



UNION PACIFIC RAILROAD COMPANY

Eastern District



**NEBRASKA DIVISION
TIME-TABLE
No. 27**

**Effective Sunday,
September 21, 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

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

											Time Table No. 27 September 21, 1958		Distance from Council Bluffs	STATIONS
27	9	17	7	5	103	101	105	111						
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	OO. BLUFFS				
10.30			10.05	9.55	3.15	2.55	1.15	12.45	2.8	OMAHA				
1.30			1.05	12.40	5.15	4.55	3.20	2.55	146.9	GRAND ISLAND				
4.15			3.35	2.55	7.00	6.40	5.10	4.50	284.1	O.T. NORTH PLATTE				
3.30			2.45	2.05	6.05	5.45	4.15	3.55	284.1	M.T. NORTH PLATTE				
								5.10	365.3	JULESBURG				
5.45			4.57	4.12	7.49	7.29	5.58		407.5	SIDNEY				
	9.40	8.30							.....	KANSAS CITY			
	8.05	6.30						8.30	562.5	DENVER				
	8.45	7.05								CHEYENNE				
8.00			7.00	6.05	9.35	9.15	7.40		509.5	LARAMIE				
8.30			7.15	6.20	8.45	8.25	7.50			RAWLINS				
10.10	11.55	10.15	9.00	8.05	11.01	10.45	9.10		566.0	GREEN RIVER				
12.30	1.54	12.20	11.45	10.45	12.58	12.41	11.05		582.8	GRANGER				
3.35	4.20	3.50	3.30	1.15	3.15	3.00	1.25		817.0	OGDEN				
4.01	4.40	3.45	3.15	1.45	3.25	3.10	1.35							
		4.20					2.05		847.2					
8.00	8.30		7.00	5.50	6.45	6.30			992.6					
										(992.6)				
(22.30)	(23.55)	(30.10)	(31.55)	(20.55)	(16.30)	(16.35)	(13.50)	(8.45)	..... Thru Time From Omaha				
44.0	51.2	55.3	45.3	47.3	59.6	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

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. HINESON, Asst. Chief Train Dispatcher..... North Platte, Nebr.

THIRD SUBDIVISION

O. A. VICK ROY, Chief Train Dispatcher..... Denver, Colo.
J. J. BOWLIN, Asst. Chief Train Dispatcher..... Denver, Colo.
D. L. HIVERS, Asst. Chief Train Dispatcher..... Denver, Colo.

NORTH PLATTE BRANCH AND CUT-OFF

F. G. CLARK, Chief Train Dispatcher..... Gering, Nebr.

MILEAGE

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

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. LANGLIS, Asst. Chief Train Dispatcher..... Omaha, Nebr.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time Table No. 27 September 21, 1958												
		112	10	28	104	102	106	18	6	8		
		Stream-liner Passenger	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger		
STATIONS		Mile Post										
OO. BLUFFS	0.0									6.10		
OMAHA	2.8	12.30		6.30	2.30	2.50	3.00		5.25	7.00		
GRAND ISLAND	146.9	10.26		3.35	12.20	12.40	12.55		2.50	4.10		
C.T. NORTH PLATTE	284.1	8.39		12.30	10.28	10.48	11.03		12.25	1.25		
M.T. NORTH PLATTE	284.1	7.34		11.00	9.23	9.43	9.58		11.15	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	562.5	3.30	6.40						9.15	8.45		
CHEYENNE	509.5			7.00	6.10	6.30	6.45		7.35	8.15		
LARAMIE	566.0		2.43	4.25	4.50	5.12	5.25	5.25	5.45	6.20		
RAWLINS	582.8		12.50	1.55	2.55	3.25	3.35	3.10	3.25	3.40		
GREEN RIVER	817.0		10.30	11.05	12.35	1.05	1.15	12.35	12.45	1.00		
GRANGER	847.2		10.10	10.45	12.25	12.55	1.00	12.05	12.20	12.35		
OGDEN	992.6		6.50	7.10	9.10	9.40			8.30	8.45		
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Thru Time From Omaha.....	(8.00)	(23.15)	(22.20)	(16.20)	(16.10)	(13.33)	(22.00)	(19.55)	(21.15)			
Average speed per hour.....	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.....		Sacramento or beyond.	102	Kearney.....		Sacramento or beyond.
	Columbus.....				Columbus.....		
	Kearney.....				Fremont.....		
103	Fremont.....		East Los Angeles or beyond.	104	Kearney.....		East Los Angeles or beyond.
	Columbus.....				Columbus.....		
	Kearney.....				Fremont.....		
105	Fremont.....		Pendleton or beyond.	106	Kearney.....		Pendleton or beyond.
	Columbus.....				Columbus.....		
	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

Table with columns for train numbers (71, 73, 75, 237, 233), times, and distances from Council Bluffs. Includes notes on car capacity and station names like OXWITYOP, E894, etc.

Time-Table No. 27

September 21, 1958

STATIONS

Vertical list of station names and distances, including COUNCIL BLUFFS YL, OMAHA YL US, SUMMIT YL SU, etc.

(1.15) 22.4 (1.14) 22.8 (0.40) 33.0 (3.20) 12.7 (8.00) 15.6 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 First Subdivision.

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Table with columns for train numbers (27, 7, 5, 103, 101, 105, 111), times, and distances from Council Bluffs. Includes notes on car capacity and station names like OXWITYOP, E894, etc.

Time-Table No. 27

September 21, 1958

STATIONS

Vertical list of station names and distances, including COUNCIL BLUFFS YL, OMAHA YL US, SUMMIT YL SU, etc.

(5.45) 48.9 (5.30) 51.1 (5.00) 56.3 (3.45) 75.0 (3.45) 75.0 (3.65) 71.8 (4.05) 68.9 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. Rules 251 to 254 inclusive apply on First Subdivision.

FIRST SUBDIVISION EASTWARD

Time-Table No. 27
September 21, 1958

FIRST CLASS

Station	28	6	8	112	104	102	106
Mail and Express	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
0.0		A 6.10PM					
2.8	A 6.30AM	5.55	A 7.00PM	A 12.30AM	A 2.30AM	A 2.50AM	A 3.00AM
5.2	6.20	5.15	6.50	12.24	2.20	2.40	2.53
14.1	6.11	5.08	6.40	12.17	2.13	2.33	2.46
17.1	6.07	5.04	6.36	12.14	2.10	2.30	2.43
21.7	f 6.03	4.59	6.32	12.10	2.06	2.26	2.40
24.8	f 6.00	4.56	6.29	12.07	2.03	2.23	2.37
28.0	s 5.57	4.52	6.25	12.04AM	2.00	2.20	2.34
24.8	s 5.49	4.46	6.18	11.59PM	1.55	2.15	2.29
39.3	s 5.40	s 4.40	s 6.10	11.55	1.51	2.11	2.25
40.0							
44.8							
40.3	f 5.25	4.25	5.55	11.46	1.43	2.03	2.17
64.4	f 5.17	4.18	5.47	11.40	1.37	1.57	2.11
61.4	f 5.09	4.12	5.39	11.35	1.32	1.52	2.06
69.7	s 5.02	4.06	f 5.32	11.30	1.26	1.46	2.00
78.0	f 4.53	3.58	5.24	11.24	1.20	1.40	1.54
88.6							
84.6	s 4.45	s 3.51	s 5.16	11.17	1.13	1.33	1.47
92.2	f 4.29	3.40	5.04	11.07	1.03	1.23	1.37
96.5	4.24	3.35	4.59	11.04	1.00	1.20	1.30
102.2	f 4.19	3.30	4.54	11.00	12.56	1.16	1.30
107.0	4.14	3.25	4.49	10.56	12.52	1.12	
118.0	f 4.09	3.20	4.44	10.52	12.48	1.08	1.22
124.9							
124.9	s 3.59	3.10	f 4.34	10.44	12.39	12.59	1.14
135.1	3.47	3.01	4.22	10.36	12.30	12.50	1.05
140.0							
146.0	3.35	2.50	4.10	10.26	12.20	12.40	12.55
154.5	3.20	2.40	4.00	10.25	12.19	12.39	12.54
154.5	3.04	2.27	3.48	10.16	12.10	12.30	12.45
169.9	f 2.54	2.20	3.40	10.10	12.04AM	12.24	12.39
169.9	f 2.45	2.14	3.32	10.05	11.58PM	12.18	12.33
176.0	f 2.38	2.09	3.25	10.01	11.53	12.13	12.28
180.2	2.34	2.05	3.20	9.58	11.50	12.10	12.25
180.2	s 2.25	s 1.55	s 3.10	9.50	11.42	12.02AM	12.17
198.3	f 2.09	1.42	2.59	9.42	11.34	11.54PM	12.10
204.0	f 2.02	1.37	2.53	9.38	11.30	11.50	12.06AM
213.2	f 1.52	1.30	2.45	9.32	11.24	11.44	11.59PM
224.4	s 1.40	1.20	s 2.33	9.24	11.16	11.36	11.51
222.2	1.29	1.13	2.23	9.18	11.10	11.30	11.45
228.2	s 1.23	1.08	f 2.18	9.14	11.05	11.25	11.40
249.3	s 1.08	12.59	f 2.05	9.06	10.57	11.18	11.32
254.5	12.59	12.54	1.57	9.02	10.52	11.12	11.27
261.5	f 12.52	12.48	1.50	8.56	10.47	11.07	11.22
270.6	f 12.44	12.40	1.41	8.50	10.40	11.00	11.15
278.5	12.37	12.33	1.33	8.44	10.34	10.54	11.09
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 (0.00) (5.00) (5.35) (3.51) (4.02) (4.02) (3.57)
 Average speed per hour 46.9 56.3 50.4 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. 27
September 21, 1958

SECOND CLASS

Station	74	234	72	76	238
Time Freight	Local Freight	Time Freight	Local Freight	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		
24.8		f 12.01PM			
39.3		s 11.50AM			
40.0					
44.8					
40.3		f 10.50			
64.4		s 10.20			
61.4		s 9.50			
69.7		s 9.20			
78.0		f 8.20			
88.6					
84.6		s 8.00			
92.2		s 7.20			
96.5		f 6.50			
102.2		s 6.40			
107.0		f 6.00			
118.0		s 5.39			
124.9					
124.9		5.00AM	A 6.55AM		
135.1			s 6.40		
140.0					
146.0				6.20AM	A 2.00PM
154.5				f 1.15	
169.9				s 12.45	
169.9				s 12.15PM	
176.0				s 11.45AM	
180.2				f 11.20	
180.2				11.00AM	
198.3					
204.0					
213.2					
224.4					
222.2					
228.2					
249.3					
254.5					
261.5					
270.6					
278.5					
284.1					

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time to Omaha (1.15) (10.15) (1.10) (9.25) (3.00)
 Average speed per hour 22.4 12.2 24.0 37.7 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 See Rules 251 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	
DP XWCZTYOP			7.00AM	6.35AM	5.00AM	284.1
			7.10	6.45	5.10	289.2
OS 84 P						290.5
WS 72 XP			s 7.25	s 7.01	s 5.20	296.9
OS 119 XWYP			f 7.35	A 7.10AM	A 5.25AM	300.7
40 X						301.8
OS 121 P			f 7.45			303.4
OS 89 P			f 7.55			307.9
OS 121 P			s 8.20			315.5
5 P			f 8.32			321.7
OS 88 P			f 8.45			327.7
WS 122 WS 120 OS 122 XWYP			s 9.45			334.8
OS 125 P			s 10.10			343.9
10						349.1
OS 123 P			s 10.35			353.9
OS 83 P			f 10.45			359.3
XWQYYP WS 125 OS 121			11.45			365.3
OS 90 P			f 11.55AM			370.6
OS 123 WP			s 12.25PM			380.3
WS 111 OS 74 XP			s 12.50			389.7
XP			f 1.02			396.8
OS 125 P			1.15			401.0
WXCOYP			8.30AM	A 1.30PM		407.5
OS 94 YP			f 8.45			415.5
WS 121 XWP OS 70			f 9.15			426.4
8 PX						430.8
OS 125 P			s 9.35			435.4
27 PX						439.9
OS 133 XWP			s 10.15			444.5
12						451.1
OS 125 P			s 10.45			456.6
OS 125 XWQYYP			A 11.30AM			466.7
10						472.0
OS 94 XWYP			3.35PM			477.5
WS 62 XP			f 3.45			483.2
OS 86 WP			f 3.55			489.7
WS 62 XP			f 4.05			495.9
WS 117 XP OS 125			f 4.15			501.2
DP XWCZTYOP			A 4.30PM			509.5

Time-Table No. 27
September 21, 1958

STATIONS

DN-R NORTH PLATTE NY	YL NO
5.1	
WEST NORTH PLATTE	YL WN
1.3	
BIRDWOOD	
6.4	
D HERSHEY OF	
8.8	
O'FALLONS	
1.1	
VARNER	
D SUTHERLAND SU	
4.5	
DEXTER	
7.6	
D PAXTON PN	
6.2	
KORTY	
6.0	
ROSCOE	
7.1	
DN OGALLALA GT	
9.1	
D BRULE RU	
6.2	
MEGEATH	
4.8	
D BIG SPRINGS GS	
5.4	
BARTON	
6.0	
DN JULESBURG JB	
5.3	
WEIR	
9.7	
D CHAPPELL OQ	
9.4	
D LODGE POLE GP	
6.6	
D SUNOL UN	
4.7	
COLTON	
6.5	
DN-R SIDNEY YL OD	
8.0	
BROWNSON	
10.9	
D POTTER PR	
4.4	
JACOINTO	
4.6	
D DIX DX	
4.5	
OWASCO	
4.6	
DN KIMBALL KB	
6.6	
OLIVER	
5.5	
D BUSHNELL BN	
10.1	
DN PINE BLUFFS UF	
5.3	
TRAOY	
5.5	
D EGBERT OX	
5.7	
D BURNS UX	
6.5	
HILLSDALE	
6.2	
DURHAM	
5.3	
AROHER	
8.3	
DN-R CHEYENNE YL OY	

(225.4)

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

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

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 SECOND SUBDIVISION

FIRST CLASS

Distance from Council Bluffs	FIRST CLASS							
	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	6.05AM	5.45AM	4.15AM	3.55AM	3.30AM	284.1
	2.52	2.12	6.13	5.53	4.22	4.03	3.37	289.2
								290.5
	2.58	2.18	6.18	5.58	4.27	4.08	3.42	296.9
	3.01	2.21	6.21	6.01	4.30	4.11	3.45	300.7
								301.8
	3.03	2.23	6.23	6.03	4.32	4.13	f 3.47	303.4
	3.07	2.27	6.26	6.06	4.35	4.18	3.51	307.9
	3.14	2.33	6.32	6.12	4.41	4.24	f 3.58	315.5
	3.20	2.39	6.37	6.17	4.46	4.30	4.04	321.7
	3.26	2.45	6.42	6.22	4.51	4.35	f 4.10	327.7
	s 3.34	2.52	6.48	6.28	4.57	4.41	s 4.20	334.8
	3.43	3.00	6.55	6.35	5.04	4.48	f 4.29	343.9
								349.1
	3.52	3.08	7.03	6.43	5.12	4.55	f 4.38	353.9
	3.57	3.13	7.07	6.47	5.16	4.59	4.43	359.3
	f 4.04	3.19	7.12	6.52	5.21	A f 5.10AM	s 4.53	365.3
	4.10	3.24	7.16	6.56	5.25		4.59	370.6
	4.19	3.33	7.24	7.04	5.33		f 5.08	380.3
	4.28	3.42	7.31	7.11	5.40		f 5.17	389.7
	4.34	3.48	7.36	7.16	5.45		f 5.23	396.8
	4.38	3.52	7.40	7.20	5.49		5.27	401.0
	4.47	4.02	7.48	7.28	5.57		5.35	407.5
	4.57	4.12	7.49	7.29	5.58		5.45	415.5
	5.07	4.22	7.58	7.38	6.07		5.54	426.4
	5.18	4.33	8.08	7.48	6.16		f 6.04	430.8
								435.4
	5.27	4.42	8.16	7.56	6.23		f 6.18	439.9
								444.5
	f 5.39	4.51	8.24	8.04	6.31		s 6.35	451.1
								456.6
	5.50	5.02	8.34	8.14	6.41		f 6.47	466.7
	6.01	5.12	8.44	8.24	6.51		f 6.58	472.0
								477.5
	6.13	5.23	8.55	8.35	7.01		f 7.10	483.2
	6.20	5.29	9.01	8.41	7.07		f 7.17	489.7
	6.27	5.36	9.08	8.48	7.14		f 7.25	495.9
	6.34	5.42	9.15	8.55	7.21		7.33	501.2
	6.41	5.48	9.22	9.02	7.29		7.40	509.5
	A 7.00PM	A 6.05PM	A 9.35AM	A 9.15AM	A 7.40AM		A 8.00AM	

(4.15) (4.00) (3.30) (3.30) (2.25) (1.15) (4.30)
53.0 55.4 64.4 64.4 66.0 65.4 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. 27 September 21, 1958		SECOND SUBDIVISION EASTWARD							
		FIRST CLASS							
STATIONS	Mile Post	6	8	112	104	102	106	28	
		Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	
DN-R NORTH PLATTE NY 5.1	284.1	A 11.15AM	A 12.15PM	A 7.34PM	9.23PM	A 9.43PM	A 9.58PM	A 11.00PM	
WEST NORTH PLATTE 1.3	289.2	11.04	12.01PM	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	7.18	9.06	9.26	9.41	10.44	
O'FALLONS 1.1	300.7	10.55	11.48	7.15	9.03	9.23	9.38	10.41	
VARNER 1.0	301.8								
D SUTHERLAND SU 4.0	303.4	10.53	f 11.45	7.13	9.01	9.21	9.36	f 10.38	
DEXTER 7.0	307.9	10.49	11.41	7.10	8.58	9.18	9.33	10.33	
D PAXTON PN 8.2	315.5	10.42	f 11.34	7.04	8.52	9.12	9.27	f 10.26	
KORTY 6.0	321.7	10.37	11.28	7.00	8.47	9.07	9.22	10.20	
ROSCOE 7.1	327.7	10.31	11.22	6.56	8.42	9.02	9.17	f 10.14	
DN OGALLALA GT 9.1	334.8	10.24	s 11.15	6.51	8.36	8.56	9.11	s 10.07	
D BRULE RU 5.2	343.9	10.15	f 11.05	6.43	8.29	8.49	9.04	f 9.57	
MEGEATH 4.8	349.1								
D BIG SPRINGS GS 5.4	353.9	10.07	f 10.56	6.36	8.22	8.42	8.57	f 9.47	
BARTON 6.0	359.8	10.02	10.50	6.32	8.17	8.37	8.52	9.41	
DN JULESBURG JB 5.3	365.8	9.56	f 10.45	s 6.27PM	8.12	8.32	8.47	s 9.36	
WEIR 9.7	370.6	9.50	10.37		8.07	8.27	8.42	9.29	
D OHAPPELL CQ 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	
GOLTON 8.0	401.0	9.24	10.12		7.44	8.04	8.19	9.02	
DN-R SIDNEY YL OD 8.0	407.5	9.07	10.05		7.37	7.57	8.12	8.55	
BROWNSON 10.9	415.5	8.56	9.44		7.36	7.56	8.11	8.45	
D POTTER PR 4.4	426.4	8.47	9.35		7.28	7.48	8.03	8.34	
JACINTO 4.6	430.8				7.19	7.39	7.54	f 8.24	
D DIX DX 4.5	435.4	8.40	9.26		7.12	7.32	7.47	f 8.14	
OWASCO 4.0	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 UF 5.3	466.7	8.14	8.55		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		6.38	6.58	7.13	f 7.29	
D BURNS UX 6.2	483.2	7.59	8.40		6.34	6.54	7.09	7.24	
HILLSDALE 5.3	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	
ARCHER 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	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
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	

Time-Table No. 27 September 21, 1958		SECOND SUBDIVISION EASTWARD							
		SECOND CLASS							
STATIONS	Mile Post	242	354	246	98	94			Car Capacity of Stages, etc. See Rule 6 (A), page 24.
		Local Freight	Mixed	Local Freight	Local Freight	Mixed			
DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.50PM	A 7.00PM			DF XWCZTYOP
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 8.8	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 1.0	301.8								40 X
D SUTHERLAND SU 4.0	303.4	s 12.15PM							CS 121 P
DEXTER 7.0	307.9	f 11.55AM							CS 82 P
D PAXTON PN 8.2	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 82 P
DN OGALLALA GT 9.1	334.8	s 10.45							WB 122 WB 120 ES 135 XWCP
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 123 P
BARTON 6.0	359.8	f 8.55							CS 83 P
DN JULESBURG JB 5.3	365.8	s 8.45							XWCIYP WB 125 ES 121
WEIR 9.7	370.6	f 7.55							CS 90 P
D OHAPPELL CQ 9.4	380.3	s 7.45							CS 123 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
GOLTON 8.0	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 4.0	439.9								27 PX
DN KIMBALL KB 6.6	444.5				s 1.30				CS 122 XWP
OLIVER 5.5	451.1								12
D BUSHNELL BN 10.1	456.6				s 12.50				CS 125 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 6.2	483.2		s 8.40						WB 62 XP
HILLSDALE 5.3	489.7		s 8.31						CS 95 WP
DURHAM 5.3	495.9		f 8.23						WB 63 XP
ARCHER 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
		Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily			
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.

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. 27 September 21, 1958	Distance from Julesburg	FIRST CLASS		SECOND CLASS	
71	111	33	34			112	72		
C. B. & Q. Freight	Streamliner Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger			Streamliner Passenger	C. B. & Q. Freight		
Daily	Daily	Daily	STATIONS		Mile Post				
80 WQYIP		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 WF		5.24		14.6	D SEDGWICK ZD	14.6	6.12		
29				19.0	DORSEY	19.0			
95 F		5.31		23.1	RED LION	23.1	6.05		
28 F				25.8	MARGOTT	25.8			
95 WF		5.36		20.1	D OROOK OK	30.1	6.00		
22				34.2	TOBIN	34.2			
72 F		5.43		38.8	PROCTOR	38.8	5.53		
12 F				41.1	POWELL	41.1			
28				42.2	GRIFF	42.2			
84 F		5.48		45.6	D ILLIF F	45.6	5.48		
10				50.1	FORD	50.1			
77 F		5.54		53.5	HAYFORD	53.5	5.41		
AIP				57.2	C. B. & Q. CROSSING	57.2			
100 IWOTAP	6.30PM	6.00 6.05	4.35AM	57.5	DN-R STERLING YL ST	57.5	A2.20AM 5.37 5.35	A 6.30AM	
73 F	6.44	6.13 72	f 4.43	61.7	D ATWOOD OD	61.7	f 2.09 5.28	6.13 III	
28				66.8	BETLAND	66.8			
74 F	6.57	6.19	f 4.51	70.2	D MERRINO MI	70.2	f 2.02 5.23	5.54	
10				72.1	BETA	72.1			
143 F	7.06	6.24	4.59	76.0	MESSEX	76.0	5.19	5.42	
41 F				78.4	BALZAO	78.4			
52 F	A 7.30PM	6.29	A 5.10AM	81.0	DN UNION UN	81.0	f 1.50AM 5.15	5.30AM	
24				82.8	COOPER	82.8			
94 WF		6.34		87.0	SNYDER	87.0	5.10		
53 F		6.40		93.8	DODD	93.8	5.05		
21				96.9	HURLEY	96.9			
100 WF		6.44		98.6	DN FT. MORGAN FX	98.6	5.01		
35 F		6.50		106.0	NARROWS	106.0	4.55		
79 F		6.52		109.0	D WELDONA DN	109.0	4.53		
22 F		6.57		114.2	GOODRICH	114.2	4.49		
78 F		7.00		117.7	ORCHARD	117.7	4.46		
14 F				121.4	SUBLETTE	121.4			
58 F		7.06		124.6	MASTERS	124.6	4.40		
50 F		7.11		130.2	OANTON	130.2	4.36		
121 WF		7.16		135.4	HARDIN	135.4	4.32		
16 F				139.1	KUNER	139.1			
78 F		7.22		143.1	D KERSEY KR	143.1	4.26		
37				147.2	AUBURN	147.2			
86 WQYIP		A 7.30AM		151.1	DN-R LASALLE YL DY	151.1	4.20PM		
				(161.1)	Daily		Daily	Daily	
				(1.00) 23.5	Thru Time.....		(0.30) 47.0	(2.07) 71.4	(1.00) 23.5
				(2.20) 64.8	Average speed per hour.....		(0.35) 48.3		

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. 27 September 21, 1958	Distance from Valley	SECOND CLASS		SECOND CLASS			
71	73	74	72			76					
Freight Daily	Freight Daily	Freight Daily	Freight Daily			Local Freight					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24	STATIONS		Mile Post	STATIONS		Mile Post	STATIONS		Mile Post		
WQYP	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	C. B. & Q. CROSSING	5.8					
28 P	10.40	1.45	s 6.45	6.8	YUTAN YN	6.8	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	C. & N. W. and C. B. & Q. CROSSINGS	19.6					
78 P	11.25	2.22	s 7.30	26.8	D WESTON WN	26.8	4.35	8.05	s 12.15		
90 P	11.35PM	2.34	f 7.40	33.2	TOUHY	33.2	4.23	7.53	f 12.01PM		
96 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					
59 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	C. B. & Q. CROSSING	56.5					
84 TEP	12.55	3.18		57.1	DN LINCOLN YL SN	57.1	3.40	7.10			
I				57.4	C. B. & Q. CROSSING	57.4					
I				59.0	C. 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					
21 P	1.33	3.46		74.7	PRINCETON	74.7	3.05	6.35			
78 P	1.43	3.53		79.5	D CORTLAND RD	79.5	2.55	6.25			
84 P	1.58	4.08		86.9	D PICKRELL IK	86.9	2.43	6.13			
WTSP	A 2.15AM	A 4.25PM		96.8	DN-R BEATRICE YL BX	96.8	2.30AM	6.00PM	Monday Wednesday Friday		
				(3.50) 25.2	Thru Time.....		(2.50) 34.2	(2.40) 34.2	(1.25) 26.3		
				(2.55) 33.2	Average speed per hour.....						
				(1.20) 28.0	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. 27 September 21, 1958	Distance from Council Bluffs	SECOND CLASS		SECOND CLASS			
71	73	74	72			76					
Freight Daily	Freight Daily	Freight Daily	Freight Daily			Local Freight					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24	STATIONS		Mile Post	STATIONS		Mile Post	STATIONS		Mile Post		
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 PAPILLION PO	16.8					
AIP				19.2	MO. PAC. CROSSING	19.2					
P				22.5	D MILLARD YL MD	22.5					
XP				26.1	LANE YL	26.1					
				20.9							
				(1.00) 23.5	Thru Time.....		(0.30) 47.0	(2.07) 71.4	(1.00) 23.5		
				(2.20) 64.8	Average speed per hour.....		(0.35) 48.3				

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. 27 September 21, 1958				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	75			Distance from Valparaiso	STATIONS	Mile Post	76			Mile Post	
	Local Freight						Local Freight				
Tuesday Thursday Saturday											
WYP			8.00AM	0.0	DN-R VALPARAISO YL VO	0.0	A11.35AM				
16			f 8.20	7.4	7.4 LOMA	7.4	f11.06				
23			s 8.40	18.5	D BRAINARD BD	18.5	s10.50				
				15.0	O. & N. W. CROSSING	15.0					
23	W		s 9.10	23.2	D DAVID CITY DV	23.2	s10.25				
				23.5	O. B. & Q. CROSSING	23.5					
21			s 9.45	33.3	D RIBING CITY RN	33.3	s 9.40				
26			s10.05	40.1	D SHELBY SH	40.1	s 9.20				
7			s10.25	47.5	D OSOEOLA OZ	47.5	s 8.55				
9	W		s10.50	52.9	D STROMSBURG S	52.9	s 8.25				
				50.8	DURANT	50.8					
35			s11.15	63.0	D POLK PK	63.0	s 7.50				
21			s11.30	68.3	D HORDVILLE HV	68.3	s 7.30				
22			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) Thru Time..... (4.30)
19.4 Average 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. 27 September 21, 1958				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	79			Distance from Genoa	STATIONS	Mile Post	80			Mile Post	
	Mixed						Mixed				
Daily Except Sunday											
40	WY		12.32PM	0.0	D-R GENOA YL G	0.0	A 4.45PM				
20				9.8	MEROHISTON	9.8					
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				
28	WY		A 2.40PM	44.8	D-R SPALDING YL SG	44.8	3.00PM				
					(44.8)		Daily Except Sunday				

(2.08) Thru Time..... (1.45)
20.8 Average 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. 27 September 21, 1958				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	79			Distance from Columbus	STATIONS	Mile Post	80			Mile Post	
	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	4.2	SHELDONVILLE	4.2	1.10	5.23	f10.47		
8	YP		A12.02PM	9.4	R OCONEE YL	9.4	1.02PM	5.10PM	f10.35		
20				14.7	D PLATTE CENTER PO	14.7			s10.20		
36				20.3	TARNOV	20.3					
				25.1	O. & N. W. CROSSING	25.1					
56	W			25.7	D HUMPHREY HX	25.7			s 9.40		
33	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					
WCEFP				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..... (0.22) (0.25) (3.00)
25.6 22.6 15.1 Average 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. 27 September 21, 1958				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	79			Distance from Oconee	STATIONS	Mile Post	80			Mile Post	
	Mixed						Mixed				
Daily Except Sunday											
20	YP		12.02PM	0.0	R OCONEE YL	0.0	A 1.02PM	A 5.10PM			
5				2.0	MILL SPUR	2.0					
			s12.13	4.8	D MONROE MN	4.8	s12.50	s 5.00			
40	WYP		A12.29PM	11.8	D-R GENOA YL G	11.8	s12.29PM	4.45PM			
56				22.3	D ST. EDWARD ST	22.3	s11.55				
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 14.4 Average 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. 27 September 21, 1958				Mile Post	SECOND CLASS			
	283	83			84	284				84	284		
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	Mixed	Mixed			Mixed	Mixed			Mixed	Mixed			
	Monday Wed., Fri.	Tuesday Thurs., Sat.											
STATIONS													
WTYOCK	10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND	YL	GR	0.0	A	5.15PM	A	5.15PM	
			0.4		O. B. & Q. CROSSING			0.4					
			2.5		OAREY			2.5					
11			11.1	D	ST. LIBORY	RY		11.1	s	4.42	s	4.42	
19	s 10.30	s 9.28	21.9	D-R	ST. PAUL	YL	SP	21.9	s	4.20	s	4.20	
20 WYP	s 11.15	s 9.55	30.2	D	DANNEBROG	DB		30.2	s	3.50			
16	s 11.40AM		40.5	D	BOELUS	HW		40.5	s	3.20			
11 W	s 12.05PM		47.7		ROCKVILLE			47.7	f	2.55			
81	f 12.25		60.9	D-R	LOUP CITY	YL	OP	60.9		2.30PM			
23 WY	A 1.00PM		30.7	D	ELBA	EB		30.7	s	3.55			
27		s 10.20	36.8		COTESFIELD			36.8	s	3.41			
26		s 10.35	44.5		SCOTIA JUNCTION			44.5	s	3.23			
20		s 11.00	45.7	D	SCOTIA	SK		45.7	s	3.14			
		11.15	44.5		SCOTIA JUNCTION			44.5	s	3.07			
31 W		s 11.35AM	48.8	D	NORTH LOUP	NU		48.8	s	2.57			
3			58.5		SAUNDERS			58.5					
			60.7		O. B. & Q. CROSSING			60.7					
34 WY		A 12.10PM	61.0	D-R	ORD	YL	RD	61.0		2.30PM			
					(61.0)								
	(3.00)	(3.10)			.....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. 27 September 21, 1958				Mile Post	SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.													
STATIONS													
WYFOE			0.0	DN-R	HASTINGS	YL	AN	0.0					
130 P			12.7		HAYLAND			12.7					
85 P			20.2		DENMAN			20.2					
130 WYP			28.1	DN-R	GIBSON	GB		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. 27 September 21, 1958				Mile Post	SECOND CLASS			
					95					96	196		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Mixed				Mixed	Mixed				
				Tuesday, Thursday Saturday									
STATIONS													
WYCK			9.00AM	0.0	DN-R	KEARNEY	YL	KR	0.0	A	9.20PM	A	11.50AM
				5.5		GLENWOOD PARK			5.5	f	8.34	f	11.19
12			f 9.12	10.1		RIVERDALE		10.1	s	8.22	s	11.07	
18 P			s 9.24	16.8	D	AMHERST	HR	16.8	s	8.00	s	10.50	
17 P			s 9.41	26.8		MILLER		26.8	s	7.35	s	10.26	
22 WP			s 10.06	33.5	D	SUMNER	SU	33.5	s	7.15	s	10.10	
33 P			s 10.20	40.4	D	EDDYVILLE	VD	40.4	s	6.57	s	9.50	
28 P			s 10.40	52.1	D	OCONTO	BB	52.1	s	6.28	s	9.30	
40			s 11.13	65.5	D	OALLAWAY	OA	65.5	s	5.45	s	8.55	
27 WYP			s 12.30PM	75.8		FINCHVILLE		75.8	f	5.00	f	8.30	
9			f 12.55	83.1	D	ARNOLD	AD	83.1	s	4.45	s	8.15	
22 WP			s 1.30	94.6		HOACLAND		94.6	f	4.18	f	7.48	
10			f 2.10	99.2		GANDY		99.2	f	4.08	f	7.38	
15 P			f 2.30	102.4	D-R	STAPLETON	YL	SN	102.4		4.00PM		7.30AM
22 FWYC			A 2.55PM										
						(102.4)					Wednesday Friday		Sunday
			(5.55)		Thru Time.....		(5.20)	(4.20)				
			17.3		Average speed per hour.....		19.2	23.6				

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from O'Fallon.	Time-Table No. 27 September 21, 1958	Mile Post	SECOND CLASS			Mile Post	
	97 Local Freight Daily	93 Mixed Daily	STATIONS				98 Local Freight	94 Mixed	STATIONS		
											97	93	98	94
		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		OOKER	2.8	f 3.58	f 6.13		
41	P	f 7.41	s 5.48	12.8	D	SARBEN 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		
12				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				
42	P	f 8.35	f 6.21	34.9	D	MARTIN SA	34.9	f 2.30	f 5.24		
42	P	f 8.50	s 6.31	41.2		LEMOYNE	41.2	f 2.15	s 5.14		
25		f 9.05	f 6.40	48.8		BELMAR	48.8	f 2.05	f 5.03		
44		f 9.14	f 6.48	51.7		RUGHTON	51.7	f 1.55	f 4.55		
41	YP	s 9.45	s 7.02	59.3	D	LEWELLEN YL W	59.3	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	LISCO OO	86.4	f 12.25PM	s 3.53		
46	P	s 11.45AM	s 8.07	100.4	D	BROADWATER BR	100.4	f 11.45 AM	s 3.30		
19		f 12.03PM	f 8.20	109.6		TOWERS	109.6	f 11.20	f 3.12		
195	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		
23	P	f 1.01	s 8.50	136.7	D	SOUTH BAYARD OR	136.7	f 10.32	s 2.39		
51		f 1.10	s 8.59	132.1		MCGREW	132.1	f 10.23	s 2.29		
80	P	f 1.20	s 9.09	137.9	D	MELBETA MB	137.9	f 10.13	s 2.19		
70	DOWYEPT	A 1.35PM	A 9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM		
						(145.9)		Daily	Daily		
		(6.20) 34.2	(4.00) 26.5			..... Thru Time.....	(6.19) 23.1	(4.25) 33.0		
						..... Average speed per hour.....				

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Gering	Time-Table No. 27 September 21, 1958		Mile Post	STATIONS	Mile Post	STATIONS	Mile Post	STATIONS		
		97	93							97	93
		97	93							97	93
	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		BOUBADEAU 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			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from O'Fallon.	Time-Table No. 27 September 21, 1958	Mile Post	SECOND CLASS			Mile Post	
	353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily				354 Mixed	60 Local Freight	94 Mixed		
											353	93	59	354	60	94
72	DOZWYPT		9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9		A10.40AM	A 1.50PM
14			f 9.46	f 6.10	150.5		COSTIN	150.5		f 10.28	f 1.34
80	P		s 9.49	f 6.15	152.3	D	HAIG HA	152.3		f 10.25	s 1.30
34			s 9.55	f 6.25	155.8	D	SOUTH MITCHELL MI	155.8		f 10.20	s 1.21
22			f 9.58	f 6.30	157.1		PELTON	157.1		f 10.15	f 1.14
70	P		s 10.06 ⁶⁰	f 6.45	162.1	D	SOUTH MORRILL MO	162.1		f 10.06 ⁶⁰	s 1.06
18			f 10.09	f 6.50	164.2		JOYOE	164.2		f 9.52	f 1.01
81	WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	LYMAN YL MU	167.9		s 9.45 ⁶⁰	s 12.56
81			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
85			f 10.30	f 10.17	177.0		HOLLY	177.0		f 9.06	f 12.33
51	YP		12.45PM	10.40 ⁵⁹ 10.48	181.6	D-R	YODER YL DR	181.6	A11.45AM	9.00 8.46	12.25 12.15 ⁵⁹
81	P		s 10.55	s 12.35	188.1	D	VETERAN VN	188.1		s 8.33	s 12.03PM
8			f 11.00	f 12.40	191.5		HELDT	191.5		f 8.26	f 11.57AM
16			f 11.07	f 12.50	196.1		COTTIER	196.1		f 8.19	f 11.50
61	OWYP		A11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON YL RI	200.6		8.10AM	11.45AM
14			f 12.55		185.8		GOODLAND	185.8		f 11.32	
26			f 1.01		187.6		FONDA	187.6		f 11.27	
81	PW		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	
18			f 1.30		200.8		WYOROSS	200.8		f 10.50	
81	PWY		s 1.45		203.8	D	LA GRANGE GA	203.8		s 10.45	
10			f 1.57		210.7		TREMAIN	210.7		f 10.20	
51	P		s 2.35		222.5	D	ALBIN AB	222.5		s 9.55	
81			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	
							(98.4)		Daily	Daily	Daily
		(2.40) 22.5	(1.35) 34.5	(7.00) 7.8			..... Thru Time.....	(2.35) 24.3	(2.30) 21.9	(2.05) 26.3	
							..... Average speed per hour.....				

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Lyman	Time-Table No. 27 September 21, 1958		Mile Post	STATIONS	Mile Post	STATIONS	Mile Post	STATIONS		
		353	93							353	93
		353	93							353	93
	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)								

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	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
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			30 25
Inspection bus cars.		40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling scale test cars.			30
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling U.P. ore cars series 8000, 8499, loaded/or empty. Trains handling air-dump cars.			45 35
When yard limits not protected by continuous block signal system.	50	40	25	When using No. 14 turn-outs.	25	20	20
Passing fueling stations located within yard limits.	50	40	25	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
Passing fueling stations located outside yard limits.	50	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
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	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
1500 class diesel road freight locomotives.		50	50	On wye tracks.	15	15	15
Other than 1500 class diesel freight locomotives.		60	55	Jordan spreaders and other machines of spreader type, when in operation.			15
3800 and 3900 class engines.		60	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				
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				
When more than 50% of the tonnage is gravel.			40				

OLD MAIN LINE

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

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, 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 —

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 281.0	80	70	50
North Platte			

ON EASTWARD TRACK
Between Mile Posts —

North Platte 281.0 and 281.1	80	70	50
Brady 259.8 and 258.1	70	60	50
Kearney 189.2 and 180.0	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 Cheyenne	40	40	25	Roscoe 324.4 and 323.5	70	60	50
				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.		30
Weston 30.2 and 30.5	35	35	Between M.P. 11 and Spalding.		25
30.2 and 30.5, with 5000 class and MacArthur type engines.	25	25	Trains handling outfit cars.		20
31.6 and 31.9	35	35	Ord — Loup City Branch Maximum speed:		25
31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	Between Grand Island and St. Libory.		25
Touhy 36.0 and 37.4	25	25	Carey, all airfield trackage.		10
Garratt 56.3 and 57.5	15	15	Between St. Libory and Ord.		30
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Paul and Loup City.		30
Pickrell 96.5 and 97.3	15	15	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	Hastings Branch Maximum speed.	70	50
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Diesel locomotives in road service.		55
Stromsburg Branch Maximum speed:	35	25	Over Bridge 21.35.	30	30
Between Valparaiso and Brainard.	40	30	Gibbon, west of east wye switch.		15
Between Brainard and Hordville.	35	25	Kearney Branch Between Kearney and Callaway:		
Trains handling outfit cars.		20	Steam trains.	25	25
2800 class engines.	30	30	Diesel locomotives in road service.	30	30
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	Between Callaway and Stapleton:		
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Steam trains.	30	30
			Diesel locomotives in road service.	30	30
			Trains handling outfit cars.		20
			North Platte Branch Maximum speed.	45	45
			5000 class engines.	35	35
			Over Bridge 18.30.		35
			Oshkosh, over First Street Crossing.		15
			North Platte Cut-off Maximum speed.	45	45
			5000 class engines.	35	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	Alfa Center.....	194.1	44—XP	Both
Behlen.....	80.25	40—XP	Both	Josselyn.....	217.9	31—XP	Both
Paddock.....	128.5	20	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	272.9	15	West
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 EMPLOYEES 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. Buntten	District Surgeon	Cheyenne, Wyo.	V. D. Norall	Surgeon	Lexington, Nebr.
J. S. Benwell	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	Nurthport, 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.	F. T. Lovely	Shop Surgeon	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	J. K. Muldoon	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	R. T. Mauer	Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	R. A. Moser	Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	J. R. McCaslin	Surgeon	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	R. H. Rasgorshek	Oculist and Aurist	Omaha, Nebr.
J. B. Kille	Surgeon	Eddyville, Nebr.	J. L. McFee	Surgeon	Ogallala, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	C. J. Miller	Surgeon	Ord, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	Don E. Baca	Surgeon	Papillion, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	M. O. Arnold	Surgeon	St. Paul, Nebr.
L. E. Imes	Surgeon	Grand Island, Nebr.	H. Dey Myers	Surgeon	Schuyler, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
C. H. Magglore	Surgeon	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	J. E. Taylor	Surgeon	Sidney, Nebr.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	F. E. Palmer	Oculist and Aurist	Sterling, Colo.
J. J. Hanigan	Surgeon	Hallam, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
O. A. Kostal	Surgeon	Hastings, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
C. L. Kleager	Surgeon	Hastings, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
H. P. Linton	Surgeon	Julesburg, Colo.	Leo Keenan	Surgeon	Torrington Wyo.
B. R. Bancroft	Surgeon	Kearney, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
S. O. Staley	Surgeon	Kearney, Nebr.	C. E. Wiltse	Surgeon	Wood River, Nebr.
F. L. Richards	Oculist and Aurist	Kearney, Nebr.			
M. B. Wilcox	Oculist and Aurist	Kearney, Nebr.			
A. H. Shamberg	Surgeon	Kimball, Nebr.			