



**MAP OF THE
NEBRASKA DIVISION
UNION PACIFIC RAILROAD**

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. JAN. 18, 1932

SCALE OF MILES
0 10 20 30 40 50

UNION PACIFIC RAILROAD COMPANY

Eastern District



FIRST SUBDIVISION
SECOND SUBDIVISION
AND BRANCHES
(NEBRASKA DIVISION)

TIME-TABLE No. 139

Effective Monday, June 1, 1936

at 12:01 A. M. Central Time



FOR EMPLOYEES ONLY

WESTWARD					FIRST SUBDIVISION				
SECOND CLASS					FIRST CLASS				
71	231	527	233	235	Time-Table No. 139 June 1, 1936				
Freight	Freight	Motor Passenger	Local Freight	Mixed	STATIONS				
Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	R COUNCIL BLUFFS				
8.00PM	6.00PM	1.05PM	6.00AM		DN-R	OMAHA	Yd	11.00PM	
8.15PM	6.15PM	1.20	6.15		DN	SUMMIT	Su	11.15	4.25PM
8.30PM	6.45PM	1.36PM	6.22		DN	SEYMOUR		11.40PM	4.32PM
					DN	SARPY		11.52	4.36
					DN	SARPY		11.57PM	4.42
		1.39PM	6.30AM		DN	SOUTH OMAHA	Sa		
		1.53PM	6.45AM		R	GILMORE			
		2.00	7.00		D	PAPILLION	Po		
		2.04	7.05		D	PORTAL			
		2.09	7.15		D	MILLARD	Md		
		2.14	7.21		DN	LANE	Cj	12.01AM	4.47
		2.22	7.30		D	ELKHORN	Kh	12.06	4.54
		2.27	7.36		D	WATERLOO	Wo	12.09	4.58
		2.35PM	8.00		DN	VALLEY	V	12.13	5.03
		2.35PM	8.00		DN	MERCER		12.19	5.12
		2.35PM	8.00		DN	F. S. Y. & L. CROSSING			
		2.35PM	8.00		DN	FREMONT	Fa	12.28	5.25
		2.35PM	8.00		DN	O. B. & Q. CROSSING			
		2.35PM	8.00		DN	O. & N. W. CROSSING			
		2.35PM	8.00		DN	AMES		12.37	5.34
		2.35PM	8.00		D	NORTH BEND	Nb	12.44	5.45
		2.35PM	8.00		D	BAY STATE		12.46	5.48
		2.35PM	8.00		D	ROGERS	Dj	12.51	5.55
		2.35PM	8.00		DN	SCHUYLER	Sc	1.00	6.07
		2.35PM	8.00		DN	LAMBERT		1.05	6.13
		2.35PM	8.00		D	RIOHLAND	Ra	1.09	6.18
		2.35PM	8.00		DN	O. B. & Q. CROSSING			
		2.35PM	8.00		DN	COLUMBUS	C	1.25	6.35
		2.35PM	8.00		D	DUNCAN	Dq	1.38	6.51
		2.35PM	8.00		D	GARDINER		1.42	6.57
		2.35PM	8.00		D	SILVER CREEK	Sy	1.48	7.05
		2.35PM	8.00		D	HAVENS		1.53	7.12
		2.35PM	8.00		D	CLARKS	Cx	1.59	7.20
		2.35PM	8.00		D	THUMMEL		2.04	7.28
		2.35PM	8.00		DN	O. B. & Q. CROSSING			
		2.35PM	8.00		DN	CENTRAL CITY	Ci	2.13	7.40
		2.35PM	8.00		DN	PADDOCK		2.17	7.44
		2.35PM	8.00		D	OHAPMAN	Cp	2.23	7.52
		2.35PM	8.00		D	LOCKWOOD		2.28	7.59
		2.35PM	8.00		DN-R	O. B. & Q. CROSSING			
		2.35PM	8.00		DN-R	GRAND ISLAND	Ge	2.40AM	8.15PM

WESTWARD					FIRST SUBDIVISION									
FIRST CLASS					FIRST CLASS									
27	17	717	7	539	111	101	1	103	Time-Table No. 139 June 1, 1936					
Passenger	Passenger	Challenger Passenger	Passenger	Motor Pass.	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	STATIONS					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	R COUNCIL BLUFFS					
10.10AM			9.30AM	7.17AM					0.0	DN-R	OMAHA	Yd	11.00PM	
10.45AM	10.40AM	10.35AM	10.20AM	7.32	2.05AM	1.55AM	1.55AM	1.55AM	2.8	DN	SUMMIT	Su	11.15	4.25PM
10.52AM	10.47AM	10.42AM	10.27AM	8.00AM	2.09AM	1.59AM	1.59AM	1.59AM	5.2	DN	SEYMOUR		11.40PM	4.32PM
10.56	10.51	10.46	10.31		2.12	2.02	2.02	2.02	8.9	DN	SARPY		11.52	4.36
11.01	10.56	10.51	10.36		2.16	2.06	2.06	2.06	13.6	DN	SARPY		11.57PM	4.42
				8.09AM					6.4	DN	SOUTH OMAHA	Sa		
				8.23AM					11.9	R	GILMORE			
				8.30					16.8	D	PAPILLION	Po		
				8.34					19.2	D	PORTAL			
				8.39					22.5	D	MILLARD	Md		
11.05	11.00	10.55	10.40	8.44	2.20	2.10	2.10	2.10	17.1	DN	LANE	Cj	12.01AM	4.47
11.10	11.05	11.00	10.45	8.52	2.25	2.15	2.15	2.15	21.7	D	ELKHORN	Kh	12.06	4.54
11.13	11.08	11.03	10.48	8.57	2.28	2.18	2.18	2.18	24.5	D	WATERLOO	Wo	12.09	4.58
11.18	11.13	11.07	10.53	9.03	2.32	2.22	2.22	2.22	28.0	DN	VALLEY	V	12.13	5.03
11.24	11.19	11.13	10.59	9.12	2.37	2.27	2.27	2.27	34.3	DN	MERCER		12.19	5.12
									38.2	DN	F. S. Y. & L. CROSSING			
11.32	11.27	11.20	11.07	9.25	2.41	2.31	2.31	2.31	39.3	DN	FREMONT	Fa	12.28	5.25
									40.0	DN	O. B. & Q. CROSSING			
									44.8	DN	O. & N. W. CROSSING			
									46.3	DN	AMES		12.37	5.34
11.40	11.35	11.28	11.15	9.34	2.47	2.37	2.37	2.37	46.3	D	NORTH BEND	Nb	12.44	5.45
11.48	11.43	11.36	11.23	9.45	2.54	2.44	2.44	2.44	54.4	D	BAY STATE		12.46	5.48
11.50	11.45	11.38	11.25	9.48					56.4	D	ROGERS	Dj	12.51	5.55
11.55AM	11.50	11.43	11.30	9.55	3.00	2.50	2.50	2.50	61.4	DN	SCHUYLER	Sc	1.00	6.07
12.03PM	11.58AM	11.50	11.38	10.07	3.06	2.56	2.56	2.56	68.7	DN	LAMBERT		1.05	6.13
									73.0	D	RIOHLAND	Ra	1.09	6.18
12.08	12.03PM	11.55	11.43	10.13					76.9	DN	O. B. & Q. CROSSING			
12.12	12.07	11.59AM	11.47	10.18	3.12	3.02	3.02	3.02	79.0	DN	COLUMBUS	C	1.25	6.35
									83.8	DN	O. B. & Q. CROSSING			
12.22	12.17	12.09PM	11.57AM	10.30	3.18	3.08	3.08	3.08	84.5	DN	COLUMBUS	C	1.25	6.35
12.35	12.30	12.22	12.10PM	10.50	3.24	3.14	3.14	3.14	92.2	D	DUNCAN	Dq	1.38	6.51
12.39	12.34	12.26	12.14	10.56					96.5	D	GARDINER		1.42	6.57
12.45	12.40	12.32	12.20	11.03	3.32	3.22	3.22	3.22	102.3	D	SILVER CREEK	Sy	1.48	7.05
12.51	12.45	12.37	12.25	11.10	3.36	3.26	3.26	3.26	107.9	D	HAVENS		1.53	7.12
12.56	12.50	12.42	12.30	11.18	3.40	3.30	3.30	3.30	113.6	D	CLARKS	Cx	1.59	7.20
1.01	12.55	12.47	12.35	11.25	3.44	3.34	3.34	3.34	119.1	D	THUMMEL		2.04	7.28
									124.3	DN	O. B. & Q. CROSSING			
1.08	1.02	12.54	12.42	11.35	3.49	3.39	3.39	3.39	124.9	DN	CENTRAL CITY	Ci	2.13	7.40
1.12	1.05	12.57	12.45	11.41					128.5	DN	PADDOCK		2.17	7.44
1.18	1.11	1.03	12.51	11.51	3.57	3.47	3.47	3.47	135.1	D	OHAPMAN	Cp	2.23	7.52
1.24	1.17	1.09	12.57	11.59AM	4.01	3.51	3.51	3.51	140.7	D	LOCKWOOD		2.28	7.59
									146.5	DN-R	O. B. & Q. CROSSING			
A 1.35PM	A 1.28PM	A 1.20PM	A 1.08PM	A 12.15PM	A 4.09AM	A 3.59AM	A 3.59AM	A 3.59AM	146.9	DN-R	GRAND ISLAND	Ge	2.40AM	8.15PM

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.

WB5750 P
WB5751 P
WB5752 P
WB5753 P
WB5754 P
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WB5998 P
WB5999 P
WB6000 P

W. B.—Westward Siding
E. B.—Eastward Siding
A—Automatic Crossing Signal.

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

*Note.—Nos. 1, 101, and 103 will run only on the following dates:
No. 1 due to leave Omaha on the 5th, 11th, 17th, 23rd and 29th of each month;
No. 101 due to leave Omaha on the 6th, 12th, 18th, 24th and 30th of each month;
No. 103 due to leave Omaha on the 1st, 7th, 13th, 19th and 25th of each month;

The time of Nos. 1, 101, 103 and 111, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:
The time of Nos. 1, 101 and 103, need not be cleared by No. 111;
The time of No. 111 need not be cleared by Nos. 1, 101, and 103.

In Council Bluffs, Omaha, and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules,

WESTWARD		SECOND SUBDIVISION				Distance from Council Bluffs	Time-Table No. 139 June 1, 1936		FIRST
SECOND CLASS		231	519	239	237		15	Passenger	
Length of siding in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Freight	Motor Passenger	Mixed	Mixed	Stations	Daily	Daily	
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Passenger		
	WFTYOP	11.45PM			8.30AM	146.9		8.30PM	
3,994	P				f 8.50	154.5		f 8.40	
WB5,641 EB3,521	WP				s 9.20	162.3		s 8.51	
4,012	P				s 9.50	169.9		s 9.02	
WB5,497 EB3,505	WI YP		1.00PM		s 10.20	176.0		s 9.11	
3,999	P		f 1.06		f 10.30	180.2		9.16	
3,563	P		f 1.12		s 10.40	184.3		9.20	
WB9,360 EB5,739	WF YOP	1.00AM	A 1.30PM	6.00AM	A 11.00AM	189.1		s 9.45	
3,283	P			f 6.10		194.1		9.53	
4,041	P			f 6.20		198.3		f 9.58	
5,745	WP			s 6.45		204.6		f 10.06	
1,036				f 6.55		208.4		10.11	
4,038	P			s 7.05		213.3		s 10.18	
1,113	P			f 7.15		217.9		10.24	
WB5,765 EB5,750	WY OP			s 8.15		224.4		s 10.40	
4,055	P			f 8.30		232.5		10.51	
376						236.2			
4,039	WP			s 8.59		238.2		s 10.59	
2,048	P			f 9.15		243.2		11.05	
WB6,046 EB4,055	WF YP			s 10.00		248.8		s 11.25	
4,043	P			10.13		254.5		11.33	
4,048	WP			s 10.35		261.5		s 11.43	
592	P			f 10.45		266.6		11.50	
5,754	P			s 11.05		270.6		s 11.57PM	
296				11.15		274.6		12.05AM	
4,046	P			f 11.25		278.5		12.10	
428				f 11.30		280.5		12.15	
WFTYOP		A 3.30AM		A 11.59AM		284.1		A 12.30AM	

(3.45) (0.30) (5.59) (2.30) Thru Time (4.00)
36.6 26.2 15.8 16.8 Average speed per hour 34.3

W. B.—Westward Siding
E. B.—Eastward Siding

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

*Note.—Nos. 1, 101, and 103 will run only on the following dates:
No. 1 due to leave Grand Island on the 5th, 11th, 17th, 23rd, and 29th, of each month;
No. 101 due to leave Grand Island on the 6th, 12th, 18th, 24th, and 30th, of each month;
No. 103 due to leave Grand Island on the 1st, 7th, 13th, 19th, and 25th, of each month.
The time of Nos. 1, 101, 103 and 111, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:
The time of Nos. 1, 101, and 103, need not be cleared by No. 111;
The time of No. 111 need not be cleared by Nos. 1, 101, and 103.

WESTWARD		SECOND SUBDIVISION							Distance from Council Bluffs	Time-Table No. 139 June 1, 1936	
CLASS	FIRST CLASS	27	17	717	7	111	101	1		103	11
Passenger	Passenger	Challenger Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Stations
Daily	Daily	Daily	Daily	Daily	★See Note Below	★See Note Below	★See Note Below	★See Note Below	Daily		
1.42PM	1.35PM	1.25PM	1.15PM	4.09AM	3.59AM	3.59AM	3.59AM	3.59AM	2.45AM	146.9	DN-R GRAND ISLAND Co
1.50	1.43	1.33	1.23	4.16	4.06	4.06	4.06	4.06	f 2.53	154.5	D ALDA Da
1.58	1.51	1.41	1.31	4.22	4.12	4.12	4.12	4.12	f 3.02	162.3	D WOOD RIVER Wr
2.06	1.59	1.49	1.39	4.28	4.18	4.18	4.18	4.18	f 3.12	169.9	D SHELTON Hn
2.12	2.05	1.55	1.45	4.33	4.23	4.23	4.23	4.23	f 3.19	176.0	DN GIBBON Gb
2.16	2.10	2.00	1.50	4.36	4.26	4.26	4.26	4.26	3.25	180.2	OPTIO
2.20	2.14	2.04	1.54	4.39	4.29	4.29	4.29	4.29	3.29	184.3	BUDA
f 2.35	s 2.30	s 2.20	s 2.10	4.43	4.34	4.34	4.34	4.34	s 3.40	189.1	DN KEARNEY Kr
2.41	2.36	2.26	2.16	4.48	4.39	4.39	4.39	4.39	3.46	194.1	ALFALFA CENTER
2.45	2.40	2.30	2.20	4.51	4.42	4.42	4.42	4.42	f 3.50	198.3	D ODESSA Dz
2.51	2.46	2.36	2.26	4.56	4.47	4.47	4.47	4.47	f 3.57	204.6	D ELM CREEK Cr
2.54	2.49	2.39	2.29	4.59	4.50	4.50	4.50	4.50	4.01	208.4	SIMONDS
2.59	2.54	2.44	2.34	5.02	4.53	4.53	4.53	4.53	f 4.06	213.3	D OVERTON Ov
3.03	2.58	2.48	2.38	5.05	4.56	4.56	4.56	4.56	4.11	217.9	JOSSELYN
f 3.10	3.04	s 2.54	2.44	5.10	5.02	5.02	5.02	5.02	s 4.21	224.4	DN LEXINGTON Um
3.18	3.12	3.02	2.52	5.17	5.09	5.09	5.09	5.09	4.30	232.5	D DARR
										236.2	JOVIAN
f 3.24	3.17	f 3.07	2.57	5.21	5.14	5.14	5.14	5.14	s 4.36	238.2	D COZAD Co
3.30	3.22	3.12	3.02	5.25	5.18	5.18	5.18	5.18	4.43	243.2	WILLOW ISLAND
f 3.38	3.29	f 3.19	3.09	5.29	5.23	5.23	5.23	5.23	s 4.55	248.8	DN GOTHENBURG Bu
3.46	3.36	3.25	3.15	5.34	5.28	5.28	5.28	5.28	5.03	254.5	VROMAN
3.53	3.43	3.32	3.22	5.40	5.34	5.34	5.34	5.34	f 5.11	261.5	D BRADY ISLAND Bi
3.58	3.48	3.37	3.27	5.44	5.38	5.38	5.38	5.38	5.16	266.6	HINDREY
4.03	3.53	3.41	3.31	5.47	5.41	5.41	5.41	5.41	f 5.21	270.6	D MAXWELL Mx
4.08	3.58	3.45	3.35	5.50	5.44	5.44	5.44	5.44	5.26	274.6	KEITH
4.13	4.03	3.50	3.40	5.53	5.47	5.47	5.47	5.47	5.29	278.5	GANNETT
4.16	4.06	3.53	3.42	5.55	5.49	5.49	5.49	5.49	5.32	280.5	BECK
A 4.25PM	A 4.15PM	A 4.00PM	A 3.50PM	A 6.00AM	A 5.55AM	A 5.55AM	A 5.55AM	A 5.55AM	A 5.40AM	284.1	DN-R NORTH PLATTE No

(2.43) (2.40) (2.35) (2.35) (1.51) (1.56) (1.56) (1.56) (2.55) Thru Time
50.5 51.4 52.4 52.4 74.2 71.0 71.0 71.0 47.0 Average speed per hour

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

*Note.—Nos. 1, 101, and 103 will run only on the following dates:
No. 1 due to leave Grand Island on the 5th, 11th, 17th, 23rd, and 29th, of each month;
No. 101 due to leave Grand Island on the 6th, 12th, 18th, 24th, and 30th, of each month;
No. 103 due to leave Grand Island on the 1st, 7th, 13th, 19th, and 25th, of each month.
The time of Nos. 1, 101, 103 and 111, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:
The time of Nos. 1, 101, and 103, need not be cleared by No. 111;
The time of No. 111 need not be cleared by Nos. 1, 101, and 103.

Nos. 11 (Colo. Section) and 15 will stop at any station to pick up revenue passengers for stations in Colorado west of Julesburg at which train is scheduled to stop.
No. 11 (Colo. Section) will stop at any station for revenue passengers for stations on North Platte Branch and Cut-off.
No. 7 will stop at any station for revenue standard sleeper passengers for Salt Lake or Los Angeles.
No. 17 will stop at any station to pick up revenue standard sleeper passengers for Pocatello and beyond.
No. 27 will stop at Wood River to pick up revenue passengers for Ogden and beyond.
No. 717 will stop at any station for revenue coach or tourist car passengers for Ogden and beyond or for north of Granger.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 139
June 1, 1936

STATIONS

DN-R GRAND ISLAND Ge	845.7
D ALDA Da	838.1
D WOOD RIVER Wr	830.3
D SHELTON Hn	822.7
DN GIBBON Ob	816.6
OPTIC	812.4
BUDA	808.3
DN KEARNEY Kr	803.5
ALFALFA CENTER	798.5
D ODESSA Dz	794.3
D ELM CREEK Qr	788.0
SIMONDS	784.2
D OVERTON Ov	779.3
JOSSELYN	774.7
DN LEXINGTON Um	768.2
DARR	760.1
JOVIAN	756.4
D COZAD Co	754.4
WILLOW ISLAND	749.4
DN GOTHENBURG Bu	743.8
VROMAN	738.1
D BRADY ISLAND Bi	731.1
HINDREY	728.0
D MAXWELL Mx	722.0
KEITH	718.0
GANNETT	714.1
BECK	712.1
DN-R NORTH PLATTE No	708.5

Distance from Ogden	FIRST CLASS									
	12 Passenger	14 Passenger	16 Passenger	28 Passenger	8 Passenger	818 Challenger Passenger	18 Passenger	112 Streamliner Passenger	2 Streamliner Passenger	
								★See Note		
	A 3.25AM	A 5 13AM	A 11.30AM	A 4.15PM	A 4.30PM	A 4.43PM	A 4.50PM	A 11.18PM	A 11.28PM	
	3.08	4.57	11.13	3.59	4.14	4.26	4.34	11.09	11.19	
	f 2.58	4.47	11.01	3.49	4.04	4.16	4.24	11.03	11.13	
	f 2.48	4.39	10.50	3.40	3.55	4.08	4.16	10.57	11.07	
	f 2.40	4.32	10.41	3.33	3.48	4.01	4.09	10.52	11.02	
	2.34	4.27	10.35	3.28	3.43	3.56	4.04	10.49	10.59	
	2.30	4.23	10.30	3.24	3.39	3.52	4.00	10.46	10.56	
	s 2.20	s 4.13	s 10.20	s 3.15	s 3.30	s 3.43	s 3.50	10.42	10.52	
	2.05	4.03	10.10	3.04	3.19	3.34	3.42	10.37	10.47	
	2.01	3.59	10.05	3.00	3.15	3.30	3.38	10.34	10.44	
	f 1.54	3.53	9.57	2.54	3.09	3.24	3.32	10.29	10.39	
	1.49	3.50	9.52	2.50	3.05	3.20	3.28	10.26	10.36	
	f 1.44	3.46	9.47	2.46	3.01	3.16	3.24	10.23	10.33	
	1.39	3.41	9.40	2.41	2.56	3.11	3.19	10.20	10.30	
	s 1.32	3.35	9.33	2.34	2.49	3.04	3.13	10.15	10.25	
	1.20	3.27	9.22	2.25	2.40	2.55	3.05	10.08	10.18	
	f 1.14	3.22	9.15	2.20	2.35	2.50	3.00	10.04	10.14	
	1.07	3.17	9.08	2.13	2.28	2.43	2.55	10.00	10.10	
	f 1.00	3.11	9.02	2.07	2.22	2.37	2.49	9.56	10.06	
	12.51	3.04	8.52	1.59	2.14	2.29	2.42	9.51	10.01	
	f 12.43	2.57	8.44	1.52	2.07	2.22	2.35	9.45	9.55	
	12.37	2.52	8.38	1.47	2.02	2.17	2.30	9.42	9.52	
	f 12.32	2.48	8.32	1.43	1.58	2.13	2.26	9.39	9.49	
	12.27	2.44	8.27	1.39	1.54	2.09	2.22	9.36	9.46	
	12.23	2.40	8.23	1.35	1.50	2.05	2.18	9.33	9.43	
	12.21	2.38	8.21	1.33	1.48	2.03	2.16	9.31	9.41	
	12.15AM	2 33AM	8.15AM	1.28PM	1.43PM	1.58PM	2.10PM	9.28PM	9.38PM	
(137.2)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See Note Below	

Thru Time.....	(3.10)	(2.40)	(3.15)	(2.47)	(2.47)	(2.45)	(2.40)	(1.50)	(1.50)
Average speed per hour.....	43.3	51.4	42.2	49.3	49.3	49.8	51.4	74.8	74.8

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

★Note.—Nos. 2, 102, and 104 will run only on the following dates:

No. 2 due to leave North Platte on the 2nd, 8th, 14th, 20th, and 26th, of each month;

No. 102 due to leave North Platte on the 3rd, 9th, 15th, 21st, and 27th, of each month;

No. 104 due to leave North Platte on the 4th, 10th, 16th, 22nd, and 28th, of each month.

The time of Nos. 2, 102, 104, and 112, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:

The time of Nos. 2, 102, and 104, need not be cleared by No. 112;

The time of No. 112 need not be cleared by Nos. 2, 102, and 104.

No. 28 will stop at Gothenburg, Cozad and Lexington to let off or pick up revenue passengers.

Nos. 8 and 28 will stop at any station to let off revenue passengers from Ogden and beyond.

No. 18 will stop at any station to let off revenue passengers from north of Granger.

Nos. 12 and 16 will stop at any station to let off revenue passengers from North Platte and west.

No. 14 will stop at any station to let off revenue passengers from stations west or south of Cheyenne.

No. 818 will stop at any station to let off revenue passengers from Ogden and beyond or from north of Granger, and stop at Gothenburg, Cozad and Lexington for revenue coach or tourist car passengers.

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

102 Streamliner Passenger
104 Streamliner Passenger

A 11.28PM
A 11.28PM

11.19
11.13

11.07
11.02

10.59
10.56

10.52
10.47

10.44
10.39

10.36
10.33

10.30
10.25

10.18
10.14

10.10
10.06

10.01
9.55

9.52
9.49

9.46
9.43

9.41
9.38PM

9.38PM

★See Note Below

(1.50)	(1.50)
74.8	74.8

Time-Table No. 139
June 1, 1936

STATIONS

DN-R GRAND ISLAND Ge	845.7
D ALDA Da	838.1
D WOOD RIVER Wr	830.3
D SHELTON Hn	822.7
DN GIBBON Ob	816.6
OPTIC	812.4
BUDA	808.3
DN KEARNEY Kr	803.5
ALFALFA CENTER	798.5
D ODESSA Dz	794.3
D ELM CREEK Qr	788.0
SIMONDS	784.2
D OVERTON Ov	779.3
JOSSELYN	774.7
DN LEXINGTON Um	768.2
DARR	760.1
JOVIAN	756.4
D COZAD Co	754.4
WILLOW ISLAND	749.4
DN GOTHENBURG Bu	743.8
VROMAN	738.1
D BRADY ISLAND Bi	731.1
HINDREY	728.0
D MAXWELL Mx	722.0
KEITH	718.0
GANNETT	714.1
BECK	712.1
DN-R NORTH PLATTE No	708.5

SECOND CLASS

518 Motor Passenger
240 Local Freight
238 Local Freight

A 3.30PM
f 2.45

s 2.20
s 1.40

s 1.10
f 12.46

f 12.40
f 10.45

A 5.50PM
12.30PM

f 5.37
f 5.30

s 5.15
f 4.58

s 4.50
f 4.25

s 4.15
f 3.25

s 3.15
f 2.58

s 2.49
f 12.20

s 12.05PM
f 11.40AM

s 11.30
11.17

f 11.12
11.08

11.00AM

Daily Except Sunday
Daily Except Saturday
Daily Except Sunday

(0.24)	(6.50)	(3.00)
32.7	13.9	14.0

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

W. B.—Westward Siding
E. B.—Eastward Siding.

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

★Note.—Nos. 2, 102, and 104 will run only on the following dates:

No. 2 due to leave North Platte on the 2nd, 8th, 14th, 20th, and 26th, of each month;

No. 102 due to leave North Platte on the 3rd, 9th, 15th, 21st, and 27th, of each month;

No. 104 due to leave North Platte on the 4th, 10th, 16th, 22nd, and 28th, of each month.

The time of Nos. 2, 102, 104, and 112, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:

The time of Nos. 2, 102, and 104, need not be cleared by No. 112;

The time of No. 112 need not be cleared by Nos. 2, 102, and 104.

WESTWARD

BEATRICE BRANCH

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS			Distance from Valley	Time-Table No. 139		
	71	73	527	106	548		June 1, 1936		
	Freight	Mixed	Motor Passenger	Passenger	Motor Passenger		STATIONS		
	Daily	Daily Except Sunday	Daily	Daily	Daily				
WFYP	10.15PM	9.25AM	2.40PM			0.0	DN-R VALLEY	V	
AP						5.8	O. B. & Q. CROSSING		
1,747 P	10.35	9.40	2.55			6.3	D YUTAN	Yn	
1,310 P	11.05	9.55	3.12			11.6	D MEAD	Ad	
3,181 WP	11.30	10.25	3.24			18.9	D WAHOO	W	
						19.6	C. & N. W. and C. B. & Q. CROSSING'S		
3,796 P	11.50PM	10.45	3.39			26.3	D WESTON	Wn	
1,773 P	12.10AM	11.05	3.52			33.2	TOUHY		
4,653 WFYP	12.45	11.35	4.00 4.10		7.45AM	37.3	DN-R VALPARAISO	Vo	
1,211 P	12.55	11.50AM	4.16		7.52	41.8	AGNEW		
1,678 P	1.10	12.05PM	4.24		7.59	46.5	D RAYMOND	Rm	
3,334 P	1.22	12.20	4.31		8.08	52.7	GARRATT		
						55.3	WEST LINCOLN		
						56.5	O. B. & Q. CROSSING		
1,478 WFTOP	1.50	12.40PM	4.40PM	8.30AM	8.20AM	57.1	DN-R LINCOLN	Sn	
						57.4	O. B. & Q. CROSSING		
						59.0	O. B. & Q. CROSSING		
3,734 P	2.15			8.42		65.4	JAMAICA		
1,357 P	2.25			8.46		68.2	HANLON		
1,151 P	2.45			8.56		74.7	PRINCETON		
3,507 WP	3.00			9.03		79.5	D CORTLAND	Rd	
3,960 P	3.23			9.17		88.9	D PICKRELL	Ik	
WTOP	A 3.45AM			9.30AM		96.8	DN-R BEATRICE	Bx	
							(96.8)		
	(5.30) 17.6	(3.15) 17.6	(2.00) 28.5	(1.00) 39.7	(0.35) 33.9			Thru TimeAverage speed per hour

A—Automatic Crossing Signal

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

Except that No. 547 is superior to No. 527.

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

BEATRICE BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS		SECOND CLASS			Distance from Beatrice	Time-Table No. 139							
	528	547	105	70	74		72	June 1, 1936						
	Motor Passenger	Motor Passenger	Passenger	Freight	Mixed		Freight	STATIONS						
WFYP	DN-E	VALLEY	V	96.8	A 8.52AM				A 4.00AM	A 4.00PM	A 11.40PM			
AP		O. B. & Q. CROSSING		61.0										
1,747 P	D	YUTAN	Yn	90.5	8.40				3.42	3.35	11.20			
1,310 P	D	MEAD	Ad	85.2	8.31				3.30	3.12	11.05			
3,181 WP	D	WAHOO	W	77.9	8.19				3.15	2.50	10.50			
		C. & N. W. and C. B. & Q. CROSSING'S		77.2										
3,796 P	D	WESTON	Wn	70.5	8.07				2.59	2.20	10.35			
1,773 P		TOUHY		63.6	7.55				2.45	1.50	10.20			
4,653 WFYP	DN-R	VALPARAISO	Vo	59.5	7.45 7.40	A 4.05PM			2.30	1.35	10.05			
1,211 P	P	AGNEW		55.0	7.29	3.58			2.17	12.55	9.22			
1,678 P	D	RAYMOND	Rm	50.3	7.23	3.50			2.10	12.40	9.15			
3,334 P		GARRATT		44.1	7.16	3.42			2.01	12.20	9.05			
		WEST LINCOLN		41.5										
	I	O. B. & Q. CROSSING		40.3										
1,478 WFTOP	DN-R	LINCOLN	Sn	39.7	7.10AM	3.35PM	A 9.15PM		1.50	12.05PM	8.50			
	I	O. B. & Q. CROSSING		39.4										
	I	O. B. & Q. CROSSING		37.8										
3,734 P	P	JAMAICA		31.4		9.01			1.22		8.05			
1,357 P	P	HANLON		28.6		8.57			1.18		8.00			
1,151 P	P	PRINCETON		22.1		8.48			1.08		7.49			
3,507 WP	D	CORTLAND	Rd	17.3		8.41			12.59		7.41			
3,960 P	D	PICKRELL	Ik	7.9		8.27			12.45		7.25			
WTOP	DN-R	BEATRICE	Bx	0.0		8.15PM			12.30AM		7.00PM			
		(96.8)							Daily	Daily	Daily			
									Daily	Daily Except Sunday	Daily			
	Thru Time.....								(1.42) 33.6	(0.30) 39.6	(1.00) 39.7	(3.30) 27.6	(3.55) 15.0	(4.40) 20.7
	Average speed per hour.....													

A—Automatic Crossing Signal

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

Except that No. 547 is superior to No. 527.

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

WESTWARD				STROMSBURG BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Valparaiso	Time-Table No. 139 June 1, 1936	Distance from Central City	FIRST CLASS		2d CLASS	
	75 Mixed	Daily Ex. Sun.	547 Motor Passenger	Daily				548 Motor Passenger	76 Mixed		
										STATIONS	
WFYP	4.40AM		4.15PM	0.0	DN-R VALPARAISO Vo	75.9	A 7.40AM		A 8.00PM		
846	f 5.00		f 4.36	7.4	7.4 LOMA	68.6	f 7.21		f 7.35		
1,454	s 5.15		s 4.46	13.5	D BRAINARD Bd	62.4	s 7.11		s 7.20		
				15.0	1.5 C & N. W. CROSSING	60.9					
1,379	f 5.21		f 4.52	17.7	2.7 YANKA	58.2	f 7.04		f 7.00		
				22.8	5.1 O. & N. W. CROSSING	53.1					
1,133 W	s 5.35		s 5.05	23.2	D DAVID CITY Dv	52.7	s 6.55		s 6.45		
				23.5	0.3 O. B. & Q. CROSSING	52.4					
1,358	f 5.44		f 5.12	27.9	4.4 FOLLY	48.0	f 6.40		f 6.20		
1,404 W	s 5.59		s 5.23	33.3	D RISING CITY Ra	42.6	s 6.30		s 6.05		
1,811	s 6.16		s 5.36	40.1	D SHELBY Sh	35.8	s 6.16		s 5.36		
481	s 6.45		s 5.51	47.5	D OSOEOLA Os	28.4	s 6.02		s 5.15		
561 WT	s 7.15		s 6.03	52.9	D STROMSBURG S	23.0	s 5.52		s 5.00		
				53.2	0.3 O. B. & Q. JOT.	22.7					
2,043	f 7.30		f 6.10	56.8	3.6 DURANT	19.1	f 5.44		f 4.40		
2,081	s 7.52		s 6.21	63.0	D POLK Pk	12.9	s 5.35		s 4.27		
1,986	s 8.02		s 6.33	68.5	D HORDVILLE Hv	7.4	s 5.27		s 4.05		
1,230	f 8.16		f 6.42	73.8	D HEBER	2.1	f 5.19		f 3.45		
				75.3	1.5 O. B. & Q. CROSSING	0.6					
WFYP	A 8.40AM		A 6.50PM	75.9	DN-R CENTRAL CITY Cl	0.0	5.15AM		3.40PM		
					(75.9)		Daily		Daily Ex. Sat.		

(4.00) 18.9 Thru Time (4.20) 17.5
 (2.35) 29.3 Average speed per hour (2.25) 31.4

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
 C. B. & Q. trains use U. P. main track between C. B. & Q. Junction and Stromsburg.

WESTWARD				LOUP CITY BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from St. Paul	Time-Table No. 139 June 1, 1936	Distance from Loup City	FIRST CLASS		SECOND CLASS	
	287 Mixed	87 Mixed	503 Motor Passenger	Daily Except Sunday				504 Motor Passenger	288 Mixed	88 Mixed	
											STATIONS
WFYP		5.35AM	2.50PM	0.0	D-R ST. PAUL Sp	39.0	A 10.25AM		A 5.20PM		
1,000		s 5.55	s 3.07	8.3	D DANNEBROG Db	30.7	s 10.01		s 4.55		
227			f 3.19	13.2	4.9 KENYON	25.8	f 9.49				
562 WY	2.25PM	s 6.25	s 3.29	18.6	D R BOELUS Hv	20.4	s 9.40	A 8.45AM	s 4.28		
1,620	f 2.40	s 6.40	s 3.43	25.8	D ROCKVILLE Rv	13.2	s 9.26	f 8.30	s 4.12		
509	2.54	6.55	f 3.57	32.9	7.1 AUSTIN	6.1	f 9.12	f 8.15	3.57		
1,725 WFYP	A 3.10PM	A 7.15AM	A 4.10PM	39.0	D-R LOUP CITY Op	0.0	9.00AM	8.00AM	3.40PM		
					(39.0)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		

(0.45) 27.2 Thru Time (1.40) 23.4
 (1.49) 23.4 Average speed per hour (1.25) 27.5

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

WESTWARD				ORD BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Grand Island	Time-Table No. 139 June 1, 1936	Distance from Ord	FIRST CLASS		SECOND CLASS	
	83 Mixed	Daily	535 Motor Passenger	Daily Except Sunday				536 Motor Passenger	84 Mixed		
										STATIONS	
WFTYOP	4.30AM		2.00PM	0.0	DN-R GRAND ISLAND Ge	61.0	A 11.20AM		A 6.30PM		
				0.4	0.4 O. B. & Q. CROSSING	60.6					
217				2.5	2.1 OAREY	58.5					
1,034 P	s 4.50		s 2.21	11.1	D ST. LIBORY Ry	49.9	s 10.57		s 6.02		
1,165	5.00		f 2.32	17.2	6.1 DUBLIN	43.8	f 10.45		5.50		
974 WFYP	s 5.30		s 2.42	21.9	D-R ST. PAUL Sp	39.1	s 10.35		s 5.40		
1,376	s 5.55		s 3.00	30.7	D ELBA Eb	30.3	s 10.14		s 5.07		
1,328 P	s 6.15		s 3.12	36.8	6.1 OOTESFIELD	24.2	s 10.02		s 4.52		
212				43.1	6.3 WEEKES SPUR	17.9					
	W 6.33		3.27	44.5	1.4 SCOTIA JUNCTION	16.5	9.48		4.35		
1,021	s 6.42		s 3.31	45.7	D SCOTIA Sk	17.7	s 9.44		s 4.30		
	W 6.47		3.36	44.5	1.2 SCOTIA JUNCTION	16.5	9.39		4.20		
1,592	s 7.10		s 3.46	48.8	D NORTH LOUP Nu	12.2	s 9.32		s 4.10		
509			f 3.58	53.7	4.9 OLEAN	7.3	f		3.58		
				60.7	7.0 O. B. & Q. CROSSING	0.3					
1,720 WY	A 7.45AM		A 4.15PM	61.0	D-R ORD Rd	0.0	9.10AM		3.40PM		
					(61.0)		Daily Except Sunday		Daily		

(3.15) 18.8 Thru Time (2.10) 28.1 (2.50) 21.5
 (2.15) 27.1 Average speed per hour

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

WESTWARD				PLEASANTON BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Boelus	Time-Table No. 139 June 1, 1936	Distance from Pleasanton	SECOND CLASS		SECOND CLASS	
	85 Mixed	Daily Except Sunday	86 Mixed	Daily Except Sunday				86 Mixed			
									STATIONS		
562 WY		8.50AM		0.0	D-R BOELUS Hw	22.1	A 2.20PM				
				8.8	8.8 O. B. & Q. CROSSING	13.3					
910		f 9.10		9.6	0.8 NANTASKET	12.5	f 1.49				
1,132		f 9.20		12.4	2.8 SOUTH RAVENNA	9.7	f 1.42				
1,454		s 9.30		15.5	D POOLE Pg	6.6	s 1.35				
1,694 WY		A 9.50AM		22.1	D-R PLEASANTON Pa	0.0	1.20PM				
					(22.1)		Daily Except Sunday				

(1.00) 22.1 Thru Time (1.00) 22.1
 Average speed per hour

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

WESTWARD		NORFOLK BRANCH							
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Columbus	Time-Table No. 139 June 1, 1936	
	79	129	77	81	521	523			529
	Mixed	Motor Mixed	Mixed	Mixed	Mixed	Motor Passenger			Motor Passenger
	Daily Except Sunday	Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	STATIONS	
WFTYOP	1.10PM	1.05PM	7.40AM	7.10AM	5.00AM	7.00PM	1.05PM	0.0	DN-R COLUMBUS C
1,050	1.20	f 1.13	f 7.50	7.33	5.10	7.08	f 1.13	4.2	4.2 SHELDONVILLE
1,028 YP	A 1.30PM	s 1.20	s 8.00	A 7.43AM	A 5.20AM	A 7.17PM	s 1.20	9.4	5.2 R OCONEE
1,484 W		s 1.28	s 8.20				s 1.28	14.7	5.3 D PLATTE CENTER PC
1,669 P		s 1.36	s 8.33				s 1.36	20.9	5.6 TARNOV
								25.1	4.8 O. & N. W. CROSSING
2,840 W		s 1.44	s 8.55				s 1.44	25.7	0.6 D HUMPHREY Hx
1,025		f 1.49	s 9.03				f 1.49	29.1	3.4 PEOK
1,645 W		s 2.02	s 9.20				s 2.02	35.4	6.3 D MADISON Ma
1,386 P		f 2.11	f 9.35				f 2.11	40.9	5.5 ENOLA
804		f 2.17	f 9.45				f 2.17	45.1	4.2 WARNERVILLE
								48.7	3.6 O. & N. W. CROSSING
								50.2	1.5 O. & N. W. CROSSING
WFTOP	A 2.40PM	A 10.15AM				A 2.40PM		50.4	0.2 D-R NORFOLK Kn
									(50.4)
	(0.20) 28.2	(1.35) 31.8	(2.35) 19.5	(0.33) 17.1	(0.20) 28.2	(0.17) 33.1	(1.35) 31.8		Thru Time
									Average speed per hour

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

No. 521 is superior to No. 522.

Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD		ALBION BRANCH						
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS		Distance from Oconee	Time-Table No. 139 June 1, 1936	
	79	81	521	523	529			
	Mixed	Mixed	Mixed	Motor Passenger	Motor Passenger			
	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	STATIONS		
YP	1.30PM	7.43AM	5.20AM		7.17PM	0.0	R OCONEE	
852	s 1.40	s 7.53	s 5.32		s 7.25	4.3	D MONROE Mn	
1,937 WFYP	A 1.55PM	s 8.08	A 5.55AM		s 7.39	11.3	D-R GENOA G	
646		f 8.22			f 7.54	18.8	7.5 WOODVILLE	
2,685		s 8.30			s 8.03	22.3	3.5 D ST. EDWARD St	
1,220		s 8.45			f 8.14	27.3	5.0 BOONE	
1,507 WYP		A 9.05AM			A 8.30PM	33.7	D-R ALBION A	
								(33.7)
	(0.25) 27.1	(1.22) 24.6	(0.35) 19.7		(1.13) 27.7			Thru Time
								Average speed per hour

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

No. 521 is superior to No. 522.

		NORFOLK BRANCH						EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table 139 June 1, 1936	Distance from Norfolk	FIRST CLASS			SECOND CLASS					
			524	522	530	78	82	130	180	80	
			Motor Passenger	Motor Passenger	Motor Passenger	Mixed	Mixed	Motor Mixed	Mixed	Mixed	
STATIONS											
WFTYOP	DN-R COLUMBUS C	50.4	A 7.40AM	A 11.20AM	A 5.35PM	A 3.00PM	A 3.25PM	A 5.35PM	A 6.00PM	A 7.00PM	
1,050	4.2 SHELDONVILLE	46.2	f 7.33	11.06	f 5.26	f 2.47	3.14	f 5.26	f 5.45	6.48	
1,028 YP	5.2 R OCONEE	41.0	7.25AM	10.55AM	s 5.18	s 2.35	3.05PM	f 5.18	5.35PM	6.38PM	
1,484 W	5.3 D PLATTE CENTER PC	35.7			s 5.08	s 2.15		s 5.08			
1,669 P	5.6 TARNOV	30.1			s 4.57	s 1.58		s 4.57			
	4.8 O. & N. W. CROSSING	25.3									
2,840 W	0.6 D HUMPHREY Hx	24.7			s 4.47	s 1.44		s 4.47			
1,025	3.4 PEOK	21.3			f 4.41	f 1.20		f 4.41			
1,645 W	6.3 D MADISON Ma	15.0			s 4.30	s 1.05		s 4.30			
1,386 P	5.5 ENOLA	9.5			f 4.20	s 12.43		f 4.20			
804	4.2 WARNERVILLE	5.3			f 4.13	f 12.30		f 4.13			
	3.6 O. & N. W. CROSSING	1.7									
	1.5 O. & N. W. CROSSING	0.9									
WFTOP	0.2 D-R NORFOLK Kn	0.0			4.00PM	12.15PM		4.00PM			
	(50.4)		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday	Sunday	Daily Except Sunday	
	Thru Time		(0.15)	(0.25)	(1.35)	(2.45)	(0.20)	(1.35)	(0.25)	(0.22)	
	Average speed per hour		37.6	22.5	31.8	18.3	28.2	31.8	22.5	25.6	

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

No. 521 is superior to No. 522.

Track at Norfolk is used jointly with C. St. P. M. & O.

		ALBION BRANCH				EASTWARD	
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 139 June 1, 1936	Distance from Albion	FIRST CLASS		SECOND CLASS		
			524	522	82	180	80
			Motor Passenger	Motor Passenger	Mixed	Mixed	Mixed
STATIONS							
YP	R OCONEE	33.7	A 7.25AM	A 10.55AM	A 3.05PM	A 5.35PM	A 6.38PM
852	4.3 D MONROE Mn	29.4	s 7.17	s 10.44	s 2.55	f 5.25	s 6.30
1,937 WFYP	7.0 D-R GENOA G	22.4	s 7.07	10.30AM	s 2.40	5.05PM	6.15PM
646	7.5 WOODVILLE	14.9	f 6.54		f 2.10		
2,685	3.5 D ST. EDWARD St	11.4	s 6.48		s 2.00		
1,220	5.0 BOONE	6.4	s 6.40		s 1.44		
1,507 WYP	6.4 D-R ALBION A	0.0	6.30AM		1.30PM		
	(33.7)		Daily	Daily Except Sunday	Daily Except Sunday	Sunday	Daily Except Sunday
	Thru Time		(0.55)	(0.25)	(1.35)	(0.30)	(0.23)
	Average speed per hour		36.7	27.1	21.3	22.6	28.6

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

No. 521 is superior to No. 522.

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD						
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Genoa	Time-Table No. 139 June 1, 1936			Distance from Spalding	FIRST CLASS			SECOND CLASS		
	79 Mixed	521 Mixed	Daily Except Sunday		522 Motor Passenger	180 Mixed	80 Mixed		522 Motor Passenger	180 Mixed	80 Mixed			
												STATIONS		
1,937 WFY	2.00PM	6.05AM	0.0	D-R GENOA G	44.3	A 10.28AM	A 5.05PM	A 6.10PM						
810	f 2.10	f 6.16	5.3	5.3 KENT	39.0	f 10.17	f 4.48	f 6.00						
865	f 2.17	f 6.24	9.3	4.0 MEROHISTON	35.0	f 10.10	f 4.40	f 5.52						
1,138	s 2.30	s 6.40	19.7	4.4 FULLERTON Fu	30.6	s 10.02	s 4.30	s 5.43						
1,034	s 2.55	s 7.10	23.1	9.4 BELGRADE Bl	21.2	s 9.43	s 4.00	s 5.18						
1,302 W	s 3.15	s 7.45	30.3	7.2 CEDAR RAPIDS Cd	14.0	s 9.28	s 3.40	s 5.02						
1,830	s 3.35	s 8.00	36.6	6.3 PRIMROSE P	7.7	s 9.15	f 3.18	f 4.42						
1,576 WFY	A 4.00PM	A 8.25AM	44.3	7.7 SPALDING Sg	0.0	9.00AM	3.00PM	4.25PM						
				(44.3)		Daily Except Sunday	Sunday	Daily Except Sunday						

Thru Time..... (2.00) 22.1 (2.20) 19.0 Average speed per hour (1.28) 30.2 (2.05) 21.2 (1.45) 25.3

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

WESTWARD				HASTINGS BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Hastings	Time-Table No. 139 June 1, 1936			Distance from Gibbon	SECOND CLASS		
	519 Motor Passenger	Daily Except Sunday	519 Motor Passenger		518 Motor Passenger						
						STATIONS					
WFYOP	12.10PM	0.0	DN-R HASTINGS An	28.1	A 11.55AM						
4,649	f 12.24	7.3	7.3 NEWMAROH	20.8	f 11.39						
I		10.8	3.5 MO. PAC. CROSSING	17.3							
4,189 W	s 12.32	12.7	1.9 HAYLAND Ha	15.4	s 11.30						
2,045 P	s 12.47	20.2	7.5 DENMAN	7.9	s 11.14						
WB5,496 WYP EB3,506 I	A 1.00PM	28.1	7.9 GIBBON Gb	0.0	10.59AM						
			(28.1)		Daily Except Sunday						

Thru Time..... (0.50) 33.7 Average speed per hour (0.56) 30.1

Trains are governed by Kansas Division time-table while using their tracks at Hastings. Westward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 518 is superior to No. 519.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
John E. Nilsson	Chief Surgeon	Omaha, Nebr.	So. Omaha to Millard	O. H. Magaret	District Surgeon	Papillon, Nebr.	So. Omaha to Millard
M. L. Tinley	District Surgeon	Co. Bluffs, Ia.	Millard, Nebr.	J. J. Fessler	District Surgeon	Elkhorn, Nebr.	Papillon to Elkhorn
M. A. Tinley	District Surgeon	Co. Bluffs, Ia.	Elkhorn, Nebr.	T. N. Burke	District Surgeon	Valley, Nebr.	Elkhorn to Valley
M. J. Carey	Local Surgeon	Co. Bluffs, Ia.	Valley, Nebr.	G. A. Harris	District Surgeon	Waterloo to Fremont	Waterloo to Fremont
C. R. Kennedy	Division Surgeon	Omaha, Nebr.	Waterloo to Fremont	C. G. Moore	District Surgeon	Fremont, Nebr.	Waterloo to Fremont
R. T. Maurer	Hospital Surgeon	Omaha, Nebr.	Valley to No. Bend	L. H. Sixta	District Surgeon	Schuyler, Nebr.	Valley to No. Bend
L. T. Hall	Local Surgeon	Omaha, Nebr.	North Bend to Columbus	Evans & Evans	District Surgeon	Columbus, Nebr.	North Bend to Columbus
J. J. Freymann	Local Surgeon	Omaha, Nebr.	Columbus to Silver Creek	F. H. Morrow	District Surgeon	Columbus, Nebr.	Schuyler to Silver Creek
H. F. Staubits	Local Surgeon	Omaha, Nebr.	Creek and Columbus to Oconee	R. R. Douglas	District Surgeon	Clarks, Nebr.	Columbus to Oconee
Otis Martin	Shop Surgeon	Omaha, Nebr.	Oconee to Dannebrog	J. E. Benton	District Surgeon	Central City, Neb.	Clarks to Central City
C. Rubendall	Oculist and Auriat	Omaha, Nebr.	Dannebrog to St. Paul	E. G. Johnson	District Surgeon	Gr. Island, Nebr.	Silver Creek to Central City
Wherry & Haney	Oculists and Auriats	Omaha, Nebr.	St. Paul to Dannebrog				Clarks to Chapman and Central City to Polk
Clarence Bentin	Radiologist	Omaha, Nebr.	Dannebrog to Dannebrog				Chapman to Wood River and Gr. Island to St. Paul
H. E. Eggers	Pathologist	Omaha, Nebr.	St. Paul to Dannebrog				
F. C. Nelson	Local Surgeon	Omaha, Nebr.	Dannebrog to Dannebrog				
J. J. O'Hearn	District Surgeon	Omaha, Nebr.	St. Paul to Dannebrog				
H. H. Avery	Local Surgeon	Omaha, Nebr.	Dannebrog to Dannebrog				

WESTWARD				KEARNEY BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Kearney	Time-Table No. 139 June 1, 1936			Distance from Stapleton	SECOND CLASS		
	95 Mixed	519 Motor Passenger	517 Motor Passenger		518 Motor Mixed	96 Mixed					
							STATIONS				
WFYO	4.30AM	4.00PM	6.30AM	0.0	DN-R KEARNEY Kr	102.4	A 10.15AM	A 9.20PM			
1,363	f 4.45	f 4.10	f 6.40	5.5	5.5 GLENWOOD PARK	96.9	f 9.37	f 8.25			
1,086 P	s 4.55	s 4.17	s 6.48	10.1	4.8 RIVERDALE	92.3	s 9.29	s 8.10			
1,254	s 5.20	s 4.28	s 7.00	16.8	6.7 AMHERST Hr	85.6	s 9.17	s 7.50			
654 W	f 5.35	f 4.38	f 7.11	22.7	5.9 WATERTOWN	79.7	f 9.06	f 7.30			
1,621	s 5.50	s 4.45	s 7.18	26.3	3.6 MILLER Mr	76.1	s 8.59	s 7.20			
1,955	s 6.05	s 4.57	s 7.30	32.5	6.2 SUMNER Su	69.9	s 8.47	s 7.00			
1,354	s 6.30	s 5.09	s 7.45	40.4	7.9 EDDYVILLE Vd	62.0	s 8.32	s 6.40			
1,094 W	f 6.41	f 5.17	f 7.55	45.9	5.5 LOMAX	56.5	f 8.22	f 6.15			
2,063	s 7.03	s 5.29	s 8.11	52.1	6.2 OCONTO Bs	50.3	s 8.11	s 6.00			
766	f 7.17	f 5.42	f 8.23	59.1	7.0 LODI	43.3	f 7.58	f 5.42			
594 WFYP	s 7.45	s 5.56	s 8.36	65.5	6.4 OALLAWAY Ca	36.9	s 7.45	s 5.25			
1,932 P	s 8.40	f 6.08	f 8.47	73.1	7.6 MILLEDALE	29.3	f 7.25	f 5.06			
1,048	f 8.45	f 6.13	f 8.52	76.8	2.7 FINOHVILLE	26.6	f 7.20	f 5.00			
2,049 WP	s 9.45	s 6.26	s 9.04	83.1	7.3 ARNOLD Ad	19.3	s 7.06	s 4.45			
2,053 P	s 10.10	f 6.40	s 9.17	90.6	7.5 LOGAN	11.8	s 6.51	f 4.26			
856	f 10.30	f 6.50	f 9.24	94.6	4.0 HOAGLAND	7.8	f 6.44	f 4.18			
819 P	f 10.50	f 6.59	s 9.32	99.2	4.6 GANDY	3.2	s 6.37	f 4.08			
2,051 WFY	A 11.30AM	A 7.10PM	A 9.40AM	102.4	3.2 STAPLETON Sn	0.0	6.30AM	4.00PM			
					(102.4)		Daily	Daily Except Saturday			

Thru Time..... (7.00) 14.5 (3.10) 32.3 (3.10) 22.3 Average speed per hour (3.45) 27.3 (5.20) 19.2

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

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
F. D. Ryder	District Surgeon	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul	Fred W. Buckley	District Surgeon	Beatrice, Nebr.	Cortland to Barneston
A. T. Hubbell	District Surgeon	Wood River, Nebr.	Alda to Shelton	J. H. Downing	District Surgeon	Rising City, Nebr.	David City to Osceola
Chas. Lucas	District Surgeon	Shelton, Nebr.	Wood River to Kearney	F. B. Slusser	District Surgeon	Polk, Nebr.	Stromsburg to Central City
Gibbons & Hart	District Surgeon	Kearney, Nebr.	Shelton to Elm Creek and Kearney to Amherst	A. A. Bald	District Surgeon	Platte Center, Nebr.	Oconee to Humphrey
V. D. Norall	District Surgeon	Lexington, Nebr.	Overton to Cosad	P. H. Salter	District Surgeon	Norfolk, Nebr.	Oconee to Norfolk
L. H. Fochtman	District Surgeon	Cosad, Nebr.	Lexington to Gothenburg	Davis & Newton	District Surgeon	Genoa, Nebr.	Norfolk to St. Edward and Genoa to Fullerton
W. J. Birkhofer	District Surgeon	Gothenburg, Nebr.	Cosad to Brady Isl'd	J. W. B. Smith	District Surgeon	Albion, Nebr.	Genoa to Albion
A. L. Schneider	District Surgeon	Brady Isl'd, Nebr.	Gothenburg to North Platte	F. W. Johnson	District Surgeon	Omaha, Nebr.	Genoa to Belgrade
C. E. Kennon	District Surgeon	Maxwell, Nebr.	Brady Island to North Platte	A. L. Bartlett	District Surgeon	Spaulding, Nebr.	Belgrade to Spalding
T. J. Kerr	District Surgeon	No. Platte, Nebr.	Brady Island to Sutherland	M. O. Arnold	District Surgeon	St. Paul, Nebr.	St. Libory to Scotia and St. Paul to Dannebrog
C. A. Selby	District Surgeon	No. Platte, Nebr.	Brady Island to Sutherland	C. J. Miller	District Surgeon	Ord, Nebr.	St. Paul to Ord
C. W. Way	District Surgeon	Wahoo, Nebr.	Yutan to Weston	P. M. Pederson	District Surgeon	Dannebrog, Nebr.	St. Paul to Rockville
J. W. Hervert	District Surgeon	Valparaiso, Nebr.	Wahoo to Raymond and Valparaiso to Brainard	C. G. Amick	District Surgeon	Loup City, Nebr.	Dannebrog to Loup City
J. S. Welch	District Surgeon	Lincoln, Nebr.	Valparaiso to Cortland	J. B. Kile	District Surgeon	Eddyville, Nebr.	Kearney to Stapleton
O. W. Everett	Local Surgeon	Lincoln, Nebr.	Lincoln, Nebr.	F. F. Davies	District Surgeon	Callaway, Nebr.	Sumner to Oconto
A. Lee	District Surgeon	Pickrell, Nebr.	Cortland to Blue Springs	J. A. Burnham	District Surgeon	Arnold, Nebr.	Callaway to Stapleton
				E. F. Carr	District Surgeon	Stapleton, Nebr.	Arnold to Stapleton
				C. B. Calbreath	District Surgeon	Hastings, Nebr.	Gibbon to Hastings