

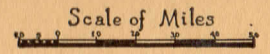
OTTO C. PERRY  
 #3 FOX STREET  
 DENVER 9, COLO.  
 28 SEP 1950

MINNESOTA  
 IOWA

IOWA  
 MISSOURI

EASTERN DISTRICT  
 NEBRASKA DIVISION

CORRECTED TO AUG. 1, 1949



UNION PACIFIC RAILROAD COMPANY  
 Eastern District



H. B. PARKER  
 600 SO. 74th ST.  
 LINCOLN NEBR.

NEBRASKA DIVISION  
**TIME-TABLE**  
**No. 7**

Effective Sunday  
**April 30, 1950**

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

*Be Careful Today*

FOR EMPLOYEES ONLY

FIRST CLASS

Table with columns for stations (11, 3, 15, 85, 1, 17, 37, 5, 23, 27, 9, 103, 101, 105, 111), passenger types (Passenger, Mail and Express, Stream-liner), and arrival/departure times.

(0.35) (24.15) (5.35) (10.55) (20.15) (0.40) (32.05) (21.25) (21.45) (20.18) (13.30) (16.10) (16.10) (13.25) (8.50) Thru Time From Omaha
51.7 40.8 49.9 51.3 48.9 45.3 37.9 46.2 45.5 48.8 55.3 61.2 61.2 62.9 63.3 Average speed per hour

H. E. SHUMWAY
General Manager

V. W. SMITH
General Superintendent

A. D. HANSON
Genl. Supt. Transportation

- 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. GUYNAN, Terminal Superintendent... North Platte, Nebr.
C. B. HURD, Trainmaster... Grand Island, Nebr.
W. E. HENKE, Trainmaster... Sidney, Nebr.
E. F. DEARDEN, Trainmaster... North Platte, Nebr.
O. 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. C. LOOMIS, 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.
E. P. MERTEN, Asst. Chief Train Dispatcher... Omaha, Nebr.
L. F. DEWHIRST, Asst. Chief Train Dispatcher... Omaha, Nebr.

- 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.
S. G. TWEDT, Asst. Chief Train Dispatcher... Denver, Colo.

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

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

FIRST CLASS

Table with columns for stations (12, 112, 28, 10, 4, 2, 104, 102, 106, 38, 18, 24, 6, 86, 16), passenger types (Passenger, Stream-liner, Mail and Express), and arrival/departure times.

Thru Time To Omaha... (0.40) (8.05) (19.25) (13.05) (23.10) (19.20) (16.00) (15.55) (13.23) (27.20) (0.35) (23.35) (20.35) (10.00) (5.55)
Average speed per hour... 45.3 69.2 51.0 57.0 42.7 51.2 61.9 62.2 63.1 44.5 51.7 42.0 48.1 56.0 47.1

ON THE FIRST AND SECOND SUBDIVISIONS:

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.

When instructed by train dispatcher to clear a train or trains, the following will govern:
Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first-class trains must be cleared not less than ten minutes by second-class and extra trains.

WESTWARD

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

EASTWARD

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and specific station names like Fremont, Columbus, Kearney, Ogallala, etc.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight, Motor Passenger, Local Freight, and Distance from Council Bluffs. Rows include train numbers like CXWITYOPZ, XWITOPZ, XIP, etc.

Time-Table No. 7 April 30, 1950

STATIONS

Table of stations including R COUNCIL BLUFFS YL, DN-R OMAHA YL YD, DN SUMMIT YL SU, SARP, LANE, ELKHORN KH, etc.

Double of three or more tracks, Double Track

BLOCK SIGNALS

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Passenger, Mail and Express, Streamliner Passenger, and Distance from Council Bluffs. Rows include train numbers 3, 85, 1, 5, 23, 27, 103, 101, 105, 111.

Time-Table No. 7 April 30, 1950

STATIONS

Table of stations including R COUNCIL BLUFFS YL, DN-R OMAHA YL YD, DN SUMMIT YL SU, SARP, LANE, ELKHORN KH, WATERLOO WO, VALLEY YL V, etc.

Double of three or more tracks, BLOCK SIGNALS, Double Track

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1950

STATIONS

Table of station names and distances in miles, including R COUNCIL BLUFFS YL, DN-R OMAHA YL YD, DN SUMMIT YL SU, etc.

Table of train arrival and departure times for various routes and classes, including Passenger, Mail and Express, Streamliner, etc.

Summary table for Thru Time to Omaha and 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. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1950

STATIONS

Table of station names and distances in miles, including R COUNCIL BLUFFS YL, DN-R OMAHA YL YD, DN SUMMIT YL SU, etc.

Table of train arrival and departure times for various routes and classes, including Time Freight, Local Freight, Motor Passenger, Local Freight, etc.

Summary table for Thru Time and 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. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

Car Capacity of Sidings, etc. See Rule 6(A), Page 25.





WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

455	71	15	111	85	301
Time Freight	C. B. & Q. Freight	Passenger	Streamliner Passenger	Passenger	C. B. & Q. Passenger
Daily	Daily	Daily	Daily	Daily	Daily

Time-Table No. 7  
April 30, 1950

STATIONS

Distance from  
Julesburg

80	WCYIP			5.30AM	f 5.00AM	3.25AM		0.0
75	ZP			f 5.38	5.08	3.35		7.1
73	WP			f 5.45	5.14	3.42		14.6
95	P			f 5.53	5.21	3.50		23.1
95	WP			f 6.01	5.26	3.57		30.1
72	P			f 6.10	5.33	4.05		38.8
94	P			f 6.17	5.38	4.11		45.6
77	P			6.25	5.44	4.18		53.5
	IP							57.2
109	1WCTZP	6.00PM	1.00PM	6.31 6.40	5.51 5.56	4.25 4.35	2.50AM	57.5
								61.7
72	P	6.28 <sup>112</sup>	1.14	f 6.48	6.04	4.45	f 2.58	64.1
74	P	6.37	1.27	f 6.54	6.10	4.51	f 3.06	70.2
143	P	6.45	1.36	f 6.59	6.16	4.57	3.14	76.0
82	P	6.52	A 2.00PM	f 7.04	6.21	5.02	A 3.25AM	81.0
94	WP	7.12 <sup>86</sup>		f 7.09	6.27	5.08		87.0
53	P	7.21		7.15	6.34	5.15		93.8
100	WCP	7.44 <sup>16</sup>		f 7.21	6.39	5.20		98.6
35	P	7.54		7.29	6.46	5.27		106.0
79	P	7.59		f 7.32	6.49	5.30		109.0
22	P	8.06		f 7.37	6.54	5.35		114.2
78	P	8.12		f 7.40	6.57	5.39		117.7
53	P	8.25 <sup>250</sup>		f 7.46	7.03	5.46		124.8
50	P	8.32		7.50	7.08	5.51		130.2
121	WP	8.40		f 7.54	7.13	5.56		135.4
78	P	8.51		f 8.01	7.20	6.03		143.1
56	WCTYP	A 9.00PM	A 8.10AM	A 7.28AM	A 6.15AM			151.1

BLOCK SIGNALS

DN	JULESBURG	YL	JB	0.0
	7.1			
D	OVIND	VI		7.1
	7.5			
D	SEDGWICK	ZD		14.6
	8.5			
	RED LION			23.1
	7.0			
DN	CROOK	OK		30.1
	8.7			
	PROCTOR			38.8
	6.8			
D	ILLIFF	F		45.6
	7.9			
	HAYFORD			53.5
	3.7			
	O. B. & Q. CROSSING			57.2
	0.3			
DN-R	STERLING	YL	ST	57.5
	4.2			
	HALL			61.7
	2.4			
D	ATWOOD	OD		64.1
	6.1			
D	MERINO	MI		70.2
	5.8			
	MESSEX			76.0
	5.0			
DN	UNION	UN		81.0
	6.0			
D	SNYDER	SN		87.0
	6.8			
	DODD			93.8
	4.8			
DN	FT. MORGAN	FX		98.6
	7.4			
	NARROWS			106.0
	3.0			
D	WELDONA	DN		109.0
	5.2			
	GOODRICH			114.2
	3.5			
	OROHARD			117.7
	7.1			
	MASTERS			124.8
	5.4			
	CANTON			130.2
	5.2			
	HARDIN			135.4
	7.7			
D	KERSEY	KR		143.1
	8.0			
DN-R	LASALLE	YL	SA	151.1

(151.1)

(3.00)	(1.00)	(2.40)	(2.28)	(2.50)	(0.35)	..... Thru Time
31.2	23.5	56.7	61.3	53.3	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. 15, 16, 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.  
For stations not shown on schedule pages—See page 25.

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

112	86	16	302	250	72
Streamliner Passenger	Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight

Time-Table No. 7  
April 30, 1950

STATIONS

Mile  
Post

DN	JULESBURG	YL	JB	0.0
	7.1			
D	OVIND	VI		7.1
	7.5			
D	SEDGWICK	ZD		14.6
	8.5			
	RED LION			23.1
	7.0			
DN	CROOK	OK		30.1
	8.7			
	PROCTOR			38.8
	6.8			
D	ILLIFF	F		45.6
	7.9			
	HAYFORD			53.5
	3.7			
	O. B. & Q. CROSSING			57.2
	0.3			
DN-R	STERLING	YL	ST	57.5
	4.2			
	HALL			61.7
	2.4			
D	ATWOOD	OD		64.1
	6.1			
D	MERINO	MI		70.2
	5.8			
	MESSEX			76.0
	5.0			
DN	UNION	UN		81.0
	6.0			
D	SNYDER	SN		87.0
	6.8			
	DODD			93.8
	4.8			
DN	FT. MORGAN	FX		98.6
	7.4			
	NARROWS			106.0
	3.0			
D	WELDONA	DN		109.0
	5.2			
	GOODRICH			114.2
	3.5			
	OROHARD			117.7
	7.1			
	MASTERS			124.8
	5.4			
	CANTON			130.2
	5.2			
	HARDIN			135.4
	7.7			
D	KERSEY	KR		143.1
	8.0			
DN-R	LASALLE	YL	SA	151.1

(151.1)

Thru Time.....	(2.09)	(2.40)	(3.15)	(0.38)	(2.30)	(1.00)
Average speed per hour.....	70.3	56.7	46.5	37.1	39.4	23.5

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. 15, 16, 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.  
For stations not shown on schedule pages—See page 25.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS		Distance from Valley	Time-Table No. 7				Mile Post	FIRST CLASS		SECOND CLASS		
	71	73	548			April 30, 1950					547	74		72	
	Freight Daily	Freight Daily	Motor Passenger Daily			STATIONS					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		C. B. & Q. CROSSING			5.8					
28 P	10.40	1.45			6.3	D	YUTAN		YN	6.3		5.27	11.05		
100 YP	10.50 <sup>72</sup>	1.55			11.6	D	MEAD		AD	11.6		5.17	10.50 <sup>71</sup>		
64 WP	11.10	2.07			18.9	D	WAHOO		W	18.9		5.03	10.25		
					19.6		O. & N.W. and C.B. & Q. CROSSINGS			19.6					
78 P	11.25	2.22			26.3	D	WESTON		WN	26.3		4.48	10.10		
20 P	11.35PM	2.34			33.2		TOUHY			33.2		4.35	9.55		
96 WCYP	12.01AM	2.44		10.15AM	37.3	DN-R	VALPARAISO	YL	VO	37.3	A 3.10PM	4.25	9.40		
33 P	12.18	2.58		f 10.30	46.5	D	RAYMOND		RM	46.5	f 2.59	4.09	9.15		
101 P	12.30	3.08		10.40	52.7		GARRATT			52.7	2.52	3.58	9.05		
					56.5		C. B. & Q. CROSSING			56.5					
24 WT/ZP	12.55	3.18		A 10.55AM	57.1	DN-R	LINCOLN	YL	SN	57.1	2.45PM	3.50	8.50		
					57.4		C. B. & Q. CROSSING			57.4					
					59.0		C. B. & Q. CROSSING			59.0					
62 P	1.18	3.31			65.4		JAMAICA			65.4		3.18	8.05		
21 P	1.33	3.46			74.7		PRINCETON			74.7		3.03	7.49		
73 WP	1.43	3.53			79.5	D	CORTLAND		RD	79.5		2.56	7.41		
84 P	1.58	4.08			88.9	D	PICKRELL		IK	88.9		2.43	7.25		
CWTZP	A 2.15AM	A 4.25PM			96.8	DN-R	BEATRICE	YL	BX	96.8		2.30AM	7.00PM		
							(96.8)				Daily	Daily	Daily		

(3.50) (2.55) (0.40) ..... Thru Time ..... (0.25) (3.10) (4.15)  
 25.2 33.2 29.7 ..... Average speed per hour ..... 47.5 30.5 22.8

Westward trains are superior to trains of the same class in the opposite direction.—See rule S-72.  
 At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.  
 For stations not shown on schedule pages—See page 25.

WESTWARD		OLD MAIN LINE				EASTWARD	
SECOND CLASS		233		Time-Table No. 7		SECOND CLASS	
		Local Freight		April 30, 1950			
		Monday Wed., Fri.		STATIONS			
XIP		6.00AM	5.2	DN	SUMMIT	YL	SU
XWP		6.10	6.4		SOUTH OMAHA	YL	
XIP		f 6.20	11.9	R	GILMORE	YL	
72 P		f 6.35	16.8	D	PAPILLION	PO	
AIP			19.2		MO. PAC. CROSSING		
P		f 6.55	22.5	D	MILLARD	MD	
XP		A 7.05AM	26.1		LANE		
			26.1				

(1.05) ..... Thru Time ..... (1.85)  
 18.9 ..... Average speed per hour ..... 28.0

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS		Distance from Valparaiso	Time-Table No. 7				Mile Post	FIRST CLASS		SECOND CLASS	
	75	547		April 30, 1950				548	76					
	Mixed	Motor Passenger		STATIONS				Motor Passenger	Mixed					
WCYP	5.00AM			3.15PM	0.0	DN-R	VALPARAISO	YL	VO	0.0	A 10.10AM		A 11.35AM	
16	f 5.20			f 3.30	7.4		LOMA			7.4	f 9.53		f 11.02	
28	s 5.40			s 3.40	13.5	D	BRAINARD		BD	13.5	s 9.42		s 10.50	
					15.0		O. & N.W. CROSSING			15.0				
32 W	s 6.10			s 4.00	23.2	D	DAVID CITY		DV	23.2	s 9.25		s 10.25	
					23.5		C. B. & Q. CROSSING			23.5				
31	s 6.45			s 4.13	33.3	D	RISING CITY		RN	33.3	s 9.04		s 9.40	
36	s 7.05			s 4.26	40.1	D	SHELBY		SH	40.1	s 8.50		s 9.20	
7	s 7.34			s 4.41	47.5	D	OSCEOLA		OZ	47.5	s 8.34		s 8.55	
9 W	s 8.25 <sup>548</sup>			s 4.53	52.9	D	STROMSBURG		S	52.9	s 8.25 <sup>75</sup>		s 8.25 <sup>548</sup>	
25	s 8.40			s 5.11	63.0	D	POLK		PK	63.0	s 8.05		s 7.50	
21	s 8.55			s 5.23	68.5	D	HORDVILLE		HV	68.5	s 7.54		s 7.30	
22	s 9.10			f 5.32	73.8		HEBER			73.8	f 7.45		f 7.10	
					75.8		C. B. & Q. CROSSING			75.8				
WYP	A 9.20AM			A 5.40PM	75.9	DN-R	CENTRAL CITY	YL	OI	75.9	7.40AM		7.05AM	
							(75.9)				Daily		Monday Wednesday Friday	

(4.20) (2.25) ..... Thru Time ..... (2.30) (4.30)  
 17.5 31.4 ..... Average speed per hour ..... 30.3 16.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 For stations not shown on schedule pages—See page 25.

WESTWARD		CEDAR RAPIDS BRANCH				EASTWARD	
SECOND CLASS		79		Time-Table No. 7		SECOND CLASS	
		Mixed		April 30, 1950			
		Daily Except Sunday		STATIONS			
40 WY		12.32PM	0.0	D-R	GENOA	YL	G
38		s 1.08	13.7	D	FULLERTON	FU	
21		s 1.33	23.1	D	BELGRADE	BL	
26 W		s 1.52	30.3	D	CEDAR RAPIDS	OD	
36		s 2.13	36.6	D	PRIMROSE	P	
38 WY		A 2.40PM	44.3	D-R	SPALDING	YL	SG
					(44.3)		

(2.08) ..... Thru Time ..... (1.35)  
 20.8 ..... Average speed per hour ..... 28.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 For stations not shown on schedule pages—See page 25.



Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			NORFOLK BRANCH			EASTWARD		
	SECOND CLASS			Distance from Columbus	Time-Table No. 7 April 30, 1950	Mile Post	SECOND CLASS		
	79	81	321				82	80	312
	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed		
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	STATIONS			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	A 3.00PM	A 5.15PM	A 11.30PM
20	11.50AM	6.30	1.50	4.2	4.2 SHELDONVILLE	4.2	2.49	5.08	f 11.17
8 YP	A 12.02PM	A 6.45AM	f 2.00	9.4	5.2 R OCONEE YL	9.4	2.40PM	5.00PM	f 11.05
29			f 2.30	14.7	5.3 D PLATTE CENTER PO	14.7			s 10.50
				25.1	10.4 O. & N. W. CROSSING	25.1			
56 W			s 3.17	25.7	0.6 D HUMPHREY HX	25.7			s 10.10
15			f 3.23	29.1	3.4 PECK	29.1			f 9.46
33 W			s 3.55	35.4	6.3 D MADISON MA	35.4			s 9.32
				48.7	13.3 O. & N. W. CROSSING	48.7			
				50.2	1.5 O. & N. W. CROSSING	50.2			
WCZTYP			A 5.00AM	50.4	0.2 D-R NORFOLK YL KN	50.4			8.30PM
					(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.....			(0.20) 28.2	(0.15) 37.6	(8.00) 16.8
	..... Average speed per hour.....						..... 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.  
For stations not shown on schedule pages—See page 25.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			ALBION BRANCH			EASTWARD		
	SECOND CLASS			Distance from Oconee	Time-Table No. 7 April 30, 1950	Mile Post	SECOND CLASS		
	79	81					82	80	
	Mixed	Mixed		Mixed	Mixed				
Daily Except Sunday	Daily Except Sunday		STATIONS			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
20 YP	12.02PM	6.45AM	0.0	R OCONEE YL	0.0	A 2.40PM	A 5.00PM		
	12.13	s 7.00	4.3	4.3 D MONROE MN	4.3	s 2.30	s 4.50		
40 WYP	A 12.29PM	s 7.30	11.3	7.0 D-R GENOA YL G	11.3	s 2.15	4.35PM		
56		s 8.15	22.3	11.0 D ST. EDWARD ST	22.3	s 1.35			
28 WYP		A 9.05AM	33.7	11.4 D-R ALBION YL A	33.7	1.10PM			
				(33.7)		Daily Except Sunday	Daily Except Sunday		
	(0.27) 25.1	(2.20) 14.4	..... Thru Time.....			(1.30) 22.5	(0.25) 27.1		
	..... Average speed per hour.....						..... Average speed per hour.....		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
For stations not shown on schedule pages—See page 25.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			ORD BRANCH			EASTWARD		
	SECOND CLASS			Distance from Grand Island	Time-Table No. 7 April 30, 1950	Mile Post	SECOND CLASS		
		283	83				84	284	
		Mixed	Mixed	Mixed	Mixed	Mixed			
	Mon., Wed., Fri.	Tues., Thurs., Sat.		STATIONS			Tue., Thur., Sat.	Mon., Wed., Fri.	
WTYPCZ		10.00AM	9.00AM	0.0	DN-R GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM	
I				0.4	0.4 O. B. & Q. CROSSING	0.4			
11 Y				2.5	2.1 CAREY	2.5			
19 P		s 10.30	s 9.28	11.1	8.6 D ST. LIBORY RY	11.1	s 4.42	s 4.42	
39 WYP		A 10.50AM	s 9.55	21.9	10.8 D-R ST. PAUL YL SP	21.9	s 4.20	4.20PM	
27			s 10.20	30.7	8.8 D ELBA EB	30.7	s 3.48		
25 P			s 10.35	36.8	6.1 OOTESFIELD	36.8	s 3.41		
W			10.50	44.5	7.7 SCOTIA JUNCTION	44.5	3.23		
20			s 11.00	45.7	1.2 D SCOTIA SK	45.7	s 3.14		
W			11.15	44.5	1.2 SCOTIA JUNCTION	44.5	3.07		
31			s 11.35AM	48.8	4.3 D NORTH LOUP NU	48.8	s 2.57		
				60.7	11.9 C. B. & Q. CROSSING	60.7			
34 WY			A 12.10PM	61.0	0.3 D-R ORD YL RD	61.0	2.30PM		
					(61.0)		Tue., Thur., 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.....						..... Average speed per hour.....		

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			LOUP CITY BRANCH			EASTWARD		
	SECOND CLASS			Distance from St. Paul	Time-Table No. 7 April 30, 1950	Mile Post	SECOND CLASS		
		283					284		
		Mixed		Mixed	Mixed				
	Monday Wednesday Friday			STATIONS			Monday Wednesday Friday		
WYP		11.15AM	0.0	D-R ST. PAUL YL SP	0.0	A 4.05PM			
19		s 11.40AM	8.3	8.3 D DANNEBROG DB	8.3	s 3.50			
11 W		s 12.05PM	18.6	10.3 D BOELUS HW	18.6	s 3.20			
31		f 12.25	25.8	7.2 ROCKVILLE	25.8	f 2.55			
33 WYP		A 1.00PM	39.0	13.2 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.....		
	..... Average speed per hour.....						..... Average speed per hour.....		

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			HASTINGS BRANCH			EASTWARD		
	SECOND CLASS			Distance from Hastings	Time-Table No. 7 April 30, 1950	Mile Post	SECOND CLASS		
					STATIONS				
WYPCZ			0.0	DN-R HASTINGS YL AN	0.0				
96			7.3	7.3 NEWMAROH	7.3				
86 P			12.7	5.4 D HAYLAND HA	12.7				
95 P			20.2	7.5 DENMAN	20.2				
WB114 WYP EB71 RCSI			28.1	7.9 DN-R GIBBON YL GB	28.1				
				(28.1)					
				..... Thru Time.....			..... Average speed per hour.....		
	..... Average speed per hour.....						..... 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.  
For stations not shown on schedule pages—See page 25.

**WESTWARD**

**KEARNEY BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	SECOND CLASS			FIRST CLASS		Distance from Kearney	Time-Table No. 7 April 30, 1950			SECOND CLASS		
	95 Mixed Tuesday, Thursday, Saturday	519 Motor Passenger Daily Ex. Sat. and Sunday	517 Motor Passenger Sunday	STATIONS	Mile Post		518 Motor Mixed	96 Mixed				
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 11.59AM	A 9.20PM			
12	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK 5.5	5.5	f 11.43	f 8.32			
19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE 4.6	10.1	s 11.35	s 8.22			
27	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST 6.7	16.8	s 11.23	s 8.00			
13 W	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 5.9	22.7	f 11.12	f 7.41			
32	s 10.06	s 4.25	s 5.45	26.3	D	MILLER 3.6	26.3	s 11.05	s 7.33			
38	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER 6.2	32.5	s 10.53	s 7.15			
28	s 10.40 <sup>518</sup>	s 4.49	s 6.09	40.4	D	EDDYVILLE 7.9	40.4	s 10.40 <sup>95</sup>	s 6.59			
40	s 11.13	s 5.09	s 6.30	52.1	D	OOONTO 11.7	52.1	s 10.19	s 6.28			
14	f 11.27AM	f 5.22	f 6.46	59.1		LODI 7.0	59.1	f 10.03	f 6.14			
27 WYP	s 12.30PM	s 5.35 <sup>96</sup>	s 6.57	65.5	D	CALLAWAY 6.4	65.5	s 9.52	s 5.35 <sup>519</sup>			
9	f 12.55	f 5.52	f 7.12	75.8		FINOHVILLE 10.3	75.8	f 9.31	f 5.00			
38 WP	s 1.30	s 6.05	s 7.24	83.1	D	ARNOLD 7.3	83.1	s 9.20	s 4.45			
5 P	s 1.55	f 6.20	s 7.35	90.6		LOGAN 7.5	90.6	s 9.07	f 4.26			
10	f 2.10	f 6.30	f 7.42	94.6		HOAGLAND 4.0	94.6	f 9.00	f 4.18			
15 P	f 2.30	s 6.39	s 7.49	99.2		GANDY 4.6	99.2	s 8.50	f 4.08			
22 WYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON 3.2	102.4	8.45AM	4.00PM			
						(102.4)		Daily Except Monday	Sunday Wednesday Friday			
	(5.55) 17.3	(3.10) 32.3	(3.00) 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 26.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 7 April 30, 1950			SECOND CLASS		
	97 Local Freight Daily	93 Mixed Daily	STATIONS		Mile Post	98 Local Freight	94 Mixed			
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	D	10.0 SARBEN AK	12.8	f 3.30	s 5.58		
40	f 8.13	f 5.57	19.6		6.8 NEVENS	19.6	f 3.15	f 5.48		
42 WP	f 8.35	s 6.11	28.4		8.8 KEYSTONE	28.4	f 2.55	s 5.36		
42 P	f 8.50	f 6.21	34.9	D	6.5 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	59.3	D	7.6 LEWELLEN YL W	59.3	s 1.40	s 4.44		
41 P	s 10.50	s 7.21	70.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.21		
40 WP	s 11.35	s 7.43	86.4	D	15.6 LISCO OO	86.4	f 12.25PM	s 3.53		
37	f 11.53 <sup>98</sup> AM	f 7.56	95.4		9.0 FINLEY	95.4	f 11.53 <sup>97</sup> AM	f 3.39		
46	s 12.15PM	s 8.07	100.4	D	5.0 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	D	4.5 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	D	4.9 SOUTH BAYARD OR	126.7	f 10.40	s 2.39		
51	f 1.50	s 8.59	132.1	D	5.4 McGREW MO	132.1	f 10.28	s 2.29		
30 P	f 2.19 <sup>94</sup>	s 9.09	137.9	D	5.8 MELBETA MB	137.9	f 10.18	s 2.19 <sup>97</sup>		
70 WCYZP	A 2.35PM	A 9.30AM	145.9	DN-R	8.0 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 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.  
For stations not shown on schedule page—See page 25.

**WESTWARD**

**GERING BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	Time-Table No. 7 April 30, 1950			Distance from Gering	STATIONS			Mile Post.
	97 Local Freight Daily	93 Mixed Daily	STATIONS		Mile Post.	98 Local Freight	94 Mixed	
			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				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. 7 April 30, 1950				Mile Post	SECOND CLASS					
	353 Mixed Daily	93 Mixed Daily	59 Mixed Daily		STATIONS					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	6.10	150.5		4.6 COSTIN			150.5	f10.17	f	1.34		
30		s	9.49	6.15	152.3	D	1.8 HAIG	HA		152.3	f10.14	s	1.30		
24	P	s	9.55	6.25	155.8	D	3.5 SOUTH MITCHELL	MI		155.8	f10.10	s	1.21		
32		f	9.58	6.30	157.1		1.3 PELTON			157.1	f10.05	f	1.14		
42		f	10.02 <sup>60</sup>	6.35	159.5		2.4 BAILEYVUE			159.5	f10.02 <sup>93</sup>	f	1.10		
30	P	s	10.06	6.45	162.1	D	2.6 SOUTH MORRILL	BI		162.1	f 9.56	s	1.06		
18		f	10.09	6.50	164.2		2.1 JOYCE			164.2	f 9.52	f	1.01		
51	WYP	s	10.15	9.45 <sup>60</sup>	167.9	DN	3.7 LYMAN	YL	MU	167.9	s 9.45 <sup>59</sup>	s	12.56		
21		f	10.19	9.50	170.1		2.2 CANAL			170.1	f 9.20	f	12.49		
14		f	10.23	9.57	172.8		2.7 STEBBINS			172.8	f 9.15	f	12.44		
51	P	s	10.25	10.07	173.7	D	0.9 HUNTLEY	HU		173.7	f 9.13	s	12.41		
35		f	10.30	10.17	177.0		3.3 HOLLY			177.0	f 9.06	f	12.33		
51	WCYP		12.55PM	10.40 <sup>59</sup> 10.45	181.6	D-R	4.6 YODER	YL	DR	181.6	A11.45AM		12.25 <sup>93</sup> 12.15 <sup>59</sup>		
51	P	s	10.55	12.35	188.1	D	6.5 VETERAN	VN		188.1	s 8.37	s	12.03PM		
8		f	11.00	12.40	191.5		3.4 HELDT			191.5	f 8.30	f	11.57AM		
16		f	11.07	12.50	196.1		4.6 COTTIER			196.1	f 8.19	f	11.50		
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	4.5 SO. TORRINGTON	YL	RI	200.6	8.10AM		11.45AM		
14		f	1.06		185.3		3.7 GOODLAND			185.3	f11.37				
26		f	1.12		187.6		2.3 FONDA			187.6	f11.32				
51	W	s	1.21		192.4	D	4.8 HAWK SPRINGS	HK		192.4	s11.20				
31		f	1.29		194.7		2.3 DUROO			194.7	f11.07				
19		f	1.44		200.8		6.1 WYROSS			200.8	f10.56				
51	WY	s	1.55		203.8	D	3.0 LA GRANGE	GA		203.8	s10.51				
19		f	2.11		210.7		6.9 TREMAIN			210.7	f10.25				
51	WF	s	2.41		222.5	D	11.8 ALBIN	AB		222.5	s10.00				
51		f	3.01		229.7		7.2 LINDBERGH			229.7	s 9.45				
	W	A	3.45PM		244.3	DN-R	14.6 EGBERT	YL	GX	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) 26.3		
				.....Average speed per hour.....											

WESTWARD		LYMAN BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 7 April 30, 1950				Mile Post
		STATIONS				
	0.0	DN	LYMAN	MU	0.0	
	2.8		2.8 SEARS		2.8	
	3.3		0.5 SIDING NO. 1		3.3	
	4.6		1.3 HARTMAN		4.6	
	6.4		1.8 STEGALL		6.4	
(6.4)						

WESTWARD		SEARS BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 7 April 30, 1950				Mile Post
		STATIONS				
	0.0		SEARS		0.0	
	5	1.2	1.2 BELLINGER		1.2	
	17	2.8	1.6 JANISE		2.8	
(2.8)						

**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 "Frnt."** —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 "Frnt." 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.	Psg.	Frnt.		Str.	De-Psgr.	Psg.	Frnt.
Maximum speed.	90	80	80	50	Trains handling loaded wooden Hart convertible cars.				35
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels:				
When caboose is handled in train consisting of passenger train equipment.			50		On straight track.				30
7000 class engines.			75	50	On curves.				25
3800 and 3900 class engines.			60	50	Passing fueling stations.	50	50	40	25
5000 and 9000 class engines.			50	50	Within yard limits protected by continuous block signal system.	60	50	50	25
4000 class engines.			45	45	When yard limits not protected by continuous block signal system.	50	40	40	25
MacArthur type engines with 63-inch drivers.			55	50	When using cross-overs or turn-outs:				
MacArthur type engines with 57-inch drivers.			35	35	9000 class engines;				
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Forward movement				10
0-6-0 and 0-8-0 type yard engines.			20	20	Back-up movement				6
Steam engines running backward.			20	20	800 class engines with 14 wheel tender;				5
Diesel-electric locomotives in road or helper service:					Back-up movement				15
Backing up shoving a train. (Speed of train being helped will govern).					All other classes of engines;				10
Backing up pulling train					Forward movement	15	15	15	15
Backing up light.	40	40	40	40	Back-up movement	10	10	10	10
Light engines.				45	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
Trains handling scale test cars.				30	On wye tracks.	15	15	15	15
When more than 50% of the tonnage is gravel.				40	Jordan spreaders and other machines of spreader type, when in operation.				15
					Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20

OLD MAIN LINE									
Between Gilmore and Lane.				50	35				

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.

**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					
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
<b>Summit</b> 5.2 and 5.6	25	25	25	25	<b>North Platte</b> 281.9 and 281.1	80	70	70	50
<b>Sarpy</b> 14.2 and 14.7	80	70	70	50	<b>Brady Island</b> 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	<b>Kearney</b> 189.2 and 189.0	40	40	40	25
<b>Lane</b> 18.1 and 18.4	70	60	60	50	<b>Waterloo</b> 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
<b>Elkhorn</b> 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	<b>Elkhorn</b> 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
<b>Vroman</b> 258.1 and 258.5	70	60	60	50	<b>Lane</b> 16.2 and 15.9	80	70	70	50
<b>Beck</b> 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
<b>North Platte</b>					<b>Seymour</b> 5.6 and 5.2	25	25	25	25
					<b>Summit</b>				

**SECOND SUBDIVISION**

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

**THIRD SUBDIVISION**

Maximum speed.	79	75	70	50	Light engines.			45	45
With C. B. & Q. 5200 and 5500 class engines.			45	45	<b>LaSalle</b> 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		<b>Sterling</b> , 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— <b>Valley</b> 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			<b>Touhy</b> 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
<b>Wahoo</b> , city track. 19.1 and 19.5	35	35			Beatrice, Allers Grain Company spur.				5
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25			Beatrice, 1900 class and heavier engines on Kilpatrick track.				5

**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>Hastings Branch</b> Maximum speed.		50
Between Brainard and Hordville.	40	30	Over Bridge 21.35.		30
Between Hordville and Central City.	35	25	Gibbon, west of east wye switch.		15
2800 class engines.	30	30	<b>Kearney Branch</b> Between Kearney and Callaway: Steam trains.	40	30
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5	Motor trains.	40	40
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Trains with 400 class engines.	25	25
<b>Norfolk Branch</b> Maximum speed: Between Columbus and Oconee.		35	Between Callaway and Stapleton: Steam trains.	45	35
Between Oconee and M.P. 16.		25	Motor trains.	45	45
Between M.P. 16 and Norfolk.		30	Trains with 400 class engines.	30	30
Columbus, over wye switches.		15	<b>North Platte Branch</b> Maximum speed.		45
On curve at M.P. 1.75.		25	5000, 7000 and 9000 class engines		35
<b>Albion Branch</b> Maximum speed:		30	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
Over Bridge 12.96.		25	5000, 7000 and 9000 Class Engines.		35
<b>Ord Branch</b> Maximum speed: Between Grand Island and St. Libory.		25	On curves between Yoder and So. Torrington		35
Carey, all air field trackage.		10	On curves between M.P. 25.42 and M.P. 31.25		30
Between St. Libory and Ord.		30	Through tunnel between Albin and Tremain.		20
<b>Loup City Branch.</b>		30	<b>Lyman Branch.</b>		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
<b>First Subdivision</b>				<b>Beatrice Branch</b>			
Paddock.....	128.5	8	West	Agnew.....	41.8	28	Both
Buda.....	184.3	ES 73—XP	Both	West Lincoln.....	55.3	4	West
Kearney Air Base.....	185.9	WS 40—XP	Both	Hanlon.....	68.2	31	Both
Alfalfa Center.....	194.1	44—XP	Both	<b>Stromsburg Branch</b>			
Josselyn.....	217.9	24—XP	Both	Durant.....	56.8	23	Both
Willow Island.....	243.2	63—XP	Both	Sand Pit Spur.....	73.4	15	West
Keith.....	274.6	7—X	Both	<b>Norfolk Branch</b>			
Beck.....	280.5	10	West	Tarnov.....	20.3	36	Both
<b>Second Subdivision</b>				Enola.....	40.9	31	Both
Birdwood.....	290.5	CS—84	Both	<b>Albion Branch</b>			
Varner.....	301.8	40—X	Both	Mill Spur.....	2.0	5	East
Jacinto.....	430.8	8—X	East	Woodville.....	18.8	9	East
Megeath.....	349.1	17—X	East	<b>Cedar Rapids Branch</b>			
Owasco.....	439.9	27—PX	Both	Kent.....	5.3	12	Both
Oliver.....	451.1	12	East	Merchiston.....	9.3	20	Both
Tracy.....	472.0	10	East	<b>Ord Branch</b>			
<b>Third Subdivision</b>				Weeks Spur.....	43.1	5	East
Dorsey.....	19.0	29	Both	Saunders.....	58.5	3	East
Marcott.....	25.8	29—P	Both	<b>North Platte Branch</b>			
Tobin.....	34.2	22	Both	Broganville.....	24.8	12	Both
Powell.....	41.1	12—P	Both	Kingsley.....	30.7	11	Both
Griff.....	42.2	22	Both				
Ford.....	50.1	16	Both				
Beetland.....	66.8	23	Both				
Beta.....	72.1	10	Both				
Balzac.....	78.4	41	Both				
Cooper.....	82.8	24	Both				
Hurley.....	96.9	21	Both				
Sublette.....	121.4	14—P	Both				
Kuner.....	139.1	16—P	Both				
Auburn.....	147.2	27	Both				

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

6. The following letters placed before figures of a schedule indicate:  
 s—regular stop;  
 f—flag stop to receive or discharge traffic;  
 A—arrive.  
 6(A). The following letters placed in column with station name in time-table indicate:  
 D —day operator  
 N —night operator  
 DN—day and night operator  
 R —train register  
 YL—yard limits

The following letters placed in columns provided in time-table indicate:  
 C—coal  
 I —interlocking  
 O—oil  
 P —dispatcher's telephone  
 T—turntable  
 W—water  
 X—cross-over  
 Y —wye  
 Z —track scales  
 AI —automatic interlocking signals  
 CS —center siding  
 ES —eastward siding  
 WS —westward siding  
 RCS—remote control switch

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

**STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW**

Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yard Office	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	Roundhouse	North Platte.....	Hump Yard Locker Room
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Yardmen's Locker Room
Council Bluffs.....	West Yard Office	North Platte.....	East End Yardmen's Room
Omaha.....	Dispatcher's Office	Julesburg.....	Telegraph Office
Omaha.....	Union Station Telegraph Office	Sidney.....	Telegraph Office
Omaha.....	Tower "B"	Sidney.....	Engineer's Locker Room
Omaha.....	Enginemen's Washroom, 15th Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Telegraph Office
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Conductor's Room Passenger Station
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Yard Office
South Omaha.....	Yard Office	Cheyenne.....	Engine Dispatcher's Office
Valley.....	Telegraph Office	Valparaiso.....	Telegraph Office
Columbus.....	Telegraph Office	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	Gering.....	Roundhouse
North Platte.....	Freight Conductor's Register Room, Yard 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. Gamette	Medical Director	Los Angeles, Cal.	System	A. E. Reeves....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
Lynn T. Hall....	Dist. Md. Officer.	Omaha, Nebr.	Omaha District	G. F. Waltemath	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland
A. L. Nielson....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	W. B. Niehus....	Surgeon.....	No. Platte, Nebr.	North Platte.
M. J. Carey....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	H. H. Walker....	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
L. G. Howard....	Oculist & Aurist.	Co. Bluffs, Ia...	Council Bluffs.	H. E. Moore....	Surgeon.....	Suth'land, Nebr.	North Platte to Ogallala.
A. M. Pederson..	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	John L. McFee..	Surgeon.....	Ogallala, Nebr..	Sutherland to Julesburg.
J. D. Bisgard....	Surgeon.....	Omaha, Nebr....	Omaha.	H. P. Linton....	Surgeon.....	Julesburg, Colo..	Ogallala to Lodge Pole and Julesburg to Sterling.
E. A. Connolly..	Surgeon.....	Omaha, Nebr....	Omaha.	A. C. Colman....	Surgeon.....	Chappell, Nebr..	Julesburg to Sidney
C. F. Bantin....	Surgeon.....	Omaha, Nebr....	Omaha.	J. B. Roche....	Surgeon.....	Sidney, Nebr....	Lodge Pole to Kimball.
R. T. Mauer....	Hospital Surgeon	Omaha, Nebr....	Omaha.	C. B. Dorwart..	Surgeon.....	Sidney, Nebr....	Lodge Pole to Kimball.
A. McDermott..	Surgeon.....	Omaha, Nebr....	Omaha.	E. R. Core....	Surgeon.....	Kimball, Nebr..	Sidney to Cheyenne.
O. C. Nickum....	Shop Surgeon	Omaha, Nebr....	Omaha.	M. L. Morris....	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
R. A. Moser....	Shop Surgeon..	Omaha, Nebr....	Omaha.	W. A. Bunten..	Dist. Surgeon..	Cheyenne, Wyo..	Cheyenne and vicinity.
A. V. Murphy....	Surgeon.....	Omaha, Nebr....	Omaha.	G. W. Koford....	Surgeon.....	Cheyenne, Wyo..	Cheyenne to Laramie and Cheyenne to Carr.
M. W. Barry....	Surgeon.....	Omaha, Nebr....	Omaha.	R. C. Gramlich..	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
F. C. Nelson....	Surgeon.....	Omaha, Nebr....	Benson.	J. R. Newman..	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
J. J. O'Hearn...	Surgeon.....	Omaha, Nebr....	Omaha to Papillion.	E. W. Newman..	Oculist.....	Cheyenne, Wyo..	Cheyenne.
S. McCleneghan.	Surgeon.....	Omaha, Nebr....	Florence.	R. B. Stump....	Oculist & Aurist	Cheyenne Wyo..	Cheyenne.
J. G. Bartek....	Surgeon.....	Omaha, Nebr....	Omaha.	F. E. Magrath..	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
C. Rubendall...	Oculist & Aurist.	Omaha, Nebr....	Omaha.	R. I. Williams..	Aurist.....	Cheyenne, Wyo..	Cheyenne.
J. C. Davis....	Oculist & Aurist.	Omaha, Nebr....	Omaha.	F. E. Palmer....	Surgeon.....	Sterling, Colo..	Iliff to Merino.
J. B. Klegla....	Surgeon.....	Omaha, Nebr....	Omaha.	A. F. Williams..	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
H. E. Kully....	Aurist.....	Omaha, Nebr....	Omaha.	W. L. Wilkison.	Surgeon.....	La Salle, Colo..	LaSalle to Kersey
R. H. Rasgorshek	Oculist & Aurist.	Omaha, Nebr....	Omaha.	I. M. French....	Surgeon.....	Wahoo, Nebr....	Yutan to Weston.
Don E. Baca....	Surgeon.....	Papillion, Nebr..	Papillion and vicinity	J. S. Welch....	Surgeon.....	Lincoln, Nebr..	Valparaiso to Cortland.
C. L. Marsh....	Surgeon.....	Valley, Nebr....	Waterloo to Fremont and Valley to Yutan.	J. J. Hannigan..	Surgeon.....	Hallam, Nebr....	Cortland, Nebr.
R. C. Reeder....	Surgeon.....	Fremont, Nebr..	Valley to North Bend.	W.T. Wildhaber	Surgeon.....	Beatrice, Nebr..	Cortland to Barneston.
F. G. Kolouch..	Surgeon.....	Schuyler, Nebr..	North Bend to Columbus.	L. J. Ekeler....	Surgeon.....	David City, Nebr.	Valparaiso to Polk.
W.R. Neumarker	Surgeon.....	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	Richard Delfs..	Surgeon.....	Shelby Nebr....	Shelby Nebr.
R. C. Anderson..	Surgeon.....	Columbus, Nebr.	Columbus to Oconee.	H. S. Eklund...	Surgeon.....	Oceola Nebr....	Oceola and Vicinity
R. R. Douglas..	Surgeon.....	Clarks, Nebr....	Clarks to Central City.	A. A. Bald....	Surgeon.....	Pl. Center, Nebr.	Oconee to Humphrey.
A. D. Brown....	Surgeon.....	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.	H. R. Palmteer..	Surgeon.....	Madison Nebr...	Madison Nebr. and Vicinity
E. T. Zickman..	Surgeon.....	Cent. City, Nebr.	Central City to Polk.	G. B. Salter....	Surgeon.....	Norfolk, Nebr..	Oconee to Norfolk.
R. D. Martin...	Oculist.....	Gr. Island, Nebr.	Grand Island.	Homer Davis...	Surgeon.....	Genoa, Nebr....	Norfolk to St. Edward and Genoa to Fullerton.
J. A. Proffit...	Oculist & Aurist.	Gr. Island, Nebr.	Grand Island.	J. E. Davis....	Surgeon.....	Albion, Nebr....	Genoa to Albion.
E. G. Johnson..	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	E. R. Slavik....	Surgeon.....	Fullerton, Nebr..	Genoa to Belgrade.
W. H. Hombach..	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	M. O. Arnold...	Surgeon.....	St. Paul, Nebr..	St. Libory to Scotia and St. Paul to Dannebrog.
K.F. McDermott	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. J. Miller....	Surgeon.....	Ord, Nebr....	St. Paul to Ord.
C. H. Maggiore..	Surgeon.....	Gr. Island Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. G. Amick....	Surgeon.....	Loup City, Nebr.	Dannebrog to Loup City.
F. E. King....	Surgeon.....	Wood Rr., Nebr.	Wood River.	J. B. Kile....	Surgeon.....	Eddyville, Nebr.	Kearney to Stapleton.
H. H. Rodman..	Surgeon.....	Gibbon, Nebr..	Shelton to Kearney.	J. E. Dunn....	Surgeon.....	Arnold, Nebr..	Callaway to Stapleton.
Bancroft & Staley	Surgeon.....	Kearney, Nebr..	Shelton to Elm Creek and Kearney to Amherst.	E. F. Carr....	Surgeon.....	Stapleton, Nebr.	Arnold to Stapleton.
F. L. Richards..	Oculist & Aurist.	Kearney, Nebr..	Kearney.	O. A. Kostal....	Surgeon.....	Hastings, Nebr..	Gibbon to Hastings.
M. B. Wilcox...	Oculist & Aurist.	Kearney, Nebr..	Kearney.	W. G. Seng....	Surgeon.....	Oshkosh, Nebr..	Oshkosh to Northport.
V. D. Norall...	Surgeon.....	Lexington, Nebr.	Overton to Cozad.	H. A. Blackstone	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
L. H. Fochtman.	Surgeon.....	Cozad, Nebr....	Lexington to Gothenburg.	W. C. Harvey...	Surgeon.....	Gering, Nebr....	Northport to Gering.
Bert W. Pyle...	Surgeon.....	Cozad, Nebr....	Cozad to Brady Island.	C. R. Watson...	Surgeon.....	So. Mit'ell, Nebr.	Gering to Lyman.
A. L. Schneider.	Surgeon.....	Brady Is. Nebr..	Gothenburg to No. Platte.	Leo Keenan....	Surgeon.....	Torrington, Wyo.	Lyman to South Torrington.
T. J. Kerr....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.				
O. C. Kreymborg	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.				