



**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**NEBRASKA DIVISION  
TIME-TABLE  
No. 42**

**Effective Sunday,  
December 7, 1969**

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

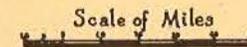
**Safety Gains  
Where Courtesy Reigns**

**FOR EMPLOYEES ONLY**

**EASTERN DISTRICT**

NEBRASKA DIVISION

CORRECTED TO OCT. 27, 1968



WESTWARD

# CONDENSED TIME-TABLE

## FIRST CLASS

FIRST CLASS							Distance from Council Bluffs	Time-Table No. 42 December 7, 1969
117	9	17	105	111	103	STATIONS		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily			
						0.0	CO. BLUFFS	
			2.55		2.55	2.8	OMAHA	
			5.05		5.05	146.9	GRAND ISLAND	
			7.10 6.25		7.10 6.25	284.1	C.T. M.T. NORTH PLATTE	
				6.30		365.3	JULESBURG	
				7.55		407.5	SIDNEY	
				8.10			KANSAS CITY	
	8.00	8.00					DENVER	
	8.00	6.45 7.15	5.15		11.30	562.5	CHEYENNE	
		9.30 10.25	7.20 7.40	10.25		509.5	LARAMIE	
		11.48	9.15	11.48		566.0	RAWLINS	
		1.37	11.20	1.37		682.8	GREEN RIVER	
	4.00 4.25	1.35 1.45	4.00 4.35		4.00 4.25	817.0	GRANGER	
		2.20	5.05			847.2	OGDEN	
	8.15				8.15	992.6	(992.6)	

Heavy Figures Indicate PM  
Light Figures Indicate AM

(13.00) (25.15) (9.05) (15.10) (5.00) (18.20) ..... Thru Time  
49.3 49.1 49.0 55.7 55.7 54.0 ..... Average speed per hour

**O. A. DURRANT**  
General Manager

**J. BOWEN**  
Gen. Supt. Transportation

**S. D. GATCHELL**  
General Superintendent

**J. E. PETERSEN, Superintendent**..... Omaha, Nebr.  
W. A. RIDGE, Assistant Superintendent..... Omaha, Nebr.  
H. G. HAGGLUND, Terminal Superintendent..... Council Bluffs, Ia.  
R. M. WOOD, Asst. Terminal Superintendent..... Council Bluffs, Ia.  
R. W. McSPADDEN, Asst. Terminal Supt..... Council Bluffs, Ia.  
B. L. SANDERS, Terminal Trainmaster..... Omaha, Nebr.  
W. M. HOMAN, Terminal Trainmaster..... Council Bluffs, Ia.  
W. J. BARRY, Trainmaster..... Omaha, Nebr.  
R. J. RAIRIGH, Asst. Supt. Safety and Courtesy..... Omaha, Nebr.  
A. L. O'NEILL, Trainmaster..... Grand Island, Nebr.  
D. E. MOORE, Terminal Trainmaster..... Grand Island, Nebr.  
J. E. GUYANAN, Supt. Bailey Yard..... North Platte, Nebr.  
G. B. RECTOB, Asst. Supt. Bailey Yard..... North Platte, Nebr.  
H. E. MEYEN, Terminal Trainmaster..... North Platte, Nebr.  
C. F. PUTMAN, Terminal Trainmaster..... North Platte, Nebr.  
M. L. BUTLER, Asst. Superintendent..... North Platte, Nebr.  
M. E. MERRITT, Trainmaster..... Sidney, Nebr.  
W. H. ANDERSON, Assistant Superintendent..... Gering, Nebr.  
C. T. ARMSTRONG, General Master Mechanic..... Cheyenne, Wyo.  
K. O. BBAKE, 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, Nebr.  
P. C. LOOMIS, Road Foreman of Engines..... North Platte, Nebr.  
L. C. WALLACE, Road Foreman of Engines..... North Platte, Nebr.  
C. A. TUENGE, Jr. Road Foreman of Engines..... North Platte, Nebr.  
C. H. JOHNSON, Road Foreman of Engines..... Cheyenne, Wyo.  
J. M. LONGSDORF, Division Engineer..... Omaha, Nebr.  
F. A. MUSBACH, General Roadmaster..... Omaha, Nebr.

**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. J. WONKA, 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.  
R. J. TETLEY, Asst. Chief Train Dispatcher..... North Platte, Neb.

**SECOND SUBDIVISION**  
**NORTH PLATTE BRANCH AND CUT-OFF**  
A. J. WONKA, Chief Dispatcher..... North Platte, Neb.  
S. C. WALLACE, Asst. Chief Dispatcher..... North Platte, Neb.  
J. B. BILLINGS, Asst. Chief Dispatcher..... North Platte, Neb.

**THIRD SUBDIVISION**  
J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.  
J. E. MASON, 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

## FIRST CLASS

FIRST CLASS							Mile Post	Time-Table No. 42 December 7, 1969
106	112	104	10	18	118	STATIONS		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
						0.0	CO. BLUFFS	
						2.8	OMAHA	
						146.9	GRAND ISLAND	
C.T. M.T.						284.1	C.T. M.T. NORTH PLATTE	
						365.3	JULESBURG	
						407.5	SIDNEY	
							KANSAS CITY	
							DENVER	
						509.5	CHEYENNE	
						566.0	LARAMIE	
						682.8	RAWLINS	
						817.0	GREEN RIVER	
						847.2	GRANGER	
						992.6	OGDEN	
							(992.6)	

Thru Time ..... (15.15) (4.45) (17.40) (23.40) (9.30) (13.00)  
Average speed per hour ..... 55.4 58.6 56.1 52.0 46.9 49.3

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
111	Ft. Morgan.....	Points where scheduled to stop.....	Denver or beyond.	112	Ft. Morgan.....	Denver or beyond.....	Points where scheduled to stop.

WESTWARD		FIRST SUBDIVISION						Distance from Council Bluffs	Time-Table No. 42	
		SECOND CLASS		FIRST CLASS		December 7, 1969			STATIONS	
		71 Time Freight	73 Time Freight	105 Passenger	103 Passenger	DN-R COUNCIL BLUFFS YL	US		OMAHA YL	SU
DFXIYPZ		11.30PM	5.00PM				0.0			
DFXITPZ		11.45PM	5.15	2.55AM	2.55AM		2.8			
XIP		12.01AM	5.45	3.01	3.01		5.2			
ES 167 XP		12.10	5.55	3.08	3.08		14.1			
XP		12.20	6.00	3.11	3.11		17.1			
CS 66 XP				3.15	3.15		21.7			
P				3.18	3.18		24.5			
WS 147 XYP ES 165 ES 82		12.45AM	6.15PM	3.21	3.21		28.0			
CS 71 P				3.26	3.26		34.3			
I							38.2			
WS 82 X ES 143 PZ				3.30	3.30		39.3			
I							40.0			
IP							44.8			
CS 73 P				3.35	3.35		46.3			
CS 140 XP				3.41	3.41		51.4			
CS 72 P				3.46	3.46		64.4			
WS 119 X ES 104 P				3.51	3.51		68.7			
CS 102 P				3.57	3.57		76.9			
I							83.8			
WS 123 X ES 114 YPZ				4.07	4.07		84.5			
CS 103 P				4.14	4.14		92.2			
CS 100 P				4.22	4.22		102.3			
WS 16 P				4.27	4.27		107.9			
CS 69 P				4.32	4.32		113.6			
I							124.3			
WS 95 X ES 99 YP				4.41	4.41		124.9			
CS 139 P				4.49	4.49		135.1			
I							146.5			
DXZYP				5.04	5.04		146.9			
XYP				5.05	5.05		154.5			
WS 103 X ES 44 P				5.12	5.12		154.5			
CS 69 XP				5.19	5.19		162.3			
WS 114 XI ES 63 YP				5.26	5.26		169.9			
CS 140 P				5.31	5.31		176.0			
WS 159 X ES 99 YZP				5.35	5.35		180.2			
CS 70 P				5.43	5.43		189.1			
CS 117 XP				5.52	5.52		198.3			
CS 68 P				5.57	5.57		204.6			
WS 103 XY ES 108 ZP				6.05	6.05		213.3			
CS 72 XP				6.15	6.15		224.4			
CS 135 ZXP				6.22	6.22		232.5			
WS 110 X ES 112 YP				6.27	6.27		238.2			
CS 69 P				6.36	6.36		248.8			
CS 102 XP				6.47	6.47		261.5			
DFXZTYP				6.55	6.55		270.6			
				7.10AM	7.10AM		284.1			

WESTWARD		FIRST SUBDIVISION						Time-Table No. 42	
		SECOND CLASS		FIRST CLASS		December 7, 1969		STATIONS	
		74 Time Freight	72 Time Freight	104 Passenger	106 Passenger	DN-R COUNCIL BLUFFS YL	US	OMAHA YL	SU
DFXIYPZ		6.50AM	10.15PM				0.0		
DFXITPZ		6.35	10.00	3.15AM	3.15AM		2.8		
XIP		6.05	9.35	2.59	2.59		5.2		
ES 167 XP		5.55	9.25	2.46	2.46		14.1		
XP		5.50	9.20	2.41	2.41		17.1		
CS 66 XP				2.36	2.36		21.7		
P				2.33	2.33		24.5		
WS 147 XYP ES 165 ES 82		5.35AM	9.05PM	2.29	2.29		28.0		
CS 71 P				2.22	2.22		34.3		
I							38.2		
WS 82 X ES 143 PZ				2.17	2.17		39.3		
I							40.0		
IP							44.8		
CS 73 P				2.06	2.06		46.3		
CS 140 XP				2.00	2.00		54.4		
CS 72 P				1.55	1.55		61.4		
WS 119 X ES 104 P				1.50	1.50		68.7		
CS 102 P				1.43	1.43		76.9		
I							83.8		
WS 123 X ES 114 YPZ				1.36	1.36		84.5		
CS 103 P				1.25	1.25		92.2		
CS 100 P				1.18	1.18		102.3		
WS 16 P				1.14	1.14		107.9		
CS 69 P				1.10	1.10		113.6		
I							124.3		
WS 95 X ES 99 YP				1.02	1.02		124.9		
CS 139 P				12.54	12.54		135.1		
I							146.5		
DXZYP				12.45	12.45		146.9		
XYP				12.40	12.40		154.5		
WS 103 X ES 44 P				12.25	12.25		154.5		
CS 69 XP				12.18	12.18		162.3		
WS 114 XI ES 63 YP				12.12	12.12		169.9		
CS 140 P				12.07	12.07		176.0		
WS 159 X ES 99 YZP				12.03AM	12.03AM		180.2		
CS 70 P				11.55PM	11.55PM		189.1		
CS 117 XP				11.44	11.44		198.3		
CS 68 P				11.39	11.39		204.6		
WS 103 XY ES 108 ZP				11.33	11.33		213.3		
CS 72 XP				11.22	11.22		224.4		
CS 135 ZXP				11.13	11.13		232.5		
WS 110 X ES 112 YP				11.08	11.08		238.2		
CS 69 P				10.57	10.57		248.8		
CS 102 XP				10.46	10.46		261.5		
DFXZTYP				10.39	10.39		270.6		
				10.25PM	10.25PM		284.1		

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.  
 Rules 251 to 254 inclusive apply on First Subdivision.  
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
 For stations not shown on schedule pages — See Page 18.

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 For stations not shown on schedule pages. — See Page 18.

**WESTWARD SECOND SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS		FIRST CLASS			Distance from Council Bluffs
	93	353	111	105	103	
	Mixed Daily	Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	
DFXZTYP						
WS 64 XP	6.35 AM		6.30 AM	6.25 PM	6.25 PM	284.1
CS 103 YP	6.52		6.45	6.38	6.38	296.9
WS 40	A 7.00 AM		6.48	6.41	6.41	300.7
CS 100 P			6.51	6.43	6.43	301.8
CS 104 P			7.01	6.52	6.52	303.4
WS 5 P						315.5
CS 73 P			7.12	7.02	7.02	321.7
WS 103 WS 103 ES 110 XP			f 7.22	f 7.08	f 7.08	327.7
CS 112 P			7.31	7.17	7.17	334.8
CS 113 P			7.40	7.24	7.24	343.9
WS 22 P						353.9
WS 100 ES 102			A 7.54 AM	f 7.34	f 7.34	359.3
CS 102 P				7.47	7.47	365.3
WS 95 ES 61 XP				7.54	7.54	380.3
WS 30 XP						389.7
CS 115 P				8.03	8.03	396.3
XYP				8.09	8.09	401.0
CS 81 YP				8.10	8.10	407.5
WS 100 ES 60				8.18	8.18	415.5
WS 11 PX				8.27	8.27	426.4
CS 112 P				8.35	8.35	430.8
WS 24 PX						435.4
CS 116 XP				f 8.43	f 8.43	439.9
ES 9						444.5
CS 114 P				8.53	8.53	451.1
CS 112 XP				f 9.02	f 9.02	456.6
ES 12						466.7
CS 45 XYP		1.55 PM		9.11	9.11	472.0
WS 55 XP		s 2.05		9.17	9.17	477.5
CS 96 P		2.15		9.23	9.23	483.2
51 P						489.7
WS 104 ES 109		2.30		9.33	9.33	495.9
DFXZTYP		A 2.45 PM		A 9.45 AM	A 9.45 AM	501.2
						509.5

(0.25) 39.8 (0.50) 38.6 (1.24) 58.0 (3.20) 67.7 (3.20) 67.7 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.

**SECOND SUBDIVISION EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST CLASS			SECOND CLASS		Distance from Council Bluffs
	112	104	106	354	94	
	Passenger	Passenger	Passenger	Freight	Mixed	
DFXZTYP						
WS 64 XP						284.1
CS 103 YP						296.9
WS 40						300.7
CS 100 P						301.8
CS 104 P						303.4
WS 5 P						315.5
CS 73 P						321.7
WS 103 WS 103 ES 110 XP						327.7
CS 112 P						334.8
CS 113 P						343.9
WS 22 P						353.9
WS 100 ES 102						359.3
CS 102 P						365.3
WS 95 ES 61 XP						380.3
WS 30 XP						389.7
CS 115 P						396.3
XYP						401.0
CS 81 YP						407.5
WS 100 ES 60						415.5
WS 11 PX						426.4
CS 112 P						430.8
WS 24 PX						435.4
CS 116 XP						439.9
ES 9						444.5
CS 114 P						451.1
CS 112 XP						456.6
ES 12						466.7
CS 45 XYP						472.0
WS 55 XP						477.5
CS 96 P						483.2
51 P						489.7
WS 104 ES 109						495.9
DFXZTYP						501.2
						509.5

Thru Time Average speed per hour (1.23) 58.7 (3.30) 64.4 (3.30) 64.4 (0.45) 42.7 (0.35) 28.6

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.

**Time-Table No. 42**  
December 7, 1969

**STATIONS**

DN-R	NORTH PLATTE	YL	NO
	12.8		
D	HERSHEY	OF	
	3.8		
	<b>O'FALLONS</b>		
	1.1		
	VARNER		
	1.6		
D	SUTHERLAND	SU	
	12.1		
D	PAXTON	PN	
	6.2		
	KORTY		
	6.0		
	ROSCOE		
	7.1		
DN	OGALLALA	GT	
	9.1		
D	BRULE	RU	
	10.0		
D	BIG SPRINGS	GS	
	5.4		
	BARTON		
	8.0		
DN	JULESBURG	JB	
	15.0		
D	CHAPPELL	CQ	
	9.4		
	LODGE POLE		
	6.6		
	SUNOL		
	4.7		
	COLTON		
	6.5		
DN-R	SIDNEY	YL	CD
	8.0		
	BROWNSON		
	10.9		
D	POTTER	PR	
	4.4		
	JACINTO		
	4.6		
D	DIX	DX	
	4.5		
	OWASCO		
	4.6		
DN	KIMBALL	KB	
	6.6		
	OLIVER		
	5.5		
D	BUSHNELL	BN	
	10.1		
DN	PINE BLUFFS	UF	
	5.3		
	TRACY		
	5.5		
	<b>EGBERT</b>		
	5.7		
D	BURNS	UX	
	6.5		
	HILLSDALE		
	6.2		
	DURHAM		
	5.3		
	ARCHER		
	8.3		
DN-R	CHEYENNE	YL	OY
	8.3		

Double Track

(225.4)

**Time-Table No. 42**  
December 7, 1969

**STATIONS**

DN-R	NORTH PLATTE	YL	NO
	12.8		
D	HERSHEY	OF	
	3.8		
	<b>O'FALLONS</b>		
	1.1		
	VARNER		
	1.6		
D	SUTHERLAND	SU	
	12.1		
D	PAXTON	PN	
	6.2		
	KORTY		
	6.0		
	ROSCOE		
	7.1		
DN	OGALLALA	GT	
	9.1		
D	BRULE	RU	
	10.0		
D	BIG SPRINGS	GS	
	5.4		
	BARTON		
	8.0		
DN	JULESBURG	JB	
	15.0		
D	CHAPPELL	CQ	
	9.4		
	LODGE POLE		
	6.6		
	SUNOL		
	4.7		
	COLTON		
	6.5		
DN-R	SIDNEY	YL	CD
	8.0		
	BROWNSON		
	10.9		
D	POTTER	PR	
	4.4		
	JACINTO		
	4.6		
D	DIX	DX	
	4.5		
	OWASCO		
	4.6		
DN	KIMBALL	KB	
	6.6		
	OLIVER		
	5.5		
D	BUSHNELL	BN	
	10.1		
DN	PINE BLUFFS	UF	
	5.3		
	TRACY		
	5.5		
	<b>EGBERT</b>		
	5.7		
D	BURNS	UX	
	6.5		
	HILLSDALE		
	6.2		
	DURHAM		
	5.3		
	ARCHER		
	8.3		
DN-R	CHEYENNE	YL	OY
	8.3		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(225.4)

		WESTWARD			THIRD SUBDIVISION			EASTWARD		
		FIRST CLASS			Time-Table No. 42			FIRST CLASS		
		111			December 7, 1969			112		
		Passenger			Mile Post			Passenger		
		Daily			STATIONS					
81	YIP		7.55AM	0.0	DN	JULESBURG	YL JB	0.0	A	7.20PM
63	ZP		8.03	7.1	D	7.1	VI	7.1		7.11
60	P		8.09	14.6		SEDGWICK		14.6		7.04
22				19.0		DORSEY		19.0		
81	P		8.17	23.1		RED LION		23.1		6.57
78	P			30.1		CROOK		30.1		6.51
22				34.2		TOBIN		34.2		
55	P		8.31	38.8		PROCTOR		38.8		6.44
8	P			41.1		POWELL		41.1		
78	P		8.37	45.6		ILIFF		45.6		6.38
15				50.1		FORD		50.1		
	AIP			57.2		C. B. & Q. CROSSING		57.2		
149	TZP		8.49	57.5	DN-R	STERLING	YL ST	57.5		6.27
62	P		9.01	64.1		ATWOOD		64.1		6.17
62	P		9.06	70.2		MERINO		70.2		6.12
122	P		9.11	76.0		MESSEX		76.0		6.07
46	P		9.15	81.0		UNION		81.0		6.03
80	P		9.20	87.0		SNYDER		87.0		5.58
43	P		9.26	93.8		DODD		93.8		5.52
16				96.9		HURLEY		96.9		
83	P		9.30	98.6	D	FT. MORGAN	FX	98.6		5.48
32	P		9.37	106.0		NARROWS		106.0		5.41
62	P		9.40	109.0		WELDONA		109.0		5.38
19	P		9.45	114.2		GOODRICH		114.2		5.33
66	P		9.49	117.7		ORCHARD		117.7		5.30
39	P		9.55	124.8		MASTERS		124.8		5.24
103	P		10.04	135.4		HARDIN		135.4		5.15
14	P			139.1		KUNER		139.1		
66	P		10.11	143.1		KERSEY		143.1		5.08
21				147.2		AUBURN		147.2		
49	DYP		A 10.19AM	151.1	DN-R	LASALLE	YL DY	151.1		4.59PM
			(151.1)							Daily

(2.24) Thru Time ..... (2.21)  
62.9 ..... 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							
		SECOND CLASS			Time-Table No. 42			SECOND CLASS							
		December 7, 1969			STATIONS										
		Freight			Mile Post			Freight							
		Daily			STATIONS										
	DYP	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		C. B. & Q. CROSSING		5.8						
29	P	6.45	6.45	2.10	6.3		YUTAN		6.3		5.10		1.00	8.40	
85	YP	6.55	7.00	2.20	11.6	D	MEAD	AD	11.6		5.00		12.50	8.30	
54	P	7.07	7.15	2.40	18.9		WAHOO		18.9		4.45		12.30	8.15	
					19.6		C. & N. W. and C. B. & Q. CROSSINGS		19.6						
68	P	7.22	7.30	2.55	28.3		WESTON		28.3		4.35		12.15	8.05	
16	P	7.34	7.40	3.05	33.2		TOUHY		33.2		4.23		12.01PM	7.53	
83	YP	7.45 7A	7.50AM	3.18	37.3	D	VALPARAISO	VO	37.3		4.15		11.50AM	7.45 7A	
21	P				41.8		AGNEW		41.8						
29	P	7.58		3.34	46.5		RAYMOND		46.5		3.59			7.28	
101	P	8.01		3.55 7A	47.8		GARRATT		47.8		3.55 7A			7.25	
4					55.3		WEST LINCOLN		55.3						
	I				56.5		C. B. & Q. CROSSING		56.5						
25	ZP	8.18		4.25	57.1	DN	LINCOLN	YL SN	57.1		3.40			7.10	
	I				57.4		C. B. & Q. CROSSING		57.4						
	I				59.0		C. B. & Q. CROSSING		59.0						
109	P	8.31		4.48	65.4		JAMAICA		65.4		3.20			6.50	
19	P	8.46		5.03	74.7		PRINCETON		74.7		3.05			6.35	
62	P	8.53		5.13	79.5	D	CORTLAND	RD	79.5		2.55			6.25	
71	P	9.08		5.28	88.9		PICKRELL		88.9		2.43			6.13	
	ZP	A 9.25PM		A 5.45AM	96.8	DN-R	BEATRICE	YL BX	96.8		2.30AM			6.00PM	
							(96.8)				Daily		Tuesday Thursday Saturday	Daily	

(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 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. 42			SECOND CLASS				
		December 7, 1969			STATIONS							
		Mixed			Mile Post			Mixed				
		Tuesday Thursday Saturday			STATIONS							
14	YP	8.22AM	8.22AM	0.0	R	OCONEE	YL	0.0	A	1.30PM	A	1.42PM
7				2.0		MILL SPUR		2.0				
	P	s 8.33	s 8.33	4.3	D	MONROE	MN	4.3	s	1.20	s	1.30
30	YP	s 8.49	A 8.49AM	11.3	D-R	GENOA	YL G	11.3	s	1.05PM	s	1.09
45	P	s 9.55		22.3	D	ST. EDWARD	ST	22.3	s	12.35		
20	YP	A 10.45AM		33.7	D-R	ALBION	YL A	33.7				12.10PM
						(33.7)				Monday Wednesday Friday		Tuesday Thursday Saturday

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS		Time-Table No. 42				SECOND CLASS	
	75 Local Freight	Distance from Valparaiso	December 7, 1969				Mile Post	76 Local Freight
			STATIONS					
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A 11.35AM	
15	8.20	7.4		LOMA		7.4	11.06	
20	8.40	13.5	D	BRAINARD	BD	13.5	10.50	
28	9.10	23.2	D	DAVID CITY	DV	23.2	10.25	
		23.5		C. B. & Q. CROSSING		23.5		
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	
16	10.25	47.5	D	OSCEOLA	OZ	47.5	8.55	
9	10.50	52.9	D	STROMSBURG	S	52.9	8.25	
		56.8		DURANT		56.8		
44	11.15	63.0	D	POLK	PK	63.0	7.50	
21	11.30	68.5		HORDVILLE		68.5	7.30	
18	11.45	73.8		HEBER		73.8	7.10	
		75.3		C. B. & Q. CROSSING		75.3		
YP	A 11.55AM	75.9	DN-R	CENTRAL CITY	YL CI	75.9	7.05AM	
				(75.9)			Tuesday Thursday Saturday	
(3.55)		Thru Time		(4.30)				
19.4		Average speed per hour		16.8				

**WESTWARD ORD—LOUP CITY BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS		Time-Table No. 42				SECOND CLASS	
	Distance from Grand Island	Mile Post	December 7, 1969				Mile Post	
			STATIONS					
DYPZ	0.0	DN-R	GRAND ISLAND	YL GE	0.0			
I	0.4		C. B. & Q. CROSSING		0.4			
11	2.5		CAREY	YL	2.5			
17	11.1		ST. LIBORY		11.1			
31	21.9	D	ST. PAUL	YL SP	21.9			
8	30.2	D	DANNEBROG	DB	8.3			
	40.5		BOELUS		18.6			
	47.7		ROCKVILLE		25.8			
29	60.9	D-R	LOUP CITY	YL OP	30.0			
23	30.7		ELBA		30.7			
24	36.8		COTESFIELD		36.8			
	44.5		SCOTIA JUNCTION		44.5			
18	45.7	D	SCOTIA	SK	45.7			
	44.5		SCOTIA JUNCTION		44.5			
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)				

**WESTWARD CEDAR RAPIDS BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS		Time-Table No. 42				SECOND CLASS	
	79 Mixed	Distance from Genoa	December 7, 1969				Mile Post	80 Mixed
			STATIONS					
30	8.52AM	0.0	D-R	GENOA	YL G	0.0	A 1.05PM	
17		9.3		MERCHISTON		9.3		
32	9.28	13.7	D	FULLERTON	FU	13.7	12.37	
14	9.53	23.1		BELGRADE		23.1	12.13PM	
20	10.13	30.3	D	CEDAR RAPIDS	CD	30.3	11.55AM	
31	10.34	36.6		PRIMROSE		36.6	11.39	
33	11.00AM	44.3	D-R	SPALDING	YL SG	44.3	11.20AM	
				(44.3)		Monday Wednesday Friday		
(2.08)		Thru Time		(1.45)				
20.8		Average speed per hour		25.3				

**WESTWARD OLD MAIN LINE EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS		Time-Table No. 42				SECOND CLASS	
	Distance from Council Bluffs	Mile Post	December 7, 1969				Mile Post	
			STATIONS					
XIP	5.2	DN	SUMMIT	YL SU	5.2			
X	6.4		SOUTH OMAHA	YL	6.4			
XI	11.1		GILMORE JCT.	YL	11.1			
	11.9		GILMORE	YL	11.9			
	16.8		PAPILLON		16.8			
	19.2		MO. PAC. CROSSING		19.2			
AI	19.2	D	MILLARD	YL MD	22.5			
XP	26.1		LANE	YL	26.1			
				(20.9)				

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			Time-Table No. 42				SECOND CLASS			
	81 Mixed	79 Mixed	321 Mixed	December 7, 1969				Mile Post	312 Mixed	80 Mixed	82 Mixed
				STATIONS							
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	11.50AM	1.43	1.50
7	8.22AM	8.22AM	5.20	9.4	R	OCONEE	YL	9.4	11.40	1.30PM	1.42PM
20			5.35	14.7	D	PLATTE CENTER	PC	14.7	11.25		
27				20.3		TARNOV		20.3			
47			5.55	25.7	D	HUMPHREY	HX	25.7	11.05		
25			6.10	35.4	D	MADISON	MA	35.4	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)		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		Time-Table No. 42				SECOND CLASS	
	95 Mixed	Distance from Kearney	December 7, 1969				Mile Post	96 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	8.45	
17	9.30	10.1		RIVERDALE		10.1	8.30	
23	9.50	16.8		AMHERST		16.8	8.05	
27	10.15	26.3		MILLER		26.3	7.40	
32	10.30	32.5		SUMNER		32.5	7.20	
10	10.53	40.4		EDDYVILLE		40.4	6.57	
36	11.25AM	52.1		OCONTO		52.1	6.28	
24	12.30PM	65.5	D	CALLAWAY	CA	65.5	5.45	
33	1.30	83.1	D	ARNOLD	AD	83.1	4.55	
11	2.10	94.6		HOAGLAND		94.6	4.20	
14	2.30	99.2		GANDY		99.2	4.08	
20	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				Distance from O'Fallons	Time-Table No. 42				SECOND CLASS				
					December 7, 1969								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	93			Mile Post	94			Mile Post	94				
	Mixed Daily				Mixed				Mixed				
STATIONS													
YP				7.00AM	0.0	O'FALLONS	YL	0.0A	6.15PM				
14				f 7.05	2.8	COCKER		2.8	f 6.10				
				s 7.18	12.8	SARBEN		12.8	s 5.55				
37				f 7.27	19.6	NEVENS		19.6	f 5.45				
11					24.8	BROGANVILLE		24.8					
				s 7.40	28.4	KEYSTONE		28.4	s 5.35				
				f 7.50	34.9	MARTIN		34.9	f 5.25				
				s 8.00	41.2	LEMOYNE		41.2	s 5.15				
24				f 8.08	46.8	BELMAR		46.8	f 5.07				
				f 8.16	51.7	RUTHTON		51.7	f 5.00				
34	Y			s 8.30	59.3D	LEWELLEN	YL	59.3	s 4.50				
33				s 8.50	70.8D	OSHKOSH	YL	70.8	s 4.30				
33				s 9.10	86.4	LISCO		86.4	s 4.10				
36				s 9.30	100.4	BROADWATER		100.4	s 3.50				
18				f 9.45	109.6	TOWERS		109.6	f 3.37				
102	Y			s 9.55	114.1D	NORTHPORT	YL	114.1	s 3.30				
	AI			9.58	115.5	O. B. & Q. CROSSING		115.5	3.23				
12				f 10.07	121.8	MOHLER		121.8	f 3.15				
14				s 10.14	126.7	SOUTH BAYARD		126.7	s 3.08				
41				s 10.23	132.1	McGREW		132.1	s 3.00				
26				s 10.33	137.9	MELBETA		137.9	s 2.50				
61	DYZPT			A 10.45AM	145.9D-R	GERING	YL	145.9	2.35PM				
						(145.9)			Daily				
				(3.45)	Thru Time.....				(3.40)				
				38.9	Average speed per hour.....				39.7				

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

WESTWARD				GIBBON CUT - OFF				EASTWARD				
				Distance from Hastings	Time-Table No. 42							
					December 7, 1969							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	YPZ			Mile Post	G.T.C.			Mile Post	G.T.C.			
	0.0				DN-R				0.0			
114	P			12.7	HASTINGS	YL	AN	12.7				
					HAYLAND							
31	P			20.2	DENMAN			20.2				
121	YPI			28.1	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. 42				SECOND CLASS				
					December 7, 1969								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	353			Mile Post	94			Mile Post	354			Mile Post	
	Freight Daily				Mixed Daily				Freight				Mixed
STATIONS													
				10.55AM	145.9D-R	GERING	YL	145.9	A	2.20PM			
15				f 11.01	150.5	COSTIN		150.5	f	2.10			
				f 11.04	152.3	HAIG		152.3	f	2.06			
25				f 11.10	155.8	SOUTH MITCHELL		155.8	f	2.01			
29				f 11.13	157.1	PELTON		157.1	f	1.58			
37	P			f 11.20	162.1D	SOUTH MORRILL		162.1	f	1.50			
18				f 11.24	164.2	JOYCE		164.2	f	1.46			
44	YP			s 11.30	167.9D	LYMAN	YL	167.9	s	1.40			
21				f 11.34	170.1	CANAL		170.1	f	1.33			
51				f 11.40	173.7	HUNTLEY		173.7	f	1.27			
35				f 11.45	177.0	HOLLY		177.0	f	1.22			
51	YP			12.05PM	181.6D-R	YODER	YL	181.6	11.15AM	1.15	1.05		
51	P			12.10	188.1	VETERAN		188.1	f	12.57			
16				f 12.20	196.1	COTTIER		196.1	f	12.48			
51	YP			A 12.30PM	200.6D-R	SO. TORRINGTON	YL	200.6		12.40PM			
14				12.12	185.3	GOODLAND		185.3	f	11.07			
26				12.17	187.6	FONDA		187.6	f	11.02			
51				f 12.25	192.4D	HAWK SPRINGS		192.4	f	10.55			
31				12.30	194.7	DUROC		194.7	f	10.50			
51	Y			s 12.45	203.8D	LA GRANGE		203.8	s	10.35			
19				12.55	210.7	TREMAIN		210.7	f	10.20			
51				s 1.15	222.5D	ALBIN		222.5	s	10.00			
				f 1.30	229.7	LINDBERGH		229.7	f	9.45			
Y				A 1.50PM	244.3	EGBERT	YL	0.0	9.25AM				
						(98.4)			Daily	Daily			
				(1.45)	Thru Time.....				(1.50)				
				35.8	Average speed per hour.....				34.5				

WESTWARD				LYMAN BRANCH				EASTWARD				
				Distance from Lyman	Time-Table No. 42							
					December 7, 1969							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	YP			Mile Post	STATIONS			Mile Post	STATIONS			
	0.0D				LYMAN				YL MU			
18				2.8	SEARS	YL	MU	2.8				
17				4.6	HARTMAN	YL		4.6				
22				8.4	STEGALL	YL		6.4				
					(6.4)							

WESTWARD				SEARS BRANCH				EASTWARD				
				Distance from Sears	Time-Table No. 42							
					December 7, 1969							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	YP			Mile Post	STATIONS			Mile Post	STATIONS			
	0.0				SEARS				YL			
17				2.8	JANISE	YL		2.8				
					(2.8)							

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353. — 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	
	Psg.	Frt.		Psg.	Frt.
Maximum speed.	90	70	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
When any car of a passenger train is equipped with friction bearings.	80				35
Passenger trains handling 6 cars or less except No. 105 and No. 106.	70				20
All regularly assigned locals.		50			
All work trains.		50	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines—tangent track. On main lines—curves. On branch lines.		
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30			35
When using No. 20 turn-outs, unless a different speed is specified.	40	40			25
When using No. 14 turn-outs.	25	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power (Slower speed must be observed where conditions require.)		35
When using other turn-outs.	15	15			25
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Within yard limits protected by continuous block signal system.	60	35	Trains handling continuous welded rail or continuous lengths of jointed rail. On unrestricted track. On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		40
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			10
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65	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 or Baldwin type.		35
Other road freight locomotives.	75				45
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50		45	
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling ore cars UP 26000-26499 inclusive, loaded or empty.		50
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling specially equipped cars for company wheels and axles, UP 99000-99014 inclusive and UP 99500-99962.		50
Wye tracks, except those portions used as main track or siding.	6	6	Trains handling company scrap.		50
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 per cent.		35	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50

**OLD MAIN LINE**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Between Gilmore and Lane.	25	25			
<b>FIRST SUBDIVISION</b>					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Fremont, within city limits.	30	25	Grand Island, on east and west legs of wye.		10
Fremont, while using C. & N. W. trackage.		6	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, 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			
<b>ON WESTWARD TRACK</b>			<b>ON EASTWARD TRACK</b>		
Between Mile Posts —			Between Mile Posts —		
<b>Summit</b> 5.2 and 5.6	25	25	<b>North Platte</b> 281.9 and 281.1	80	55
<b>Weco</b> 14.2 and 14.7	80	55	<b>Brady</b> 259.8 and 258.1	70	55
15.9 and 16.2	80	55	<b>Kearney</b> 189.2 and 189.0	40	25
<b>Lane</b> 18.1 and 18.4	70	55	<b>Waterloo</b> 23.2 and 22.8	70	55
19.4 and 19.8	70	55	22.6 and 22.2	60	45
<b>Elkhorn</b> 21.9 and 22.1	70	55	22.1 and 21.9	70	55
22.2 and 22.6	60	45	<b>Elkhorn</b> 19.8 and 19.4	70	55
22.8 and 23.2	70	55	18.4 and 18.1	70	55
<b>Gothenburg</b> 258.1 and 258.5	70	55	<b>Lane</b> 16.2 and 15.9	80	55
<b>Maxwell</b> 281.1 and 281.9	80	55	14.7 and 14.2	80	55
<b>North Platte</b>			<b>Seymour</b> 5.6 and 5.2	25	25
			<b>Summit</b>		

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on industry tracks. Straight track. Curves.	10 5	
			Hillsdale, on industry track.	5	
<b>ON WESTWARD TRACK</b>			<b>ON EASTWARD TRACK</b>		
Between Mile Posts — <b>North Platte</b> 284.0 and 289.5	45	35	Between Mile Posts — <b>Cheyenne</b> 506.3 and 505.8	80	55
<b>Korty</b> 323.5 and 324.5	70	55	503.0 and 502.2	60	45
<b>Julesburg</b> 365.2 and 366.2	60	50	<b>Archer</b> 498.2 and 497.7	70	55
<b>Brownson</b> 422.6 and 423.5	70	55	<b>Durham</b> 494.0 and 493.8	70	55
<b>Bushnell</b> 456.7 and 457.3	70	55	<b>Hillsdale</b> 486.5 and 486.2	70	55
462.8 and 462.9	80	55	<b>Tracy</b> 470.4 and 469.7	80	55
466.2 and 466.6	60	50	467.3 and 466.6	60	50
<b>Pine Bluffs</b> 466.6 and 467.3	60	50	<b>Pine Bluffs</b> 466.6 and 466.2	60	50
<b>Burns</b> 486.2 and 486.5	70	55	462.9 and 462.8	80	55
<b>Hillsdale</b> 493.8 and 494.0	70	55	457.2 and 456.9	80	55
<b>Durham</b> 497.7 and 498.2	70	55	<b>Potter</b> 423.5 and 422.6	70	55
<b>Archer</b> 502.2 and 503.0	60	45	<b>Chappell</b> 366.2 and 365.2	60	50
505.8 and 506.3	80	55	<b>Roscoe</b> 324.5 and 323.5	70	55
<b>Cheyenne</b>			291.5 and 284.0 <b>North Platte</b>	45	35

THIRD SUBDIVISION

Maximum speed.	79	60	<b>Sterling</b> Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.	20	
Light engines.		45			
<b>Ovid</b> Sugar Company yard		5	<b>LaSalle</b> 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	
	Psg.	Fr.		Psg.	Fr.
<b>Beatrice Branch</b> Maximum speed.	50	45	<b>Albion Branch</b> Maximum speed.		30
Between Mile Posts — <b>Valley</b> 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	<b>Cedar Rapids Branch</b> 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
<b>Yutan</b> 6.4 and 7.7	35	35	Trains handling outfit cars.		20
<b>Mead</b> Between U. P. yard and Neb. Ordinance classification yard.		15	<b>Ord — Loup City Branch</b> Maximum speed:		20
Wahoo, city track.		6	Carey, all airfield trackage.		10
10.1 and 19.5	35	35	<b>Gibbon Cut-off</b> Maximum speed.	70	65
<b>Weston</b> 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
<b>Touhy</b> 36.0 and 37.4	25	25	<b>Kearney Branch</b> Maximum speed.		25
<b>Garratt</b> 56.3 and 57.5	15	15	Arnold to Stapleton		15
<b>Lincoln</b> C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	Trains handling outfit cars.		20
<b>Pickrell</b> 96.5 and 97.3	15	15	<b>North Platte Branch</b> Maximum speed.	50	50
Beatrice, Allers Grain Company spur.		5	Over Bridge 18.30.	35	35
Beatrice, on Kilpatrick track.		5	Oshkosh, over First Street Crossing.	15	15
<b>Stromsburg Branch</b> Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Between Mile Posts — <b>Lisco</b> 92.5 and 94.0	45	45
Diesel Locomotives 131, 132, 135, 137.	20	20	<b>Northport</b> , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Between Valparaiso and Brainard.	35	25	<b>North Platte Cut-off</b> Maximum speed.	45	45
Brainard, over public crossing.	5	5	On curves between Yoder and So. Torrington.	35	35
Between Brainard and Hordville.	40	30	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Between Hordville and Central City.	35	25	Through tunnel between Albin and Tremain.	20	20
Trains handling outfit cars.		20	<b>Lyman Branch</b>		20
			<b>Sears Branch</b>		20
			<b>Norfolk Branch</b> 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
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Seymour.....	8.9	58—XP	Both	Trued.....	209.3	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	13	West
Moorman.....	79.25	28	West	Beck.....	280.5	8	West
Behlen.....	80.25	34—XP	Both	<b>Beatrice Branch</b>			
Doulom.....	80.87	16	West	Wahpco.....	14.74	14	West
Gulfoil.....	115.87	10	West	Krumel.....	17.4	10	East
Paddock.....	128.5	18	West	<b>Cedar Rapids Branch</b>			
Buda.....	184.3	ES 65—XP	Both	Stockyard Siding.....	22.2	10	Both
Kearney Air Base.....	185.9	WS 50—X	Both				
Alfalfa Center.....	194.1	ES 30—X	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.....	Ticket Office, Passenger Station
Omaha.....	Trainmen's Locker Room, Union Station	North Platte.....	Hump Yard Locker Room
Omaha.....	Union Station Telegraph Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Tower "B."	North Platte.....	East End Yardmen's Room
Omaha.....	Enginemen's and Yardmen's Washroom, Omaha Shop	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	Beatrice.....	Telegraph Office
Lexington.....	Telegraph Office	Hastings.....	Yard Office
North Platte.....	Dispatcher's Office	Gering.....	Telegraph Office
North Platte.....	Telegraph Office	Gering.....	Roundhouse
North Platte.....	Freight Conductor's Register Room, Yard Office	South Torrington.....	Telegraph Office
North Platte.....	Engine Dispatchers' Office		

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
E. A. Connolly....	District Surgeon.	Omaha, Nebr.	V. D. Norall.....	Surgeon	Lexington, Nebr.
W. A. Bunten....	District Surgeon.	Cheyenne, Wyo.	R. F. Moeller.....	Surgeon	Lincoln, Nebr.
J. S. Benwell....	District Surgeon.	Denver, Colo.	W. P. Ordelheide..	Surgeon	La Salle, Colo.
R. J. Smith.....	Surgeon	Albion, Nebr.	W. H. Berrick.....	Surgeon	Madison, Nebr.
W. T. Wildhaber..	Surgeon	Beatrice, Nebr.	R. A. Hoagland....	Surgeon	Mitchell, Nebr.
R. W. Taylor.....	Oculist and Aurist.	Beatrice, Nebr.	G. B. Salter.....	Surgeon	Norfolk, Nebr.
M. L. Chaloupka..	Surgeon	Callaway, Nebr.	O. C. Kreyborg....	Surgeon	North Platte, Nebr.
E. T. Zikmund....	Surgeon	Central City, Nebr.	G. F. Waltemath...	Surgeon	North Platte, Nebr.
T. Nakamura.....	Surgeon	Chappell, Nebr.	R. T. Takenaga....	Surgeon	North Platte, Nebr.
R. C. Anderson...	Surgeon	Columbus, Nebr.	H. A. Blackstone..	Surgeon	Northport, Nebr.
H. D. Kuper.....	Surgeon	Columbus, Nebr.	M. W. Barry.....	Surgeon	Omaha, Nebr.
A. M. Pedersen...	Surgeon	Council Bluffs, Ia.	Don E. Baca.....	Surgeon	Omaha, Nebr.
A. G. West.....	Surgeon	Council Bluffs, Ia.	J. C. Davis.....	Aurist	Omaha, Nebr.
G. H. Joder.....	Surgeon	Cheyenne, Wyo.	R. T. Mauer.....	Surgeon	Omaha, Nebr.
J. E. Hartsaw....	Surgeon	Cheyenne, Wyo.	V. W. Meyers.....	Surgeon	Omaha, Nebr.
T. L. Johnson....	Oculist	Cheyenne, Wyo.	D. H. Bendorf....	Surgeon	Omaha, Nebr.
J. G. Haller.....	Surgeon	Cheyenne, Wyo.	J. J. O'hearn....	Surgeon	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.	R. H. Rasgorshek..	Oculist and Aurist.	Omaha, Nebr.
L. J. Stadnick...	Oculist	Cheyenne, Wyo.	M. F. Quinlan....	Surgeon	Omaha, Nebr.
R. I. Williams....	Aurist	Cheyenne, Wyo.	E. H. Gainnell....	Surgeon	Omaha, Nebr.
C. E. Hranac.....	Surgeon	Cozad, Nebr.	J. F. McLeay.....	Surgeon	Omaha, Nebr.
L. J. Ekeler.....	Surgeon	David City, Nebr.	J. J. Fitzpatrick..	Ophthalmologist	Omaha, Nebr.
R. C. Reeder.....	Surgeon	Fremont, Nebr.	A. V. Murphy.....	Surgeon	Omaha, Nebr.
J. C. Maly.....	Surgeon	Fullerton, Nebr.	W. W. Spencer....	Surgeon	Ogallala, Nebr.
P. E. Woodward..	Surgeon	Ft. Morgan, Colo.	W. G. Seng.....	Surgeon	Oshkosh, Nebr.
K. R. Dalton.....	Surgeon	Genoa, Nebr.	M. L. Morris.....	Surgeon	Pine Bluffs, Wyo.
Bert W. Pyle....	Surgeon	Gothenburg, Nebr.	J. E. Stoetzel....	Surgeon	Pine Bluffs, Wyo.
L. M. Adams.....	Surgeon	Grand Island, Nebr.	M. D. Mathews....	Surgeon	St. Paul, Nebr.
C. H. Maggiore...	Surgeon	Grand Island, Nebr.	H. Dey Myers....	Surgeon	Schuyler, Nebr.
J. A. Proffitt....	Oculist and Aurist.	Grand Island, Nebr.	R. J. Fox.....	Surgeon	Spalding, Nebr.
W. C. Harvey....	Surgeon	Gering, Nebr.	C. B. Dorwart....	Surgeon	Sidney, Nebr.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	J. E. Thayer.....	Surgeon	Sidney, Nebr.
J. J. Hanigan....	Surgeon	Hallam, Nebr.	R. W. Ludwick....	Surgeon	Sterling, Colo.
O. A. Kostal....	Surgeon	Hastings, Nebr.	J. E. Elliff.....	Ophthalmologist	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. Morgau....	Ophthalmologist	Torrington, Wyo.
A. H. Shamburg...	Surgeon	Kimball, Nebr.	Ivan M. French....	Surgeon	Wahoo, Nebr.
E. R. Core.....	Surgeon	Kimball, Nebr.			