

UNION PACIFIC RAILROAD COMPANY

Eastern District



THIRD SUBDIVISION
FOURTH SUBDIVISION
AND BRANCHES
(NEBRASKA DIVISION)

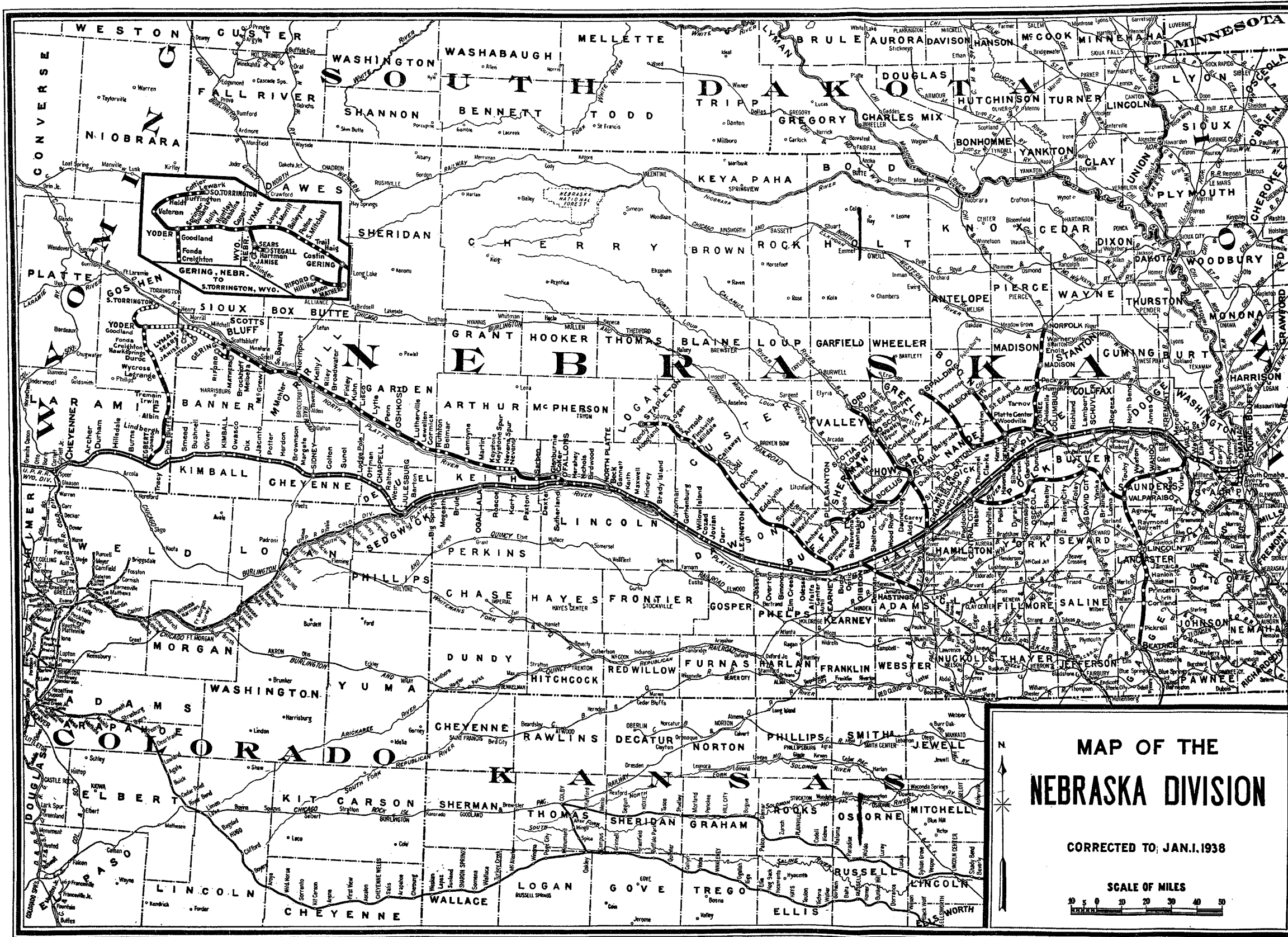
TIME-TABLE No. 330

Effective TUESDAY, Febr. 4, 1941

at 12:01 A. M. Mountain Time

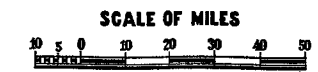


FOR EMPLOYEES ONLY



MAP OF THE
NEBRASKA DIVISION

CORRECTED TO JAN. 1, 1938



Timetable 329 est 18 Sept 40
331 6 July 41

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS AND MANIFEST TRAINS

SECOND CLASS AND MANIFEST TRAINS								Distance from Council Bluffs	Time Table No. 330 Febr. 4, 1941
231 K.C.D.	N.W.	M.K.C. K.C.D.	K.C.N.	M.C.B.	C.B.N.	Colo.	319 Mixed		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
6.00				11.30	11.30	8.45		0.0	CO. BLUFFS
6.15				11.45	11.45	9.00		2.8	C.T. OMAHA
								28.0	VALLEY
								65.3	VALPARAISO
								124.8	BEATRICE
								310.5	KANSAS CITY
			11.30	9.00				39.3	FREMONT
								84.5	COLUMBUS
								124.9	CENTRAL CITY
11.15		Hast'gs 8.40	Hast'gs 8.25	4.05	5.20	1.50		148.9	GRAND ISLAND
11.45				4.30	6.00	2.15		189.1	KEARNEY
3.30 C		12.45 C	11.35 C	8.40 C	11.15 C	6.35 C		284.1	M.T. NO. PLATTE
3.30		12.15	11.20	8.20	11.00	6.00		365.3	JULESBURG
5.40						8.20			
5.50						8.30			
11.30		(155) 6.30				3.45	Mfst. 6.05	582.5	DENVER
		3.50	5.15	12.25	4.45			407.5	SIDNEY
		4.05	5.40	12.40	5.00			509.5	CHEYENNE
	9.30	7.10	10.00	4.30	9.30			519.0	BORIE
		8.15		5.30	C.K.C.			566.0	LARAMIE
								682.8	RAWLINS
	4.45	11.45		9.00				802.1	ROCK SPRINGS
		12.10		9.25				817.0	GREEN RIVER
		3.40		1.25				847.2	GRANGER
		3.55		1.40				917.2	EVANSTON
								952.7	ECHO
								992.6	OGDEN
									(992.6)

(18.30) (14.15) (40.30) (54.00) (39.30) (51.30) (20.00) (24.15) Thru Time. Average speed per hour.

C—Central Time M—Mountain Time Light figures AM. Heavy figures PM.

CONDENSED TIME-TABLE

EASTWARD

SECOND CLASS AND MANIFEST TRAINS

Time Table No. 330 Febr. 4, 1941	Distance from Ogden	SECOND CLASS AND MANIFEST TRAINS																		
		320 Mixed K.S.W.	C.B.X. R.X. P.N.F. P.N.X.	2-R.X. P.N.F. P.N.X.	Advance Omaha	Omaha	Clean Up	"R.O."												
STATIONS																				
CO. BLUFFS	992.6		11.52	11.52	11.52	11.52	11.52	11.52												
OMAHA	989.8		11.00	11.15	11.05	11.30	11.30	11.30												
VALLEY	984.6						9.00													
VALPARAISO	943.6																			
BEATRICE	1003.1																			
KANSAS CITY	Via Ch 1229.5																			
FREMONT	953.3							8.05												
COLUMBUS	908.1							6.40												
CENTRAL CITY	867.7																			
GRAND ISLAND	845.7		1.00	4.30	3.00	5.00	5.00	4.30	4.30	2.55	2.40									
KEARNEY	803.5		12.30	4.00	2.30	4.30	4.30													
NO. PLATTE C.T.	708.5	9.00 M	4.00	10.00	9.00	11.00	11.00	11.00	11.00											
JULESBURG	627.3	1.00 M	1.00 M	7.00 M	7.15 M	9.35 M	7.00 M	9.15 M	9.15 M											
DENVER	576.7				5.15	5.00	7.35													
SIDNEY	585.1			3.00	8.45	3.20	3.00	2.30												
CHEYENNE	483.1	6.00	8.00	2.50			2.50	2.35												
BORIE	473.6	1.00	3.30	10.50			10.50	10.20												
LARAMIE	426.6	11.30	3.00	10.20			10.20													
RAWLINS	309.8		7.30	10.30	6.40		6.40	5.40												
ROCK SPRINGS	190.5		5.30	9.25	5.40		5.40													
GREEN RIVER	175.6	1.00	4.05	12.50			12.50	12.35												
GRANGER	145.4		8.50	12.35																
EVANSTON	75.4																			
ECHO	39.9																			
OGDEN M.T.	0.0																			
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (32.30) (50.52) (41.52) (26.07) (19.32) (48.52) (16.45) Average speed per hour.

C—Central Time M—Mountain Time Light figures AM. Heavy figures PM.

		THIRD SUBDIVISION				EASTWARD						
		FIRST CLASS										
		12	6	88	28	818	112	102	48			
		Passenger	Mail and Express	Challenger Passenger	Passenger	Challenger Passenger	Streamliner Passenger	Streamliner Passenger	Forty-Niner Passenger			
		★See Note										
		★See Note Below										
Time-Table No. 330 Febr. 4, 1941		STATIONS										
WFTYOP		DN-R NORTH PLATTE	No Ny	708.5	A 1.40AM	A 11.20AM	A 11.35AM	A 12.35PM	A 12.50PM	A 7.43PM	A 8.43PM	A 9.33PM
4,098 P		6.4 BIRDWOOD		702.1	1.27	11.10	11.24	12.20	12.37	7.36	8.36	9.24
X		3.5 NICHOLS		698.6								
W.B.3,042XP		D 2.9 HERSHEY	Of	695.7	1.21	11.04	11.18	12.12	12.31	7.31	8.30	9.18
5,800 WYP		D 3.8 O'FALLONS	Fa	691.9	1.18	11.00	11.14	12.08	12.27	7.28	8.27	9.14
5,891 XP		D 2.7 SUTHERLAND	Su	689.2	1.15	10.57	11.11	12.05PM	12.24	7.26	8.25	9.11
4,042 P		4.5 DEXTER		684.7	1.11	10.53	11.07	11.59AM	12.19	7.23	8.22	9.07
5,327 WP		D 7.6 PAXTON	Pn	677.1	1.04	10.46	11.00	11.52	12.12	7.17	8.16	9.00
WB 3,890 P		6.2 KORTY		670.9	12.58	10.40	10.54	11.45	12.06PM	7.12	8.11	8.54
4,018 P		6.0 ROSCOE		664.9	12.52	10.34	10.48	11.39	11.59AM	7.08	8.07	8.48
WB5,879 WB5636 EB5,947XWFP		DN 7.1 OGALLALA	Gt	657.8	12.45	10.27	10.41	11.32	11.51	7.03	8.01	8.41
4,082 P		D 9.1 BRULE	Ru	648.7	12.35	10.16	10.29	11.21	11.40	6.56	7.53	8.30
X		5.2 MEGEATH		643.5								
4,056 P		D 4.8 BIG SPRINGS	Gs	638.7	12.26	10.07	10.18	11.10	11.30	6.49	7.45	8.21
4,018 P		5.4 BARTON		633.3	12.21	10.02	10.13	11.05	11.25	6.45	7.40	8.16
WFIYP WB5532 EB5777X		DN 6.0 JULESBURG	Jb	627.3	12.15AM	9.56	10.07	10.59	11.19	6.40PM	7.35	8.10
4,442 P		5.3 WEIR		622.0		9.50	10.00	10.52	11.12	7.30	8.04	
5,981 XP		D 9.7 CHAPPELL	Cq	612.3		9.41	9.51	10.43	11.03	7.22	7.55	
X		4.7 OTTMAN		607.6								
WB5,850 EB3,810 XWP		D 4.7 LODGE POLE	Gp	602.9		9.33	9.43	10.35	10.55	7.14	7.47	
XP		6.6 SUNOL	Un	596.3		9.27	9.37	10.29	10.49	7.09	7.41	
4,599 P		4.7 COLTON		591.6		9.23	9.33	10.25	10.45	7.05	7.37	
WFTYOP		DN-R 8.5 SIDNEY	Od	585.1		9.17AM	9.27AM	10.18AM	10.38AM	6.59PM	7.30PM	
		(123.4)			Daily	Daily	Daily	Daily	Daily	★See Note Below	★See Note Below	
Thru Time.....		(1.25)	(2.03)	(2.08)	(2.17)	(2.12)	(1.03)	(1.44)	(2.03)			
Average speed per hour.....		57.3	60.2	57.8	53.3	55.3	77.3	71.2	60.2			

W. B.—Westward Siding
E. B.—Eastward Siding
X—Cross-over

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

★Note.—Nos. 2, 102, 104, and 48 will run only on the following dates:
No. 104 due to leave Sidney on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th, of each month;
No. 2 due to leave Sidney on the 2nd, 8th, 14th, 20th and 26th, of each month;
No. 102 due to leave Sidney on the 3rd, 9th, 15th, 21st and 27th, of each month;
No. 48 due to leave Sidney on the 6th, 12th, 18th, 24th, and 30th, of each month.
The time of Nos. 2, 48, 102, 104, and 112, must be cleared not less than ten minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 2, 48, 102, 104, and 112, need not clear each other.

No. 12 will stop at any station to let off revenue passengers from Colorado.
No. 28 will stop at any station to let off revenue standard sleeping car passengers from Ogden or beyond, or from north of Granger.
No. 88 will stop at any station to let off revenue passengers from Ogden or beyond or from north of Granger.
No. 818 will stop at any station to let off revenue coach or tourist car passengers from Salt Lake or beyond or from north of Granger.

		THIRD SUBDIVISION				EASTWARD				
		FIRST CLASS			SECOND CLASS					
		104	2	14	248	242	54	250	98	
		Streamliner Passenger	Streamliner Passenger	Passenger	Time Freight	Local Freight	Mixed	Time Freight	Mixed	
		★See Note Below								
		★See Note Below								
Time-Table No. 330 Febr. 4, 1941		STATIONS								
A 11.28PM		DN-R NORTH PLATTE	No Ny	708.5	A 7.15AM	A 4.30PM	A 7.15PM	A 9.15PM	A 9.10PM	
11.21		6.4 BIRDWOOD		702.1	f 4.12	6.59		f 8.59		
		3.5 NICHOLS		698.6	f 4.03	6.54		f 8.54		
11.15		D 2.9 HERSHEY	Of	695.7	s 3.45	f 6.50		f 8.50		
11.12		D 3.8 O'FALLONS	Fa	691.9	f 3.25	6.45PM		8.42PM		
11.10		D 2.7 SUTHERLAND	Su	689.2	s 3.15	Daily				
11.07		4.5 DEXTER		684.7	f 2.45	(0.30) 33.2				
11.01		D 7.6 PAXTON	Pn	677.1	s 2.30					
10.56		6.2 KORTY		670.9	f 2.05					
10.52		6.0 ROSCOE		664.9	f 1.55					
10.46		DN 7.1 OGALLALA	Gt	657.8	s 1.40			8.01		
10.38		D 9.1 BRULE	Ru	648.7	s 12.55					
		5.2 MEGEATH		643.5	f 12.43					
10.30		D 4.8 BIG SPRINGS	Gs	638.7	s 12.35	244				
10.25		5.4 BARTON		633.3	f 12.11	Local Freight				
10.20		DN 6.0 JULESBURG	Jb	627.3	5.15AM	12.01PM	A 2.30PM	7.10PM		
10.15		5.3 WEIR		622.0				f 2.05		
10.07		D 9.7 CHAPPELL	Cq	612.3				s 1.45		
		4.7 OTTMAN		607.6				f 1.20		
9.59		D 4.7 LODGE POLE	Gp	602.9				s 1.10		
9.54		6.6 SUNOL	Un	596.3				f 12.55		
9.50		4.7 COLTON		591.6				f 12.43		
9.44PM		DN-R 8.5 SIDNEY	Od	585.1				12.30PM		
★See Note Below		(123.4)			Daily	Daily Except Monday	Daily Except Sunday	Daily	Daily	
Thru Time.....		(1.44)	(1.44)	(2.42)	(2.00)	(4.29)	(2.00)	(2.05)	(0.28)	
Average speed per hour.....		71.2	71.2	45.1	40.6	18.0	21.1	39.0	35.6	

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

★Note.—Nos. 2, 102, 104, and 48 will run only on the following dates:
No. 104 due to leave Sidney on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th, of each month;
No. 2 due to leave Sidney on the 2nd, 8th, 14th, 20th, and 26th, of each month;
No. 102 due to leave Sidney on the 3rd, 9th, 15th, 21st, and 27th, of each month.
No. 48 due to leave Sidney on the 6th, 12th, 18th, 24th, and 30th, of each month.
The time of Nos. 2, 48, 102, 104, and 112, must be cleared not less than ten minutes by other first class trains, and not less than fifteen minutes by second class and extra trains, except that Nos. 2, 48, 102, 104, and 112, need not clear each other.

WESTWARD		FOURTH SUBDIVISION													
		SECOND CLASS													
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.												353	245	Distance from Council Bluffs	
												Mixed	Local Freight		
												Time-Table No. 330			
												Febr. 4, 1941			
												STATIONS			
													7.00AM	407.5	DN-R SIDNEY Od
												f 7.13	411.1	MARGATE	
4,618	P											f 7.23	415.5	BROWNSON	
												7.28	420.8	HERDON	
WB5,863 EB 3,459X	WP											s 7.40	426.4	D POTTER Pr.	
	X											7.50	430.9	JACINTO	
4,608	P											f 8.00	435.4	D DIX Dx	
	X											8.10	439.9	OWASCO	
4,600	WP											s 8.20 8.45	444.5	DN KIMBALL Kb	
	X											8.58	451.1	OLIVER	
4,300	WP											s 9.28	456.6	D BUSHNELL Bn	
	X											9.40	460.9	SMEED	
5,223	XWFYP											s 10.30	466.7	DN PINE BLUFFS Uf	
	X											10.40	472.0	TRACY	
4,623	XWYP											1.30PM	477.5	D EGBERT Gx	
WB 3,074	XP											f 1.39	483.2	D BURNS Ux	
WB 5,495 EB 4,040	WP											f 1.50	489.7	HILLSDALE	
WB 3,053	XP											f 1.59	495.9	DURHAM	
WB 5,750 EB 3,500	XP											f 2.07	501.2	ARCHER	
	WFTYOP											A 2.30PM	509.5	DN-R CHEYENNE Cy	

(1.00) (5.30) Thru Time.....
32.0 18.5 ...Average speed per hour...

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

WESTWARD		FOURTH SUBDIVISION													
		FIRST CLASS													
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.														Distance from Council Bluffs	
															87
												Time-Table No. 330			
												Febr. 4, 1941			
												STATIONS			
														407.5	DN-R SIDNEY Cd
														411.1	MARGATE
														415.5	BROWNSON
														420.8	HERDON
														426.4	D POTTER Pr.
														430.9	JACINTO
														435.4	D DIX Dx
														439.9	OWASCO
														444.5	DN KIMBALL Kb
														451.1	OLIVER
														456.6	D BUSHNELL Bn
														460.9	SMEED
														466.7	DN PINE BLUFFS Uf
														472.0	TRACY
														477.5	D EGBERT Gx
														483.2	D BURNS Ux
														489.7	HILLSDALE
														495.9	DURHAM
														501.2	ARCHER
														509.5	DN-R CHEYENNE Cy

(2.20) (2.13) (2.13) (2.22) (1.45) (3.00) (1.45) (1.45) (2.08) Thru Time
43.7 46.1 46.1 43.1 58.3 34.0 58.3 58.3 47.8 ...Average speed per hour...

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

★Note.—Nos. 1, 101, 103 and 49 will run only on the following dates:
 No. 103 due to leave Sidney on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th, of each month;
 No. 1 due to leave Sidney on the 5th, 11th, 17th, 23rd, and 29th, of each month;
 No. 101 due to leave Sidney on the 6th, 12th, 18th, 24th, and 30th, of each month;
 No. 49 due to leave Sidney on the 3rd, 9th, 15th, 21st, and 27th, of each month.
 The time of Nos. 1, 101, 103, and 49, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.
 No. 27 will stop at any station to pick up revenue standard sleeping car passengers for Pocatello, or beyond, and will stop at any station to pick up revenue standard sleeping car passengers for Ogden and beyond or to let off revenue standard sleeping car passengers from Omaha or east of Omaha.
 No. 717 will stop at any station to pick up revenue coach or tourist car passengers for Salt Lake or beyond, and North of Granger.
 No. 87 will stop at any station to pick up revenue coach or tourist car passengers for north of Granger, Ogden or beyond.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:
 TIME INSPECTORS ARE LOCATED AS SHOWN BELOW:
 The Ball Railroad Time Service, Chicago, Ill.
 R. V. Owens, General Supervisor of Time Service, Omaha.
 North Platte..... Harry Dixon
 Julesburg..... W. F. Ramsel
 Sidney..... S. A. Sherrerd and Son
 Cheyenne..... J. Burri Jewelry Co.
 Bridgeport..... F. N. Renner
 Gering..... LeRoy Brothers
 Torrington..... C. M. Ammerman
 North Platte..... Dispatcher's Office
 North Platte..... Telegraph Office
 North Platte..... Yard Office
 North Platte..... Engine Dispatcher's Office
 Julesburg..... Telegraph Office
 Sidney..... Telegraph Office
 Cheyenne..... Dispatcher's Office
 Cheyenne..... Telegraph Office
 Cheyenne..... Conductor's Room, Passenger Station
 Cheyenne..... Yard Office
 Cheyenne..... Engine Dispatcher's Office
 Gering..... Dispatcher's Office
 Gering..... Telegraph Office
 Torrington..... Roundhouse
 South Torrington..... Telegraph Office

FOURTH SUBDIVISION EASTWARD

Length of stidge in feet and frac- tion of water, fuel, water, etc., in passenger, turning stations, scales and telephones.	Time-Table No. 330 Febr. 4, 1941	Distance from Ogden	FIRST CLASS									
			6	88	28	818	102	48	104	2	14	
			Mail and Express	Challenger Passenger	Passenger	Challenger Passenger	Streamliner Passenger	Forty-Niner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
	STATIONS											
WFTYP	DN-R SIDNEY Od	585.1	A9.10AM	A 9.20AM	A 10.10AM	A 10.30AM	A 6.59PM	A 7.25PM	A 9.44PM	A 9.44PM	A 10.35PM	
	3.6 MARGATE	581.5	9.04	9.14	10.04	10.24					10.25	
4,618 P	4.4 BROWNSON	577.1	9.00	9.10	10.00	10.20	6.51	7.15	9.36	9.36	10.19	
	5.3 HERDON	571.8	8.55	9.05	9.55	10.15					10.14	
WB5,863 EB 3,459X	5.6 D POTTER Pr.	566.2	8.50	9.00	9.50	10.10	6.42	7.05	9.27	9.27	10.05	
	4.5 JACINTO	561.7		8.55	9.45	10.05					9.59	
4,608 P	4.5 D DIX Dx	557.2	8.42	8.51	9.41	10.01	6.36	6.57	9.21	9.21	9.55	
	4.5 OWASOO	552.7		8.46	9.36	9.56					9.48	
4,600 WP	4.6 DN KIMBALL Kb	548.1	8.34	f 8.40	f 9.30	9.50	6.29	6.49	9.14	9.14	9.41	
	6.6 OLIVER	541.5		8.33	9.23	9.43					9.31	
4,300 WP	5.5 D BUSHNELL Bn	536.0	8.23	8.28	9.18	9.38	6.19	6.38	9.04	9.04	9.24	
	4.3 SMEED	531.7	8.19	8.24	9.14	9.34					9.18	
5,223 XWFYP	5.8 DN PINE BLUFFS Uf	525.9	8.13	8.18	9.08	9.28	6.11	6.28	8.56	8.56	9.11	
	5.3 TRACY	520.6	8.08	8.13	9.03	9.23		6.23			9.06	
4,628XWYP	5.5 D EGBERT Gx	515.1	8.03	8.08	8.58	9.18	6.02	6.18	8.47	8.47	9.01	
WB 3,074 XP	5.7 D BURNS Ux	509.4	7.58	8.03	8.53	9.13	5.57	6.13	8.42	8.42	8.56	
WB 5,495 EB 4,646	6.5 HILLSDALE	502.9	7.52	7.57	8.47	9.07	5.51	6.07	8.36	8.36	8.50	
WB 3,063 XP	6.2 DURHAM	496.7	7.45	7.50	8.40	9.00	5.45	6.00	8.30	8.30	8.44	
WB 5,750 EB 3,560	5.3 AROHER	491.4	7.39	7.44	8.34	8.54	5.41	5.54	8.26	8.26	8.39	
WFTYOP	8.3 DN-R CHEYENNE Oy N	483.1	7.30AM	7.35AM	8.25AM	8.45AM	5.33PM	5.45PM	8.18PM	8.18PM	8.30 PM	
	(102.0)		Daily	Daily	Daily	Daily	★See Note Below	★See Note Below	★See Note Below	★See Note Below	Daily	

W. B.—Westward Siding	Thru Time.....	(1.40)	(1.45)	(1.45)	(1.45)	(1.26)	(1.40)	(1.26)	(1.26)	(2.05)
E. B.—Eastward Siding	Average speed per hour....	61.2	58.2	58.2	58.2	71.0	61.2	71.0	71.0	48.9
X—Cross-over										

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

★Note.—Nos. 2, 102, 104 and 48 will run only on the following dates:

No. 104 due to leave Cheyenne on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th, of each month.

No. 2 due to leave Cheyenne on the 2nd, 8th, 14th, 20th, and 26th, of each month;

No. 102 due to leave Cheyenne on the 3rd, 9th, 15th, 21st, and 27th, of each month;

No. 48 due to leave Cheyenne on the 6th, 12th, 18th, 24th, and 30th, of each month.

The time of Nos. 2, 102, 104, and 48, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

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 Ogden or beyond, or from north of Granger.

No. 818 will stop at any station to let off revenue passengers from Salt Lake or beyond or from north of Granger.

No. 14 will stop at any station to let off revenue traffic and will stop at any station between Egbert and Sidney to pick up revenue traffic.

No. 354 will get mail and passengers from No. 88 at Cheyenne and wait at Cheyenne for revenue passengers when reported from Nos. 28 and 818.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
John R. Nilsson	Chief Surgeon	Omaha, Neb.		David M. Fleet	Surgeon	Kimball, Neb.	Sidney to Cheyenne
J. F. Langdon	District Surgeon	Omaha, Nebr.		M. L. Morris	Surgeon	Pine Bluffs, Wyo.	Kimball to Cheyenne
T. J. Kerr	Surgeon	North Platte, Neb.	Brady Island to Sutherland	Galen A. Fox	Division Surgeon	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr
C. A. Selby	Surgeon	North Platte, Neb.	Brady Island to Sutherland	W. A. Bunten	Surgeon	Cheyenne, Wyo.	Cheyenne
H. H. Walker	Oculist and Aurist	No. Platte, Nebr.	No. Platte	J. D. Shingle	Surgeon	Cheyenne, Wyo.	Julesburg to Laramie and Cheyenne to Carr
H. E. Moore	Surgeon	Sutherland, Neb.	No. Platte to Ogallala	E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne
H. A. Vandiver	Surgeon	Ogallala, Neb.	Sutherland to Julesburg	F. W. Beck	Oculist	Cheyenne, Wyo.	Cheyenne
C. H. Smith	Surgeon	Big Springs, Neb.	Ogallala to Julesburg	W. G. Seng	Surgeon	Oshkosh, Neb.	Oshkosh to Northport
W. A. Day	Surgeons	Julesburg, Colo.	Ogallala to Lodge Pole and Julesburg to Sterling	W. C. Harvey	Surgeon	Gering, Neb.	Northport to Gering
A. C. Colman	Surgeon	Chappell, Neb.	Julesburg to Sidney	L. L. Wood	Surgeon	Lyman, Neb.	Gering to Lyman
R. E. Roche	Surgeon	Sidney, Neb.	Lodge Pole to Kimball	Leo Keenan	Surgeon	Torrington, Wyo.	Lyman to South Torrington

FOURTH SUBDIVISION EASTWARD

Length of stidge in feet and frac- tion of water, fuel, water, etc., in passenger, turning stations, scales and telephones.	Time-Table No. 330 Febr. 4, 1941	Distance from Ogden	SECOND CLASS			
			246	354		
			Local Freight	Mixed		
	STATIONS					
	DN-R SIDNEY Od	585.1	A 1.15PM			
	3.6 MARGATE	581.5	f 12.59			
	4.4 BROWNSON	577.1	f 12.44			
	5.3 HERDON	571.8	f 12.25			
	5.6 D POTTER Pr.	566.2	s 12.05PM			
	4.5 JACINTO	561.7	f 11.00AM			
	4.5 D DIX Dx	557.2	f 10.47			
	4.5 OWASOO	552.7	f 10.30			
	4.6 DN KIMBALL Kb	548.1	10.05 8.45			
	6.6 OLIVER	541.5	f 8.36			
	5.5 D BUSHNELL Bn	536.0	8.28 8.10			
	4.3 SMEED	531.7	f 8.00			
	5.8 DN PINE BLUFFS Uf	525.9	s 7.50			
	5.3 TRACY	520.6	f 7.15			
	5.5 D EGBERT Gx	515.1	f 7.05	A 7.53AM		
	5.7 D BURNS Ux	509.4	s 6.52	s 7.46		
	6.5 HILLSDALE	502.9	s 6.43	f 7.41		
	6.2 DURHAM	496.7	f 6.30	f 7.32		
	5.3 AROHER	491.4	f 6.20	f 7.26		
	8.3 DN-R CHEYENNE Oy N	483.1	6.00AM	7.15AM		
	(102.0)		Monday Wednesday Friday	Daily		

..... Thru Time.....	(7.15)	(0.38)
... Average speed per hour....	14.1	50.5

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

Table for Westward and Eastward trains on the North Platte Branch, including station names like O'Fallons, Coker, Glenburnie, etc., and time-table No. 330 for Feb. 4, 1941.

Table for Westward and Eastward trains on the North Platte Cut-off, including station names like Gering, Coostin, Haig, etc., and time-table No. 330 for Feb. 4, 1941.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Except that No. 54 and No. 98 are superior to No. 97.

Branch-specific time-tables for Gering and Lyman branches, including station names like Gering, Mathers, Moon, Hilliker, Riford and Lyman, Sears, Siding No. 1, Hartman, Stegall.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Except that No. 354 is superior to No. 353 and No. 54 and No. 58 are superior to No. 57.