

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 | |
| 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 35 | 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 C. B. & Q. Crossing, M.P. 59.0, through interlocking limits | 35 | 35 | 35 | 25 | Over Bridge 21.35. | 30 | 30 | 30 | 30 |
| 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 40 | 30 40 |
| Beatrice, 1900 class and heavier engines on Kilpatrick track. | | | | 5 | Between M.P. 11 and M.P. 57.25: Steam trains. Motor trains. | | | 25 35 | 25 25 |
| Stromsburg Branch Maximum speed: Between Valparaiso and Brainard. | | | 35 | 25 | Between M.P. 57.25 and Callaway: Steam trains. Motor trains. | | | 40 40 | 30 40 |
| Between Brainard and Hordville. | | | 40 | 30 | | | | | |
| Between Hordville and Central City. | | | 35 | 25 | Between Callaway and Stapleton: Steam trains. Motor trains. | | | 45 45 | 35 45 |
| 2800 class engines. | | | 30 | 30 | | | | | |

A. E. STODDARD
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

B. F. WELLS
General Superintendent

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.
O. J. ROBINSON, Master Mechanic..... Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman of Engs..... North Platte, Nebr.
E. P. LEE, Road Foreman of Engs..... Co. Bluffs, Iowa
R. D. BURGARDT, 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.
W. E. HENKE, 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. 169

Effective Sunday,
February 16, 1947
at 12:01 A. M. Central Time

TODAY IS SAFETY DAY
FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (41, 43, 53, 23, 7, 21, 37, 17, 5, 11, 103, 101, 9, 27, 111, 105, 1) and rows for time and distance. Includes 'Time-Table No. 169 February 16, 1947' and 'STATIONS'.

(0.40) (28.00) (14.55) (23.30) (23.00) (23.55) (32.15) (10.45) (22.15) (0.35) (16.10) (16.10) (14.00) (21.05) (8.05) (13.30) (21.40) Thru Time
Average speed per hour

MILEAGE NEBR. DIV.

* Note.— No. 101 leaves Omaha only on Sunday, Wednesday and Friday. No. 103 leaves Omaha only on Tuesday, Thursday and Saturday. Main Line..... 511.6 Branches..... 857.9 Total.....1369.5

Table with columns: TIME PER MILE, MILE PER HOUR, TIME PER MILE, MILE PER HOUR, TIME PER MILE, MILE PER HOUR, TIME PER MILE, MILE PER HOUR, TIME PER MILE, MILE PER HOUR.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (112, 12, 2, 28, 10, 102, 104, 106, 38, 18, 22, 24, 6, 8, 42, 44, 54) and rows for time and distance. Includes 'Time-Table No. 169 February 16, 1947' and 'STATIONS'.

Thru Time..... (7.40) (0.35) (21.00) (20.30) (13.10) (16.00) (16.00) (13.25) (28.10) (9.35) (23.30) (22.55) (20.40) (23.00) (0.35) (28.35) (15.10)
Average speed per hour..... 73.0 51.8 47.1 48.3 56.7 61.9 61.9 62.9 43.2 45.0 42.1 43.2 47.9 43.0 51.8 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.

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

Table with columns: NAME, TITLE, PLACE, TERRITORY, NAME, TITLE, PLACE, TERRITORY. Lists various medical professionals and their locations.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

| Car Capacity of Sidings, etc. See Rule 6 (A). | 237 Local Freight Daily Except Sunday | 239 Local Freight Daily Except Sunday | Distance from Council Bluffs | Time-Table No. 169 February 16, 1947 | |
|---|---|---|------------------------------|---|-------------|
| | | | | STATIONS | FIRST CLASS |
| XWCZTYOP | | | 146.9 | 7.30AM | |
| CS82 YYP | | | 154.5 | s 8.05 | |
| WS117 XW ES48 P | | | 162.3 | s 8.35 | |
| CS82 XP | | | 169.9 | s 9.05 | |
| WS112 XWI ES70 YP | | | 176.0 | s 9.40 | |
| CS82 P | | | 180.2 | f 9.55 | |
| XYP | | | 184.3 | f 10.15 | |
| WS122 XW ES118 YCZP | | | 189.1 | A 10.35AM | 6.10AM |

Time-Table No. 169

February 16, 1947

STATIONS

FIRST CLASS

| 53 Passenger Daily | 23 Challenger Passenger Daily |
|--------------------------|-------------------------------------|
|--------------------------|-------------------------------------|

| STATIONS | 10.45PM | 2.15PM |
|-------------------------|----------|----------|
| DN R GRAND ISLAND GE YL | | |
| D ALDA DA | 10.54 | 2.24 |
| D WOOD RIVER WE | 11.04 | 2.32 |
| D SHELTON ST | 11.14 | 2.40 |
| DN GIBBON GB | f 11.22 | 2.46 |
| OPTIO | 11.27 | 2.51 |
| BUDA | 11.31 | 2.55 |
| DN KEARNEY YL KR | s 11.45 | s 3.10 |
| ALFALFA CENTER | 11.52 | 3.17 |
| D ODESSA DZ | 11.58PM | 3.21 |
| D ELM OREEK QR | 12.06AM | 3.28 |
| D OVERTON OV | 12.17 | 3.37 |
| JOSSELYN | 12.23 | 3.42 |
| DN LEXINGTON UM | f 12.35 | s 3.51 |
| DARR | 12.45 | 4.01 |
| D COZAD CO | f 12.53 | f 4.09 |
| WILLOW ISLAND | 1.00 | 4.16 |
| DN GOTHENBURG BU | f 1.12 | f 4.24 |
| VROMAN | 1.21 | 4.31 |
| D BRADY ISLAND BI | 1.29 | 4.39 |
| HINDREY | 1.36 | 4.44 |
| D MAXWELL MX | 1.43 | 4.49 |
| KEITH | 1.50 | 4.54 |
| GANNETT | 1.55 | 4.58 |
| BECK | 1.57 | 5.00 |
| DN R NORTH PLATTE NO YL | A 2.10AM | A 5.10PM |

BLOCK SIGNALS

Double Track

| Train | At | Discharge Passengers From | Pick Up Passengers Destined To |
|-----------------------|----|---|--|
| CS83 P | 1 | Kearney..... | East of Council Bluffs arriving Omaha on this train..... |
| CS119 WP | 7 | Any Station... | West of Pocatello or Ogden. |
| CS83 P | 7 | Any Station... | Coach and tourist car passengers to Salt Lake City or beyond. |
| XP | 21 | Lexington Cozad Gothenburg Any Station... | Sleeping car passengers from Omaha or East. |
| WS120 XWY ES119 ZP | 21 | Any Station... | Pocatello or beyond; sleeping car passengers to Ogden or beyond. |
| CS83 P | 23 | Any Station... | Coach and tourist car passengers to Ogden or beyond. |
| CS83 XWP | 27 | Kearney..... | East of Council Bluffs arriving Omaha on this train..... |
| XP | 53 | Any Station... | Colorado points. |

| | | | | | |
|-----------------------|--|--|-------|-----------|--|
| WS125 XWC ES130 YP | | | 248.8 | s 10.00 | |
| CS83 P | | | 254.5 | 10.13 | |
| CS83 WP | | | 261.5 | s 10.35 | |
| XP | | | 266.6 | f 10.45 | |
| CS119 P | | | 270.6 | s 11.05 | |
| X | | | 274.6 | 11.15 | |
| CS83 P | | | 278.5 | f 11.25 | |
| | | | 280.5 | f 11.30 | |
| XWCZTYOP | | | 284.1 | A 11.59AM | |

| | | | | |
|--------|--------|----------------------------------|--------|--------|
| (3.05) | (5.49) |Thru Time..... | (3.25) | (2.55) |
| 13.7 | 16.3 |Average speed per hour..... | 40.2 | 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.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

| 7 Challenger Passenger Daily | 5 Mail and Express Daily | 21 Passenger Daily | 103 Streamliner Passenger Tuesday Thursday Saturday | 101 Streamliner Passenger Sunday Wednesday Friday | 27 Passenger Daily | 1 Passenger Daily | 111 Streamliner Passenger Daily | 105 Streamliner Passenger Daily | 43 Passenger Daily | Distance from Council Bluffs |
|------------------------------------|--------------------------------|--------------------------|---|---|--------------------------|-------------------------|---------------------------------------|---------------------------------------|--------------------------|------------------------------|
|------------------------------------|--------------------------------|--------------------------|---|---|--------------------------|-------------------------|---------------------------------------|---------------------------------------|--------------------------|------------------------------|

Time-Table No. 169

February 16, 1947

STATIONS

| 7 | 5 | 21 | 103 | 101 | 27 | 1 | 111 | 105 | 43 | Distance from Council Bluffs |
|----------|----------|----------|----------|----------|--------------------|--------------------|--------------------|--------------------|--|------------------------------|
| 1.00PM | 12.18PM | 11.55AM | 5.26AM | 5.26AM | 3.40AM | 3.00AM | 2.59AM | 2.54AM | 2.30AM | 146.9 |
| 1.08 | 12.26 | 12.04PM | 5.33 | 5.33 | 3.48 | 3.08 | 3.06 | 3.01 | f 2.41 | 154.5 |
| 1.16 | 12.34 | 12.12 | 5.39 | 5.39 | 3.54 | 3.15 | 3.12 | 3.07 | s 2.52 | 162.3 |
| 1.24 | 12.41 | 12.20 | 5.45 | 5.45 | 4.00 | 3.22 | 3.18 | 3.13 | s 3.03 | 169.9 |
| 1.30 | 12.47 | 12.26 | 5.49 | 5.49 | 4.06 | 3.28 | 3.22 ⁴³ | 3.17 ⁴³ | 3.12 ¹⁰⁵ 3.23 ¹¹¹ | 176.0 |
| 1.35 | 12.51 | 12.31 | 5.52 | 5.52 | 4.10 | 3.32 ⁴³ | 3.25 | 3.20 | 3.32 ¹ | 180.2 |
| 1.39 | 12.55 | 12.35 | 5.55 | 5.55 | 4.14 | 3.36 | 3.28 | 3.23 | 3.40 | 184.3 |
| f 1.50 | s 1.07 | s 12.47 | 6.00 | 6.00 | 4.20 | 3.43 | s 3.33 | 3.28 | s 4.01 | 189.1 |
| 1.57 | 1.14 | 12.54 | 6.05 | 6.05 | 4.26 | 3.49 | 3.38 | 3.33 | 4.08 | 194.1 |
| 2.02 | 1.19 | 12.59 | 6.08 | 6.08 | 4.30 | 3.54 | 3.41 | 3.36 | f 4.14 | 198.3 |
| 2.08 | 1.25 | 1.06 | 6.13 | 6.13 | 4.36 | 4.00 | 3.45 | 3.40 | s 4.23 | 204.6 |
| 2.17 | 1.33 | 1.15 | 6.19 | 6.19 | 4.44 | 4.08 | 3.51 | 3.46 | s 4.34 | 213.6 |
| 2.23 | 1.37 | 1.20 | 6.22 | 6.22 | 4.48 | 4.13 | 3.54 | 3.49 | 4.40 | 217.9 |
| 2.31 | 1.43 | 1.28 | 6.27 | 6.27 | 4.54 ⁴³ | 4.20 | 3.59 | 3.54 | s 4.54 ²⁷ | 224.4 |
| 2.41 | 1.51 | 1.37 | 6.33 | 6.33 | 5.02 | 4.28 | 4.05 | 4.00 | f 5.06 | 232.5 |
| 2.47 | 1.56 | 1.44 | 6.37 | 6.37 | 5.07 | 4.34 | 4.09 | 4.04 | s 5.15 | 238.2 |
| 2.52 | 2.01 | 1.50 | 6.41 | 6.41 | 5.12 | 4.39 | 4.13 | 4.08 | f 5.23 | 243.2 |
| 2.59 | 2.08 | 1.58 | 6.45 | 6.45 | 5.18 | 4.45 | 4.17 | 4.12 | s 5.36 | 248.8 |
| 3.05 | 2.16 | 2.05 | 6.49 | 6.49 | 5.24 | 4.51 | 4.21 | 4.16 | 5.44 | 254.5 |
| 3.12 | 2.23 | 2.12 | 6.55 | 6.55 | 5.31 | 4.58 | 4.27 | 4.22 | s 5.56 | 261.5 |
| 3.17 | 2.28 | 2.17 | 6.59 | 6.59 | 5.36 | 5.03 | 4.31 | 4.26 | 6.03 | 266.6 |
| 3.21 | 2.32 | 2.21 | 7.03 | 7.03 | 5.40 | 5.07 | 4.34 | 4.29 | s 6.10 | 270.6 |
| 3.25 | 2.36 | 2.25 | 7.06 | 7.06 | 5.44 | 5.11 | 4.37 | 4.32 | 6.17 | 274.6 |
| 3.29 | 2.40 | 2.29 | | | 5.47 | 5.14 | | | 6.22 | 278.5 |
| 3.31 | 2.42 | 2.31 | 7.10 | 7.10 | 5.49 | 5.16 | 4.41 | 4.36 | 6.25 | 280.5 |
| A 3.40PM | A 2.51PM | A 2.40PM | A 7.16AM | A 7.16AM | A 5.58AM | A 5.25AM | A 4.47AM | A 4.42AM | A 6.40AM | 284.1 |

BLOCK SIGNALS

Double Track

| | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------------------------|
| (2.40) | (2.33) | (2.45) | (1.50) | (1.50) | (2.18) | (2.25) | (1.48) | (1.48) | (4.10) |Thru Time..... |
| 51.4 | 53.8 | 49.9 | 74.8 | 74.8 | 59.7 | 56.8 | 76.2 | 76.2 | 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.

SECOND SUBDIVISION EASTWARD

| Time-Table No. 169 February 16, 1947 | Mile Post | FIRST CLASS | | | | | | | | | |
|---|-----------|------------------------------------|------------------|----------------------|-----------|----------------------|-----------------------|------------------------------|-------------------------------|---------------------------------|----------------------------|
| | | 106 | 6 | 24 | 22 | 8 | 112 | 44 | 102 | 104 | 2 |
| STATIONS | Mile Post | Streamliner Passenger | Mail and Express | Challenger Passenger | Passenger | Challenger Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Passenger |
| | | DN-R GRAND ISLAND ^{GE} YL | 146.9 | A 2.21AM | A 2.50PM | A 4.10PM | A 4.22PM | A 5.25PM | A 11.34PM | A 1.30AM | A 12.41AM |
| D ALDA DA | 154.5 | 2.10 | 2.36 | 3.56 | 4.08 | 5.09 | 11.24 | 1.19 | 12.30 | 12.30 | 1.03 |
| D WOOD RIVER WR | 162.8 | 2.05 | 2.29 | 3.49 | 4.01 | 5.01 | 11.19 | f 1.10 | 12.25 | 12.25 | 12.56 |
| D SHELTON ST | 169.9 | 1.59 | 2.21 | 3.41 | 3.53 | 4.54 | 11.13 | f 12.59 | 12.19 | 12.19 | 12.49 |
| DN GIBBON GB | 176.0 | 1.55 | 2.16 | 3.35 | 3.47 | 4.48 | 11.09 | f 12.50 | 12.15 | 12.15 | 12.44 |
| OPTIO | 180.2 | 1.52 | 2.12 | 3.31 | 3.43 | 4.43 | 11.06 | 12.40 ² | 12.12 | 12.12 | 12.40 ⁴⁴ |
| BUDA | 184.3 | 1.49 | 2.09 | 3.27 | 3.39 | 4.38 | 11.03 | 12.34 | 12.09 | 12.09 | 12.39 |
| DN KEARNEY YL KR | 189.1 | 1.45 | s 2.01 | f 3.15 | s 3.27 | f 4.25 | s 10.59 | s 12.20 | 12.05 | 12.05 | 12.32 |
| ALFALFA CENTER | 194.1 | 1.41 | 1.53 | 3.08 | 3.20 | 4.18 | 10.55 | 12.12 | 12.01AM | 12.01AM | 12.26 |
| D ODESSA DZ | 198.3 | 1.38 ⁵⁴ | 1.49 | 3.03 | 3.15 | 4.13 | 10.52 | 12.07AM | 11.58PM | 11.58PM | 12.22 |
| D ELM CREEK QR | 204.6 | 1.34 | 1.43 | 2.57 | 3.09 | 4.07 | 10.48 | ^{102 104} f 11.54PM | 11.54 ⁴⁴ | 11.54 ⁴⁴ | 12.17 |
| D OVERTON OV | 213.3 | 1.28 | 1.36 | 2.48 | 3.00 | 3.58 | 10.42 | f 11.40 | 11.48 | 11.48 | 12.09 |
| JOSSELYN | 217.9 | 1.25 | 1.32 | 2.43 | 2.55 | 3.53 | 10.39 | 11.33 | 11.45 | 11.45 | 12.05AM |
| DN LEXINGTON UM | 224.4 | 1.20 | 1.26 | 2.35 | f 2.47 | 3.45 | 10.34 | s 11.24 | 11.40 | 11.40 | 11.59PM |
| DARR | 232.5 | 1.14 | 1.19 | 2.27 | 2.39 | 3.37 | 10.28 | 11.16 | 11.34 | 11.34 | 11.51 |
| D COZAD OO | 238.2 | 1.10 | 1.14 | 2.21 | f 2.33 | 3.31 | 10.24 | s 11.08 | 11.30 | 11.30 | 11.46 |
| WILLOW ISLAND | 243.2 | | 1.10 | 2.16 | 2.28 | 3.26 | | 11.00 | | | 11.41 |
| DN GOTHENBURG BU | 248.8 | 1.03 | 1.05 | 2.10 | f 2.22 | 3.20 | 10.17 | s 10.53 | 11.23 | 11.23 | 11.36 |
| VROMAN | 254.5 | 12.59 | 12.59 | 2.04 | 2.16 | 3.13 | 10.13 | 10.42 | 11.19 | 11.19 | 11.30 |
| D BRADY ISLAND BI | 261.5 | 12.54 | 12.52 | 1.56 | 2.08 | 3.05 | 10.08 | f 10.32 | 11.14 | 11.14 | 11.23 |
| HINDREY | 266.6 | 12.50 | 12.47 | 1.51 | 2.03 | 3.00 | 10.04 | 10.24 | 11.10 | 11.10 | 11.18 |
| D MAXWELL MX | 270.6 | 12.47 | 12.44 | 1.47 | 1.59 | 2.56 | 10.01 | f 10.16 | 11.07 | 11.07 | 11.14 |
| KEITH | 274.6 | 12.44 | 12.41 | 1.43 | 1.55 | 2.52 | 9.58 | 10.09 | 11.04 | 11.04 | 11.10 |
| GANNETT | 278.5 | 12.41 | 12.38 | 1.39 | 1.51 | 2.48 | 9.55 | 10.04 | 11.01 | 11.01 | 11.07 |
| BECK | 280.5 | 12.39 | 12.36 | 1.37 | 1.49 | 2.46 | 9.53 | 10.01 | 10.59 | 10.59 | 11.05 |
| DN-R NORTH PLATTE ^{NO} YL | 284.1 | 12.35AM | 12.30PM | 1.30PM | 1.42PM | 2.39PM | 9.50PM | 9.55PM | 10.55PM | 10.55PM | 11.00PM |
| (137.2) | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Sunday Wednesday Friday | Tuesday Thursday Saturday | Daily |

| | | | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (1.46) | (2.20) | (2.40) | (2.40) | (2.46) | (1.44) | (3.35) | (1.46) | (1.46) | (2.18) |
| Average speed per hour..... | 77.7 | 68.8 | 61.4 | 61.4 | 49.6 | 79.2 | 41.0 | 77.7 | 77.7 | 59.7 |

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Rule D-83 will apply to all trains.

SECOND SUBDIVISION EASTWARD

| Time-Table No. 169 February 16, 1947 | FIRST CLASS | | SECOND CLASS | | | | | | | | Car Capacity of Seating, etc. See Rule 6 (A). |
|---|---------------------|------------------------------------|------------------------------------|---------------------------|----------|--|--|--|--|--|---|
| | 54 | 28 | 238 | 240 | | | | | | | |
| STATIONS | Passenger | Passenger | Local Freight | Local Freight | | | | | | | |
| | A 3.03AM | A 1.55AM | DN-R GRAND ISLAND ^{GE} YL | 146.9 | A 3.55PM | | | | | | |
| 2.48 | 1.41 | D ALDA DA | 154.5 | s 3.30 | | | | | | | CS82 XYP |
| 2.40 | 1.34 | D WOOD RIVER WR | 162.3 | s 2.45 | | | | | | | WS117 XW ES48 P |
| 2.31 | 1.27 | D SHELTON ST | 169.9 | s 2.15 | | | | | | | CS82 XP |
| f 2.23 | 1.22 | DN GIBBON GB | 176.0 | s 1.45 | | | | | | | WS112 XWI ES70 YP |
| 2.17 | 1.18 | OPTIO | 180.2 | f 1.15 | | | | | | | CS82 P |
| 2.11 | 1.15 | BUDA | 184.3 | f 1.05 | | | | | | | XYP |
| s 1.58 | 1.08 | DN KEARNEY YL KR | 189.1 | 12.05PM | A 1.50PM | | | | | | WS122 XWC ES118 YZP |
| 1.43 | 1.02 | ALFALFA CENTER | 194.1 | f 1.35 | | | | | | | XP |
| 1.38 ¹⁰⁶ | 12.59 | D ODESSA DZ | 198.3 | f 1.20 | | | | | | | CS83 P |
| 1.24 | 12.54 | D ELM CREEK QR | 204.6 | s 1.05 | | | | | | | CS119 WP |
| 1.13 | 12.47 | D OVERTON OV | 213.6 | s 12.30 | | | | | | | CS83 P |
| 1.06 | 12.43 | JOSSELYN | 217.9 | f 12.01PM | | | | | | | XP |
| f 12.57 | 12.38 | DN LEXINGTON UM | 224.4 | s 11.45AM | | | | | | | WS120 XWY ES119 ZP |
| 12.45 | 12.31 | DARR | 232.5 | f 11.00 | | | | | | | CS83 P |
| f 12.37 | 12.27 | D COZAD OO | 238.2 | f 10.45 | | | | | | | CS83 XWP |
| 12.28 | 12.23 | WILLOW ISLAND | 243.2 | f 10.15 | | | | | | | XP |
| f 12.18 ²⁸ | 12.18 ⁵⁴ | DN GOTHENBURG BU | 248.8 | s 10.00 | | | | | | | WS125 XWC ES130 YP |
| 12.03AM | 12.12 | VROMAN | 254.5 | f 9.20 | | | | | | | CS83 P |
| 11.49PM | 12.06 | D BRADY ISLAND BI | 261.5 | s 9.05 | | | | | | | CS83 WP |
| 11.40 | 12.01AM | HINDREY | 266.6 | f 8.40 | | | | | | | XP |
| 11.33 | 11.58PM | D MAXWELL MX | 270.6 | s 8.30 | | | | | | | CS119 P |
| 11.25 | 11.55 | KEITH | 274.6 | 8.17 | | | | | | | X |
| 11.17 | 11.52 | GANNETT | 278.5 | f 8.12 | | | | | | | CS83 P |
| 11.13 | 11.50 | BECK | 280.5 | 8.08 | | | | | | | |
| 11.05PM | 11.45PM | DN-R NORTH PLATTE ^{NO} YL | 284.1 | 8.00AM | | | | | | | XWCZTYOP |
| Daily | Daily | (137.2) | | Daily Except Sunday | | | | | | | |

| | | | | | | | | | | |
|-----------------------------|--------|--------|--|--|--|--|--|--|--|--|
| Thru Time..... | (3.58) | (2.10) | | | | | | | | |
| Average speed per hour..... | 34.6 | 63.3 | | | | | | | | |

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.

| WESTWARD | | | | BEATRICE BRANCH | | | | EASTWARD | | | |
|---|---------------------|----------------|-----------------|-----------------|----------------------------------|---|-----------|-----------------|---------------------|--------------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A). | SECOND CLASS | | FIRST CLASS | | Distance from Valley | Time-Table No. 169 February 16, 1947 | 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 | 5.8 C. 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 | C. & N.W. and C.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 | |
| | | | | | 55.3 | WEST LINCOLN | 55.3 | | | | |
| I | | | | | 56.5 | C. 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 | | |
| | | | | | (96.8) | | Daily | 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. 169 February 16, 1947 | 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 | 7.4 LOMA | 7.4 | f 8.53 | | f 11.02 | | | |
| 28 | s 5.40 | s 4.46 | 13.5 | 13.5 D BRAINARD BD | 13.5 | s 8.42 | | s 10.50 | | | |
| | | | 15.0 | 15.0 O. & N. W. CROSSING | 15.0 | | | | | | |
| 32 W | s 6.10 | s 5.05 | 23.2 | 23.2 D DAVID CITY DV | 23.2 | s 8.25 | | s 10.25 | | | |
| | | | 23.5 | 23.5 O. B. & Q. CROSSING | 23.5 | | | | | | |
| | f 6.30 | f 5.12 | 27.9 | 27.9 FOLEY | 27.9 | f 8.11 | | f 9.55 | | | |
| 31 | s 6.45 | s 5.23 | 33.3 | 33.3 D RISING CITY RN | 33.3 | s 8.04 | | s 9.40 | | | |
| 36 | s 7.05 | s 5.36 | 40.1 | 40.1 D SHELBLY SH | 40.1 | s 7.50 | | s 9.20 | | | |
| 7 | s 7.34 ⁵⁴⁸ | s 5.51 | 47.5 | 47.5 D OSOEOLA OZ | 47.5 | s 7.34 ⁷⁵ | | s 8.55 | | | |
| 9 W | s 8.00 | s 6.03 | 52.9 | 52.9 D STROMSBURG S | 52.9 | s 7.25 | | s 8.40 | | | |
| 17 | f 8.15 | f 6.10 | 56.8 | 56.8 D DURANT | 56.8 | f 7.15 | | f 8.10 | | | |
| 35 | s 8.35 | s 6.21 | 63.0 | 63.0 D POLK PK | 63.0 | s 7.05 | | s 7.50 | | | |
| 21 | s 8.55 | s 6.33 | 68.5 | 68.5 D HORDVILLE HV | 68.5 | s 6.54 | | s 7.30 | | | |
| 22 | f 9.10 | f 6.42 | 73.8 | 73.8 HEBER | 73.8 | f 6.45 | | f 7.10 | | | |
| I | | | 75.3 | 75.3 O. B. & Q. CROSSING | 75.3 | | | | | | |
| WYP | A 9.20AM | A 6.50PM | 75.9 | 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 | | Time-Table No. 169 February 16, 1947 | | | | | | | |
| Car Capacity of Seating, etc. See Rule 6 (A). | STATIONS | 79 | 81 | 521 | 321 | Distance from Columbus | STATIONS | | |
| | | Mixed | Mixed | Motor Mixed | Mixed | | 79 | 81 | 521 |
| | | Daily Except Sunday | Daily Except Sunday | Daily | Daily | | | | |
| WCTYPZ | | 11.40AM | 6.50AM | 4.00AM | 1.40AM | 0.0 | DN-R | COLUMBUS | YL O |
| | | | | | | | | 4.2 | |
| 20 | | 11.50AM | 6.58 | 4.10 | 1.50 | 4.2 | | SHELDONVILLE | |
| | | | | | | | | 5.2 | |
| 8 | YP | A 12.02PM | A 7.08AM | A 4.20AM | f 2.00 | 9.4 | R | OCONEE | YL |
| | | | | | | | | 5.3 | |
| 29 | | | | | f 2.30 | 14.7 | D | PLATTE CENTER | PO |
| | | | | | | | | 5.6 | |
| 33 | P | | | | f 2.45 | 20.3 | | TARNOV | |
| | | | | | | | | 4.8 | |
| | | | | | | 25.1 | | O. & N. W. CROSSING | |
| | | | | | | | | 0.6 | |
| 56 | W | | | | s 3.17 | 25.7 | D | HUMPHREY | HX |
| | | | | | | | | 3.4 | |
| 20 | | | | | f 3.23 | 29.1 | | PECK | |
| | | | | | | | | 6.3 | |
| 33 | W | | | | s 3.55 | 35.4 | D | MADISON | MA |
| | | | | | | | | 5.5 | |
| 27 | P | | | | f 4.10 | 40.9 | | ENOLA | |
| | | | | | | | | 7.8 | |
| | I | | | | | 48.7 | | O. & N. W. CROSSING | |
| | | | | | | | | 1.5 | |
| | | | | | | 50.2 | | O. & N. W. CROSSING | |
| | | | | | | | | 0.2 | |
| WCZTYP | | | | | A 5.00AM | 50.4 | D-R | NORFOLK | YL KN |
| | | | | | | | | (50.4) | |

(0.22) 25.6 (0.18) 31.3 (0.20) 28.2 (3.20) 15.1 Thru Time 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. 169 February 16, 1947 | | | | FIRST CLASS | | SECOND CLASS | |
| Car Capacity of Seating, etc. See Rule 6 (A). | STATIONS | 79 | 81 | 521 | Distance from Oconee | 522 | 82 | 80 | |
| | | Mixed | Mixed | Motor Mixed | | Motor Passenger | Mixed | Mixed | |
| | | Daily Except Sunday | Daily Except Sunday | Daily | | | | | |
| 20 | YP | 12.02PM | 7.08AM | 4.20AM | 0.0 | R | OCONEE | YL | |
| | | | | | | | 4.3 | | |
| 15 | | 12.13 | s 7.18 | s 4.32 | 4.3 | D | MONROE | MN | |
| | | | | | | | 7.0 | | |
| 40 | WYP | A 12.29PM | s 7.40 | A 4.55AM | 11.3 | D-R | GENOA | YL G | |
| | | | | | | | 7.5 | | |
| 5 | | | f 7.52 | | 18.8 | | WOODVILLE | | |
| | | | | | | | 3.5 | | |
| 56 | | | s 8.10 | | 22.3 | D | ST. EDWARD | ST | |
| | | | | | | | 5.0 | | |
| 15 | | | s 8.25 | | 27.3 | | BOONE | | |
| | | | | | | | 6.4 | | |
| 28 | WYP | | A 8.50AM | | 33.7 | D-R | ALBION | YL A | |
| | | | | | | | (33.7) | | |

(0.27) 25.1 (1.42) 19.8 (0.35) 19.4 Thru Time 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 | | Time-Table No. 169 February 16, 1947 | | | | | | | | |
| Car Capacity of Seating, etc. See Rule 6 (A). | STATIONS | 522 | | | | 82 | 80 | 312 | | |
| | | Motor Passenger | | | | Mixed | Mixed | Mixed | | |
| | | Daily Except Sunday | | | | Daily | Daily | Daily | | |
| WTYPZ | DN-R | A 10.00AM | | | | A 3.20PM | A 6.05PM | A 11.30PM | | |
| | | | | | | | | | | |
| 20 | | 9.50 | | | | 3.09 | 5.50 | f 11.17 | | |
| | | | | | | | | | | |
| 20 | YP | 9.41AM | | | | 3.00PM | 5.38PM | f 11.05 | | |
| | | | | | | | | | | |
| 29 | D | | | | | | | s 10.50 | | |
| | | | | | | | | | | |
| 33 | P | | | | | | | f 10.25 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| 56 | WD | | | | | | | s 10.10 | | |
| | | | | | | | | | | |
| 20 | | | | | | | | f 9.46 | | |
| | | | | | | | | | | |
| 33 | WD | | | | | | | s 9.32 | | |
| | | | | | | | | | | |
| 27 | P | | | | | | | s 8.57 | | |
| | | | | | | | | | | |
| | I | | | | | | | | | |
| | | | | | | | | | | |
| WTPCZ | D-R | | | | | | | 8.30PM | | |
| | | | | | | | | | | |

Thru Time (0.19) 29.7 (0.20) 28.2 (0.27) 20.5 (3.00) 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 | | Time-Table No. 169 February 16, 1947 | | | | FIRST CLASS | | SECOND CLASS | |
| Car Capacity of Seating, etc. See Rule 6 (A). | STATIONS | 79 | 521 | Distance from Genoa | 522 | 80 | | | |
| | | Mixed | Motor Mixed | | Motor Passenger | Mixed | | | |
| | | Daily Except Sunday | Daily | | | Daily | | | |
| 40 | WY | 12.32PM | 4.57AM | 0.0 | D-R | GENOA | YL G | | |
| | | | | | | 5.3 | | | |
| 8 | | f 12.44 | f 5.07 | 5.3 | | KENT | | | |
| | | | | | | 4.0 | | | |
| 17 | | f 12.52 | f 5.15 | 9.3 | | MEROHISTON | | | |
| | | | | | | 4.4 | | | |
| 38 | | s 1.08 | s 5.40 | 13.7 | D | FULLERTON | FU | | |
| | | | | | | 9.4 | | | |
| 21 | | s 1.33 | s 6.10 | 23.1 | D | BELGRADE | BL | | |
| | | | | | | 7.2 | | | |
| 26 | W | s 1.53 | s 6.45 | 30.3 | D | CEDAR RAPIDS | OD | | |
| | | | | | | 6.3 | | | |
| 36 | | s 2.13 | s 7.01 | 36.6 | D | PRIMROSE | P | | |
| | | | | | | 7.7 | | | |
| 38 | WY | A 2.40PM | A 7.25AM | 44.3 | D-R | SPALDING | YL SG | | |
| | | | | | | (44.3) | | | |

(2.08) 20.8 (2.28) 17.9 Thru Time (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 | | | |
|--|------|--|------------------------------------|---|---------------------|---------------------|-------------|----------------------------------|---------------------|--|--|
| SECOND CLASS | | | | Time-Table No. 169 February 16, 1947 | | | | SECOND CLASS | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A) | | | 83 Mixed Daily Except Sunday | Distance from Grand Island | | | 84 Mixed | | | | |
| STATIONS | | | | Mile Post | STATIONS | | | | Mile Post | | |
| WTYPOCZ | | | 7.30AM | 0.0 | DN-R | GRAND ISLAND YL GE | 0.0 | A | 5.15PM | | |
| | | | | 0.4 | | 0.4 | | | | | |
| | | | | 2.5 | | 2.5 | | | | | |
| 11 | Y | | | 8.6 | | 8.6 | | | | | |
| 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 | | WEEKS SPUR | 43.1 | | | | |
| | W | | 9.13 | 44.5 | | SCOTIA JUNCTION | 44.5 | | 3.23 | | |
| 20 | | | s 9.22 | 45.7 | D | SCOTIA SK | 45.7 | s | 3.14 | | |
| | W | | 9.27 | 44.5 | | SCOTIA JUNCTION | 44.5 | | 3.07 | | |
| 31 | | | s 9.50 | 48.8 | D | NORTH LOUP NU | 48.8 | s | 2.57 | | |
| 3 | | | | 58.5 | | SAUNDERS | 58.5 | | | | |
| | | | | 60.7 | | C. 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 |Average speed per hour..... | | | |

| WESTWARD LOUP CITY BRANCH | | | | EASTWARD | | | | |
|--|-------------------------------------|---------------------|-----------------|---|----------------------------------|---------------------|--------------|--|
| SECOND CLASS | | | | Time-Table No. 169 February 16, 1947 | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A) | 287 Mixed Daily Except Sunday | | | Mile Post | | | 288 Mixed | |
| STATIONS | | | | Mile Post | STATIONS | | | |
| WYPC | 8.50AM | D-R | ST. PAUL YL SP | 0.0 | A | 4.05PM | | |
| 19 | s 9.10 | D | DANNEBROG DB | 8.3 | s | 3.50 | | |
| 11 | 9.40AM 12.40PM | D-R | BOELUS YL HW | 18.6 | s | 3.16 | | |
| 31 | s 12.55 | D | ROCKVILLE RV | 25.8 | f | 3.00 | | |
| 33 | WYP A 1.30PM | D-R | LOUP CITY YL OP | 39.0 | | 2.30PM | | |
| | | | (39.0) | | | Daily Except Sunday | | |
| | (1.40) |Thru Time..... | (1.35) | 23.4 |Average speed per hour..... | 24.6 | | |

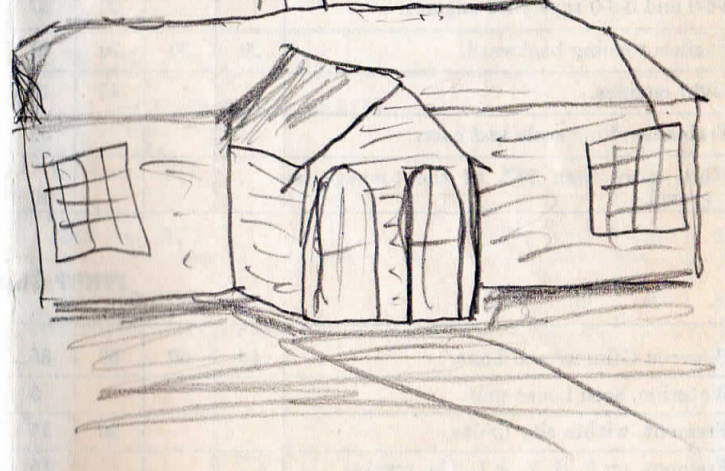
| WESTWARD PLEASANTON BRANCH | | | | EASTWARD | | | | |
|--|------------------------------------|---------------------|--------|---|----------------------------------|---------------------|-------------|--|
| SECOND CLASS | | | | Time-Table No. 169 February 16, 1947 | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A) | 85 Mixed Daily Except Sunday | | | Mile Post | | | 86 Mixed | |
| STATIONS | | | | Mile Post | STATIONS | | | |
| 11 | WY | 9.45AM | D-R | BOELUS YL HW | 0.0 | A | 12.37PM | |
| | I | | | 8.8 | | | | |
| 5 | | f 10.15 | | 12.4 | | f 12.08 | | |
| 8 | | s 10.25 | | 15.5 | | s 12.01PM | | |
| 34 | WY | A10.45AM | D-R | PLEASANTON YL PN | 22.1 | | 11.45AM | |
| | | | | (22.1) | | Daily Except Sunday | | |
| | (1.00) |Thru Time..... | (0.52) | 22.1 |Average speed per hour..... | 25.5 | | |

| WESTWARD | | | | HASTINGS BRANCH | | | | EASTWARD | | | |
|--|---|--|--|---|----------|----------------------------------|------|--------------|-----------|--|--|
| SECOND CLASS | | | | Time-Table No. 169 February 16, 1947 | | | | SECOND CLASS | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A) | | | | Distance from Hastings | | | | Mile Post | | | |
| STATIONS | | | | Mile Post | STATIONS | | | | 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 WYP EB71 | 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 | | | |
|--|------------------------------------|--|----------------------------------|---|----------|---------------|--------|----------------------------------|---------------------|-------------|-----------------------|
| SECOND CLASS | | | | Time-Table No. 169 February 16, 1947 | | | | SECOND CLASS | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A) | 95 Mixed Daily Except Sunday | 519 Motor Passenger Daily Except Saturday and Sunday | 517 Motor Passenger Sunday | Distance from Kearney | | | | Mile Post | 518 Motor Mixed | 96 Mixed | |
| STATIONS | | | | Mile Post | STATIONS | | | | Mile Post | | |
| WYCYZ | 4.50AM | 4.05PM | 5.00AM | 0.0 | DN-R | KEARNEY YL KR | 0.0 | A | 11.59AM | A | 9.20PM |
| 12 | f 5.02 | f 4.15 | f 5.10 | 5.5 | | 5.5 | | f | 11.43 | f | 8.32 |
| 19 | s 5.09 | s 4.22 | s 5.17 | 10.1 | | GLENWOOD PARK | 10.1 | s | 11.35 | s | 8.22 |
| 27 | s 5.30 | s 4.33 | s 5.28 | 16.8 | D | RIVERDALE | 16.8 | s | 11.23 | s | 8.00 |
| 13 | f 5.42 | f 4.43 | f 5.38 | 22.7 | | 6.7 | 22.7 | f | 11.12 | f | 7.41 |
| 32 | s 5.56 | s 4.50 | s 5.45 | 26.8 | D | AMHERST HR | 26.8 | s | 11.05 | s | 7.33 |
| 38 | s 6.10 | s 5.02 | s 5.57 | 32.5 | D | WATERTOWN | 32.5 | s | 10.53 | s | 7.15 |
| 28 | s 6.32 | s 5.14 | s 6.09 | 40.4 | D | MILLER MR | 40.4 | s | 10.40 | s | 6.59 |
| | f 6.42 | f 5.22 | f 6.18 | 45.9 | | 5.9 | 45.9 | f | 10.28 | f | 6.40 |
| 40 | s 7.03 | s 5.34 | s 6.30 | 52.1 | D | EDDYVILLE VD | 52.1 | s | 10.19 | s | 6.28 |
| 14 | f 7.17 | f 5.47 | f 6.46 | 59.1 | | 6.2 | 59.1 | f | 10.03 | f | 6.14 |
| 27 | s 8.20 | s 6.00 ⁹⁶ | s 6.57 | 65.5 | D | LOMAX | 65.5 | s | 9.52 | s | 6.00 ⁵¹⁹ |
| 17 | s 8.40 | f 6.12 | f 7.08 | 73.1 | | 6.2 | 73.1 | f | 9.36 | f | 5.06 |
| 9 | f 8.45 | f 6.17 | f 7.12 | 75.8 | | 7.0 | 75.8 | f | 9.31 | f | 5.00 |
| 38 | s 9.20 ⁵¹⁸ | s 6.30 | s 7.24 | 83.1 | D | OCONTO BS | 83.1 | s | 9.20 ⁹⁵ | s | 4.45 |
| 5 | s 9.45 | f 6.45 | s 7.35 | 90.6 | | 7.3 | 90.6 | s | 9.07 | f | 4.26 |
| 10 | f 10.00 | f 6.55 | f 7.42 | 94.6 | | 7.5 | 94.6 | f | 9.00 | f | 4.18 |
| 15 | f 10.20 | s 7.04 | s 7.49 | 99.2 | | 8.4 | 99.2 | s | 8.50 | f | 4.08 |
| 22 | A10.45AM | A 7.15PM | A 8.00AM | 102.4 | D-R | CALLAWAY OA | 102.4 | | 8.45AM | | 4.00PM |
| | | | | | | 8.4 | | | Daily Except Monday | | Daily Except Saturday |
| | | | | | | (102.4) | | | | | |
| | (5.55) | (3.10) | (3.00) |Thru Time..... | | (3.14) | (5.20) |Average speed per hour..... | 31.7 | 19.2 | |

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.
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. | Psgr. | Frt. | | Str. | De-Psgr. | Psgr. | Frt. |
| Maximum speed. | 90 | 80 | 80 | 50 | Trains handling gravel loaded in wooden Hart convertible cars. | | | | 35 |
| Inspection bus cars. | | | 40 | 40 | Trains handling company roadway machines on their own wheels: | | | | |
| When caboose is handled in train consisting of passenger train equipment. | | | 50 | | On straight track. | | | | 30 |
| | | | | | On curves. | | | | 25 |
| 7000 class engines. | | | 75 | 50 | Within yard limits and passing fueling stations. | 50 | 50 | 40 | 25 |
| 3900 class engines. | | | 60 | 50 | Over spring switches, when using turnouts. | 15 | 15 | 15 | 15 |
| 3800, 5000 and 9000 class engines. | | | 50 | 50 | Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch. | 20 | 20 | 20 | 20 |
| 4000 class engines. | | | 45 | 45 | When using cross-overs or turnouts. | 15 | 15 | 15 | 15 |
| MacArthur type engines with 63-inch drivers. | | | 55 | 50 | When using cross-overs or turnouts, with 5000 and 9000 class and MacArthur and Mallet type engines. | | | 6 | 6 |
| MacArthur type engines with 57-inch drivers. | | | 35 | 35 | On wye tracks. | 15 | 15 | 15 | 15 |
| Mallet, Consolidation and Ten Wheeler type engines. | | | 35 | 35 | Jordan spreaders and other machines of spreader type, when in operation. | | | | 15 |
| 0-6-0 and 0-8-0 type yard engines. | | | 20 | 20 | Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing. | 20 | 20 | 20 | 20 |
| Engines running backward. | 20 | 20 | 20 | 20 | | | | | |
| Light engines. | | | 45 | 45 | | | | | |
| Trains handling scale test cars. | | | | 30 | | | | | |
| When more than 50% of the tonnage is gravel. | | | | 40 | | | | | |

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

FIRST SUBDIVISION (Continued)

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

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 Between Mile Posts— Vroman 258.1 and 258.5 | 75 | 65 | 65 | 50 | ON EASTWARD TRACK Between Mile Posts— North Platte 281.9 and 281.1 | 80 | 70 | 70 | 50 |
| Beck 281.1 and 281.9 | 80 | 70 | 70 | 50 | Brady Island 258.5 and 258.1 | 75 | 65 | 65 | 50 |
| North Platte | | | | | Kearney 189.2 and 189.0 Grand Island | 40 | 40 | 40 | 25 |