



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 25

Effective Sunday,
September 15, 1957

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

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

										Miles from Council Bluffs	Time Table No. 25 September 15, 1957	
27	9	17	7	5	103	101	105	111			STATIONS	
Mail and Express	Stream-liner Passenger	Passenger	Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
				9.20					0.0	CO. BLUFFS		
10.30			10.05	9.55	3.10	2.55	1.10	12.45	2.8	OMAHA		
1.30			1.05	12.40	5.10	4.55	3.15	2.55	148.9	GRAND ISLAND		
4.15 3.30			3.35 2.45	2.55 2.05	6.55 6.00	6.40 6.45	5.05 4.10	4.50 3.55	284.1	C.T. M.T. NORTH PLATTE		
								5.10	265.3	JULESBURG		
5.45			4.57	4.12	7.44	7.29	5.53		407.5	SIDNEY		
	9.40	8.30							.....	KANSAS CITY	
	8.05 8.35	6.30 7.00						8.30	562.5	DENVER		
8.00 8.30			7.00 7.15	6.05 6.20	9.30 9.40	9.15 9.25	7.35 7.45		509.5	CHEYENNE		
10.10	11.55	10.15	9.00	8.05	11.01	10.46	9.10		566.0	LARAMIE		
12.30	1.54	12.28	11.45	10.45	12.56	12.41	11.05		682.8	RAWLINS		
3.35 4.01	4.20 4.40	2.50 3.45	2.30 3.15	1.15 1.45	3.15 3.25	3.00 3.10	1.25 1.35		817.0	GREEN RIVER		
		4.20					2.05		847.2	GRANGER		
8.00	8.30		7.00	5.50	6.45	6.30			992.6	OGDEN		

(22.30) (23.50) (20.50) (15.45) (20.55) (16.35) (16.35) (13.55) (8.45) Thru Time From Omaha
44.0 61.2 58.2 62.3 47.3 59.7 59.7 60.7 63.8 Average speed per hour

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

W. E. ROSS, Superintendent..... Omaha, Nebr.
W. H. ANDERSON, Asst. Superintendent..... Omaha, Nebr.
R. W. McSPADDEN, Asst. Superintendent..... Gering, Nebr.
L. O. POPE, Terminal Superintendent..... Omaha, Nebr.
T. S. DAVIS, Asst. Superintendent Safety and Courtesy..... Omaha, Nebr.
H. G. HAGGLUND, Terminal Superintendent..... Co. Bluffs, Iowa
J. A. McCULLOUGH, Asst. Terminal Superintendent..... Co. Bluffs, Iowa
W. R. TUEL, Trainmaster..... Grand Island, Nebr.
J. E. GUYNAN, Terminal Superintendent..... North Platte, Nebr.
W. E. MILLER, Asst. Terminal Superintendent..... North Platte, Nebr.
R. W. HOLLAND, Trainmaster..... North Platte, Nebr.
V. BAYNE, Trainmaster..... Sidney, Nebr.
R. J. DUNN, Master Mechanic..... Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Iowa
S. E. CHADD, Road Foreman of Engines..... Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman of Engines..... North Platte, Nebr.
T. R. BRITT, Road Foreman of Engines..... North Platte, Nebr.
P. C. LOOMIS, Road Foreman of Engines..... North Platte, Nebr.
A. T. McCASLIN, Road Foreman of Engines..... North Platte, Nebr.
C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.
W. F. HART, Division Engineer..... Omaha, Nebr.
O. L. KOVAR, General Roadmaster..... Omaha, Nebr.

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

SECOND SUBDIVISION
A. R. SUTHERLAND, Chief Train Dispatcher..... North Platte, Nebr.
J. P. RYAN, Asst. Chief Train Dispatcher..... North Platte, Nebr.
O. E. BEESON, Asst. Chief Train Dispatcher..... North Platte, Nebr.

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

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

FIRST SUBDIVISION,
OMAHA TO GRAND ISLAND, AND BRANCHES
C. A. LAUGHLIN, Chief Train Dispatcher..... Omaha, Nebr.
L. M. HEREK, Asst. Chief Train Dispatcher..... Omaha, Nebr.
F. R. LANGLEY, Asst. Chief Train Dispatcher..... Omaha, Nebr.

MILEAGE
Main Line..... 659.60
Branches..... 836.14
Total..... 1495.74

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

										Miles from Council Bluffs	Time Table No. 25 September 15, 1957	
112	10	28	104	102	106	18	6	8			STATIONS	
Stream-liner Passenger	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
									0.0	CO. BLUFFS		
									6.10	OMAHA		
2.8	12.30		6.30	2.30	2.50	3.05		5.25	7.00	GRAND ISLAND		
148.9	10.26		3.35	12.20	12.40	12.55		2.50	4.10	C.T. M.T. NORTH PLATTE		
284.1	8.39 7.34		12.30 11.00	10.28 9.23	10.48 9.43	11.03 9.58		12.25 11.15	1.25 12.15	JULESBURG		
365.3	6.27									SIDNEY		
407.5			8.55	7.37	7.57	8.12		9.17	10.05	KANSAS CITY		
.....			7.05					10.30		DENVER		
562.4	3.30	6.40 6.05						9.15 8.45		CHEYENNE		
509.4			7.00 5.50	6.10 6.00	6.30 6.20	6.45 6.35		7.35 7.15	8.15 8.00	LARAMIE		
566.0		2.43	4.25	4.50	5.12	5.25	5.25	5.45	6.20	RAWLINS		
682.8		12.50	1.55	2.55	3.25	3.35	3.10	3.25	3.40	GREEN RIVER		
817.0		10.30 10.10	11.05 10.45	12.35 12.25	1.05 12.55	1.15 1.00	12.35 12.05	12.45 12.20	1.00 12.35	GRANGER		
847.2						12.27	11.30			OGDEN		
992.6		8.50	7.10	9.10	9.40			8.30	8.45	(992.6)		

Thru Time From Omaha..... (8.00) (23.15) (22.20) (16.20) (16.10) (13.38) (22.00) (19.55) (21.15)
Average speed per hour..... 70.0 52.3 45.1 60.5 61.2 61.9 53.5 49.7 46.8

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
7	Any station 1st and 2nd subdivision.....		North of Granger or Ogden or beyond.	8	Any station 1st and 2nd subdivision.....	Cheyenne or beyond.....	
	Any station 2nd subdivision.....	Omaha or beyond.....			Any station 2nd subdivision.....		Omaha or beyond.
101	Fremont.....		Sacramento or beyond.	102	Kearney.....		
	Columbus.....				Columbus.....	Sacramento or beyond.	
	Kearney.....				Fremont.....		
103	Fremont.....		East Los Angeles or beyond.	104	Kearney.....		
	Columbus.....				Columbus.....	East Los Angeles or beyond.	
	Kearney.....				Fremont.....		
105	Fremont.....		Pendleton or beyond.	106	Kearney.....		
	Columbus.....				Columbus.....	Pendleton or beyond.	
	Kearney.....				Fremont.....		
111	Fremont.....	Chicago.....	Denver or beyond.	112	Ft. Morgan.....	Points where scheduled to stop.	Points where scheduled to stop.
	Ogallala.....	Omaha or beyond.....	Denver or beyond.		Ogallala.....	Denver or beyond.	Omaha or beyond.
	Ft. Morgan.....	Points where scheduled to stop.	Points where scheduled to stop.		Fremont.....	Denver.....	Chicago.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Bluffs, etc. See Page 24.	Time-Table No. 25 September 15, 1957						Distance from Council Bluffs
	71	73	75	239	237	233	
	Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Monday Wed., Fri.	Local Freight Monday Wed., Fri.	Local Freight Monday Wed., Fri.	
DF OXWITYOPE	8.00PM	12.01PM				6.30AM	0.0
DFXWITOPK	8.15	12.15				6.40	2.5
XIP	8.30	12.45				A 7.00	5.2
ES94 XP	8.40	12.55				7.14	14.1
XP	8.50	1.00				7.20	17.1
O873 XP						s 7.30	21.7
O884 P						s 7.40	24.5
WB175 XYPWO ES165 ES90	A 9.15PM	A 1.15PM				s 8.40	28.0
O881 P						f 8.50	34.3
I							38.2
WB99 X ES172 WPE						s 9.15	39.3
I							40.0
IP							44.8
O883 P						f 9.24	45.3
O8150 XP						s 9.38	54.4
O883 P						s 10.10	61.4
WB130 X ES123 WP						s 11.24	68.7
O8118 P						f 11.52AM	76.9
WB148 XWTO ES126 YPE						s 12.30PM	84.3
O8119 P						s 12.50	92.2
O883 P						f 12.56	96.5
O8119 XP						s 1.20	103.3
O883 P						f 1.30	107.9
O882 XP						s 2.00	113.0
WB113 X ES119 WYP		9.50AM				A 2.30PM	124.0
O8150 P		s 10.15					135.1
I							140.5
XWOZTYOP		A 10.45AM				8.30AM	145.9
O882 XYP						f 9.00	154.5
WB117 X E845 P						s 10.10	162.3
O882 XP						s 10.35	169.0
WB130 XWI ES70 YP						s 11.10	176.0
O8150 P						f 11.25	180.3
WB133 XWO ES118 YSP						s 11.55AM	189.1
O883 P						s 12.30PM	193.3
O8180 XWP						s 1.00	204.6
O883 P						s 1.30	213.3
WB130 XWY ES119 ZP						8.30AM	224.4
O883 P						f 9.00	232.5
O8150 ZXWP						s 9.30	238.3
WB125 XWO ES130 YP						s 10.00	248.8
O883 P						10.30	254.5
O885 P						s 11.00	261.5
O8119 XP						s 11.30	270.6
O883 P						11.45AM	278.5
DFXWCZTYOP						A 12.01PM	284.1

(1.15) 22.4 (1.14) 22.8 (0.55) 24.0 (3.31) 17.1 (5.30) 14.1 (8.00) 15.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply on First Subdivision. 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 24.

Time-Table No. 25
September 15, 1957

STATIONS

R COUNCIL BLUFFS YL
DN-R OMAHA YL US
DN SUMMIT YL SU
WECO
LANE
ELKHORN KH
WATERLOO WO
VALLEY YL V
MEROER
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
DUNOAN
GARDINER
SILVER CREEK SI
HAVENS
OLARKS OX
O. B. & Q. CROSSING
CENTRAL CITY OI
OHAPMAN OP
O. B. & Q. CROSSING
DN-R GRAND ISLAND GE YL
ALDA
WOOD RIVER WR
SHELTON ST
GIBBON GB
OPTIO
DN KEARNEY YL KR
ODESSA DZ
ELM CREEK QR
OVERTON OV
LEXINGTON UM
DARR
COZAD OO
DN GOTHENBURG BU
VROMAN
BRADY BI
MAXWELL MX
GANNETT
DN-R NORTH PLATTE YL NO

Block Signal

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double or More

Double Track

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Bluffs, etc. See Page 24.	Time-Table No. 25 September 15, 1957							Distance from Council Bluffs
	27	7	5	103	101	105	111	
	Mail and Express Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	
			9.20AM					0.0
								2.8
	10.30PM	10.05AM	9.55	3.10AM	2.55AM	1.10AM	12.45AM	5.3
	10.37	10.12	10.02	3.15	3.00	1.15	12.51	8.3
	10.46	10.20	10.10	3.22	3.07	1.22	12.58	14.1
	10.50	10.24	10.14	3.25	3.10	1.26	1.01	17.1
	10.53	10.29	10.19	3.29	3.14	1.30	1.05	21.7
	f 10.56	10.33	10.22	3.32	3.17	1.33	1.08	24.5
	f 11.00	10.37	10.26	3.35	3.20	1.36	1.11	29.0
	11.06	10.43	10.31	3.39	3.24	1.40	1.16	34.9
								38.3
	s 11.15	s 10.55	s 10.43	3.43	3.28	1.45	1.22	39.3
								40.0
								44.8
								44.8
	11.25	11.03	10.50	3.48	3.33	1.50	1.28	46.3
	f 11.32	11.10	10.57	3.54	3.39	1.56	1.34	54.4
	11.39	11.17	11.03	3.59	3.44	2.01	1.39	61.4
	f 11.48	f 11.24	11.09	4.04	3.49	2.06	1.44	68.7
	11.56PM	11.32	11.17	4.10	3.55	2.12	1.50	76.9
								83.8
	s 12.12AM	s 11.47	s 11.31	4.16	4.01	2.20	s 1.59	84.3
	f 12.22	11.57AM	11.41	4.22	4.07	2.26	2.06	92.2
	12.27	12.02PM	11.45	4.25	4.10	2.30	2.10	96.5
	f 12.32	12.07	11.50	4.29	4.14	2.34	2.14	103.3
	12.37	12.12	11.54	4.33	4.18	2.38	2.18	107.9
	f 12.42	12.17	11.59AM	4.37	4.22	2.42	2.22	113.0
								124.0
	s 12.54	f 12.29	12.09PM	4.47	4.32	2.52	2.32	135.1
	1.04	12.40	12.19	4.57	4.42	3.02	2.42	140.5
								145.9
	1.15	12.55	12.30	5.09	4.54	3.14	2.54	146.0
	1.30	1.05	12.40	5.10	4.55	3.15	2.55	154.5
	1.38	1.13	12.47	5.17	5.02	3.22	3.03	162.3
	f 1.44	1.20	12.54	5.23	5.08	3.28	3.09	169.0
	f 1.51	1.27	1.00	5.29	5.14	3.34	3.15	176.0
	f 1.56	1.32	1.05	5.33	5.18	3.38	3.20	180.3
	1.59	1.36	1.09	5.36	5.21	3.41	3.23	189.1
	s 2.08	s 1.45	s 1.17	5.44	5.29	3.49	s 3.33	193.3
	f 2.25	1.59	1.33	5.51	5.36	3.57	3.41	204.6
	f 2.30	2.05	1.38	5.56	5.41	4.02	3.46	213.3
	f 2.37	2.13	1.46	6.02	5.47	4.09	3.52	218.9
	s 2.54	f 2.23	1.55	6.10	5.55	4.17	4.01	224.4
	3.02	2.33	2.02	6.16	6.01	4.23	4.07	232.5
	s 3.14	f 2.39	2.07	6.20	6.05	4.27	4.11	238.3
	s 3.30	f 2.49	2.17	6.28	6.13	4.34	4.19	248.8
	3.36	2.57	2.22	6.32	6.17	4.40	4.23	254.5
	f 3.43	3.05	2.29	6.37	6.22	4.45	4.29	261.5
	f 3.52	3.15	2.37	6.44	6.29	4.52	4.36	270.6
	4.00	3.23	2.44	6.49	6.34	4.57	4.42	278.5
	A 4.15AM	A 3.35PM	A 2.55PM	A 6.55AM	A 6.40AM	A 5.05AM	A 4.50AM	284.1

(5.45) 48.9 (5.30) 51.1 (5.00) 56.3 (3.45) 75.0 (3.45) 75.0 (3.55) 71.8 (4.05) 68.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply on First Subdivision. 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. No. 5 reduce speed to 60 miles per hour passing mail crane at Cozad. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

Time-Table No. 25
September 15, 1957

STATIONS

R COUNCIL BLUFFS YL
DN-R OMAHA YL US
DN SUMMIT YL SU
WECO
LANE
ELKHORN KH
WATERLOO WO
VALLEY YL V
MEROER
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
DUNOAN
GARDINER
SILVER CREEK SI
HAVENS
OLARKS OX
O. B. & Q. CROSSING
CENTRAL CITY OI
OHAPMAN OP
O. B. & Q. CROSSING
DN-R GRAND ISLAND GE YL
ALDA
WOOD RIVER WR
SHELTON ST
GIBBON GB
OPTIO
DN KEARNEY YL KR
ODESSA DZ
ELM CREEK QR
OVERTON OV
LEXINGTON UM
DARR
COZAD OO
DN GOTHENBURG BU
VROMAN
BRADY BI
MAXWELL MX
GANNETT
DN-R NORTH PLATTE YL NO

Block Signal

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double or More

Double Track

FIRST SUBDIVISION EASTWARD

Time-Table No. 25
September 15, 1957

STATIONS	Mile Post	FIRST CLASS						
		28	6	8	112	104	102	106
		Mail and Express	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
R COUNCIL BLUFFS YL	0.0		A 6.10PM					
DN-R OMAHA YL US	3.8	A 6.30AM	5.25	A 7.00PM	A 12.30AM	A 2.30AM	A 2.50AM	A 3.05AM
DN SUMMIT YL SU	5.2	6.20	5.15	6.50	12.24	2.20	2.40	2.55
WECO	14.1	6.11	5.08	6.40	12.17	2.13	2.33	2.48
LANE	17.1	6.07	5.04	6.36	12.14	2.10	2.30	2.45
D ELKHORN KH	21.7	f 6.03	4.59	6.32	12.10	2.06	2.26	2.41
D WATERLOO WO	24.5	f 6.00	4.56	6.29	12.07	2.03	2.23	2.38
DN VALLEY YL V	28.0	s 5.57	4.52	6.25	12.04AM	2.00	2.20	2.35
MEROER	24.3	5.49	4.46	6.18	11.59PM	1.55	2.15	2.30
F. S. Y. & L. CROSSING	28.2							
DN FREMONT YL FN	29.2	s 5.40	s 4.40	s 6.10	11.55	1.51	2.11	2.26
O. B. & Q. CROSSING	40.0							
O. & N. W. CROSSING	44.8							
AMES	40.8	f 5.25	4.25	5.55	11.46	1.43	2.03	2.18
D NORTH BEND NB	24.4	f 5.17	4.18	5.47	11.40	1.37	1.57	2.12
D ROGERS DJ	21.4	f 5.09	4.12	5.39	11.35	1.32	1.52	2.07
DN SCHUYLER SO	28.7	s 5.02	4.06	f 5.32	11.30	1.26	1.46	2.01
D RIOHLAND BZ	26.9	f 4.53	3.58	5.24	11.24	1.20	1.40	1.55
O. B. & Q. CROSSING	28.8							
DN COLUMBUS YL O	24.5	s 4.45	s 3.51	s 5.16	11.17	1.13	1.33	1.48
DUNOAN	22.2	f 4.29	3.40	5.04	11.07	1.03	1.23	1.38
GARDNER	20.0	4.24	3.35	4.59	11.04	1.00	1.20	1.35
DN SILVER CREEK SI	102.5	f 4.19	3.30	4.54	11.00	1.00	1.16	1.31
HAVENS	107.0	4.14	3.25	4.49	10.56	1.12	1.27	1.42
D OLARKS OX	118.6	f 4.09	3.20	4.44	10.52	1.08	1.23	1.38
O. B. & Q. CROSSING	124.3							
DN CENTRAL CITY OI	124.9	s 3.59	3.10	f 4.34	10.44	1.23	1.29	1.44
D OHAPMAN OP	125.1	3.47	3.01	4.22	10.36	1.20	1.25	1.40
O. B. & Q. CROSSING	140.8							
DN-R GRAND ISLAND GR YL	146.0	3.35	2.50	4.10	10.26	1.20	1.26	1.41
ALDA	124.5	3.20	2.40	4.00	10.25	1.19	1.25	1.40
D WOOD RIVER WR	122.8	f 2.54	2.20	3.40	10.10	1.10	1.20	1.30
D SHELTON ST	120.9	f 2.45	2.14	3.32	10.05	1.05	1.15	1.25
DN GIBBON GB	176.0	f 2.38	2.09	3.25	10.01	1.00	1.10	1.20
OPTIO	180.2	2.34	2.05	3.20	9.58	1.00	1.10	1.20
DN KEARNEY YL KR	189.1	s 2.25	s 1.55	s 3.10	9.50	1.00	1.10	1.20
D ODESSA DZ	198.3	f 2.09	1.42	2.59	9.42	1.00	1.10	1.20
D ELM CREEK QR	204.0	f 2.02	1.37	2.53	9.38	1.00	1.10	1.20
D OVERTON OV	212.3	f 1.52	1.30	2.45	9.32	1.00	1.10	1.20
DN LEXINGTON UM	224.4	s 1.40	1.20	f 2.33	9.24	1.00	1.10	1.20
DARR	222.5	1.29	1.13	2.23	9.18	1.00	1.10	1.20
D COZAD CO	228.3	s 1.23	1.08	f 2.18	9.14	1.00	1.10	1.20
DN GOTHENBURG BU	248.8	s 1.08	1.25	f 2.05	9.06	1.00	1.10	1.20
VROMAN	254.5	12.59	12.54	1.57	9.02	1.00	1.10	1.20
D BRADY BI	261.8	f 12.52	12.48	1.50	8.56	1.00	1.10	1.20
D MAXWELL MX	270.6	f 12.44	12.40	1.41	8.50	1.00	1.10	1.20
GANNETT	278.5	12.37	12.33	1.33	8.44	1.00	1.10	1.20
DN-R NORTH PLATTE YL NO	284.1	12.30AM	12.25PM	1.25PM	8.39PM	10.28PM	10.48PM	11.03PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time to Omaha (6.00) (5.00) (5.35) (3.51) (4.02) (4.02) (4.02)
Average speed per hour 46.9 56.3 60.4 73.1 69.7 69.7 69.7

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
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.
No. 5 reduce speed to 60 miles per hour passing mail crane at Cozad.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 25
September 15, 1957

STATIONS	Mile Post	SECOND CLASS					
		74	234	72	76	240	238
		Time Freight	Local Freight	Time Freight	Local Freight	Local Freight	Local Freight
R COUNCIL BLUFFS YL	0.0	A 6.50AM	A 3.15PM	A 10.15PM			
DN-R OMAHA YL US	3.8	6.35	2.55	10.00			
DN SUMMIT YL SU	5.2	6.05	2.35	9.35			
WECO	14.1	5.55	2.15	9.25			
LANE	17.1	5.50	f 2.05	9.20			
D ELKHORN KH	21.7		s 1.55				
D WATERLOO WO	24.5		s 1.30				
DN VALLEY YL V	28.0	5.35AM	s 1.00	9.05PM			
MEROER	24.3		f 12.01PM				
F. S. Y. & L. CROSSING	28.2						
DN FREMONT YL FN	29.2		s 11.50AM				
O. B. & Q. CROSSING	40.0						
O. & N. W. CROSSING	44.8						
AMES	40.8		f 10.50				
D NORTH BEND NB	24.4		s 10.20				
D ROGERS DJ	21.4		s 9.50				
DN SCHUYLER SO	28.7		s 9.20				
D RIOHLAND BZ	26.9		f 8.20				
O. B. & Q. CROSSING	28.8						
DN COLUMBUS YL O	24.5		s 8.00				
DUNOAN	22.2		s 7.20				
GARDNER	20.0		f 6.50				
DN SILVER CREEK SI	102.5		s 6.40				
HAVENS	107.0		f 6.00				
D OLARKS OX	118.6		s 5.39				
O. B. & Q. CROSSING	124.3						
DN CENTRAL CITY OI	124.9		5.00AM	A 6.55AM			
D OHAPMAN OP	125.1			s 6.40			
O. B. & Q. CROSSING	140.8						
DN-R GRAND ISLAND GR YL	146.0			6.20AM	A 1.30PM		
ALDA	124.5				f 1.00		
D WOOD RIVER WR	122.8				s 12.30		
D SHELTON ST	120.9				s 12.01PM		
DN GIBBON GB	176.0				s 11.30AM		
OPTIO	180.2				f 11.00		
DN KEARNEY YL KR	189.1				10.30		
D ODESSA DZ	198.3				s 10.00		
D ELM CREEK QR	204.0				s 9.30		
D OVERTON OV	212.3				s 9.00		
DN LEXINGTON UM	224.4				A 10.30AM	8.30AM	
DARR	222.5				f 10.00		
D COZAD CO	228.3				s 9.30		
DN GOTHENBURG BU	248.8				s 9.00		
VROMAN	254.5				8.30		
D BRADY BI	261.8				s 8.15		
D MAXWELL MX	270.6				s 7.45		
GANNETT	278.5				7.15		
DN-R NORTH PLATTE YL NO	284.1				7.00AM		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time to Omaha (1.15) (10.15) (1.10) (0.35) (3.30) (3.00)
Average speed per hour 22.4 12.2 24.0 37.7 17.2 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
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.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings etc. See Rule 6 (A) Page 24.	SECOND CLASS					Distance from Council Bluffs
	353	245	241	97	93	
	Mixed	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
DF XWCZTYOP			7.00AM	6.35AM	5.00AM	284.1
			7.10	6.45	5.10	289.2
CS 84 P						290.5
WB 72 XP			s 7.25	s 7.01	s 5.20	296.9
CS 119 XWYP			f 7.35	A 7.10AM	A 5.25AM	300.7
40 X						301.8
CS 121 P			f 7.45			303.4
CS 82 P			f 7.55			307.9
CS 131 P			s 8.20			315.5
5 P			f 8.32			321.7
CS 88 P			f 8.45			327.7
WB 122 XWCP			s 9.45			334.8
CS 125 P			s 10.10			343.9
10						349.1
CS 122 WP			s 10.35			353.9
CS 83 P			f 10.45			359.3
WB 125 XWCP			11.45			365.3
CS 90 P			f 11.55AM			370.6
CS 123 WP			s 12.25PM			380.3
WB 111 XP			s 12.50			389.7
CS 125 P			f 1.02			396.3
XWCOYP			1.15			401.0
CS 94 YP			8.30AM	A 1.30PM		407.5
WB 121 XWP			f 8.45			415.5
CS 79 PX			f 9.15			426.4
CS 125 P			s 9.35			435.4
27 PX						439.9
CS 133 XWP			s 10.15			444.5
12						451.1
CS 125 P			s 10.45			456.6
CS 125 XWYP			A 11.30AM			466.7
10						472.0
CS 94 XWYP			3.35PM			477.5
WB 62 XP			f 3.45			483.2
CS 90 WP			f 3.55			489.7
WB 63 XP			f 4.05			495.9
WB 117 XP			f 4.15			501.2
DF XWCZTYOP			A 4.30PM			509.5

(0.55) 35.0 (3.00) 19.8 (6.30) 19.0 (0.35) 28.5 (0.25) 39.8

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

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 Inclusive apply on Second Subdivision.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Distance from Council Bluffs	7	5	103	101	105	111	27
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	2.45PM	2.05PM	6.00AM	5.45AM	4.10AM	3.55AM	3.30AM
	2.52	2.12	6.08	5.53	4.17	4.03	3.37
	2.58	2.18	6.13	5.58	4.22	4.08	3.42
	3.01	2.21	6.16	6.01	4.25	4.11	3.45
	3.03	2.23	6.18	6.03	4.27	4.13	f 3.47
	3.07	2.27	6.21	6.06	4.30	4.18	3.51
	3.14	2.34	6.27	6.12	4.36	4.24	f 3.58
	3.20	2.40	6.32	6.17	4.41	4.30	4.04
	3.26	2.46	6.37	6.22	4.46	4.35	f 4.10
	s 3.34	2.53	6.43	6.28	4.52	4.41	s 4.20
	3.43	3.02	6.50	6.35	4.59	4.48	f 4.29
	3.52	3.10	6.58	6.43	5.07	4.55	f 4.38
	3.57	3.15	7.02	6.47	5.11	4.59	4.43
	f 4.04	3.21	7.07	6.52	5.16	A f 5.10AM	s 4.53
	4.10	3.27	7.11	6.56	5.20		4.59
	4.19	3.36	7.19	7.04	5.28		f 5.08
	4.28	3.45	7.26	7.11	5.35		f 5.17
	4.34	3.51	7.31	7.16	5.40		f 5.23
	4.38	3.55	7.35	7.20	5.44		5.27
	4.47	4.02	7.43	7.28	5.52		5.35
	4.57	4.12	7.44	7.29	5.53		5.45
	5.07	4.22	7.53	7.38	6.02		5.54
	5.18	4.33	8.03	7.48	6.11		f 6.04
	5.27	4.42	8.11	7.56	6.18		f 6.18
	f 5.39	4.51	8.19	8.04	6.26		s 6.35
	5.50	5.02	8.29	8.14	6.36		f 6.47
	6.01	5.12	8.39	8.24	6.46		f 6.58
	6.13	5.23	8.50	8.35	6.56		f 7.10
	6.20	5.29	8.56	8.41	7.02		f 7.17
	6.27	5.36	9.03	8.48	7.09		f 7.25
	6.34	5.42	9.10	8.55	7.16		7.33
	6.41	5.48	9.17	9.02	7.24		7.40
	A 7.00PM	A 6.05PM	A 9.30AM	A 9.15AM	A 7.35AM		A 8.00AM

(4.15) 53.0 (4.00) 55.4 (3.30) 64.4 (3.30) 64.4 (3.25) 66.0 (1.15) 65.4 (4.30) 50.0

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 Inclusive apply on Second Subdivision.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

Time-Table No. 25

September 15, 1957

STATIONS

DN-R	NY	YL	NO
DN-R	NORTH PLATTE	NY	5.1
DN	WEST NORTH PLATTE	YL	WN
	BIRDWOOD		
D	HERSHEY	OF	
	O'FALLONS		
	VARNER		
D	SUTHERLAND	SU	
	DEXTER		
D	PAXTON	PN	
	KORTY		
	ROSCOE		
DN	OGALLALA	YL	GT
D	BRULE	RU	
	MEGEATH		
D	BIG SPRINGS	GS	
	BARTON		
DN	JULESBURG	YL	JB
	WEIR		
D	CHAPPELL	CQ	
D	LODGE POLE	GP	
D	SUNOL	UN	
	COLTON		
DN-R	SIDNEY	YL	OD
	BROWNSON		
DN	POTTER	PR	
	JACINTO		
D	DIX	DX	
	OWASCO		
DN	KIMBALL	KB	
	OLIVER		
D	BUSHNELL	BN	
DN	PINE BLUFFS	YL	UF
	TRACY		
D	EGBERT	GX	
D	BURNS	UX	
	HILLSDALE		
	DURHAM		
	ARONER		
DN-R	CHEYENNE	YL	OY

(225.4)

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Time-Table No. 25

September 15, 1957

STATIONS

DN-R	NY	YL	NO
DN-R	NORTH PLATTE	NY	5.1
DN	WEST NORTH PLATTE	YL	WN
	BIRDWOOD		
D	HERSHEY	OF	
	O'FALLONS		
	VARNER		
D	SUTHERLAND	SU	
	DEXTER		
D	PAXTON	PN	
	KORTY		
	ROSCOE		
DN	OGALLALA	YL	GT
D	BRULE	RU	
	MEGEATH		
D	BIG SPRINGS	GS	
	BARTON		
DN	JULESBURG	YL	JB
	WEIR		
D	CHAPPELL	OQ	
D	LODGE POLE	GP	
D	SUNOL	UN	
	COLTON		
DN-R	SIDNEY	YL	OD
	BROWNSON		
DN	POTTER	PR	
	JACINTO		
D	DIX	DX	
	OWASCO		
DN	KIMBALL	KB	
	OLIVER		
D	BUSHNELL	BN	
DN	PINE BLUFFS	YL	UF
	TRACY		
D	EGBERT	GX	
D	BURNS	UX	
	HILLSDALE		
	DURHAM		
	ARONER		
DN-R	CHEYENNE	YL	OY

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 25

September 15, 1957

FIRST CLASS

Mile Post	6	8	112	104	102	106	28	Mail and Express
	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	

STATIONS	Mile Post	FIRST CLASS						
		6	8	112	104	102	106	28
DN-R NORTH PLATTE NY 8.1	284.1	A 11.15AM	A 12.15PM	A 7.34PM	9.23PM	A 9.43PM	A 9.58PM	A 11.00PM
DN WEST NORTH PLATTE 1.8	289.2	11.04	12.01PM	7.24	9.13	9.33	9.48	10.50
BIRDWOOD 0.4	290.5							
D HERSHEY OF 8.8	296.9	10.58	11.52AM	7.18	9.08	9.28	9.43	10.44
O'FALLONS 1.1	300.7	10.55	11.48	7.15	9.05	9.25	9.40	10.41
VARNER 1.6	301.8							
D SUTHERLAND SU 4.5	303.4	10.53	f 11.45	7.13	9.03	9.23	9.38	f 10.38
DEXTER 7.6	307.9	10.49	11.41	7.10	9.00	9.20	9.35	10.33
D PAXTON PN 6.8	315.5	10.42	f 11.34	7.04	8.54	9.14	9.29	f 10.26
KORTY 6.0	321.7	10.37	11.28	7.00	8.49	9.09	9.24	10.20
ROSCOE 7.1	327.7	10.31	11.22	6.56	8.44	9.04	9.19	f 10.14
DN OGALLALA YL GT 9.1	334.8	10.24	s 11.15	6.51	8.38	8.58	9.13	s 10.07
D BRULE RU 5.2	343.9	10.15	f 11.05	6.43	8.30	8.50	9.05	f 9.57
MEGEATH 4.8	349.1							
D BIG SPRINGS GS 5.4	353.9	10.07	f 10.56	6.36	8.23	8.43	8.58	f 9.47
BARTON 6.0	359.3	10.02	10.50	6.32	8.18	8.38	8.53	9.41
DN JULESBURG YL JB 5.3	365.3	9.56	f 10.45	s 6.27PM	8.13	8.33	8.48	s 9.36
WEIR 9.7	370.6	9.50	10.37		8.08	8.28	8.43	9.29
D CHAPPELL OQ 9.4	380.3	9.42	f 10.31		8.00	8.20	8.35	f 9.21
D LODGE POLE GP 6.6	389.7	9.33	f 10.22		7.53	8.13	8.28	f 9.12
D SUNOL UN 4.7	396.3	9.28	10.16		7.48	8.08	8.23	f 9.06
COLTON 6.5	401.0	9.24	10.12		7.44	8.04	8.19	9.02
DN-R SIDNEY YL OD 8.0	407.5	9.17	10.05		7.37	7.57	8.12	8.55
BROWNSON 10.9	415.5	9.07	9.55		7.36	7.56	8.11	8.45
D POTTER PR 4.4	426.4	8.56	9.44		7.28	7.48	8.03	8.34
JACINTO 4.6	430.8	8.47	9.35		7.19	7.39	7.54	f 8.24
D DIX DX 4.5	438.4	8.40	9.26		7.12	7.32	7.47	f 8.14
OWASCO 4.6	439.9							
DN KIMBALL KB 6.6	444.5	8.33	f 9.17		7.05	7.25	7.40	s 8.05
OLIVER 5.5	451.1							
D BUSHNELL BN 10.1	456.6	8.23	9.05		6.56	7.16	7.31	s 7.52
DN PINE BLUFFS YL UF 5.3	466.7	8.14	8.55		6.48	7.08	7.23	s 7.40
TRAQY 5.3	472.0							
D EGBERT GX 5.7	477.5	8.04	8.45		6.38	6.58	7.13	f 7.29
D BURNS UX 6.5	483.2	7.59	8.40		6.34	6.54	7.09	7.24
HILLSDALE 6.2	489.7	7.54	8.35		6.29	6.49	7.04	7.19
DURHAM 5.3	495.9	7.49	8.30		6.24	6.44	6.59	7.14
AROHER 8.3	501.2	7.44	8.25		6.19	6.39	6.54	7.09
DN-R CHEYENNE YL OY (225.4)	509.5	7.35AM	8.15AM		6.10PM	6.30PM	6.45PM	7.00PM

Thru Time.....	(3.40)	(4.00)	(1.07)	(3.13)	(3.13)	(3.13)	(4.00)
Average speed per hour.....	61.5	56.4	72.7	69.9	69.9	69.9	56.4

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD

Time-Table No. 25

September 15, 1957

SECOND CLASS

Mile Post	242	354	246	98	94	Car Capacity of Seating, etc. See Rule 6 (A), page 24.
	Local Freight	Mixed	Local Freight	Local Freight	Mixed	

STATIONS	Mile Post	SECOND CLASS					Car Capacity of Seating, etc. See Rule 6 (A), page 24.
		242	354	246	98	94	
DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.50PM	A 7.00PM	DF XWCZTYOP
DN WEST NORTH PLATTE 1.3	289.2	12.50			4.40	6.48	P
BIRDWOOD 6.4	290.5						CS 84 P
D HERSHEY OF 3.8	296.9	s 12.35			f 4.30	s 6.38	WB 72 XP
O'FALLONS 1.1	300.7	f 12.25			4.22PM	6.30PM	CS 119 XWYP
VARNER 1.6	301.8						40 X
D SUTHERLAND SU 4.5	303.4	s 12.15PM					CS 121 P
DEXTER 7.6	307.9	f 11.55AM					CS 83 P
D PAXTON PN 6.8	315.5	s 11.34					CS 121 P
KORTY 6.0	321.7	f 11.15					5 P
ROSCOE 7.1	327.7	f 11.00					CS 83 P
DN OGALLALA YL GT 9.1	334.8	s 10.45					WB 122 WB 123 ES 124 XWOP
D BRULE RU 5.2	343.9	s 9.50					CS 125 P
MEGEATH 4.8	349.1						10
D BIG SPRINGS GS 5.4	353.9	s 9.25					CS 122 WP
BARTON 6.0	359.3	f 8.55					CS 83 P
DN JULESBURG YL JB 5.3	365.3	s 8.45					WB 123 ES 124 XWCZTYOP
WEIR 9.7	370.6	f 7.55					CS 90 P
D CHAPPELL OQ 9.4	380.3	s 7.45					CS 122 WP
D LODGE POLE GP 6.6	389.7	s 7.30					WB 111 ES 74 XP
D SUNOL UN 4.7	396.3	f 7.20					XP
COLTON 6.5	401.0	f 7.10					CS 125 P
DN-R SIDNEY YL OD 8.0	407.5	7.00AM			A 3.30PM		XWCOYP
BROWNSON 10.9	415.5				f 2.50		CS 94 YP
D POTTER PR 4.4	426.4				s 2.25		WB 121 XWP ES 70
JACINTO 4.6	430.8						8 PX
D DIX DX 4.5	435.4				s 1.55		CS 125 P
OWASCO 4.6	439.9						37 PX
DN KIMBALL KB 6.6	444.5				s 1.30		CS 123 XWP
OLIVER 5.5	451.1						12
D BUSHNELL BN 10.1	456.6				s 12.50		CS 125 P
DN PINE BLUFFS YL UF 5.3	466.7				12.30PM		CS 124 XWCP
TRAQY 5.3	472.0						10
D EGBERT GX 5.7	477.5				A 8.50AM		CS 94 XWYP
D BURNS UX 6.5	483.2				s 8.40		WB 02 XP
HILLSDALE 6.2	489.7				s 8.31		CS 95 WP
DURHAM 5.3	495.9				f 8.23		WB 03 XP
AROHER 8.3	501.2				f 8.15		WB 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5				8.05AM		DF XWCZTYOP

Thru Time.....	(6.00)	(0.45)	(1.15)	(0.28)	(0.30)
Average speed per hour.....	20.6	43.7	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 72.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				THIRD SUBDIVISION		EASTWARD				
SECOND CLASS		FIRST CLASS		Time-Table No. 25 September 15, 1957	Mile Post	FIRST CLASS		SECOND CLASS		
	71	111	301			302	112	72		
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	C. B. & Q. Freight Daily	Streamliner Passenger Daily	C. B. & Q. Passenger Daily			C. B. & Q. Passenger	Streamliner Passenger	C. B. & Q. Freight		
STATIONS										
80	WCYIP		f 5.10AM		0.0	DN JULESBURG YL JB	0.0	As 6.27PM		
75	ZP		5.18		7.1	D OVID VI	7.1	6.18		
73	WP		5.24		14.0	D SEDGWICK ZD	14.0	6.12		
20					19.0	DORSEY	19.0			
96	P		5.31		23.1	RED LION	23.1	6.05		
20	P				25.8	MARCOIT	25.8			
94	WP		5.36		30.1	D CROOK OK	30.1	6.00		
22					34.2	TOBIN	34.2			
72	P		5.43		38.8	PROCTOR	38.8	5.53		
12	P				41.1	POWELL	41.1			
20					42.2	GRIFF	42.2			
94	P		5.48		46.0	D LUFF F	46.0	5.48		
10					50.1	FORD	50.1			
77	P		5.54		53.5	HAYFORD	53.5	5.41		
	AIP				57.2	O. B. & Q. CROSSING	57.2			
100	IWTZP	1.00PM	6.00 6.05	5.05AM	57.5	DN-B STERLING YL ST	57.5	42.20AM 5.37 5.35	11.59PM	
					61.7	HALL	61.7			
72	P	1.14	6.13	f 5.13	64.1	D ATWOOD OD	64.1	f 2.09	5.28 11.43	
28					68.8	BETLAND	68.8			
74	P	1.27	6.19	f 5.21	70.2	D MERRINO MI	70.2	f 2.02	5.23 11.33	
10					72.1	BETA	72.1			
143	P	1.36	6.24	5.29	76.0	MESSEK	76.0	5.19	11.21	
41	P				78.4	BALZAO	78.4			
22	P	A 2.00PM	6.29	A 5.40AM	81.0	DN UNION UN	81.0	f 1.50AM	5.15 11.09PM	
24					82.8	COOPER	82.8			
94	WP		6.34		87.0	D SNYDER	87.0	5.10		
58	P		6.40		93.8	DODD	93.8	5.05		
21					96.9	HURLEY	96.9			
100	WP		6.44		98.6	DN FT. MORGAN FX	98.6	5.01		
30	P		6.50		106.0	NARROWS	106.0	4.55		
70	P		6.52		109.0	D WELDONA DN	109.0	4.53		
22	P		6.57		114.2	GOODRICH	114.2	4.49		
78	P		7.00		117.7	ORCHARD	117.7	4.46		
14	P				121.4	SUBLETTE	121.4			
60	P		7.06		124.8	MASTERS	124.8	4.40		
60	P		7.11		130.2	CANTON	130.2	4.36		
121	WP		7.16		135.4	HARDIN	135.4	4.32		
10	P				139.1	KUNER	139.1			
70	P		7.22		143.1	D KESBY KR	143.1	4.26		
27					147.2	AUBURN	147.2			
60	WOTYP		A 7.30AM		151.1	DN-B LASALLE YL DY	151.1	4.20PM		
					(151.1)			Daily	Daily	

(1.00) (2.20) (0.35)
23.5 64.8 40.3

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

(0.30) (2.07) (0.50)
47.0 71.4 28.2

.....Thru Time.....
.....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 72.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD					
SECOND CLASS		71		73		Time-Table No. 25 September 15, 1957	Mile Post	SECOND CLASS		74		72	
		Freight	Freight	Freight	Freight			Freight	Freight				
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	Distance from Valley	Daily	Daily	Daily	Daily			Daily	Daily				
STATIONS													
WCYIP		10.25PM	1.30PM	0.0	DN-B VALLEY YL V	0.0	A 5.20AM	A 8.50PM					
AI				5.8	O. B. & Q. CROSSING	5.8							
28	P	10.40	1.45	6.3	YUTAN YN	6.3	5.10	8.40					
100	YP	10.50	1.55	11.6	D MEAD AD	11.6	5.00	8.30					
94	P	11.10	2.07	18.9	D WAHOO W	18.9	4.45	8.15					
				19.6	O. & N. W. and O. B. & Q. CROSSINGS	19.6							
70	P	11.25	2.22	26.3	D WESTON WN	26.3	4.35	8.05					
10	P	11.35PM	2.34	33.2	TOUHY	33.2	4.23	7.53					
90	WYP	12.01AM	2.44	37.3	DN VALPARAISO YL VO	37.3	4.15	7.45					
28				41.8	AGNEW	41.8							
22	P	12.18	2.58	46.5	D RAYMOND RM	46.5	3.59	7.28					
101	P	12.30	3.08	52.7	GARRATT	52.7	3.48	7.18					
4				55.3	WEST LINCOLN	55.3							
	I			56.5	O. B. & Q. CROSSING	56.5							
24	WTZP	12.55	3.18	57.1	DN LINCOLN YL SN	57.1	3.40	7.10					
	I			57.4	O. B. & Q. CROSSING	57.4							
	I			59.0	O. B. & Q. CROSSING	59.0							
120	P	1.18	3.31	65.4	JAMAIOA	65.4	3.20	6.50					
				68.2	HANLON	68.2							
21	P	1.33	3.46	74.7	PRINCETON	74.7	3.05	6.35					
70	P	1.43	3.53	79.5	D ORTLAND RD	79.5	2.55	6.25					
24	P	1.53	4.08	86.9	D PICKRELL IK	86.9	2.43	6.13					
	WTZP	A 2.15AM	A 4.25PM	96.8	DN-B BEATRICE YL BX	96.8	2.30AM	6.00PM					
				(96.8)			Daily	Daily					

(3.50) (2.55)
26.2 33.2

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

(2.50) (2.50)
34.2 34.2

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

Westward trains are superior to trains of the same class in the opposite direction.—See rule 72.
At Lincoln, trains using C. B. & Q. passenger station are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Balrd Tower.

WESTWARD				OLD MAIN LINE				EASTWARD					
SECOND CLASS		71		73		Time-Table No. 25 September 15, 1957	Mile Post	SECOND CLASS		74		72	
		Freight	Freight	Freight	Freight			Freight	Freight				
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	Distance from Council Bluffs	Daily	Daily	Daily	Daily			Daily	Daily				
STATIONS													
XIP				5.2	DN SUMMIT YL SU	5.2							
XWP				8.4	SOUTH OMAHA YL	8.4							
XIP				11.9	GILMORE YL	11.9							
72	P			16.8	D PAVILLION PO	16.8							
AIP				19.2	MO. PAC. CROSSING	19.2							
P				22.5	D MILLARD MD	22.5							
XP				26.1	LANE	26.1							
				20.9									

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

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

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 25 September 15, 1957				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.				Distance from Valparaiso	STATIONS			Mile Post			
	75				76						
			Local Freight				Local Freight				
			Tuesday Thursday Saturday								
WYP			5.00AM	0.0	DN-R	VALPARAISO	YL VO	0.0	A11.35AM		
			f 5.20	7.4		LOMA		7.4	f11.02		
16			s 5.40	18.5	D	BRAINARD	BD	18.5	s10.50		
				15.0		O. & N. W. CROSSING		15.0			
32	W		s 6.10	23.2	D	DAVID CITY	DV	23.2	s10.25		
				28.5		O. B. & Q. CROSSING		28.5			
31			s 6.45	33.8	D	RISING CITY	RN	33.8	s 9.40		
36			s 7.05	40.1	D	SHELBY	SH	40.1	s 9.20		
7			s 7.34	47.5	D	OSOKOLA	OZ	47.5	s 8.55		
9	W		s 8.25	52.9	D	STROMSBURG	S	52.9	s 8.25		
				56.8		DURANT		56.8			
35			s 8.40	63.0	D	POLK	PK	63.0	s 7.50		
21			s 8.55	68.3	D	HORDVILLE	HV	68.3	s 7.30		
22			s 9.10	73.8		HEBER		73.8	f 7.10		
				75.3		O. B. & Q. CROSSING		75.3			
WYP			A 9.20AM	75.9	DN-R	CENTRAL CITY	YL OI	75.9	7.05AM		
						(75.9)			Monday Wednesday Friday		

(4.20)Thru Time..... (4.30)
17.5Average speed per hour..... 16.8

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 25 September 15, 1957				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.				Distance from Genoa	STATIONS			Mile Post			
	79				80						
			Mixed				Mixed				
			Daily Except Sunday								
40	WY		12.32PM	0.0	D-R	GENOA	YL G	0.0	A 4.45PM		
12				6.3		KENT		6.3			
20				9.3		MERCURISTON		9.3			
38			s 1.08	13.7	D	FULLERTON	FU	13.7	s 4.17		
21			s 1.33	23.1		BELGRADE		23.1	s 3.53		
26	W		s 1.52	30.3	D	CEDAR RAPIDS	OD	30.3	s 3.35		
36			s 2.13	36.6	D	PRIMROSE	P	36.6	f 3.19		
38	WY		A 2.40PM	44.3	D-R	SPALDING	YL SG	44.3	3.00PM		
						(44.3)			Daily Except Sunday		

(2.08)Thru Time..... (1.45)
20.8Average speed per hour..... 25.3

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

WESTWARD				NORFOLK BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 25 September 15, 1957				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.				Distance from Columbus	STATIONS			Mile Post			
	79				80				312		
			Mixed				Mixed				
			Daily Except Sunday								
WCTYPZ			11.40AM	0.0	DN-R	COLUMBUS	YL O	0.0	A 1.25PM	A 5.35PM	A11.00PM
20			11.50AM	4.3		SHELDONVILLE		4.3	1.10	5.23	f10.47
8	YP		A12.02PM	9.4	R	OCONEK	YL	9.4	1.02PM	5.10PM	f10.35
29				14.7	D	PLATTE CENTER	PO	14.7			s10.20
36				20.3		TARNOV		20.3			
				25.1		O. & N. W. CROSSING		25.1			
58	W			26.7	D	HUMPHREY	HX	26.7			s 9.40
15				29.1		PEOK		29.1			f 9.16
38	W			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			
WCTYP				50.4	D-R	NORFOLK	YL KN	50.4			8.00PM
						(50.4)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday

(0.22) (0.25) (3.20)Thru Time..... (0.32) (0.25) (3.00)
25.6 22.0 15.1Average speed per hour..... 24.5 22.6 16.8

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

WESTWARD				ALBION BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 25 September 15, 1957				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.				Distance from Oconee	STATIONS			Mile Post			
	79				80						
			Mixed				Mixed				
			Daily Except Sunday								
20	YP		12.02PM	0.0	R	OCONEK	YL	0.0	A 1.02PM	A 5.10PM	
5				2.0		MILL SPUR		2.0			
			s 12.13	4.8	D	MONBOE	MN	4.8	s 12.50	s 5.00	
40	WYP		A12.29PM	11.3	D-R	GENOA	YL G	11.3	s 12.29PM	4.45PM	
56				22.3	D	ST. EDWARD	ST	22.3	s 11.55		
28	WYP		A10.05AM	33.7	D-R	ALBION	YL A	33.7	11.30AM		
						(33.7)			Daily Except Sunday	Daily Except Sunday	

(0.27) (2.20)Thru Time..... (1.32) (0.25)
25.1 14.4Average speed per hour..... 22.0 27.1

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

WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD				
SECOND CLASS				Distance from Grand Island	Time-Table No. 25 September 15, 1957				SECOND CLASS			
	283	83			Mile Post	84	284					
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	Mixed	Mixed				Mixed	Mixed					
	Mon., Wed., Fri.	Tues., Thurs., Sat.										
STATIONS												
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	8.0	A 5.15PM	A 5.15PM			
I				0.4		O. B. & Q. CROSSING	0.4					
11				2.5		OAREY	2.5					
10		s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s 4.42	s 4.42			
39 WYP		s 11.15	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	s 4.20PM			
10		s 11.40AM		30.2	D	DANNEBROG DB	30.2	s 3.50				
11 W		s 12.05PM		40.5	D	BOELUS HW	40.5	s 3.20				
81		f 12.25		47.7		ROOKVILLE	47.7	f 2.55				
83 WY		A 1.00PM		60.9	D-R	LOUP CITY YL OP	60.9	2.30PM				
97			s 10.20	30.7	D	ELBA EB	30.7	s 3.48				
26			s 10.35	38.8		OOTESFIELD	38.8	s 3.41				
			10.50	44.5		SCOTIA JUNCTION	44.5	3.23				
30			s 11.00	45.7	D	SCOTIA SK	45.7	s 3.14				
			11.15	44.5		SCOTIA JUNCTION	44.5	3.07				
81 W			s 11.35AM	48.8	D	NORTH LOUP NU	48.8	s 2.57				
8				58.5		SAUNDERS	58.5					
				60.7		O. B. & Q. CROSSING	60.7					
84 WY			A 12.10PM	61.0	D-R	ORD YL RD	61.0	2.30PM				
						(61.0)						
		(8.00)	(8.10)			..... Thru Time.....		(2.45)	(2.45)			
		20.3	19.3			..... Average speed per hour.....		22.2	22.1			

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

WESTWARD				HASTINGS BRANCH				EASTWARD				
SECOND CLASS				Distance from Hastings	Time-Table No. 25 September 15, 1957				SECOND CLASS			
					Mile Post							
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.												
STATIONS												
WTYPCZ				8.0	DN-R	HASTINGS YL AN	8.0					
130 P				12.7		HAYLAND	12.7					
85 P				20.2		DENMAN	20.2					
130 WYP I				28.1	DN-R	GIBBON GE	28.1					
						(28.1)						

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

At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

WESTWARD				KEARNEY BRANCH				EASTWARD				
SECOND CLASS				Distance from Kearney	Time-Table No. 25 September 15, 1957				SECOND CLASS			
					Mile Post	96	196					
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.						Mixed	Mixed					
STATIONS												
WTYPCZ				0.0	DN-R	KEARNEY YL KR	0.0	A 9.20PM	A 11.50AM			
12			f 9.12	5.5		OAKWOOD PARK	5.5	f 8.32	f 11.10			
19 P			s 9.19	10.1		RIVERDALE	10.1	s 8.22	s 10.50			
27 P			s 9.30	16.8	D	AMHERST HR	16.8	s 8.00	s 10.35			
12			f 9.52	23.7		WATERTOWN	23.7	f 7.41	f 10.25			
13 WP			s 10.06	26.8		MILLER	26.8	s 7.33	s 10.15			
18 P			s 10.20	32.5	D	SUMNER SU	32.5	s 7.15	s 10.00			
25 P			s 10.40	40.4	D	EDDYVILLE VD	40.4	s 6.59	s 9.45			
40			s 11.13	52.1	D	OOONTO BS	52.1	s 6.28	s 9.30			
27 WYP			s 12.30PM	65.5	D	GALLAWAY OA	65.5	s 5.45	s 9.00			
9			f 12.55	75.8		FINCHVILLE	75.8	f 5.00	f 8.30			
38 WP			s 1.30	83.1	D	ARNOLD AD	83.1	s 4.45	s 8.15			
10			f 2.10	94.6		HOAGLAND	94.6	f 4.18	f 7.48			
15 P			f 2.30	99.2		GANDY	99.2	f 4.08	f 7.38			
22 FWYC			A 2.55PM	102.4	D-R	STAPLETON YL BN	102.4	4.00PM	7.30AM			
						(102.4)						
			(5.55)			..... Thru Time.....		(5.20)	(4.20)			
			17.3			..... Average speed per hour.....		19.2	23.0			

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 25 September 15, 1957				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	97 Local Freight Daily		93 Mixed Daily	Distance from O'Fallons.	STATIONS	Mile Post	98 Local Freight		94 Mixed		
	WYP		7.15AM	5.30AM	0.0	R	O'FALLONS YL	0.0	A 4.20PM	A 6.25PM	
15		f	7.20	5.35	2.8		OOKER	2.8	f 3.58	f 6.13	
41	P	f	7.41	5.48	18.8	D	SARBEN AK	18.8	f 3.30	s 5.58	
40		f	7.58	5.57	19.6		NEVENS	19.6	f 3.15	f 5.48	
13					24.8		BROGANVILLE	24.8			
43	WP	f	8.20	6.11	28.4		KEYSTONE	28.4	f 2.55	s 5.36	
11					30.7		KINGSLEY	30.7			
43	P	f	8.35	6.21	34.9	D	MARTIN SA	34.9	f 2.30	f 5.24	
43	P	f	8.50	6.31	41.2		LEMOYNE	41.2	f 2.15	s 5.14	
25		f	9.05	6.40	46.8		BELMAR	46.8	f 2.05	f 5.03	
44		f	9.14	6.48	51.7		RUGHTON	51.7	f 1.55	f 4.55	
41	WYP	s	9.45	7.02	59.3	D	LEWELLEN YL W	59.3	s 1.40	s 4.44	
41	P	s	10.35	7.21	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21	
40	WP	s	11.20	7.43	86.4	D	LISCO CO	86.4	f 12.25PM	s 3.53	
37		f	11.35	7.56	95.4		FINLEY	95.4	f 11.55AM	f 3.39	
46		s	11.45AM ⁹⁹	8.07	100.4	D	BROADWATER BR	100.4	f 11.45 ⁹⁷	s 3.30	
19		f	12.03PM	8.20	109.6		TOWERS	109.6	f 11.20	f 3.12	
195	WPY	s	12.35	8.30	114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05	
	AI		12.40	8.33	115.5		O. B. & Q. CROSSING	115.5	10.50	2.57	
11		f	12.55	8.40	121.8		MOHLER	121.8	f 10.40	f 2.46	
38	P	f	1.01	8.50	126.7	D	SOUTH BAYARD OR	126.7	f 10.32	s 2.39	
61		f	1.10	8.59	133.1		MOOREW	133.1	f 10.23	s 2.29	
30	P	f	1.20	9.09	137.9	D	MELNETA MB	137.9	f 10.13	s 2.19	
70	DOWOZYPT	A	1.35PM	9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM	
							(145.9)	Daily	Daily		
		(6.20) 34.3	(4.00) 36.5Thru Time.....				(6.19) 23.1	(4.25) 33.0Average speed per hour.....	

WESTWARD				GERING BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 25 September 15, 1957				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	97 Local Freight Daily		93 Mixed Daily	Distance from Gering	STATIONS	Mile Post	98 Local Freight		94 Mixed		
	DOWCZYPT			0.0	DN-R	GERING YL G	0.0				
17				5.4		MATHERS YL	5.4				
27				6.0		MOON YL	6.0				
				7.0		ROUBADEAU YL	7.0				
18				8.4		HILLIKER YL	8.4				
18				9.8		RIFORD YL	9.8				
						(9.8)					
Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule 72.											

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD					
SECOND CLASS				Time-Table No. 25 September 15, 1957				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	353 Mixed Daily		93 Mixed Daily	59 Local Freight Daily	Distance from O'Fallons	STATIONS	Mile Post	354 Mixed		60 Local Freight		94 Mixed	
72	DOWOZYPT			9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9			A 10.40AM	A 1.50PM
14		f	9.46	6.10	150.5		COSTIN	150.5			f 10.28	f 1.34	
30		s	9.49	6.15	152.3	D	HAIG HA	152.3			f 10.25	s 1.30	
34		s	9.55	6.25	155.8	D	SOUTH MITCHELL MI	155.8			f 10.20	s 1.21	
32		f	9.58	6.30	157.1		PELTON	157.1			f 10.15	f 1.14	
70	P	s	10.06 ⁸⁰	6.45	159.1	D	SOUTH MORRILL MO	159.1			f 10.06 ⁸⁰	s 1.06	
18		f	10.09	6.50	164.2		JOYCE	164.2			f 9.52	f 1.01	
51	WYP	s	10.15	9.45 ⁸⁰	167.9	DN	LYMAN YL MU	167.9			s 9.45 ⁸⁰	s 12.56	
21		f	10.19	9.50	170.1		CANAL	170.1			f 9.20	f 12.49	
61	P	s	10.25	10.07	173.7	D	HUNTLEY HU	173.7			f 9.13	s 12.41	
38		f	10.30	10.17	177.0		HOLLY	177.0			f 9.06	f 12.33	
51	WOYP		12.45PM	10.40 ⁵⁹ 10.45	181.6	D-R	YODER YL DR	181.6	A 11.45AM		9.00 8.46	12.25 12.15 ⁵⁹	
51	P	s	10.55	12.35	188.1	D	VETERAN VN	188.1			s 8.33	s 12.03PM	
8		f	11.00	12.40	191.5		HELDY	191.5			f 8.26	f 11.57AM	
10		f	11.07	12.50	195.1		COTTIER	195.1			f 8.19	f 11.50	
51	OWYP		A 11.15AM	A 1.00PM	200.6	D-R	50 TORRINGTON YL RI	200.6			8.10AM	11.45AM	
14		f	12.55		185.3		GOODLAND	185.3			f 11.32		
20		f	1.01		187.6		FONDA	187.6			f 11.27		
51	W	s	1.10		192.4	D	HAWK SPRINGS HK	192.4			s 11.15		
31		f	1.18		194.7		DUROO	194.7			f 11.01		
19		f	1.30		200.8		WYCOBBS	200.8			f 10.50		
51	WY	s	1.45		208.8	D	LA GRANGE GA	208.8			s 10.45		
19		f	1.57		210.7		TRKMAIN	210.7			f 10.20		
51	WC	s	2.35		222.5	D	ALBIN AB	222.5			s 9.55		
51		f	2.55		239.7		LINDBERGH	239.7			f 9.35		
	WPY	A	3.25PM		244.3	DN-R	EGBERT YL OX	244.3			9.10AM		
							(244.3)	Daily	Daily	Daily			
		(2.40) 23.5	(1.35) 34.5	(7.00) 7.8Thru Time.....				(2.35) 24.3	(2.30) 21.0	(3.05) 26.8Average speed per hour.....	

WESTWARD				LYMAN BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 25 September 15, 1957				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Lyman	STATIONS		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Sears	STATIONS		Mile Post		
	0.0	DN	LYMAN MU YL	0.0		0.0	SEARS YL	0.0			
18	2.8		SEARS YL	2.8	5	1.2	BELLINGER YL	1.2			
6	3.3		SIDING NO. 1 YL	3.3	17	2.8	JANISE YL	2.8			
17	4.6		HARTMAN YL	4.6							
22	6.4		STEGALL YL	6.4							
			(6.4)				(2.8)				
Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, and Nos. 60 and 94 are superior to No. 59.—See Rule 72.											

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

Designation "Str." —Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
 When diesel 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.
 When a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	When more than 50% of the tonnage is gravel.			40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
Inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			30 25
When caboose is handled in train consisting of passenger train equipment		60		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling scale test cars.			30
When yard limits not protected by continuous block signal system.	50	40	25	Train handling U. P. ore cars series 8000 8499, loaded or empty. Trains handling air-dump cars.			45 35
Passing fueling stations.	50	40	25	When using No. 14 turn-outs.	25	20	20
Diesel 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	When using other cross-overs or turn-outs: 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			5 15 10 15 10
1500 class diesel road freight locomotives.		55	55	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
Other than 1500 class diesel road freight locomotives.		60	55	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
3800 and 3900 class engines.		60	50	On wye tracks.	15	15	15
5000 class engines.		50	50	Jordan spreaders and other machines of spreader type, when in operation.			15
4000 class engines.		45	45	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
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 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.	Psgr.	Frt.		Str.	Psgr.	Frt.
Diesel locomotives in road service.			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	Grand Island, 1000 class and heavier engines on east and west logs of wye.			5
Fremont, within city limits.		20	15	Grand Island, 2200 class engines on scale track and east yard run-around track.			5
Fremont, on F. S. Y. & L. Co. tracks			15	Buda, all airfield trackage.			10
Ames, freight train moving over C.&N.W. crossing.			50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.			10
Central City, within city limits.	60	60	55	Lexington, 2200 class engines on third and fourth tracks north, east of depot.			5
Central City, 2200 class engines on east leg of wye.			5	Conrad, on Armour & Co. spur tracks.			5
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	Gothenburg wye.			5
Grand Island, freight trains entering and moving through yard tracks.			5				
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Summit 5.2 and 5.6	25	25	25	Between Mile Posts— North Platte 231.9 and 231.1	80	70	50
Weco 14.2 and 14.7	80	70	50	Brady 258.5 and 258.1	70	60	50
15.9 and 16.2	80	70	50	Kearney 189.2 and 189.0	40	40	25
Lane 18.1 and 18.4	70	60	50	Waterloo 23.2 and 23.8	70	60	50
19.4 and 19.8	70	60	50	22.6 and 22.2	60	50	40
Elkhorn 21.9 and 22.1	70	60	50	22.1 and 21.9	70	60	50
22.2 and 22.6	60	50	40	Elkhorn 19.8 and 19.4	70	60	50
22.8 and 23.2	70	60	50	18.4 and 18.1	70	60	50
Vroman 258.1 and 258.5	70	60	50	Lane 16.2 and 15.9	80	70	50
Beek 281.1 and 281.9	80	70	50	14.7 and 14.2	80	70	50
North Platte				Seymour 5.6 and 5.2 Summit	25	25	25

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Diesel locomotives in road service.			55	Hilledale, 5000 class and heavier engines on industry track.			5
Big Springs, over highway crossing when using siding.	5	5	5				
Brownson, on government tracks.			10	Cheyenne passenger sheds.	10	10	5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Korty 323.5 and 324.4	70	60	50	Between Mile Posts— Cheyenne 509.1 and 508.7	40	40	25
Brownson 422.6 and 423.5	60	60	50	506.3 and 505.8	80	70	50
Bushnell 456.9 and 457.2	80	70	50	503.0 and 502.2	60	50	40
462.8 and 462.9	80	70	50	Archer 408.2 and 497.7	70	60	50
Burns 486.2 and 486.5	70	60	50	Durham 404.0 and 403.8	70	60	50
Hilledale 493.8 and 494.0	70	60	50	Hilledale 486.5 and 486.2	70	60	50
Durham 497.7 and 498.2	70	60	50	Pine Bluffs 462.9 and 462.8	80	70	50
Archer 502.2 and 503.0	60	50	40	457.2 and 456.9	80	70	50
505.8 and 506.3	80	70	50	Potter 423.5 and 422.6	60	60	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			

THIRD SUBDIVISION

Maximum speed.	70	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
Diesel locomotives in road service.			55	Between M. P. 150.7 and 150.9	30	30	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
Freight engines not otherwise shown.		50		Sterling, 3900 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C.B.&Q. wrecking derrick.			20

BRANCHES

Beatrice Branch Maximum speed.	50	45	Mead Between U. P. yard and Nebr. Ordinance classification yard.			15
5000 class and MacArthur type engines on curves.	35	35	Wahoo, city track.			6
Between Mile Posts— Valley 0.1 and 0.3	15	15	19.1 and 19.5	85	85	
3.8 and 4.0	35	35	19.1 and 19.5, with 5000 class and MacArthur type engines.	25	25	
3.8 and 4.0, with 5000 class and MacArthur type engines.	25	25	Weston 30.2 and 30.5	35	35	
Yutan 6.4 and 7.7	35	35	30.2 and 30.5, with 5000 class and MacArthur type engines.	25	25	
6.4 and 7.7, with 5000 class and MacArthur type engines.	25	25	31.6 and 31.9	35	35	
			31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Touhy 36.0 and 37.4	25	25	Ord—Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
Garratt 56.3 and 57.5	15	15	Carey, all airfield trackage.		10
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Libory and Ord.		30
Pickrell 96.5 and 97.3	15	15	Between St. Paul and Loup City.		30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Hastings Branch Maximum speed. Diesel locomotives in road service.	70	50
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Over Bridge 21.35.	30	30
Between Brainard and Hordville.	40	30	Gibbon, west of east wye switch.		15
Between Hordville and Central City.	35	25	Kearney Branch Between Kearney and Callaway: Steam trains. Diesel locomotives in road service.	25	25
Trains handling outfit cars.		20	Between Callaway and Stapleton: Steam trains. Diesel locomotives in road service.	30	30
2800 class engines.	30	30	Trains handling outfit cars.		20
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	North Platte Branch Maximum speed.	45	45
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	5000 class engines.	35	35
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Over Bridge 18.30.		35
Between Oconee and M.P. 16.		25	Oshkosh, over First Street Crossing.		15
Between M.P. 16 and Norfolk.		30	North Platte Cut-off Maximum speed.	45	45
Trains handling outfit cars.		20	5000 class engines.	35	35
Columbus, over wye switches.		15	On curves between Yoder and So. Torrington.		35
On curve at M.P. 1.75.		25	On curves between M.P. 25.42 and M.P. 31.25.		30
Albion Branch Maximum speed:		30	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars.		20	Lyman Branch.		20
Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30	Gering Branch.		20
Between M.P. 11 and Spalding.		25	Sears Branch.		20
Trains handling outfit cars.		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.)			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	27—XP	Both
Paddock.....	128.5	20	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	274.6	7—X	Both
Kearney Air Base.....	185.9	WS 40—XP	Both	Beck.....	280.5	10	West
Alfa Center.....	194.1	44—XP	Both				

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

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—coaling station
 - D—diesel oil station
 - F—turbine fuel station
 - I—interlocking
 - O—fuel oil station
 - 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

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 EMPLOYES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott	District Surgeon	Omaha, Nebr.	E. R. Coro	Surgeon	Kimball, Nebr.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	V. D. Norall	Surgeon	Lexington, Nebr.
J. S. Benwell	District Surgeon	Denver, Colo.	P. J. Heidrick	Surgeon	Lincoln, Nebr.
R. J. Smith	Surgeon	Albion, Nebr.	E. R. Pearson	Surgeon	Lupton, Colo.
W. T. Wildhaber	Surgeon	Beatrice, Nebr.	W. L. Wilkinson	Surgeon	La Salle, Colo.
R. W. Taylor	Oculist and Aurist	Beatrice, Nebr.	F. L. Garner	Surgeon	Madison, Nebr.
J. W. Wells	Surgeon	Brighton, Colo.	C. R. Watson	Surgeon	Mitchell, Nebr.
M. L. Chaloupka	Surgeon	Callaway, Nebr.	G. B. Salter	Surgeon	Norfolk, Nebr.
E. T. Zikmund	Surgeon	Central City, Nebr.	O. C. Kreymborg	Surgeon	North Platte, Nebr.
R. R. Douglas	Surgeon	Clarks, Nebr.	Wm. B. Niehus	Surgeon	North Platte, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	A. J. Callaghan	Surgeon	North Platte, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	H. H. Walker	Oculist and Aurist	North Platte, Nebr.
L. G. Howard	Oculist and Aurist	Council Bluffs, Ia.	G. F. Waltemath	Surgeon	North Platte, Nebr.
A. L. Nielson	Surgeon	Council Bluffs, Ia.	R. T. Takenaga	Surgeon	North Platte, Nebr.
A. M. Pedersen	Surgeon	Council Bluffs, Ia.	H. A. Blackstone	Surgeon	Northport, Nebr.
G. M. McArdle	Surgeon	Council Bluffs, Ia.	Wm. J. Russum	Surgeon	Omaha, Nebr.
P. D. Pedersen	Surgeon	Council Bluffs, Ia.	C. F. Bantin	Surgeon	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	M. W. Barry	Surgeon	Omaha, Nebr.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	J. B. Dolezal	Oculist	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	L. F. Tribulato	Shop Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	J. K. Muldoon	Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	R. T. Mauer	Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	R. A. Moser	Surgeon	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	F. C. Nelson	Surgeon	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
L. J. Ekelor	Surgeon	David City, Nebr.	O. C. Nickum	Shop Surgeon	Omaha, Nebr.
J. B. Kile	Surgeon	Eddyville, Nebr.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	R. H. Rasgorshek	Oculist and Aurist	Omaha, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	J. L. McFee	Surgeon	Ogallala, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	C. J. Miller	Surgeon	Ord, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	Don E. Baca	Surgeon	Papillion, Nebr.
L. E. Imes	Surgeon	Grand Island, Nebr.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
E. G. Johnson	Surgeon	Grand Island, Nebr.	M. O. Arnold	Surgeon	St. Paul, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	F. G. Kolouch	Surgeon	Schuyler, Nebr.
C. H. Maggiore	Surgeon	Grand Island, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
J. J. Hanigan	Surgeon	Hallam, Nebr.	F. E. Palmer	Oculist and Aurist	Sterling, Colo.
O. A. Kostal	Surgeon	Hastings, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
C. L. Kleager	Surgeon	Hastings, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
H. P. Linton	Surgeon	Julesburg, Colo.	C. R. Watson	Surgeon	South Mitchell, Nebr.
B. R. Bancroft	Surgeon	Kearney, Nebr.	Leo Keenan	Surgeon	Torrington, Wyo.
S. O. Staley	Surgeon	Kearney, Nebr.	C. L. Marsh	Surgeon	Valley Nebr.
F. L. Richards	Oculist and Aurist	Kearney, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
M. B. Wilcox	Oculist and Aurist	Kearney, Nebr.	C. E. Wiltse	Surgeon	Wood River, Nebr.
A. H. Shamberg	Surgeon	Kimball, Nebr.			