



**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**NEBRASKA DIVISION  
TIME-TABLE  
No. 30**

**Effective Sunday,  
October 4, 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

STATIONS	Time Table No. 30 October 4, 1959										Distance from Council Bluffs
	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	103 Streamliner Passenger Daily	101 Streamliner Passenger Daily		
CO. BLUFFS						9.25				0.0	
OMAHA				11.55	10.15	10.15	10.00	2.20	2.05	2.8	
GRAND ISLAND			2.10	1.15	1.20	12.50	4.20	4.05	146.9		
NORTH PLATTE			4.05	4.00	4.00	3.15	3.15	6.10	5.55	284.1	C.T. M.T.
JULESBURG			3.10	3.30	3.15		2.30	5.15	5.00	365.3	
SIDNEY			4.20							407.5	
KANSAS CITY						5.55	5.40	4.55	6.59	6.44	
DENVER	9.25	7.45								562.5	
CHEYENNE	7.50	5.55	8.00	7.35						509.5	
LARAMIE	8.30				8.00	7.45	6.55	8.45	8.30	506.0	
RAWLINS	11.40		10.45		9.00	9.00	7.15	8.55	8.40	508.0	
GREEN RIVER	1.55		12.30		10.35	10.35	8.55	10.15	10.00	682.8	
GRANGER	4.25	4.10	2.40	1.00	12.45	11.20	11.59	11.45	11.45	817.0	
OGDEN	4.35	4.45	2.50	3.55	3.15	2.00	2.10	1.55	2.05	847.2	
(992.6)	8.25		3.20	4.15	3.45	2.20	2.20			992.6	
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.  
**M. L. MASON, Trainmaster** ..... Omaha, Neb.  
**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.  
**R. E. IRION, Trainmaster** ..... Grand Island, Neb.  
**J. E. GUYNAN, 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. SUTHERLAND, 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
Total	1495.74

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

STATIONS	Time Table No. 30 October 4, 1959										Distance from Council Bluffs	
	106 Streamliner Passenger	112 Streamliner Passenger	10 Streamliner Passenger	28 Mail and Express	104 Streamliner Passenger	102 Streamliner Passenger	18 Passenger	6 Mail and Express	8 Passenger			
CO. BLUFFS											0.0	
OMAHA		12.30		6.30	2.30	2.45		5.45	7.00		2.8	
GRAND ISLAND	146.9		10.20	3.35	12.20	12.35		3.00	4.00		146.9	
NORTH PLATTE	284.1		8.25	12.40	10.25	10.40		12.25	1.05		284.1	C.T. M.T.
JULESBURG	365.3		7.20	11.10	9.20	9.35		11.15	11.55		365.3	
SIDNEY	407.5		6.13								407.5	
KANSAS CITY											407.5	
DENVER	562.5	2.50	3.15	6.15	6.50	6.10		11.00			562.5	
CHEYENNE	509.5			5.15	6.30	6.05		7.30	7.25	7.50	509.5	
LARAMIE	506.0	11.59		5.55	6.15	6.20		10.10	6.55	7.25	506.0	
RAWLINS	682.8	10.16		2.30	3.40	4.40		9.40	5.25	5.55	682.8	
GREEN RIVER	817.0	8.05		12.37	1.23	2.56			3.00	3.30	817.0	
GRANGER	847.2	7.55		10.15	10.45	12.45			12.25	12.45	847.2	
OGDEN	992.0	7.25		10.05	10.30	12.35			12.05	12.30	992.0	
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	992.0	
Thru Time From Omaha												
Average speed per hour												

## CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
7	Any station 1st and 2nd subdivision		North of Granger or Ogden or beyond.	8	Any station 1st and 2nd subdivision	Cheyenne or beyond.	
	Any station 2nd subdivision	Omaha or beyond.			Any station 2nd subdivision		Omaha or beyond.
101	Fremont Columbus Kearney		Sacramento or beyond.	102	Kearney Columbus Fremont		Sacramento or beyond.
103	Fremont Columbus Kearney		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					Distance from Council Bluffs	Time-Table No. 30	
		SECOND CLASS						October 4, 1959	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.		71	73	75	237	233		STATIONS	
		Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Daily except Sun.	Local Freight Monday Wed., Fri.			
DF OXWITTOPE		11.30PM	5.00PM			6.30AM	0.0	(R) COUNCIL BLUFFS YL	
DFXWITTOPE		11.45PM	5.15			6.40	2.8	DN-R OMAHA YL US	
XIP		12.01AM	5.45			7.00	5.2	DN SUMMIT YL SU	
ES94 XP		12.10	5.55			7.14	14.1	WEICO	
XP		12.20	6.00			7.20	17.1	LANE	
CS73 XP						7.30	21.7	D ELKHORN KH	
CS84 P						7.40	24.6	D WATERLOO WO	
WB175 X YPWC		A12.45AM	A 6.15PM			8.40	28.0	DN VALLEY YL V	
ES166 ES90						8.50	34.3	MERCER	
CS81 P						9.15	38.2	O. & N. W. CROSSING	
WB99 X							39.3	DN FREMONT YL FN	
ES172 PZ							40.0	O. B. & Q. CROSSING	
							44.8	O. & N. W. CROSSING	
CS82 P						9.24	46.3	AMES	
CS150 XP						9.38	54.4	D NORTH BEND NB	
CS83 P						10.10	61.4	D ROGERS DJ	
WB130 X						11.24	68.7	DN SCHUYLER SO	
ES123 WP						11.52AM	76.9	D RIOHILL BZ	
CS118 P							83.8	O. B. & Q. CROSSING	
WB143 X WTC						12.30PM	84.5	DN COLUMBUS YL O	
ES124 YPZ						12.50	92.2	DUNOAN	
CS119 P						1.20	102.3	D SILVER CREEK SI	
CS82 P						1.30	107.9	HAVENS	
CS82 XP						2.00	113.6	D OLARKS OX	
WB113 X							124.3	O. B. & Q. CROSSING	
ES119 WYP				12.05PM		A 2.30PM	124.9	DN CENTRAL CITY OI	
CS150 P				s 12.25			130.1	D CHAPMAN OP	
							146.5	O. B. & Q. CROSSING	
XWCZTYOP				A12.45PM		7.05AM	146.9	DN-R GRAND ISLAND GE YL	
CS82 XYP						f 7.20	154.0	ALDA	
WB117 X						s 7.40	162.3	D WOOD RIVER WR	
ES85 P						s 8.00	169.9	D SHELTON ST	
CS83 XP						s 8.30	176.0	DN GIBBON GB	
WB130 X WI						f 9.15	180.3	OPTIO	
ES70 YP						A10.00AM	189.1	DN KEARNEY YL KR	
CS150 P							198.3	D ODESSA DZ	
WB122 X WO							204.6	D ELM CREEK QR	
ES118 YP							213.3	D OVERTON OV	
CS83 P							224.4	DN LEXINGTON UM	
CS150 ZXP							232.5	DARR	
WB126 X WO							238.2	D COZAD CO	
ES123 YP							248.8	DN GOTHENBURG BU	
CS83 P							261.5	D BRADY BI	
CS119 XP							270.6	D MAXWELL MX	
CS83 P							278.5	GANNETT	
DFXWCZTYOP							284.1	DN-R NORTH PLATTE YL NO	
		(1.15)	(1.15)	(0.40)	(2.55)	(8.00)		..... Thru Time	
		22.4	22.4	33.0	14.5	15.6		..... 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						Distance from Council Bluffs	Time-Table No. 30	
		FIRST CLASS							October 4, 1959	
		111	27	7	5	103	101		STATIONS	
		Streamliner Passenger Daily	Mail and Express Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily			
					9.25AM			0.0	(R) COUNCIL BLUFFS YL	
		11.55PM	10.15PM	10.15AM	10.00	2.20AM	2.05AM	2.8	DN-R OMAHA YL US	
		12.01AM	10.22	10.22	10.07	2.25	2.10	5.2	DN SUMMIT YL SU	
		12.08	10.31	10.30	10.16	2.32	2.17	14.1	WEICO	
		12.11	10.35	10.34	10.19	2.35	2.20	17.1	LANE	
		12.15	10.38	10.39	10.24	2.39	2.24	21.7	D ELKHORN KH	
		12.18	10.41	10.43	10.27	2.42	2.27	24.6	D WATERLOO WO	
		12.21	10.45	10.47	10.31	2.45	2.30	28.0	DN VALLEY YL V	
		12.26	10.51	10.53	10.36	2.49	2.34	34.3	MERCER	
								38.2	O. & N. W. CROSSING	
		12.32	s 11.00	s 11.05	s 10.48	2.53	2.38	39.3	DN FREMONT YL FN	
								40.0	O. B. & Q. CROSSING	
								44.8	O. & N. W. CROSSING	
		12.38	11.10	11.13	10.55	2.58	2.43	46.3	AMES	
		12.44	f 11.17	11.20	11.02	3.04	2.49	54.4	D NORTH BEND NB	
		12.49	11.24	11.27	11.08	3.09	2.54	61.4	D ROGERS DJ	
		12.54	f 11.33	f 11.34	11.14	3.14	2.59	68.7	DN SCHUYLER SO	
		12.59	11.41	11.42	11.22	3.20	3.05	76.9	D RIOHILL BZ	
								83.8	O. B. & Q. CROSSING	
		s 1.09	s 11.57PM	s 11.59AM	s 11.36	s 3.26	3.11	84.5	DN COLUMBUS YL O	
		1.16	12.07AM	12.09PM	11.46	3.32	3.17	92.2	DUNOAN	
		1.24	12.17	12.19	s 11.55	3.39	3.24	102.3	D SILVER CREEK SI	
		1.28	12.22	12.24	11.59AM	3.43	3.28	107.9	HAVENS	
		1.32	12.27	12.29	12.05PM	3.47	3.32	113.6	D OLARKS OX	
								124.3	O. B. & Q. CROSSING	
		1.42	s 12.39	f 12.43	12.16	3.57	3.42	124.9	DN CENTRAL CITY OI	
		1.52	12.49	12.54	12.26	4.07	3.52	130.1	D CHAPMAN OP	
								146.5	O. B. & Q. CROSSING	
		2.09	1.00	1.10	12.40	4.19	4.04	146.9	DN-R GRAND ISLAND GE YL	
		2.18	1.23	1.29	12.58	4.27	4.12	154.0	ALDA	
		2.23	f 1.29	1.36	1.05	4.33	4.18	162.3	D WOOD RIVER WR	
		2.29	f 1.36	1.43	1.11	4.39	4.24	169.9	D SHELTON ST	
		2.34	f 1.41	1.49	1.16	4.43	4.28	176.0	DN GIBBON GB	
		2.37	1.44	1.53	1.20	4.46	4.31	180.3	OPTIO	
		s 2.45	s 1.53	s 2.02	s 1.28	4.54	4.39	189.1	DN KEARNEY YL KR	
		2.56	f 2.10	2.17	1.44	5.02	4.47	198.3	D ODESSA DZ	
		3.01	f 2.16	2.23	1.50	5.07	4.52	204.6	D ELM CREEK QR	
		3.07	f 2.23	2.31	1.58	5.14	4.59	213.3	D OVERTON OV	
		3.16	s 2.40	f 2.42	2.08	5.22	5.07	224.4	DN LEXINGTON UM	
		3.22	2.48	2.52	2.15	5.28	5.13	232.5	DARR	
		3.26	s 2.58	f 2.59	2.20	5.32	5.17	238.2	D COZAD CO	
		3.34	s 3.14	f 3.10	2.31	5.39	5.24	248.8	DN GOTHENBURG BU	
		3.44	f 3.27	3.26	2.43	5.50	5.35	261.5	D BRADY BI	
		3.51	f 3.36	3.36	2.51	5.57	5.42	270.6	D MAXWELL MX	
		3.57	3.44	3.44	2.58	6.02	5.47	278.5	GANNETT	
		A 4.05AM	A 4.00AM	A 4.00PM	A 3.15PM	A 6.10AM	A 5.55AM	284.1	DN-R NORTH PLATTE YL NO	
		(4.10)	(5.45)	(5.45)	(5.15)	(3.50)	(3.50)		..... Thru Time from Omaha	
		67.5	48.9	48.9	53.6	73.3	73.3		..... 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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 30

October 4, 1959

STATIONS	Mile Post	FIRST CLASS					
		28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger
R COUNCIL BLUFFS YL	0.0		A 6.30PM				
DN-R OMAHA YL US	2.8	A 6.30AM	6.15	A 7.00PM	A 12.30AM	A 2.30AM	A 2.45AM
DN SUMMIT YL SU	5.2	6.20	5.33	6.45	12.20	2.20	2.35
WECO	8.9	6.11	5.26	6.33	12.13	2.13	2.28
LANE	14.1	6.07	5.22	6.29	12.10	2.10	2.25
D ELKHORN KH	21.7	f 6.03	5.16	6.24	12.06	2.06	2.21
D WATERLOO WO	24.5	f 6.00	5.12	6.21	12.03AM	2.03	2.18
DN VALLEY YL V	28.0	s 5.57	5.09	6.17	11.59PM	2.00	2.15
MEROER	34.3	5.49	5.01	6.09	11.55	1.55	2.10
O. & N. W. CROSSING	38.2						
DN FREMONT YL FN	39.3	s 5.40	s 4.55	s 6.01	11.51	1.51	2.06
O. B. & Q. CROSSING	40.0						
O. & N. W. CROSSING	44.8						
AMES	46.3	f 5.25	4.37	5.45	11.43	1.43	1.58
D NORTH BEND NB	54.4	f 5.17	4.30	5.37	11.37	1.37	1.52
D ROGERS DJ	61.4	f 5.09	4.23	5.29	11.32	1.32	1.47
DN SCHUYLER SO	68.7	s 5.02	4.17	f 5.22	11.26	1.26	1.41
D RIOHLLAND BZ	76.6	f 4.53	4.09	5.13	11.20	1.20	1.35
O. B. & Q. CROSSING	83.8						
DN COLUMBUS YL O	84.5	s 4.45	s 4.02	s 5.05	s 11.13	1.13	1.28
DUNOAN	92.2	f 4.29	3.47	4.52	11.03	1.03	1.18
D SILVER OREEK SI	102.3	f 4.19	3.39	4.42	10.56	12.56	1.11
HAVENS	107.9	4.14	3.34	4.36	10.52	12.52	1.07
D OLARKS OX	112.6	f 4.09	3.30	4.31	10.48	12.48	1.03
O. B. & Q. CROSSING	124.3						
DN CENTRAL CITY OI	124.9	s 3.59	3.21	f 4.21	10.39	12.39	12.54
D OHAPMAN OP	135.1	3.47	3.11	4.12	10.30	12.30	12.45
O. B. & Q. CROSSING	146.5						
DN-R GRAND ISLAND YL	146.9	3.35	3.00	4.00	10.20	12.20	12.35
ALDA	154.5	3.20	2.50	3.50	10.19	12.19	12.34
D WOOD RIVER WR	162.3	f 2.58	2.26	3.26	10.02	12.02AM	12.17
D SHELTON ST	169.9	f 2.52	2.19	3.19	9.56	11.56PM	12.11
DN GIBBON GB	176.0	f 2.46	2.13	3.12	9.51	11.51	12.06
OPTIO	180.2	2.43	2.08	3.07	9.48	11.48	12.03AM
DN KEARNEY YL KR	180.1	s 2.35	s 1.55	s 2.55	s 9.40	11.40	11.55PM
D ODESSA DZ	198.3	f 2.16	1.45	2.44	9.32	11.32	11.47
D ELM OREEK QR	204.6	f 2.10	1.40	2.38	9.48	11.28	11.43
D OVERTON OV	213.3	f 2.02	1.32	2.29	9.21	11.21	11.36
DN LEXINGTON UM	224.4	s 1.50	1.22	s 2.17	9.13	11.13	11.28
DARR	232.5	1.39	1.15	2.07	9.07	11.07	11.22
D COZAD OO	238.2	s 1.33	1.10	f 2.00	9.02	11.02	11.17
DN GOTHENBURG BU	248.8	s 1.18	1.01	f 1.45	8.53	10.53	11.08
D BRADY BI	261.5	f 1.02	12.49	1.30	8.44	10.44	10.59
D MAXWELL MX	270.6	f 12.54	12.41	1.21	8.37	10.37	10.52
GANNETT	278.5	12.47	12.34	1.13	8.31	10.31	10.46
DN-R NORTH PLATTE YL NO	284.1	12.40AM	12.25PM	1.05PM	8.25PM	10.25PM	10.40PM

Thru Time to Omaha	(5.50)	(5.20)	(5.55)	(4.05)	(4.05)	(4.05)
Average speed per hour	48.2	52.7	47.5	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 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. 30

October 4, 1959

STATIONS	Mile Post	SECOND CLASS					Car Capacity of Seating, etc. See Rule 9 (A). See Page 24.
		74 Time Freight	234 Local Freight	72 Time Freight	76 Local Freight	238 Local Freight	
R COUNCIL 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			DFXWITOPE
DN SUMMIT YL SU	5.2	6.05	2.35	9.35			XIP
WECO	8.9	5.55	2.15	9.25			EB94 XP
LANE	14.1	5.50	f 2.05	9.20			XP
D ELKHORN KH	21.7		s 1.55				CB73 XP
D WATERLOO WO	24.5		s 1.30				CB84 P
DN VALLEY YL V	28.0	5.35AM	s 1.00	9.05PM			WB175 XYPWO EB165 EB90
MEROER	34.3		f 12.01PM				CB81 P
O. & N. W. CROSSING	38.2						I
DN FREMONT YL FN	39.3		s 11.50AM				WB99 X EB172 P
O. B. & Q. CROSSING	40.0						I
O. & N. W. CROSSING	44.8						IP
AMES	46.3		f 10.50				CB82 P
D NORTH BEND NB	54.4		s 10.20				CB160 XP
D ROGERS DJ	61.4		s 9.50				CB83 P
DN SCHUYLER SO	68.7		s 9.20				WB130 X EB123 WP
D RIOHLLAND BZ	76.6		f 8.20				CB118 P
O. B. & Q. CROSSING	83.8						
DN COLUMBUS YL O	84.5		s 8.00				WB148 XWTC EB125 YP
DUNOAN	92.2		s 7.20				CB119 P
D SILVER OREEK SI	102.3		s 6.40				CB119 XP
HAVENS	107.9		f 6.00				CB82 P
D OLARKS OX	112.6		s 5.39				CB82 XP
O. B. & Q. CROSSING	124.3						
DN CENTRAL CITY OI	124.9		5.00AM		A 6.55AM		WB118 X EB119 WY
D OHAPMAN OP	135.1				s 6.40		CB150 P
O. B. & Q. CROSSING	146.5						I
DN-R GRAND ISLAND YL	146.9				6.20AM	A 2.00PM	XWQZTYOP
ALDA	154.5					f 1.15	CB82 XYP
D WOOD RIVER WR	162.3					s 12.45	WB117 X EB48 P
D SHELTON ST	169.9					s 12.15PM	CB82 XP
DN GIBBON GB	176.0					s 11.45AM	WB130 XW EB70 YP
OPTIO	180.2					f 11.20	CB150 P
DN KEARNEY YL KR	180.1					11.00AM	WB192 XWC EB119 YP
D ODESSA DZ	198.3						CB82 P
D ELM OREEK QR	204.6						CB190 XP
D OVERTON OV	213.3						CB82 P
DN LEXINGTON UM	224.4						WB115 XWY EB119 ZP
DARR	232.5						P CB83
D COZAD OO	238.2						CB150 ZXP
DN GOTHENBURG BU	248.8						WB135 XWC EB123 YP
D BRADY BI	261.5						CB82 P
D MAXWELL MX	270.6						CB119 XP
GANNETT	278.5						CB82 P
DN-R NORTH PLATTE YL NO	284.1						DFXWCZTYOP

Thru Time	(1.15)	(10.15)	(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.  
 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		353	245	241	97	93	Distance from Council Bluffs	Time-Table No. 30 October 4, 1959	
Car Capacity of Siding, etc. See Rule 6 (A) Page 24.		Mixed	Local Freight	Local Freight	Local Freight	Mixed			STATIONS
		Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily			
DF XWCZTYOP				7.00AM	6.35AM	5.30AM	284.1	DN-R NORTH PLATTE NY	YL NO 5.1
				7.10	6.45	5.40	289.2	WEST NORTH PLATTE	YL WN 1.3
OS 84 F							290.5	BIRDWOOD	6.4
WS 72 XP				s 7.25	s 7.01	f 5.50	296.9	D HERSHEY OF	3.8
OS 119 XYP				f 7.35	A 7.10AM	A 5.55AM	300.7	O'FALLONS	1.1
40							301.8	VARNER	1.6
OS 121 P				f 7.45			303.4	D SUTHERLAND SU	12.1
OS 121 P				s 8.20			315.5	D PAXTON PN	8.2
5				f 8.32			321.7	KORTY	6.0
OS 88 P				f 8.45			327.7	ROSCOE	7.1
WS 122 WS 99 OS 125 XWP				s 9.45			334.8	DN OGALLALA GT	9.1
OS 125 P				s 10.10			343.9	D BRULE RU	5.2
10							349.1	MEGEATH	4.8
OS 122 P				s 10.35			353.9	D BIG SPRINGS GS	5.4
OS 83 P				f 10.45			359.3	BARTON	8.0
XWCYYP WS 125 OS 121				11.45			365.3	DN JULESBURG JB	5.3
OS 90 P				f 11.55AM			370.6	WEIR	9.7
OS 123 WP				s 12.25PM			380.3	D CHAPPELL OQ	9.4
WS 111 OS 74 XP				s 12.50			389.7	D LODGE POLE GP	6.6
XP				f 1.02			396.3	D SUNOL UN	4.7
OS 125 F				1.15			401.0	COLTON	9.5
WXCOYP				8.30AM	A 1.30PM		407.5	DN-R SIDNEY YL OD	8.0
OS 94 YP				f 8.45			415.5	BROWNSON	10.9
WS 121 XWP OS 79				f 9.15			426.4	D POTTER PR	4.4
8 PX							430.8	JACINTO	4.6
OS 125 P				s 9.35			435.4	D DIX DX	4.5
27 PX							439.9	OWASCO	4.6
OS 123 XWP				s 10.15			444.5	DN KIMBALL KB	8.6
12							451.1	OLIVER	5.5
OS 125 P				s 10.45			456.6	D BUSHNELL BN	10.1
OS 124 XWOYP				A 11.30AM			466.7	DN PINE BLUFFS UF	5.3
10							472.0	TRAOY	5.5
OS 94 XWYP				3.10PM			477.5	D EGBERT OX	5.7
WS 62 XP				f 3.20			483.2	D BURNS UX	6.5
OS 96 WP							489.7	HILLSDALE	8.2
WS 62 XP				f 3.40			495.9	D DURHAM	5.3
WS 117 XP OS 125				f 3.50			501.2	ARCHER	8.3
DY XWCZTYOP				A 4.10PM			509.5	DN-R CHEYENNE YL OY	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(1.00) 32.0 (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		7	5	103	101	27	111	Distance from Council Bluffs	Time-Table No. 30 October 4, 1959	
		Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger			STATIONS
		Daily	Daily	Daily	Daily	Daily	Daily			
		3.15PM	2.30PM	5.15AM	5.00AM	3.30AM	3.10AM	284.1	DN-R NORTH PLATTE NY	YL NO 5.1
		3.23	2.38	5.22	5.07	3.38	3.17	289.2	WEST NORTH PLATTE	YL WN 1.3
		3.30	2.45	5.27	5.12	3.45	3.22	290.5	BIRDWOOD	6.4
		3.33	2.48	5.30	5.15	3.48	3.25	296.9	D HERSHEY OF	3.8
								300.7	O'FALLONS	1.1
								301.8	VARNER	1.6
		3.36	2.51	5.32	5.17	f 3.51	3.27	303.4	D SUTHERLAND SU	12.1
		3.48	3.05	5.41	5.26	f 4.03	3.36	315.5	D PAXTON PN	8.2
		3.54	3.11	5.46	5.31	4.09	3.41	321.7	KORTY	6.0
		4.00	3.17	5.51	5.36	4.15	3.46	327.7	ROSCOE	7.1
		s 4.10	3.25	5.57	5.42	s 4.25	3.53	334.8	DN OGALLALA GT	9.1
		4.20	3.35	6.04	5.49	f 4.35	4.00	343.9	D BRULE RU	5.2
								349.1	MEGEATH	4.8
		4.30	3.45	6.12	5.57	f 4.45	4.08	353.9	D BIG SPRINGS GS	5.4
		4.35	3.50	6.16	6.01	4.50	4.12	359.3	BARTON	8.0
		f 4.43	3.56	6.21	6.05	s 5.01	A f 4.20AM	365.3	DN JULESBURG JB	5.3
		4.49	4.02	6.25	6.09	5.07		370.6	WEIR	9.7
		4.58	4.12	6.33	6.18	f 5.16		380.3	D CHAPPELL OQ	9.4
		5.07	4.22	6.40	6.25	f 5.25		389.7	D LODGE POLE GP	6.6
		5.14	4.29	6.45	6.30	5.32		396.3	D SUNOL UN	4.7
		5.19	4.35	6.49	6.34	5.37		401.0	COLTON	9.5
		5.30	4.45	6.58	6.43	5.45		407.5	DN-R SIDNEY YL OD	8.0
		5.40	4.55	6.59	6.44	5.55		415.5	BROWNSON	10.9
		5.50	5.05	7.08	6.53	6.05		426.4	D POTTER PR	4.4
		6.02	5.16	7.18	7.03	f 6.15		430.8	JACINTO	4.6
		6.11	5.25	7.26	7.11	f 6.25		435.4	D DIX DX	4.5
								439.9	OWASCO	4.6
		s 6.23	5.35	7.34	7.19	s 6.40		444.5	DN KIMBALL KB	8.6
								451.1	OLIVER	5.5
		6.35	5.48	7.44	7.29	f 6.52		456.6	D BUSHNELL BN	10.1
		6.45	5.58	7.54	7.39	f 7.03		466.7	DN PINE BLUFFS UF	5.3
								472.0	TRAOY	5.5
		6.57	6.10	8.05	7.50	f 7.15		477.5	D EGBERT OX	5.7
		7.04	6.16	8.11	7.56	f 7.21		483.2	D BURNS UX	6.5
		7.11	6.23	8.17	8.02	7.28		489.7	HILLSDALE	8.2
		7.18	6.30	8.23	8.08	7.35		495.9	D DURHAM	5.3
		7.25	6.36	8.29	8.14	7.41		501.2	ARCHER	8.3
		A 7.45PM	A 6.55PM	A 8.45AM	A 8.30AM	A 8.00AM		509.5	DN-R CHEYENNE YL OY	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.30) 50.0 (4.25) 51.0 (3.30) 64.4 (3.30) 64.4 (4.30) 50.0 (1.10) 69.6 ..... 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. 30

October 4, 1959

FIRST CLASS

Mile Post	STATIONS	FIRST CLASS										
		6	8	112	104	102	28					
		Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express					
284.1	DN-R NORTH PLATTE NY 5.1	A 11.15AM	A 11.55AM	A 7.20PM	A 9.20PM	A 9.35PM	A 11.10PM					
289.2	WEST NORTH PLATTE 1.3	11.02	11.40	7.10	9.08	9.23	10.52					
290.5	BIRDWOOD 6.4											
296.9	D HERSHEY OF 3.8	10.56	11.32	7.04	9.02	9.17	10.44					
300.7	O'FALLONS 1.1	10.53	11.28	7.01	8.59	9.14	10.40					
301.8	VARNER 1.6											
303.4	D SUTHERLAND SU 12.1	10.51	f 11.25	6.59	8.57	9.12	f 10.37					
315.5	D PAXTON PN 6.2	10.40	f 11.14	6.50	8.48	9.03	f 10.24					
321.7	KORTY 7.1	10.35	11.08	6.46	8.43	8.58	10.17					
327.7	ROSCOE 7.1	10.29	11.02	6.42	8.38	8.53	f 10.10					
334.8	DN OGALLALA GT 9.1	10.22	s 10.55	6.37	8.32	8.47	s 10.02					
343.9	D BRULE RU 5.2	10.13	f 10.45	6.29	8.25	8.40	f 9.50					
349.1	MEGEATH 4.8											
353.9	D BIG SPRINGS GS 5.4	10.05	f 10.36	6.22	8.18	8.33	f 9.40					
359.3	BARTON 6.0	10.00	10.30	6.18	8.13	8.28	9.34					
365.8	DN JULESBURG JB 5.3	9.54	f 10.25	s 6.13PM	8.08	8.23	s 9.28					
370.6	WEIR 9.7	9.48	10.17		8.03	8.18	9.20					
380.8	D CHAPPELL CQ 9.4	9.40	f 10.11		7.56	8.11	f 9.10					
389.7	D LODGE POLE GP 6.6	9.31	f 10.02		7.49	8.04	f 9.01					
396.3	SUNOL UN 4.7	9.26	9.56		7.44	7.59	f 8.53					
401.0	COLTON 4.7	9.22	9.52		7.40	7.55	8.48					
407.5	DN-E SIDNEY YL OD 8.0	9.15 9.05	9.45 9.35	7.33 7.32	7.48 7.47	8.40 8.30						
416.5	BROWNSON 10.9	8.51	9.22		7.23	7.38	8.17					
426.4	D POTTER PR 4.4	8.41	9.12		7.14	7.29	f 8.07					
430.8	JACINTO 4.6											
435.4	D DIX DX 4.6	8.33	9.03		7.07	7.22	f 7.57					
439.9	OWASCO 4.6											
444.5	DN KIMBALL KB 6.6	8.25	s 8.53		7.00	7.15	s 7.47					
451.1	OLIVER 5.5											
456.6	D BUSHNELL BN 10.1	8.14	8.40		6.51	7.06	s 7.34					
466.7	DN PINE BLUFFS UF 5.3	8.05	8.30		6.43	6.58	s 7.22					
472.0	TRACY 5.5											
477.5	D EGBERT GX 5.7	7.55	8.20		6.33	6.48	f 7.09					
483.2	D BURNS UX 6.5	7.50	8.15		6.29	6.44	7.02					
489.7	HILLSDALE 6.2	7.45	8.10		6.24	6.39	6.55					
495.9	D DURHAM 5.3	7.40	8.05		6.19	6.34	6.48					
501.2	AROHER 8.3	7.35	8.00		6.14	6.29	6.41					
509.5	DN-R CHEYENNE YL OY (225.4)	7.25AM	7.50AM	6.05PM	6.20PM	6.30PM						

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time.....	(3.50)	(4.05)	(1.07)	(3.15)	(3.15)	(4.40)
Average speed per hour.....	58.8	55.2	72.7	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. 30

October 4, 1959

SECOND CLASS

Mile Post	STATIONS	SECOND CLASS										Car Capacity of Stations, etc. See Rule 9 (A), page 24.
		242	354	246	98	94						
		Local Freight	Mixed	Local Freight	Local Freight	Mixed						
284.1	DN-R NORTH PLATTE NY 5.1	A 1.00PM			A 4.15PM	A 6.30PM						DF XWCZYOP
289.2	WEST NORTH PLATTE 1.3	12.50			3.58	6.16						P
290.5	BIRDWOOD 6.4											CS 84 P
296.9	D HERSHEY OF 3.8	s 12.35			f 3.46	f 6.06						WS 72 XP
300.7	O'FALLONS 1.1	f 12.25			3.40PM	6.01PM						CS 119 XYP
301.8	VARNER 1.6											40
303.4	D SUTHERLAND SU 12.1	s 12.15PM										CS 121 P
315.5	D PAXTON PN 6.2	s 11.34										CS 121 P
321.7	KORTY 6.0	f 11.15										5 P
327.7	ROSCOE 7.1	f 11.00										CS 83 P
334.8	DN OGALLALA GT 9.1	s 10.45										WS122 WS120 ES138 XWCP
343.9	D BRULE RU 5.2	s 9.50										CS 125 P
349.1	MEGEATH 4.8											10
353.9	D BIG SPRINGS GS 5.4	s 9.25										CS 132 P
359.3	BARTON 6.0	f 8.55										CS 83 P
365.3	DN JULESBURG JB 5.3	s 8.45										XWCYYP WS125 ES121
370.6	WEIR 9.7	f 7.55										CS 90 P
380.3	D CHAPPELL CQ 9.4	s 7.45										CS 123 WP
389.7	D LODGE POLE GP 6.6	s 7.30										WS 111 ES 74 XP
396.3	SUNOL UN 4.7	f 7.20										XP
401.0	COLTON 4.7	f 7.10										CS 125 P
407.5	DN-R SIDNEY YL OD 8.0	7.00AM			A 3.30PM							WXCOYP
415.5	BROWNSON 10.9				f 2.50							CS 94 YP
426.4	D POTTER PR 4.4				s 2.25							WS 121 XWP ES 70
430.8	JACINTO 4.6											8 PX
435.4	D DIX DX 4.6				s 1.55							CS 125 P
439.9	OWASCO 4.6											27 PX
444.5	DN KIMBALL KB 6.6				s 1.30							CS 132 XWP
451.1	OLIVER 5.5											12
456.6	D BUSHNELL BN 10.1				s 12.50							CS 125 P
466.7	DN PINE BLUFFS UF 5.3				12.30PM							CS125 XWCYYP
472.0	TRACY 5.5											10
477.5	D EGBERT GX 5.7	A 8.50AM										CS 94 XWYP
483.2	D BURNS UX 6.5	s 8.40										WS 82 XP
489.7	HILLSDALE 6.2	s 8.31										CS 95 WP
495.9	D DURHAM 5.3	f 8.23										WS 82 XP
501.2	AROHER 8.3	f 8.15										WS 117 XP ES 125
509.5	DN-R CHEYENNE YL OY (225.4)				8.05AM							DF XWCZYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time.....	(6.00)	(0.45)	(3.00)	(0.35)	(0.29)
Average speed per hour.....	20.6	43.7	19.8	27.9	31.3

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

WESTWARD				THIRD SUBDIVISION				EASTWARD			
		FIRST CLASS		Time-Table No. 30 October 4, 1959	Mile Post	FIRST CLASS					
		111	33			34	112				
		Streamliner Passenger	C. B. & Q. Passenger			C. B. & Q. Passenger	Streamliner Passenger				
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.		Distance from Julesburg		STATIONS							
		Daily	Daily								
80	WYLP	f 4.20AM		0.0	DN JULESBURG YL JB	0.0		As 6.12PM			
75	ZP	4.26		7.1	D OVID VI	7.1		6.04			
73	WP	4.32		14.6	D SEDGWICK ZD	14.6		5.58			
29				19.0	DORSEY	19.0					
95	P	4.39		23.1	RED LION	23.1		5.51			
80	P			25.8	MARCOTT	25.8					
95	WP	4.45		30.1	D OROOK OK	30.1		5.46			
23				34.2	TOBIN	34.2					
72	P	4.52		38.8	PROCTOR	38.8		5.39			
12	P			41.1	POWELL	41.1					
22				42.2	GRIFF	42.2					
94	P	4.57		45.6	D ILIFF F	45.6		5.34			
16				50.1	FORD	50.1					
77	P	5.03		53.5	HAYFORD	53.5		5.28			
	ALL			57.2	O. B. & Q. CROSSING	57.2					
160	IWTZP	5.07 5.09	4.35AM	57.5	DN-R STERLING YL ST	57.5	A 2.20AM	5.24 5.22			
14				61.7	HALL	61.7					
72	P	5.15	f 4.43	64.1	D ATWOOD OD	64.1	f 2.09	5.16			
28				66.8	BEETLAND	66.8					
74	P	5.20	f 4.51	70.2	MERINO	70.2	f 2.02	5.11			
10				72.1	BETA	72.1					
143	P	5.25	4.59	76.0	MESSEK	76.0	1.56	5.06			
41	P			78.4	BALZAO	78.4					
52	P	5.29	A 5.10AM	81.0	DN UNION UN	81.0	f 1.50AM	5.01			
24				82.8	COOPER	82.8					
94	WP	5.34		87.0	SNYDER	87.0		4.56			
53	P	5.39		93.8	DODD	93.8		4.51			
21				98.9	HURLEY	98.9					
100	WP	5.44		98.8	DN FT. MORGAN FX	98.8		4.46			
35	P	5.50		106.0	NARROWS	106.0		4.40			
79	P	5.53		109.0	D WILDOMA DN	109.0		4.37			
23	P	5.57		114.2	GOODRICH	114.2		4.33			
78	P	6.00		117.7	ORCHARD	117.7		4.30			
14	P			121.4	SUBLITE	121.4					
88	P	6.06		124.8	MASTERS	124.8		4.24			
50	P	6.10		130.2	GANTON	130.2		4.20			
131	WP	6.14		135.4	HARDIN	135.4		4.16			
10	P			139.1	KUNER	139.1					
78	P	6.20		143.1	D KERSKY KR	143.1		4.10			
27				147.2	AUBURN	147.2					
56	WTYP	A 6.27AM		151.1	DN-R LAGALLE YL DY	151.1		4.03PM			
		(2.07) 71.3	(0.35) 40.3	.....Thru Time.....		(0.30) 47.0	(2.09) 70.2	.....Average speed per hour.....			

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule 72.

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

WESTWARD				BEATRICE BRANCH				EASTWARD			
		SECOND CLASS			Time-Table No. 30 October 4, 1959	Mile Post	SECOND CLASS				
		73	75	71			74	76	72		
		Freight Daily	Local Freight Tuesday Thursday Saturday	Freight Daily			Freight	Local Freight	Freight		
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.		Distance from Valley			STATIONS						
	WCYP	6.30PM	6.30AM	1.55AM	0.0	DN-R VALLEY YL V	0.0	A 5.20AM	A 1.15PM	A 8.50PM	
	AI				5.8	O. B. & Q. CROSSING	5.8				
28	P	6.45	s 6.45	2.10	6.3	YUTAN YN	6.3	5.10	s 1.00	8.40	
106	YP	6.55	s 7.00	2.20	11.6	D MEAD AD	11.6	5.00	s 12.50	8.30	
64	P	7.07	s 7.15	2.40	18.9	D WAHOO W	18.9	4.45	s 12.30	8.15	
					19.6	O. & N. W. and O. B. & Q. CROSSINGS	19.6				
78	P	7.22	s 7.30	2.55	26.3	D WESTON WN	26.3	4.35	s 12.15	8.05	
26	P	7.34	f 7.40	3.05	33.2	TOUHY	33.2	4.23	f 12.01PM	7.53	
96	WYP	7.45 72	A 7.50AM	3.18	37.3	DN VALPARAISO YL VO	37.3	4.15	11.50AM	7.45 73	
					41.8	AGNEW	41.8				
23	P	7.58		3.34	46.5	D RAYMOND RM	46.5	3.59		7.28	
101	P	8.08		3.48 74	52.7	GARRATT	52.7	3.48 71		7.18	
4					55.3	WEST LINCOLN	55.3				
	I				55.5	O. B. & Q. CROSSING	55.5				
94	TXP	8.18		4.25	57.1	DN LINCOLN YL SN	57.1	3.40		7.10	
	I				57.4	O. B. & Q. CROSSING	57.4				
	I				59.0	O. B. & Q. CROSSING	59.0				
130	P	8.31		4.48	65.4	JAMAIOA	65.4	3.20		6.50	
					68.2	HANLON	68.2				
21	P	8.46		5.03	74.7	PRINCETON	74.7	3.05		6.35	
78	P	8.53		5.13	79.5	D OORTLAND RD	79.5	2.55		6.25	
84	P	9.08		5.28	88.9	D PIKRELL IR	88.9	2.43		6.13	
	WTZP	A 9.25PM		A 5.45AM	96.8	DN-R BEATRICE YL BX	96.8	2.30AM	Monday Wednesday Friday	6.00PM	
		(2.55) 33.2	(1.20) 28.0	(3.50) 25.2	.....Thru Time.....		(2.50) 34.2	(1.25) 26.3	(2.50) 34.2		
Westward trains are superior to trains of the same class in the opposite direction.—See rule 72. At Lincoln, trains using C. B. & Q. passenger station are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.											

WESTWARD				OLD MAIN LINE				EASTWARD			
		SECOND CLASS			Time-Table No. 30 October 4, 1959	Mile Post	SECOND CLASS				
		73	75	71			74	76	72		
		Freight Daily	Local Freight Tuesday Thursday Saturday	Freight Daily			Freight	Local Freight	Freight		
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.		Distance from Council Bluffs			STATIONS						
	XIP				5.2	DN SUMMIT YL SU	5.2				
	XWP				6.4	SOUTH OMAHA YL	6.4				
	XIP				11.9	GILMORE YL	11.9				
73	P				16.8	D PAPILLION PO	16.8				
	AIP				19.2	MO. PAC. CROSSING	19.2				
	P				22.5	D MILLARD YL MD	22.5				
	XP				26.1	LANE YL	26.1				
		.....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. 30 October 4, 1959				SECOND CLASS					
Car Capacity of Siding, etc. See Rule 6 (A), Page 24.				75	Distance from Valparaiso	STATIONS			Mile Post	76			
				Local Freight Tuesday Thursday 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	f11.06					
	26			s 8.40	12.5	D BRAINARD BD	12.5	s10.50					
					15.0	1.5 O. & N. W. CROSSING	15.0						
	13	W		s 9.10	23.2	D DAVID CITY DV	23.2	s10.25					
					23.5	0.3 O. B. & Q. CROSSING	23.5						
	31			s 9.45	33.3	D RISING CITY RN	33.3	s 9.40					
	36			s10.05	40.1	D SHELBY SH	40.1	s 9.20					
	7			s10.25	47.5	D OSOKOLA OZ	47.5	s 8.55					
	9	W		s10.50	52.9	D STROMSBURG S	52.9	s 8.25					
					56.8	3.9 DURANT	56.8						
	35			s11.15	63.0	D POLK PK	63.0	s 7.50					
	21			s11.30	68.3	HORDVILLE	68.3	s 7.30					
	22			s11.45	73.8	HEBER	73.8	f 7.10					
					75.3	1.5 O. B. & Q. CROSSING	75.3						
	WYP			A11.55AM	75.9	DN-B 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. 30 October 4, 1959				SECOND CLASS					
Car Capacity of Siding, etc. See Rule 6 (A), Page 24.				79	Distance from Genoa	STATIONS			Mile Post	80			
				Mixed Monday Wednesday Friday					Mixed				
	40	WY		8.52AM	0.0	D-R GENOA YL G	0.0	A 1.05PM					
	20				9.3	9.3 MEROHISTON	9.3						
	38			s 9.28	18.7	D FULLERTON FU	18.7	s12.37					
	21			s 9.53	23.1	9.4 BELGRADE	23.1	s12.13PM					
	26	W		s10.13	30.3	D CEDAR RAPIDS OD	30.3	s11.55AM					
	36			s10.34	36.6	D PRIMROSE P	36.6	f11.39					
	38	WY		A11.00AM	44.3	D-R SPALDING YL SG	44.3	11.20AM					
						(44.3)		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. 30 October 4, 1959				SECOND CLASS						
Car Capacity of Siding, etc. See Rule 6 (A), Page 24.				81	79	321	Distance from Columbus	STATIONS			Mile Post	312	80	82
				Mixed Tuesday Thursday Saturday	Mixed Monday Wednesday Friday	Mixed Daily Except Sunday					Mixed	Mixed	Mixed	
	WCTYPZ			8.00AM	8.00AM	5.00AM	0.0	DN-R COLUMBUS YL O	0.0	A12.01PM	A 1.55PM	A 2.05PM		
	20			8.10	8.10AM	5.10	4.2	4.2 SHELDONVILLE	4.2	f11.50AM	1.43	1.50		
	8	YP		A 8.22AM	A 8.22PM	f 5.20	9.4	9.4 OCONEE YL	9.4	f11.40	1.30PM	1.42PM		
	28					f 5.35	14.7	14.7 D PLATTE CENTER PO	14.7	s11.25				
	36						20.3	20.3 TARNOV	20.3					
							25.1	25.1 O. & N. W. CROSSING	25.1					
	56	W				s 5.55	25.7	25.7 D HUMPHREY HX	25.7	s11.05				
	32	W				s 6.10	35.4	35.4 D MADISON MA	35.4	s10.50				
	31						40.9	40.9 KNOLA	40.9					
							48.7	48.7 O. & N. W. CROSSING	48.7					
							50.2	50.2 O. & N. W. CROSSING	50.2					
	WZTP					A 7.00AM	50.4	50.4 D-R NORFOLK YL KN	50.4	10.00AM				
								(50.4)		Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday		
				(0.22) 25.6	(0.22) 25.6	(2.00) 25.2		.....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. 30 October 4, 1959				SECOND CLASS						
Car Capacity of Siding, etc. See Rule 6 (A), Page 24.				81	79			Distance from Oconee	STATIONS			Mile Post	80	82
				Mixed Tuesday Thursday Saturday	Mixed Monday Wednesday Friday							Mixed	Mixed	
	20	YP		8.22AM	8.22AM		0.0	B OCONEE YL	0.0	A 1.30PM	A 1.42PM			
	5						2.0	2.0 MILL SPUR	2.0					
				s 8.33	s 8.33		4.8	4.8 D MONROE MN	4.8	s 1.20	s 1.30			
	48	WYP		s 8.49	A 8.49AM		11.3	11.3 D-R GENOA YL G	11.3	1.05PM	s 1.09			
	54			s 9.55			22.3	22.3 D ST. EDWARD ST	22.3		s12.35			
	23	WYP		A10.45AM			33.7	33.7 D-R ALBION YL A	33.7		12.10PM			
								(33.7)		Monday Wednesday Friday	Tuesday Thursday Saturday			
				(2.23) 14.2	(0.27) 25.1			.....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				Distance from Grand Island	Time-Table No. 30				SECOND CLASS										
					Mile Post	October 4, 1959													
						Mile Post	STATIONS												
				283	83						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				
						0.4		O. B. & Q. CROSSING			0.4								
						2.5		CAREY			2.5								
11				s 10.30	s 9.28	11.1	D	ST. LIBORY	BY	11.1	s	4.42	s	4.42					
39	WYP			s 11.15	s 9.55	21.9	D-R	ST. PAUL	YL	SP	21.9	s	4.20	s	4.20				
10				s 11.40AM		30.2	D	DANNEBROG	DB	30.2	s	3.50							
11	W			s 12.05PM		40.5	D	BOKLUS	HW	40.5	s	3.20							
31				f 12.25		47.7		HOOKVILLE		47.7	f	2.55							
33	WY			A 1.00PM		60.9	D-R	LOUP CITY	YL	OP	60.9								
27					s 10.20	30.7	D	ELBA	EB	30.7	s	3.55							
25					s 10.35	36.8		COTESFIELD		36.8	s	3.41							
					10.50	44.5		SCOTIA JUNCTION		44.5		3.23							
20					s 11.00	45.7	D	SCOTIA	SK	45.7	s	3.14							
					11.15	44.5		SCOTIA JUNCTION		44.5		3.07							
31	W				s 11.35AM	48.8	D	NORTH LOUP	NU	48.8	s	2.57							
3						56.5		SAUNDERS		56.5									
						60.7		C. B. & Q. CROSSING		60.7									
34	WY				A 12.10PM	61.0	D-R	ORD	YL	LD	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											
				Distance from Hastings	Time-Table No. 30														
					Mile Post	October 4, 1959													
						Mile Post	STATIONS												
WYPCZ				0.0	DN-R		HASTINGS	YL	AM	0.0									
180	P			12.7		HAYLAND			12.7										
85	P			20.2		DENMAN			20.2										
130	WYP			28.1	DN-R	GIBSON	GB		28.1										
						(28.1)													
								..... Thru Time.....											
								..... Average speed per hour.....											

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

WESTWARD				KEARNEY BRANCH				EASTWARD											
SECOND CLASS				Distance from Kearney	Time-Table No. 30				SECOND CLASS										
					Mile Post	October 4, 1959													
						Mile Post	STATIONS												
PWYCZ				9.00AM	0.0		DN-R	KEARNEY	YL	KR	0.0	A	9.20PM	A	11.50AM				
						5.5		GLENWOOD PARK		5.5	f	8.34	f	11.19					
13				f 9.12	6.5			RIVERDALE		10.1	s	8.22	s	11.07					
19				s 9.24	10.1			AMHERST	HR	16.8	s	8.00	s	10.50					
27				s 9.41	16.8	D		MILLER		26.8	s	7.35	s	10.26					
33	W			s 10.06	26.8			SUMNER	SU	32.5	s	7.15	s	10.10					
38				s 10.20	32.5	D		EDDYVILLE	VD	40.4	s	6.57	s	9.50					
28				s 10.40	40.4	D		OCOONTO	BS	52.1	s	6.28	s	9.30					
40				s 11.13AM	52.1	D		CALLAWAY	OA	65.5	s	5.45	s	8.55					
37	WY			s 12.30PM	65.5	D		ARNOLD	AD	83.1	s	4.45	s	8.15					
39	W			s 1.30	83.1	D		HOAGLAND		94.6	f	4.18	f	7.48					
10				f 2.10	94.6			GANDY		99.2	f	4.08	f	7.38					
15				f 2.30	99.2			STAPLETON	YL	SN	102.4		4.00PM		7.30AM				
29	WY			A 2.55PM	102.4	D-R				102.4									
								(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				Time-Table No. 30 October 4, 1959	STATIONS	SECOND CLASS					
97 Local Freight Daily		93 Mixed Daily				98 Local Freight	94 Mixed				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from O'Fallon.	Mile Post						
YP		7.15AM	6.00AM	0.0	R	O'FALLONS YL	0.0	A 3.35PM	A 6.01PM		
16		f 7.20	f 6.05	2.8		2.8 OOKER	2.8	f 3.20	f 5.50		
41	P	f 7.41	s 6.18	12.8		10.0 SARBEN	12.8	f 3.01	s 5.35		
40		f 7.58	f 6.27	19.6		6.8 NEVENS	19.6	f 2.45	f 5.25		
13				24.8		5.2 BROGANVILLE	24.8				
42	WP	f 8.20	s 6.41	28.4		3.6 KEYSTONE	28.4	f 2.32	s 5.15		
11				30.7		2.3 KINGSLEY	30.7				
43	P	f 8.35	f 6.51	34.9	D	4.2 MARTIN SA	34.9	f 2.20	f 5.03		
42	P	f 8.50	s 7.01	41.2		6.3 LEMOYNE	41.2	f 2.05	s 4.53		
25		f 9.05	f 7.10	46.8		5.6 BELMAR	46.8	f 1.55	f 4.46		
44		f 9.14	f 7.18	51.7		4.9 RUTHTON	51.7	f 1.45	f 4.39		
41	YP	s 9.45	s 7.32	59.3	D	7.6 LEWELLEN YL W	59.3	s 1.35	s 4.30		
41	WP	s 10.35	s 7.51	70.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.10		
40	P	s 11.20	s 8.12	86.4	D	15.6 LISOO OO	86.4	f 12.15PM	s 3.45		
40	P	s 11.45AM	s 8.34	100.4	D	14.0 BROADWATER BR	100.4	f 11.45AM	s 3.24		
19		f 12.03PM	f 8.47	109.6		9.2 TOWERS	109.6	f 11.20	f 3.11		
195	WPY	s 12.35	s 8.57	114.1	D	4.5 NORTHPORT YL NP	114.1	f 11.12	s 3.05		
	AI	12.40	9.00	115.5		1.4 O. B. & Q. CROSSING	115.5	10.50	2.57		
11		f 12.55	f 9.09	121.8		6.3 MOHLER	121.8	f 10.40	f 2.46		
33	P	f 1.01	s 9.18	126.7	D	4.9 SOUTH BAYARD OR	126.7	f 10.32	s 2.39		
51		f 1.10	s 9.27	132.1		5.4 McGREW	132.1	f 10.23	s 2.29		
80	P	f 1.20	s 9.37	137.9	D	5.8 MELBETA MB	137.9	f 10.13	s 2.19		
70	DWYZPT	A 1.35PM	A 9.55AM	145.9	DN-R	8.0 GERING YL G	145.9	10.00AM	2.00PM		
		(6.20) 23.1	(3.55) 37.6			(145.9)		(5.35) 26.1	(4.01) 36.3		

WESTWARD				GERING BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959	STATIONS	SECOND CLASS					
97 Local Freight Daily		93 Mixed Daily				98 Local Freight	94 Mixed				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Gering.	Mile Post						
DWYZPT				0.0	DN-R	GERING YL G	0.0				
17				5.4		5.4 MATHERS YL	5.4				
27				6.0		0.6 MOON YL	6.0				
				7.0		1.0 ROUBADEAU YL	7.0				
18				8.4		1.4 HILLIKER YL	8.4				
18				9.8		1.4 RIFORD YL	9.8				
						(9.8)					

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959	STATIONS	SECOND CLASS					
353 Mixed Daily		93 Mixed Daily				59 Local Freight Daily	354 Mixed		60 Local Freight Daily		94 Mixed
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from O'Fallon.	Mile Post						
DZWYPT			10.05AM	6.00AM	145.9	DN-R	GERING YL G	145.9		A10.45AM	A 1.50PM
14			f 10.11	f 6.10	150.6		4.6 COSTIN	150.6		f 10.33	f 1.40
30	P		f 10.14	f 6.15	152.3	D	1.8 HAIG HA	152.3		f 10.30	f 1.36
34			f 10.20	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8		f 10.25	f 1.30
32			f 10.23 <sup>60</sup>	f 6.30	157.1		1.3 PELTON	157.1		f 10.23 <sup>93</sup>	f 1.26
70	P		f 10.31	f 6.45	162.1	D	5.0 SOUTH MORRILL MO	162.1		f 10.06	f 1.19
18			f 10.34	f 6.50	164.2		2.1 JOYOE	164.2		f 9.52	f 1.14
51	WYP		s 10.40	s 9.45 <sup>60</sup>	167.9	DN	3.7 LYMAN YL MU	167.9		s 9.45 <sup>59</sup>	s 1.09
21			f 10.44	f 9.50	170.1		2.2 CANAL	170.1		f 9.20	f 1.04
51	P		f 10.50	f 10.07	173.7	D	4.8 HUNTLEY HU	173.7		f 9.13	f 12.58
38			f 10.55	f 10.17	177.0		3.8 HOLLY	177.0		f 9.06	f 12.53
51	YP		12.40PM	11.05 <sup>59</sup> 11.10	181.6	D-R	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.46	12.45 12.35
51	P		f 11.20	s 12.23 <sup>94</sup>	188.1	D	6.5 VETERAN VN	188.1		s 8.33	f 12.23 <sup>50</sup>
8			f 11.25	f 12.33	191.5		3.4 HELDT	191.5		f 8.26	f 12.17
16			f 11.32	f 12.43	196.1		4.8 COTTIER	196.1		f 8.19	f 12.10
51	WYP		A11.40AM	A12.55PM	200.6	D-R	4.5 SO TORRINGTON YL RI	200.6		8.10AM	12.05PM
14			f 12.50		186.8		3.7 GOODLAND	186.8		f 11.32	
20			f 12.55		187.6		2.3 FONDA	187.6		f 11.27	
51	PW		s 1.05		182.4	D	4.8 HAWK SPRINGS HK	182.4		s 11.15	
31			f 1.10		194.7		2.3 DUROO	194.7		f 11.01	
19			f 1.20		200.8		6.1 WYROSS	200.8		f 10.50	
51	PWY		s 1.30		205.8	D	3.0 LA GRANGE GA	205.8		s 10.45	
19			f 1.42		210.7		6.9 TREMAIN	210.7		f 10.20	
51	P		s 2.15		222.5	D	11.8 ALBIN AB	222.5		s 9.55	
51			f 2.30		229.7		7.2 LINDBERGH	229.7		f 9.35	
WPY			A 3.01PM		244.8	DN-R	14.6 EOBERT YL OX	244.8		9.10AM	
			(2.21) 26.8	(1.35) 34.5	(6.55) 9.1		(98.4)			Daily	Daily
										(2.35) 24.3	(2.35) 21.1
										(1.45) 31.3	

WESTWARD				LYMAN BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959	STATIONS	SECOND CLASS					
353 Mixed Daily		93 Mixed Daily				59 Local Freight Daily	354 Mixed		60 Local Freight Daily		94 Mixed
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Lyman.	Mile Post						
				0.0	DN	LYMAN MU YL	0.0				
18				2.8		2.8 SEARS YL	2.8				
17				4.6		1.8 HARTMAN YL	4.6				
22				6.4		1.8 STEGALL YL	6.4				
						(6.4)					

WESTWARD				SEARS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 30 October 4, 1959	STATIONS	SECOND CLASS					
353 Mixed Daily		93 Mixed Daily				59 Local Freight Daily	354 Mixed		60 Local Freight Daily		94 Mixed
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Sears.	Mile Post						
				0.0		SEARS YL	0.0				
5				1.2		1.2 BELLINGER YL	1.2				
17				2.8		1.6 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.)			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	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				
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				
<b>FIRST SUBDIVISION</b>							
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
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
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 <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 — Korty 323.5 and 324.4	70	60	50	Between Mile Posts — Cheyenne 509.1 and 508.7	40	40	25
Julesburg 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
Brownson 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
Bushnell 456.9 and 457.2	80	70	50	Archer 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	Durham 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	Hillsdale 486.5 and 486.2	70	60	50
Pine Bluffs 466.8 and 467.3	50	40	40	Tracy 467.3 and 466.8	50	40	40
Burns 486.2 and 486.5	70	60	50	Pine Bluffs 466.6 and 466.2	60	50	50
Hillsdale 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
Durham 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
Archer 502.2 and 503.0	60	50	40	Potter 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	Weir 366.1 and 365.4	60	50	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			
THIRD SUBDIVISION							
Maximum speed.	79	70	50	LaSalle Between M.P. 149.6 and 150.7	50	40	25
Diesel locomotives in road service.			55	Between M. P. 150.7 and 150.9	30	30	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
Freight engines not otherwise shown.		50		Sterling, 3900 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.			20

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed:		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30
Yutan 6.4 and 7.7	35	35	Between M.P. 11 and Spalding.		25
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Trains handling outfit cars.		20
Wahoo, city track.		6	Ord — Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
19.1 and 19.5	35	35	Carey, all airfield trackage.		10
Weston 30.2 and 30.5	35	35	Between St. Libory and Ord.		30
31.6 and 31.9	35	35	Between St. Paul and Loup City.		30
Touhy 36.0 and 37.4	25	25	Trains handling outfit cars.		20
Garratt 56.3 and 57.5	15	15	Hastings Branch Maximum speed. Diesel locomotives in road service.	70	50 55
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Over Bridge 21.35.	30	30
Pickrell 96.5 and 97.3	15	15	Gibbon, west of east wye switch.		15
Beatrice, Allers Grain Company spur.		5	Kearney Branch Diesel locomotives in road service.	30	30
Beatrice, on Kilpatrick track.		5	Trains handling outfit cars.		20
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	North Platte Branch Maximum speed.	50	50
Between Brainard and Hordville.	40	30	Over Bridge 18.30.		35
Between Hordville and Central City.	35	25	Oshkosh, over First Street Crossing.		15
Trains handling outfit cars.		20	Between Mile Posts — Lisco 92.5 and 94.0.	45	45
Norfolk Branch Maximum speed: Between Columbus and Oconee.	35		North Platte Cut-off Maximum speed.	45	45
Between Oconee and M.P. 16.		25	On curves between Yoder and So. Torrington.		35
Between M.P. 16 and Norfolk.		30	On curves between M.P. 25.42 and M.P. 31.25.		30
Trains handling outfit cars.		20	Through tunnel between Albin and Tremain.		20
Columbus, over wye switches.		15	Lyman Branch		20
On curve at M.P. 1.75.		25	Gering Branch		20
			Sears Branch		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	31—XP	Both
Behlen.....	80.25	40—XP	Both	Willow Island.....	243.2	63—XP	Both
Paddock.....	128.5	20	West	Keith.....	272.9	15	West
Buda.....	184.3	ES 73—XP	Both	Beck.....	280.5	10	West
Kearney Air Base.....	185.9	WS 40—XP	Both				
Alfalfa Center.....	194.1	44—XP	Both	<b>Beatrice Branch</b>			
Trued.....	209.3	16	East	Krumel.....	17.4	11	East

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

6. The following letters placed before figures of a schedule indicate:
- s—regular stop;
  - f—flag stop to receive or discharge traffic;
  - A—arrive.
- 6 (A). The following letters placed in column with station name in time-table indicate:
- D—day operator
  - N—night operator
  - DN—day and night operator
  - R—train register
  - YL—yard limits
- The following letters placed in columns provided in time-table indicate:
- C—coaling station
  - D—diesel oil station
  - F—turbine fuel station
  - I—interlocking
  - O—fuel oil station
  - P—dispatcher's telephone
  - T—turntable
  - W—water
  - X—cross-over
  - Y—wye
  - Z—track scales
  - AI—automatic interlocking signals
  - CS—center siding
  - ES—eastward siding
  - WS—westward siding

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Roundhouse	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	West Yard Office	North Platte.....	Hump Yard Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Union Station Telegraph Office	North Platte.....	East End Yardmen's Room
Omaha.....	Tower "B"	Julesburg.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Telegraph Office
Omaha.....	Yardmen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
South Omaha.....	Yard Office	Cheyenne.....	Conductor's Room Passenger Station
Valley.....	Telegraph Office	Cheyenne.....	Yard Office
Columbus.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Enginemen's Washroom	Sterling.....	Telegraph Office
Grand Island.....	Dispatcher's Office	La Salle.....	Telegraph Office
Grand Island.....	Telegraph Office	Lincoln.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	Norfolk.....	Telegraph Office
Grand Island.....	Roundhouse	Hastings.....	Yard Office
Kearney.....	Telegraph Office	Stapleton.....	Telegraph Office
Kearney.....	Roundhouse	Gering.....	Dispatcher's Office
Lexington.....	Telegraph Office	Gering.....	Telegraph Office
North Platte.....	Dispatcher's Office	Gering.....	Roundhouse
North Platte.....	Telegraph Office	South Torrington.....	Telegraph Office

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott	District Surgeon	Omaha, Nebr.	E. R. Core	Surgeon	Kimball, Nebr.
W. A. 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. 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 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. Taknaga	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.
G. H. Joder	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurlst.	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.
T. L. Johnson	Oculist	Cheyenne, Wyo.	R. T. Maurer	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurlst.	Cheyenne, Wyo.	R. A. Moser	Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	J. R. McCaslin	Surgeon	Omaha, Nebr.
R. I. Williams	Aurlst.	Cheyenne, Wyo.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	R. H. Rasgorshek	Oculist and Aurlst.	Omaha, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	J. L. McFee	Surgeon	Ogallala, Nebr.
J. B. Kils	Surgeon	Eddyville, Nebr.	C. J. Miller	Surgeon	Ord, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	Don E. Baca	Surgeon	Papillion, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
K. R. Dalton	Surgeon	Genoa, Nebr.	H. Dey Myers	Surgeon	Schuyler, Nebr.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
L. M. Adams	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
C. H. Magglore	Surgeon	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
J. A. Proffitt	Oculist and Aurlst.	Grand Island, Nebr.	F. E. Palmer	Oculist and Aurlst.	Sterling, Colo.
W. C. Harvey	Surgeon	Gering, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
J. J. Hanigan	Surgeon	Hallam, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
O. A. Kostal	Surgeon	Hastings, Nebr.	Leo Keenan	Surgeon	Torrington Wyo.
C. L. Kleager	Surgeon	Hastings, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
H. P. Linton	Surgeon	Julesburg, Colo.			
B. R. Bancroft	Surgeon	Kearney, 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.			