

UNION PACIFIC RAILROAD COMPANY
Eastern District



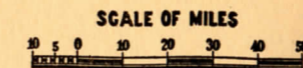
NEBRASKA DIVISION
 FIRST SUBDIVISION
 SECOND SUBDIVISION
 AND BRANCHES

TIME-TABLE
No. 162

Effective Monday,
February 15, 1943
 at 12:01 A. M. Central Time

MAP OF THE
NEBRASKA DIVISION

CORRECTED TO JAN. 1, 1938



WORK SAFELY TODAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE WESTWARD

FIRST CLASS														Distance from Council Bluffs	Time-Table No. 162 Feb. 15, 1943	
25	63	23	21	5	15	17	9	87	7	37	27	101	103			111
Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger	Mail and Express	Chal-lenger Passenger	Chal-lenger Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger			Stream-liner Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See Note	Daily			Daily
				10.20			9.50								0.0	
			11.20	11.15	6.00		10.25	8.40	8.25		8.10	2.10	1.55	2.8		
												2.35	2.20	28.0		
		6.30								11.30				310.5		
			12.16	12.07	7.05		11.12	9.35	9.16		8.58	2.46	2.31	39.3		
			1.24	1.04	8.14		12.03	10.39	10.14		9.50	3.26	3.11	84.5		
			2.25	1.57	9.18		12.49	11.44	11.09		10.40	4.00	3.43	124.9		
			3.05	2.35	10.00		1.23	12.25	11.50		11.20	4.21	4.05	146.9		
			4.13	3.37	11.13		2.18	1.31	12.47		12.15	4.57	4.43	189.1		
			5.45	5.30	12.55		3.10	2.58	1.55		1.18	5.24	5.15	284.1		
			8.01	7.45	3.00		4.43	4.49	3.43		2.50	6.33	6.30	365.3		
											3.20			562.5		
		8.15	7.35	8.45		8.00	5.05				4.40			407.5		
					9.15	9.00		5.40	6.05	4.55		4.00	7.13	509.5		
			11.15	11.45	11.55	11.50		8.00	7.55	9.00	7.40	6.25	9.00	519.0		
			12.45	1.45	1.20			8.45	8.30	9.30	8.55	6.55	9.10	566.0		
											7.25		9.24	682.8		
		2.35	3.35	3.10			10.30	10.10	11.30	10.45	8.55	8.40	10.35	802.1		
		5.45	6.40	6.15			1.15	12.50	2.40	1.45	11.55	11.35	12.31	817.0		
		8.40	9.20	8.55			3.40	3.25	5.10	4.20	2.30	2.04	2.29	847.2		
														917.2		
		11.00	9.05	9.45	9.25		4.05	3.55	5.40	4.45	2.55	2.30	2.50	952.7		
		11.40	6.30	10.30	10.00		4.40	4.30	6.00	5.15	3.20	2.50	2.55	992.6		
							5.20						3.29			
			9.15	1.10	12.40		6.35	8.20	7.25	5.40	5.15	4.45				
			9.25	1.20	12.50		6.40	8.25	7.30	5.45	5.25	4.45				
													5.31			
			11.30	3.30	3.00		8.30	10.20	9.30	7.40	7.30	6.26				

(0.40) (34.00) (28.40) (13.35) (15.00) (12.15) (23.05) (26.40) (26.05) (33.10) (24.20) (17.16) (8.50) Thru Time
45.3 35.8 34.5 37.3 36.2 42.9 37.1 37.9 36.7 40.7 57.3 63.3 ..Average speed per hour

MILEAGE NEBR. DIV.

Main Line..... 511.6
Branches..... 857.9
Total.....1369.5

★Note.

No. 1 leaves Omaha only on the 5th, 11th, 17th, 23rd and 29th of each month.
No. 101 leaves Omaha only on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.
No. 103 leaves Omaha only on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

F. C. PAULSEN,
General Manager

P. J. LYNCH,
General Superintendent Transportation

B. O. WEDGE,
General Superintendent

G. J. MULICK, Superintendent..... Omaha, Nebr.
F. F. GETSFRED, Asst. Superintendent..... Omaha, Nebr.
E. HICKS, Asst. Superintendent..... Omaha, Nebr.
E. H. BAILEY, Asst. Superintendent..... North Platte, Nebr.
E. P. CONRY, Terminal Superintendent..... Omaha, Nebr.
T. W. McCABE, Trainmaster..... Omaha, Nebr.
R. R. NELSON, Trainmaster..... Grand Island, Nebr.

F. LARSEN, Terminal Trainmaster..... Co. Bluffs, Iowa
E. S. ESELIN, Traveling Conductor..... Omaha, Nebr.
J. J. DALY, Master Mechanic..... Co. Bluffs, Iowa
J. P. HILLEBRANDT, Road Foreman, Psgr. Eng..... North Platte, Nebr.
S. F. McWILLIAMS, Road Foreman, Frt. Eng..... North Platte, Nebr.
W. F. HART, Division Engineer..... Omaha, Nebr.
L. T. FERGUSON, General Roadmaster..... Omaha, Nebr.

EASTWARD CONDENSED TIME-TABLE

FIRST CLASS														Distance from Council Bluffs	Time-Table No. 162 Feb. 15, 1943
112	104	26	24	22	18	38	28	6	8	88	16				
Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail and Express	Coal-lenger Passenger	Chal-lenger Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
														0.0	
														2.8	
														28.0	
														310.5	
														39.3	
														84.5	
														124.9	
														146.9	
														189.1	
														284.1	
														365.3	
														562.5	
														407.5	
														509.5	
														519.0	
														566.0	
														682.8	
														802.1	
														817.0	
														847.2	
														917.2	
														952.7	
														992.6	

(8.30) (16.55) (0.45) (33.30) (29.00) (13.55) (35.05) (23.40) (22.45) (23.50) (23.35) (13.00)
Average speed per hour... 65.8 58.5 40.3 36.3 34.1 31.9 34.7 41.8 43.5 41.5 42.0 43.0

★Note.—

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

First Subdivision and Branches.

C. A. LAUGHLIN, Chief Dispatcher..... Omaha
J. T. DAVIS, Asst. Chief Dispatcher..... Omaha
J. P. LANGLEY, Asst. Chief Dispatcher..... Omaha
A. G. SNYDER, Train Dispatcher..... Omaha
W. E. HENKE, Train Dispatcher..... Omaha
H. K. LOHR, Train Dispatcher..... Omaha
D. O. WHITLA, Train Dispatcher..... Omaha
W. L. WADE, Train Dispatcher..... Omaha
L. F. DEWHIRST, Train Dispatcher..... Omaha
L. A. WILSON, Train Dispatcher..... Omaha

Second Subdivision and Branches.

J. R. AUSTIN, Chief Dispatcher..... Grand Island
F. C. JOHNSON, Asst. Chief Dispatcher..... Grand Island
C. F. DEWHIRST, Asst. Chief Dispatcher..... Grand Island
L. A. JOHNSON, Train Dispatcher..... Grand Island
I. E. BALL, Train Dispatcher..... Grand Island
C. W. SCHIMELPFENIG, Train Dispatcher..... Grand Island
E. F. FLEEBE, Train Dispatcher..... Grand Island
L. M. HEREK, Train Dispatcher..... Grand Island
V. BAYNE, Train Dispatcher..... Grand Island
W. E. ROSS, Train Dispatcher..... Grand Island

Car Capacity of Seating, etc. See Rule 6 (A).	WESTWARD							FIRST SUBDIVISION							
	SECOND CLASS							FIRST CLASS							
	Time-Table No. 162 February 15, 1943							Time-Table No. 162 February 15, 1943							
	STATIONS	233	75	69	231	547	71								
		Local Freight Daily Except Sunday	Local Freight Tue. Thu. Saturday	Freight Daily	Freight Daily	Motor Passenger Daily	Freight Daily								
WFITYOP	COUNCIL BLUFFS YL	6.15AM		12.01PM	6.00PM		8.00PM								
WFITOP	OMAHA YL	6.25AM		12.15PM	6.15PM		8.15PM								
IP	SUMMIT YL	6.45AM		12.45PM	6.45PM		8.30PM								
P	SEYMOUR														
EB77	SARPY			12.55	7.00		9.02								
WP	SOUTH OMAHA YL	6.55													
56	GILMORE YL	7.05													
72	PAPILLION	7.20	Via	Lane	Cut-	Off									
AIP	PORTAL	7.25													
70	MILLARD	7.40													
68	LANE	7.50													
84	ELKHORN	8.05													
84	WATERLOO	8.20													
WB144 EB165	VALLEY YL	8.30 ²⁷⁻⁷ 9.30 ⁻³⁷		A 1.15PM			A 10.00PM								
81	MERCER	9.40													
IFSY & L	CROSSING														
WB94 EB172	FREMONT YL	10.30			7.55										
IP	O B & Q CROSSING														
IP	O & N W CROSSING														
82	AMES	10.45													
119	NORTH BEND	11.10													
82	ROGERS	11.37AM ⁹													
WB116 EB123	SCHUYLER	12.20PM													
118	RIOHLAND	12.40													
IP	O B & Q CROSSING														
WB143 EB125	COLUMBUS YL	1.30			9.20										
119	DUNOAN	1.50													
82	GARDINER														
119	SILVER CREEK	2.15													
82	HAVENS	2.25													
82	OLARKE	2.40													
P	THUMMEL	2.50													
IP	O B & Q CROSSING														
WB115 EB119	CENTRAL CITY YL	3.00PM	6.30AM			6.55PM									
P	PADDOCK		6.37			7.00									
119	CHAPMAN		7.00			7.10									
EB72	LOCKWOOD		7.10			7.17									
IP	O B & Q CROSSING														
WFTYOP	GRAND ISLAND YL		A 7.30AM		A 11.15PM	A 7.30PM									

(146.9)

(8.35) 14.2 (1.00) 22.0 (1.00) 25.2 (5.00) 28.8 (0.35) 37.7 (1.45) 14.4

No. 7 will stop at any station for revenue coach or tourist car passengers for Salt Lake or beyond, and north of Granger.
 No. 15 will stop at any station to pick up revenue passengers for stations in Colorado, at which train is scheduled to stop.
 No. 27 will stop at any station to pick up revenue standard sleeping car passengers for Pocatello or beyond, or for Ogden and beyond.
 No. 87 will stop at any station for revenue coach or tourist passengers for Ogden or beyond.

WESTWARD		FIRST SUBDIVISION							Distance from Council Bluffs	Time-Table No. 162 February 15, 1943	
FIRST CLASS		SECOND CLASS								STATIONS	
21	5	15	9	87	7	27	101 103 Streamliner Passenger ★See Note Below	111 Streamliner Passenger			Main Tracks
Passenger Daily	Mail and Express Daily	Passenger Daily	Mail and Express Daily	Challenger Passenger Daily	Challenger Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Two or more Tracks		
	10.20PM		9.50AM						0.0	R COUNCIL BLUFFS YL	
11.20PM	11.15	6.00PM	10.25	8.40AM	8.25AM	8.10AM	2.10AM	1.55AM	2.8	DN-R OMAHA YL YD	
11.28PM	11.22PM	6.07PM	10.32AM	8.48AM	8.33AM	8.17AM	2.15AM	2.00AM	5.2	DN SUMMIT YL SU	
11.33	11.26	6.11	10.36	8.53	8.37	8.21	2.18	2.03	8.9	SEYMOUR	
11.38	11.31	6.16	10.41	8.58	8.42	8.26	2.22	2.07	13.6	SARPY	
									6.4	SOUTH OMAHA YL	
									11.9	GILMORE YL	
									16.8	PAPILLION PO	
									19.2	PORTAL	
									22.5	MILLARD MD	
11.43	11.36	6.22	10.45	9.03	8.47	8.31	2.25	2.10	17.1	LANE CJ	
11.48	11.41	6.29	10.50	9.08	8.52	8.36	2.29	2.14	21.7	ELKHORN KH	
11.52	11.44	6.34	10.53	9.12	8.55	8.39	2.32	2.17	24.5	WATERLOO WO	
11.58PM	11.50	6.41	10.56	9.17 ²³³	9.00 ²³³	8.43 ²³³	2.35	2.20	28.0	VALLEY YL V	
12.05AM	11.56PM	6.50	11.02	9.24	9.06	8.49	2.41	2.25	34.3	MERCER	
									38.2	F. S. Y. & L. CROSSING	
12.16	12.07AM	7.05	11.12	9.35	9.16	8.58	2.46	2.31	39.3	FREMONT YL FN	
									40.0	O. B. & Q. CROSSING	
									44.8	O. & N. W. CROSSING	
12.26	12.15	7.14	11.22	9.44	9.25	9.06	2.53	2.39	46.3	AMES	
12.37	12.23	7.25	11.30	9.54	9.34	9.14	3.00	2.46	54.4	NORTH BEND NB	
12.46	12.30	7.34	11.37 ²³³	10.03	9.42	9.21	3.06	2.51	61.4	ROGERS DJ	
12.58	12.41	7.46	11.44	10.15	9.52	9.30	3.12	2.57	68.7	SCHUYLER SC	
1.09	12.49	7.57	11.52AM	10.25	10.01	9.38	3.19	3.03	76.9	RIOHLAND BZ	
									83.8	O. B. & Q. CROSSING	
1.24	1.04	8.14	12.03PM	10.39	10.14	9.50	3.26	3.11	84.5	COLUMBUS YL C	
1.41	1.20	8.32	12.16	10.57	10.31	10.05	3.33	3.19	92.2	DUNOAN DQ	
1.47	1.24	8.37	12.20	11.03	10.36	10.09			96.5	GARDINER	
1.53	1.31	8.46	12.26	11.12	10.43	10.15	3.42	3.26	102.3	SILVER CREEK SY	
2.00	1.36	8.53	12.31	11.19	10.48	10.21	3.46	3.30	107.9	HAVENS	
2.07	1.42	9.01	12.37	11.27	10.55	10.27	3.51	3.34	113.6	OLARKE CX	
2.14	1.47	9.08	12.42	11.34	11.00	10.32	3.55	3.38	119.1	THUMMEL	
									124.3	O. B. & Q. CROSSING	
2.25	1.57	9.18	12.49	11.44	11.09	10.40	4.00	3.43	124.9	CENTRAL CITY YL CI	
									128.5	PADDOCK	
2.38	2.08	9.31	12.58	11.57AM	11.21	10.51	4.09	3.50	135.1	CHAPMAN CP	
2.45	2.14	9.38	1.03	12.04PM	11.29	10.59	4.13	3.54	140.7	LOCKWOOD	
									146.5	O. B. & Q. CROSSING	
A 2.55AM	A 2.25AM	A 9.50PM	A 1.14PM	A 12.15PM	A 11.40AM	A 11.10AM	A 4.20AM	A 4.02AM	146.9	GRAND ISLAND YL GE	

(146.9)

(3.35) 40.2 (3.10) 45.5 (3.50) 37.6 (2.49) 51.2 (3.35) 40.2 (3.15) 44.3 (3.00) 48.0 (2.10) 66.5 (2.07) 68.0

..... Thru Time—Based on Omaha
 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction—See Rule 5-72.
 ★Note.—Nos. 1, 101, and 103, will run only on the following dates:
 No. 103 due to leave Omaha on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th, of each month.
 No. 101 due to leave Omaha on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and 30th of each month;
 No. 1 due to leave Omaha on the 5th, 11th, 17th, 23rd, and 29th, of each month;

The time of Nos. 1, 101, 103, and 111, must be cleared not less than five minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 1, 101, 103, and 111, need not clear each other.
 In Council Bluffs, Omaha, and South Omaha yards, each member of crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 162
February 15, 1943

STATIONS

Mile Post

FIRST CLASS								
112	2 102 104	16	22	6	28	8	88	
Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger	Challenger Passenger	Challenger Passenger	
			A 7.45PM	A 8.35PM				
A 2.30AM	A 4.05AM	A 8.00AM	7.31 6.45	8.21 8.00	A 8.40PM	A 9.30PM	A 9.50PM	
2.20AM	3.55AM	7.46AM	6.30PM	7.45PM	8.25PM	9.15PM	9.35PM	
2.16	3.50	7.41	6.24	7.40	8.17	9.08	9.30	
2.12 72	3.46	7.36	6.17	7.35	8.12	9.03	9.25	
Via	Lane	Cut-	Off	Via	Lane	Cut-	Off	
2.09	3.43	7.31	6.10	7.31	8.07	8.59	9.21	
2.04	3.38	7.26	f 6.04	7.26	8.02	8.54	9.16	
2.01	3.35	7.23	f 5.57	7.22	7.59	8.50	9.12	
1.57	3.32	s 7.18	s 5.51	7.17	7.54	8.45	9.07	
1.51	3.26	7.08	5.41	7.10	7.47	8.36	8.58	
f 1.46	3.21	s 7.03	s 5.34	s 7.04	f 7.41	s 8.30	s 8.52	
1.37	3.14	6.52	s 5.17	6.53	7.28	8.17	8.39	
1.31	3.07	s 6.43	s 5.05	6.45	7.19	8.08	8.30	
1.26	3.01	6.34	s 4.53	6.38	7.12	8.01	8.23	
1.20	2.55	f 6.26	s 4.41	6.30	7.04	7.53	8.15	
1.13	2.48	6.15	s 4.27	6.21	6.55	7.44	8.06	
s 1.06	2.41	s 6.07	s 4.15	s 6.13	s 6.47	s 7.35	s 7.57	
12.56	2.34	s 5.52	s 3.47	5.59	6.32	7.19	7.42	
12.48	2.26	s 5.41	f 3.39	5.55	6.27	7.14	7.38	
12.44	2.21	s 5.32	f 3.22	5.45	6.15	7.01	7.27	
12.39	2.17	s 5.28	s 3.14	5.40	6.09	6.55	7.22	
12.30	2.08	f 5.15	s 2.57	5.29	5.56	6.42	7.10	
12.22	2.00	5.02	2.41	5.18	5.44	6.29	6.59	
12.17	1.56	4.57	2.33	5.13	5.38	6.23	6.53	
12.11 AM	1.50AM	4.50AM	2.25PM	5.06PM	5.30PM	6.15PM	6.45PM	

(146.9)	Daily	★See Note Below	Daily	Daily	Daily	Daily	Daily	Daily
(2.19)	(2.15)	(3.10)	(4.20)	(2.54)	(3.10)	(3.15)	(3.05)	
62.2	64.0	45.5	33.3	49.7	45.5	44.3	46.7	

On single track, westward trains are superior to trains of the same class in the opposite direction—See Rule 5-72.
 ★ Note.—Nos. 2, 102, and 104 will run only on the following dates:
 No. 104 due to leave Grand Island on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th, of each month.
 No. 2 due to leave Grand Island on the 3rd, 9th, 15th, 21st, and 27th, of each month;
 In Council Bluffs, Omaha, and South Omaha yards, each member of crews must have a copy of and be governed by Union Pacific rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.

FIRST SUBDIVISION EASTWARD

Time-Table No. 162
Feb. 15, 1943

STATIONS

SECOND CLASS				
234	548	70	76	72
Local Freight	Motor Passenger	Freight	Local Freight	Freight
A 2.15PM		A 6.00AM		A 3.30AM
2.00PM		5.30AM		3.00AM
1.45PM		5.00AM		2.30AM
1.35				
1.25		4.35		2.12 112
Via	Lane	Cut-	Off	
f 1.15		4.25		1.35
s 1.05				
s 12.55				
s 12.45PM		4.00AM		1.00AM
11.55AM				
s 11.45				
f 11.00				
s 10.35				
f 10.10				
s 9.45				
f 8.45				
s 8.25				
f 7.25				
7.10				
s 7.00				
f 6.40				
f 6.30				
f 6.15				
6.05AM	A 6.10AM		A 3.00AM	
f 5.59				
f 5.48		s 2.30		
f 5.40		2.10		
	5.30AM		2.00AM	
Daily Except Sunday	Daily	Daily	Monday Wednesday Friday	Daily
(7.55)	(0.40)	(1.30)	(1.00)	(2.00)
15.4	33.0	16.8	22.0	12.6

(146.9)	Daily	Daily	Monday Wednesday Friday	Daily
(7.55)	(0.40)	(1.30)	(1.00)	(2.00)
15.4	33.0	16.8	22.0	12.6

No. 8 will stop at any station to let off revenue coach or tourist car passengers from Salt Lake or beyond or from north of Granger.
 No. 16 will stop at any station to let off revenue passengers from Colorado.
 No. 28 will stop at any station to let off revenue passengers from Ogden or beyond, or from Granger or beyond, and flag at Central City and Schuyler for revenue standard sleeping car passengers.
 No. 88 will stop at any station to let off revenue passengers from Cheyenne or west.

WESTWARD

SECOND SUBDIVISION

Car Capacity of Sidings etc. See Rule 6 (A).	SECOND CLASS			Distance from Council Bluffs	Time Table No. 162 February 15, 1943	STATIONS
	231	237	239			
	Freight	Mixed	Mixed			
	Daily	Daily Except Sunday	Daily			
WFTYOP	11.45PM	8.30AM		146.9	DN-R GRAND ISLAND YL GE	
82 P		f 8.50		154.5	7.6 ALDA DA	
WB 117 WP EB 48		* 9.20		162.3	7.8 D WOOD RIVER WR	
82 P		* 9.50		169.9	7.6 D SHELTON HN	
WB 112 WI EB 70 YP		*10.20		176.0	6.1 DN GIBBON YL GB	
82 P		f10.30		180.2	4.2 OPTIO	
P		*10.40		184.3	4.1 BUDA	
WB 122 WF EB 118 YOP	1.00AM	*11.00AM	6.10AM	189.1	4.8 DN KEARNEY YL KR	
P			f 6.20	194.1	5.0 ALFALFA CENTER	
83 P			f 6.30	198.3	4.2 ODESSA	
119 WP			* 6.50	204.6	6.3 D ELM CREEK QR	
83 P			* 7.05	213.3	8.7 D OVERTON OV	
P			f 7.15	217.9	4.6 JOSSELYN	
WB 120 WY EB 119 OP			* 8.15	224.4	6.5 DN LEXINGTON UM	
83 P			f 8.30	232.5	8.1 DARR	
83 WP			* 8.59	238.2	5.7 D COZAD CO	
P			f 9.15	243.2	5.0 WILLOW ISLAND	
WB 125 SF EB 130 YP			*10.00	248.8	5.6 DN GOTHENBURG BU	
83 P			10.13	254.5	5.7 VROMAN	
83 WP			*10.35	261.5	7.0 D BRADY ISLAND BI	
P			f10.45	266.6	5.1 HINDREY	
119 P			*11.05	270.6	4.0 D MAXWELL MX	
			11.15	274.6	4.0 KEITH	
83 P			f11.25	278.5	3.9 GANNETT	
			f11.30	280.5	2.0 BECK	
WFTYOP	* 3.30AM	*11.59AM		284.1	3.6 DN-R NORTH PLATTE YL NO	

(3.45) (2.30) (5.49)
36.6 16.8 16.3

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

WESTWARD

SECOND SUBDIVISION

FIRST CLASS									Distance from Council Bluffs	Time-Table No. 162 February 15, 1943	STATIONS
15	9	87	7	27	101 103	111	21	5			
Passenger	Mail and Express	Challenger Passenger	Challenger Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Mail and Express			
Daily	Daily	Daily	Daily	Daily	*See Note Below	Daily	Daily	Daily			
10.00PM	1.23PM	12.25PM	11.50AM	11.20AM	4.21AM	4.05AM	3.05AM	2.35AM	146.9	DN-R GRAND ISLAND YL GE	
f10.10	1.32	12.35	12.01PM	11.29	4.28	4.14	f 3.17	f 2.45	154.5	7.6 D ALDA DA	
*10.21	1.40	12.44	12.09	11.37	4.34	4.20	f 3.27	f 2.53	162.3	7.8 D WOOD RIVER WR	
*10.32	1.48	12.53	12.17	11.45	4.40	4.25	f 3.37	f 3.01	169.9	7.6 D SHELTON HN	
*10.41	1.54	1.00	12.23	11.51	4.46	4.30	f 3.45	f 3.07	176.0	6.1 DN GIBBON YL GB	
10.46	1.58	1.04	12.28	11.56AM	4.49	4.33	3.50	3.11	180.2	4.2 OPTIO	
10.50	2.02	1.08	12.32	12.01PM	4.52	4.36	3.55	3.15	184.3	4.1 BUDA	
*11.13	* 2.18	* 1.31	*12.47	f12.15	4.57	* 4.43	* 4.13	* 3.37	189.1	4.8 DN KEARNEY YL KR	
11.20	2.24	1.38	12.54	12.21	5.01	4.49	4.19	3.43	194.1	5.0 ALFALFA CENTER	
f11.25	2.28	1.43	12.59	12.25	5.05	4.53	f 4.26	f 3.47	198.3	4.2 ODESSA	
*11.34	2.34	1.51	1.06	12.31	5.10	4.59	f 4.34	f 3.55	204.6	6.3 D ELM CREEK QR	
*11.45	2.42	2.01	1.16	12.40	5.17	5.05	f 4.44	f 4.05	213.3	8.7 D OVERTON OV	
11.51PM	2.46	2.07	1.21	12.45	5.21	5.08	4.49	4.10	217.9	4.6 JOSSELYN	
*12.04AM	2.53	* 2.17	1.28	12.52	5.27	5.14	f 4.57	* 4.20	224.4	6.5 DN LEXINGTON UM	
12.14	3.01	2.27	1.38	1.02	5.34	5.20	5.07	4.29	232.5	8.1 DARR	
*12.23	3.07	f 2.36	1.45	1.09	5.38	5.24	f 5.15	f 4.38	238.2	5.7 D COZAD CO	
12.29	3.12	2.43	1.51	1.15	5.42	5.28	5.21	4.45	243.2	5.0 WILLOW ISLAND	
*12.42	3.19	f 2.55	1.59	1.23	5.47	5.32 ²¹	f 5.32 ¹¹¹	f 4.57	248.8	5.6 DN GOTHENBURG BU	
12.49	3.26	3.02	2.06	1.30	5.52	5.36	5.40	5.03	254.5	5.7 VROMAN	
*12.59	3.33	3.11	2.14	1.38	5.58	5.42	f 5.49	f 5.13	261.5	7.0 D BRADY ISLAND BI	
1.06	3.38	3.18	2.20	1.44	6.02	5.46	5.56	5.20	266.6	5.1 HINDREY	
* 1.13	3.42	3.26	2.25	1.49	6.05 ²¹	5.49	f 6.05 ^{1-101 103}	f 5.27	270.6	4.0 D MAXWELL MX	
1.20	3.46	3.32	2.30	1.54	6.08	5.52	6.12	5.33	274.6	4.0 KEITH	
1.26	3.50	3.37	2.34	1.58	6.11	5.55	6.18	5.38	278.5	3.9 GANNETT	
1.30	3.53	3.41	2.37	2.01	6.13	5.57	6.22	5.42	280.5	2.0 BECK	
A 1.40AM	A 4.00PM	A 3.50PM	A 2.45PM	A 2.10PM	A 6.20AM	A 6.03AM	A 6.35AM	A 5.50AM	284.1	3.6 DN-R NORTH PLATTE YL NO	

(3.40) (2.37) (3.25) (2.55) (2.50) (1.59) (1.58) (3.30) (3.15)Thru Time.....
37.4 52.4 40.1 47.4 48.4 69.2 69.8 39.2 42.2Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.

*Note.—Nos. 1, 101, and 103, will run only on the following dates:
No. 103 due to leave Grand Island on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th, of each month;
No. 101 due to leave Grand Island on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and 30th, of each month;
No. 1 due to leave Grand Island on the 5th, 11th, 17th, 23rd, and 29th, of each month;
The time of Nos. 1, 101, 103, and 111, must be cleared not less than five minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 1, 101, 103, and 111, need not clear each other.

No. 7 will stop at any station for revenue coach or tourist car passengers for Salt Lake City or beyond, and north of Granger.
No. 15 will stop at any station to pick up revenue passengers for stations in Colorado west of Julesburg at which train is scheduled to stop.
No. 27 will stop at any station to pick up revenue standard sleeper passengers for Pocatello or beyond or for Ogden or beyond.
No. 87 will stop at any station for revenue coach or tourist car passengers for Ogden or beyond.

SECOND SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A).	Time-Table No. 162 February 15, 1943	Mile Post	FIRST CLASS									
			16	22	28	6	8	88	112	2 102 104		
			Passenger	Passenger	Passenger	Mail and Express	Challenger Passenger	Challenger Passenger	Streamliner Passenger	Streamliner Passenger		
	STATIONS											
WFTYOP	DN-R GRAND ISLAND YL GE	146.9	A 4.40AM	A 2.15PM	A 5.20PM	A 4.59PM	A 6.05PM	A 6.35PM	A 12.09AM	A 1.49AM		
82 P	D ALDA DA	154.5	f 4.28	f 1.55	5.04	4.44	5.49	6.20	11.59PM	1.40		
WB 117 WP EB 48	D WOOD RIVER WR	162.3	f 4.18	f 1.43	4.54	4.36	5.39	6.11	11.54	1.34		
82 P	D SHELTON HN	169.9	f 4.10	f 1.32	4.45	4.28	5.29	6.03	11.48	1.28		
WB 112 WI EB 70 YP	DN GIBBON YL GB	176.0	f 4.02	f 1.23	4.37	4.21	5.21	5.56	11.43	1.23		
82 P	OPTIO	180.2	3.56	1.16	4.31	4.17	5.15	5.51	11.40	1.20		
P	BUDA	184.3	3.52	1.11	4.26	4.13	5.10	5.47	11.37	1.17		
WB 121 WF EB 118 YOP	DN KEARNEY YL KR	189.1	s 3.38	s 12.55	s 4.12	s 4.04	s 4.58	s 5.33	s 11.33	1.13		
P	ALFALFA CENTER	194.1	3.29	12.45	4.02	3.57	4.50	5.24	11.26	1.08		
83 P	ODESSA	198.3	3.25	f 12.38	3.58	3.53	4.46	5.20	11.23	1.05		
119 WP	D ELM OREEK QR	204.6	f 3.17	f 12.29	3.47 ⁶	3.47 ²⁸	4.39	5.14 ²⁴⁰	11.18	1.00		
83 P	D OVERTON OV	213.3	f 3.07	f 12.15	3.34	3.39	4.29 ²⁴⁰	5.05	11.11	12.53		
P	JOSSELYN	217.9	3.01	12.08	3.28	3.35	4.23	5.00	11.07	12.49		
WB 120 WY EB 119 OP	DN LEXINGTON UM	224.4	s 2.55	s 12.01PM	3.21 ²⁴⁰	3.29 ²⁴⁰	4.15	f 4.54	11.02	12.44		
83 P	DARR	232.5	2.44	f 11.49AM	3.10	3.21	4.05	4.44	10.55	12.37		
83 WP	D COZAD CO	238.2	f 2.38	s 11.40	3.04	3.15	4.00	4.38	10.50	12.33		
P	WILLOW ISLAND	243.2	2.31	11.31	2.58	3.10	3.54	4.32	10.45	12.29		
WB 125 WF EB 130 YP	DN GOTHENBURG BU	248.8	s 2.25	s 11.23	2.51	3.05	3.48	4.26	10.41	12.24		
83 P	VROMAN	254.5	2.14	11.14	2.44	2.59	3.41	4.20	10.36	12.19		
83 WP	D BRADY ISLAND BI	261.5	f 2.07	f 11.06	2.37	2.52	3.34	4.13	10.30	12.13		
P	HINDREY	266.6	2.01	10.59	2.32	2.47	3.29	4.08	10.26	12.09		
119 P	D MAXWELL MX	270.6	f 1.56	f 10.53	2.26	2.44	3.25	4.04	10.23	12.06		
	KEITH	274.6	1.51	10.47	2.21	2.40	3.21	4.00	10.20	12.02AM		
83 P	GANNETT	278.5	1.48	10.43	2.17	2.37	3.17	3.56	10.17	11.59PM		
	BECK	280.5	1.46	10.40	2.14	2.35	3.15	3.53	10.15	11.57		
WFTYOP	(DN-R NORTH PLATTE YL NO)	284.1	1.40AM	10.35AM	2.08PM	2.30PM	3.10PM	3.48PM	10.12PM	11.54PM		
	(137.2)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See Note Below		

Thru Time.....	(3.00)	(3.40)	(3.12)	(2.29)	(2.55)	(2.47)	(1.57)	(1.55)
Average speed per hour.....	45.7	37.4	42.9	55.2	47.7	49.2	70.3	71.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.

★Note.—Nos. 2, 102, and 104 will run only on the following dates:
 No. 104 due to leave North Platte on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th, of each month.
 No. 2 due to leave North Platte on the 2nd, 8th, 14th, 20th, and 26th, of each month.
 No. 102 due to leave North Platte on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and 30th, of each month.
 The time of Nos. 2, 102, 104, and 112, must be cleared not less than five minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 2, 102, 104, and 112, need not clear each other.

No. 8 will stop at any station to let off revenue coach or tourist passengers from Salt Lake or beyond or from north of Granger.
 No. 16 will stop at any station to let off revenue passengers from Colorado.
 No. 28 will stop at Gothenburg, Cozad and Lexington to let off or pick up revenue standard sleeping car passengers.
 No. 28 will stop at any station to let off revenue passengers from Ogden or beyond, or from north of Granger.
 No. 88 will stop at any station to let off revenue passengers from Cheyenne or beyond.

SECOND SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A).	Time-Table No. 162 February 15, 1943	Mile Post	SECOND CLASS	
			238	240
			Local Freight	Local Freight
	STATIONS			
	DN-R GRAND ISLAND YL GE	146.9	A 3.30PM	
	D ALDA DA	154.5	f 2.38	
	D WOOD RIVER WR	162.3	s 2.10	
	D SHELTON HN	169.9	s 1.40	
	DN GIBBON YL GB	176.0	s 1.10	
	OPTIO	180.2	f 12.46	
	BUDA	184.3	f 12.40	
	DN KEARNEY YL KR	189.1	12.30PM	A 5.50PM
	ALFALFA CENTER	194.1		f 5.37
	ODESSA	198.3		f 5.30
	D ELM OREEK QR	204.6		s 5.14 ⁸⁸
	D OVERTON OV	213.3		s 4.29 ⁸
	JOSSELYN	217.9		f 3.50
	DN LEXINGTON UM	224.4		3.40 ²⁸ 2.40 ⁶
	DARR	232.5		f 2.20
	D COZAD CO	238.2		s 2.10
	WILLOW ISLAND	243.2		f 1.50
	DN GOTHENBURG BU	248.8		f 1.40
	VROMAN	254.5		f 12.20
	D BRADY ISLAND BI	261.5		s 12.05PM
	HINDREY	266.6		f 11.40AM
	D MAXWELL MX	270.6		s 11.30
	KEITH	274.6		11.17
	GANNETT	278.5		f 11.12
	BECK	280.5		11.08
	(DN-R NORTH PLATTE YL NO)	284.1		11.00AM
	(137.2)		Daily Except Sun.	Daily

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

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

Standard Clocks are located as shown below:

Council Bluffs.....C. R. Chaffee	North Platte.....Harry Dixon	Omaha.....Tower "B"	North Platte.....Yard Office
Omaha...Borsheim & Dorcy Jewelry Co.	Lincoln.....Sartor Jewelry Co.	Omaha.....Yard and Engine Men's Washroom, 15th Street	North Platte...Engine Dispatcher's Office
Fremont.....Grover Spangler	Beatrice.....K. C. Koons	Omaha Switchmen's Shanty, 14th Street	North Platte Engineer...Wash Room
Columbus.....Rogers Jewelry Co.	Norfolk.....Gillespie Bros.	Omaha.....Round House	Passenger Station
Central City.....George Schafer	St. Paul.....R. L. Schumacher	Valparaiso.....Telegraph Office	Lincoln.....Telegraph Office
Grand Island.....C. A. Waterman	Hastings.....W. J. Breckenridge	Columbus.....Telegraph Office	Beatrice.....Telegraph Office
Grand Island.....Aug. Meyer & Sons		Central City.....Telegraph Office	Beatrice.....Roundhouse
Kearney.....J. G. McKee		Grand Island.....Dispatcher's Office	Norfolk.....Telegraph Office
		Grand Island.....Telegraph Office	St. Paul.....Telegraph Office
		Grand Island.....Yard Office	Ord.....Telegraph Office
		Grand Island.....Roundhouse	Hastings.....Roundhouse
		Kearney.....Telegraph Office	North Platte.....Yard Office
		North Platte.....Dispatcher's Office	Stapleton.....Telegraph Office
		Omaha...Union Station Telegraph Office	

WESTWARD

BEATRICE BRANCH

Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		548 Motor Passenger	Distance from Valley	Time-Table No. 162 February 15, 1943	
	71 Freight	69 Freight					STATIONS	
	Daily	Daily						
WFYP	10.45PM	1.30PM				0.0	DN-R VALLEY YL V	
AIP						5.8	C. B. & Q CROSSING	
35 P	11.00 ⁷²	1.45				6.3	D YUTAN YN	
27 P	11.10	1.55				11.6	D MEAD YL AD	
64 WP	11.25	2.07				18.9	D WAHOO W	
						19.6	C. & N. W. and C. B. & Q. CROSSINGS	
78 P	11.40	2.22				26.3	D WESTON WN	
20 P	11.50PM	2.34				33.2	TOUHY	
96 WFYP	12.01AM	2.44	8.45AM			37.3	DN-R VALPARAISO YL VO	
23 P	12.10	2.51	f 8.52			41.8	AGNEW	
33 P	12.18	2.58	f 9.00			46.5	D RAYMOND RM	
101 P	12.30	3.08	9.10			52.7	GARRATT	
						55.3	WEST LINCOLN	
						56.5	C. B. & Q. CROSSING	
24 WFTOP	12.55	3.18	A 9.25AM			57.1	DN-R LINCOLN YL SN	
						57.4	C. B. & Q. CROSSING	
						59.0	C. B. & Q. CROSSING	
62 P	1.18 ⁷⁰	3.31				65.4	JAMAICA	
26 P	1.23	3.36				68.2	HANLON	
21 P	1.33	3.46				74.7	PRINCETON	
73 WP	1.43	3.53				79.5	D OORTLAND RD	
84 P	1.58	4.08				88.9	D PICKRELL IK	
WTOP	A 2.15AM	A 4.25PM				96.8	DN-R BEATRICE YL BX	
							(96.8)	

(3.30) (2.55) (0.40) Thru Time
27.7 33.2 29.7 Average speed per hour

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.

BEATRICE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A).	FIRST CLASS		SECOND CLASS		547 Motor Passenger	Mile Post	Time-Table No. 162 February 15, 1943	
	70 Freight	72 Freight					STATIONS	
WFYP	A 3.40AM	A 11.15PM				0.0	DN-R VALLEY YL V	
AIP						5.8	C. B. & Q CROSSING	
35 P	3.27	11.00 ⁷¹				6.3	D YUTAN YN	
27 P	3.17	10.40				11.6	D MEAD YL AD	
64 WP	3.03	10.25				18.9	D WAHOO W	
						19.6	C. & N. W. and C. B. & Q. CROSSINGS	
78 P	2.48	10.10				26.3	D WESTON WN	
20 P	2.35	9.55				33.2	TOUHY	
96 WFYP	A 4.05PM	2.25	9.40			37.3	DN-R VALPARAISO YL VO	
23 P	f 3.58	2.16	9.22			41.8	AGNEW	
33 P	f 3.50	2.09	9.15			46.5	D RAYMOND RM	
101 P	3.42	1.58	9.05			52.7	GARRATT	
						55.3	WEST LINCOLN	
						56.5	C. B. & Q. CROSSING	
24 WFTOP	3.35PM	1.50	8.50			57.1	DN-R LINCOLN YL SN	
						57.4	C. B. & Q. CROSSING	
						59.0	C. B. & Q. CROSSING	
62 P	1.18 ⁷¹	8.05				65.4	JAMAICA	
26 P	1.12	8.00				68.2	HANLON	
21 P	1.03	7.49				74.7	PRINCETON	
73 WP	12.56	7.41				79.5	D OORTLAND RD	
84 P	12.43	7.25				88.9	D PICKRELL IK	
WTOP	12.30AM	7.00PM				96.8	DN-R BEATRICE YL BX	
							(96.8)	

Thru Time..... (0.30) (3.10) (4.15)
Average speed per hour..... 39.6 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.

WESTWARD			STROMSBURG BRANCH			EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Distance from Valparaiso	Time-Table No. 162 February 15, 1943	Mile Post	FIRST CLASS		SECOND CLASS	
		75 Mixed Tue. Thur. Sat.		547 Motor Passenger Daily					548 Motor Passenger		76 Mixed
WFYP		1.55AM		4.15PM	0.0	DN-R VALPARAISO YL VO	0.0	A 8.40AM		A 7.30AM	
16		f 2.15		f 4.36	7.4	7.4 LOMA	7.4	f 8.23		f 7.05	
28		# 2.35		# 4.46	13.5	D BRAINARD BD	13.5	# 8.12		# 6.45	
27		f 2.50		f 4.52	15.0	O. & N. W. CROSSING	15.0				
					17.7	2.7 YANKA	17.7	f 8.04		f 6.30	
					22.8	5.1 O. & N. W. CROSSING	22.8				
32	W	# 3.05		# 5.05	23.2	D DAVID CITY DV	23.2	# 7.55		# 6.15	
					23.5	0.3 O. B. & Q. CROSSING	23.5				
26		f 3.25		f 5.12	27.9	4.4 FOLEY	27.9	f 7.41		f 5.55	
31	W	# 3.40		# 5.23	33.3	D RISING CITY RN	33.3	# 7.38		# 5.40	
36		# 4.00		# 5.36	40.1	D SHELBY SH	40.1	# 7.20		# 5.20	
7		# 4.25		# 5.51	47.5	D OSCEOLA OZ	47.5	# 7.04		# 4.55	
9	WT	# 4.55		# 6.03	52.9	D STROMSBURG YL S	52.9	# 6.55		# 4.40	
					53.2	0.3 O. B. & Q. JOT.	53.2				
17		f 5.10		f 6.10	56.8	3.6 DURANT	56.8	f 6.45		f 4.10	
35		# 5.30		# 6.21	63.0	D POLK PK	63.0	# 6.35		# 3.50	
21		# 5.45		# 6.33	68.5	D HORDVILLE HV	68.5	# 6.24		# 3.35	
22		f 6.00		f 6.42	73.8	5.3 HEBER	73.8	f 6.15		f 3.20	
	I				75.3	1.5 O. B. & Q. CROSSING	75.3				
WFYP		A 6.10 ⁵⁴⁸ AM		A 6.50PM	75.9	0.6 DN-R CENTRAL CITY YL CI	75.9	6.10 ⁷⁵ AM		3.15AM	
						(75.9)		Daily		Monday Wednesday Friday	

(4.15) 17.8 Thru Time (2.35) 29.3 Average speed per hour (2.30) 30.3 (4.15) 17.8

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

C. B. & Q. trains use U. P. main track between C. B. & Q. Junction and Stromsburg.

WESTWARD			LOUP CITY BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from St. Paul	Time-Table No. 162 February 15, 1943	Mile Post	SECOND CLASS		
		287 Mixed Daily Except Sunday					288 Mixed	
WFYP		7.50AM	0.0	D-R ST. PAUL YL SP	0.0	A 4.50PM		
19		# 8.10	8.3	D DANNEBROG DB	8.3	# 4.25		
11	WY	# 8.40	18.6	D-R BOELUS YL HW	18.6	4.00PM 10.45AM		
31		# 8.55	25.8	D ROCKVILLE RV	25.8	f 10.30		
				7.1 AUSTIN	32.9	f 10.15		
33	WFYP	A 9.30AM	39.0	D-R LOUP CITY YL OP	39.0	10.00AM		
				(39.0)		Daily Except Sunday		

(1.40) 23.4 Thru Time (1.35) 25.6 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		
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Grand Island	Time-Table No. 162 February 15, 1943	Mile Post	SECOND CLASS		
		83 Mixed Daily					84 Mixed	
WFYOR		7.00AM	0.0	DN-R GRAND ISLAND YL GE	0.0	A 7.50PM		
				0.4 C. B. & Q. CROSSING	0.4			
11			2.5	OAREY	2.5			
19	P	# 7.18	11.1	D ST. LIBORY RY	11.1	# 7.22		
39	WFYP	# 7.45	21.9	D-R ST. PAUL YL SP	21.9	# 7.00		
27		# 8.10	30.7	D ELBA EB	30.7	# 6.27		
25	P	# 8.26	36.8	OOTESFIELD	36.8	# 6.10		
1			43.1	6.3 WEEKES SPUR	43.1			
	W	8.43	44.5	1.4 SCOTIA JUNCTION	44.5	5.52		
20		# 8.52	45.7	D SCOTIA SK	45.7	# 5.43		
	W	8.57	44.5	1.2 SCOTIA JUNCTION	44.5	5.36		
31		# 9.20	48.8	D NORTH LOUP NU	48.8	# 5.27		
8			53.7	4.9 OLEAN	53.7	f 5.15		
			60.7	7.0 O. B. & Q. CROSSING	60.7			
34	WY	A 9.50AM	61.0	D-R ORD YL RD	61.0	5.00PM		
				(61.0)		Daily		

(2.50) 21.5 Thru Time (2.50) 21.5 Average speed per hour

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

WESTWARD			PLEASANTON BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Boelus	Time-Table No. 162 February 15, 1943	Mile Post	SECOND CLASS		
		85 Mixed Daily Except Sunday					86 Mixed	
11	WY	10.50AM	0.0	D-R BOELUS YL HW	0.0	A 3.50PM		
	I		8.8	8.8 C. B. & Q. CROSSING	8.8			
0		f 11.10	9.6	0.8 NANTASKET	9.6	f 3.19		
5		f 11.20	12.4	2.8 SOUTH RAVENNA	12.4	f 3.12		
8		# 11.30	15.5	3.1 POOLE	15.5	# 3.05		
34	WY	A 11.50AM	22.1	D-R PLEASANTON YL PN	22.1	2.50PM		
				(22.1)		Daily Except Sunday		

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

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

WESTWARD		NORFOLK BRANCH				Distance from Columbus	Time-Table No. 162 February 15, 1943	
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS				STATIONS		Mile Post	522 Motor Passenger
	79 Mixed	81 Mixed	521 Motor Mixed	321 Mixed				
		Daily Except Sunday	Daily Except Sunday	Daily	Daily	DN-R	COLUMBUS YL C	
WFTYOP		12.35PM	6.50AM	5.00AM	1.40AM	0.0	4.2	
20		12.43	6.58	5.10	1.50	4.2	SHELDONVILLE	
20	YP	A 12.53PM	A 7.08AM	A 5.20AM	f 2.00	9.4	R OCONEE YL	
29					f 2.30	14.7	D PLATTE CENTER PC	
33	P				f 2.45	20.3	TARNOV	
						25.1	O. & N. W. CROSSING	
56	W				s 3.17	25.7	D HUMPHREY HX	
20					f 3.23	29.1	PECK	
33	W				s 3.55	35.4	D MADISON MA	
27	P				f 4.10	40.9	ENOLA	
17					f 4.20	45.1	WARNERVILLE	
	I					48.7	O. & N. W. CROSSING	
						50.2	O. & N. W. CROSSING	
WFTYOP					A 5.00AM	50.4	D-R NORFOLK YL KN	
							(50.4)	

Thru Time..... (0.18) (0.18) (0.20) (3.20) Thru Time
Average speed per hour..... 31.3 31.3 28.2 15.1 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.
No. 521 is superior to No. 522.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD		ALBION BRANCH				Distance from Oconee	Time-Table No. 162 February 15, 1943	
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS				STATIONS		Mile Post	522 Motor Passenger
	79 Mixed	81 Mixed	521 Motor Mixed					
		Daily Except Sunday	Daily Except Sunday	Daily		R	OCONEE YL	
20	YP	12.53PM	7.08AM	5.20AM	0.0	4.3	MONROE MN	
15		s 1.03	s 7.18	s 5.32	4.3	7.0	D MONROE MN	
40	WFYP	A 1.18PM	s 7.40	A 5.55AM	11.3	7.5	D-R GENOA YL G	
5			f 7.52		18.8	3.5	WOODVILLE	
56			s 8.10		22.3	5.0	D ST. EDWARD ST	
23			s 8.25		27.3	6.4	BOONE	
28	WYP		A 8.50AM		33.7		D-R ALBION YL A	
							(33.7)	

Thru Time..... (0.25) (1.42) (0.35) Thru Time
Average speed per hour..... 27.1 19.8 19.4 Average speed per hour

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

WESTWARD		NORFOLK BRANCH				Distance from Columbus	Time-Table No. 162 February 15, 1943	
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS				STATIONS		Mile Post	522 Motor Passenger
	82 Mixed	80 Mixed	312 Mixed					
		Daily Except Sunday	Daily	Daily		DN-R	COLUMBUS YL C	
WFTYOP		A 3.20PM	A 5.40PM	A 11.30PM	0.0	4.2	SHELDONVILLE	
20		3.09	5.30	f 11.17	4.2	5.2	R OCONEE YL	
20	YP	3.00PM	5.22PM	f 11.05	9.4	5.3	D PLATTE CENTER PC	
29				s 10.50	14.7	5.6	TARNOV	
33	P			f 10.25	20.3	4.8	O. & N. W. CROSSING	
					25.1	0.6	D HUMPHREY HX	
56	W			s 10.10	25.7	3.4	PECK	
20				f 9.46	29.1	6.3	D MADISON MA	
33	W			s 9.32	35.4	5.5	ENOLA	
27	P			s 8.57	40.9	4.2	WARNERVILLE	
17				f 8.45	45.1	3.6	O. & N. W. CROSSING	
	I				48.7	1.5	O. & N. W. CROSSING	
					50.2	0.2	D-R NORFOLK YL KN	
WFTYOP				8.30PM	50.4		(50.4)	

Thru Time..... (0.23) (0.20) (0.18) (3.00) Thru Time
Average speed per hour..... 24.5 28.2 31.3 16.8 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.
No. 521 is superior to No. 522.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD		ALBION BRANCH				Distance from Oconee	Time-Table No. 162 February 15, 1943	
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS				STATIONS		Mile Post	522 Motor Passenger
	82 Mixed	80 Mixed						
		Daily Except Sunday	Daily	Daily		R	OCONEE YL	
20	YP	A 3.00PM	A 5.21PM		0.0	4.3	MONROE MN	
15		s 2.50	s 5.13		4.3	7.0	D MONROE MN	
40	WFYP	s 2.35	4.58PM		11.3	7.5	D-R GENOA YL G	
5		f 2.05			18.8	3.5	WOODVILLE	
56		s 1.55			22.3	5.0	D ST. EDWARD ST	
23		s 1.42			27.3	6.4	BOONE	
28	WYP	1.30PM			33.7		D-R ALBION YL A	
							(33.7)	

Thru Time..... (0.24) (1.30) (0.23) Thru Time
Average speed per hour..... 28.2 22.5 29.5 Average speed per hour

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

WESTWARD

CEDAR RAPIDS BRANCH

EASTWARD

Table with columns for Car Capacity, Class (79, 521), Stations (GENOA, KENT, etc.), and Time-Table No. 162. Includes departure times and mileposts.

(1.44) 25.5 (2.28) 17.9 Thru Time. Average speed per hour. (1.26) 30.9 (1.35) 28.0

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

WESTWARD

HASTINGS BRANCH

EASTWARD

Table with columns for Car Capacity, Class, Stations (HASTINGS, NEWMAROH, etc.), and Time-Table No. 162. Includes departure times and mileposts.

Thru Time. Average speed per hour.

Trains are governed by Kansas Division time-table while using their tracks at Hastings.

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

Railroad Surgeons are located as shown below:

Table listing Railroad Surgeons with columns for NAME, TITLE, PLACE, and TERRITORY.

Continued on Page 19.

WESTWARD

KEARNEY BRANCH

EASTWARD

Table with columns for Car Capacity, Class (95, 519, 517), Stations (KEARNEY, GLENWOOD PARK, etc.), and Time-Table No. 162. Includes departure times and mileposts.

(6.40) 15.4 (3.10) 32.3 (3.00) 34.1 Thru Time. Average speed per hour. (3.15) 31.5 (3.15) 31.5 (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.

No. 95 will wait at Kearney for mail from No. 111.

Continued.

Railroad Surgeons are located as shown below:

Table listing Railroad Surgeons with columns for NAME, TITLE, PLACE, and TERRITORY.