

UNION PACIFIC RAILROAD COMPANY

Eastern Division



NEBRASKA DIVISION TIME-TABLE No. 36

Effective Sunday,
February 6, 1966

At 12:01 A. M.
Central Time East of North Platte
Mountain Time West of North Platte

Safety Always
Makes a Suggestion

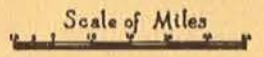
FOR EMPLOYEES ONLY



EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO MAR. 1, 1959



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 36 February 6, 1966								Distance from Council Bluffs	STATIONS
9	17	105	111	27	5	103			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
							0.0	CO. BLUFFS	
			11.35	11.00	10.45	2.45	2.8	OMAHA	
			1.50	1.55	1.50	4.50	146.9	GRAND ISLAND	
			3.50	4.45	4.20	6.45	284.1	NORTH PLATTE	
			2.55	4.00	3.35	5.50	365.3	JULESBURG	
			4.11				407.5	SIDNEY	
				6.25	5.60	7.34		KANSAS CITY	
	9.20	7.30						DENVER	
	7.50	8.10						CHEYENNE	
	8.20	6.45	8.05	7.40			562.5	LARAMIE	
		8.50			8.30	7.45	9.20	RAWLINS	
		9.20			8.55	9.10	9.30	GREEN RIVER	
	11.25	11.01	10.55		10.25	10.40	10.50	GRANGER	
	1.20	1.15	12.50			12.45	12.37	OGDEN	
	3.25	3.40	3.05			3.15	2.50		
	3.35	4.15	3.15			3.30	3.00		
		4.50	3.45						
	7.00				7.15	6.40	992.6		
							(992.6)		

Heavy Figures Indicate PM
Light Figures Indicate AM

(22.40)	(22.20)	(7.40)	(9.05)	(12.25)	(21.30)	(16.55)	.....	Thru Time
53.7	48.6	56.2	61.0	45.3	46.0	58.5	.....	Average speed per hour

O. A. DURRANT
General Manager

K. I. JONES
General Superintendent

J. BOWEN
Gen. Supt. Transportation

R. W. HOLLAND, Superintendent Omaha, Neb.
W. R. TUEL, Assistant Superintendent Omaha, Neb.
J. A. McCULLOUGH, Terminal Superintendent Omaha, Neb.
M. D. SWEET, Asst. Terminal Supt. Omaha, Neb.
E. C. MAY, Asst. Supt. Safety & Courtesy Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent Co. Bluffs, Ia.
A. L. O'NEILL, JR., Asst. Terminal Supt. Co. Bluffs, Ia.
M. L. BUTLER, Trainmaster Co. Bluffs, Ia.
W. A. RIDGE, Trainmaster Grand Island, Neb.
J. E. GUYNAN, Terminal Superintendent North Platte, Neb.
G. B. RECTOR, Asst. Terminal Supt. North Platte, Neb.
H. C. MAY, Trainmaster North Platte, Neb.
W. E. HENKE, Assistant Superintendent Sidney, Neb.
W. H. ANDERSON, Assistant Superintendent Gering, Neb.
C. T. ARMSTRONG, Master Mechanic Cheyenne, Wyo.
K. O. BRAKE, Road Foreman of Engines Council Bluffs, Ia.
S. E. CHADD, Road Foreman of Engines Council 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.
J. M. LONGSDORF, Division Engineer Omaha, Neb.
O. L. KOVAR, General Roadmaster Omaha, Neb.

FIRST SUBDIVISION
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES
A. E. HACKMAN, Chief Train Dispatcher Grand Island, Neb.
L. E. BALL, Asst. Chief Train Dispatcher Grand Island, Neb.
C. F. DEWHRST, 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.
J. E. ROWAN, Asst. Chief Train Dispatcher Denver, Colo.
H. I. MARKLE, Jr., Asst. Chief Train Dispatcher Denver, Colo.

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.
J. D. MANNON, Asst. Chief Train Dispatcher Omaha, Neb.

MILEAGE
Main Line 659.60
Branches 826.34
Total 1485.94 ✓

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 36 February 6, 1966								Mile Post	STATIONS											
106	112	10	104	28	18	6														
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger														
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
							0.0	CO. BLUFFS												
							2.8	OMAHA		1.40		3.10	7.00			5.45				
							146.9	GRAND ISLAND		11.25		12.55	3.55			2.55				
C.T. M.T.							284.1	NORTH PLATTE		9.25 8.20		10.55 9.50	1.00 11.30			12.10 11.00				
							365.3	JULESBURG		7.00										
							407.5	SIDNEY				7.56	9.10			8.55				
								KANSAS CITY				9.05				11.10				
							562.5	DENVER	3.30	3.50	8.20 7.55				10.15 9.30					
							509.5	CHEYENNE				6.25 6.15	7.10 6.45	7.10 6.00	7.00 6.30					
							566.0	LARAMIE	12.32		4.50	4.55	5.25	4.40	5.15					
							682.8	RAWLINS	10.46		2.46	3.01		2.35	3.10					
							817.0	GREEN RIVER	8.35		12.35 12.25	12.50 12.40			11.55 11.30	12.30 12.15				
							847.2	GRANGER	7.65						10.55					
							992.6	OGDEN			9.10	9.25				8.45				
							(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

Thru Time (7.35) (8.50) (22.55) (16.45) (12.35) (23.15) (20.00)
Average speed per hour 56.7 63.4 53.1 56.8 44.7 46.7 49.5

Heavy Figures Indicate PM
Light Figures Indicate AM

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
5	Any station 1st and 2nd subdivision		North of Granger or Ogden or beyond.	6	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		Las Vegas or beyond.	104	Kearney	Las Vegas or beyond.	
	Columbus		Reno or beyond.		Columbus	Reno or beyond.	
	Kearney				Fremont		
111	Fremont	Chicago	Denver or beyond.	112	Ft. Morgan	Denver or beyond	Points where scheduled to stop.
	Lexington	Omaha or beyond	Denver or beyond.		Ogallala	Denver or beyond	Omaha or beyond.
	Ogallala				Lexington	Denver or beyond	Omaha or beyond.
	Ft. Morgan	Points where scheduled to stop	Denver or beyond.		Fremont	Denver or beyond	Chicago.

WESTWARD FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS				FIRST CLASS				Distance from Council Bluffs
	71 Time Freight	73 Time Freight	75 Local Freight	111 Passenger	27 Passenger	5 Passenger	103 Passenger		
	Daily	Daily	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily		
DFXITYPZ	11.30PM	5.00PM						0.0	
DFXITPZ	11.45PM	5.15		11.35PM	11.00PM	10.45	2.45AM	2.8	
XIP	12.01AM	5.45		11.41	11.06	10.52	2.50	5.2	
ES 04 XP	12.10	5.55		11.48	11.14	11.00	2.57	14.1	
XP	12.20	6.00		11.51	11.17	11.04	3.00	17.1	
OS 73 XP				11.55	11.21	11.09	3.04	21.7	
P				11.58PM	11.24	11.13	3.07	24.5	
WS 175 XYP ES 165 ES 90	A12.45AM	A 6.15PM		12.01AM	11.28	11.17	3.10	28.0	
OS 81 P				12.06	11.34	11.23	3.14	34.3	
I								38.2	
WS 99 X ES 172 PZ				12.12	11.43	11.35	3.18	39.3	
I								40.0	
IP								44.8	
OS 82 P				12.18	11.52	11.43	3.23	46.3	
OS 160 XP				12.24	11.59PM	11.50	3.29	54.4	
OS 82 P				12.29	12.06AM	11.57AM	3.34	61.4	
WS 130 X ES 123 P				12.34	12.15	12.04PM	3.39	68.7	
OS 118 P				12.40	12.23	12.12	3.45	76.9	
I								83.8	
WS 143 X ES 125 YPZ				12.49	12.38	12.29	3.51	84.5	
OS 119 P				12.55	12.48	12.39	3.58	92.2	
OS 119 P				1.04	12.55	12.49	4.06	102.3	
P				1.09	1.00	12.54	4.10	107.9	
OS 82 P				1.14	1.05	12.59	4.15	113.6	
I								124.3	
WS 113 X ES 119 YP			12.05PM	1.26	1.17	1.13	4.26	124.9	
OS 160 P				12.25	1.33	1.24	4.33	135.1	
I								146.5	
DXZTYP			A12.45PM	1.49	1.40	1.40	4.49	146.9	
XYP				1.58	2.03	1.59	4.57	154.5	
WS 117 X ES 48 P				2.03	2.09	2.06	5.03	162.3	
OS 82 XP				2.09	2.16	2.13	5.09	169.9	
WS 130 X ES 70 YP				2.14	2.21	2.18	5.13	176.0	
OS 160 P				2.17	2.25	2.22	5.16	180.2	
WS 165 X ES 118 YZP				2.25	2.34	2.30	5.25	189.1	
OS 83 P				2.38	2.51	2.45	5.34	198.3	
OS 130 XP				2.43	2.57	2.51	5.39	204.6	
OS 83 P				2.49	3.04	2.59	5.46	213.3	
WS 115 XY ES 125 ZP				2.58	3.21	3.10	5.55	224.4	
OS 83 XP				3.04	3.29	3.19	6.01	232.5	
OS 160 ZXP				3.08	3.39	3.26	6.05	238.2	
WS 125 X ES 123 YP				3.16	3.56	3.37	6.12	248.8	
OS 83 P				3.26	4.10	3.51	6.23	261.5	
OS 119 XP				3.33	4.19	3.59	6.30	270.6	
DFXZTYP				A 3.50AM	A 4.45AM	A 4.20PM	A 6.45AM	284.1	

(1.15) (1.15) (0.40) (4.15) (5.45) (5.35) (4.00)
22.4 22.4 33.0 66.2 48.9 50.4 70.3

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 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 26 miles per hour passing through Columbus to discharge mail.
No. 5 reduce speed to 50 miles per hour passing mail crane 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 18.

FIRST SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST CLASS				SECOND CLASS			Distance from Council Bluffs
	28 Passenger	6 Passenger	112 Passenger	104 Passenger	74 Time Freight	72 Time Freight	76 Local Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	
DFXITYPZ					A 6.50AM	A 10.15PM		0.0
DFXITPZ	7.00AM	5.45PM	1.40AM	3.10AM	6.35	10.00		2.8
XIP	6.45	5.30	1.30	3.00	6.05	9.35		5.2
ES 94 XP	6.30	5.17	1.18	2.48	5.55	9.25		14.1
XP	6.28	5.15	1.16	2.46	5.50	9.20		17.1
OS 73 XP	6.24	5.11	1.12	2.42				21.7
P	6.22	5.09	1.10	2.40				24.5
WS 175 XYP ES 165 ES 90	6.19	5.06	1.07	2.37	5.35AM	9.05PM		28.0
OS 81 P	6.09	4.58	1.01	2.31				34.3
I								38.2
WS 99 X ES 172 PZ	6.03	4.52	12.56	2.26				39.3
I								40.0
IP								44.8
OS 82 P	5.48	4.33	12.48	2.18				46.3
OS 160 XP	5.40	4.26	12.42	2.12				54.4
OS 82 P	5.32	4.19	12.36	2.07				61.4
WS 130 X ES 123 P	5.24	4.13	12.31	2.01				68.7
OS 118 P	5.13	4.05	12.25	1.55				76.9
I								83.8
WS 143 X ES 125 YPZ	5.05	3.58	12.18	1.48				84.5
OS 119 P	4.49	3.42	12.08	1.38				92.2
OS 119 P	4.39	3.34	12.01AM	1.31				102.3
P	4.34	3.29	11.57PM	1.27				107.9
OS 82 P	4.29	3.25	11.53	1.23				113.6
I								124.3
WS 113 X ES 119 YP	4.19	3.16	11.44	1.14	A 6.55AM			124.9
OS 160 P	4.05	3.06	11.36	1.05	6.40			135.1
I								146.5
DXZTYP	3.55	2.55	11.25	12.55				146.9
XYP	3.40	2.45	11.24	12.54	6.20AM			154.5
WS 117 X ES 48 P	3.19	2.27	11.13	12.41				162.3
OS 82 XP	3.13	2.19	11.07	12.35				169.9
WS 130 X ES 70 YP	3.05	2.12	11.01	12.29				176.0
OS 160 P	2.59	2.06	10.56	12.24				180.2
WS 165 X ES 118 YZP	2.54	2.01	10.52	12.20				189.1
OS 83 P	2.45	1.47	10.45	12.12				198.3
OS 130 XP	2.36	1.37	10.37	12.04AM				204.6
OS 83 P	2.30	1.31	10.33	11.59PM				213.3
WS 115 XY ES 125 ZP	2.22	1.22	10.26	11.53				224.4
OS 83 XP	2.09	1.12	10.17	11.45				232.5
OS 160 ZXP	1.57	1.04	10.10	11.39				238.2
WS 125 X ES 123 YP	1.50	12.58	10.05	11.33				248.8
OS 83 P	1.36	12.48	9.56	11.25				261.5
OS 119 XP	1.22	12.35	9.45	11.15				270.6
DFXZTYP	1.14	12.26	9.38	11.08				284.1
	1.00AM	12.10PM	9.25PM	10.55PM				

(6.00) (5.35) (4.15) (4.15) (1.15) (1.10) (0.35)
46.9 50.4 66.2 66.2 22.4 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.
No. 6 reduce speed to 50 miles per hour passing mail crane at Gothenburg and 50 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 18.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	353		93	5	103	27	111	Distance from Council Bluffs	Time-Table No. 36	
	Freight		Mixed	Passenger	Passenger	Passenger	Passenger		February 6, 1966	
	Daily		Daily	Daily	Daily	Daily	Daily		STATIONS	
DFXZTYP			5.35 AM	3.35 PM	5.50 AM	4.00 AM	2.55 AM	284.1	DN-R	NORTH PLATTE YL NO NY
P			5.45	3.43	5.57	4.08	3.02	289.2		WEST NORTH PLATTE YL
CS 84	P							290.5		BIRDWOOD
WS 72	XP		f 5.55	3.50	6.02	4.15	3.07	298.9	D	HERSHEY OF
CS 119	YP		A 6.00 AM	3.53	6.05	4.18	3.10	300.7		O'FALLONS
40								301.8		VARNER
CS 121	P			3.56	6.07	f 4.21	3.12	303.4	D	SUTHERLAND SU
CS 121	P			4.08	6.16	f 4.33	3.22	315.5	D	PAXTON PN
5	P							321.7		KORTY
CS 83	P			4.19	6.26	4.45	3.31	327.7		ROSCOE
WS 122 WS 120 ES 138	XP		s 4.27	6.32	s 4.55	3.40	334.8	DN	OGALLALA GT	
CS 125	P			4.37	6.39	f 5.05	3.48	343.9	D	BRULE RU
10								349.1		MEGEATH
CS 132	P			4.47	6.47	f 5.15	3.56	353.9	D	BIG SPRINGS GS
12	P							359.3		BARTON
WS 125 ES 121	XIYP		f 4.58	6.56	s 5.30	Af 4.10 AM	365.3	DN	JULESBURG JB	
CS 123	P			5.14	7.08	f 5.46		380.8	D	CHAPPELL CQ
WS 111 ES 74	XP			5.23	7.16	f 5.55		389.7	D	LODGE POLE GP
CS 125	P			5.29	7.20	6.02		398.3		SUNOL
				5.33	7.24	6.07		401.0		COLTON
	XYP			5.40	7.33	6.15		407.5	DN-R	SIDNEY YL OD
CS 94	YP			5.59	7.43	6.35		415.5		BROWNSON
WS 121 ES 70	XP			6.09	7.53	f 6.45		426.4	D	POTTER PR
8	PX							430.8		JACINTO
CS 125	P			6.17	8.01	f 6.55		435.4	D	DIX DX
27	PX							439.9		OWASCO
S 133	XP		s 6.28	8.09	s 7.10		444.5	DN	KIMBALL KB	
12								451.1		OLIVER
CS 125	P			6.40	8.19	f 7.22		456.6	D	BUSHNELL BN
CS 126	XP			6.50	8.29	f 7.33		466.7	DN	PINE BLUFFS UF
10								472.0		TRACY
CS 94	XYP		3.10 PM	7.01	8.40	f 7.45		477.5		EGBERT
WS 62	XP		f 3.20	7.07	8.46	f 7.51		483.2	D	BURNS UX
CS 96	P		f 3.30	7.14	8.52	7.58		489.7		HILLSDALE
WS 62	XP		f 3.40	7.21	8.58	8.05		495.9		DURHAM
WS 117 ES 125	XP		f 3.50	7.28	9.04	8.11		501.2		ARCHER
DFXZTYP			A 4.10 PM	A 7.45 PM	A 9.20 AM	A 8.30 AM		509.5	DN-R	CHEYENNE YL OY

(1.00) (0.25) (4.10) (3.30) (4.30) (1.15)
32.0 39.8 54.1 64.4 80.0 65.0

..... 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.

No. 5 reduce speed to 60 miles per hour passing mail crane at Ogallala.

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

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	6		112	104	28	354	94	Distance from Council Bluffs	Time-Table No. 36	
	Passenger		Passenger	Passenger	Passenger	Freight	Mixed		February 6, 1966	
	Daily		Daily	Daily	Daily	Daily	Daily		STATIONS	
DFXZTYP			6.50 PM					284.1	DN-R	NORTH PLATTE YL NO NY
P			6.16					289.2		WEST NORTH PLATTE YL
CS 84	P							290.5		BIRDWOOD
WS 72	XP		f 6.06					298.9	D	HERSHEY OF
CS 119	YP		A 6.01 PM					300.7		O'FALLONS
40								301.8		VARNER
CS 121	P			7.59	9.27	f 11.01		303.4	D	SUTHERLAND SU
CS 121	P		f 10.23	7.49	9.17	f 10.49		315.5	D	PAXTON PN
5	P							321.7		KORTY
CS 83	P			7.38	9.05	f 10.37		327.7		ROSCOE
WS 122 WS 120 ES 138	XP		s 10.04	7.31	8.59	s 10.30		334.8	DN	OGALLALA GT
CS 125	P		f 9.55	7.21	8.51	f 10.17		343.9	D	BRULE RU
10								349.1		MEGEATH
CS 132	P		f 9.46	7.12	8.43	f 10.07		353.9	D	BIG SPRINGS GS
12	P							359.3		BARTON
WS 125 ES 121	XIYP		s 9.35	s 7.00 PM	8.33	s 9.55		365.3	DN	JULESBURG JB
CS 123	P		f 9.21		8.20	f 9.37		380.3	D	CHAPPELL CQ
WS 111 ES 74	XP		f 9.12		8.12	f 9.28		389.7	D	LODGE POLE GP
CS 125	P		9.06		8.07	f 9.22		396.3		SUNOL
			9.02		8.03	9.17		401.0		COLTON
	XYP		8.55		7.56	9.10		407.5	DN-R	SIDNEY YL OD
CS 94	YP		8.45		7.55	9.00		415.5		BROWNSON
WS 121 ES 70	XP		8.30		7.45	8.46		426.4	D	POTTER PR
8	PX		8.20		7.35	f 8.36		430.8		JACINTO
CS 125	P		8.10		7.28	f 8.28		435.4	D	DIX DX
27	PX							439.9		OWASCO
S 133	XP		s 8.01		7.21	s 8.20		444.5	DN	KIMBALL KB
12								451.1		OLIVER
CS 125	P		7.50		7.12	s 8.04		456.6	D	BUSHNELL BN
CS 125	XP		7.40		7.04	s 7.52		466.7	DN	PINE BLUFFS UF
10								472.0		TRACY
CS 94	XYP		7.30		6.54	f 7.40	A 8.50 AM	477.5		EGBERT
WS 62	XP		7.25		6.49	7.35	s 8.40	483.2	D	BURNS UX
CS 96	P		7.20		6.44	7.30	s 8.31	489.7		HILLSDALE
WS 62	XP		7.15		6.39	7.25	f 8.23	495.9		DURHAM
WS 117 ES 125	XP		7.10		6.34	7.20	f 8.15	501.2		ARCHER
DFXZTYP			A 7.00 AM		6.25 PM	7.10 PM	8.05 AM	509.5	DN-R	CHEYENNE YL OY

(4.00) (1.20) (3.25) (4.20) (0.40) (0.49)
56.3 60.9 66.0 52.0 43.7 20.3

..... 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.

No. 6 reduce speed to 60 miles per hour passing mail crane at Ogallala.

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

WESTWARD				THIRD SUBDIVISION				EASTWARD					
FIRST CLASS				Time-Table No. 36				FIRST CLASS					
111				February 6, 1966				34					
Passenger				C. B. & Q.				Passenger					
Daily				STATIONS				Passenger					
Distance from Julesburg				Mile Post				Distance from Julesburg					
80	YIP	f	4.11 AM	DN	JULESBURG	YL JB	0.0	As	6.59 PM				
75	ZP		4.18	D	7.1	VI	7.1		6.48				
72	P		4.24		7.5		14.6		6.41				
20					4.4		19.0						
95	P		4.31		4.1		23.1		6.34				
95	P		4.37		7.0		30.1		6.28				
22					4.1		34.2						
60	P		4.44		4.6		38.8		6.21				
12	P				2.3		41.1						
22					1.1		42.2						
94	P		4.50		3.4		45.6		6.15				
10					4.5		50.1						
	AIP				7.1		57.2						
100	TZP		5.03		0.3		57.5						
			5.06		3.4		57.5		6.03				
72	P		5.12	f	2.17		64.1	f	1.59		5.53		
74	P		5.17	f	2.23		70.2	f	1.52		5.48		
143	P		5.22		2.29		76.0		1.46		5.43		
41	P				2.4		78.4						
52	P		5.26	A	2.35 AM		81.0	f	1.40 AM		5.39		
24					1.8		82.8						
94	P		5.31		4.2		87.0		5.34				
53	P		5.37		6.8		93.8		5.28				
21					3.1		96.9						
100	P		5.42		1.7		98.6		5.24				
35	P		5.48		7.4		106.0		5.17				
70	P		5.51		3.0		109.0		5.14				
22	P		5.55		5.2		114.2		5.10				
78	P		5.58		3.5		117.7		5.07				
53	P		6.04		7.1		124.8		5.01				
121	P		6.12		10.6		135.4		4.52				
10	P				3.7		139.1						
78	P		6.18		4.0		143.1		4.46				
27					4.1		147.2						
50	DYP		A 6.26 AM		3.9		151.1		4.38 PM				
					151.1				Daily		Daily		

.....Thru Time..... (2.15) (0.25) (0.30) (2.21)
Average speed per hour..... 67.2 57.6 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					
SECOND CLASS				Time-Table No. 36				SECOND CLASS					
73				February 6, 1966				74					
Freight				C. B. & Q.				Freight					
Daily				STATIONS				Freight					
Distance from Valley				Mile Post				Distance from Valley					
	YP		6.30 PM	DN-R	VALLEY	YL V	0.0	A	5.20 AM	A	1.15 PM	A	8.50 PM
	AI				5.8		5.8						
28	P		6.45	s	6.45		6.3		5.10	s	1.00		8.40
100	YP		6.55	s	7.00		11.6	D	5.00	s	12.50		8.30
64	P		7.07	s	7.15		18.9		4.45	s	12.30		8.15
					19.6		19.6						
76	P		7.22	s	7.30		26.3	D	4.35	s	12.15		8.05
20	P		7.34	f	7.40		33.2		4.23	f	12.01 PM		7.53
90	YP		7.45 72	A	7.50 AM		37.3	D	4.15		11.50 AM		7.45 73
22	P				41.8		41.8						
38	P		7.58				46.5	D	3.59				7.28
101	P		8.01				47.8		3.55 71				7.25
4					55.2		55.2						
	I				56.5		56.5						
24	ZP		8.18				57.1	DN	3.40				7.10
	I				57.4		57.4						
	I				59.0		59.0						
112	P		8.31				65.4		3.20				6.50
	P				68.2		68.2						
21	P		8.46				74.7		3.05				6.35
73	P		8.53				79.5	D	2.55				6.25
34	P		9.08				88.9	D	2.43				6.13
	ZP		A 9.25 PM				96.8	DN-R	2.30 AM		Monday		6.00 PM
									Daily		Wednesday		Daily

.....Thru Time..... (2.55) (1.20) (3.50) (2.50) (1.25) (2.50)
Average speed per hour..... 33.2 28.0 25.2 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 and engines are governed by Operating Rules, Time-Table and Special Instructions of CB&Q R. R. while using their tracks between Hall Tower and Baird Tower.

WESTWARD				ALBION BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 36				SECOND CLASS					
81				February 6, 1966				80					
Mixed				C. B. & Q.				Mixed					
Tuesday Thursday Saturday				STATIONS				Mixed					
Distance from Oconee				Mile Post				Distance from Oconee					
20	YP		8.22 AM	0.0	R	OCONEE	YL	0.0	A	1.30 PM	A	1.42 PM	
5				2.0		MILL SPUR		2.0					
	P		s 8.33	s	8.33		4.3	D	1.20	s	1.30		
40	YP		s 8.49	A	8.49 AM		11.3	D-R	1.05 PM	s	1.09		
56	P		s 9.55				22.3	D	s 12.35				
28	YP		A 10.45 AM				33.7	D-R	12.10 PM				
											Monday		Tuesday
											Wednesday		Thursday

.....Thru Time..... (2.23) (0.27) (0.25) (1.32)
Average speed per hour..... 14.2 25.1 27.1 22.0

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
 For Stations not shown on schedule pages — See Page 18.

WESTWARD STROMSBURG BRANCH EASTWARD				WESTWARD ORD—LOUP CITY BRANCH EASTWARD										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Valparaiso	Time-Table No. 36		Mile Post	SECOND CLASS	Distance from Grand Island	Time-Table No. 36		Mile Post				
	75		February 6, 1966			76		February 6, 1966						
	Local Freight		STATIONS			Local Freight		STATIONS						
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A11.35AM	DTPZ	0.0	DN-R	GRAND ISLAND	YL GE	0.0	
16	f 8.20	7.4		LOMA		7.4	f11.06	I	0.4		C. B. & Q. CROSSING		0.4	
28	P s 8.40	13.5	D	BRAINARD	BD	13.5	s10.50	11	2.5		CAREY	YL	2.5	
32	P s 9.10	23.2	D	DAVID CITY	DV	23.2	s10.25	10	11.1		ST. LIBORY		11.1	
		23.5		C. B. & Q. CROSSING		23.5		39	PY	21.9	D	ST. PAUL	YL SP	21.9
31	P s 9.45	33.3	D	RISING CITY	RN	33.3	s 9.40							
36	P s10.05	40.1	D	SHELBY	SH	40.1	s 9.20	19	P	30.2	D	DANNEBROG	DB	8.3
7	P s10.25	47.5	D	OSCEOLA	OZ	47.5	s 8.55							
9	P s10.50	52.9	D	STROMSBURG	S	52.9	s 8.26	31	P	40.5	D	BOELUS	HW	18.6
		56.8		DURANT		56.8								
35	P s11.15	63.0	D	POLK	PK	63.0	s 7.50							
21	s11.30	68.5		HORDVILLE		68.5	s 7.30	33	PY	60.9	D-R	LOUP CITY	YL OP	39.0
22	s11.45	73.8		HEBER		73.8	f 7.10							
		75.3		C. B. & Q. CROSSING		75.3		27	P	30.7	D	ELBA	EB	30.7
YP	A11.55AM	75.9	DN-R	CENTRAL CITY	YL CI	75.9	7.05AM							
				(75.9)				25		36.8		COTESFIELD		36.8
(3.55)			Thru Time			(4.30)				44.5		SCOTIA JUNCTION		44.5
19.4			Average speed per hour			16.8		20	P	45.7	D	SCOTIA	SK	45.7
										44.5		SCOTIA JUNCTION		44.5
								31	P	48.8	D	NORTH LOUP	NU	48.8
								14		58.5		SAUNDERS		58.5
										60.7		C. B. & Q. CROSSING		60.7
								34	PY	61.0	D-R	ORD	YL RD	61.0
														(61.0)

WESTWARD CEDAR RAPIDS BRANCH EASTWARD				WESTWARD OLD MAIN LINE EASTWARD											
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Genoa	Time-Table No. 36		Mile Post	SECOND CLASS	Distance from Council Bluffs	Time-Table No. 36		Mile Post					
	79		February 6, 1966			80		February 6, 1966							
	Mixed		STATIONS			Mixed		STATIONS							
40	PY	8.52AM	0.0	D-R	GENOA	YL G	0.0	A 1.05PM	XIP	5.2	DN	SUMMIT	YL SU	5.2	
20			9.3		MERCHISTON		9.3		XP	6.4		SOUTH OMAHA	YL	6.4	
38	P	s 9.28	13.7	D	FULLERTON	FU	13.7	s12.37	XIP	11.9		GILMORE	YL	11.9	
21		s 9.53	23.1		BELGRADE		23.1	s12.13PM	72	P	16.8	D	PAPILLION	PO	16.8
26	P	s10.13	30.3	D	CEDAR RAPIDS	OD	30.3	s11.55AM	AIP	19.2		MO. PAC. CROSSING		19.2	
36	P	s10.34	36.6	D	PRIMROSE	P	36.6	f11.39	P	22.5	D	MILLARD	YL MD	22.5	
38	PY	A11.00AM	44.3	D-R	SPALDING	YL SG	44.3	11.20AM	XP	26.1		LANE	YL	26.1	
					(44.3)									(20.9)	
(2.08)			Thru Time			(1.45)								25.3	
20.8			Average speed per hour												

On single track westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
 Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
 For stations not shown on schedule pages. — See Page 18.

WESTWARD				NORFOLK BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Columbus	Time-Table No. 36		Mile Post	SECOND CLASS			
	81	79	321		February 6, 1966			312	80	82	
	Mixed	Mixed	Mixed		STATIONS			Mixed	Mixed	Mixed	
DYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS	YL C	0.0	A12.01PM	A 1.55PM	A 2.05PM
20	8.10	8.10	5.10	4.2		SHELDONVILLE		4.2	f11.50AM	1.43	1.50
8	YP	A 8.22AM	A 8.22AM	f 5.20	9.4	OCONEE	YL	9.4	f11.40	1.30PM	1.42PM
20	P		f 5.35	14.7	D	PLATTE CENTER	PC	14.7	s11.25		
36				20.3		TARNOV		20.3			
56	P		s 5.55	25.7	D	HUMPHREY	HX	25.7	s11.05		
33	P		s 6.10	35.4	D	MADISON	MA	35.4	s10.50		
31				40.9		ENOLA		40.9			
	I			48.7		C. & N. W. CROSSING		48.7			
				50.2		C. & N. W. CROSSING		50.2			
ZTP			A 7.00AM	50.4	D-R	NORFOLK	YL KN	50.4	10.00AM		
						(50.4)			Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday
	(0.22)	(0.22)	(2.00)			Thru Time		(2.01)	(0.25)	(0.23)	
	25.6	25.6	25.2			Average speed per hour		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 & NW

WESTWARD				KEARNEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Kearney	Time-Table No. 36		Mile Post	SECOND CLASS			
	95	February 6, 1966			96	STATIONS					
	Mixed	STATIONS			Mixed	STATIONS					
PYZ			9.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A 9.20PM		
12			f 9.15	5.5		GLENWOOD PARK		5.5	f 8.45		
19			s 9.30	10.1		RIVERDALE		10.1	s 8.30		
27			s 9.50	16.8	D	AMHERST	HR	16.8	s 8.05		
32			s10.15	26.3		MILLER		26.3	s 7.40		
38			s10.30	32.5	D	SUMNER	SU	32.5	s 7.20		
28			s10.53	40.4		EDDYVILLE		40.4	s 6.57		
40			s11.25AM	52.1	D	OCONTO	BS	52.1	s 6.28		
27			s12.30PM	65.5	D	CALLAWAY	CA	65.5	s 5.45		
38			s 1.30	83.1	D	ARNOLD	AD	83.1	s 4.55		
10			f 2.10	94.6		HOAGLAND		94.6	f 4.20		
15			f 2.30	99.2		GANDY		99.2	f 4.08		
22	Y		A 2.55PM	102.4	D-R	STAPLETON	YL SN	102.4	4.00PM		
						(102.4)			Monday Wednesday Friday		
	(5.55)		Thru Time					(5.20)			
	17.3		Average speed per hour					19.2			

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. 36 February 6, 1966				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	93		Mile Post	STATIONS	94		Distance from O'Fallons	Mile Post	STATIONS	Distance from O'Fallons	Mile Post
		Mixed	Daily			Mixed	Daily					
		93				94						
YP			6.00AM	0.0R	O'FALLONS	YL	0.0A	6.01PM				
16			f 6.05	2.8	2.8 COKER		2.8	f 5.50				
41	P		s 6.18	12.8	10.0 SARBEN		12.8	s 5.35				
40			f 6.27	19.6	6.8 NEVENS		19.6	f 5.25				
12				24.8	5.2 BROGANVILLE		24.8					
42	P		s 6.41	28.4	3.8 KEYSTONE		28.4	s 5.15				
42	P		f 6.51	34.9D	6.5 MARTIN	SA	34.9	f 5.03				
	P		s 7.01	41.2	6.2 LEMOYNE		41.2	f 4.53				
25			f 7.10	46.8	5.6 BELMAR		46.8	f 4.46				
44			f 7.18	51.7	4.9 RUTHTON		51.7	f 4.39				
41	YP		s 7.32	59.3D	7.6 LEWELLEN	YL W	59.3	s 4.30				
41	P		s 7.51	70.8D	11.5 OSHKOSH	YL OX	70.8	s 4.10				
40	P		s 8.12	86.4D	15.8 LISCO	CO	86.4	s 3.45				
46	P		s 8.34	100.4D	14.0 BROADWATER	BR	100.4	s 3.24				
19			f 8.47	109.6	9.2 TOWERS		109.6	f 3.11				
105	PY		s 8.57	114.1D	4.5 NORTHPORT	YL NP	114.1	s 3.05				
	AI		9.00	115.5	1.4 O. R. & Q. CROSSING		115.5	2.57				
11			f 9.09	121.8	6.3 MOHLER		121.8	f 2.46				
33	P		s 9.18	126.7	4.9 SOUTH BAYARD		126.7	s 2.39				
51	P		s 9.27	132.1	5.4 MCGREW		132.1	s 2.29				
30	P		s 9.37	137.9	5.8 MELBETA		137.9	s 2.19				
70	DYZPT		A 9.55AM	145.9D-R	8.0 GERING	YL G	145.9	2.00PM				
					(145.9)			Daily				
			(3.55) 37.6		..... Thru Time		(4.01)					
					..... Average speed per hour		36.3					

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

WESTWARD				HASTINGS BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 36 February 6, 1966				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Hastings	93		Mile Post	STATIONS	94		Distance from Hastings	Mile Post	STATIONS	Distance from Hastings	Mile Post
		Mixed	Daily			Mixed	Daily					
		93				94						
YPZ			0.0		DN-R HASTINGS	YL AN	0.0					
130	P		12.7		12.7 HAYLAND		12.7					
35	P		20.2		7.5 DENMAN		20.2					
130	YPI		28.1		7.9 DN-R GIBBON	GB	28.1					
					(28.1)							

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD				
SECOND CLASS				Time-Table No. 36 February 6, 1966				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	353		Mile Post	STATIONS	94		Distance from O'Fallons	Mile Post	STATIONS	Distance from O'Fallons	Mile Post
		Freight	Daily			Freight	Mixed					
		353				94						
DYZPT			10.05AM	145.9D-R	GERING	YL G	145.9			A 1.50PM		
14			f 10.11	150.5	4.6 COSTIN		150.5	f 1.40				
30	P		f 10.14	152.3D	1.8 HAIG	HA	152.3	f 1.36				
24			f 10.20	155.8	3.5 SOUTH MITCHELL		155.8	f 1.30				
32			f 10.23	157.1	1.3 PELTON		157.1	f 1.26				
70	P		f 10.31	162.1D	5.0 SOUTH MORRILL	MO	162.1	f 1.19				
18			f 10.34	164.2	2.1 JOYCE		164.2	f 1.14				
51	YP		s 10.40	167.9D	3.7 LYMAN	YL MU	167.9	s 1.09				
21			f 10.44	170.1	2.2 CANAL		170.1	f 1.04				
51	P		f 10.50	173.7	4.6 HUNTLEY		173.7	f 12.58				
35			f 10.55	177.0	3.3 HOLLY		177.0	f 12.53				
51	YP		12.40PM	181.6D-R	4.6 YODER	YL DR	181.6	11.45AM		12.45		12.36
51	P		f 11.20	188.1D	6.5 VETERAN	VN	188.1	f 12.23				
8			f 11.25	191.5	3 HELDT		191.5	f 12.17				
16			f 11.32	196.1	4.6 COTTIER		196.1	f 12.10				
51	YP		A 11.40AM	200.6D-R	4.5 SO. TORRINGTON	YL RT	200.6	12.05PM				
14			f 12.50	185.3	3.7 GOODLAND		185.3	f 11.32				
26			f 12.55	187.6	2.3 FONDA		187.6	f 11.27				
51	P		s 1.05	192.4D	4.8 HAWK SPRINGS	HK	192.4	s 11.15				
31			f 1.10	194.7	2.3 DUROC		194.7	f 11.01				
51	PY		s 1.30	203.8D	9.1 LA GRANGE	GA	203.8	s 10.45				
19			f 1.42	210.7	6.9 TREMAIN		210.7	f 10.20				
51	P		s 2.15	222.5D	11.8 ALBIN	AB	222.5	s 9.55				
51			f 2.30	229.7	7.2 LINDBERGH		229.7	f 9.35				
	PY		A 3.01PM	244.3RC	14.6 EGBERT	YL	244.3	9.10AM				
					(98.4)			Daily		Daily		
			(2.21) 26.8		..... Thru Time		(2.35)					
					..... Average speed per hour		31.3					

WESTWARD				LYMAN BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 36 February 6, 1966				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Lyman	93		Mile Post	STATIONS	94		Distance from Lyman	Mile Post	STATIONS	Distance from Lyman	Mile Post
		Freight	Daily			Freight	Mixed					
		93				94						
YP	0.0	DN	LYMAN	YL MU	0.0							
18	2.8		SEARS	YL	2.8							
17	4.6		HARTMAN	YL	4.6							
22	6.4		STEGALL	YL	6.4							
			(6.4)									

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353. — See Rule 72.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED

Designation "Psgr." — Train with Diesel locomotive and all passenger train equipment.

Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	90	60	When more than 50% of the tonnage is gravel, ore or grain.		40
When any car of a passenger train is equipped with friction bearings.	80		Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Derricks with 4-wheel trucks.		35
When using No. 14 turn-outs.	25	20	For first five miles after leaving initial terminal with derricks not equipped with roller bearings.		20
When using other cross-overs or turn-outs.	15	15	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with).		
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	Trains handling scale test cars, wedge plows or Company roadway machines on their own wheels (except wrecking derricks): On main line;		30
Within yard limits protected by continuous block signal system.	60	35	On branch lines.		20
Within yard limits not protected by continuous block signal system.	50	25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel road freight and road-switch locomotives.	65		Jordan spreaders and other machines of spreader type, when in operation.		15
Gas turbine locomotives.	65		Trains handling diesel units dead in train: Yard switch units of any type;		35
Diesel yard switch locomotives in road service: 1000 - 1100 class;	35	35	Foreign line, government, export or commercial diesel units other than yard switch type;		45
1800 class.	50	50	Union Pacific road-switch units of Alco or Baldwin type.		45
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling U.P. ore cars series 26000-26499, loaded or empty.		50
Multiple unit engine when controlled from other than leading unit.	30	30	On wye tracks.	15	15

OLD MAIN LINE

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Between Gilmore and Lane.	35	35			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Waterloo, seed house spur.		5	Grand Island, on east and west legs of wye.		10
Fremont, within city limits.	30	25	Grand Island, on scale track and east yard runaround track.		5
Fremont, while using C. & N. W. trackage.	10	10	Grand Island, on St. J. & G. I. main track between Eddy street and C. B. & Q. crossing.	10	10
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	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	25
Central City, within city limits.	60	45	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, freight trains entering and moving through yard tracks.		5	Cozad, on Armour & Co. spur tracks.		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	Gothenburg wye.		5

ON WESTWARD TRACK

Between Mile Posts —	Psgr.	Frt.
Summit 5.2 and 5.6	25	25
Weco 14.2 and 14.7	80	55
15.9 and 16.2	80	55
Lane 18.1 and 18.4	70	55
19.4 and 19.8	70	55
Elkhorn 21.9 and 22.1	70	55
22.2 and 22.6	60	45
22.8 and 23.2	70	55
Gothenburg 258.1 and 258.5	70	55
Maxwell 281.1 and 281.9	80	55
North Platte		

ON EASTWARD TRACK

Between Mile Posts —	Psgr.	Frt.
North Platte 281.9 and 281.1	80	55
Brady 259.8 and 258.1	70	55
Kearney 189.2 and 189.0	40	25
Waterloo 23.2 and 22.8	70	55
22.6 and 22.2	60	45
22.1 and 21.9	70	55
Elkhorn 19.8 and 19.4	70	55
18.4 and 18.1	70	55
Lane 16.2 and 15.9	80	55
14.7 and 14.2	80	55
Seymour 5.6 and 5.2	25	25
Summit		

SECOND SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on government tracks.		10
			Hillsdale, on industry track.		5
			Cheyenne passenger sheds.	10	5
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — Korty 323.5 and 324.5	70	55	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Julesburg 365.2 and 366.2	60	50	503.0 and 502.2	60	45
Brownson 422.6 and 423.5	70	55	Archer 498.2 and 497.7	70	55
Bushnell 456.7 and 457.3	70	55	Durham 494.0 and 493.8	70	55
462.8 and 462.9	80	55	Hillsdale 486.5 and 486.2	70	55
466.2 and 466.6	60	50	Tracy 470.4 and 469.7	80	55
Pine Bluffs 466.6 and 467.3	60	50	467.3 and 466.6	60	50
Burns 486.2 and 486.5	70	55	Pine Bluffs 466.6 and 466.2	60	50
Hillsdale 493.8 and 494.0	70	55	462.9 and 462.8	80	55
Durham 497.7 and 498.2	70	55	457.2 and 456.9	80	55
Archer 502.2 and 503.0	60	45	Potter 423.5 and 422.6	70	55
505.8 and 506.3	80	55	Chappell 366.2 and 365.2	60	50
Cheyenne			Roscoe 324.5 and 323.5	70	55
			North Platte		

THIRD SUBDIVISION					
Maximum speed.	70	60	Sterling Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.		20
Light engines.		45	LaSalle Between M. P. 149.6 and 150.7	50	30
Ovid Sugar Company yard		5	Between M. P. 150.7 and 150.9	30	25
			Between M. P. 150.9 and 151.1	50	30

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
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.		20
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	60
Garratt 56.3 and 57.5	15	15	Westward trains M. P. 26.8 to M. P. 27.2.	25	25
Lincoln C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	Kearney Branch Maximum speed.		25
Pickrell 96.5 and 97.3	15	15	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	North Platte Branch Maximum speed.	50	50
Beatrice, on Kilpatrick track.		5	Over Bridge 18.30.	35	35
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Oshkosh, over First Street Crossing.	15	15
Between Valparaiso and Brainard.	35	25	Between Mile Posts — Lisco 92.5 and 94.0	45	45
Brainard, over public crossing.	5	5	Northport, M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Between Brainard and Hordville.	40	30	North Platte Cut-off Maximum speed.	45	45
Between Hordville and Central City.	35	25	On curves between Yoder and So. Torrington.	35	35
Trains handling outfit cars.		20	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Through tunnel between Albin and Tremain.	20	20
Between Oconee and M. P. 16.		25	Lyman Branch		20
Between M. P. 16 and Norfolk.		30	Sears Branch		20
Trains handling outfit cars.		20			
On curve at M. P. 1.75.		25			
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour	8.9	70—XP	Both	Trued	209.3	16	East
Woody	11.7	200—XP	Both	Josselyn	217.9	31—XP	Both
Ipeo	12.2	24—P	West	Willow Island	243.2	63—XP	Both
Moval	31.19	100—P	East	Keith	272.9	15	West
Behlen	80.25	40—XP	Both	Beck	280.5	10	West
Doulom	80.87	13	West	Beatrice Branch			
Paddock	128.5	20	West	Wahpeo	14.74	21	West
Buda	184.3	ES 73—XP	Both	Krumel	17.4	11	East
Kearney Air Base	185.9	WS 40—XP	Both	Cedar Rapids Branch			
Alfalfa Center	194.1	44—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
- 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	Dieselhouse Register Room	North Platte	Engine Dispatchers' Office
Omaha	Dispatcher's Office	North Platte	Enginemen's Washroom, Passenger Station
Omaha	Union Station Telegraph Office	North Platte	Hump Yard Locker Room
Omaha	Tower "B"	North Platte	Yardmen's Locker Room
Omaha	Enginemen's Washroom, 15th Street	North Platte	East End Yardmen's Room
Omaha	Yardmen's Washroom, 15th Street	Julesburg	Telegraph Office
Omaha	Yardmen's Washroom, Davenport Street	Sidney	Telegraph Office
Omaha	Enginemen's Washroom, Davenport Street	Sidney	Engineer's Locker Room
South Omaha	Yard Office	Cheyenne	Dispatcher's Office
Valley	Telegraph Office	Cheyenne	Telegraph Office
Fremont	Telegraph Office	Cheyenne	Conductor's Room Passenger Station
Columbus	Telegraph Office	Cheyenne	Yard Office
Columbus	Enginemen's Washroom	Cheyenne	Engine Dispatcher's Office
Grand Island	Dispatcher's Office	Sterling	Telegraph Office
Grand Island	Telegraph Office	La Salle	Telegraph Office
Grand Island	Yard Office	Lincoln	Telegraph Office
Grand Island	Enginemen's Washroom, Passenger Station	Beatrice	Telegraph Office
Grand Island	Roundhouse	Norfolk	Telegraph Office
Kearney	Telegraph Office	Hastings	Yard Office
Kearney	Roundhouse	Stapleton	Telegraph 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.	M. B. Wilcox	Oculist and Aurist	Kearney, Nebr.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	A. H. Shamberg	Surgeon	Kimball, Nebr.
J. S. Benwell	District Surgeon	Denver, Colo.	E. R. Core	Surgeon	Kimball, Nebr.
R. J. Smith	Surgeon	Albion, Nebr.	V. D. Norall	Surgeon	Lexington, Nebr.
W. T. Wildhaber	Surgeon	Beatrice, Nebr.	R. F. Moeller	Surgeon	Lincoln, Nebr.
R. W. Taylor	Oculist and Aurist	Beatrice, Nebr.	W. P. Ordelheide	Surgeon	La Salle, Colo.
M. L. Chaloupka	Surgeon	Callaway, Nebr.	W. H. Berrick	Surgeon	Madison, Nebr.
E. T. Zikmund	Surgeon	Central City, Nebr.	R. A. Hoagland	Surgeon	Mitchell, Nebr.
R. R. Douglas	Surgeon	Clarks, Nebr.	G. B. Salter	Surgeon	Norfolk, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	O. C. Kreymborg	Surgeon	North Platte, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	N. Chick	Surgeon	North Platte, Nebr.
J. V. Treynor	Aurist	Council Bluffs, Ia.	G. F. Waltemath	Surgeon	North Platte, Nebr.
A. M. Dean	Oculist	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.	M. W. Barry	Surgeon	Omaha, Nebr.
A. G. West	Surgeon	Council Bluffs, Ia.	J. C. Davis	Aurist	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	R. T. Mauer	Surgeon	Omaha, Nebr.
G. H. Joder	Surgeon	Cheyenne, Wyo.	V. W. Meyers	Surgeon	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	D. H. Bendorf	Surgeon	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
T. L. Johnson	Oculist	Cheyenne, Wyo.	T. D. Boler	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	F. C. Hill	Shop Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	R. H. Rasgorshek	Oculist and Aurist	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	M. F. Quinlan	Surgeon	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	W. W. Spencer	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.	J. E. Stoetzel	Surgeon	Pine Bluffs, Wyo.
K. R. Dalton	Surgeon	Genoa, Nebr.	M. D. Mathews	Surgeon	St. Paul, Nebr.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	H. Dey Myers	Surgeon	Schuyler, Nebr.
L. M. Adams	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
C. H. Maggiore	Surgeon	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	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.	J. E. Elliff	Ophthalmologist	Sterling, Colo.
O. A. Kostal	Surgeon	Hastings, Nebr.	E. A. Elliff	Oculist and Aurist	Sterling, Colo.
C. L. Kleager	Surgeon	Hastings, Nebr.	R. B. Maxwell	Surgeon	Sutherland, Nebr.
H. P. Linton	Surgeon	Julesburg, Colo.	C. R. Watson	Surgeon	South Mitchell, Nebr.
B. R. Bancroft	Surgeon	Kearney, Nebr.	Leo Keenan	Surgeon	Torrington, Wyo.
S. O. Staley	Surgeon	Kearney, Nebr.	L. B. Morgan	Ophthalmologist	Torrington, Wyo.
F. L. Richards	Oculist and Aurist	Kearney, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.