

UNION PACIFIC RAILROAD COMPANY

Eastern District



FIRST SUBDIVISION
SECOND SUBDIVISION
AND BRANCHES
(NEBRASKA DIVISION)

TIME-TABLE No. 157

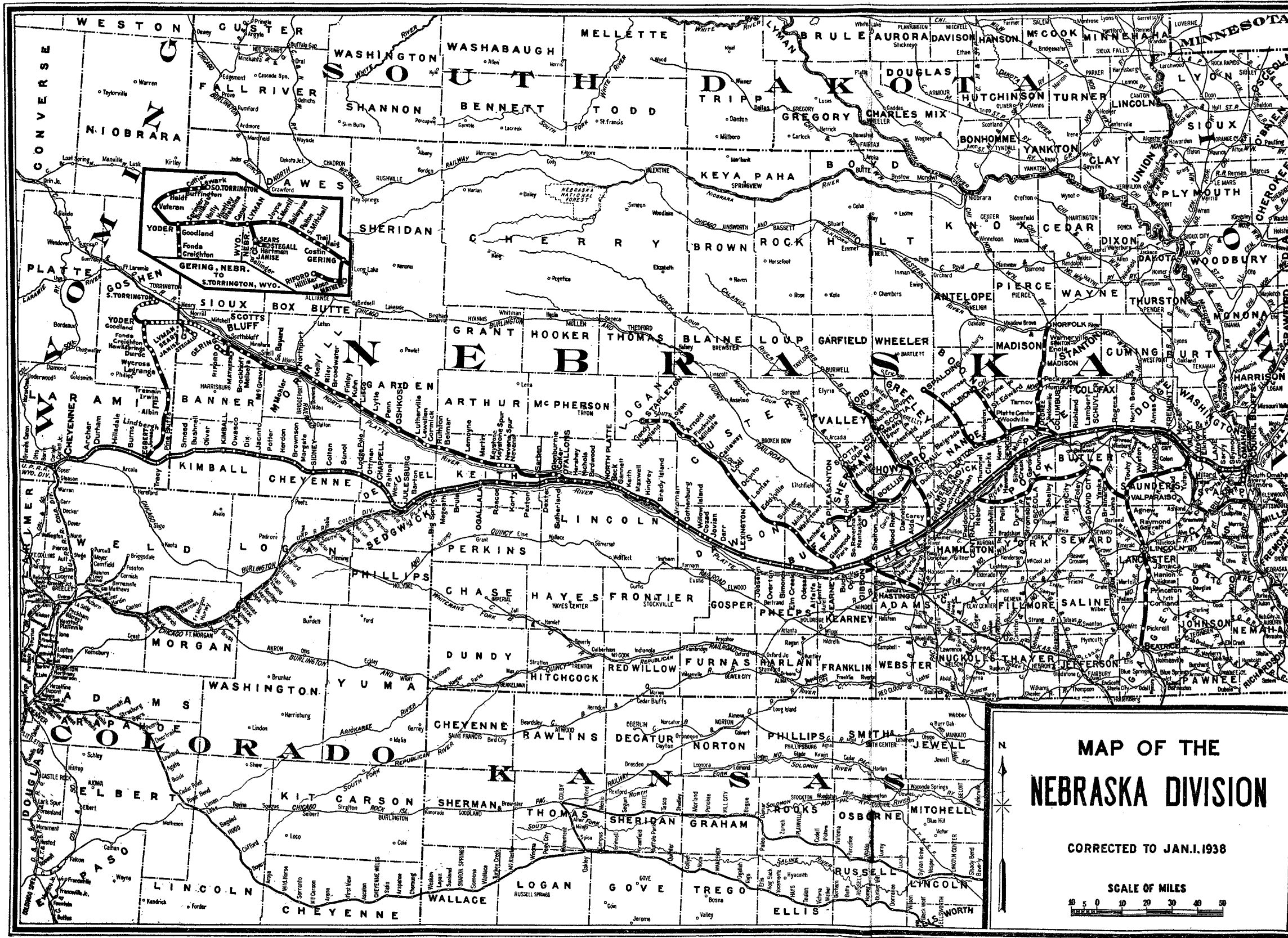
Effective TUESDAY, FEBR. 4, 1941

at 12:01 A. M. Central Time



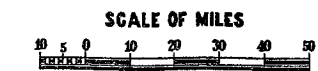
FOR EMPLOYEES ONLY

OMAHA PRINTING CO., OMAHA



MAP OF THE NEBRASKA DIVISION

CORRECTED TO JAN. I. 1938



Timetable 156 eff 18 Sep 40
158 6 July 41

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS AND MANIFEST TRAINS								FIRST CLASS													Distance from Council Bluffs	Time-Table No. 157 Febr. 4, 1941	
231 K.C.D.	N. W.	M.K.C. K.C.D.	K.C.N.	M.C.B.	C.B.N.	Colo.	319 Mixed	21 Passenger	21 Passenger	25 Passenger	5 Mail and Express	49 Forty-Niner Passenger	15 Passenger	87 Challenger Passenger	17 Passenger	717 Challenger Passenger	27 Passenger	37 Passenger	101 Stream-liner Passenger	111 Stream-liner Passenger			1 Stream-liner Passenger	103 Stream-liner Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See Note	Daily	Daily	Daily	Daily	Daily	Daily	★See Note	Daily	★See Note	★See Note	
6.00				11.30	11.30	8.45											9.50						0.0
6.15				11.45	11.45	9.00																	2.8
																							28.0
																							65.3
																							124.8
		11.30	9.00					10.00															310.5
																							39.3
																							84.5
																							124.9
11.15																							144.9
11.45		Hast'gs 8.40	Hast'gs 6.25	4.05	5.20	1.50																	189.1
				4.30	6.00	2.15																	189.1
																							189.1
3.30C		12.45C	11.35C	8.40C	11.15C	6.35C																	284.1
3.30		12.15	11.20	8.20	11.00	6.00																	284.1
5.40						8.20																	368.9
5.50						8.30																	368.9
		(155) 8.30				3.45																	582.5
11.30							Mfst. 6.05	8.00															582.5
								8.25															582.5
		3.50	5.15	12.25	4.45																		407.5
		4.05	5.40	12.40	5.00																		407.5
		7.10	10.00	4.30	9.30																		509.5
	9.30	8.15		5.30	C.K.C.																		509.5
																							519.0
																							519.0
		11.45		9.00		1.30																	566.0
		12.10		9.25																			566.0
	4.45	3.40		1.25		6.20																	682.8
		3.55		1.40																			682.8
																							802.1
																							802.1
																							817.0
																							817.0
																							847.2
																							847.2
																							917.2
																							917.2
																							952.7
																							952.7
																							992.6
																							992.6

(18.30) (14.15) (40.30) (64.00) (89.30) (51.30) (20.00) (24.15) (26.25) (12.30) (0.45) (16.35) (20.50) (15.35) (22.50) (0.40) (22.40) (22.40) (31.35) (18.25) (8.10) (13.30) (16.20) Thru Time
 46.5 40.5 40.2 42.7 47.5 35.9 43.3 45.3 43.7 43.7 38.5 60.4 68.5 62.5 60.6 Average speed per hour

C—Central Time M—Mountain Time Light figures AM. Heavy figures PM. **C. P. CAHILL, General Manager** **P. J. LYNCH, Superintendent Transportation**

MILEAGE NEBR. DIVN.
 Main Line..... 511.6
 Branches..... 857.9
 Total..... 1369.5

★Note.—
 No. 1 leaves Omaha only on the 5th, 11th, 17th, 23rd and 29th of each month.
 No. 101 leaves Omaha only on the 6th, 12th, 18th, 24th and 30th of each month.
 No. 103 leaves Omaha only on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.
 No. 49 leaves Omaha only on the 2nd, 8th, 14th, 20th, and 26th, of each month.

B. F. WELLS, Superintendent Omaha, Nebr.
H. E. SHUMWAY, Asst. Supt. Omaha, Nebr.
E. H. BAILEY, Assistant Supt. North Platte, Nebr.
E. P. CONRY, Terminal Trainmaster Omaha, Nebr.
M. M. SHAPPELL, Trainmaster Grand Island, Nebr.

EASTWARD

CONDENSED TIME-TABLE

Time-Table No. 157 Febr. 4, 1941	Distance from Ogden	FIRST CLASS																SECOND CLASS AND MANIFEST TRAINS							TIME PER MILE	MILES PER HOUR
		112	102	48	2	104	38	12	44	24	14	6	18	88	28	818	320	C.B.X.	2-R.X.	Ad-	Omaha	Clean	"R.O."			
		Stream- liner Passen- ger	Stream- liner Passen- ger	Forty- Niner Passen- ger	Stream- liner Passen- ger	Stream- liner Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Mall and Express	Passen- ger	Chal- lenger Pas- senger	Passen- ger	Chal- lenger Pas- senger	Mixed	R.X. P.N.F. P.N.X.	P.N.F. P.N.X.	Omaha	Up	"R.O."				
STATIONS																							30"	120.		
CO. BLUFFS	992.6																						31"	116.1		
OMAHA	989.8	12.35	1.35	3.35	4.20	4.20		8.00			8.55	6.05						11.52	11.52	11.52	11.52	11.52	8.15	32"	112.5	
VALLEY	964.6	12.04	1.04	2.57	3.49	3.49		7.17					7.45	8.00	8.15		11.00	11.15	11.05	11.30	11.30	7.15	33"	109.1		
VALPARAISO	943.6																			9.00		6.15	34"	105.9		
BEATRICE	1003.1																						35"	102.9		
KANSAS CITY	Via Ch 1229.5							9.00		3.45													36"	100.		
FREMONT	953.3	11.54	12.54	2.45	3.39	3.39		7.05															37"	97.3		
COLUMBUS	908.1	11.16	12.16	2.00	3.01	3.01		6.20												8.05			38"	94.7		
CENTRAL CITY	867.7	10.47	11.47	1.20	2.32	2.32		5.37												6.40			39"	92.3		
GRAND ISLAND	845.7	10.30	11.30	1.00	2.15	2.15		5.18															40"	90.		
KEARNEY	803.5	9.56	10.56	12.08	1.41	1.41		4.20															41"	87.8		
NO. PLATTE C.T.	708.5	8.45	9.44	10.40	12.29	12.29		2.50															42"	85.7		
JULESBURG	627.3	6.40	7.35	8.10	10.20	10.20		12.15								9.00 M	4.00	10.00	9.00	11.00	11.00	11.00	43"	83.7		
DENVER	576.7	3.55						8.00			11.59						12.30	4.00	2.30	4.30	4.30	2.55	44"	81.8		
SIDNEY	585.1		6.59	7.30	9.44	9.44					10.55											2.40	45"	80.		
CHEYENNE	483.1		5.33	5.45	8.18	8.18											1.00 M	7.00 M	7.15 M	9.35 M	7.00 M	9.15 M	46"	78.3		
BORIE	473.6		5.23	5.35	8.08	8.08					7.30									5.15	7.35	7.10	47"	76.6		
LARAMIE	426.6		5.05	5.20	7.50	7.50	6.10													5.00			48"	75.		
RAWLINS	309.8		4.05	4.08	6.50	6.50	4.58													3.00	3.20	3.00	49"	73.5		
ROCK SPRINGS	190.5		2.03	1.48	4.48	4.48	2.32																50"	72.		
GREEN RIVER	175.6		12.06	11.31	2.51	2.51	12.08																51"	70.6		
GRANGER	145.4		11.50	11.12	2.35	2.35	11.50																52"	69.2		
EVANSTON	75.4		11.49	11.05	2.34	2.34	11.30																53"	67.9		
ECHO	39.9		11.18	10.31	2.03	2.03	10.56																54"	66.6		
OGDEN M.T.	0.0		10.10	9.07			9.32																55"	65.4		
(992.6)		Daily	★See Note	★See Note	★See Note	★See Note	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	56"	64.2		

Thru Time..... (7.40) (16.00) (19.20) (13.17) (16.00) (24.20) (11.00) (0.35) (30.10) (22.50) (9.10) (0.35) (22.50) (22.50) (22.55) (32.30) (50.52) (41.52) (26.07) (19.32) (48.52) (16.45)
 Average speed per hour.... 73.0 61.9 51.2 63.6 61.9 50.0 50.8 51.7 40.8 43.3 55.3 51.7 43.3 43.3 43.2 Light Figures A. M. Heavy Figures P. M.

★Note.—
 No. 2 leaves Granger only on the 2nd, 8th, 14th, 20th and 26th of each month.
 No. 102 leaves Ogden only on the 3rd, 9th, 15th, 21st and 27th of each month.
 No. 104 leaves Ogden only on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.
 No. 48 leaves Ogden only on the 6th, 12th, 18th, 24th, and 30th, of each month.

First Subdivision and Branches
 F. F. GETSFRED, Chief Train Dispatcher
 J. T. DAVIS, Asst. Chief Train Dispatcher
 L. A. BATES, Asst. Chief Train Dispatcher
 C. A. LAUGHLIN.....
 E. HICKS.....
 C. R. HEWITT.....
 I. E. GIER.....
 } Train Dispatchers
 } Omaha, Nebr.

Second Subdivision and Branches
 J. R. AUSTIN, Chief Train Dispatcher
 L. A. JOHNSON.....
 F. C. JOHNSON.....
 C. F. DEWHIRST.....
 E. P. MERTEN.....
 W. E. HENKE.....
 } Train Dispatchers
 } Grand Island, Nebr.

FIRST SUBDIVISION			EASTWARD						
Time-Table No. 157 Febr. 4, 1941			FIRST CLASS						
STATIONS	Distance from Ogden	48 Forty-Niner Passenger	104 Streamliner Passenger	2 Streamliner Passenger	14 Passenger	12 Passenger	540 Motor Passenger	6 Mail and Express	88 Challenger Passenger
WFTYOP									
WFTOP	992.6								
IP	989.8	A 3.35AM	A 4.20AM	A 4.20AM	A 8.55AM		A 11.00AM	A 6.05PM	
3,450 P	987.4	3.23AM	4.12AM	4.12AM	8.40 AM 8.30AM	8.00AM	10.45 AM 10.30AM	5.50 PM 5.40PM	A 7.45PM
3,469 P	983.7	3.18	4.08	4.08	8.15AM	7.45AM	10.20	5.25PM	7.30PM
WP	983.7	3.13	4.04	4.04	8.09	7.40		5.20	7.20
3,407 IP	979.0				8.01	7.35		5.15	7.11
3,552 P	995.2						*10.16AM		
AP	989.7						*10.05AM		
3,464 P	984.8	Via	Lane	Cut-	Off		*9.58	Via Lane	Cut-Off
3,614 IP	982.4						f 9.53		
4,114 P	979.1						*9.48		
4,109 P	975.5	3.09	4.01	4.01	7.55	7.30	f 9.43	5.11	7.05
WB3,721 WF EB4,558-789Y P	970.9	3.04	3.56	3.56	7.49	7.25	f 9.37	5.06	6.59
3,986 P	968.1	3.00	3.52	3.52	7.46	7.22	f 9.32	5.03	f 6.53
I	964.6	2.57	3.49	3.49	7.41	7.17	*9.25	4.59	f 6.48
WB4,703 EB3,176 WOP	958.3	2.50	3.44	3.44	7.33	7.11	f 9.13	4.53	f 6.41
I	954.4								
I	953.3	2.45	3.39	3.39	*7.26	*7.05	*9.05	f 4.47	*6.35
IP	952.6								
4,005 P	947.8								
5,741 WP	946.3	2.36	3.32	3.32	7.14	6.56	f 8.51	4.37	f 6.20
3,990 P	938.2	2.29	3.25	3.25	7.05	6.49	*8.40	4.30	f 6.08
WB5,556 EB5,908 WP	931.2	2.22	3.20	3.20	6.58	6.42	*8.31	4.23	f 6.00
1,353 P	923.9	2.15	3.14	3.14	f 6.50	6.35	*8.22	4.16	f 5.51
5,744 P	919.6								
IP	915.7	2.07	3.08	3.08	6.40	6.27	*8.11	4.08	f 5.40
WB6,805 WFT EB6,091 YOP	908.8								
5,725 P	908.1	2.00	3.01	3.01	*6.30	*6.20	8.00 7.45	*4.00	*5.30
3,790 P	900.4	1.48			6.15	6.06	f 7.29	3.47	f 5.15
5,731 WP	896.1				6.11		7.23	3.43	5.10
4,000 P	890.3	1.39	2.48	2.48	6.06	5.57	*7.16	3.38	f 5.04
4,000 P	884.7		2.44	2.44	6.00		f 7.08	3.33	f 4.56
2,434 P	879.0	1.29	2.40	2.40	5.54	5.47	*7.00	3.28	f 4.50
WB5,544 EB5,765 WYP	873.5						f 6.53	3.23	4.43
1,266 P	868.3								
5,732 P	867.7	1.20	2.32	2.32	f 5.37	5.37	*6.45	3.17	*4.37
3,562 P	864.1				5.28		6.38	3.13	
I	857.5	1.11	2.25	2.25	5.21	5.28	f 6.30	3.07	f 4.24
WFTYOP	851.9	1.06	2.21	2.21	5.16	5.24	6.23	3.02	4.18
	846.1								
	845.7	1.00AM	2.15AM	2.15AM	5.08AM	5.18AM	6.15AM	2.55PM	4.10PM
		*See Note Below	*See Note Below	*See Note Below	Daily	Daily	Daily	Daily	Daily
	(146.9)								
		(2.35) 55.8	(2.05) 69.2	(2.05) 69.2	(3.22) 42.8	(2.42) 53.4	(4.15) 36.0	(2.45) 52.4	(3.35) 40.2

W. B.—Westward Siding Thru Time—Based on Omaha
E. B.—Eastward Siding Average speed per hour.....

A—Automatic Crossing Signal. **Westward trains are superior to trains of the same class in the opposite direction—See Rule S-72.**

*Note.—Nos. 2, 102, 104, and 48 will run only on the following dates:
 No. 104 due to leave Grand Island on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th, of each month.
 No. 2 due to leave Grand Island on the 3rd, 9th, 15th, 21st, and 27th, of each month;
 No. 102 due to leave Grand Island on the 3rd, 9th, 15th, 21st, and 27th, of each month;

No. 48 due to leave Grand Island on the 1st, 7th, 13th, 19th, 25th, and 31st, of each month.

The time of Nos. 2, 48, 102, 104, and 112, must be cleared not less than ten minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 2, 48, 102, 104, and 112, need not clear each other.

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, and Bridge Subdivision time-table.

FIRST SUBDIVISION		EASTWARD						
FIRST CLASS		SECOND CLASS		Time-Table No. 157 Febr. 4, 1941				
28 Passenger	818 Challenger Passenger	112 Streamliner Passenger	102 Streamliner Passenger	234 Local Freight	528 Motor Pass.	70 Freight	72 Freight	STATIONS
		*See Note		A 11.30AM	A 10.20AM	A 6.00AM	A 2.50AM	COUNCIL BLUFFS
A 8.00PM	A 8.15PM	A 12.35AM	A 1.35AM	11.20AM	10.05 AM 9.55AM	5.30AM	2.20AM	2.8
7.45PM	8.00PM	12.27AM	1.27AM	11.05AM	9.45AM	5.00AM	1.50AM	OMAHA
7.38	7.53	12.23	1.23	10.48	9.40			2.4
7.30	7.45	12.19	1.19	10.41	9.34	4.35	1.19	SUMMIT
								3.7
								SEYMOUR
								4.7
								SARPY
								3.5
								1.2
Via	Lane	Cut-	Off	Via	Lane	Cut-	Off	SOUTH OMAHA
7.25	7.40	12.16	1.16	f 10.35	9.28	4.25	12.55	5.5
7.19	7.34	12.11	1.11	*10.25	*9.22			GILMORE
7.13	7.28	12.07	1.07	*10.15	*9.18			4.9
7.08	7.23	12.04AM	1.04	*10.05	9.12AM	4.00AM	12.20AM	PAPILLION
7.01	7.16	11.59PM	12.59	9.48	Daily (0.43) 35.1	Daily (1.30) 16.8	Daily (2.00) 12.6	2.4
								PORTAL
								3.3
f 6.55	*7.10	11.54	12.54	*9.40				MILLARD
								3.6
								LANE
6.43	6.58	11.47	12.47					4.6
6.32	6.47	11.40	12.40					ELKHORN
6.24	6.39	11.35	12.35					2.8
6.15	6.30	11.29	12.29					WATERLOO
								3.5
								VALLEY
								6.3
								MERCER
								3.9
								F S Y & L CROSSING
								1.1
								FREMONT
								0.7
								O B & Q CROSSING
								4.8
								O & N W CROSSING
								1.5
								AMES
								8.1
								NORTH BEND
								7.0
								ROGERS
								7.3
								SCHUYLER
								4.3
								LAMBERT
								3.9
								RIOHLAND
								6.9
								O B & Q CROSSING
								0.7
*5.55	*6.10	*11.16	12.16	*7.20				COLUMBUS
5.39	5.54			f 6.59				7.7
5.34	5.49			6.48				DUNCAN
5.28	5.43	11.03	12.03AM					4.3
5.21	5.36	10.59	11.59PM					GARDINER
5.14	5.29	10.55	11.55					5.8
5.07	5.22							SILVER CREEK
								5.6
								HAVENS
								5.7
								OLARKS
								5.5
								THUMMEL
								5.2
								O B & Q CROSSING
								0.6
5.00	5.15	10.47	11.47	*6.00AM	A 5.55AM		A 2.01AM	CENTRAL CITY
4.55	5.10				f 5.49			3.6
4.49	5.04	10.40	11.40		f 5.41		*1.45	PADDOCK
4.43	4.58	10.36	11.36		f 5.35		1.38	6.6
								CHAPMAN
								5.6
								LOOKWOOD
								5.8
								O B & Q CROSSING
4.35PM	4.50PM	10.30PM	11.30PM		5.25AM		1.30AM	0.4
								GRAND ISLAND
Daily	Daily	Daily	*See Note	Daily Except Sunday	Daily		Monday Wednesday Friday	(146.9)
(3.25) 42.2	(3.25) 42.2	(2.05) 69.2	(2.05) 69.2	(5.20) 22.8	(0.30) 44.0		(0.31) 42.5	

No. 12 will stop at any station to let off revenue passengers from Colorado.
 No. 14 will stop at any station to let off revenue passengers from stations west of Grand Island.
 No. 28 will stop at any station to let off revenue passengers from Ogden or beyond, or from Granger or beyond, and flag at Central City and Schuyler for revenue standard sleeping car passengers.
 No. 818 will stop at any station to let off revenue coach or tourist car passengers from Salt Lake or beyond or from north of Granger.

SECOND SUBDIVISION EASTWARD

SECOND SUBDIVISION EASTWARD

Time-Table No. 157 Febr. 4, 1941		Distance from Ogden	FIRST CLASS							
			104 Streamliner Passenger	2 Streamliner Passenger	14 Passenger	12 Passenger	6 Mail and Express	88 Challenger Passenger	28 Passenger	818 Challenger Passenger
Length of sidings in feet and location of water fuel, list of telegraph plants, scales and telephones. WFTYOP 3,994 P WB5,641 EB3,321 WP 4,012 P WB5,497 EB3,505 WI 3,999 P 3,563 P WB9,360 EB 5739 WF 3,283 P 4,041 P 5,745 WP 1,036 4,038 P 1,113 P WB5765 EB 5730 WI 4,055 P 376 4,039 WP 2,048 P WB6,040 EB6,000 WF 4,043 P 4,048 WP 593 P 5,754 P 296 4,046 P 428 WFTYOP	DN-R GRAND ISLAND Ge	845.7	A 2.15AM	A 2.15AM	A 5.00AM	A 5.10AM	A 2.50PM	A 4.03PM	A 4.30PM	A 4.45PM
	7.6 ALDA Da	838.1	2.07	2.07	4.48	4.56	2.38	f 3.51	4.14	4.30
	7.8 WOOD RIVER Wr	830.3	2.01	2.01	4.40	4.48	2.30	f 3.41	4.04	4.20
	7.6 SHELTON Hn	822.7	1.55	1.55	4.32	4.41	2.23	f 3.30	3.55	4.10
	6.1 GIBBON Gb	816.6	1.51	1.51	4.26	4.35	2.17	f 3.21	3.48	4.03
	4.2 OPTIC	812.4	1.48	1.48	4.22	4.31	2.13	3.13	3.43	3.58
	4.1 BUDA	808.3	1.45	1.45	4.18	4.28	2.10	3.09	3.39	3.54
	4.8 KEARNEY Kr	803.5	1.41	1.41	s 4.10	s 4.20	s 2.03	s 3.00	s 3.30	s 3.45
	5.0 ALFALFA CENTER	798.5	1.36	1.36	4.03	4.14	1.56	2.45	3.21	3.36
	4.2 ODESSA Dz	794.3	1.33	1.33	3.59	4.10	1.52	f 2.40	3.17	3.32
	6.3 ELM OREEK Qr	788.0	1.29	1.29	3.53	4.05	1.46	f 2.31	3.11	3.26
	3.8 SIMONDS	784.2	1.26	1.26	3.49	4.02	1.43	2.25	3.07	3.22
	4.9 OVERTON Ov	779.3	1.23	1.23	3.45	3.58	1.39	f 2.20	3.03	3.18
	4.6 JOSSELYN	774.7	1.20	1.20	3.41	3.54	1.35	2.12	2.58	3.13
	6.5 LEXINGTON Um	768.2	1.15	1.15	3.34	3.48	1.28	s 2.05	2.51	3.06
	8.1 DARR	760.1	1.08	1.08	3.26	3.40	1.20	f 1.52	2.42	2.57
	3.7 JOVIAN	756.4								
	2.0 COZAD Co	754.4	1.04	1.04	3.21	3.35	1.14	f 1.45	2.37	2.52
	5.0 WILLOW ISLAND	749.4	1.01	1.01	3.15	3.30	1.09	f 1.38	2.30	2.45
	5.6 GOTHEBURG Bu	743.8	12.57	12.57	3.10	3.25	1.04	f 1.32	2.24	2.39
5.7 VROMAN	738.1	12.52	12.52	3.04	3.19	12.58	1.23	2.16	2.31	
7.0 BRADY ISLAND Bi	731.1	12.46	12.46	2.57	3.12	12.51	f 1.15	2.09	2.24	
5.1 HINDREY	726.0	12.43	12.43	2.52	3.07	12.46	1.08	2.04	2.19	
4.0 MAXWELL Mx	722.0	12.40	12.40	2.49	3.03	12.43	f 1.02	2.00	2.15	
4.0 KEITH	718.0	12.37	12.37	2.45	2.59	12.39	1.56	2.11		
3.9 GANNETT	714.1	12.34	12.34	2.42	2.56	12.36	1.52	2.07		
2.0 BECK	712.1	12.32	12.32	2.40	2.54	12.34	1.50	2.05		
3.6 DN-R NORTH PLATTE No	708.5	12.29AM	12.29AM	2.35AM	2.50AM	12.30PM	12.45PM	1.45PM	2.00PM	

Time-Table No. 157 Febr. 4, 1941		Distance from Ogden	SECOND CLASS		
			518 Motor Passenger	238 Local Freight	240 Local Freight
Length of sidings in feet and location of water fuel, list of telegraph plants, scales and telephones. WFTYOP 3,994 P WB5,641 EB3,321 WP 4,012 P WB5,497 EB3,505 WI 3,999 P 3,563 P WB9,360 EB 5739 WF 3,283 P 4,041 P 5,745 WP 1,036 4,038 P 1,113 P WB5765 EB 5730 WI 4,055 P 376 4,039 WP 2,048 P WB6,040 EB6,000 WF 4,043 P 4,048 WP 593 P 5,754 P 296 4,046 P 428 WFTYOP	DN-R GRAND ISLAND Ge	845.7		A 3.30PM	
	7.6 ALDA Da	838.1		f 2.38	
	7.8 WOOD RIVER Wr	830.3		s 2.10	
	7.6 SHELTON Hn	822.7		s 1.40	
	6.1 GIBBON Gb	816.6	A 10.59AM	s 1.10	
	4.2 OPTIC	812.4	10.51	f 12.46	
	4.1 BUDA	808.3	f 10.45	f 12.40	
	4.8 KEARNEY Kr	803.5	10.35AM	12.30PM	A 5.50PM
	5.0 ALFALFA CENTER	798.5			f 5.37
	4.2 ODESSA Dz	794.3			f 5.30
	6.3 ELM OREEK Qr	788.0			s 5.15
	3.8 SIMONDS	784.2			f 4.58
	4.9 OVERTON Ov	779.3			s 4.50
	4.6 JOSSELYN	774.7			f 4.25
	6.5 LEXINGTON Um	768.2			s 4.15
	8.1 DARR	760.1			f 3.25
	3.7 JOVIAN	756.4			
	2.0 COZAD Co	754.4			s 3.10
	5.0 WILLOW ISLAND	749.4			f 2.48
	5.6 GOTHEBURG Bu	743.8			2.39 12.40
5.7 VROMAN	738.1			f 12.20	
7.0 BRADY ISLAND Bi	731.1			s 12.05PM	
5.1 HINDREY	726.0			f 11.40AM	
4.0 MAXWELL Mx	722.0			s 11.30	
4.0 KEITH	718.0			11.17	
3.9 GANNETT	714.1			f 11.12	
2.0 BECK	712.1			11.08	
3.6 DN-R NORTH PLATTE No	708.5			11.00AM	

Thru Time.....	(1.46)	(1.46)	(2.25)	(2.20)	(2.20)	(3.18)	(2.45)	(2.45)
Average speed per hour.....	77.7	77.7	56.8	58.8	58.8	41.5	49.9	49.9

Thru Time.....	(0.24)	(3.00)	(6.50)
Average speed per hour.....	32.7	14.0	13.9

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

*Note.—Nos. 2, 102, 104 and 48 will run only on the following dates:
 No. 104 due to leave North Platte on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th, of each month;
 No. 2 due to leave North Platte on the 3rd, 9th, 15th, 21st, and 27th, of each month;
 No. 102 due to leave North Platte on the 3rd, 9th, 15th, 21st, and 27th, of each month;
 No. 48 due to leave North Platte on the 6th, 12th, 18th, 24th, and 30th, of each month.
 The time of Nos. 2, 48, 102, 104, and 112, must be cleared not less than ten minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 2, 48, 102, 104, and 112, need not clear each other.

No. 12 will stop at any station to let off revenue passengers from Colorado.
 No. 14 will stop at any station to let off revenue passengers and stop at any station to pick up revenue passengers.
 No. 28 will stop at Gothenburg, Cozad and Lexington to let off or pick up revenue standard sleeping car passengers.
 No. 28 will stop at any station to let off revenue passengers from Ogden and beyond, or from north of Granger.
 No. 818 will stop at any station to let off revenue coach or tourist passengers from Salt Lake or stations beyond or from north of Granger.

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

Time Inspectors are located as shown below:
 The Ball Railroad Time Service, Chicago, Ill.
 R. V. Owens, General Supervisor of Time Service, Omaha.

Council Bluffs..... C. R. Chaffee
 Omaha..... Borsheim & Dorey Jewelry Co.
 Fremont..... Grover Spangler
 Columbus..... Rogers Jewelry Co.
 Central City..... George Schafer
 Grand Island..... C. A. Waterman
 Grand Island..... Aug. Meyer & Sons

Standard Clocks are located as shown below:
 Co. Bluffs..Pass. Depot Waiting Room
 Council Bluffs..... Yard Office
 Council Bluffs..... Roundhouse
 Omaha..... Dispatcher's Office

Kearney..... J. G. McKee
 North Platte..... Harry Dixon
 Lincoln..... Sartor Jewelry Co.
 Beatrice..... K. C. Koons
 Norfolk..... Gillespie Bros.
 St. Paul..... R. L. Schumacher
 Hastings..... W. J. Breckenridge

Omaha... Union Station Telegraph Office
 Omaha..... Tower "B"
 Omaha..... Yard and Engine Men's Washroom, 15th Street
 Omaha..... Round House
 Valley..... Telegraph Office
 Columbus..... Telegraph Office
 Central City..... Telegraph Office
 Grand Island..... Dispatcher's Office
 Grand Island..... Telegraph Office
 Grand Island..... Yard Office
 Grand Island..... Roundhouse
 Kearney..... Telegraph Office
 North Platte..... Dispatcher's Office
 North Platte..... Telegraph Office

North Platte..... Yard Office
 North Platte... Engine Dispatcher's Office
 Valparaiso..... Telegraph Office
 Lincoln..... Telegraph Office
 Beatrice..... Telegraph Office
 Beatrice..... Roundhouse
 Norfolk..... Telegraph Office
 Genoa..... Telegraph Office
 St. Paul..... Telegraph Office
 Ord..... Telegraph Office
 Hastings..... Roundhouse
 Hastings..... Yard Office
 Stapleton..... Telegraph Office

WESTWARD

BEATRICE BRANCH

Length of sidings in feet and location of water, fuel, lighting, telegraph, telephones, etc.	SECOND CLASS			FIRST CLASS			Distance from Valley	Time-Table No. 157 Febr. 4, 1941		
	71 Freight	73 Mixed	76 Mixed	527 Motor Passenger	542 Motor Passenger	548 Motor Passenger		STATIONS		
	Daily	Daily Except Sunday	Monday Wednesday Friday	Daily	Daily	Daily				
WFYP	11.15PM	4.30AM		2.40PM			0.0	DN-R	VALLEY	V
AP							5.8		C. B. & Q CROSSING	
1,747	P 11.35	4.42		2.55			6.8	D	YUTAN	Yn
1,310	P 11.45	4.55		3.12			11.6	D	MEAD	Ad
3,181	WP 11.55PM	5.15		3.24			18.9	D	WAHOO	W
							19.6		C. & N. W. and C. B. & Q. CROSSINGS	
3,796	P 12.05AM	5.28		3.39			26.8	D	WESTON	Wn
1,773	P 12.15	5.40		3.52			33.2		TOUHY	
4,653	WFYP 12.35	6.05	5.20AM	4.00 4.10		8.10AM	37.3	DN-R	VALPARAISO	Vo
1,211	P 12.43	6.15	f 5.30	4.16		f 8.17	41.8		AGNEW	
1,678	P 12.58	6.25	f 5.45	4.24		f 8.24	46.5	D	RAYMOND	Rm
3,334	P 1.10	6.35	5.53	4.31		8.33	52.7		GARRATT	
							55.3		WEST LINCOLN	
							56.5		C. B. & Q. CROSSING	
1,478	WFTOP 1.50	A 7.00AM	A 6.00AM	A 4.40PM	8.45AM	A 8.45AM	57.1	DN-R	LINCOLN	Sn
							57.4		C. B. & Q. CROSSING	
							59.0		C. B. & Q. CROSSING	
3,734	P 2.15					f 8.57	65.4		JAMAICA	
1,357	P 2.25					f 9.01	68.2		HANLON	
1,151	P 2.45					9.11	74.7		PRINCETON	
3,507	WP 3.00					9.18	79.5	D	CORTLAND	Rd
3,900	P 3.23					9.32	88.9	D	PICKRELL	Ik
	WTOP A 3.45AM					A 9.45AM	96.8	DN-R	BEATRICE	Bx
									(96.8)	
	(4.30) 21.5	(2.30) 22.8	(0.40) 29.7	(2.00) 28.5	(1.00) 39.7	(0.55) 33.9			..... Thru Time	
									..... Average speed per hour	

A—Automatic Crossing Signal

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

No. 542 at Lincoln wait 15 minutes for connection from No. 548 and C. B. & Q. No. 5 when revenue passengers are reported.

BEATRICE BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, lighting, telegraph, telephones, etc.	FIRST CLASS				SECOND CLASS						
	528 Motor Passenger	547 Motor Passenger	541 Motor Passenger		75 Mixed	70 Freight	74 Mixed	72 Freight			
	Daily	Daily	Daily		Tuesday Thursday Saturday	Daily	Daily Except Sunday	Daily			
WFYP	DN-R	VALLEY	V	96.8	A 9.10AM				A 3.40AM	A 7.30PM	A 11.15PM
AP		C. B. & Q CROSSING		91.0							
1,747	P	YUTAN	Yn	90.5	9.00				3.27	7.10	10.50
1,310	P	MEAD	Ad	85.2	8.51				3.17	7.00	10.40
3,181	WP	WAHOO	W	77.9	8.39				3.03	6.45	10.25
		C. & N. W. and C. B. & Q. CROSSINGS		77.2							
3,796	P	WESTON	Wn	70.5	8.28				2.48	6.25	10.10
1,773	P	TOUHY		63.6	8.17				2.35	6.10	9.55
4,653	WFYP	VALPARAISO	Vo	59.5	8.10	A 4.05PM		A 1.35AM	2.25	6.00	9.40
1,211	P	AGNEW		55.0	7.49	f 3.58		1.28	2.16	5.35	9.22
1,678	P	RAYMOND	Rm	50.3	7.43	f 3.50		1.20	2.09	5.25	9.15
3,334	P	GARRATT		44.1	7.36	3.42		1.10	1.58	5.10	9.05
		WEST LINCOLN		41.5							
		C. B. & Q. CROSSING		40.3							
1,478	WFTOP	LINCOLN	Sn	39.7	7.30AM	3.35PM	A 10.56PM	1.00AM	1.50	5.00PM	8.50
		C. B. & Q. CROSSING		39.4							
		C. B. & Q. CROSSING		37.8							
3,734	P	JAMAICA		31.4			f 10.41		1.22		8.05
1,357	P	HANLON		28.6			f 10.37		1.18		8.00
1,151	P	PRINCETON		22.1			10.28		1.08		7.49
3,507	WP	CORTLAND	Rd	17.3			10.21		12.59		7.41
3,900	P	PICKRELL	Ik	7.9			10.07		12.45		7.25
	WTOP	BEATRICE	Bx	0.0			9.56PM		12.30AM		7.00PM
		(96.8)			Daily	Daily	Daily				
					(1.40) 34.2	(0.30) 39.6	(0.59) 40.3	(0.35) 33.9	(3.10) 30.5	(2.30) 22.8	(4.15) 22.8

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

A—Automatic Crossing Signal

Westward trains are superior to trains of the same class in the opposite direction—See Rule S-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. 157 Febr. 4, 1941	Distance from Central City	FIRST CLASS		SECOND CLASS		
	75 Mixed		547 Motor Passenger				548 Motor Passenger	76 Mixed			
	Tue. Thur. Sat.		Daily								
WFYP	1.55AM		4.15PM	0.0	DN-R VALPARAISO Vo	75.9	A 8.10AM		A 5.10AM		
846	f 2.10		f 4.36	7.4	7.4 LOMA	68.5	f 7.53		f 4.40		
1,454	s 2.25		s 4.46	13.5	D BRAINARD Bd	62.4	s 7.42		s 4.28		
				15.0	O. & N. W. CROSSING	60.9					
1,379	f 2.33		f 4.52	17.7	YANKA	58.2	f 7.35		f 4.20		
				22.8	O. & N. W. CROSSING	58.1					
1,133 W	s 2.45		s 5.05	23.2	D DAVID CITY Dv	52.7	s 7.26		s 4.10		
				23.5	O. B. & Q. CROSSING	52.4					
1,358	f 2.52		f 5.12	27.9	FOLEY	48.0	f 7.13		f 4.01		
1,494 W	s 3.01		s 5.23	33.3	D RISING CITY Rn	42.6	s 7.05		s 3.53		
1,811	s 3.21		s 5.36	40.1	D SHELBY Sh	35.8	s 6.53		s 3.40		
481	s 3.41		s 5.51	47.5	D OSOEOLA Oz	28.4	s 6.41		s 3.25		
561 WT	s 4.10		s 6.03	52.9	D STROMSBURG S	23.0	s 6.33		s 3.14		
				53.2	O. B. & Q. JCT.	22.7					
2,043	f 4.18		f 6.10	56.8	DURANT	19.1	f 6.26		f 2.57		
2,051	s 4.30		s 6.21	63.0	D POLK Pk	12.9	s 6.17		s 2.45		
1,986	s 4.40		s 6.33	68.5	D HORDVILLE Hv	7.4	s 6.08		s 2.30		
1,230	f 4.51		f 6.42	73.8	HEBER	2.1	f 6.00		f 2.20		
				75.3	O. B. & Q. CROSSING	0.6					
WFYP	A 4.55AM		A 6.50PM	75.9	DN-R CENTRAL CITY Cl	0.0	5.55AM		2.15AM		
					(75.9)		Daily		Monday Wednesday Friday		
	(3.00) 25.3		(2.35) 29.3		..... Thru Time.....	(2.15) 33.7			(2.55) 26.0	

Westward trains are superior to trains of the same class in the opposite direction—See Rule S-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. 157 Febr. 4, 1941	Distance from Loup City	FIRST CLASS		SECOND CLASS		
	285 Mixed	287 Mixed	503 Motor Passenger				504 Motor Passenger	286 Mixed	288 Mixed		
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday								
WFYP		6.20AM	3.55PM	0.0	D-R ST. PAUL Sp	39.0	A 11.55AM		A 5.20PM		
1,060		s 6.40	s 4.11	8.3	D DANNEBROG Db	30.7	s 11.31		s 4.55		
227			f 4.22	13.2	KENYON	25.8	f 11.19				
562 WY	2.25PM	s 7.10	s 4.32	18.6	D-R BOELUS Hw	20.4	s 11.10	A 9.15AM	s 4.32		
1,620	f 2.40	s 7.25	s 4.47	25.8	D ROCKVILLE Rv	13.2	s 10.56	f 9.00	s 4.08		
509	f 2.54	7.40	f 5.01	32.9	AUSTIN	6.1	10.42	f 8.45	3.54		
1,725 WFYP	A 3.10PM	A 8.00AM	A 5.15PM	39.0	D-R LOUP CITY Op	0.0	10.30AM	8.30AM	3.40PM		
					(39.0)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
	(0.45) 27.2	(1.40) 23.4	(1.20) 29.2		..... Thru Time.....	(1.25) 27.5		(0.45) 27.3	(1.40) 23.4	

Westward trains are superior to trains of the same class in the opposite direction—See Rule S-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. 157 Febr. 4, 1941	Distance from Ord	FIRST CLASS		SECOND CLASS		
	83 Mixed		535 Motor Passenger				536 Motor Passenger	84 Mixed			
	Daily		Daily Except Sunday								
WFTYOP	5.30AM		3.05PM	0.0	DN-R GRAND ISLAND Ge	61.0	A 12.50PM		A 6.30PM		
I				0.4	O. B. & Q. CROSSING	60.6					
217				2.5	OAREY	58.5					
1,034 P	s 5.48		s 3.26	11.1	D ST. LIBORY Ry	49.9	s 12.27		s 6.02		
1,185	5.58		f 3.37	17.2	DUBLIN	43.8	f 12.15		5.50		
974 WFYP	s 6.15		s 3.47	21.9	D-R ST. PAUL Sp	39.1	s 12.05PM		s 5.40		
1,376	s 6.40		s 4.05	30.7	D ELBA Eb	30.3	s 11.44AM		s 5.07		
1,328 P	s 6.56		s 4.17	36.8	COTESFIELD	24.2	s 11.32		s 4.50		
212				43.1	WEEKES SPUR	17.9					
	W 7.13		4.32	44.5	SCOTIA JUNCTION	16.5	11.18		4.32		
1,021	s 7.22		s 4.36	45.7	D SOOTIA Sk	17.7	s 11.14		s 4.23		
	W 7.27		4.40	44.5	SCOTIA JUNCTION	16.5	11.09		4.16		
1,592	s 7.50		s 4.50	48.8	D NORTH LOUP Nu	12.2	s 11.02		s 4.07		
509			f 4.59	53.7	OLEAN	7.3	f 10.53		3.55		
				60.7	O. B. & Q. CROSSING	0.3					
1,720 WY	A 8.20AM		A 5.15PM	61.0	D-R ORD Rd	0.0	10.40AM		3.40PM		
					(61.0)		Daily Except Sunday		Daily		
	(2.50) 21.5		(2.10) 28.1		..... Thru Time.....	(2.10) 28.1			(2.50) 21.5	

Westward trains are superior to trains of the same class in the opposite direction—See Rule S-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. 157 Febr. 4, 1941	Distance from Pleasanton	SECOND CLASS		SECOND CLASS		
		85 Mixed					86 Mixed				
		Daily Except Sunday					Daily Except Sunday				
562 WY		9.20AM		0.0	D-R BOELUS Hw	22.1	A 2.20PM				
I				8.8	O. B. & Q. CROSSING	13.3					
910		f 9.40		9.6	NANTASKET	12.5	f 1.49				
1,182		f 9.50		12.4	SOUTH RAVENNA	9.7	f 1.42				
1,454		s 10.00		15.5	D POOLE Pg	6.6	s 1.35				
1,694 WY		A 10.20AM		22.1	D-R PLEASANTON Pn	0.0	1.20PM				
					(22.1)		Daily Except Sunday				
		(1.00) 22.1			..... Thru Time.....	(1.00) 22.1				

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

WESTWARD		NORFOLK BRANCH						FIRST CLASS		Distance from Columbus	Time-Table No. 157 Febr. 4, 1941	
Length of sidings in feet and loca- tion of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS						MOTOR PASSENGER		STATIONS			
	129 Motor Mixed	79 Mixed	77 Mixed	81 Mixed	521 Mixed	321 Mixed	523 Motor Passenger	529 Motor Passenger				
	Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday				
WFTYOP	1.05PM	12.35PM	7.15AM	6.55AM	5.00AM	1.25AM	7.00PM	1.05PM	0.0	DN-R	COLUMBUS O	
1,050	f 1.12	12.43	f 7.25	7.05	5.10	1.33	7.08	f 1.12	4.2		SHELDONVILLE	
1,028 YP	s 1.19	A 12.53PM	s 7.40	A 7.15AM	A 5.20AM	f 1.43	A 7.17PM	s 1.19	9.4	R	OCONEE	
1,484 W	s 1.33		s 8.00			f 1.56		s 1.33	14.7	D	PLATTE CENTER PO	
1,669 P	s 1.42		s 8.13			f 2.08		s 1.42	20.8		TARNOV	
									25.1		O. & N. W. CROSSING	
2,840 W	s 1.54		s 8.35			s 2.25		s 1.54	25.7	D	HUMPHREY Hx	
1,025	f 2.00		s 8.43					f 2.00	29.1		PEOK	
1,645	s 2.12		s 9.00			s 2.45		s 2.12	35.4	D	MADISON Ma	
1,386 P	f 2.22		f 9.15			f 2.55		f 2.22	40.9		ENOLA	
804	f 2.28		f 9.25			f 3.03		f 2.28	45.1		WARNERVILLE	
									48.7		O. & N. W. CROSSING	
									50.2		O. & N. W. CROSSING	
WFTOP	A 2.45PM		A 9.50AM			A 3.30AM		A 2.45PM	50.4	D-R	NORFOLK Kn	
									(50.4)			
	(1.40) 30.2	(0.18) 31.3	(2.35) 19.5	(0.20) 28.2	(0.20) 28.2	(2.05) 24.2	(0.17) 33.2	(1.40) 30.2			Thru Time	
											Average speed per hour	

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

No. 521 is superior to No. 522.

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

WESTWARD		ALBION BRANCH				FIRST CLASS		Distance from Oconee	Time-Table No. 157 Febr. 4, 1941	
Length of sidings in feet and loca- tion of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				MOTOR PASSENGER		STATIONS			
		79 Mixed	81 Mixed	521 Mixed	523 Motor Passenger	529 Motor Passenger				
		Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily				
YP		12.53PM	7.15AM	5.20AM		7.17PM	0.0	R	OCONEE	
852		s 1.03	s 7.32	s 5.32		s 7.25	4.8	D	MONROE Mn	
1,937 WFYP		A 1.18PM	s 7.55	A 5.55AM		s 7.39	11.3	D-R	GENOA G	
646			f 8.07			f 7.54	18.8		WOODVILLE	
2,685			s 8.25			s 8.03	22.8	D	ST. EDWARD St	
1,230			s 8.40			f 8.14	27.8		BOONE	
1,507 WYP		A 9.00AM				A 8.30PM	33.7	D-R	ALBION A	
							(33.7)			
		(0.25) 27.1	(1.45) 19.3	(0.35) 19.4		(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 S-72.

No. 521 is superior to No. 522.

WESTWARD		NORFOLK BRANCH						FIRST CLASS		SECOND CLASS				
Length of sidings in feet and loca- tion of water, fuel, interlocking plants, turning stations, scales and telephones.	MOTOR PASSENGER						MOTOR PASSENGER		STATIONS					
	524 Motor Passenger	522 Motor Passenger	530 Motor Passenger	78 Mixed	82 Mixed	130 Motor Mixed	80 Mixed	312 Mixed						
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday						
WFTYOP	DN-R	COLUMBUS O	50.4	A 7.55AM	A 11.20AM	A 5.35PM	A 2.35PM	A 3.20PM	A 5.35PM	A 5.40PM	A 10.30PM			
1,050	f 7.48	11.06	f 5.24	f 2.22	3.09	f 5.24	5.30	10.15						
1,028 YP	R	OCONEE	41.0	7.40AM	10.55AM	s 5.16	s 2.10	3.00PM	f 5.16	5.22PM	f 10.05			
1,484 W	D	PLATTE CENTER Po	35.7			s 5.07	s 1.55		s 5.07		9.50			
1,669 P		TARNOV	30.1			s 4.57	f 1.42		s 4.57		f 9.35			
		O. & N. W. CROSSING	25.3											
2,840 W	D	HUMPHREY Hx	24.7			s 4.47	s 1.29		s 4.47		s 9.22			
1,025		PEOK	21.3			f 4.41	f 1.05		f 4.41					
1,645	D	MADISON Ma	15.0			s 4.30	s 12.50		s 4.30		s 9.00			
1,386 P		ENOLA	9.5			f 4.20	s 12.20		f 4.20		f 8.50			
804		WARNERVILLE	5.8			f 4.13	f 12.05PM		f 4.13		f 8.43			
		O. & N. W. CROSSING	1.7											
		O. & N. W. CROSSING	0.2											
WFTOP	D-R	NORFOLK Kn	0.0			4.00PM	11.50AM		4.00PM		8.30PM			
		(50.4)		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday	Daily	Daily			
				(0.15) 37.6	(0.25) 22.5	(1.35) 31.8	(2.45) 18.3	(0.20) 38.2	(1.35) 31.8	(0.18) 31.3	(2.00) 25.2			

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

No. 521 is superior to No. 522.

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

WESTWARD		ALBION BRANCH				FIRST CLASS		SECOND CLASS	
Length of sidings in feet and loca- tion of water, fuel, interlocking plants, turning stations, scales and telephones.	MOTOR PASSENGER				MOTOR PASSENGER		MIXED		
		524 Motor Passenger	522 Motor Passenger	82 Mixed	80 Mixed				
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily			
YP	R	OCONEE	33.7	A 7.40AM	A 10.55AM		A 3.00PM	A 5.21PM	
852	D	MONROE Mn	29.4	s 7.32	s 10.44		s 2.50	s 5.13	
1,937 WFYP	D-R	GENOA G	22.4	s 7.22	10.30AM		s 2.35	4.58PM	
646		WOODVILLE	14.9	f 7.09			f 2.05		
2,685	D	ST. EDWARD St	11.4	s 7.03			s 1.55		
1,230		BOONE	6.4	s 6.55			s 1.42		
1,507 WYP	D-R	ALBION A	0.0	6.45AM			1.30PM		
		(33.7)		Daily	Daily Except Sunday		Daily Except Sunday	Daily	
				(0.55) 36.8	(0.25) 27.1		(1.30) 22.5	(0.23) 29.5	

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

No. 521 is superior to No. 522.

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD						
SECOND CLASS				Distance from Genoa	Time-Table No. 157 Febr. 4, 1941				Distance from Spalding	FIRST CLASS		SECOND CLASS		
					STATIONS		522 Motor Passenger			80 Mixed				
79 Mixed		521 Mixed												
Daily Except Sunday		Daily												
1,937	WFY	1.21PM	5 57AM	0.0	D-R	GENOA	G	44.3	A 10.28AM	A	4.50PM			
510		f 1.32	f 6.07	5.3		KENT		39.0	f 10.17	f	4.41			
865		f 1.40	f 6.15	9.3		MEROHISTON		35.0	f 10.10	f	4.34			
1,138		* 1.49	* 6.40	13.7	D	FULLERTON	Fu	30.6	* 10.02	*	4.25			
1,034		* 2.10	* 7.10	23.1	D	BELGRADE	Bl	21.2	* 9.43	*	4.04			
1,302	W	* 2.29	* 7.45	30.3	D	CEDAR RAPIDS	Od	14.0	* 9.28	*	3.48			
1,830		* 2.45	* 8.00	36.6	D	PRIMROSE	P	7.7	* 9.15	f	3.30			
1,578	WFY	A 3.05PM	A 8.25AM	44.3	D-R	SPALDING	Sp	0.0	9.00AM		3.15PM			
		(1.44) 25.5	(2.28) 17.9		Thru Time.....				(1.28) 30.2	(1.35) 28.0	Average speed per hour.....			

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

WESTWARD				HASTINGS BRANCH				EASTWARD					
SECOND CLASS				Distance from Hastings	Time-Table No. 157 Febr. 4, 1941				Distance from Gibbon	SECOND CLASS		SECOND CLASS	
					STATIONS		518 Motor Passenger						
519 Motor Passenger		Daily Except Sunday											
WFYOP			12.10PM	0.0	DN-R	HASTINGS	An	28.1	A 11.55AM				
4,649			f 12.24	7.3		NEWMAROH		20.8	f 11.39				
				10.8		MO. PAC. CROSSING		17.3					
4,189	W		* 12.32	12.7	D	HAYLAND	Ha	15.4	* 11.30				
4,638	P		* 12.47	20.2		DENMAN		7.9	* 11.14				
WB5,496 EB3,505	WYP I		A 1.00PM	28.1	DN-R	GIBBON	Gb	0.0	10.59AM				
		(0.50) 33.7			Thru Time.....				(0.56) 30.1	Average speed per hour.....			

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 S-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 R. Nilsson	Chief Surgeon	Omaha, Nebr.			Surgeon	Papillion, Nebr.	So. Omaha to Millard
J. F. Langdon	District Surgeon	Omaha, Nebr.			Surgeon	Millard, Nebr.	Millard to Elkhorn
M. A. Tinley	Surgeon	Co. Bluffs, Ia.	Co. Bluffs to Omaha	W. J. Holden	Surgeon	Elkhorn, Nebr.	Millard to Valley
M. J. Carey	Surgeon	Co. Bluffs, Ia.	Co. Bluffs	G. A. Harris	Surgeon	Valley, Nebr.	Valley to Fremont
R. T. Mauer	Hospital Surgeon	Omaha, Nebr.		C. G. Moore	Surgeon	Fremont, Nebr.	Valley to Yutan
L. T. Hall	Surgeon	Omaha, Nebr.	Omaha	F. G. Kolouch	Surgeon	Schuyler, Nebr.	Yutan to No. Bend
J. C. Sharpe	Surgeon	Omaha, Nebr.	Omaha				North Bend to Columbus
John F. Nilsson	Surgeon	Omaha, Nebr.	Omaha				Schuyler to Silver
A. McDermott	Surgeon	Omaha, Nebr.	Omaha	W. R. Neumarker	Surgeon	Columbus, Nebr.	Creek and Columbus
H. F. Staubitz	Shop Surgeon	Omaha, Nebr.	Omaha	F. H. Morrow	Surgeon	Columbus, Nebr.	to Oconee
R. A. Moser	Shop Surgeon	Omaha, Nebr.	Omaha	R. R. Douglas	Surgeon	Clarks, Nebr.	Silver Creek to
Clarence Bantlin	Surgeon	Omaha, Nebr.	Omaha				Central City
F. C. Nelson	Surgeon	Omaha, Nebr.	Benson	J. E. Benton	Surgeon	Central City, Neb.	Clarks to Chapman
J. J. O'Hearn	Surgeon	Omaha, Nebr.	Omaha to Papillion				and Central City to
S. McClenehan	Surgeon	Omaha, Nebr.	Florence				Polk.
C. Rubendall	Oculist and Aurist	Omaha, Nebr.	Omaha				
A. J. Young	Oculist and Aurist	Omaha, Nebr.	Omaha				

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WESTWARD				KEARNEY BRANCH				EASTWARD					
SECOND CLASS				Distance from Kearney	Time-Table No. 157 Febr. 4, 1941				Distance from Stapleton	SECOND CLASS		SECOND CLASS	
					STATIONS		518 Motor Mixed			96 Mixed			
95 Mixed		519 Motor Passenger			517 Motor Passenger								
Daily Except Sunday		Daily Except Sunday		Sunday									
WFYO		4.50AM	3.50PM	6 45AM	0.0	DN-R	KEARNEY	Kr	102.4	A	1.30PM	A	9.20PM
1,363		f 5.02	f 4.00	f 6 55	5.5		GLENWOOD PARK		96.9	f	1.13	f	8.25
1,036	P	s 5.09	s 4.07	s 7.02	10.1		RIVERDALE		92.3	s	1.05	s	8.10
1,354		s 5.30	s 4.18	s 7.13	16.8	D	AMHERST	Hr	85.6	s	12.53	s	7.50
654	W	f 5.42	f 4.28	f 7.23	22.7		WATERTOWN		79.7	f	12.42	f	7.30
1,621		s 5.56	s 4.35	s 7.30	26.3	D	MILLER	Mr	76.1	s	12.35	s	7.20
1,955		s 6.10	s 4.47	s 7.42	32.5	D	SUMNER	Su	69.9	s	12.23	s	7.02
1,354		s 6.32	s 4.59	s 7.54	40.4	D	EDDYVILLE	Vd	62.0	s	12.10PM	s	6.45
1,094		f 6.42	f 5.07	f 8.03	45.9		LOMAX		56.5	f	11.58AM	f	6.26
2,063		s 7.03	s 5.19	s 8.15	52.1	D	OCONTO	Bs	50.3	s	11 49	s	6.14
700		f 7.17	f 5.32	f 8.31	59.1		LODI		43.3	f	11.33	f	5.59
594	WFYP	s 8.20	s 5.45	s 8.42	65.5	D	CALLAWAY	Oa	36.9	s	11.22	s	5.45
1,932	P	s 8.40	f 5.57	f 8.53	73.1		MILLDALE		29.3	f	11.06	f	5.06
1,048		f 8.45	f 6.02	f 8.57	75.8		FINCHVILLE		26.6	f	11.01	f	5.00
2,049	WP	s 9.45	s 6.15	s 9.09	83.1	D	ARNOLD	Ad	19.3	s	10.49	s	4.45
2,053	P	* 10.10	f 6.30	s 9.20	90.6		LOGAN		11.8	s	10.37	f	4.26
556		f 10.30	f 6.40	f 9.27	94.6		HOAGLAND		7.8	f	10.30	f	4.18
819	P	f 10.50	f 6.49	s 9.34	99.2		GANDY		3.2	s	10.20	f	4.08
2,051	WFY	A 11.30AM	A 7.00PM	A 9.45AM	102.4	D-R	STAPLETON	Sn	0.0		10.15AM		4.00PM
		(6.40) 15.4	(8.10) 32.3	(8.00) 34.1		Thru Time.....				(3.15) 31.5	(5.20) 19.2	Average speed per hour.....	

Westward trains are superior to trains of the same class in the opposite direction—See Rule S-72.
Except that No. 518 is superior to No. 95.
No. 95 will wait at Kearney for mail from No. 111.

Continued.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
R. D. Martin	Oculist	Gr. Island, Nebr.	Gr. Island	Fred W. Buckley	Surgeon	Beatrice, Nebr.	Cortland to
E. G. Johnson	Surgeon	Gr. Island, Nebr.	Chapman to Wood		Surgeon	Rising City, Nebr.	Barneston.
	Surgeon	Gr. Island, Nebr.	River and Gr. Island				David City to
			to St. Paul				Osceola.
A. T. Hubbell	Surgeon	Wood River, Nebr.	Alda to Shelton.	J. B. Williams	Surgeon	Polk, Nebr.	Stromsburg to
G. H. DeMay	Surgeon	Shelton, Nebr.	Wood River to	A. A. Bald	Surgeon	Platte Center,	Central City.
			Kearney.			Nebr.	Oconee to
Gibbons & Hart	Surgeon	Kearney, Nebr.	Shelton to Elm Creek	Lucien Stark	Surgeon	Norfolk, Nebr.	Humphrey.
			and Kearney to Am-	Davis & Newton	Surgeon	Genoa, Nebr.	Oconee to Norfolk.
			herst.				Norfolk to St. Edward
V. D. Norall	Surgeon	Lexington, Nebr.	Overton to Cosad.				and Genoa to Fuller-
L. H. Fochtman	Surgeon	Cosad, Nebr.	Lexington to				ton.
			Gothenburg.	J. W. B. Smith	Surgeon	Albion, Nebr.	Genoa to Albion.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	Cosad to Brady Isl'd.	H. E. King	Surgeon	Fullerton, Nebr.	Genoa to Belgrade.
A. L. Schneider	Surgeon	Brady Isl'd, Nebr.	Gothenburg to North		Surgeon	Spaulding, Nebr.	Belgrade to Spalding.
			Platte.	M. O. Arnold	Surgeon	St. Paul, Nebr.	St. Liberty to Scotia
C. E. Kennon	Surgeon	Maxwell, Nebr.	Brady Island to				and St. Paul to
T. J. Kerr	Surgeon	No. Platte, Nebr.	North Platte				Dannebrog.
C. A. Selby	Surgeon	No. Platte, Nebr.	Brady Island to	C. J. Miller	Surgeon	Ord, Nebr.	St. Paul to Ord.
			Sutherland.	F. M. Pederson	Surgeon	Dannebrog, Nebr.	St. Paul to Rookville
H. H. Walker	Oculist and Aurist	No. Platte, Nebr.	Brady Island to	C. G. Amick	Surgeon	Loup City, Nebr.	Dannebrog to Loup
C. W. Way	Surgeon	Wahoo, Nebr.	Sutherland.				City.
J. W. Hervert	Surgeon	Valparaiso, Nebr.	No. Platte	J. B. Kile	Surgeon	Eddyville, Nebr.	Kearney to
			Yutan to Weston.				Stapleton.
			Wahoo to Raymond	F. A. Burnham	Surgeon	Arnold, Nebr.	Callaway to
			and Valparaiso to				Stapleton.
			Brainard.	E. F. Carr	Surgeon	Stapleton, Nebr.	Arnold to Stapleton.
			Valparaiso to Cort-	O. A. Kostal	Surgeon	Hastings, Nebr.	Gibbon to Hastings.
J. S. Welch	Surgeon	Lincoln, Nebr.	land.				
E. A. Everett	Local Surgeon	Lincoln, Nebr.	Lincoln, Nebr.				
A. Lee	Surgeon	Pickrell, Nebr.	Cortland to Blue				
			Springs.				