



**UNION PACIFIC RAILROAD COMPANY**  
Eastern District



**NEBRASKA DIVISION**  
**TIME-TABLE**  
**No. 11**

**Effective Sunday**  
**June 17, 1951**

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

*Be Careful Today*

**FOR EMPLOYEES ONLY**

Timetable 10 eff 29 Apr 51  
12 30 Sept 51

WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

														Dispatch from Council Bluffs	Time-Table No. 11	
															June 17, 1951	
														STATIONS		
															0.0	GO. BLUFFS
																OMAHA
																GRAND ISLAND
																C.T. NORTH PLATTE
																M.T. JULESBURG
																SIDNEY
																KANSAS CITY
																DENVER
																CHEYENNE
																BORIE
																LARAMIE
																RAWLINS
																GREEN RIVER
																GRANGER
																OGDEN
																(992.6)

(8.40) (30.30) (10.45) (30.15) (10.35) (22.05) (31.35) (32.55) (23.25) (16.05) (16.10) (13.25) (20.35) ..... Thru Time From Omaha  
 89.2 41.5 22.1 48.9 41.4 37.9 40.2 43.2 53.0 81.4 81.2 62.9 47.9 ..... Average speed per hour

H. E. SHUMWAY  
General Manager

E. H. BAILEY  
General Superintendent

A. D. HANSON  
Genl. Supt. Transportation

FIRST SUBDIVISION,  
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES  
 A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, Nebr.  
 F. C. JOHNSON, Asst. Chief Train Dispatcher..... Grand Island, Nebr.  
 C. F. DEWHIRST, Asst. Chief Train Dispatcher..... Grand Island, Nebr.

SECOND SUBDIVISION  
 E. M. PROUTY, Chief Train Dispatcher..... North Platte, Nebr.  
 A. R. SUTHERLAND, Asst. Chief Train Dispatcher..... North Platte, Nebr.  
 O. E. BEESON, Asst. Chief Train Dispatcher..... North Platte, Nebr.

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

NORTH PLATTE BRANCH AND CUT-OFF  
 P. G. CLARK, Chief Train Dispatcher..... Gering, Nebr.

J. E. MULICK, Superintendent..... Omaha, Nebr.  
 T. F. SHANAHAN, Asst. Superintendent..... Omaha, Nebr.  
 R. W. McSPADEN, Asst. Superintendent..... Gering, Nebr.  
 E. RUF, Terminal Superintendent..... Omaha, Nebr.  
 A. A. HAUSSENER, Terminal Superintendent..... Co. Bluffs, Iowa  
 J. E. GUYANAN, Terminal Superintendent..... North Platte, Nebr.  
 C. B. HURD, Trainmaster..... Grand Island, Nebr.  
 W. E. HENKE, Trainmaster..... Sidney, Nebr.  
 O. F. DEARDEN, Trainmaster..... North Platte, Nebr.  
 E. J. ROBINSON, Master Mechanic..... Co. Bluffs, Iowa  
 E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Iowa  
 S. F. McWILLIAMS, Road Foreman of Engines..... North Platte, Nebr.  
 T. R. BRITT, Road Foreman of Engines..... North Platte, Nebr.  
 P. G. LOOMIS, Road Foreman of Engines..... North Platte, Nebr.  
 E. A. McCRAW, Road Foreman of Engines..... North Platte, Nebr.  
 C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.  
 W. F. HART, Division Engineer..... Omaha, Nebr.  
 L. T. FERGUSON, General Roadmaster..... Omaha, Nebr.

FIRST SUBDIVISION,  
OMAHA TO GRAND ISLAND, AND BRANCHES  
 C. A. LAUGHLIN, Chief Train Dispatcher..... Omaha, Nebr.  
 H. K. LOHR, Asst. Chief Train Dispatcher..... Omaha, Nebr.  
 W. L. WADE, Asst. Chief Train Dispatcher..... Omaha, Nebr.

MILEAGE  
 Main Line..... 659.60  
 Branches..... 858.33  
 Total..... 1517.93

# CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 11,

June 17, 1951

STATIONS

FIRST CLASS

		FIRST CLASS															
		112	12	28	10	2	104	102	106	38	18	24	6	86			
		Stream- liner Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Stream- liner Passen- ger	Stream- liner Passen- ger	Stream- liner Passen- ger	Passen- ger	Passen- ger	Passen- ger	Mall and Express	Passen- ger			
		Mile Post															
CO. BLUFFS	0.0														6.50		
OMAHA	2.8	12.35	6.45	2.50		3.50	1.40	1.50	3.00					7.50	6.05	4.10	
GRAND ISLAND	146.9	10.27	3.15	12.15		1.15	11.31	11.40	12.50					4.45	3.25	1.40	
C.T. NORTH PLATTE	284.1	8.37	12.15	9.50		11.00	9.38	9.48	10.58					1.40	12.55	11.25	
M.T. NORTH PLATTE	284.1	7.32	10.45	8.20		9.45	8.33	8.43	9.53					12.30	11.45	10.70	
JULESBURG	365.3	6.27														8.50	
SIDNEY	407.5		8.30	6.30		7.55	6.52	7.02	8.12					10.20	9.45		
KANSAS CITY	.....				6.45								11.15				
DENVER	Lv Ar 562.5	3.30			6.45 6.15								8.50 8.00	8.10		5.00	
CHEYENNE	509.5		6.20 5.45	4.50 4.35		6.15 6.00	5.30 5.20	5.40 5.30	6.50 6.40					8.30 8.15	7.55 7.35		
BORIE	519.0		5.28	4.19	4.10	5.43	5.07	5.17	6.27	5.25	5.35	7.54	7.18				
LARAMIE	566.0		4.25	3.15	3.10	4.40	4.10	4.20	5.30	4.15	4.25	6.35	6.05				
RAWLINS	682.8		1.45	12.55	1.11	2.05	2.20	2.30	3.40	1.55	2.05	3.25	3.35				
GREEN RIVER	817.0		11.00	10.15	10.50	11.20	12.05	12.15	1.25	11.10	11.05	12.15	12.45				
			9.50	10.05	10.20	11.10	11.55	12.05	1.15	11.55	11.50	12.50	12.25				
GRANGER	847.2		9.15						12.42			10.30					
OGDEN	992.6			6.25	6.40	7.30	8.45	8.55		7.10		7.15	8.30				
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time From Omaha..... (8.05) (20.30) (19.25) (23.05) (19.20) (15.55) (15.55) (13.18) (27.05) (9.40) (23.35) (20.35) (10.10)  
 Average speed per hour..... 69.2 41.2 51.0 52.7 51.2 62.2 62.2 63.5 45.3 44.6 42.0 48.1 55.1

## CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Fremont.....	East of Council Bluffs arriving on this train.....	Salt Lake City or beyond.	2	Kearney.....	Salt Lake City or South...	C. & N. W. points east of Council Bluffs.
23	Columbus.....			12	Fremont.....		
23	Kearney.....	Omaha or beyond.		24	Any Station 1st & 2nd Subdivision..	Colorado Points.	
23	2nd Subdivision..	Sleeping car passengers.	North of Granger or Ogden or beyond.	24	Any Station.....	Cheyenne or beyond.	
27	Any Station.....			24	Any Station 2nd Subdivision..		Omaha or beyond.
27	Fremont.....	East of Council Bluffs arriving Omaha on this train.....	West of Ogden.	28	Kearney.....	Pocatello or west of Ogden.	C. & N. W. points east of Council Bluffs.
27	Columbus.....	Points east of Council Bluffs.		28	Columbus.....		Points east of Council Bluffs where scheduled to stop.
85	Fremont.....			28	Fremont.....		
101	Any Station 1st & 2nd Subdivision..		Points west of Julesburg.	86	Ogallala.....		
101	Fremont.....			102	Any Station 3rd Subdivision..		Points east of Julesburg.
103	Columbus.....		Oakland or beyond.	102	Kearney.....		
103	Kearney.....			102	Columbus.....	Oakland or beyond.	
105	Fremont.....			104	Fremont.....		
105	Columbus.....		Los Angeles or beyond.	104	Kearney.....	Los Angeles or beyond.	
	Kearney.....			106	Columbus.....		
			Pendleton or beyond.	106	Fremont.....	Pendleton or beyond.	
				112	Kearney.....		
				112	Columbus.....	Denver.....	Chicago.
				112	Fremont.....		

WESTWARD		FIRST SUBDIVISION							Distance from Council Bluffs	Time-Table No. 11 June 17, 1951	
SECOND CLASS		71	547	73	75	237	239	233		STATIONS	
Car Capacity of Seating (A), See Page 25.		Time Freight	Motor Passenger	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight			
		Daily	Daily	Daily	Tuesday Thurs., Sat.	Daily except Sun.	Daily except Sun.	Monday Wed., Fri.			
CXWITYOPZ		8.00PM		12.01PM				5.30AM	0.0	R COUNCIL BLUFFS YL	
XWITOPZ		8.15		12.15				5.40	2.8	DN-R OMAHA YL US	
XIP		8.30		12.45				5.59AM	5.3	DN SUMMIT YL SU	
ES77 XP		8.40		12.55				Via Old Main Line 7.06AM	13.6	SARPY	
XP		8.50		1.00				7.06AM	17.1	LANE	
CS84 XP								7.20	21.7	D ELKHORN KH	
CS84 P								7.40	24.6	D WATERLOO WO	
WS144XYPWC ES105 ES90		A 9.15PM		A 1.15PM				8.40	28.0	DN VALLEY YL V	
CS81 P								8.50	34.3	MEROER	
I								9.15	38.2	F. S. Y. & L. CROSSING	
WS99 X ES172 WPZ								9.15	39.3	DN FREMONT YL FN	
I									40.0	O. B. & Q. CROSSING	
IP									44.8	O. & N. W. CROSSING	
OS82 P								9.24 <sup>23</sup>	46.8	AMES	
CS119 XP								9.38	54.4	D NORTH BEND NB	
CS82 P								10.10	61.4	D ROGERS DJ	
WS130 X ES123 WP								11.10 <sup>5</sup>	68.7	DN SCHUYLER SO	
CS118 P								11.40AM	76.9	D RIOHILL BZ	
									88.8	O. B. & Q. CROSSING	
WS143 XWTC ES125 YPZ								12.30PM	84.5	DN COLUMBUS YL C	
CS119 P								12.50	92.2	D DUNOAN DQ	
CS82 P								12.56	96.6	GARDINER	
CS119 XWP								1.20	102.3	DN SILVER CREEK SI	
CS82 P								1.30	107.9	HAVENS	
CS82 XP								2.00	118.6	D OLARKS OX	
									124.3	O. B. & Q. CROSSING	
WS118 X ES119 WYP			5.45PM	9.50AM				2.30PM	124.9	DN CENTRAL CITY OI	
CS119 P			f 6.00	s 10.15					136.1	D OHAPMAN OP	
									146.6	O. B. & Q. CROSSING	
XWCZTYOP			A 6.25PM	A 10.45AM	7.30AM				146.9	DN-R GRAND ISLAND GE YL	
CS82 XYP					f 8.05				154.5	ALDA	
WS117 XW ES48 P					s 8.39				162.3	D WOOD RIVER WR	
CS82 XP					s 9.05				169.9	D SHELTON ST	
WS130 XWI ES70 YP					s 9.40				176.0	DN GIBBON GB	
CS82 P					f 9.55				180.2	OPTIO	
WS123 XWO ES118 YZP					A 10.15AM	7.00AM			189.1	DN KEARNEY YL KR	
CS82 P					s 7.30				198.8	D ODESSA DZ	
CS130 XWP					s 8.00				204.6	D ELM CREEK QR	
CS82 P					s 8.30				213.3	D OVERTON OV	
WS120 XWY ES119 ZP					s 11.30				224.4	DN LEXINGTON UM	
CS82 P					f 11.59AM				232.6	DARR	
CS82 XWP					s 12.30PM				238.2	D COZAD CO	
WS126 XWC ES130 YP					s 1.00				248.8	DN GOTTBURG BU	
CS82 P					s 1.15				254.5	VROMAN	
CS82 WP					s 1.30				261.5	D BRADY ISLAND BI	
CS119 XP					s 1.54 <sup>23</sup>				270.6	D MAXWELL MX	
CS82 P					2.15				278.5	GANNETT	
XWCZTYOP					A 2.30PM				284.1	DN-R NORTH PLATTE YL NO	

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
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Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

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

For stations not shown on schedule pages—See page 25.

WESTWARD		FIRST SUBDIVISION							Distance from Council Bluffs	Time-Table No. 11 June 17, 1951			
FIRST CLASS		111	11	85	1	5	23	103		101	105	27	STATIONS
Streamliner Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
						9.20AM						0.0	R COUNCIL BLUFFS YL
11.50PM	9.45PM	9.35PM	9.25PM	9.55	8.20AM		2.10AM	1.55AM	1.40AM	12.55AM		2.8	DN-R OMAHA YL US
11.55PM	9.52	9.42	9.32	10.02	8.28		2.15	2.00	1.45	1.02		5.3	DN SUMMIT YL SU
12.02AM	10.01	9.51	9.41	10.09	8.38		2.22	2.07	1.52	1.11		13.6	SARPY
12.05	10.05	9.55	9.45	10.14	8.42		2.25	2.10	1.55	1.15		17.1	LANE
12.09	10.09	9.59	9.49	10.19	8.46		2.29	2.14	1.59	1.19		21.7	D ELKHORN KH
12.12	f 10.13	10.02	9.52	10.22	8.50		2.32	2.17	2.02	1.23		24.8	D WATERLOO WO
12.15	s 10.20	10.07	9.57	10.26	8.54		2.35	2.20	2.05	1.27		28.0	DN VALLEY YL V
12.20	10.26	10.14	10.03	10.31	9.01		2.39	2.24	2.09	1.33		34.3	MEROER
												38.2	F. S. Y. & L. CROSSING
12.25	s 10.45	s 10.21	10.09	s 10.43	s 9.16		2.43	2.28	2.13	1.39		39.3	DN FREMONT YL FN
												40.0	O. B. & Q. CROSSING
												44.8	O. & N. W. CROSSING
12.31	10.53	10.27	10.17	10.51	9.24 <sup>233</sup>		2.48	2.33	2.18	1.47		46.8	AMES
12.37	f 11.02	10.37	10.24	10.58	9.31		2.54	2.39	2.24	1.55		54.4	D NORTH BEND NB
12.42	11.09	10.43	10.30	11.04	9.38		2.59	2.44	2.29	2.01		61.4	D ROGERS DJ
12.47	s 11.18	10.50	10.36	11.10 <sup>233</sup>	f 9.48		3.04	2.49	2.34	2.07		68.7	DN SCHUYLER SO
12.53	11.26	10.58	10.43	11.18	9.56		3.10	2.55	2.40	2.14		76.9	D RIOHILL BZ
												88.8	O. B. & Q. CROSSING
s 1.02	s 11.44	s 11.07	10.51	s 11.32	s 10.12		3.16	3.01	2.46	2.22		84.5	DN COLUMBUS YL C
1.09	f 11.54	11.17	10.59	11.43	10.22		3.22	3.07	2.52	2.30		92.2	D DUNOAN DQ
1.13	11.59PM	11.22	11.03	11.47	10.27		3.25	3.10	2.55	2.34		96.6	GARDINER
1.17	f 12.05AM	11.27	11.09	11.52	10.32		3.29	3.14	2.59	2.40		102.3	DN SILVER CREEK SI
1.21	12.07	11.32	11.14	11.57AM	10.37		3.33	3.18	3.03	2.45		107.9	HAVENS
1.25	f 12.16	11.37	11.19	12.02PM	10.42		3.37	3.22	3.07	2.50		118.6	D OLARKS OX
												124.3	O. B. & Q. CROSSING
1.35	s 12.30	11.47	11.29	12.12	f 10.55		3.46	3.32	3.17	3.00		124.9	DN CENTRAL CITY OI
1.44	12.40	11.57PM	11.39	12.22	11.05		3.56	3.42	3.27	3.10		136.1	D OHAPMAN OP
												146.6	O. B. & Q. CROSSING
1.56	12.55	12.10AM	11.55PM	12.35	11.20		4.09	3.54	3.39	3.22		146.9	DN-R GRAND ISLAND GE YL
1.57	1.10	12.20AM	12.05AM	12.45	11.30		4.10	3.55	3.40	3.32		154.5	ALDA
2.06	1.18	12.27	12.12	12.52	11.40		4.17	4.02	3.47	3.40		162.3	D WOOD RIVER WR
2.12	f 1.25	12.34	12.19	12.59	11.48		4.23	4.08	3.53	3.46		169.9	D SHELTON ST
2.18	f 1.32	12.40	12.25	1.05	11.55AM		4.29	4.14	3.59	3.52		176.0	DN GIBBON GB
2.23	f 1.37	12.46	12.31	1.10	12.01PM		4.33	4.18	4.03	3.57		180.2	OPTIO
2.26	1.41	12.50	12.35	1.14	12.05		4.36	4.21	4.06	4.01		189.1	DN KEARNEY YL KR
s 2.35	s 2.05	s 12.59	12.44	s 1.30	s 12.18		4.44	4.29	4.14	4.14 <sup>105</sup>		198.8	D ODESSA DZ
2.44	f 2.14	1.08	12.54	1.39	12.29		4.51	4.36	4.21	4.26		204.6	D ELM CREEK QR
2.48	f 2.20	1.14	1.00	1.44	12.35		4.56	4.41	4.26	4.31		213.3	D OVERTON OV
2.55	f 2.28	1.22	1.08	1.52	12.44		5.02	4.47	4.32	4.38		224.4	DN LEXINGTON UM
3.04	s 2.45	1.31	1.18	2.02	s 12.57		5.10	4.55	4.40	4.48		232.6	DARR
3.10	2.54	1.38	1.25	2.10	1.08		5.16	5.01	4.46	4.55		238.2	D COZAD CO
3.14	s 3.06	1.45	1.30	2.15	f 1.16		5.20	5.05 <sup>27</sup>	4.50	5.05 <sup>101</sup>		248.8	DN GOTTBURG BU
3.22 <sup>11</sup>	s 3.22 <sup>111</sup>	1.54	1.40	2.25	f 1.30		5.28	5.13	4.58	5.18		254.5	VROMAN
3.27	3.30	1.59	1.46	2.31	1.37		5.32	5.17	5.02	5.23		261.5	D BRADY ISLAND BI
3.33	f 3.37	2.06	1.53	2.38	1.45		5.37	5.22	5.07	5.30		270.6	D MAXWELL MX
3.40	f 3.46	2.14	2.02	2.47	1.54 <sup>239</sup>		5.44	5.29	5.14	5.38		278.5	GANNETT
3.46	3.54	2.21	2.09	2.54	2.01		5.49 <sup>27</sup>	5.34	5.19	5.49 <sup>103</sup>		284.1	DN-R NORTH PLATTE YL NO
A 3.55AM	A 4.10AM	A 2.30AM	A 2.20AM	A 3.05PM	A 2.15PM		5.55AM	A 5.40AM	A 5.25AM	A 6.10AM			

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

..... Thru Time from Omaha.....  
..... Average speed per hour.....

For stations not shown on schedule pages—See page 25.

**FIRST SUBDIVISION EASTWARD**

Time-Table No. 11

June 17, 1951

**STATIONS**

Mile Post	FIRST CLASS									
	12	6	24	112	104	102	28	106	2	86
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger
0.0		A 6.50PM								
2.8	A 6.45AM	6.35	A 7.50PM	A 12.35AM	A 1.40AM	A 1.50AM	A 2.50AM	A 3.00AM	A 3.50AM	A 4.10AM
5.2	6.35	5.50	7.35	12.28	1.33	1.42	2.39	2.52	3.36	4.01
8.4	6.25	5.42	7.25	12.20	1.25	1.34	2.31	2.44	3.28	3.53
13.6	6.20	5.38	7.20	12.16	1.22	1.30	2.27	2.40	3.24	3.49
17.1	f 6.16	5.33	7.14	12.12	1.17	1.25	2.23	2.35	3.20	3.45
21.7	f 6.12	5.30	7.10	12.08	1.13	1.21	2.19	2.31	3.17	3.42
24.5	s 6.08	5.26	7.04	12.05AM	1.10	1.18	2.15	2.28	3.14	3.39
28.0	s 6.08	5.26	7.04	12.05AM	1.10	1.18	2.15	2.28	3.14	3.39
34.3	5.57	5.20	6.56	11.59PM	1.05	1.12	2.09	2.22	3.08	3.33
38.2										
38.2	s 5.49	s 5.14	s 6.49	11.55	1.00	1.07	2.04	2.17	3.03	s 3.28
40.0										
44.8										
46.3	f 5.34	4.59	6.34	11.49	12.52	12.59	1.55	2.08	2.54	3.19
54.4	f 5.25	4.52	6.25	11.43	12.46	12.53	1.47	2.02	2.46	3.11
61.4	f 5.15	4.46	6.18	11.37	12.41	12.48	1.40	1.57	2.39	3.04
68.7	s 5.05	4.40	s 6.11	11.32	12.35	12.42	1.32	1.51	2.32	2.57
76.9	f 4.53	4.32	6.01	11.26	12.29	12.36	1.23	1.45	2.24	2.49
88.8										
84.5	s 4.42	s 4.25	s 5.52	s 11.19	12.22	12.29	1.15	1.38	2.15	s 2.40
92.2	f 4.18	4.14	5.40	11.09	12.15	12.22	1.05	1.31	2.06	2.31
96.5	4.11	4.10	5.36	11.06	12.12	12.19	1.00	1.28	2.02	2.27
102.3	f 4.05	4.05	5.31	11.02	12.08	12.15	12.55	1.24	1.57	2.22
107.9	3.57	4.00	5.26	10.58	12.04AM	12.11	12.50	1.20	1.52	2.17
118.6	f 3.51	3.55	5.22	10.53	11.59PM	12.07AM	12.45	1.16	1.47	2.12
124.3										
124.9	s 3.39	3.45	f 5.11	10.45	11.50	11.58PM	12.35	1.08	1.37	2.02
135.1	3.27	3.36	5.00	10.37	11.42	11.51	12.26	1.00	1.27	1.52
140.5										
146.9	3.15	3.25	4.45	10.27	11.31	11.40	12.15	1.15	1.40	1.40
154.5	2.42	3.02	4.21	10.17	11.19	11.29	11.53PM	12.39	12.52	1.17
162.3	f 2.34	2.55	4.11	10.11	11.13	11.23	11.45	12.34	12.46	1.11
169.9	f 2.27	2.48	4.03	10.06	11.07	11.17	11.38	12.28	12.39	1.04
176.0	f 2.20	2.42	3.56	10.02	11.02	11.12	11.32	12.23	12.34	12.59
180.2	2.16	2.38	3.51	9.59	10.59	11.09	11.28	12.20	12.30	12.55
189.1	s 2.06	s 2.28	s 3.40	s 9.50	10.51	11.01	11.20	12.13	12.22	s 12.47
198.3	f 1.51	2.15	3.24	9.41	10.43	10.53	11.09	12.05	12.13	12.38
204.6	f 1.45	2.09	3.18	9.37	10.39	10.49	11.04	12.01AM	12.08	12.33
213.3	f 1.36	2.02	3.09	9.31	10.33	10.43	10.56	11.54PM	12.01AM	12.26
224.4	s 1.24	1.52	f 2.57	9.23	10.25	10.35	10.46	11.46	11.52PM	12.17
232.5	1.13	1.45	2.45	9.17	10.19	10.29	10.39	11.40	11.44	12.09
238.2	s 1.07	1.40	f 2.39	9.13	10.15	10.25	10.33	11.36	11.40	12.05AM
248.8	s 12.52	1.30	f 2.22	9.05	10.07	10.17	10.23	11.28	11.31	11.56PM
254.5	12.43	1.25	2.13	9.00	10.02	10.12	10.18	11.22	11.26	11.51
261.5	f 12.36	1.18	2.06	8.55	9.57	10.07	10.12	11.17	11.20	11.45
270.6	f 12.28	1.10	1.57	8.48	9.50	10.00	10.04	11.10	11.13	11.38
278.5	12.22	1.03	1.49	8.42	9.44	9.54	9.57	11.04	11.07	11.32
284.1	12.15AM	12.55PM	1.40PM	8.37PM	9.38PM	9.48PM	9.50PM	10.58PM	11.00PM	11.25PM

Thru Time to Omaha ..... (6.30) (5.10) (6.10) (3.58) (4.02) (4.02) (5.00) (4.02) (4.50) (4.45)  
 Average speed per hour ..... 43.3 54.4 45.6 70.9 69.7 69.7 56.3 69.7 58.2 59.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

**FIRST SUBDIVISION EASTWARD**

Time-Table No. 11

June 17, 1951

**STATIONS**

Mile Post	SECOND CLASS							Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.
	72	234	76	74	548	240	238	
	Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight	
0.0	A 2.00AM	A 3.15PM		A 8.30AM				XWCITYOPZ
2.8	1.54	2.55		8.15				XWITOPZ
5.2	1.10	2.35		7.45				XIP
13.6	12.50	2.15		7.20				ES77 XP
17.1	12.40	f 2.05		7.10				XP
21.7		s 1.55						CS84 XP
24.5		s 1.30						CS84 P
28.0	12.15AM	s 1.00		6.45AM				WS144XPWP ES165 ES90
34.3		f 12.01PM						CS81 P
38.2								I
39.3		s 11.50AM						WS99 X ES172 WPZ
40.0								I
44.8								IP
46.3		f 10.50						CS82 P
54.4		s 10.20						CS119 XP
61.4		s 9.50						CS82 P
68.7		s 9.20						WS130 X ES123 WP
76.9		f 8.20						CS118 P
83.8								
84.5		s 8.00						WS143 XWTC ES125 YPZ
92.2		s 7.20						CS119 P
96.5		f 6.50						CS82 P
102.3		s 6.40						CS119 XWP
107.9		f 6.00						CS82 P
118.6		s 5.39						CS82 XP
124.3								
124.9		5.00AM	A 6.55AM	A 7.40AM				WS118 X CS119 WYP
135.1		s 6.40		f 7.18				CS119 P
146.5								I
146.9			6.20AM	7.00AM		A 2.00PM		XWCITYOP
154.5						f 1.30		CS83 XYP
162.3						s 1.00		WS117 XW ES48 P
169.9						s 12.30PM		CS82 XP
176.0						s 11.59AM		WS130 XWI ES70 YP
180.2						f 11.15		CS82 P
189.1						A 1.30PM	s 11.00AM	WS122 XWC ES118 YZP
198.3						s 1.00		CS83 P
204.6						s 12.30PM		CS130 XWP
213.3						s 11.50AM		CS83 P
224.4						s 11.30		WS120 XWY ES119 ZP
232.5						f 10.30		CS83 P
238.2						s 10.00		CS83 XWP
248.8						s 8.15		WS125 XWC ES130 YP
254.5						f 7.55		CS83 P
261.5						f 7.45		CS83 WP
270.6						f 7.30		CS119 XP
278.5						7.15		CS83 P
284.1						7.00AM		XWCITYOP

Thru Time to Omaha ..... (1.45) (10.15) (0.35) (1.45) (0.40) (6.30) (3.00)  
 Average speed per hour ..... 16.0 12.2 37.7 16.0 33.0 14.6 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

**WESTWARD**

**SECOND SUBDIVISION**

**SECOND CLASS**

Car Capacity of Seating etc. See Rule 25, Page 25.	SECOND CLASS						Distance from Council Bluffs
	353	245	243	97	241	93	
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	
XWCZTYOP				6.50AM	6.35AM	5.01AM	284.1
P				7.02	6.45	5.10	289.2
CS 84							290.5
WS 72 XP				7.15 s	7.08 s	5.20	296.9
CS 119 XWYP				A 7.30AM	f 7.15	A 5.26AM	300.7
40 X							301.8
CS 121 P					s 7.25		303.4
CS 82 P					f 7.35		307.9
CS 121 P					s 7.55		315.5
P					f 8.05		321.7
CS 83 P					f 8.15		327.7
WS122 WS120 ES138 XWCP					s 8.45		334.8
CS 125 P					s 9.05		343.9
17							349.1
CS 132 WP					s 9.30		353.9
CS 83 P					f 9.40		359.3
XWCYYP WS125 ES121				8.00AM	A10.00AM		365.3
CS 90 P				f 8.15			370.6
CS 123 WP				s 8.45			380.3
WS 111 ES 78 XP				s 9.15			389.7
XP				s 9.45			396.3
CS 125 P				f 9.55			401.0
XWCZTYOP				8.30AM	A10.05AM		407.5
CS 94 YP				f 8.45			415.5
WS 121 XWP ES 70				s 9.15			426.4
8 X							430.8
CS 125 P				s 9.35			435.4
27 PX							439.9
CS 133 XWP				s 10.15			444.5
12							451.1
CS 125 WP				s 10.45			456.6
CS125 XWCYP				s 11.30			466.7
10							472.0
CS 94 XWYP				3.55PM	f 11.55AM		477.5
WS 62 XP				f 4.05	f 12.15PM		483.2
CS 96 WP				f 4.18	f 12.40		489.7
WS 62 XP				f 4.30	12.54		495.9
WS 117 XP ES 125				f 4.40	f 1.07		501.2
XWCZTYOP				A 4.55PM	A 1.30PM		509.5

(1.00) (5.00) (2.05) (0.40) (3.25) (0.25)  
32.0 20.4 20.3 24.9 23.8 39.8

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**WESTWARD**

**SECOND SUBDIVISION**

**FIRST CLASS**

Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Distance from Council Bluffs
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
2.15PM	1.25PM	5.20AM	5.00AM	4.45AM	4.30AM	3.35AM	3.00AM	1.50AM	1.30AM	284.1
2.24	1.34	5.28	5.07	4.52	4.37	3.44	3.07	1.59	1.38	289.2
2.30	1.41	5.33	5.12	4.57	4.42	3.50	3.12	2.06	1.43	296.9
2.33	1.45	5.36	5.15	5.00	4.45	3.53	3.15	2.09	1.46	300.7
2.35	1.48	5.38	5.17	5.02	4.47	f 3.55	3.17	2.11	1.48	301.8
2.39	1.53	5.42	5.20	5.05	4.50	3.59	3.21	2.16	1.52	303.4
2.46	2.01	5.50	5.26	5.11	4.56	f 4.06	3.27	2.22	2.00	307.9
2.52	2.08	5.55	5.31	5.16	5.01	4.12	3.32	2.28	2.05	315.5
2.58	2.14	6.01	5.36	5.21	5.06	f 4.17	3.37	2.33	2.11	321.7
3.07	s 2.23	6.12	5.42	5.27	5.12	s 4.30	3.43	2.42	2.22	327.7
3.16	2.33	6.21	5.49	5.34	5.19	f 4.40	3.50	2.52	2.31	334.8
3.26	2.43	6.32	5.57	5.42	5.27	f 4.50	3.58	3.02	2.42	343.9
3.31	2.48	6.37	6.01	5.46	5.31	4.54	4.02	3.07	2.47	349.1
3.39	f 2.57	6.44	6.06	5.51	5.36	s 5.05	Af 4.10AM	A 3.15AM	2.54	353.9
3.45	3.03	6.51	6.10	5.55	5.40	5.10			3.01	359.3
3.55	3.13	7.01	6.18	6.03	5.48	f 5.20			3.11	370.6
4.04	3.23	7.10	6.25	6.10	5.55	f 5.29			3.20	380.3
4.10	3.29	7.16	6.30	6.15	6.00	f 5.35			3.26	389.7
4.15	3.34	7.20	6.34	6.19	6.04	5.39			3.30	396.3
4.25	3.45	7.30	6.42	6.27	6.12	5.50			3.40	401.0
4.35	3.55	7.40	6.43	6.28	6.13	6.00			3.50	407.5
4.45	4.05	7.50	6.52	6.37	6.22	6.10			4.00	415.5
4.57	4.18	8.01	7.01	6.46	6.31	f 6.21			4.11	426.4
5.06	4.28	8.10	7.08	6.53	6.38	f 6.30			4.20	430.8
5.15	f 4.40	8.19	7.16	7.01	6.46	11s 6.46	10s		4.29	435.4
5.27	4.53	8.31	7.26	7.11	6.56	f 7.01			4.41	439.9
5.37	5.05	8.43	7.36	7.21	7.06	f 7.14			4.53	444.5
5.50	5.20	8.57	7.46	7.31	7.16	f 7.25	10s		5.07	451.1
5.58	5.28	9.05	7.52	7.37	7.22	f 7.57			5.15	456.6
6.07	5.37	9.14	7.59	7.44	7.29	f 8.05			5.24	466.7
6.15	5.44	9.22	8.06	7.51	7.36	8.15			5.32	472.0
6.23	5.53	9.33	8.14	7.59	7.44	8.25			5.43	477.5
A 6.35PM	A 6.10PM	A 9.50AM	A 8.25AM	A 8.10AM	A 7.55AM	A 8.40AM			A 6.00AM	483.2
										489.7
										495.9
										501.2
										509.5

(4.20) (4.45) (4.30) (3.25) (3.25) (3.25) (5.05) (1.10) (1.25) (4.30)  
52.0 47.5 50.1 66.0 66.0 66.0 44.3 69.2 57.3 50.1

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On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**Time-Table No. 11**  
June 17, 1951

**STATIONS**

DN-R NORTH PLATTE NY	YL NO
5.1	
DN WEST NORTH PLATTE	YL WN
1.3	
BIRDWOOD	
6.4	
D HERSHEY OF	
3.8	
DN O'FALLONS FA	
1.1	
VARNER	
1.6	
D SUTHERLAND SU	
4.5	
DEXTER	
7.6	
D PAXTON PN	
6.2	
KORTY	
6.0	
D ROSCOE RO	
7.1	
DN OGALLALA YL GT	
9.1	
D BRULE RU	
5.2	
MEGEATH	
4.8	
D BIG SPRINGS GS	
5.4	
BARTON	
6.0	
DN JULESBURG YL JB	
5.3	
WEIR	
9.7	
D CHAPPELL OQ	
9.4	
D LODGE POLE GP	
6.6	
D SUNOL UN	
4.7	
COLTON	
6.5	
DN-R SIDNEY YL OD	
8.0	
BROWNSON	
10.9	
DN POTTER PR	
4.4	
JACINTO	
4.8	
D DIX DX	
4.5	
OWASCO	
4.6	
DN KIMBALL KB	
6.6	
OLIVER	
5.5	
D BUSHNELL BN	
10.1	
DN PINE BLUFFS YL UF	
5.3	
TRACY	
5.5	
D EGBERT GX	
5.7	
D BURNS UX	
6.5	
HILLSDALE	
6.2	
DURHAM	
5.3	
ARCHER	
8.2	
DN-R CHEYENNE YL OY	
(225.4)	

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

**Time-Table No. 11**  
June 17, 1951

**STATIONS**

DN-R NORTH PLATTE NY	YL NO
5.1	
DN WEST NORTH PLATTE	YL WN
1.3	
BIRDWOOD	
6.4	
D HERSHEY OF	
3.8	
DN O'FALLONS FA	
1.1	
VARNER	
1.6	
D SUTHERLAND SU	
4.5	
DEXTER	
7.6	
D PAXTON PN	
6.2	
KORTY	
6.0	
D ROSCOE RO	
7.1	
DN OGALLALA YL GT	
9.1	
D BRULE RU	
5.2	
MEGEATH	
4.8	
D BIG SPRINGS GS	
5.4	
BARTON	
6.0	
DN JULESBURG YL JB	
5.3	
WEIR	
9.7	
D CHAPPELL OQ	
9.4	
D LODGE POLE GP	
6.6	
D SUNOL UN	
4.7	
COLTON	
6.5	
DN-R SIDNEY YL OD	
8.0	
BROWNSON	
10.9	
DN POTTER PR	
4.4	
JACINTO	
4.8	
D DIX DX	
4.5	
OWASCO	
4.6	
DN KIMBALL KB	
6.6	
OLIVER	
5.5	
D BUSHNELL BN	
10.1	
DN PINE BLUFFS YL UF	
5.3	
TRACY	
5.5	
D EGBERT GX	
5.7	
D BURNS UX	
6.5	
HILLSDALE	
6.2	
DURHAM	
5.3	
ARCHER	
8.2	
DN-R CHEYENNE YL OY	
(225.4)	

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Time-Table No. 11 June 17, 1951		SECOND SUBDIVISION EASTWARD									
		FIRST CLASS									
		6	24	112	28	104	102	2	12	106	86
STATIONS	Mile Post	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger
		DN-R NORTH PLATTE NY 5.1	284.1	A11.45AM	A12.30PM	A 7.32PM	A 8.20PM	A 8.33PM	A 8.43PM	A 9.45PM	A10.45PM
DN WEST NORTH PLATTE 1.3	289.2	11.33	12.17	7.23	8.07	8.24	8.34	9.32	10.34	9.44	9.58
BIRDWOOD 6.4	290.5										
D HERSHEY OF 3.8	296.9	11.27	12.09	7.17	8.01	8.18	8.28	9.26	10.28	9.38	9.51
DN O'FALLONS FA 1.1	300.7	11.24	12.05	7.14	7.58	8.15	8.25	9.23	10.25	9.35	9.48
VARNER 1.6	301.8										
D SUTHERLAND SU 4.6	303.4	11.22	f12.02PM	7.12	7.56	8.13	8.23	9.21	f10.22	9.33	9.46
DEXTER 4.5	307.9	11.18	11.57AM	7.09	7.53	8.10	8.20	9.18	10.17	9.30	9.42
D PAXTON PN 7.6	315.5	11.11	f11.50	7.03	7.47	8.04	8.14	9.12	f10.10	9.24	9.36
KORTY 6.2	321.7	11.06	11.44	6.59	7.42	7.59	8.09	9.07	10.03	9.19	9.30
D ROSCOE RO 6.0	327.7	11.00	11.38	6.55	7.36	7.55	8.05	9.01	f 9.57	9.15	9.24
DN OGALLALA YL GT 7.1	334.8	10.53	s11.31	6.50	7.30	7.50	8.00	8.55	s 9.50	9.10	9.18
D BRULE RU 5.2	343.9	10.44	f11.21	6.43	7.22	7.42	7.52	8.47	f 9.38	9.02	9.09
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.36	f11.11	6.36	7.14	7.35	7.45	8.39	f 9.28	8.55	9.01
BARTON 6.0	359.3	10.31	11.05	6.32	7.10	7.31	7.41	8.35	9.22	8.51	8.56
DN JULESBURG YL JB 5.3	365.3	10.25	f11.00	s 6.27PM	7.05	7.26	7.36	8.30	s 9.15	8.46	8.50PM
WEIR 9.7	370.6	10.20	10.54		7.01	7.21	7.31	8.26	9.06	8.41	
D CHAPPELL CQ 9.4	380.3	10.11	f10.46		6.53	7.14	7.24	8.18	f 8.57	8.34	
D LODGE POLE GP 8.6	389.7	10.02	f10.37		6.45	7.07	7.17	8.10	f 8.47	8.27	
D SUNOL UN 4.7	396.3	9.56	10.31		6.40	7.02	7.12	8.05	f 8.41	8.22	
COLTON 6.5	401.0	9.52	10.27		6.36	6.58	7.08	8.01	8.37	8.18	
DN-R SIDNEY YL CD 10.9	407.5	9.45	10.20		6.30	6.52	7.02	7.55	8.30	8.12	
BROWNSON 10.9	415.5	9.35	10.10		6.22	6.51	7.01	7.47	8.20	8.11	
DN POTTER PR 4.4	426.4	9.14	9.49		6.14	6.43	6.53	7.39	8.10	8.03	
JACINTO 4.6	430.8				6.04	6.34	6.44	7.29	f 8.00	7.54	
D DIX DX 4.5	435.4	9.06	9.41		5.57	6.28	6.38	7.22	f 7.48 <sup>106</sup>	7.48 <sup>12</sup>	
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.58	f 9.32		5.50	6.22	6.32	7.15	s 7.33	7.42	
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.47	9.20		5.39	6.13	6.23	7.04	s 7.17	7.33	
DN PINE BLUFFS YL UF 5.3	466.7	8.38	9.10		5.30	6.05	6.15	6.55	s 7.05	7.25	
TRACY 5.5	472.0										
D EGBERT GX 5.7	477.5	8.27	9.00		5.20	5.55	6.05	6.45	f 6.53	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		5.15	5.51	6.01	6.40	6.47	7.11	
HILLSDALE 6.2	489.7	8.17	8.50 <sup>354</sup>		5.10	5.47	5.57	6.35	6.41	7.07	
DURHAM 5.3	495.9	8.12	8.45		5.04	5.42	5.52	6.29	6.35	7.02	
ARCHER 8.3	501.2	8.07	8.40		4.59	5.38	5.48	6.24	6.30	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM		4.50PM	5.30PM	5.40PM	6.15PM	6.20PM	6.50PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(3.50)	(4.00)	(1.05)	(3.30)	(3.03)	(3.03)	(3.30)	(4.25)	(3.03)	(1.20)
Average speed per hour.....		58.1	56.4	74.9	64.4	73.9	73.9	64.4	51.4	73.9	69.0

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

Time-Table No. 11 June 17, 1951		SECOND SUBDIVISION EASTWARD									
		SECOND CLASS									
		242	246	354	244	98	94				
STATIONS	Mile Post	Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed				Car Capacity of Sidings, etc. See Rule 6 (A), page 25.
		DN-R NORTH PLATTE NY 5.1	284.1	A11.15AM				A 4.50PM	A 7.00PM		
DN WEST NORTH PLATTE 1.3	289.2	11.05				4.40	6.48				P
BIRDWOOD 6.4	290.5										CS 84
D HERSHEY OF 3.8	296.9	s10.55				f 4.30	s 6.38				WS 72 XP
DN O'FALLONS FA 1.1	300.7	f10.30				4.22PM	6.30PM				CS 110 XWYP
VARNER 1.6	301.8										40 X
D SUTHERLAND SU 4.6	303.4	s10.15									CS 121 P
DEXTER 4.5	307.9	f 9.55									CS 82 P
D PAXTON PN 7.6	315.5	s 9.45									CS 121 P
KORTY 6.2	321.7	f 9.20									P
D ROSCOE RO 6.0	327.7	f 9.10									CS 83 P
DN OGALLALA YL GT 7.1	334.8	s 9.00									WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	s 8.15									CS 125 P
MEGEATH 4.8	349.1										17
D BIG SPRINGS GS 5.4	353.9	s 7.50									CS 132 WP
BARTON 6.0	359.3	f 7.25									CS 83 P
DN JULESBURG YL JB 5.3	365.3	7.15AM				A12.15PM					XWCZTYOP WS125 ES121
WEIR 9.7	370.6					f11.59AM					CS 90 P
D CHAPPELL CQ 9.4	380.3					s11.45					CS 123 WP
D LODGE POLE GP 8.6	389.7					s11.30					WS 111 ES 78 XP
D SUNOL UN 4.7	396.3					f11.20					XP
COLTON 6.5	401.0					f11.10					CS 125 P
DN-R SIDNEY YL OD 10.9	407.5		A 1.30PM			11.00AM					XWCTYP
BROWNSON 10.9	415.5		f12.55								CS 94 YP
DN POTTER PR 4.4	426.4		s12.30PM								WS 121 XWP ES 70
JACINTO 4.6	430.8										8 X
D DIX DX 4.5	435.4		s11.59AM								CS 125 P
OWASCO 4.6	439.9										27 PX
DN KIMBALL KB 6.6	444.5		s11.35								CS 133 XWP
OLIVER 5.5	451.1										12
D BUSHNELL BN 10.1	456.6		s10.55								CS 125 WP
DN PINE BLUFFS YL UF 5.3	466.7		s10.30								CS125 XWCYP
TRACY 5.5	472.0										10
D EGBERT GX 5.7	477.5		f 9.35	A 9.15AM							CS 94 XWYP
D BURNS UX 6.5	483.2		s 9.20	s 9.00							WS 62 XP
HILLSDALE 6.2	489.7		f 9.10	s 8.50 <sup>24</sup>							CS 96 WP
DURHAM 5.3	495.9		f 8.59	f 8.35							WS 62 XP
ARCHER 8.3	501.2		f 8.50	f 8.29							WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5		8.35AM	8.15AM							XWCZTYOP
		Daily Except Monday	Daily Except Saturday	Daily	Daily Except Sunday	Daily	Daily				
Thru Time.....		(4.00)	(4.55)	(1.00)	(1.15)	(0.28)	(0.30)				
Average speed per hour.....		20.3	20.7	32.0	33.8	35.6	30.8				

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD		THIRD SUBDIVISION				EASTWARD	
SECOND CLASS		FIRST CLASS				SECOND CLASS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		71	111	85	301	Distance from Julesburg	Time-Table No. 11 June 17, 1951
		C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger		
		Daily	Daily	Daily	Daily		STATIONS
80	WCYIP		f 4.10AM	3.20AM		0.0	DN JULESBURG YL JB
75	ZP		4.18	f 3.30		7.1	D OVID VI
73	WP		4.24	f 3.39		14.6	D SEDGWICK ZD
29						19.0	DORSEY
95	P		4.31	f 3.48		23.1	RED LION
29	P					25.8	MARCOTT
95	WP		4.36	f 3.56		30.1	DN CROOK OK
22						34.2	TOBIN
72	P		4.43	f 4.05		38.8	PROCTOR
12	P					41.1	POWELL
22						42.2	GRIFF
94	P		4.48	f 4.12		45.6	D ILLIFF F
16						50.1	FORD
77	P		4.54	4.20		53.5	HAYFORD
	IP					57.2	C. B. & Q. CROSSING
169	IWCTZP	1.00PM	5.00	4.25	2.50AM	57.5	DN-R STERLING YL ST
			5.05	4.35		61.7	HALL
72	P	1.14	5.13	f 4.43	f 2.58	64.1	D ATWOOD OD
23						66.8	BETTLAND
74	P	1.27	5.19	f 4.50	f 3.06	70.2	D MERINO MI
10						72.1	BETA
143	P	1.36	5.24	f 4.55	3.14	76.0	MESSEX
41						78.4	BALZAC
52	P	A 2.00PM	5.29	f 5.01	A 3.25AM	81.0	DN UNION UN
24						82.8	COOPER
94	WP		5.34	f 5.07		87.0	D SNYDER SN
53	P		5.40	5.14		93.8	DODD
21						96.9	HURLEY
100	WCP		5.44	f 5.20		98.6	DN FT. MORGAN FX
35	P		5.50	5.29		106.0	NARROWS
79	P		5.52	f 5.32		109.0	D WELDONA DN
22	P		5.57	f 5.37		114.2	GOODRICH
78	P		6.00	f 5.40		117.7	ORCHARD
14	P					121.4	SUBLETTE
53	P		6.06	f 5.47		124.8	MASTERS
50	P		6.11	5.52		130.2	CANTON
121	WP		6.16	f 5.57		135.4	HARDIN
16	P					139.1	KUNER
78	P		6.22	f 6.05		143.1	D KERSEY KR
27						147.2	AUBURN
56	WCTYP	A 6.30AM	A 6.14AM			151.1	DN-R LASALLE YL SA

(1.00) (2.20) (2.54) (0.35) ..... Thru Time  
23.5 64.8 52.1 40.3 ..... Average speed per hour

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

The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD		THIRD SUBDIVISION				EASTWARD	
SECOND CLASS		FIRST CLASS				SECOND CLASS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		112	86	302	250	72	Time-Table No. 11 June 17, 1951
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight	
		Daily	Daily	Daily	Daily	Daily	STATIONS
	DN JULESBURG YL JB	0.0	As 6.27PM	A 8.45PM			
	D OVID VI	7.1	6.18	8.30			
	D SEDGWICK ZD	14.6	6.12	8.22			
	DORSEY	19.0					
	RED LION	23.1	6.05	8.13			
	MARCOTT	25.8					
	DN CROOK OK	30.1	6.00	8.07			
	TOBIN	34.2					
	PROCTOR	38.8	5.53	7.59			
	POWELL	41.1					
	GRIFF	42.2					
	D ILLIFF F	45.6	5.48	7.53			
	FORD	50.1					
	HAYFORD	53.5	5.41	7.46			
	C. B. & Q. CROSSING	57.2					
	DN-R STERLING YL ST	57.5	5.37	7.42	A 11.45PM	A 10.15PM	A 11.59PM
	HALL	61.7	5.35	7.32			
	D ATWOOD OD	64.1	5.28	7.24	f 11.28	9.55	11.43
	BETTLAND	66.8					
	D MERINO MI	70.2	5.23	7.19	f 11.21	9.46	11.33
	BETA	72.1					
	MESSEX	76.0	5.19	7.14	f 11.15	9.38	11.21
	BALZAC	78.4					
	DN UNION UN	81.0	5.15	7.10	f 11.07PM	9.31	11.09PM
	COOPER	82.8					
	D SNYDER SN	87.0	5.10	7.05		9.24	
	DODD	93.8	5.05	6.59		9.15	
	HURLEY	96.9					
	DN FT. MORGAN FX	98.6	5.01	6.55		9.08	
	NARROWS	106.0	4.55	6.47		8.57	
	D WELDONA DN	109.0	4.53	6.45		8.52	
	GOODRICH	114.2	4.49	6.40		8.45	
	ORCHARD	117.7	4.46	6.37		8.40	
	SUBLETTE	121.4					
	MASTERS	124.8	4.40	6.30		8.30	
	CANTON	130.2	4.36	6.25		8.18	
	HARDIN	135.4	4.32	6.21		8.10	
	KUNER	139.1					
	D KERSEY KR	143.1	4.25	6.14		7.55	
	AUBURN	147.2					
	DN-R LASALLE YL SA	151.1	4.18PM	6.06PM		7.40PM	

Thru Time ..... (2.09) (2.39) (0.38) (2.35) (0.50)  
Average speed per hour ..... 70.3 57.0 37.1 36.2 28.2

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

The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS		Distance from Valley	Time-Table No. 11		Mile Post	FIRST CLASS		SECOND CLASS	
	71	73	548			June 17, 1951			547	74	72	
	Freight Daily	Freight Daily	Motor Passenger Daily	Motor Passenger Daily		Motor Passenger	Freight		Freight			
WCYP	10.25PM	1.30PM			0.0	DN-R VALLEY YL V	0.0		A 5.40AM	A 11.15PM		
AI					5.8	5.8	5.8					
28 P	10.40	1.45			6.3	D O. B. & Q. CROSSING 0.5	6.3			5.27	11.05	
100 YP	10.50 72	1.55			11.6	D YUTAN YN	11.6			5.17	10.50 71	
64 WP	11.10	2.07			18.9	D MEAD AD	18.9			5.03	10.25	
					19.6	D WAHOO W	19.6					
78 P	11.25	2.22			26.3	C. & N.W. and O.B. & Q. CROSSINGS 6.7	26.3			4.48	10.10	
30 P	11.35PM	2.34			33.2	D WESTON WN	33.2			4.35	9.55	
96 WCYP	12.01AM	2.44		10.15AM	37.3	DN-R VALPARAISO YL VO 4.1	37.3	A 3.10PM		4.25	9.40	
28					41.8	AGNEW 4.7	41.8					
38 P	12.18	2.58		f 10.30	46.5	D RAYMOND RM 6.2	46.5	f 2.59		3.59	9.15	
101 P	12.30	3.08		10.40	52.7	GARRATT 2.6	52.7	2.52		3.48	9.05	
4					55.3	WEST LINCOLN 1.2	55.3					
I					56.5	O. B. & Q. CROSSING 0.6	56.5					
24 WTZP	12.55	3.18		A 10.50AM	57.1	DN-R LINCOLN YL SN 0.3	57.1	2.45PM		3.40	8.50	
I					57.4	O. B. & Q. CROSSING 1.6	57.4					
I					59.0	O. B. & Q. CROSSING 6.4	59.0					
62 P	1.18	3.31			65.4	JAMAICA 2.8	65.4			3.18	8.05	
					68.2	HANLON 6.5	68.2					
21 P	1.33	3.46			74.7	PRINCETON 4.8	74.7			3.03	7.49	
78 WP	1.43	3.53			79.5	D COETLAND RD 9.4	79.5			2.56	7.41	
84 P	1.58	4.08			88.9	D PICKRELL IK 7.9	88.9			2.43	7.25	
CWTZP	A 2.15AM	A 4.25PM			96.8	DN-R BEATRICE YL BX (96.8)	96.8			2.30AM	7.00PM	
				(3.50) Thru Time.....				(0.25) Daily				
				25.2 (2.55) 33.2 Average speed per hour.....				47.5 (3.10) (4.15) 22.8 Average speed per hour.....				

WESTWARD				OLD MAIN LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		233 Local Freight Monday Wed., Fri.	Distance from Council Bluffs	Time-Table No. 11		Mile Post	SECOND CLASS		SECOND CLASS	
	June 17, 1951				STATIONS			80			
								Mixed			
XIP		6.00AM	5.2	DN SUMMIT YL SU 1.2	5.2						
XWP		6.10	6.4	SOUTH OMAHA YL 5.5	6.4						
XIP		f 6.20	11.9	E GILMORE YL 4.9	11.9						
72 P		f 6.35	16.8	D PAPILLION PO 2.4	16.8						
AIP			19.2	MO. PAC. CROSSING 3.3	19.2						
P		f 6.55	22.5	D MILLARD MD 3.8	22.5						
XP		A 7.05AM	26.1	LANE 20.9	26.1						
				(1.05) Thru Time.....				(2.08) Daily			
				18.9 Average speed per hour.....				20.8 (1.35) 28.0 Average speed per hour.....			

WESTWARD				STROMSBURG BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS		Distance from Valparaiso	Time-Table No. 11		Mile Post	FIRST CLASS		SECOND CLASS	
	75	547	June 17, 1951			548	76					
	Mixed Tuesday Thursday Saturday	Motor Passenger Daily				Motor Passenger	Mixed					
WCYP	5.00AM	3.15PM			0.0	DN-R VALPARAISO YL VO 7.4	0.0	A 10.10AM		A 11.35AM		
16	f 5.20	f 3.30			7.4	LOMA 6.1	7.4	f 9.53		f 11.02		
28	s 5.40	s 3.40			18.5	D BRAINARD BD 1.5	18.5	s 9.42		s 10.50		
					15.0	O. & N. W. CROSSING 8.2	15.0					
32 W	s 6.10	s 4.00			23.2	D DAVID CITY DV 0.3	23.2	s 9.25		s 10.25		
					23.5	O. B. & Q. CROSSING 9.8	23.5					
31	s 6.45	s 4.13			33.8	D RISING CITY RN 6.8	33.8	s 9.04		s 9.40		
36	s 7.05	s 4.26			40.1	D SHELBY SH 7.4	40.1	s 8.50		s 9.20		
7	s 7.34	s 4.41			47.5	D OSOEOLA OZ 5.4	47.5	s 8.34		s 8.55		
9 W	s 8.25 <sup>548</sup>	s 4.53			52.9	D STROMSBURG S 3.9	52.9	s 8.25 <sup>75</sup>		s 8.25 <sup>548</sup>		
00					56.8	DURANT 6.2	56.8					
35	s 8.40	s 5.11			63.0	D POLK PK 5.5	63.0	s 8.05		s 7.50		
21	s 8.55	s 5.23			68.5	D HORDVILLE HV 4.9	68.5	s 7.54		s 7.30		
00					73.4	SAND PIT SPUR 0.4	73.4					
22	s 9.10	f 5.32			73.8	HEBER 1.5	73.8	f 7.45		f 7.10		
					75.8	O. B. & Q. CROSSING 0.6	75.8					
WYP	A 9.20AM	A 5.40PM			75.9	DN-R CENTRAL CITY YL OI (75.9)	75.9	7.40AM		7.05AM		
				(4.20) Thru Time.....				(2.30) Daily				
				17.5 (2.25) 31.4 Average speed per hour.....				(4.30) 16.8 Average speed per hour.....				

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		79 Mixed Daily Except Sunday	Distance from Genoa	Time-Table No. 11		Mile Post	SECOND CLASS		SECOND CLASS	
	June 17, 1951				STATIONS			80			
								Mixed			
40 WY		12.32PM	0.0	D-R GENOA YL G 5.3	0.0	A 4.35PM					
12			5.3	KENT 4.0	5.3						
20			9.3	MERCHISTON 4.4	9.3						
38		s 1.08	13.7	D FULLERTON FU 9.4	13.7	s 4.05					
21		s 1.33	23.1	D BELGRADE BL 7.2	23.1	s 3.45					
26 W		s 1.52	30.3	D CEDAR RAPIDS OD 6.3	30.3	s 3.30					
36		s 2.13	36.6	D PRIMROSE P 7.7	36.6	f 3.15					
38 WY		A 2.40PM	44.3	D-R SPALDING YL SG (44.3)	44.3	3.00PM					
				(2.08) Thru Time.....				(1.35) Daily			
				20.8 Average speed per hour.....				28.0 Average speed per hour.....			



WESTWARD				NORFOLK BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 11				SECOND CLASS						
				June 17, 1951										
				STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	79	81	321	Distance from Columbus	Time-Table No. 11	Mile Post	82	80	312	Distance from Grand Island	Time-Table No. 11	Mile Post	84	284
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed				Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday											
WCTYPZ	11.40AM	6.20AM	1.40AM	0.0	DN-R	COLUMBUS YL O	0.0	A12.25PM	A 5.15PM	A11.00PM				
20	11.50AM	6.30	1.50	4.2		SHELDONVILLE	4.2	12.10	5.08	f10.47				
8 YP	A12.02PM	A 6.45AM	f 2.00	9.4	R	OCONEE YL	9.4	12.02PM	5.00PM	f10.35				
29			f 2.30	14.7	D	PLATTE CENTER PO	14.7			s10.20				
36				20.3		TARNOV	20.3							
56 W			s 3.17	25.7	D	HUMPHREY HX	25.7			s 9.40				
16			f 3.23	29.1		PEOK	29.1			f 9.16				
33 W			s 3.55	35.4	D	MADISON MA	35.4			s 9.02				
31				40.9		ENOLA	40.9							
I				48.7		C. & N. W. CROSSING	48.7							
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK YL KN	50.4			8.00PM				
						(50.4)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1	..... Thru Time.....			(0.23) 24.5	(0.15) 37.8	(3.00) 18.8	..... Average speed per hour.....				

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule S-72.  
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 11				SECOND CLASS				
				June 17, 1951								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	79	81	Distance from Oconee	Time-Table No. 11	Mile Post	82	80	Distance from Hastings	Time-Table No. 11	Mile Post	84	284
	Mixed	Mixed				Mixed	Mixed				Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday										
20 YP	12.02PM	6.45AM	0.0	R	OCONEE YL	0.0	A12.02PM	A 5.00PM				
5			2.0		MILL SPUR	2.0						
	12.13	s 7.00	4.3	D	MONROE MN	4.3	s 11.50	s 4.50				
40 WYP	A12.20PM	s 7.30	11.3	D-R	GENOA YL G	11.3	s 11.30	4.35PM				
9			18.0		WOODVILLE	18.0						
56		s 8.15	22.3	D	ST. EDWARD ST	22.3	s 10.55					
28 WYP		A 9.05AM	33.7	D-R	ALBION YL A	33.7	10.30AM					
					(33.7)		Daily Except Sunday	Daily Except Sunday				
	(0.27) 25.1	(2.20) 14.4	..... Thru Time.....			(1.32) 22.0	(0.25) 27.1	..... Average speed per hour.....				

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

WESTWARD				ORD BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 11				SECOND CLASS					
				June 17, 1951									
				STATIONS									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	283	83	Distance from Grand Island	Time-Table No. 11	Mile Post	84	284	Distance from St. Paul	Time-Table No. 11	Mile Post	284		
	Mixed	Mixed				Mixed	Mixed				Mixed	Mixed	Mixed
	Mon., Wed., Fri.	Tues., Thurs., Sat.											
WTYPOCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0				A 5.15PM	A 5.15PM	
I				0.4		C. B. & Q. CROSSING	0.4						
11 Y				2.5		OAREY	2.5						
19		s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1				s 4.42	s 4.42	
39 WYP		A10.50AM	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9				s 4.20	4.20PM	
27			s 10.20	30.7	D	ELBA EB	30.7				s 3.48		
25			s 10.35	36.8		OOTESFIELD	36.8				s 3.41		
5				43.1		WEEKS SPUR	43.1						
W			10.50	44.5		SCOTIA JUNCTION	44.5				3.23		
20			s 11.00	45.7	D	SCOTIA SK	45.7				s 3.14		
W			11.15	44.5		SCOTIA JUNCTION	44.5				3.07		
31			s 11.35AM	48.8	D	NORTH LOUP NU	48.8				s 2.57		
3				58.5		SAUNDERS	58.5						
				60.7		C. B. & Q. CROSSING	60.7						
34 WY			A12.10PM	61.0	D-R	ORD YL RD	61.0				2.30PM		
						(61.0)					Tue., Thurs. Sat.,	Mon., Wed., Fri.	
		(0.50) 26.3	(3.10) 19.3	..... Thru Time.....			(2.45) 22.2	(0.55) 23.9	..... Average speed per hour.....				

  

WESTWARD				LOUP CITY BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 11				SECOND CLASS			
				June 17, 1951							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	283	Distance from St. Paul	Time-Table No. 11	Mile Post	284	Distance from Hastings	Time-Table No. 11	Mile Post	284		
	Mixed				Mixed				Mixed	Mixed	
	Monday Wednesday Friday										
WY			11.15AM	0.0	D-R	ST. PAUL YL SP	0.0		A 4.05PM		
19			s 11.40AM	8.3	D	DANNEBROG DB	8.3		s 3.50		
11 W			s 12.05PM	18.6	D	BOELUS HW	18.6		s 3.20		
31			f 12.25	25.8		ROCKVILLE	25.8		f 2.55		
33 W			A 1.00PM	39.0	D-R	LOUP CITY YL OP	39.0		2.30PM		
						(39.0)			Monday Wednesday Friday		
			(1.45) 22.3	..... Thru Time.....			(1.35) 24.6	..... Average speed per hour.....			

  

WESTWARD				HASTINGS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 11				SECOND CLASS					
				June 17, 1951									
				STATIONS									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	Distance from Hastings	Time-Table No. 11	Mile Post	Time-Table No. 11	Mile Post	Time-Table No. 11	Mile Post	Time-Table No. 11	Mile Post	Time-Table No. 11	Mile Post	Time-Table No. 11	Mile Post
WYPCZ			0.0	DN-R	HASTINGS YL AN	0.0							
96			7.3		NEWMAROH	7.3							
86 P			12.7	D	HAYLAND HA	12.7							
95 P			20.2		DENMAN	20.2							
WB130 WYP EB71 RCSI			28.1	DN-R	GIBBON YL GB	28.1							
					(28.1)								
				..... Thru Time.....			..... Average speed per hour.....						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

WESTWARD				KEARNEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 11				SECOND CLASS			
	95	519	517	Time-Table No. 11		518	96	June 17, 1951		518	96	June 17, 1951	
								Mixed	Motor Passenger			Motor Passenger	Mixed
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Motor Passenger	Motor Passenger	STATIONS	Motor Mixed	Mixed	Mile Post	Mile Post	Motor Mixed	Mixed	Mile Post	Mile Post	
WYZ	9.00AM	3.40PM	5.00AM	0.0	DN-B KEARNEY YL KB	0.0	A 11.59AM	A 9.20PM					
12	f 9.12	f 3.50	f 5.10	5.5	5.5 GLENWOOD PARK	5.5	f 11.43	f 8.32					
10 P	s 9.19	s 3.57	s 5.17	10.1	4.6 RIVERDALE	10.1	s 11.35	s 8.22					
27 P	s 9.30	s 4.08	s 5.28	16.8	6.7 D AMHERST HR	16.8	s 11.23	s 8.00					
13 W	f 9.52	f 4.18	f 5.38	22.7	5.9 WATERTOWN	22.7	f 11.12	f 7.41					
32 P	s 10.06	s 4.25	s 5.45	26.3	3.6 D MILLER MR	26.3	s 11.05	s 7.33					
38 P	s 10.20	s 4.37	s 5.57	32.5	6.2 D SUMNER SU	32.5	s 10.53	s 7.15					
28 P	s 10.40 <sup>518</sup>	s 4.50	s 6.09	40.4	7.9 D EDDYVILLE VD	40.4	s 10.40 <sup>95</sup>	s 6.59					
40	s 11.13	s 5.15	s 6.30	52.1	11.7 D OCONTO BS	52.1	s 10.19	s 6.28					
14	f 11.27AM	f 5.28	f 6.46	59.1	7.0 LODI	59.1	f 10.03	f 6.14					
27 WYP	s 12.30PM	s 5.45 <sup>96</sup>	s 6.57	65.5	6.4 D CALLAWAY OA	65.5	s 9.52	s 5.45 <sup>519</sup>					
9	f 12.55	f 6.05	f 7.12	75.8	10.3 FINOHVILLE	75.8	f 9.31	f 5.00					
38 WP	s 1.30	s 6.15	s 7.24	83.1	7.3 D ARNOLD AD	83.1	s 9.20	s 4.45					
5 P	s 1.55	f 6.27	s 7.35	90.6	7.5 LOGAN	90.6	s 9.07	f 4.26					
10	f 2.10	f 6.35	f 7.42	94.6	4.0 HOAGLAND	94.6	f 9.00	f 4.18					
15 P	f 2.30	s 6.43	s 7.49	99.2	4.6 GANDY	99.2	s 8.50	f 4.08					
22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	3.2 D-R STAPLETON YL SN	102.4	8.45AM	4.00PM					
					(102.4)		Daily Except Monday	Sunday Wednesday Friday					
	(5.55) 17.3	(3.10) 32.3	(2.00) 34.1		.....Thru Time.....		(3.14) 31.7	(5.20) 19.2					

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.  
Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.

WESTWARD				NORTH PLATTE BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		SECOND CLASS		Distance from O'Fallons	Time-Table No. 11				SECOND CLASS				
	97	93	98	94		Time-Table No. 11	98	94	June 17, 1951		98	94	June 17, 1951	
									Local Freight	Mixed			Local Freight	Mixed
Daily	Daily	Local Freight	Mixed	STATIONS	Local Freight	Mixed	Mile Post	Mile Post	Local Freight	Mixed	Mile Post	Mile Post		
WYP	7.30AM	5.30AM	0.0	DN-R O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM							
15	f 7.35	f 5.35	2.8	2.8 OOKER	2.8	f 3.58	f 6.13							
41 P	f 7.56	s 5.48	12.8	10.0 D SARBEN AK	12.8	f 3.30	s 5.58							
40	f 8.13	f 5.57	19.6	6.8 NEVENS	19.6	f 3.15	f 5.48							
12			24.8	5.2 BROGANVILLE	24.8									
42 WP	f 8.35	s 6.11	28.4	3.6 KEYSTONE	28.4	f 2.55	s 5.36							
11			30.7	2.3 KINGSLEY	30.7									
42 P	f 8.50	f 6.21	34.9	4.2 D MARTIN SA	34.9	f 2.30	f 5.24							
42 P	f 9.05	s 6.31	41.2	6.3 LEMOYNE	41.2	f 2.15	s 5.14							
25	f 9.20	f 6.40	46.8	5.6 BELMAR	46.8	f 2.05	f 5.03							
44	f 9.29	f 6.48	51.7	4.9 RUTHTON	51.7	f 1.55	f 4.55							
41 WCYP	s 10.00	s 7.02	59.8	7.6 D LEWELLEN YL W	59.8	s 1.40	s 4.44							
41 P	s 10.50	s 7.21	70.8	11.5 D OSHKOSH YL OX	70.8	s 1.05	s 4.21							
40 WP	s 11.35	s 7.43	88.4	15.6 D LISCO OO	88.4	f 12.25PM	s 3.53							
37	f 11.53AM <sup>98</sup>	f 7.56	95.4	9.0 FINLEY	95.4	f 11.53AM <sup>97</sup>	f 3.39							
46	s 12.15PM	s 8.07	100.4	5.0 D BROADWATER BR	100.4	f 11.40	s 3.30							
19	f 12.34	f 8.20	109.6	9.2 TOWERS	109.6	f 11.20	f 3.12							
195 WCTP	s 1.15	s 8.30	114.1	4.6 D NORTHPORT YL NP	114.1	f 11.12	s 3.05							
AI	1.19	8.33	115.5	1.4 C. B. & Q. CROSSING	115.5	11.08	2.57							
11	f 1.30	f 8.40	121.8	6.3 MOHLER	121.8	f 10.58	f 2.46							
38 P	f 1.40	s 8.50	126.7	4.9 D SOUTH BAYARD OR	126.7	f 10.40	s 2.39							
51	f 1.50	s 8.59	132.1	5.4 D MCGREW MC	132.1	f 10.28	s 2.29							
30 P	f 2.19 <sup>94</sup>	s 9.09	137.9	5.8 D MELBETA MB	137.9	f 10.18	s 2.19 <sup>97</sup>							
70 WCYP	A 2.35PM	A 9.30AM	145.9	8.0 DN-R GERING YL G	145.9	10.01AM	2.00PM							
				(145.9)		Daily	Daily							
	(7.05) 20.6	(4.00) 36.5		.....Thru Time.....		(6.19) 23.1	(4.25) 33.0							

WESTWARD				GERING BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		SECOND CLASS		Distance from Gering	Time-Table No. 11				SECOND CLASS			
	Time-Table No. 11					STATIONS							
	June 17, 1951					Mile Post							
STATIONS				Mile Post									
				0.0	DN-R GERING YL G	0.0							
17				5.4	5.4 MATHERS	5.4							
27				6.0	0.6 MOON	6.0							
				7.0	1.0 ROUBADEAU	7.0							
18				8.4	1.4 HILLIKER	8.4							
18				9.8	1.4 RIFORD	9.8							
					(9.8)								

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 11 June 17, 1951	Mile Post	SECOND CLASS						
	353 Mixed Daily	93 Mixed Daily	59 Mixed Daily				354 Mixed	60 Mixed	94 Mixed				
72 WYP		9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9	A10.30AM	A 1.50PM				
14		f 9.46	f 6.10	150.5		4.8 COOSTIN	150.5	f10.17	f 1.34				
30		s 9.49	f 6.15	152.3	D	1.8 HAIG HA	152.3	f10.14	s 1.30				
24 P		s 9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	f10.10	s 1.21				
32		f 9.58	f 6.30	157.1		1.3 PELTON	157.1	f10.05	f 1.14				
42		f10.02 <sup>60</sup>	f 6.35	159.5		2.4 BAILEYVUE	159.5	f10.02 <sup>93</sup>	f 1.10				
30 P		s10.06	f 6.45	162.1	D	2.8 SOUTH MORRILL MO	162.1	f 9.56	s 1.06				
18		f10.09	f 6.50	164.2		2.1 JOYOE	164.2	f 9.52	f 1.01				
51 WYP		s10.15	s 9.45 <sup>60</sup>	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 <sup>50</sup>	s12.56				
31		f10.19	f 9.50	170.1		2.2 CANAL	170.1	f 9.20	f12.49				
14		f10.23	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f12.44				
51 P		s10.25	f10.07	173.7	D	0.9 HUNTLEY HU	173.7	f 9.13	s12.41				
35		f10.30	f10.17	177.0		3.3 HOLLY	177.0	f 9.06	f12.33				
51 WCYP	12.55PM	10.40 <sup>50</sup> 10.45	10.35 <sup>AM93</sup> 12.15 <sup>PM94</sup>	181.6	D-R	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.50 12.25 <sup>50</sup>				
51 P		s10.55	s12.35	188.1	D	6.5 VETERAN VN	69.2	s 8.37	s12.03PM				
8		f11.00	f12.40	191.5		3.4 HELDT	72.6	f 8.30	f11.57AM				
16		f11.07	f12.50	196.1		4.6 OTTIER	77.2	f 8.19	f11.50				
51 WYP		A11.15AM	A 1.00PM	200.6	D-R	4.5 SO. TORRINGTON YL RI	81.7	8.10AM	11.45AM				
14		f 1.06		185.3		3.7 GOODLAND	59.0	f11.37					
26		f 1.12		187.6		2.3 FONDA	58.7	f11.32					
51 W		s 1.21		192.4	D	4.8 HAWK SPRINGS HK	51.9	s11.20					
31		f 1.29		194.7		2.8 DUROC	49.6	f11.07					
19		f 1.44		200.8		6.1 WYOROSS	48.5	f10.56					
51 WY		s 1.55		203.8	D	3.0 LA GRANGE GA	40.5	s10.51					
19		f 2.11		210.7		6.9 TREMAIN	38.8	f10.25					
51 WF		s 2.41		222.5	D	11.8 ALBIN AB	21.8	s10.00					
51		f 3.01		229.7		7.2 LINDBERGH	14.6	s 9.45					
W		A 3.45PM		244.8	DN-R	14.6 EGBERT YL GX	0.0	9.20AM					
				(98.4)					Daily	Daily	Daily		
				(2.50) 22.1	(1.35) 34.5	(7.00) 7.8	.....Thru Time.....				(2.25) 25.9	(2.20) 23.4	(2.05) 20.3
				.....Average speed per hour.....									

WESTWARD				LYMAN BRANCH				EASTWARD				WESTWARD				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 11 June 17, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 11 June 17, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 11 June 17, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 11 June 17, 1951		Mile Post				
		STATIONS					STATIONS					STATIONS					STATIONS						
	0.0	DN	LYMAN	MU	0.0																		
18	2.8		2.8 SEARS	2.8		0.0	SEARS	0.0															
6	3.3		0.5 SIDING NO. 1	3.3	5	1.2	BELLINGER	1.2															
17	4.6		1.3 HARTMAN	4.6	17	2.8	JANISE	2.8															
22	6.4		1.8 STEGALL	6.4																			
				(6.4)					(2.8)														

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

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

**Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

**Designation "DE-Psgr."** —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

**Designation "Psgr."** —Train with steam locomotive and all passenger train equipment.

**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When a "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed	90	80	80	50	When more than 50% of the tonnage is gravel.				40
Inspection bus cars			40	40	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				40 35
When caboose is handled in train consisting of passenger train equipment.			50		Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30 25
Within yard limits protected by continuous block signal system.	60	50	50	25	Trains handling scale test cars.				30
When yard limits not protected by continuous block signal system.	50	40	40	25	When using cross-overs or turn-outs: 9000 class engines; Back-up movement Forward movement 800 class engines with 14 wheel tender; Back-up movement All other classes of engines; Forward movement Back-up movement				10 6 5 15 15 15 10
Passing fueling stations.	50	50	40	25	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	40	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
7000 and 7800 class engines.			75	50	On wye tracks.	15	15	15	15
3800 and 3900 class engines.			60	50	Jordan spreaders and other machines of spreader type, when in operation.				15
5000 and 9000 class engines.			50	50					
4000 class engines.			45	45					
MacArthur type engines with 63-inch drivers.			55	50					
MacArthur type engines with 57-inch drivers.			35	35					
Mallet, Consolidation and Ten Wheeler type engines.			35	35					
0-6-0 and 0-8-0 type yard engines.			20	20					
Steam engines running backward.			20	20					
Light engines.				45					

OLD MAIN LINE									
Between Gilmore and Lane.							50	35	

**FIRST SUBDIVISION**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.				5
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Fremont, on F. S. Y. & L. Co. tracks.				15	Buda, all airfield trackage.				10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Central City, within city limits	60	50	50	50	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Cozad, on Armour & Co. spur tracks.				5
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Gothenburg wye.				5
<b>ON WESTWARD TRACK</b> Between Mile Posts— Summit 5.2 and 5.6	25	25	25	25	<b>ON EASTWARD TRACK</b> Between Mile Posts— North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2	25	25	25	25
					Summit				

**SECOND SUBDIVISION**

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

**THIRD SUBDIVISION**

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

**BRANCHES**

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

**BRANCHES**

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

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection
Buda.....	184.3	ES 73—XP	Both	Willow Island.....	243.2	63—XP	Both
Kearney Air Base.....	185.9	WS 40—XP	Both	Keith.....	274.6	7—X	Both
Alfalfa Center.....	194.1	44—XP	Both	Beek.....	280.5	10	West

**SYMBOLS AND ABBREVIATIONS (Rules 6 and (6A))**

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

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
D. L. Gametta...	Medical Director	Los Angeles, Cal.	System.	F. L. Richards...	Oculist & Aurist.	Kearney, Nebr...	Kearney.
Lynn T. Hall...	Dist. Md. Officer	Omaha, Nebr...	East to, and including Council Bluffs.	M. B. Wilcox...	Oculist & Aurist.	Kearney, Nebr...	Kearney.
			West to, and including North Platte.	A. H. Sharnberg...	Surgeon.....	Kimball, Nebr...	Kimball, Nebr.
			South to, but not including Marysville.	V. D. Norall...	Surgeon.....	Lexington, Nebr.	Overton to Cozad.
G. T. Alliband...	Oculist.....	Omaha, Nebr...	Omaha.	J. S. Welch...	Surgeon.....	Lincoln, Nebr...	Valparaiso to Cortland.
C. F. Bantin...	Surgeon.....	Omaha, Nebr...	Omaha.	C. G. Amick...	Surgeon.....	Loup City, Nebr.	Dannebrog to Loup City.
M. W. Barry...	Surgeon.....	Omaha, Nebr...	Omaha.	H. R. Palmeter...	Surgeon.....	Madison, Nebr...	Madison, Nebr and vicinity.
J. G. Bartek...	Surgeon.....	Omaha, Nebr...	Omaha.	R. K. Reynolds...	Surgeon.....	No. Bend, Nebr.	North Bend, Nebr.
J. D. Biagard...	Surgeon.....	Omaha, Nebr...	Omaha.	G. B. Salter...	Surgeon.....	Norfolk, Nebr.	Oconee to Norfolk.
E. A. Connolly...	Surgeon.....	Omaha, Nebr...	Omaha.	T. J. Kerr...	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
J. C. Davis...	Oculist & Aurist.	Omaha, Nebr...	Omaha.	O. C. Kraymberg...	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
John R. Kleyla...	Surgeon.....	Omaha, Nebr...	Omaha.	Wm. B. Nishua...	Surgeon.....	No. Platte, Nebr.	Between North Platte, Brady Is. & Sutherland.
S. McClenaghan...	Surgeon.....	Omaha, Nebr...	Flournoe.	A. E. Reeves...	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
A. McDermott...	Surgeon.....	Omaha, Nebr...	Omaha.	H. H. Walker...	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
R. T. Maner...	Hospital Surgeon	Omaha, Nebr...	Omaha.	G. F. Waltham...	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
R. A. Moser...	Shop Surgeon...	Omaha, Nebr...	Omaha.	R. T. Takemaga...	Surgeon.....	No. Platte, Nebr.	North Platte.
A. V. Murphy...	Surgeon.....	Omaha, Nebr...	Omaha.	S. K. Imas...	Surgeon.....	Ogallala, Nebr.	Ogallala and vicinity.
F. C. Nelson...	Surgeon.....	Omaha, Nebr...	Omaha.	H. S. Eklund...	Surgeon.....	Osceola, Nebr...	Osceola and vicinity.
O. C. Nickum...	Shop Surgeon...	Omaha, Nebr...	Omaha.	C. J. Miller...	Surgeon.....	Ord, Nebr.....	St. Paul to Ord.
S. A. Swanson...	Surgeon.....	Omaha, Nebr...	(Omaha Shops Dispensary)	Don E. Baca...	Surgeon.....	Papillion, Nebr...	Papillion and vicinity.
J. J. O'Hearn...	Surgeon.....	Omaha, Nebr...	Omaha to Papillion.	M. O. Arnold...	Surgeon.....	St. Paul, Nebr...	St. Libory to Scotia and St. Paul to Dannebrog.
R. H. Ragsdale...	Oculist & Aurist.	Omaha, Nebr...	Omaha.	F. G. Kolonch...	Surgeon.....	Schuyler, Nebr...	North Bend to Columbus
T. T. Smith...	Aurist.....	Omaha, Nebr...	Omaha, Nebr.	Richard Delfa...	Surgeon.....	Shelby, Nebr...	Shelby, Nebr.
J. J. O'Neil...	Aurist.....	Omaha, Nebr...	Omaha, Nebr.	C. E. Wiltes...	Surgeon.....	Shelton, Nebr...	Shelton
J. Allen Davis...	Aurist.....	Omaha, Nebr...	Omaha.	B. H. Grimm...	Surgeon.....	Sidney, Nebr...	Sidney, Nebr.
M. M. Groenberg...	Oculist.....	Omaha, Nebr...	Omaha.	E. F. Carr...	Surgeon.....	Stapleton, Nebr...	Arnold to Stapleton.
J. E. Davis...	Surgeon.....	Albion, Nebr...	Albion to Albion.	C. L. Marsh...	Surgeon.....	Valley, Nebr...	Waterloo to Fremont and Valley to Yutan.
H. Sydow...	Surgeon.....	Albion, Nebr...	Albion to Genoa.	Ivan M. Franch...	Surgeon.....	Wahoo, Nebr...	Yutan and Weston, Nebr.
J. E. Dunn...	Surgeon.....	Arnold, Nebr...	Callaway to Stapleton.	Ervin King...	Surgeon.....	Wood Rr., Nebr.	Wood River and vicinity.
W. T. Wildhaber...	Surgeon.....	Beatrice, Nebr...	Cortland to Barneston.	W. A. Buntan...	Dist. Surgeon...	Cheyenne, Wyo.	East to, but not including North Platte.
A. L. Schneider...	Surgeon.....	Brady Is., Nebr.	Gothenburg to No. Platte.				West to, but not including Rock Springs.
A. D. Brown...	Surgeon.....	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.				South to, but not including Warren.
E. T. Zickman...	Surgeon.....	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.	R. C. Gramlich...	Surgeon.....	Cheyenne, Wyo.	Cheyenne.
R. B. Douglas...	Surgeon.....	Clarks, Nebr...	Silver Creek to Central City.	G. W. Koford...	Surgeon.....	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr
R. C. Anderson...	Surgeon.....	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	F. E. Magrath...	Surgeon.....	Cheyenne, Wyo.	Cheyenne.
W. R. Neumarker...	Surgeon.....	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	E. W. Newman...	Oculist.....	Cheyenne, Wyo.	Cheyenne.
M. J. Carey...	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	R. B. Stump...	Oculist & Aurist.	Cheyenne, Wyo.	Cheyenne.
L. G. Howard...	Oculist & Aurist.	Co. Bluffs, Ia...	Council Bluffs.	G. W. Marby...	Oculist.....	Cheyenne, Wyo.	Cheyenne.
A. L. Nielson...	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	R. I. Williams...	Aurist.....	Cheyenne, Wyo.	Cheyenne.
A. M. Pederson...	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	A. C. Colman...	Surgeon.....	Chappell, Nebr...	Julesburg to Sidney.
L. H. Fochtman...	Surgeon.....	Cozad, Nebr...	Lexington to Gothenburg.	H. P. Linton...	Surgeon.....	Julesburg, Colo.	Ogallala to Lodge Pole and Julesburg to Sterling.
L. J. Ekeler...	Surgeon.....	David City, Nebr.	Valparaiso to Polk.	E. R. Cors...	Surgeon.....	Kimball, Nebr...	Sidney to Cheyenne.
J. B. Kils...	Surgeon.....	Eddyville, Nebr.	Kearney to Stapleton.	John L. McFee...	Surgeon.....	Ogallala, Nebr...	Sutherland to Julesburg.
R. C. Reeder...	Surgeon.....	Fremont, Nebr...	Valley and North Bend.	M. L. Morris...	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
J. C. Maly...	Surgeon.....	Fullerton, Nebr.	Fullerton.	H. E. Moore...	Surgeon.....	Suth'land, Nebr...	North Platte to Ogallala.
Homer Davis...	Surgeon.....	Genoa, Nebr...	Norfolk to St. Edward and Genoa to Fullerton.	H. A. Blackstone...	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
W. C. Harvey, Jr.	Surgeon.....	Gering, Nebr...	Gering, Nebr.	W. C. Harvey...	Surgeon.....	Gering, Nebr...	Northport to Gering.
H. H. Rodman...	Surgeon.....	Gibbon, Nebr...	Shelton to Kearney.	W. G. Seng...	Surgeon.....	Oakosh, Nebr...	Oakosh to Northport.
Bert W. Pyle...	Surgeon.....	Gothenburg, Nebr.	Cozad to Brady Island.	Jason B. Roche...	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
L. E. Imes...	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. B. Derwart...	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
E. G. Johnson...	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. R. Watson...	Surgeon.....	So. Mill, Nebr.	Gering to Lyman.
K. F. McDermott...	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	Leo Kesnan...	Surgeon.....	Torrington, Wyo.	Lyman to So. Torrington.
C. H. Maggiore...	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	Wm. M. Greig...	Dist. Surgeon...	Denver, Colo...	North to, and including Warren.
R. D. Martin...	Oculist.....	Gr. Island, Nebr.	Grand Island.				East to, but not including Ellis.
J. A. Proffitt...	Oculist.....	Gr. Island, Nebr.	Grand Island.				East to, but not including Plainville.
J. J. Hanigan...	Surgeon.....	Hallam, Nebr...	Cortland, Nebr. and surrounding territory.	F. E. Palmer...	Surgeon.....	Sterling, Colo...	Hiif to Merino.
O. A. Kostal...	Surgeon.....	Hastings, Nebr...	Gibbon to Hastings.	T. M. Rogers...	Surgeon.....	Sterling, Colo...	Sterling.
Bancroft & Staley	Surgeon.....	Kearney, Nebr...	Shelton to Elm Creek and Kearney to Amberst.	A. F. Williams...	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
				W. L. Wilkinson...	Surgeon.....	La Salle, Colo...	La Salle to Kersey.