



UNION PACIFIC RAILROAD COMPANY

Eastern District



**NEBRASKA DIVISION
TIME-TABLE
No. 26**

**Effective Sunday,
June 1, 1958**

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

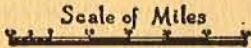
**Safety Always
Makes a Suggestion**

FOR EMPLOYEES ONLY

EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO AUG. 1, 1949



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

											Distance from Council Bluffs	Time Table No. 26 June 1, 1958
27	9	17	107	7	5	103	101	105	111			
Mail and Express	Stream-liner Passenger	Passenger	Stream-liner 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	Daily			
					9.20					0.0		CO. BLUFFS
10.30			5.30	10.05	9.55	3.15	2.55	1.15	12.45	8.8		OMAHA
1.30			7.31	1.05	12.40	5.15	4.55	3.20	2.55	146.0		GRAND ISLAND
4.15 3.30			9.15 8.20	3.35 2.45	2.55 2.05	7.00 6.05	6.40 5.45	5.10 4.15	4.50 3.55	284.1	O.T. M.T.	NORTH PLATTE
										5.10		JULESBURG
5.45			9.57	4.57	4.12	7.49	7.29	5.58		407.5		SIDNEY
	9.40	8.30								.....		KANSAS CITY
	8.05 8.35	6.30 7.00								8.30		DENVER
8.00 8.30			11.35 11.45	7.00 7.15	6.05 6.20	9.35 9.45	9.15 9.25	7.40 7.50		509.5		CHEYENNE
10.10	11.55	10.16	12.59	9.00	8.05	11.01	10.46	9.10		566.0		LARAMIE
12.30	1.54	12.28	2.45	11.45	10.45	12.56	12.41	11.05		652.8		RAWLINS
3.35 4.01	4.20 4.40	2.50 3.45	4.55 5.05	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		8.15	7.00	5.50	6.45	6.30			992.6		OGDEN
												(992.6)
(22.30)	(23.50)	(20.50)	(15.45)	(21.55)	(20.55)	(16.30)	(16.35)	(13.50)	(8.45)			..... Thru Time From Omaha
44.0	51.2	56.2	62.8	45.3	47.3	60.0	59.9	61.2	63.8			..... Average speed per hour

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

T. F. SHANAHAN, Superintendent..... Omaha, Nebr.
W. H. ANDERSON, Asst. Superintendent..... Omaha, Nebr.
R. W. McSPADDEN, Asst. Superintendent..... Gering, Nebr.
L. O. POPE, Terminal Superintendent..... Omaha, Nebr.
W. F. GRIFFIN, 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.
L. C. WALLACE, 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.
H. K. LOHR, 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																	
Time Table No. 26 June 1, 1958		108	112	10	28	104	102	106	18	6	8								
		Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger								
STATIONS																			
	CO. BLUFFS	0.0																	6.10
	OMAHA	2.8	11.35	12.30		6.30	2.30	2.50	3.00										5.25 7.00
	GRAND ISLAND	146.9	9.26	10.26		3.35	12.20	12.40	12.55										2.50 4.10
C.T. M.T.	NORTH PLATTE	284.1	7.33 6.28	8.39 7.34		12.30 11.00	10.28 9.23	10.48 9.43	11.03 9.58										12.25 1.25 11.15 12.15
	JULESBURG	365.3		6.27															
	SIDNEY	407.5	4.47			8.55	7.37	7.57	8.12										9.17 10.05
	KANSAS CITY	.....			7.05														10.30
	DENVER	562.6		3.30	6.40 6.05														9.15 8.45
	CHEYENNE	509.5	3.25 3.15		7.00 5.50	6.10 6.00	6.30 6.20	6.45 6.35											7.35 8.15 7.15 8.00
	LARAMIE	566.0	2.07		4.25	4.50	5.12	5.25	5.25	5.45	6.20								
	RAWLINS	682.8	12.15		12.50	1.55	2.55	3.25	3.35	3.10	3.25	3.40							
	GREEN RIVER	817.0	10.00 9.50		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	6.40		6.50	7.10	9.10	9.40				3.30	8.45						
	(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
	Thru Time From Omaha.....	(15.55)	(8.00)	(23.15)	(22.20)	(16.20)	(16.10)	(13.33)	(22.00)	(19.55)	(21.15)								
	Average speed per hour.....	62.2	70.0	52.3	45.1	60.6	61.2	62.5	53.6	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..... Columbus..... Kearney.....		Sacramento or beyond.	102	Kearney..... Columbus..... Fremont.....		Sacramento or beyond.
103	Fremont..... Columbus..... Kearney.....		East Los Angeles or beyond.	104	Kearney..... Columbus..... Fremont.....		East Los Angeles or beyond.
105	Fremont..... Columbus..... Kearney.....		Pendleton or beyond.	106	Kearney..... Columbus..... Fremont.....		Pendleton or beyond.
107	Fremont..... Columbus..... Kearney.....	Chicago or beyond.....	East Los Angeles or beyond.	108	Kearney..... Columbus..... Fremont.....		East Los Angeles or beyond. Chicago or beyond.
111	Fremont..... Ogallala..... Ft. Morgan.....	Chicago..... Omaha or beyond..... Points where scheduled to stop.	Denver or beyond. Denver or beyond. Points where scheduled to stop.	112	Ft. Morgan..... Ogallala..... Fremont.....	Points where scheduled to stop. Denver or beyond. Denver.....	Points where scheduled to stop. Omaha or beyond. Chicago.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Pullman, etc. See Rule 6 (A), Page 24.	STATIONS					Distance from Council Bluffs
	71 Time Freight Daily	73 Time Freight Daily	75 Local Freight Tuesday Thurs., Sat.	237 Local Freight Monday Wed., Fri.	233 Local Freight Monday Wed., Fri.	
DFXWITYOPE	8.00PM	12.01PM			6.30AM	0.0
DFXWITOPE	8.15	12.15			6.40	2.8
XIP	8.30	12.45			7.00	5.2
ES94 XP	8.40	12.55			7.14	14.1
XP	8.50	1.00			7.20	17.1
OB73 XP					7.30	21.7
OB84 P					7.40	24.5
WB175 XYPWO EB166 H899	A 9.15PM	A 1.15PM			8.40	28.0
OB81 P					8.50	34.3
WB99 X EB172 WPE					9.15	39.3
IP						40.0
OB92 P					9.24	46.3
OB160 XP					9.38	54.4
OB93 F					10.10	61.4
WB180 X EB193 WP					11.24	68.7
OB118 P					11.52AM	70.9
WB148 XWTO EB122 YPE					12.30PM	84.5
OB119 F					12.50	92.2
OB93 F					12.56	90.5
OB119 XP					1.20	102.3
OB93 F					1.30	107.9
OB93 XP					2.00	113.6
WB113 X EB119 WYP		12.05PM			2.30PM	124.9
OB120 P		s 12.25				133.1
XWOSTYOP		A 12.45PM			7.05AM	146.9
OB92 XYP					f 7.20	154.5
WB117 X EB94 P					s 7.40	162.3
OB92 XP					s 8.00	169.9
WB130 XWI EB70 YP					s 8.30	176.0
OB160 P					f 9.15	180.2
WB133 XWO EB115 YEP					A 10.00AM	189.1
OB93 F						193.3
OB120 XWP						204.6
OB93 P						213.3
WB120 XWY EB119 EP						224.4
OB93 P						232.6
OB160 EXWP						238.9
WB125 XWO EB120 YP						248.5
OB93 P						264.6
OB93 P						261.6
OB119 XP						270.6
OB93 P						278.6
DFXWCZYOP						284.1

(1.15) 22.4 (1.14) 22.8 (0.40) 23.0 (3.20) 12.7 (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.

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Pullman, etc. See Rule 6 (A), Page 24.	STATIONS							Distance from Council Bluffs	
	27 Mail and Express Daily	107 Streamliner Passenger Daily	7 Passenger Daily	5 Mail and Express Daily	103 Streamliner Passenger Daily	101 Streamliner Passenger Daily	105 Streamliner Passenger Daily		111 Streamliner Passenger Daily
				9.20AM				0.0	
	10.30PM	5.30PM	10.05AM	9.55	3.15AM	2.55AM	1.15AM	12.45AM	2.8
	10.37	5.35	10.12	10.02	3.20	3.00	1.20	12.51	5.3
	10.46	5.42	10.20	10.10	3.27	3.07	1.27	12.58	14.1
	10.50	5.45	10.24	10.14	3.30	3.10	1.31	1.01	17.1
	10.53	5.49	10.29	10.19	3.34	3.14	1.35	1.05	21.7
	f 10.56	5.52	10.33	10.22	3.37	3.17	1.38	1.08	24.5
	f 11.00	5.55	10.37	10.26	3.40	3.20	1.41	1.11	29.0
	11.06	5.59	10.43	10.31	3.44	3.24	1.45	1.16	34.3
									38.3
	s 11.15	6.04	s 10.55	s 10.43	3.48	3.28	1.50	1.22	39.3
									40.0
									44.8
	11.25	6.09	11.03	10.50	3.53	3.33	1.55	1.28	46.3
	f 11.32	6.15	11.10	10.57	3.59	3.39	2.01	1.34	54.4
	11.39	6.20	11.17	11.03	4.04	3.44	2.06	1.39	61.4
	f 11.48	6.25	f 11.24	11.09	4.09	3.49	2.11	1.44	68.7
	11.56PM	6.31	11.32	11.17	4.15	3.55	2.17	1.50	70.9
									83.8
	s 12.12AM	6.37	s 11.47	s 11.31	4.21	4.01	2.25	s 1.59	84.5
	f 12.22	6.42	11.57AM	11.41	4.27	4.07	2.31	2.06	92.2
	12.27		12.02PM	11.45	4.30	4.10	2.35	2.10	90.5
	f 12.32	6.50	12.07	11.50	4.34	4.14	2.39	2.14	102.3
	12.37		12.12	11.54	4.38	4.18	2.43	2.18	107.9
	f 12.42	6.58	12.17	11.59AM	4.42	4.22	2.47	2.22	113.6
									124.9
	s 12.54	7.08	f 12.29	12.09PM	4.52	4.32	2.57	2.32	124.9
	1.04	7.18	12.40	12.19	5.02	4.42	3.07	2.42	133.1
									146.9
	1.15	7.30	12.55	12.30	5.14	4.54	3.19	2.54	146.9
	1.30	7.31	1.05	12.40	5.15	4.55	3.20	2.55	154.5
	1.38	7.37	1.13	12.47	5.22	5.02	3.27	3.03	162.3
	f 1.44	7.43	1.20	12.54	5.28	5.08	3.33	3.09	169.9
	f 1.51	7.49	1.27	1.00	5.34	5.14	3.39	3.15	176.0
	f 1.56	7.54	1.32	1.05	5.38	5.18	3.43	3.20	180.2
	1.59	7.57	1.36	1.09	5.41	5.21	3.46	3.23	189.1
	s 2.08	8.04	s 1.45	s 1.17	5.49	5.29	3.54	s 3.33	193.3
	f 2.25	8.11	1.59	1.33	5.56	5.36	4.02	3.41	204.6
	f 2.30	8.16	2.05	1.38	6.01	5.41	4.07	3.46	213.3
	f 2.37	8.22	2.13	1.46	6.07	5.47	4.14	3.52	224.4
	s 2.54	8.30	f 2.23	1.55	6.15	5.55	4.22	4.01	232.6
	3.02	8.36	2.33	2.02	6.21	6.01	4.28	4.07	238.9
	s 3.14	8.40	f 2.39	2.07	6.25	6.05	4.32	4.11	248.5
	s 3.30	8.48	f 2.49	2.17	6.33	6.13	4.39	4.19	264.6
	3.36	8.52	2.57	2.22	6.37	6.17	4.45	4.23	261.6
	f 3.43	8.57	3.05	2.29	6.42	6.22	4.50	4.29	270.6
	f 3.52	9.03	3.15	2.37	6.49	6.29	4.57	4.36	278.6
	4.00	9.08	3.23	2.44	6.54	6.34	5.02	4.42	284.1
	A 4.15AM	A 9.15PM	A 3.35PM	A 2.55PM	A 7.00AM	A 6.40AM	A 5.10AM	A 4.50AM	284.1

(5.45) 48.9 (3.45) 75.0 (5.30) 51.1 (5.00) 56.3 (3.45) 75.0 (3.45) 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. 26

June 1, 1958

STATIONS

Signal	Station	Distance from Council Bluffs
(R) COUNCIL BLUFFS YL		
DN-R OMAHA YL US		
DN SUMMIT YL SU		
WECO		
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		
GARDINER		
SILVER OREEK 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		
OPTIC		
KEARNEY YL KR		
ODESSA DZ		
ELM OREEK QR		
OVERTON OV		
LEXINGTON UM		
DAER		
COZAD OO		
GOTHENBURG BU		
VROMAN		
BRADY BI		
MAXWELL MX		
GANNETT		
NORTH PLATTE YL NO		

(284.1)

Time-Table No. 26

June 1, 1958

STATIONS

Signal	Station	Distance from Council Bluffs
(R) COUNCIL BLUFFS YL		
DN-R OMAHA YL US		
DN SUMMIT YL SU		
WECO		
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		
GARDINER		
SILVER OREEK 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		
OPTIC		
KEARNEY YL KR		
ODESSA DZ		
ELM OREEK QR		
OVERTON OV		
LEXINGTON UM		
DAER		
COZAD OO		
GOTHENBURG BU		
VROMAN		
BRADY BI		
MAXWELL MX		
GANNETT		
NORTH PLATTE YL NO		

(284.1)

..... Thru Time from Omaha
 Average speed per hour

FIRST SUBDIVISION EASTWARD

Time-Table No. 26

June 1, 1958

STATIONS

Mile Post	FIRST CLASS							
	28 Mail and Express	6 Mail and Express	8 Passenger	108 Streamliner Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger
0.0		A 6.10PM						
2.8	A 6.30AM	5.55	A 7.00PM	A 11.35PM	A 12.30AM	A 2.30AM	A 2.50AM	A 3.00AM
5.2	6.20	5.15	6.50	11.26	12.24	2.20	2.40	2.53
14.1	6.11	5.08	6.40	11.19	12.17	2.13	2.33	2.46
17.1	6.07	5.04	6.36	11.16	12.14	2.10	2.30	2.43
21.7	f 6.03	4.59	6.32	11.12	12.10	2.06	2.26	2.40
24.8	f 6.00	4.56	6.29	11.09	12.07	2.03	2.23	2.37
28.0	s 5.57	4.52	6.25	11.06	12.04AM	2.00	2.20	2.34
34.3	5.49	4.46	6.18	11.01	11.59PM	1.55	2.15	2.29
38.2								
40.0	s 5.40	s 4.40	s 6.10	10.57	11.55	1.51	2.11	2.25
44.8								
46.3	f 5.25	4.25	5.55	10.49	11.46	1.43	2.03	2.17
54.4	f 5.17	4.18	5.47	10.43	11.40	1.37	1.57	2.11
61.4	f 5.09	4.12	5.39	10.38	11.35	1.32	1.52	2.06
68.7	s 5.02	4.06	f 5.32	10.32	11.30	1.26	1.46	2.00
76.9	f 4.53	3.58	5.24	10.21	11.24	1.20	1.40	1.54
83.8								
94.5	s 4.45	s 3.51	s 5.16	10.19	11.17	1.13	1.33	1.47
99.2	f 4.29	3.40	5.04	10.09	11.07	1.03	1.23	1.37
106.8	4.24	3.35	4.59	11.04	1.00	1.20		
109.3	f 4.19	3.30	4.54	10.02	11.00	1.16	1.30	
107.9	4.14	3.25	4.49	10.56	12.52	1.12		
113.6	f 4.09	3.20	4.44	9.54	10.52	1.08	1.22	
124.3								
124.9	s 3.59	3.10	f 4.34	9.45	10.44	12.39	12.59	1.14
135.1	3.47	3.01	4.22	9.36	10.36	12.30	12.50	1.05
146.5								
146.9	3.35	2.50	4.10	9.26	10.26	12.20	12.40	12.55
144.5	3.20	2.40	4.00	9.25	10.25	12.19	12.39	12.54
164.5	3.04	2.27	3.48	9.14	10.16	12.10	12.30	12.45
163.3	f 2.54	2.20	3.40	9.08	10.10	12.04AM	12.24	12.39
149.9	f 2.45	2.14	3.32	9.02	10.05	11.58PM	12.18	12.33
176.0	f 2.38	2.09	3.25	8.57	10.01	11.53	12.13	12.28
189.2	2.34	2.05	3.20	8.54	9.58	11.50	12.10	12.25
189.1	s 2.25	s 1.55	s 3.10	8.46	9.50	11.42	12.02AM	12.17
198.3	f 2.09	1.42	2.59	8.38	9.42	11.34	11.54PM	12.10
204.6	f 2.02	1.37	2.53	8.34	9.38	11.30	11.50	12.06AM
213.2	f 1.52	1.30	2.45	8.28	9.32	11.24	11.44	11.59PM
224.4	s 1.40	1.20	f 2.33	8.20	9.24	11.16	11.36	11.51
232.6	1.29	1.13	2.23	8.14	9.18	11.10	11.30	11.45
238.3	s 1.23	1.08	f 2.18	8.10	9.14	11.05	11.25	11.40
248.8	s 1.08	12.59	f 2.05	8.02	9.06	10.57	11.18	11.32
264.5	12.59	12.54	1.57	7.57	9.02	10.52	11.12	11.27
261.6	f 12.52	12.48	1.50	7.52	8.56	10.47	11.07	11.22
276.6	f 12.44	12.40	1.41	7.45	8.50	10.40	11.00	11.15
278.8	12.37	12.33	1.33	7.39	8.44	10.34	10.54	11.09
284.1	12.30AM	12.25PM	1.25PM	7.33PM	8.39PM	10.28PM	10.48PM	11.03PM

Thru Time to Omaha (6.00) (5.00) (5.35) (4.02) (3.51) (4.02) (3.57)
 Average speed per hour 46.9 56.3 50.4 69.7 73.1 69.7 71.2

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. 6 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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 26

June 1, 1958

STATIONS

Mile Post	SECOND CLASS				
	74 Time Freight	234 Local Freight	72 Time Freight	76 Local Freight	238 Local Freight
0.0	A 6.50AM	A 3.15PM	A 10.15PM		
2.8	6.35	2.55	10.00		
5.2	6.05	2.35	9.35		
14.1	5.55	2.15	9.25		
17.1	5.50	f 2.05	9.20		
21.7		s 1.55			
24.8		s 1.30			
28.0	5.35AM	s 1.00	9.05PM		
34.3		f 12.01PM			
38.2					
40.0		s 11.50AM			
44.8					
46.3		f 10.50			
54.4		s 10.20			
61.4		s 9.50			
68.7		s 9.20			
76.9		f 8.20			
83.8					
94.5		s 8.00			
99.2		s 7.20			
106.8		f 6.50			
109.3		s 6.40			
107.9		f 6.00			
113.6		s 5.39			
124.3					
124.9		5.00AM	A 6.55AM		
135.1			s 6.40		
146.5					
146.9			6.20AM	A 2.00PM	
164.5				f 1.15	
163.3				s 12.45	
149.9				s 12.15PM	
176.0				s 11.45AM	
189.2				f 11.20	
189.1				11.00AM	
198.3					
204.6					
213.2					
224.4					
232.6					
238.3					
248.8					
264.5					
261.6					
276.6					
278.8					
284.1					

Thru Time to Omaha (1.15) (10.15) (1.10) (0.35) (3.00)
 Average speed per hour 22.4 12.2 24.0 87.7 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.

For stations not shown on schedule pages—See page 24.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Stations, etc. See Rule 6 (A) Page 24.	STATIONS					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
OS 84 P						290.5
WB 72 XP			s 7.25	s 7.01	s 5.20	296.9
CS 110 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
8 P			f 8.32			321.7
CS 83 P			f 8.45			327.7
WB 120 WB 121 WB 122 WB 123 WB 124 WB 125 XWCZTYOP			s 9.45			334.8
OS 125 P			s 10.10			343.9
10						349.1
OS 122 P			s 10.35			353.9
CS 88 P			f 10.45			359.3
WB 126 WB 127 WB 128 WB 129 XWCZTYOP			11.45			365.3
CS 90 P			f 11.55AM			370.6
CS 123 WP			s 12.25PM			380.3
WB 111 WB 112 WB 113 WB 114 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 WB 79			f 8.45			415.5
8 PX			f 9.15			426.4
CS 125 P			s 9.35			430.8
27 PX						435.4
CS 123 XWP			s 10.15			439.9
12						444.5
CS 125 P			s 10.45			451.1
CS 126 XWCOYP			A 11.30AM			456.6
10						466.7
CS 94 XWYP			3.35PM			472.0
WB 82 XP			f 3.45			477.5
CS 96 WP			f 3.55			483.2
WB 83 XP			f 4.05			489.7
WB 117 XP WB 125			f 4.15			495.9
DF XWCZTYOP			A 4.30PM			501.2
						509.5

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

Time-Table No. 26

June 1, 1958

STATIONS

STATIONS	YL NO
DN-R NORTH PLATTE	NY
5.1	
WEST NORTH PLATTE	WN
1.3	
BIRDWOOD	
2.4	
HERSHEY	OF
3.8	
O'FALLONS	
1.1	
VARNER	
1.6	
SUTHERLAND	SU
4.5	
DEXTER	
7.6	
PAXTON	PN
6.2	
KORTY	
6.0	
ROSCOE	
7.1	
OGALLALA	GT
9.1	
BRULE	RU
5.2	
MEGEATH	
4.8	
BIG SPRINGS	GS
5.4	
BARTON	
6.0	
JULESBURG	JB
5.3	
WEIR	
9.7	
OHAPPELL	OQ
9.4	
LODGE POLE	GP
6.6	
SUNOL	UN
4.7	
COLTON	
6.5	
SIDNEY	YL OD
9.0	
BROWNSON	
10.3	
POTTER	PR
4.4	
JACINTO	
4.6	
DIX	DX
4.5	
OWASOO	
4.6	
KIMBALL	KB
6.6	
OLIVER	
5.5	
BUSHNELL	BN
10.1	
PINE BLUFFS	UF
5.3	
TRAOY	
5.5	
EGBERT	GX
5.7	
BURNS	UX
6.5	
HILLSDALE	
6.2	
DURHAM	
5.3	
ARCHER	
8.3	
CHEYENNE	YL OY

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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	STATIONS							
	107	7	5	103	101	105	111	27
	Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
284.1	8.20PM	2.45PM	2.05PM	6.05AM	5.45AM	4.15AM	3.55AM	3.30AM
289.2	8.27	2.52	2.12	6.13	5.53	4.22	4.03	3.37
290.5								
296.9	8.32	2.58	2.18	6.18	5.58	4.27	4.08	3.42
300.7	8.35	3.01	2.21	6.21	6.01	4.30	4.11	3.45
301.8								
303.4	8.37	3.03	2.23	6.23	6.03	4.32	4.13	f 3.47
307.9	8.40	3.07	2.27	6.26	6.06	4.35	4.18	3.51
315.5	8.45	3.14	2.33	6.32	6.12	4.41	4.24	f 3.58
321.7	8.49	3.20	2.39	6.37	6.17	4.46	4.30	4.04
327.7	8.54	3.26	2.45	6.42	6.22	4.51	4.35	f 4.10
334.8	9.00	s 3.34	2.52	6.48	6.28	4.57	4.41	s 4.20
343.9	9.07	3.43	3.00	6.55	6.35	5.04	4.48	f 4.29
349.1								
353.9	9.14	3.52	3.08	7.03	6.43	5.12	4.55	f 4.38
359.3	9.18	3.57	3.13	7.07	6.47	5.16	4.59	4.43
365.3	9.22	f 4.04	3.19	7.12	6.52	5.21	A 5.10AM	s 4.53
370.6	9.26	4.10	3.24	7.16	6.56	5.25		4.59
380.3	9.34	4.19	3.33	7.24	7.04	5.33		f 5.08
389.7	9.41	4.28	3.42	7.31	7.11	5.40		f 5.17
396.3	9.46	4.34	3.48	7.36	7.16	5.45		f 5.23
401.0	9.50	4.38	3.52	7.40	7.20	5.49		5.27
407.5	9.56	4.47	4.02	7.48	7.38	5.57		5.35
415.5	10.05	5.07	4.22	7.58	7.38	6.07		5.54
426.4	10.14	5.18	4.33	8.08	7.48	6.16		f 6.04
430.8								
435.4	10.21	5.27	4.42	8.16	7.56	6.23		f 6.18
439.9								
444.5	10.29	f 5.39	4.51	8.24	8.04	6.31		s 6.35
451.1								
456.6	10.39	5.50	5.02	8.34	8.14	6.41		f 6.47
466.7	10.48	6.01	5.12	8.44	8.24	6.51		f 6.58
472.0								
477.5	10.58	6.13	5.23	8.55	8.35	7.01		f 7.10
483.2	11.03	6.20	5.29	9.01	8.41	7.07		f 7.17
489.7	11.09	6.27	5.36	9.08	8.48	7.14		f 7.25
495.9	11.16	6.34	5.42	9.15	8.55	7.21		7.33
501.2	11.24	6.41	5.48	9.22	9.02	7.29		7.40
509.5	A 11.35PM	A 7.00PM	A 6.05PM	A 9.35AM	A 9.15AM	A 7.40AM		A 8.00AM

(3.15) 69.4 (4.15) 53.0 (4.00) 55.4 (3.30) 64.4 (3.30) 64.4 (2.25) 66.0 (1.15) 65.4 (4.30) 50.0

Time-Table No. 26

June 1, 1958

STATIONS

STATIONS	YL NO
DN-R NORTH PLATTE	NY
5.1	
WEST NORTH PLATTE	WN
1.3	
BIRDWOOD	
2.4	
HERSHEY	OF
3.8	
O'FALLONS	
1.1	
VARNER	
1.6	
SUTHERLAND	SU
4.5	
DEXTER	
7.6	
PAXTON	PN
6.2	
KORTY	
6.0	
ROSCOE	
7.1	
OGALLALA	GT
9.1	
BRULE	RU
5.2	
MEGEATH	
4.8	
BIG SPRINGS	GS
5.4	
BARTON	
6.0	
JULESBURG	JB
5.3	
WEIR	
9.7	
OHAPPELL	OQ
9.4	
LODGE POLE	GP
6.6	
SUNOL	UN
4.7	
COLTON	
6.5	
SIDNEY	YL OD
9.0	
BROWNSON	
10.3	
POTTER	PR
4.4	
JACINTO	
4.6	
DIX	DX
4.5	
OWASOO	
4.6	
KIMBALL	KB
6.6	
OLIVER	
5.5	
BUSHNELL	BN
10.1	
PINE BLUFFS	UF
5.3	
TRAOY	
5.5	
EGBERT	GX
5.7	
BURNS	UX
6.5	
HILLSDALE	
6.2	
DURHAM	
5.3	
ARCHER	
8.3	
CHEYENNE	YL OY

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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. 26

June 1, 1958

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS								
		6 Mail and Express	8 Passenger	108 Streamliner Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	28 Mail and Express	
DN-R NORTH PLATTE NY 5.1 YL NO	284.1	A 11.15AM	A 12.15PM	A 6.28PM	A 7.34PM	9.23PM	A 9.43PM	A 9.58PM	A 11.00PM	
WEST NORTH PLATTE 1.3 YL WN	289.2	11.04	12.01PM	6.19	7.24	9.11	9.31	9.46	10.50	
BIRDWOOD 6.4	290.5									
D HERSHEY OF 8.8	296.9	10.58	11.52AM	6.13	7.18	9.06	9.26	9.41	10.44	
O'FALLONS 1.1	300.7	10.55	11.48	6.10	7.15	9.03	9.23	9.38	10.41	
VARNER 1.0	301.8									
D SUTHERLAND SU 4.5	303.4	10.53	f 11.45	6.08	7.13	9.01	9.21	9.36	f 10.38	
DEXTER 7.0	307.9	10.49	11.41	6.05	7.10	8.58	9.18	9.33	10.33	
D PAXTON PN 6.2	315.5	10.42	f 11.34	5.59	7.04	8.52	9.12	9.27	f 10.26	
KORTY 6.0	321.7	10.37	11.28	5.54	7.00	8.47	9.07	9.22	10.20	
ROSCOE 7.1	327.7	10.31	11.22	5.50	6.56	8.42	9.02	9.17	f 10.14	
DN OGALLALA GT 9.1	334.8	10.24	s 11.15	5.45	6.51	8.36	8.56	9.11	s 10.07	
D BRULE RU 5.2	343.9	10.15	f 11.05	5.37	6.43	8.29	8.49	9.04	f 9.57	
MEGATH 4.8	349.1									
D BIG SPRINGS GS 5.4	353.9	10.07	f 10.56	5.30	6.36	8.22	8.42	8.57	f 9.47	
BARTON 6.0	359.8	10.02	10.50	5.26	6.32	8.17	8.37	8.52	9.41	
DN JULESBURG JB 5.3	365.3	9.56	f 10.45	5.21	s 6.27PM	8.12	8.32	8.47	s 9.36	
WEIR 9.7	370.6	9.50	10.37	5.16		8.07	8.27	8.42	9.29	
D OHAPPELL OQ 9.4	380.3	9.42	f 10.31	5.09		8.00	8.20	8.35	f 9.21	
D LODGE POLE GP 6.6	389.7	9.33	f 10.22	5.02		7.53	8.13	8.28	f 9.12	
D SUNOL UN 4.7	396.3	9.28	10.16	4.57		7.48	8.08	8.23	f 9.06	
COLTON 6.5	401.0	9.24	10.12	4.53		7.44	8.04	8.19	9.02	
DN-R SIDNEY YL OD 8.0	407.5	9.17	10.05	4.47		7.37	7.57	8.12	8.55	
BROWNSON 10.9	415.5	8.56	9.44	4.38		7.28	7.48	8.03	8.34	
D POTTER PR 4.4	426.4	8.47	9.35	4.29		7.19	7.39	7.54	f 8.24	
JACINTO 4.6	430.8									
D DIX DX 4.5	435.4	8.40	9.26	4.23		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	4.17		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	4.08		6.56	7.16	7.31	s 7.52	
DN PINE BLUFFS UF 5.3	466.7	8.14	8.55	4.00		6.48	7.08	7.23	s 7.40	
TRAOY 5.5	472.0									
D EGBERT GX 5.7	477.5	8.04	8.45	3.50		6.38	6.58	7.13	f 7.29	
D BURNS UX 6.5	483.2	7.59	8.40	3.46		6.34	6.54	7.09	7.24	
HILLSDALE 6.2	489.7	7.54	8.35	3.42		6.29	6.49	7.04	7.19	
DURHAM 5.3	495.9	7.49	8.30	3.37		6.24	6.44	6.59	7.14	
AROHER 8.3	501.2	7.44	8.25	3.33		6.19	6.39	6.54	7.09	
DN-R CHEYENNE YL OY (225.4)	509.5	7.35AM	8.15AM	3.25PM		6.10PM	6.30PM	6.45PM	7.00PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (3.40) (4.00) (3.03) (1.07) (3.13) (3.13) (3.13) (4.00)
Average speed per hour..... 61.5 56.4 73.9 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. 26

June 1, 1958

SECOND CLASS

STATIONS	Mile Post	SECOND CLASS					Car Capacity of Sidings, etc. See Rule 6 (A), page 24.
		242 Local Freight	354 Mixed	246 Local Freight	98 Local Freight	94 Mixed	
DN-R NORTH PLATTE NY 5.1 YL NO	284.1	A 1.00PM			A 4.50PM	A 7.00PM	DF XWCZTYP
WEST NORTH PLATTE 1.3 YL WN	289.2	12.50			4.40	6.48	P
BIRDWOOD 6.4	290.5						CS 84 P
D HERSHEY OF 8.8	296.9	s 12.35			f 4.30	s 6.38	WS 72 XP
O'FALLONS 1.1	300.7	f 12.25			4.22PM	6.30PM	CS 119 XWYP
VARNER 1.0	301.8						40 X
D SUTHERLAND SU 4.5	303.4	s 12.15PM					CS 121 P
DEXTER 7.0	307.9	f 11.55AM					CS 82 P
D PAXTON PN 6.2	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 GT 9.1	334.8	s 10.45					WS 123 WS 120 ES 128 XWCP
D BRULE RU 5.2	343.9	s 9.50					CS 126 P
MEGATH 4.8	349.1						10
D BIG SPRINGS GS 5.4	353.9	s 9.25					CS 122 P
BARTON 6.0	359.8	f 8.55					CS 82 P
DN JULESBURG JB 5.3	365.3	s 8.45					XWCZTYP WS 125 ES 121
WEIR 9.7	370.6	f 7.55					CS 90 P
D OHAPPELL OQ 9.4	380.3	s 7.45					CS 123 WP
D LODGE POLE GP 6.6	389.7	s 7.30					WS 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			WS 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 126 P
DN PINE BLUFFS UF 5.3	466.7			12.30PM			CS 126 XWCYP
TRAOY 5.5	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				WS 82 XP
HILLSDALE 6.2	489.7		s 8.31				CS 96 WP
DURHAM 5.3	495.9		f 8.23				WS 82 XP
AROHER 8.3	501.2		f 8.15				WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5		8.05AM				DF XWCZTYP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

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. 26 June 1, 1958	Mile Post	FIRST CLASS		SECOND CLASS	
71	111	301	302			112	72		
C. B. & Q. Freight	Streamliner Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger			Streamliner Passenger	C. B. & Q. Freight		
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	Daily	Daily	Daily	Distance from Julesburg	STATIONS				
80 WCYP		f 5.10AM		0.0	DN JULESBURG YL JB	0.0		A ₂ 6.27PM	
75 ZP		5.18		7.1	D OVID VI	7.1		6.18	
73 WP		5.24		14.6	D SEDGWICK ZD	14.6		6.12	
20				19.0	DORSEY	19.0			
65 F		5.31		23.1	RED LION	23.1		6.05	
25 F				25.8	MARCOYTT	25.8			
65 WF		5.36		30.1	D CROOK OK	30.1		6.00	
23				34.2	TOBIN	34.2			
73 F		5.43		38.8	PROCTOR	38.8		5.53	
12 F				41.1	POWELL	41.1			
23				42.2	GRIFF	42.2			
64 F		5.48		45.6	D ILLIFF Y	45.6		5.48	
10				50.1	FORD	50.1			
77 F		5.54		58.6	HAYFORD	58.6		5.41	
ALP				57.2	O. B. & Q. CROSSING	57.2			
100 IWOTYP	1.00PM	6.00 6.05	5.05AM	57.5	DN-R STERLING YL ST	57.5	A ₂ 2.20AM	5.37 5.35	A11.59PM
78 F		1.14	f 5.13	61.7	D HALL	61.7			
88				64.1	D ATWOOD OD	64.1	f 2.09	5.28	11.43
74 F		1.27	f 5.21	66.8	D BETLAND	66.8			
10				70.2	D MERINO MI	70.2	f 2.02	5.23	11.33
148 F		1.36	5.29	72.1	BETA	72.1			
41 F				76.0	MESSEK	76.0		5.19	11.21
66 F		A 2.00PM	A 5.40AM	78.4	BALZAO	78.4			
84				81.0	DN UNION UN	81.0	f 1.50AM	5.15	11.09PM
94 WF		6.34		82.8	COOPER	82.8			
68 F		6.40		87.0	SNYDER	87.0		5.10	
31				88.8	DODD	88.8		5.05	
100 WF		6.44		96.9	HURLEY	96.9			
35 F		6.50		106.0	DN FT. MORGAN FX	106.0		5.01	
79 F		6.52		109.0	NARROWS	109.0		4.55	
82 F		6.57		114.2	D WELDONA DN	114.2		4.53	
73 F		7.00		117.7	GOODRICH	117.7		4.49	
14 F				121.4	ORCHARD	117.7		4.46	
28 F		7.06		124.8	SUBLETTE	121.4			
50 F		7.11		129.1	MASTERS	124.8		4.40	
121 WF		7.16		130.2	QANTON	130.2		4.36	
15 F				135.4	HARDIN	135.4		4.32	
78 F		7.22		139.1	KUMER	139.1			
27				143.1	D KERSEY KR	143.1		4.26	
86 WCTYP	A 7.30AM			147.2	AUBURN	147.2			
				151.1	DN-R LASALLE YL DY	151.1		4.20PM	
					(151.1)		Daily	Daily	Daily

(1.00) (2.20) (0.35) Thru Time..... (0.30) (2.07) (0.50)
 23.5 64.8 40.3 Average speed per hour..... 47.0 71.4 28.2

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		75 Local Freight		Time-Table No. 26 June 1, 1958	Mile Post	SECOND CLASS		SECOND CLASS	
71	73	75	74			72	76		
Freight	Freight	Local Freight	Freight			Freight	Local Freight		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Daily	Daily	Tuesday Thursday Saturday	Distance from Valley	STATIONS				
WCYP	10.25PM	1.30PM	6.30AM	0.0	DN-R VALLEY YL V	0.0	A 5.20AM	A 8.50PM	A 1.15PM
AI				5.8	O. B. & Q. CROSSING	5.8			
28 P	10.40	1.45	s 6.45	6.3	YUTAN YN	6.3	5.10	8.40	s 1.00
106 YP	10.50	1.55	s 7.00	11.6	D MEAD AD	11.6	5.00	8.30	s 12.50
64 P	11.10	2.07	s 7.15	18.9	D WAHOO W	18.9	4.45	8.15	s 12.30
				19.6	O. B. & N. W. and O. B. & Q. CROSSINGS	19.6			
78 F	11.25	2.22	s 7.30	20.3	D WESTON WN	20.3	4.35	8.05	s 12.15
28 P	11.35PM	2.34	f 7.40	28.2	TOUHY	28.2	4.23	7.53	f 12.01PM
90 WYP	12.01AM	2.44	A 7.50AM	37.8	DN VALPARAISO YL VO	37.8	4.15	7.45	11.50AM
				41.8	AGNEW	41.8			
33 P	12.18	2.58		44.5	D RAYMOND RM	44.5	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			
34 WYP	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			
130 P	1.18	3.31		65.4	JAMAICA	65.4	3.20	6.50	
				68.2	HANLON	68.2			
11 P	1.33	3.46		74.7	PRINOTON	74.7	3.05	6.35	
78 P	1.43	3.53		79.5	D COBTLAND RD	79.5	2.55	6.25	
84 P	1.58	4.08		88.9	D PIORRELL IK	88.9	2.43	6.13	
WTYP	A 2.15AM	A 4.25PM		96.8	DN-R BEATRICE YL BX	96.8	2.30AM	6.00PM	Monday Wednesday Friday
	(3.60) 25.2	(2.55) 33.2	(1.20) 28.0		..... Thru Time.....		(2.60) 34.2	(2.60) 34.2	(1.25) 26.3
					..... 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 Baird Tower.

WESTWARD				OLD MAIN LINE		EASTWARD			
SECOND CLASS		75 Local Freight		Time-Table No. 26 June 1, 1958	Mile Post	SECOND CLASS		SECOND CLASS	
71	73	75	74			72	76		
Freight	Freight	Local Freight	Freight			Freight	Local Freight		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Daily	Daily	Tuesday Thursday Saturday	Distance from Council Bluffs	STATIONS				
XIP				5.2	DN SUMMIT YL SU	5.2			
XWP				6.4	SOUTH OMAHA YL	6.4			
XIP				11.9	GILMORE YL	11.9			
72 P				16.8	D PAPIILLION PO	16.8			
AIP				19.2	MO. PAC. CROSSING	19.2			
F				22.5	D MILLARD MD	22.5			
XP				26.1	LANE YL	26.1			
					20.9				
					..... 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. 26				SECOND CLASS					
75				June 1, 1958				76					
Local Freight								Local Freight					
Tuesday Thursday Saturday				Distance from Valparaiso				Mile Post					
STATIONS				STATIONS				STATIONS					
WYP			8.00AM	0.0	DN-R	VALPARAISO	YL VO	0.0	A11.35AM				
			f 8.20	7.4		LOMA		7.4	f11.06				
			s 8.40	13.5	D	BRAINARD	BD	13.5	s10.50				
				15.0		O. & N. W. CROSSING		15.0					
	W		s 9.10	23.2	D	DAVID CITY	DV	23.2	s10.25				
				23.5		O. B. & Q. CROSSING		23.5					
			s 9.45	33.8	D	RISING CITY	RN	33.8	s 9.40				
			s10.05	40.1	D	SHELBY	SH	40.1	s 9.20				
			s10.25	47.5	D	OSCEOLA	OZ	47.5	s 8.55				
	W		s10.50	53.9	D	STROMSBURG	S	53.9	s 8.25				
				56.8		DURANT		56.8					
			s11.15	63.0	D	POLK	PK	63.0	s 7.50				
			s11.30	68.3	D	HORDVILLE	HV	68.3	s 7.30				
			s11.45	73.8		HEBER		73.8	f 7.10				
				75.3		O. B. & Q. CROSSING		75.3					
WYP			A11.55AM	75.9	DN-R	CENTRAL CITY	YL OI	75.9	7.05AM				
						(75.9)			Monday Wednesday Friday				
			(3.55) 19.4			Thru Time.....		(4.30) 16.8					
						Average speed per hour.....							
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.													

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. 26				SECOND CLASS					
79				June 1, 1958				80					
Mixed								Mixed					
Daily Except Sunday				Distance from Genoa				Mile Post					
STATIONS				STATIONS				STATIONS					
WY			12.32PM	0.0	D-R	GENOA	YL G	0.0	A 4.45PM				
				9.3		MEROHISTON		9.3					
			s 1.08	13.7	D	FULLERTON	FU	13.7	s 4.17				
			s 1.33	23.1		BELGRADE		23.1	s 3.53				
	W		s 1.52	30.3	D	CEDAR RAPIDS	OD	30.3	s 3.35				
			s 2.13	36.6	D	PRIMROSE	P	36.6	f 3.19				
	WY		A 2.40PM	44.3	D-R	SPALDING	YL SG	44.3	3.00PM				
						(44.3)			Daily Except Sunday				
			(2.08) 20.8			Thru Time.....		(1.45) 25.3					
						Average speed per hour.....							
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. 26				SECOND CLASS					
79				June 1, 1958				82					
Mixed								Mixed					
Daily Except Sunday				Distance from Columbus				Mile Post					
STATIONS				STATIONS				STATIONS					
WCTYPZ			11.40AM	0.0	DN-R	COLUMBUS	YL O	0.0	A 1.25PM	A 5.35PM	A11.00PM		
			11.50AM	4.2		SHELTONVILLE		4.2	1.10	5.23	f10.47		
	YP		A12.02PM	9.4	R	OCONEE	YL	9.4	1.02PM	5.10PM	f10.35		
				14.7	D	PLATTE CENTER	PO	14.7			s10.20		
				20.3		TARNOV		20.3					
				25.1		O. & N. W. CROSSING		25.1					
	W			25.7	D	HUMPHREY	HX	25.7			s 9.40		
	W			25.4	D	MADISON	MA	25.4			s 9.02		
				40.9		ENOLA		40.9					
	I			48.7		O. & N. W. CROSSING		48.7					
				50.3		O. & N. W. CROSSING		50.3					
WCZTP				50.4	D-R	NORFOLK	YL KN	50.4			8.00PM		
						(50.4)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
			(0.22) 25.6			Thru Time.....		(0.23) 24.5		(0.25) 22.6	(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 72. Track at Norfolk is used jointly with C. St. P. M. & O.													

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. 26				SECOND CLASS					
79				June 1, 1958				82					
Mixed								Mixed					
Daily Except Sunday				Distance from Oconee				Mile Post					
STATIONS				STATIONS				STATIONS					
YP			12.02PM	0.0	R	OCONEE	YL	0.0	A 1.02PM	A 5.10PM			
				3.6		MILL SPUR		3.6					
			s12.13	4.8	D	MONROE	MN	4.8	s12.50	s 5.00			
	WYP		A12.29PM	11.3	D-R	GENOA	YL G	11.3	s12.29PM	4.45PM			
				22.8	D	ST. EDWARD	ST	22.8	s11.55				
	WYP			33.7	D-R	ALBION	YL A	33.7	11.30AM				
						(33.7)			Daily Except Sunday	Daily Except Sunday			
			(0.27) 25.1			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 72.													

WESTWARD		ORD — LOUP CITY BRANCH				EASTWARD	
SECOND CLASS		Time-Table No. 26				SECOND CLASS	
		June 1, 1958					
		STATIONS					
WTYPCZ		10.00AM	9.00AM	0.0	DN-R GRAND ISLAND YL GE	0.0	A 5.15PM A 5.15PM
I				0.4	0.4 O. B. & Q. CROSSING	0.4	
11				2.5	2.1 OAREY	2.5	
10		s 10.30	s 9.28	11.1	D ST. LIBORY EY	11.1	s 4.42 s 4.42
10 WYP		s 11.15	s 9.55	21.9	D-R ST. PAUL YL SP	21.9	s 4.20 s 4.20
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
11		f 12.25		47.7	7.2 ROCKVILLE	47.7	f 2.55
11 WY		A 1.00PM		60.9	D-R LOUP CITY YL OP	60.9	2.30PM
17			s 10.20	30.7	D ELBA EB	30.7	s 3.55
25			s 10.35	36.8	6.1 COTESFIELD	36.8	s 3.41
			10.50	44.5	SCOTIA JUNCTION	44.5	3.23
20			s 11.00	45.7	D SCOTIA BK	45.7	s 3.14
			11.15	44.5	SCOTIA JUNCTION	44.5	3.07
31 W			s 11.35AM	48.8	D NORTH LOUP NU	48.8	s 2.57
8				58.5	7.7 SAUNDERS	58.5	
				60.7	2.2 O. B. & Q. CROSSING	60.7	
34 WY			A 12.10PM	61.0	D-R ORD YL RD	61.0	2.30PM
					(61.0)		Tuesday Thurs., Sat. Monday Wed., Fri.
		(8.00) 20.3	(8.10) 19.3		.....Thru Time.....	(8.46) 22.2	(2.45) 22.1
					.....Average speed per hour.....		

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

WESTWARD		HASTINGS BRANCH				EASTWARD	
SECOND CLASS		Time-Table No. 26				SECOND CLASS	
		June 1, 1958					
		STATIONS					
WYPCZ				0.0	DN-R HASTINGS YL AN	0.0	
180 P				12.7	12.7 HAYLAND	12.7	
25 P				20.2	7.5 DENMAN	20.2	
180 WYP				28.1	DN-R GIBBON CB	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		Time-Table No. 26				SECOND CLASS		
		June 1, 1958						
		STATIONS						
WYCZ				9.00AM	0.0	DN-R KEARNEY YL KR	0.0	A 9.20PM A 11.50AM
12				f 9.12	5.5	5.5 GLENWOOD PARK	5.5	f 8.34 f 11.19
19 P				s 9.24	10.1	4.6 RIVERDALE	10.1	s 8.22 s 11.07
17 P				s 9.41	16.8	D 6.7 AMHERST HR	16.8	s 8.00 s 10.50
22 WP				s 10.06	26.3	9.5 MILLER	26.3	s 7.35 s 10.26
28 P				s 10.20	32.5	D 6.3 SUMNER SU	32.5	s 7.15 s 10.10
23 P				s 10.40	40.4	D 7.9 EDDYVILLE VD	40.4	s 6.57 s 9.50
40				s 11.13	52.1	D 11.7 OCONTO BS	52.1	s 6.28 s 9.30
17 WYP				s 12.30PM	65.5	D 13.4 CALLAWAY OA	65.5	s 5.45 s 8.55
9				f 12.55	75.8	10.3 FINCHVILLE	75.8	f 5.00 f 8.30
24 WP				s 1.30	88.1	D 7.3 ARNOLD AD	88.1	s 4.45 s 8.15
10				f 2.10	94.6	11.5 HOAGLAND	94.6	f 4.18 f 7.48
15 P				f 2.30	99.2	4.6 GANDY	99.2	f 4.08 f 7.38
22 FWYC				A 2.55PM	102.4	D-R 3.2 STAPLETON YL SN	102.4	4.00PM 7.30AM
						(102.4)	Wednesday Friday Sunday	
		(5.55) 17.3			.....Thru Time.....	(5.20) 19.2	(4.20) 23.6	
					.....Average speed per hour.....			

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	WESTWARD			NORTH PLATTE BRANCH			EASTWARD			
	SECOND CLASS			Distance from O'Fallon.	Time-Table No. 26 June 1, 1958			SECOND CLASS		
		97 Local Freight Daily	93 Mixed Daily		98 Local Freight	94 Mixed		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	f 5.35	2.8		COCKER	2.8	f 3.58	f 6.13	
41	P	f 7.41	s 5.48	12.8	D	SARDEN AK	12.8	f 3.30	s 5.58	
40		f 7.58	f 5.57	19.6		NEVENS	19.6	f 3.15	f 5.48	
13				24.8		BROGANVILLE	24.8			
43	WP	f 8.20	s 6.11	28.4		KEYSTONE	28.4	f 2.55	s 5.36	
11				30.7		KINGSLEY	30.7			
43	P	f 8.35	f 6.21	34.9	D	MARTIN SA	34.9	f 2.30	f 5.24	
43	P	f 8.50	s 6.31	41.2		LEMOYNE	41.2	f 2.15	s 5.14	
28		f 9.05	f 6.40	46.8		BELMAR	46.8	f 2.05	f 5.03	
44		f 9.14	f 6.48	51.7		RUFHTON	51.7	f 1.55	f 4.55	
41	YP	s 9.45	s 7.02	59.8	D	LEWELLEN YL W	59.8	s 1.40	s 4.44	
41	WP	s 10.35	s 7.21	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21	
40	P	s 11.20	s 7.43	86.4	D	LISOO OO	86.4	f 12.25PM	s 3.53	
46		s 11.45 ⁹⁵ AM	s 8.07	100.4	D	BROADWATER BR	100.4	f 11.45 ⁹⁷	s 3.30	
19		f 12.03PM	f 8.20	109.6		TOWERS	109.6	f 11.20	f 3.12	
106	WPY	s 12.35	s 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	f 8.40	121.8		MOHLER	121.8	f 10.40	f 2.46	
38	P	f 1.01	s 8.50	126.7	D	SOUTH BAYARD OB	126.7	f 10.32	s 2.39	
51		f 1.10	s 8.59	132.1		McGREW	132.1	f 10.23	s 2.29	
30	P	f 1.20	s 9.09	137.9	D	MELBETA MB	137.9	f 10.13	s 2.19	
70	DOWOZYPT	A 1.35PM	A 9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM	
		(6.20) 34.3	(4.00) 26.5			(145.9)		(6.19) 23.1	(4.35) 23.0	

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	WESTWARD			GERING BRANCH			EASTWARD			
	SECOND CLASS			Distance from Gering	Time-Table No. 26 June 1, 1958			SECOND CLASS		
	DOWOZYPT			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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	WESTWARD			NORTH PLATTE CUT-OFF			EASTWARD				
	SECOND CLASS			Distance from O'Fallon	Time-Table No. 26 June 1, 1958			SECOND CLASS			
		353 Mixed Daily	93 Mixed Daily		59 Local Freight Daily	354 Mixed	60 Local Freight	94 Mixed			
72	DOCZYPT			145.9	DN-R	GERING YL G	145.9			A 10.40AM	A 1.50PM
14		f 9.46	f 6.10	150.5		COSTIN	150.5			f 10.28	f 1.34
30		s 9.49	f 6.15	152.8	D	HAIG HA	152.8			f 10.25	s 1.30
24		s 9.55	f 6.25	155.8	D	SOUTH MITCHELL MI	155.8			f 10.20	s 1.21
23		f 9.58	f 6.30	157.1		PELTON	157.1			f 10.15	f 1.14
70	P	s 10.06 ⁹⁰	f 6.45	159.1	D	SOUTH MORRILL MO	159.1			f 10.06 ⁹²	s 1.06
18		f 10.09	f 6.50	164.2		JOYCE	164.2			f 9.52	f 1.01
51	WYP	s 10.15	s 9.45 ⁹⁰	167.9	DN	LYMAN YL MU	167.9			s 9.45 ⁹⁰	s 12.56
31		f 10.19	f 9.50	170.1		CANAL	170.1			f 9.20	f 12.49
51	P	s 10.25	f 10.07	173.7	D	HUNTLEY HU	173.7			f 9.13	s 12.41
25		f 10.30	f 10.17	177.0		HOLLY	177.0			f 9.06	f 12.33
51	WOYP	12.45PM	10.40 ⁹⁹ 10.45 ⁹⁴	181.6	D-R	YODER YL DR	181.6	A 11.45AM		9.00 8.46	12.25 12.15 ⁹⁹
51	P	s 10.55	s 12.35	189.1	D	VETERAN VM	189.1			s 8.33	s 12.03PM
8		f 11.00	f 12.40	191.5		HELDT	191.5			f 8.26	f 11.57AM
10		f 11.07	f 12.50	196.1		COTTIER	196.1			f 8.19	f 11.50
51	OWYP		A 11.15AM	200.6	D-R	SO TORRINGTON YL RI	200.6			8.10AM	11.45AM
14		f 12.55		185.3		GOODLAND	185.3			f 11.32	
26		f 1.01		187.6		FONDA	187.6			f 11.27	
51	W	s 1.10		190.4	D	HAWK SPRINGS HK	190.4			s 11.15	
31		f 1.18		194.7		DUROO	194.7			f 11.01	
19		f 1.30		200.8		WYROSS	200.8			f 10.50	
51	WY	s 1.45		208.8	D	LA GRANGE GA	208.8			s 10.45	
10		f 1.57		210.7		TREMAIN	210.7			f 10.20	
51	W	s 2.35		222.5	D	ALBIN AB	222.5			s 9.55	
51		f 2.55		229.7		LINDBERGH	229.7			f 9.35	
	WPY	A 3.25PM		244.8	DN-R	EGBERT YL OX	244.8			9.10AM	
		(2.40) 23.5	(1.35) 24.5	(7.00) 7.8		(98.4)				(2.35) 24.3	(2.20) 21.9

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	WESTWARD			LYMAN BRANCH			EASTWARD			
	SECOND CLASS			Distance from Lyman	Time-Table No. 26 June 1, 1958			SECOND CLASS		
				0.0	DN	LYMAN MU YL	0.0			
18				2.8		SEARS YL	2.8			
6				3.3		SIDING NO. 1 YL	3.3			
17				4.6		HARTMAN YL	4.6			
22				6.4		STEGALL YL	6.4			
						(6.4)				

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	WESTWARD			SEARS BRANCH			EASTWARD			
	SECOND CLASS			Distance from Sears	Time-Table No. 26 June 1, 1958			SECOND CLASS		
				0.0		SEARS YL	0.0			
5				1.2		BELLINGER YL	1.2			
17				2.8		JANISE YL	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 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.	Psg.	Frt.		Str.	Psg.	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
Inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			20 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	Trains handling U.P. ore cars series 8000, 8499, loaded or empty. Trains handling air-dump cars.			45 35
Passing fueling stations located within yard limits.	50	40	25	When using No. 14 turn-outs.	25	20	20
Passing fueling stations located outside yard limits.	50	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	5 15 10 15 10
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 40	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
1500 class diesel road freight locomotives.		55	55	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
Other than 1500 class diesel road freight locomotives.		60	55	On wye tracks.	15	15	15
3800 and 3000 class engines.		60	50	Jordan spreaders and other machines of spreader type, when in operation.			15
5000 class engines.		50	50	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
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 type yard engines.		20	20				
Steam engines running backward.		20	20				
Light engines.			45				

OLD MAIN LINE

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Between Gilmore and Lane.		20	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	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, 1900 class and heavier engines on east and west legs 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	Cozad, on Amour & Co. spur tracks.			5
Grand Island, on Kansas Division, Fourth Sub-division main track between Walnut and Eddy Streets.	20	20	20	Gothenburg wye.			5
Grand Island, freight trains entering and moving through yard tracks.			5	Gothenburg passing fueling station.			40

ON WESTWARD TRACK

Between Mile Posts —	Str.	Psg.	Frt.
Summit 5.2 and 5.6	25	25	25
Weco 14.2 and 14.7	80	70	50
15.9 and 16.2	80	70	50
Lane 18.1 and 18.4	70	60	50
19.4 and 19.8	70	60	50
Elkhorn 21.9 and 22.1	70	60	50
22.2 and 22.6	60	50	40
22.8 and 23.2	70	60	50
Vroman 258.1 and 258.5	70	60	50
Beck 281.1 and 281.9	80	70	50
North Platte			

ON EASTWARD TRACK

Between Mile Posts —	Str.	Psg.	Frt.
North Platte 281.9 and 281.1	80	70	50
Brady 259.8 and 258.1	70	60	50
Kearney 189.2 and 189.0	40	40	25
Waterloo 23.2 and 22.8	70	60	50
22.6 and 22.2	60	50	40
22.1 and 21.9	70	60	50
Elkhorn 19.8 and 19.4	70	60	50
18.4 and 18.1	70	60	50
Lane 16.2 and 15.9	80	70	50
14.7 and 14.2	80	70	50
Seymour 5.6 and 5.2	25	25	25
Summit			

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Diesel locomotives in road service.			55	Brownson, on government tracks.			10
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.			5
				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
Julesburg 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
Brownson 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
Bushnell 456.9 and 457.2	80	70	50	Archer 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	Durham 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	Hillsdale 486.5 and 486.2	70	60	50
Pine Bluffs 466.8 and 467.3	50	40	40	Tracy 467.3 and 466.8	50	40	40
Burns 486.2 and 486.5	70	60	50	Pine Bluffs 466.6 and 466.2	60	50	50
Hillsdale 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
Durham 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
Archer 502.2 and 503.0	60	50	40	Potter 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	Weir 366.1 and 365.4	60	50	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.	79	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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Beatrice Branch Maximum speed.	50	45	Norfolk Branch Maximum speed:		
5000 class and MacArthur type engines on curves.	35	35	Between Columbus and Oconee.		35
Between Miles Posts — Valley 0.1 and 0.3	15	15	Between Oconee and M.P. 16.		25
3.8 and 4.0	35	35	Between M.P. 16 and Norfolk.		30
3.8 and 4.0, with 5000 class and MacArthur type engines.	25	25	Trains handling outfit cars.		20
Yutan 6.4 and 7.7	35	35	Columbus, over wye switches.		15
6.4 and 7.7, with 5000 class and MacArthur type engines.	25	25	On curve at M.P. 1.75.		25
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Albion Branch Maximum speed:		30
Wahoo, city track.		6	Trains handling outfit cars.		20
19.1 and 19.5	35	35	Cedar Rapids Branch Maximum speed:		30
19.1 and 19.5, with 5000 class and MacArthur type engines.	25	25	Between Genoa and M.P. 11.		25
Weston 30.2 and 30.5	35	35	Between M.P. 11 and Spalding.		20
30.2 and 30.5, with 5000 class and MacArthur type engines.	25	25	Ord — Loup City Branch Maximum speed:		25
31.6 and 31.9	35	35	Between Grand Island and St. Libory.		10
31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	Carey, all airfield trackage.		30
Touhy 36.0 and 37.4	25	25	Between St. Libory and Ord.		30
Garratt 56.3 and 57.5	15	15	Between St. Paul and Loup City.		20
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Trains handling outfit cars.		70
Pickrell 96.5 and 97.3	15	15	Hastings Branch Maximum speed.		50
Beatrice, Allers Grain Company spur.		5	Diesel locomotives in road service.		55
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Over Bridge 21.35.		30
Stromsburg Branch Maximum speed:	35	25	Gibbon, west of east wye switch.		15
Between Valparaiso and Brainard.	40	30	Kearney Branch Between Kearney and Callaway:		25
Between Hordville and Central City.	35	25	Steam trains.		25
Trains handling outfit cars.		20	Diesel locomotives in road service.		30
2800 class engines.	30	30	Between Callaway and Stapleton:		30
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	Steam trains.		30
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Diesel locomotives in road service.		20
			Trains handling outfit cars.		45
			North Platte Branch Maximum speed.		45
			5000 class engines.		35
			Over Bridge 18.30.		35
			Oshkosh, over First Street Crossing.		15
			North Platte Cut-off Maximum speed.		45
			5000 class engines.		35
			On curves between Yoder and So. Torrington.		35
			On curves between M.P. 25.42 and M.P. 31.25.		30
			Through tunnel between Albin and Tremain.		20
			Lyman Branch		20
			Gering Branch		20
			Sears Branch		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	70—XP	Both	Alfalfa Center.....	194.1	44—XP	Both
Behlen.....	80.25	40—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

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.....	Roundhouse	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	West Yard Office	North Platte.....	Hump Yard Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Union Station Telegraph Office	North Platte.....	East End Yardmen's Room
Omaha.....	Tower "B"	Julesburg.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Telegraph Office
Omaha.....	Yardmen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
South Omaha.....	Yard Office	Cheyenne.....	Conductor's Room Passenger Station
Valley.....	Telegraph Office	Cheyenne.....	Yard Office
Columbus.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Enginemen's Washroom	Sterling.....	Telegraph Office
Grand Island.....	Dispatcher's Office	La Salle.....	Telegraph Office
Grand Island.....	Telegraph Office	Lincoln.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Telegraph Office
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. Core	Surgeon	Kimball, Nebr.
W. A. Bunton	District Surgeon	Cheyenne, Wyo.	V. D. Norall	Surgeon	Lexington, Nebr.
J. S. Bonwell	District Surgeon	Denver, Colo.	R. F. Moeller	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.	W. H. Berrick	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.	F. T. Lovely	Shop Surgeon	Omaha, Nebr.
R. B. Stamp	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.	J. R. McCaslin	Surgeon	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
J. B. Kille	Surgeon	Eddyville, Nebr.	R. H. Rasgorshek	Oculist and Aurist	Omaha, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	J. L. McFee	Surgeon	Ogallala, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	C. J. Miller	Surgeon	Ord, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	W. G. Seng	Surgeon	Oshkosh, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	Don E. Baca	Surgeon	Papillion, Nebr.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
L. E. Imes	Surgeon	Grand Island, Nebr.	M. O. Arnold	Surgeon	St. Paul, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	G. L. John	Surgeon	Schuyler, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
C. H. Magglore	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	Olson & Wilkinson	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.			