



**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**NEBRASKA DIVISION  
TIME-TABLE  
No. 29**

**Effective Sunday,  
April 26, 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

9	17	27	7	5	101	103	107	105	111	Miles from Co. Bluffs	Time Table No. 29 April 26, 1959
Streamliner Passenger	Passenger	Mail and Express	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger		STATIONS
				9.25						9.0	CO. BLUFFS
		10.15	10.15	10.00	2.15	2.00	1.45			9.8	OMAHA
		1.15	1.20	12.45	4.15	4.00	3.45			148.9	GRAND ISLAND
		4.05 3.30	4.00 3.15	3.05 2.15	6.05 5.10	5.50 4.55	5.35 4.40			284.1	C.T. NORTH PLATTE M.T.
										365.3	JULESBURG
		5.45	5.40	4.35	6.54	6.39	6.24			407.5	SIDNEY
											KANSAS CITY
8.25 7.55 8.40	8.25 8.25 8.50							8.10	7.45	582.5	DENVER
	8.50	7.55 8.55	7.45 9.15	6.30 6.50	8.40 8.50	8.25 8.35	8.10 8.20			509.5	CHEYENNE
11.45		10.35	10.50	8.30	10.10	9.55	9.40	10.55		566.0	LARAMIE
1.55		12.55	1.00	10.55	12.04	11.49	11.34	12.40		682.8	RAWLINS
4.25 4.55	4.10	3.45 4.00	3.30 3.55	1.40 2.00	2.15 2.25	2.00 2.10	1.45 1.55	2.50 3.00		817.0	GREEN RIVER
	4.40							3.30		847.2	GRANGER
8.20		8.00	7.30	6.00	5.45	5.35	5.20			992.6	OGDEN
(23.55) 50.8	(21.20) 50.4	(22.45) 43.5	(22.15) 44.5	(21.00) 47.1	(16.30) 60.0	(16.35) 59.7	(16.35) 59.7	(7.20) 58.7	(8.35) 67.5		..... Thru Time From Omaha
											..... Average speed per hour

C. H. BURNETT  
General Manager

O. A. DURRANT  
General Superintendent

H. E. SHUMWAY  
Gen. Supt. Transportation

- T. F. SHANAHAN, Superintendent..... Omaha, Neb.  
W. H. ANDERSON, Asst. Superintendent..... Omaha, Neb.  
R. W. McSPADDEN, Asst. Superintendent..... Gering, Neb.  
L. O. POPE, Terminal Superintendent..... Omaha, Neb.  
W. F. GRIFFIN, Asst. Superintendent Safety and Courtesy..... Omaha, Neb.  
H. G. HAGGLUND, Terminal Superintendent..... Co. Bluffs, Ia.  
J. A. McCULLOUGH, Asst. Terminal Superintendent..... Co. Bluffs, Ia.  
W. R. TUEL, Trainmaster..... Grand Island, Neb.  
J. E. GUYMAN, Terminal Superintendent..... North Platte, Neb.  
W. E. MILLER, Asst. Terminal Superintendent..... North Platte, Neb.  
R. W. HOLLAND, Trainmaster..... North Platte, Neb.  
V. BAYNE, Trainmaster..... Sidney, Neb.  
R. J. DUNN, Master Mechanic..... Co. Bluffs, Ia.  
E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Ia.  
S. E. CHADD, Road Foreman of Engines..... Co. Bluffs, Ia.  
P. N. HANSEN, Road Foreman of Engines..... Grand Island, Neb.  
L. P. LEECH, Road Foreman of Engines..... North Platte, Neb.  
P. C. LOOMIS, Road Foreman of Engines..... North Platte, Neb.  
L. C. WALLACE, Road Foreman of Engines..... North Platte, Neb.  
C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.  
F. G. SCHURMAN, Division Engineer..... Omaha, Neb.  
O. L. KOVAR, General Roadmaster..... Omaha, Neb.

- FIRST SUBDIVISION,  
OMAHA TO GRAND ISLAND, AND BRANCHES  
E. P. MERTEN, Chief Train Dispatcher..... Omaha, Neb.  
S. W. FLETCHER, Asst. Chief Train Dispatcher..... Omaha, Neb.  
F. R. LANGLEY, Asst. Chief Train Dispatcher..... Omaha, Neb.

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

- SECOND SUBDIVISION  
A. R. SUTHORLAND, Chief Train Dispatcher..... North Platte, Neb.  
J. P. RYAN, Asst. Chief Train Dispatcher..... North Platte, Neb.  
O. E. BEESON, Asst. Chief Train Dispatcher..... North Platte, Neb.

- 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, Neb.

**MILEAGE**

Main Line.....	659.60
Branches.....	836.14
<b>Total.....</b>	<b>1495.74</b>

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

106	112	10	28	108	104	102	18	8	6	Miles from Co. Bluffs	Time Table No. 29 April 26, 1959
Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express		STATIONS
											CO. BLUFFS
											OMAHA
											GRAND ISLAND
											C.T. NORTH PLATTE M.T.
											JULESBURG
											SIDNEY
											KANSAS CITY
											DENVER
											CHEYENNE
											LARAMIE
											RAWLINS
											GREEN RIVER
											GRANGER
											OGDEN
											(992.6)
											..... Thru Time From Omaha
											..... Average speed per hour

..... Thru Time From Omaha	(7.25)	(8.15)	(23.05)	(22.30)	(16.10)	(16.10)	(16.10)	(22.40)	(21.15)	(19.45)
..... Average speed per hour	58.0	67.8	52.7	44.0	61.2	61.2	61.2	47.8	46.8	50.1

## 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.	Omaha or beyond.
101	Fremont..... Columbus..... Kearney.....	Omaha or beyond.	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.	
107	Fremont..... Columbus..... Kearney.....	Chicago or beyond.....	San Bernardino or beyond.	108	Kearney..... Columbus..... Fremont.....	San Bernardino or beyond.	Chicago or beyond.
111	Fremont..... Ogallala..... Ft. Morgan.....	Chicago..... Omaha or beyond..... Points where scheduled to stop.....	Denver or beyond. Denver or beyond. 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					Distance from Council Bluffs	Time-Table No. 29	
		SECOND CLASS						April 26, 1959	
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.		71	73	75	237	233	Distance from Council Bluffs	STATIONS	
		Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Daily except Sun.	Local Freight Monday Wed., Fri.			
DF QXWITYOPZ		8.00PM	12.01PM			6.30AM	0.0	COUNCIL BLUFFS YL	
DFXWITYOPZ		8.15	12.15			6.40	2.8	DN-R OMAHA YL US	
XIP		8.30	12.45			7.00	5.2	DN SUMMIT YL SU	
E884 XP		8.40	12.55			7.14	14.1	WECO	
XP		8.50	1.00			7.20	17.1	LANE	
CB73 XP						7.30	21.7	D ELKHORN KH	
CB84 P						7.40	24.5	D WATERLOO WO	
WB175 XYPWO		A 9.15PM	A 1.15PM			8.40	28.0	DN VALLEY YL V	
EB165 E890						8.50	34.3	MERCER	
CB81 P						9.15	38.2	O. & N. W. CROSSING	
WB899 X						9.15	39.3	DN FREMONT YL FN	
EB172 PZ							40.0	O. B. & Q. CROSSING	
							44.8	O. & N. W. CROSSING	
CB82 P						9.24	46.3	AMES	
CB150 XP						9.38	54.4	D NORTH BEND NB	
CB82 P						10.10	61.4	D ROGERS DJ	
WB120 X						11.24	68.7	DN SCHUYLER SO	
EB125 WP						11.52AM	76.9	D RIOHLAND BZ	
CB118 P							83.5	O. B. & Q. CROSSING	
WB145 XWTO						12.30PM	84.0	DN COLUMBUS YL O	
EB125 YPZ							92.2	DUNCAN	
CB119 P						12.50	96.5	GARDINER	
CB82 P						12.56	102.3	D SILVER CREEK SI	
CB110 XP						1.20	107.9	HAVENS	
CB82 P						1.30	113.6	D OLARKS OX	
CB82 XP						2.00	124.3	O. B. & Q. CROSSING	
WB113 X							124.9	DN CENTRAL CITY OI	
EB119 WYP				12.05PM		2.30PM	135.1	D CHAPMAN OP	
CB150 P				12.25			146.6	O. B. & Q. CROSSING	
							148.9	DN-R GRAND ISLAND GE	
XWCZTYOP				A 12.45PM		7.05AM	164.5	ALDA	
CB82 XYP						7.20	162.3	D WOOD RIVER WR	
WB117 X						7.40	169.9	D SHELTON ST	
EB43 P						8.00	176.0	DN GIBSON GB	
CB82 XP						8.30	180.2	OPTIO	
WB120 XWI						9.15	189.1	DN KEARNEY YL KR	
EB70 YP							198.2	D ODESSA DZ	
CB150 P						A 10.00AM	204.6	D ELM CREEK QR	
WB125 XWO							218.3	D OVERTON OV	
EB118 YPZ							224.4	DN LEXINGTON UM	
CB180 XP							232.5	DARE	
CB83 P							238.2	D COZAD OO	
WB115 XWY							248.8	DN GOTHENBURG BU	
EB119 ZP							254.5	VROMAN	
CB83 P							261.5	D BRADY BI	
WB125 XWO							270.6	D MAXWELL MX	
EB125 YP							278.6	GANNETT	
CB83 P							284.1	DN-R NORTH PLATTE YL NO	
DFXWCZTYOP									
		(1.15)	(1.14)	(0.40)	(2.55)	(8.00)		..... Thru Time	
		22.4	22.8	33.0	14.5	15.6		..... Average speed per hour	

WESTWARD		FIRST SUBDIVISION						Distance from Council Bluffs	Time-Table No. 29		
		FIRST CLASS							April 26, 1959		
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.		27	7	5	101	103	107	111	Distance from Council Bluffs	STATIONS	
		Mail and Express Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily			
				9.25AM					0.0	COUNCIL BLUFFS YL	
									2.8	DN-R OMAHA YL US	
									5.2	DN SUMMIT YL SU	
									14.1	WECO	
									17.1	LANE	
									21.7	D ELKHORN KH	
									24.5	D WATERLOO WO	
									28.0	DN VALLEY YL V	
									34.3	MERCER	
									38.2	O. & N. W. CROSSING	
									39.3	DN FREMONT YL FN	
									40.0	O. B. & Q. CROSSING	
									44.8	O. & N. W. CROSSING	
									46.3	AMES	
									54.4	D NORTH BEND NB	
									61.4	D ROGERS DJ	
									68.7	DN SCHUYLER SO	
									76.9	D RIOHLAND BZ	
									83.5	O. B. & Q. CROSSING	
									84.5	DN COLUMBUS YL O	
									92.2	DUNCAN	
									96.5	GARDINER	
									102.3	D SILVER CREEK SI	
									107.9	HAVENS	
									113.6	D OLARKS OX	
									124.3	O. B. & Q. CROSSING	
									124.9	DN CENTRAL CITY OI	
									135.1	D CHAPMAN OP	
									146.6	O. B. & Q. CROSSING	
									146.9	DN-R GRAND ISLAND GE	
									164.5	ALDA	
									162.3	D WOOD RIVER WR	
									169.9	D SHELTON ST	
									176.0	DN GIBSON GB	
									180.2	OPTIO	
									189.1	DN KEARNEY YL KR	
									198.2	D ODESSA DZ	
									204.6	D ELM CREEK QR	
									218.3	D OVERTON OV	
									224.4	DN LEXINGTON UM	
									232.5	DARE	
									238.2	D COZAD OO	
									248.8	DN GOTHENBURG BU	
									254.5	VROMAN	
									261.5	D BRADY BI	
									270.6	D MAXWELL MX	
									278.6	GANNETT	
									284.1	DN-R NORTH PLATTE YL NO	
		(5.50)	(5.45)	(5.05)	(3.50)	(3.50)	(3.50)	(4.05)		..... Thru Time	
		48.2	48.9	55.3	73.3	73.3	73.3	68.9		..... 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. 5 reduce speed to 60 miles per hour passing mail crane at Cozad.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

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 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. 29  
April 26, 1959

**STATIONS**

Mile Post	FIRST CLASS						
	28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	108 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger
0.0		A 6.00PM					
2.8	A 6.30AM	5.45	A 6.30PM	A 1.00AM	A 2.15AM	A 2.30AM	A 2.45AM
5.2	6.20	5.02	6.20	12.50	2.05	2.20	2.35
14.1	6.11	4.55	6.10	12.43	1.58	2.13	2.28
17.1	6.07	4.51	6.06	12.40	1.55	2.10	2.25
21.7	f 6.03	4.46	6.02	12.36	1.51	2.06	2.21
24.5	f 6.00	4.42	5.59	12.33	1.48	2.03	2.18
28.0	s 5.57	4.39	5.55	12.30	1.45	2.00	2.15
34.3	5.49	4.32	5.48	12.25	1.40	1.55	2.10
38.2							
39.3	s 5.40	s 4.26	s 5.40	12.21	1.36	1.51	2.06
40.0							
44.8							
46.3	f 5.25	4.11	5.25	12.13	1.28	1.43	1.58
54.4	f 5.17	4.04	5.17	12.07	1.22	1.37	1.52
61.4	f 5.09	3.57	5.09	12.02AM	1.17	1.32	1.47
68.7	s 5.02	3.51	f 5.02	11.56PM	1.11	1.26	1.41
76.9	f 4.53	3.43	4.54	11.50	1.05	1.20	1.35
83.8							
84.6	s 4.45	s 3.36	s 4.46	11.43	1.03	1.18	1.33
92.2	f 4.29	3.21	4.34	11.33	1.03	1.18	1.33
96.5	4.24	3.18	4.29	11.30	1.00	1.15	1.30
102.8	f 4.19	3.13	4.24	11.26	1.00	1.15	1.30
107.9	4.14	3.08	4.19	11.22	1.00	1.15	1.30
118.6	f 4.09	3.04	4.14	11.18	1.00	1.15	1.30
124.8							
124.9	s 3.59	2.55	f 4.04	11.09	1.00	1.15	1.30
135.1	3.47	2.46	3.52	11.00	1.00	1.15	1.30
146.5							
146.9	3.35	2.35	3.40	10.50	1.00	1.15	1.30
154.5	3.20	2.25	3.30	10.49	12.04AM	12.19	12.34
162.3	3.05	2.12	3.18	10.38	11.53PM	12.08	12.23
169.9	f 2.58	2.05	3.10	10.32	11.47	12.02AM	12.17
176.0	f 2.52	1.59	3.02	10.26	11.41	11.56PM	12.11
180.2	f 2.46	1.54	2.55	10.21	11.36	11.51	12.06
189.1	2.43	1.50	2.50	10.18	11.33	11.48	12.03AM
198.3	s 2.35	s 1.40	s 2.40	10.10	11.25	11.40	11.55PM
204.6	f 2.16	1.27	2.29	10.02	11.17	11.32	11.47
212.2	f 2.10	1.22	2.23	9.58	11.13	11.28	11.43
224.4	f 2.02	1.15	2.15	9.51	11.06	11.21	11.36
232.5	s 1.50	1.05	s 2.03	9.43	10.58	11.13	11.28
238.2	1.39	1.05	1.54	9.37	10.52	11.07	11.22
248.8	s 1.33	1.05	f 1.48	9.32	10.47	11.02	11.17
254.6	s 1.18	1.05	f 1.35	9.23	10.38	10.53	11.08
261.6	1.09	1.05	1.27	9.19	10.34	10.49	11.04
270.6	f 1.02	1.05	1.20	9.14	10.29	10.44	10.59
278.5	f 12.54	12.25	1.11	9.07	10.22	10.37	10.52
284.1	12.47	12.18	1.03	9.01	10.16	10.31	10.46
284.1	12.40AM	12.10PM	12.55PM	8.55PM	10.10PM	10.25PM	10.40PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time to Omaha ..... (5.50) (5.05) (5.35) (4.05) (4.05) (4.05) (4.05)  
Average speed per hour ..... 48.2 55.3 50.4 68.8 68.8 68.8 68.8

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 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 cranes 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. 29  
April 26, 1959

**STATIONS**

Mile Post	SECOND CLASS					Car Capacity of Seating (See Rule 6 (A), Page 24.)
	74 Time Freight	234 Local Freight	72 Time Freight	76 Local Freight	238 Local Freight	
0.0	A 6.50AM	A 3.15PM	A 10.15PM			DF KWCITYOPE
2.8	6.35	2.55	10.00			DFXWITOPE
6.2	6.05	2.35	9.35			XIP
8.9						ES94 XP
14.1	5.55	2.15	9.25			XP
17.1	5.50	f 2.05	9.20			CB73 XP
21.7		s 1.55				CB84 P
24.5		s 1.30				WS175 XYPWC ES165 ES90
28.0	5.35AM	s 1.00	9.05PM			CB81 P
34.3		f 12.01PM				I
38.2						WS99 X ES172 P2
39.3	s 11.50AM					I
40.0						IP
44.8						CB82 P
46.3		f 10.50				CB150 XP
54.4		s 10.20				CB82 P
61.4		s 9.50				WS130 X ES123 WP
68.7		s 9.20				CB118 P
76.9		f 8.20				WS143 XWTC ES125 YP2
83.8						CB119 P
84.5		s 8.00				CB82 P
92.2		s 7.20				CB119 XP
96.5		f 6.50				CB82 P
102.8		s 6.40				CB82 XP
107.9		f 6.00				WS118 X ES119 WYP
118.6		s 5.39				CB150 P
124.8						I
124.9		5.00AM		A 6.55AM		XWOCZYTOP
135.1				s 6.40		CB82 XYP
146.5						WS117 X ES48 P
146.9			6.20AM	A 2.00PM		CB82 XP
154.5				f 1.15		WS180 XW1 ES70 YP
162.3				s 12.45		CB150 P
169.9				s 12.15PM		WS122 XWOC ES115 YSH
176.0				s 11.45AM		CB83 P
180.2				f 11.20		CB190 XP
189.1				11.00AM		CB83 P
198.3						WS115 XWY ES119 YP
204.6						CB83 P
212.2						CB150 ZXP
224.4						WS125 XWOC ES123 YP
232.5						CB89 P
238.2						CB83 P
248.8						CB119 XP
254.6						CB82 P
261.6						DFXWOCZYTOP
270.6						
278.5						
284.1						

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time to Omaha ..... (1.15) (1.15) (1.10) (0.35) (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.  
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Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

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



**WESTWARD SECOND SUBDIVISION**

**SECOND CLASS**

Car Capacity of Seating, etc. See Rule 6 (A) Page 24.	SECOND CLASS					Distance from Council Bluffs
	353	245	241	97	93	
	Mixed	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
DF XWCZTYOP			7.00AM	6.35AM	5.30AM	284.1
			7.10	6.45	5.40	289.2
CS 84 P						290.5
WB 72 XP			s 7.25	s 7.01	f 5.50	296.9
CB 119 XWYP			f 7.35	A 7.10AM	A 5.55AM	300.7
40 X						301.8
CS 121 P			f 7.45			303.4
CS 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 188 XWCP			s 9.45			334.8
CS 125 P			s 10.10			343.9
10						349.1
CS 122 P			s 10.35			353.9
CS 83 P			f 10.45			359.3
XWCIYP WS 125 ES 121			11.45			365.3
CS 90 P			f 11.55AM			370.0
CS 123 WP			s 12.25PM			380.3
WS 111 ES 74 XP			s 12.50			389.7
CS 125 P			f 1.02			396.3
WXCOYP			1.15			401.0
CS 94 YP			8.30AM	A 1.30PM		407.5
WS 121 XWP ES 70			f 8.45			415.5
8 PX			f 9.15			426.4
CS 125 P			s 9.35			430.8
27 PX						435.4
CS 133 XWP			s 10.15			439.9
12						444.5
CS 125 P			s 10.45			451.1
CS 125 XWCP			A 11.30AM			456.6
10						468.7
CS 94 XWYP			3.10PM			472.0
WB 62 XP			f 3.20			477.5
CS 90 WP			f 3.40			483.2
WS 62 XP			f 3.50			489.7
WS 117 ES 126			A 4.10PM			495.0
DF XWCZTYOP						501.2
						509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

**Time-Table No. 29**  
April 26, 1959

**STATIONS**

DN-R NORTH PLATTE NY	YL NO
5.1	5.1
WEST NORTH PLATTE	YL WN
1.3	1.3
BIRDWOOD	6.4
D HERSHEY OF	3.8
O'FALLONS	1.1
VARNER	1.6
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	5.2
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
SUNOL UN	4.7
COLTON	6.5
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
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	

Double Track

..... 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**

Car Capacity of Seating, etc. See Rule 6 (A) Page 24.	FIRST CLASS							Distance from Council Bluffs		
	7	5	101	103	107	27	111			
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
			3.15PM	2.15PM	5.10AM	4.55AM	4.40AM	3.30AM	3.20AM	284.1
			3.23	2.23	5.17	5.02	4.47	3.37	3.27	289.2
										290.6
			3.30	2.30	5.22	5.07	4.52	3.42	3.32	296.9
			3.33	2.33	5.25	5.10	4.55	3.45	3.35	300.7
										301.8
			3.36	2.36	5.27	5.12	4.57	f 3.47	3.37	303.4
			3.41	2.42	5.30	5.15	5.00	3.51	3.40	307.9
			3.48	2.49	5.36	5.21	5.06	f 3.58	3.46	315.5
			3.54	2.55	5.41	5.26	5.11	4.04	3.51	321.7
			4.00	3.01	5.46	5.31	5.16	4.10	3.56	327.7
			s 4.10	3.08	5.52	5.37	5.22	s 4.20	4.03	334.8
			4.20	3.17	5.59	5.44	5.29	f 4.29	4.10	343.9
										349.1
			4.30	3.27	6.07	5.52	5.37	f 4.38	4.18	353.9
			4.35	3.32	6.11	5.56	5.41	4.43	4.22	359.3
			f 4.43	3.38	6.16	6.01	5.46	s 4.53	A f 4.30AM	365.3
			4.49	3.43	6.20	6.05	5.50	4.59		370.0
			4.58	3.52	6.28	6.13	5.58	f 5.08		380.3
			5.07	4.01	6.35	6.20	6.05	f 5.17		389.7
			5.14	4.08	6.40	6.25	6.10	5.23		396.3
			5.19	4.13	6.44	6.29	6.14	5.27		401.0
			5.30	4.25	6.53	6.38	6.23	5.35		407.5
			5.40	4.35	6.54	6.39	6.24	5.45		415.5
			5.50	4.45	7.03	6.48	6.33	5.55		426.4
			6.02	4.56	7.13	6.58	6.43	f 6.06		430.8
										435.4
			6.11	5.05	7.21	7.06	6.51	f 6.16		439.9
										444.5
			f 6.23	5.14	7.29	7.14	6.59	s 6.33		451.1
										456.6
			6.35	5.26	7.39	7.24	7.09	f 6.45		468.7
			6.45	5.36	7.49	7.34	7.19	f 6.56		472.0
										477.5
			6.57	5.47	8.00	7.45	7.30	f 7.08		483.2
			7.04	5.53	8.06	7.51	7.36	f 7.14		489.7
			7.11	6.00	8.12	7.57	7.42	f 7.21		495.0
			7.18	6.06	8.18	8.03	7.48	7.28		501.2
			7.25	6.12	8.24	8.09	7.54	7.35		509.5
			A 7.45PM	A 6.30PM	A 8.40AM	A 8.25AM	A 8.10AM	A 7.55AM		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

**Time-Table No. 29**  
April 26, 1959

**STATIONS**

DN-R NORTH PLATTE NY	YL NO
5.1	5.1
WEST NORTH PLATTE	YL WN
1.3	1.3
BIRDWOOD	6.4
D HERSHEY OF	3.8
O'FALLONS	1.1
VARNER	1.6
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	5.2
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
SUNOL UN	4.7
COLTON	6.5
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
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	

Double Track

..... 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. 29**

April 26, 1959

**FIRST CLASS**

STATIONS	Mile Post	FIRST CLASS						
		6 Mail and Express	8 Passenger	112 Streamliner Passenger	108 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger	28 Mail and Express
DN-R NORTH PLATTE NY 6.1	284.1	A 11.00AM	A 11.45AM	A 7.50PM	A 9.05PM	9.20PM	A 9.35PM	A 11.10PM
WEST NORTH PLATTE 1.3	289.2	10.47	11.31	7.40	8.53	9.08	9.23	10.52
BIRDWOOD 1.3	290.5							
D HERSHEY OF 6.4	296.9	10.41	11.22	7.34	8.47	9.02	9.17	10.44
O'FALLONS 3.8	300.7	10.38	11.18	7.31	8.44	8.59	9.14	10.40
VARNER 1.1	301.8							
D SUTHERLAND SU 1.6	303.4	10.36	f 11.15	7.29	8.42	8.57	9.12	f 10.37
DEXTER 4.5	307.9	10.32	11.11	7.26	8.39	8.54	9.09	10.32
D PAXTON PN 7.6	315.5	10.25	f 11.04	7.20	8.33	8.48	9.03	f 10.24
KORTY 6.2	321.7	10.20	10.58	7.16	8.28	8.43	8.58	10.17
ROSCOE 6.0	327.7	10.14	10.52	7.12	8.23	8.38	8.53	f 10.10
DN OGALLALA GT 7.1	334.8	10.07	s 10.45	7.07	8.17	8.32	8.47	s 10.02
D BRULE RU 9.1	343.9	9.58	f 10.35	6.59	8.10	8.25	8.40	f 9.50
MEGEATH 5.2	349.1							
D BIG SPRINGS GS 4.8	353.9	9.50	f 10.26	6.52	8.03	8.18	8.33	f 9.40
BARTON 5.4	359.8	9.45	10.20	6.48	7.58	8.13	8.28	9.34
DN JULESBURG JB 6.0	365.8	9.39	f 10.15	s 6.43PM	7.53	8.08	8.23	s 9.28
WEIR 5.3	370.6	9.33	10.07		7.48	8.03	8.18	9.20
D OHAPPELL OQ 9.7	380.3	9.25	f 10.01		7.41	7.56	8.11	f 9.10
D LODGE POLE GP 9.4	389.7	9.16	f 9.52		7.34	7.49	8.04	f 9.01
D SUNOL UN 6.8	396.8	9.11	9.46		7.29	7.44	7.59	f 8.53
COLTON 4.7	401.0	9.07	9.42		7.25	7.40	7.55	8.48
DN-R SIDNEY YL OD 6.5	407.5	9.00 8.50	9.35 9.25		7.18 7.17	7.33 7.32	7.48 7.47	8.40 8.30
BROWNSON 8.0	415.5	8.37	9.14		7.08	7.23	7.38	8.17
D POTTER PR 10.9	426.4	8.28	9.05		6.59	7.14	7.29	f 8.07
JACINTO 4.4	430.8							
D DIX DX 4.6	435.4	8.21	8.56		6.52	7.07	7.22	f 7.57
OWASCO 4.5	439.9							
DN KIMBALL KB 4.6	444.5	8.14	f 8.47		6.45	7.00	7.15	s 7.47
OLIVER 6.6	451.1							
D BUSHNELL BN 5.5	456.6	8.04	8.35		6.36	6.51	7.06	s 7.34
DN FINE BLUFFS UF 10.1	466.7	7.55	8.25		6.28	6.43	6.58	s 7.22
TRAOY 5.3	472.0							
D EGBERT GX 5.5	477.5	7.45	8.15		6.18	6.33	6.48	f 7.09
D BURNS UX 5.7	483.2	7.40	8.10		6.14	6.29	6.44	7.02
HILLSDALE 6.5	489.7	7.35	8.05		6.09	6.24	6.39	6.55
DURHAM 6.2	495.9	7.30	8.00		6.04	6.19	6.34	6.48
ARCHER 5.3	501.2	7.25	7.55		5.59	6.14	6.29	6.41
DN-R CHEYENNE YL OY 8.3	509.5	7.15AM	7.45AM		5.50PM	6.05PM	6.20PM	6.30PM
(225.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (3.45) (4.00) (1.07) (3.15) (3.15) (3.15) (4.40)  
Average speed per hour..... 60.0 56.4 72.7 69.4 69.4 69.4 46.5

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. 29**

April 26, 1959

**SECOND CLASS**

STATIONS	Mile Post	SECOND CLASS				
		242 Local Freight	354 Mixed	246 Local Freight	98 Local Freight	94 Mixed
DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.15PM	A 7.00PM
WEST NORTH PLATTE 1.3	289.2	12.50			3.58	6.45
BIRDWOOD 1.3	290.5					
D HERSHEY OF 6.4	296.9	s 12.35				f 6.35
O'FALLONS 3.8	300.7	f 12.25			3.40PM	6.30PM
VARNER 1.1	301.8					
D SUTHERLAND SU 1.6	303.4	s 12.15PM				
DEXTER 4.5	307.9	f 11.55AM				
D PAXTON PN 7.6	315.5	s 11.34				
KORTY 6.2	321.7	f 11.15				
ROSCOE 6.0	327.7	f 11.00				
DN OGALLALA GT 7.1	334.8	s 10.45				
D BRULE RU 9.1	343.9	s 9.50				
MEGEATH 5.2	349.1					
D BIG SPRINGS GS 4.8	353.9	s 9.25				
BARTON 5.4	359.8	f 8.55				
DN JULESBURG JB 6.0	365.8	s 8.45				
WEIR 5.3	370.6	f 7.55				
D OHAPPELL OQ 9.7	380.3	s 7.45				
D LODGE POLE GP 9.4	389.7	s 7.30				
D SUNOL UN 6.8	396.3	f 7.20				
COLTON 4.7	401.0	f 7.10				
DN-R SIDNEY YL OD 6.5	407.5	7.00AM		A 3.30PM		
BROWNSON 8.0	415.5			f 2.50		
D POTTER PR 10.9	426.4			s 2.25		
JACINTO 4.4	430.8					
D DIX DX 4.6	435.4			s 1.55		
OWASCO 4.5	439.9					
DN KIMBALL KB 4.6	444.5			s 1.30		
OLIVER 6.6	451.1					
D BUSHNELL BN 5.5	456.6			s 12.50		
DN PINE BLUFFS UF 10.1	466.7			12.30PM		
TRAOY 5.3	472.0					
D EGBERT GX 5.5	477.5			A 8.50AM		
D BURNS UX 5.7	483.2			s 8.40		
HILLSDALE 6.5	489.7			s 8.31		
DURHAM 6.2	495.9			f 8.23		
ARCHER 5.3	501.2			f 8.15		
DN-R CHEYENNE YL OY 8.3	509.5			8.05AM		
(225.4)		Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (6.00) (0.45) (3.00) (0.35) (0.30)  
Average speed per hour..... 20.6 43.7 19.8 27.9 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. 29		FIRST CLASS		Mile Post						
	111	33		April 26, 1959		34	112		C. B. & Q. Passenger	Streamliner Passenger				
	Streamliner Passenger	C. B. & Q. Passenger		STATIONS										
60	WYIP	f 4.30AM	0.0	DN	JULESBURG	YL JB	0.0	As	6.42PM					
76	ZP	4.37	7.1	D	7.1	VI	7.1		6.33					
78	WP	4.43	14.6	D	7.5	ZD	14.6		6.27					
20			19.0		4.3		19.0							
95	F	4.50	23.1		RED LION		23.1		6.20					
29	F		25.8		MARCOTT		25.8							
95	WP	4.55	30.1	D	4.3	OK	30.1		6.15					
23			34.2		4.1		34.2							
72	F	5.02	38.8		PROCTOR		38.8		6.09					
12	F		41.1		2.3		41.1							
22			42.2		POWELL		42.2							
94	F	5.07	45.6	D	3.4	F	45.6		6.03					
16			50.1		4.5		50.1							
77	F	5.13	53.5		3.4		53.5		5.57					
	AIP		57.2		3.7		57.2							
100	IWTZP	5.18 5.20	57.5	DN-R	0.3	ST	57.5	A2.20AM	5.53 5.51					
			61.7		4.2		61.7							
72	F	5.27	64.1	D	2.4	OD	64.1	f 2.09	5.44					
23			66.8		2.7		66.8							
74	F	5.32	70.2	D	3.4	MI	70.2	f 2.02	5.40					
10			72.1		1.9		72.1							
143	F	5.37	76.0		3.9		76.0	1.56	5.35					
41	F		78.4		2.4		78.4							
62	F	5.41	81.0	DN	2.6	UN	81.0	f 1.50AM	5.31					
24			82.8		1.8		82.8							
94	WP	5.45	87.0		4.2		87.0		5.26					
53	F	5.50	93.8		5.8		93.8		5.21					
21			96.9		8.1		96.9							
100	WF	5.55	98.6	DN	1.7	FY	98.6		5.17					
35	F	6.01	106.0		7.4		106.0		5.11					
79	F	6.03	109.0	D	3.0	DN	109.0		5.09					
22	F	6.07	114.2		5.2		114.2		5.05					
78	F	6.09	117.7		3.5		117.7		5.02					
14	F		121.4		3.7		121.4							
58	F	6.15	124.8		3.4		124.8		4.56					
50	F	6.19	130.2		5.4		130.2		4.52					
191	WF	6.23	135.4		5.2		135.4		4.48					
15	F		139.1		3.7		139.1							
73	F	6.29	143.1	D	4.0	KR	143.1		4.42					
37			147.2		4.1		147.2							
56	WTYP	A 6.37AM	151.1	DN-R	3.9	DY	151.1		4.35PM					
					(151.1)			Daily	Daily					
		(2.07) 71.3	(0.35) 40.3						(0.30) 47.0	(2.07) 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. 29			Mile Post	SECOND CLASS				
	71	73	75		April 26, 1959				74	72	76		
	Freight Daily	Freight Daily	Local Freight Tuesday Thursday Saturday		STATIONS				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	26.3	D	26.3	WESTON	WN	26.3	4.35	8.05	s 12.15
80	P	11.35PM	2.34	f 7.40	28.2		28.2	TOUHY		28.2	4.23	7.53	f 12.01 PM
98	WYP	12.01AM	2.44	A 7.50AM	37.8	DN	37.8	VALPARAISO	YL VO	37.8	4.15	7.45	11.50AM
					41.8		41.8	AGNEW		41.8			
28	P	12.18	2.58		46.5	D	46.5	RAYMOND	RM	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			
24	TKP	12.55	3.18		57.1	DN	57.1	LINCOLN	YL SN	57.1	3.40	7.10	
					57.4		57.4	O. B. & Q. CROSSING		57.4			
					59.0		59.0	O. B. & Q. CROSSING		59.0			
130	P	1.18	3.31		65.4		65.4	JAMAIOA		65.4	3.20	6.50	
					68.2		68.2	HANLON		68.2			
21	P	1.33	3.46		74.7		74.7	PRINOTON		74.7	3.05	6.35	
78	P	1.43	3.53		79.5	D	79.5	OORTLAND	RD	79.5	2.55	6.25	
84	P	1.58	4.08		88.9	D	88.9	PIKRELL	IK	88.9	2.43	6.13	
	WTYP	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.....			(2.50) 34.2	(2.60) 34.2	(1.25) 26.3
		Average speed per hour.....						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					
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	SECOND CLASS			Distance from Council Bluffs	Time-Table No. 29			Mile Post	SECOND CLASS				
	April 26, 1959				STATIONS								
XIP				5.2	DN	SUMMIT	YL SU	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	D	4.9	PAPILLION	PO	16.8				
AIP				19.2		2.4	MO. PAC. CROSSING		19.2				
P				22.5	D	3.3	MILLARD	YL MD	22.5				
XP				26.1		3.6	LANE	YL	26.1				
						20.9							
								Thru Time.....					
								Average speed per hour.....					
On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.													



WESTWARD				STROMSBURG BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 29 April 26, 1959				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	75			Distance from Valparaiso	STATIONS	Mile Post	76				
	Local Freight	Tuesday	Saturday				Local Freight				
	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	f 11.06				
	23		s 8.40	13.5	6.1 BRAINARD BD	13.5	s 10.50				
				15.0	1.5 O. & N. W. CROSSING	15.0					
	23	W	s 9.10	23.2	8.2 DAVID CITY DV	23.2	s 10.25				
				23.5	0.8 O. B. & Q. CROSSING	23.5					
	21		s 9.45	33.3	9.8 RISING CITY RN	33.3	s 9.40				
	26		s 10.05	40.1	6.8 SHELBY SH	40.1	s 9.20				
	7		s 10.25	47.5	7.4 OSCEOLA OZ	47.5	s 8.55				
	9	W	s 10.50	52.9	5.4 STROMSBURG S	52.9	s 8.25				
				56.8	2.9 DURANT	56.8					
	25		s 11.15	63.0	6.2 POLE PK	63.0	s 7.50				
	21		s 11.30	68.3	5.5 HORDVILLE HV	68.3	s 7.30				
	23		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	0.6 DN-R CENTRAL CITY YL OI	75.9	7.05AM				
					(75.9)		Monday Wednesday Friday				
			(3.55) 19.4		.....Thru Time.....		(4.30) 16.8				
					.....Average speed per hour.....						

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 29 April 26, 1959				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	79			Distance from Genoa	STATIONS	Mile Post	80				
	Mixed	Monday	Friday				Mixed				
	40	WY	8.52AM	0.0	D-R GENOA YL G	0.0	A 1.05PM				
	20			9.8	9.3 MEROHISTON	9.8					
	38		s 9.28	18.7	4.4 FULLERTON FU	18.7	s 12.37				
	31		s 9.53	23.1	9.4 BELGRADE	23.1	s 12.13PM				
	26	W	s 10.13	30.8	7.2 CEDAR RAPIDS OD	30.8	s 11.55AM				
	36		s 10.34	36.6	6.3 PRIMROSE P	36.6	f 11.39				
	38	WY	A11.00AM	44.8	7.7 D-R SPALDING YL SG	44.8	11.20AM				
					(44.8)		Monday Wednesday Friday				
			(2.08) 20.8		.....Thru Time.....		(1.45) 25.3				
					.....Average speed per hour.....						

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

WESTWARD				NORFOLK BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 29 April 26, 1959				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	81			Distance from Columbus	STATIONS	Mile Post	80			82		
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed	Mixed		
	WCTYPZ		8.00AM	0.0	DN-R COLUMBUS YL O	0.0	A12.01PM	A 1.55PM	A 2.05PM			
	20		8.10	4.2	4.3 SHELDONVILLE	4.2	f 11.50AM	1.43	1.50			
	8	YP	A 8.22AM	9.4	5.2 OCONEE YL	9.4	f 11.40	1.30PM	1.42PM			
	30			14.7	5.3 PLATTE CENTER PO	14.7	s 11.25					
	30			20.3	6.6 TARNOV	20.3						
				25.1	4.8 O. & N. W. CROSSING	25.1						
	56	W		26.7	0.6 HUMPHREY HX	26.7	s 11.05					
	33	W		35.4	9.7 MADISON MA	35.4	s 10.50					
	31			40.9	5.5 ENOLA	40.9						
				48.7	7.8 O. & N. W. CROSSING	48.7						
				50.2	1.5 O. & N. W. CROSSING	50.2						
	WYTP			50.4	0.2 D-R NORFOLK YL KN	50.4	10.00AM					
					(50.4)		Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday			
			(0.22) 25.6		.....Thru Time.....		(2.01) 25.0	(0.25) 22.6	(0.23) 24.5			
					.....Average speed per hour.....							

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 29 April 26, 1959				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	81			Distance from Genoa	STATIONS	Mile Post	80			82		
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed			
	20	YP	8.22AM	0.0	R OCONEE YL	0.0	A 1.30PM	A 1.42PM				
	5			2.0	2.0 MILL SPUR	2.0						
			s 8.33	4.8	2.3 MONROE MN	4.8	s 1.20	s 1.30				
	40	WYP	s 8.49	11.8	7.0 GENOA YL G	11.8	1.05PM	s 1.09				
	56		s 9.55	22.8	11.0 ST. EDWARD ST	22.8		s 12.35				
	28	WYP	A10.45AM	33.7	11.4 D-R ALBION YL A	33.7		12.10PM				
					(33.7)		Monday Wednesday Friday	Tuesday Thursday Saturday				
			(2.23) 14.2		.....Thru Time.....		(0.25) 27.1	(1.32) 22.0				
					.....Average speed per hour.....							

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



WESTWARD		ORD — LOUP CITY BRANCH				EASTWARD			
SECOND CLASS		Time-Table No. 29				SECOND CLASS			
		April 26, 1959							
		STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	283		83		Mile Post	84		284	
	Mixed		Mixed			Mixed		Mixed	
		Monday Wed., Fri.		Tuesday Thurs., Sat.					
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GR	0.0	A 5.15PM	A 5.15PM
I				0.4		O. B. & Q. CROSSING	0.4		
11				2.5		OAREY	2.5		
19		10.30	9.28	11.1	D	ST. LIBORY RY	11.1	4.42	4.42
29 WYP		11.15	9.55	21.9	D-R	ST. PAUL YL SP	21.9	4.20	4.20
10		11.40AM		30.2	D	DANNEBROG DB	30.2	3.50	3.50
11 W		12.05PM		40.5	D	BOKLUS HW	40.5	3.20	3.20
31		12.25		47.7		ROCKVILLE	47.7	2.55	2.55
33 WY		1.00PM		60.9	D-R	LOUP CITY YL OP	60.9	2.30PM	2.30PM
27			10.20	30.7	D	ELBA KB	30.7	3.55	3.55
36			10.35	36.8		OOTSFIELD	36.8	3.41	3.41
			10.50	44.5		SCOTIA JUNCTION	44.5	3.23	3.23
20			11.00	45.7	D	SCOTIA SK	45.7	3.14	3.14
			11.15	44.5		SCOTIA JUNCTION	44.5	3.07	3.07
31 W			11.35AM	48.8	D	NORTH LOUP NU	48.8	2.57	2.57
3				68.5		SAUNDERS	68.5		
				60.7		O. B. & Q. CROSSING	60.7		
34 WY			12.10PM	61.0	D-R	ORD YL RD	61.0	2.30PM	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	
		Time-Table No. 29					
		April 26, 1959					
		STATIONS					
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.					Mile Post		
WYPCZ				0.0	DN-R	HASTINGS YL AN	0.0
130 P				12.7		HAYLAND	12.7
25 P				20.2		DENMAN	20.2
130 WYP				28.1	DN-R	GIBBON 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		Time-Table No. 29				SECOND CLASS			
		April 26, 1959							
		STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.			95		Mile Post	96		196	
			Mixed			Mixed		Mixed	
		Tuesday, Thursday Saturday		Distance from Kearney					
PWYCZ			9.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 9.20PM	A 11.50AM
12			9.12	5.5		GLENWOOD PARK	5.5	8.34	11.19
14			9.24	10.1		RIVERDALE	10.1	8.22	11.07
27			9.41	16.8	D	AMHERST HR	16.8	8.00	10.50
32 W			10.06	26.8		MILLER	26.8	7.35	10.26
38			10.20	33.5	D	SUMNER SU	33.5	7.15	10.10
28			10.40	40.4	D	EDDYVILLE VD	40.4	6.57	9.50
40			11.13AM	52.1	D	OCONTO BS	52.1	6.28	9.30
27 WY			12.30PM	65.5	D	OALLAWAY OA	65.5	5.45	8.55
9			12.55	75.8		FINCHVILLE	75.8	5.00	8.30
38 W			1.30	88.1	D	ARNOLD AD	88.1	4.45	8.15
10			2.10	94.6		HOAGLAND	94.6	4.18	7.48
15			2.30	99.2		GANDY	99.2	4.08	7.38
22 WY			2.55PM	102.4	D-R	STAPLETON YL SN	102.4	4.00PM	7.30AM
						(102.4)		Wednesday Friday	Sunday
			(5.55)			Thru Time	(5.20)	(4.20)	
			17.3			Average speed per hour	19.2	23.0	

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



WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS				Distance from O'Fallon.	Time-Table No. 29 April 26, 1959	Mile Post	SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	97	93	98				94	98	94	98	94
	Local Freight	Mixed									
	Daily	Daily									
WYP		7.15AM	6.00AM	0.0	R	O'FALLONS YL	0.0	A 3.35PM	A 6.25PM		
		f 7.20	f 6.05	2.8		2.8		f 3.20	f 6.13		
41 P		f 7.41	s 6.18	12.8	D	SARBEN AK	12.8	f 3.01	s 5.58		
40		f 7.58	f 6.27	19.8		19.8		f 2.45	f 5.48		
12				24.8		24.8					
42 WP		f 8.20	s 6.41	28.4		28.4		f 2.32	s 5.36		
11				30.7		30.7					
42 P		f 8.35	f 6.51	34.9	D	MARTIN SA	34.9	f 2.20	f 5.24		
42 P		f 8.50	s 7.01	41.2		41.2		f 2.05	s 5.14		
25		f 9.05	f 7.10	46.8		46.8		f 1.55	f 5.03		
44		f 9.14	f 7.18	51.7		51.7		f 1.45	f 4.55		
41 YP		s 9.45	s 7.32	59.8	D	LEWELLEN YL W	59.8	s 1.35	s 4.44		
41 WP		s 10.35	s 7.51	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21		
40 P		s 11.20	s 8.12	86.4	D	LISCO OO	86.4	f 12.15PM	s 3.53		
46 P		s 11.45AM	s 8.34	100.4	D	BROADWATER BR	100.4	f 11.45AM	s 3.30		
19		f 12.03PM	f 8.47	109.6		109.6		f 11.20	f 3.12		
186 WPY		s 12.35	s 8.57	114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05		
AI		12.40	9.00	115.5		115.5		10.50	2.57		
11		f 12.55	f 9.09	121.8		121.8		f 10.40	f 2.46		
32 P		f 1.01	s 9.18	126.7	D	SOUTH BAYARD OR	126.7	f 10.32	s 2.39		
51		f 1.10	s 9.27	132.1		132.1		f 10.23	s 2.29		
80 P		f 1.20	s 9.37	137.9	D	MELBETA MB	137.9	f 10.13	s 2.19		
70 DWYZPT		A 1.35PM	A 9.55AM	145.9	DN-R	GERING YL G	145.9	10.00AM	2.00PM		
						(145.9)		Daily	Daily		
		(6.20)	(3.55)			..... Thru Time .....		(5.35)	(4.25)		
		23.1	37.6			..... Average speed per hour .....		26.1	33.0		

WESTWARD				GERING BRANCH				EASTWARD			
				Distance from Gering	Time-Table No. 29 April 26, 1959	Mile Post					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.			DN-R				GERING YL G	0.0			0.0
DWYZPT				0.0	DN-R	GERING YL G	0.0				
17				5.4		MATHERS YL	5.4				
27				6.0		MOON YL	6.0				
				7.0		ROUBADEAU YL	7.0				
18				8.4		HILLIKER YL	8.4				
18				9.8		RIFORD YL	9.8				
						(9.8)					

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule 72.

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD				
SECOND CLASS				Distance from O'Fallon	Time-Table No. 29 April 26, 1959	Mile Post	SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	353	93	59				354	60	94	354	60	94
	Mixed	Mixed	Local Freight									
	Daily	Daily	Daily									
DWYZPT			10.05AM	6.00AM	145.9	DN-R	GERING YL G	145.9		A 10.45AM	A 1.50PM	
14			f 10.11	f 6.10	150.5		150.5			f 10.33	f 1.40	
20 P			f 10.14	f 6.15	152.8	D	HAIG HA	152.8		f 10.30	f 1.36	
24			f 10.20	f 6.25	155.8	D	SOUTH MITCHELL MI	155.8		f 10.25	f 1.30	
32			f 10.23 <sup>60</sup>	f 6.30	157.1		157.1			f 10.23 <sup>93</sup>	f 1.26	
70 P			f 10.31	f 6.45	162.1	D	SOUTH MORRILL MO	162.1		f 10.06	f 1.19	
18			f 10.34	f 6.50	164.2		164.2			f 9.52	f 1.14	
51 WYP			s 10.40	s 9.45 <sup>60</sup>	167.9	DN	LYMAN YL MU	167.9		s 9.45 <sup>59</sup>	s 1.09	
21			f 10.41	f 9.50	170.1		170.1			f 9.20	f 1.04	
51 P			f 10.50	f 10.07	173.7	D	HUNTLEY HU	173.7		f 9.13	f 12.58	
38			f 10.55	f 10.17	177.0		177.0			f 9.06	f 12.53	
51 YP			12.40PM	11.05 <sup>59</sup> 11.10	181.6	D-R	YODER YL DR	181.6	A 11.45AM	9.00 8.46	12.45 12.35	
51 P			f 11.20	s 12.23 <sup>94</sup>	188.1	D	VETERAN VN	188.1		s 8.33	f 12.23 <sup>59</sup>	
8			f 11.25	f 12.33	191.5		191.5			f 8.26	f 12.17	
16			f 11.32	f 12.43	196.1		196.1			f 8.19	f 12.10	
51 WYP			A 11.40AM	A 12.55PM	200.6	D-R	SO TORRINGTON YL RI	200.6		8.10AM	12.05PM	
14			f 12.50		186.3		186.3			f 11.32		
26			f 12.55		187.6		187.6			f 11.27		
51 PW			s 1.05		192.4	D	HAWK SPRINGS HK	192.4		s 11.15		
31			f 1.10		194.7		194.7			f 11.01		
19			f 1.20		200.8		200.8			f 10.50		
51 PWY			s 1.30		208.8	D	LA GRANGE GA	208.8		s 10.45		
19			f 1.42		210.7		210.7			f 10.20		
51 P			s 2.15		222.5	D	ALBIN AB	222.5		s 9.55		
51			f 2.30		229.7		229.7			f 9.35		
WPY			A 3.01PM		244.8	DN-R	EGBERT YL GX	244.8		9.10AM		
							(244.8)		Daily	Daily	Daily	
			(2.21)	(1.35)	(6.55)		..... Thru Time .....		(2.35)	(2.35)	(1.45)	
			26.8	34.5	9.1		..... Average speed per hour .....		24.3	21.1	31.3	

WESTWARD				LYMAN BRANCH				EASTWARD			
				Distance from Lyman	Time-Table No. 29 April 26, 1959	Mile Post					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.			DN				LYMAN MU YL	0.0			0.0
18				2.8	DN	LYMAN MU YL	0.0				
8				3.2		SEARS YL	2.8				
17				4.6		SIDING NO. 1 YL	3.2				
22				6.4		HARTMAN YL	4.6				
						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
Gas turbine locomotives in road service.		60	55	On wye tracks.	15	15	15
1500 class diesel road freight locomotives.		50	50	Jordan spreaders and other machines of spreader type, when in operation.			15
Other than 1500 class diesel freight locomotives.		60	55	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
3800 and 3900 class engines.		60	50				
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, on east and west legs of wye.			10
Fremont, within city limits.		20	15	Grand Island, on scale track and east yard run-around track.			5
Ames, freight train moving over C. & N. W. crossing.			50	Buda, all airfield trackage.			10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Central City, within city limits.	60	60	55	Lexington, from Main street to 1500 feet east on scale track.			10
Central City, on east leg of wye.			10	Lexington, on third and fourth tracks north, east of depot.			5
Grand Island, on Kansas Division, Fourth Sub-division main track between Walnut and Eddy Streets.	20	20	20	Cozad, on Amour & Co. spur tracks.			5
Grand Island, freight trains entering and moving through yard tracks.			5	Gothenburg wye.			5

**ON WESTWARD TRACK**

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

**ON EASTWARD TRACK**

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



SECOND SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Diesel locomotives in road service.			55	Brownson, on government tracks.			10
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, on industry track.			5
				Cheyenne passenger sheds.	10	10	5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts — <b>Korty</b> 323.5 and 324.4	70	60	50	Between Mile Posts — <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	
	Psgr.	Frnt.		Psgr.	Frnt.
<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:		30
19.1 and 19.5, with 5000 class and MacArthur type engines.	25	25	Between Genoa and M.P. 11.		25
<b>Weston</b> 30.2 and 30.5	35	35	Between M.P. 11 and Spalding.		20
30.2 and 30.5, with 5000 class and MacArthur type engines.	25	25	Trains handling outfit cars.		20
31.6 and 31.9	35	35	<b>Ord — Loup City Branch</b> Maximum speed:		25
31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	Between Grand Island and St. Libory.		10
<b>Touhy</b> 36.0 and 37.4	25	25	Carey, all airfield trackage.		30
<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.		20
<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, on Kilpatrick track.		5	Diesel locomotives in road service.		55
<b>Stromsburg Branch</b> 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	<b>Kearney Branch</b> Diesel locomotives in road service.	30	30
Between Hordville and Central City.		20	Trains handling outfit cars.		20
Trains handling outfit cars.		20	<b>North Platte Branch</b> Maximum speed.	45	45
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	5000 class engines.	35	35
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Over Bridge 18.30.		35
			Oshkosh, over First Street Crossing.		15
			<b>North Platte Cut-off</b> 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
			<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.....	Power "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. 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 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. Kreymsborg	Surgeon	North Platte, Nebr.
R. R. Douglas	Surgeon	Clarks, Nebr.	Wm. B. Niehus	Surgeon	North Platte, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	A. J. Callaghan	Surgeon	North Platte, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	H. H. Walker	Oculist and Aurist	North Platte, Nebr.
L. G. Howard	Oculist and Aurist	Council Bluffs, Ia.	G. F. Waltemath	Surgeon	North Platte, Nebr.
A. L. Nielson	Surgeon	Council Bluffs, Ia.	R. T. Takenaga	Surgeon	North Platte, Nebr.
A. M. Pedersen	Surgeon	Council Bluffs, Ia.	H. A. Blackstone	Surgeon	Northport, Nebr.
G. M. McArdle	Surgeon	Council Bluffs, Ia.	Wm. J. Russum	Surgeon	Omaha, Nebr.
P. D. Pedersen	Surgeon	Council Bluffs, Ia.	C. F. Bantin	Surgeon	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	M. W. Barry	Surgeon	Omaha, Nebr.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	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. Rasgorshak	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.	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.	C. B. Dorwart	Surgeon	Sidney, Nebr.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	F. E. Palmer	Oculist and Aurist	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
J. J. Hangan	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. Bancroft	Surgeon	Kearney, Nebr.			
S. O. Staley	Surgeon	Kearney, Nebr.			
F. L. Richards	Oculist and Aurist	Kearney, Nebr.			
M. B. Wilcox	Oculist and Aurist	Kearney, Nebr.			
A. H. Shamberg	Surgeon	Kimball, Nebr.			