

BRANCHES

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
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	
1.9 and 2.1	50	50	40	25	Maximum speed, steam trains: Between Columbus and Oconee.			40	35
3.8 and 4.0	35	35	35	35	Between Oconee and M.P. 16.			35	25
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.			25	25	Between M.P. 16 and Norfolk.			35	30
Yutan 6.4 and 7.7	35	35	35	35	Columbus, over wye switches.			15	15
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.			25	25	On curve at M.P. 1.75.			25	25
Wahoo, city track.				6	Albion Branch Maximum speed: Motor trains. Steam trains.			45	30
19.1 and 19.5	35	35	35	35	Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.			35	30
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.			25	25	Between M.P. 11 and Spalding.			35	25
Weston 30.2 and 30.5	35	35	35	35	Over Bridge 12.96.			25	25
30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.			25	25	Ord Branch Maximum speed: Between Grand Island and St. Libory.			35	25
31.6 and 31.9	35	35	35	35	Between St. Libory and Ord.			35	30
31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.			25	25	Loup City Branch.			35	30
Touhy 36.0 and 37.4	30	30	25	25	Pleasanton Branch.			30	30
West Lincoln Bridge 55.71	10	10	10	10	Hastings Branch Maximum speed.	60	60	60	45
56.3 and 57.5	15	15	15	15	With green fruit, manifest and stock trains.				50
Lincoln 58.8 and 58.9	50	50	40	25	Over Bridge 21.35.	30	30	30	30
C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	35	35	25	Between M.P. 26.8 and 27.2	50	50	40	25
Pickrell 96.5 and 97.3	15	15	15	15	Gibbon, west of east wye switch.	15	15	15	15
Beatrice, Allers Grain Company spur.				5	Kearney Branch Between Kearney and M.P.11: Steam trains. Motor trains.			40	30
Beatrice, 1900 class and heavier engines on Kilpatrick track.				5	Between M.P. 11 and M.P. 57.25: Steam trains. Motor trains.			25	25
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.			35	25	Between M.P. 57.25 and Callaway: Steam trains. Motor trains.			40	30
Between Brainard and Hordville.			40	30	Between Callaway and Stapleton: Steam trains. Motor trains.			45	35
Between Hordville and Central City.			35	25				45	45
2800 class engines.			30	30					

H. H. LARSON
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

A. E. STODDARD
Asst. General Manager

E. H. BAILEY, Superintendent..... Omaha, Nebr.
F. F. GETSFRED, Asst. Superintendent..... Omaha, Nebr.
T. F. SHANAHAN, Asst. Superintendent..... Omaha, Nebr.
E. RUF, Terminal Superintendent..... Omaha, Nebr.
A. A. HAUSSENER, Terminal Superintendent..... Co. Bluffs, Iowa
C. J. COLOMBO, Trainmaster..... Grand Island, Nebr.
J. J. DALY, Master Mechanic..... Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engs..... Co. Bluffs, Iowa
T. R. BRITT, Road Foreman of Engs..... Co. Bluffs, Iowa
R. D. BURGHART, Road Foreman of Engs..... Co. Bluffs, Iowa
W. F. HART, Division Engineer..... Omaha, Nebr.
L. T. FERGUSON, General Roadmaster..... Omaha, Nebr.

First Subdivision and Branches

C. A. LAUGHLIN, Chief Train Dispatcher..... Omaha, Nebr.
E. P. MERTEN, Asst. Chief Train Dispatcher..... Omaha, Nebr.
L. F. DEWHIRST, Asst. Chief Train Dispatcher..... Omaha, Nebr.

Second Subdivision and Branches

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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

UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
FIRST SUBDIVISION
SECOND SUBDIVISION
AND BRANCHES

TIME-TABLE
No. 168

Effective Sunday,
November 10, 1946
at 12:01 A. M. Central Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

WESTWARD CONDENSED TIME-TABLE

FIRST CLASS																Distance from Council Bluffs	Time-Table		
43	53	23	7	21	15	37	17	5	11	105	103	101	27	9	111		1	No. 168	
Passenger	Passenger	Challenger Passenger	Challenger Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger		Passenger	November 10, 1946	
																	STATIONS		
																	0.0	CO. BLUFFS	
																	2.8	OMAHA	
																	146.9	GRAND ISLAND	
																	284.1	NORTH PLATTE <small>C.T. M.T.</small>	
																	365.3	JULESBURG	
																	407.5	SIDNEY	
																	562.5	KANSAS CITY	
																	562.5	DENVER <small>Ar Lv</small>	
																	509.5	CHEYENNE	
																	519.0	BORIE	
																	566.0	LARAMIE	
																	682.8	RAWLINS	
																	817.0	GREEN RIVER	
																	847.2	GRANGER	
																	992.6	OGDEN <small>(992.6)</small>	

(28.00) (14.55) (23.30) (23.00) (23.55) (0.40) (32.15) (10.20) (22.15) (7.40) (13.20) (16.10) (16.10) (21.05) (14.00) (8.05) (21.20) Thru Time
 35.4 37.5 42.1 43.0 41.4 45.3 37.7 41.7 44.5 44.0 63.3 61.2 61.2 46.9 53.3 69.2 46.4 Average speed per hour

MILEAGE NEBR. DIV.

Main Line..... 511.6
 Branches..... 857.9

Total.....1369.5

*** Note.**
 No. 101 leaves Omaha only on Sunday, Wednesday and Friday.
 No. 103 leaves Omaha only on Tuesday, Thursday and Saturday.
 No. 105 leaves Omaha only on the 4th, 9th, 14th, 19th, 24th and 29th of each month.

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		

Handwritten notes and calculations in the bottom left corner of the page.

CONDENSED TIME-TABLE EASTWARD

FIRST CLASS																Mile Post	Time-Table		
112	2	12	28	10	106	102	104	38	18	22	24	16	6	8	44		54	No. 168	
Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Challenger Passenger	Passenger	Mall and Express	Challenger Passenger	Passenger		Passenger	November 10, 1946	
																	STATIONS		
																	0.0	CO. BLUFFS	
																	2.8	OMAHA	
																	146.9	GRAND ISLAND	
																	284.1	NORTH PLATTE <small>C.T. M.T.</small>	
																	365.3	JULESBURG	
																	407.5	SIDNEY	
																	562.5	KANSAS CITY	
																	562.5	DENVER <small>Lv Ar</small>	
																	509.5	CHEYENNE	
																	519.0	BORIE	
																	566.0	LARAMIE	
																	682.8	RAWLINS	
																	817.0	GREEN RIVER	
																	847.2	GRANGER	
																	992.6	OGDEN <small>(992.6)</small>	

Thru Time..... (7.40) (21.00) (7.10) (20.30) (13.10) (13.25) (16.00) (16.00) (28.10) (9.45) (23.30) (22.55) (0.35) (20.40) (23.00) (28.35) (15.10)
 Average speed per hour..... 73.0 47.1 47.1 48.3 56.7 62.9 61.9 61.9 43.2 44.2 42.1 43.2 51.8 47.9 43.0 34.6 36.9

*** Note.**
 No. 102 leaves Ogden only on Sunday, Wednesday and Friday.
 No. 104 leaves Ogden only on Tuesday, Thursday and Saturday.
 No. 106 leaves Granger only on the 2nd, 7th, 12th, 17th, 22nd and 27th of each month.

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
Adolph Sachs	Medical Director	Omaha, Nebr.		C. B. Edwards	Surgeon	Wood River, Nebr.	Alda to Shelton.
Lynn T. Hall	Asst. Md. Director	Omaha, Nebr.			Surgeon	Shelton, Nebr.	Wood River to Kearney.
M. A. Tinley	Surgeon	Co. Bluffs, Ia.	Council Bluffs to Omaha.		Surgeon	Kearney, Nebr.	Shelton to Elm Creek and Kearney to Amherst.
M. J. Carey	Surgeon	Co. Bluffs, Ia.	Council Bluffs.	V. D. Norall	Surgeon	Lexington, Nebr.	Overton to Cozad.
F. H. Beaumont	Surgeon	Omaha, Nebr.	Omaha.	L. H. Fochtman	Surgeon	Cozad, Nebr.	Lexington to Gothenburg.
J. D. Bigard	Surgeon	Omaha, Nebr.	Omaha.	Bert W. Pyle	Surgeon	Gothenburg, Nebr.	Cozad to Brady Island.
E. A. Connolly	Surgeon	Omaha, Nebr.	Omaha.	A. L. Schneider	Surgeon	Brady Island, Nebr.	Gothenburg to North Platte.
C. F. Bantin	Surgeon	Omaha, Nebr.	Omaha.	T. I. Kerr	Surgeon	North Platte, Nebr.	Brady Island to Sutherland.
R. T. Mauer	Hospital Surgeon	Omaha, Nebr.	Omaha.	O. K. Kreymborg	Surgeon	North Platte, Nebr.	Brady Island to Sutherland.
A. McDermott	Surgeon	Omaha, Nebr.	Omaha.	A. E. Reeves	Surgeon	North Platte, Nebr.	Brady Island to Sutherland.
O. C. Nickam	Shop Surgeon	Omaha, Nebr.	Omaha.	H. H. Walker	Oculist and Aurist	North Platte, Nebr.	Yutan to Fullerton.
R. A. Moser	Shop Surgeon	Omaha, Nebr.	Omaha.	C. W. Way	Surgeon	Wahoo, Nebr.	Yutan to Weston.
C. E. Thompson	Surgeon	Omaha, Nebr.	Omaha.	J. S. Welch	Surgeon	Lincoln, Nebr.	Valparaiso to Cortland.
F. C. Nelson	Surgeon	Omaha, Nebr.	Benson.	F. T. Schowengerdt	Surgeon	Cortland, Nebr.	Beatrice to Lincoln.
J. J. O'Hearn	Surgeon	Omaha, Nebr.	Omaha to Papillion.	W. T. Wildhaber	Surgeon	Beatrice, Nebr.	Cortland to Barnesston.
S. McLeneghan	Surgeon	Omaha, Nebr.	Florence.	L. J. Ekelor	Surgeon	David City, Nebr.	Valparaiso to Polk.
J. G. Bartek	Surgeon	Omaha, Nebr.	Omaha.	A. A. Bald	Surgeon	Platte Center, Nebr.	Oconee to Humphrey.
C. Rubendall	Oculist and Aurist	Omaha, Nebr.	Omaha.	G. B. Salter	Surgeon	Norfolk, Nebr.	Oconee to Norfolk.
A. J. Young	Oculist and Aurist	Omaha, Nebr.	Omaha.	Homer Davis	Surgeon	Genoa, Nebr.	Norfolk to St. Edward and Genoa to Fullerton.
W. H. Morrison	Oculist	Omaha, Nebr.	Omaha.	J. W. B. Smith	Surgeon	Albion, Nebr.	Genoa to Albion.
W. J. Holden	Surgeon	Elkhorn, Nebr.	Millard to Valley.	H. E. King	Surgeon	Fullerton, Nebr.	Genoa to Belgrade.
G. A. Harris	Surgeon	Valley, Nebr.	Valley to Fremont and Valley to Yutan.	M. O. Arnold	Surgeon	St. Paul, Nebr.	St. Libory to Scotia and St. Paul to Dannebrog.
C. G. Moore	Surgeon	Fremont, Nebr.	Valley to North Bend.	C. J. Miller	Surgeon	Ord, Nebr.	St. Paul to Ord.
F. G. Kolouch	Surgeon	Schuyler, Nebr.	North Bend to Columbus.	C. G. Amick	Surgeon	Loup City, Nebr.	Dannebrog to Loup City.
W. R. Neumarker	Surgeon	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	J. B. Kille	Surgeon	Eddyville, Nebr.	Kearney to Stapleton.
R. C. Anderson	Surgeon	Columbus, Nebr.	Columbus to Oconee.	F. A. Burnham	Surgeon	Arnold, Nebr.	Callaway to Stapleton.
R. R. Douglas	Surgeon	Clarks, Nebr.	Silver Creek to Central City.	E. F. Carr	Surgeon	Stapleton, Nebr.	Arnold to Stapleton.
J. E. Benton	Surgeon	Central City, Nebr.	Clarks to Chapman and Central City to Polk.	O. A. Kostal	Surgeon	Hastings, Nebr.	Gibbon to Hastings.
R. D. Martin	Oculist	Gr. Island, Nebr.	Grand Island.				
E. G. Johnson	Surgeon	Gr. Island, Nebr.	Chapman to Wood River and Grand Island to St. Paul.				
K. F. McDermott	Surgeon	Gr. Island, Nebr.	Grand Island.				

FIRST SUBDIVISION EASTWARD

Time-Table No. 168 November 10, 1946

Main table for the left page showing train schedules with columns for Time-Table No. 168, November 10, 1946, STATIONS, Mile Post, and various train classes (106, 102, 104, 2, 44, 28, 54, 6, 24, 22).

Thru Time-To Omaha ... Average speed per hour ...

On single track, westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

FIRST SUBDIVISION EASTWARD

Time-Table No. 168 November 10, 1946

Main table for the right page showing train schedules with columns for FIRST CLASS (8, 112), SECOND CLASS (72, 234, 548, 76, 74), STATIONS, Mile Post, and Car Capacity of Sidings, etc.

Thru Time-To Omaha ... Average speed per hour ...

On single track, westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Seating, etc. See Rule 6 (A).	237 Local Freight Daily Except Sunday	239 Local Freight Daily Except Sunday	Distance from Council Bluffs	Time-Table No. 168 November 10, 1946		FIRST CLASS	
				53 Passenger Daily	23 Challenger Passenger Daily		

XWCZTYOP					7.30AM	146.9	DN R GRAND ISLAND GE YL	10.55PM	2.15PM
CS82 XYP					s 8.05	154.5	D ALDA DA	11.04	2.24
WS117 XW ES48 P					s 8.35	162.3	D WOOD RIVER WB	11.14	2.32
CS82 XP					s 9.05	169.9	D SHELTON ST	11.24	2.40
WS112 XWI ES70 YP					s 9.40	176.0	DN GIBBON GB	f 11.32	2.46
CS82 P					f 9.55	180.2	OPTIO	11.37	2.51
XYP					f 10.15	184.3	BUDA	11.41	2.55
WS122 XW ES118 YCZP					A 10.35AM	189.1	DN KEARNEY YL KR	s 11.55PM	s 3.10

XP	CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS				f 6.20	194.1	ALFALFA CENTER	12.02AM	3.17
CS83 P	Train	At	Discharge Passengers From	Pick Up Passengers Destined To	f 6.30	198.3	D ODESSA DZ	12.08	3.21
CS119 WP	1	Kearney.....	East of Council Bluffs arriving Omaha on this train.....	West of Pocastello or Ogden. Coach and tourist passengers car to Salt Lake City or beyond.	s 6.50	204.6	D ELM OREEK QR	12.16	3.28
CS83 P	7	Any Station..	.....	Pocastello or beyond; sleeping car passengers to Ogden or beyond. Coach and tourist car passengers to Ogden or beyond.	s 7.05	213.6	D OVERTON OV	12.27	3.37
XP	21	Any Station..	.....	.....	f 7.15	217.9	JOSELYN	12.33	3.42
WS120 XWY ES119 ZP	23	Any Station..	.....	.....	s 8.15	224.4	DN LEXINGTON UM	f 12.41	3.51
CS83 P	27	Kearney.....	East of Council Bluffs arriving Omaha on this train.....	West of Ogden.	f 8.30	232.5	DARR	12.50	4.01
CS83 XWP	53	Any Station..	.....	Colorado points.	s 8.59	238.2	D COZAD OO	f 12.58	4.09
XP	111	Kearney.....	Chicago.....	Denver.	f 9.15	243.2	WILLOW ISLAND	1.05	4.16

WS125 XWC ES130 YP					s 10.00	248.8	DN GOTHENBURG BU	f 1.16	4.24
CS83 P					10.13	254.5	VROMAN	1.24	4.31
CS83 WP					s 10.35	261.5	D BRADY ISLAND BI	1.32	4.39
XP					f 10.45	266.6	HINDREY	1.39	4.44
CS119 P					s 11.05	270.6	D MAXWELL MX	1.45	4.49
X					11.15	274.6	KEITH	1.51	4.54
CS83 P					f 11.25	278.5	GANNETT	1.55	4.58
					f 11.30	280.5	BECK	1.57	5.00
XWCZTYOP					A 11.59AM	284.1	DN R NORTH PLATTE NO YL	A 2.10AM	A 5.10PM

(3.05) (5.49) Thru Time (3.15) (2.55)
13.7 16.3 Average speed per hour 42.2 47.0

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.
The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.
Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.
When instructed by train dispatcher to clear a train or trains, the following will govern:
Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.
Rule D-83 will apply to all trains.
★Note.—No. 105 will run only on the following dates:
Due to leave Grand Island on the 4th, 9th, 14th, 19th, 24th and 29th of each month.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

7 Challenger Passenger Daily	5 Mail and Express Daily	21 Passenger Daily	105 Streamliner Passenger ★See Note Below	103 Streamliner Passenger Tuesday Thursday Saturday	101 Streamliner Passenger Sunday Wednesday Friday	27 Passenger Daily	1 Passenger Daily	111 Streamliner Passenger Daily	43 Passenger Daily	Distance from Council Bluffs	Time-Table No. 168 November 10, 1946	
											STATIONS	

1.00PM	12.18PM	11.55AM	5.34AM	5.26AM	5.26AM	3.38AM	3.28AM	2.55AM	2.30AM	146.9	DN-R GRAND ISLAND GE YL
1.08	12.26	12.04PM	5.41	5.33	5.33	3.46	3.36	3.02	f 2.41	154.5	D ALDA DA
1.16	12.34	12.12	5.47	5.39	5.39	3.52	3.42	3.08	s 2.52	162.3	D WOOD RIVER WB
1.24	12.41	12.20	5.53	5.45	5.45	3.59	3.49	3.14	s 3.03	169.9	D SHELTON ST
1.30	12.47	12.26	5.57	5.49	5.49	4.05	3.55	3.18	s 3.13	176.0	DN GIBBON GB
1.35	12.51	12.31	6.00	5.52	5.52	4.09	3.59	3.21 ⁴³	3.21 ¹¹¹	180.2	OPTIO
1.39	12.55	12.35	6.03	5.55	5.55	4.13	4.03	3.24	3.29	184.3	BUDA
1.50	s 1.07	12.47	6.08	6.00	6.00	4.19	4.09	3.30	s 3.50	189.1	DN KEARNEY YL KR
1.57	1.14	12.54	6.13	6.05	6.05	4.25	4.15	3.36	3.58	194.1	ALFALFA CENTER
2.02	1.19	12.59	6.16	6.08	6.08	4.29	4.19	3.39	f 4.05	198.3	D ODESSA DZ
2.08	1.25	1.06	6.20	6.13	6.13	4.35	4.25	3.44	s 4.14	204.6	D ELM OREEK QR
2.17	1.33	1.15	6.26	6.19	6.19	4.43	4.33	3.50	s 4.25	213.6	D OVERTON OV
2.23	1.37	1.20	6.29	6.22	6.22	4.47	4.37	3.53	4.31	217.9	JOSELYN
2.31	1.43	1.28	6.34	6.27	6.27	4.53	4.43 ⁴³	3.58	4.43 ¹	224.4	DN LEXINGTON UM
2.41	1.51	1.37	6.40	6.33	6.33	5.01	4.51	4.04	f 4.55	232.5	DARR
2.47	1.56	1.44	6.44	6.37	6.37	5.07 ⁴³	4.57	4.08	s 5.07 ²⁷	238.2	D COZAD OO
2.52	2.01	1.50	6.48	6.41	6.41	5.12	5.02	4.12	f 5.16	243.2	WILLOW ISLAND
2.59	2.08	1.58	6.52	6.45	6.45	5.18	5.08	4.16	s 5.34	248.8	DN GOTHENBURG BU
3.05	2.16	2.05	6.56	6.49	6.49	5.24	5.14	4.20	5.42	254.5	VROMAN
3.12	2.23	2.12	7.02	6.55	6.55	5.31	5.21	4.25	s 5.54	261.5	D BRADY ISLAND BI
3.17	2.28	2.17	7.06	6.59	6.59	5.36	5.26	4.29	6.02	266.6	HINDREY
3.21	2.32	2.21	7.10	7.03	7.03	5.40	5.30	4.33	s 6.10	270.6	D MAXWELL MX
3.25	2.36	2.25	7.13	7.06	7.06	5.44	5.34	4.36	6.17	274.6	KEITH
3.29	2.40	2.29				5.47	5.37		6.22	278.5	GANNETT
3.31	2.42	2.31	7.17	7.10	7.10	5.49	5.39	4.40	6.25	280.5	BECK
A 3.40PM	A 2.51PM	A 2.40PM	A 7.23AM	A 7.16AM	A 7.16AM	A 5.58AM	A 5.48AM	A 4.46AM	A 6.40AM	284.1	DN-R NORTH PLATTE NO YL

(2.40) (2.33) (2.45) (1.49) (1.50) (1.50) (2.20) (2.20) (1.51) (4.10) Thru Time
51.4 53.8 49.9 75.5 74.8 74.8 58.8 58.8 74.2 32.9 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.
The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.
Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.
When instructed by train dispatcher to clear a train or trains, the following will govern:
Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.
Rule D-83 will apply to all trains.
★Note.—No. 105 will run only on the following dates:
Due to leave Grand Island on the 4th, 9th, 14th, 19th, 24th and 29th of each month.

SECOND SUBDIVISION EASTWARD

Time-Table No. 168
November 10, 1946

FIRST CLASS

STATIONS	6 Mail and Express	24 Challenger Passenger	22 Passenger	8 Challenger Passenger	112 Streamliner Passenger ★See Note Below	44 Passenger	106 Streamliner Passenger	102 Streamliner Passenger ★See Note Below	104 Streamliner Passenger ★See Note Below	2 Passenger															
											146.9	154.5	162.3	169.9	176.0	180.2	184.3	189.1	194.1	198.3	204.6	213.3	217.9	224.4	232.5	238.2	243.2	248.8	254.5	261.5	266.6	270.6	274.6	278.5	280.5	284.1
DN-R GRAND ISLAND GE YL	A 2.50PM	A 4.10PM	A 4.22PM	A 5.25PM	A 11.34PM	A 1.45AM	A 12.34AM	A 12.44AM	A 12.44AM	A 1.25AM															
D ALDA DA	2.36	3.56	4.08	5.09	11.24	1.28	12.24	12.34	12.34	1.11															
D WOOD RIVER WR	2.29	3.49	4.01	5.01	11.19	f 1.17	12.19	12.29	12.29	1.04															
D SHELTON ST	2.21	3.41	3.53	4.54	11.13	f 1.06	12.13	12.23	12.23	12.57															
DN GIBBON GB	2.16	3.35	3.47	4.48	11.09	f 12.57	12.09	12.19	12.19	12.52															
OPTIO	2.12	3.31	3.43	4.43	11.06	12.48 ²	12.06	12.16	12.16	12.48 ⁴⁴															
BUDA	2.09	3.27	3.39	4.38	11.03	12.35	12.03AM	12.13	12.13	12.44															
DN KEARNEY YL KR	s 2.01	3.15	s 3.27	4.25	10.59	s 12.20	11.59PM	12.09	12.09	12.37															
ALFALFA CENTER	1.53	3.08	3.20	4.18	10.55	12.12	11.55	12.05	12.05	12.31															
D ODESSA DZ	1.49	3.03	3.15	4.13	10.52	12.07AM	11.52	12.02AM	12.02AM	12.27															
D ELM OREEK QR	1.43	2.57	3.09	4.07	10.48	f 11.58 ^{102 104} PM	11.48	11.58 ⁴⁴ PM	11.58 ⁴⁴ PM	12.22															
D OVERTON OV	1.36	2.48	3.00	3.58	10.42	f 11.42 ¹⁰⁶	11.42 ⁴⁴	11.52	11.52	12.14															
JOSSELYN	1.32	2.43	2.55	3.53	10.39	11.33	11.39	11.49	11.49	12.10															
DN LEXINGTON UM	1.26	2.35	2.47	3.45	10.34	s 11.24	11.34	11.44	11.44	12.04AM															
DARR	1.19	2.27	2.39	3.37	10.28	11.16	11.28	11.38	11.38	11.56PM															
D COZAD CO	1.14	2.21	2.33	3.31	10.24	s 11.08	11.24	11.34	11.34	11.51															
WILLOW ISLAND	1.10	2.16	2.28	3.26		11.00				11.46															
DN GOTHENBURG BU	1.05	2.10	2.22	3.20	10.17	s 10.53	11.17	11.27	11.27	11.41															
VROMAN	12.59	2.04	2.16	3.13	10.13	10.42	11.13	11.23	11.23	11.35															
D BRADY ISLAND BI	12.52	1.56	2.08	3.05	10.08	f 10.32	11.08	11.18	11.18	11.28															
HINDREY	12.47	1.51	2.03	3.00	10.04	10.24	11.04	11.14	11.14	11.23															
D MAXWELL MX	12.44	1.47	1.59	2.56	10.01	f 10.16	11.01	11.11	11.11	11.19															
KEITH	12.41	1.43	1.55	2.52	9.58	10.09	10.58	11.08	11.08	11.15															
GANNETT	12.38	1.39	1.51	2.48	9.55	10.04	10.55	11.05	11.05	11.12															
BECK	12.36	1.37	1.49	2.46	9.53	10.01	10.53	11.03	11.03	11.10															
DN-R NORTH PLATTE NO YL	12.30PM	1.30PM	1.42PM	2.39PM	9.50PM	9.55PM	10.49PM	10.59PM	10.59PM	11.05PM															
(137.2)	Daily	Daily	Daily	Daily	Daily	Daily	★See Note Below	Sunday Wednesday Friday	Tuesday Thursday Saturday	Daily															

BLOCK SIGNALS

Double Track

Thru Time	(2.20)	(2.40)	(2.40)	(2.46)	(1.44)	(3.50)	(1.45)	(1.45)	(1.45)	(2.20)
Average speed per hour	58.8	51.4	51.4	49.6	79.2	35.8	78.4	78.4	78.4	58.8

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.
 When instructed by train dispatcher to clear a train or trains, the following will govern:
 Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;
 other first-class trains must be cleared ten minutes by second-class and extra trains.
 Rule D-83 will apply to all trains.
 ★Note.—No. 106 will run only on the following dates:
 Due to leave North Platte on the 2nd, 7th, 12th, 17th, 22nd and 27th of each month.

SECOND SUBDIVISION EASTWARD

FIRST CLASS
54 Passenger
28 Passenger

Time-Table No. 168
November 10, 1946

SECOND CLASS

STATIONS	54 Passenger	28 Passenger	238 Local Freight	240 Local Freight	Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A).																			
							146.9	154.5	162.3	169.9	176.0	180.2	184.3	189.1	194.1	198.3	204.6	213.6	217.9	224.4	232.5	238.2	243.2	248.8	254.5	261.5	266.6	270.6	274.6	278.5	280.5	284.1
DN-R GRAND ISLAND GE YL	A 3.03AM	A 2.06AM			146.9	XWCZYOP																			
D ALDA DA	2.48	1.52			154.5	CS82 XYP																			
D WOOD RIVER WR	2.40	1.45			162.3	WS117 XW ES48 P																			
D SHELTON ST	2.31	1.38			169.9	CS82 XP																			
DN GIBBON GB	f 2.23	1.33			176.0	WS112 XWI ES70 YP																			
OPTIO	2.17	1.29			180.2	CS82 P																			
BUDA	2.11	1.26			184.3	XYP																			
DN KEARNEY YL KR	s 1.58	1.19			189.1	WS122 XWC ES118 YZP																			
ALFALFA CENTER	1.45	1.13			194.1	XP																			
D ODESSA DZ	1.41	1.09			198.3	CS83 P																			
D ELM OREEK QR	1.32	1.04			204.6	CS119 WP																			
D OVERTON OV	1.21	12.57			213.6	CS83 P																			
JOSSELYN	1.14	12.53			217.9	XP																			
DN LEXINGTON UM	f 1.05	12.47			224.4	WS120 XWY ES119 ZP																			
DARR	12.53	12.40			232.5	CS83 P																			
D COZAD CO	f 12.45	12.35			238.2	CS83 XWP																			
WILLOW ISLAND	12.36	12.31			243.2	XP																			
DN GOTHENBURG BU	f 12.26 ²⁸	12.26 ⁵⁴			248.8	WS125 XWC ES130 YP																			
VROMAN	12.13AM	12.21			254.5	CS83 P																			
D BRADY ISLAND BI	11.59PM	12.14			261.5	CS83 WP																			
HINDREY	11.50	12.09			266.6	XP																			
D MAXWELL MX	11.43	12.06			270.6	CS119 P																			
KEITH	11.35	12.01AM			274.6	X																			
GANNETT	11.27	11.57PM			278.5	CS83 P																			
BECK	11.23	11.55			280.5																				
DN-R NORTH PLATTE NO YL	11.15PM	11.50PM			284.1	XWCZYOP																			
(137.2)	Daily	Daily																							

BLOCK SIGNALS

Double Track

Thru Time	(3.48)	(2.16)			(3.50)	(5.50)
Average speed per hour	36.1	60.5			11.0	16.3

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.
 When instructed by train dispatcher to clear a train or trains, the following will govern:
 Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared five minutes by first class trains and fifteen minutes by second-class and extra trains;
 other first class trains must be cleared ten minutes by second class and extra trains.
 Rule D-83 will apply to all trains.
 ★Note.—No. 106 will run only on the following dates:
 Due to leave North Platte on the 2nd, 7th, 12th, 17th, 22nd and 27th of each month.

WESTWARD				BEATRICE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS	Distance from Valley	Time-Table No. 168 November 10, 1946	Mile Post	FIRST CLASS	SECOND CLASS			
	71	73	548				547	74	72		
	Freight	Freight	Motor Passenger				Motor Passenger	Freight	Freight		
	Daily	Daily	Daily								
WCYP	10.25PM	1.30PM		0.0	DN-R	VALLEY YL V	0.0	A 5.40AM	A 11.15PM		
AIP				5.8		O. B. & Q. CROSSING	5.8				
28 P	10.40	1.45		6.3	D	YUTAN YN	6.3	5.27	11.05		
100 YP	10.50 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			
23 P	12.10	2.51	f 9.22	41.8		AGNEW	41.8	f 3.58			
33 P	12.18	2.58	f 9.30	46.5	D	RAYMOND RM	46.5	f 3.50			
101 P	12.30	3.08	9.40	52.7		GARRATT	52.7	3.42			
				55.3		WEST LINCOLN	55.3				
				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			
				57.4		O. B. & Q. CROSSING	57.4				
				59.0		O. B. & Q. CROSSING	59.0				
62 P	1.18	3.31		65.4		JAMAICA	65.4	3.18	8.05		
26 P	1.23	3.36		68.2		HANLON	68.2	3.12	8.00		
21 P	1.33	3.46		74.7		PRINCETON	74.7	3.03	7.49		
73 WP	1.43	3.53		79.5	D	CORTLAND RD	79.5	2.56	7.41		
84 P	1.58	4.08		88.9	D	PIOKRELL IK	88.9	2.43	7.25		
CWTZP	A 2.15AM	A 4.25PM		96.8	DN-R	BEATRICE YL BX	96.8	2.30AM	7.00PM		
						(96.8)		Daily	Daily		
	(3.50) 25.2	(2.55) 33.2	(0.40) 29.7			..... Thru Time.....	(0.30) 39.6	(3.10) 30.5	(4.15) 22.8	
						..... Average speed per hour.....				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. time-table and rules while using their tracks between Hall Tower and Baird Tower.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS	Distance from Valparaiso	Time-Table No. 168 November 10, 1946	Mile Post	FIRST CLASS	SECOND CLASS			
	75	547	548				76				
	Mixed	Motor Passenger	Motor Passenger				Mixed				
	Tuesday Thursday Saturday	Daily	Daily								
WCYP	5.00AM	4.15PM	0.0	DN-R	VALPARAISO YL VO	0.0	A 9.10AM		A 11.35AM		
16	f 5.20	f 4.36	7.4		LOMA	7.4	f 8.53		f 11.02		
28	s 5.40	s 4.46	13.5	D	BRAINARD BD	13.5	s 8.42		s 10.50		
			15.0		O. & N. W. CROSSING	15.0					
32 W	s 6.10	s 5.05	23.2	D	DAVID CITY DV	23.2	s 8.25		s 10.25		
			23.5		O. B. & Q. CROSSING	23.5					
	f 6.30	f 5.12	27.9		FOLEY	27.9	f 8.11		f 9.55		
31	s 6.45	s 5.23	33.3	D	RISING CITY RN	33.3	s 8.04		s 9.40		
36	s 7.05	s 5.36	40.1	D	SHELBY SH	40.1	s 7.50		s 9.20		
7	s 7.34 ⁵⁴⁸	s 5.51	47.5	D	OSOOLA OZ	47.5	s 7.34 ⁷⁶		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		
35	s 8.35	s 6.21	63.0	D	POLK PK	63.0	s 7.05		s 7.50		
21	s 8.55	s 6.33	68.5	D	HORDVILLE HV	68.5	s 6.54		s 7.30		
22	f 9.10	f 6.42	73.8		HEBER	73.8	f 6.45		f 7.10		
			75.3		O. B. & Q. CROSSING	75.3					
WYP	A 9.20AM	A 6.50PM	75.9	DN-R	CENTRAL CITY YL OI	75.9	6.40AM		7.05AM		
					(75.9)		Daily		Monday Wednesday Friday		
	(4.20) 17.5	(2.35) 29.3			..... Thru Time.....	(2.30) 30.3			(4.30) 16.8	
					..... Average speed per hour.....					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD NORFOLK BRANCH

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A).					79	81	521	321	Distance from Columbus
					Mixed	Mixed	Motor Mixed	Mixed	
					Daily Except Sunday	Daily Except Sunday	Daily	Daily	

Time-Table No. 168
November 10, 1946

STATIONS

WTYPZ	79	81	521	321	Mile Post	STATIONS
	11.40AM	6.50AM	4.00AM	1.40AM	0.0	DN-R COLUMBUS YL O
20	11.50AM	6.58	4.10	1.50	4.2	4.2 SHELTONVILLE
8 YP	A12.02PM	A 7.08AM	A 4.20AM	f 2.00	9.4	5.2 R OCONEE YL
29				f 2.30	14.7	5.3 D PLATTE CENTER PO
33 P				f 2.45	20.3	5.6 TARNOV
					25.1	4.8 C. & N. W. CROSSING
56 W				s 3.17	25.7	0.6 D HUMPHREY HX
20				f 3.23	29.1	3.4 PEOK
33 W				s 3.55	35.4	6.3 D MADISON MA
27 P				f 4.10	40.9	5.5 ENOLA
					48.7	7.8 C. & N. W. CROSSING
					50.2	1.5 C. & N. W. CROSSING
WCZTYP				A 5.00AM	50.4	0.2 D-R NORFOLK YL KN
(50.4)						

(0.22)	(0.18)	(0.20)	(3.20)	..... Thru Time
25.6	31.3	28.2	15.1	..... 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

Car Capacity of Sidings, etc. See Rule 6 (A).				Distance from Oconee	Time-Table No. 168			
					November 10, 1946			
					STATIONS			

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A).				
	522	82	80	
	Motor Passenger	Mixed	Mixed	

20 YP	12.02PM	7.08AM	4.20AM	0.0	R	OCONEE YL	0.0	A 9.41AM		A 3.00PM	A 5.38PM
15	12.13	s 7.18	s 4.32	4.3	D	MONROE MN	4.3	s 9.32AM		s 2.50	s 5.27
40 WYP	A12.29PM	s 7.40	A 4.55AM	11.3	D-R	GENOA YL G	11.3	9.18AM		s 2.35	5.11PM
5		f 7.52		18.8		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		BOONE	27.3			s 1.42	
28 WYP		A 8.50AM		33.7	D-R	ALBION YL A	33.7			1.30PM	
(33.7)											

(0.27)	(1.42)	(0.35)	..... Thru Time
25.1	19.8	19.4	..... Average speed per hour
			(0.23)
			29.5
			(1.30)
			22.5
			(0.27)
			25.1

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.

NORFOLK BRANCH EASTWARD

FIRST CLASS

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A).	Time-Table No. 168			
	November 10, 1946			
	STATIONS			

Car Capacity of Sidings, etc. See Rule 6 (A).	522	82	80	312	Distance from Columbus
	Motor Passenger	Mixed	Mixed	Mixed	

WTYPZ	DN-R	COLUMBUS YL O	0.0	A10.00AM	A 3.20PM	A 6.05PM	A11.30PM
20		4.2					
20	YP	5.2		9.50	3.09	5.50	f11.17
29		5.3		9.41AM	3.00PM	5.38PM	f11.05
33	P	5.6					s10.50
56	WD	5.6					f10.25
20		6.3					s10.10
33	WD	6.3					f 9.46
27	P	7.8					s 9.32
	I	1.5					s 8.57
WTYPZ	D-R	NORFOLK YL KN	50.4				8.30PM
(50.4)							

Thru Time	(0.19)	(0.20)	(0.27)	(3.00)
Average speed per hour	29.7	28.2	20.5	16.8

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

WESTWARD CEDAR RAPIDS BRANCH EASTWARD

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A).				
	79	521		
	Mixed	Motor Mixed		
	Daily Except Sunday	Daily		

Time-Table No. 168
November 10, 1946

STATIONS

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A).				
	522	80		
	Motor Passenger	Mixed		

40 WY		12.32PM	4.57AM	0.0	D-R	GENOA YL G	0.0	A 9.16AM		A 5.08PM
8		f12.44	f 5.07	5.3		KENT	5.3	f 9.06		f 4.56
17		f12.52	f 5.15	9.3		MERCHISTON	9.3	f 8.59		f 4.48
38		s 1.08	s 5.40	13.7	D	FULLERTON FU	13.7	s 8.52		s 4.32
21		s 1.33	s 6.10	23.1	D	BELGRADE BL	23.1	s 8.33		s 4.07
26 W		s 1.53	s 6.45	30.3	D	CEDAR RAPIDS OD	30.3	s 8.18		s 3.47
36		s 2.13	s 7.01	36.6	D	PRIMROSE P	36.6	s 8.05		f 3.27
38 WY		A 2.40PM	A 7.25AM	44.3	D-R	SPALDING YL SG	44.3	7.50AM		3.00PM
(44.3)										

(2.08)	(2.28)	..... Thru Time
20.8	17.9	..... Average speed per hour
		(1.26)
		30.9
		(2.08)
		20.8

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

WESTWARD				ORD BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A)	SECOND CLASS			Distance from Grand Island	Time-Table No. 168 November 10, 1946			Mile Post	SECOND CLASS			
			83 Mixed Daily Except Sunday				84 Mixed					
WTYPOCZ			7.30AM	0.0	DN-R	GRAND ISLAND	YL GE	0.0	A	5.15PM		
I				0.4		O. B. & Q. CROSSING		0.4				
11	Y			2.5		CAREY		2.5				
19	P		s 7.48	11.1	D	ST. LIBORY	RY	11.1	s	4.42		
39	WYPC		s 8.15	21.9	D-R	ST. PAUL	YL SP	21.9	s	4.20		
27			s 8.40	30.7	D	ELBA	EB	30.7	s	3.48		
25	P		s 8.56	36.8		COTESFIELD		36.8	s	3.41		
1				43.1		WEEKES SPUR		43.1				
	W		9.13	44.5		SCOTIA JUNCTION		44.5		3.23		
20			s 9.22	45.7	D	SCOTIA	SK	45.7	s	3.14		
	W		9.27	44.5		SCOTIA JUNCTION		44.5		3.07		
31			s 9.50	48.8	D	NORTH LOUP	NU	48.8	s	2.57		
3				58.5		SAUNDERS		58.5				
				60.7		O. B. & Q. CROSSING		60.7				
34	WY		A10.30AM	61.0	D-R	ORD	YL RD	61.0		2.30PM		
						(61.0)				Daily Except Sunday		
			(3.00) 20.3			Thru Time.....		(2.45) 22.2				

WESTWARD LOUP CITY BRANCH				EASTWARD				WESTWARD PLEASANTON BRANCH				EASTWARD											
Car Capacity of Sidings, etc. See Rule 6 (A)	SECOND CLASS			Mile Post	Time-Table No. 168 November 10, 1946			Mile Post	SECOND CLASS			Car Capacity of Sidings, etc. See Rule 6 (A)	SECOND CLASS			Mile Post	Time-Table No. 168 November 10, 1946			Mile Post	SECOND CLASS		
			287 Mixed Daily Except Sunday						288 Mixed					85 Mixed Daily Except Sunday					86 Mixed				
WYPC			8.50AM	0.0	D-R	ST. PAUL	YL SP	0.0	A	4.05PM													
19			s 9.10	8.3	D	DANNEBROG	DB	8.3	s	3.50													
11	WY		9.40AM 12.40PM	18.6	D-R	BOELUS	YL HW	18.6	s	3.16													
31			s 12.55	25.8	D	ROCKVILLE	RV	25.8	f	3.00													
33	WYP		A 1.30PM	39.0	D-R	LOUP CITY	YL OP	39.0		2.30PM													
						(39.0)				Daily Except Sunday													
			(1.40) 23.4			Thru Time.....		(1.35) 24.6															
						Thru Time.....		(1.00) 22.1															
						Thru Time.....		(0.52) 25.5															

WESTWARD				HASTINGS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A)				Distance from Hastings	Time-Table No. 168 November 10, 1946			Mile Post				
WYPCZ				0.0	DN-R	HASTINGS	YL AN	0.0				
96				7.3		NEWMAROH		7.3				
86	P			12.7	D	HAYLAND	HA	12.7				
95	P			20.2		DENMAN	DN	20.2				
WB114 EB71	WYP I			28.1	DN-R	GIBBON	YL GB	28.1				
						(28.1)						

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

WESTWARD				KEARNEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A)	SECOND CLASS			Distance from Kearney	Time-Table No. 168 November 10, 1946			Mile Post	SECOND CLASS				
		95 Mixed Daily Except Sunday	FIRST CLASS 519 Motor Passenger Daily Except Saturday and Sunday		517 Motor Passenger Sunday				518 Motor Mixed	96 Mixed			
WYCZ		4.50AM	4.05PM	5.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A	11.59AM	A	5.20PM
12		f 5.02	f 4.15	f 5.10	5.5		GLENWOOD PARK		5.5	f	11.43	f	4.32
19	P	s 5.09	s 4.22 ⁹⁶	s 5.17	10.1		RIVERDALE		10.1	s	11.35	s	4.22 ⁵¹⁹
27		s 5.30	s 4.33	s 5.28	16.8	D	AMHERST	HR	16.8	s	11.23	s	4.00
13	W	f 5.42	f 4.43	f 5.38	22.7		WATERTOWN		22.7	f	11.12	f	3.41
32		s 5.56	s 4.50	s 5.45	26.3	D	MILLER	MR	26.3	s	11.05	s	3.33
38		s 6.10	s 5.02	s 5.57	32.5	D	SUMNER	SU	32.5	s	10.53	s	3.15
28		s 6.32	s 5.14	s 6.09	40.4	D	EDDYVILLE	VD	40.4	s	10.40	s	2.59
		f 6.42	f 5.22	f 6.18	45.9		LOMAX		45.9	f	10.28	f	2.40
40		s 7.03	s 5.34	s 6.30	52.1	D	OCONTO	BS	52.1	s	10.19	s	2.28
14		f 7.17	f 5.47	f 6.46	59.1		LODI		59.1	f	10.03	f	2.14
27	WYP	s 8.20	s 6.00	s 6.57	65.5	D	CALLAWAY	OA	65.5	s	9.52	s	2.00
17	P	s 8.40	f 6.12	f 7.08	73.1		MILLDALE		73.1	f	9.36	f	1.06
9		f 8.45	f 6.17	f 7.12	75.8		FINCHVILLE		75.8	f	9.31	f	1.00
38	WP	s 9.20 ⁵¹⁸	s 6.30	s 7.24	83.1	D	ARNOLD	AD	83.1	s	9.20 ⁹⁵	s	12.45
5	P	s 10.10	f 6.45	s 7.35	90.6		LOGAN		90.6	s	9.07	f	12.26
10		f 10.30	f 6.55	f 7.42	94.6		HOAGLAND		94.6	f	9.00	f	12.18
15	P	f 10.50	s 7.04	s 7.49	99.2		GANDY		99.2	s	8.50	f	12.08
22	WYO	A 11.30AM	A 7.15PM	A 8.00AM	102.4	D-R	STAPLETON	YL SN	102.4		8.45AM		12.01PM
							(102.4)			Daily Except Monday		Daily Except Saturday	
		(6.40) 15.4	(3.10) 32.3	(3.00) 34.1			Thru Time.....		(3.14) 31.7		(5.19) 19.2		

.....Thru Time.....
.....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.
No. 95 will wait at Kearney for mail from No. 111.

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

- Designation "Str."** — Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "De-Psgr." — Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Psgr." — Train with steam locomotive and all passenger train equipment.
Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars.

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

When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

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

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

GENERAL

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

FIRST SUBDIVISION

Between Gilmore and Lane.	50	50	50	35	Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Central City, 2200 class engines on east leg of wye.				5
Fremont, on F. S. Y. & L. Co. tracks.				15					

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Summit	5.2	5.6			Grand Island	146.9	146.6		
	5.6	5.9				143.1	142.9		
	5.9	6.8			Duncan	87.5	87.0		
	6.8	7.2			Ames	40.2	38.0		
Sarpy	14.2	14.7							

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour							
	Str.	De-Psgr.	Psg.	Frt.		Str.	De-Psgr.	Psg.	Frt.				
ON WESTWARD TRACK					ON EASTWARD TRACK								
Between Mile Posts— Sarpy—Cont. 15.9 and 16.2					80	70	70	50	Between Mile Posts— Mercer 27.7 and 26.9				
Lane 18.1 and 18.4					75	65	65	50	Waterloo 23.2 and 22.8				
19.4 and 19.8					75	65	65	50	22.6 and 22.2				
Elkhorn 21.9 and 22.1					75	65	65	50	22.1 and 21.9				
22.2 and 22.6					60	60	60	40	Elkhorn 19.8 and 19.4				
22.8 and 23.2					75	65	65	50	18.4 and 18.1				
Waterloo 26.9 and 29.7					50	50	40	25	Lane 16.2 and 15.9				
Mercer 38.0 and 40.2					50	50	40	25	14.7 and 14.2				
Columbus 87.0 and 87.5					80	70	70	50	Seymour 7.2 and 6.8				
Lockwood 144.3 and 146.9					50	50	40	25	6.8 and 5.9				
Grand Island									5.9 and 5.6				
									5.6 and 5.2				
									Summit				

SECOND SUBDIVISION

Grand Island, on Grand Island Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Buda, all airfield trackage.					10
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25	
Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.				5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.					10
Grand Island, 2200 class engines on scale track and east yard run-around track.				5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.					5
Carey, all airfield trackage.				10	Cozad, on Armour & Co. spur tracks.					5
					Gothenburg wye.					5
					North Platte, ice house No. 2 track					5

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Grand Island	146.9	149.3			North Platte	284.1	282.0		
Buda	186.8	190.0				281.9	281.1		
Vroman	258.1	258.5			Brady Island	258.5	258.1		
Beck	281.1	281.9			Alfalfa Center	190.0	189.2		
	282.0	284.1			Kearney	189.2	189.0		
North Platte						189.0	186.8		
					Alda	149.3	146.9		
					Grand Island				