



EASTERN DISTRICT
 NEBRASKA DIVISION
 CORRECTED TO OCT. 27, 1968

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 39

Effective Sunday,
October 27, 1968

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

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

FIRST CLASS						Distance from Council Bluffs	Time-Table No. 39 October 27, 1968	STATIONS
9	17	105	111	5	103			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily			
						0.0	CO. BLUFFS	
		11.50		12.01	2.55	2.8	OMAHA	
		2.50		2.40	5.05	146.0	GRAND ISLAND	
		5.35	4.50	5.00	7.10	284.1	C.T. NORTH PLATTE	
		4.55		4.20	6.15	M.T. 305.3		
			6.01			365.3	JULESBURG	
		7.15		6.35	7.59	407.5	SIDNEY	
							KANSAS CITY	
8.00	8.00						DENVER	
6.45	6.10		9.15			562.5	CHEYENNE	
7.15	6.40						LARAMIE	
9.30	8.45	9.15		8.30	9.45	509.5	RAWLINS	
10.45	9.00	10.30		9.00	10.45		GREEN RIVER	
12.08	10.25	11.53		10.25	12.08	566.0	GRANGER	
1.55	12.30	1.40		12.30	1.55	682.8	OGDEN	
4.15	3.00	4.00		3.00	4.15	817.0		
4.25	3.30	4.10		3.15	4.25			
	4.05	4.40				847.2		
8.00				6.45	8.00	992.6		

Heavy Figures Indicate PM
Light Figures Indicate AM

(25.00)	(21.05)	(17.50)	(4.25)	(17.44)	(18.05)	Thru Time
49.2	51.4	47.6	63.0	55.8	54.7	Average speed per hour

O. A. DURRANT
General Manager

S. D. GATCHELL
General Superintendent

J. BOWEN
Gen. Supt. Transportation

- H. H. BRANDT** Omaha, Neb.
W. A. RIDGE, Assistant Superintendent Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent Council Bluffs, Ia.
A. L. O'NEILL, JR., Asst. Terminal Supt. Council Bluffs, Ia.
R. M. WOOD, Asst. Terminal Supt. Council Bluffs, Ia.
B. L. SANDERS, Terminal Trainmaster Omaha, Neb.
R. W. McSPADDEN, Asst. Supt. Safety and Courtesy Omaha, Neb.
M. L. BUTLER, Trainmaster Co. Bluffs, Ia.
J. L. SLANE, Trainmaster Grand Island, Neb.
J. E. GUYNAN, Terminal Superintendent North Platte, Neb.
G. B. RECTOR, Asst. Terminal Supt. North Platte, Neb.
H. E. MEYEN, Terminal Trainmaster North Platte, Neb.
R. A. SLAWINSKI, Terminal Trainmaster North Platte, Neb.
W. E. MILLER, Trainmaster North Platte, Neb.
W. E. HENKE, Assistant Superintendent Sidney, Neb.
W. H. ANDERSON, Assistant Superintendent Gering, Neb.
C. T. ARMSTRONG, General 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. JOHNSON, Road Foreman of Engines Cheyenne, Wyo.
J. M. LONGSDORF, Division Engineer Omaha, Neb.
F. A. MUSBACH, 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.
J. D. MANNON, Asst. Chief Train Dispatcher Omaha, Neb.

**FIRST SUBDIVISION
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**
A. R. SUTHERLAND, Chief Train Dispatcher North Platte, Neb.
W. E. ROSS, Asst. Chief Train Dispatcher North Platte, Neb.
C. F. DEWHIRST, Asst. Chief Train Dispatcher North Platte, Neb.
J. C. BILLINGS, Asst. Chief Train Dispatcher North Platte, Neb.

**SECOND SUBDIVISION
NORTH PLATTE BRANCH AND CUT-OFF**
A. R. SUTHERLAND, Chief Train Dispatcher North Platte, Neb.
B. C. KEITH, Asst. Chief Train Dispatcher North Platte, Neb.
R. C. MURPHY, Asst. Chief Train Dispatcher North Platte, Neb.

THIRD SUBDIVISION
J. F. BARRETT, Chief Train Dispatcher Denver, Colo.
C. J. EXLINE, Asst. Chief Train Dispatcher Denver, Colo.
J. H. STORRS, Asst. Chief Train Dispatcher Denver, Colo.

MILEAGE
Main Line 659.60
Branches 826.34
Total 1485.94

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 39 October 27, 1968	Mile Post	FIRST CLASS						STATIONS
		106	112	104	10	18	6	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
	0.0						CO. BLUFFS	
	2.8	1.30		3.10		2.45	OMAHA	
	146.9	11.05		12.55		12.11	GRAND ISLAND	
C.T. M.T.	284.1	8.55	7.15	11.00		9.45	C.T. NORTH PLATTE	
		7.30		9.55		8.25	M.T. NORTH PLATTE	
	365.3		5.55				JULESBURG	
	407.5	5.20		8.05		6.25	SIDNEY	
					10.15	8.30	KANSAS CITY	
	562.5		2.45		9.45	7.45	DENVER	
					9.15	7.00		
	509.5	3.30		6.35	7.00	4.30	CHEYENNE	
		3.00		6.00	6.00	4.00		
	566.0	1.30		4.41	4.41	2.45	LARAMIE	
	682.8	11.40		2.57	2.57	12.55	RAWLINS	
						12.55		
	817.0	9.25		12.50	12.50	10.15	GREEN RIVER	
		9.15		12.45	12.45	9.30		
	847.2	8.45				8.55	GRANGER	
	992.6			9.35	9.35	6.00	OGDEN	
(992.6)		Daily	Daily	Daily	Daily	Daily		

Thru Time (15.45) (4.30) (16.35) (23.40) (22.35) (19.45)
Average speed per hour 62.8 61.9 59.5 52.0 48.0 50.1

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 Columbus Kearney		Las Vegas or beyond. Reno or beyond.	104	Kearney Columbus Fremont	Las Vegas or beyond. Reno or beyond.	
111	Ogallala Ft. Morgan	Omaha or beyond. Points where scheduled to stop.	Denver or beyond. Denver or beyond.	112	Ft. Morgan Ogallala	Denver or beyond. Denver or beyond.	Points where scheduled to stop. Omaha or beyond.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 39

October 27, 1968

STATIONS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	71 Time Freight Daily		73 Time Freight Daily		105 Passenger Daily			5 Passenger Daily			103 Passenger Daily			Distance from Council Bluffs
	11.30 PM		6.00 PM		11.50 PM			12.01 PM			2.55 AM			
	11.45 PM		5.15		11.58 PM			12.07			3.01			
DFXIYPZ													0.0	
DFXITPZ													2.8	
XIP													5.2	
ES 107 XP													14.1	
XP													17.1	
CS 66 XP													21.7	
P													24.6	
WS 147 XYP ES 146 ES 62													28.0	
CS 71 P													34.3	
I													38.2	
WS 82 X ES 143 PZ													39.8	
I													40.0	
IP													44.8	
CS 73 P													46.3	
CS 140 XP													54.4	
CS 72 P													61.4	
WS 110 X ES 104 P													68.7	
CS 102 P													76.9	
I													83.8	
WS 123 X ES 114 YPZ													84.5	
CS 103 P													92.2	
CS 100 P													102.3	
WS 16 P													107.9	
CS 69 P													113.6	
I													124.3	
WS 95 X ES 99 YP													124.9	
CS 139 P													135.1	
I													146.5	
DXZYYP													146.9	
XYP													154.6	
WS 103 X ES 44 P													162.3	
CS 69 XP													169.9	
WS 114 XI ES 63 YP													176.0	
CS 140 P													180.2	
WS 156 X ES 99 YZP													189.1	
CS 70 P													198.3	
CS 117 XP													204.6	
CS 68 P													213.3	
WS 103 XY ES 108 ZP													224.4	
CS 72 XP													232.5	
CS 135 ZXP													238.2	
WS 110 X ES 112 YP													248.8	
CS 69 P													261.5	
CS 102 XP													270.6	
DFXZYYP													284.1	

(1.15) 22.4 (1.15) 22.4

(5.45) 49.4 (4.59) 57.0 (4.15) 66.2

..... Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72. Rules 251 to 254 inclusive apply on First Subdivision. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. No. 103 reduce speed to 25 miles per hour passing through Columbus to discharge newspapers. 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

FIRST CLASS

SECOND CLASS

Time-Table No. 39

October 27, 1968

STATIONS

Block Signals	Mile Post	Passenger			74 Time Freight	72 Time Freight	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.
		6	106	104			
		Passenger	Passenger	Passenger			
R	0.0					DFXIYPZ	
N-R	2.8	2.45 PM	1.30 AM	3.10 AM	6.36	10.00	DFXITPZ
DN	5.2	2.30	1.16	2.55	6.05	9.35	XIP
N	8.9						
WECO	14.1	2.19	1.04	2.45	5.55	9.25	ES 167 XP
LANE	17.1	2.16	1.01	2.42	5.50	9.20	XP
ELKHORN	21.7	2.12	12.57	2.37			CS 66 XP
WATERLOO	24.5	2.09	12.54	2.34			P
DN	28.0	2.05	12.51	2.30	5.35 AM	9.05 PM	WS 147 XYP ES 146 ES 62 CS 71 P
MERCER	34.3	1.59	12.45	2.25			I
O. & N. W. CROSSING	38.2						WS 82 X ES 143 PZ
DN	39.8	1.53	12.39	2.20			I
FREMONT	40.0						IP
C. B. & Q. CROSSING	44.8						CS 73 P
O. & N. W. CROSSING	46.3	1.43	12.31	2.12			CS 140 XP
AMES	54.4	1.36	12.25	2.06			CS 72 P
D	61.4	1.30	12.19	2.01			WS 110 X ES 104 P CS 102 P
NORTH BEND	68.7	1.24	12.14	1.56			I
ROGERS	76.9	1.16	12.08	1.50			WS 123 X ES 114 YPZ CS 103 P
DN	83.8						CS 100 P
C. B. & Q. CROSSING	84.5	1.08	12.01 AM	1.49			WS 16 P
COLUMBUS	92.2	12.56	11.48 PM	1.34			CS 69 P
DUNCAN	102.3	12.48	11.41	1.27			I
SILVER CREEK	107.9	12.43	11.37	1.23			WS 95 X ES 99 YP CS 139 P
HAVENS	113.6	12.39	11.33	1.19			I
CLARKS	124.3						WS 103 X ES 44 P CS 69 XP
O. B. & Q. CROSSING	124.9	12.30	11.24	1.11			WS 114 XI ES 63 YP CS 140 P
DN	124.9	12.30	11.24	1.11			WS 156 X ES 99 YZP CS 70 P
CENTRAL CITY	135.1	12.20	11.15	1.04			CS 117 XP
CHAPMAN	146.5						CS 68 P
O. B. & Q. CROSSING	146.9	12.11	11.05	12.55			WS 103 XY ES 108 ZP CS 72 XP
DN-R	146.9	12.01 PM	10.55	12.54			CS 135 ZXP
GRAND ISLAND	154.6	11.45 AM	10.47	12.46			WS 110 X ES 112 YP CS 69 P
ALDA	162.3	11.37	10.41	12.40			CS 102 XP
D	169.9	11.30	10.35	12.34			
SHELTON	176.0	11.25	10.30	12.29			
DN	180.2	11.19	10.26	12.25			
GIBBON	189.1	11.12	10.19	12.17			
DN	189.1	11.12	10.19	12.17			
KEARNEY	198.3	11.02	10.09	12.09			
DN	198.3	11.02	10.09	12.09			
ODESSA	204.6	10.57	10.05	12.04 AM			
D	213.3	10.51	9.58	11.58 PM			
ELM CREEK	224.4	10.42	9.48	11.50			
D	232.5	10.34	9.40	11.44			
OVERTON	238.2	10.28	9.36	11.38			
DN	248.8	10.18	9.26	11.30			
GOTHENBURG	261.5	10.06	9.14	11.20			
D	270.6	9.58	9.07	11.13			
BRADY	284.1	9.45 AM	8.55 PM	11.00 PM			
DN-R	284.1	9.45 AM	8.55 PM	11.00 PM			
NORTH PLATTE		Daily	Daily	Daily			

(5.00) 56.8 (4.35) 61.4 (4.10) 67.5

(1.15) 22.4 (1.10) 24.0

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 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 18.

		WESTWARD						SECOND SUBDIVISION							
		SECOND CLASS			FIRST CLASS										
		353	93	5	103	105	111								
		Freight	Mixed	Passenger	Passenger	Passenger	Passenger								
		Daily	Daily	Daily	Daily	Daily	Daily								
		Time-Table No. 39													
		October 27, 1968													
		STATIONS													
		Distance from Council Bluffs													
DFXZTYP				5.35AM	4.20PM	6.15AM	4.55AM	4.50AM	284.1	DN-R	NORTH PLATTE	YL NO			
P				5.45	4.28	6.22	5.02	4.57	289.2		WEST NORTH PLATTE	YL			
P									290.5		BIRDWOOD				
WS 64	XP		f	5.55	4.35	6.27	5.08	5.02	296.9	D	HERSHEY	OF			
CS 103	YP		A	6.00AM	4.38	6.30	5.11	5.05	300.7		O'FALLONS				
WS 40									301.8		VARNER				
CS 100	P				4.41	6.32	f	5.14	303.4	D	SUTHERLAND	SU			
CS 104	P				f	4.53	6.41	f	5.27	316.5	D	PAXTON	PN		
WS 5	P								321.7		KORTY				
CS 73	P				f	5.04	6.51	5.38	327.7		ROSCOE				
WS 103 WS 103	XP				s	5.12	6.57	s	6.48	334.8	DN	OGALLALA	GT		
ES 110	XP								343.9	D	BRULE	RU			
CS 112	P				f	5.22	7.04	f	5.58	349.1		MEGEATH			
ES 13									353.9	D	BIG SPRINGS	GS			
CS 113	P				f	5.32	7.12	f	6.08	359.3		BARTON			
WS 22	P								365.3	DN	JULESBURG	JB			
WS 100	ES 102				s	5.43	7.21	s	6.20	380.3	D	CHAPPELL	OQ		
CS 102	P				f	5.59	7.33	f	6.35	389.7		LODGE POLE			
WS 55	XP				f	6.08	7.40	f	6.45	398.3		SUNOL			
ES 61	XP								401.0		COLTON				
CS 115	P								407.5	DN-R	SIDNEY	YL OD			
	XYP				6.25	7.58	7.05		415.5		BROWNSON				
CS 81	YP				6.35	7.59	7.15		426.4	D	POTTER	PR			
WS 106	P				6.44	8.08	7.25		430.8		JACINTO				
ES 60					6.54	8.18	f	7.35	435.4	D	DIX	DX			
WS 11	PX								439.9		OWASCO				
CS 112	P				7.02	8.26	f	7.45	444.5	DN	KIMBALL	KB			
WS 24	PX								451.1		OLIVER				
CS 116	XP				s	7.13	8.34	s	8.00	456.6	D	BUSHNELL	BN		
ES 9									466.7	DN	PINE BLUFFS	UF			
CS 114	P								472.0		TRACY				
CS 112	XP				7.25	8.44	f	8.12	477.5		EGBERT				
ES 12					7.35	8.54	f	8.23	483.2	D	BURNS	UX			
CS 81	XYP								489.7		HILLSDALE				
WS 55	XP				2.20PM	7.46	9.05	f	8.35	495.9		DURHAM			
CS 96	P				2.30	7.52	9.11	f	8.41	501.2	DN-R	CHEYENNE	YL OY		
WS 51	P				2.40	7.59	9.17	8.47	509.5		(225.4)				
WS 104	XP				2.50	8.06	9.23	8.53							
ES 109					3.01	8.13	9.29	8.59							
DFXZTYP					A	8.30PM	9.45AM	9.15AM							

Thru Time (1.00) (0.25) (4.10) (3.30) (4.20) (1.10)
Average speed per hour 32.0 39.8 54.1 64.4 52.0 69.6

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 passengers.— See Page 3.

		SECOND SUBDIVISION						EASTWARD							
		FIRST CLASS			SECOND CLASS										
		6	112	106	104	354	94								
		Passenger	Passenger	Passenger	Passenger	Freight	Mixed								
		Daily	Daily	Daily	Daily	Daily	Daily								
		Time-Table No. 39													
		October 27, 1968													
		STATIONS													
		Mile Post													
DN-R	NORTH PLATTE	YL NO	284.1	A	8.25AM	A	7.15PM	A	7.30PM	A	9.55PM				
	WEST NORTH PLATTE	YL	289.2		8.11		7.05		7.18		9.43			A	6.50PM
	BIRDWOOD		290.5												
D	HERSHEY	OF	296.9		8.05		6.59		7.12		9.37			f	6.06
	O'FALLONS		300.7		8.01		6.56		7.08		9.34				6.01PM
	VARNER		301.8												
D	SUTHERLAND	SU	303.4		f	7.58		6.54	f	7.05		9.32			
D	PAXTON	PN	315.5		f	7.48		6.44	f	6.54		9.22			
	KORTY		321.7												
	ROSCOE		327.7		f	7.38		6.33	f	6.42		9.12			
DN	OGALLALA	GT	334.8		s	7.31		6.26	s	6.35		9.07			
D	BRULE	RU	343.9		f	7.22		6.16	f	6.23		9.00			
	MEGEATH		349.1												
D	BIG SPRINGS	GS	353.9		f	7.13		6.07	f	6.13		8.52			
	BARTON		359.3												
DN	JULESBURG	JB	365.3		s	7.03		5.55PM	s	6.02		8.42			
D	CHAPPELL	OQ	380.3		f	6.49			f	5.47		8.29			
	LODGE POLE		389.7		f	6.42			f	5.37		8.21			
	SUNOL		396.3		f	6.36			f	5.30		8.16			
	COLTON		401.0		6.32				5.26		8.12				
	SIDNEY	YL OD	407.5		6.25				5.20		8.05				
	BROWNSON		415.5		6.15				5.10		8.04				
D	POTTER	PR	426.4		6.05				4.59		7.54				
	JACINTO		430.8		5.55				4.50		7.44				
D	DIX	DX	435.4												
	OWASCO		439.9												
DN	KIMBALL	KB	444.5		s	5.39			s	4.36		7.30			
	OLIVER		451.1												
D	BUSHNELL	BN	456.6		5.28				4.23		7.21				
DN	PINE BLUFFS	UF	466.7		5.19				4.11		7.13				
	TRACY		472.0												
	EGBERT		477.5		5.09				4.00		7.04		A	8.50AM	
D	BURNS	UX	483.2		5.04				3.55		6.59				8.40
	HILLSDALE		489.7		4.59				3.50		6.54				8.31
	DURHAM		495.9		4.54				3.45		6.49				8.23
	ARCHER		501.2		4.49				3.40		6.44				8.15
DN-R	CHEYENNE	YL OY	509.5		4.40AM				3.30PM		6.35PM				8.05AM
	(225.4)				Daily				Daily		Daily				Daily

Thru Time (3.45) (1.20) (4.00) (3.20) (0.40) (0.49)
Average speed per hour 60.1 60.9 56.3 67.6 43.7 20.3

On single track, westward trains are superior to trains of the same class in the opposite direction.— See Rule 72.

Rules 251 to 254 inclusive apply on Second Subdivision.

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

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST CLASS			Distance from Julesburg	Time-Table No. 39 October 27, 1968	Mile Post	FIRST CLASS				
	Passenger	111					Passenger	112			
		Daily									
STATIONS											
81	YIP		6.01 AM	0.0	DN	JULESBURG	YL JB	0.0	A	5.54 PM	
63	ZP		6.07	7.1	D	7.1 OVID	VI	7.1		5.43	
60	P		6.13	14.6		7.5 SEDGWICK		14.6		5.36	
22				19.0		4.4 DORSEY		19.0			
81	P		6.20	23.1		4.1 RED LION		23.1		5.29	
78	P		6.26	30.1		7.0 CROOK		30.1		5.23	
22				34.2		4.1 TOBIN		34.2			
66	P		6.33	38.8		4.6 PROCTOR		38.8		5.16	
8	P			41.1		2.3 POWELL		41.1			
21				42.2		1.1 GRIFF		42.2			
78	P		6.39	45.6		3.4 LIFF		45.6		5.10	
16				50.1		4.5 FORD		50.1			
	AIP			57.2		7.1 C. B. & Q. CROSSING		57.2			
149	TZP		6.49 6.51	57.5	DN-R	0.3 STERLING	YL ST	57.5		4.58 4.55	
62	P		6.58	64.1		6.6 ATWOOD		64.1		4.48	
62	P		7.03	70.2		6.1 MERINO		70.2		4.43	
122	P		7.08	76.0		5.8 MESSEX		76.0		4.38	
35	P			78.4		2.4 BALZAC		78.4			
46	P		7.12	81.0		2.6 UNION		81.0		4.34	
80	P		7.17	87.0		6.0 SNYDER		87.0		4.29	
43	P		7.23	93.8		6.8 DODD		93.8		4.23	
16				96.9		3.1 HURLEY		96.9			
83	P		7.29	98.6	D	1.7 FT. MORGAN	FX	98.6		4.19	
32	P		7.35	106.0		7.4 NARROWS		106.0		4.12	
62	P		7.38	109.0		3.0 WELDONA		109.0		4.09	
19	P		7.42	114.2		5.2 GOODRICH		114.2		4.05	
66	P		7.45	117.7		3.5 ORCHARD		117.7		4.02	
39	P		7.51	124.8		7.1 MASTERS		124.8		3.56	
103	P		8.00	135.4		10.6 HARDIN		135.4		3.47	
14	P			139.1		3.7 KUNER		139.1			
66	P		8.06	143.1		4.0 KERSEY		143.1		3.41	
21				147.2		4.1 AUBURN		147.2			
49	DYP		A 8.15 AM	151.1	DN-R	3.9 LASALLE	YL DY	151.1		3.33 PM	
						(151.1)				Daily	

(2.14) Thru Time (2.21)
67.6 Average speed per hour 64.3

Westward trains are superior to trains of the same class in the opposite direction. — 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 18.	SECOND CLASS			Distance from Valley	Time-Table No. 39 October 27, 1968	Mile Post	SECOND CLASS									
	Freight	75					Freight	72								
		Daily	Local Freight Monday Wednesday Friday					Daily	Freight	Local Freight	Freight					
STATIONS																
	D YP		6.30 PM	6.30 AM	1.55 AM	0.0	DN-R	VALLEY	YL V	0.0	A	5.20 AM	A	1.15 PM	A	8.50 PM
	AI					5.8		5.8 C. B. & Q. CROSSING		5.8						
29	P		6.45	6.45	2.10	6.3		0.5 YUTAN		6.3		5.10		1.00		8.40
85	YP		6.55	7.00	2.20	11.6	D	5.3 MEAD	AD	11.6		5.00		12.50		8.30
54	P		7.07	7.15	2.40	18.9		7.3 WAHOO		18.9		4.45		12.30		8.15
						19.6		0.7 C. & N. W. and C. B. & Q. CROSSINGS		19.6						
68	P		7.22	7.30	2.55	26.3	D	6.7 WESTON	WN	26.3		4.35		12.15		8.05
16	P		7.34	7.40	3.05	33.2		6.9 TOUHY		33.2		4.23		12.01 PM		7.53
83	YP		7.45 72	A 7.50 AM	3.18	37.3	D	4.1 VALPARAISO	VO	37.3		4.15		11.50 AM		7.45 73
21	P					41.8		4.5 AGNEW		41.8						
29	P		7.58		3.34	46.5		4.7 RAYMOND		46.5		3.59				7.28
101	P		8.01		3.55 74	47.8		1.3 GARRATT		47.8		3.55 71				7.25
4						55.3		7.5 WEST LINCOLN		55.3						
	I					56.5		1.2 C. B. & Q. CROSSING		56.5						
25	ZP		8.16		4.25	57.1	DN	0.6 LINCOLN	YL SN	57.1		3.40				7.10
	I					57.4		0.3 C. B. & Q. CROSSING		57.4						
	I					59.0		1.6 C. B. & Q. CROSSING		59.0						
109	P		8.31		4.48	65.4		6.4 JAMAICA		65.4		3.20				6.50
19	P		8.46		5.03	74.7		9.3 PRINCETON		74.7		3.05				6.35
62	P		8.53		5.13	79.5	D	4.8 CORTLAND	RD	79.5		2.55				6.25
71	P		9.08		5.28	88.9		9.4 PICKRELL		88.9		2.43				6.13
	ZP		A 9.25 PM		A 5.45 AM	96.8	DN-R	7.9 BEATRICE	YL BX	96.8		2.30 AM				6.00 PM
								(96.8)				Daily		Tuesday Thursday Saturday		Daily

(2.55) Thru Time (2.50)
33.2 Average speed per hour 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					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Oconee	Time-Table No. 39 October 27, 1968	Mile Post	SECOND CLASS						
	Mixed	81					Mixed	82					
		Tuesday Thursday Saturday	Monday Wednesday Friday					Mixed	Mixed				
STATIONS													
14	YP		8.22 AM	8.22 AM	0.0	R	OCONEE	YL	0.0	A	1.30 PM	A	1.42 PM
7					2.0		2.0 MILL SPUR		2.0				
	P		s 8.33	s 8.33	4.3	D	2.3 MONROE	MN	4.3	s	1.20	s	1.30
30	YP		s 8.49	A 8.49 AM	11.3	D-R	7.0 GENOA	YL G	11.3		1.05 PM		1.09
45	P		s 9.55		22.3	D	11.0 ST. EDWARD	ST	22.3				12.35
20	YP		A 10.45 AM		33.7	D-R	11.4 ALBION	YL A	33.7				12.10 PM
							(33.7)				Monday Wednesday Friday		Tuesday Thursday Saturday

(2.23) Thru Time (0.25)
14.2 Average speed per hour 27.1

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. 39		Mile Post	SECOND CLASS	Distance from Grand Island	Time-Table No. 39		Mile Post				
	75		October 27, 1968			76		October 27, 1968						
	Local Freight Monday Wednesday Friday		STATIONS			Local Freight		STATIONS						
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A	11.35AM	DYPZ	0.0	DN-R	GRAND ISLAND	YL GE	0.0
15	8.20	7.4		LOMA		7.4		11.06	I	0.4		C. B. & Q. CROSSING		0.4
20	8.40	13.5	D	BRAINARD	BD	13.5		10.50	11	2.5		CAREY	YL	2.5
28	9.10	23.2	D	DAVID CITY	DV	23.2		10.25	17	11.1		ST. LIBORY		11.1
		23.5		C. B. & Q. CROSSING		23.5			31	21.9	D	ST. PAUL	YL SP	21.9
28	9.45	33.3	D	RISING CITY	RN	33.3		9.40						
30	10.05	40.1	D	SHELBY	SH	40.1		9.20	8	30.2	D	DANNEBROG	DB	8.3
10	10.25	47.5	D	OSCEOLA	OZ	47.5		8.55				BOELUS		18.6
9	10.50	52.9	D	STROMSBURG	S	52.9		8.25	28	47.7		ROCKVILLE		25.8
		56.8		DURANT		56.8			29	60.9	D-R	LOUP CITY	YL OP	39.0
44	11.15	63.0	D	POLK	PK	63.0		7.50						
21	11.30	68.5		HORDVILLE		68.5		7.30	23	30.7	D	ELBA	EB	30.7
18	11.45	73.8		HEBER		73.8		7.10	24	36.8		COTESFIELD		36.8
		75.3		C. B. & Q. CROSSING		75.3			18	45.7	D	SCOTIA	SK	45.7
YP	11.55AM	75.9	DN-R	CENTRAL CITY	YL CI	75.9		7.05AM	18	44.5		SCOTIA JUNCTION		44.5
				(75.9)					29	48.8	D	NORTH LOUP	NU	48.8
									10	58.5		SAUNDERS		58.5
										60.7		C. B. & Q. CROSSING		60.7
									29	61.0	D-R	ORD	YL RD	61.0
														(61.0)
	(3.55)			Thru Time		(4.30)								
	19.4			Average speed per hour		16.8								

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. 39		Mile Post	SECOND CLASS	Distance from Council Bluffs	Time-Table No. 39		Mile Post				
	79		October 27, 1968			80		October 27, 1968						
	Mixed Monday Wednesday Friday		STATIONS			Mixed		STATIONS						
30	8.52AM	0.0	D-R	GENOA	YL G	0.0	A	1.05PM	XIP	5.2	DN	SUMMIT	YL SU	5.2
17		9.3		MERCHISTON		9.3			X	6.4		SOUTH OMAHA	YL	6.4
32	9.28	13.7	D	FULERTON	FU	13.7		12.37	XI	11.9		GILMORE	YL	11.9
14	9.53	23.1		BELGRADE		23.1		12.13PM	64	16.8		PAPILLION		16.8
20	10.13	30.3	D	CEDAR RAPIDS	CD	30.3		11.55AM	AI	19.2		MO. PAC. CROSSING		19.2
31	10.34	36.6		PRIMROSE		36.6		11.39		22.5	D	MILLARD	YL MD	22.5
33	11.00AM	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)								
	20.8			Average speed per hour		25.3								

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. 39		Mile Post	SECOND CLASS						
	81	79	321		October 27, 1968			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	A	12.01PM	A	1.55PM	A	2.05PM
18	8.10	8.10	5.10	4.2		SHELDONVILLE		4.2	f	1.50AM		1.43		1.50
7	8.22AM	8.22AM	5.20	9.4	R	OCONEE	YL	9.4	f	1.40		1.30PM		1.42PM
20			5.35	14.7	D	PLATTE CENTER	PC	14.7	s	1.25				
27				20.3		TARNOV		20.3						
47			5.55	25.7	D	HUMPHREY	HX	25.7	s	1.05				
25			6.10	35.4	D	MADISON	MA	35.4	s	10.50				
24				40.9		ENOLA		40.9						
				48.7		C. & N. W. CROSSING		48.7						
				50.2		C. & N. W. CROSSING		50.2						
YZP			7.00AM	50.4	D-R	NORFOLK	YL KN	50.4		10.00AM				
						(50.4)								
	(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. 39		Mile Post	SECOND CLASS					
	95	October 27, 1968			96	October 27, 1968							
	Mixed	STATIONS			Mixed	STATIONS							
PYZ			9.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A	9.20PM			
12			9.15	5.5		GLENWOOD PARK		5.5	f	8.45			
17			9.30	10.1		RIVERDALE		10.1	s	8.30			
23			9.50	16.8		AMHERST		16.8	s	8.05			
27			10.15	26.3		MILLER		26.3	s	7.40			
32			10.30	32.5		SUMNER		32.5	s	7.20			
10			10.53	40.4		EDDYVILLE		40.4	s	6.57			
30			11.25AM	52.1		OCONTO		52.1	s	6.28			
24			12.30PM	65.5	D	CALAWAY	CA	65.5	s	5.45			
33			1.30	83.1	D	ARNOLD	AD	83.1	s	4.55			
11			2.10	94.6		HOAGLAND		94.6	f	4.20			
14			2.30	99.2		GANDY		99.2	f	4.08			
20	Y		2.55PM	102.4	D-R	STAPLETON	YL SN	102.4		4.00PM			
						(102.4)							
			(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				Distance from O'Fallons	Time-Table No. 39 October 27, 1968				Mile Post	SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.			93		STATIONS	94				Mixed			
	YP		6.00AM	0.0	O'FALLONS	YL	0.0	A 6.01PM					
14		f	6.05	2.8	2.8 COKER		2.8	f 5.50					
35		s	6.18	12.8	10.0 SARBEN		12.8	s 5.35					
37		f	6.27	19.6	6.8 NEVENS		19.6	f 5.25					
11				24.8	5.2 BROGANVILLE		24.8						
30		s	6.41	28.4	3.6 KEYSTONE		28.4	s 5.15					
37		f	6.51	34.9	6.5 MARTIN		34.9	f 5.03					
		s	7.01	41.2	6.3 LEMOYNE		41.2	s 4.53					
24		f	7.10	46.8	5.6 BELMAR		46.8	f 4.46					
30		f	7.18	51.7	4.9 RUTHTON		51.7	f 4.39					
34	Y	s	7.32	59.3D	7.6 LEWELLEN	YL	59.3	s 4.30					
33		s	7.51	70.8D	11.5 OSHKOSH	YL	70.8	s 4.10					
33		s	8.12	86.4D	15.6 LISCO		86.4	s 3.45					
36		s	8.34	100.4	14.0 BROADWATER		100.4	s 3.24					
18		f	8.47	109.6	4.5 TOWERS		109.6	f 3.11					
102	Y	s	8.57	114.1D	1.4 NORTHPORT	YL	114.1	s 3.05					
	AI		9.00	115.5	6.3 C. B. & Q. CROSSING		115.5	2.57					
12		f	9.09	121.8	4.9 MOHLER		121.8	f 2.46					
14		s	9.18	126.7	5.4 SOUTH BAYARD		126.7	s 2.39					
41		s	9.27	132.1	5.8 MCGREW		132.1	s 2.29					
20		s	9.37	137.9	8.0 MELBETA		137.9	s 2.19					
01	DYZPT	A	9.55AM	145.9D-R	GERING	YL	145.9	2.00PM					
					(145.9)			Daily					
			(3.55)		Thru Time		(4.01)						
			37.6		Average speed per hour		36.3						

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

WESTWARD				GIBBON CUT - OFF				EASTWARD					
SECOND CLASS				Distance from Hastings	Time-Table No. 39 October 27, 1968				Mile Post	SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.			93		STATIONS	94				Mixed			
	YPZ			0.0	DN-R HASTINGS	YL AN	0.0						
114	P			12.7	12.7 HAYLAND		12.7						
31	P			20.2	7.5 DENMAN		20.2						
121	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				Distance from O'Fallons	Time-Table No. 39 October 27, 1968				Mile Post	SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.			93		STATIONS	94				Mixed			
	DZYPT		10.05AM	145.9D-R	GERING	YL	145.9	A 1.50PM					
15			110.11	150.5	4.6 COSTIN		150.5	f 1.40					
27			110.14	152.3	1.8 HAIG		152.3	f 1.36					
25			110.20	155.8	3.5 SOUTH MITCHELL		155.8	f 1.30					
29			110.23	157.1	1.3 PELTON		157.1	f 1.26					
37	P		110.31	162.1D	5.0 SOUTH MORRILL		162.1	f 1.19					
18			110.34	164.2	2.1 JOYCE		164.2	f 1.14					
44	YP		110.40	167.9D	3.7 LYMAN	YL	167.9	s 1.09					
21			110.44	170.1	2.2 CANAL		170.1	f 1.04					
51			110.50	173.7	4.6 HUNTLEY		173.7	f 12.58					
35			110.55	177.0	3.3 HOLLY		177.0	f 12.53					
51	YP		12.01PM	181.6D-R	4.6 YODER	YL	181.6	A 11.45AM	12.45	12.35			
51	P		111.20	188.1	6.5 VETERAN		188.1	f 12.23					
8			111.25	191.5	3.4 HELDT		191.5	f 12.17					
16			111.32	196.1	4.6 COTTIER		196.1	f 12.10					
51	YP		111.40AM	200.6D-R	4.5 SO. TORRINGTON	YL	200.6		12.05PM				
14			12.10	185.3	3.7 GOODLAND		185.3	11.32					
26			12.15	187.6	2.3 FONDA		187.6	11.27					
51			12.25	192.4D	4.8 HAWK SPRINGS		192.4	11.15					
31			12.29	194.7	2.3 DUROC		194.7	11.01					
51	Y		12.42	203.8D	9.1 LA GRANGE		203.8	10.45					
19			12.52	210.7	6.9 TREMAIN		210.7	10.20					
51			1.25	222.5D	11.8 ALBIN		222.5	9.55					
51			1.40	229.7	7.2 LINDBERGH		229.7	9.35					
	Y		2.11PM	244.3	14.6 EGBERT	YL	244.3	9.10AM					
					(98.4)			Daily	Daily				
			(2.10)		Thru Time		(2.35)						
			28.9		Average speed per hour		24.3						

WESTWARD				LYMAN BRANCH				EASTWARD					
SECOND CLASS				Distance from Lyman	Time-Table No. 39 October 27, 1968				Mile Post	SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.			93		STATIONS	94				Mixed			
	YP	0.0D		0.0	LYMAN	YL MU	0.0						
18				2.8	2.8 SEARS	YL	2.8						
17				4.6	1.8 HARTMAN	YL	4.6						
22				6.4	1.8 STEGALL	YL	6.4						
					(6.4)								

Westward 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	70	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	
Passenger trains handling 6 cars or less.	70		Derricks with 4-wheel trucks.	35	
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	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).	20	
When using No. 14 turn-outs.	25	20	Trains handling scale test cars, wedge plows or Company roadway machines on their own wheels (except wrecking derricks): On main line;	30	
When using other cross-overs or turn-outs.	15	15	On branch lines.	20	
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	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	35	Jordan spreaders and other machines of spreader type, when in operation.	15	
Within yard limits not protected by continuous block signal system.	50	25	Trains handling diesel units dead in train: Yard switch units of any type;	35	
Diesel road freight locomotives, except GP 7 Units Nos. 100 to 129 inclusive.	75		Foreign line, government, export or commercial diesel units other than yard switch type;	45	
GP 7 Units Nos. 100 to 129 inclusive.	65	65	Union Pacific road-switch units of Alco or Baldwin type.	45	
Gas turbine locomotives.	75		Trains handling U.P. ore cars series 26000-26499, loaded or empty.	50	
Diesel yard switch locomotives in road service: 1000 - 1100 class;	35	35	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.	50	
1800 class.	50	50	Wye tracks except those portions used as main track or siding.	6	6
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30			

OLD MAIN LINE

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Between Gilmore and Lane.	25	25			
FIRST SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Fremont, within city limits.	30	25	Grand Island, on east and west legs of wye.		10
Fremont, while using C. & N. W. trackage.	10	10	Grand Island, on scale track and east yard runaround 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	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40
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
Grand Island when entering or leaving CB&Q transfer track.	10	10			
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts— Summit 5.2 and 5.6	25	25	Between Mile Posts— North Platte 281.9 and 281.1	80	55
Weco 14.2 and 14.7	80	55	Brady 259.8 and 258.1	70	55
15.9 and 16.2	80	55	Kearney 189.2 and 189.0	40	25
Lane 18.1 and 18.4	70	55	Waterloo 23.2 and 22.8	70	55
19.4 and 19.8	70	55	22.6 and 22.2	60	45
Elkborn 21.9 and 22.1	70	55	22.1 and 21.9	70	55
22.2 and 22.6	60	45	Elkhorn 19.8 and 19.4	70	55
22.8 and 23.2	70	55	18.4 and 18.1	70	55
Gothenburg 258.1 and 258.5	70	55	Lane 16.2 and 15.9	80	55
Maxwell 281.1 and 281.9	80	55	14.7 and 14.2	80	55
North Platte			Seymour 5.6 and 5.2 Summit	25	25

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
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	Durbam 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.	79	60	Sterling Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.		20
Light engines.		45			
Ovid Sugar Company yard		5	LaSalle Between M. P. 149.6 and 150.7 Between M. P. 150.7 and 150.9 Between M. P. 150.9 and 151.1	50 30 50	30 25 30

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
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:		20
Wahoo, city track.		6	Carey, all airfield trackage.		10
19.1 and 19.5	35	35	Gibbon Cut-off Maximum speed.	70	55
Weston 30.2 and 30.5	35	35	M. P. 20.20 to M. P. 21.80.	60	55
31.6 and 31.9	35	35	Westward trains M. P. 26.8 to M. P. 27.2.	25	25
Touhy 36.0 and 37.4	25	25	Kearney Branch Maximum speed.		25
Garratt 56.3 and 57.5	15	15	Trains handling outfit cars.		20
Lincoln C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	North Platte Branch Maximum speed.	50	50
Pickrell 96.5 and 97.3	15	15	Over Bridge 18.30.	35	35
Beatrice, Allers Grain Company spur.		5	Oshkosh, over First Street Crossing.	15	15
Beatrice, on Kilpatrick track.		5	Between Mile Posts — Lisco 92.5 and 94.0	45	45
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Northport , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Diesel Locomotives 131, 132, 135, 137.	20	20	North Platte Cut-off Maximum speed.	45	45
Between Valparaiso and Brainard.	35	25	On curves between Yoder and So. Torrington.	35	35
Brainard, over public crossing.	5	5	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Between Brainard and Hordville.	40	30	Through tunnel between Albin and Tremain.	20	20
Between Hordville and Central City.	35	25	Lyman Branch		20
Trains handling outfit cars.		20	Sears Branch		20
			Norfolk Branch Maximum speed: Between Columbus and Oconee.		35
			Between Oconee and M. P. 16.		25
			Between M. P. 16 and Norfolk.		30
			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	58—XP	Both	Trued	209.3	ES 13	East
Woody	11.7	227—XP	Both	Josselyn	217.9	ES 25—XP	Both
Nasco	12.2	36—P	West	Willow Island	243.2	ES 49—XP	Both
Moval	31.19	98—P	East	Keith	272.9	WS 13	West
Moorman	79.28	28	West	Beck	280.5	WS 8	West
Behlen	80.25	34—XP	Both	Beatrice Branch			
Doulom	80.87	16	West	Wahpco	14.74	14	West
Gulfoil	115.87	WS—10	West	Krumel	17.4	10	East
Paddock	128.5	18	West	Cedar Rapids Branch			
Buda	184.3	ES 65—XP	Both	Stockyard Siding	22.2	10	Both
Kearney Air Base	185.9	WS 50—XP	Both				
Alfalfa Center	194.1	ES 30—XP	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:

- 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	Dieselhouse Register Room	North Platte	Engine Dispatchers' Office
Omaha	Union Station Telegraph Office	North Platte	Ticket Office, Passenger Station
Omaha	Tower "B"	North Platte	Hump Yard Locker Room
Omaha	Enginemen's Washroom, 14th Street	North Platte	Yardmen's Locker Room
Omaha	Yardmen's Washroom, 14th Street	North Platte	East End Yardmen's Room
Omaha	Enginemen's and Yardmen's Washroom, Davenport Street	Julesburg	Telegraph Office
South Omaha	Yard Office	Sidney	Telegraph Office
Valley	Telegraph Office	Sidney	Engineer's Locker Room
Fremont	Telegraph Office	Cheyenne	Dispatcher's Office
Columbus	Telegraph Office	Cheyenne	Telegraph Office
Columbus	Enginemen's Washroom	Cheyenne	Conductor's Room Passenger Station
Grand Island	Telegraph Office	Cheyenne	Yard Office
Grand Island	Yard Office	Cheyenne	Engine Dispatcher's Office
Grand Island	Walnut Street Carmen's Shanty	Sterling	Telegraph Office
Grand Island	Roundhouse	La Salle	Telegraph Office
Kearney	Telegraph Office	Lincoln	Telegraph Office
Kearney	Roundhouse	Beatrice	Telegraph Office
Lexington	Telegraph Office	Norfolk	Telegraph Office
North Platte	Dispatcher's Office	Hastings	Yard Office
North Platte	Telegraph Office	Gering	Telegraph Office
North Platte	Freight Conductor's Register Room, Yard Office	Gering	Roundhouse
		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.	A. H. Shamberg	Surgeon	Kimball, Nebr.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	E. R. Core	Surgeon	Kimball, Nebr.
J. S. Benwell	District Surgeon	Denver, Colo.	V. D. Norall	Surgeon	Lexington, Nebr.
R. J. Smith	Surgeon	Albion, Nebr.	R. F. Moeller	Surgeon	Lincoln, Nebr.
W. T. Wildhaber	Surgeon	Beatrice, Nebr.	W. P. Ordelleide	Surgeon	La Salle, Colo.
R. W. Taylor	Oculist and Aurist	Beatrice, Nebr.	W. H. Berrick	Surgeon	Madison, Nebr.
M. L. Chaloupka	Surgeon	Callaway, Nebr.	R. A. Hoagland	Surgeon	Mitchell, Nebr.
E. T. Zikmund	Surgeon	Central City, Nebr.	G. B. Salter	Surgeon	Norfolk, Nebr.
R. R. Douglas	Surgeon	Clarks, Nebr.	O. C. Kreymborg	Surgeon	North Platte, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	J. J. Ford	Surgeon	North Platte, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	G. F. Waltemath	Surgeon	North Platte, Nebr.
J. V. Treynor	Aurist	Council Bluffs, Ia.	R. T. Takenaga	Surgeon	North Platte, Nebr.
A. M. Dean	Oculist	Council Bluffs, Ia.	D. G. Iversen	Oculist	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. Maurer	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.
J. E. Hartsaw	Surgeon	Cheyenne, Wyo.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
T. L. Johnson	Oculist	Cheyenne, Wyo.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	T. D. Boler	Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	F. C. Hill	Shop Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	R. H. Rasgorshek	Oculist and Aurist	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	M. F. Quinlan	Surgeon	Omaha, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	W. W. Spencer	Surgeon	Ogallala, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	Don E. Baca	Surgeon	Papillion, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
K. R. Dalton	Surgeon	Genoa, Nebr.	J. E. Stoetzel	Surgeon	Pine Bluffs, Wyo.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	M. D. Mathews	Surgeon	St. Paul, Nebr.
L. M. Adams	Surgeon	Grand Island, Nebr.	H. Dey Myers	Surgeon	Schuyler, Nebr.
C. H. Maggione	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
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.	R. B. Maxwell	Surgeon	Sutherland, Nebr.
C. L. Kleager	Surgeon	Hastings, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
H. P. Linton	Surgeon	Julesburg, Colo.	Leo Keenan	Surgeon	Torrington, Wyo.
B. R. Bancroft	Surgeon	Kearney, Nebr.	L. B. Morgan	Ophthalmologist	Torrington, Wyo.
S. O. Staley	Surgeon	Kearney, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.