

# UNION PACIFIC RAILROAD COMPANY

## Eastern District



### NEBRASKA DIVISION

# TIME-TABLE

## No. 28

Effective Sunday,  
**January 11, 1959**

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. 28  
January 11, 1959

	9 Streamliner Passenger Daily	17 Passenger Daily	105 Streamliner Passenger Daily	111 Streamliner Passenger Daily	27 Mail and Express Daily	7 Passenger Daily	5 Mail and Express Daily	101 Streamliner Passenger Daily	103 Streamliner Passenger Daily	Direction from Council Bluffs	STATIONS
							9.25			0.0	CO. BLUFFS
				11.45	10.30	10.15	10.00	2.15	2.00	2.8	OMAHA
				1.55	1.30	1.15	12.45	4.15	4.00	146.0	GRAND ISLAND
				3.50 2.55	4.15 3.30	3.45 2.55	3.05 2.15	6.00 5.05	5.45 4.50	284.1	C.T. M.T. NORTH PLATTE
				4.07						365.3	JULESBURG
					5.45	6.10	4.35	6.49	6.34	407.5	SIDNEY
	9.40	8.30								.....	KANSAS CITY
	8.15 8.45	6.40 7.10	7.45	7.30						563.5	DENVER
					8.00 8.50	7.15 7.30	6.30 6.45	8.35 8.45	8.20 8.30	509.5	CHEYENNE
	11.55	10.22	10.50		10.30	9.10	8.20	10.05	9.50	566.0	LARAMIE
	1.55	12.35	12.35		12.50	11.30	10.45	11.59	11.51	682.8	RAWLINS
	4.30 4.40	3.00 3.45	2.40 2.45		3.40 4.00	2.30 3.25	1.30 2.00	2.20 2.25	2.05 2.10	817.0	GREEN RIVER
		4.20	3.15							847.2	GRANGER
	8.30				8.00	7.15	6.00	5.45	5.35	992.6	ODDEN
											(992.6)
	(23.50) 51.2	(20.50) 56.2	(7.30) 67.4	(8.45) 63.8	(22.30) 44.0	(22.00) 45.0	(21.00) 47.1	(16.30) 59.6	(16.35) 59.9	.....	Thru Time From Omaha
										.....	Average speed per hour

**C. H. BURNETT**  
General Manager

**H. E. SHUMWAY**  
Gen. Supt. Transportation

**O. A. DURRANT**  
General Superintendent

**T. F. SHANAHAN**, Superintendent.....Omaha, Nebr.  
**W. H. ANDERSON**, Asst. Superintendent.....Omaha, Nebr.  
**R. W. McSPADEN**, 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 Mochanic.....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.  
**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,  
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.

**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**  
**J. F. BARRETT**, Chief Train Dispatcher.....Denver, Colo.  
**F. C. HAUNSTEIN**, Asst. Chief Train Dispatcher.....Denver, Colo.  
**B. L. SIVERS**, 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



# CONDENSED TIME-TABLE

EASTWARD

Time Table No. 28 January 11, 1959		FIRST CLASS									
		106	112	10	28	104	102	18	6	8	
STATIONS		Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Mail and Express	Passenger	
OO. BLUFFS	0.0								6.10		
OMAHA	2.8		1.00		8.15	2.30	2.50		5.25	7.00	
GRAND ISLAND	146.9		10.50		3.20	12.20	12.40		2.50	4.10	
C.T. M.T. NORTH PLATTE	284.1		8.55 7.50		12.15 10.45	10.28 9.23	10.48 9.43		12.25 11.15	1.25 12.15	
JULESBURG	365.3		6.43								
SIDNEY	407.8				8.05	7.37	7.57		9.17	10.05	
KANSAS CITY	.....			7.00				10.30			
DENVER	562.8	3.30	3.45	6.35 6.00				9.15 8.45			
CHEYENNE	509.8				5.30 5.10	6.10 6.00	6.30 6.20		7.35 7.15	8.15 8.00	
LARAMIE	566.0	12.31		2.35	3.40	4.45	5.11	5.25	5.45	6.20	
RAWLINS	682.8	10.46		12.40	1.25	2.58	3.25	3.10	3.25	3.40	
GREEN RIVER	817.0	8.30 8.25		10.20 10.05	10.45 10.30	12.40 12.35	1.05 12.55	12.35 12.05	12.45 12.20	1.00 12.35	
GRANGER	847.2	7.55						11.30			
OGDEN	902.0			6.45	7.00	9.20	9.40		8.30	8.45	
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Thru Time From Omaha.....		(7.35)	(8.15)	(23.15)	(22.15)	(16.10)	(16.10)	(22.00)	(19.55)	(21.15)	
Average speed per hour.....		56.8	67.8	52.3	44.6	61.2	61.2	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..... Kearney.....		San Bernardino or beyond.	104	Kearney..... Columbus..... Fremont.....	San Bernardino or beyond.	
111	Fremont..... Ogallala..... Ft. Morgan.....	Chicago..... Omaha or beyond..... Points where scheduled to stop.....	Denver or beyond. Denver or beyond. Denver or beyond.	112	Ft. Morgan..... Ogallala..... Fremont.....	Denver or beyond..... Denver or beyond..... Denver or beyond.....	Points where scheduled to stop. Omaha or beyond. Chicago.



**WESTWARD****FIRST SUBDIVISION****SECOND CLASS**

Time-Table No. 28

January 11, 1959

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.						Distance from Council Bluffs	STATIONS	
	71 Time Freight Daily	73 Time Freight Daily	75 Local Freight Tuesday Thurs., Sat.	237 Local Freight Daily except Sun.	233 Local Freight Monday Wed., Fri.		STATIONS	
DF OXWITYOPZ	8.00PM	12.01PM			6.30AM	0.0	(R.COUNCIL BLUFFS) YL	
DFXWITOPE	8.15	12.15			6.40	2.8	DN-R OMAHA YL US	
XIP	8.30	12.45			A 7.00	5.2	DN SUMMIT YL SU	
ES94 XP	8.40	12.55			7.14	14.1	WECO	
XP	8.50	1.00			7.20	17.1	LANE	
CS73 XP					7.30	21.7	D ELKHORN KH	
CS84 P					7.40	24.5	D WATERLOO WO	
WS175 XYPWO ES165 ES90	A 9.15PM	A 1.15PM			8.40	28.0	DN VALLEY YL V	
CS81 P					f 8.50	34.3	MEROER	
I						38.3	O. & N. W. CROSSING	
WS99 X ES172 PS					9.15	39.3	DN FREMONT YL FN	
I						40.0	O. B. & Q. CROSSING	
IP						44.3	O. & N. W. CROSSING	
CS82 P					f 9.24	46.3	AMES	
CS150 XP					9.38	54.4	D NORTH BEND NB	
CS82 P					10.10	61.4	D ROGERS DJ	
WS180 X ES128 WF					11.24	68.7	DN SCHUYLER SO	
CS118 P					f 11.52AM	76.9	D RICHLAND BZ	
						85.3	O. B. & Q. CROSSING	
WS148 XWTO ES125 YPE					12.30PM	84.5	DN COLUMBUS YL O	
CS119 P					12.50	92.3	DUNCAN	
CS82 P					f 12.56	96.5	GARDNER	
CS119 XP					1.20	102.3	D SILVER CREEK SI	
CS82 P					f 1.30	107.9	HAVENS	
CS82 XP					2.00	113.5	D OLARKS OX	
						124.3	O. B. & Q. CROSSING	
WS118 X ES119 WYP			12.05PM		A 2.30PM	124.9	DN CENTRAL CITY CI	
CS160 P			s 12.25			135.1	D OHAPMAN OP	
I						146.5	O. B. & Q. CROSSING	
XWCZTYOP			A 12.45PM	7.05AM		146.9	DN-R GRAND ISLAND GE YL	
CS82 XYP				f 7.20		154.5	ALDA	
WS117 X ES48 P				s 7.40		162.3	D WOOD RIVER WR	
CS82 XP				s 8.00		169.9	D SHELTON ST	
WS130 XWJ ES70 YF				s 8.30		176.5	DN GIBSON GE	
CS160 P				f 9.15		189.2	OPTIO	
WS123 XWO ES115 YBP				A 10.00AM		189.1	DN KEARNEY YL KE	
CS83 P						199.3	D ODESSA DZ	
CS120 XP						204.6	D ELM CREEK QE	
CS83 P						213.3	D OVERTON OV	
WS116 XWY ES119 YP						224.4	DN LEXINGTON UM	
CS83 P						235.5	DARR	
CS160 ZXP						235.3	D COZAD OO	
WS125 XWO ES123 YF						245.5	DN GOTHENBURG BU	
CS83 P						244.5	VROMAN	
CS83 P						241.5	D BRADY BI	
CS119 XP						270.5	D MAXWELL MX	
CS83 P						278.5	GANNETT	
DFXWCZTYOP						284.1	DN-R NORTH PLATTE YL NO	

Block Signals and Automatic Cab Signals

Double Track

(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.

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**

**Time-Table No. 28**

January 11, 1959

**111**  
Streamliner  
Passenger

**27**  
Mail and  
Express

**7**  
Passenger

**5**  
Mail and  
Express

**101**  
Streamliner  
Passenger

**103**  
Streamliner  
Passenger

Distance from  
Council Bluffs

**STATIONS**

Daily	Daily	Daily	Daily	Daily	Daily	Distance from Council Bluffs
			9.25AM			0.0
11.45PM	10.30PM	10.15AM	10.00	2.15AM	2.00AM	2.8
11.51	10.37	10.22	10.07	2.20	2.05	5.2
11.58PM	10.46	10.30	10.12	2.27	2.12	14.1
12.01AM	10.50	10.34	10.19	2.30	2.15	17.1
12.05	10.53	10.39	10.24	2.34	2.19	21.7
12.08	f 10.56	10.43	10.27	2.37	2.22	24.5
12.11	f 11.00	10.47	10.31	2.40	2.25	29.0
12.16	11.06	10.53	10.36	2.44	2.29	34.2
						38.3
12.22	s 11.15	s 11.05	s 10.48	2.48	2.33	39.3
						40.0
						44.8
12.28	11.25	11.13	10.55	2.53	2.38	46.3
12.34	f 11.32	11.20	11.02	2.59	2.44	44.4
12.39	11.39	11.27	11.08	3.04	2.49	61.4
12.44	f 11.48	f 11.34	11.14	3.09	2.54	69.7
12.50	11.56PM	11.42	11.22	3.15	3.00	70.9
						82.8
s 12.59	s 12.12AM	s 11.57AM	s 11.36	3.21	s 3.06	84.5
1.06	f 12.22	12.07PM	11.46	3.27	3.12	92.2
1.10	12.27	12.12	11.50	3.30	3.15	95.8
1.14	f 12.32	12.17	11.55	3.34	3.19	102.3
1.18	12.37	12.22	11.59AM	3.38	3.23	107.0
1.22	f 12.42	12.27	12.04PM	3.42	3.27	119.0
						124.2
1.32	s 12.54	f 12.39	12.14	3.52	3.37	124.0
1.42	1.04	12.50	12.24	4.02	3.47	136.1
						140.5
1.54	1.15	1.05	12.35	4.14	3.59	146.9
1.55	1.30	1.15	12.45	4.15	4.00	
2.03	1.38	1.23	12.52	4.22	4.07	154.2
2.09	f 1.44	1.30	12.59	4.28	4.13	163.2
2.15	f 1.51	1.37	1.05	4.34	4.19	169.0
2.20	f 1.56	1.42	1.10	4.38	4.23	176.0
2.23	1.59	1.46	1.14	4.41	4.26	180.2
s 2.33	s 2.08	s 1.55	s 1.22	4.49	4.34	189.1
2.41	f 2.25	2.09	1.38	4.56	4.41	193.8
2.46	f 2.30	2.15	1.44	5.01	4.46	204.0
2.52	f 2.37	2.23	1.52	5.07	4.52	212.2
3.01	s 2.54	f 2.33	2.02	5.15	5.00	224.4
3.07	3.02	2.43	2.09	5.21	5.06	232.2
3.11	s 3.14	s 2.49	2.14	5.25	5.10	238.2
3.19	s 3.30	f 2.59	2.25	5.33	5.18	248.8
3.23	3.36	3.07	2.30	5.37	5.22	264.6
3.29	f 3.43	3.15	2.37	5.42	5.27	261.6
3.36	f 3.52	3.25	2.45	5.49	5.34	270.0
3.42	4.00	3.33	2.52	5.54	5.39	275.5
A 3.50AM	A 4.15AM	A 3.45PM	A 3.05PM	A 6.00AM	A 5.45AM	284.1

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

R COUNCIL BLUFFS YL
DN-R OMAHA YL US
DN SUMMIT YL SU
WEGO
LANE
D ELKHORN KH
D WATERLOO WO
DN VALLEY YL V
MERCER
O. & N. W. CROSSING
DN FREMONT YL FN
O. B. & Q. CROSSING
O. & N. W. CROSSING
AMES
D NORTH BEND NB
D ROGERS DJ
DN SCHUYLER SO
D RIOHLAND BZ
O. B. & Q. CROSSING
DN COLUMBUS YL O
DUNOAN
GARDINER
D SILVER OREEK SI
HAVENS
D OLARKS OX
O. B. & Q. CROSSING
DN CENTRAL CITY OI
D OHAPMAN OP
O. B. & Q. CROSSING
DN-R GRAND ISLAND OX YL
ALDA
D WOOD RIVER WR
D SHELTON ST
DN GIBBON GB
OPTIO
DN KEARNEY YL KR
D ODESSA DZ
D ELM OREEK QR
D OVERTON OV
DN LEXINGTON UM
DARR
D COZAD OO
DN GOTHENBURG BU
VROMAN
D BRADY BI
D MAXWELL MX
GANNETT
DN-NORTH PLATTE YL NO

Distance in hours or more tracks

Double Track

(4.05) 68.9 (5.45) 48.9 (5.30) 51.1 (5.05) 55.3 (3.45) 75.0 (3.45) 75.0

..... Thru Time from Omaha  
..... 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.  
 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. 28

January 11, 1959

**FIRST CLASS**

Miles Per Hour	28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger										
0.0																
2.8	A 6.15AM	A 6.15AM	A 7.00PM	A 1.00AM	A 2.30AM	A 2.50AM										
5.3	6.05	5.15	6.50	12.50	2.20	2.40										
14.1	5.56	5.08	6.40	12.43	2.13	2.33										
17.1	5.52	5.04	6.36	12.40	2.10	2.30										
21.7	f 5.48	4.59	6.32	12.36	2.06	2.26										
24.8	f 5.45	4.56	6.29	12.33	2.03	2.23										
28.0	s 5.42	4.52	6.25	12.30	2.00	2.20										
34.3	5.34	4.46	6.18	12.25	1.55	2.15										
38.2																
39.8	s 5.25	s 4.40	s 6.10	12.21	1.51	2.11										
48.8																
44.8																
46.3	f 5.10	4.25	5.55	12.13	1.43	2.03										
54.4	f 5.02	4.18	5.47	12.07	1.37	1.57										
61.4	f 4.54	4.12	5.39	12.02AM	1.32	1.52										
68.7	s 4.47	4.06	f 5.32	11.56PM	1.26	1.46										
76.9	f 4.38	3.58	5.24	11.50	1.20	1.40										
88.8																
84.8	s 4.30	s 3.51	s 5.16	s 11.43	1.13	1.33										
92.2	f 4.14	3.40	5.04	11.33	1.03	1.23										
96.6	4.09	3.35	4.59	11.30	1.00	1.20										
102.3	f 4.04	3.30	4.54	11.26	12.56	1.16										
107.9	3.59	3.25	4.49	11.22	12.52	1.12										
118.6	f 3.54	3.20	4.44	11.18	12.48	1.08										
124.8																
124.9	s 3.44	3.10	f 4.34	11.09	12.39	12.59										
125.1	3.32	3.01	4.22	11.00	12.30	12.50										
146.5																
146.9	3.20	2.50	4.10	10.50	12.20	12.40										
154.8	3.05	2.30	4.00	10.49	12.19	12.39										
162.3	f 2.39	2.27	3.48	10.38	12.10	12.30										
169.9	f 2.30	2.14	3.32	10.26	11.58PM	12.18										
176.0	f 2.23	2.09	3.25	10.21	11.53	12.13										
180.2	2.19	2.05	3.20	10.18	11.50	12.10										
189.1	s 2.10	s 1.55	s 3.10	s 10.10	11.42	12.02AM										
198.3	f 1.54	1.42	2.59	10.02	11.34	11.54PM										
204.6	f 1.47	1.37	2.53	9.58	11.30	11.50										
212.3	f 1.37	1.30	2.45	9.51	11.24	11.44										
224.4	s 1.25	1.20	s 2.33	9.43	11.16	11.36										
232.0	1.14	1.13	2.23	9.37	11.10	11.30										
238.2	s 1.08	1.08	f 2.18	9.32	11.05	11.25										
248.8	s 12.53	12.59	f 2.05	9.23	10.57	11.18										
254.5	12.44	12.54	1.57	9.19	10.52	11.12										
261.5	f 12.37	12.48	1.50	9.14	10.47	11.07										
270.6	f 12.29	12.40	1.41	9.07	10.40	11.00										
278.5	12.22	12.33	1.33	9.01	10.34	10.54										
284.1	12.15AM	12.25PM	1.25PM	8.55PM	10.28PM	10.48PM										
	Daily	Daily	Daily	Daily	Daily	Daily										

Thru Time to Omaha ..... (6.00) (5.00) (5.35) (4.05) (4.02) (4.02)  
 Average speed per hour..... 40.9 56.3 60.4 68.8 69.7 69.7

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
 Rules 251 to 254 inclusive apply on First Subdivision.  
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
 No. 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. 28

January 11, 1959

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A) Page 24.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

STATIONS	Mile Post	SECOND CLASS					Car Capacity of Sidings, etc. See Rule 6 (A) Page 24.
		74	234	72	76	238	
		Time Freight	Local Freight	Time Freight	Local Freight	Local Freight	
RCOUNCIL BLUFFS YL	0.0	A 6.50AM	A 3.15PM	A 10.15PM			DF XWCITYOPE
DN-R OMAHA YL US	2.8	6.35	2.55	10.00			DFXWITOPZ
DN SUMMIT YL SU	5.2	6.05	2.35	9.35			XIP
WECO	8.0	5.55	2.15	9.25			ES94 XP
LANE	11.1	5.50	f 2.05	9.20			XP
D ELKHORN KH	21.7		s 1.55				C873 XP
D WATERLOO WO	24.5		s 1.30				C884 P
DN VALLEY YL V	28.0	5.35AM	s 1.00	9.05PM			W8175 XYPWC E8165 E890
MEROER	34.3		f 12.01PM				C881 P
O. & N. W. CROSSING	38.2						I
DN FREMONT YL FN	39.3		s 11.50AM				W899 X E8172 PZ
O. B. & Q. CROSSING	40.0						I
O. & N. W. CROSSING	44.8						IP
AMES	46.3		f 10.50				C882 P
D NORTH BEND NB	54.4		s 10.20				C8160 XP
D ROGERS DJ	61.4		s 9.50				C882 P
DN SCHUYLER SO	68.7		s 9.20				W8120 X E8123 WP
D RICHLAND BZ	76.9		f 8.20				C8118 P
O. B. & Q. CROSSING	83.8						
DN COLUMBUS YL O	84.5		s 8.00				W8143 XWTC E8125 YPZ
DUNCAN	92.3		s 7.20				C8119 P
GARDNER	96.5		f 6.50				C882 P
D SILVER CREEK SI	102.3		s 6.40				C8119 XP
HAVENS	107.9		f 6.00				C882 P
D OLARKS OX	113.6		s 5.39				C882 XP
O. B. & Q. CROSSING	124.3						
DN CENTRAL CITY OI	124.9		5.00AM	A 6.55AM			W8113 X E8119 WYP
D CHAPMAN OP	135.1			s 6.40			C8150 P
O. B. & Q. CROSSING	146.5						I
DN-R GRAND ISLAND GE YL	146.9			6.20AM	A 2.00PM		XWCZTYOP
ALDA	154.5				f 1.15		C882 XYP
D WOOD RIVER WR	153.3				s 12.45		W8117 X E848 P
D SHELTON ST	169.9				s 12.15PM		C882 XP
DN GIBBON GB	175.0				s 11.45AM		W8130 XWI E870 YP
OPTO	180.2				f 11.20		C8150 P
DN KEARNEY YL KR	189.1				11.00AM		W8122 XWO E8115 YAP
D ODESSA DZ	198.3						C883 P
D ELM CREEK QR	204.6						C8130 XP
D OVERTON OV	213.3						C883 P
DN LEXINGTON UM	224.4						W8115 XWY E8119 ZP
DARR	232.5						C883 P
D COZAD CO	235.2						C8150 ZXP
DN GOTHENBURG BU	248.8						W8125 XWO E8123 YP
VROMAN	254.5						C883 P
D BRADY BI	261.5						C883 P
D MAXWELL MX	270.6						C8119 XP
GANNETT	278.5						C883 P
DN R NORTH PLATTE YL NO	284.1						DFXWCZTYOP

Double or other track

Double Track

Thru Time..... (1.15) Daily (10.15) Tue. Thu. Sat. (1.10) Daily (0.35) Mon. Wed. Fri. (3.00) Dly. ex. Sun.

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**

**Time-Table No. 28**

January 11, 1959

**STATIONS**

Car Capacity of Seating, etc. See Rule 6 (A) Page 24.						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
WS 72 XP			s 7.25	s 7.01	f 5.20	296.9
CS 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 82 P			f 7.55			307.9
CS 121 P			s 8.20			315.5
5 P			f 8.32			321.7
CS 83 P			f 8.45			327.7
WS 122 WS 120 ES 122 XWCP			s 9.45			334.8
CS 125 P			s 10.10			343.9
10						349.1
CS 132 P			s 10.35			353.9
CS 83 P			f 10.45			359.8
XWYYP WS 125 ES 121			11.45			365.3
CS 90 P			f 11.55AM			370.6
CS 123 WP			s 12.25PM			380.8
WS 111 ES 74 XP			s 12.50			389.7
XP			f 1.02			396.8
CS 125 P			1.15			401.0
WXCOYP		8.30AM	A 1.30PM			407.5
CS 94 YP		f 8.45				415.6
WS 121 XWP ES 70		f 9.15				426.4
8 PX						430.8
CS 126 P		s 9.35				435.4
27 PX						439.9
CS 133 XWP		s 10.15				444.5
12						451.1
CS 125 P		s 10.45				456.6
CS 125 XWCYP		A 11.30AM				466.7
10						472.0
CS 94 XWYP		3.35PM				477.5
WS 62 XP		f 3.45				483.2
CS 96 WP		f 3.55				489.7
WS 63 XP		f 4.05				495.9
WS 117 XP ES 125		f 4.15				501.2
DF XWCZTYOP		A 4.30PM				509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE	YL NO
6.1	6.1
WEST NORTH PLATTE	YL WN
BIRDWOOD	1.3
HERSHEY	6.4
D HERSHEY	OF
O'FALLONS	3.8
VARNER	1.1
D SUTHERLAND	SU
DEXTER	4.5
D PAXTON	PN
KORTY	6.0
ROSCOE	7.1
DN OGALLALA	GT
BRULE	RU
MEGEATH	8.2
D BIG SPRINGS	GS
BARTON	5.4
DN JULESBURG	JB
WEIR	5.3
D CHAPELLE	OQ
D LODGE POLE	GP
SUNOL	6.6
D COLTON	UN
DN-R SIDNEY	YL OD
BROWNSON	8.0
D POTTER	PR
JACINTO	4.4
D DIX	DX
OWASCO	4.5
DN KIMBALL	KB
OLIVER	6.8
D BUSHNELL	BN
DN PINE BLUFFS	UF
TRACY	5.3
D EGBERT	GX
D BURNS	UX
HILLSDALE	6.5
DURHAM	8.2
AROHER	5.3
DN-R CHEYENNE	YL OY

Double Track

(225.4)

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

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

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



**WESTWARD**

**SECOND SUBDIVISION**

**FIRST CLASS**

**Time-Table No. 28**

January 11, 1959

7	5	101	103	27	111
Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger
Daily	Daily	Daily	Daily	Daily	Daily

Distance from Council Bluffs

**STATIONS**

						284.1
						289.2
						290.5
						296.9
						300.7
						301.8
						303.4
						307.0
						316.5
						321.7
						327.7
						334.8
						343.9
						349.1
						359.0
						359.8
						365.5
						370.6
						380.8
						389.7
						396.8
						401.0
						407.5
						415.5
						426.4
						430.8
						435.4
						439.9
						444.0
						451.1
						456.6
						466.7
						472.0
						477.5
						483.2
						489.7
						495.0
						501.2
						506.6

DN-R	NORTH PLATTE	NY	YL NO 5.1
			XL WN 1.3
	WEST NORTH PLATTE		1.3
	BIRDWOOD		6.4
D	HERSHEY	OF	3.8
	O'FALLONS		1.1
	VARNER		6.0
D	SUTHERLAND	SU	7.6
	DEXTER		6.2
D	PAXTON	PN	6.0
	KORTY		7.1
	ROSCOE		9.1
DN	OGALLALA	GT	4.8
D	BRULE	RU	5.4
	MEGEATH		8.0
D	BIG SPRINGS	GS	5.5
	BARTON		5.8
DN	JULESBURG	JB	5.5
	WEIR		9.7
D	CHAPPELL	OQ	9.4
D	LODGE POLE	GP	8.8
D	SUNOL	UN	4.7
	COLTON		4.5
DN-R	SIDNEY	YL OD	8.0
	BROWNSON		10.9
D	POTTER	PR	4.4
	JACINTO		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
	TRACY		5.6
D	EGBERT	GX	5.7
D	BURNS	UX	6.5
	HILLSDALE		6.2
	DURHAM		5.3
	ARONER		8.3
DN-R	CHEYENNE	YL OY	(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.20)	(4.15)	(3.30)	(3.30)	(4.30)	(1.12)
52.0	53.0	64.4	64.4	50.0	67.6

..... 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 Second Subdivision.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.



SECOND SUBDIVISION

EASTWARD

Time-Table No. 28

January 11, 1959

FIRST CLASS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

STATIONS	Mile Post	FIRST CLASS									
		6 Mail and Express	8 Passenger	112 Streamliner Passenger	28 Mail and Express	104 Streamliner Passenger	102 Streamliner Passenger				
DN-R NORTH PLATTE NY 5.1 YL NO	284.1	A11.15AM	A12.15PM	A 7.50PM	A10.45PM	9.23PM	A 9.43PM				
WEST NORTH PLATTE 1.3 YL WN	289.2	11.04	12.01PM	7.40	10.27	9.11	9.31				
BIRDWOOD 6.4	290.5										
D HERSHEY OF 8.8	296.9	10.58	11.52AM	7.34	10.20	9.06	9.26				
O'FALLONS 1.1	300.7	10.55	11.48	7.31	10.16	9.03	9.23				
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	10.53	f11.45	7.29	f10.13	9.01	9.21				
DEXTER 7.6	307.9	10.49	11.41	7.26	10.08	8.58	9.18				
D PAXTON PN 6.2	315.5	10.42	f11.34	7.20	f10.00	8.52	9.12				
KORTY 6.0	321.7	10.37	11.28	7.16	9.54	8.47	9.07				
ROSOOE 7.1	327.7	10.31	11.22	7.12	f 9.46	8.42	9.02				
DN OGALLALA GT 5.2	334.8	10.24	s11.15	7.07	s 9.35	8.36	8.56				
D BRULE RU 4.8	343.9	10.15	f11.05	6.59	f 9.20	8.29	8.49				
MEGEATH 5.4	349.1										
D BIG SPRINGS OS 6.9	353.9	10.07	f10.56	6.52	f 9.09	8.22	8.42				
BARTON 9.7	359.3	10.02	10.50	6.48	9.03	8.17	8.37				
DN JULESBURG JB 10.9	365.3	9.56	f10.45	s 6.43PM	s 8.55	8.12	8.32				
WEIR 9.4	370.6	9.50	10.37		8.47	8.07	8.27				
D OHAPPELL CQ 8.0	380.3	9.42	f10.31		f 8.37	8.00	8.20				
D LODGE POLE OP 4.7	389.7	9.33	f10.22		f 8.27	7.53	8.13				
D SUNOL UN 6.5	396.3	9.28	10.16		f 8.20	7.48	8.08				
COLTON 8.0	401.0	9.24	10.12		8.15	7.44	8.04				
DN-R SIDNEY YL OD 10.9	407.5	9.17	10.05		8.05	7.37	7.57				
BROWNSON 4.4	415.5	8.56	9.44		7.30	7.36	7.56				
D POTTER PR 4.6	426.4	8.47	9.35		f 7.07	7.19	7.39				
JACINTO 4.5	430.8										
D DIX DX 4.8	435.4	8.40	9.26		f 6.57	7.12	7.32				
OWASCO 6.8	439.9										
DN KIMBALL KB 5.5	444.5	8.33	f 9.17		s 6.47	7.05	7.25				
OLIVER 10.1	451.1										
D HUSHNELL BN 5.3	458.6	8.23	9.05		s 6.34	6.56	7.16				
DN PINE BLUFFS UF 5.5	466.7	8.14	8.55		s 6.22	6.48	7.08				
TRAOY 5.7	472.0										
D EGBERT GX 8.5	477.5	8.04	8.45		f 6.09	6.38	6.58				
D BURNS UX 8.2	488.2	7.59	8.40		6.02	6.34	6.54				
HILLSDALE 5.3	489.7	7.54	8.35		5.55	6.29	6.49				
DURHAM 8.9	495.9	7.49	8.30		5.48	6.24	6.44				
ARCHER 8.3	501.2	7.44	8.25		5.41	6.19	6.39				
DN-R CHEYENNE YL OY (225.4)	509.5	7.35AM	8.15AM		5.30PM	6.10PM	6.30PM				
		Daily	Daily	Daily	Daily	Daily	Daily				

Thru Time.....	(3.40)	(4.00)	(1.07)	(5.15)	(3.13)	(3.13)
Average speed per hour.....	61.5	56.4	72.7	42.6	69.9	69.9

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 Second Subdivision.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.



SECOND SUBDIVISION

EASTWARD

SECOND CLASS

Time-Table No. 28

January 11, 1959

Mile Post

242  
Local Freight

354  
Mixed

246  
Local Freight

98  
Local Freight

94  
Mixed

Car Capacity of Stairs, etc. See Rule 9 (A), page 24.

STATIONS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

STATIONS	Mile Post	242 Local Freight	354 Mixed	246 Local Freight	98 Local Freight	94 Mixed				Car Capacity of Stairs, etc. See Rule 9 (A), page 24.
DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.50PM	A 7.00PM				DF XWCZTYOP
WEST NORTH PLATTE 7.3	289.2	12.50			4.40	6.48				P
BIRDWOOD 8.4	290.5									CS 84 P
D HERSHEY OF 3.8	296.9	s 12.35			f 4.30	f 6.38				WS 72 XP
O'FALLONS 1.1	300.7	f 12.25			4.22PM	6.30PM				CS 119 XWYP
VARNER 1.6	301.8									40 X
D SUTHERLAND SU 4.5	303.4	s 12.15PM								CS 121 P
DEXTER 7.6	307.9	f 11.55AM								CS 82 P
D PAXTON PN 6.2	315.5	s 11.34								CS 121 P
KORTY 8.0	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								WS122 WS120 ES138 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 132 P
BARTON 6.0	359.3	f 8.55								CS 83 P
DN JULESBURG JB 5.3	365.3	s 8.45								XWCZTYOP WS125 ES121
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 8.0	401.0	f 7.10								CS 125 P
DN-R SIDNEY YL OD 8.0	407.5	7.00AM		A 3.30PM						WXCOYP
BROWNSON 10.9	415.5			f 2.50						CS 84 YP WS 131 XWP ES 70
D POTTER PR 4.4	426.4			s 2.25						8 PX
JACINTO 4.6	430.8									CS 125 P
D DIX DX 4.5	435.4			s 1.55						27 PX
OWASCO 4.6	439.9									CS 134 XWP
DN KIMBALL KB 6.8	444.5			s 1.30						12
OLIVER 5.5	451.1									CS 125 P
D BUSHNELL BN 10.1	456.6			s 12.50						CS 125 P
DN PINE BLUFFS UF 5.3	466.7			12.30PM						CS 125 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 62 XP
HILLSDALE 6.2	489.7			s 8.31						CS 96 WP
DURHAM 5.3	495.9			f 8.23						WS 62 XP
ARCHER 8.3	501.2			f 8.15						WS 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.....  
Average speed per hour.....

(6.00) (0.45) (3.00) (0.28) (0.30)  
20.6 43.7 19.8 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**

Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	FIRST CLASS		Distance from Julesburg	Time-Table No. 28		FIRST CLASS		Mile Post
	111	33		January 11, 1959		34	112	
	Streamliner Passenger	C. B. & Q. Passenger				C. B. & Q. Passenger	Streamliner Passenger	
	Daily	Daily		STATIONS				
80 WCYIP	f 4.07AM		0.0	DN JULESBURG YL JB	0.0		As 6.42PM	
75 ZP	4.15		7.1	D OVID VI	7.1		6.33	
73 WF	4.21		14.6	D SEDGWICK ZD	14.0		6.27	
20			19.0	4.4 DORSEY	19.0			
95 F	4.28		23.1	4.1 RED LION	23.1		6.20	
20 P			25.8	2.7 MARCOFF	25.8			
94 WF	4.33		30.1	D 4.3 CROOK OK	30.1		6.15	
22			34.2	4.1 TOBIN	34.2			
72 P	4.40		38.8	4.6 PROCTOR	38.8		6.09	
12 P			41.1	2.3 POWELL	41.1			
22			42.2	1.1 GRIFF	42.2			
94 P	4.45		45.6	D 3.4 ILIFF F	45.6		6.03	
16			50.1	4.5 FORD	50.1			
77 P	4.51		53.5	3.4 HAYFORD	53.5		5.57	
AIF			57.2	3.7 C. B. & Q. CROSSING	57.2			
160 IWCTZF	4.57 5.00	4.35AM	57.5	0.3 DN-R STERLING YL ST	57.5	A 2.20AM	5.53 5.51	
			61.7	4.2 HALL	61.7			
72 P	5.08	f 4.43	64.1	D 2.4 ATWOOD OD	64.1	f 2.09	5.44	
23			66.8	2.7 BEETLAND	66.8			
74 P	5.13	f 4.51	70.2	D 3.4 MERRINO MI	70.2	f 2.02	5.40	
10			72.1	1.8 BETA	72.1			
142 P	5.18	4.59	76.0	3.9 MESSEX	76.0	1.56	5.35	
41 P			78.4	2.4 BALZAO	78.4			
62 P	5.22	A 5.10AM	81.0	2.6 DN UNION UN	81.0	f 1.50AM	5.31	
24			82.8	1.8 COOPER	82.8			
94 WF	5.27		87.0	4.2 SNYDER	87.0		5.26	
53 P	5.32		93.8	6.3 DODD	93.8		5.21	
21			96.9	3.1 HURLEY	96.9			
100 WF	5.36		98.6	1.7 DN FT. MORGAN FX	98.6		5.17	
35 P	5.42		106.0	7.4 NARROWS	106.0		5.11	
79 P	5.44		109.0	5.0 D WELDONA DN	109.0		5.09	
22 P	5.48		114.2	5.2 GOODRICH	114.2		5.05	
78 P	5.51		117.7	3.5 ORCHARD	117.7		5.02	
14 P			121.4	3.7 SUBLETTE	121.4			
52 P	5.57		124.8	3.4 MASTERS	124.8		4.56	
50 P	6.02		130.2	5.4 CANTON	130.2		4.52	
121 WF	6.07		135.4	6.2 HARDIN	135.4		4.48	
16 P			139.1	3.7 KUNER	139.1			
78 P	6.13		143.1	4.0 D KERSEY KR	143.1		4.42	
27			147.2	4.1 AUBURN	147.2			
50 WTYP	A 6.20AM		151.1	3.9 DN-R LASALLE YL DY	151.1		4.35PM	
				(151.1)		Daily	Daily	

BLOCK SIGNALS

(2.13) (0.35) ..... Thru Time ..... (0.30) (2.07)  
68.4 40.3 ..... Average speed per hour ..... 47.0 71.3

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**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24	SECOND CLASS			Distance from Valley	Time-Table No. 28 January 11, 1959			Mile Post	SECOND CLASS		
	71	73	75		STATIONS	74	72		76		
	Freight Daily	Freight Daily	Local Freight Tuesday Thursday Saturday			Freight	Freight		Local Freight		
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		5.8 O. B. & Q. CROSSING	5.8				
28 P	10.40	1.45	s 6.45	6.8		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	11.6 MEAD AD	11.6	5.00	8.30	s 12.50	
64 P	11.10	2.07	s 7.15	18.9	D	18.9 WAHOO W	18.9	4.45	8.15	s 12.30	
				19.6		19.6 O. & N. W. and O. B. & Q. CROSSINGS	19.6				
78 P	11.25	2.22	s 7.30	26.8	D	26.8 WESTON WN	26.8	4.35	8.05	s 12.15	
80 P	11.35PM	2.34	f 7.40	38.2		38.2 TOUHY	38.2	4.23	7.53	f 12.01PM	
86 WYP	12.01AM	2.44	A 7.50AM	87.8	DN	87.8 VALPARAISO YL VO	87.8	4.15	7.45	11.50AM	
88				41.8		41.8 AGNEW	41.8				
88 P	12.18	2.58		46.5	D	46.5 RAYMOND BM	46.5	3.59	7.28		
101 P	12.30	3.08		52.7		52.7 GARRATT	52.7	3.48	7.18		
4				55.3		55.3 WEST LINCOLN	55.3				
				56.5		56.5 O. B. & Q. CROSSING	56.5				
84 WYP	12.55	3.18		57.1	DN	57.1 LINCOLN YL BN	57.1	3.40	7.10		
I				57.4		57.4 O. B. & Q. CROSSING	57.4				
I				59.0		59.0 O. B. & Q. CROSSING	59.0				
130 P	1.18	3.31		65.4		65.4 JAMAICA	65.4	3.20	6.50		
				68.2		68.2 HANLON	68.2				
81 P	1.33	3.46		74.7		74.7 PRINOTON	74.7	3.05	6.35		
73 P	1.43	3.53		79.5	D	79.5 OORTLAND BD	79.5	2.55	6.25		
84 P	1.58	4.08		88.9	D	88.9 PIOKRELL IE	88.9	2.43	6.13		
WTZP	A 2.15AM	A 4.25PM		96.8	DN-R	96.8 BEATRICE YL BX	96.8	2.30AM	6.00PM	Monday Wednesday Friday	
	(3.50) 25.2	(2.55) 33.2	(1.20) 28.0			.....Thru Time..... .....Average speed per hour.....		(2.50) 34.2	(2.50) 34.2	(1.2) 26.3	

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**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24				Distance from Council Bluffs	Time-Table No. 28 January 11, 1959			Mile Post			
					STATIONS						
XIP				5.2	BLOCK SIGNALS	DN	SUMMIT YL BU	5.2			
XWP			6.4			1.2	SOUTH OMAHA YL	6.4			
XIP			11.9			5.5	GILMORE YL	11.9			
72 P			16.8			4.9	D	PAPILLION PO	16.8		
AIP			19.2			2.4		MO. PAC. CROSSING	19.2		
P			22.5		3.3	D	MILLARD YL MD	22.5			
XP			26.1		3.8		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**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from Valparaiso	Time-Table No. 28 January 11, 1959				Mile Post	SECOND CLASS		
	75				STATIONS					76		
			Local Freight Tuesday Thursday Saturday								Local Freight	
	WYP		8.00AM	0.0	DN-R	VALPARAISO	YL VO	0.0	A11.35AM			
	18		f 8.20	7.4		7.4	LOMA	7.4	f 11.06			
	25		s 8.40	13.5	D	6.1	BRAINARD	BD	s 10.50			
				15.0		1.6	O. & N. W. CROSSING	15.0				
	32	W	s 9.10	23.2	D	8.2	DAVID CITY	DV	s 10.25			
				23.5		0.3	O. B. & Q. CROSSING	23.5				
	31		s 9.45	33.3	D	9.8	RISING CITY	RN	s 9.40			
	26		s 10.05	40.1	D	6.8	SHELBY	SH	s 9.20			
	7		s 10.25	47.5	D	7.4	OSCEOLA	OZ	s 8.55			
	9	W	s 10.50	52.9	D	5.4	STROMSBURG	S	s 8.25			
				56.8		3.9	DURANT	56.8				
	55		s 11.15	63.0	D	6.2	POLK	PK	s 7.50			
	21		s 11.30	68.3	D	5.5	HORDVILLE	HV	s 7.30			
	22		s 11.45	73.8		5.3	HEBER	73.8	f 7.10			
				75.3		1.5	O. B. & Q. CROSSING	75.3				
	WYP		A11.55AM	75.9	DN-R	0.6	CENTRAL CITY	YL OI	7.05AM			
						(75.9)			Monday Wednesday Friday			

(3.55)  
19.4

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

(4.30)  
16.8

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

**WESTWARD**

**CEDAR RAPIDS BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from Genoa	Time-Table No. 28 January 11, 1959				Mile Post	SECOND CLASS		
	79				STATIONS					80		
			Mixed Daily Except Sunday								Mixed	
	40	WY	12.32PM	0.0	D-R	9.3	GENOA	YL G	0.0	A 4.45PM		
	30			9.3		4.4	MERCHISTON	9.3				
	38		s 1.08	13.7	D	9.4	FULLETON	FU	13.7	s 4.17		
	21		s 1.33	23.1		7.2	BELGRADE	23.1	s 3.53			
	26	W	s 1.52	30.3	D	6.3	OEDAR RAPIDS	OD	30.3	s 3.35		
	18		s 2.13	36.6	D	7.7	PRIMROSE	P	36.6	f 3.19		
	33	WY	A 2.40PM	44.3	D-R	44.3	SPALDING	YL SG	44.3	3.00PM		
						(44.3)			Daily Except Sunday			

(2.08)  
20.8

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

(1.45)  
25.3

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



**WESTWARD**

**NORFOLK BRANCH**

**EASTWARD**

Car Capacity of Pulling, etc. See Page 24.	SECOND CLASS			Distance from Columbus	Time-Table No. 28 January 11, 1959			Mile Post	SECOND CLASS			
	79	81	321		82	80	312					
	Mixed	Mixed	Mixed		Mixed	Mixed	Mixed					
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		STATIONS							
	11.40AM	7.20AM	1.40AM	0.0	DN-R	COLUMBUS	YL	O	0.0	A 1.25PM	A 5.35PM	A 11.00PM
20	11.50AM	7.30	1.50	4.2		4.3	SHeldonville		4.3	1.10	5.23	10.47
8 YP	A 12.02PM	A 7.45AM	f 2.00	9.4	R	5.2	OCONEE	YL	9.4	1.02PM	5.10PM	10.35
29			f 2.30	14.7	D	5.3	PLATTE CENTER	PO	14.7			10.20
36				20.3		5.6	TARNOV		20.3			
				25.1		4.8	O. & N. W. CROSSING		25.1			
56 W			s 3.17	25.7	D	0.6	HUMPHREY	HX	25.7			s 9.40
33 W			s 3.55	35.4	D	9.7	MADISON	MA	35.4			s 9.02
81				40.9		5.5	ENOLA		40.9			
				48.7		7.8	O. & N. W. CROSSING		48.7			
				50.2		1.6	O. & N. W. CROSSING		50.2			
WSTP			A 5.00AM	50.4	D-R	0.2	NORFOLK	YL KN	50.4			8.00PM
						(50.4)				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1			.....Thru Time.....			(0.23) 24.5	(0.25) 22.6	(3.00) 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**

Car Capacity of Pulling, etc. See Page 24.	SECOND CLASS		Distance from Oconee	Time-Table No. 28 January 11, 1959			Mile Post	SECOND CLASS			
	79	81		82	80						
	Mixed	Mixed		Mixed	Mixed						
	Daily Except Sunday	Daily Except Sunday		STATIONS							
20 YP		12.02PM	7.45AM	0.0	R	2.0	OCONEE	YL	0.0	A 1.02PM	A 5.10PM
5				2.0		2.8	MILL SPUR		2.0		
		s 12.13	s 8.00	4.8	D	7.0	MONROE	MN	4.8	s 12.50	s 5.00
40 WYP		A 12.29PM <sup>82</sup>	s 8.30	11.8	D-R	11.0	GENOA	YL G	11.8	s 12.29PM <sup>79</sup>	4.45PM
56			s 9.15	22.8	D	11.4	ST. EDWARD	ST	22.8	s 11.55	
28 WYP			A 10.05AM	33.7	D-R		ALBION	YL A	33.7	11.30AM	
						(33.7)				Daily Except Sunday	Daily Except Sunday
	(0.27) 25.1	(2.20) 14.4				.....Thru Time.....			(1.32) 22.0	(0.25) 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**

**SECOND CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	283		83	Distance from Grand Island	Time-Table No. 28		Mile Post	84		284	STATIONS
	Mixed		Mixed		January 11, 1959			Mixed	Mixed		
	Monday Wed., Fri.	Tuesday Thurs., Sat.									
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A	5.15PM	A	5.15PM
I				0.4		O. B. & Q. CROSSING	0.4				
11				2.5		CAREY	2.5				
10		10.30	9.28	11.1	D	ST. LIBORY RY	11.1	s	4.42	s	4.42
30 WYP		11.15	9.55	21.9	D-R	ST. PAUL YL SP	21.9	s	4.20	s	4.20
19		11.40AM		30.2	D	DANNEBROG DB	30.2			s	3.50
11 W		12.05PM		40.6	D	BOELUS HW	40.6			s	3.20
31		12.25		47.7		ROCKVILLE	47.7			f	2.55
33 WY		A 1.00PM		60.9	D-R	LOUP CITY YL OP	60.9				2.30PM
27			10.20	80.7	D	ELBA KB	80.7	s	3.55		
25			10.35	86.8		COTESFIELD	86.8	s	3.41		
			10.50	44.5		SCOTIA JUNCTION	44.5		3.23		
20			11.00	45.7	D	SCOTIA SK	45.7	s	3.14		
			11.15	44.5		SCOTIA JUNCTION	44.5		3.07		
31 W			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)		Tuesday Thurs., Sat.		Monday Wed., Fri.	
		(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**

Car Capacity of Sidings, etc. See Rule 6 (A), page 24.				Distance from Hastings	Time-Table No. 28		Mile Post				STATIONS
					January 11, 1959						
WYPCZ				0.0	DN-R	HASTINGS YL AN	0.0				
180 P				12.7		HAYLAND	12.7				
35 P				20.2		DENMAN	20.2				
180 WYP I				28.1	DN-R	GIBSON GE	28.1				
						(28.1)					
						.....Thru Time.....					
						.....Average speed per hour.....					

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



**WESTWARD**

**KEARNEY BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.

**SECOND CLASS**

**Time-Table No. 28**  
January 11, 1959

**SECOND CLASS**

**95**

Mixed

Tuesday, Thursday, Saturday

Distance from Kearney

**STATIONS**

Mile Post

**96**

Mixed

**196**

Mixed

PWYZ			9.00AM	0.0	DN-R	KEARNEY	YL	KR	0.0	A 9.20PM	11.50AM	
12			f 9.12	5.5		GLENWOOD PARK			5.5	f 8.34	f 11.19	
19			s 9.24	10.1		RIVERDALE			10.1	s 8.22	s 11.07	
27			s 9.41	16.8	D	AMHERST		HR	16.8	s 8.00	s 10.50	
32	W		s 10.06	26.8		MILLER			26.8	s 7.35	s 10.26	
38			s 10.20	32.5	D	SUMNER		SU	32.5	s 7.15	s 10.10	
28			s 10.40	40.4	D	EDDYVILLE		VD	40.4	s 6.57	s 9.50	
40			s 11.13	52.1	D	OCOONTO		BS	52.1	s 6.28	s 9.30	
27	WY		s 12.30PM	65.5	D	CALLAWAY		OA	65.5	s 5.45	s 8.55	
9			f 12.55	75.8		FINCHVILLE			75.8	f 5.00	f 8.30	
28	W		s 1.30	83.1	D	ARNOLD		AD	83.1	s 4.45	s 8.15	
10			f 2.10	94.8		HOAGLAND			94.8	f 4.18	f 7.48	
15			f 2.30	99.2		GANDY			99.2	f 4.08	f 7.38	
22	WY		A 2.55PM	102.4	D-R	STAPLETON		SN	102.4	4.00PM	7.30AM	
						(102.4)				Wednesday Friday	Sunday	

(5.55)  
17.3

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

(5.20)  
19.2

(4.20)  
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			Distances from O'Fallon.	Time-Table No. 28 January 11, 1969			Mile Post	SECOND CLASS		
		97 Local Freight Daily	93 Mixed Daily			STATIONS			98 Local Freight	94 Mixed	
	WYP	7.15AM	5.30AM		0.0	R O'FALLONS YL	0.0		A 4.20PM	A 6.25PM	
		f 7.20	f 5.35	2.8	2.8 OOKER	2.8	f 3.58	f 6.13			
41 P		f 7.41	s 5.48	12.8	8.8 D SARBEN AK	12.8	f 3.30	s 5.58			
40		f 7.58	f 5.57	19.6	19.6 NEVENS	19.6	f 3.15	f 5.48			
13				24.8	24.8 BROGANVILLE	24.8					
42 WP		f 8.20	s 6.11	28.4	28.4 KEYSTONE	28.4	f 2.55	s 5.36			
11				30.7	30.7 KINGSLEY	30.7					
42 P		f 8.35	f 6.21	34.9	34.9 D MARTIN SA	34.9	f 2.30	f 5.24			
42 P		f 8.50	s 6.31	41.2	41.2 LEMOYNE	41.2	f 2.15	s 5.14			
25		f 9.05	f 6.40	48.8	48.8 BELMAR	48.8	f 2.05	f 5.03			
44		f 9.14	f 6.48	51.7	51.7 RUTHTON	51.7	f 1.55	f 4.55			
41 YP		s 9.45	s 7.02	59.8	59.8 D LEWELLEN YL W	59.8	s 1.40	s 4.44			
41 WP		s 10.35	s 7.21	70.8	70.8 D OSHKOSH YL OX	70.8	s 1.05	s 4.21			
40 P		s 11.20	s 7.43	86.4	86.4 D LISCO OO	86.4	f 12.25PM	s 3.53			
46 P		s 11.45 <sup>98</sup> AM	s 8.07	100.4	100.4 D BROADWATER BR	100.4	f 11.45 <sup>97</sup>	s 3.30			
19		f 12.03PM	f 8.20	109.6	109.6 TOWERS	109.6	f 11.20	f 3.12			
196 WPY		s 12.35	s 8.30	114.1	114.1 D NORTHPORT YL NP	114.1	f 11.12	s 3.05			
AI		12.40	8.33	115.5	115.5 O. B. & Q. CROSSING	115.5	10.50	2.57			
11		f 12.55	f 8.40	121.8	121.8 MOHLER	121.8	f 10.40	f 2.46			
33 P		f 1.01	s 8.50	126.7	126.7 D SOUTH DAYARD OR	126.7	f 10.32	s 2.39			
51		f 1.10	s 8.59	132.1	132.1 McGREW	132.1	f 10.23	s 2.29			
80 P		f 1.20	s 9.09	137.9	137.9 D MELBETA MB	137.9	f 10.13	s 2.19			
70 DWYZPT		A 1.35PM	A 9.30AM	145.9	145.9 DN-R GERING YL G	145.9	10.01AM	2.00PM			
					(145.9)		Daily	Daily			
		(6.20) 23.1	(4.00) 36.5		..... Thru Time..... ..... Average speed per hour.....		(5.10) 23.1	(4.25) 33.0			

**WESTWARD**

**GERING BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Gering	Time-Table No. 28 January 11, 1969			Mile Post			
						STATIONS					
	DWYZPT					DN-R GERING YL G	0.0				
17				5.4	5.4 MATHERS YL	5.4					
27				6.0	6.0 MOON YL	6.0					
				7.0	7.0 ROUBADEAU YL	7.0					
18				8.4	8.4 HILLKER YL	8.4					
18				9.8	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 Staging, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 28 January 11, 1959			Mile Post	SECOND CLASS		
	353	93	59		354	60	94				
	Mixed Daily	Mixed Daily	Local Freight Daily		Mixed	Local Freight	Mixed				
		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		4.6 COSTIN		150.5	f 10.28	f 1.34	
80	P	f 9.49	f 6.15	152.8	D	1.8 HAIG	HA	152.8	f 10.25	f 1.30	
24		f 9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL	MI	155.8	f 10.20	f 1.21	
32		f 9.58	f 6.30	157.1		1.3 PELTON		157.1	f 10.15	f 1.14	
70	P	f 10.06 <sup>60</sup>	f 6.45	162.1	D	5.0 SOUTH MORRILL	MO	162.1	f 10.06 <sup>93</sup>	f 1.06	
18		f 10.09	f 6.50	164.2		2.1 JOYCE		164.2	f 9.52	f 1.01	
51	WYP	s 10.15	s 9.45 <sup>60</sup>	167.9	DN	3.7 LYMAN	YL MU	167.9	s 9.45 <sup>59</sup>	s 12.56	
91		f 10.19	f 9.50	170.1		2.2 CANAL		170.1	f 9.20	f 12.49	
61	P	f 10.25	f 10.07	173.7	D	4.6 HUNTLEY	HU	173.7	f 9.13	f 12.41	
25		f 10.30	f 10.17	177.0		3.3 HOLLY		177.0	f 9.06	f 12.33	
51	YP	12.45PM	10.40 <sup>59</sup> 10.45	181.6	D-R	4.6 YODER	YL DR	181.6	A 11.45AM	9.00 8.46 12.25 12.15 <sup>59</sup>	
51	P	f 10.55	s 12.35	188.1	D	6.5 VETERAN	VN	188.1	s 8.33	f 12.03PM	
8		f 11.00	f 12.40	191.5		3.4 HELDT		191.5	f 8.26	f 11.57AM	
16		f 11.07	f 12.50	196.1		4.6 COTTIER		196.1	f 8.19	f 11.50	
51	WYP	A 11.15AM	A 1.00PM	200.6	D-R	4.5 SO TORRINGTON	YL RI	200.6	8.10AM	11.45AM	
14		f 12.55		185.8		3.7 GOODLAND		185.8	f 11.32		
26		f 1.01		187.6		2.3 FONDA		187.6	f 11.27		
51	PW	s 1.10		192.4	D	4.8 HAWK SPRINGS	HK	192.4	s 11.15		
31		f 1.18		194.7		2.3 DUROO		194.7	f 11.01		
19		f 1.30		200.8		6.1 WYROSS		200.8	f 10.50		
51	PWY	s 1.45		208.8	D	3.0 LA GRANGE	GA	208.8	s 10.45		
19		f 1.57		210.7		6.9 TREMAIN		210.7	f 10.20		
51	P	s 2.35		222.5	D	11.8 ALBIN	AB	222.5	s 9.55		
51		f 2.55		229.7		7.2 LINDBERGH		229.7	f 9.35		
	WYP	A 3.25PM		244.8	DN-R	14.6 EGBERT	YL GX	244.8	9.10AM		
		(2.40) 23.5	(1.35) 34.5	(7.00) 7.8		(88.4)			Daily (2.35) 24.3	Daily (2.30) 21.9	Daily (2.05) 26.3

WESTWARD		LYMAN BRANCH		EASTWARD	
Time-Table No. 28 January 11, 1959					
STATIONS					
	0.0	DN	LYMAN	MU YL	0.0
			2.8		
18	8.8		SEARS	YL	2.8
			0.5		
8	8.8		SIDINO NO. 1	YL	3.8
			1.8		
17	4.6		HARTMAN	YL	4.6
			1.8		
22	6.4		STEGALL	YL	6.4
			(6.4)		

WESTWARD		SEARS BRANCH		EASTWARD	
Time-Table No. 28 January 11, 1959					
STATIONS					
	0.0		SEARS	YL	0.0
			1.2		
8	1.2		BELLINGER	YL	1.2
			1.6		
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.	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.)  Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.  Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.  Trains handling scale test cars.  Trains handling U.P. ore cars series 8000, 8499, loaded or empty. Trains handling air-dump cars.  When using No. 14 turn-outs.  When using other cross-overs or turn-outs: 800 class engines: Back-up movement. All other classes of engines: Forward movement. Back-up movement.  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.  Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.  On wye tracks.  Jordan spreaders and other machines of spreader type, when in operation.  Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30				35
Inspection bus cars.		40	40				20
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits protected by continuous block signal system.	60	50	25				30
When yard limits not protected by continuous block signal system.	50	40	25				25
Passing fueling stations located within yard limits.	50	40	25				15
Passing fueling stations located outside yard limits.	50	40	40				25
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				30
1500 class diesel road freight locomotives.		50	50			25	20
Other than 1500 class diesel freight locomotives.		60	55			20	
3800 and 3900 class engines.		60	50			5	
4000 class engines.		45	45		15	15	
MacArthur type engines with 63-inch drivers.		55	50		10	10	
Mallet, Consolidation and Ten Wheeler type engines.		35	35			15	
0-6-0 type yard engines.		20	20			10	
Steam engines running backward.		20	20			15	
Light engines.			45			15	
When more than 50% of the tonnage is gravel.			40			25	



**OLD MAIN LINE**

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

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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	Boda, 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				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
<b>Summit</b> 5.2 and 5.6	25	25	25	<b>North Platte</b> 281.9 and 281.1	80	70	50
<b>Weco</b> 14.2 and 14.7	80	70	50	<b>Brady</b> 259.8 and 258.1	70	60	50
15.9 and 16.2	80	70	50	<b>Kearney</b> 189.2 and 189.0	40	40	25
<b>Lane</b> 18.1 and 18.4	70	60	50	<b>Waterloo</b> 23.2 and 22.8	70	60	50
19.4 and 19.8	70	60	50	22.6 and 22.2	60	50	40
<b>Elkhorn</b> 21.9 and 22.1	70	60	50	22.1 and 21.9	70	60	50
22.2 and 22.6	60	50	40	<b>Elkhorn</b> 19.8 and 19.4	70	60	50
22.8 and 23.2	70	60	50	18.4 and 18.1	70	60	50
<b>Vroman</b> 258.1 and 258.5	70	60	50	<b>Lane</b> 16.2 and 15.9	80	70	50
<b>Beck</b> 281.1 and 281.9	80	70	50	14.7 and 14.2	80	70	50
<b>North Platte</b>				<b>Seymour</b> 5.6 and 5.2	25	25	25
				<b>Summit</b>			



**SECOND SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
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
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts —				Between Mile Posts —			
<b>Korty</b> 323.5 and 324.4	70	60	50	<b>Cheyenne</b> 509.1 and 508.7	40	40	25
<b>Julesburg</b> 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
<b>Brownson</b> 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
<b>Bushnell</b> 456.9 and 457.2	80	70	50	<b>Archer</b> 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	<b>Durham</b> 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	<b>Hillsdale</b> 486.5 and 486.2	70	60	50
<b>Pine Bluffs</b> 466.8 and 467.3	50	40	40	<b>Tracy</b> 467.3 and 466.8	50	40	40
<b>Burns</b> 486.2 and 486.5	70	60	50	<b>Pine Bluffs</b> 466.6 and 466.2	60	50	50
<b>Hillsdale</b> 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
<b>Durham</b> 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
<b>Archer</b> 502.2 and 503.0	60	50	40	<b>Potter</b> 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	<b>Weir</b> 366.1 and 365.4	60	50	50
508.7 and 509.1	40	40	25	<b>Roscoe</b> 324.4 and 323.5	70	60	50
<b>Cheyenne</b>				<b>North Platte</b>			

**THIRD SUBDIVISION**

Maximum speed.	79	70	50	<b>LaSalle</b> 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		<b>Sterling</b> , 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	
	Psg.	Fr.		Psg.	Fr.
<b>Beatrice Branch</b> Maximum speed.	50	45	<b>Norfolk Branch</b> Maximum speed:		
5000 class and MacArthur type engines on curves.	35	35	Between Columbus and Oconee.		35
Between Miles Posts — <b>Valley</b> 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
<b>Yutan</b> 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
<b>Mead</b> Between U. P. yard and Neb. Ordinance classification yard.		15	<b>Albion Branch</b> Maximum speed:		30
Wahoo, city track.		6	Trains handling outfit cars.		20
19.1 and 19.5	35	35	<b>Cedar Rapids Branch</b> Maximum speed:		
19.1 and 19.5, with 5000 class and MacArthur type engines.	25	25	Between Genoa and M.P. 11.		30
<b>Weston</b> 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	<b>Ord — Loup City Branch</b> Maximum speed:		
31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	Between Grand Island and St. Libory.		25
<b>Touhy</b> 36.0 and 37.4	25	25	Carey, all airfield trackage.		10
<b>Garratt</b> 56.3 and 57.5	15	15	Between St. Libory and Ord.		30
<b>Lincoln</b> C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Paul and Loup City.		30
<b>Pickrell</b> 96.5 and 97.3	15	15	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	<b>Hastings Branch</b> Maximum speed.	70	50
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Diesel locomotives in road service.		55
<b>Stromsburg Branch</b> Maximum speed:			Over Bridge 21.35.	30	30
Between Valparaiso and Brainard.	35	25	Gibbon, west of east wye switch.		15
Between Brainard and Hordville.	40	30	<b>Kearney Branch</b> Between Kearney and Callaway:		
Between Hordville and Central City.	35	25	Steam trains.	25	25
Trains handling outfit cars.		20	Diesel locomotives in road service.	25	25
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
			<b>North Platte Branch</b> Maximum speed.		
			5000 class engines.	45	45
			Over Bridge 18.30.		35
			Oshkosh, over First Street Crossing.		15
			<b>North Platte Cut-off</b> Maximum speed.		
			5000 class engines.	45	45
			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
			<b>Lyman Branch</b>		20
			<b>Gering Branch</b>		20
			<b>Sears Branch</b>		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
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Seymour.....	8.9	70—XP	Both	Alfalfa 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

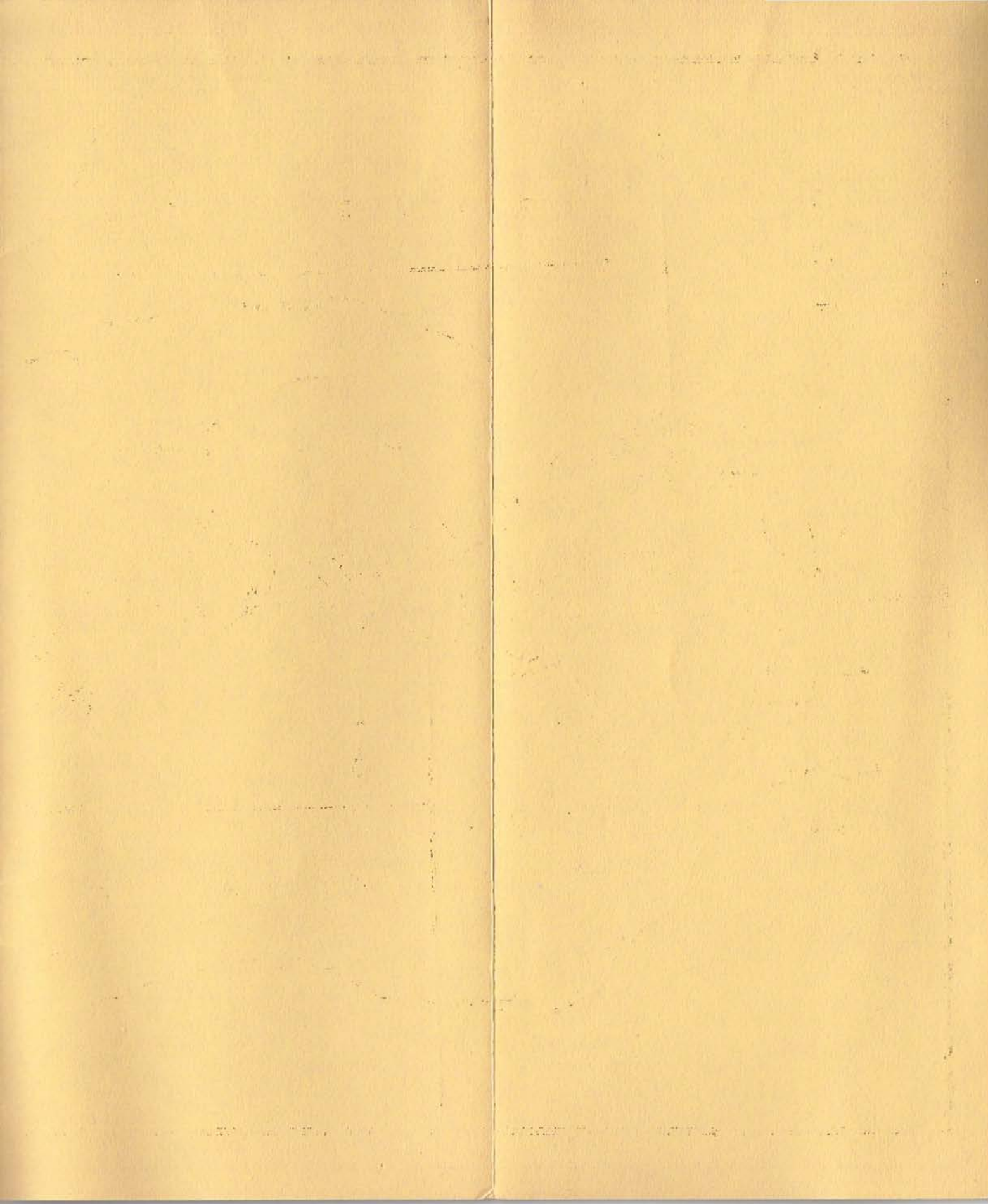
Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Roundhouse	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	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 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. Bunten	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 Aurlst.	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 Aurlst.	North Platte, Nebr.
L. G. Howard	Oculist and Aurlst.	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. Gramlleh	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 Aurlst.	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. Rasgorshak	Oculist and Aurlst.	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	Oakhosh, 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.	H. Dey Myers	Surgeon	Schuyler, Nebr.
L. E. Imes	Surgeon	Grand Island, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
C. H. Magglore	Surgeon	Grand Island, Nebr.	O. B. Dorwart	Surgeon	Sidney, Nebr.
J. A. Proffitt	Oculist and Aurlst.	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	F. E. Palmer	Oculist and Aurlst.	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
J. J. Hanigan	Surgeon	Hallam, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
O. A. Kostal	Surgeon	Hastings, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
C. L. Kleager	Surgeon	Hastings, Nebr.	Leo Keenan	Surgeon	Torrington Wyo.
H. P. Linton	Surgeon	Julesburg, Colo.	Ivan M. French	Surgeon	Wahoo, Nebr.
B. R. Banoroff	Surgeon	Kearney, Nebr.	C. E. Wiltse	Surgeon	Wood River, Nebr.
S. O. Staley	Surgeon	Kearney, Nebr.			
F. L. Richards	Oculist and Aurlst.	Kearney, Nebr.			
M. B. Wilcox	Oculist and Aurlst.	Kearney, Nebr.			
A. H. Shamberg	Surgeon	Kimball, Nebr.			







W Y O M I N G

S O U T H D A K O

N E B R A S

C O L O R A D O

K A N S

