

Union Pacific Railroad Company



NEBRASKA, WYOMING AND UTAH DIVISIONS.

EMPLOYES' TIME TABLE.

To Take Effect Sunday, August 22nd, 1909.

East of North Platte at 1.05 A. M. "CENTRAL TIME."

West of North Platte at 12.05 A. M. "Mountain Time."

For the government and information of Employes only, and not intended for the use of the public.

The Company reserves the right to vary from this time table at pleasure.

A. L. MOHLER,

Vice President and General Manager.

W. L. PARK,

General Superintendent.

CONDENSED TIME TABLE.

COUNCIL BLUFFS AND OGDEN-WESTWARD.

Time

GR.

..... Average speed per hour \ Ogden';

	1			1000	CLASS	FIRST							SS	SECOND CLAS				``` ,	
Time Table No. 4. August 22nd, 1909	Distance from Council Bluffs	1 Overland Limited	3 China & Japan Mail	Oregon & Washington Limited	7 Los Angeles Limited	9 Fast Mail	11 Colorado Special	13 North Platte Local	15 Colorado Express	17 Chicago Portland Special	51 Colorado TimeFreight	53 TimeFreight	55 TimeFreight						
STATIONS	ක් වි	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
COUNCIL BLUFFS	0.0					9.10am		7.35AM			4.00AM	5.30AM	10.00AM						
OMAHA	2.8	7.3044	4.00PM	1.00AM	12.55PM	9.30	11.55PM	{7.50 8.15	3.50PM		4.15	5.45	10.15						
SOUTH OMAHA	7.1							8.25											
VALLEY	37.6	8.17	4.51	1.50	1.42	10.17	12.42	9.35	4.40	E A I	6.10	- 7.45 _{AM}	12.20PM		St. 1995.	(2)	_		
COLUMBUS	94.1	9.41	6.35	3.28	3.10	11.41AM	2.10	11.31AM	6.23		9.41AM	12.45PM	4.15	100		4 (3)			_
CENTRAL CITY	134.5	10.45	7.46	4.35	4.15	12.45PM	3.15	1.03PM	7.34		2.20PM	5.30	7.46PM						
GRAND ISLAND	156.4	11.25AM	8.40	5.25	4.55	1.25	3.55	2.00	8.25	A STATE OF THE STA	5.05	9.25PM	12.01AM						_
KEARNEY	198.6	12.27PM	10.03PM	6.39	6.03	2.29	5.05	3.36	9.36		7.30PM	12.40AM	2.40AM						
NORTH PLATTE	293.7	2.15	12.30AM	8.35	7.50	3.55	7.00	7.35PM	11.45PM		5.10 _{AM}	10.00AM	12.30PM						
JULESBURG	374.7	4.40	3.40	11.17AM	10.06	5.50	9.25AM		2.20AM		12.55PM	5.50PM	8.55PM						
Arrive DENVER	572.0	9.30PM	100				2.30PM		7.35AM		3.40AM					-			_
SIDNEY	417.0	6.20	5.25	12.40PM	11.25PM	7.05							2.00AM		<u> </u>				_
CHEYENNE	519.0	{10.35 11.00pm	$\{ \frac{10.10}{11.05} $ AM	5.00	{2.50 AM 3.10	{ 9.45 10.10₽M				3.05AM		{19.40 11.30AM	{11.59AM 2.20PM						_
LARAMIE	576.1	1.20AM	1.40PM	7.15	5.18	12.08AM		*		5.10		6.30PM	8.30PM						_
RAWLINS	692.6	5.15	5.55	11.05PM	8.50AM	3.30				8.40am		6.00AM	7.20AM						_
ROCK SPRINGS	812.0	8.58	10.22	2.43AM	12.14PM	6.45				12.05PM		5.20PM	5.45PM						-
GREEN RIVER	827.0	9.30	11.05РМ	{ 3.25 3.50	12.50	7.20				12.40	40	7.10	12.01AM						_
GRANGER	857.1	10.34AM	12.18AM	4.37AM	1.47	8.20				1.87PM		9.35PM	2.20						
EVANSTON	927.2	1.05PM	3.00		4.10	10.25						4.20AM	9.10 _{AM}						
ЕОНО	963.1	2.21	4.20		5.20	11.37AM						6.34	12.16PM	2 2 2					
OGDEN	1003.0	3.50PM	5.45AM		6.35PM	12.55рм						9.15AM	3.15PM				-		
(1003,0)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dally	Arrive Daily	crive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
Time over District (Omah	υ	(33.20)	(38.45)	(28,37)	(30.40)	(28.25)	(15.50)	(11.00)	(17.05)	(10.32)	(48.40)	(100.45)	(102.15)			1000		ALCOHOLDS.	

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

CONDENSED TIME TABLE.

COUNCIL BLUFFS AND OGDEN-EASTWARD.

	ſſ.	[[FIRST	CLASS			 ,					SEC	OND CLAS	is	,	1		
Time Table No. 45 August 22nd, 1909	Distance from Ogden	2 Overland Limited	4 Atlantic Express	6 Oregon & Washington Limited	8 Los Angeles Limited	10 China & Japan Mail	12 Chicago Special	14 North Platte Local	16 Colorado Express	18 Chicago Portland Special	52 Nime Freight	54 Time Freight	56 TimeFreight		62.9		12 (12 (12 (12 (12 (12 (12 (12 (12 (12 (
STATIONS	ā	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					-		
COUNCIL BLUFFS	1003.0		9.15AM	6.15AM		6.05PM		5.05PM				12.30AM								
OMAHA	1000.2	11.40PM	{9.00 8.50	6.00 5.45	8.50PM	{5.50 5.45	7.20M	{4.50 4.45	5.00PM			11.59PM								
SOUTH OMAHA	995.9							4.24							600.6					_
VALLEY	965.4	10.45	7.53	4.48	7.48	4.45	6.23	3.14	3.55		- 1	9.15								_
COLUMBUS	908.9	9.19	6.21	3.20	6.16	3.05	4.55	1.20PM	2.16			5.30			1 1 1 1 1 1 1					
CENTRAL CITY	868.5	8.09	5.11	2.17	5.10	1.55	3.50	11.44AM	1.05			2.58								
GRAND ISLAND	846.6	7.35	4.35	1.45	4.35	1.20	3.15	11.05	12.30PM			1.40PM						-		
KEARNEY	804.4	6.20	3.14	12.33AM	3.21	12.05PM	2.00AM	9.30	11.12AM			10.14AM								
NORTH PLATTE	709.3	3.35	12.01AM	9.50PM	12.40PM	9.25 _{AM}	11.20PM	6.00AM	8.15AM	73.00	11.45PM	4.15	5.40PM	3 34	200					
JULESBURG	628.3	12.25PM	8.05PM	6.40	9.20M	6.05	8.00		. 54.5	24.00	4.85	12.20AM	11.20AM	5.1						
DENVER Leav	e 590.8	7.20AM	100		0.00	77.5	2.45PM	10000	10.30PM	20.04	× 10 / 1		3-5 9852.							
SIDNEY	586.0	11.15AM	6.32	5.35	8.25	4.50		20.00	19 (8)		2.00PM									
CHEYENNE	484.0	{8.30 8.15	{3.10 2.40	{3:38 3:68	15.50 5.35	$\{2.00\ 1.45$ AM				5.15AM	{7.00 ₩ 4.45	{3.20PM 9.40AM								_
LARAMIE	427.2	6.18	12.25PM	1.10PM	3.38	11.40PM	200		P. 10	3.18AM	12.05AM	4.50AM			23.5				-	_
RAWLINS	310.4	2.38AM	8.00AM	9.55AM	12.01AM	7.50				11.35PM	12.01PM	7.50PM	7.15AM		_					
ROCK SPRINGS	191.0	10.48PM	3.44	6.15	8.01PM	3.40				7.41	1.00AM	10.26AM			_					
GREEN RIVER	176.0	10.15	3.10	5.45	7.30	3.10		44.60	7.5	7.10	12.01AM	9.25	9.05	190.0	- CO - C					
GRANGER	145.9	9.10	2.00AM	4.37AM	6.25	2.10PM	60.3	100.000	C 6. 6.	6.00PM	6.00PM	2.20AM		534.6	82.5				-	
EVANSTON	75.8	7.00	11.05PM		4.15	11.40AM		2.67		1000	1.30PM	9.30PM								_
ECHO	39.9	5.20	9.14		2.42	9.56		24.51	100	5/11/25	9.25AM	5.20	4.20	0.00			-			
OGDEN	0.0	3.50PM	7.40PM		1.15PM	8.20AM	08.2	445.11	14.3	0.7 (24)	5.45AM	1.50PM	12.45AM	160	29.0	-				
(1003.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Dally	Leave Daily		100			J		
Ogden — Time over District	st	(30.50)	(36 10)	(24 08) 35.4	(30.35)	(32.25)	(15.50) 35.7	(11.85)	(17.30) 32.5	(11,25) 29.6		(81.40)	P. M. Salarier S. J. S. Salarier S. J. S. Salarier S. J. S. Salarier S. J. St. Salarier S.			3		,		

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

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Omaha (Average speed per hour...... 32.1

							DISTR	ICT—0	naha a	nd Gran	d Island		WARD.						
location scale locati	75 Valparaiso	59 Local	57 Columbus	61 Evelight	55	53	51 Colorado	27 Stromsburg	19 Grand 1d	15 Colorado	13 North Platte	11 Colorado	l	7 Los Angeles	5 Oregon & Washington Limited	3	1 Overland Limited	mee from	Time Table No. 45 August 22, 1909
A State	Locat Locat	Leave Dally	Local Leave Daily Ex. Sunday			Leave Dally		Leave Daily Ex. Sunday	Leave Dally	Express Leave Daily	Leave Daily	Special Leave Dally			1	Japan Mail Leave Dally	Leave Daily	Distance	STATIONS
	Ex. Sunda	Ex. Sunday	B.OOAM	5.30PM			4.00AM		5.00PM	3.17P#	7.85M	11.35PM	9.10M	12.20PM	12.80M	3.00PM	7.0044	2.8	COUNCIL BLUFFS
			8.15	5.45	10.15	5.45	4.15	(1 3:48	(8:48)	13:33	{ 7 :58	11.55PM	9.30	(12:88	{12.38	{2:38	{ 7: å5	.0	OMÁHA
				6.15	10.80	6.00	e desto			8,58		12::03#4	(e),(3(9),	i deoe	1.08	4,08	7.38	2.8	C. G. W. CSG. (SUMMIT)
				6.80	10.42	6.12	4.40			4.05		12.10	9.45	1,10	1,15	4.15	7.45	6.0	SEYMOUR 4.7
				6.45	11.00	6.30	4.55			4.14		12.19	9.54	1.19	1.24	4.24	7.54	10.8	SARPY 3.6
			######################################					s12.55	a5.40		8.825							4.3	SOUTH OMAHA
			s 9.00	1	l. Nam N			s 1.10	*6.00 -		s 8.40		Wie.	New Ma	to I Inc			9.8	B GILMORE 4.9 D PAPILLION
			s 9.47		ia New M	ain Line		s 1.22	s6.10		8 (3.61)				in rine			147	M. P. CROSSING (PORT.
									16.14		66.8 1							17.1	D MULLARD
1 W			\$10,15					9 1.84	86.20		s 9.03							20.8	3.6 DA-R LANE
i w			110.80	6.55	11.10	6.40	5.05	1 1.40	16.27	4.20	0.10	12,25	10.00	1.25	1.30	4,30	8.00	23.9	D ELKHORN
			11.05	7.08	11.25 11.33av	6.55 7.02	5.20 5.27	s 1.52 s 2.00	56.37 56.44	4.29 4.34	\$ 9,20 \$ 9,27	12.33	10.08	1.33	1.89	4.89	8.08 8.12	28.6 31.3	D WATERLOO
YPW			11.30 {12:45@		12.20%		6.10		1 \$6.52	4.40	s 9.35	12.42	10.17	1,42	1.50	4.50	8.17		DN-R VALLEY
S YPW	Hali Salahasan -		112.30PM	8.15	12.40	8.25	6.30		7.02	4.49	1 9.45	12.50	10.25	1.50	1.59	4.59	8.25	41.0	MERCER
																		45.0	F.S. Y. & L. CO. CSG.
CW CW			(2:82	8.45	1.00	8.50	7.00	5	\$7.15	8 5.08	s10.00	s 1.02	s10.36	s 2.02	s 2.13	s 5.13	s 8,86	46.1	ON FREMONT
								ā										46.8	8. C. & W. CROSSING 4.8
								唐儿										51.8	O. & NW. DROSSING
		<u> </u>	\$ 2.30	9.00	1.20	9.05	7.16	<u>,</u>	s7.29	5.17	s10.14	1.14	10.47	2.14	2.26	5.27	8.47	58.1	AMES 8.1 D NORTH BEND
w			* 3.15	9.20	1.45	9.30	7.85	į	87.45	5.80	s10.30	1.25	10.58	2,25	2.38	5.40	8.58	61.2	BAY STATE
<u>' </u>			s 3,55	9.35			7.55	- -	17.49 87.58	5.42	\$10.44	1.34	11.07	2.34	2,49	5.52	9.07	68.2	D ROGERS
i w			s 4.45	10.00	2.05	9.50	8.20	•	s8.14	5.54	\$11.00	1.44	11.17	1 2.44	× 3.01	* 6.04	1 9.17	75.5	DN SCHUYLER
						10.20		\$			1							79.7	LAMBERT
			s 5.05	10.20	3.20	{ :28m	8.40		×8.29	6.07	s!1.14	1.55	11.28	2.55	3.18	6.17	9.28	88.7	D BENTON
						111:6027		Ē										90.6	C. B. & Q. CROSSING
POTTPN		7.00AM	- 8,00m	11.10	4.15	12.45PM	9.41		8 8.4 6	9 6,23	s11.31	s 2.10	811.41	s 3.10	at ::8.28	s 6.85	s 9.41	91.3	DN-R COLUMBUS
		7.10		11.25	4.85	1,16	10,10	I - E	8.54	6.32	11.40	2.19	11.50	3.19	3.37	6.44	9.50	95.8	CAYUGA 3.2 DUNCAN
		s 7.25		11.35	4.50	1.80	10.22		s9.02	6.38	311.48	2.24	11.55AM		8.42	6.50	9.55	99.0	GARDINER
lizatilizado il consultanzata propri		1 7.45		11.50p		1.85	10.42	<u> </u>	19.09	6.46	f11.55AM		12.03PM		3.49	6.58	10.03	103.8	D SILVER CREEK
***		* 8.05 1 8.20		12.10A 12.30	5.50	2.35 3.05	11.20av { 2:2 P*		\$9.19 f9.28	6.55 7.04	s12.11FM	2.40 2.49	12.11	3.49	3.58 4.07	7.07	10.11	109.1	HAVENS
w end		s 9.09		12.45	6.10	3.58	1.05		s9.38	7.13	s12.38	2,49	12.28	3.58	4.18	7.25	10.28	120.5	D CLARKS
		1 9.20		1.00	6.30	4.45	1.35		19.47	7.22	112.50	3.06	12.36	4.06	4.25	7.84	10.36	125.8	THUMMEL
																		131.1	C.B & Q. CROSSING
YW	12.10PM	*10.00AM		2.00	17:28	5.30	2.20	7.20p	s9.59	8 7.34	a 1,08	s 3.15	12,45	s. 4.15	* 4.35	s 7.46	*10.45	181.7	DN-R CENTRAL CITY
	712 48																	135.4	PADDOCK 6.4 D CHAPMAN
	{12:45 1:21			2.45	8.46	6.30	3.16	8 7.37	s10.17	7.52	s 1.21	3 30	1.00	4.30	4.55	8.04	11.00	141.8	FOCKWOOD
	1.40			3.00	9.30	7.00	8.30	7.46	(10.26	8.01	1.80	3.38	1.08	4.88	5.04	8.15	11.08	147.6	C. B. & Q. CROSSING 0.4
To Y	2.30PM			9 50	1 10.30PM	7.50PM	4 06	a oor	410.40PM	8.16Pa	1.45PM	3.50M	1.20PM	4.50PV	5.20M	g ane	11.20AM	153.2	DN-R GRAND ISLAND
			Arrive Deut-				4.30PM												156.4
				vv		Arrive Dally		•		HILL CONTRACTOR OF THE CONTRAC									Haracana Blakela
	(2.20) 9.8	13.4	8.5	13.8	(1210) 11.7	(12.16) 11_7	(14.5) 10.2		_ 199.7_	. 18.1	18 30) 28.8	(8.55) 86.0	[8.50] 87.6	(a 65) 26 S	(4,20) (8,8	22.0	(3.50) 37.6	*******	Time over District Average speed per hou eed per Hour is figured Omaha i

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							[S/H/D)H(S)	PRICT-	Omaha	and Gra	nd Islan		PANANESIE					
Time Table No. 45		2			FIRST	OLASS	1 10			1 00	l ac				ND CLASS		70	
August 22nd, 1909	states fr Ogden	Overland Limited	Atlantic Express	Oregon & Washington	Los Angeles Limited	10 China & Japan Mail	12 Ohlcago Special	14 North Platt Local	16 Colorado Express	20 Grand Islan Local	28 1 Stromsburg Local	52 Stock	54 TimeFreigh	56 t 8tock	D8 Columbus Local	60 Local	76 Valparaiso Local	
STATIONS		Arrive Daily		Limited								Arrive Daily Rx. Sunday		Arrive Dail			F Arrive Dailys Ex Saturday	
COUNCIL BLUFFS) 1	1003.0	12.05AM	9.15AM							10.55A		4.15AV		S (A marine and Salah met) Salah menganyakan di			BA Saturday	
OMAHA Ž	1000.2	{}}.58PM	{ 8:88	18:28	{8:38	{8:48	{ 7:48	{4:48	{8:83	18:48	{1:38	3.30	11.59P		2.15			
	988.3	11.26	8.36	5.30	8.35	5.80	7.04		4.45		LI, EU	2.55	11.88	8.85	1.30			porcod sour differen
SEYMOUR 2	984.6	11.18	8.28	5.20	8.25	5.20	6.56		4.85			2.85	11.18	3.10	1.00			
	979.9	11.10	8.20	5.12	8.17	5.12	6.48		4.26			2.20	10.20	2.55	12.35			
SOUTH OMAHA	995.8			n (a. 2806)				3 4.20		310.12	3.1,05							
R GILMORE F	990.4							s 4,08		8 9.57	*12.50							
2.4	985.5		Via	New	Main	Line		s 3.55		s 9.47	*12.40		Via	Hew	Main	Line		
<u> </u>	988.1							1 3,49		* 9.40								
3.6										S. (2)4:76	302 28							
	976.8	11.03	8.18	5.08	8.10	5.05	6,41	1 8.86	4.18	1 9.28	(12.19	1.50	10,01	2.35	112.08PM			
9.7	971.6	10.56	8.05	4.58	8.02	4.57	6.34	s 8.28	4.09	s 9.19	s12.10	1.85	9.47	2.20	\$11.55AM			
l 	968.9	10.51	7.59 s 7.68	4.48	7.57	4,51	6.28	s 3,21 s 3,14	4,00	8 9.12 8 9.05	s12.01PM	1 15 f 1.00am	9.27	2.00	s11.25 111.00			
MERCER (959.2	10.36	7.44	4.39	7.42	4,45 4,36	6.14	t 3.04	3.55 3.46	1 8.55	11.50AM	11:15M 11.00	9.15 8.35	12.30	110.01			
	966,8																Daylandania dania	
DN FREMONT	954.1	s10.27	s 7.85	s 4.30	s 7.38	s 4.27	s 6:05	s 2.55	s 3.37	* 8.46		10.46	8,20	12.10A	s 9.50			
s, c, & W, crossing	958.4										5							
C. & NW. CROSSING	948.6																	
8.1	939.0	10.13	7.21	4.16	7.19	4.12	5.51	* 2.36	8.23	s 8.27	S	9.30	7.50	11.40PM				
	937.0	10.02	7.10	4.05	7.07	4.00	5.40	1 2.13	3.11	s 8.11 f 8.04	3		7.30	11.20	5. 3.11			
5.0	932.0	9.52	7.00	3.55	6.56	3.49	5.31	2.04	8.00	s 7.56	0 0	9,00	7.05	11.00	s 7.25			
<u> </u>	924.7	9.42	s 6.48	8.45	s 6.43	s 3.35	5 5,20	s 1,49	8 2.45	s 7,41	2	8.40	6.43	10.40	{ Z:28			
	920.6														1			
	918.5	9.31	6.85	3.33	6.30	8.20	5.07	s 1.34	2.80	s 7,26	2	8,05	5.54	10.20	s 5.25			
	909.8										3							
	ин ор игинация		s 8.21	s 3.20	s 8.18	s 8.05	s 4.55	{ <u>1:88</u>	s 2.16	* 7.12	₽₽.	{ 3:48	5.80	10.00	5.0ISAM	4.15PM		
	904.4	9.06	6.08	8.08	6.03	2.52	4,48	12.48	2.03	6.58	<u>\$</u>	6.22	4.52	9.19		3.15 3.05		
49	901.2 896.4	9.01 8.54	6.08 5.56	3.03 2.57	5.58 5.51	2.47	4.88 4.81	s12.43 f12.35	1.58	s 6.53 f 6.45	E	6.15 6.05	4.45 4.30	9.12 8.54		2.50		
	891.1	8.45	5.47	2.50	5,43	2.40 2.31	4.28	*12.35	1.50	s 6.36	-	5.43	4.15	8,20		2.31		
HAVENS E	885.8	8.38	5.88	2.42	5.35	2.22	4.15	(12.13	1.82	1 6.26		5.10	3.53	8.00		1.50		
D CLARKS	879.7	8.27	5.29	2.34	5.27	2.13	4.07	*12.04PM		8. 6.17	5	5.00	3.34	7.45		1.23		
THUMMEL E	874.4	8.18	5.20	2.26	5.19	2.04	8.69	f11.53AM		1 6.07		4.50	8.15	7.30		12.45		
ne i i	869.1																	
DN-R CENTRAL CITY	868.5	s 8.09	s 5.11	s 2.17	* 5.10	s 1.55	* 3.50	s11.44	s 1.05	s 5.58	6.15AM	4.85	2.58	7.15		12.80PM	10.00AM	
PADDOUK 6.4	864.8																9.35	
5.8	858.4	7.53	4.54	2.02	4.58	1.38	8.88	s11.24	12.48	5.39	s 5.53	4.10	2.20	6.40			9.30	
	852.6 847.0	7.45	4.45	il.,66	4.45	1.80	8.25	f11.15	12.40	1 5.80	5.42	4.00	2.00	6.25				
- 0.4 - 1	848.8	7.85PM	4.35 _{AM}	1.45M	4.35PM	1.20PM	3.15AM	11.05am	12.80PM	5.20AM	5.30AM	3.40PM	1.40PM	6,00PM			9.00AM	
(156.4)	[and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s				Leave Dally I	Leave Dally		
Time over District.		14 (5)		(4.00) 30.0	(4, J5)	reprinted and the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the con					Ex. Sunday				Ex. Sunday (9.86)	Ex. Sunday (8.45) 10.7	Ex.Saturday	
Average Speed per hour. Time over district and speed per hou Grand Island to Omahs.	nr Konrad	35.2	(1-1b) S.(1)	30.0 Trains o	re Super	(4.20) 38.2 1.0 4.2 The	(4 05) 35.2	(5.40) 27.1	(4.80) #2.6	(8.10) 29.7	. m:	(11.50) 12.2	(10.19) 18.9 TD-12.70	(10.30) 14.6		Troins	will Clear No. 9 Five l	Minutes.

	ancia (stales) ligar. Submineral						ECOND OL	A85								FIRST CI	. A88			g	Time Table No. 4
for feet and loca- tion of scales, water, finel and Euroing station							63 Way Freight	61 Way Freight	55 Time Freight	53 Time Freight	51 Colorado Time Freight	15 Colorado Express	13 North Platte Local	11 Colorade Special	9 Past Mali	7 Los Angeles Limited	Oregon & Washington Limited	3 China & Japan Mail	1 Overland Limited	Omaha Omaha	August 29nd, 1909
							Leare Daily Ex. Sunday	Leave Dally Est Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Dally	Leave Daily	Leave Dally	Leave Daily	Leave Dally	Leave Dally	Leave Daily	Leave Daily	\$	STATIONS
						eli i della seriologia. Si della di rescopiani															
70 FW }								7.00AM	12.01M	9.25PM	5.05PM	8,25PM	2,00m	3.55AM	1.25PM	4.55PM	5.25M	8.40PM		i———II	DN-R GRANDISLA
								t 7.30	12.30	10.00	5.80	8.40	* 2.15	4.10	1.87	5.08	5.89	8.55	11.37	161.8	ALDA 7 8 D WOOD RIVER
0 W								s 8.15	12.50	10.30	8.50	8,52	s 2.33	4,22	1,48	5.20	5.52	1 9.10	11.48	169.1	7.5
i i								a 9.00	1.10	11.00	6.10	9.03	s 2.50	4.84	1.58	5.31	6.04	1 9.24	11.58AM	1	6.1
7 W								9.40	1.30	11.30	6.30	9.12	s 3.08	4.43	2.07	5.39	6.15	1 9.85	12.06PM	I — — II	D GIBBON
1								110.05	1.48	1:1.55PM	6.50	9.18	1 3.12	4.49	2.13	5,45	6.22	9.43	12.12	186.9	OPTIC 4.2
8								110.80	2.10	12.20AM	7.05	9.24	s 3.21	4.65	2.19	5.51	6.29	9.51	12.18	191.1	BŪDA 4.7
8 0XF#							8.00	11.00AM	2.40	12.40	7,60	s 9.36	s 8.36	a 5.05	s 2.29	a 6.03	s 6.39	s10.03	s12,27	195.8	DN KEARNEY
18					tupungunia kasumin min		f 6.15		3.06	1.00	7.65	9.46	1 3.47	5.15	2.89	6.13	6.50	10.14	12,38	201.2	DN-R WATSON'S RANCH
4			Turanus julianis ju				f 6.25		3.24	1.40	8.10	9.52	1 3.55	5.21	2.44	6.19	6.58	10.21	12.45	205.1	ODESSA 6.2
8 W							s 7. 06		3.49	2.05	8,85	10.04	s 4.06	5.80	2.54	6.29	1 7.06	10.88	12.56	911.8	D WIM CREEK
#							t 7.30		4.09	2.32	8.50	10.10	1 4.14	5.36	8.00	6.36	7.12	10.40	1.02	215.2	N SIMONDS
2							9 8.00		4.28	3.02	9.05	10.19	8 4.28	5.42	8.06	6.44	7.19	10.49	1.10	220.0	D OVERTON
19		and other desired to the second					1 8.28		4.49	8.80	9.20	10.28	r 4.32	5.50	3.12	6.52	7.26	10.58	1.18	224.5	N JOSSELYN
EO FW							18:18		5.07	4.10	10.05	\$10.41	s 4,50	s 6.04	s 3.22	s 7.05	s 7.40	s11.15	s 1.30	231.0	DN LEXINGTON
26							110.56		6.12	4.88	10.20	10.49	1 4.59	6.12	3.29	7.13	7.47	11.24	1.38	235.3	MARKEL 4.1 DARR
24 T			tur Borne itti				f11.16		6.34	5.00	10.37	10.56	1 5.08	6.20	3.85	7,20	7.54	11.32	1.44	239.4	5.6
5			Hilliopularennin e Mille - A.	- Commission of the Commission	organist (s11.54W		7.02	5.80	11.05	111.05	s 5.20	6.80	3.42	7.29	s 8.04	111.44	1.53	245.0	DN COZAD
31 W							#12.21P		7.25	6.00	11.30PM	11.15	s 5.31	6.38	8.48	7.87	8.11	11.58PM	2.00	249.9	D WILLOW ISLAM
73				Tanana in the same			12.53		7.55	9:48	12.10AM	111.25	* 5.45	6.48	3.56	7.46	s <u>8,20</u>	1 <u>12.10</u> M	2.10	255.5	DN GOTHENBURG
51				T PER DOLLAR DE L'ANDRE		Mary Her Spirit	1 1.25	TO DESCRIPTION OF THE PARTY.	8.31	7.30	1.00	11.35	1 6.00	8.58	4.05	7.56	8.31	12.20	2.20	261.2	TROMAN
218 WO							s 2.00		9.03	7.52	2.00	11.50	s 6.18	7.12	4.15	8.08	f 8.44	112.81	2.32	268.2	DN BRADY ISLAND
33							t 2.41		9.55	8.10	2.60	11.59PM	1 6.31	7.20	4.22	8.17	8.54	12.40	2.41	278.1	HINDREY
8							s 8.00		10.40	8.43	3.25	12.09M	s 6.42	7.27	4.28	8.24	1 9.01	12.49	2.48	277.4	D MAXWELL
nsenimiescintenden —			NAMES OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,				f 8.20		11.10	9.08	4.02	12.19	f 6.51	7.84	4.35	8.30	9.08	12.58	2.64	281.7	N KEITH 3.6 ——
36	Here the tree of						1 3.45		11.40AM		4.40	12.25	t 7.00	7.40	4,40	8.35	9 14	1.06	3.00	285.3	D GANNETT
29) 29)							4.00P			10.30	5.30AM	12.35 M	7.15PM	7.50AM	4.50PM	8.45PM	0.25 _M	1,20AM	3.10PM	290.9	DN-B NORTH PLA
					0001 202 421 203		Arrive Daily	Arrive Daily				Aprice Dally	Arrive Dally	Arrive Delly	Arrive Dally	Arrive Dally	Arrive Dally	Arrive Daily	Arrive Daily		(187.8)

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

First class Trains will clear No. 9 five minutes.

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Cime Table No. 45	ă		,	PARTY FIL	RST CLAS	38		,			-			240.13	SECO	ND CLAS	3	72	. (+ ann)	<u> </u>
August 22nd, 1909	tance fro	Overland Limited	4 Atlantic Express	Oregon & Washington Limited	Los Angeles Limited	10 China & Japan Mail	12 Chicago Special	14 North Platte Local	Express			64 Way Freight	## ***********************************	22 stores		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6.7	II.	61	
STATIONS	Dist	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dally	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	7 (1) 1,2**			7 4. 3 7 4. 3 7 1 4 1 5			11 2 4	
N-R GRAND ISLAND	846.6	7.30PM	4.25 _{AM}	1.40AM	4.30PM	1.15PM	3.10AM	10.55AM	12.25PM	12.25PM	F 00m				10,000 00					
7.7 ALDA	838.9	7.17	4.12	1.27	4.16	1.02	2.56	s10.40	12.12PM			-								-
WOOD RIVER	831.1	7.04	1 4.00	1.17	4.03	12.50	2.43	s10.40		11.48AM		- -	-		8-62-52		-		_	-
SHELTON	823.6	6.53	f 3.47	1.05	3.51	12.36	2.31	\$10.20	11.59AM	11.30	s 3.30								-	
GIBBON	817.5	6.44	1 3.37	12.56	3.42	12.26	2.21		l	11.10	s 3.00			-	1542 Ki ki	-				-
OPTIC	813.3	6.36	3.29	12.49	3.36	12.20	2.15	s 9.57	11.36	10.54	s 2.30	-	-	-		-			_	
BUDA	809.1	6.28	3.22	12.42	3.30	12.14	2.10	\$ 9.40	11.28	10.39	1 2.02		*	-						-
KEARNEY	804.4	■ 6.20	s 3.14	s12.33	s 3.21	s12.05PM		s 9.30	11.21	10.28	f 1.46				(28, 8, 9)			D 0.100 1 1		
-R WATSON'S RANCH	799.0	6.10	3.00	12.19	3.10	11.52AM		f 9.12	s 11.12	10.14	1.30PM	-			62 FE E				111	
3.9 ODESSA	795.1	6.04	2.52	12.19	3.04	11.46	1.40	1 9.04	11.00	9.56		112.38		T 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		-		1983		
ELM CREEK	788.9	5.55	f 2.40	12.05AM	2.54	11.40	1.29	8 8.53	10.53	9.46	\$1.536	112.23								-
3.9 SIMONDS	785.0	5.49	2.32	11.59PM	2.41	11.31	1.29	f 8.45	10.42	9.30		*12.10PM	and the second	-				-		
OVERTON	780.2	5.42	1 2.23	11.59FM	2.34	11.23		s 8.36	10.36	9.21	17.00	111.54AM						_		
JOSSELYN	775.7	5.34		11.45	2.28		1.13		10.29	9.09		\$11.44						-		
LEXINGTON	769.2	8 5.24	2.14			11.15	1.05	1 8.28	10.21	8.58		111.29								
MARKEL	764.9		s 2.02	s11.35	s 2.18	s11.05	\$12.53	s 8.16	s 10.10	8.42	1.44	{ 11.05 9.45	-	10000	-			-		-
	760.8	5.16	1.50	11.24	2.09	10.56	12.42	1 8.04	9.59	8.30	4. 3.5	f 9.30		a construction		-		_		
COZAD	755.2	5.08	1.42	11.15	2.02	10.50	12.35	1 7.54	9.52	8.20		f 9.15				# E 1 1 1 1	100.0	-		
VILLOW ISLAND	750.3	4.49	s 1.32	11.05	1.53	10.41	12.27	s 7.38	s 9.42	8.04		s 9.00						-		
GOTHENBURG	744.7	4.49	1 1.22	10.55	1.41	10.33	12.20	s 7.25	9.34	7.25		s 8.43						-		
VROMAN	789.0	4.29	5 1.11	10.46	1.33	10.23	12.10	s 7.12	s 9.23	6.48		8:20 7:55					0.5.33	3.5	1.00	
7.0 BRADY ISLAND	782.0	4.15	1.00 f12.49	10.37	1.25	10.13	12.01AM		9.13	6.14		f 7.30					142 63 4		-	
HINDREY	727.1	4.04	12.40		1.15	10.02	11.50PM		9.03	5.50		s 7.12	38 17 1			1 200 200 3	F1.362 F2			-
MAXWELL	722.8		f12.28	10.19	1.08	9.55	11.42	1 6.33	8.54	5.30		f 6.49						1000		
4.3 ———— KEITH	718.5			10.12	1.02	9.48	11.37	s 6.25	8.43	5.10		s 6.39								
3.6 ————————————————————————————————————		3.50	12.19	10.06	12.56	9.41	11.32	f 6.16	8.34	4.56		f 6.29		88.50		100 110	- 1944		100.00	
5.6 NORTH PLATTE	714.9	3.45 3.35PM	12.10 12.01am	10.00 9.50PM	12.50	9.35	11.28	f 6.10	8.26	4.40		f 6.20	#3677 FEB			0.00	8,02	#.10 		
					12.40PM		11.20PM			4.15AM		6.00AM		44.00						
(137.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	05 915							

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

First Class Trains will clear No. 9 Five Minutes.

			r a dre dinamenta							ANCH—Valley and H	1			FIRST O	LA88 -	Papa e priesta e servi		SEC	OND CLASS
tions.	73	71 Freight	43 Motor	41 Motor Passenger	FIRST 27 Stromsburg Local	CLASS 25 Lincoin Local	23 Lincoln Local	21 Beatrice Local	Auge from Valley	Time Table No. 45 August 22nd, 1909	itance from Beatrice	22 Beatrics Local	24 Liueola Local	26 Lincoln Local	28 Stromsburg Local	42 Motor Passenger	44 Motor Passengur	72 Freight	74 Freight
	Loave Dally Ex. Bunday		Passenger Leave Dally Ex. Sunday	a againmainn a dhan si dh			Leave Dally Kr. Sunday	Leave Dally RX Sunday	ā	STATIONS	1 2 1	Arrive Daily Res. Sunday	Arrive Dally Ri. Sunday	Arrive Dally Ex. Sunday	Arrivo Daily Ex. Subits	Arrive Daliy Ex. Sunday	Kr. Sunday	Ex. Sileday	
	6.30M	9,15FM			2,20PM				0.0	DN-B YALLEY	98.8				11.40m			12.25M	7.00PM
1,046 FWT	0.00#				Billion victorialisi da Billion disperimenta		- Harden Harry - Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitut		5.9	S. C. & W. CROSSING	90.9							11.25PM	. 600
1.000	s 7.00	9.40			s 2.34				6.4	D YUTAN	90.4				:11.22			11.05	s 5.80
L062	s 7.30	10.00			s 2.48				11.6	5,2 MEAD 7,2	85.2				s11.07	adelle de la companya de la companya de la companya de la companya de la companya de la companya de la companya		110.40	9 5.00
8,002 W	s 8.10	s10.40			s 3.06	pullelle.			18.8	DN WAHOO	78.0				s10.48			310.20	7 6:55
									19.6	CAN-Wand CB&Q CROSSING	77.8							10.00	s 4.15
4.021	s 8.40	11.10			8 3.24				20.3	D WESTON	70.5				s10.28			1	s 3.39
198	s 9.05	11.40PM			s 3.39	an single subject		on regulatores into	33.2	TOURY	63.6				s10.13			9.40	8 3.00
TOIS LAI	{ 9.25 10.15	s12.30M			3.50PM	10.05AM		4.10FM	87.8	DN-R VALPARAISO	59.5	9.35		3.50P	10.00AM			8 9.15	* 2.05
1,661	110.15 310.35	12.50				s10.17		s 4.23	41.8	AGNICW	55.0	8 9.23		s 3,37				8.05	s 1.45
2,124	s11.00	1.10				s10,80		s 4,35	48.4	D RAYMOND	50.4	s 9.10		s 3.25				7.50	3 4.750
	***************************************		sullippyyyya		a Samuel - Samuel				66.2	WEST LINCOLN	41.6								
2,152									56.8	MO. PAC. CROSSING	40.5								
									56.5	C. R. I. & P. JUNCTION	40.3								
									56.5	C. B. & Q. CROSSING	40.3								1 1.10PM
17,796 OTPW	112:49	s 2.10	7.40=0	11.05AN		s11.00AM	7,10AM	s 5.10	57.1	D-R LINCOLN	39.7	s 8.45	7.40P	3.00A		10.304	M 3.00P	s 7.10	(11:19XX
nas orsu	12.55PM	12 (404W)							57.4	C. B. & Q. CROSSING	39.4								
	. 1.05	2.40	s 8.00	s11.26			t 7.30	1 5.30	65.4	JAMAICA	31.4	≇ 8.17	t 7.16			s10.16	\$ 2.35	6.25	s11.26
2,040	s 1.25 s 1.35	2.50	3 8.07	811.88			t 7,40	f 5.38	68.2	HANLON	28.6	7 8.10	1 7.10			s10.10	s 2.23	6.15	s11.10
1,790 10	s 1.30 s 2.08	3.15	8.22	s11.46			s 7.55	s 5. 52	74.7	D PRINCETON	22.1	s 7.55	s 6.59			s 9.55	s 2.08	5.52	s10.80
1,568	auniment er – Laussinninemmete r – T	8.35	8.35	s11.55M			a 8.05	8 6.02	79.5	D CORTLAND	17.8	s 7.39	s 6.45			* 9.42	s 1.55	5.25	s10.05
2,746	s 2.40			s12.13PM			s 8,20	s 6.22	88.9	PICKRELL	7_9	s 7.20	s 6.22			9.20	s 1.85	5.00	s 9.30
1,778	s 3.25	4.05	8.57				8.40AM		96.8	DN-R BEATRICE	0.0	7.008	6.00m			9.004			
24,142 OTFW	4.30PM Arrive Daily Ex. Sunday	5.00AM Arrive Dally Ex. Sunday	9.20PM Arrive Dally Ex. Sunday			Arrive Dalis Ex. Sunday		Arrive Daily Ex. Sunday		(96.8)		Leave Dall Ex. Sunday	Leave Dair Ex. Sunday	Leave Dall Kx. Sundaj	y Leave Daliz Ex. Sunday	Leave Dal Ex. Sunda	ly Leave Dail y Ex. Sunda		y Leave Dally y Ex. Sunday
angunigeljedekte ji Linestiji 2010. – Januarija Januarija 3	(10.00)	(7.45) 12.5	(1.40) 23.8	(1.20) 26.4	(1_30)	(0.55) 21.6	(1.30) 28,5	(2.35) 23.0		Time over District		(2.35) 23.0	(1.40) 25.8	(.50) 23.7	(1.40) 22.3	(1.20) 26.4	(1.45) ±2.7	(7.55) 12,2	(10.00) 9.8

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

8

Length of sidings in feet and loostion of scales,

1,339 2,749 1,887

1,796 3,967 2,281

2,146

2,905 4,555 2,966

12.276

sagth of sidings in feet and location of scales,

29,929 OT 2,889 2,003 3,118

4,881

4,128

	SECOND CLASS	T I	FIRST CLASS		ANCH—Valparaiso and	T.		CLASS	SECOND CLASS
ength of sidings in feet and location of seeker, water, fuel and furning stations		75	27		Time Table No. 45	Distance from Central City	28	76	
		Freight and Passenger	Stromsburg		August 22nd, 1909		Stromsburg Local	Preight and Passenger	
			Local Leave Daily	Distance from Valparalso					
		Leave Daily Ex. Sunday	Leave Dally Ex. Sunday		STATIONS		Arrive Daily Rx. Sunday	Arrive Daily Ex. Saturday	
1,012 XVW		3.45AM	4.10PM	0.0		75.9	9.85AM	6.30PM	
1,399		f 4.10	t 4.29	7.4	LOMA	68.5	1 9.19	1 5.40	
2,749		8 4.45	s 4.48	18.5		62.4	8 9.05	s 5.15	
1,897				15.0	C. & N. W. CROSSING	60.8			
1.882		t 5.05	1 4.53	17.7	YANKA	58.2	1 8.54	1 4.53	
				22.8	C. & N. W. CROSSING	58.1			
5,088 WY		s 6.00	s 5.07	23.8	D DAVID CITY 0.2 C. B. & Q. CROSSING	52.6	* 8.40	s 4.15	
				23.5	C. B. & Q. CROSSING 4.3	52.4			
1,796		s 6.20	f 5.17	27.8	FOLEY 5.6	48.1	1 8.26	5 3.30	
8,957 W		s 7.00	s 5.31	83.4	D RISING CITY	42.5	s 8.12	s 3.10	
2,281		s 7.58	s 5.46	40.2	7.3	35.7	s 7.56	s 2.30	
2,146		s 8.45	s 6.04	47.5	D OSCROLA	28.4	s 7.38	* 1.50	
6,688 TFW		s 9.55	s 6.19	52.9	D STROMSBURG	23.0	s 7.24	1.15	
3,908		r10.10	1 6.27	56.9	4.0 DURANT 6.1	19.0	t 7.11	f12.25	
4,855		\$10.55	s 6.42	63.0	D POLK	12.9	s 6,56	\$12.01PM	
3,266		*11.33	\$ 6.56	68.5	D HORDVILLE	7.4	s 6.42	\$11.33AM	
710		f11.48	f 7.08	73.8	5,3 HEBER 1,5	2.1	1 6,28	f11.04	214 6 8900 8
				75.3	C. B. & Q. CROSSING	0.6			
2.276 WY		11.55AM	7.15PM	75.9	DN-R CENTRAL CITY	0.0	6.20AM	10.59AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(75.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	
			ilo dio mupoilui lu) Irains	of the same class in the O	pposite	Direction.—	See Rule 72.	
					of the same class in the O ANCH—Columbus and				
took year	SECOND CLASS	WESTWA	RD-NORFOL	K BR	ANCH—Columbus and	Norfo	k—EAST	CWARD,	SECOND GLASS
e sidings and loca- soules, fuel and stations	SECOND CLASS	WESTWA	RD—NORFOL FIRST CLASS 31 29		ANCH—Columbus and Time Table No. 45	Norfo	k—EAS7	TWARD, CLASS 32 78	80
rth of sidings feet and loca- feet, fuel and rulng stations	SECOND CLASS	WESTWA	RD-NORFOL	K BR	ANCH—Columbus and	Norfo	k—EAST	CWARD,	80
Length of sidings in feet and lose tion of soales, water, fuel and turning stations	SECOND CLASS	79 77 Freight and Passenger Passenger	RD—NORFOL FIRST CLASS 31 29 Spalding Norfolk Local	K BR	ANCH—Columbus and Time Table No. 45	Norfolk Nortolk	FIRST (30 Norfolk Local	CLASS 32 78 Spaiding Freight and	80 Freight and Passenger
Length of the control of water, turning turning	SECOND CLASS	79 Freight and Passenger Leave Daily Ex. Sunday Ex. Sunday	RD—NORFOL FIRST CLASS 31 29 Spalding Local Local Local Eave Daily Extending Local Leave Daily Extending Local	Distance from Columbus	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS	Norfolk Norfolk	FIRST (30 Norfolk Local Arrive Dally	Spaiding Freight and Passenger Arrive Dally Ex. Sunday Ex. Sunday	80 Freight and Passenger Arrive Dally Ex. Sunday
P.930 OTTIW	SECOND CLASS	79 Freight and Passenger Leave Daily Ex. Sunday 6.00AM 7.20AM	RD—NORFOL FIRST CLASS 31 29 Spalding Local Local Local save Daily x. Sunday 1.30PM 7.00PM	Natance from Columbus	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS 9.3	Norfol Distance from 00.4	FIRST (30 Norfolk Local Arrive Dally	CLASS 32 Spaiding Local Passenger Arrive Daily Ex. Sunday 12.30PM 6.10PM	80 Freight and Passenger Arrive Daily Ex. Sunday
0.220 OXXXVIII	SECOND CLASS	79 Preight and Passenger Leave Daily Ex. Sunday Ex. Sunday 6.00AM 7.20AM 6.30AM 8 7.45	RD—NORFOL FIRST CLASS 31 29 Spaiding Local Local save Daily x. Sunday 1.30PM 7.00PM 1.50PM \$ 7.18	K BR. word equation 0.0 9.3	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS 9.3	Norfol Distriction Norfolk Source 10.4 41.1	FIRST (30 Norfolk Local Arrive Dally 12.55PM s12.38	CLASS 32 Spaiding Local Passenger Arrive Dally Ex. Sunday 12.30PM 6.10PM 12.07PM 5.5.20	80 Freight and Passenger Arrive Dally Ex. Sunday
1,929 OTTFW 1,929 OTTFW 1,903 W	SECOND CLASS	TO Treight and Passenger Passenger Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunda	RD—NORFOL FIRST CLASS 31 29 Spalding Local Local Local save Daily Local Local Local 1.30PM 7.00PM 1.50PM s 7.18 s 7.32	K BR. most equation O.0 9.3 14.7	ANCH—Columbus and Time Table No. 45 August 29nd, 1909 STATIONS DN-R COLUMBUS 9.3 R OCONEE	Norfol Distance from 00.4	FIRST (30 Norfolk Local Arrive Dally 12.55PM s12.38	PWARD, CLASS 32 78 Spalding Freight and Fassenger Arrive Dally Ex. Sunday 12.30PM 6.10PM 12.07PM \$ 5.20 \$ 4.55	80 Freight and Passenger Arrive Daily Ex. Sunday
1,003 W	SECOND CLASS	79 Preight and Passenger Leave Daily Ex. Sunday Ex. Sunday 6.00AM 7.20AM 6.30AM 8 7.45	RD—NORFOL FIRST CLASS 31 29 Spaiding Local Local save Daily x. Sunday 1.30PM 7.00PM 1.50PM \$ 7.18	0.0 9.3 14.7	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS R OCONEE 5.4 D PLATTE CENTER	Norfol and John Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick	FIRST (30 Norfolk Local Arrive Dally 12.55PM s12.38	CLASS 32 Spaiding Local Passenger Arrive Dally Ex. Sunday 12.30PM 6.10PM 12.07PM 5.5.20	80 Freight and Passenger Arrive Daily Ex. Sunday
0.003 W	SECOND CLASS	TO Treight and Passenger Freight and Passenger Leave Daily Ex. Sunday Ex. Sun	RD—NORFOL FIRST CLASS 31 29 Spalding Local Local Local Local 1.30PM 7.00PM 1.50PM \$ 7.18 \$ 7.32 1 7.46	0.0 9.3 14.7 20.1	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS PN-R COLUMBUS B OCONEE D PLATTE CENTER 5.4 TARNOV	Norfo World 12.55PM s12.38 s12.13PM	Spaiding Local Passenger Arrive Dally Ex. Sunday Ex. Su	80 Freight and Passenger Arrive Daily Ex. Sunday	
0.003 W	SECOND CLASS	TO Treight and Passenger Passenger Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunday Ex. Sunda	RD—NORFOL FIRST CLASS 31 29 Spalding Local Local Local save Daily Local Local Local 1.30PM 7.00PM 1.50PM s 7.18 s 7.32	0.0 9.3 14.7 20.1 25.7	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS R OCONEE 5.4 D PLATTE CENTER TARNOV 5.0 C. & N. W. CROSSING 0.6	Norfol and John Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick Strick	FIRST (30 Norfolk Local Arrive Dally 12.55PM s12.38	PWARD, CLASS 32 78 Spalding Freight and Fassenger Arrive Dally Ex. Sunday 12.30PM 6.10PM 12.07PM \$ 5.20 \$ 4.55	80 Freight and Passenger Arrive Daily Ex. Sunday
0.50 to to to to to to to to to to to to to	SECOND CLASS	T9 Treight and Passenger Leave Daily Ex. Sunday 6.00AM 7.20AM 6.30AM 8 7.45 8 8.25 1 8.55	RD—NORFOL FIRST CLASS 31 29 Spalding Local save Daily x. Sunday Leave Daily 1.30PM 7.00PM 1.50PM \$ 7.18 \$ 7.32 1 7.46	0.0 9.3 14.7 20.1 25.1 25.7	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS B OCONEE D PLATTE CENTER TARNOV 5.0 C. & N. W. CROSSING D HUMPHREY 3 6 PECK 6.1	Norfol and Joseph Sign Sign Sign Sign Sign Sign Sign Sign	FIRST (30 Norfolk Local Arrive Dally 12.55PM s12.38 s12.26 f12.13PM	TWARD, CLASS 32	80 Freight and Passenger Arrive Daily Ex. Sunday
1.529 OTTFW 1.589 T 1.003 W 2.118	SECOND CLASS	TO Treight and Passenger Freight and Passenger Leave Daily Ex. Sunday Ex. Sun	RD—NORFOL FIRST CLASS 31 29 Spalding Local Local Local Save Daily Local Local 1.30PM 7.00PM 1.50PM \$ 7.18 \$ 7.32 1 7.46 \$ 8.00	0.0 9.3 14.7 20.1 25.7	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS R OCONEE 5.4 TARNOV C. & N. W. CROSSING D HUMPHREY 3.6 PECK	Norfol model	FIRST (30 Norfolk Local Arrive Dally 12.55FM s12.26 f12.13FM s11.67AM	Spaiding Local Passenger Arrive Dally Ex. Sunday 12.30pm 6.10pm 12.07pm 5.20 s 4.55 f 4.25 s 3.55	80 Freight and Passenger Arrive Daily Ex. Sunday
5.520 OTTFW 2.589 Y 3.003 W 2.118 W	SECOND CLASS	### TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TO	RD—NORFOL FIRST CLASS 31	0.0 9.3 14.7 25.1 25.7 29.3 35.4	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS R OCONEE 5.4 D FLATTE CENTER TARNOV 5.0 C. & N. W. CROSSING D HUMPHREY 3.6 PECK PECK D MADISON 5.5	Norfol Walter Wa	FIRST (30 Norfolk Local Arrive Dally 12.55PM \$12.38 \$12.26 f12.13PM \$11.57AM	TWARD, CLASS 32	80 Freight and Passenger Arrive Daily Ex. Sunday
2,929 OYTIW 2,889 Y 2,118 5,118 W	SECOND CLASS	Freight and Passenger Leave Daily Ex. Sunday	RD—NORFOL FIRST CLASS 31 29 Spalding Local Local Local Save Daily Local Local 1.30PM 7.00PM 1.50PM \$ 7.18 \$ 7.32 1 7.46 \$ 8.00	0.0 9.3 14.7 20.1 25.1 25.7 29.3 35.4 40.9	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS B OCONEE D PLATTE CENTER TARNOV C. & N. W. CROSSING D HUMPHREY B PECK D MADISON 5.5 ENOLA 4.2	Norfol and John Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict Strict	FIRST (30 Norfolk Local Arrive Dally 12.55FM s12.26 f12.13FM s11.67AM	Spaiding Local Passenger Arrive Dally Ex. Sunday 12.30pm 6.10pm 12.07pm 5.20 s 4.55 f 4.25 s 3.55	80 Freight and Passenger Arrive Daily Ex. Sunday
0,50 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SECOND CLASS	### TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TO	RD—NORFOL FIRST CLASS 31	0.0 9.3 14.7 20.1 25.7 29.3 35.4	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS B OCONEE D PLATTE CENTER TARNOV 5.4 TARNOV 5.0 C. & N. W. CROSSING D HUMPHREY PECK 6.1 D MADISON 5.5 ENOLA 4.2 WARNERVILLE	Norfo and an an an an an an an an an an an an an	FIRST (30 Norfolk Local Arrive Dally 12.55PM \$12.38 \$12.26 f12.13PM \$11.57AM	TWARD, CLASS 32	80 Freight and Passenger Arrive Daily Ex. Sunday
9,939 OTTIW 2,889 Y 3,003 W 2,118 4,881 W	SECOND CLASS	### WESTWA 79	RD—NORFOL FIRST CLASS 31	0.0 9.3 14.7 20.1 25.1 25.7 29.8 35.4 40.9 45.1 48.7	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS B OCONEE D PLATTE CENTER TAMOV C. & N. W. CROSSING D HUMPHREY B. C. & N. W. CROSSING D MADISON S. S. S. S. S. S. S. S. S. S. S. S. S. S	Norfo Wall	REAST 10 30 Norfolk Local Arrive Dally 12.55PM 12.38 12.26 112.13PM 11.57AM 11.36 11.10	PWARD, CLASS 32	80 Freight and Passenger Arrive Daily Ex. Sunday
2,939 OXXYW 2,939 OXXYW 2,889 Y 8,003 W 2,118 4,851 W	SECOND CLASS	### WESTWA 79	RD—NORFOL FIRST CLASS 31	0.0 9.3 14.7 20.1 25.1 25.7 29.3 35.4 40.9 45.1 48.7 50.2	ANCH—Columbus and Time Table No. 45 August 29nd, 1909 STATIONS DN-R COLUMBUS 9.3 R OCONEE D PLATTE CENTER -5.4 TARNOV -5.5 C. & N. W. CROSSING D HUMPHREY 3.6 PECK -6.1 D MADISON -5.5 ENOLA 4.2 WARNERVILLE C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CROSSING -1.5 C. & N. W. CRO	Norfo	Ik—EAS7 FIRST (30 Norfolk Local Arrive Dally 12.55PM s12.38 s12.26 f12.13PM s11.67AM s11.36 f11.20 f11.10	TWARD, CLASS 32	80 Freight and Passenger Arrive Daily Ex. Sunday 7.00PM 6.25PM
9,929 OYYFW 2,889 Y 3,003 W 2,118 4,881 W	SECOND CLASS	### WESTWA 79	RD—NORFOL FIRST CLASS 31	0.0 9.3 14.7 20.1 25.1 25.7 29.3 35.4 40.9 45.1 48.7 50.2	ANCH—Columbus and Time Table No. 45 August 22nd, 1909 STATIONS DN-R COLUMBUS B OCONEE D PLATTE CENTER TAMOV C. & N. W. CROSSING D HUMPHREY B. C. & N. W. CROSSING D MADISON S. S. S. S. S. S. S. S. S. S. S. S. S. S	Norfo	REAST 10 30 Norfolk Local Arrive Dally 12.55PM 12.38 12.26 112.13PM 11.57AM 11.36 11.10	TWARD, CLASS 32	80 Freight and Passenger Arrive Daily Ex. Sunday 7.00PM 6.25PM

SECO SECO	ND CLASS	FIRST	CLASS				FIRST CLASS			SECOND CLASS		
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Lin To the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of the Part of	* Leave Daily Leave Do Ex. Sunday Ex. Sunday	lly Leave Daily ay Ex. Sunday	Leave Daily Ex. Sunday		STATIONS	a de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition della comp	Arrive Daily Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Dally Ex. Sunday		an Samu (SSAM) SECOND	
2,889 Y	6.30	AM	1.50PM	0.0	B OCONEE	33.8	12.07PM	6.25PM	policio del constitución de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Calcinidad de Ca			
2,679	s 6.50		8 2.00	4.8	MUNROE 7.0	29.5	s11.55AM	s 5.55				
7,665 PWY	7.40am 7.28	AN 2,25F	2.15PM	11.3		22.5	11.37AM 11.32AM	5.80PM	5.20pm			
	7 8.00	t 2.41		18.8	WOODVILLE 3.5	15.0	t11.07		s 4.48		allurament samtembers	
3,964	s 8.85	s 2.49		22.3		11.5	s10 58		s 4.33			
,680	s 8.50	8 8.02		27.2	BOONE	6.6	s10.46		s 4.08			
5,428 FWY	9,4544	3.18PM		88.8	D-R ALBION	0.0	10.30AM		3.48PM			
	Arrive Dally Arrive D	ally Arrive Daily By Ex. Sunday	Arrive Daily Ex. Sunday		(80.8)		Leave Daily Ex. Sunday	Leave Dally Ex. Sunday	Leave Daily Ex. Sunday			

No. 81 has right over No. 34, Genoa to Albion.

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

WESTWARD-CEDAR RAPIDS BRANCH-Genoa and Spalding-EASTWARD.

RANTS SE	COND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS
congth of sldings tho of scales water, fuel and water, fuel and water, fuel and water, fuel and water, fuel and	79 Freight and Passenger	31 Spalding Local	Matance from Genou	Time Table No. 45	Distance from Spaniding	Spaiding Local Arrive Dally Ex. Sunday	Freight and Passenger Arrive Dally
Annea .	Leave Daily Ex. Sunday	Leave Dally Rx. Sunday		STATIONS		Ex. Sunday	Kx. Sunday
7,665 FWY	7.40AM	2.15PM	0.0	D-R GENOA	44.2	11.81AM	4.40PM
946	1 7.55	f 2.30	5.3	5.3 KENT	88.0	111.21	t 4.10
1,326	f 8.05	1 2.40	9.8	MERCHISTON	85.0	f11.12	f 3.58
4,000	s 8.40	s 2.52	13.6	D FULLERTON	30.6	s11.02	s 3.43
,886	s 9.15	8 3.13	23.1	D BELGRADE	21.1	s10.89	s 3,13
7,512 WY	s10.22	s 3.35	30.3	D CEDAR RAPIDS	18.9	*10.22	5 2.20
1,692	\$10.52	1 8,53	88.4		7.8	\$10.07	1 1.30
8,836 WY	11.80AM	4.15PM	44.8	D-R SPALDING	0.0	9.50AM	1.00PM
	Arrive Daily Ex. Sunday	Arrive Dally Ex. Sunday		(44.2)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.50)	(2.00) 22.1		Time Over District		(LAI) 26.2	(2.40) 12.1

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

Dage SEC	OND CLASS	FIRST CLASS				FIRST CLAS	s	SECOND CLASS
sough of sidings in feet and loos- form of seetles, water, fuel and turning stations	83 Freight and Passenger	35 Ord Local	Distance from Grand Jaian	Time Table No. 45 August 22nd, 1909	Anne from	36 Ord Local	84 Freight and Passenger	
Lengt tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the tion to the	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	E ⁶	STATIONS	á	Arrive Daily Kx. Sunday	Arrive Daily Ex. Sunday	
182,770 }	7.00AM	8.00PM	0.0	DN-E GRAND ISLAND	81.0	9.55AM	7.00PM	
	BENDERALE STATES OF BENDERALE STATES		0.4	C. B. & Q. CROSSING	60.6			
,482	\$ 7.30	s 8.25	11.2	ST. LIBORY	49.8	# 9.20	s 6.10	
.843	e e	1	17.3	DUBLIN	43.7			
,508 FWY 805,	{ \$:\$6	s 3.50	21.9	D-R ST. PAUL	39.1	s 8.55	{ 5:35	
,792	s 9.35	8 4.10	80.7	D ELBA	80.3	s 8.32	£ 2.55	
.808.	s 9.55	s 4.25	36.4	COTESPIELD	24.6	8 8.19	s 2.30	
w	10.22	4,42	44.5	SCOTIA JUNCTION	16.5	8.02	2.00	
.148	s10.88	s 4.47	45.6	D. SCOTIA	17.6	s 7.57	s 1.50	
W I I	10.45	4.52	44.5	SCOTIA JUNCTION	16.5	7.52	1.80	
,885	\$11.20	≥ 5.05	48.8	D NORTH LOUP	12,2	s 7.40	s 1.15	
639			59.6	OLEAN	7.4	1	1	
			8.00	C. B. & Q. CROSSING	0.4			
,581 FWT	11.50AM	5.30PM	81.0	D-H ORD	0.0	7.15AM	12.45PM	
April 2 To 1911 and 1911	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(61.0)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	

Westward Trains are Superior to Trains of the same class in the Opposite Direction—See Rule 72.

All trains and engines must come to a full stop at the wagon bridges at St. Paul and Scotia; also all west-bound trains or engines at road crossing about four miles east of Scotia, and not proceed until plainly seen that bridges or crossing is clear.

WESTWARD-LOUP CITY BRANCH-St. Paul and Loup City-EASTWARD.

## SECOND GLASS		FIRST CLASS			FIRST CLASS	SECOND CLASS
Length of sidings in feet and location of scales furning stations. The side of scales furning stations.	87 Freight and Passenger	Passenger Long City Local Motor Motor	Time Table No. 45 August 22nd, 1909	anee from	Loup City Passenger Motor	88 Freight and Passenger
Leng thou water than the transfer than the trans	Leave Dally Ex. Sunday	Leave Daily Ex. Sunday	STATIONS		Arrive Daily Ex. Sunday Ex. Sunday	Arrive Dally Ex. Sunday
7,698 PW1	8.55AN	10.00AM 3.50PM 0.	D-B ST. PAUL	39.0	8.55AM 2.80PM	5.20PM
2,150	s 9.20	s10.25 s 4.15 8.	DANNEBROG	30.7	s 8.25 s 2.00	s 4.50
250		t t 4.32 14.		24.7	1 1	4.32
\$,054 WY	1 9.50 M	s10.50 s 4.47 18.	B D-R BOELUS	20.4	s 8.03 s 1. 35	s 4.15
2,065	s 1.55	s11,08 s 5.08 25.	ROCKVILLE	18.2	s 7.45 s 1.15	s 3.50
484	s 2.10	s11.28 s 5.28 s2.	8 AUSTIN	6.9	1 7.26 \$12.56	\$ 3.30
6,779 YWY 7WY	2.45PM	11.55AM 5.55PM 89.		0.0	7.10AM 12.40PM	8.15m
	Arrive Dally Ex. Sunday	Arrive Daily Arrive Daily Ex. Sunday Ex. Sunday	(39.0)		Leave Daily Leave Daily Ex. Sunday Ex. Sunday	Leave Dally Ex. Sunday
	(1,85)	(1.55) (2.05)	Time over District		(1.45) (1.80)	(2.10)

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72. No. 37 take siding at Kenyon for No. 88.

	WESTWA	RD—PLEASAN'I	l MO	3R.A	NCH—Boelus and	Pleasa	nton—EASTWARD.	
E4438	SECOND CLASS						SECOND CLASS	l l
ength of stdings in feetand loon- four of scales, water, fuel and furning stations		91 Preight and Passenger	ance from Boalca		Time Table No. 45 Augtst 22nd, 1909	Distance from Pleasanton	92 Preight and Passenger	
Length in 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16 to 16		Loave Dally Ex. Sunday	ă		STATIONS	E E	Arrive Daily Ex. Sunday	
1,084 WY		10.15AM	0.0	D-B	BOELUS	22.1	1.25PM	
			8.8		C. B. & Q. CROSSING	13.2		
,301		s10.50	9.7		NANTASKET	12.4	s12.50	
		811.02	12.4		SOUTH RAVENNA	9.7	s12.40	umanigminanista
		s11.15	15.5	D	Poole	6.6	s12.25	
,310		11.45AM	22.1	D-B	PLEASANTON	0.0	12.05PM	
		Arrive Daily Ex. Sunday			(22.1)		Leave Dally Ex. Sunday	
		(1.90) 14.7			Time over District		. (1.20) . 18.5	

Westward Trains are Superior to Trains of the same class in the Opposite Direction—See Rule 72.

All trains and engines must come to a full stop at the wagon bridge near Boelus, and not proceed until plainly seen that bridge is clear.

WESTWARD-KEARNEY BRANCH-Kearney and Callaway-EASTWARD.

*1.708	SECOND CLASS	FIRST	CLASS		Control of the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	The Control	FIRST	GLASS	SECOND GLASS
emeth of sidings in fest and loss- tion of scales, water, fine and turning stations	97 Freight and Passenger	95 Motor Passenger	93 Motor Passenger	Suice from	Time Table No. 45 August 22nd, 1909	Different from Callaway	94 Motor Passenger	96 Motor Passenger	98 Preight and Passenger
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	8	STATIONS	ă i	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ex. Sunday
41,153 OYFW	1.00PM	4.00PM	7.10M	.0	DN-R KEARNEY	65.5	3.25PM	10.40AM	11.80AM
1,810	s 1.18	s 4.15	s 7.26	6.5	GLENWOOD PARK	60.0	s 3.08	s10.17	811.12
1,186	\$ 1.83	s 4.29	s 7.40	10.1	RIVERDALE	55.4	s 2.56	s10.05	\$11.01
1,804	s 1,58	s 4.4 9	s 8.00	16.8	D AMHERST	48.7	s 2.39	s 9.47	\$10,41
1,186 W	s 2.22	s 5.06	s 8.18	22.7	WATERTOWN 3.8	42.8	8 2.22	s 9,29	\$10.17
2,070	4 8 2,50	s 5.21	s 8.38	26.8		39.2	s 2.12	s 9.19	\$10.05
2,018	\$ 3.20	s 5.43	s 9.00	88.5	D SUMNER	33.0	s 1.55	s 9.00	s 9.45
2,649	s 4.00	s 6.05	s 9.19	40.4	D EDDYVILLE	25.1	s 1.88	s 8,40	8 9.19
1,544 W	s 4.20	≤ 6.20	s 9.34	45.9	LOMAX	19,6	s 1.17	₅ 8.24	8 8.54
1,300	s 4.50	s 6.37	3 9.51	52.1	D OCONTO	13:4	s 1.01	8.08	s 8.85
1,216	s 5.16	s 6.55	s10.09	59.1	1.0DI 6.4	6.4	*12.41	s 7.48	s 8.15
6,798 YOW	6.00PM	7.20PM	10.30AM	85.5	D-B GALLAWAY	0.0	12.25m	7.30M	8.00AM
	Arrive Daily Ex. Sunday	Arrive Daiy Ex. Sunday	Arrive Dally Ex. Sunday		(65.5)		Leave Daily Ex. Sunday	Leave Daily Rx. Sunday	Leave Daily Ex. Sunday
<u> </u>	(6.00)	(8:20) 19.7	(3.20) 19.7			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. (5.00) 21.8	(3.10) 20.7	(8.30) 18.8

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

NEBRASKA DIVISION.

SPECIAL RULES.

Trains in Block Signal Districts will wait five minutes after flagman has started, before proceeding through the block. (See Rule 504.)

Westward trains will not be required to stop and check register against trains of same class when passing from double to single track, but will throw off registering ticket. Empty flat and coal cars must be handled next to caboose.

Westward passenger trains must not leave Omaha Union Station without clearance card. (Form 2643.)

The following freight trains only will carry passengers:

Trains	57 and	l 58,	Between	Omaha and Columbus.
"	59 and	l 60,́	"	Columbus and Central City
"	61 and	l 62,	**	Grand Island and Kearney
"	63 and	l 64,	"	Kearney and North Platte.
"	73 and	l 74	"	Valley and Beatrice.
"	75 and	l 76,	"	Valparaiso and Chapman.
		l 78,		Columbus and Norfolk.
 	61 and 63 and 73 and 75 and	l 62, l 64, l 74, l 76,	66 66 66	Grand Island and Kearn Kearney and North Plat Valley and Beatrice. Valparaiso and Chapman

Trains	79 an	d 80,	Between	Columbus and Spaulding.
		d 82,		Genoa and Albion.
		d 84,		Grand Island and Ord.
"		d 88,		St. Paul and Loup City.
"		d 92,		Boelus and Pleasanton.
		d 96,		Grand Island and Callaway

(If more than one section, the regular section only will carry passengers.)

No. 6 will stop at stations in Nebraska to let off passengers from Colorado and points west of Granger.

No. 10 will stop at stations in Nebraska to let off passengers from Ogden and points west of Granger.

No. 15 will stop at stations between Omaha and Grand Island, on flag, to pick up passengers destined to points in Colorado.

No. 11 will stop at stations in Nebraska, on flag, to pick up passengers destined to points in Colorado.

No. 12 will stop at stations in Nebraska to let off passengers from Colorado.

RAILWAY CROSSINGS.

See General Rule No. 98.

The following is the law in Nebraska:

All railroad trains and engines without trains, shall come to a full stop at least 200 feet, and not more than 800 feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward, except where said railroads maintain a semaphore and gate, with torpedo attachment, and when the signals indicate the crossing to be clear, no stop need be made.

When trains, or locomotives without trains, approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross

shall not start until the first train has cleared the crossing and signal indicates that track is clear.

Penalty. Every engineer violating the provisions of the preceding section, shall, for each offense, forfeit \$100, to be recovered in the name of the State of Nebraska for the benefit of the school fund; and the person, persons, or corporations on which road such offense is committed, shall forfeit for each offense so committed, the sum of \$200, to be recovered in like manner.

Union Pacific trains have absolute right to cross ahead of B. & M. trains at

Columbus, Grand Island, Wahoo, David City. Beatrice, Central City, Ord,

B. & M. trains have absolute right to cross ahead of Union Pacific trains at

Nantasket, Lincoln.

Union Pacific trains have absolute right to cross ahead of Missouri Pacific trains at

Portal, Lincoln. Union Pacific trains have absolute right to cross ahead of C. R. I. & P. trains at

Union Pacific trains have absolute right to cross ahead of C. & N.-W. trains at

David City. Ames,

Humphreys, Brainard, C. & N.-W. trains have absolute right to cross ahead of Union Pacific trains at

Norfolk (Main Line and Creighton Branches). Union Pacific trains have absolute right to cross ahead of S. C. & W. trains at Fremont,

CHARLES WARE.

Superintendent, Omaha, Neb.

Voca (SEC	OND CLA	88			IRST CLA	SS /		.	
turning stations	61 Way Freight	55 Time Freight	53 Time Freight	9 Past Mail	7 Los Angeles Limited	Oregon & Washington Limited	3 China & Japan Mali	1 Overland Limited	Distance from Omaha	Time Table No. 45 August 22nd, 1909
Waken	Leave Daily Ex. Sunday	Leave Daliy	Leave Dally	Leave Dally	Leave Dally	Leave Dally	Leave Dally	Leave Daily	Ā 	STATIONS
185 YTPW	7.00AM	2.00AM	12.05AM	7.05PM	11.25fW	12.40PM	5.25AM	6.20PM	414.8	DN-R SIDNEY
H1	1 7.12	2.18	12.25	7 10	11.31	12.49	5,88	6.30	417.8	MARGATE
KS	1 7.80	2.40	12.45	7.16	11.88	12.58	1 5.50	6.40	421.9	D BROWNSON 5.6 N HERDON
	1 8.00	3.05	1.18	7.24	11.48	1.10	6.04	6.58	427.5	i – 5.5 – –
76 W	s 8.40	3.30	1.55	7.30	11.58PM	1 1.13	s 6.21	7.05	488.0	D POTTER 4.6 JACINTO
182	1 9.02	4.05	2.18	7.87	12.06AM	1,88	6.85	7.15	437.6	JACINTO 4.8
	1 9.22	4.24	2.42	7.48	12.14	1.42	6.49	7.25	441.9	OWASCO
78	1 9 42	4.48	8.08	7.49	12.22	1.51	7.04	7.35	446.6	xI4.5
sss w	10.15	5.04	3.45	7.54	12,80	s 2.00	s 7.23	7.54	451.1	DN KIMBALL 6.6 OLIVER
	110.52	5.80	4.15	8.08	12.42	2.15	7.42	8.12	457.7	D BUSHNELL
160 W	111.30AM		4.40	8.10	12,50	2,26	7.55	8,25	462.8	SMCEED
719	12.01PM		5.05	8.18	12,58	2.34	8.08	8.36	473.1	DN PINE BLUFFS
548 PW	* 1.05	6.50	5.32	8.28	1.10	* 2.48	s 8.25	8.49	478.4	TRACY
	f 1.25	7.22	5.56	8,88	1.24	2.59	8.39 8.55	9.08 9.16	484.2	DN EGBERT
540 W	s 2.10	7.50	6,32	8.47	1.87 1.58	1 3.10 3.24	9.14	9.32	490.3	D BURNS
570	3.10	8.24	7,20	9.00 9.12	2.07	3.36 3.45	1 9.34	9.46	496.3	DN HILLSDALE
810 W	3:10	9,00 9,55	8.00 8.49	9.21	640171 64226	3.45 f 4.04	9.55	10.02	502.3	N DURHAM
900 W	f 4.14 s 4.50	10.40	9.15	9.30	2.85	t 4.20	10.13	10.18	507.9	N-R ARCHER
1,473	5.30PM			9.45PM	2.50M	4.45PM			516.2	DN-R CHEYENNE
YIFW	Arrive Daily Ex. Sunday	Arrive Dally	Arrive Dally	Arrive Dally	Arrive Daily	Arrive Dally	Arrive Dally	Arrive Dally		(102.0)

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

First class Trains will clear No. 9 five minutes.

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Time Table No. 45 August 22nd, 1909	rance from Ogden	2 Overland Limited	4 Atlantic Express	6	8	10 China & Japan Maii	52 TimeFreight	54	56
STATIONS	ā	Arrive Daliy	Arrive Dally	Arrivo Dally	Arrive Dally	Arrive Dally	Arrive Dally	Arrive Daily	Arrive Dally
DN-R SIDNEY	586.0	11.10AM	1 1 6.12pm	5.30PM	8.20AM	4.40am	1.40PM	9.30PM	7.00AM
MARGATE 4.1	582.4	11.04	6.04	5.24	8.14	4.33	1 1.20	9.18	6.40
D BROWNSON	578.3	10.58	1 5.57	5.19	8.08	4.27	112.58	9.05	6.20
N HERDON	572.7	10.50	5.48	5.12	8.00	4.19	112.30	8.48	6.04
D POTTER 4.6	567.2	10.42	s 5.40	5.05	7.52	4.11	s12.11PM	8.32	5.30
JACINTO 4.3 DIX	562.6	10.85	5.81	4.59	7.45	4.05	111.57AM	8.17	5.15
4.77	558.8	10.29	1 5.24	4,53	7.89	3.59	111.42	8.03	5.01
OWASCO 1.5 ON RIMBALL	558.6	10.22	f 5.16	4.47	7.32	3,52	f11.28	19:38	4.48
	549.1	10.15	s 5.08	4.40	7.23	1 3.45	s11.13	7.12	4.34
5.2	542.5 537.4	10.06	4.55	4,80	7.12	3.85	f10.52	6.49	4.15
4.9	532.5	9.58	f 4.46	4.24	7.08	3.27	*10.34	6.80	4.00
DN PINE BLUFFS	527.1	9.51 9.48	4.38 • 4.28	4.18	6.57	3.20	110.20	6.15	3.48
	521.6	9.32	4.17	4.10	6,50 6,40	3,12 3.02	\$10.00	5.56	8.85
DN EGBERT	516.0	9.24	s 4.08	3.55	6.32	3.02 2.54	f 9.32 f 8.55	5.37 5.17	3.20
D BURNS	509.9	9,14	1 3,55	3.45	6.24	2.44	8,24	4.55	2.44
N HILISDALE	508.9	9.00	8 3.45	3.36	6.16	2.88	8.00	4.35	2.07
N DURHAM 5.6	497.9	8.49	1 3.34	3.27	6.07	2.22	f 7.41	4:04	1.40
DN-R ARCHER) TO	402.8	8.42	1 3.24	8.20	6.00	2.18	s 7.28	3.42	1.25
Parks or annual designation of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of	484.0	8.30	3.10PM	3.10FM	5.50AM	2.00AM	7.00AM	3.20PM	1.00am
(102.0)		Leave Daily	Leave Daily	Leave Daily 1	Leave Dally I	eave Daily	Leave Dally 1	eave Dally L	eave Dally
Time Over District		(2.40) 38.2	(3,02) 35,0	(2.20) 44.5	(2.80)	(2.40)	(6.40)	(6.00)	(6.00)

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

First class Trains will clear No. 9 five minutes.

	FI	FTH DIST	RICT—Chey	enne and L	aramie—	WESTW	ARD.						
Bogg SECO	ND CLASS					FIRST (CLA88					a l	
Middle Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Market Ma	156 57 55	58	110 10	6 104	102	17	9	7	5	8	1	a l	Time Table No. 45
2.00.00 2.00.00	Colorado Local Division Freight Time Fre	aght Time Freigh		sion Division	Colorado Edvision Passenger	Chicago Portland Special	Fast Mail	Los Angeles Limited	Oregon & Washington Limited	China & Japan Maii	Overland Limited	Same American	August 22nd, 1909
ength of skilings in cation of scales, and forester, fuel and furning stations farthons and furning stations are stationary and furning stations and furning stations are stationary and furning stations are stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and furning stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and stationary and statio	Leave Daily Leave Daily Leave I	ally Tasya Dally				and the second	Lesve Daily	Leave Dally		Leave Dally	Leave Dally		STATIONS
	Leave Daily Louve Limit Desire L		LEINS DAILY LERVE	Typus There		Liceronamy							
181,400 }	5.00AM 7.00AM 2.2	OFM 111.80A	4,30AM 6.3	OPM 3.10PM	8.35AM	3.05AM	10.10PM	8.10M	5.00PM	11.05AM	11.00PM	516.2	DN-R CHEYENNE
WPTYO J	5.30M		4,40m 6.4	OPM 3.20PM	8 45AM							520.7	DN CORLETT JOT.
WB 8.975 W	1 7.80 8.0	0 12.06P				8.16	10.24	8.95	5.15	111.22	11.16	521.8	CORLETT
ER 3,900	t 7.58 8.3					8.30	10.86	8.88	5.28	111.88	11.29	526.3	DN BORIE
WB 8,515 WB4,607 W	1 8.22 4.0	and the second second				8.41	10.46	3.50	5.40	111.52AM	11.40	580.5	of To
en 5.281	s 8.50 4.3					8.66	10.59	4.05	5.52	112.08PM	11.54PM	535.2	D GRANITE CANON
VB 0,500 W	f 9.10 4.5					4.08	11.07	4.14	6.02	(12.19	12.04M	539.5	OZONE
4.006 WFY	s 9.86 5.2					6.17	11.20	4.28	6.16	s 12.86	12.18	543.2	DN-R BUFORD
,461	\$10.00 5.5					4.26	11.30	4.89	6.26	t 12.48	12.29	547.0	DN SHERMAN
,380 W	f10.13 6.0					4.30	11.94	4.43	6.80	112.53	12.38	549.7	DN DALE CREEK
3.894	\$10.37 6.3	8 8.42				4.38	11.40	4.49	6.38	1.00	12.45	554.8	DN-R HERMOSA
1720 W		West Bound	trains use old line,	Herm osa to Larai	oje.								
1, 163 W	s11.22 s 7.2	7 s 4.40				4.52	11.55PM	5.02	6.57	t 1.19	1.00	504.5	RED BUTTES
A189													8.8
04,269 { WFT O	11.59AM 8.1	OPM 5.30PM				5.05AM	12.0544	5.15AM	7.10PM	1.35PM	1.15M	678.8	DN-R LARAMIE
Table 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					- AT 1985 THE STUDEN	Heatrest, p. 123			THE PROPERTY.				
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	(0.20) (4.59) (5. 11.4 9	50) (6.00) 7 9.5	(0.10)	0.10) (0.10)	(0.10)	(2.00)	(1.55) 29.8	(2.05)	(2.10) 26.2	(2.30) 22.7	(2.15)		Time Over District Average speed per hour

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

First class trains will clear No. 9 five minutes.

All westward freight trains will stop 5 minutes at Red Buttes and all eastward freight trains will stop 5 minutes at Buford, Granite Canon, Otto and Borie, to allow wheels to cool. Trainmen will examine wheels carefully at each stop. Freight trains must not exceed a speed of twenty (20) miles per hour from Buford to Cheyenne.

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	11 . 11	ngederfyrd yrthellydd yffiliai			THE BOYCERS	FIRST C	LA88							ng in the fact.	SECOND CLASS
Time Table No. 45 August 22nd, 1909.	Stance from Ogden	2 Overland Limited	4 Atlantic Express	6 Oregon & Washington Limited	8 Los Angeles Limited	10 China & Japan Mali	18 Chicago Portland Special	101 Colorado Division Passenger	103 Colorado Division Passenger	105 Colorado Division Passenger	109 Colorado Division Passenger	52 Time Preight	54 Time Freight	56 Time Freight	153 Colorado Division Preight
STATIONS	á	Arrive Dally	Arrive Daily	Arrive Dally	Arrive Daily	Arrive Daily	Arrivo Daily	Arrive Daily	Arrive Dally	Arrive Dally .	Arrive Dally	Arrive Daily	Arrive Daily	Arrive Dally	Arrive Daily
(DN-R CHEYENNE)	484.0	8.15AN	2.40pm	3.00PM	5.35AM	1.45AM	5.10M	10.357	10.50W	4.50PM	9.20PM	4.45AM	9.40M	9.25PM	6,30PM
DN CORLETT JCT.	479.5		Bullanhan 1 M Ballyanian balla		7.35,11				10.35AM						6.10PM
CORLETT	478.4	8.06	f 2.28	2.50	5,28	1.35	4.59					4.25	9.15	9.06	
DN BORIE	473.9	7.58	1 2.18	2.42	5.17	1.26	4.51					a 4.08	s 8.58	s 8.47	
orro	469.7	7.50	f 2.10	2.35	5.09	1.17	4.42					a 3.50	* 8.38	s 8.28	
D GRANITE CANON	465.0	7.42	a 1.59	2.26	5.00	1.08	4.33					s 3.30	* 8.18	s 8.08	
OZONE	481.7	7.86	1 1.53	2.20	4.54	1.01	4.26	The second second				3,10	7.58	7.48	
DN-R BUFORD	457.0	7.27	s 1.42	2,12	4.46	s12.52	4.17					2.50	7.40	7.30	
DN SHERMAN	453.2	7.20	1.85	2.05	4.39	12.44	4.10					2.30	7.20	7.10	
DN DALEGREEK	450.5	7.14	1 1.27	2.00	4.30	12.36	4.04					2.16	6.50	7.00	
DN-R HERMOSA	445.9	7.08	1.15	1.50	4.20	12.25	3.52					1.50	6.24	6.38	
					Hast Bound	trains use ne	w line, Lara	mie to Herm	088.						
COLORES	439.7	6.48	t 12.59	1.66	4.07	19.11	3.39					1,15	5.54	5.56	
SATANKA	485.8	6.39	12.47	1.29	3.58	12.01AM	3.30					12.52	6.34	5.26	
FORELLE	481.8	6.20	12.88	1.20	8.49	11.51PM	9,20					19.29	5.14	5.00	
DN-R LARAMIE	427.2	8.18AM	12.25FM	1.1074	3.88AM	11.40гм	3.10AM					12.05#	4.50AM	4.30PM	
202 G 1 2 2 3 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6		Leave Dally	Leave Dally	Leave Daity	Leave Daily	Leave Dally	Leave Dally	Leave Daily	Leave Dally	Leave Daily	Leave Daily	Leave Dally	Leave Dally	Leave Dally	Leave Dally
Time over District		(1.57) 29.1	(2.15) 26.2	(1.50) 81,1	(1.57) 29.1	(2.05) 27.3	(2.00) 28.4	(0.16)	(0.15)	(0.15)	-(0.16)	(4.40) 12.2	(4.50) 11.8	(4.55) 11.6	(0.20)

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							WES	DW/ARD		DIST	RICT—Laramie and	Rawlins	east	WARD.							
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	57 Freight	55	53	17 Chicago Portland	9 Fast Mall	7 Los Angeles	5 Oregon & Washington	3 China &	1 Overland Limited	roe from	Time Table No. 45 August 22nd, 1909	fance from Ogden	2 Overland Limited	4 Atlantic Express	6 Oregon & Washington Limited	8 Los Angeles Limited	10 China & Japan Mail	18 Chleago Portland	52 Time Freigh	54 t Time Freight	56 Freight
	Leave Dally		Leave Dally	Special	Leave Dally	Limited Leave Daily	Limited	- Ashsu man		1 20 1 20 1 20	STATIONS					Atrive Daily		Special Arrive Daily	Arrive Dally	y Arrive Dally	Arrive Da
6 8,389										573.0	(DN-B LARAMIE	427.2	6 15M	1 12.05PM	1.05PM	9.35AM	11.35PM	3.00AV	7.15PM	3.5544	3.20
WHY			6,80PM	5,10AM		5.18AM 5.27	7.15A 7.22	4 1.40PM 1.50	1.29	577.9	BONA	422.3	6.08	11.54M	- A CONT.	3.28	11.28	2.52	6.48	3.26	t 3.04
16 	7.20	8.55	7.27	5.18 5.24	12.15 12.19	5.32	7.27	1.55	1.88	580.4	D HOWELL	419.8	6.05	111.48	12.56	8.20	11.23	2,48	6.40	3.00	1 2.56
16 19	1 7.46	9.07	7.48	5.80	12.25	5.38	7.88	1 2.03	1.40	584.4	N WYOMING	415.8	6.00	f11.89	12.51	8.18	11.15	2,42	6.25	2.42	1 2.45
	1 8.20	10.00	8.25	5.45	12.34	5.50	7.44	1 2.18	1.62	592.0	D BOSLER	408.2	8.50	*11.23	12.42	3.01	11.02	2.80	6.02	1.52	s 2.11
	* 1 8.42	10.52	8.54	5.54	19.49	5.59	7.52	1 2.28	2.00	597.4	COOPER LAKE	402.8	5,35	211.11	12.34	2.50	10.52	2.22	5.48	1,22	1 1.5
, 5	Y = 8,56	11.20	9.17	6.00	12.49	6.06	8.00	1 2,38	2.11	600.6	DN LOOKOUT	399.6	5.80	*11.06	12.30	2.46	10.47	2.18	5.84	1.12	s 1.8
.	1 9.26	11.428		6.06	12,55	6.14	8,08	1 2.50	2.20	605.9	HARPER	394.3	5.20	110.58	12.19	2.35	10.84	2.08	5.09	12.55	f 1.1
. PW	* *10.80	12.104		6.17	1.06	6.23	8.17	∗ 8.02	2.88	612.0	DN ROCK RIVER	888.2	5.09	\$10.89	12,08Pf	2.24	10.20	1.58	4.42	12.38	s12.5
<u> </u>		12.30	10.45	6.20	1.12	6.28	8.25	f 8.10	2.41	615.6	WILCOX 7.8	384.6	5.02	110.32	11.69#	2.17	10.12	1.50	4.30	12.25M	f12.3
,	111,884		11.20m	6.80	1.23	6.40	8.40	1 8.25	2.57	623.2	ž n ridge	877.0	4,48	110,19	11.45	2.04	9.58	1.87	3.58	11.55PM	112.C
	- ** :12.20P		12.05#	terropropriations in the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contr	1.32	6.50	8.52	* 3.84	3.12	629.6	D MEDICINE BOW	370.6	4.36	*10.08	11.34	1.54	9.47	1.25	3.30	11.82	811.2
	12.40	2.16	12.28	6.46	1.40	6.57	9.00	1 3.45	8.22	633.6	ALLEN	å 366.6	4.29	10.00	11.29	1.45	9.40	1,16	8.18	11.18	111.1
,	1 1.05	2.42	1.00	6.56	1.50	7.07	9.10	f 3.59	8.88	639.1	d COMO	361.1	4.21	1 0.48	11.22	1.36	9.82	1.08	8.00	11.00	110.5
	t 1.35	3.10	1.82	7.08	2.00	7.18	9.88	4.15	8.45	645.4	RAMSEY	354.8	#549B#	9.34	11.13	1.25	9,23	12.59	2.42	10.89	110.8
) j ri	TT . 2.23	4.00	2.13	s 7.20	2.13	• 7.29	• 9.32	ı 4.26	4.00	849.9	DN BANNA	350.3	4.00	* 9.25	*11.05	s 1.16	5 9.12	s12.50	2.23	10.27 -	*10.5
	1 2 40	4.30	2,42	7.80	2.25	7.40	9.46	4.37	4.10	654.8	N PERCY	845.4	3.51	9.13	10.54	1.07	9.02	12.40	2.05	10.10	110.0
•	¥ 1 2.57	4.44	3.00	7.35	2.82	7.48	9.54	1 4.47	4.16	658.3	D DANA	341.9	3.44	1 9.06	10.47	1,00	8.54	12.83	1.51	9.54	f 9.4
8	t 3.16	5.05	3.35	7.48	2.41	7.55	10.04	4.67	4.24	663.5	EĎŠON	336.7	3,35	8.55	10.88	12.49	8.42	12.22	1.32	9.25	f 9.2
•	{ 2:35	5.25	8.50	7.50	2,50	s 8.08	∗ 10.1 4	a 5.07	4.32	668.6	DN WALCOTT	331.6	3.26	* 8,48	10.28	f12.39	* 8.30	12.12AN	1.18	9.02	8 9.0
8	W s 5.19	5.50	4.10	8.00	8,00	8.14	10.26	ı 5.19	4.41	674.5	D PT. STEELE	325.7	8.14	* 8.80	10.14	12.26	8.17	11.59m	12.50	8.85	8 8.4 . 8.2
T	5.40	6.07	4.39	8.06	3.08	8.22	10,86	5.27	4.49	678.8	N LAHKOTA	321.4	3.06	8.22	10.08	12.19	8.09	11.52	12.37	8.28	1 8:6
9	t 5.57	6.25	4.57	8.12	3.13	8.28	10.45	f 5 .35	4.57	682.7	D GRENVILLE	317.5	∥ 2.58	1 8.12	10.04	12.12	8.02	11.46	12.25	8.12	1 7.8
14	6.14	6,38	5.13	8,20	3.19	8.34	10.52	5.42	5.04	685.9	SEMINOLE 8.9	314.8	2.46	8.07	10.00	12.07	7.57	11.40	12.14	8.02 4 7.50 PM	s Inschuse en es
i w pi	70 6.80F	M 6.55A	6.80#	8.30AM	3.25₩	8,40M	11.00P	M 5.50P	M 5.10M	689.8	(DN-B RAWLINS	_ 810.4 	2.38	8.00	9.55A	4 12.01A	7.50P	11.35pm	12.01 P		
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	(11.30)	(10.25)	(11-00) 10-6	(3.20) 35.0	(3.17) 35.6	(3.22) 34.6	(8.45) 81.6	(4.10) 28.0	(8.50) 80.0				(2.27) 82.8	(4.06) 28.6	(3.10) 88.4	(8.34) 82.7		(3.25) 24,1	(7.14) 16.1	(8.05) 14.4	(8.05) 14.4

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

First Class Trains will clear No. 9 five minutes

No. 1 will stop at Walcott for passengers destined to points west of Ogden.

No. 2 " " to let off passengers from points west of Ogden.

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CLASS 56 Freight ally Arrive Daily 3.20PM 1 3.04 r 2.55 f 2.42 s 2,18 1 1.52 s 1.39 1 1.16 s12.50 M 112.35 PM (12.08PM s11,34AM (11.12 f10.65 110.38 s10.20 110.00 f 9.45 1 9.24 s 9.04 s 8.40 1 8:58 1 7.38 1 7.27 7.15A ally Leave Dally

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	f 10.55	8.91	SARBEN	57.1 (12.25PM
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Westward Trains are Superior to Trains of the same class in Opposite Direction-See Rule 72.

WYOMING DIVISION.

..... Speed per hour........

SPECIAL RULES

Trains in Single Track Block Signal Districts will wait five minutes after flag-man has started, before proceeding through the block. (See Rule 504.)

TRAIN WORK.—After assigned freight, trains may be filled out with other freight and empty cars according to the best interests.

East Freight Trains must not be required to take or leave cars except at conveient points and times, and cars to be taken on must be made ready in a convenient place.

In loading freight it must, as far as practicable, be consolidated to make full car loads; use only such cars as are actually necessary for the way work. Conductors must pay due attention to the above in loading way freight. Agents at way stations must hold small lots of freight to load on trains, instead of loading in cars at stations.

Trains must be made up systimatically, according to station order, except where it would interfere with air brakes. Air brake cars must be switched together and put ahead. Conductors must preserve this order in taking or leaving cars.

Empty flat or coal cars and outfit cars must be handled next to caboose.

Agents must not sell tickets or check baggage for stations where trains do not stop.

The following freight trains only will carry passengers:

 Trains 61 and 56......
 Between North Platte and Sidney.

 "61 and 52......
 "Sidney and Cheyenne.

 "57 and 54......
 "Cheyenne and Laramie.

 "57 and 56......
 "Laramie and Rawlins.

(If more than one section, the regular section only will carry passengers.)

HELPING ENGINES.—Conductors must notify Enginemen of Helping Engines coupled in their trains, of any orders they may have.

An Absolute Staff, a Permissive Staff or a Permissive Tablet, in the possession of the Engineman, is the necessary authority for the movement of a train or engine in either direction.

At each station, Engineman must either hand the staff to the Signalman on duty or throw it on the ground at staff crane.

The Eastbound Train Order Signal at Hermosa, the Westbound at Buford and both East and Westbound at Dale Creek and Sherman will be used to indicate whether Staff is ready for delivery to Enginemen. When Signal indicates "Proceed," Enginemen may approach station expecting to find Staff in the Staff Crane. When Signal indicates "STOP," it signifies that Staff is not ready and Enginemen must stop at the station.

Disc Signals (See Rules 5 and 6, pages 84 and 85, Book of Rules and Regulations of Transportation Department) are located at both ends, of passing sidings at Dale Creek and Sherman. When a letter "S" is displayed in the disc, it indicates that the train is to take the siding.

Double Track Rule 504 for Automatic Block System will govern movement of trains through block signals Buford to Hermosa.

W. C. McKEOWN,
Superintendent.
Asst. Su

Cheyenne, Wyo.

THIRD AND FOURTH DISTRICTS.

M. F. WHITE, Train Master, North Platte, Neb.

FIFTH AND SIXTH DISTRICTS.

F. C. LETTS, Train Master, Laramie, Wyo.

Cheyenne, Wyo.

Asst. Superintendent,

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Westward Trains are Superior to Trains of the same class in Opposite Direction—See Rule 72.

First-Class Trains will Clear No. 9 Five Minutes.

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SEVENTH DISTRICT-Rawlins and Green River-EASTWARD. SECOND CLASS

FIRST CLASS

Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72. First Class Trains will Clear No. 9 Five Minutes.

EIGHTH DISTRICT-Green River and Evanston-WESTWARD.

Hoge asset		SECONI	CLASS					FIRST CL	A58				
feet and location of Seales Water, Con and location of Seales Water, Con and Turning Sin-tions,	57 O. S. L. Idaho	55 Time	53 Time	23 O.S.L. Local	17	11 0. s. l. '	9 Fast Mail	7 Los Angeles	5 Oragon & Washington Limited	3 China &	1 Overland	Distance from Omaba	Time Table No. 45 August 22nd, 1909.
tons. Jones Tones	Fast Freight	Freight	Freight	Preight	Chicago-Port- land Special	Fast Mail				Japan Maij	Limited	156 166 166	STATIONS
CD 33	Leave Daily	Leave Daily	Leave Daily L	eave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Dally	Leave Dally		
234 TFWY	- 8.50PM	12.01 AM	7.10PM	5.00AM	12.40PM	7.80am	7.20AM	12.50PM	3.25AM	11.0594	9.30AM	824.2	DN-R GREEN RIVER
.898 P	9.12	12.24	7.80	5.40	12.49	7.41	7.30	1.00	8.38	11.19	9.43	828.8	RIVIEW
150	9.38	12.40	7.46	5,55	12.57	7.48	7.87	1.07	3.46	111.28	9.58	831.6	PERU 5.7
SAT W	10.01	1.00	8.16	6.20	1.07	8.00	7,48	1.18	4.00	t11.40	10.05	837.3	BRYAN 7.0
	10.30	1.25	8.44	6,45	1.20	8,15	8.02	1.29	4.15	£11,57PM	10.18	EARLE	DN MARSTON
994 YW	11.10PM	2.20	9.86	7.20M	1.37PM	8.30AM	8.20	s 1.47	4,37 _A M	s12.18AM	s10.84	854.2	DN-R GRANGER
448 P		3.04	10.10				8.82	- 1.58		12.34	10.48	861.1	VERNE
NS W		8.35	10.80				8.39	2.08		t12,44	10.57	865.9	D CHURCH BUTTES
715 P		4.17	11.06				8.50	2.18		1.00	11.12	879.1	N HAMPTON
187 P		4.38	11.27FM				8.57	2.24		1,10	11.20	876.9	ELKHURST 5.7
732 PW		5.12	12.05AM				9.05	2.84		s 1,22	11.30	882.6	DN CARTER
886 P		5.40	12.45				9.13	2.42		1.38	11.43	887.9	ANTELOPE
730 P		6.09	1.10				9.22	2.52		f 1.45	11.54 _{AM}	892.9	D BRIDGER
287 W		6.30	1.80				9.29	3.00		f 1.53	12.02PM	897.7	N LEROY
P		6.54	2.02				9.35	8.09		2.02	12.11	902.0	RAGAN 2.8
512 W		7.08	2.21				9.39	3.16		s 2.07	12.16	904.8	DN SPRING VALLEY
661 P		7.28	2.43				9.44	3.24		2.15	12.24	908.6	N ASPEN
907 P		7.48	3.00				9.52	3.84		1 2.25	12.33	811.0	D ALTAMONT
900 1		8.10	3.20				10.02	8.45		1 2.37	12.42	915.9	N KNIGHT
885 PW 885	The contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contracti	8.80	3.40				10.10	3.54		2.46	12.50	919.9	MILLIS 4.5
PTFWO		8.50M	4.00M				10.20AM	4.05PM		2.55M	1.00PM	924.4	DN-R EVANSTON
	ArriveDatly	Arrive Daily	Arrive Daily A	zriveDail y	Arrive Daily	Arrive Dally	ArriveDaily /	Arrive Daily	trive Daily	Arrive Daily	ArriveDaily		(100.2)
	(2.20) 12.9	(8.49) 11.5	(8.50) 11.5	(2.20) 12.9	(.57) 50.8	(1.00)	(8:00) 33.4	(S.15) 30.8	(1-17) 24 7	(3.50) 26.6	(3°30) 28.6		Time over District

Westward Trains Are Superior to Trains of the Same Class in the Opposite Direction.—See Rule 72. First class Trains will clear No. 9 five minutes.

Speed of both Passenger and Freight Trains through Aspen tunnel must, under no circumstances, be excessive.

Passenger trains will use not less than five (5) minutes in passing through the tunnel proper, and freight trains not less than ten (10) minutes.

Lamps in coaches and Pullman cars must be lighted before entering the tunnel; also headlights of all locomotives.

Hand cars and velocipede cars, unless in charge of Roadmaster or General Foreman of Bridges and Buildings, and Signal men, will not be allowed in the tunnel without authority of Train Master. Those who have authority to thus use them Passenger trains will use not less than five (5) minutes in passing through the tunnel proper, and freight

must ascertain location of trains and be exceedingly vigilant to prevent accident to themselves or train.

Time T August

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Time over A verage Sp

trains

EIGHTH DISTRICT-Evanston and Green River-EASTWARD.

9 No. 45 ad, 1909.

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District...... d per Hour...

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IRIVER

				FII	ROT CLAS	9				SE(ZOHD CL.	180							
Time Table No. 45 August 22nd, 1909.	detance from Ogrien.	2 Overland Limited	4 Atlantic Express	G Oregon & Washington Limited	8 Los Angeles Limited	10 Chine & Japan Mall	12 O. S. L. Fast Mail	18 Chicago Portland Special	22 O. S. L. Fast Freight	24 O.S.L. Past Freight	52 Past Freight	54 Feet Protects	56 Past Preight						
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dally	ArriveDaily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dally	Arrive Dally	Arrive Dally	Arrive Dally						
DN-R GREEN RIVER \	176.0	10,05PM	3.00M	5.32AM	7.20PM	3.05PM	12.40M	7.00 _{FM}	7.00PM	8.10PM	7.55PM	4.00M	3.50PM						
RIVIEW	171.4	9.55	2.50	5.25	7.12	2.56	12.81	8.50	6.28	7.52	7.42	8.48	3.38						
2.8 PERU	168.6	9.48	1 2.45	1 5,20	7.07	2.50	12.25	6.44	6.14	7.40	7.80	3.40	3.30						54 60000
BRYAN	162.9	9.35	f 2,35	1 5.05	6.54	2.39	12.10AM	6.82	5,52	7.20	7.09	8.16	3.07						
7.8 DN MARSTON	155 3	9.24	2.20	1 4.52	6.41	2.26	11.55PM	6.18	5,80	6.54	8.41	2.52	2.42	Bat Masania neseti Batania			g resultative sun	er letaleranic-pitale i	
DN-R GRANCER	145.9	s 9.10	s 2.00	4.37M	s 6.25	s 2.10	11.35PM	6.00PM	5.00PM	6.2 5FX	6.00	2.20	{ f:49			gi ghearanch			
0.B VERNE	139.1	8.57	1.44		6.10	1.58					5.30	2.00	1.12						
D CHURCH BUTTES	134.3	8.50	1 1.35	ustrantas.	6.02	1.48					5.05	1.35	12.57				n rienas Hans-Mi		
7.2 N HAMPTON	127.1	8.39	1 1.21		5.51	1.35					4.55	1.00	12.33						
3.8 ELKHURST	123.3	8.83	1.10		5.45	1.20					4.48	12.80	12.19						
5.7 DN CARTER	117.6	8.23	t12.54		5.37	s 1.15					4.25	12.05AM	12.01FM						
	112.3	8.13	12.45		5.25	1.04					4.06	11.44PM	11.43M						
5.0 D BRIDGER	107.3	8.04	(12.31		5.17	12.58					8.51	11.26	11.05						
1.8 N LEROY	102.5	7.58	f12.23		5.11	12.45					8.40	11.13	10.50						
4.3 RAGAN	98.2	7.50	12.14		5.04	12.38		anjenjan spira			3,25	10.59	10.83		on carry name	en ganarinjanggana			
2.8 ON SPRING VALLEY	95.4	7.45	s12.08#		5.00	112.38					3.16	10.51	10.23						
3.8 V ASPEN	91.6	7.39	111.59₽¥		4,55	12.24					2.44	10.38	10.08						
2.4 D ALTAMONT	89.2	7.30	f11.50		4.46	12.14					2.80	10.20	9.52						
N KNIGHT	84.3	7.18	t11.35		4.36	12.04PM					2.09	10.01	981						
4.0 MILLIS	80.8	7.10	11.20		4.26	11.54AM					1.50	9.46	9.05						
ON-R EVANSTON	75.8	7.00PM	11.05PW		4.15P¥	11.40AM					1.80m	9.30m	8.50м	Opposition of the second special second					
(100 2)		Leave Daily	Leave Dally	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Dally	Leave Dails	Leave Dally	Leave Daily						
Time over District Average Speed per Hour		(3.05) 32.4	(3.55)	(.55) 32.8	(2.55) 31.3	(3.25)	(1.00) 30.0	(1.00) 30.0	(2 00) 15 0	(1.45) 17.1	(6.25) 15 9	(6.30) 15.4	(7.00) 14 3						

Westward Trains Are Superior to Trains of the Same Class in the Opposite Direction—See Rule 72.

First-class trains will clear No. 9 five minutes.

Speed of both Passenger and Freight Trains through Aspen tunnel must, under no circumstances, be excessive.

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Hand cars and velocipede cars, unless in charge of Roadmaster or General Foreman of Bridges and Buildings, and Signal Watchmen, will not be allowed in the tunnel without authority of Train Master.

Those who have authority to thus use them must ascertain location of trains and be exceedingly vigilant to prevent accident to themselves or trains.

SEO SE SE SE SE SE SE SE SE SE SE SE SE SE	SECOND CLASS				FIRST	CLASS						FIRST	CLASS			SEO	OND CLAS	8
Length of Siding Scates and Towns Scates, Water and Turning tions.	55 Tim Freis	2.000.000	53 Time Freight	9 Fast Mail	7 Los Angeles Limited	3 Gaina 4 Mail	1 Overland Limited	lstenze fron Ognahu	Time Table No. 45 August 22nd, 1909.	Istance from Ogden	2 Overland	4 Atlantic Express	8 Los Angeles Limited	10 China & Japan Mail	52 Time Freight	54 Time Freight	56 Time Freight	
2234	Leave I	ally Le	eave Daily	Leave Dally	Leave Daily	Leave Daily	Leave Dally	- -	STATIONS .	l à	Arrive Daily	Arrive Dally	Arrive Dally	Arrive Dally	Arrive Dally	ArriveDaily	ArriveDaily	
,886 PWFTO	9.1	OAM	4.20 _{AM}	10.25 _{AM}	4.10PM	S.OOM	1,05PM	994.4	(DN-R EVANSTON	75.8	6.55PM	11.00PM	4.10PM	11.35 _{AM}	12.40PM	8.40m		
1,192	9.8	8	4.42	10.89	4.24	3.14	1.18	930.8	WYUTA	69.4		f10.45	3.58	11.22	12.15PM		7.07	
.086 WY	9.5	a	5,00	10.49	4.84	1 8.25	1.26	985.5	DN WAHSATCH	64.7		f10.35	3.50	f11.15	11.59AM		6.38	i i i i i i i i i i i i i i i i i i i
192 P	\$10.1	0 8	5.18	10.58	4.42	8,35	1.85	989.5	4.0 CURVO	60.7	8.15	10.15	3.34	10.58	11.88	7.10	6.08	
840 W	19:3	8 *	5.40	11.06	4.51	1 8.44	1.45	943.9	DN CASTLE ROCK	56.3	5.59	t 9.56	3.19	10.40	11.06	6.43	5.40	
016 PW	11.8		6.02	11.18	5.02	8.59	2.00	950.6	EMORY 5.7	49.7	5.48	1 9.40	8.06	10.23	10.23	6.07	5.05	
150	11.5	3 4M	6.20	11.28	5.11	4.11	2.10	956.2	₫ BASKIN	44.0	5.80	9.26	2.52	10.05	9.42	5.40	4.40	
539 PWFT	12.1	Эгм	6.34	s11.37	s 6.20	s 4.20	2.21	960.3	DN ECHO	89.9	5.20	8 9.14	2.42	s 9.56	9.25	5.20	4.20	
323 P	12.2	•	6.46	111.45	5.26	4.29	2.31	984.2	# HENEFER	86.0	5.08	t 9.04	2.31	1 9.44	9.06	4.44	3.25	
661	12.4	5	7.01	111.54AM	5.34	4.40	2.40	968.9	D DEVIL'S SLIDE	31.3		1 8.54	2.20	f 9.34	8.46	4.20	3.00	
907 W	1.0	3	7.22	s12.06PM	5.45	s 4 .54	2.52	975,8	DN MORGAN	24.4	4.42	s 8.42	2.07	s 9.20	8.18	3.58	2.30	
.674	1.1	5	7.46	112.20	5.56	5.10	8.09	983.2	D PETERSON	17.0	4.28	f 8.27	1.52	1 9,01	7.46	8.20	2.00	
2000 P	1.4	7	7.51	12.24	6.00	5.14	3.13	985.2	STRAWBERRY	15.0	4.24	8.21	1.47	8.56	7.30	3.13	1.50	
992 PW	2.0)	7.59	12.29	6.05	5.20	3.18	987.7	GATEWAY	12.5	4.17	8.16	1.42	8.50	7.15	2.48	1.88	104 m (4) (5 m (4) (4) (5
885	s 2,2) s	8.36	112.40	6.17	5.30	3.82	992.7	DN UINTAH	7.6	4.01	7.56	1.26	1 8.36	6.30	2.20	1.15	
WETYO	8.1	SPM	9.15AM	12.55PM	6.35PM	5.45AM	3.50₽₩	1000.2	DN-R OGDEN	gante a securio. Da specialistica de	3.50PM	7.40PM	1.15PM	8.20AM	5.45 _M 4	1.50PM	12.45am	
	ArriveD	ally Arı	rive Daily	Arrive Daily A	Arrive Daily	Arrive Daily	Arrive Dally		(75.8)		Leave Dally I	eave Daily I	Česve Daily	Leave Dally	Leave Daily	Leave Daily I	Leave Daily	
	(6,05) 12,5		(4.55) 15,4	(2,81) (2,81)	(2.25) 31.0	(2.45) 97.2			Time over District		(3.05) 24.5	(3.20)	(2.55) 26.0	(3.15) 23.3	(6.55) 11.0	(6.50) 11.1	(7-00) 10-8	

Westward Trains Are Superior to Trains of the Same Class in the Opposite Direction.—See Rule 72.

First class trains will clear No. 9 five minutes.

West-Bound Passenger Trains must use not less than 15 minutes Wahsatch to Castle Rock and 10 minutes Gateway to Uintah.

West-Bound Freight Trains must use not less than 30 minutes Wahsatch to Castle Rock and 20 minutes Gateway to Uintah.

All West-Bound Freight Trains must stop at Castle Rock ten (10) minutes and Uintah five (5) minutes to allow wheels to cool and be thoroughly inspected before proceeding. All Trains will reduce speed to 15 miles per Hour through Tunnels.

WESTWARD—Park City Branch—EASTWARD.

WESTWARD—Superior Branch—EASTWARD.

WESTWARD—Gunn Branch—EAST

# # # # # # # # # # # # # # # # # # #	SECOND CLASS				SECOND CLASS	1994				11 2554			Î. I
Length of Sidings in feet and location of Soales, Water, Coul and Turning Sta- tion.	125 Mixed Pas- senger and Freight	tance from	Time Table No. 45 August 22nd, 1909.	ance from Echo	126 Mixed Pas- senger and Freight	Length of Sidings in feet and location of Scales, Water, Coal and Turning Sta- tion.	ance from ayor Jet:	Time Table No. 45 August 22nd, 1909.	trom perior	Length of Sidings in fest and location of Scales, Waver, Coal and Turning Sta- tion.	nos from	Time Table No. 45 August 22nd, 1909	Gance from
	Leave Daily	ā ·	STATIONS	TOP!	Freight Arrive Daily	I fought a search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and it for the search and	Distan Thay	STATIONS	- zeg	Longth Longth Scales and 1 tion.	Distance	STATIONS	a la
23,201 W	7.00AM		D-R PARK CITY Kd	28.0	12.40PM	3,500	0.0	THAYER JOT.	7.7		0.0	GUNN JCT.	3.7
YO	t 7.10	1,0	FR'T YARD JCT	27.0	112.30		8.4	TIPPLE A	1,3		3.7	gunn Gunn	0.0
290 777		4.5	HOMER SPUR	23.5	/12,10PM		7.2	TIPPLE B	0.5		3.9	END OF TRACK	0.2
1.058	t 7.80	8.1	ATKINSON	19.9	111.50AM	Y	7.7	SUPERIOR	0.0			(8.9)	
1,184	f 7.50	15.8	WANSHIP	18.7	f11.10		8.2	TIPPLE C	0.6				
	f 8.05	19.8	HOYTSVILLE	8.2	f10.52		9.1	END OF TRACE	1.4				
3,719 0	s 8.15	22.7	D COALVILLE Ve	5.3	s10.40			(9.1)					
1,17	f 8.25	25.0	GRASS CREEK JCT	8.0	110.14								
13,483 WFT	8.85AM	28.0	DN-R ECHO Ho		10.00AM								
	Arrive Dally		(28.0)		Leave Daily								

UTAH DIVISION

EBRASKA, MYOMING AND UTAH DIVISIG

SPECIAL RULES AND REGULATIONS

- 1. Passengers will not be carried on freight trains except persons in charge of live stock, employes with annual passes, or employes with trip passes so endorsed by persons issuing them.
- 2. When a train has more than one locomotive, each engineman must be provided with copies of all orders and CLEARANCE CARDS.
- 3. Enginemen will sound steam whistle, as provided in Rule 14 (L) approaching tunnels, and where view is obstructed.

Refering to rule Number 504:

When stopped by block signal on single track and flagman has proceeded ahead to protect against other trains, look for broken rail or other obstructions, train will wait a reasonable length of time, ordinarily five minutes, when it may proceed under control, following the flagman at a safe distance until next signal is reached, or is in plain view.

On Branch Lines, the train order signal will not be kept burning after passage of last regular train for the day.

Telephones are placed at most non-telegraph stations and connected with telegraph offices to enable trainmen to get orders. When a train arrives at one of these stations, expecting to be met or passed by another train, the conductor must, unless the train is there, immediately go to telephone booth and call up telegraph office and ascertain if any further orders. At such stations the conductor will receive and repeat orders in the same manner as operator at telegraph station, and as provided in Rules 201 to 223 inclusive. The lowest copy must be deposited in box provided in booth for that purpose.

No. 3 will stop at stations west of Echo to let off passengers from points east of Echo.

No. 4 will stop at Thayer to leave passengers from Ogden and points beyond.

W. A. WHITNEY.

ARD.

Superintendent, Ogden, Utah

WM. M. JEFFERS,

Asst. Supt., Green River, Wyo.

Seventh District

N. W. SPANGLER,

Train Master, Rawlins, Wyo.

F. H. SMITH,

Eighth and Ninth Districts and Park City Branch

Train Master, Evanston, Wyo.

NEBRASKA, WYOMING AND UTAH DIVISIONS.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2000 POUNDS

Total weight of train, exclusive of engine and tender, which the different classes of Locomotives will haul in each direction between the stations shown, under favorable weather conditions:

(A deduction of ten (10) per cent will be made for fast trains.)

COUNCIL BLUFFS AND NORTH PLATTE.

Class	Engine		LUFFS AND ISLAND		LAND AND PLATTE
	Numbers	WESTWARD	EASTWARD	WESTWARD	EASTWARD
0 57 - 22 187	201 to 317	3000	4500	3000	4500
0 57 15% & 26 30 164	1620 to 1699	3000	4500	3000	4500
T 62 20 134	1703 to 1742	1800	3000	1800	3000
T 69 15% & 26 142	1820 to 1829	3000	4500	3000	4500
T 73 15% & 26 138	1830 to 1847	3000	4500	3000	4500
T 63 15½ & 26 28	1860 to 1869	3000	4500	3000	4500

NORTH PLATTE AND CHEYENNE.

Class	Engine	NORTH AND S		SIDNEY TO CHEYENNE	CHEYENNE TO ARCHER	ARCHER TO SIDNEY
	Numbers	WESTWARD	EASTWARD	WESTWARD	EASTWARD	EASTWARD
0 57 - 22 187	201 to 317	2000	3000	1750	1750	3000
0 57 17 8 28 181	1508 to 1521	2000	3000	1750	1750	3000
0 57 154 & 26 174	1620 & 1621	2000	3000	1600	1600	3000
57 15% & 26 30 157	1622 to 1639	1800	3000	1600	1600	3000
0 57 15% & 26 30	1640 to 1697	1800	3000	1600	1600	3000
0 57 15% & 26 171	1698 & 1699 1901 to 1920	1800	3000	1600	1600	3000
r 62 <u>20</u> 134	1703 to 1742	1200	3000	1200	1200	3000

NEBRASKA, WYOMING AND UTAH DIVISIONS.—CONTINUED. CHEYENNE AND GREEN RIVER.

Class	Engine Numbers	CHEYENNE TO BUFORD		EVANSTON to CHEYENNE	EVANSTON AND OGDEN	
U Jams		WESTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD
0 57 <u>22</u> 187	201 to 317	1100	1750	1750	2200	880
C 51 22 & 34 159	1320 & 1321	600	1060	1060	2200	600
TW 57 21 166	1500 to 1507	800	1500	1500	2200	800
0 57 17 & 28 18	1 1508 to 1521	950	1700	1700	2200	845
0 51 $\frac{21}{28}$ 14	1 1600 to 1617	600	1060	1060	2200	600
0 57 15% & 26 30	1620 & 1621	800	1500	1500	2200	800
0 57 15% & 26 30	7 1622 to 1639	800	1500	1500	2200	800
0 57 '154 & 26 30	1640 № 1697	800	1500	1500	2200	800
C 57 15% & 26 17	1 1698 & 1699 1901 to 1920	} 800	1500	1500	2200	800
T 62 20 134	1703 to 1742	550	1100	1100	2200	550
т 73 15% & 26 28	3 1830 to 1847	550	1000	1000	2200	460
т 79 15% & 26 28	1 1848 to 1859	500	900	900	2200	410

Helpers, Cheyenne to Buford, add 66%%.

CLASSIFICATION OF ENGINES.

"C"-Consolidation engines
"T"-Ten Wheelers
"M"-Moguls
"A"-Atlantic Type
"P"-Pacific Type
"S"-Switch
"E"-Eight Wheelers
"TW"-Twelve Wheelers

NEBRASKA, WYOMING AND UTAH DIVISIONS. ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS.

NEBRASKA DIVISION.	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (in- cluding light weight of car)		
Omaha and Grand Island	6000 lbs.	3000 lbs.		
Grand Island and North Platte	6000 ''	3000 ''		
Valley and Beatrice	3000 ''			
Valparaiso to Stromsburg	3 000 ''			
Stromsburg to Valparaiso	6000 ''	3000 "		
Columbus and Norfolk	3000 ''			
Columbus and Spalding	6000 ''	3000 ''		
Genoa and Albion	6000 ''	3000 ''		
Grand Island and Ord	6000 ''	3000 "		
St. Paul and Loup City	6000 ''	3000 ''		
Boelus and Pleasanton	6000 ''	3000 ''		
Kearney and Callaway	6000 ''	3000 ''		
WYOMING DIVISION.				
North Platte and Sidney	6000 ''	3000 ''		
Sidney and Cheyenne	6000 ''	3000 ''		
Cheyenne to Laramie	3000 ''			
Laramie to Cheyenne	6000 ''	3000 ''		
Laramie and Rawlins	6000 ''	3000 ''		
UTAH DIVISION.				
Rawlins and Green River	6000 "	3000 ''		
Green River and Evanston	6000 ''	3000 "		
Evanston to Ogden	6000 ''	3000 "		
Ogden to Evanston	3000 ''	0000		
Park City to Echo		3000 "		
Park City to Echo Echo to Park City	3000 "			

LIST OF SURGEONS.

YEARSON GARAGIAA DATOAR ECITY

A. F. JONAS, Chief Surgeon, Omaha, Neb.

M. A. Talloy District Surgeon Wilder District Surgeon District Surgeon Wilder District Surgeon Wilder District Surgeon Wilder District Surgeon District Surgeon Wilder District Surgeon District Surgeon Wilder District Surgeon District Surgeon District Surgeon Wilder District Surgeon District Surgeon District Surgeon District Surgeon Wilder District Surgeon	NAME	TITLE	PLACE.	DISTRICT.	NAME	TITLE	PLACE	DISTRICT
M. A. Thiley District Surgeon Oanks Outsell Bulfs to Table, White Adams District Surgeon Bulleting Surgeon And Outsell Bulfs to Tabley Chemical District Surgeon Bulleting Surgeon And Committee Chemical District Surgeon Bulleting Surgeon Chemical District Surgeon Bulleting Surgeon Chemical District Surgeon Bulleting Surgeon Chemical District Surgeon Bulleting Surgeon Chemical District Surgeon Bulleting Chemical District Surgeon Bulleting Chemical District Surgeon Bulleting Chemical District Surgeon Bulleting Chemical District Surgeon Bulleting Chemical District Surgeon Bulleting Chemical District Surgeon Bulleting Chemical District Surgeon Partilling Chemical District Surgeon Bulleting Chemical District Su	V. L. Treynor	District Surgeon	Council Bluffs	Council Bluffs to Omaha.				Laramie to Rawlins.
B. J. Updegraff. B. J. Updegraff. B. J. Updegraff. B. J. Updegraff. B. J. Updegraff. B. J. Updegraff. B. J. Updegraff. B. Supporter.		District Surgeon	Council Bluffs	Council Bluffs to Omaha.	Wilmer Adams			Hanna to Rock Springs.
O. S. Hoffman. Local Surgeon. Omaha.	E. J. Updegraff	District Surgeon	Omaha	Council Bluffs to Valley.	Raymond Barber			Hanna to Rock Springs.
S. H. Smith Leas Surgeon Omaha. Omaha. Oliver Chambers District Surgeon Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning to the Cook Springer Learning t		Local Surgeon	Omaha	Omaha.				
Thomas Truelsen Local Surgeon. Omaha.		Local Surgeon	Omaha	Omaha.	Oliver Chambers			Laramie to Green River.
G. R. Kennedy Local Surgeon Omala Thomas Truelsen	Local Surgeon	Omaha					Rock Springs to Evanston.	
Thos. Kelly Obstrict Surgeon. South Omaha Omaha to Papillion. OH. Magnart. District Surgeon. District Surgeon. District Surgeon. District Surgeon. Oyden to Fran OH. Hall District Surgeon. Millard. Papillion to Elthorn. South Omaha to Millard. Papillion to Elthorn. South Omaha to Millard. Papillion to Elthorn. South Omaha to Millard. Papillion to Elthorn. South Omaha to Millard. District Surgeon. Oyden. Oy	C. R. Kennedy	Local Surgeon	Omaha	Omaha.				Morgan to Green River.
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A. P. Overgaard District Surgeon. Fremont Valley to North Bendo. District Surgeon District Surgeon District Surgeon North Bendo. North Bendo. North Bendo. North Bendo. District Surgeon District Surgeon District Surgeon Columbus. Schupler to Silver Creek and Oconee. G. G. G. Douglas. District Surgeon District Surgeon. Silver Creek to Columbus Columbus. Ochypara Surgeon District Surgeon. Silver Creek to Columbus Columbus. District Surgeon. Silver Creek to Columbus Columbus. District Surgeon. District Surgeon. Silver Creek to Contrad City. G. H. Brash. District Surgeon. Beating District Surgeon. District Surgeon. Contrad City. Clarks to Chapman and Polik. F. J. Swoboda. District Surgeon. Beating District Surgeon. Contrad City. Clarks to Chapman and Polik. F. J. Swoboda. District Surgeon. Beating District Surgeon. Contrad City to Grand Island. S. P. J. Swoboda. District Surgeon. Beating City to Canad Island. Chapman All Salad. Chapman and Polik. F. J. Swoboda. District Surgeon. Beating City to Canad Island. Chapman All Salad. Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapman Chapm	W. H. Reed	District Surgeon			J. G. Smith			
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When employes, passengers or others are injured, call the nearest Company Surgeon.

When necessary to call Surgeons, other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after arrival of Company Surgeon.

Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities, after immediate necessary attention has been rendered by Company Surgeon.

