



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 21

Effective Sunday,
October 30, 1955

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

Time Table No. 21 October 30, 1955											Distance from Council Bluffs	STATIONS	
11	85	27	107	9	17	5	103	101	105	111			
Passenger	Passenger	Passenger	Stream- liner Passenger	Stream- liner Passenger	Passenger	Passenger	Mail and Express	Stream- liner Passenger	Stream- liner Passenger	Stream- liner Passenger	Stream- liner Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
							9.20					0.0	CO. BLUFFS
			10.30	5.20			9.55	3.10	2.55	1.10	12.55	2.8	OMAHA
			1.50	7.18			12.40	5.10	4.55	3.15	3.00	146.9	GRAND ISLAND
			4.40	4.45	9.00		2.55	6.55	6.40	5.05	4.50	284.1	C.T. M.T. NORTH PLATTE
			6.10	4.25	8.05		2.05	6.00	5.45	4.10	3.55	365.3	JULESBURG
											5.10	407.5	SIDNEY
							4.12	7.44	7.29	5.53			KANSAS CITY
						9.40	8.00						DENVER
			10.20			8.05	6.30				8.30	562.5	CHEYENNE
													LARAMIE
			9.45	11.20			6.05	9.30	9.15	7.35		509.5	RAWLINS
			10.00	11.30			6.20	9.40	9.25	7.45		566.0	GREEN RIVER
			11.35	12.48	11.55	10.20	8.05	11.01	10.46	9.10		682.8	GRANGER
			1.40	2.34	1.54	12.35	10.45	12.56	12.41	11.05		817.0	OGDEN
			5.00	4.10	4.40	4.20	3.00	1.30	3.15	3.00	1.25		(992.6)
			4.50	4.50	4.40	4.40	2.00	3.25	3.10	1.35			
						4.20				2.05			
			8.45	8.00	8.30		5.50	6.45	6.30				

Thru Time From Omaha (0.35) (5.40) (23.15) (15.40) (23.50) (21.20) (20.55) (16.35) (16.35) (13.55) (8.35)
Average speed per hour 51.8 49.1 42.6 63.2 51.2 50.2 47.3 59.7 59.7 60.7 65.2

E. H. BAILEY
General Manager

G. A. CUNNINGHAM
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

- J. E. MULICK, Superintendent** Omaha, Nebr.
O. A. DURRANT, Asst. Superintendent Omaha, Nebr.
R. W. McSPADDEN, Asst. Superintendent Gering, Nebr.
J. J. QUINN, Trainmaster Omaha, Nebr.
L. O. POPE, Terminal Superintendent Omaha, Nebr.
D. E. MOORE, Safety and Courtesy Representative Grand Island, Nebr.
A. A. HAUSSENER, Terminal Superintendent Co. Bluffs, Iowa
C. B. HURD, Trainmaster Grand Island, Nebr.
J. E. GUYNAN, Terminal Superintendent North Platte, Nebr.
E. F. DEARDEN, Trainmaster North Platte, Nebr.
W. E. HENKE, Trainmaster Sidney, Nebr.
R. F. WEISS, Master Mechanic Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engines Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman of Engines North Platte, Nebr.
T. R. BRITT, Road Foreman of Engines North Platte, Nebr.
P. C. LOOMIS, Road Foreman of Engines North Platte, Nebr.
A. T. McCASLIN, Road Foreman of Engines North Platte, Nebr.
E. A. McCRAW, Road Foreman of Engines North Platte, Nebr.
C. H. SUITS, Road Foreman of Engines Cheyenne, Wyo.
W. F. HART, Division Engineer Omaha, Nebr.
O. L. KOVAR, General Roadmaster Omaha, Nebr.

- FIRST SUBDIVISION,
OMAHA TO GRAND ISLAND, AND BRANCHES**
C. A. LAUGHLIN, Chief Train Dispatcher Omaha, Nebr.
L. M. HEREK, Asst. Chief Train Dispatcher Omaha, Nebr.
S. W. FLETCHER, Asst. Chief Train Dispatcher Omaha, Nebr.

- FIRST SUBDIVISION,
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**
A. E. HACKMAN, Chief Train Dispatcher Grand Island, Nebr.
F. C. JOHNSON, Asst. Chief Train Dispatcher Grand Island, Nebr.
C. F. DEWHIRST, Asst. Chief Train Dispatcher Grand Island, Nebr.

- SECOND SUBDIVISION**
A. R. SUTHERLAND, Chief Train Dispatcher North Platte, Nebr.
J. P. RYAN, Asst. Chief Train Dispatcher North Platte, Nebr.
O. E. BEESON, Asst. Chief Train Dispatcher North Platte, Nebr.

- THIRD SUBDIVISION**
C. A. VICK ROY, Chief Train Dispatcher Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher Denver, Colo.

- NORTH PLATTE BRANCH AND CUT-OFF**
F. G. CLARK, Chief Train Dispatcher Gering, Nebr.

MILEAGE

Main Line	659.60
Branches	836.14
Total	1495.74

CONDENSED TIME-TABLE

EASTWARD

Time Table No. 21 October 30, 1955											Distance from Council Bluffs	STATIONS	
112	12	10	28	104	102	106	108	18	6	86			
Stream- liner Passenger	Mail and Express	Stream- liner Passenger	Passenger	Stream- liner Passenger	Stream- liner Passenger	Stream- liner Passenger	Stream- liner Passenger	Passenger	Mail and Express	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
													CO. BLUFFS
													OMAHA
													GRAND ISLAND
													C.T. M.T. NORTH PLATTE
													JULESBURG
													SIDNEY
													KANSAS CITY
													DENVER
													CHEYENNE
													LARAMIE
													RAWLINS
													GREEN RIVER
													GRANGER
													OGDEN
													(992.6)

Thru Time From Omaha (8.05) (0.35) (23.20) (23.00) (16.20) (16.10) (13.38) (16.10) (23.20) (19.55) (5.15)
Average speed per hour 69.2 51.8 52.2 43.0 60.6 61.2 61.9 61.2 45.9 49.7 53.0

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
27	Any Station 1st Subdivision		Points west of Julesburg.	28	Any Station 1st Subdivision	Colorado Points.	
85	Any Station 2nd Subdivision		Colorado Points west of Julesburg.	86	Any Station 2nd Subdivision	Points west of Julesburg.	
101	Fremont Columbus Kearney		Sacramento or beyond.	86	Any Station 3rd Subdivision	Denver or beyond	Points east of Julesburg. Sleeping car passengers Omaha or beyond.
103	Fremont Columbus Kearney		East Los Angeles or beyond.	102	Kearney Columbus Fremont	Sacramento or beyond.	
105	Columbus Kearney Fremont		Pendleton or beyond.	104	Kearney Columbus Fremont	East Los Angeles or beyond.	
107	Columbus Kearney Fremont	Chicago or beyond	East Los Angeles or beyond.	106	Kearney Columbus Fremont	Pendleton or beyond.	
111	Fremont Ft. Morgan	Chicago Omaha and east.	Denver or beyond.	108	Kearney Columbus Fremont	East Los Angeles or beyond.	Chicago or beyond.
				112	Fremont Ft. Morgan Fremont	Denver	Omaha and east. Chicago.

WESTWARD FIRST SUBDIVISION

Car Capacity of Seating, etc. See Rule 6 (A), Page 25.	SECOND CLASS							Distance from Council Bluffs	Time-Table No. 21	
	71	73	75	237	239	233	October 30, 1955			
	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight	STATIONS			
	Daily	Daily	Tuesday Thurs., Sat.	Daily except Sun.	Daily except Sun.	Monday Wed., Fri.				
DF CXWITYOPZ	8.00PM	12.01PM				6.30AM	0.0	R COUNCIL BLUFFS YL		
DFXWITOPZ	8.15	12.15				6.40	2.8	DN-R OMAHA YL US		
XIP	8.30	12.45				A 7.00	5.2	DN SUMMIT YL SU		
ES77 XP	8.40	12.55				7.14	18.6	SARPY		
XP	8.50	1.00				7.20	17.1	LANE		
OS73 XP						7.30	21.7	D ELKHORN KH		
OS84 P						7.40	24.5	D WATERLOO WO		
WS175 XYPWO ES165 ES90	A 9.15PM	A 1.15PM				8.40	28.0	DN VALLEY YL V		
OS81 P						f 8.50	34.3	MERCER		
I							38.2	F. S. Y. & L. CROSSING		
WS99 X ES172 WPE						9.15	39.3	DN FREMONT YL FN		
I							40.0	C. B. & Q. CROSSING		
IP							44.8	O. & N. W. CROSSING		
OS82 P						f 9.24	46.3	AMES		
OS119 XP						s 9.38	54.4	D NORTH BEND NB		
OS82 P						s 10.10	61.4	D ROGERS DJ		
WS130 X ES125 WP						s 11.24	68.7	DN SCHUYLER SO		
OS118 P						f 11.52AM	76.9	D RIOHILL BZ		
							83.8	C. B. & Q. CROSSING		
WS148 XWTC ES125 YPE						s 12.30PM	84.5	DN COLUMBUS YL O		
OS119 P						s 12.50	92.2	D DUNCAN DQ		
OS82 P						f 12.56	96.5	GARDINER		
OS119 XWP						s 1.20	102.3	DN SILVER CREEK SI		
OS82 P						f 1.30	107.9	HAVENS		
OS82 XP						s 2.00	118.6	D CLARKS OX		
							124.3	C. B. & Q. CROSSING		
WS118 X ES119 WYP		9.50AM				A 2.30PM	124.9	DN CENTRAL CITY OI		
OS119 P		s 10.15					135.1	D CHAPMAN OP		
I							146.5	C. B. & Q. CROSSING		
XWCTYOP		A 10.45AM		7.30AM			146.9	DN-R GRAND ISLAND GE YL		
OS82 XYP				f 8.05			154.5	ALDA		
WS117 XW ES48 P				s 8.39			162.8	D WOOD RIVER WR		
OS82 XP				s 9.05			169.9	D SHELTON ST		
WS130 XWI ES70 YP				s 9.40			176.0	DN GIBSON GB		
OS82 P				f 9.55			180.2	OPTIO		
WS122 XWO ES118 YXP		A 10.15AM		7.00AM			189.1	DN KEARNEY YL KR		
OS82 P				s 7.30			198.3	D ODESSA DZ		
OS130 XWP				s 8.00			204.6	D ELM CREEK QR		
OS82 P				s 8.30			213.3	D OVERTON OV		
WS130 XWY ES119 WP				s 11.30			224.4	DN LEXINGTON UM		
OS82 P				f 11.59AM			232.5	DARR		
OS82 XWP				s 12.30PM			238.2	D COZAD OO		
WS125 XWO ES120 YP				s 1.00			248.8	DN GOTHENBURG BU		
OS82 P				1.15			254.5	VROMAN		
OS82 WP				s 1.30			261.5	D BRADY BI		
OS119 XP				s 1.54			270.6	D MAXWELL MX		
OS82 P				2.15			278.5	GANNETT		
DFXWCZYOP				A 2.30PM			284.1	DN-R NORTH PLATTE YL NO		

(1.15) 22.4 (1.14) 22.8 (0.55) 24.0 (2.45) 15.3 (7.30) 12.7 (8.00) 15.6
 Thru Time
 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on 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 25.

WESTWARD FIRST SUBDIVISION

Car Capacity of Seating, etc. See Rule 6 (A), Page 25.	FIRST CLASS								Distance from Council Bluffs	Time-Table No. 21	
	27	107	5	103	101	105	111	October 30, 1955			
	Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
			9.20AM					0.0	R COUNCIL BLUFFS YL		
	10.30PM	5.20PM	9.55	3.10AM	2.55AM	1.10AM	12.55AM	2.8	DN-R OMAHA YL US		
	10.37	5.25	10.02	3.15	3.00	1.15	1.00	5.2	DN SUMMIT YL SU		
	10.46	5.32	10.10	3.22	3.07	1.22	1.07	18.6	SARPY		
	10.50	5.35	10.14	3.25	3.10	1.26	1.10	17.1	LANE		
	10.53	5.39	10.19	3.29	3.14	1.30	1.14	21.7	D ELKHORN KH		
	f 10.57	5.42	10.22	3.32	3.17	1.33	1.17	24.5	D WATERLOO WO		
	f 11.04	5.45	10.26	3.35	3.20	1.36	1.20	28.0	DN VALLEY YL V		
	11.10	5.49	10.31	3.39	3.24	1.40	1.25	34.3	MERCER		
								38.2	F. S. Y. & L. CROSSING		
	s 11.28	5.53	s 10.43	3.43	3.28	1.45	1.30	39.3	DN FREMONT YL FN		
								40.0	C. B. & Q. CROSSING		
								44.8	O. & N. W. CROSSING		
	11.36	5.58	10.50	3.48	3.33	1.50	1.36	46.3	AMES		
	f 11.43	6.04	10.57	3.54	3.39	1.56	1.42	54.4	D NORTH BEND NB		
	11.50	6.09	11.03	3.59	3.44	2.01	1.47	61.4	D ROGERS DJ		
	f 11.59PM	6.15	11.09	4.04	3.49	2.06	1.52	68.7	DN SCHUYLER SO		
	12.07AM	6.20	11.17	4.10	3.55	2.12	1.58	76.9	D RIOHILL BZ		
								83.8	C. B. & Q. CROSSING		
	s 12.25	6.26	s 11.31	4.16	4.01	2.20	s 2.05	84.5	DN COLUMBUS YL O		
	f 12.35	6.32	11.41	4.22	4.07	2.26	2.12	92.2	D DUNCAN DQ		
	12.40	6.35	11.45	4.25	4.10	2.30	2.16	96.5	GARDINER		
	f 12.45	6.39	11.50	4.29	4.14	2.34	2.20	102.3	DN SILVER CREEK SI		
	12.50	6.43	11.54	4.33	4.18	2.38	2.24	107.9	HAVENS		
	f 12.55	6.47	11.59AM	4.37	4.22	2.42	2.27	118.6	D CLARKS OX		
								124.3	C. B. & Q. CROSSING		
	s 1.07	6.56	12.09PM	4.47	4.32	2.52	2.38	124.9	DN CENTRAL CITY OI		
	1.17	7.06	12.19	4.57	4.42	3.02	2.48	135.1	D CHAPMAN OP		
								146.5	C. B. & Q. CROSSING		
	1.30	7.17	12.30	5.09	4.54	3.14	2.59	146.9	DN-R GRAND ISLAND GE YL		
	f 1.50	7.18	12.40	5.10	4.55	3.15	3.00	154.5	ALDA		
	1.59	7.24	12.47	5.17	5.02	3.22	3.08	162.8	D WOOD RIVER WR		
	f 2.09	7.30	12.54	5.23	5.08	3.28	3.14	169.9	D SHELTON ST		
	f 2.16	7.36	1.00	5.29	5.14	3.34	3.20	176.0	DN GIBSON GB		
	f 2.21	7.40	1.05	5.33	5.18	3.38	3.24	180.2	OPTIO		
	2.25	7.43	1.09	5.36	5.21	3.41	3.27	189.1	DN KEARNEY YL KR		
	s 2.33	7.50	s 1.25	5.44	5.29	3.49	s 3.36	198.3	D ODESSA DZ		
	f 2.55	7.57	1.33	5.51	5.36	3.57	3.44	204.6	D ELM CREEK QR		
	f 3.01	8.02	1.38	5.56	5.41	4.02	3.49	213.3	D OVERTON OV		
	f 3.09	8.08	1.46	6.02	5.47	4.09	3.55	218.3	DN LEXINGTON UM		
	s 3.24	8.16	1.55	6.10	5.55	4.17	4.03	224.4	DARR		
	3.33	8.22	2.02	6.16	6.01	4.23	4.09	232.5	D COZAD OO		
	s 3.48	8.26	2.07	6.20	6.05	4.27	4.13	238.2	DN GOTHENBURG BU		
	s 4.05	8.34	2.17	6.28	6.13	4.34	4.21	248.8	VROMAN		
	4.11	8.38	2.22	6.32	6.17	4.40	4.25	254.5	D BRADY BI		
	f 4.17	8.43	2.29	6.37	6.22	4.45	4.31	261.5	D MAXWELL MX		
	f 4.25	8.49	2.37	6.44	6.29	4.52	4.38	270.6	GANNETT		
	4.31	8.54	2.44	6.49	6.34	4.57	4.44	278.5	DN-R NORTH PLATTE YL NO		
	A 4.45AM	A 9.00PM	A 2.55PM	A 6.55AM	A 6.40AM	A 5.05AM	A 4.50AM	284.1			

(6.15) 45.0 (3.40) 76.7 (5.00) 56.3 (3.45) 75.0 (3.45) 75.0 (3.55) 71.8 (3.55) 71.8
 Thru Time from Omaha
 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.
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FIRST SUBDIVISION EASTWARD

Time-Table No. 21
October 30, 1955

FIRST CLASS

Mile Post	28	108	6	112	104	102	106
Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
0.0			A 6.10PM				
2.8	A 7.00AM	A 8.00AM	5.55	A 2.05AM	A 2.35AM	A 2.50AM	A 3.05AM
5.2	6.49	7.53	5.15	1.59	2.28	2.43	2.57
13.6	6.40	7.45	5.08	1.51	2.21	2.36	2.51
17.1	6.36	7.41	5.04	1.47	2.17	2.32	2.47
21.7	f 6.31	7.36	4.59	1.43	2.13	2.28	2.43
24.8	f 6.27	7.32	4.56	1.39	2.09	2.24	2.39
28.0	s 6.23	7.28	4.52	1.35	2.05	2.20	2.35
34.3	6.16	7.22	4.46	1.30	2.00	2.15	2.30
38.8							
39.3	s 6.08	7.17	s 4.40	1.26	1.56	2.11	2.26
40.0							
44.8							
46.3	f 5.54	7.07	4.25	1.18	1.48	2.03	2.18
54.4	f 5.45	7.01	4.18	1.12	1.42	1.57	2.12
61.4	f 5.37	6.56	4.12	1.06	1.37	1.52	2.07
68.7	s 5.30	6.50	4.06	1.01	1.31	1.46	2.01
76.9	f 5.20	6.44	3.58	12.55	1.25	1.40	1.55
83.8							
84.5	s 5.10	6.37	s 3.51	s 12.48	1.18	1.33	1.48
92.3	f 4.51	6.28	3.40	12.37	1.08	1.23	1.38
96.8	4.46	6.25	3.35	12.34	1.05	1.20	1.35
102.3	f 4.41	6.21	3.30	12.30	1.01	1.16	1.31
107.9	4.33	6.17	3.25	12.26	1.07	1.12	1.27
113.6	f 4.27	6.13	3.20	12.22	1.08	1.23	1.38
124.3							
124.9	s 4.15	6.05	3.10	12.14	12.44	12.59	1.14
135.1	4.02	5.57	3.01	12.05AM	12.35	12.50	1.05
146.5							
146.9	3.50	5.46	2.50	11.55PM	12.25	12.40	12.55
154.5	3.35	5.45	2.40	11.54	12.24	12.39	12.54
162.3	f 3.09	5.30	2.20	11.39	12.09	12.24	12.39
169.9	f 3.00	5.24	2.14	11.34	12.03AM	12.18	12.33
176.0	f 2.53	5.19	2.09	11.30	11.58PM	12.13	12.28
180.2	2.49	5.16	2.05	11.27	11.55	12.10	12.25
189.1	s 2.39	5.08	s 1.55	s 11.19	11.47	12.02AM	12.17
198.3	f 2.24	5.00	1.42	11.11	11.39	11.54PM	12.10
204.6	f 2.17	4.54	1.37	11.07	11.35	11.50	12.06AM
213.3	f 2.07	4.48	1.30	11.01	11.29	11.44	11.59PM
224.4	s 1.55	4.40	1.20	10.53	11.21	11.36	11.51
232.5	1.44	4.34	1.13	10.47	11.15	11.30	11.45
238.2	s 1.38	4.30	1.08	10.43	11.10	11.25	11.40
248.8	s 1.23	4.22	12.59	10.35	11.02	11.18	11.32
254.5	1.14	4.17	12.54	10.31	10.57	11.12	11.27
261.6	f 1.07	4.12	12.48	10.25	10.52	11.07	11.22
270.6	f 12.59	4.05	12.40	10.18	10.45	11.00	11.15
278.5	12.52	3.59	12.33	10.12	10.39	10.54	11.09
284.1	12.45AM	3.53AM	12.25PM	10.07PM	10.33PM	10.48PM	11.03PM

STATIONS
 R COUNCIL BLUFFS YL
 DN-R OMAHA YL US
 DN SUMMIT YL SU
 SARPY
 LANE
 D ELKHORN KH
 D WATERLOO WO
 DN VALLEY YL V
 MERCER
 F. S. Y. & L. CROSSING
 DN FREMONT YL FN
 O. B. & Q. CROSSING
 O. & N. W. CROSSING
 AMES
 D NORTH BEND NB
 D ROGERS DJ
 DN SCHUYLER SO
 D RIOHILL BZ
 O. B. & Q. CROSSING
 DN COLUMBUS YL O
 D DUNOAN DQ
 GARDNER
 DN SILVER CREEK SI
 HAVENS
 D OLARKS OX
 O. B. & Q. CROSSING
 DN CENTRAL CITY OI
 D OHAPMAN OP
 O. B. & Q. CROSSING
 DN-R GRAND ISLAND GE
 ALDA
 D WOOD RIVER WR
 D SHELTON ST
 DN GIBSON GB
 OPTIC
 DN KEARNEY YL KR
 D ODESSA DZ
 D ELM CREEK QR
 D OVERTON OV
 DN LEXINGTON UM
 DARR
 D COZAD CO
 DN GOTHENBURG BU
 VROMAN
 D BRADY BI
 D MAXWELL MX
 GANNETT
 DN-R NORTH PLATTE YL NO

Thru Time to Omaha (6.15) (4.07) (5.00) (3.58) (4.02) (4.02) (4.02)
 Average speed per hour 45.0 68.3 56.3 70.9 69.7 69.7 69.7

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 21
October 30, 1955

SECOND CLASS

Mile Post	74	234	72	76	240	238
Time Freight	Local Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight
0.0	A 6.50AM	A 3.15PM	A 11.15PM			
2.8	6.35	2.55	11.00			
5.2	6.05	2.35	10.35			
13.6	5.55	2.15	10.25			
17.1	5.50	f 2.05	10.20			
21.7		s 1.55				
24.8		s 1.30				
28.0	5.35AM	s 1.00	10.05PM			
34.3		f 12.01PM				
38.8						
39.3		s 11.50AM				
40.0						
44.8						
46.3		f 10.50				
54.4		s 10.20				
61.4		s 9.50				
68.7		s 9.20				
76.9		f 8.20				
83.8						
84.5		s 8.00				
92.3		s 7.20				
96.8		f 6.50				
102.3		s 6.40				
107.9		f 6.00				
113.6		s 5.39				
124.3						
124.9		5.00AM		A 6.55AM		
135.1				s 6.40		
146.5						
146.9				6.20AM	A 2.00PM	
154.5					f 1.30	
162.3					s 1.00	
169.9					s 12.30PM	
176.0					s 11.59AM	
180.2					f 11.15	
189.1					A 1.30PM	s 11.00AM
198.3					s 1.00	
204.6					s 12.30PM	
213.3					s 11.50AM	
224.4					s 11.30	
232.5					f 10.30	
238.2					s 10.00	
248.8					s 8.15	
254.5					7.55	
261.6					f 7.45	
270.6					f 7.30	
278.5					7.15	
284.1					7.00AM	

STATIONS
 R COUNCIL BLUFFS YL
 DN-R OMAHA YL US
 DN SUMMIT YL SU
 SARPY
 LANE
 D ELKHORN KH
 D WATERLOO WO
 DN VALLEY YL V
 MERCER
 F. S. Y. & L. CROSSING
 DN FREMONT YL FN
 O. B. & Q. CROSSING
 O. & N. W. CROSSING
 AMES
 D NORTH BEND NB
 D ROGERS DJ
 DN SCHUYLER SO
 D RIOHILL BZ
 O. B. & Q. CROSSING
 DN COLUMBUS YL O
 D DUNOAN DQ
 GARDNER
 DN SILVER CREEK SI
 HAVENS
 D OLARKS OX
 O. B. & Q. CROSSING
 DN CENTRAL CITY OI
 D OHAPMAN OP
 O. B. & Q. CROSSING
 DN-R GRAND ISLAND GE
 ALDA
 D WOOD RIVER WR
 D SHELTON ST
 DN GIBSON GB
 OPTIC
 DN KEARNEY YL KR
 D ODESSA DZ
 D ELM CREEK QR
 D OVERTON OV
 DN LEXINGTON UM
 DARR
 D COZAD CO
 DN GOTHENBURG BU
 VROMAN
 D BRADY BI
 D MAXWELL MX
 GANNETT
 DN-R NORTH PLATTE YL NO

Thru Time to Omaha (1.15) (10.15) (1.10) (0.85) (6.30) (3.00)
 Average speed per hour 22.4 12.2 24.0 37.7 14.6 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.	STATIONS						Distance from Council Bluffs
	353	245	243	97	241	93	
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Tues. Thurs. Sat.	Daily Except Sunday	Daily	Mon. Wed. Fri.	Daily	
DF XWCZTYOP				6.50AM	6.35AM	5.00AM	284.1
				7.02	6.45	5.10	289.2
CS 84 P							290.5
WS 72 XP				7.15	7.08	5.20	296.9
CS 119 XWYP			A 7.30AM	f 7.15	A 5.25AM		300.7
40 X							301.8
CS 121 P				s 7.25			303.4
CS 82 P				f 7.35			307.9
CS 121 P				s 7.55			315.5
5 P				f 8.05			321.7
CS 83 P				f 8.15			327.7
WS 122 WS 120 ES 138 XWCP				s 8.45			334.8
CS 125 P				s 9.05			343.9
10							349.1
CS 132 WP				s 9.30			353.9
CS 83 P				f 9.40			359.8
WS 125 ES 121 XWCYYP			8.00AM	A 10.00AM			365.8
CS 90 P			f 8.15				370.6
CS 123 WP			s 8.45				380.8
WS 111 ES 74 XP			s 9.15				399.7
CS 125 P			s 9.45				396.8
CS 125 P			f 9.55				401.0
XWCOYP			8.30AM	A 10.05AM			407.5
CS 94 YP			f 8.45				415.5
WS 121 XWP ES 70			s 9.15				426.4
8 PX							430.8
CS 125 P			s 9.35				435.4
27 PX							439.9
CS 133 XWP			s 10.15				444.5
12							451.1
CS 125 WP			s 10.45				456.6
CS 125 XWCYP			s 11.30				466.7
10							472.0
CS 94 XWYP			3.35PM	f 11.55AM			477.5
WS 62 XP			f 3.45	f 12.15PM			483.2
CS 96 WP			f 3.55	f 12.40			489.7
WS 62 XP			f 4.05	12.54			495.9
WS 117 ES 125			f 4.15	f 1.07			501.2
DF XWCZTYOP			A 4.30PM	A 1.30PM			509.5

(0.55) 35.0 (5.00) 20.4 (2.05) 20.3 (0.40) 24.9 (3.25) 23.8 (0.25) 39.8

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

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Distance from Council Bluffs	STATIONS							
	107	5	85	27	103	101	105	111
	Streamliner Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	8.05PM	2.05PM	4.40AM	4.25AM	6.00AM	5.45AM	4.10AM	3.55AM
	8.12	2.12	4.49	4.35	6.08	5.53	4.17	4.02
	8.17	2.18	4.55	4.42	6.13	5.58	4.22	4.07
	8.20	2.21	4.58	4.46	6.16	6.01	4.25	4.10
	8.22	2.23	5.00	f 4.50	6.18	6.03	4.27	4.12
	8.25	2.27	5.04	f 4.54	6.21	6.06	4.30	4.16
	8.30	2.34	5.10	f 5.02	6.27	6.12	4.36	4.22
	8.34	2.40	5.15	5.08	6.32	6.17	4.41	4.27
	8.39	2.46	5.21	f 5.14	6.37	6.22	4.46	4.32
	8.45	2.53	s 5.30	s 5.24	6.43	6.28	4.52	4.38
	8.52	3.02	5.40	f 5.34	6.50	6.35	4.59	4.45
	8.59	3.10	5.50	f 5.44	6.58	6.43	5.07	4.53
	9.03	3.15	5.55	5.50	7.02	6.47	5.11	4.57
	9.07	3.21	A 6.05AM	s 6.00	7.07	6.52	5.16	A f 5.10AM
	9.11	3.27		6.08	7.11	6.56	5.20	
	9.19	3.36		f 6.18	7.19	7.04	5.28	
	9.26	3.45		f 6.28	7.26	7.11	5.35	
	9.31	3.51		f 6.35	7.31	7.16	5.40	
	9.35	3.55		6.40	7.35	7.20	5.44	
	9.41	4.02		6.55	7.43	7.28	5.52	
	9.42	4.12		7.05	7.44	7.29	5.53	
	9.50	4.22		7.17	7.53	7.38	6.02	
	9.59	4.33		f 7.31	8.03	7.48	6.11	
	10.06	4.42		f 7.45	8.11	7.56	6.18	
	10.14	4.51		s 7.59	8.19	8.04	6.26	
	10.24	5.02		f 8.14	8.29	8.14	6.36	
	10.33	5.12		f 8.31	8.39	8.24	6.46	
	10.43	5.23		f 8.45	8.50	8.35	6.56	
	10.48	5.29		f 8.56	8.56	8.41	7.02	
	10.54	5.36		f 9.09	9.03	8.48	7.09	
	11.01	5.42		9.16	9.10	8.55	7.16	
	11.09	5.48		9.25	9.17	9.02	7.24	
	A 11.20PM	A 6.05PM		A 9.45AM	A 9.30AM	A 9.15AM	A 7.35AM	

(8.15) 69.4 (4.00) 55.4 (1.25) 57.7 (5.20) 42.3 (3.30) 64.4 (3.30) 64.4 (3.25) 66.0 (1.15) 65.4

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

Time-Table No. 21
October 30, 1955

STATIONS

DN-R NORTH PLATTE NY	YL NO
DN WEST NORTH PLATTE	YL WN
BIRDWOOD	
D HERSHEY OF	
DN O'FALLONS FA	
VARNER	
D SUTHERLAND SU	
DEXTER	
D PAXTON PN	
KORTY	
D ROSCOE RO	
DN OGALLALA YL GT	
D BRULE RU	
MEGEATH	
D BIG SPRINGS GS	
BARTON	
DN JULESBURG YL JB	
WEIR	
D CHAPPELL OQ	
D LODGE POLE GP	
D SUNOL UN	
COLTON	
DN-R SIDNEY YL OD	
BROWNSON	
D POTTER PR	
JACINTO	
D DIX DX	
OWASCO	
DN KIMBALL KB	
OLIVER	
D BUSHNELL BN	
DN PINE BLUFFS YL UF	
TRACY	
D EGBERT GX	
D BURNS UX	
HILLSDALE	
DURHAM	
ARCHER	
DN-R CHEYENNE YL OY	
(225.4)	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Time-Table No. 21
October 30, 1955

STATIONS

DN-R NORTH PLATTE NY	YL NO
DN WEST NORTH PLATTE	YL WN
BIRDWOOD	
D HERSHEY OF	
DN O'FALLONS FA	
VARNER	
D SUTHERLAND SU	
DEXTER	
D PAXTON PN	
KORTY	
D ROSCOE RO	
DN OGALLALA YL GT	
D BRULE RU	
MEGEATH	
D BIG SPRINGS GS	
BARTON	
DN JULESBURG YL JB	
WEIR	
D CHAPPELL OQ	
D LODGE POLE GP	
D SUNOL UN	
COLTON	
DN-R SIDNEY YL OD	
BROWNSON	
D POTTER PR	
JACINTO	
D DIX DX	
OWASCO	
DN KIMBALL KB	
OLIVER	
D BUSHNELL BN	
DN PINE BLUFFS YL UF	
TRACY	
D EGBERT GX	
D BURNS UX	
HILLSDALE	
DURHAM	
ARCHER	
DN-R CHEYENNE YL OY	
(225.4)	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

WESTWARD		THIRD SUBDIVISION				EASTWARD	
SECOND CLASS		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		71	85	111	301	Time-Table No. 21	
		C. B. & Q. Freight	Passenger	Streamliner Passenger	C. B. & Q. Passenger	October 30, 1955	
		Daily	Daily	Daily	Daily	STATIONS	
80	WCYIP		6.10AM	f 5.10AM		0.0	DN JULESBURG YL JB
76	ZP		f 6.18	5.18		7.1	D OVID VI
73	WP		f 6.25	5.24		14.6	D SEDGWICK ZD
29						19.0	DORSEY
95	P		f 6.33	5.31		23.1	RED LION
20	P					25.8	MARCOTT
96	WP		f 6.40	5.36		30.1	D CROOK OK
22						34.2	TOBIN
73	P		f 6.48	5.43		38.8	PROCTOR
12	P					41.1	POWELL
23						42.2	GRIFF
94	P		f 6.54	5.48		45.6	D ILLIFF Y
10						50.1	FORD
77	P		7.01	5.54		53.5	HAYFORD
	AIP					57.2	C. B. & Q. CROSSING
100	IWCTZP	1.00PM	7.08	6.00	2.15AM	57.5	DN-R STERLING YL ST
			7.18	6.05		61.7	HALL
72	P	1.14	f 7.27	6.13	f 2.23	64.1	D ATWOOD OD
23						66.8	BETLAND
74	P	1.27	f 7.33	6.19	f 2.31	70.2	D MERINO MI
10						72.1	BETA
143	P	1.36	f 7.39	6.24	2.39	76.0	MESSEX
41	P					78.4	BALZAO
52	P	A 2.00PM	f 7.45	6.29	A 2.50AM	81.0	DN UNION UN
24						82.8	COOPER
94	WP		f 7.51	6.34		87.0	D SNYDER SN
63	F		7.58	6.40		98.8	DODD
21						96.9	HURLEY
100	WCP		f 8.06	6.44		98.6	DN FT. MORGAN FX
35	P		8.14	6.50		106.0	NARROWS
79	P		f 8.19	6.52		109.0	D WELDONA DN
23	P		f 8.24	6.57		114.2	GOODRICH
78	P		f 8.28	7.00		117.7	OROHARD
14	P					121.4	SUBLETTE
63	P		f 8.35	7.06		124.8	MASTERS
50	P		8.40	7.11		130.2	CANTON
121	WP		f 8.45	7.16		135.4	HARDIN
16	P					139.1	KUNER
78	P		f 8.53	7.22		143.1	D KERSEY KR
27						147.2	AUBURN
56	WCTYP	A 9.04AM	A 7.30AM			151.1	DN-R LASALLE YL SA

(1.00) 23.5 (2.54) 52.1 (2.20) 64.8 (0.35) 40.3 Thru Time
 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.— See Rule 72.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION		EASTWARD				
FIRST CLASS		SECOND CLASS				
Time-Table No. 21		Time-Table No. 21				
October 30, 1955		October 30, 1955				
STATIONS	Mile Post	112	86	302	250	72
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight
DN JULESBURG YL JB	0.0	A 7.57PM	A 9.50PM			
D OVID VI	7.1	7.48	9.38			
D SEDGWICK ZD	14.6	7.42	9.29			
DORSEY	19.0					
RED LION	23.1	7.35	9.20			
MARCOTT	25.8					
D CROOK OK	30.1	7.30	9.13			
TOBIN	34.2					
PROCTOR	38.8	7.23	9.03			
POWELL	41.1					
GRIFF	42.2					
D ILLIFF Y	45.6	7.18	8.56			
FORD	50.1					
HAYFORD	53.5	7.11	8.47			
C. B. & Q. CROSSING	57.2					
DN-R STERLING YL ST	57.5	7.07	8.42	A 11.45PM	A 10.15PM	A 11.59PM
HALL	61.7	7.05	8.33			
D ATWOOD OD	64.1	6.58	8.25	f 11.28	9.55	11.43
BETLAND	66.8					
D MERINO MI	70.2	6.53	8.19	f 11.21	9.46	11.33
BETA	72.1					
MESSEX	76.0	6.49	8.13	f 11.15	9.38	11.21
BALZAO	78.4					
DN UNION UN	81.0	6.45	8.08	f 11.07PM	9.31	11.09PM
COOPER	82.8					
D SNYDER SN	87.0	6.40	8.02		9.24	
DODD	98.8	6.35	7.55		9.15	
HURLEY	96.9					
DN FT. MORGAN FX	98.6	6.31	7.49		9.08	
NARROWS	106.0	6.25	7.42		8.57	
D WELDONA DN	109.0	6.23	7.39		8.52	
GOODRICH	114.2	6.19	7.34		8.45	
OROHARD	117.7	6.16	7.31		8.40	
SUBLETTE	121.4					
MASTERS	124.8	6.10	7.24		8.30	
CANTON	130.2	6.06	7.19		8.18	
HARDIN	135.4	6.02	7.14		8.10	
KUNER	139.1					
D KERSEY KR	143.1	5.55	7.06		7.55	
AUBURN	147.2					
DN-R LASALLE YL SA	151.1	5.48PM	6.57PM		7.40PM	

Thru Time (2.00) (2.53) (0.38) (2.35) (0.50)
 Average speed per hour 70.3 52.4 37.1 36.2 28.2

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. 21 October 30, 1955				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	71		73	Distance from Valley	STATIONS	Mile Post	74		72		
	Freight	Daily	Freight				Freight	Freight			
WCYP		10.25PM	1.30PM	0.0	DN-R VALLEY YL V	0.0	A 5.20AM	A 9.50PM			
AI				5.8	5.8 O. B. & Q. CROSSING	5.8					
28 P		10.40	1.45	6.8	0.5 YUTAN YN	6.8	5.10	9.40			
106 YP		10.50	1.55	11.6	5.3 MEAD AD	11.6	5.00	9.30			
64 WP		11.10	2.07	18.9	7.3 WAHOO W	18.9	4.45	9.15			
				19.6	0.7 C. & N. W. and O. B. & Q. CROSSINGS	19.6					
78 P		11.25	2.22	26.3	6.7 WESTON WN	26.3	4.35	9.05			
90 P		11.35PM	2.34	33.2	6.9 TOUHY	33.2	4.23	8.53			
96 WCYP		12.01AM	2.44	37.8	4.1 DN VALPARAISO YL VO	37.8	4.15	8.45			
28				41.8	4.5 AGNEW	41.8					
33 P		12.18	2.58	46.5	4.7 D RAYMOND RM	46.5	3.59	8.28			
101 P		12.30	3.08	52.7	6.2 GARRATT	52.7	3.48	8.18			
4				55.3	2.6 WEST LINCOLN	55.3					
I				56.5	1.2 O. B. & Q. CROSSING	56.5					
24 WTZP		12.55	3.18	57.1	0.6 DN LINCOLN YL SN	57.1	3.40	8.10			
I				57.4	0.8 O. B. & Q. CROSSING	57.4					
I				59.0	1.6 O. B. & Q. CROSSING	59.0					
130 P		1.18	3.31	65.4	6.4 JAMAICA	65.4	3.20	7.50			
				68.2	2.8 HANLON	68.2					
31 P		1.33	3.46	74.7	6.5 PRINCETON	74.7	3.05	7.35			
73 P		1.43	3.53	79.5	4.8 D OORTLAND RD	79.5	2.55	7.25			
84 P		1.58	4.08	88.9	9.4 D PICKRELL IK	88.9	2.43	7.13			
CWTZP		A 2.15AM	A 4.25PM	96.8	7.9 DN-R BEATRICE YL BX	96.8	2.30AM	7.00PM			
					(96.8)		Daily	Daily			
		(3.50)	(2.55)		.....Thru Time.....		(2.50)	(2.50)		
		25.2	33.2		.....Average speed per hour.....		34.2	34.2		

Westward trains are superior to trains of the same class in the opposite direction.—See rule 72.
At Lincoln, trains using C. B. & Q. passenger station are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.

WESTWARD				OLD MAIN LINE				EASTWARD			
SECOND CLASS				Time-Table No. 21 October 30, 1955				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	71		73	Distance from Council Bluffs	STATIONS	Mile Post	74		72		
	Freight	Daily	Freight				Freight	Freight			
XIP				5.3	DN SUMMIT YL SU	5.3					
XWP				6.4	1.2 SOUTH OMAHA YL	6.4					
XIP				11.9	5.5 GILMORE YL	11.9					
72 P				16.8	4.9 D PAPILLION PO	16.8					
AIP				19.2	2.4 MO. PAC. CROSSING	19.2					
P				22.5	3.3 D MILLARD MD	22.5					
XP				26.1	3.6 LANE	26.1					
					20.9						
					.....Thru Time.....					
					.....Average speed per hour.....					

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 21 October 30, 1955				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	75		Distance from Valparaiso	STATIONS	Mile Post	76		STATIONS	Mile Post		
	Local Freight	Tuesday Thursday Saturday				Local Freight					
WCYP		5.00AM	0.0	DN-R VALPARAISO YL VO	0.0	A 11.35AM					
16		f 5.20	7.4	7.4 LOMA	7.4	f 11.02					
28		s 5.40	13.5	8.1 D BRAINARD BD	13.5	s 10.50					
			15.0	1.5 C. & N. W. CROSSING	15.0						
32 W		s 6.10	23.2	8.2 D DAVID CITY DV	23.2	s 10.25					
			23.5	0.3 O. B. & Q. CROSSING	23.5						
31		s 6.45	33.3	9.8 D RISING CITY RN	33.3	s 9.40					
26		s 7.05	40.1	6.8 D SHELBY SH	40.1	s 9.20					
7		s 7.34	47.5	7.4 D OSOKOLA OZ	47.5	s 8.55					
9 W		s 8.25	52.9	5.4 D STROMSBURG S	52.9	s 8.25					
			56.8	8.9 DURANT	56.8						
35		s 8.40	63.0	6.3 D POLK PK	63.0	s 7.50					
21		s 8.55	68.3	5.5 D HORDVILLE HV	68.3	s 7.30					
22		s 9.10	73.8	5.3 HEBER	73.8	f 7.10					
			75.3	1.5 O. B. & Q. CROSSING	75.3						
WYP		A 9.20AM	75.9	0.6 DN-R CENTRAL CITY YL OI	75.9	7.05AM					
				(75.9)		Monday Wednesday Friday					
		(4.20)		.....Thru Time.....		(4.30)				
		17.5		.....Average speed per hour.....		16.8				

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 21 October 30, 1955				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	79		Distance from Genoa	STATIONS	Mile Post	80		STATIONS	Mile Post		
	Mixed	Daily Except Sunday				Mixed					
40 WY		12.32PM	0.0	D-R GENOA YL G	0.0	A 4.35PM					
13			5.3	5.3 KENT	5.3						
30			9.3	4.0 MEROHISTON	9.3						
38		s 1.08	18.7	4.4 D FULLERTON FU	18.7	s 4.05					
21		s 1.33	23.1	9.4 D BELGRADE BL	23.1	s 3.45					
36 W		s 1.52	30.3	7.2 D CEDAR RAPIDS OD	30.3	s 3.30					
36		s 2.13	36.6	6.3 D PRIMROSE P	36.6	f 3.15					
35 WY		A 2.40PM	44.3	7.7 D-R SPALDING YL SG	44.3	3.00PM					
				(44.3)		Daily Except Sunday					
		(2.08)		.....Thru Time.....		(1.35)				
		20.8		.....Average speed per hour.....		28.0				

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

WESTWARD				NORFOLK BRANCH				EASTWARD				
SECOND CLASS				Distance from Columbus	Time-Table No. 21				SECOND CLASS			
October 30, 1955					STATIONS				Mile Post			
79	81	321			82	80	312					
Mixed	Mixed	Mixed			Mixed	Mixed	Mixed					
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday										
WCTYPZ	11.40AM	7.20AM	1.40AM	0.0	DN-R	COLUMBUS YL O	0.0	A 1.25PM	A 5.15PM	A 11.00PM		
20	11.50AM	7.30	1.50	4.2		SHELDONVILLE	4.2	1.10	5.08	10.47		
8 YP	A 12.02PM	A 7.45AM	f 2.00	9.4	R	OCONEE YL	9.4	1.02PM	5.00PM	10.35		
29			f 2.30	14.7	D	PLATTE CENTER PO	14.7			10.20		
38				20.3		TARNOV	20.3					
				25.1		O. & N. W. CROSSING	25.1					
58 W			s 3.17	25.7	D	HUMPHREY HX	25.7			s 9.40		
15			f 3.23	29.1		PECK	29.1			f 9.16		
33 W			s 3.55	35.4	D	MADISON MA	35.4			s 9.02		
31				40.9		ENOLA	40.9					
				48.7		O. & N. W. CROSSING	48.7					
				50.2		O. & N. W. CROSSING	50.2					
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK YL KN	50.4			8.00PM		
						(50.4)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1			.....Thru Time.....		(0.23) 24.5	(0.15) 37.6	(3.00) 16.8		

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule 72.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD				
SECOND CLASS				Distance from Oconee	Time-Table No. 21				SECOND CLASS			
October 30, 1955					STATIONS				Mile Post			
79	81				82	80						
Mixed	Mixed			Mixed	Mixed							
Daily Except Sunday	Daily Except Sunday											
20 YP	12.02PM	7.45AM	0.0	R	OCONEE YL	0.0	A 1.02PM	A 5.00PM				
			2.0		MILL SPUR	2.0						
	s 12.13	s 8.00	4.3	D	MONROE MN	4.3	s 12.50	s 4.50				
40 WYP	A 12.29PM	s 8.30	11.3	D-R	GENOA YL G	11.3	s 12.29PM	4.35PM				
			18.0		WOODVILLE	18.0						
58		s 9.15	22.3	D	ST. EDWARD ST	22.3	s 11.55					
28 WYP		A 10.05AM	33.7	D-R	ALBION YL A	33.7	11.30AM					
					(33.7)		Daily Except Sunday	Daily Except Sunday				
	(0.27) 25.1	(2.20) 14.4			.....Thru Time.....		(1.32) 22.0	(0.25) 27.1				

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

WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD				
SECOND CLASS				Distance from Grand Island	Time-Table No. 21				SECOND CLASS			
October 30, 1955					STATIONS				Mile Post			
283	83				84	284						
Mixed	Mixed			Mixed	Mixed							
Mon., Wed., Fri.	Tues., Thurs., Sat.											
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM			
I				0.4		O. B. & Q. CROSSING	0.4					
11 Y				2.5		CAREY	2.5					
19		s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s 4.42	s 4.42			
30 WYP		s 11.15	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	s 4.20PM			
19		s 11.40AM		30.2	D	DANNEBROG DB	30.2		s 3.50			
11 W		s 12.05PM		40.5	D	BOELUS HW	40.5		s 3.20			
31		f 12.25		47.7		ROCKVILLE	47.7		f 2.55			
33 W		A 1.00PM		60.9	D-R	LOUP CITY YL OP	60.9		2.30PM			
27			s 10.20	30.7	D	ELBA EB	30.7	s 3.48				
25			s 10.35	36.8		COTESFIELD	36.8	s 3.41				
			10.50	44.5		SCOTIA JUNCTION	44.5	3.23				
20			s 11.00	45.7	D	SCOTIA SK	45.7	s 3.14				
			11.15	44.5		SCOTIA JUNCTION	44.5	3.07				
31 W			s 11.35AM	48.8	D	NORTH LOUP NU	48.8	s 2.57				
3				58.5		SAUNDERS	58.5					
				60.7		O. B. & Q. CROSSING	60.7					
34 WY			A 12.10PM	61.0	D-R	ORD YL RD	61.0	2.30PM				
						(61.0)		Tue., Thurs. Sat.	Mon., Wed., Fri.			
		(3.00) 20.3	(3.10) 19.3			.....Thru Time.....		(2.45) 22.2	(2.45) 22.1			
						.....Average speed per hour.....						

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

WESTWARD				HASTINGS BRANCH				EASTWARD				
SECOND CLASS				Distance from Hastings	Time-Table No. 21				SECOND CLASS			
October 30, 1955					STATIONS				Mile Post			
79	81				82	80						
Mixed	Mixed			Mixed	Mixed							
Daily Except Sunday	Daily Except Sunday											
WYPCZ				0.0	DN-R	HASTINGS YL AN	0.0					
130 P				12.7		HAYLAND	12.7					
35 P				20.2		DENMAN	20.2					
130 WYP				28.1	DN-R	GIBBON YL GB	28.1					
						(28.1)						
						.....Thru Time.....						
						.....Average speed per hour.....						

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

WESTWARD				KEARNEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 21 October 30, 1955				SECOND CLASS	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	STATIONS		Mile Post	518 Motor Mixed	96 Mixed			
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday									
	WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KB	0.0	A 11.59AM	A 9.20PM	
	12	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK 4.6	5.5	f 11.43	f 8.32	
	19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE 6.7	10.1	s 11.35	s 8.22	
	27 P	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST HR 5.9	16.8	s 11.23	s 8.00	
	13	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 3.6	22.7	f 11.12	f 7.41	
	32 WP	s 10.06	s 4.25	s 5.45	26.3		MILLER 6.2	26.3	s 11.05	s 7.33	
	38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER SU 7.9	32.5	s 10.53	s 7.15	
	28 P	s 10.40	s 4.50	s 6.09	40.4	D	EDDYVILLE VD 11.7	40.4	s 10.40	s 6.59	
	40	s 11.13	s 5.15	s 6.30	52.1	D	OOONTO BS 7.0	52.1	s 10.19	s 6.28	
	7	f 11.27AM	f 5.28	f 6.46	59.1		LODI 6.4	59.1	f 10.03	f 6.14	
	27 WYP	s 12.30PM	s 5.45	s 6.57	65.5	D	CALLAWAY OA 10.3	65.5	s 9.52	s 5.45	
	9	f 12.55	f 6.05	f 7.12	75.8		FINCHVILLE 7.3	75.8	f 9.31	f 5.00	
	38 WP	s 1.30	s 6.15	s 7.24	83.1	D	ARNOLD AD 7.5	83.1	s 9.20	s 4.45	
		f 1.55	f 6.27	f 7.35	90.6		LOGAN 4.0	90.6	f 9.07	f 4.26	
	10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND 4.6	94.6	f 9.00	f 4.18	
	15 P	f 2.30	f 6.43	f 7.49	99.2		GANDY 3.2	99.2	f 8.50	f 4.08	
	22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4	8.45AM	4.00PM	
							(102.4)		Daily Except Monday	Sunday Wednesday Friday	

(5.55) 17.3 (3.10) 32.3 (3.00) 34.1 Thru Time (3.14) 31.7 (5.20) 19.2
 Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule 72.
 Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from O'Fallon	Time-Table No. 21 October 30, 1955				SECOND CLASS	
	97 Local Freight	93 Mixed	98 Local Freight	94 Mixed		STATIONS	Mile Post				
Daily	Daily										
	WYP	7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM		
	15	f 7.35	f 5.35	2.8		COCKER 2.8	2.8	f 3.58	f 6.13		
	41 P	f 7.56	s 5.48	12.8	D	SARBEN AK 10.0	12.8	f 3.30	s 5.58		
	40	f 8.13	f 5.57	19.6		NEVENS 6.8	19.6	f 3.15	f 5.48		
	12			24.8		BROGANVILLE 5.2	24.8				
	42 WP	f 8.35	s 6.11	28.4		KEYSTONE 3.6	28.4	f 2.55	s 5.36		
	11			30.7		KINGSLEY 2.3	30.7				
	42 P	f 8.50	f 6.21	34.9	D	MARTIN SA 4.2	34.9	f 2.30	f 5.24		
	42 P	f 9.05	s 6.31	41.2		LEMOYNE 6.3	41.2	f 2.15	s 5.14		
	25	f 9.20	f 6.40	46.8		BELMAR 5.6	46.8	f 2.05	f 5.03		
	44	f 9.29	f 6.48	51.7		RUTHTON 4.9	51.7	f 1.55	f 4.55		
	41 WCYP	s 10.00	s 7.02	59.8	D	LEWELLEN YL W 7.6	59.8	s 1.40	s 4.44		
	41 P	s 10.50	s 7.21	70.8	D	OSHKOSH YL OX 11.5	70.8	s 1.05	s 4.21		
	40 WP	s 11.35	s 7.43	86.4	D	LISCO OO 15.6	86.4	f 12.25PM	s 3.53		
	37	f 11.53AM	f 7.56	95.4		FINLEY 9.0	95.4	f 11.53AM	f 3.39		
	46	s 12.05PM	s 8.07	100.4	D	BROADWATER BE 5.0	100.4	f 11.40	s 3.30		
	19	f 12.20	f 8.20	109.6		TOWERS 9.2	109.6	f 11.20	f 3.12		
	198 WCPY	s 12.50	s 8.30	114.1	D	NORTHPORT YL NP 4.5	114.1	f 11.12	s 3.05		
	AI	12.55	8.33	115.5		O. B. & Q. CROSSING 1.4	115.5	10.50	2.57		
	11	f 1.05	f 8.40	121.8		MOHLER 6.3	121.8	f 10.40	f 2.46		
	33 P	f 1.15	s 8.50	126.7	D	SOUTH BAYARD OR 4.9	126.7	f 10.32	s 2.39		
	51	f 1.25	s 8.59	132.1		McGREW 5.4	132.1	f 10.23	s 2.29		
	30 P	f 1.35	s 9.09	137.9	D	MELBETA MB 5.8	137.9	f 10.13	s 2.19		
	70 OWCYZP	A 1.45PM	A 9.30AM	145.9	DN-R	GERING YL G 8.0	145.9	10.01AM	2.00PM		
						(145.9)		Daily	Daily		

(6.15) 34.3 (4.00) 36.5 Thru Time (6.19) 23.1 (4.25) 33.0
 Average speed per hour.....

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 21 October 30, 1955				SECOND CLASS	
						STATIONS	Mile Post				
	OWCYZP			0.0	DN-R			GERING YL G	0.0		
	17			5.4		MATHERS YL 5.4	5.4				
	27			6.0		MOON YL 0.6	6.0				
				7.0		ROUBADEAU YL 1.0	7.0				
	18			8.4		HILLIKER YL 1.4	8.4				
	18			9.8		RIFORD YL 1.4	9.8				

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 21 October 30, 1955			Mile Post	SECOND CLASS			
	353	93	59		354	60	94					
	Mixed	Mixed	Local Freight		Mixed	Local Freight	Mixed					
	Daily	Daily	Daily	STATIONS								
72	OCZWYP		9.40AM	6.00AM	145.9	DN-R	GERING	YL	G	145.9	A10.40AM	A 1.50PM
14		f	9.46	f 6.10	150.5		OOSTIN			150.5	f10.28	f 1.34
30		s	9.49	f 6.15	152.3	D	HAIG		HA	152.3	f10.25	s 1.30
24		s	9.55	f 6.25	155.8	D	SOUTH MITCHELL		MI	155.8	f10.20	s 1.21
32		f	9.58	f 6.30	157.1		PELTON			157.1	f10.15	f 1.14
70	P	s	10.06 ⁶⁰	f 6.45	162.1	D	SOUTH MORRILL		MO	162.1	f10.06 ⁶⁰	s 1.06
18		f	10.09	f 6.50	164.2		JOYCE			164.2	f 9.52	f 1.01
51	WYP	s	10.15	s 9.45 ⁶⁰	167.9	DN	LYMAN	YL	MU	167.9	s 9.45 ⁶⁰	s12.56
21		f	10.19	f 9.50	170.1		CANAL			170.1	f 9.20	f12.49
51	P	s	10.25	f10.07	173.7	D	HUNTLEY		HU	173.7	f 9.13	s12.41
35		f	10.30	f10.17	177.0		HOLLY			177.0	f 9.06	f12.33
51	WCYP	12.45PM	10.40 ⁵⁹ 10.45	10.35AM ⁶⁰ 12.15PM ⁶⁴	181.6	D-R	YODER	YL	DR	181.6	A11.45AM	9.00 8.46 12.25 12.15 ⁵⁹
51	P	s	10.55	s12.35	188.1	D	VETERAN		VN	188.1	s 8.33	s12.03PM
8		f	11.00	f12.40	191.5		HELDT			191.5	f 8.26	f11.57AM
16		f	11.07	f12.50	196.1		OOTTIER			196.1	f 8.19	f11.50
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON	YL	RI	200.6	8.10AM	11.45AM
14		f	12.55		185.8		GOODLAND			185.8	f11.32	
26		f	1.01		187.6		FONDA			187.6	f11.27	
51	W	s	1.10		192.4	D	HAWK SPRINGS		HK	192.4	s11.15	
31		f	1.18		194.7		DUROO			194.7	f11.01	
19		f	1.30		200.8		WYOROSS			200.8	f10.50	
51	WY	s	1.45		203.8	D	LA GRANGE		GA	203.8	s10.45	
19		f	1.57		210.7		TREMAIN			210.7	f10.20	
51	WF	s	2.35		222.5	D	ALBIN		AB	222.5	s 9.55	
51		f	2.55		229.7		LINDBERGH			229.7	f 9.35	
	W	A	3.25PM		244.3	DN-R	EGBERT	YL	GX	244.3	9.10AM	
		(2.40)	(1.35)	(7.00)			(98.4)				Daily	Daily
		23.5	34.5	7.8							(2.35)	(2.30)
											24.3	21.9
											(2.05)	26.3

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	Distance from Lyman	Time-Table No. 21 October 30, 1955			Mile Post	STATIONS					
		0.0	DN	LYMAN		MU	YL	0.0			
18	2.8			SEARS	YL	2.8					
6	3.8			SIDING NO. 1	YL	3.8					
17	4.6			HARTMAN	YL	4.6					
22	6.4			STEGALL	YL	6.4					
				(6.4)							

WESTWARD				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	Distance from Sears	Time-Table No. 21 October 30, 1955			Mile Post	STATIONS					
		0.0		SEARS		YL	0.0				
5	1.2			BELLINGER	YL	1.2					
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, and Nos. 60 and 94 are superior to No. 59.—See Rule 72.

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

Designation "Str." —Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
 Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
 Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	When more than 50% of the tonnage is gravel.			40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Inspection bus cars.		40	40				20
When caboose is handled in train consisting of passenger train equipment		60					
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			30 25
When yard limits not protected by continuous block signal system.	50	40	25				
Passing fueling stations.	50	40	25	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	Trains handling scale test cars.			30
1500 class diesel road freight locomotives.		50	50	Train handling U. P. ore cars series 8000 8499, loaded or empty.			45
Other than 1500 class diesel road freight locomotives.		60	55	When using No. 14 turn-outs.	25	20	20
Diesel yard switch locomotives in road service.		35	35	When using other cross-overs or turn-outs: 9000 class engines: Forward movement Back-up movement 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			10 10 6 5 5 15 15 15 10 10 10
7000 and 7800 class engines.		75	50	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 20
3800 and 3900 class engines.		60	50	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
5000 and 9000 class engines.		50	50	On wye tracks.	15	15	15
4000 class engines.		45	45	Jordan spreaders and other machines of spreader type, when in operation.			15
MacArthur type engines with 63-inch drivers.		55	50	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
MacArthur type engines with 57-inch drivers.		35	35				
Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward.		20	20				
Light engines.			45				

OLD MAIN LINE

Between Gilmore and Lane.	50	35				
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FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Diesel locomotives in road service.			55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B. & Q. crossing.			5
Waterloo, seed house spur.			5				
Fremont, within city limits.		20	15	Grand Island, 1900 class and heavier engines on east and west legs of wye.			5
Fremont, on F. S. Y. & L. Co. tracks			15				
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25	Grand Island, 2200 class engines on scale track and east yard run-around track.			5
Central City, within city limits.	60	50	50	Buda, all airfield trackage.			10
Central City, 2200 class engines on east leg of wye.			5	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.			10
Grand Island, freight trains entering and moving through yard tracks.			5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.			5
				Cozad, on Armour & Co. spur tracks.			5
				Gothenburg wye.			5

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Summit 5.2 and 5.6	25	25	25	North Platte 281.9 and 281.1	80	70	50
Sarpy 14.2 and 14.7	80	70	50	Brady 258.5 and 258.1	70	60	50
15.9 and 16.2	80	70	50	Kearney 189.2 and 189.0	40	40	25
Lane 18.1 and 18.4	70	60	50	Waterloo 23.2 and 22.8	70	60	50
19.4 and 19.8	70	60	50	22.6 and 22.2	60	50	40
Elkhorn 21.9 and 22.1	70	60	50	22.1 and 21.9	70	60	50
22.2 and 22.6	60	50	40	Elkhorn 19.8 and 19.4	70	60	50
22.8 and 23.2	70	60	50	18.4 and 18.1	70	60	50
Vroman 258.1 and 258.5	70	60	50	Lane 16.2 and 15.9	80	70	50
Beck 281.1 and 281.9	80	70	50	14.7 and 14.2	80	70	50
North Platte				Seymour 5.6 and 5.2	25	25	25
				Summit			

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Diesel locomotives in road service.			55	Hillsdale, 5000 class and heavier engines on industry track.			
Big Springs, over highway crossing when using siding.	5	5	5				5
Sidney, freight trains entering and moving through yard tracks.			5				
Brownson, on government tracks.			10				
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Korty 323.5 and 324.4	70	60	50	Cheyenne 509.1 and 508.7	40	40	25
Brownson 422.6 and 423.5	70	60	50	506.3 and 505.8	80	70	50
Bushnell 456.9 and 457.2	80	70	50	503.0 and 502.2	60	50	40
462.8 and 462.9	80	70	50	Archer 498.2 and 497.7	70	60	50
Burns 486.2 and 486.5	70	60	50	Durham 494.0 and 493.8	70	60	50
Hillsdale 493.8 and 494.0	70	60	50	Hillsdale 486.5 and 486.2	70	60	50
Durham 497.7 and 498.2	70	60	50	Pine Bluffs 462.9 and 462.8	80	70	50
Archer 502.2 and 503.0	60	50	40	457.2 and 456.9	80	70	50
505.8 and 506.3	80	70	50	Potter 423.5 and 422.6	70	60	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			

THIRD SUBDIVISION

Maximum speed.	79	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
Diesel locomotives in road service.			55	Between M. P. 150.7 and 150.9	30	30	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
Freight engines not otherwise shown.		50		Sterling, 3900 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C.B. & Q. wrecking derrick.			20

BRANCHES

Beatrice Branch Maximum speed.	50	45	Mead Between U. P. yard and Nebr. Ordinance classification yard.			15
5000, 9000 class and MacArthur type engines on curves.	35	35	Wahoo, city track.			6
Between Mile Posts—			19.1 and 19.5		35	35
Valley 0.1 and 0.3	15	15	19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.		25	25
3.8 and 4.0	35	35	Weston 30.2 and 30.5		35	35
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25	30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.		25	25
Yutan 6.4 and 7.7	35	35	31.6 and 31.9		35	35
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25	31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.		25	25

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Touhy 36.0 and 37.4	25	25	Ord—Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
Garratt 56.3 and 57.5	15	15	Carey, all airfield trackage.		10
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Libory and Ord.		30
Pickrell 96.5 and 97.3	15	15	Between St. Paul and Loup City.		30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Hastings Branch Maximum speed. Diesel locomotives in road service.	70	50 55
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Over Bridge 21.35.	30	30
Between Brainard and Hordville.	40	30	Gibbon, west of east wye switch.		15
Between Hordville and Central City.	35	25	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Diesel locomotives in road service.	25 40 25	25 35 25
Trains handling outfit cars.		20	Between Callaway and Stapleton: Steam trains. Motor trains Diesel locomotives in road service.	30 45 30	30 35 30
2800 class engines.	30	30	Trains handling outfit cars.		20
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.	5	5	North Platte Branch Maximum speed.	45	45
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	5000, 7000 and 9000 class engines.	35	35
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Over Bridge 18.30.		35
Between Oconee and M.P. 16.		25	Oshkosh, over First Street Crossing.		15
Between M.P. 16 and Norfolk.		30	North Platte Cut-off Maximum speed.	45	45
Trains handling outfit cars.		20	5000, 7000 and 9000 class engines.	35	35
Columbus, over wye switches.		15	On curves between Yoder and So. Torrington.		35
On curve at M.P. 1.75.		25	On curves between M.P. 25.42 and M.P. 31.25.		30
Albion Branch Maximum speed:		30	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars.		20	Lyman Branch.		20
Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30	Gering Branch.		20
Between M.P. 11 and Spalding.		25	Sears Branch.		20
Trains handling outfit cars.		20			
Over Bridge 12.06.		25			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	27—XP	Both
Paddock.....	128.5	20	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	274.6	7—X	Both
Kearney Air Base.....	185.9	WS 40—XP	Both	Beck.....	280.6	10	West
Alfa Center.....	194.1	44—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:
 C—coaling station
 D—diesel oil station
 F—turbine fuel station
 I—interlocking
 O—fuel oil station
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
- Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	2.66
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.....	Yard Office	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Roundhouse	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Hump Yard Locker Room
Council Bluffs.....	West Yard Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	East End Yardmen's Room
Omaha.....	Union Station Telegraph Office	Julesburg.....	Telegraph Office
Omaha.....	Tower "B"	Sidney.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Conductor's Room Passenger Station
South Omaha.....	Yard Office	Cheyenne.....	Yard Office
Valley.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Valparaiso.....	Telegraph Office
Columbus.....	Enginemen's Washroom	Sterling.....	Telegraph Office
Central City.....	Telegraph Office	La Salle.....	Telegraph Office
Grand Island.....	Dispatcher's Office	Lincoln.....	Telegraph Office
Grand Island.....	Telegraph Office	Beatrice.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Roundhouse
Grand Island.....	Enginemen's Washroom, Passenger Station	Norfolk.....	Telegraph Office
Grand Island.....	Roundhouse	Hastings.....	Yard Office
Kearney.....	Telegraph Office	Stapleton.....	Telegraph Office
Kearney.....	Roundhouse	Gering.....	Dispatcher's Office
Lexington.....	Telegraph Office	Gering.....	Telegraph Office
North Platte.....	Dispatcher's Office	Gering.....	Roundhouse
North Platte.....	Telegraph Office	South Torrington.....	Telegraph Office

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott.....	District Surgeon	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
W. A. Bunten.....	District Surgeon	Cheyenne, Wyo.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
J. S. Benwell.....	District Surgeon	Denver, Colo.	E. S. Welch.....	Surgeon.....	Lincoln, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	E. R. Pearsen.....	Surgeon.....	Lupton, Colo.
W. M. Fitch.....	Surgeon.....	Albion, Nebr.	F. V. Vesely.....	Surgeon.....	Lewellen, Nebr.
W. T. Wildhaber.....	Surgeon.....	Beatrice, Nebr.	W. L. Wilkinson.....	Surgeon.....	La Salle, Colo.
R. W. Taylor.....	Oculist and Aurist	Beatrice, Nebr.	F. L. Garner.....	Surgeon.....	Madison, Nebr.
J. W. Wells.....	Surgeon.....	Brighton, Colo.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
M. L. Chaloupka.....	Surgeon.....	Callaway, Nebr.	O. C. Kreymborg.....	Surgeon.....	North Platte, Nebr.
A. D. Brown.....	Surgeon.....	Central City, Nebr.	Wm. B. Niehus.....	Surgeon.....	North Platte, Nebr.
E. T. Zikmund.....	Surgeon.....	Central City, Nebr.	A. J. Callaghan.....	Surgeon.....	North Platte, Nebr.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.	H. H. Walker.....	Oculist and Aurist	North Platte, Nebr.
R. C. Anderson.....	Surgeon.....	Columbus, Nebr.	G. F. Waltemath.....	Surgeon.....	North Platte, Nebr.
H. D. Kuper.....	Surgeon.....	Columbus, Nebr.	R. T. Takenaga.....	Surgeon.....	North Platte, Nebr.
L. G. Howard.....	Oculist and Aurist	Council Bluffs, Ia.	H. A. Blackstone.....	Surgeon.....	Northport, Nebr.
A. L. Nielson.....	Surgeon.....	Council Bluffs, Ia.	G. T. Alliband.....	Oculist.....	Omaha, Nebr.
A. M. Pedersen.....	Surgeon.....	Council Bluffs, Ia.	S. McClenaghan.....	Surgeon.....	Omaha, Nebr.
G. M. McArdle.....	Surgeon.....	Council Bluffs, Ia.	C. F. Bantin.....	Surgeon.....	Omaha, Nebr.
P. D. Pedersen.....	Surgeon.....	Council Bluffs, Ia.	M. W. Barry.....	Surgeon.....	Omaha, Nebr.
C. H. Sheets.....	Surgeon.....	Cozad, Nebr.	J. G. Bartek.....	Surgeon.....	Omaha, Nebr.
R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.	J. C. Davis.....	Aurist.....	Omaha, Nebr.
J. D. Shingle.....	Surgeon.....	Cheyenne, Wyo.	J. B. Dolezal.....	Oculist.....	Omaha, Nebr.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.	C. A. Walvoord.....	Shop Surgeon.....	Omaha, Nebr.
L. E. McGonigle.....	Surgeon.....	Cheyenne, Wyo.	J. K. Muldoon.....	Surgeon.....	Omaha, Nebr.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.	R. T. Mauer.....	Hospital Surgeon.....	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist	Cheyenne, Wyo.	R. A. Moser.....	Surgeon.....	Omaha, Nebr.
G. W. Marbry.....	Oculist.....	Cheyenne, Wyo.	F. C. Nelson.....	Surgeon.....	Omaha, Nebr.
R. I. Williams.....	Aurist.....	Cheyenne, Wyo.	O. C. Nickum.....	Shop Surgeon.....	Omaha, Nebr.
R. B. Rundquist.....	Surgeon.....	Chappell, Nebr.	S. A. Swenson.....	Shop Surgeon.....	Omaha, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	R. H. Rasgorshek.....	Oculist and Aurist	Omaha, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	S. L. Larson.....	Surgeon.....	Ogallala, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	J. L. McFee.....	Surgeon.....	Ogallala, Nebr.
P. E. Woodward.....	Surgeon.....	Ft. Morgan, Colo.	C. J. Miller.....	Surgeon.....	Ord, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
L. E. Imes.....	Surgeon.....	Grand Island, Nebr.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
E. G. Johnson.....	Surgeon.....	Grand Island, Nebr.	M. O. Arnold.....	Surgeon.....	St. Paul, Nebr.
K. F. McDermott.....	Surgeon.....	Grand Island, Nebr.	F. G. Kolouch.....	Surgeon.....	Schuyler, Nebr.
C. H. Maggiore.....	Surgeon.....	Grand Island, Nebr.	J. E. Nordstrom.....	Surgeon.....	Shelton, Nebr.
J. A. Proffitt.....	Oculist and Aurist	Grand Island, Nebr.	R. J. Fox.....	Surgeon.....	Spaulding, Nebr.
W. C. Harvey.....	Surgeon.....	Gering, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
W. C. Harvey, Jr.....	Surgeon.....	Gering, Nebr.	C. B. Dorwart.....	Surgeon.....	Sidney, Nebr.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	F. E. Palmer.....	Oculist and Aurist	Sterling, Colo.
C. L. Kleager.....	Surgeon.....	Hastings, Nebr.	L. W. Anderson.....	Surgeon.....	Sterling, Colo.
H. P. Linton.....	Surgeon.....	Julesburg, Colo.	R. W. Ludwick.....	Surgeon.....	Sterling, Colo.
B. R. Bancroft.....	Surgeon.....	Kearney, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
S. O. Staley.....	Surgeon.....	Kearney, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
F. L. Richards.....	Oculist and Aurist	Kearney, Nebr.	C. L. Marsh.....	Surgeon.....	Valley, Nebr.
M. B. Wilcox.....	Oculist and Aurist	Kearney, Nebr.	Ivan M. French.....	Surgeon.....	Wahoo, Nebr.
A. H. Shamberg.....	Surgeon.....	Kimball, Nebr.			