



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

WEST WARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for station names (e.g., CXWITYOPZ, XWITOPZ, XIP, ES77, XP, CS84, P, WS144, XYPWC, ES165, ES90, CS81, P, I, WS99, X, ES172, WPZ, I, IP, CS82, P, CS119, XP, CS82, P, WS130, X, ES123, WP, CS118, P, WS148, XWTC, ES125, YPZ, CS119, P, CS82, P, CS119, XWP, CS82, P, CS82, XP, WS113, X, ES119, WYP, CS119, P, XWCZTYOP, CS82, XYP, WS117, XW, ES48, P, CS82, XP, WS130, XWI, ES70, YL, CS82, P, WS122, XWC, ES118, YZP, CS83, P, CS130, XWP, CS82, P, WS120, XWY, ES119, ZP, CS82, P, CS82, XWP, WS125, XWC, ES130, YP, CS82, P, CS82, WP, CS119, XP, CS82, P, XWCZTYOP) and rows for time and distance.

Time-Table No. 11 June 17, 1951. STATIONS: R COUNCIL BLUFFS YL, DN-R OMAHA YL US, DN SUMMIT YL SU, SARPY, LANE, ELKHORN KH, WATERLOO WO, VALLEY YL V, MERCER, F. S. Y. & L. CROSSING, FREMONT YL FN, O. B. & Q. CROSSING, O. & N. W. CROSSING, AMES, NORTH BEND NB, ROGERS DJ, SCHUYLER SO, RIOHLAND BZ, O. B. & Q. CROSSING, COLUMBUS YL O, DUNCAN DQ, GARDINER, SILVER CREEK SI, HAVENS, OLARKS OX, O. B. & Q. CROSSING, CENTRAL CITY OI, CHAPMAN OP, O. B. & Q. CROSSING, GRAND ISLAND GE YL, ALDA, WOOD RIVER WR, SHELTON ST, GIBBON GB, OPTIO, KEARNEY YL KR, ODESSA DZ, ELM CREEK QR, OVERTON OV, LEXINGTON UM, DARE, OOZAD OO, GOTHENBURG BU, VROMAN, BRADY ISLAND BI, MAXWELL MX, GANNETT, 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. 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

FIRST SUBDIVISION

FIRST CLASS

Table with columns for station names (e.g., 111, 11, 85, 1, 5, 23, 103, 101, 105, 27) and rows for time and distance.

Time-Table No. 11 June 17, 1951. STATIONS: R COUNCIL BLUFFS YL, DN-R OMAHA YL US, DN SUMMIT YL SU, SARPY, LANE, ELKHORN KH, WATERLOO WO, VALLEY YL V, MERCER, F. S. Y. & L. CROSSING, FREMONT YL FN, O. B. & Q. CROSSING, O. & N. W. CROSSING, AMES, NORTH BEND NB, ROGERS DJ, SCHUYLER SO, RIOHLAND BZ, O. B. & Q. CROSSING, COLUMBUS YL O, DUNCAN DQ, GARDINER, SILVER CREEK SI, HAVENS, OLARKS OX, O. B. & Q. CROSSING, CENTRAL CITY OI, CHAPMAN OP, O. B. & Q. CROSSING, GRAND ISLAND GE YL, ALDA, WOOD RIVER WR, SHELTON ST, GIBBON GB, OPTIO, KEARNEY YL KR, ODESSA DZ, ELM CREEK QR, OVERTON OV, LEXINGTON UM, DARR, COZAD OO, GOTHENBURG BU, VROMAN, BRADY ISLAND BI, MAXWELL MX, GANNETT, DN-R NORTH PLATTE YL NO.

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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

R COUNCIL BLUFFS YL	0.0		A 6.50PM								
DN-R OMAHA YL US	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
DN SUMMIT YL SU	5.2	6.35	5.50	7.35	12.28	1.33	1.42	2.39	2.52	3.36	4.01
SARPY	13.6	6.25	5.42	7.25	12.20	1.25	1.34	2.31	2.44	3.28	3.53
LANE	17.1	6.20	5.38	7.20	12.16	1.22	1.30	2.27	2.40	3.24	3.49
D ELKHORN KH	21.7	f 6.16	5.33	7.14	12.12	1.17	1.25	2.23	2.35	3.20	3.45
D WATERLOO WO	24.5	f 6.12	5.30	7.10	12.08	1.13	1.21	2.19	2.31	3.17	3.42
DN VALLEY YL V	28.0	s 6.08	5.26	7.04	12.05AM	1.10	1.18	2.15	2.28	3.14	3.39
MEROER	34.3	5.57	5.20	6.56	11.59PM	1.05	1.12	2.09	2.22	3.08	3.33
F. S. Y. & L. CROSSING	38.2										
DN FREMONT YL FN	39.3	s 5.49	s 5.14	s 6.49	11.55	1.00	1.07	2.04	2.17	3.03	s 3.28
O. B. & Q. CROSSING	40.0										
O. & N. W. CROSSING	44.8										
AMES	46.3	f 5.34	4.59	6.34	11.49	12.52	12.59	1.55	2.08	2.54	3.19
D NORTH BEND NB	54.4	f 5.25	4.52	6.25	11.43	12.46	12.53	1.47	2.02	2.46	3.11
D ROGERS DJ	61.4	f 5.15	4.46	6.18	11.37	12.41	12.48	1.40	1.57	2.39	3.04
DN SCHUYLER SC	68.7	s 5.05	4.40	s 6.11	11.32	12.35	12.42	1.32	1.51	2.32	2.57
D RICHLAND BZ	76.9	f 4.53	4.32	6.01	11.26	12.29	12.36	1.23	1.45	2.24	2.49
O. B. & Q. CROSSING	83.8										
DN COLUMBUS YL C	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
D DUNCAN DQ	92.2	f 4.18	4.14	5.40	11.09	12.15	12.22	1.05	1.31	2.06	2.31
GARDNER	96.5	4.11	4.10	5.36	11.06	12.12	12.19	1.00	1.28	2.02	2.27
DN SILVER CREEK SI	102.3	f 4.05	4.05	5.31	11.02	12.08	12.15	12.55	1.24	1.57	2.22
HAVENS	107.9	3.57	4.00	5.26	10.58	12.04AM	12.11	12.50	1.20	1.52	2.17
D OLARKS OX	113.6	f 3.51	3.55	5.22	10.53	11.59PM	12.07AM	12.45	1.16	1.47	2.12
O. B. & Q. CROSSING	124.3										
DN CENTRAL CITY OI	124.9	s 3.39	3.45	f 5.11	10.45	11.50	11.58PM	12.35	1.08	1.37	2.02
D CHAPMAN OP	135.1	3.27	3.36	5.00	10.37	11.42	11.51	12.26	1.00	1.27	1.52
O. B. & Q. CROSSING	146.5										
DN-R GRAND ISLAND GE YL	146.9	3.15	3.25	4.45	10.27	11.31	11.40	12.15	1.15	1.40	1.40
ALDA	154.5	2.55	3.15	4.35	10.26	11.30	11.39	12.05AM	1.05	1.30	1.30
D WOOD RIVER WR	162.3	2.42	3.02	4.21	10.17	11.19	11.29	11.53PM	1.239	12.52	1.17
D SHELTON ST	169.9	f 2.34	2.55	4.11	10.11	11.13	11.23	11.45	12.34	12.46	1.11
DN GIBBON GB	176.0	f 2.27	2.48	4.03	10.06	11.07	11.17	11.38	12.28	12.39	1.04
OPTIC	180.2	f 2.20	2.42	3.56	10.02	11.02	11.12	11.32	12.23	12.34	12.59
DN KEARNEY YL KR	180.2	2.16	2.38	3.51	9.59	10.59	11.09	11.28	12.20	12.30	12.55
D ODESSA DZ	189.3	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
D ELM CREEK QR	198.3	f 1.51	2.15	3.24	9.41	10.43	10.53	11.09	12.05	12.13	12.38
D OVERTON OV	204.6	f 1.45	2.09	3.18	9.37	10.39	10.49	11.04	12.01AM	12.08	12.33
DN LEXINGTON UM	213.3	f 1.36	2.02	3.09	9.31	10.33	10.43	10.56	11.54PM	12.01AM	12.26
DARR	224.4	s 1.24	1.52	f 2.57	9.23	10.25	10.35	10.46	11.46	11.52PM	12.17
D OZAD OO	232.5	1.13	1.45	2.45	9.17	10.19	10.29	10.39	11.40	11.44	12.09
DN GOTHENBURG BU	238.2	s 1.07	1.40	f 2.39	9.13	10.15	10.25	10.33	11.36	11.40	12.05AM
VROMAN	248.8	s 12.52	1.30	f 2.22	9.05	10.07	10.17	10.23	11.28	11.31	11.56PM
D BRADY ISLAND BI	254.5	12.43	1.25	2.13	9.00	10.02	10.12	10.18	11.22	11.26	11.51
D MAXWELL MX	261.5	f 12.36	1.18	2.06	8.55	9.57	10.07	10.12	11.17	11.20	11.45
GANNETT	270.6	f 12.28	1.10	1.57	8.48	9.50	10.00	10.04	11.10	11.13	11.38
DN-NORTH PLATTE YL NO	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 58.3 69.7 58.2 59.2

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 On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
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 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						
	72	234	76	74	548	240	238
	Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight

R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM		A 8.30AM						XWCITYOPZ
DN-R OMAHA YL US	2.8	1.54	2.55		8.15						XWITOPZ
DN SUMMIT YL SU	5.2	1.10	2.35		7.45						XIP
SARPY	13.6	12.50	2.15		7.20						ES77 XP
LANE	17.1	12.40	f 2.05		7.10						XP
D ELKHORN KH	21.7		s 1.55								C884 XP
D WATERLOO WO	24.5		s 1.30								C884 P
DN VALLEY YL V	28.0	12.15AM	s 1.00		6.45AM						WS144XPWC ES165 ES90
MEROER	34.3		f 12.01PM								C881 P
F. S. Y. & L. CROSSING	38.2										I
DN FREMONT YL FN	39.3		s 11.50AM								WS99 ES172 WPZ
O. B. & Q. CROSSING	40.0										I
O. & N. W. CROSSING	44.8										IP
AMES	46.3		f 10.50								C882 P
D NORTH BEND NB	54.4		s 10.20								C8119 XP
D ROGERS DJ	61.4		s 9.50								C882 P
DN SCHUYLER SC	68.7		s 9.20								WS130 ES123 WP
D RICHLAND BZ	76.9		f 8.20								C8118 P
O. B. & Q. CROSSING	83.8										
DN COLUMBUS YL C	84.5		s 8.00								WS143 XWTC ES125 YPZ
D DUNCAN DQ	92.2		s 7.20								C8119 P
GARDNER	96.5		f 6.50								C882 P
DN SILVER CREEK SI	102.3		s 6.40								C8119 XWP
HAVENS	107.9		f 6.00								C882 P
D OLARKS OX	113.6		s 5.39								C882 XP
O. B. & Q. CROSSING	124.3										
DN CENTRAL CITY OI	124.9		5.00AM	A 6.55AM	A 7.40AM						WS113 ES110 WYP
D CHAPMAN OP	135.1		s 6.40		f 7.18						C8119 P
O. B. & Q. CROSSING	146.5										I
DN-R GRAND ISLAND GE YL	146.9			6.20AM	7.00AM					A 2.00PM	XWCZTYOP
ALDA	154.5									f 1.30	C882 XYP
D WOOD RIVER WR	162.3									s 1.00	WS117 ES48 XWP
D SHELTON ST	169.9									s 12.30PM	C882 XP
DN GIBBON GB	176.0									s 11.59AM	WS130 ES70 XWI YP
OPTIC	180.2									f 11.15	C882 P
DN KEARNEY YL KR	189.3									A 1.30PM	WS122 ES118 XWC YZP
D ODESSA DZ	198.3									s 1.00	C883 P
D ELM CREEK QR	204.6									s 12.30PM	C8130 XWP
D OVERTON OV	213.3									s 11.50AM	C883 P
DN LEXINGTON UM	224.4									s 11.30	WS120 ES119 XWY ZP
DARR	232.5									f 10.30	C883 P
D OZAD OO	238.2									s 10.00	C883 XWP
DN GOTHENBURG BU	248.8									s 8.15	WS125 ES130 XWC YP
VROMAN	254.5									7.55	C883 P
D BRADY ISLAND BI	261.5									f 7.45	C883 WP
D MAXWELL MX	270.6									f 7.30	C8119 XP
GANNETT	278.5									7.15	C883 P
DN-NORTH PLATTE YL NO	284.1									7.00AM	XWCZTYOP

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

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WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A) 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					s 8.45		334.8	
ES138 XWCP					s 9.05		343.9	
CS 125 P							349.1	
17					s 9.30		353.9	
CS 132 WP					f 9.40		359.3	
CS 83 P							365.3	
XWCYYP				8.00AM	A10.00AM		370.6	
WS125 ES121							380.3	
CS 90 P				f 8.15			389.7	
CS 123 WP				s 8.45			396.3	
WS 111				s 9.15			401.0	
ES 78 XP				s 9.45			407.5	
XP							415.5	
CS 125 P				f 9.55			426.4	
XWCYYP				8.30AM	A10.05AM		430.8	
CS 94 YP				f 8.45			435.4	
WS 121 XWP				s 9.15			439.9	
ES 70							444.5	
8 X							451.1	
CS 125 P				s 9.35			456.6	
27 PX							466.7	
CS 133 XWP				s 10.15			472.0	
12							477.5	
CS 125 WP				s 10.45			483.2	
CS125 XWCYP				s 11.30			489.7	
10							495.9	
CS 94 XWYP				3.55PM	f 11.55AM		501.2	
WS 62 XP				f 4.05	f 12.15PM		509.5	
CS 96 WP				f 4.18	f 12.40			
WS 62 XP				f 4.30	12.54			
WS 117 XP				f 4.40	f 1.07			
ES 125				A 4.55PM	A 1.30PM			
XWCZTYOP								

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

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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										
											5	23	27	103	101	105	11	111	85	1
											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	A f 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	365.3										
4.04	3.23	7.10	6.25	6.10	5.55	f 5.29			3.20	370.6										
4.10	3.29	7.16	6.30	6.15	6.00	f 5.35			3.26	380.3										
4.15	3.34	7.20	6.34	6.19	6.04	5.39			3.30	389.7										
4.25	3.45	7.30	6.42	6.27	6.12	5.50			3.40	396.3										
4.35	3.55	7.40	6.43	6.28	6.13	6.00			3.50	401.0										
4.45	4.05	7.50	6.52	6.37	6.22	6.10			4.00	407.5										
4.57	4.18	8.01	7.01	6.46	6.31	f 6.21			4.11	415.5										
5.06	4.28	8.10	7.08	6.53	6.38	f 6.30			4.20	426.4										
5.15	f 4.40	8.19	7.16	7.01	6.46	11 s 6.46	105		4.29	430.8										
5.27	4.53	8.31	7.26	7.11	6.56	f 7.01			4.41	435.4										
5.37	5.05	8.43	7.36	7.21	7.06	f 7.14			4.53	439.9										
5.50	5.20	8.57	7.46	7.31	7.16	f 7.25	101		5.07	444.5										
5.58	5.28	9.05	7.52	7.37	7.22	f 7.57	103		5.15	451.1										
6.07	5.37	9.14	7.59	7.44	7.29	f 8.05			5.24	456.6										
6.15	5.44	9.22	8.06	7.51	7.36	8.15			5.32	466.7										
6.23	5.53	9.33	8.14	7.59	7.44	8.25			5.43	472.0										
A 6.35PM	A 6.10PM	A 9.50AM	A 8.25AM	A 8.10AM	A 7.55AM	A 8.40AM			A 6.00AM	477.5										
										483.2										
										489.7										
										495.9										
										501.2										
										509.5										

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

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

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	
5.2	
D BRULE RU	
4.8	
MEGEATH	
5.4	
D BIG SPRINGS GS	
6.0	
BARTON	
5.3	
DN JULESBURG YL JB	
9.7	
WEIR	
9.4	
D CHAPPELL CQ	
6.6	
D LODGE POLE GP	
4.7	
D SUNOL UN	
6.5	
COLTON	
8.0	
DN-R SIDNEY YL OD	
10.9	
BROWNSON	
4.4	
DN POTTER PR	
4.6	
JACINTO	
4.5	
D DIX DX	
4.6	
OWASCO	
6.6	
DN KIMBALL KB	
5.5	
OLIVER	
10.1	
D BUSHNELL BN	
5.3	
DN PINE BLUFFS YL UF	
5.5	
TRACY	
5.7	
D EGBERT GX	
6.5	
D BURNS UX	
6.2	
HILLSDALE	
5.3	
DURHAM	
8.3	
ARCHER	
DN-R CHEYENNE YL OY	

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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	
5.2	
D BRULE RU	
4.8	
MEGEATH	
5.4	
D BIG SPRINGS GS	
6.0	
BARTON	
5.3	
DN JULESBURG YL JB	
9.7	
WEIR	
9.4	
D CHAPPELL CQ	
6.6	
D LODGE POLE GP	
4.7	
D SUNOL UN	
6.5	
COLTON	
8.0	
DN-R SIDNEY YL OD	
10.9	
BROWNSON	
4.4	
DN POTTER PR	
4.6	
JACINTO	
4.5	
D DIX DX	
4.6	
OWASCO	
6.6	
DN KIMBALL KB	
5.5	
OLIVER	
10.1	
D BUSHNELL BN	
5.3	
DN PINE BLUFFS YL UF	
5.5	
TRACY	
5.7	
D EGBERT GX	
6.5	
D BURNS UX	
6.2	
HILLSDALE	
5.3	
DURHAM	
8.3	
ARCHER	
DN-R CHEYENNE YL OY	

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

SECOND SUBDIVISION EASTWARD

Time-Table No. 11

June 17, 1951

FIRST CLASS

6	24	112	28	104	102	2	12	106	86
Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger

Mile Post

STATIONS	Mile Post	FIRST CLASS									
		6	24	112	28	104	102	2	12	106	86
DN-R NORTH PLATTE YL NO 5.1 NY	284.1	A11.45AM	A12.30PM	A 7.32PM	A 8.20PM	A 8.33PM	A 8.43PM	A 9.45PM	A10.45PM	A 9.53PM	A10.10PM
DN WEST NORTH PLATTE YL WN 1.3 BIRDWOOD	289.2	11.33	12.17	7.23	8.07	8.24	8.34	9.32	10.34	9.44	9.58
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 VARNER	300.7	11.24	12.05	7.14	7.58	8.15	8.25	9.23	10.25	9.35	9.48
D SUTHERLAND SU 4.5 DEXTER	303.4	11.22	f12.02PM	7.12	7.56	8.13	8.23	9.21	f10.22	9.33	9.46
D PAXTON PN 6.2 KORTY	307.9	11.18	11.57AM	7.09	7.53	8.10	8.20	9.18	10.17	9.30	9.42
D ROSCOE RO 7.1	315.5	11.11	f11.50	7.03	7.47	8.04	8.14	9.12	f10.10	9.24	9.36
DN OGALLALA YL GT 9.1 BRULE RU	321.7	11.06	11.44	6.59	7.42	7.59	8.09	9.07	10.03	9.19	9.30
D BRULE RU 5.2 MEGEATH	327.7	11.00	11.38	6.55	7.36	7.55	8.05	9.01	f 9.57	9.15	9.24
D BIG SPRINGS GS 5.4 BARTON	334.8	10.53	s11.31	6.50	7.30	7.50	8.00	8.55	s 9.50	9.10	9.18
DN JULESBURG YL JB 5.3 WEIR	343.9	10.44	f11.21	6.43	7.22	7.42	7.52	8.47	f 9.38	9.02	9.09
D CHAPPELL CQ 9.4 LODGE POLE GP	349.1	10.36	f11.11	6.36	7.14	7.35	7.45	8.39	f 9.28	8.55	9.01
D SUNOL UN 4.7 COLTON	353.9	10.31	11.05	6.32	7.10	7.31	7.41	8.35	9.22	8.51	8.56
DN-R SIDNEY YL OD 8.0 BROWNSON	359.3	10.25	f11.00	s 6.27PM	7.05	7.26	7.36	8.30	s 9.15	8.46	8.50PM
DN POTTER PR 4.4 JACINTO	370.6	10.20	10.54		7.01	7.21	7.31	8.26	9.06	8.41	
D DIX DX 4.5 OWASCO	380.3	10.11	f10.46		6.53	7.14	7.24	8.18	f 8.57	8.34	
DN KIMBALL KB 6.6 OLIVER	389.7	10.02	f10.37		6.45	7.07	7.17	8.10	f 8.47	8.27	
D BUSHNELL BN 10.1 PINE BLUFFS YL UF	396.3	9.56	10.31		6.40	7.02	7.12	8.05	f 8.41	8.22	
DN TRACY 5.3 EGBERT GX	401.0	9.52	10.27		6.36	6.58	7.08	8.01	8.37	8.18	
D BURNS UX 6.5 HILLSDALE	407.5	9.45	10.20		6.30	6.52	7.02	7.55	8.30	8.12	
D DURHAM 5.3 AROHER	415.5	9.35	10.10		6.22	6.51	7.01	7.47	8.20	8.11	
DN-R CHEYENNE YL OY 8.3	426.4	9.24	9.59		6.14	6.43	6.53	7.39	8.10	8.03	
	430.8	9.14	9.49		6.04	6.34	6.44	7.29	f 8.00	7.54	
	435.4	9.06	9.41		5.57	6.28	6.38	7.22	f 7.48 ¹⁰⁶	7.48 ¹²	
	439.9										
	444.5	8.58	f 9.32		5.50	6.22	6.32	7.15	s 7.33	7.42	
	451.1	8.47	9.20		5.39	6.13	6.23	7.04	s 7.17	7.33	
	456.6	8.38	9.10		5.30	6.05	6.15	6.55	s 7.05	7.25	
	466.7										
	472.0										
	477.5	8.27	9.00		5.20	5.55	6.05	6.45	f 6.53	7.15	
	483.2	8.22	8.55		5.15	5.51	6.01	6.40	6.47	7.11	
	489.7	8.17	8.50 ³⁵⁴		5.10	5.47	5.57	6.35	6.41	7.07	
	495.9	8.12	8.45		5.04	5.42	5.52	6.29	6.35	7.02	
	501.2	8.07	8.40		4.59	5.38	5.48	6.24	6.30	6.58	
	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

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.

SECOND SUBDIVISION EASTWARD

Time-Table No. 11

June 17, 1951

SECOND CLASS

242	246	354	244	98	94					
Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed					

Mile Post

STATIONS	Mile Post	SECOND CLASS										Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	
		242	246	354	244	98	94						
DN-R NORTH PLATTE YL NO 5.1 NY	284.1	A11.15AM				A 4.50PM	A 7.00PM						XWCZTYOP
DN WEST NORTH PLATTE YL WN 1.3 BIRDWOOD	289.2	11.05				4.40	6.48						P
D HERSHEY OF 3.8	290.5												CS 84
DN O'FALLONS FA 1.1 VARNER	296.9	s10.55				f 4.30	s 6.38						WS 72 XP
D SUTHERLAND SU 4.5 DEXTER	300.7	f10.30				4.22PM	6.30PM						CS 119 XWYP
D PAXTON PN 6.2 KORTY	301.8												40 X
D ROSCOE RO 7.1	303.4	s10.15											CS 121 P
DN OGALLALA YL GT 9.1 BRULE RU	307.9	f 9.55											CS 82 P
D BRULE RU 5.2 MEGEATH	315.5	s 9.45											CS 121 P
D BIG SPRINGS GS 5.4 BARTON	321.7	f 9.20											P
DN JULESBURG YL JB 5.3 WEIR	327.7	f 9.10											CS 83 P
D CHAPPELL CQ 9.4 LODGE POLE GP	334.8	s 9.00											WS122 WS120 ES138 XWCP
D SUNOL UN 4.7 COLTON	343.9	s 8.15											CS 125 P
DN-R SIDNEY YL OD 8.0 BROWNSON	349.1												17
DN POTTER PR 4.4 JACINTO	353.9	s 7.50											CS 132 WP
D DIX DX 4.5 OWASCO	359.3	f 7.25											CS 83 P
DN KIMBALL KB 6.6 OLIVER	365.3	7.15AM				A12.15PM							XWCZTYOP
D BUSHNELL BN 10.1 PINE BLUFFS YL UF	370.6												WS125 ES121
DN TRACY 5.3 EGBERT GX	380.3												CS 90 P
D BURNS UX 6.5 HILLSDALE	389.7												CS 123 WP
D DURHAM 5.3 AROHER	396.3												WS 111 ES 75 XP
DN-R CHEYENNE YL OY 8.3	399.3												XP
	401.0												CS 125 P
	407.5	A 1.30PM				11.00AM							XWCTYP
	415.5	f12.55											CS 94 YP
	426.4	s12.30PM											WS 121 XWP ES 70
	430.8												8 X
	435.4	s11.59AM											CS 125 P
	439.9												27 PX
	444.5	s11.35											CS 133 XWP
	451.1												12
	456.6	s10.55											CS 125 WP
	466.7	s10.30											CS125 XWCYP
	472.0												10
	477.5	f 9.35	A 9.15AM										CS 94 XWYP
	483.2	s 9.20	s 9.00										WS 62 XP
	489.7	f 9.10	s 8.50 ²⁴										CS 96 WP
	495.9	f 8.59	f 8.35										WS 62 XP
	501.2	f 8.50	f 8.29										WS 117 XP ES 125
	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

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

SECOND CLASS

FIRST CLASS

Time-Table No. 11

June 17, 1951

STATIONS

Car Capacity of Seating, See Rule 6 (A), page 25.	SECOND CLASS				FIRST CLASS				Distance from Julesburg
					71	111	85	301	
					C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger	
					Daily	Daily	Daily	Daily	
80	WCYIP				f 4.10AM	3.20AM			0.0
75	ZP				4.18	f 3.30			7.1
73	WP				4.24	f 3.39			14.6
29									19.0
95	P				4.31	f 3.48			23.1
29	P								25.8
95	WP				4.36	f 3.56			30.1
22									34.2
72	P				4.43	f 4.05			38.8
12	P								41.1
22									42.2
94	P				4.48	f 4.12			45.6
16									50.1
77	P				4.54	4.20			53.5
	IP								57.2
169	IWCTZP				1.00PM	5.00 5.05	4.25 4.35	2.50AM	57.5
72	P				1.14	5.13	f 4.43	f 2.58	61.7
23									64.1
74	P				1.27	5.19	f 4.50	f 3.06	66.8
10									70.2
143	P				1.36	5.24	f 4.55	3.14	72.1
41									76.0
52	P				A 2.00PM	5.29	f 5.01	A 3.25AM	78.4
24									81.0
94	WP					5.34	f 5.07		82.8
53	P					5.40	5.14		87.0
21									93.8
100	WCP					5.44	f 5.20		96.9
35	P					5.50	5.29		98.6
79	P					5.52	f 5.32		106.0
22	P					5.57	f 5.37		109.0
78	P					6.00	f 5.40		114.2
14	P								117.7
53	P					6.06	f 5.47		121.4
50	P					6.11	5.52		124.8
121	WP					6.16	f 5.57		130.2
16	P								135.4
78	P					6.22	f 6.05		139.1
27									143.1
56	WCTYP				A 6.30AM	A 6.14AM			147.2
									151.1

BLOCK SIGNALS

DN	JULESBURG	YL	JB	7.1
D	OVID	VI	7.5	
D	SEDGWICK	ZD	4.4	
	DORSEY		4.1	
	RED LION		2.7	
	MARCOTT		4.3	
DN	CROOK	OK	4.1	
	TOBIN		4.6	
	PROCTOR		2.3	
	POWELL		1.1	
	GRIFF		3.4	
D	ILIFF	F	4.5	
	FORD		3.4	
	HAYFORD		3.7	
	C. B. & Q. CROSSING		0.3	
DN-R	STERLING	YL	ST	4.2
	HALL		2.4	
D	ATWOOD	OD	2.7	
	BETLAND		3.4	
D	MERINO	MI	1.9	
	BETA		3.9	
	MESSEX		2.4	
	BALZAC		2.6	
DN	UNION	UN	1.8	
	COOPER		4.2	
D	SNYDER	SN	6.8	
	DODD		3.1	
	HURLEY		1.7	
DN	FT. MORGAN	FX	7.4	
	NARROWS		3.0	
D	WELDONA	DN	5.2	
	GOODRICH		3.5	
	ORCHARD		3.7	
	SUBLETTE		3.4	
	MASTERS		5.4	
	CANTON		5.2	
	HARDIN		3.7	
	KUNER		4.0	
D	KERSEY	KR	4.1	
	AUBURN		3.9	
DN-R	LASALLE	YL	SA	4.0

(151.1)

Thru Time (1.00) 23.5 (2.20) 64.8 (2.54) 52.1 (0.35) 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.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 11

June 17, 1951

STATIONS

Time-Table No. 11	Mile Post	FIRST CLASS			SECOND CLASS									
		112	86	302	250	72								
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight								
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	ILIFF	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 5.35	7.42 7.32	A 11.45PM	A 10.15PM	A 11.59PM					
	HALL		61.7											
D	ATWOOD	OD	64.1	5.28	7.24	f 11.28	9.55	11.43						
	BETLAND		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						

(151.1)

Thru Time (2.09) 70.3 (2.39) 57.0 (0.38) 37.1 (2.35) 36.2 (0.50) 28.2 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				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		STATIONS					Motor Passenger		Freight	Freight
WCYP	10.25PM	1.30PM		0.0	DN-R	VALLEY	YL	V	0.0		A 5.40AM	A11.15PM	
AI				5.8		O. 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 72	1.55		11.6	D	MEAD	AD		11.6		5.17	10.50 71	
84 WP	11.10	2.07		18.9	D	WAHOO	W		18.9		5.03	10.25	
				19.6		C. & N.W. and O.B. & Q. CROSSINGS			19.6				
78 P	11.25	2.22		26.3	D	WESTON	WN		26.3		4.48	10.10	
30 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			
				41.8		AGNEW			41.8				
38 P	12.18	2.58	f 10.30	46.5	D	RAYMOND	RM		46.5	f 2.59	3.59	9.15	
101 P	12.30	3.08	10.40	52.7		GARRATT			52.7	2.52	3.48	9.05	
				55.3		WEST LINCOLN			55.3				
				56.5		O. B. & Q. CROSSING			56.5				
24 WTZP	12.55	3.18	A 10.50AM	57.1	DN-R	LINCOLN	YL	SN	57.1	2.45PM	3.40	8.50	
				57.4		O. B. & Q. CROSSING			57.4				
				59.0		O. B. & Q. CROSSING			59.0				
62 P	1.18	3.31		65.4		JAMAICA			65.4		3.18	8.05	
				68.2		HANLON			68.2				
31 P	1.33	3.46		74.7		PRINCETON			74.7		3.03	7.49	
78 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	PIOKRELL	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) 25.2	(2.55) 33.2	(0.35) 23.9			..... Thru Time.....			(0.25) 47.5		(3.10) 30.5	(4.15) 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				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	FIRST CLASS		SECOND CLASS	
					June 17, 1951								
					STATIONS								
XIP			6.00AM	5.2	DN	SUMMIT	YL	SU	5.2				
XWP			6.10	6.4		SOUTH OMAHA	YL		6.4				
XIP			f 6.20	11.9	R	GILMORE	YL		11.9				
72 P			f 6.35	16.8	D	PAPILLION	PO		16.8				
AIP				19.2		MO. PAC. CROSSING			19.2				
P			f 6.55	22.5	D	MILLARD	MD		22.5				
XP			A 7.05AM	26.1		LANE			26.1				
						20.9							
			(1.05) 18.9			..... Thru Time.....						

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.

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		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		O. B. & Q. CROSSING			23.5			
31		s 6.45		s 4.13	33.3	D	RISEING 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 8.25 548		s 4.53	52.9	D	STROMSBURG			52.9	s 8.25 75 76		s 8.25 548
00					56.8		DURANT			56.8			
35		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
00					73.4		SAND PIT SPUR			73.4			
22		s 9.10		f 5.32	73.8		HEBER			73.8	f 7.45		f 7.10
					75.3		O. B. & Q. CROSSING			75.3			
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) 17.5		(2.25) 31.4			..... Thru Time.....			(2.30) 30.3		(4.30) 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.

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								
40 WY			12.32PM	0.0	D-R	GENOA	YL	G	0.0	A 4.35PM			
12				5.8		KENT			5.8				
20				9.3		MERCHISTON			9.3				
38			s 1.08	13.7	D	FULLERTON	FU		13.7	s 4.05			
21			s 1.33	23.1	D	BELGRADE	BL		23.1	s 3.45			
26 W			s 1.52	30.3	D	CEDAR RAPIDS	OD		30.3	s 3.30			
36			s 2.13	36.6	D	PRIMROSE	P		36.6	f 3.15			
38 WY			A 2.40PM	44.3	D-R	SPALDING	YL	SG	44.3	3.00PM			
						(44.3)				Daily Except Sunday			
						(2.08) 20.8				(1.35) 28.0			

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

WESTWARD				NORFOLK BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 11				SECOND CLASS					
				June 17, 1951									
				STATIONS									
	79	81	321					82	80	312			
	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						
				25.1		O. & N. W. CROSSING	25.1						
56 W			s 3.17	25.7	D	HUMPHREY HX	25.7			s 9.40			
15			f 3.23	29.1		PECK	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						
				48.7		O. & N. W. CROSSING	48.7						
				50.2		O. & N. W. CROSSING	50.2						
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK YL KN	50.4			8.00PM			
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1	..... Thru Time.....				(0.23) 24.5	(0.15) 37.6	(3.00) 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.
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									
	79	81						82	80				
	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	A12.29PM	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						
								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									
	283	83						84	284				
	Mixed	Mixed						Mixed	Mixed				
	Mon., Wed., Fri.	Tues., Thurs., Sat.											
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM				
				0.4		C. B. & Q. CROSSING	0.4						
11 Y				2.5		CAREY	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		COTESFIELD	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						
								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									
	283							284					
	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						
								Monday Wednesday Friday					
		(1.45) 22.3	..... Thru Time.....				(1.35) 24.6	..... Average speed per hour.....					

WESTWARD				HASTINGS BRANCH				EASTWARD					
				Time-Table No. 11									
				June 17, 1951									
				STATIONS									
WYPCZ			0.0	DN-R	HASTINGS YL AN	0.0							
96			7.3		NEWMARCH	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							
				..... 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	June 17, 1951				518	96					
				STATIONS										Mile Post
Mixed	Motor Passenger	Motor Passenger					Motor Mixed	Mixed						
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday												
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		5.5 GLENWOOD PARK	5.5	f 11.43	f 8.32					
19 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	18.8	D	6.7 AMBERST HR	18.8	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	28.8	D	3.6 MILLER MR	28.8	s 11.05	s 7.33					
38 P	s 10.20	s 4.37	s 5.57	32.5	D	6.2 SUMNER SU	32.5	s 10.53	s 7.15					
28 P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	7.9 EDDYVILLE VD	40.4	s 10.40 ⁹⁶	s 6.59					
40	s 11.13	s 5.15	s 6.30	52.1	D	11.7 OONTO 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 ⁹⁶	s 6.57	65.5	D	6.4 CALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹					
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	D	7.3 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	D-R	3.2 STAPLETON YL SN	102.4	8.45AM	4.00PM					
					(102.4)									
									Daily Except Monday	Sunday Wednesday Friday				
									(7.05) 20.6	(4.00) 36.5			(6.19) 23.1	(4.25) 33.0

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		FIRST CLASS		Distance from O'Fallons	Time-Table No. 11				SECOND CLASS				
	97	93	June 17, 1951				98	94						
			STATIONS										Mile Post	Mile Post
Local Freight	Mixed	Local Freight	Mixed					Local Freight	Mixed					
Daily	Daily	Daily	Daily					Daily	Daily					
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 COKER	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						
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	D	4.2 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 ⁹⁸ AM	f 7.56	95.4		9.0 FINLEY	95.4	f 11.53 ⁹⁷ AM	f 3.39						
46	s 12.15PM	s 8.07	100.4	D	5.0 BROADWATER BE	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						
80 P	f 2.19 ⁹⁴	s 9.09	137.9	D	5.8 MELBETA MB	137.9	f 10.18	s 2.19 ⁹⁷						
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			(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.

WESTWARD				GERING BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 11				SECOND CLASS			
	June 17, 1951					STATIONS							
	STATIONS					Mile Post	Mile Post	Mile Post	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				NORTH PLATTE CUT-OFF				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A),	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		4.6 COSTIN	150.5	f 10.17	f 1.34		
30		s 9.49	f 6.15	152.3	D	1.8 HAIG HA	152.3	f 10.14	s 1.30		
24 P		s 9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	f 10.10	s 1.21		
32		f 9.58	f 6.30	157.1		1.3 PELTON	157.1	f 10.05	f 1.14		
42		f 10.02 ⁶⁰	f 6.35	159.5		2.4 BAILEYVUE	159.5	f 10.02 ⁹³	f 1.10		
30 P		s 10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL MO	162.1	f 9.56	s 1.06		
18		f 10.09	f 6.50	164.2		2.1 JOYOE	164.2	f 9.52	f 1.01		
51 WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 ⁵⁹	s 12.56		
21		f 10.19	f 9.50	170.1		2.2 CANAL	170.1	f 9.20	f 12.49		
14		f 10.23	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f 12.44		
51 P		s 10.25	f 10.07	173.7	D	0.9 HUNTLEY HU	173.7	f 9.13	s 12.41		
35		f 10.30	f 10.17	177.0		3.3 HOLLY	177.0	f 9.06	f 12.33		
51 WCYP		12.55PM	10.40 ⁵⁹ 10.45	181.6	D-R	4.6 YODER YL DB	181.6	A11.45AM	9.00 8.50 12.25 ⁵⁹ 12.15		
51 P		s 10.55	s 12.35	188.1	D	6.5 VETERAN VN	188.1	s 8.37	s 12.03PM		
8		f 11.00	f 12.40	191.5		3.4 HELDT	191.5	f 8.30	f 11.57AM		
16		f 11.07	f 12.50	198.1		4.6 COTTIER	198.1	f 8.19	f 11.50		
51 WYP		A 11.15AM	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	f 11.37			
26		f 1.12		187.6		2.3 FONDA	187.6	f 11.32			
51 W		s 1.21		192.4	D	4.8 HAWK SPRINGS HK	192.4	s 11.20			
31		f 1.29		194.7		2.3 DUROO	194.7	f 11.07			
19		f 1.44		200.8		6.1 WYROSS	200.8	f 10.56			
51 WY		s 1.55		203.8	D	3.0 LA GRANGE GA	203.8	s 10.51			
19		f 2.11		210.7		6.9 TREMAIN	210.7	f 10.25			
51 WF		s 2.41		222.5	D	11.8 ALBIN AB	222.5	s 10.00			
51 W		f 3.01		229.7		7.2 LINDBERGH	229.7	s 9.45			
		A 3.45PM		244.3	DN-R	14.6 EGBERT YL GX	244.3	9.20AM			
		(2.50) 22.1	(1.35) 34.5	(7.00) 7.8		(98.4) Thru Time		(2.25) 25.9	(2.20) 23.4	(2.05) 26.3	

WESTWARD		LYMAN 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	
		STATIONS			
	0.0	DN	LYMAN MU	0.0	
18	2.8		2.8 SEARS	2.8	
6	3.3		0.5 SIDING NO. 1	3.3	
17	4.6		1.3 HARTMAN	4.6	
22	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. 11 June 17, 1951		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)		

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 5-72.

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 "Frts." —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 "Frts." 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.	Frts.		Str.	De-Psgr.	Psg.	Frts.
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; Forward movement Back-up 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 15	
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					
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Buda, all airfield trackage.				10
Central City, within city limits	60	50	50	50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
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—				
Summit 5.2 and 5.6	25	25	25	25	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					
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Korty 323.5 and 324.4	70	60	60	50	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

Beatrice Branch	50	45		Weston 30.2 and 30.5	35	35
Maximum speed.						
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—				31.6 and 31.9	35	35
Valley 0.1 and 0.3	15	15		31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.	25	25
3.8 and 4.0	35	35				
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25		Touhy 36.0 and 37.4	25	25
Yutan 6.4 and 7.7	35	35		Garratt 56.3 and 57.5	15	15
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25		Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits	35	25
Mead Between U. P. yard and Nebr. Ordinance classification yard.		8		Pickrell 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.	Fr.		Psg.	Fr.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Loup City Branch.		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	Hastings Branch 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	Kearney Branch Between Kearney and Callaway: Steam trains. 40 30 Motor trains. 40 40 Trains with 400 class engines. 25 25		
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton: Steam trains. 45 35 Motor trains. 45 45 Trains with 400 class engines. 30 30		
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Trains handling outfit cars		20
Between Oconee and M.P. 16.		25	North Platte Branch Maximum speed.		45
Between M.P. 16 and Norfolk.		30	5000, 7000 and 9000 class engines		35
Trains handling outfit cars		20	Over Bridge 18.30.		35
Columbus, over wye switches.		15	Oshkosh, over First Street Crossing		15
On curve at M.P. 1.75.		25	North Platte Cut-Off Maximum speed.		45
Albion Branch Maximum speed:		30	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	On curves between M.P. 25.42 and M.P. 31.25		30
Between M.P. 11 and Spalding.		25	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars		20	Lyman Branch.		20
Over Bridge 12.96.		25	On curves between Yoder and So. Torrington		35
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Through tunnel between Albin and Tremain.		20
Carey, all air field trackage.		10	Lyman Branch.		20
Between St. Libory and Ord.		30	Gering Branch.		20
Trains handling outfit cars		20	Sears Branch.		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
First Subdivision				First Subdivision (Cont.)			
Paddock.....	128.5	8	West	Josseyln.....	217.9	24-XP	Both
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	Beck.....	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'	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.....	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. Gamette..	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. Shamberg.	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...		J. S. Welch.....	Surgeon.....	Lincoln, Nebr...	Valparaiso to Cortland.
C. F. Bantin....	Surgeon.....	Omaha, Nebr...		C. G. Amick.....	Surgeon.....	Loup City, Nebr.	Dannebrog to Loup City.
M. W. Barry....	Surgeon.....	Omaha, Nebr...		H. R. Palmteer..	Surgeon.....	Madison, Nebr...	Madison, Nebr and vicinity.
J. G. Bartek....	Surgeon.....	Omaha, Nebr...		R. K. Reynolds..	Surgeon.....	No. Bend, Nebr.	North Bend, Nebr.
J. D. Bisgard..	Surgeon.....	Omaha, Nebr...		G. B. Salter....	Surgeon.....	Norfolk, Nebr.	Oconee to Norfolk.
E. A. Connolly..	Surgeon.....	Omaha, Nebr...		T. J. Kerr.....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
J. C. Davis.....	Oculist & Aurist.	Omaha, Nebr...		O. C. Kreymborg	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
John R. Kleyla..	Surgeon.....	Omaha, Nebr...		Wm. B. Niehua..	Surgeon.....	No. Platte, Nebr.	Between North Platte, Brady Is. & Sutherland.
S. McCleneghan.	Surgeon.....	Omaha, Nebr...		A. E. Reeves....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
A. McDermott..	Surgeon.....	Omaha, Nebr...		H. H. Walker....	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
R. T. Mauer....	Hospital Surgeon	Omaha, Nebr...		G. F. Waltemath	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
R. A. Moser....	Shop Surgeon...	Omaha, Nebr...		R. T. Takenaga..	Surgeon.....	No. Platte, Nebr.	North Platte.
A. V. Murphy....	Surgeon.....	Omaha, Nebr...		S. K. Imes.....	Surgeon.....	Ogallala, Nebr...	Ogallala and vicinity.
F. C. Nelson....	Surgeon.....	Omaha, Nebr...		H. S. Eklund....	Surgeon.....	Oseola, Nebr...	Oseola and vicinity.
O. C. Nickum...	Shop Surgeon...	Omaha, Nebr...		C. J. Miller....	Surgeon.....	Ord, Nebr.....	St. Paul to Ord.
S. A. Swenson..	Surgeon.....	Omaha, Nebr...		Don E. Baca....	Surgeon.....	Papillion, Nebr..	Papillion and vicinity.
J. J. O'Hearn...	Surgeon.....	Omaha, Nebr...		M. O. Arnold...	Surgeon.....	St. Paul, Nebr...	St. Libory to Scotia and St. Paul to Dannebrog.
R. H. Rasgorshek	Oculist & Aurist.	Omaha, Nebr...		F. G. Kolouch...	Surgeon.....	Schuyler, Nebr..	North Bend to Columbus
T. T. Smith....	Aurist.....	Omaha, Nebr...		Richard Delfs...	Surgeon.....	Shelby, Nebr...	Shelby, Nebr.
J. J. O'Neil....	Aurist.....	Omaha, Nebr...		C. E. Wiltse....	Surgeon.....	Shelton, Nebr...	Shelton
J. Allen Davis..	Aurist.....	Omaha, Nebr...		B. H. Grimm....	Surgeon.....	Sidney, Nebr...	Sidney, Nebr.
M. M. Greenberg	Oculist.....	Omaha, Nebr...		E. F. Carr.....	Surgeon.....	Stapleton, Nebr..	Arnold to Stapleton.
J. E. Davis....	Surgeon.....	Albion, Nebr...		C. L. Marsh....	Surgeon.....	Valley, Nebr...	Waterloo to Fremont and Valley to Yutan.
H. Sydow.....	Surgeon.....	Albion, Nebr...		Ivan M. French..	Surgeon.....	Wahoo, Nebr...	Yutan and Weston, Nebr.
J. E. Dunn....	Surgeon.....	Arnold, Nebr...		Ervin King....	Surgeon.....	Wood Rr., Nebr.	Wood River and vicinity.
W. T. Wildhaber	Surgeon.....	Beatrice, Nebr..		W. A. Bunten...	Dist. Surgeon...	Cheyenne, Wyo..	East to, but not including North Platte.
A. L. Schneider..	Surgeon.....	Brady Is., Nebr.					West to, but not including Rock Springs.
A. D. Brown....	Surgeon.....	Cent. City, Nebr.					South to, but not including Warren.
E. T. Zickman..	Surgeon.....	Cent. City, Nebr.		R. C. Gramlich..	Surgeon.....	Cheyenne, Wyo.	Cheyenne.
R. R. Douglas...	Surgeon.....	Clarks, Nebr...		G. W. Koford...	Surgeon.....	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr
R. C. Anderson..	Surgeon.....	Columbus, Nebr.		F. E. Magrath...	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
W. R. Neumarker	Surgeon.....	Columbus, Nebr.		E. W. Newman..	Oculist.....	Cheyenne, Wyo..	Cheyenne.
M. J. Carey....	Surgeon.....	Co. Bluffs, Ia...		R. B. Stump....	Oculist & Aurist.	Cheyenne, Wyo..	Cheyenne.
L. G. Howard...	Oculist & Aurist.	Co. Bluffs, Ia...		G. W. Marbry...	Oculist.....	Cheyenne, Wyo..	Cheyenne.
A. L. Nielson...	Surgeon.....	Co. Bluffs, Ia...		R. I. Williams..	Aurist.....	Cheyenne, Wyo..	Cheyenne.
A. M. Pederson..	Surgeon.....	Co. Bluffs, Ia...		A. C. Colman...	Surgeon.....	Chappell, Nebr..	Julesburg to Sidney.
L. H. Fochtman..	Surgeon.....	Cozad, Nebr...		H. P. Linton...	Surgeon.....	Julesburg, Colo..	Ogallala to Lodge Pole and Julesburg to Sterling.
L. J. Ekeler....	Surgeon.....	David City, Nebr.		E. R. Core.....	Surgeon.....	Kimball, Nebr...	Sidney to Cheyenne.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.		John L. McFee..	Surgeon.....	Ogallala, Nebr...	Sutherland to Julesburg.
R. C. Reeder....	Surgeon.....	Fremont, Nebr..		M. L. Morris...	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.		H. E. Moore....	Surgeon.....	Suth'land, Nebr..	North Platte to Ogallala.
Homer Davis...	Surgeon.....	Genoa, Nebr...		H. A. Blackstone	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
W. C. Harvey, Jr.	Surgeon.....	Gering, Nebr...		W. C. Harvey...	Surgeon.....	Gering, Nebr...	Northport to Gering.
H. H. Rodman..	Surgeon.....	Gibbon, Nebr...		W. G. Seng....	Surgeon.....	Oshkosh, Nebr...	Oshkosh to Northport.
Bert W. Pyle...	Surgeon.....	Goth'burg, Nebr.		Jason B. Roche..	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
L. E. Imes.....	Surgeon.....	Gr. Island, Nebr.		C. B. Dorwart...	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
E. G. Johnson...	Surgeon.....	Gr. Island, Nebr.		C. R. Watson...	Surgeon.....	So. Mit'all, Nebr.	Gering to Lyman.
K. F. McDermott	Surgeon.....	Gr. Island, Nebr.		Leo Keenan....	Surgeon.....	Torrington, Wyo.	Lyman to So. Torrington.
C. H. Maggiore..	Surgeon.....	Gr. Island, Nebr.		Wm. M. Greig...	Dist. Surgeon...	Denver, Colo...	North to, and including Warren.
R. D. Martin...	Oculist.....	Gr. Island, Nebr.					East to, but not including Ellis.
J. A. Proffitt...	Oculist.....	Gr. Island, Nebr.					East to, but not including Plainville.
J. J. Hanigan...	Surgeon.....	Hallam, Nebr...					East to, and including Ovid.
O. A. Kostal...	Surgeon.....	Hastings, Nebr..		F. E. Palmer....	Surgeon.....	Sterling, Colo...	Iliff to Merino.
Bancroft & Staley	Surgeon.....	Kearney, Nebr...		T. M. Rogers...	Surgeon.....	Sterling, Colo...	Sterling.
				A. F. Williams..	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
				W. L. Wilkinson.	Surgeon.....	La Salle, Colo...	La Salle to Kersey.