



EASTERN DISTRICT
 NEBRASKA DIVISION
 CORRECTED TO MAR. 1, 1959

UNION PACIFIC RAILROAD COMPANY
 Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 34

Effective Sunday,
September 24, 1961

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	105	111	27	7	5	103	Distance from Council Bluffs	Time-Table No. 34 September 24, 1961	STATIONS
		Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Streamliner Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
								9.55		0.0		CO. BLUFFS
					11.35	11.00	10.45	10.30	2.45	2.8		OMAHA
					1.50	1.55	1.50	1.20	4.50	146.9		GRAND ISLAND
					3.50	4.45	4.30	3.45	6.45	284.1	C.T. M.T.	NORTH PLATTE
					2.55	4.00	3.45	3.00	6.50	365.3		JULESBURG
					4.11					407.5		SIDNEY
						6.25	6.10	5.25	7.34			KANSAS CITY
		9.20	7.30									DENVER
		7.50	6.10	8.05	7.40					562.5		CHEYENNE
		8.20	6.45			8.30	8.15	7.25	9.20	509.5		LARAMIE
			8.50			8.55	9.20	7.45	9.30	560.0		RAWLINS
		11.25		10.55		Ar 10.25	10.55	9.25	10.50	682.8		GREEN RIVER
		1.20		12.50			1.05	11.50	12.37	817.0		GRANGER
		3.25	4.30	3.05			3.35	2.30	2.50	847.2		OGDEN
		3.35	5.05	3.15			4.05	2.50	3.00	992.0		(992.6)
		7.00		3.45			7.50	6.45	6.40			
		(22.40)	(22.35)	(7.40)	(9.05)	(12.35)	(22.05)	(21.15)	(16.55)			Thru Time From Omaha
		52.1	47.4	56.2	61.0	45.3	44.8	46.5	58.5			Average speed per hour

C. H. BURNETT
General Manager

H. E. SHUMWAY
Gen. Supt. Transportation

O. A. DURRANT
General Superintendent

T. F. SHANAHAN, Superintendent Omaha, Neb.
W. H. ANDERSON, Asst. Superintendent Omaha, Neb.
J. A. McCULLOUGH, Terminal Superintendent Omaha, Neb.
W. F. GRIFFIN, Asst. Superintendent Safety and Courtesy Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent Co. Bluffs, Ia.
A. L. O'NEILL, Jr., Asst. Terminal Superintendent Co. Bluffs, Ia.
R. E. IRION, Trainmaster Grand Island, Neb.
J. E. GUYAN, Terminal Superintendent North Platte, Neb.
W. E. MILLER, Asst. Terminal Superintendent North Platte, Neb.
R. W. HOLLAND, Trainmaster North Platte, Neb.
W. E. HENKE, Asst. Superintendent Sidney, Neb.
F. G. CLARK, Trainmaster Gering, 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.
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.
D. MacDONALD, 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
NORTH PLATTE BRANCH AND CUT-OFF
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.
B. L. SIVERS, Asst. Chief Train Dispatcher Denver, Colo.
H. D. MEAD, Asst. Chief Train Dispatcher Denver, Colo.

MILEAGE

Main Line	659.60
Branches	836.14
Total	1495.74

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

		106	112	10	104	28	18	6	8			
		Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	CO. BLUFFS	0.0							6.30			
	OMAHA	2.8	1.40		3.30	7.00		5.45	7.00			
	GRAND ISLAND	146.9	11.25		1.15	3.55		3.00	4.00			
C.T. M.T.	NORTH PLATTE	284.1	9.25		11.15	1.00		12.25	1.05			
	JULESBURG	365.3	8.20		10.10	11.30		11.15	11.55			
	SIDNEY	407.5	7.05									
	KANSAS CITY			9.05						11.10		
	DENVER	562.5	3.35	3.55	8.20	7.55		9.55		9.25		
	CHEYENNE	509.5			6.45	7.10	7.15	7.25	7.50	6.45	7.25	
	LARAMIE	560.0	12.35		5.15	5.25		5.20	5.55			
	RAWLINS	682.8	10.46		2.46	3.21		3.05	3.30			
	GREEN RIVER	817.0	8.35		12.35	1.10		12.30	12.45			
	GRANGER	847.2	8.25		12.25	12.59		11.30	12.01			
	OGDEN	992.0	7.55					10.55				
	(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	Thru Time From Omaha	(7.40)	(8.45)	(22.55)	(16.45)	(12.35)	(23.15)	(20.15)	(21.15)			
	Average speed per hour	56.2	63.9	53.5	56.8	44.7	46.0	48.8	46.8			

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
7	Any station 1st and 2nd subdivision		North of Granger or Ogden or beyond.	8	Any station 1st and 2nd subdivision	Cheyenne or beyond.	
	Any station 2nd subdivision	Omaha or beyond.			Any station 2nd subdivision		Omaha or beyond.
103	Fremont		San Bernardino or beyond.	104	Kearney	San Bernardino or beyond.	
	Columbus		Reno or beyond.		Columbus	Reno or beyond.	
	Kearney			112	Ft. Morgan	Denver or beyond.	Points where scheduled to stop.
111	Fremont	Chicago	Denver or beyond.		Ogallala	Denver or beyond.	Omaha or beyond.
	Ogallala	Omaha or beyond.	Denver or beyond.		Fremont	Denver or beyond.	Chicago.
	Ft. Morgan	Points where scheduled to stop.	Denver or beyond.				

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	STATIONS				Distance from Council Bluffs
	71 Time Freight Daily	73 Time Freight Daily	75 Local Freight Tuesday, Thurs., Sat.	233 Local Freight Monday, Wed., Fri.	
DF OXWITYPE	11.30PM	5.00PM		6.30AM	0.0
DFXWITOPB	11.45PM	5.15		6.40	2.8
XIP	12.01AM	5.45		7.00	5.2
ES94 XP	12.10	5.55		7.14	14.1
XP	12.20	6.00		7.20	17.1
OS73 XP				7.30	21.7
OS84 P				7.40	24.6
WS175 XYPW ES165	A12.45AM	A 6.15PM		8.40	28.0
OS81 P				8.50	34.3
I				9.15	39.3
WS99 X ES173				9.15	39.3
IP					40.0
OS82 P				9.24	46.3
OS150 XP				9.38	54.4
OS83 P				10.10	61.4
WS150 X ES153				11.24	68.7
OS118 P				11.52AM	76.9
I					88.8
WS148 XWTD ES145				12.30PM	84.5
OS119 P				12.50	92.3
OS119 XP				1.20	102.3
P				1.30	107.9
OS82 XP				2.00	118.6
I					124.3
WS119 X ES119				12.05PM	124.0
OS150 P				12.25	135.1
I					146.8
XWQETYOP				A12.45PM	146.0
OS82 XYP					154.5
WS117 X ES49					162.3
OS82 XP					169.9
WS138 XI ES70					176.0
OS150 P					180.3
WS138 XW ES119					189.1
OS83 P					193.3
OS124 XP					204.6
OS88 P					213.3
WS115 XWY ES119					224.4
OS88 XP					228.5
OS150 XXP					238.3
WS125 XW ES123					248.8
OS88 P					261.3
OS110 XP					270.9
DFXWQETYOP					284.1

(1.15) (1.15) (0.40) (8.00) Thru Time
22.4 22.4 33.0 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

FIRST CLASS

Distance from Council Bluffs	STATIONS				
	111 Streamliner Passenger Daily	27 Mail and Express Daily	7 Passenger Daily	5 Mail and Express Daily	103 Streamliner Passenger Daily
0.0				9.55AM	0.0
2.8	11.35PM	11.00PM	10.45AM	10.30	2.45AM
5.2	11.41	11.06	10.52	10.37	2.50
14.1	11.48	11.14	11.00	10.46	2.57
17.1	11.51	11.17	11.04	10.49	3.00
21.7	11.55	11.21	11.09	10.54	3.04
24.8	11.58PM	11.24	11.13	10.57	3.07
28.0	12.01AM	11.28	11.17	11.01	3.10
24.3	12.06	11.34	11.23	11.06	3.14
39.3					
39.3	12.12	11.43	11.35	11.18	3.18
40.0					
44.8					
46.3					
46.3	12.18	11.52	11.43	11.25	3.23
84.4	12.24	11.59PM	11.50	11.32	3.29
61.4	12.29	12.06AM	11.57AM	11.38	3.34
68.7	12.34	12.15	12.04PM	11.44	3.39
76.9	12.40	12.23	12.12	11.52AM	3.45
83.8					
84.5	12.49	12.38	12.29	12.06PM	3.51
92.3	12.55	12.46	12.39	12.16	3.58
102.3	1.04	12.55	12.49	12.25	4.06
107.9	1.09	1.00	12.54	12.30	4.10
113.0	1.14	1.05	12.59	12.35	4.15
124.3					
124.0	1.26	1.17	1.13	12.46	4.26
135.1	1.34	1.29	1.24	12.56	4.37
146.8					
146.0	1.49	1.40	1.40	1.10	4.49
154.5	1.50	1.55	1.50	1.20	4.50
162.3	1.58	2.03	1.59	1.28	4.57
169.9	2.03	2.09	2.06	1.35	5.03
176.0	2.09	2.16	2.13	1.41	5.09
180.3	2.14	2.21	2.19	1.46	5.13
189.1	2.17	2.25	2.23	1.50	5.16
193.3	2.25	2.34	2.32	1.58	5.25
204.6	2.38	2.51	2.47	2.14	5.34
213.3	2.43	2.57	2.53	2.20	5.39
224.4	2.49	3.04	3.01	2.28	5.46
228.5	2.58	3.21	3.12	2.38	5.55
238.3	3.04	3.29	3.22	2.45	6.01
248.8	3.08	3.39	3.29	2.50	6.05
261.3	3.16	3.56	3.40	3.01	6.12
270.9	3.26	4.10	3.56	3.13	6.23
284.1	3.33	4.19	4.06	3.21	6.30
	A 3.50AM	A 4.45AM	A 4.30PM	A 3.45PM	A 6.45AM

(4.15) (5.45) (5.45) (5.15) (4.00) Thru Time from Omaha
66.2 48.9 48.9 53.6 70.3 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. 103 reduce speed to 25 miles per hour passing through Columbus to discharge mail. No. 5 reduce speed to 60 miles per hour passing mail cranes at Cozad and 50 miles per hour passing mail crane at Gothenburg. 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. 34
September 24, 1961

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS				
		28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger
0.0			A 6.30PM			
2.8	A 7.00AM	6.15	A 7.00PM	A 1.40AM	A 3.30AM	
5.2	6.45	5.33	6.45	1.30	3.20	
14.1	6.35	5.26	6.33	1.22	3.12	
17.1	6.32	5.22	6.29	1.18	3.08	
21.7	f 6.27	5.16	6.24	1.14	3.04	
24.6	f 6.23	5.12	6.21	1.11	3.01	
28.0	s 6.19	5.09	6.17	1.07	2.57	
34.8	6.09	5.01	6.09	1.01	2.51	
38.2						
39.8	s 6.03	s 4.55	s 6.01	12.56	2.46	
40.0						
44.8						
46.8	f 5.48	4.37	5.45	12.48	2.38	
54.4	f 5.40	4.30	5.37	12.42	2.32	
61.4	f 5.32	4.23	5.29	12.36	2.27	
68.7	s 5.24	4.17	f 5.22	12.31	2.21	
76.9	f 5.13	4.09	5.13	12.25	2.15	
83.8						
84.5	s 5.05	s 4.02	s 5.05	12.18	2.08	
92.2	f 4.49	3.47	4.52	12.08	1.58	
102.3	f 4.39	3.39	4.42	12.01AM	1.51	
107.9	4.34	3.34	4.36	11.57PM	1.47	
118.6	f 4.29	3.30	4.31	11.53	1.43	
124.3						
124.9	s 4.19	3.21	f 4.21	11.44	1.34	
135.1	4.05	3.11	4.12	11.35	1.25	
146.5						
146.9	3.55	3.00	4.00	11.25	1.15	
154.5	3.26	2.33	3.33	11.11	1.01	
162.2	f 3.20	2.26	3.26	11.05	12.55	
169.9	f 3.13	2.19	3.19	10.59	12.49	
176.0	f 3.07	2.13	3.12	10.54	12.44	
180.2	3.03	2.08	3.07	10.50	12.40	
189.1	s 2.55	s 1.55	s 2.55	10.42	12.32	
198.3	f 2.36	1.45	2.44	10.34	12.24	
204.6	f 2.30	1.40	2.38	10.30	12.20	
213.3	f 2.22	1.32	2.29	10.23	12.13	
224.4	s 2.09	1.22	s 2.17	10.14	12.05AM	
232.0	1.57	1.15	2.07	10.08	11.59PM	
238.2	s 1.50	1.10	f 2.00	10.04	11.53	
248.8	s 1.36	1.01	f 1.45	9.55	11.45	
261.6	f 1.22	12.49	1.30	9.45	11.35	
270.6	f 1.14	12.41	1.21	9.38	11.28	
284.1	1.00AM	12.25PM	1.05PM	9.25PM	11.15PM	

Block Signals and Automatic Cab Signals
 Double Track
 (284.1)

Thru Time to Omaha (6.00) (5.20) (5.55) (4.15) (4.15)
 Average speed per hour 46.9 52.7 47.5 66.2 66.2

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 No. 6 reduce speed to 50 miles per hour passing mail crane at Gothenburg and 60 miles per hour passing mail crane at Cozad.
 No. 8 reduce speed to 50 miles per hour for dispatch of mail at Gibbon.
 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. 34
September 24, 1961

SECOND CLASS

STATIONS	Mile Post	74	234	72	76	Car Capacity of Seating, etc. See Rule 6 (A), Page 24.
		Time Freight	Local Freight	Time Freight	Local Freight	
0.0		A 6.50AM	A 3.15PM	A 10.15PM		DF KWCITYPE
2.8	6.35	2.55	10.00			DFXWITQPE
5.2	6.05	2.35	9.35			XIP
14.1	5.55	2.15	9.25			EB94 XP
17.1	5.50	f 2.05	9.20			XP
21.7		s 1.55				CB93 XP
24.6		s 1.30				CB84 P
28.0	5.35AM	s 1.00	9.05PM			WB175 XYPW EB166 EB90
34.8		f 12.01PM				CB81 P
38.2						I
39.8		s 11.50AM				WB99 X EB172 F2
40.0						I
44.8						IP
46.8		f 10.50				CB82 P
54.4		s 10.20				CB160 XP
61.4		s 9.50				CB83 P
68.7		s 9.20				WB130 X EB123 WP
76.9		f 8.20				CB118 P
83.8						I
84.5		s 8.00				WB143 XWTD EB126 YPE
92.2		s 7.20				CB119 P
102.3		s 6.40				CB119 XP
107.9		f 6.00				P
118.6		s 5.39				CB82 XP
124.3						I
124.9		5.00AM		A 6.55AM		WB115 X EB119 WYP
135.1				s 6.40		CB160 P
146.5						I
146.9				6.20AM		XWQZTYOP
154.5						CB83 XYP
162.2						WB117 X EB48 P
169.9						CB82 XP
176.0						WB130 XI EB70 YP
180.2						CB150 P
189.1						WB122 XW EB118 YEP
198.3						CB83 P
204.6						CB130 XP
213.3						CB83 P
224.4						WB115 XWY EB119 SP
232.0						CB83 XP
238.2						CB160 ZXP
248.8						WB125 XW EB123 YP
261.6						CB84
270.6						CB11
284.1						DFXWQZTYOP

Block Signals and Automatic Cab Signals
 Double Track
 (284.1)

Thru Time (1.15) (10.15) (1.10) (0.35)
 Average speed per hour 22.4 12.2 24.0 37.7

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 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

Car Capacity of Seating, etc. See Rule 6 (A) Page 24.	SECOND CLASS					Distance from Council Bluffs	Time-Table No. 34 September 24, 1961	STATIONS
	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	5.35AM	284.1	DN-R NORTH PLATTE NY	
			7.10	6.45	5.45	289.2	WEST NORTH PLATTE	
OS 84 P						290.5	BIRDWOOD	
WS 72 XP			s 7.25	s 7.01	f 5.55	296.9	D HERSEY OF	
OS 119 YP			f 7.35	A 7.10AM	A 6.00AM	300.7	O'FALLONS	
40						301.8	VARNER	
OS 121 P			f 7.45			303.4	D SUTHERLAND SU	
OS 121 P			s 8.20			315.5	D PAXTON PN	
8 P			f 8.32			321.7	KORTY	
OS 83 P			f 8.45			327.7	ROSCOE	
WS 122 WS 120 ES 124 XWP			s 9.45			334.8	DN OGALLALA GT	
OS 125 P			s 10.10			343.9	D BRULE RU	
10						349.1	MEGEATH	
OS 132 P			s 10.35			353.9	D BIG SPRINGS GS	
12 P			f 10.45			359.8	BARTON	
XWYYP WS 126 ES 121			11.45AM			365.3	DN JULESBURG JB	
OS 123 WP						380.8	D OHAPPELL OQ	
WS 111 ES 74 XP			s 12.25PM			389.7	D LODGE POLE GP	
XP			s 12.50			396.3	SUNOL	
OS 125 P			f 1.02			401.0	COLTON	
WXCOYP						407.5	DN-R SIDNEY YL OD	
OS 94 YP		8.30AM	A 1.30PM			415.5	BROWNSON	
WS 121 XWP ES 70		f 8.45				426.4	D POTTER PR	
8 PX		f 9.15				430.8	JACINTO	
OS 125 P		s 9.35				435.4	D DIX DX	
27 PX						439.9	OWASCO	
OS 133 XWP		s 10.15				444.5	DN KIMBALL KB	
12						451.1	OLIVER	
OS 125 P		s 10.45				456.6	D BUSHNELL BN	
OS 126 XWYP		A 11.30AM				466.7	DN PINE BLUFFS UF	
10						472.0	TRAOY	
OS 94 XWYP		3.10PM				477.5	D EGBERT GX	
WS 62 XP		f 3.20				483.2	D BURNS UX	
OS 66 WP		f 3.30				489.7	HILLSDALE	
WS 62 XP		f 3.40				495.9	DURHAM	
WS 117 XP ES 126		f 3.50				501.2	ARCHER	
DF XWCZTYOP		A 4.10PM				509.5	DN-R CHEYENNE YL OY	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(1.00) (3.00) (6.30) (9.25) (12.25) Thru Time
32.0 19.8 19.0 28.5 39.8 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					Distance from Council Bluffs	Time-Table No. 34 September 24, 1961	STATIONS
7	5	103	27	111			
Passenger	Mall and Express	Streamliner Passenger	Mall and Express	Streamliner Passenger			
Daily	Daily	Daily	Daily	Daily			
					294.1	DN-R NORTH PLATTE NY	
					299.8	WEST NORTH PLATTE	
					296.9	BIRDWOOD	
					300.7	D HERSEY OF	
					301.8	O'FALLONS	
					308.4	VARNER	
					315.5	D SUTHERLAND SU	
					321.7	D PAXTON PN	
					327.7	KORTY	
					334.8	ROSCOE	
					343.9	DN OGALLALA GT	
					349.1	D BRULE RU	
					353.9	MEGEATH	
					359.8	D BIG SPRINGS GS	
					365.3	BARTON	
					380.8	DN JULESBURG JB	
					389.7	D OHAPPELL OQ	
					396.3	D LODGE POLE GP	
					401.0	SUNOL	
					407.5	COLTON	
					415.5	DN-R SIDNEY YL OD	
					426.4	BROWNSON	
					430.8	D POTTER PR	
					435.4	JACINTO	
					439.9	D DIX DX	
					444.5	OWASCO	
					451.1	DN KIMBALL KB	
					456.6	OLIVER	
					466.7	D BUSHNELL BN	
					472.0	DN PINE BLUFFS UF	
					477.5	TRAOY	
					483.2	D EGBERT GX	
					489.7	D BURNS UX	
					495.9	HILLSDALE	
					501.2	DURHAM	
					509.5	ARCHER	
						DN-R CHEYENNE YL OY	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.30) (4.25) (3.30) (4.30) (1.15) Thru Time
50.0 51.0 64.4 50.0 65.0 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. 34
September 24, 1961

FIRST CLASS

Table with columns for Stations, Mile Post, Mail and Express, Passenger, Streamliner Passenger, and Mail and Express. Rows include stations like DN-R NORTH PLATTE NY, WEST NORTH PLATTE, BIRDWOOD, etc.

Thru Time... (3.50) (4.05) (1.15) (3.25) (4.20)
Average speed per hour... 58.8 55.2 65.0 66.0 52.0

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

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

SECOND SUBDIVISION EASTWARD

Time-Table No. 34
September 24, 1961

SECOND CLASS

Table with columns for Stations, Mile Post, Local Freight, Mixed, Local Freight, Local Freight, and Mixed. Rows include stations like DN-R NORTH PLATTE NY, WEST NORTH PLATTE, BIRDWOOD, etc.

Thru Time... (6.00) (0.45) (3.00) (0.35) (0.29)
Average speed per hour... 20.6 43.7 19.8 27.9 34.3

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

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. 34				FIRST CLASS		Mile Post	
	111	33		September 24, 1961		34	112				
	Streamliner Passenger	C. B. & Q. Passenger				C. B. & Q. Passenger	Streamliner Passenger				
	Daily	Daily		STATIONS							
99	WYLP	f 4.11AM	0.8	DN	JULESBURG	YL JB	0.0	Ag	7.04PM		
75	ZP	4.17	7.1	D	7.1	OVID	VI	7.1	6.53		
73	P	4.23	14.6	D	7.5	SEDGWICK	ZD	14.6	6.46		
20			19.0		4.4	DORSEY		19.0			
95	F	4.30	23.1		4.1	RED LION		23.1	6.39		
90	F		25.8		2.7	MARCOIT		25.8			
95	P	4.36	30.1	D	4.3	OROOK	OK	30.1	6.33		
23			34.3		4.1	TOBIN		34.3			
	F	4.43	38.8		4.6	PROCTOR		38.8	6.26		
19	F		41.1		2.8	POWELL		41.1			
28			43.3		1.1	GRIFF		43.3			
94	F	4.48	45.6		3.4	ILIFF		45.6	6.20		
18			50.1		4.5	FORD		50.1			
	AP		57.3		7.1	O. B. & Q. CROSSING		57.3			
100	WTR	4.58 5.00	57.5	DN-R	STERLING	YL ST	57.5	A2.20AM	6.08 6.05		
14			61.7		4.2	HALL		61.7			
73	F	5.06	64.1	D	2.4	ATWOOD	OD	64.1	f 2.09 5.58		
25			66.8		2.7	BEEFLAND		66.8			
74	F	5.11	70.2		2.4	MERINO		70.2	f 2.02 5.53		
10			72.1		1.9	BETA		72.1			
143	F	5.16	76.0		3.9	MESSEX		76.0	1.56 5.48		
41	F		78.4		2.4	BALZAC		78.4			
22	F	5.20	81.0	DN	2.6	UNION	UN	81.0	f 1.50AM 5.44		
24			82.8		1.3	COOPER		82.8			
94	F	5.25	87.0		4.2	SNYDER		87.0	5.39		
58	F	5.30	93.8		6.8	DODD		93.8	5.33		
21			96.9		3.1	HURLEY		96.9			
100	WF	5.35	98.6	D	1.7	FT. MORGAN	FX	98.6	5.29		
25	F	5.41	106.0		7.4	NARROWS		106.0	5.22		
79	F	5.44	109.0		3.0	WILDONA		109.0	5.19		
22	F	5.48	114.3		5.2	GOODRICH		114.3	5.15		
78	F	5.51	117.7		3.5	ORCHARD		117.7	5.12		
14	F		121.4		2.7	SUBLETT		121.4			
28	F	5.57	124.8		3.4	MASTERS		124.8	5.06		
121	F	6.05	126.4		10.6	HARDIN		126.4	4.57		
18	F		129.1		3.7	KUNER		129.1			
78	F	6.11	143.1		4.0	KERSEY		143.1	4.51		
27			147.2		4.1	AUBURN		147.2			
80	WTTP	A 6.18AM	151.1	DN-R	3.9	LASALLE	YL DY	151.1	4.43PM		
					(151.1)						

BLOCK SIGNALS

(2.07)	(0.35)	..... Thru Time.....	(0.30)	(2.21)
71.3	40.3	..... Average speed per hour.....	47.0	64.3

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. 34				Mile Post	SECOND CLASS		
	73	75	71		September 24, 1961		74	76		72		
	Freight Daily	Local Freight Tuesday Thursday Saturday	Freight Daily		STATIONS		Freight	Local Freight		Freight		
WYP	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			
23	P	6.45	6.45	2.10	6.3		YUTAN	YN	6.3	5.10	s 1.00	8.40
196	YP	6.55	7.00	2.20	11.8	D	MEAD	AD	11.8	5.00	s 12.50	8.30
94	P	7.07	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	7.30	2.55	28.3	D	WESTON	WN	28.3	4.35	s 12.15	8.05
99	P	7.34	7.40	3.05	33.2		TOUHY		33.2	4.23	f 12.01PM	7.53
96	WYP	7.45 ⁷²	7.50AM	3.18	37.8	D	VALPARAISO	YL VO	37.8	4.15	11.50AM	7.45 ⁷³
22	P				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	56.7		GARRATT		56.7	3.48 ⁷¹		7.18
4					55.3		WEST LINCOLN		55.3			
	I				56.5		O. B. & Q. CROSSING		56.5			
24	EP	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			
112	P	8.31		4.48	65.4		JAMAIOA		65.4	3.20		6.50
	P				66.2		HANLON		66.2			
21	P	8.46		5.03	74.7		PRINXTON		74.7	3.05		6.35
73	P	8.53		5.13	79.5	D	CORTLAND	RD	79.5	2.55		6.25
94	P	9.08		5.28	88.9	D	PIORRELL	IK	88.9	2.43		6.13
	WYP	A 9.25PM		A 5.45AM	96.3	DN-R	BEATRICE	YL BX	96.3	2.30AM	Monday Wednesday Friday	6.00PM
		(2.55)	(1.20)	(3.50)	..... Thru Time.....				(2.50)	(1.25)	(2.50)	
		33.2	28.0	25.2	..... Average speed per hour.....				34.2	26.3	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 Bald 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. 34				Mile Post	SECOND CLASS		
	September 24, 1961				STATIONS							
	STATIONS											
XIP				5.2	DN	SUMMIT	YL	SU	5.2			
XWP				6.4		SOUTH OMAHA	YL		6.4			
XIP				11.9		OILMORE	YL		11.9			
72	P			16.3	D	PAPILLION	PO		16.3			
AI				19.2		MO. PAC. CROSSING			19.2			
F				22.5	D	MILLARD	YL	MD	22.5			
XP				26.1		LANE	YL		26.1			
				20.9					20.9			

BLOCK SIGNALS

..... Thru Time..... Average speed per hour.....
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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. 34 September 24, 1961				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	75			Distance from Valparaiso	STATIONS	Mile Post	76			Local Freight	
		Local Freight	Tuesday Thursday Saturday								
	WYP		8.00AM	0.0	D-R VALPARAISO YL VO	0.0	A11.35AM				
	16		f 8.20	7.4	7.4 LOMA	7.4	f11.06				
	28		s 8.40	13.5	D BRAINARD BD	13.5	s10.50				
				15.0	1.5 O. & N. W. CROSSING	15.0					
	33	W	s 9.10	23.8	D DAVID CITY DV	23.2	s10.25				
				23.5	0.3 C. 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 OSCEOLA OZ	47.5	s 8.55				
	9	W	s10.50	53.9	D STROMSBURG S	53.9	s 8.25				
				54.8	0.9 DURANT	54.8					
	35		s11.15	63.0	D POLK PK	63.0	s 7.50				
	21		s11.30	68.3	HORDVILLE	68.3	s 7.30				
	32		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-R CENTRAL CITY YL OI	75.9	7.05AM				
					0.6						
					(75.9)		Monday Wednesday Friday				

(3.53) Thru Time
19.4 Average speed per hour

(4.30)
16.8

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 34 September 24, 1961				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	79			Distance from Genoa	STATIONS	Mile Post	80			Mixed	
		Mixed	Monday Wednesday Friday								
	40	WY	8.52AM	0.0	D-R GENOA YL G	0.0	A 1.05PM				
	20			9.3	9.3 MEROHISTON	9.3					
	28		s 9.28	13.7	D FULLERTON FU	13.7	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				
					7.7		Monday Wednesday Friday				
					(44.3)						

(2.08) Thru Time
20.8 Average speed per hour

(1.45)
25.3

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

WESTWARD				NORFOLK BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 34 September 24, 1961				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	81			Distance from Columbus	STATIONS	Mile Post	80			Mixed	
		Mixed	Tuesday Thursday Saturday								
	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	4.2 SHELDONVILLE	4.2	f11.50AM	1.43	1.50		
	8	YP	A 8.22AM	9.4	5.2 OCONEE YL	9.4	f11.40	1.30PM	1.42PM		
	30		f 5.20	14.7	5.3 PLATTE CENTER PO	14.7	s11.25				
	36		f 5.35	20.3	5.6 TARNOV	20.3					
				25.1	4.8 O. & N. W. CROSSING	25.1					
	56	W	s 5.55	26.7	D HUMPHREY HX	26.7	s11.05				
	32	W	s 6.10	35.4	D MADISON MA	35.4	s10.50				
	31			48.9	5.5 ENOLA	48.9					
				48.7	7.8 C. & N. W. CROSSING	48.7					
				50.2	1.5 C. & N. W. CROSSING	50.2					
	WETP		A 7.00AM	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) Thru Time
25.6 25.6 25.2 Average speed per hour

(2.01) (0.25) (0.23)
25.0 22.6 24.5

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. 34 September 24, 1961				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	81			Distance from Oconee	STATIONS	Mile Post	80			Mixed	
		Mixed	Tuesday Thursday Saturday								
	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			
	46	WYP	s 8.49	11.3	7.0 GENOA YL G	11.3	1.05PM	s 1.09			
	56		s 9.55	22.3	11.0 ST. EDWARD ST	22.3	s12.35				
	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) Thru Time
14.2 25.1 Average speed per hour

(0.25) (1.32)
27.1 22.0

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

WESTWARD		ORD — LOUP CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.		Distance from Grand Island	Time-Table No. 34	Mile Post	
			September 24, 1961		
			STATIONS		
WTYPCZ		0.0	DN-R GRAND ISLAND YL GE	0.0	
I		0.4	0.4 C. B. & Q. CROSSING	0.4	
11		2.5	2.1 CAREY YL	2.5	
19		11.1	8.6 D ST. LIBORY EY	11.1	
29	WY	21.9	10.8 D-R ST. PAUL YL SP	21.9	
19		30.2	8.8 D DANNEBROG DB	30.2	
11	W	40.5	10.8 D BOELUS HW	40.5	
21		47.7	7.2 D ROCKVILLE	47.7	
28	WY	60.0	13.2 D-R LOUP CITY YL OP	60.0	
27		60.7	8.8 D ELBA EB	60.7	
25		68.8	8.1 D COTESFIELD	68.8	
30		44.5	7.7 D SCOTIA JUNCTION	44.5	
		45.7	1.2 D SCOTIA EK	45.7	
		44.5	4.3 D SCOTIA JUNCTION	44.5	
31	W	48.8	9.7 D NORTH LOUP NU	48.8	
3		58.5	8.2 D SAUNDERS	58.5	
		60.7	0.3 D O. B. & Q. CROSSING	60.7	
24	WY	61.0	0.3 D-R ORD YL RD	61.0	
			(61.0)		

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

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

WESTWARD		HASTINGS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.		Distance from Hastings	Time-Table No. 34	Mile Post	
			September 24, 1961		
			STATIONS		
WYPCZ		0.0	DN-R HASTINGS YL AN	0.0	
180	P	12.7	12.7 HAYLAND	12.7	
25	P	20.2	7.6 DENMAN	20.2	
180	WYP	28.1	7.9 D-R GIBSON GE	28.1	
	I		(28.1)		

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

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

WESTWARD		KEARNEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.		Distance from Kearney	Time-Table No. 34	Mile Post	
			September 24, 1961		
			STATIONS		
			95		
			Mixed		
			Tuesday, Thursday, Saturday		
PWY CZ			9.00AM	0.0	DN-R KEARNEY YL KB
12			f 9.12	5.5	5.5 GLENWOOD PARK
19			s 9.24	10.1	4.6 RIVERDALE
27			s 9.41	16.8	6.7 D AMHERST HR
12	W		s 10.06	26.8	9.5 MILLER
28			s 10.20	32.5	6.2 D SUMNER SU
25			s 10.40	40.4	7.9 EDDYVILLE
40			s 11.13AM	52.1	11.7 D OCONTO BS
27	WY		s 12.30PM	65.5	13.4 D OALLAWAY OA
28	W		s 1.30	83.1	17.6 D ARNOLD AD
10			f 2.10	94.6	11.5 HOAGLAND
15			f 2.30	99.2	4.6 GANDY
22	WY		A 2.55PM	102.4	3.2 D-R STAPLETON YL SN
					(102.4)

(5.55)
17.3

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

(5.20) (4.20)
19.2 23.6

Westward trains are superior to trains of the same class in the opposite direction.—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 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 cabooses only; locomotive without cars.
 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	When leading unit at front of train is gas turbine or car body type unit backing up;	30	30	30
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Multiple unit engine when controlled from other than leading unit.	30	30	30
When caboose is handled in train consisting of passenger train equipment.		60		When more than 50% of the tonnage is gravel or ore.			40
When using No. 14 turn-outs.	25	25	20	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
When using other cross-overs or turn-outs.	15	15	15	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.			30 20
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	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Within yard limits protected by continuous block signal system.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits not protected by continuous block signal system.	50	40	25	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Passing fueling stations located within yard limits.	50	40	25	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks - Morse type.			35 45 45
Passing fueling stations located outside yard limits.	50	40	40	Trains handling U.P. ore cars series 8000 - 8499, loaded or empty.			45
Diesel road freight and road-switch locomotives;	65	65		On wye tracks.	15	15	15
Gas turbine locomotives;	65	65					
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35 50	35 50	35 50				

OLD MAIN LINE

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

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Waterloo, seed house spur.			5	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
Fremont, within city limits.		20	15	Grand Island, on east and west legs of wye.			10
Fremont, while using C. & N. W. trackage	10	10	10	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.
Summit 5.2 and 5.6	25	25	25
Weco 14.2 and 14.7	80	70	50
15.9 and 16.2	80	70	50
Lane 18.1 and 18.4	70	60	50
19.4 and 19.8	70	60	50
Elkhorn 21.9 and 22.1	70	60	50
22.2 and 22.6	60	50	40
22.8 and 23.2	70	60	50
Vroman 258.1 and 258.5	70	60	50
Beck 281.1 and 281.9	80	70	50
North Platte			

ON EASTWARD TRACK

Between Mile Posts —	Str.	Psgr.	Frt.
North Platte 281.9 and 281.1	80	70	50
Brady 259.8 and 258.1	70	60	50
Kearney 189.2 and 189.0	40	40	25
Waterloo 23.2 and 22.8	70	60	50
22.6 and 22.2	60	50	40
22.1 and 21.9	70	60	50
Elkhorn 19.8 and 19.4	70	60	50
18.4 and 18.1	70	60	50
Lane 10.2 and 15.9	80	70	50
14.7 and 14.2	80	70	50
Seymour 5.6 and 5.2	25	25	25
Summit			

SECOND SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Big Springs, over highway crossing when using siding.	5	5	5	Brownson, on government tracks.			10
				Hillsdale, on industry track.			5
				Cheyenne passenger sbeds.	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 422.6 366.1 and 365.4	60	60	50 50
505.8 and 506.3	80	70	50	Roscoe 324.4 and 323.5	70	60	50
508.7 and 509.1 Cheyenne	40	40	25	North Platte			
THIRD SUBDIVISION							
Maximum speed.	79	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.7 and 150.9	30	30	25
Light engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
				Sterling, M. P. 57.2, C. B. & Q. crossing, between home signals of automatic interlocking.	20	20	20
				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
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between M.P. 11 and Spalding.		25
Yutan 6.4 and 7.7	35	35	Trains handling outfit cars.		20
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Ord — Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
Wahoo, city track.		6	Carey, all airfield trackage.		10
19.1 and 19.5	35	35	Between St. Libory and Ord.		30
Weston 30.2 and 30.5	35	35	Between St. Paul and Loup City.		30
31.6 and 31.9	35	35	Trains handling outfit cars.		20
Touhy 36.0 and 37.4	25	25	Hastings Branch Maximum speed.	70	50
Garratt 56.3 and 57.5	15	15	Over Bridge 21.35.	30	30
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Gibbon, west of east wye switch.		15
Pickrell 96.5 and 97.3	15	15	Kearney Branch Maximum speed	30	30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, on Kilpatrick track.		5	North Platte Branch Maximum speed.	50	50
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Over Bridge 18.30.		35
Between Valparaiso and Brainard.	35	25	Oshkosh, over First Street Crossing.		15
Between Brainard and Hordville.	40	30	Between Mile Posts — Lisco 92.5 and 94.0.	45	45
Between Hordville and Central City.	35	25	Northport, M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Trains handling outfit cars.		20	North Platte Cut-off Maximum speed.	45	45
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	On curves between Yoder and So. Torrington.		35
Between Oconee and M.P. 16.		25	On curves between M.P. 25.42 and M.P. 31.25.		30
Between M.P. 16 and Norfolk.		30	Through tunnel between Albia and Tremain.		20
Trains handling outfit cars.		20	Lyman Branch		20
On curve at M.P. 1.75.		25	Gering Branch		20
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20	Sears Branch		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision(Cont.)			
Foxley	6.9	2—XP	West	Trued	209.3	16	East
Seymour	8.9	23—XP	East	Josselyn	217.9	31—XP	Both
Ipcu	12.2	70—XP	Both	Willow Island	243.2	63—XP	Both
Moval	31.19	24—P	West	Keith	272.9	15	West
Behlen	80.25	100—P	East	Beck	280.5	10	West
Paddock	128.5	40—XP	Both	Beatrice Branch			
Buda	184.3	20	West	Krumel	17.4	11	East
Kearney Air Base	185.9	ES 73—XP	Both	Cedar Rapids Branch			
Alfalfa Center	194.1	WS 40—XP	Both	Siding No. 1	22.2	10	Both

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	50"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	28.6
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 Yardman'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
Fremont.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Sterling.....	Telegraph Office
Columbus.....	Enginemen's Washroom	La Salle.....	Telegraph Office
Grand Island.....	Dispatcher's Office	Lincoln.....	Telegraph Office
Grand Island.....	Telegraph Office	Beatrice.....	Telegraph Office
Grand Island.....	Yard Office	Norfolk.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	Hastings.....	Yard Office
Grand Island.....	Roundhouse	Stapleton.....	Telegraph Office
Kearney.....	Telegraph Office	Gering.....	Dispatcher's Office
Kearney.....	Roundhouse	Gering.....	Telegraph Office
Lexington.....	Telegraph Office	Gering.....	Roundhouse
North Platte.....	Dispatcher's Office	South Torrington.....	Telegraph Office
North Platte.....	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. Kreymborg	Surgeon	North Platte, Nebr.
R. R. Douglas	Surgeon	Clarks, Nebr.	N. Chick	Surgeon	North Platte, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	A. J. Callaghan	Surgeon	North Platte, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	H. H. Walker	Oculist and Aurlst.	North Platte, Nebr.
L. G. Howard	Oculist and Aurlst.	Council Bluffs, Ia.	G. F. Waltemath	Surgeon	North Platte, Nebr.
A. L. Nielson	Surgeon	Council Bluffs, Ia.	R. T. Takenaga	Surgeon	North Platte, Nebr.
A. M. Pedersen	Surgeon	Council Bluffs, Ia.	H. A. Blackstone	Surgeon	Northport, Nebr.
G. M. McArdle	Surgeon	Council Bluffs, Ia.	C. F. Bantin	Surgeon	Omaha, Nebr.
P. D. Pedersen	Surgeon	Council Bluffs, Ia.	M. W. Barry	Surgeon	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
G. H. Joder	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. K. Muldoon	Surgeon	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	R. T. Mauer	Surgeon	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	D. K. Kemp	Surgeon	Omaha, Nebr.
T. L. Johnson	Oculist	Cheyenne, Wyo.	D. H. Bendorf	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurlst.	Cheyenne, Wyo.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	T. D. Boler	Surgeon	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	R. H. Rasgorshek	Oculist and Aurist.	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	R. C. Chase	Surgeon	Ogallala, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	Don E. Baca	Surgeon	Papillion, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	H. Dey Myers	Surgeon	Schuyler, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
L. M. Adams	Surgeon	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	K. A. Ohme	Surgeon	South Mitchell, Nebr.
C. H. Magglore	Surgeon	Grand Island, Nebr.	F. E. Palmer	Oculist and Aurist.	Sterling, Colo.
J. A. Proffitt	Oculist and Aurist.	Grand Island, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
W. C. Harvey	Surgeon	Gering, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
J. J. Hanigan	Surgeon	Hallam, Nebr.	Leo Keenan	Surgeon	Torrington, Wyo.
O. A. Kostal	Surgeon	Hastings, Nebr.	L. B. Morgan	Ophthalmogist	Torrington, Wyo.
C. L. Kleager	Surgeon	Hastings, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
H. P. Linton	Surgeon	Julesburg, Colo.			
B. R. Baneroft	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. Shamburg	Surgeon	Kimball, Nebr.			