

UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 13
Effective Sunday
April 27, 1952

At 12:01 A. M.
 Central Time East of North Platte
 Mountain Time West of North Platte

*Safety Is
 No Accident*

FOR EMPLOYEES ONLY



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 13														Distance from Council Bluffs	STATIONS
April 27, 1952															
111	11	85	1	17	37	5	23	9	103	101	105	27		0.0	CO. BLUFFS
Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger		2.8	OMAHA
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		146.9	GRAND ISLAND
														284.1	C.T. NORTH PLATTE
														365.3	M.T. NORTH PLATTE
														407.5	JULESBURG
														407.5	SIDNEY
														407.5	KANSAS CITY
														562.5	DENVER
														509.5	CHEYENNE
														519.0	BORIE
														566.0	LARAMIE
														682.8	RAWLINS
														817.0	GREEN RIVER
														847.2	GRANGER
														992.6	OGDEN
															(992.6)

(8.40) (20.20) (10.45) (20.05) (10.25) (31.36) (21.36) (22.55) (23.35) (16.05) (16.10) (13.25) (20.38) Thru Time From Omaha
 69.2 41.5 52.1 49.3 41.4 38.5 46.3 43.2 51.6 61.6 61.2 62.9 47.9 Average speed per hour

E. HICKS
General Manager

G. A. CUNNINGHAM
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

**FIRST SUBDIVISION,
GRAND ISLAND TO NORTH PLATTE, 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.

SECOND SUBDIVISION

A. R. SUTHERLAND, Chief Train Dispatcher North Platte, Nebr.
 J. P. RYAN, Asst. Chief Train Dispatcher North Platte, Nebr.
 O. E. BEESON, Asst. Chief Train Dispatcher North Platte, Nebr.

THIRD SUBDIVISION

C. A. VICK ROY, Chief Train Dispatcher Denver, Colo.
 E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher Denver, Colo.
 J. F. BARRETT, Asst. Chief Train Dispatcher Denver, Colo.

NORTH PLATTE BRANCH AND CUT-OFF

F. G. CLARK, Chief Train Dispatcher Gering, Nebr.

MILEAGE

Main Line 659.60
 Branches 858.33
 Total 1517.93

FIRST SUBDIVISION,

OMAHA TO GRAND ISLAND, AND BRANCHES

C. A. LAUGHLIN, Chief Train Dispatcher Omaha, Nebr.
 H. K. LOHR, Asst. Chief Train Dispatcher Omaha, Nebr.
 W. L. WADE, Asst. Chief Train Dispatcher Omaha, Nebr.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 13														Distance from Council Bluffs	STATIONS
April 27, 1952															
112	12	10	28	2	104	102	106	38	18	24	6	86		0.0	CO. BLUFFS
Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger		2.8	OMAHA
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		146.9	GRAND ISLAND
														284.1	C.T. NORTH PLATTE
														365.3	M.T. NORTH PLATTE
														407.5	JULESBURG
														407.5	SIDNEY
														407.5	KANSAS CITY
														562.5	DENVER
														509.5	CHEYENNE
														519.0	BORIE
														566.0	LARAMIE
														682.8	RAWLINS
														817.0	GREEN RIVER
														847.2	GRANGER
														992.6	OGDEN
															(992.6)

(8.05) (20.15) (22.55) (19.25) (19.20) (15.55) (15.55) (13.18) (26.20) (9.40) (23.35) (20.35) (10.10)
 69.2 41.7 53.1 61.0 61.2 62.2 62.2 63.5 46.2 44.6 42.0 48.1 55.1

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Fremont	East of Council Bluffs arriving on this train	Salt Lake City or beyond.
23	Any Station	Omaha or beyond.	
23	Any Station	Sleeping car passengers.	
27	Fremont	East of Council Bluffs arriving Omaha on this train.	North of Granger or Ogden or beyond.
27	Ogallala	Points east of Council Bluffs.	West of Ogden.
27	Ogallala	Sleeping car passengers from Omaha.	
27	Kimball	Sleeping car passengers Omaha or points east.	
85	Any Station 1st & 2nd Subdivision		Points west of Julesburg.
101	Columbus		Sacramento or beyond.
103	Kearney		East Los Angeles or beyond.
105	Fremont		Pendleton or beyond.

EASTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
2	Kimball		Sleeping car passengers Omaha or beyond.
2	Kearney		
2	Columbus		Salt Lake City or South...
12	Fremont		C. & N. W. points east of Council Bluffs.
12	Any Station 1st & 2nd Subdivision		
24	Any Station	Colorado Points.	
24	Any Station	Cheyenne or beyond.	
28	Kearney		Omaha or beyond.
28	Columbus		
28	Fremont	Pocatello or west of Ogden.	C. & N. W. points east of Council Bluffs.
28	Ogallala		Points east of Council Bluffs where scheduled to stop.
86	Any Station		Points east of Julesburg.
86	3rd Subdivision	Denver or beyond.	Sleeping car passengers Omaha or beyond.
102	Ogallala		
102	Kearney		
102	Columbus		Sacramento or beyond.
104	Fremont		
104	Kearney		East Los Angeles or beyond.
104	Columbus		
106	Fremont		
106	Kearney		Pendleton or beyond.
106	Columbus		
112	Fremont		Denver..... Chicago.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

	71	73	75	237	239	233
	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight
	Daily	Daily	Tuesday Thurs., Sat.	Daily except Sun.	Daily except Sun.	Monday Wed., Fri.

Distance from Council Bluffs

Time-Table No. 13

April 27, 1952

STATIONS

CXWITYOPZ		8.00PM	12.01PM			5.30AM	0.0
XWITOPZ		8.15	12.15			5.40	2.8
XIP		8.30	12.45			A 5.59AM	6.2
E877 XP		8.40	12.55			Via Old Main Line	13.6
XP		8.50	1.00			7.06AM	17.1
C884 XP						s 7.20	21.7
C884 P						s 7.40	24.5
WS144XYPWOC881 P		A 9.15PM	A 1.15PM			s 8.40	28.0
ES165 ES90						f 8.50	34.3
I							38.2
WS99 X						s 9.15	39.3
ES172 WPZ							40.0
I							44.8
IP						f 9.24 ²³	46.3
C882 P						s 9.38	54.4
CB119 XP						s 10.10	61.4
C882 P						s 11.10 ⁵	68.7
WS130 X ES123 WP						f 11.40AM	76.9
CB118 P							88.8
WS145 XWTC ES125 YPZ						s 12.30PM	84.5
CB119 P						s 12.50	92.2
C882 P						f 12.56	96.5
CB119 XWP						s 1.20	102.3
C882 P						f 1.30	107.9
C882 XP						s 2.00	113.6
WS113 X ES119 WYP							124.3
CB119 P				9.50AM		A 2.30PM	124.9
				s 10.15			146.5
XWCZTYOP				A 10.45AM	7.30AM		146.9
C882 XYP				f 8.05			154.5
WS117 XW ES48 P				s 8.39			162.3
C882 XP				s 9.05			169.9
WS130 XWI ES70 YP				s 9.40			176.0
C882 P				f 9.55			180.2
WS122 XWC ES118 YZP				A 10.15AM	7.00AM		189.1
C882 P				s 7.30			198.3
CB130 XWP				s 8.00			204.6
C882 P				s 8.30			213.3
WS120 XWY ES119 ZP				s 11.30			224.4
C882 P				f 11.59AM			232.5
C882 XWP				s 12.30PM			238.2
WS125 XWC ES130 YP				s 1.00			248.8
C882 P				s 1.15			254.5
C882 WP				s 1.30			261.5
CB119 XP				s 1.54 ²³			270.6
C882 P				s 2.15			278.5
XWCZTYOP				A 2.30PM			284.1

(1.15)	(1.14)	(0.66)	(2.45)	(7.30)	(9.00)	
22.4	22.8	24.0	15.3	12.7	13.9	

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply on First Subdivision. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

WESTWARD FIRST SUBDIVISION

FIRST CLASS

	111	11	85	1	5	23	103	101	105	27
	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Distance from Council Bluffs

Time-Table No. 13

April 27, 1952

STATIONS

					9.20AM						0.0
11.50PM	9.45PM	9.35PM	9.25PM	9.55	8.20AM	2.10AM	1.55AM	1.40AM	12.55AM	2.8	
11.55PM	9.52	9.42	9.32	10.02	8.28	2.15	2.00	1.45	1.02	5.2	
12.02AM	10.01	9.51	9.41	10.09	8.38	2.22	2.07	1.52	1.11	13.6	
12.05	10.05	9.55	9.45	10.14	8.42	2.25	2.10	1.55	1.15	17.1	
12.09	10.09	9.59	9.49	10.19	8.46	2.29	2.14	1.59	1.19	21.7	
12.12	f 10.13	10.02	9.52	10.22	8.50	2.32	2.17	2.02	1.23	24.5	
12.15	f 10.20	10.07	9.57	10.26	8.54	2.35	2.20	2.05	1.27	28.0	
12.20	10.26	10.14	10.03	10.31	9.01	2.39	2.24	2.09	1.33	34.3	
12.25	s 10.45	s 10.21	10.09	s 10.43	s 9.16	2.43	2.28	2.13	1.39	39.3	
12.31	10.53	10.27	10.17	10.51	9.24 ²³³	2.48	2.33	2.18	1.47	46.3	
12.37	f 11.02	10.37	10.24	10.58	9.31	2.54	2.39	2.24	1.55	54.4	
12.42	11.09	10.43	10.30	11.04	9.38	2.59	2.44	2.29	2.01	61.4	
12.47	f 11.18	10.50	10.36	11.10 ²³³	f 9.48	3.04	2.49	2.34	2.07	68.7	
12.53	11.26	10.58	10.43	11.18	9.56	3.10	2.55	2.40	2.14	76.9	
s 1.02	s 11.44	s 11.07	10.51	s 11.32	s 10.12	3.16	3.01	2.46	2.22	84.5	
1.09	f 11.54	11.17	10.59	11.43	10.22	3.22	3.07	2.52	2.30	92.2	
1.13	11.59PM	11.22	11.03	11.47	10.27	3.25	3.10	2.55	2.34	96.5	
1.17	f 12.05AM	11.27	11.09	11.52	10.32	3.29	3.14	2.59	2.40	102.3	
1.21	12.07	11.32	11.14	11.57AM	10.37	3.33	3.18	3.03	2.45	107.9	
1.25	f 12.16	11.37	11.19	12.02PM	10.42	3.37	3.22	3.07	2.50	113.6	
1.35	s 12.30	11.47	11.29	12.12	f 10.55	3.46	3.32	3.17	3.00	124.9	
1.44	12.40	11.57PM	11.39	12.22	11.05	3.56	3.42	3.27	3.10	135.1	
1.56	12.55	12.10AM	11.55PM	12.35	11.30	4.09	3.54	3.39	3.22	146.9	
1.57	1.10	12.20AM	12.05AM	12.42	11.30	4.10	3.55	3.40	3.32	146.9	
2.06	1.18	12.27	12.12	12.52	11.40	4.17	4.02	3.47	3.40	154.5	
2.12	f 1.25	12.34	12.19	12.59	11.48	4.23	4.08	3.53	3.46	162.3	
2.18	f 1.32	12.40	12.25	1.05	11.55AM	4.29	4.14	3.59	3.52	169.9	
2.23	f 1.37	12.46	12.31	1.10	12.01PM	4.33	4.18	4.03	3.57	176.0	
2.26	1.41	12.50	12.35	1.14	12.05	4.36	4.21	4.06	4.01	180.2	
s 2.35	s 2.05	s 12.59	12.44	s 1.30	s 12.18	4.44	4.29	4.14	4.14 ¹⁰⁵	189.1	
2.44	f 2.14	1.08	12.54	1.39	12.29	4.51	4.36	4.21	4.26	198.3	
2.48	f 2.20	1.14	1.00	1.44	12.35	4.56	4.41	4.26	4.31	204.6	
2.55	f 2.28	1.22	1.08	1.52	12.44	5.02	4.47	4.32	4.38	213.3	
3.04	s 2.45	1.31	1.18	2.02	s 12.57	5.10	4.55	4.40	4.48	224.4	
3.10	2.54	1.38	1.25	2.10	1.08	5.16	5.01	4.46	4.55	232.5	
3.14	s 3.06	1.45	1.30	2.15	f 1.16	5.20	5.05 ²⁷	4.50	5.05 ¹⁰¹	238.2	
3.22	s 3.22 ¹¹¹	1.54	1.40	2.25	f 1.30	5.28	5.13	4.58	5.18	248.8	
3.27	3.32	1.59	1.46	2.31	1.37	5.32	5.17	5.02	5.23	254.5	
3.33	f 3.39	2.06	1.53	2.38	1.45	5.37	5.22	5.07	5.30	261.5	
3.40	f 3.48	2.14	2.02	2.47	1.54 ²³⁹	5.44	5.29	5.14	5.38	270.6	
3.46	3.56	2.21	2.09	2.54	2.01	5.49 ²⁷	5.34	5.19	5.49 ¹⁰³	278.5	
A 3.55AM	A 4.10AM	A 2.30AM	A 2.20AM	A 3.05PM	A 2.15PM	A 5.55AM	A 5.40AM	A 5.25AM	A 6.10AM	284.1	

(4.05)	(6.25)	(4.55)	(4.55)	(5.10)	(5.55)	(3.45)	(3.45)	(3.45)	(5.15)
68.9	43.8	57.2	57.2	54.4	47.5	75.0	75.0	75.0	53.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply on First Subdivision. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 13		FIRST CLASS									
April 27, 1952		12	6	24	112	104	102	28	106	2	86
Mile Post	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	

STATIONS	FIRST CLASS									
	12	6	24	112	104	102	28	106	2	86
R COUNCIL BLUFFS YL	0.0									
DN R OMAHA YL US	2.8	A 6.30AM	A 6.50PM							
DN SUMMIT YL SU	5.2	6.16	5.50	A 7.50PM	A 12.35AM	A 1.40AM	A 1.50AM	A 3.20AM	A 3.00AM	A 3.50AM
SARPY	13.6	6.07	5.42	7.25	12.20	1.25	1.34	3.02	2.44	3.32
LANE	17.1	6.03	5.38	7.20	12.16	1.22	1.30	2.58	2.40	3.28
D ELKHORN KH	21.7	f 5.59	5.33	7.14	12.12	1.17	1.25	2.54	2.35	3.24
D WATERLOO WO	24.5	f 5.54	5.30	7.10	12.08	1.13	1.21	2.50	2.31	3.20
DN VALLEY YL V	28.0	s 5.50	5.26	7.04	12.05AM	1.10	1.18	2.46	2.28	3.16
MEROER	34.3	5.43	5.20	6.56	11.59PM	1.05	1.12	2.41	2.22	3.11
F. S. Y. & L. CROSSING	38.2									
DN FREMONT YL FN	39.3	s 5.35	s 5.14	s 6.49	11.55	1.00	1.07	2.37	2.17	3.07
C. B. & Q. CROSSING	40.0									
O. & N. W. CROSSING	44.8									
AMES	46.3	f 5.21	4.59	6.34	11.49	12.52	12.59	2.27	2.08	2.57
D NORTH BEND NB	54.4	f 5.12	4.52	6.25	11.43	12.46	12.53	2.19	2.02	2.49
D ROGERS DJ	61.4	f 5.04	4.46	6.18	11.37	12.41	12.48	2.12	1.57	2.42
DN SCHUYLER SO	68.7	s 4.57	4.40	s 6.11	11.32	12.35	12.42	2.05	1.51	2.35
D RICHLAND BZ	76.9	f 4.47	4.32	6.01	11.26	12.29	12.36	1.57	1.45	2.27
C. B. & Q. CROSSING	83.8									
DN COLUMBUS YL O	84.5	s 4.37	s 4.25	s 5.52	s 11.19	12.22	12.29	1.50	1.38	2.20
D DUNOAN DQ	92.2	f 4.18	4.14	5.40	11.09	12.15	12.22	1.39	1.31	2.11
GARDNER	96.5	4.11	4.10	5.36	11.06	12.12	12.19	1.34	1.28	2.07
DN SILVER CREEK SI	102.3	f 4.05	4.05	5.31	11.02	12.08	12.15	1.29	1.24	2.02
HAVENS	107.9	3.57	4.00	5.26	10.58	12.04AM	12.11	1.24	1.20	1.57
D CLARKS OX	113.6	f 3.51	3.55	5.22	10.53	11.59PM	12.07AM	1.19	1.16	1.52
C. B. & Q. CROSSING	124.3									
DN CENTRAL CITY OI	124.9	s 3.39	3.45	f 5.11	10.45	11.50	11.58PM	1.08 ¹⁰⁶	1.08 ²⁸	1.42
D OHAPMAN OP	135.1	3.27	3.36	5.00	10.37	11.42	11.51	12.57	1.00	1.32
C. B. & Q. CROSSING	146.5									
DN R GRAND ISLAND YL	146.9	3.15	3.25	4.45	10.27	11.31	11.40	12.45	1.20	1.40
ALDA	154.5	2.55	3.15	4.35	10.26	11.30	11.39	12.35	1.10	1.30
D WOOD RIVER WR	162.3	f 2.29	2.55	4.11	10.11	11.13	11.23	12.15	12.33	12.50
D SHELTON ST	169.9	f 2.20	2.48	4.03	10.06	11.07	11.17	12.08	12.27	12.43
DN GIBBON GB	176.0	f 2.13	2.42	3.56	10.02	11.02	11.12	12.02AM	12.22	12.37
OPTIO	180.2	2.09	2.38	3.51	9.59	10.59	11.09	11.58PM	12.19	12.33
DN KEARNEY YL KR	189.1	s 1.59	s 2.28	s 3.40	s 9.50	10.51	11.01	11.50	12.11	12.25
D ODESSA DZ	198.3	f 1.44	2.15	3.24	9.41	10.43	10.53	11.39	12.03AM	12.15
D ELM CREEK QR	204.6	f 1.37	2.09	3.18	9.37	10.39	10.49	11.34	11.59PM	12.10
D OVERTON OV	213.3	f 1.27	2.02	3.09	9.31	10.33	10.43	11.26	11.53	12.02AM
DN LEXINGTON UM	224.4	s 1.15	1.52	f 2.57	9.23	10.25	10.35	11.16	11.45	11.52PM
DARR	232.5	1.04	1.45	2.45	9.17	10.19	10.29	11.09	11.39	11.44
D COZAD CO	238.2	s 12.58	1.40	f 2.39	9.13	10.15	10.25	11.03	11.35	11.40
DN GOTHENBURG BU	248.8	s 12.43	1.30	f 2.22	9.05	10.07	10.17	10.53	11.27	11.31
VROMAN	254.5	12.34	1.25	2.13	9.00	10.02	10.12	10.48	11.22	11.26
D BRADY ISLAND BI	261.5	f 12.27	1.18	2.06	8.55	9.57	10.07	10.42	11.17	11.20
D MAXWELL MX	270.6	f 12.19	1.10	1.57	8.48	9.50	10.00	10.34	11.10	11.13
GANNETT	278.5	12.12	1.03	1.49	8.42	9.44	9.54	10.27	11.04	11.07
DN R NORTH PLATTE YL NO	284.1	12.05AM	12.55PM	1.40PM	8.37PM	9.38PM	9.48PM	10.20PM	10.58PM	11.00PM
(284.1)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time to Omaha (6.25) (5.10) (6.10) (3.58) (4.02) (4.02) (5.00) (4.02) (4.50) (4.45)
 Average speed per hour 43.8 54.4 45.6 70.9 69.7 69.7 58.3 69.7 58.2 59.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 13		SECOND CLASS						Car Capacity of Seating, etc. See Rule 6 (A). Page 25.
April 27, 1952		72	234	76	74	240	238	
Mile Post	Passenger	Time Freight	Local Freight	Local Freight	Time Freight	Local Freight	Local Freight	

STATIONS	SECOND CLASS						Car Capacity of Seating, etc. See Rule 6 (A). Page 25.
	72	234	76	74	240	238	
R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM		A 8.30AM		
DN R OMAHA YL US	2.8	1.54	2.55		8.15		XWCITYOPZ
DN SUMMIT YL SU	5.2	1.10	2.35		7.45		XWITOPZ
SARPY	13.6	12.50	2.15		7.20		ES77 XP
LANE	17.1	12.40	f 2.05		7.10		XP
D ELKHORN KH	21.7	s 1.55					C884 XP
D WATERLOO WO	24.5	s 1.30					C884 P
DN VALLEY YL V	28.0	12.15AM	s 1.00		6.45AM		W8144XYPWC E8165 E890
MEROER	34.3		f 12.01PM				C881 P
F. S. Y. & L. CROSSING	38.2						I
DN FREMONT YL FN	39.3	s 11.50AM					W899 X E8172 WPZ
C. B. & Q. CROSSING	40.0						I
O. & N. W. CROSSING	44.8						IP
AMES	46.3		f 10.50				C882 P
D NORTH BEND NB	54.4		s 10.20				C8119 XP
D ROGERS DJ	61.4		s 9.50				C882 P
DN SCHUYLER SO	68.7		s 9.20				W8130 X E8123 WP
D RICHLAND BZ	76.9		f 8.20				C8118 P
C. B. & Q. CROSSING	83.8						
DN COLUMBUS YL O	84.5		s 8.00				W8143 XWTC E8125 YPZ
D DUNOAN DQ	92.2		s 7.20				C8119 P
GARDNER	96.5		f 6.50				C882 P
DN SILVER CREEK SI	102.3		s 6.40				C8119 XWP
HAVENS	107.9		f 6.00				C882 P
D CLARKS OX	113.6		s 5.39				C882 XP
C. B. & Q. CROSSING	124.3						
DN CENTRAL CITY OI	124.9		5.00AM	A 6.55AM			W8113 X E8119 WYP
D OHAPMAN OP	135.1			s 6.40			C8119 P
C. B. & Q. CROSSING	146.5						I
DN R GRAND ISLAND YL	146.9				6.20AM	A 2.00PM	XWCZTYOP
ALDA	154.5					f 1.30	C882 XYP
D WOOD RIVER WR	162.3					s 1.00	W8117 XW E845 P
D SHELTON ST	169.9					s 12.30PM	C882 XP
DN GIBBON GB	176.0					s 11.59AM	W8130 XWI E870 YP
OPTIO	180.2					f 11.15	C882 P
DN KEARNEY YL KR	189.1				A 1.30PM	s 11.00AM	W8123 XWC E8118 YPZ
D ODESSA DZ	198.3				s 1.00		C883 P
D ELM CREEK QR	204.6				s 12.30PM		C8130 XWP
D OVERTON OV	213.3				s 11.50AM		C883 P
DN LEXINGTON UM	224.4				s 11.30		W8120 XWY E8119 EP
DARR	232.5				f 10.30		C883 P
D COZAD CO	238.2				s 10.00		C883 XWP
DN GOTHENBURG BU	248.8				s 8.15		W8125 XWO E8130 YP
VROMAN	254.5				7.55		C883 P
D BRADY ISLAND BI	261.5				f 7.45		C883 WP
D MAXWELL MX	270.6				f 7.30		C8119 XP
GANNETT	278.5				7.15		C883 P
DN R NORTH PLATTE YL NO	284.1				7.00AM		XWCZTYOP
(284.1)	Daily	Tue, Thu, Sat, Mon, Wed, Fri.	Daily	Daily Ex, Sun, Daily Ex, Sun.			

Thru Time to Omaha (1.45) (10.15) (0.35) (1.45) (0.30) (3.00)
 Average speed per hour 16.0 12.2 37.7 16.0 14.6 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Station, Class (Mixed, Local Freight), and Distance from Council Bluffs.

Time-Table No. 13

April 27, 1952

STATIONS

Main table for Westward Second Subdivision Second Class, listing stations and times from 6.50 AM to 4.55 PM.

Table listing stations and their corresponding signal codes (e.g., DN-R NORTH PLATTE NY).

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Summary table for Westward Second Subdivision Second Class showing average speeds and thru times.

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

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Table with columns for Mail and Express, Passenger, Streamliner Passenger, and Distance from Council Bluffs.

Time-Table No. 13

April 27, 1952

STATIONS

Main table for Westward Second Subdivision First Class, listing stations and times from 2.15 PM to 6.35 PM.

Table listing stations and their corresponding signal codes (e.g., DN-R NORTH PLATTE NY).

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Summary table for Westward Second Subdivision First Class showing average speeds and thru times.

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 13

April 27, 1952

STATIONS	Mile Post	FIRST CLASS									
		6	24	112	28	104	102	2	12	106	86
		Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger
DN-R NORTH PLATTE NY 5.1 YL NO	284.1	A11.45AM	A12.30PM	A 7.32PM	A 9.10PM	A 8.33PM	A 8.43PM	A 9.45PM	A10.40PM	A 9.53PM	A10.10PM
DN WEST NORTH PLATTE 1.3 YL WN	289.2	11.33	12.17	7.23	8.57	8.24	8.34	9.32	10.27	9.44	9.58
BIRDWOOD 1.3	290.5										
D HERSHEY OF 6.4	296.9	11.27	12.09	7.17	8.51	8.18	8.28	9.26	10.19	9.38	9.51
DN O'FALLONS FA 3.8	300.7	11.24	12.05	7.14	8.48	8.15	8.25	9.23	10.15	9.35	9.48
VARNER 1.1	301.8										
D SUTHERLAND SU 4.5	303.4	11.22	f12.02PM	7.12	8.46	8.13	8.23	9.21	f10.12	9.33	9.46
D DEXTER 7.6	307.9	11.18	11.57AM	7.09	8.41	8.10	8.20	9.18	10.07	9.30	9.42
D PAXTON PN 6.2	315.5	11.11	f11.50	7.03	8.34	8.04	8.14	9.12	f10.00	9.24	9.36
D KORTY 6.0	321.7	11.06	11.44	6.59	8.29	7.59	8.09	9.07	9.54	9.19	9.30
D ROSCOE RO 7.1	327.7	11.00	11.38	6.55	8.23	7.55	8.05	9.01	f 9.48	9.15	9.24
DN OGALLALA YL GT 9.1	334.8	10.53	s11.31	6.50	8.16	7.50	8.00	8.55	s 9.41	9.10	9.18
D BRULE RU 5.2	343.9	10.44	f11.21	6.43	8.07	7.42	7.52	8.47	f 9.31	9.02	9.09
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.36	f11.11	6.36	7.59	7.35	7.45	8.39	f 9.21	8.55	9.01
BARTON 6.0	359.3	10.31	11.05	6.32	7.54	7.31	7.41	8.35	9.15	8.51	8.56
DN JULESBURG YL JB 5.3	365.3	10.25	f11.00	s 6.27PM	7.48	7.26	7.36	8.30	s 9.10	8.46	8.50PM
WEIR 9.7	370.6	10.20	10.54		7.43	7.21	7.31	8.26	9.04	8.41	
D CHAPPELL OQ 9.4	380.3	10.11	f10.46		7.34	7.14	7.24	8.18	f 8.56	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f10.37		7.25	7.07	7.17	8.10	f 8.47	8.27	
D SUNOL UN 4.7	396.3	9.56	10.31		7.19	7.02	7.12	8.05	f 8.41	8.22	
COULTON 6.5	401.0	9.52	10.27		7.15	6.58	7.08	8.01	8.37	8.18	
DN-R SIDNEY YL OD 8.0	407.5	9.45	10.20		7.07 ¹⁰²	6.52	7.02	7.55	8.30	8.12	
BROWNSON 10.9	415.5	9.35	10.10		6.48 ¹⁰⁴	6.51 ²⁸	7.01 ²⁸	7.47	8.20	8.11	
DN POTTER PR 4.4	426.4	9.24	9.59		6.38	6.43	6.53	7.39	8.10	8.03	
JACINTO 4.6	430.8	9.14	9.49		6.29	6.34	6.44	7.29	f 8.00	7.54	
D DIX DX 4.5	435.4	9.06	9.41		6.22	6.28	6.38	7.22	f 7.48 ¹⁰⁶	7.48 ¹²	
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.58	f 9.32		6.15	6.22	6.32	7.15	s 7.33	7.42	
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.47	9.20		6.05	6.13	6.23	7.04	s 7.17	7.33	
DN PINE BLUFFS YL UF 5.3	466.7	8.38	9.10		5.57	6.05	6.15	6.55	s 7.05	7.25	
TRACY 5.5	472.0										
D EGBERT GX 5.7	477.5	8.27	9.00		5.47	5.55	6.05	6.45	f 6.53	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		5.43	5.51	6.01	6.40	6.47	7.11	
HILLSDALE 6.2	489.7	8.17	8.50 ³⁵⁴		5.38	5.47	5.57	6.35	6.41	7.07	
DURHAM 5.3	495.9	8.12	8.45		5.33	5.42	5.52	6.29	6.35	7.02	
ARONER 8.3	501.2	8.07	8.40		5.29	5.38	5.48	6.24	6.30	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM		5.20PM	5.30PM	5.40PM	6.15PM	6.20PM	6.50PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (3.50) (4.00) (1.05) (3.50) (3.03) (3.03) (3.30) (4.20) (3.03) (1.20)
 Average speed per hour..... 58.1 56.4 74.9 58.1 73.9 73.9 64.4 52.0 73.9 69.0

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 13

April 27, 1952

STATIONS	Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), page 26.
		242	354	246	244	98	94	
		Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Mixed	
DN-R NORTH PLATTE NY 5.1 YL NO	284.1	A11.15AM				A 4.50PM	A 7.00PM	XWCZTYOP
DN WEST NORTH PLATTE 1.3 YL WN	289.2	11.05				4.40	6.48	P
BIRDWOOD 1.3	290.5							CS 84
D HERSHEY OF 6.4	296.9	s10.55				f 4.30	s 6.38	WS 72 XP
DN O'FALLONS FA 3.8	300.7	f10.30				4.22PM	6.30PM	CS 110 XWYP
VARNER 1.1	301.8							40 X
D SUTHERLAND SU 4.5	303.4	s10.15						CS 121 P
D DEXTER 7.6	307.9	f 9.55						CS 82 P
D PAXTON PN 6.2	315.5	s 9.45						CS 121 P
D KORTY 6.0	321.7	f 9.20						P
D ROSCOE RO 7.1	327.7	f 9.10						CS 83 P
DN OGALLALA YL GT 9.1	334.8	s 9.00						WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	s 8.15						CS 125 P
MEGEATH 4.8	349.1							17
D BIG SPRINGS GS 5.4	353.9	s 7.50						CS 132 WP
BARTON 6.0	359.3	f 7.25						CS 83 P
DN JULESBURG YL JB 5.3	365.3	7.15AM			A12.15PM			XWCZTYOP WS125 ES121
WEIR 9.7	370.6				f11.59AM			CS 90 P
D CHAPPELL OQ 9.4	380.3				s11.45			CS 123 WP
D LODGE POLE GP 6.6	389.7				s11.30			WS 111 ES 75 XP
D SUNOL UN 4.7	396.3				f11.20			XP
COULTON 6.5	401.0				f11.10			CS 125 P
DN-R SIDNEY YL OD 8.0	407.5			A 1.30PM	11.00AM			XWCOYP
BROWNSON 10.9	415.5			f12.55				CS 94 YP
DN POTTER PR 4.4	426.4			s12.30PM				WS 121 XWP ES 70
JACINTO 4.6	430.8							8 PX
D DIX DX 4.5	435.4			s11.59AM				CS 125 P
OWASCO 4.6	439.9							27 PX
DN KIMBALL KB 6.6	444.5			s11.35				CS 133 XWP
OLIVER 5.5	451.1							12
D BUSHNELL BN 10.1	456.6			s10.55				CS 125 WP
DN PINE BLUFFS YL UF 5.3	466.7			s10.30				CS125 XWCYP
TRACY 5.5	472.0							10
D EGBERT GX 5.7	477.5		A 9.15AM	f 9.35				CS 94 XWYP
D BURNS UX 6.5	483.2		s 9.00	s 9.20				WS 62 XP
HILLSDALE 6.2	489.7		s 8.50 ²⁴	f 9.10				CS 96 WP
DURHAM 5.3	495.9		f 8.35	f 8.59				WS 62 XP
ARONER 8.3	501.2		f 8.29	f 8.50				WS 117 ES 125
DN-R CHEYENNE YL OY (225.4)	509.5		8.15AM	8.35AM				XWCZTYOP
		Daily Except Monday	Daily	Mon. Wed. Fri.	Daily Except Sunday	Daily	Daily	

Thru Time..... (4.00) (1.00) (4.55) (1.15) (0.28) (0.30)
 Average speed per hour..... 20.3 32.0 20.7 33.8 35.6 30.8

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Table with columns for Car Capacity, Class (71, 111, 85, 301), and Distance from Julesburg. Includes notes on C.B. & Q. Freight and Daily service.

Time-Table No. 13

April 27, 1952

STATIONS

Main schedule table for Westward trains, listing stations, times, and class types (e.g., WCYIP, ZP, WP, P, IP, IWCTZP, WCP).

BLOCK SIGNALS

Station list for Julesburg to Lasalle, including stations like OVID, SEDGWICK, DORSEY, etc.

Summary table for Westward trains showing Thru Time and Average speed per hour for classes 71, 111, 85, and 301.

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule S-72.

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Table with columns for Class (112, 86, 302, 250, 72), Time Freight, and C.B. & Q. Freight. Includes note on Streamliner Passenger.

Time-Table No. 13

April 27, 1952

STATIONS

Main schedule table for Eastward trains, listing stations, times, and class types (e.g., DN JULESBURG YL JB, D OVID VI, D SEDGWICK ZD).

BLOCK SIGNALS

Summary table for Eastward trains showing Thru Time and Average speed per hour for classes 112, 86, 302, 250, and 72.

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule S-72.

WESTWARD				BEATRICE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 13 April 27, 1952				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		71	73	Distance from Valley	STATIONS	Mile Post	74	72			
		Freight Daily	Freight Daily				Freight	Freight			
WCYP		10.25PM	1.30PM	0.0	DN-R VALLEY YL V	0.0	A 5.40AM	A 11.15PM			
AI				5.8	5.8	5.8					
28	P	10.40	1.45	6.3	O. B. & Q. CROSSING	6.3	5.27	11.05			
100	YP	10.50 ⁷²	1.55	11.6	D YUTAN YN	11.6	5.17	10.50 ⁷¹			
64	WP	11.10	2.07	18.9	D MEAD AD	18.9	5.03	10.25			
				19.6	C. & 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	37.3	DN VALPARAISO YL VO	37.3	4.25	9.40			
28				41.8	AGNEW	41.8					
83	P	12.18	2.58	46.5	D RAYMOND RM	46.5	3.59	9.15			
101	P	12.30	3.08	52.7	GARRATT	52.7	3.48	9.05			
4				55.3	WEST LINCOLN	55.3					
	I			56.5	O. B. & Q. CROSSING	56.5					
24	WTZP	12.55	3.18	57.1	DN LINCOLN YL SN	57.1	3.40	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			
				68.2	HANLON	68.2					
81	P	1.33	3.46	74.7	PRINCETON	74.7	3.03	7.49			
78	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			
		(3.50) 25.2	(2.55) 33.2		..... Thru Time.....	(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				OLD MAIN LINE				EASTWARD			
SECOND CLASS				Time-Table No. 13 April 27, 1952				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		233		Distance from Council Bluffs	STATIONS	Mile Post					
		Local Freight									
	XIP	6.00AM		5.2	DN SUMMIT YL SU	5.2					
	XWP	6.10		6.4	SOUTH OMAHA YL	6.4					
	XIP	f 6.20		11.9	B GILMORE YL	11.9					
72	P	f 6.35		16.8	D PAPILLION PO	16.8					
	AIP			19.2	MO. PAC. CROSSING	19.2					
	P	f 6.55		22.5	D MILLARD MD	22.5					
	XP	A 7.05AM		26.1	LANE	26.1					
					20.9						
		(1.05) 18.9			..... Thru Time.....						
					..... Average speed per hour.....						

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Time shown for No. 233 at Summit and South Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 13 April 27, 1952				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.			75	Distance from Valparaiso	STATIONS	Mile Post					
			Local Freight				Local Freight				
	WCYP		5.00AM	0.0	DN-R VALPARAISO YL VO	0.0	A 11.35AM				
16			f 5.20	7.4	7.4	7.4	f 11.02				
28			s 5.40	13.5	D LOMA	13.5	s 10.50				
				15.0	D BRAINARD BD	15.0					
32	W		s 6.10	23.2	C. & N.W. CROSSING	23.2					
				23.5	D DAVID CITY DV	23.5	s 10.25				
				23.5	C. B. & Q. CROSSING	23.5					
81			s 6.45	33.3	D RISING CITY RN	33.3	s 9.40				
36			s 7.05	40.1	D SHELBYS SH	40.1	s 9.20				
7			s 7.34	47.5	D OSOKOLA OZ	47.5	s 8.55				
9	W		s 8.25	52.9	D STROMSBURG S	52.9	s 8.25				
00				56.8	D DURANT	56.8					
35			s 8.40	63.0	D POLK PK	63.0	s 7.50				
21			s 8.55	68.5	D HORDVILLE HV	68.5	s 7.30				
00				73.4	SAND PIT SPUR	73.4					
22			s 9.10	73.8	HEBER	73.8	f 7.10				
				75.3	C. B. & Q. CROSSING	75.3					
	WYP		A 9.20AM	75.9	DN-R CENTRAL CITY YL OI	75.9	7.05AM				
					(75.9)		Monday Wednesday Friday				
			(4.20) 17.5		..... Thru Time.....	(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				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 13 April 27, 1952				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.			79	Distance from Genoa	STATIONS	Mile Post					
			Mixed				Mixed				
40	WY		12.32PM	0.0	D-R GENOA YL G	0.0	A 4.35PM				
12				5.3	KENT	5.3					
20				9.3	MEROHISTON	9.3					
38			s 1.08	13.7	D FULLERTON FU	13.7	s 4.05				
21			s 1.33	23.1	D BELGRADE BL	23.1	s 3.45				
26	W		s 1.52	30.3	D CEDAR RAPIDS CD	30.3	s 3.30				
36			s 2.13	36.6	D PRIMROSE P	36.6	f 3.15				
38	WY		A 2.40PM	44.3	D-R SPALDING YL SG	44.3	3.00PM				
					(44.3)		Daily Except Sunday				
			(2.08) 20.8		..... Thru Time.....	(1.35) 28.0					
					..... 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			EASTWARD			
SECOND CLASS				Time-Table No. 13			SECOND CLASS			
				April 27, 1952						
Car Capacity of Siding, etc. See Rule 6 (A), Page 26.	79	81	321	STATIONS			Mile Post	82	80	312
	Mixed	Mixed	Mixed					Mixed	Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday							
WCTYPZ	11.40AM	7.20AM	1.40AM	0.0	DN-R COLUMBUS YL O	0.0	A 1.25PM	A 5.15PM	A11.00PM	
					4.2					
20	11.50AM	7.30	1.50	4.2	SHELDONVILLE	4.2	1.10	5.08	f10.47	
					5.2					
8 YP	A12.02PM	A 7.45AM	f 2.00	9.4	R OCONEE YL	9.4	1.02PM	5.00PM	f10.35	
					5.8					
29			f 2.30	14.7	D PLATTE CENTER PO	14.7			s10.20	
					5.6					
36				20.8	TARNOV	20.8				
					4.8					
				25.1	O. & N. W. CROSSING	25.1				
					0.6					
56 W			s 3.17	25.7	D HUMPHREY HX	25.7			s 9.40	
					3.4					
15			f 3.23	29.1	PEOK	29.1			f 9.16	
					6.3					
33 W			s 3.55	35.4	D MADISON MA	35.4			s 9.02	
					5.5					
31				40.9	ENOLA	40.9				
					7.8					
				48.7	O. & N. W. CROSSING	48.7				
					1.5					
				50.2	O. & N. W. CROSSING	50.2				
					0.2					
WCZTYP			A 5.00AM	50.4	D-R NORFOLK YL KN	50.4			8.00PM	
					(50.4)					
	(0.22)	(0.25)	(3.20)	.....Thru Time.....			(0.23)	(0.16)	(8.00)	
	25.6	22.6	15.1	.....Average speed per hour.....			24.5	37.6	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.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH			EASTWARD		
SECOND CLASS				Time-Table No. 13			SECOND CLASS		
				April 27, 1952					
Car Capacity of Siding, etc. See Rule 6 (A), Page 26.	79	81	STATIONS			Mile Post	82	80	
	Mixed	Mixed					Mixed	Mixed	
	Daily Except Sunday	Daily Except Sunday							
20 YP			12.02PM	7.45AM	0.0	R OCONEE YL	0.0	A 1.02PM	A 5.00PM
						2.0			
5					2.0	MILL SPUR	2.0		
						2.8			
			12.13	s 8.00	4.8	D MONROE MN	4.8	s 12.50	s 4.50
						7.0			
40 WYP			A12.29PM	s 8.30	11.3	D-R GENOA YL G	11.3	s 12.29PM	4.35PM
						6.7			
9					18.0	WOODVILLE	18.0		
						4.3			
56				s 9.15	22.3	D ST. EDWARD ST	22.3	s 11.55AM	
						11.4			
28 WYP			A10.05AM		33.7	D-R ALBION YL A	33.7	11.30	
						(33.7)			

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

WESTWARD				ORD BRANCH			EASTWARD		
SECOND CLASS				Time-Table No. 13			SECOND CLASS		
				April 27, 1952					
Car Capacity of Siding, etc. See Rule 6 (A), Page 26.	283	83	STATIONS			Mile Post	84	284	
	Mixed	Mixed					Mixed	Mixed	
	Mon., Wed., Fri.	Tues., Thurs., Sat.							
WTYPOCZ			10.00AM	9.00AM	0.0	DN-R GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM
						0.4			
						0.4			
I						0.4			
						2.5			
11 Y						2.5			
						2.5			
19			s 10.30	s 9.28	11.1	D ST. LIBORY RY	11.1	s 4.42	s 4.42
						10.8			
39 WYP			A10.50AM	s 9.55	21.9	D-R ST. PAUL YL SP	21.9	s 4.20	4.20PM
						8.6			
27				s 10.20	80.7	D ELBA EB	80.7	s 3.48	
						6.1			
25				s 10.35	36.8	COTESFIELD	36.8	s 3.41	
						6.3			
5					43.1	WEEKS SPUR	43.1		
						1.4			
W				10.50	44.5	SCOTIA JUNCTION	44.5	3.23	
						1.2			
20				s 11.00	45.7	D SCOTIA SK	45.7	s 3.14	
						1.2			
W				11.15	44.5	SCOTIA JUNCTION	44.5	3.07	
						4.3			
31				s 11.35AM	48.8	D NORTH LOUP NU	48.8	s 2.57	
						9.7			
3					58.5	SAUNDERS	58.5		
						2.2			
					60.7	O. B. & Q. CROSSING	60.7		
						0.3			
34 WY				A12.10PM	61.0	D-R ORD YL RD	61.0	2.30PM	
						(61.0)			

.....Thru Time.....
.....Average speed per hour.....

WESTWARD				LOUP CITY BRANCH			EASTWARD		
SECOND CLASS				Time-Table No. 13			SECOND CLASS		
				April 27, 1952					
Car Capacity of Siding, etc. See Rule 6 (A), Page 26.	283		STATIONS			Mile Post	284		
	Mixed						Mixed		
	Monday Wednesday Friday								
WY				11.15AM	0.0	D-R ST. PAUL YL SP	0.0	A 4.05PM	
						8.3			
19				s 11.40AM	8.8	D DANNEBROG DB	8.8	s 3.50	
						10.3			
11 W				s 12.05PM	18.6	D BOELUS HW	18.6	s 3.20	
						7.2			
31				f 12.25	25.8	ROCKVILLE	25.8	f 2.55	
						13.2			
33 W				A 1.00PM	39.0	D-R LOUP CITY YL OP	39.0	2.30PM	
						(39.0)			

.....Thru Time.....
.....Average speed per hour.....

WESTWARD				HASTINGS BRANCH			EASTWARD		
				Time-Table No. 13					
				April 27, 1952					
Car Capacity of Siding, etc. See Rule 6 (A), Page 26.			STATIONS			Mile Post			
WYPCZ					0.0	DN-R HASTINGS YL AN	0.0		
						7.8			
96					7.3	NEWMAROH	7.3		
						5.4			
86 P					12.7	D HAYLAND HA	12.7		
						7.5			
95 P					20.2	DENMAN	20.2		
						7.9			
WB130 WYP EB71 RCSI					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.
At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	WESTWARD			KEARNEY BRANCH			EASTWARD				
	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 13 April 27, 1952			SECOND CLASS		
	95	519	517	Mile Post		518	96				
	Mixed Tuesday, Thursday, Saturday	Motor Passenger Daily Ex. Sat. and Sunday	Motor Passenger Sunday			Motor Mixed	Mixed				
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 11.59AM	A 9.20PM		
12	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK 4 6	5.5	f 11.43	f 8.32		
19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE 6 7	10.1	s 11.35	s 8.22		
27 P	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST HR 5 9	16.8	s 11.23	s 8.00		
13 W	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 3 6	22.7	f 11.12	f 7.41		
32 P	s 10.06	s 4.25	s 5.45	26.8	D	MILLER MR 6 2	26.8	s 11.05	s 7.33		
38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER SU 7 9	32.5	s 10.53	s 7.15		
28 P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE VD 11.7	40.4	s 10.40 ⁹⁵	s 6.59		
40	s 11.13	s 5.15	s 6.30	52.1	D	OOONTO BS 7.0	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.28	f 6.46	59.1		LODI 6.4	59.1	f 10.03	f 6.14		
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	OALLAWAY OA 10.3	65.5	s 9.52	s 5.45 ⁵¹⁹		
9	f 12.55	f 6.05	f 7.12	75.8		FINCHVILLE 7.3	75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.15	s 7.24	83.1	D	ARNOLD AD 7.5	83.1	s 9.20	s 4.45		
5 P	s 1.55	f 6.27	s 7.35	90.8		LOGAN 4.0	90.8	s 9.07	f 4.26		
10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND 4.6	94.6	f 9.00	f 4.18		
15 P	f 2.30	s 6.43	s 7.49	99.2		GANDY 3.2	99.2	s 8.50	f 4.08		
22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4	8.45AM	4.00PM		

(5.55) (3.10) (3.00) Thru Time..... (3.14) (5.20)
 17.3 32.3 34.1 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.
 Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	WESTWARD			NORTH PLATTE BRANCH			EASTWARD						
	SECOND CLASS		97 Local Freight Daily		93 Mixed Daily		Distance from O'Fallons	Time-Table No. 13 April 27, 1952			SECOND CLASS		
	STATIONS		98 Local Freight	94 Mixed									
	Mile Post												
WYP		7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM				
15		f 7.35	f 5.35	2.8		2.8 COCKER	2.8	f 3.58	f 6.13				
41 P		f 7.56	s 5.48	12.8	D	10.0 SARBEN AK	12.8	f 3.30	s 5.58				
40		f 8.13	f 5.57	19.6		6.8 NEVENS	19.6	f 3.15	f 5.48				
12				24.8		5.2 BROGANVILLE	24.8						
45 WP		f 8.35	s 6.11	28.4		3.6 KEYSTONE	28.4	f 2.55	s 5.36				
11				30.7		2.3 KINGSLEY	30.7						
42 P		f 8.50	f 6.21	34.9	D	4.2 MARTIN SA	34.9	f 2.30	f 5.24				
42 P		f 9.05	s 6.31	41.2		5.6 LEMOYNE	41.2	f 2.15	s 5.14				
35		f 9.20	f 6.40	46.8		5.6 BELMAR	46.8	f 2.05	f 5.03				
44		f 9.29	f 6.48	51.7		4.9 RUTHTON	51.7	f 1.55	f 4.55				
41 WCYP		s 10.00	s 7.02	59.8	D	7.6 LEWELLEN YL W	59.8	s 1.40	s 4.44				
41 P		s 10.50	s 7.21	70.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.21				
40 WP		s 11.35	s 7.43	86.4	D	15.8 LISCO OO	86.4	f 12.25PM	s 3.53				
37		⁹⁸ f 11.53AM	f 7.56	95.4		9.0 FINLEY	95.4	⁹⁷ f 11.53AM	f 3.39				
46		s 12.05PM	s 8.07	100.4	D	5.0 BROADWATER BR	100.4	f 11.40	s 3.30				
19		f 12.20	f 8.20	109.6		9.2 TOWERS	109.6	f 11.20	f 3.12				
195 WCTP		s 12.50	s 8.30	114.1	D	4.5 NORTHPORT YL NP	114.1	f 11.12	s 3.05				
AI		12.55	8.33	115.5		1.4 O. B. & Q. CROSSING	115.5	11.08	2.57				
11		f 1.05	f 8.40	121.8		6.3 MOHLER	121.8	f 10.58	f 2.46				
38 P		f 1.15	s 8.50	126.7	D	4.9 SOUTH BAYARD OR	126.7	f 10.40	s 2.39				
51		f 1.25	s 8.59	132.1		5.4 McGREW	132.1	f 10.28	s 2.29				
30 P		f 1.35	s 9.09	137.9	D	5.8 MELBETA MB	137.9	f 10.18	s 2.19				
70 WCYP		A 1.45PM	A 9.30AM	145.9	DN-R	8.0 GERING YL G	145.9	10.01AM	2.00PM				

(6.15) (4.00) Thru Time..... (6.19) (4.25)
 34.3 36.5 Average Speed per hour..... 23.1 33.0

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	WESTWARD		GERING BRANCH		EASTWARD	
	SECOND CLASS		Time-Table No. 13 April 27, 1952		SECOND CLASS	
	STATIONS		Mile Post			
		0.0	DN-R	GERING YL G	0.0	
17		5.4		5.4 MATHERS	5.4	
27		6.0		0.6 MOON	6.0	
		7.0		1.0 ROUBADEAU	7.0	
18		8.4		1.4 HILLIKER	8.4	
18		9.8		1.4 RIFORD	9.8	

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 13 April 27, 1952			Mile Post	SECOND CLASS			
	353	93	59		354	60	94					
	Mixed Daily	Mixed Daily	Mixed Daily		Mixed	Mixed	Mixed					
72	WYP		9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9	A10.30AM	A 1.50PM		
14		f	9.46	f 6.10	150.5		4.6 COSTIN	150.5	f 10.17	f 1.34		
30		s	9.49	f 6.15	152.3	D	1.8 HAIG HA	152.3	f 10.14	s 1.30		
34	P	s	9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	f 10.10	s 1.21		
32		f	9.58	f 6.30	157.1		1.3 PELTON	157.1	f 10.05	f 1.14		
42		f	10.02 60	f 6.35	159.5		2.4 BAILEYVUE	159.5	f 10.02 93	f 1.10		
30	P	s	10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL MO	162.1	f 9.56	s 1.06		
18		f	10.09	f 6.50	164.2		2.1 JOYCE	164.2	f 9.52	f 1.01		
51	WYP	s	10.15	s 9.45 60	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 59	s 12.56		
31		f	10.19	f 9.50	170.1		2.2 OANAL	170.1	f 9.20	f 12.49		
14		f	10.23	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f 12.44		
51	P	s	10.25	f 10.07	173.7	D	0.9 HUNTLEY HU	173.7	f 9.13	s 12.41		
35		f	10.30	f 10.17	177.0		3.3 HOLLY	177.0	f 9.06	f 12.33		
51	WCYP		12.55PM	10.40 59 10.45	181.6	D-R	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.50	12.25 12.15 59	
51	P	s	10.55	s 12.35	188.1	D	6.5 VETERAN VN	188.1	s 8.37	s 12.03PM		
8		f	11.00	f 12.40	191.5		3.4 HELDT	191.5	f 8.30	f 11.57AM		
16		f	11.07	f 12.50	196.1		4.6 OTTIER	196.1	f 8.19	f 11.50		
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	4.5 SO. TORRINGTON YL RI	200.6	8.10AM	11.45AM		
14		f	1.06		185.8		3.7 GOODLAND	185.8	f 11.37			
26		f	1.12		187.6		2.3 FONDA	187.6	f 11.32			
51	W	s	1.21		192.4	D	4.8 HAWK SPRINGS HK	192.4	s 11.20			
31		f	1.29		194.7		2.3 DUROO	194.7	f 11.07			
19		f	1.44		200.8		6.1 WYROSS	200.8	f 10.56			
51	WY	s	1.55		208.8	D	3.0 LA GRANGE GA	208.8	s 10.51			
19		f	2.11		210.7		6.9 TREMAIN	210.7	f 10.25			
51	WF	s	2.41		222.5	D	11.8 ALBIN AB	222.5	s 10.00			
51		f	3.01		229.7		7.2 LINDBERGH	229.7	s 9.45			
	W	A	3.45PM		244.3	DN-R	14.6 EGBERT YL GX	244.3	9.20AM			
				(98.4)					3.25	Daily	2.20	Daily
				(2.50)					(2.05)	Daily	(2.05)	Daily
				22.1					25.9	Daily	23.4	Daily
				(1.35)					(2.05)	Daily	(2.05)	Daily
				34.5					26.3	Daily	26.3	Daily
				(7.00)								
				7.8								

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 13 April 27, 1952			Mile Post	STATIONS					
		0.0	DN	LYMAN		MU	0.0				
		2.8		2.8 SEARS			2.8				
6	3.3		0.5 SIDING NO. 1		3.3						
17	4.6		1.3 HARTMAN		4.6						
22	6.4		1.8 STEGALL		6.4						
				(6.4)							

WESTWARD				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 13 April 27, 1952			Mile Post	STATIONS					
		0.0		SEARS			0.0				
		5	1.2	1.2 BELLINGER			1.2				
17	2.8		1.6 JANISE		2.8						
				(2.8)							

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, and Nos. 60 and 94 are superior to No. 59.—See Rule S-72.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:
Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
 When a "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
 When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
 Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

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 wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				40 35
Inspection bus cars			40	40					
When caboose is handled in train consisting of passenger train equipment.			50						
Within yard limits protected by continuous block signal system.	60	50	50	25	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30 25
When yard limits not protected by continuous block signal system.	50	40	40	25	Trains handling scale test cars.				30
Passing fueling stations.	50	50	40	25	Trains handling C.N.W., C.M.St.P. & P. or G.N. jeep ore cars				30
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	40	When using cross-overs or turn-outs: 9000 class engines: Forward movement Back-up movement 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			10 6 5	10 6 5
1500 class Diesel-electric road freight locomotives.		50	50	50					
Diesel-electric yard switch locomotives in road service.		35	35	35				15	15
7000 and 7800 class engines.			75	50				10	10
3800 and 3900 class engines.			60	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.			20	20
5000 and 9000 class engines.			50	50					
4000 class engines.			45	45					
MacArthur type engines with 63-inch drivers.			55	50	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.			20	20
MacArthur type engines with 57-inch drivers.			35	35					
Mallet, Consolidation and Ten Wheeler type engines.			35	35	On wye tracks.			15	15
0-6-0 and 0-8-0 type yard engines.			20	20					
Steam engines running backward.			20	20	Jordan spreaders and other machines of spreader type, when in operation.				15
Light engines.				45					
When more than 50% of the tonnage is gravel.				40	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 020, 021, 022 and 023.				25

OTTO C. PERRY
 # 3 FOX STREET
 DENVER 9, COLO.

OLD MAIN LINE

Between Gilmore and Lane.			50	35						
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FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	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
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Grand Island, 1900 class and heavier engines on east and west legs of wye.				5
Fremont, on F. S. Y. & L. Co. tracks.				15					
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Central City, within city limits	60	50	50	50	Buda, all airfield trackage.				10
Central City, 2200 class engines on east leg of wye.				5	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, freight trains entering and moving through yard tracks.				5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
					Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Summit 5.2 and 5.6	25	25	25	25	North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2	25	25	25	25
					Summit				

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.				
Sidney, freight trains entering and moving through yard tracks.				5					5
Brownson, on government tracks.				10					
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Korty 323.5 and 324.4	70	60	60	50	Cheyenne 509.1 and 508.7	40	40	40	25
Brownson 422.6 and 423.5	70	60	60	50	506.3 and 505.8	80	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	503.0 and 502.2	60	50	50	40
462.8 and 462.9	80	70	70	50	Archer 498.2 and 497.7	70	60	60	50
Burns 486.2 and 486.5	70	60	60	50	Durham 494.0 and 493.8	70	60	60	50
Hillsdale 493.8 and 494.0	70	60	60	50	Hillsdale 486.5 and 486.2	70	60	60	50
Durham 497.7 and 498.2	70	60	60	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
Archer 502.2 and 503.0	60	50	50	40	457.2 and 456.9	80	70	70	50
505.8 and 506.3	80	70	70	50	Potter 423.5 and 422.6	70	60	60	50
508.7 and 509.1	40	40	40	25	Roscoe 324.4 and 323.5	70	60	60	50
Cheyenne					North Platte				

THIRD SUBDIVISION

Maximum speed.	79	75	70	50	Light engines.			45	45
With C. B. & Q. 5200 and 5500 class engines.			45	45	LaSalle Between M. P. 149.6 and 150.7	50	50	40	25
					Between M. P. 150.7 and 150.9	30	30	30	25
					Between M. P. 150.9 and 151.1	50	50	40	25
Freight engines not otherwise shown.			50		Sterling , 3900 class engines on coal chute track.				5
					Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick				20

BRANCHES

Beatrice Branch Maximum speed.	50	45			Weston 30.2 and 30.5			35	35
5000, 9000 class and MacArthur type engines on curves.	35	35			30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.			25	25
Between Mile Posts—					31.6 and 31.9			35	35
Valley 0.1 and 0.3	15	15			31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.			25	25
3.8 and 4.0	35	35			Touhy 36.0 and 37.4			25	25
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25			Garratt 56.3 and 57.5			15	15
Yutan 6.4 and 7.7	35	35			Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits			35	25
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25			Pickrell 96.5 and 97.3			15	15
Mead Between U. P. yard and Nebr. Ordinance classification yard.			8		Beatrice, Allers Grain Company spur.				5
Wahoo , city track.			6		Beatrice, 1900 class and heavier engines on Kilpatrick track.				5
19.1 and 19.5	35	35							
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25							

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Loup City Branch.		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	Hastings Branch Maximum speed.	70	50
Trains handling outfit cars		20	Over Bridge 21.35.	30	30
2800 class engines.	30	30	Gibbon, west of east wye switch.		15
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Trains with 400 class engines.	40 40 25	30 40 25
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton: Steam trains. Motor trains. Trains with 400 class engines.	45 45 30	35 45 30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Trains handling outfit cars		20
Between Oconee and M.P. 16.		25	North Platte Branch Maximum speed.		45
Between M.P. 16 and Norfolk.		30	5000, 7000 and 9000 class engines		35
Trains handling outfit cars		20	Over Bridge 18.30.		35
Columbus, over wye switches.		15	Oshkosh, over First Street Crossing		15
On curve at M.P. 1.75.		25	North Platte Cut-Off Maximum speed.		45
Albion Branch Maximum speed:		30	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	On curves between M.P. 25.42 and M.P. 31.25		30
Between M.P. 11 and Spalding.		25	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars		20	Lyman Branch.		20
Over Bridge 12.96.		25	Gering Branch.		20
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Sears Branch.		20
Carey, all air field trackage.		10			
Between St. Libory and Ord.		30			
Trains handling outfit cars		20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection
Seymour.....	8.9	5-P	East	Josselyn.....	217.9	27-XP	Both
Paddock.....	128.5	8	West	Willow Island.....	243.2	63-XP	Both
Buda.....	184.3	ES 73-XP	Both	Keith.....	274.6	7-X	Both
Kearney Air Base.....	185.9	WS 40-XP	Both	Beck.....	280.5	10	West
Alfalfa Center.....	194.1	44-XP	Both				

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6A)

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.
- 6(A). The following letters placed in column with station name in time-table indicate:
 D—day operator
 N—night operator
 DN—day and night operator
 R—train register
 YL—yard limits
- The following letters placed in columns provided in time-table indicate:
 C—coal
 I—interlocking
 O—oil
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
- Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding
 RCS—remote control switch

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
D. L. Gamette.....	Medical Director	Los Angeles, Cal.	A. H. Shamberg.....	Surgeon	Kimball, Nebr.
Lynn T. Hall.....	Dist. Med. Officer	Omaha, Nebr.	E. R. Core.....	Surgeon	Kimball, Nebr.
G. T. Alliband.....	Oculist	Omaha, Nebr.	V. D. Norall.....	Surgeon	Lexington, Nebr.
C. F. Bantin.....	Surgeon	Omaha, Nebr.	J. S. Welch.....	Surgeon	Lincoln, Nebr.
M. W. Barry.....	Surgeon	Omaha, Nebr.	C. G. Amick.....	Surgeon	Loup City, Nebr.
J. G. Bartek.....	Surgeon	Omaha, Nebr.	F. L. Garner.....	Surgeon	Madison, Nebr.
J. D. Bisgard.....	Surgeon	Omaha, Nebr.	G. B. Salter.....	Surgeon	Norfolk, Nebr.
E. A. Connolly.....	Surgeon	Omaha, Nebr.	T. J. Kerr.....	Surgeon	North Platte, Nebr.
J. C. Davis.....	Oculist and Aurist	Omaha, Nebr.	O. C. Kreymborg.....	Surgeon	North Platte, Nebr.
J. C. Filkins.....	Oculist and Aurist	Omaha, Nebr.	Wm. B. Niehus.....	Surgeon	North Platte, Nebr.
John R. Kleyla.....	Surgeon	Omaha, Nebr.	A. E. Reeves.....	Surgeon	North Platte, Nebr.
H. J. Kwapiszeski.....	Surgeon	Omaha, Nebr.	H. H. Walker.....	Oculist and Aurist	North Platte, Nebr.
S. McCleneghan.....	Surgeon	Omaha, Nebr.	G. F. Waltemath.....	Surgeon	North Platte, Nebr.
A. McDermott.....	Surgeon	Omaha, Nebr.	R. T. Takenaga.....	Surgeon	North Platte, Nebr.
R. T. Mauer.....	Hospital Surgeon	Omaha, Nebr.	S. K. Imes.....	Surgeon	Ogallala, Nebr.
R. A. Moser.....	Shop Surgeon	Omaha, Nebr.	J. L. McFee.....	Surgeon	Ogallala, Nebr.
A. V. Murphy.....	Surgeon	Omaha, Nebr.	H. S. Eklund.....	Surgeon	Oseola, Nebr.
F. C. Nelson.....	Surgeon	Omaha, Nebr.	C. J. Miller.....	Surgeon	Ord, Nebr.
O. C. Nickum.....	Shop Surgeon	Omaha, Nebr.	Don E. Baca.....	Surgeon	Papillion, Nebr.
S. A. Swenson.....	Surgeon	Omaha, Nebr.	M. O. Arnold.....	Surgeon	St. Paul, Nebr.
J. J. O'Hearn.....	Surgeon	Omaha, Nebr.	F. G. Kolouch.....	Surgeon	Schuyler, Nebr.
R. H. Rasgorshek.....	Oculist and Aurist	Omaha, Nebr.	Richard Delfs.....	Surgeon	Shelby, Nebr.
T. T. Smith.....	Aurist	Omaha, Nebr.	C. E. Wiltse.....	Surgeon	Shelton, Nebr.
J. J. O'Neil.....	Aurist	Omaha, Nebr.	B. H. Grimm.....	Surgeon	Sidney, Nebr.
H. Sydow.....	Surgeon	Albion, Nebr.	E. F. Carr.....	Surgeon	Stapleton, Nebr.
J. E. Dunn.....	Surgeon	Arnold, Nebr.	C. L. Marsh.....	Surgeon	Valley, Nebr.
W. T. Wildhaber.....	Surgeon	Beatrice, Nebr.	Ivan M. French.....	Surgeon	Wahoo, Nebr.
A. L. Schneider.....	Surgeon	Brady Island, Nebr.	Ervin King.....	Surgeon	Wood River, Nebr.
A. D. Brown.....	Surgeon	Central City, Nebr.			
E. T. Zickman.....	Surgeon	Central City, Nebr.	W. A. Bunten.....	District Surgeon.	Cheyenne, Wyo.
R. R. Douglas.....	Surgeon	Clarks, Nebr.	R. C. Gramlich.....	Surgeon	Cheyenne, Wyo.
R. C. Anderson.....	Surgeon	Columbus, Nebr.	G. W. Koford.....	Surgeon	Cheyenne, Wyo.
W. R. Neumarker.....	Surgeon	Columbus, Nebr.	F. E. Magrath.....	Surgeon	Cheyenne, Wyo.
L. G. Howard.....	Oculist and Aurist	Council Bluffs, Ia.	R. D. Paul.....	Surgeon	Cheyenne, Wyo.
W. C. Giles.....	Oculist	Council Bluffs, Ia.	E. W. Newman.....	Oculist	Cheyenne, Wyo.
A. L. Nielson.....	Surgeon	Council Bluffs, Ia.	R. B. Stump.....	Oculist and Aurist	Cheyenne, Wyo.
A. M. Pederson.....	Surgeon	Council Bluffs, Ia.	G. W. Marbry.....	Oculist	Cheyenne, Wyo.
G. M. McArdle.....	Surgeon	Council Bluffs, Ia.	R. I. Williams.....	Aurist	Cheyenne, Wyo.
L. J. Ekeler.....	Surgeon	David City, Nebr.	A. C. Colman.....	Surgeon	Chappell, Nebr.
J. B. Kile.....	Surgeon	Eddyville, Nebr.	H. P. Linton.....	Surgeon	Julesburg, Colo.
R. C. Reeder.....	Surgeon	Fremont, Nebr.	M. L. Morris.....	Surgeon	Pine Bluffs, Wyo.
J. C. Maly.....	Surgeon	Fullerton, Nebr.	H. E. Moore.....	Surgeon	Sutherland, Nebr.
K. R. Dalton.....	Surgeon	Genoa, Nebr.	Jason B. Roche.....	Surgeon	Sidney, Nebr.
R. F. Johnston.....	Surgeon	Gibbon, Nebr.	C. B. Dorwart.....	Surgeon	Sidney, Nebr.
Bert W. Pyle.....	Surgeon	Gothenburg, Nebr.	B. H. Grimm.....	Surgeon	Sidney, Nebr.
L. E. Imes.....	Surgeon	Grand Island, Nebr.	H. A. Blackstone.....	Surgeon	Bridgeport, Nebr.
E. G. Johnson.....	Surgeon	Grand Island, Nebr.	W. C. Harvey, Sr.....	Surgeon	Gering, Nebr.
K. F. McDermott.....	Surgeon	Grand Island, Nebr.	W. C. Harvey, Jr.....	Surgeon	Gering, Nebr.
C. H. Maggiore.....	Surgeon	Grand Island, Nebr.	W. G. Seng.....	Surgeon	Oshkosh, Nebr.
R. D. Martin.....	Oculist	Grand Island, Nebr.	C. R. Watson.....	Surgeon	South Mitchell, Nebr.
J. A. Proffitt.....	Oculist	Grand Island, Nebr.	Leo Keenan.....	Surgeon	Torrington, Wyo.
J. J. Hanigan.....	Surgeon	Hallam, Nebr.			
O. A. Kostal.....	Surgeon	Hastings, Nebr.	Wm. M. Greig.....	District Surgeon.	Denver, Colo.
Bancroft and Staley	Surgeon	Kearney, Nebr.	F. E. Palmer.....	Surgeon	Sterling, Colo.
F. L. Richards.....	Oculist and Aurist	Kearney, Nebr.	T. M. Rogers.....	Surgeon	Sterling, Colo.
M. B. Wilcox.....	Oculist and Aurist	Kearney, Nebr.	A. F. Williams.....	Surgeon	Ft. Morgan, Colo.
R. K. McReynolds.....	Surgeon	Kenesaw, Nebr.	W. L. Wilkinson.....	Surgeon	La Salle, Colo.