119 XWYP | | | | | 7.30AM f | 7.15 | 6.55AM | | 300.7 |
| CS 121 XP | | | | | s | 7.25 | | | 303.4 |
| CS 82 P | | | | | f | 7.35 | | | 307.9 |
| CS 121 XP | | | | | s | 7.55 | | | 315.5 |
| WS 74 XP | | | | | f | 8.05 | | | 321.7 |
| CS 83 P | | | | | f | 8.15 | | | 327.7 |
| WS122 WS120 ES138 XWCP | | | | | s | 8.45 | | | 334.8 |
| CS 84 P | | | | | s | 9.05 | | | 343.9 |
| | | | | | f | 9.13 | | | 349.1 |
| CS 132 WP | | | | | s | 9.30 | | | 353.9 |
| CS 83 P | | | | | f | 9.40 | | | 359.3 |
| XWCYIP WS109 ES121 | | | 8.30AM | | A10.00AM | | | | 365.3 |
| CS 90 P | | | f 8.45 | | | | | | 370.6 |
| CS 123 WP | | | s 9.25 | | | | | | 380.3 |
| WS 111 ES 78 XWP | | | s 10.00 | | | | | | 389.7 |
| XP | | | s 10.20 | | | | | | 396.3 |
| CS 94 P | | | f 10.35 | | | | | | 401.0 |
| XWCZTYOP | 12.15AM | 2.45PM | 8.10AM | A11.00AM | | | | 7.25 8.05 | 407.5 |
| CS 94 YP | | | f 8.23 | (2.30) 16.9 | | | | | 415.5 |
| WS 121 XWP ES 70 | | | s 8.56 | | | | | | 426.4 |
| CS 94 P | | | f 9.15 | | | | | | 435.4 |
| PX | | | 9.24 | | | | | | 439.9 |
| CS 133 XWP | | | s 9.45 | 353 | | | | | 444.5 |
| CS 84 WP | | | s 10.20 | Mixed | | | | | 456.6 |
| CS107 XWCYP | | | s 10.59 | Daily | | | | | 466.7 |
| | | | 11.35 | | | | | | 472.0 |
| CS 94 XWYP | | | f 11.45AM | 3.55PM | | | | | 477.5 |
| WS 62 XP | | | f 12.15PM | f 4.05 | | | | | 483.2 |
| CS 96 WP | | | f 12.40 | f 4.18 | | | | | 489.7 |
| WS 62 XP | | | 12.54 | f 4.30 | | | | | 495.9 |
| WS 117 XP ES 125 | | | f 1.07 | f 4.40 | | | | | 501.2 |
| XWCZTYOP | A4.30AM | A7.20PM | A 1.30PM | A 4.55PM | | | | A 11.30AM | 509.5 |

Time-Table No. 2

June 20, 1948

STATIONS

| | |
|----------------------|--------|
| DN-R NORTH PLATTE NY | Y L NO |
| BIRDWOOD | 6.4 |
| HERSHEY OF | 3.8 |
| O'FALLONS FA | 2.7 |
| SUTHERLAND SU | 4.5 |
| DEXTER | 7.6 |
| PAXTON PN | 6.2 |
| KORTY | 6.0 |
| ROSCOE RO | 7.1 |
| OGALLALA YL GT | 9.1 |
| BRULE RU | 5.2 |
| MEGEATH | 4.8 |
| BIG SPRINGS GS | 5.4 |
| BARTON | 6.0 |
| JULESBURG YL JB | 5.3 |
| WEIR | 9.7 |
| CHAPPELL OQ | 9.4 |
| LODGE POLE GP | 6.6 |
| SUNOL UN | 4.7 |
| COLTON | 6.5 |
| DN-R SIDNEY YL OD | 8.0 |
| BROWNSON BW | 10.9 |
| POTTER PR | 9.0 |
| DIX DX | 4.5 |
| OWASCO | 4.6 |
| KIMBALL KB | 12.1 |
| BUSHNELL BN | 10.1 |
| PINE BLUFFS YL UF | 5.3 |
| TRACY | 5.5 |
| EGBERT GX | 5.7 |
| BURNS UX | 6.5 |
| HILLSDALE HD | 6.2 |
| DURHAM | 5.3 |
| ARCHER | 8.3 |
| DN-R CHEYENNE YL OY | 8.3 |

FIRST CLASS

| 23 | 5 |
|-----------|------------------|
| Passenger | Mail and Express |
| Daily | Daily |

| | |
|-----------|-----------|
| 2.35PM | 2.01PM |
| 2.45 | 2.09 |
| 2.52 | 2.15 |
| 2.56 | 2.18 |
| 2.59 | 2.20 |
| 3.04 | 2.24 |
| 3.11 | 2.31 |
| 3.17 | 2.37 |
| 3.23 | 2.43 |
| f 3.35 | 2.53 |
| 3.45 | 3.02 |
| | |
| 3.56 | 3.12 |
| 4.02 | 3.17 |
| f 4.12 | 3.27 |
| 4.20 | 3.34 |
| 4.31 | 3.44 |
| 4.43 | 3.53 |
| 4.52 | 4.00 |
| 4.58 | 4.04 |
| 5.15 4.16 | 5.25 4.26 |
| 5.37 | 4.35 |
| 5.50 | 4.46 |
| 6.00 | 4.56 |
| 6.05 | 5.01 |
| f 6.11 | 5.06 |
| 6.24 | 5.17 |
| 6.38 | 5.28 |
| 6.46 | 5.35 |
| 6.53 | 5.42 |
| 7.04 | 5.50 |
| 7.15 | 5.59 |
| 7.26 | 6.08 |
| 7.35 | 6.18 |
| A 7.50PM | A 6.35PM |

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

| | | | | | | | | | | |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------------------|-------------|-------------|
| (8.30) 26.5 | (9.25) 23.9 | (5.20) 19.1 | (1.09) 32.0 | (0.40) 24.9 | (3.25) 23.8 | (0.30) 33.2 | (7.30) 30.1 | Thru Time..... | (5.15) 42.9 | (4.34) 49.4 |
| | | | | | | | | 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 SECOND SUBDIVISION

FIRST CLASS

| 21 | 27 | 101 | 103 | 105 | 3 | 111 | 15 | 1 | 53 | Distance from Council Bluffs |
|--------------|-----------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------|-----------|-----------|------------------------------|
| Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | Passenger | Passenger | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| 1.10PM | 9.50AM | 6.12AM | 6.02AM | 5.14AM | 3.50AM | 3.40AM | 1.40AM | 1.35AM | 1.00AM | 284.1 |
| 1.19 | 9.58 | 6.19 | 6.09 | 5.21 | 4.00 | 3.47 | 1.49 | 1.43 | 1.09 | 290.5 |
| 1.26 | 10.03 | 6.24 | 6.14 | 5.26 | 4.07 | 3.52 | 1.56 | 1.48 | 1.16 | 296.9 |
| 1.30 | 10.06 | 6.27 | 6.17 | 5.29 | 4.11 | 3.55 | 2.00 | 1.51 | 1.20 | 300.7 |
| 1.33 | 10.08 | 6.29 | 6.19 | 5.31 | 4.14 | 3.57 | 2.03 | 1.53 | f 1.25 | 303.4 |
| 1.37 | 10.12 | 6.32 | 6.22 | 5.34 | 4.19 | 4.01 | 2.07 | 1.57 | 1.30 | 307.9 |
| 1.44 | 10.20 | 6.38 | 6.28 | 5.40 | 4.27 | 4.07 | 2.14 | 2.05 | f 1.39 | 315.5 |
| 1.50 | 10.25 | 6.43 | 6.33 | 5.45 | 4.33 | 4.12 | 2.20 | 2.10 | 1.46 | 321.7 |
| 1.56 | 10.31 | 6.48 | 6.38 | 5.50 | 4.40 | 4.16 | 2.26 | 2.16 | f 1.53 | 327.7 |
| 2.07 | 10.42 | 6.54 | 6.44 | 5.57 | s 4.52 | 4.23 | 2.37 | 2.27 | s 2.04 | 334.8 |
| 2.17 | 10.53 | 7.01 | 6.51 | 6.04 | 5.04 | 4.30 | 2.47 | 2.38 | f 2.15 | 343.9 |
| | | | | | | | | | | 349.1 |
| 2.29 | 11.02 | 7.09 | 6.59 | 6.12 | f 5.17 | 4.38 | 2.57 | 2.47 | f 2.27 | 353.9 |
| 2.34 | 11.07 | 7.13 | 7.03 | 6.16 | 5.24 | 4.42 | 3.02 | 2.52 | 2.34 | 359.3 |
| 2.44 | 11.14 | 7.18 | 7.08 | 6.21 | s 5.40 | A 4.50AM | A 3.10AM | 2.59 | As 2.50AM | 365.3 |
| 2.52 | 11.21 | 7.22 | 7.12 | 6.25 | 5.47 | | | 3.06 | | 370.6 |
| 3.03 | 11.31 | 7.31 | 7.21 | 6.34 | f 6.02 | | | 3.16 | | 380.3 |
| 3.13 | 11.41 | 7.38 | 7.28 | 6.41 | f 6.16 | | | 3.26 | | 389.7 |
| 3.19 | 11.47 | 7.43 | 7.33 | 6.46 | f 6.29 | | | 3.32 | | 396.3 |
| 3.24 | 11.52AM | 7.46 | 7.36 | 6.49 | 6.35 | | | 3.37 | | 401.0 |
| 3.40 12.03PM | 12.13 | 7.54 7.44 | 7.44 7.45 | 6.57 6.58 | 6.45 7.00 | | | 3.48 3.58 | | 407.5 |
| 4.01 | 12.23 | 8.04 | 7.54 | 7.07 | 7.17 | | | 4.08 | | 415.5 |
| 4.12 | 12.33 | 8.14 | 8.04 | 7.17 | f 7.31 | | | 4.18 | | 426.4 |
| 4.21 | 12.42 | 8.22 | 8.12 | 7.25 | f 7.44 | | | 4.27 | | 435.4 |
| 4.26 | 12.46 | 8.26 | 8.16 | 7.29 | 7.49 | | | 4.31 | | 439.9 |
| 4.32 | 12.50 | 8.30 | 8.20 | 7.33 | s 7.56 | | | 4.35 | | 444.5 |
| 4.45 | 1.01 | 8.41 | 8.31 | 7.44 | s 8.17 | | | 4.46 | | 456.6 |
| 4.58 | 1.13 | 8.50 | 8.40 | 7.53 | s 8.40 ¹⁰³ | | | 4.58 | | 466.7 |
| 5.06 | 1.20 | 8.55 | 8.45 | 7.58 | 8.50 | | | 5.05 | | 472.0 |
| 5.13 | 1.27 | 9.01 | 8.51 | 8.04 | f 9.01 ¹⁰¹ | | | 5.12 | | 477.5 |
| 5.24 | 1.35 | 9.07 | 8.57 | 8.10 | f 9.12 | | | 5.20 | | 483.2 |
| 5.35 | 1.44 | 9.14 | 9.04 | 8.17 | f 9.25 | | | 5.29 | | 489.7 |
| 5.45 | 1.52 | 9.21 | 9.11 | 8.24 | 9.38 | | | 5.37 | | 495.9 |
| 5.55 | 2.03 | 9.28 | 9.18 | 8.31 | 9.50 | | | 5.48 | | 501.2 |
| A 6.15PM | A 2.20PM | A 9.41AM | A 9.30AM | A 8.43AM | A 10.10AM | | | A 6.05AM | | 509.5 |

| | | | | | | | | | | |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------------------|
| (5.05) 44.3 | (4.30) 50.1 | (3.29) 64.7 | (3.28) 65.0 | (3.29) 64.7 | (6.20) 35.6 | (1.10) 69.2 | (1.30) 54.1 | (4.30) 50.1 | (1.50) 44.3 | Thru Time..... |
| | | | | | | | | | | Average speed per hour..... |

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. 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. 2

June 20, 1948

STATIONS

Mile Post

FIRST CLASS

| 6 | 24 | 22 | 112 | 28 | 4 | 104 | 102 | 16 | 2 |
|------------------|-----------|-----------|-----------------------|-----------|-----------|-----------------------|-----------------------|-----------|-----------|
| Mail and Express | Passenger | Passenger | Streamliner Passenger | Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | Passenger |

| | | | | | | | | | | | |
|--------------------------------|-------|-----------------------------|--------------|----------------------------|--------------|--|--------------------------|--------------------------|--------------|--------------|--------------------------|
| DN-R NORTH PLATTE NY 6.4 | 284.1 | A11.20AM | A11.59AM | A12.15PM | A 8.47PM | A 8.55PM | A11.05PM | A 9.37PM | A 9.45PM | 10.00PM | A10.10PM |
| BIRDWOOD 6.4 | 290.5 | 11.09 | 11.44 | 11.59AM | 8.37 | 8.47 | 10.46 | 9.27 | 9.35 | 9.49 | 10.02 |
| D HERSHEY OF 3.8 | 296.9 | 11.03 | 11.36 | 11.52 | 8.32 | 8.42 | 10.38 | 9.22 | 9.30 | 9.43 | 9.57 |
| DN O'FALLONS FA 2.7 | 300.7 | 11.00 | 11.32 | 11.48 | 8.29 | 8.39 | 10.34 | 9.19 | 9.27 | 9.39 | 9.54 |
| D SUTHERLAND SU 4.5 | 303.4 | 10.58 ²⁴² | f11.29 | 11.45 | 8.27 | 8.37 | 10.31 | 9.17 | 9.25 | 9.37 | 9.52 |
| DEXTER 7.6 | 307.9 | 10.54 | 11.23 | 11.40 | 8.24 | 8.33 | 10.26 | 9.14 | 9.22 | 9.32 | 9.48 |
| D PAXTON PN 6.2 | 315.5 | 10 47 | f11.14 | 11.32 | 8.18 | 8.27 | 10.19 | 9.08 | 9.16 | 9.26 | 9.42 |
| KORTY 6.0 | 321.7 | 10.41 | 11.07 | 11.26 | 8.14 | 8.22 | 10.12 | 9.03 | 9.11 | 9.21 | 9.37 |
| D ROSCOE RO 7.1 | 327.7 | 10.36 | 11.00 | 11.19 | 8.10 | 8.17 | 10.05 | 8.59 | 9.07 | 9.15 | 9.32 |
| DN OGALLALA YL GT 9.1 | 334.8 | 10.29 | f10.53 | 11.12 | 8.05 | 8.11 | f 9.55 ¹⁰⁶ | 8.54 | 9.02 | 9.09 | 9.26 |
| D BRULE RU 5.2 | 343.9 | 10.20 | f10.42 | 11.01 | 7.58 | 8.02 | 9.36 | 8.46 | 8.54 | 8.59 | 9.17 |
| MEGEATH 4.8 | 349.1 | | | | | | | | | | |
| D BIG SPRINGS GS 5.4 | 353.9 | 10.11 | f10.32 | 10.52 | 7.51 | 7.53 | 9.26 | 8.39 | 8.45 | 8.51 | 9.08 |
| BARTON 6.0 | 359.3 | 10.06 | 10.26 | 10.47 | 7.47 | 7.49 | 9.18 | 8.35 | 8.41 | 8.47 | 9.04 |
| DN JULESBURG YL JB 5.3 | 365.3 | 10.00 | f10.19 | f10.41 | s 7.42PM | 7.44 | s 9.10 | 8.31 | 8.36 | 8.40PM | 8.59 |
| WEIR 9.7 | 370.6 | 9.54 | 10.12 | 10.35 | 7.35 | 9.00 | 8.26 | 8.31 | 8.31 | 8.31 | 8.55 |
| D CHAPPELL OQ 9.4 | 380.3 | 9.45 | f10.02 | 10.26 | 7.27 | f 8.50 | 8.18 | 8.23 | 8.23 | 8.23 | 8.47 |
| D LODGE POLE GP 6.6 | 389.7 | 9.37 | f 9.52 | 10.17 | 7.19 | f 8.41 | 8.11 | 8.16 | 8.16 | 8.16 | 8.39 |
| D SUNOL UN 4.7 | 396.3 | 9.31 | 9.46 | 10.11 | 7.14 | f 8.35 | 8.06 | 8.11 | 8.11 | 8.11 | 8.34 |
| COLTON 6.5 | 401.0 | 9.27 | 9.42 | 10.07 | 7.10 | 8.30 ² | 8.02 | 8.07 | 8.07 | 8.07 | 8.30 ⁴ |
| DN-R SIDNEY YL OD 8.0 | 407.5 | 9.20 9.10 | 9.35 9.25 | 10.00 9.50 | 7.03 6.57 | 8.15 8.05 | 7.57 7.56 | 8.02 8.01 | 8.02 8.01 | 8.02 8.01 | 8.24 8.17 |
| D BROWNSON BW 10.9 | 415.5 | 8.59 | 9.12 | 9.37 | 6.45 | 7.51 ¹⁰² 7.40 ¹⁰⁴ | 7.46 ⁴ | 7.51 ⁴ | 7.51 | 7.51 | 8.07 |
| DN POTTER PR 9.0 | 426.4 | 8.49 | 9.01 | 9.26 | 6.35 | f 7.25 | 7.37 | 7.43 | 7.43 | 7.43 | 7.58 |
| D DIX DX 4.5 | 435.4 | 8.41 | 8.52 | 9.17 | 6.28 | f 7.12 | 7.31 | 7.37 | 7.37 | 7.37 | 7.50 |
| OWASCO 4.6 | 439.9 | 8.37 | 8.48 | 9.13 | 6.23 | 7.04 | 7.28 | 7.34 | 7.34 | 7.34 | 7.46 |
| DN KIMBALL KB 12.1 | 444.5 | 8.33 | f 8.43 | f 9.08 | 6.19 | s 6.57 | 7.24 | 7.30 | 7.30 | 7.30 | 7.42 |
| D BUSHNELL BN 10.1 | 456.6 | 8.22 | 8.31 | 8.56 | 6.08 | s 6.41 | 7.15 | 7.21 | 7.21 | 7.21 | 7.32 |
| DN PINE BLUFFS YL UF 5.3 | 466.7 | 8.11 | 8.20 | 8.45 | 5.59 | s 6.28 | 7.07 | 7.14 | 7.14 | 7.14 | 7.23 |
| TRACY 5.5 | 472.0 | 8.04 | 8.13 | 8.38 | 5.54 | 6.19 | 7.02 | 7.10 | 7.10 | 7.10 | 7.18 |
| D EGBERT GX 5.7 | 477.5 | 7.59 | 8.08 | 8.33 | 5.49 | f 6.13 | 6.57 | 7.06 | 7.06 | 7.06 | 7.14 |
| D BURNS UX 6.5 | 483.2 | 7.54 | 8.02 | 8.27 | 5.44 | 6.06 | 6.53 | 7.02 | 7.02 | 7.02 | 7.08 |
| D HILLSDALE HD 6.2 | 489.7 | 7.48 | 7.55 | 8.20 ²⁴⁶ | 5.39 | 6.00 | 6.48 | 6.57 | 6.57 | 6.57 | 7.02 |
| DURHAM 5.3 | 495.9 | 7.42 | 7.48 | 8.13 | 5.33 | 5.53 | 6.42 | 6.52 | 6.52 | 6.52 | 6.56 |
| ARCHER 8.3 | 501.2 | 7.37 | 7.42 | 8.07 | 5.28 | 5.47 | 6.38 | 6.48 | 6.48 | 6.48 | 6.51 |
| DN-R CHEYENNE YL OY (225.4) | 509.5 | 7.25AM | 7.30AM | 7.55AM | 5.20PM | 5.35PM | 6.30PM | 6.40PM | 6.40PM | 6.40PM | 6.41PM |

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

| | | | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (3.55) | (4.29) | (4.20) | (1.05) | (3.35) | (5.30) | (3.07) | (3.05) | (1.20) | (3.29) |
| Average speed per hour..... | 57.5 | 50.3 | 52.0 | 75.0 | 62.9 | 41.0 | 72.3 | 73.1 | 60.1 | 64.7 |

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

FIRST CLASS

| 106 | 54 |
|-----------------------|-----------|
| Streamliner Passenger | Passenger |

Time-Table No. 2

June 20, 1948

STATIONS

Mile Post

SECOND CLASS

| 258 | 254 | 242 | 246 | 244 | 98 | 94 | 256 |
|--------------|--------------|---------------|---------------|---------------|---------------|-------|--------------|
| Time Freight | Time Freight | Local Freight | Local Freight | Local Freight | Local Freight | Mixed | Time Freight |

Car Capacity of Seating, etc. See Rule 6 (A), Page 25.

| | | | | | | | | | | | | |
|------------------------------------|-----------|--------------------------------|-------|--------------|--------------|-----------------------------|----------|---------------------------------|---------|------------------|---------|---------------------------|
| A10.35PM | A 11.20PM | DN-R NORTH PLATTE NY 6.4 | 284.1 | A9.40AM | A8.00AM | A11.45AM | | | A4.50PM | A7.35PM | A2.30AM | XWCZTYOP |
| 10.27 | 11.05 | BIRDWOOD 6.4 | 290.5 | | | f11.30 | | | 4.39 | 7.19 | | CS84 P |
| 10.23 | 10.57 | D HERSHEY OF 3.8 | 296.9 | | | s11.20 | | | f4.30 | f7.10 | | WS 72 XP |
| 10.20 | 10.53 | DN O'FALLONS FA 2.7 | 300.7 | | | f11.05 | | | 4.22PM | 7.05PM | | CS 119 XWYP |
| 10.18 | f 10.50 | D SUTHERLAND SU 4.5 | 303.4 | | | s 10.58 ⁶ | | | | | | CS 121 XP |
| 10.15 | 10.44 | DEXTER 7.6 | 307.9 | | | f10.15 | | | | | | CS 82 P |
| 10.09 | f 10.35 | D PAXTON PN 6.2 | 315.5 | | | s10.00 | | | | | | CS 121 XP |
| 10.04 | 10.28 | KORTY 6.0 | 321.7 | | | f 9.35 | | | | | | WS 74 XP |
| 10.00 | f 10.21 | D ROSCOE RO 7.1 | 327.7 | | | f 9.15 | | | | | | CS 83 P |
| 9.55 ⁴ | s 10.14 | DN OGALLALA YL GT 9.1 | 334.8 | | | s 9.00 | | | | | | WS122 WS120 ES138 XWCP |
| 9.48 | f 10.03 | D BRULE RU 5.2 | 343.9 | | | s 8.15 | | | | | | CS 84 P |
| | | MEGEATH 4.8 | 349.1 | | | f 7.57 | | | | | | |
| 9.41 | f 9.53 | D BIG SPRINGS GS 5.4 | 353.9 | | | s 7.50 | | | | | | CS 132 WP |
| 9.37 | 9.47 | BARTON 6.0 | 359.3 | | | f 7.25 | | | | | | CS 83 P |
| 9.32 | s 9.40PM | DN JULESBURG YL JB 5.3 | 365.3 | | | 7.15AM | | A 2.30PM | | | | XWCYIP WS109 ES121 |
| 9.27 | | WEIR 9.7 | 370.6 | | | | | f 2.05 | | | | CS 90 P |
| 9.19 | | D CHAPPELL OQ 9.4 | 380.3 | | | | | s 1.45 | | | | CS 123 WP |
| 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 | | | | | f12.55 | | | | XP |
| 9.03 | | COLTON 6.5 | 401.0 | | | | | f12.43 | | | | 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 | | | f12.55 | | Daily Except Sunday (2.00) 21.1 | | | | CS 94 YP |
| 8.38 | | DN POTTER PR 9.0 | 426.4 | | | s12.30PM | | | | | | WS 121 XWP ES 70 |
| 8.31 | | D DIX DX 4.5 | 435.4 | | | s11.59AM | | | | | | CS 94 P |
| 8.28 | | OWASCO 4.6 | 439.9 | | | f11.45 | | | | | | PX |
| 8.24 | | DN KIMBALL KB 12.1 | 444.5 | | | s11.35 | | 354 | | | | CS 133 XWP |
| 8.16 | | D BUSHNELL BN 10.1 | 456.6 | | | s10.55 | | Mixed | | | | CS 84 WP |
| 8.08 | | DN PINE BLUFFS YL UF 5.3 | 466.7 | | | s 9.55 | | | | | | CS107 XWCYP |
| 8.05 | | TRACY 5.5 | 472.0 | | | f 9.17 | | | | | | |
| 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 ²² | s 8.45 | | | | | CS 96 WP |
| 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 (225.4) | 509.5 | 12.35AM | 1.30AM | | 7.35AM | 8.15AM | | | 8.00PM | XWCZTYOP |

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

| | | | | | | | | | | |
|--------|--------|----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| (3.00) | (1.40) |Thru Time..... | (9.05) | (6.30) | (4.30) | (5.55) | (1.00) | (0.28) | (0.30) | (6.30) |
| 75.1 | 44.3 |Average Speed per hour..... | 24.8 | 34.7 | 18.0 | 17.2 | 32.0 | 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.
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.

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | | WESTWARD | | | | | | | THIRD SUBDIVISION | | | | | | | Distance from Julesburg | Time-Table No. 2 June 20, 1948 | | STATIONS | |
|--|--------------|-------------------------|-----------------------|-----------|--------------|----------------------|-----------------------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-------------------------|-------------------------|-----------------------------------|-----------|----------|--|
| | | SECOND CLASS | | | FIRST CLASS | | | | 111 | 15 | 53 | 301 | | | | | | | | |
| | | 455 | 477 | 71 | 111 | 15 | 53 | 301 | | | | | | | | | | | | |
| Time Freight | Time Freight | C. B. & Q. Freight | Streamliner Passenger | Passenger | Passenger | C. B. & Q. Passenger | Passenger | Passenger | C. B. & Q. Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| 80 | WCYIP | 6.30PM | 9.15AM | | 4.50AM | 3.10AM | s 2.55AM | | | | | | 0.0 | DN | JULESBURG YL JB | | | | | |
| 75 | ZP | 6.45 | 9.30 | | 4.57 | 3.20 | f 3.06 | | | | | | 7.1 | D | 7.1 OVID VI | | | | | |
| 73 | WP | 6.55 | 9.45 | | 5.03 | 3.29 | f 3.17 | | | | | | 14.6 | D | 7.5 SEDGWICK ZD | | | | | |
| | P | | | | | | | | | | | | 19.0 | | 4.4 DORSEY | | | | | |
| 95 | P | 7.22 ¹¹² | 10.00 | | 5.09 | 3.38 ²⁴⁸ | f 3.29 ²⁴⁸ | | | | | | 23.1 | | 4.1 RED LION | | | | | |
| | P | | | | | | | | | | | | 25.8 | | 2.7 MARCOTT | | | | | |
| 95 | WP | 7.34 | 10.12 | | 5.14 | 3.46 | f 3.39 | | | | | | 30.1 | D | 4.3 CROOK OK | | | | | |
| 72 | P | 7.56 ¹⁶ | 10.24 | | 5.20 | 3.55 | f 3.49 | | | | | | 38.8 | | 8.7 PROCTOR | | | | | |
| | P | | | | | | | | | | | | 41.1 | | 2.3 POWELL | | | | | |
| 94 | P | 8.23 ⁵⁴ | 10.35 | | 5.25 | 4.04 | f 3.59 | | | | | | 45.6 | D | 4.5 ILIFF F | | | | | |
| 77 | P | 8.38 | 10.50 | | 5.31 | 4.12 ⁵³ | 4.12 ¹⁵ | | | | | | 53.5 | | 7.9 HAYFORD | | | | | |
| | IP | | | | | | | | | | | | 57.2 | | 3.7 C. B. & Q. CROSSING | | | | | |
| 169 | WCTZP | 9.00 9.40 | 11.15AM 12.15PM | 12.01PM | 5.36 5.37 | 4.17 4.22 | 4.20 4.30 | 3.35AM | | | | | 57.5 | DN-R | 0.3 STERLING YL ST | | | | | |
| | | | | | | | | | | | | | 61.7 | | 4.2 HALL | | | | | |
| 72 | P | 10.00 ²⁵⁰ | 12.28 | 12.15 | 5.44 | 4.30 | f 4.39 | f 3.43 | | | | | 64.1 | D | 2.4 ATWOOD OD | | | | | |
| | | | | | | | | | | | | | 66.8 | | 2.7 BEETLAND | | | | | |
| 74 | P | 10.15 | 12.41 | 12.28 | 5.49 | 4.37 | f 4.48 | f 3.51 | | | | | 70.2 | D | 3.4 MERINO MI | | | | | |
| 143 | P | 10.23 ⁷² | 12.51 | 12.37 | 5.53 | 4.44 | f 4.55 | 3.59 | | | | | 76.0 | | 5.8 MESSEX | | | | | |
| | P | | | | | | | | | | | | 78.4 | | 2.4 BALZAC | | | | | |
| 52 | P | 10.30 | 1.05 | A 1.01PM | 5.57 | 4.52 | f 5.01 | A 4.10AM | | | | | 81.0 | DN | 2.6 UNION UN | | | | | |
| | | | | | | | | | | | | | 82.8 | | 1.8 COOPER | | | | | |
| 94 | WP | 10.38 | 1.15 | | 6.01 | 4.58 | f 5.09 | | | | | | 87.0 | D | 4.2 SNYDER SN | | | | | |
| 53 | P | 10.47 | 1.25 | | 6.06 | 5.06 | 5.17 | | | | | | 93.8 | | 6.8 DODD | | | | | |
| 100 | WCP | 10.55 | 1.35 | | 6.11 | 5.13 | s 5.25 | | | | | | 98.6 | DN | 4.8 FT. MORGAN FM | | | | | |
| 35 | P | 11.05 | 1.50 | | 6.17 | 5.21 | 5.34 | | | | | | 106.0 | | 7.4 NARROWS | | | | | |
| 79 | P | 11.10 | 1.55 | | 6.19 | 5.25 | f 5.39 | | | | | | 109.0 | D | 3.0 WELDONA DN | | | | | |
| 22 | P | 11.18 | 2.04 | | 6.24 | 5.31 | f 5.46 | | | | | | 114.2 | | 5.2 GOODRICH | | | | | |
| 78 | P | 11.25 | 2.15 | | 6.27 | 5.36 | f 5.50 | | | | | | 117.7 | | 3.5 ORCHARD | | | | | |
| | P | | | | | | | | | | | | 121.4 | | 3.7 SUBLETTE | | | | | |
| 53 | P | 11.34 | 2.27 | | 6.32 | 5.45 | f 5.59 | | | | | | 124.8 | | 3.4 MASTERS | | | | | |
| 50 | P | 11.41 | 2.35 | | 6.36 | 5.52 | 6.07 | | | | | | 130.2 | | 5.4 CANTON | | | | | |
| 121 | WP | 11.52 ²⁴⁸ PM | 2.43 | | 6.40 | 5.59 | f 6.14 | | | | | | 135.4 | | 5.2 HARDIN | | | | | |
| | P | | | | | | | | | | | | 139.1 | | 3.7 KUNER | | | | | |
| 78 | P | 12.10AM | 2.58 | | 6.46 | 6.07 | f 6.23 | | | | | | 143.1 | D | 4.0 KERSEY KR | | | | | |
| | | | | | | | | | | | | | 147.2 | | 4.1 AUBURN | | | | | |
| 56 | WCTYP | A 12.40AM | A 3.20PM | | A 6.57AM | A 6.15AM | A 6.32AM | | | | | | 151.1 | DN-R | 3.9 LASALLE YL SA | | | | | |

Thru Time..... (6.10) (6.05) (1.00) (2.07) (3.05) (3.37) (0.35)
Average speed per hour..... 24.5 24.8 23.5 21.4 49.0 41.8 40.3

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to No. 71.—See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 53, 54, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

| Time-Table No. 2 June 20, 1948 | | THIRD SUBDIVISION | | | | | | | EASTWARD | | |
|-----------------------------------|-----------|-----------------------|---------------------|-----------------------|--------------|----------------------|----------------------|--|--------------|--------------------|--------------|
| | | FIRST CLASS | | | | SECOND CLASS | | | | | |
| | | 302 | 54 | 112 | 16 | 250 | 72 | 248 | Time Freight | C. B. & Q. Freight | Time Freight |
| STATIONS | Mile Post | C. B. & Q. Passenger | Passenger | Streamliner Passenger | Passenger | Time Freight | C. B. & Q. Freight | Time Freight | Time Freight | C. B. & Q. Freight | Time Freight |
| DN | 0.0 | As 9.35PM | As 7.42PM | A 8.40PM | A 12.15AM | | | A 4.40AM | | | |
| D | 7.1 | s 9.14 | 7.33 | 8.29 | 11.59PM | | | 4.16 | | | |
| D | 14.6 | s 9.03 | 7.28 | 8.21 | 11.50 | | | 4.00 | | | |
| | 19.0 | | | | | | | | | | |
| | 23.1 | f 8.52 | 7.22 ⁴⁵⁵ | 8.12 | 11.39 | | | 3.38 ¹⁵ 3.29 ⁵³ | | | |
| | 25.8 | | | | | | | | | | |
| D | 30.1 | s 8.43 | 7.17 | 8.05 | 11.30 | | | 3.17 | | | |
| | 38.8 | f 8.32 | 7.11 | 7.56 ⁴⁵⁵ | 11.19 | | | 3.05 | | | |
| | 41.1 | | | | | | | | | | |
| D | 45.6 | s 8.23 ⁴⁵⁵ | 7.06 | 7.49 | 11.10 | | | 2.50 | | | |
| | 53.5 | 8.12 | 7.00 | 7.40 | 11.00 | | | 2.40 | | | |
| | 57.2 | | | | | | | | | | |
| DN-R | 57.5 | A 1.40AM | 8.05 7.55 | 6.57 6.55 | 7.35 7.29 | 10.50 10.20 | A 11.00PM | 2.30 2.00 | | | |
| | 61.7 | | | | | | | | | | |
| D | 64.1 | f 1.23 | f 7.45 | 6.48 | 7.20 | 10.00 ⁴⁵⁵ | 10.45 | 1.29 | | | |
| | 66.8 | | | | | | | | | | |
| D | 70.2 | f 1.16 | f 7.36 | 6.43 | 7.15 | 9.50 | 10.35 | 1.21 | | | |
| | 76.0 | f 1.10 | f 7.27 | 6.39 | 7.09 | 9.43 | 10.23 ⁴⁵⁵ | 1.14 | | | |
| | 78.4 | | | | | | | | | | |
| DN | 81.0 | f 1.02AM | f 7.20 | 6.35 | 7.04 | 9.37 | 10.01PM | 1.07 | | | |
| | 82.8 | | | | | | | | | | |
| D | 87.0 | f 7.12 | 6.31 | 6.59 | 9.29 | | | 12.55 | | | |
| | 93.8 | 7.02 | 6.26 | 6.53 | 9.21 | | | 12.46 | | | |
| | 98.6 | f 6.55 | 6.22 | 6.49 | 9.15 | | | 12.40 | | | |
| DN | 106.0 | | 6.45 | 6.17 | 6.42 | 9.06 | | 12.31 | | | |
| D | 109.0 | f 6.39 ¹⁶ | 6.15 | 6.39 ⁵⁴ | 9.02 | | | 12.27 | | | |
| | 114.2 | f 6.26 | 6.11 | 6.35 | 8.56 | | | 12.20 | | | |
| | 117.7 | f 6.20 | 6.08 | 6.32 | 8.51 | | | 12.15 | | | |
| | 121.4 | | | | | | | | | | |
| | 124.8 | f 6.10 | 6.03 | 6.26 | 8.42 | | | 12.06AM | | | |
| | 130.2 | 6.03 | 5.59 | 6.21 | 8.35 | | | 11.59PM | | | |
| | 135.4 | f 5.55 ¹¹² | 5.55 ⁵⁴ | 6.17 | 8.29 | | | 11.52 ⁴⁵⁵ | | | |
| | 139.1 | | | | | | | | | | |
| D | 143.1 | f 5.41 | 5.49 | 6.10 | 8.20 | | | 11.42 | | | |
| | 147.2 | | | | | | | | | | |
| DN-R | 151.1 | 5.30PM | 5.43PM | 6.00PM | 8.10PM | | | 11.30PM | | | |

Thru Time..... (0.38) (4.05) (1.59) (2.40) (4.05) (0.59) (5.10)
Average speed per hour..... 37.1 37.0 76.2 56.7 37.0 23.6 29.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to No. 71.—See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 53, 54, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

| WESTWARD | | | | BEATRICE BRANCH | | | | EASTWARD | | | | | |
|--|---------------------|---------------|-----------------------|----------------------|------------------|-----------------------------------|-------|----------|-----------|-----------------|---------------------|--------------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | FIRST CLASS | Distance from Valley | Time-Table No. 2 | | | | Mile Post | FIRST CLASS | | SECOND CLASS | |
| | 71 | 73 | 548 | | June 20, 1948 | | | | | 547 | 74 | 72 | |
| | Freight Daily | Freight Daily | Motor Passenger Daily | | STATIONS | | | | | Motor Passenger | Freight | Freight | |
| WCYP | 10.25PM | 1.30PM | | 0.0 | DN-R | VALLEY | YL V | 0.0 | | A 5.40AM | A 11.15PM | | |
| 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 ⁷² | 1.55 | | 11.6 | D | MEAD | AD | 11.6 | | 5.17 | 10.50 ⁷¹ | | |
| 64 WP | 11.10 | 2.07 | | 18.9 | D | WAHOO | W | 18.9 | | 5.03 | 10.25 | | |
| | | | | 19.6 | | O. & N.W. and O.B. & Q. CROSSINGS | | 19.6 | | | | | |
| 78 P | 11.25 | 2.22 | | 26.3 | D | WESTON | WN | 26.3 | | 4.48 | 10.10 | | |
| 20 P | 11.35PM | 2.34 | | 33.2 | | TOUHY | | 33.2 | | 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 | | |
| I | | | | 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 | | |
| I | | | | 57.4 | | O. B. & Q. CROSSING | | 57.4 | | | | | |
| I | | | | 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 | | PRINCETON | | 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 | PICKRELL | IK | 88.9 | | 2.43 | 7.25 | | |
| CWTZP | A 2.15AM | A 4.25PM | | 96.8 | DN-R | BEATRICE | YL BX | 96.8 | | 2.30AM | 7.00PM | | |

(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 25. | SECOND CLASS | | 233 Local Freight Monday Wed., Fri. | Distance from Council Bluffs | Time-Table No. 2 | | | | Mile Post | FIRST CLASS | | SECOND CLASS | |
| | June 20, 1948 | | | | 522 | | 80 | | | | | | |
| | STATIONS | | | | 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 | | | | | |

(1.05) Thru Time (1.43) (1.35)
 18.9 Average speed per hour 26.1 28.0
 On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Time shown for No. 233 at Summit and South Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

| WESTWARD | | | | STROMSBURG BRANCH | | | | EASTWARD | | | | | |
|--|---------------------------------|-----------------------|---------------|--------------------------|------------------|---------------------|-----------------|----------|----------------------|-------------|-----------|--------------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | FIRST CLASS | Distance from Valparaiso | Time-Table No. 2 | | | | Mile Post | FIRST CLASS | | SECOND CLASS | |
| | 75 | 547 | June 20, 1948 | | | | 548 | 76 | | | | | |
| | Mixed Tuesday Thursday Saturday | Motor Passenger Daily | STATIONS | | | | Motor Passenger | Mixed | | | | | |
| 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 | SEELBY | SH | 40.1 | s 7.50 | | s 9.20 | | |
| 7 | | s 7.34 ⁵⁴⁸ | s 5.51 | 47.5 | D | OSOEOLA | OZ | 47.5 | s 7.34 ⁷⁵ | | 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 | | DURANT | | 56.8 | f 7.15 | | f 8.10 | | |
| 25 | | 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 | HORVILLE | 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 | | |
| I | | | | 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 | | |

(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 25. | SECOND CLASS | | 79 | 521 | Distance from Genoa | Time-Table No. 2 | | | | Mile Post | FIRST CLASS | | SECOND CLASS | |
| | June 20, 1948 | | | | | 522 | | 80 | | | | | | |
| | STATIONS | | | | | Motor Passenger | | Mixed | | | | | | |
| 40 WY | | | 12.32PM | 5.40AM | 0.0 | D-R | GENOA | YL G | 0.0 | A 9.13AM | | A 4.35PM | | |
| 8 | | | f 12.44 | f 5.49 | 5.3 | | KENT | | 5.3 | f 9.01 | | f 4.21 | | |
| 17 | | | f 12.52 | f 5.56 | 9.3 | | MEROHISTON | | 9.3 | f 8.54 | | f 4.13 | | |
| 38 | | | s 1.08 | s 6.03 | 13.7 | D | FULLERTON | FU | 13.7 | s 8.45 | | s 4.05 | | |
| 21 | | | s 1.33 | s 6.22 | 23.1 | D | BELGRADE | BL | 23.1 | s 8.24 | | s 3.45 | | |
| 26 W | | | s 1.53 | s 6.37 | 30.3 | D | CEDAR RAPIDS | OD | 30.3 | s 8.09 | | s 3.30 | | |
| 36 | | | s 2.13 | s 6.47 | 36.6 | D | PRIMROSE | P | 36.6 | s 7.50 | | f 3.15 | | |
| 38 WY | | | A 2.40PM | A 7.05AM | 44.3 | D-R | SPALDING | YL SG | 44.3 | 7.30AM | | 3.00PM | | |

(2.08) (1.25) Thru Time (1.43) (1.35)
 20.8 31.0 Average speed per hour 26.1 28.0
 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. 2 June 20, 1948 | | | | First Class | SECOND CLASS | | | |
| 79 | 81 | 521 | 321 | Distance from Columbus | STATIONS | | | | 522 | 82 | 80 | 312 |
| Mixed | Mixed | Motor Mixed | Mixed | | Mile Post | Motor Passenger | Mixed | Mixed | Mixed | | | |
| Daily Except Sunday | Daily Except Sunday | Daily | Daily Except Sunday | | | | | | | | | |
| WCTYPZ | 11.40AM | 6.50AM | 5.00AM | 1.40AM | 0.0 | DN-R | COLUMBUS YL C | 0.0 | A10.00AM | A 3.20PM | A 5.15PM | A11.30PM |
| 20 | 11.50AM | 6.58 | 5.08 | 1.50 | 4.2 | D | SHELDONVILLE | 4.2 | 9.46 | 3.09 | 5.08 | f11.17 |
| 8 | A12.02PM | A 7.08AM | A 5.17AM | f 2.00 | 9.4 | R | OCONEE YL | 9.4 | 9.37AM | 3.00PM | 5.00PM | f11.05 |
| 29 | | | | f 2.30 | 14.7 | D | PLATTE CENTER PO | 14.7 | | | | s10.50 |
| 33 | | | | f 2.45 | 20.3 | D | TARNOV | 20.3 | | | | f10.25 |
| 56 | | | | s 3.17 | 25.7 | D | HUMPHREY HX | 25.7 | | | | s10.10 |
| 15 | | | | f 3.23 | 29.1 | D | PECK | 29.1 | | | | f 9.46 |
| 33 | | | | s 3.55 | 35.4 | D | MADISON MA | 35.4 | | | | s 9.32 |
| 27 | | | | f 4.10 | 40.9 | D | ENOLA | 40.9 | | | | s 8.57 |
| | | | | | 48.7 | D | O. & N. W. CROSSING | 48.7 | | | | |
| | | | | | 50.2 | D | O. & N. W. CROSSING | 50.2 | | | | |
| WCZTYP | | | | A 5.00AM | 50.4 | D-R | NORFOLK YL KN | 50.4 | | | | 8.30PM |
| | | | | | | | (50.4) | | 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 | (0.15) 37.6 | (3.00) 16.8 | |
| | Average speed per hour..... | | | | Average speed per hour..... | | | | 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. 2 June 20, 1948 | | | | First Class | SECOND CLASS | | | |
| 79 | 81 | 521 | Distance from Oconee | STATIONS | | | | 522 | 82 | 80 | | |
| Mixed | Mixed | Motor Mixed | | Mile Post | Motor Passenger | Mixed | Mixed | | | | | |
| Daily Except Sunday | Daily Except Sunday | Daily | | | | | | | | | | |
| YP | 12.02PM | 7.08AM | 5.17AM | 0.0 | R | OCONEE YL | 0.0 | A 9.37AM | A 3.00PM | A 5.00PM | | |
| 15 | 12.13 | s 7.18 | s 5.26 | 4.3 | D | MONROE MN | 4.3 | s 9.29 | s 2.50 | s 4.50 | | |
| 40 | A12.29PM | s 7.40 | A 5.38AM | 11.3 | D-R | GENOA YL G | 11.3 | 9.15AM | s 2.35 | 4.35PM | | |
| 5 | | f 7.52 | | 18.8 | D | WOODVILLE | 18.8 | | f 2.05 | | | |
| 56 | | s 8.10 | | 22.3 | D | ST. EDWARD ST | 22.3 | | s 1.55 | | | |
| 15 | | s 8.25 | | 27.3 | D | BOONE | 27.3 | | s 1.42 | | | |
| 28 | | 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 | (0.25) 27.1 | | | |
| | Average speed per hour..... | | | | Average speed per hour..... | | | | 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. 2 June 20, 1948 | | | | SECOND CLASS | | | | |
| 283 | 83 | Distance from Grand Island | STATIONS | | | | 84 | 284 | | | | |
| Mixed | Mixed | | Mile Post | Mon., Wed., Fri. | Tues., Thurs., Sat. | Mixed | Mixed | | | | | |
| | | | | | | | | | | | | |
| WTYPCZ | | | 10.00AM | 9.00AM | 0.0 | DN-R | GRAND ISLAND YL GE | 0.0 | A 5.15PM | A 5.15PM | | |
| I | | | | | 0.4 | | C. B. & Q. CROSSING | 0.4 | | | | |
| 11 | | | | | 2.5 | | OAREY | 2.5 | | | | |
| 19 | | | s10.30 | s 9.28 | 11.1 | D | ST. LIBORY RY | 11.1 | s 4.42 | s 4.42 | | |
| 39 | | | A10.50AM | s 9.55 | 21.9 | D-R | ST. PAUL YL SP | 21.9 | s 4.20 | 4.20PM | | |
| 27 | | | | s10.20 | 30.7 | D | ELBA EB | 30.7 | s 3.48 | | | |
| 25 | | | | s10.35 | 36.8 | | OOTESFIELD | 36.8 | s 3.41 | | | |
| 1 | | | | | 43.1 | | WEEKS SPUR | 43.1 | | | | |
| | | | | 10.50 | 44.5 | | SCOTIA JUNCTION | 44.5 | 3.23 | | | |
| 20 | | | | s11.00 | 45.7 | D | SCOTIA SK | 45.7 | s 3.14 | | | |
| | | | | 11.15 | 44.5 | | SCOTIA JUNCTION | 44.5 | 3.07 | | | |
| 31 | | | | s11.35AM | 48.8 | D | NORTH LOUP NU | 48.8 | s 2.57 | | | |
| | | | | | 58.5 | | SAUNDERS | 58.5 | | | | |
| | | | | | 60.7 | | C. B. & Q. CROSSING | 60.7 | | | | |
| 24 | | | | A12.10PM | 61.0 | D-R | ORD YL RD | 61.0 | 2.30PM | | | |
| | | | | | | | (61.0) | | Tue., Thur., Sat. | Mon., Wed., Fri. | | |
| | | | (0.50) 26.3 | (3.10) 19.3 | | | Thru Time..... | (2.45) 22.2 | (0.55) 23.9 | | | |
| | Average speed per hour..... | | | | Average speed per hour..... | | | | Average speed per hour..... | | | |

| WESTWARD LOUP CITY BRANCH | | | | EASTWARD | | | | WESTWARD PLEASANTON BRANCH | | | | EASTWARD | | | |
|-------------------------------|-----------------------------|----------|-----------------------|-----------------------------------|-------------------------------|--------|----------|----------------------------|-----------------------------|-------------------------|-----------|-----------------------------------|--|--|--|
| SECOND CLASS | | | | Time-Table No. 2 June 20, 1948 | | | | SECOND CLASS | | | | Time-Table No. 2 June 20, 1948 | | | |
| 283 | STATIONS | | | | Mile Post | 284 | STATIONS | | | | Mile Post | | | | |
| Mixed | | | | | Mixed | | | | | | | | | | |
| Monday Wednesday Friday | | | | | | | | | | | | | | | |
| WYPC | 11.15AM | D-R | ST. PAUL YL SP | 0.0 | A 4.05PM | 11 | WY | D-R | BOELUS YL HW | 0.0 | | | | | |
| 19 | s11.40AM | D | DANNEBROG DB | 8.3 | s 3.50 | | I | | C. B. & Q. CROSSING | 8.8 | | | | | |
| 11 | WY | s12.05PM | D-R | BOELUS YL HW | 18.6 | s 3.20 | 5 | | SOUTH RAVENNA | 12.4 | | | | | |
| 31 | f12.25 | | ROCKVILLE | 25.8 | f 2.55 | 8 | | POOLE | 15.5 | | | | | | |
| 33 | WYP | A 1.00PM | D-R | LOUP CITY YL OP | 39.0 | 2.30PM | 34 | WY | D-R | PLEASANTON YL PN | 22.1 | | | | |
| | | | (39.0) | | Monday Wednesday Friday | | | | (22.1) | | | | | | |
| | (1.45) 22.3 | | Thru Time..... | (1.35) 24.6 | | | | | Thru Time..... | | | | | | |
| | Average speed per hour..... | | | | Average speed per hour..... | | | | Average speed per hour..... | | | | | | |

| WESTWARD | | | | HASTINGS BRANCH | | | | EASTWARD | | | | |
|---------------|-----------------------------|-----------|------------------------|-----------------------------------|-----------------------------|----------------|-------|--------------|-----------------------------|----------------|----------------|----------|
| SECOND CLASS | | | | Time-Table No. 2 June 20, 1948 | | | | SECOND CLASS | | | | |
| 359 | 355 | 357 | Distance from Hastings | STATIONS | | | | 356 | 358 | | | |
| Time Frt. | Time Frt. | Time Frt. | | Mile Post | Daily | Daily | Daily | Time Frt. | Time Frt. | | | |
| | | | | | | | | | | | | |
| WYPCZ | | | | 10.15PM | 9.30PM | 8.45PM | 0.0 | DN-R | HASTINGS YL AN | 0.0 | A 6.45AM | A 4.15PM |
| 96 | | | | | | | 7.3 | | NEWMAROH | 7.3 | | |
| 86 | | | | | | | 12.7 | D | HAYLAND HA | 12.7 | | |
| 95 | | | | | | | 20.2 | | DENMAN | 20.2 | | |
| WB114 EB71 | WYP RCSI | | | A11.05PM | A10.20PM | A 9.35PM | 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 | (0.45) 37.5 | |
| | Average speed per hour..... | | | | Average speed per hour..... | | | | Average speed per hour..... | | | |

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

| WESTWARD | | | | KEARNEY BRANCH | | | | EASTWARD | | | |
|--|-----------------------------|---------------------------|-----------------|----------------|-----------------------|-----------------------------------|----------------|----------------------|-------------------------|--------------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 25. | SECOND CLASS | | FIRST CLASS | | Distance from Kearney | Time-Table No. 2 June 20, 1948 | | | | SECOND CLASS | |
| | 95 | 519 | 517 | Mile Post | | 518 | 96 | | | | |
| | Mixed | Motor Passenger | Motor Passenger | | | Motor Mixed | Mixed | | | | |
| | Tuesday, Thursday, Saturday | Daily Ex. Sat. and Sunday | Sunday | | STATIONS | | | | | | |
| 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 | | 5.5 GLENWOOD PARK | 5.5 | f11.43 | f 8.32 | | |
| 19 P | s 9.19 | s 4.22 | s 5.17 | 10.1 | | 4.6 RIVERDALE | 10.1 | s11.35 | s 8.22 | | |
| 27 | s 9.30 | s 4.33 | s 5.28 | 16.8 | D | 6.7 AMHERST HR | 16.8 | s11.23 | s 8.00 | | |
| 13 W | f 9.52 | f 4.43 | f 5.38 | 22.7 | | 5.9 WATERTOWN | 22.7 | f11.12 | f 7.41 | | |
| 32 | s10.06 | s 4.50 | s 5.45 | 28.3 | D | 3.6 MILLER MB | 28.3 | s11.05 | s 7.33 | | |
| 38 | s10.20 | s 5.02 | s 5.57 | 32.5 | D | 6.2 SUMNER SU | 32.5 | s10.53 | s 7.15 | | |
| 28 | s10.40 ⁵¹⁸ | s 5.14 | s 6.09 | 40.4 | D | 7.9 EDDYVILLE VD | 40.4 | s10.40 ⁹⁵ | s 6.59 | | |
| | f10.52 | f 5.22 | f 6.18 | 45.9 | | 5.5 LOMAX | 45.9 | f10.28 | f 6.40 | | |
| 40 | s11.13 | s 5.34 | s 6.30 | 52.1 | D | 6.2 OCONTO BS | 52.1 | s10.19 | s 6.28 | | |
| 14 | f11.27AM | f 5.47 | f 6.46 | 59.1 | | 7.0 LODI | 59.1 | f10.03 | f 6.14 | | |
| 27 WYP | s12.30PM | s 6.00 ⁹⁶ | s 6.57 | 65.5 | D | 6.4 CALLAWAY OA | 65.5 | s 9.52 | s 6.00 ⁵¹⁹ | | |
| 9 | f12.55 | f 6.17 | f 7.12 | 75.8 | | 10.3 FINCHVILLE | 75.8 | f 9.31 | f 5.00 | | |
| 38 WP | s 1.30 | s 6.30 | s 7.24 | 83.1 | D | 7.3 ARNOLD AD | 83.1 | s 9.20 | s 4.45 | | |
| 5 P | s 1.55 | f 6.45 | s 7.35 | 90.6 | | 7.5 LOGAN | 90.6 | s 9.07 | f 4.26 | | |
| 10 | f 2.10 | f 6.55 | f 7.42 | 94.6 | | 4.0 HOAGLAND | 94.6 | f 9.00 | f 4.18 | | |
| 15 P | f 2.30 | s 7.04 | s 7.49 | 99.2 | | 4.6 GANDY | 99.2 | s 8.50 | f 4.08 | | |
| 22 WYC | A 2.55PM | A 7.15PM | A 8.00AM | 102.4 | D-R | 3.2 STAPLETON YL SN | 102.4 | 8.45AM | 4.00PM | | |
| | | | | | | (102.4) | | Daily Except Monday | Sunday Wednesday Friday | | |
| | (5.55) 17.3 | (3.10) 32.3 | (3.00) 34.1 | | |Thru Time..... | (3.14) 31.7 | (5.20) 19.2 | | | |
| | | | | | |Average speed per hour..... | | | | | |

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

| WESTWARD | | | | NORTH PLATTE BRANCH | | | | EASTWARD | | | |
|--|---------------------|-------------------------|----------------------|---------------------|-------------------------|-----------------------------------|----------------|-------------------------|----------|--------------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | FIRST CLASS | | Distance from O'Fallons | Time-Table No. 2 June 20, 1948 | | | | SECOND CLASS | |
| | 97 | 93 | Mile Post | 98 | | 94 | | | | | |
| | Local Freight Daily | Mixed Daily | | Local Freight | | Mixed | | | | | |
| | STATIONS | | | STATIONS | | | 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 COKER | 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 | | f 8.35 | s 7.40 | 28.4 | | 8.6 KEYSTONE | 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 | | |
| 41 P | | s10.50 | s 8.54 | 70.8 | D | 11.5 OSHKOSH YL OX | 70.8 | s 1.05 | s 4.52 | | |
| 40 WP | | s11.35 | s 9.19 | 86.4 | D | 15.6 LISCO CO | 86.4 | f12.25PM | s 4.24 | | |
| 37 | | f11.53 ⁹⁸ AM | f 9.33 | 95.4 | | 9.0 FINLEY | 95.4 | f11.53 ⁹⁷ AM | f 4.10 | | |
| 46 | | s12.15PM | s 9.43 | 100.4 | D | 5.0 BROADWATER BR | 100.4 | f11.40 | s 4.01 | | |
| 19 | | f12.34 | f10.01 | 109.6 | | 9.2 TOWERS | 109.6 | f11.20 | f 3.43 | | |
| 195 WCTP | | s 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 ⁹⁸ | 126.7 | D | 4.9 SOUTH BAYARD OR | 126.7 | s10.40 ⁹³ | 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 | | |Thru Time..... | (6.19) 23.1 | (4.30) 32.4 | | | |
| | | | | | |Average Speed per hour..... | | | | | |

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

| WESTWARD | | | | GERING BRANCH | | | | EASTWARD | | | |
|--|---------------------|-------------|-------------|---------------|----------------------|-----------------------------------|----------|----------|--|--------------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | FIRST CLASS | | Distance from Gering | Time-Table No. 2 June 20, 1948 | | | | SECOND CLASS | |
| | 97 | 93 | Mile Post | 98 | | 94 | | | | | |
| | Local Freight Daily | Mixed Daily | | Local Freight | | Mixed | | | | | |
| | STATIONS | | | STATIONS | | | STATIONS | | | | |
| | | | | 0.0 | DN-R | GERING YL G | 0.0 | | | | |
| 17 | | | | 5.4 | | 5.4 MATHERS | 5.4 | | | | |
| 27 | | | | 6.0 | | 0.6 MOON | 6.0 | | | | |
| | | | | 7.0 | | 1.0 ROUBADEAU | 7.0 | | | | |
| 18 | | | | 8.4 | | 1.4 HILLIKER | 8.4 | | | | |
| 18 | | | | 9.8 | | 1.4 RIFORD | 9.8 | | | | |
| | | | | | | (9.8) | | | | | |

| WESTWARD | | | | NORTH PLATTE CUT-OFF | | | | EASTWARD | | | | |
|--|-----------------------|----------------------|----------------------|-------------------------|-----------------------------------|--------------------------|-------------|----------------------|--------------|---------|--------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | | Distance from O'Fallons | Time-Table No. 2 June 20, 1948 | | | Mile Post | SECOND CLASS | | | |
| | 353 Mixed Daily | 93 Mixed Daily | 59 Mixed Daily | | 354 Mixed | 60 Mixed | 94 Mixed | | | | | |
| 72 WYP | | 11.30AM | 6.00AM | 145.9 | DN-R | GERING YL G | 145.9 | A10.30AM | A 2.20PM | | | |
| 14 | | f11.36 | f 6.10 | 150.5 | | 4.6 COSTIN | 150.5 | f10.17 | f 2.04 | | | |
| 30 | | s11.39 | s 6.15 | 152.3 | D | 1.8 HAIG HA | 152.3 | s10.14 | s 1.58 | | | |
| 24 P | | s11.45 | s 6.25 | 155.8 | D | 3.5 SOUTH MITCHELL MI | 155.8 | s10.08 | s 1.48 | | | |
| 32 | | f11.48 | f 6.30 | 157.1 | | 1.3 PELTON | 157.1 | f10.05 | f 1.41 | | | |
| 42 | | f11.52 | f 6.35 | 159.5 | | 2.4 BAILEYVUE | 159.5 | f10.01 | f 1.37 | | | |
| 30 P | | s11.56 | s 6.45 | 162.1 | D | 2.6 SOUTH MORRILL BI | 162.1 | s 9.56 | s 1.33 | | | |
| 18 | | f11.59AM | f 6.50 | 164.2 | | 2.1 JOYCE | 164.2 | f 9.52 | f 1.28 | | | |
| 51 WYP | | s12.05PM | s 9.45 ⁶⁰ | 167.9 | DN | 3.7 LYMAN YL MU | 167.9 | s 9.45 ⁵⁹ | s 1.23 | | | |
| 21 | | f12.09 | f 9.50 | 170.1 | | 2.2 CANAL | 170.1 | f 9.20 | f 1.16 | | | |
| 14 | | f12.13 | f 9.57 | 172.8 | | 2.7 STEBBINS | 172.8 | f 9.15 | f 1.12 | | | |
| 51 P | | s12.15 | s10.07 | 173.7 | D | 0.9 HUNTLEY HU | 173.7 | s 9.13 | s 1.10 | | | |
| 35 | | f12.20 | f10.17 | 177.0 | | 3.3 HOLLY | 177.0 | f 9.06 | f 1.03 | | | |
| 51 WCYP | 12.55PM | A12.30PM | 10.35AM 12.50PM | 181.6 | D-R | 4.6 YODER YL DR | 181.6 | A11.45AM | 9.00 8.50 | 12.55PM | | |
| 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 | f11.37 | | | | |
| 26 | | f 1.12 | | 187.6 | | 2.3 FONDA | 187.6 | f11.32 | | | | |
| 51 W | | s 1.21 | | 192.4 | D | 4.8 HAWK SPRINGS HK | 192.4 | s11.20 | | | | |
| 31 | | f 1.29 | | 194.7 | | 2.3 DUROC | 194.7 | f11.07 | | | | |
| 19 | | f 1.44 | | 200.8 | | 6.1 WYOROSS | 200.8 | f10.56 | | | | |
| 51 WY | | s 1.55 | | 203.8 | D | 3.0 LA GRANGE GA | 203.8 | s10.51 | | | | |
| 19 | | f 2.11 | | 210.7 | | 6.9 TREMAIN | 210.7 | f10.25 | | | | |
| 51 WF | | s 2.41 | | 222.5 | D | 11.8 ALBIN AB | 222.5 | s10.00 | | | | |
| 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) | (1.25) | |
| | | | | 22.1 | Average speed per hour..... | | | | 25.9 | 23.4 | 24.8 | |

| WESTWARD LYMAN BRANCH EASTWARD | | | | WESTWARD SEARS BRANCH EASTWARD | | | | | |
|--|---------------------|-----------------------------------|------------------|--------------------------------|--|---------------------|-----------------------------------|-----|-----------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | Distance from Lyman | Time-Table No. 2 June 20, 1948 | | Mile Post | Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | Distance from Sears | Time-Table No. 2 June 20, 1948 | | Mile Post |
| | | STATIONS | | | | | STATIONS | | |
| | 0.0 | DN | LYMAN YL MU | 0.0 | | | SEARS | 0.0 | |
| 18 | 2.8 | | 2.8 SEARS | 2.8 | 0.0 | | 1.2 BELLINGER | 1.2 | |
| 6 | 3.3 | | 0.5 SIDING NO. 1 | 3.3 | 5 | 1.2 | 1.6 JANISE | 2.8 | |
| 17 | 4.6 | | 1.3 HARTMAN | 4.6 | 17 | 2.8 | | | |
| 22 | 6.4 | | 1.8 STEGALL | 6.4 | | | | | |
| | | | | (6.4) | | | | | (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 passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

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

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 | When more than 50% of the tonnage is gravel. | | | | 40 |
| Inspection bus cars. | | | 40 | 40 | Trains handling loaded 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: | | | | |
| 7000 class engines. | | | 75 | 50 | On straight track. | | | | 30 |
| 3800 and 3900 class engines. | | | 60 | 50 | On curves. | | | | 25 |
| 5000 and 9000 class engines. | | | 50 | 50 | Passing fueling stations. | 50 | 50 | 40 | 25 |
| 4000 class engines. | | | 45 | 45 | Within yard limits. | 60 | 50 | 50 | 25 |
| MacArthur type engines with 63-inch drivers. | | | 55 | 50 | When using cross-overs or turn-outs: | | | | |
| MacArthur type engines with 57-inch drivers. | | | 35 | 35 | 9000 class engines; | | | | 10 |
| Mallet, Consolidation and Ten Wheeler type engines. | | | 35 | 35 | Forward movement | | | | 6 |
| 0-6-0 and 0-8-0 type yard engines. | | | 20 | 20 | Back-up movement | | | | |
| Steam engines running backward. | | | 20 | 20 | All other classes of engines; | | | | |
| Diesel-electric locomotives in road or helper service: | | | | | Forward movement | 15 | 15 | 15 | 15 |
| Backing up shoving a train. (Speed of train being helped will govern). | | | | | Back-up movement | 10 | 10 | 10 | 10 |
| Backing up pulling train | 40 | 40 | 40 | 40 | 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. | | | | |
| Backing up light. | | | | 40 | On wye tracks. | 20 | 20 | 20 | 20 |
| Light engines. | | | | 45 | Jordan spreaders and other machines of spreader type, when in operation. | | | | 15 |
| Trains handling scale test cars. | | | | 30 | Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing. | 20 | 20 | 20 | 20 |

OLD MAIN LINE

| | | | | |
|---------------------------|----|----|----|----|
| Between Gilmore and Lane. | 50 | 50 | 50 | 35 |
|---------------------------|----|----|----|----|

| FIRST SUBDIVISION | | | | | | | | | |
|--|----------------|----------|-------|-----|---|----------------|----------|-------|-----|
| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
| | Str. | De-Psgr. | Psgr. | Fr. | | Str. | De-Psgr. | Psgr. | Fr. |
| Waterloo, seed house spur. | | | | 5 | Grand Island, 2200 class engines on scale track and east yard run-around track. | | | | 5 |
| Fremont, within city limits. | | | 20 | 15 | | | | | |
| Fremont, on F. S. Y. & L. Co. tracks. | | | | 15 | Buda, all airfield trackage. | | | | 10 |
| Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive. | 60 | 40 | 40 | 25 | Lexington, between second street crossing east and first street crossing west of passenger depot. | 60 | 40 | 40 | 25 |
| Central City, 2200 class engines on east leg of wye. | | | | 5 | Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track. | | | | 10 |
| Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets. | 20 | 20 | 20 | 20 | Lexington, 2200 class engines on third and fourth tracks north, east of depot. | | | | 5 |
| Grand Island, 1900 class and heavier engines on east and west legs of wye. | | | | 5 | Cozad, on Armour & Co. spur tracks. | | | | 5 |
| 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 | Gothenburg wye. | | | | 5 |
| | | | | | North Platte, ice house No. 2 track | | | | 5 |
| ON WESTWARD TRACK | | | | | ON EASTWARD TRACK | | | | |
| Between Mile Posts— Summit 5.2 and 5.6 | 25 | 25 | 25 | 25 | Between Mile Posts— North Platte 281.9 and 281.1 | 80 | 70 | 70 | 50 |
| Sarpy 14.2 and 14.7 | 80 | 70 | 70 | 50 | Brady Island 258.5 and 258.1 | 75 | 65 | 65 | 50 |
| 15.9 and 16.2 | 80 | 70 | 70 | 50 | Kearney 189.2 and 189.0 | 40 | 40 | 40 | 25 |
| Lane 18.1 and 18.4 | 75 | 65 | 65 | 50 | Grand Island 143.1 and 142.9 | 80 | 70 | 70 | 50 |
| 19.4 and 19.8 | 75 | 65 | 65 | 50 | Duncan 87.5 and 87.0 | 80 | 70 | 70 | 50 |
| Elkhorn 21.9 and 22.1 | 75 | 65 | 65 | 50 | Waterloo 23.2 and 22.8 | 75 | 65 | 65 | 50 |
| 22.2 and 22.6 | 60 | 60 | 60 | 40 | 22.6 and 22.2 | 60 | 60 | 60 | 40 |
| 22.8 and 23.2 | 75 | 65 | 65 | 50 | 22.1 and 21.9 | 75 | 65 | 65 | 50 |
| Columbus 87.0 and 87.5 | 80 | 70 | 70 | 50 | Elkhorn 19.8 and 19.4 | 75 | 65 | 65 | 50 |
| Grand Island | | | | | 18.4 and 18.1 | 75 | 65 | 65 | 50 |
| Vroman 258.1 and 258.5 | 75 | 65 | 65 | 50 | Lane 16.2 and 15.9 | 80 | 70 | 70 | 50 |
| Beck 281.1 and 281.9 | 80 | 70 | 70 | 50 | 14.7 and 14.2 | 80 | 70 | 70 | 50 |
| North Platte | | | | | Seymour 5.6 and 5.2 | 25 | 25 | 25 | 25 |
| | | | | | Summit | | | | |

| SECOND SUBDIVISION | | | | | | | | | |
|-------------------------------------|----------------|----------|-------|-----|--|----------------|----------|-------|-------|
| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
| | Str. | De-Psgr. | Psgr. | Fr. | | Str. | De-Psgr. | Psgr. | Fr. |
| Brownson, on government tracks. | | | | 10 | Hillsdale, 5000 class and heavier engines on industry track. | | | | 5 |
| North Platte, ice house No. 2 track | | | | 5 | ON EASTWARD TRACK | | | | |
| ON WESTWARD TRACK | | | | | Between Mile Posts— | | | | |
| Korty 323.5 and 324.4 | 75 | 65 | 65 | 50 | Cheyenne 509.1 and 508.7 | 40 | 40 | 40 | 25 |
| 324.6 and 324.8 | 85 | 70 | 70 | 50 | 506.3 and 505.8 | 80 | 70 | 70 | 50 |
| Roscoe 331.5 and 331.9 | 85 | 70 | 70 | 50 | 503.0 and 502.2 | 60 | 60 | 60 | 45 |
| 332.5 and 332.8 | 80 | 70 | 70 | 50 | Archer 498.2 and 497.7 | 70 | 65 | 65 | 50 |
| Ogallala 336.2 and 336.7 | 80 | 70 | 70 | 50 | Durham 494.0 and 493.8 | 70 | 65 | 65 | 50 |
| Julesburg 369.3 and 370.1 | 80 | 70 | 70 | 50 | Hillsdale 486.5 and 486.2 | 70 | 65 | 65 | 50 |
| Weir 371.0 and 371.6 | 80 | 70 | 70 | 50 | Pine Bluffs 462.9 and 462.8 | 80 | 70 | 70 | 50 |
| 376.9 and 377.3 | 80 | 70 | 70 | 50 | Smeed 457.2 and 456.9 | 80 | 70 | 70 | 50 |
| Lodge Pole | | | | | Potter 423.5 and 422.6 | 70 | 60 | 60 | 45 |
| Sidney 409.6 and 410.1 | 85 | 70 | 70 | 50 | 422.3 and 422.0 | 85 | 70 | 70 | 50 |
| Brownson 422.0 and 422.3 | 85 | 70 | 70 | 50 | Brownson 410.1 and 409.6 | 85 | 70 | 70 | 50 |
| 422.6 and 423.5 | 70 | 60 | 60 | 45 | Sidney | | | | |
| Oliver 453.5 and 453.8 | 85 | 70 | 70 | 50 | Brule 336.7 and 336.2 | 80 | 70 | 70 | 50 |
| 455.8 and 456.4 | 80 | 70 | 70 | 50 | Ogallala 332.8 and 332.5 | 85 | 70 | 70 | 50 |
| Bushnell 456.9 and 457.2 | 80 | 70 | 70 | 50 | 331.9 and 331.5 | 85 | 70 | 70 | 50 |
| Smeed 462.8 and 462.9 | 80 | 70 | 70 | 50 | Roscoe 324.4 and 323.5 | 75 | 65 | 65 | 50 |
| Pine Bluffs 469.7 and 470.4 | 85 | 70 | 70 | 50 | North Platte | | | | |
| Egbert 481.0 and 481.3 | 85 | 70 | 70 | 50 | THIRD SUBDIVISION | | | | |
| Burns 486.2 and 486.5 | 70 | 65 | 65 | 50 | Maximum speed. | 90 | 75 | 70 | 50 |
| 487.1 and 487.7 | 85 | 70 | 70 | 50 | Light engines. | | | | 45 45 |
| Hillsdale 493.8 and 494.0 | 70 | 65 | 65 | 50 | LaSalle | | | | |
| Durham 497.7 and 498.2 | 70 | 65 | 65 | 50 | Between M. P. 149.6 and 150.7 | 50 | 50 | 40 | 25 |
| 499.2 and 500.0 | 85 | 70 | 70 | 50 | Between M. P. 150.7 and 150.9 | 30 | 30 | 30 | 25 |
| Archer 502.2 and 503.0 | 60 | 60 | 60 | 45 | Between M. P. 150.9 and 151.1 | 50 | 50 | 40 | 25 |
| 505.8 and 506.3 | 80 | 70 | 70 | 50 | Freight engines not otherwise shown. | | | 50 | |
| 508.7 and 509.1 | 40 | 40 | 40 | 25 | | | | | |

BRANCHES

| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
|--|----------------|----------|-------|-----|---|----------------|----------|----------|----------|
| | Str. | De-Psgr. | Psgr. | Fr. | | Str. | De-Psgr. | Psgr. | Fr. |
| Beatrice Branch Maximum speed. | 50 | 50 | 50 | 45 | Stromsburg Branch—Cont. 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— Valley 0.1 and 0.3 | 15 | 15 | 15 | 15 | Norfolk Branch 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 |
| Yutan 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 | Albion Branch Maximum speed: Motor trains. Steam trains. | | | 45 35 | 30 |
| 19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines. | | | 25 | 25 | Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11. | | | 35 | 30 |
| Weston 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 | Ord Branch Maximum speed: Between Grand Island and St. Libory. Carey, all air field trackage. | | | 35 | 25 10 |
| 31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines. | | | 25 | 25 | Between St. Libory and Ord. | | | 35 | 30 |
| Touhy 36.0 and 37.4 | 30 | 30 | 25 | 25 | Loup City Branch. | | | 35 | 30 |
| Garratt 56.3 and 57.5 | 15 | 15 | 15 | 15 | Pleasanton Branch. | | | 30 | 30 |
| Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits..... | 35 | 35 | 35 | 25 | Hastings Branch Maximum speed. With green fruit, manifest and stock trains. | 60 | 60 | 60 | 45 50 |
| Pickrell 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 | Kearney Branch Between Kearney and M.P.28: Steam trains. Motor trains. | | | 40 40 | 30 40 |
| Stromsburg Branch Maximum speed: Between Valparaiso and Brainard. | | | 35 | 25 | Between M.P. 28 and M.P. 57.25: Steam trains. Motor trains. | | | 25 35 | 25 25 |
| Between Brainard and Hordville. | | | 40 | 30 | Between M.P. 57.25 and Callaway: Steam trains. Motor trains. | | | 40 40 | 30 40 |
| Between Hordville and Central City. | | | 35 | 25 | Between Callaway and Stapleton: Steam trains. Motor trains. | | | 45 45 | 35 45 |
| 2800 class engines. | | | 30 | 30 | | | | | |

BRANCHES

| | | | | | | | | | |
|---|----|----|----|----|---|----|----|----|----|
| North Platte Branch 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 | Lyman Branch. | | | 20 | 20 |
| North Platte Cut-Off Maximum speed. | 50 | 45 | 45 | 45 | Gering Branch. | | | 20 | 20 |
| | | | | | Sears Branch. | | | 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

| Time per Mile | Mile per Hour | Time per Mile | Mile per Hour | Time per Mile | Mile per Hour | Time per Mile | Mile per Hour | Time per Mile | Mile per Hour |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 30" | 120. | 43" | 83.7 | 56" | 64.2 | 1' 9" | 52.1 | 2' | 30. |
| 31" | 116.1 | 44" | 81.8 | 57" | 63.1 | 1' 10" | 51.4 | 2' 15" | 26.6 |
| 32" | 112.5 | 45" | 80. | 58" | 62. | 1' 11" | 50.7 | 2' 30" | 24. |
| 33" | 109.1 | 46" | 78.3 | 59" | 61. | 1' 12" | 50. | 2' 45" | 21.8 |
| 34" | 105.9 | 47" | 76.6 | 1' | 60. | 1' 15" | 48. | 3' | 20. |
| 35" | 102.9 | 48" | 75. | 1' 1" | 59. | 1' 20" | 45. | 3' 30" | 17.1 |
| 36" | 100. | 49" | 73.5 | 1' 2" | 58. | 1' 25" | 42.3 | 4' | 15. |
| 37" | 97.3 | 50" | 72. | 1' 3" | 57.1 | 1' 30" | 40. | 5' | 12. |
| 38" | 94.7 | 51" | 70.6 | 1' 4" | 56.2 | 1' 35" | 37.9 | 6' | 10. |
| 39" | 92.3 | 52" | 69.2 | 1' 5" | 55.3 | 1' 40" | 36. | 7' | 8.6 |
| 40" | 90. | 53" | 67.9 | 1' 6" | 54.5 | 1' 45" | 34.3 | 8' | 7.5 |
| 41" | 87.8 | 54" | 66.6 | 1' 7" | 53.7 | 1' 50" | 32.7 | 10' | 6. |
| 42" | 85.7 | 55" | 65.4 | 1' 8" | 52.9 | 1' 55" | 31.3 | | |

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

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