



**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**NEBRASKA DIVISION**  
**TIME-TABLE**  
**No. 33**

**Effective Sunday,**  
**April 30, 1961**

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

**Safety Always**  
*Makes a Suggestion*

**FOR EMPLOYEES ONLY**

WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

										Time Table No. 33 April 30, 1961	
										Distance from Council Bluffs	STATIONS
9	17	105	111	27	7	5	103				
Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Streamliner Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
						9.55		0.0		CO. BLUFFS	
			11.35	11.00	10.45	10.30	2.45	2.8		OMAHA	
			1.50	1.55	1.50	1.20	4.50	146.9		GRAND ISLAND	
			3.50 2.55	4.45 4.00	4.30 3.45	3.45 3.00	6.45 5.50	284.1		C.T. M.T. NORTH PLATTE	
			4.11					365.3		JULESBURG	
				6.25	6.10	5.25	7.34	407.5		SIDNEY	
										KANSAS CITY	
										DENVER	
										CHEYENNE	
										LARAMIE	
										RAWLINS	
										GREEN RIVER	
										GRANGER	
										OGDEN	
										(992.6)	
										..... Thru Time From Omaha	
										..... Average speed per hour	
			(22.40) 52.1	(22.35) 47.4	(7.40) 56.2	(9.05) 61.0	(21.00) 47.1	(22.05) 44.8	(21.15) 46.5	(16.55) 58.5	

C. H. BURNETT  
General Manager

O. A. DURRANT  
General Superintendent

H. E. SHUMWAY  
Gen. Supt. Transportation

- T. F. SHANAHAN, Superintendent** ..... Omaha, Neb.  
**W. H. ANDERSON, Asst. Superintendent** ..... Omaha, Neb.  
**J. A. McCULLOUGH, Terminal Superintendent** ..... Omaha, Neb.  
**W. F. GRIFFIN, Asst. Superintendent Safety and Courtesy** ..... Omaha, Neb.  
**H. G. HAGGLUND, Terminal Superintendent** ..... Co. Bluffs, Ia.  
**A. L. O'NEILL, Jr., Asst. Terminal Superintendent** ..... Co. Bluffs, Ia.  
**R. E. IRION, Trainmaster** ..... Grand Island, Neb.  
**J. E. GUYNAN, Terminal Superintendent** ..... North Platte, Neb.  
**W. E. MILLER, Asst. Terminal Superintendent** ..... North Platte, Neb.  
**R. W. HOLLAND, Trainmaster** ..... North Platte, Neb.  
**W. E. HENKE, Asst. Superintendent** ..... Sidney, Neb.  
**R. J. DUNN, Master Mechanic** ..... Co. Bluffs, Ia.  
**E. P. LEE, Road Foreman of Engines** ..... Co. Bluffs, Ia.  
**S. E. CHADD, Road Foreman of Engines** ..... Co. Bluffs, Ia.  
**P. N. HANSEN, Road Foreman of Engines** ..... Grand Island, Neb.  
**P. C. LOOMIS, Road Foreman of Engines** ..... North Platte, Neb.  
**L. C. WALLACE, Road Foreman of Engines** ..... North Platte, Neb.  
**C. H. SUITS, Road Foreman of Engines** ..... Cheyenne, Wyo.  
**F. G. SCHURMAN, Division Engineer** ..... Omaha, Neb.  
**O. L. KOVAR, General Roadmaster** ..... Omaha, Neb.

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

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

- THIRD SUBDIVISION**  
**J. F. BARRETT, Chief Train Dispatcher** ..... Denver, Colo.  
**B. L. SIVERS, Asst. Chief Train Dispatcher** ..... Denver, Colo.  
**H. D. MEAD, Asst. Chief Train Dispatcher** ..... Denver, Colo.

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

- FIRST SUBDIVISION,  
OMAHA TO GRAND ISLAND, AND BRANCHES**  
**E. P. MERTEN, Chief Train Dispatcher** ..... Omaha, Neb.  
**S. W. FLETCHER, Asst. Chief Train Dispatcher** ..... Omaha, Neb.  
**F. R. LANGLEY, Asst. Chief Train Dispatcher** ..... Omaha, Neb.

**MILEAGE**

Main Line	659.60
Branches	836.14
<b>Total</b>	<b>1495.74</b>

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

										Time Table No. 33 April 30, 1961	
										Distance from Council Bluffs	STATIONS
106	112	10	104	28	18	6	8				
Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
										0.0	CO. BLUFFS
										2.8	OMAHA
										146.9	GRAND ISLAND
										284.1	C.T. M.T. NORTH PLATTE
										365.3	JULESBURG
										407.5	SIDNEY
											KANSAS CITY
											DENVER
											CHEYENNE
											LARAMIE
											RAWLINS
											GREEN RIVER
											GRANGER
											OGDEN
											(992.6)
											..... Thru Time From Omaha
											..... Average speed per hour
											(7.40) 56.2
											(8.45) 63.9
											(22.55) 53.5
											(16.45) 56.8
											(21.45) 45.5
											(23.15) 46.0
											(20.15) 48.8
											(21.15) 46.8

## CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

**WESTWARD FIRST SUBDIVISION**

**SECOND CLASS**

DF OXWITYPE	71 Time Freight Daily	73 Time Freight Daily	75 Local Freight Tuesday Thurs., Sat.	233 Local Freight Monday Wed., Fri.	Distance from Council Bluffs	Time-Table No. 33 April 30, 1961	
						STATIONS	
	11.30PM	5.00PM		6.30AM	0.0	<b>COUNCIL BLUFFS YL</b>	
	11.45PM	5.15		6.40	2.8	<b>DN-R OMAHA YL US</b>	
XIP	12.01AM	5.45		7.00	5.2	<b>DN SUMMIT YL SU</b>	
EB94 XP	12.10	5.55		7.14	14.1	WECO	
XP	12.20	6.00		7.20	17.1	LANE	
CB73 XP				7.30	21.7	ELKHORN KH	
CB84 P				7.40	24.5	WATERLOO WO	
WB175 XYPW EB165 EB90	A12.45AM	6.15PM		8.40	38.0	VALLEY YL V	
CB81 P				8.50	34.3	MEROER	
I				9.15	38.2	O. & N. W. CROSSING	
WB99 X EB173 PB				9.15	38.3	FREMONT YL FN	
I					40.0	C. B. & Q. CROSSING	
IP					44.8	O. & N. W. CROSSING	
CB82 P				9.24	46.3	AMES	
CB160 XP				9.38	54.4	NORTH BEND NB	
CB83 P				10.10	61.4	ROGERS	
WB130 X EB128 WB				11.24	68.7	SCHUYLER SO	
CB118 P				11.52AM	76.9	RICHLAND BZ	
I					83.8	C. B. & Q. CROSSING	
WB145 XWTD EB125 YP				12.30PM	84.5	COLUMBUS YL C	
CB119 P				12.50	92.3	DUNCAN	
CB119 XP				1.20	102.3	SILVER OREEK SI	
P				1.30	107.9	HAVENS	
CB82 XP				2.00	118.6	OLARKS OX	
I					124.3	C. B. & Q. CROSSING	
WB113 X EB119 WYP				12.05PM	124.9	CENTRAL CITY OI	
CB160 P				12.25	135.1	OHAPMAN OP	
I					146.6	C. B. & Q. CROSSING	
XWZTYOP				A12.45PM	146.9	GRAND ISLAND GE YL	
CB82 XYP					154.5	ALDA	
WB117 X EB48 P					162.3	WOOD RIVER WR	
CB82 XP					169.9	SHELTON ST	
WB130 XI EB70 YP					176.0	GIBBON GB	
CB160 P					180.3	OPTIC	
WB122 XW EB118 YP					180.1	KEARNEY YL KR	
CB83 P					191.3	ODESSA DZ	
CB180 XP					204.6	ELM OREEK QR	
CB83 P					215.3	OVERTON OV	
WB115 XWY EB119 XP					224.4	LEXINGTON UM	
CB83 P					232.5	DARR	
CB160 ZXP					238.3	OOZAD OO	
WB125 XW EB123 YP					248.8	GOTHENBURG BU	
CB83 P					261.5	BRADY BI	
CB179 XP					270.6	MAXWELL MX	
CB83 P					278.5	GANNETT	
DFXWZTYOP					284.1	NORTH PLATTE YL NO	

(1.15) 22.4 (1.15) 22.4 (0.40) 33.0 (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 24.

**WESTWARD FIRST SUBDIVISION**

**FIRST CLASS**

DF OXWITYPE	111 Streamliner Passenger Daily	27 Mail and Express Daily	7 Passenger Daily	5 Mail and Express Daily	103 Streamliner Passenger Daily	Distance from Council Bluffs	Time-Table No. 33 April 30, 1961	
							STATIONS	
				9.55AM		0.0	<b>COUNCIL BLUFFS YL</b>	
						2.8	<b>DN-R OMAHA YL US</b>	
						5.2	<b>DN SUMMIT YL SU</b>	
	11.35PM	11.00PM	10.45AM	10.30	2.45AM	14.1	WECO	
	11.41	11.06	10.52	10.37	2.50	17.1	LANE	
	11.48	11.14	11.00	10.46	2.57	21.7	ELKHORN KH	
	11.51	11.17	11.04	10.49	3.00	24.5	WATERLOO WO	
	11.55	11.21	11.09	10.54	3.04	28.0	VALLEY YL V	
	11.58PM	11.24	11.13	10.57	3.07	34.3	MEROER	
	12.01AM	11.28	11.17	11.01	3.10	38.2	O. & N. W. CROSSING	
	12.06	11.34	11.23	11.06	3.14	38.3	FREMONT YL FN	
						40.0	C. B. & Q. CROSSING	
						44.8	O. & N. W. CROSSING	
						46.3	AMES	
	12.18	11.52	11.43	11.25	3.23	54.4	NORTH BEND NB	
	12.24	11.59PM	11.50	11.32	3.29	61.4	ROGERS	
	12.29	12.06AM	11.57AM	11.38	3.34	68.7	SCHUYLER SO	
	12.34	12.15	12.04PM	11.44	3.39	76.9	RICHLAND BZ	
	12.40	12.23	12.12	11.52AM	3.45	83.8	C. B. & Q. CROSSING	
						84.5	COLUMBUS YL C	
	12.49	12.38	12.29	12.06PM	3.51	92.3	DUNCAN	
	12.55	12.46	12.39	12.16	3.58	102.3	SILVER OREEK SI	
	1.04	12.55	12.49	12.25	4.06	107.9	HAVENS	
	1.09	1.00	12.54	12.30	4.10	118.6	OLARKS OX	
	1.14	1.05	12.59	12.35	4.15	124.3	C. B. & Q. CROSSING	
						124.9	CENTRAL CITY OI	
	1.26	1.17	1.13	12.46	4.26	135.1	OHAPMAN OP	
	1.38	1.29	1.24	12.56	4.37	146.6	C. B. & Q. CROSSING	
						146.9	GRAND ISLAND GE YL	
	1.49	1.40	1.30	1.20	4.49	154.5	ALDA	
	1.58	2.03	1.59	1.28	4.57	162.3	WOOD RIVER WR	
	2.03	2.09	2.06	1.35	5.03	169.9	SHELTON ST	
	2.09	2.16	2.13	1.41	5.09	176.0	GIBBON GB	
	2.14	2.21	2.19	1.46	5.13	180.3	OPTIC	
	2.17	2.25	2.23	1.50	5.16	180.1	KEARNEY YL KR	
	2.25	2.34	2.32	1.58	5.25	191.3	ODESSA DZ	
	2.38	2.51	2.47	2.14	5.34	204.6	ELM OREEK QR	
	2.43	2.57	2.53	2.20	5.39	215.3	OVERTON OV	
	2.49	3.04	3.01	2.28	5.46	224.4	LEXINGTON UM	
	2.58	3.21	3.12	2.38	5.55	232.5	DARR	
	3.04	3.29	3.22	2.45	6.01	238.3	OOZAD OO	
	3.08	3.39	3.29	2.50	6.05	248.8	GOTHENBURG BU	
	3.16	3.56	3.40	3.01	6.12	261.5	BRADY BI	
	3.26	4.10	3.56	3.13	6.23	270.6	MAXWELL MX	
	3.33	4.19	4.06	3.21	6.30	278.5	GANNETT	
	3.39	4.27	4.14	3.28	6.36	284.1	NORTH PLATTE YL NO	
	A 3.50AM	A 4.45AM	A 4.30PM	A 3.45PM	A 6.45AM			

(4.15) 66.2 (5.45) 48.9 (5.45) 48.9 (6.15) 63.6 (4.00) 70.3 ..... 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.  
No. 103 reduce speed to 25 miles per hour passing through Columbus to discharge mail.  
No. 5 reduce speed to 60 miles per hour passing mail cranes at Cozad and 50 miles per hour passing mail crane at Gothenburg.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 33**  
April 30, 1961

**FIRST CLASS**

Mile Post	FIRST CLASS				
	28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger
0.0	A 6.30PM				
2.8	A 6.55AM	6.15	A 7.00PM	A 1.40AM	A 2.30AM
5.2	6.40	5.33	6.45	1.30	2.20
14.1	6.30	5.26	6.33	1.22	2.12
17.1	f 6.21	5.22	6.29	1.18	2.08
24.5	f 6.17	5.12	6.21	1.11	2.01
28.0	s 6.13	5.09	6.17	1.07	1.57
34.8	6.02	5.01	6.09	1.01	1.51
39.3	s 5.53	s 4.55	s 6.01	12.56	1.46
40.0					
44.8					
46.3	f 5.38	4.37	5.45	12.48	1.38
54.4	f 5.30	4.30	5.37	12.42	1.32
61.4	f 5.22	4.23	5.29	12.36	1.27
68.7	s 5.14	4.17	f 5.22	12.31	1.21
76.9	f 5.04	4.09	5.13	12.25	1.15
84.5	s 4.55	s 4.02	s 5.05	12.18	1.08
92.2	f 4.39	3.47	4.54	12.08	12.58
102.3	f 4.29	3.39	4.42	12.01AM	12.51
107.9	4.24	3.34	4.36	11.57PM	12.47
113.6	f 4.19	3.30	4.31	11.53	12.43
124.3					
124.9	s 4.09	3.21	f 4.21	11.44	12.34
135.1	3.57	3.11	4.12	11.35	12.25
146.5					
146.9	3.45	3.00	4.00	11.25	12.15
154.5	3.14	2.33	3.33	11.11	12.01AM
162.3	f 3.07	2.26	3.26	11.05	11.55PM
169.9	f 3.00	2.19	3.19	10.59	11.49
176.0	f 2.53	2.13	3.12	10.54	11.44
180.2	2.49	2.08	3.07	10.50	11.40
189.1	s 2.40	s 1.55	s 2.55	10.42	11.32
198.3	f 2.21	1.45	2.44	10.34	11.24
204.6	f 2.15	1.40	2.38	10.30	11.20
213.3	f 2.06	1.32	2.29	10.23	11.13
224.4	s 1.53	1.22	s 2.17	10.14	11.05
232.5	1.40	1.15	2.07	10.08	10.59
238.2	s 1.33	1.10	f 2.00	10.04	10.53
248.8	s 1.18	1.01	f 1.45	9.55	10.45
261.5	f 1.04	12.49	1.30	9.45	10.35
270.6	f 12.55	12.41	1.21	9.38	10.28
278.5	12.48	12.34	1.13	9.32	10.22
284.1	12.40AM	12.25PM	1.05PM	9.25PM	10.15PM

Thru Time to Omaha (6.15) (5.20) (5.55) (4.15) (4.15)  
Average speed per hour 45.0 52.7 47.5 66.2 66.2

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
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Bridge Subdivision tracks between Council Bluffs and Summit.  
No. 6 reduce speed to 50 miles per hour passing mail crane at Gothenburg and 60 miles per hour passing mail crane at Cozad.  
No. 8 reduce speed to 50 miles per hour for dispatch of mail at Gibbon.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See Page 24.

**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 33**  
April 30, 1961

**SECOND CLASS**

Mile Post	74	234	72	76	Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.
	Time Freight	Local Freight	Time Freight	Local Freight	
0.0	A 6.50AM	A 3.15PM	A 10.15PM		DF XWCITYPZ
2.8	6.35	2.55	10.00		DFXWITOPZ
5.2	6.05	2.35	9.35		XIP
14.1	5.55	2.15	9.25		ES94 XP
17.1	5.50	f 2.05	9.20		XP
21.7		s 1.55			CB73 XP
24.5		s 1.30			CB84 P
28.0	5.35AM	s 1.00	9.05PM		WB175 XYPW EB165 EB90
34.8		f 12.01PM			CB81 P
38.2					I
39.3		s 11.50AM			WB99 X EB172 PZ
40.0					I
44.8					IP
46.3		f 10.50			CB82 P
54.4		s 10.20			CB150 XP
61.4		s 9.50			CB82 P
68.7		s 9.20			WB130 X EB123 WP
76.9		f 8.20			CB118 P
84.5		s 8.00			I
92.2		s 7.20			WB145 XWTD EB125 YPZ
102.3		s 6.40			CB119 P
107.9		f 6.00			P
113.6		s 5.39			CB82 XP
124.3					I
124.9		5.00AM	A 6.55AM		WB113 X EB119 WYP
135.1			s 6.40		CB150 P
146.5					I
146.9			6.20AM		XWCITYOP
154.5					CB82 XYP
162.3					WB117 X EB48 P
169.9					CB82 XP
176.0					WB130 XI EB70 YP
180.2					CB150 P
189.1					WB152 XW EB118 YAP
198.3					CB82 P
204.6					CB120 XP
213.3					CB82 P
224.4					WB115 XWY EB116 WP
232.5					P CB82
238.2					CB150 ZXP
248.8					WB135 XW EB123 YP
261.5					CB82 P
270.6					CB11
278.5					CB82 P
284.1	Daily	Tue, Thu, Sat	Daily	Mon, Wed, Fri	DFXWCITYOP

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply on First Subdivision.  
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

**WESTWARD SECOND SUBDIVISION**

**SECOND CLASS**

Car Capacity of (Side) Seats See Rule 76 (A) Page 34.	SECOND CLASS					Distance from Council Bluffs
	353	245	241	97	93	
	Mixed	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	

**Time-Table No. 33**

April 30, 1961

**STATIONS**

DF XWCZTYOP							
			7.00AM	6.35AM	5.35AM	284.1	
			7.10	6.45	5.45	289.2	
CS 84 P						290.5	
WS 72 XP			s 7.25	s 7.01	f 5.55	296.9	
CS 119 YP			f 7.35	A 7.10AM	A 6.00AM	300.7	
40						301.8	
CS 121 P			f 7.45			303.4	
CS 121 P			s 8.20			315.5	
8 P			f 8.32			321.7	
CS 88 P			f 8.45			327.7	
WS 182 WS 190 WS 188 XWP			s 9.45			334.8	
CS 125 P			s 10.10			343.9	
10						349.1	
CS 123 P			s 10.35			353.9	
CS 83 P			f 10.45			359.8	
XWYYP WS 185 WS 121			11.45			365.3	
CS 90 P			f 11.55AM			370.6	
CS 128 WP			s 12.25PM			380.8	
WS 111 WS 74 XP			s 12.50			389.7	
XP			f 1.02			396.8	
CS 125 P			1.15			401.0	
WXCOYP			8.30AM	A 1.30PM		407.5	
CS 94 YP			f 8.45			415.5	
WS 121 XWP WS 70			f 9.15			426.4	
8 PX			s 9.35			430.8	
CS 125 P						435.4	
87 PX						439.9	
8 123 XWP			s 10.15			444.5	
12						451.1	
CS 125 P			s 10.45			456.6	
CS 126 XWYP			A 11.30AM			466.7	
10						472.0	
CS 94 XWYP			3.10PM			477.5	
WS 62 XP			f 3.20			483.2	
CS 96 WP			f 3.30			489.7	
WS 62 XP			f 3.40			495.9	
WS 117 XP WS 125			f 3.50			501.2	
DF XWCZTYOP			A 4.10PM			509.5	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY	YL NO
5.1	5.1
WEST NORTH PLATTE	YL WN
1.3	1.3
BIRDWOOD	6.4
D HERSHEY OF	8.8
O'FALLONS	1.1
VARNER	1.6
D SUTHERLAND SU	12.1
D PAXTON PN	6.2
KORTY	6.0
BOSCOE	7.1
DN OGALLALA GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
BARTON	6.0
DN JULESBURG JB	5.8
WEIR	9.7
D OHAPPELL OQ	9.4
D LODGE POLE GP	6.6
SUNOL	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
D POTTER PR	4.4
JACINTO	4.6
D DIX DX	4.5
OWASCO	4.5
DN KIMBALL KB	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
DN PINE BLUFFS UF	5.3
TRACY	5.5
D EGBERT GX	5.7
D BURNS UX	6.5
HILLSDALE	6.2
DURHAM	5.8
AROHER	8.8
DN-R CHEYENNE YL OY	8.8

Double Track

(1.00) (3.00) (6.30) (0.35) (0.25) ..... Thru Time  
32.0 19.8 19.0 28.5 39.8 ..... Average speed per hour

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

**WESTWARD SECOND SUBDIVISION**

**FIRST CLASS**

FIRST CLASS					Distance from Council Bluffs
7	5	103	27	111	
Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	
Daily	Daily	Daily	Daily	Daily	

**Time-Table No. 33**

April 30, 1961

**STATIONS**

			3.45PM	3.00PM	5.50AM	4.00AM	2.55AM	284.1
			3.53	3.08	5.57	4.08	3.02	289.2
			4.00	3.15	6.02	4.15	3.07	296.9
			4.03	3.18	6.05	4.18	3.10	300.7
								301.8
			4.06	3.21	6.07	f 4.21	3.12	308.4
			4.18	3.35	6.16	f 4.33	3.22	315.5
			4.24	3.41	6.21	4.39	3.28	321.7
			4.30	3.47	6.26	4.45	3.33	327.7
			s 4.40	3.55	6.32	4.55	3.40	334.8
			4.50	4.05	6.39	f 5.05	3.48	343.9
								349.1
			5.00	4.15	6.47	f 5.15	3.56	353.9
			5.05	4.20	6.51	5.20	4.01	359.8
			f 5.13	4.26	6.56	5.30	Af 4.10AM	365.3
			5.19	4.32	7.00	5.36		370.6
			5.28	4.42	7.08	f 5.46		380.8
			5.37	4.52	7.15	f 5.55		389.7
			5.44	4.59	7.20	6.02		396.8
			5.49	5.05	7.24	6.07		401.0
			6.00	5.15	7.33	6.15		407.5
			6.10	5.25	7.34	6.25		415.5
			6.20	5.35	7.43	6.35		426.4
			6.32	5.46	7.53	f 6.45		430.8
								435.4
			6.41	5.55	8.01	f 6.55		439.9
			s 6.53	6.05	8.09	7.10		444.5
								451.1
			7.05	6.18	8.19	f 7.22		456.6
			7.15	6.28	8.29	f 7.33		466.7
								472.0
			7.27	6.40	8.40	f 7.45		477.5
			7.34	6.46	8.46	f 7.51		483.2
			7.41	6.53	8.52	7.58		489.7
			7.48	7.00	8.58	8.05		495.9
			7.55	7.06	9.04	8.11		501.2
			A 8.15PM	A 7.25PM	A 9.20AM	A 8.30AM		509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY	YL NO
5.1	5.1
WEST NORTH PLATTE	YL WN
1.3	1.3
BIRDWOOD	6.4
D HERSHEY OF	8.8
O'FALLONS	1.1
VARNER	1.6
D SUTHERLAND SU	12.1
D PAXTON PN	6.2
KORTY	6.0
BOSCOE	7.1
DN OGALLALA GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
BARTON	6.0
DN JULESBURG JB	5.8
WEIR	9.7
D OHAPPELL OQ	9.4
D LODGE POLE GP	6.6
SUNOL	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
D POTTER PR	4.4
JACINTO	4.6
D DIX DX	4.5
OWASCO	4.5
DN KIMBALL KB	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
DN PINE BLUFFS UF	5.3
TRACY	5.5
D EGBERT GX	5.7
D BURNS UX	6.5
HILLSDALE	6.2
DURHAM	5.8
AROHER	8.8
DN-R CHEYENNE YL OY	8.8

Double Track

(4.30) (4.25) (3.30) (4.30) (1.15) ..... Thru Time  
50.0 51.0 64.4 60.0 65.0 ..... Average speed per hour

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

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 33**

April 30, 1961

**FIRST CLASS**

STATIONS	Mile Post	FIRST CLASS				
		6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger	28 Mail and Express
DN-R NORTH PLATTE NY 5.1	284.1	A 11.15AM	A 11.55AM	A 8.20PM	A 9.10PM	A 11.10PM
WEST NORTH PLATTE 1.3	289.2	11.02	11.40	8.09	8.58	10.55
BIRDWOOD 6.4	290.5					
D HERSHEY OF 8.8	296.9	10.56	11.32	8.03	8.52	10.46
O'FALLONS 1.1	300.7	10.53	11.28	8.00	8.49	10.42
VARNER 1.6	301.8					
D SUTHERLAND SU 12.1	308.4	10.51	f 11.25	7.58	8.47	f 10.39
D PAXTON PN 6.2	315.5	10.40	f 11.14	7.49	8.37	f 10.26
KORTY 6.0	321.7	10.35	11.08	7.44	8.31	10.19
ROSCOE 7.1	327.7	10.29	11.02	7.39	8.25	f 10.12
DN OGALLALA GT 9.1	334.8	10.22	s 10.55	7.33	8.19	s 10.03
D BRULE RU 5.2	343.9	10.13	f 10.45	7.24	8.11	f 9.50
MEGEATH 4.8	349.1					
D BIG SPRINGS GS 5.4	353.9	10.05	f 10.36	7.16	8.03	f 9.39
BARTON 6.0	359.8	10.00	10.30	7.11	7.58	9.33
DN JULESBURG JB 5.3	365.8	9.54	f 10.25	s 7.05PM	7.53	s 9.26
WEIR 9.7	370.6	9.48	10.19		7.48	9.15
D OHAPPELL OQ 9.4	380.8	9.40	f 10.11		7.40	f 9.05
D LODGE POLE GP 6.6	389.7	9.31	f 10.02		7.32	f 8.55
SUNOL 4.7	396.8	9.26	9.56		7.27	f 8.48
COLTON 4.7	401.0	9.22	9.52		7.23	8.43
DN-B SIDNEY YL OD 8.0	407.5	9.15 9.05	9.45 9.35		7.16 7.15	8.35 8.25
BROWNSON 10.9	415.5	8.51	9.22		7.05	8.13
D POTTER PR 4.4	426.4	8.41	9.12		6.55	f 8.03
JACINTO 4.6	430.8					
D DIX DX 4.5	435.4	8.33	9.03		6.48	f 7.53
OWASCO 4.6	439.9					
DN KIMBALL KB 6.6	444.5	8.25	s 8.53		6.41	s 7.43
OLIVER 5.5	451.1					
D BUSHNELL BN 10.1	456.6	8.14	8.40		6.32	s 7.18
DN PINE BLUFFS UF 5.3	466.7	8.05	8.30		6.24	s 7.16
TRACY 5.5	472.0					
D EGBERT GX 5.7	477.5	7.55	8.20		6.14	f 7.03
D BURNS UX 6.5	483.2	7.50	8.15		6.09	6.57
HILLSDALE 6.2	489.7	7.45	8.10		6.04	6.51
DURHAM 5.3	495.9	7.40	8.05		5.59	6.45
ABOHEK 9.1	501.2	7.35	8.00		5.54	6.40
DN-R CHEYENNE YL OY (225.4)	509.5	7.25AM	7.50AM	Daily	5.45	6.30PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (3.50) (4.05) (1.15) (3.25) (4.40)  
Average speed per hour..... 58.8 55.2 65.0 66.0 48.3

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

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 33**

April 30, 1961

**SECOND CLASS**

STATIONS	Mile Post	SECOND CLASS					Car Capacity of Seating, etc. See Rule 9 (A), page 24.
		242 Local Freight	354 Mixed	246 Local Freight	98 Local Freight	94 Mixed	
DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.15PM	A 6.30PM	DF XWCZTYOP
WEST NORTH PLATTE 1.3	289.2	12.50			3.58	6.16	P
BIRDWOOD 6.4	290.5						CS 84 P
D HERSHEY OF 8.8	296.9	s 12.35			f 3.46	f 6.06	WS 72 XP
O'FALLONS 1.1	300.7	f 12.25			3.40PM	6.01PM	CS 119 YP
VARNER 1.6	301.8						40
D SUTHERLAND SU 12.1	308.4	s 12.15PM					CS 121 P
D PAXTON PN 6.2	315.5	s 11.34					CS 121 P
KORTY 6.0	321.7	f 11.15					5 P
ROSCOE 7.1	327.7	f 11.00					CS 83 P
DN OGALLALA GT 9.1	334.8	s 10.45					WS122 WS150 ES138 XWP
D BRULE RU 5.2	343.9	s 9.50					CS 125 P
MEGEATH 4.8	349.1						10
D BIG SPRINGS GS 5.4	353.9	s 9.25					CS 122 P
BARTON 6.0	359.8	f 8.55					CS 83 P
DN JULESBURG JB 5.3	365.8	s 8.45					WS125 WS121 XWIYP
WEIR 9.7	370.6	f 7.55					CS 90 P
D OHAPPELL OQ 9.4	380.8	s 7.45					CS 123 WP
D LODGE POLE GP 6.6	389.7	s 7.30					WS 111 ES 74 XP
SUNOL 4.7	396.8	f 7.20					XP
COLTON 4.7	401.0	f 7.10					CS 126 P
DN-R SIDNEY YL OD 8.0	407.5	7.00AM		A 3.30PM			WXCOYP
BROWNSON 10.9	415.5			f 2.50			CS 94 YP
D POTTER PR 4.4	426.4			s 2.25			WS 121 XWP ES 70
JACINTO 4.6	430.8						8 PX
D DIX DX 4.5	435.4			s 1.55			CS 125 P
OWASCO 4.6	439.9						27 PX
DN KIMBALL KB 6.6	444.5			s 1.30			CS 132 XWP
OLIVER 5.5	451.1						12
D BUSHNELL BN 10.1	456.6			s 12.50			CS 125 P
DN PINE BLUFFS UF 5.3	466.7			12.30PM			CS125 XWYP
TRACY 5.5	472.0						10
D EGBERT GX 5.7	477.5		A 8.50AM				CS 94 XWYP
D BURNS UX 6.5	483.2		s 8.40				WS 62 XP
HILLSDALE 6.2	489.7		s 8.31				CS 96 WP
DURHAM 5.3	495.9		f 8.23				WS 62 XP
ARCHER 8.3	501.2		f 8.15				WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5		8.05AM				DF XWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (6.00) (0.45) (3.00) (0.35) (0.39)  
Average speed per hour..... 20.6 43.7 19.8 27.9 34.3

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

WESTWARD				THIRD SUBDIVISION				EASTWARD			
		FIRST CLASS		Time-Table No. 33 April 30, 1961	Mile Post	FIRST CLASS					
		111	33			34	112				
		Streamliner Passenger	C. B. & Q. Passenger			C. B. & Q. Passenger	Streamliner Passenger				
Car Capacity of Stopping, etc. See Rule 6 (A), page 24.		Daily		STATIONS		Daily					
		80	WYIP			f 4.11AM		DM JULESBURG YL JB	0.0	As 7.04PM	
75	ZP	4.17		D OVID VI	7.1	6.53					
73	P	4.23		D SEDGWICK ZD	14.6	6.46					
20				DORSEY	19.0						
95	F	4.30		RED LION	23.1	6.39					
20	F			MARCOOT	25.8						
95	F	4.36		D OROOK OK	30.1	6.33					
23				TOBIN	34.2						
73	F	4.43		D PROCTOR	38.8	6.26					
13	F			POWELL	41.1						
20				ORIFF	42.2						
94	F	4.48		LIFF	45.6	6.20					
16				FORD	50.1						
77	F	4.54		HAYFORD	58.5	6.14					
	AIP			C. B. & Q. CROSSING	57.2						
100	WTXP	4.58 5.00	4.35AM	DN-R SYKESVILLE YL ST	57.5	A 2.20AM 6.05					
14				HALL	61.7						
72	F	5.06	f 4.43	D ATWOOD OD	64.1	f 2.09	5.58				
23				BEETLAND	66.8						
74	F	5.11	f 4.51	D MERINO	70.2	f 2.02	5.53				
10				BETA	72.1						
148	P	5.16	4.59	D MENEX	76.0	1.56	5.48				
41	F			HALZAO	78.4						
52	F	5.20	A 5.10AM	DN UNION UN	81.0	f 1.50AM	5.44				
24				COOPER	82.8						
94	P	5.25		D NYDER	87.0	5.39					
58	F	5.30		DODD	93.8	5.33					
21				HURLEY	96.9						
100	WP	5.35		D FT. MORGAN YX	98.6	5.29					
25	F	5.41		NARROWS	106.0	5.22					
79	F	5.44		WELDONA	109.0	5.19					
22	P	5.48		GOODRICH	114.2	5.15					
78	P	5.51		OMOHARD	117.7	5.12					
14	P			SUBLETTE	121.4						
58	F	5.57		MASTERS	124.8	5.06					
121	F	6.05		HARDIN	125.4	4.57					
16	F			KUNER	129.1						
78	P	6.11		D KERSEY	143.1	4.51					
27				AUBURN	147.2						
96	WTYP	A 6.18AM		DN-R LASALLE YL DY	151.1	4.43PM					

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

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule 72.

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

WESTWARD				BEATRICE BRANCH				EASTWARD			
		SECOND CLASS			Time-Table No. 33 April 30, 1961	Mile Post	SECOND CLASS				
		73	75	71			74	76	72		
		Freight Daily	Local Freight Tuesday Thursday Saturday	Freight Daily			Freight	Local Freight	Freight		
Car Capacity of Stopping, etc. See Rule 6 (A), page 24.		Daily			STATIONS		Daily				
		WYP	6.30PM	6.30AM			1.55AM	0.0	DN-R VALLEY YL V	0.0	A 5.20AM
AI				5.8	C. B. & Q. CROSSING	5.8					
28	P	6.45	s 6.45	2.10	6.8	YUTAN YN	6.8	5.10	s 1.00	8.40	
100	YP	6.55	s 7.00	2.20	11.6	D MEAD AD	11.6	5.00	s 12.50	8.30	
94	P	7.07	s 7.15	2.40	18.9	D WAHOO W	18.9	4.45	s 12.30	8.15	
					19.6	C. & N. W. and C. B. & Q. CROSSINGS	19.6				
78	F	7.22	s 7.30	2.55	26.3	D WESTON WN	26.3	4.35	s 12.15	8.05	
90	F	7.34	f 7.40	3.05	38.2	TOUHY	38.2	4.23	f 12.01PM	7.53	
96	WYP	7.45 72	A 7.50AM	3.18	37.2	D VALPARAISO YL VO	37.2	4.15	11.50AM	7.45 73	
95	P				41.8	AGNEW	41.8				
23	P	7.58		3.34	46.5	D RAYMOND RM	46.5	3.59		7.28	
101	P	8.08		3.48 74	58.7	GARRATT	58.7	3.48 71		7.18	
4					55.3	WEST LINCOLN	55.3				
1					56.5	C. B. & Q. CROSSING	56.5				
24	EP	8.18 7		4.25	57.1	DN LINCOLN YL SN	57.1	3.40		7.10	
1					57.4	C. B. & Q. CROSSING	57.4				
112	P	8.31		4.48	65.4	C. B. & Q. CROSSING	65.4	3.20		6.50	
					66.2	JAMAICA	66.2				
21	P	8.46		5.03	74.7	HANLON	74.7	3.05		6.35	
78	P	8.53		5.13	79.5	D ORTLAND RD	79.5	2.55		6.25	
94	P	9.08		5.28	88.9	D PICKRELL IK	88.9	2.43		6.13	
	WEP	A 9.25PM		A 5.45AM	96.8	DN-R BEATRICE YL BX	96.8	2.30AM	Monday Wednesday Friday	6.00PM	

(2.55) (1.20) (3.50) ..... Thru Time ..... (2.50) (1.25) (2.50)  
33.2 23.0 25.2 ..... Average speed per hour ..... 34.2 26.3 34.2

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

WESTWARD				OLD MAIN LINE				EASTWARD			
		SECOND CLASS			Time-Table No. 33 April 30, 1961	Mile Post	SECOND CLASS				
		STATIONS					STATIONS				
Car Capacity of Stopping, etc. See Rule 6 (A), page 24.		Daily					Daily				
		XIP				5.2	DN SUMMIT YL SU	5.2			
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	PAPILLION PO	16.8				
AIP				19.2	3.4	MO. PAC. CROSSING	19.2				
P				22.5	3.2	MILLARD YL MD	22.5				
XP				26.1	3.0	LANE YL	26.1				

..... 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. 33 April 30, 1961				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	75	Local Freight	Distance from Valparaiso	STATIONS	Mile Post	76	Local Freight				
			0.0	D-B VALPARAISO YL VO	0.0	A11.35AM					
			7.4	7.4 LOMA	7.4	f11.06					
			13.5	D BRAINARD BD	13.5	s10.50					
			15.0	O. & N. W. CROSSING	15.0						
			23.2	D DAVID OTTY DV	23.2	s10.25					
			23.5	O. B. & Q. CROSSING	23.5						
			33.8	D RISING CITY RN	33.8	s 9.40					
			40.1	D SHELBY SH	40.1	s 9.20					
			47.5	D OSCEOLA OZ	47.5	s 8.55					
			52.9	D STROMSBURG S	52.9	s 8.25					
			56.8	D DURANT	56.8						
			63.0	D POLK PK	63.0	s 7.50					
			68.5	D HORDVILLE	68.5	s 7.30					
			73.8	D HEBER	73.8	f 7.10					
			75.8	O. B. & Q. CROSSING	75.8						
			75.9	DN-B CENTRAL CITY YL OI	75.9	7.05AM					
				(75.9)		Monday Wednesday Friday					
			(3.55) 19.4	..... Thru Time..... ..... Average speed per hour.....		(4.30) 16.8					

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 33 April 30, 1961				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	79	Mixed	Distance from Genoa	STATIONS	Mile Post	80	Mixed				
			0.0	D-B GENOA YL G	0.0	A 1.05PM					
			9.8	MEROHISTON	9.8						
			18.7	D FULLERTON FU	18.7	s12.37					
			23.1	D BELGRADE	23.1	s12.13PM					
			30.8	D CEDAR RAPIDS OD	30.8	s11.55AM					
			36.6	D PRIMROSE P	36.6	f11.39					
			44.8	D-B SPALDING YL SG	44.8	11.20AM					
				(44.8)		Monday Wednesday Friday					
			(2.08) 20.8	..... Thru Time..... ..... Average speed per hour.....		(1.45) 25.3					

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

WESTWARD				NORFOLK BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 33 April 30, 1961				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	81	79	321	Distance from Columbus	STATIONS	Mile Post	312	80	82			
				0.0	DN-B COLUMBUS YL O	0.0	A12.01PM	A 1.55PM	A 2.05PM			
				4.8	SHELDONVILLE	4.8	f11.50AM	1.43	1.50			
				9.4	R OCONEE YL	9.4	f11.40	1.30PM	1.42PM			
				14.7	D PLATTE CENTER PO	14.7	s11.25					
				20.8	TARNOV	20.8						
				25.1	O. & N. W. CROSSING	25.1						
				25.7	D HUMPHREY HX	25.7	s11.05					
				28.4	D MADISON MA	28.4	s10.50					
				40.9	ENOZA	40.9						
				48.7	O. & N. W. CROSSING	48.7						
				50.2	O. & N. W. CROSSING	50.2						
				50.4	D-B NORFOLK YL KN	50.4	10.00AM					
					(50.4)		Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday			
				(0.22) 25.6	..... Thru Time..... ..... Average speed per hour.....		(2.01) 25.0	(0.25) 22.6	(0.23) 24.5			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 33 April 30, 1961				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	81	79	Distance from Genoa	STATIONS	Mile Post	80	82				
			0.0	R OCONEE YL	0.0	A 1.30PM	A 1.42PM				
			2.0	MILL SPUR	2.0						
			4.8	D MONROE MN	4.8	s 1.20	s 1.30				
			11.8	D-B GENOA YL G	11.8	1.05PM	s 1.09				
			22.8	D ST. EDWARD ST	22.8		s12.35				
			28.7	D-B ALBION YL A	28.7		12.10PM				
				(28.7)		Monday Wednesday Friday	Tuesday Thursday Saturday				
				(2.23) 14.2	..... Thru Time..... ..... Average speed per hour.....		(0.25) 27.1	(1.32) 22.0			

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



WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD					
SECOND CLASS				Distance from Grand Island	Time-Table No. 33				SECOND CLASS				
					April 30, 1961								
					STATIONS								
		283	83					84	284				
		Mixed	Mixed					Mixed	Mixed				
		Monday	Saturday										
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM				
				0.4		C. B. & Q. CROSSING	0.4						
11				2.5		CAREY YL	2.5						
19		10.30	9.28	11.1	D	ST. LIBORY RY	11.1	4.42	4.42				
30	WY	11.15	9.55	21.9	D-R	ST. PAUL YL SP	21.9	4.20	4.20				
19		11.40AM		30.2	D	DANNEBROG DB	30.2		3.50				
11	W	12.05PM		40.5	D	BOELUS HW	40.5		3.20				
31		12.25		47.7		ROCKVILLE	47.7		2.55				
33	WY	1.00PM		50.9	D-R	LOUP CITY YL OP	50.9		2.30PM				
27			10.20	50.7	D	KLBA EB	50.7	3.55					
35			10.35	56.8		OOTESFIELD	56.8	3.41					
			10.50	44.5		SCOTIA JUNCTION	44.5	3.23					
20			11.00	45.7	D	SCOTIA BK	45.7	3.14					
			11.15	44.5		SCOTIA JUNCTION	44.5	3.07					
31	W		11.35AM	48.8	D	NORTH LOUP WU	48.8	2.57					
3				58.5		SAUNDERS	58.5						
				60.7		C. B. & Q. CROSSING	60.7						
24	WY		12.10PM	61.0	D-R	ORD YL RD	61.0	2.30PM					
						(61.0)		Saturday	Monday				
		(3.00)	(3.10)			..... Thru Time.....		(2.45)	(2.45)				
		20.3	19.3			..... Average speed per hour.....		22.2	22.1				

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

WESTWARD				HASTINGS BRANCH				EASTWARD					
				Distance from Hastings	Time-Table No. 33								
					April 30, 1961								
					STATIONS								
WYPCZ				0.0	DN-R	HASTINGS YL AN	0.0						
130	P			12.7		HAYLAND	12.7						
35	P			20.3		DENMAN	20.3						
130	WYP			28.1	DN-R	GIBBON GB	28.1						
						(28.1)							

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

WESTWARD				KEARNEY BRANCH				EASTWARD					
SECOND CLASS				Distance from Kearney	Time-Table No. 33				SECOND CLASS				
					April 30, 1961								
					STATIONS								
								95	96	196			
								Mixed	Mixed	Mixed			
								Tuesday, Thursday, Saturday					
PWYCE				9.00AM	0.0	DN-R	KEARNEY YL KB	0.0	A 9.20PM	A 11.50AM			
							5.5						
13				9.12	5.5	GLENWOOD PARK	5.5	8.34	11.19				
19				9.24	10.1	RIVERDALE	10.1	8.22	11.07				
27				9.41	16.8	AMHERST HR	16.8	8.00	10.50				
33	W			10.06	26.3	MILLER	26.3	7.35	10.26				
38				10.20	32.5	SUMNER SU	32.5	7.15	10.10				
28				10.40	40.4	EDDYVILLE	40.4	6.57	9.50				
40				11.13AM	52.1	OOONTO BS	52.1	6.28	9.30				
27	WY			12.30PM	65.5	GALLAWAY OA	65.5	5.45	8.55				
38	W			1.30	83.1	ARNOLD AD	83.1	4.45	8.15				
10				2.10	94.6	HOAGLAND	94.6	4.18	7.48				
15				2.30	99.2	GANDY	99.2	4.08	7.38				
23	WY			2.55PM	102.4	STAPLETON YL SN	102.4	4.00PM	7.30AM				
						(102.4)		Wednesday, Friday	Sunday				
				(5.55)		..... Thru Time.....		(5.20)	(4.20)				
				17.3		..... Average speed per hour.....		19.2	23.6				

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distances from O'Fallons.	Time-Table No. 33 April 30, 1961			Mile Post	SECOND CLASS		
		97 Local Freight Daily	93 Mixed Daily			STATIONS			98 Local Freight	94 Mixed	
	YP		7.15AM		6.00AM	0.0	R O'FALLONS YL		0.0	A 3.35PM	A 6.01PM
15		f 7.20	f 6.05	2.8	2.8 COCKER	2.8	f 3.20	f 5.50			
41	P	f 7.41	s 6.18	12.8	10.0 6.8 SARBEN	12.8	f 3.01	s 5.35			
40		f 7.58	f 6.27	19.6	5.2 5.2 NEVENS	19.6	f 2.45	f 5.25			
12				24.8	3.6 3.6 BROGANVILLE	24.8					
42	WP	f 8.20	s 6.41	28.4	2.3 2.3 KEYSTONE	28.4	f 2.32	s 5.15			
11				30.7	4.2 4.2 KINGSLEY	30.7					
42	P	f 8.35	f 6.51	34.9	6.3 6.3 MARTIN SA	34.9	f 2.20	f 5.03			
43	P	f 8.50	s 7.01	41.2	5.6 5.6 LEMOYNE	41.2	f 2.05	f 4.53			
25		f 9.05	f 7.10	46.8	4.9 4.9 BELMAR	46.8	f 1.55	f 4.46			
44		f 9.14	f 7.18	51.7	7.6 7.6 RUTHTON	51.7	f 1.45	f 4.39			
41	YP	s 9.45	s 7.32	59.8	11.5 11.5 LEWELLEN YL W	59.8	s 1.35	s 4.30			
41	WP	s 10.35	s 7.51	70.8	15.6 15.6 OSHKOSH YL OX	70.8	s 1.05	s 4.10			
40	P	s 11.20	s 8.12	86.4	14.0 14.0 LISCO OO	86.4	f 12.15PM	s 3.45			
46	P	s 11.45AM	s 8.34	100.4	9.2 9.2 BROADWATER BR	100.4	f 11.45AM	s 3.24			
19		f 12.03PM	f 8.47	109.6	4.5 4.5 TOWERS	109.6	f 11.20	f 3.11			
195	WPY	s 12.35	s 8.57	114.1	1.4 1.4 NORTHPORT YL NP	114.1	f 11.12	s 3.05			
	AI	12.40	9.00	115.5	6.3 6.3 O. B. & Q. CROSSING	115.5	10.50	2.57			
11		f 12.55	f 9.09	121.8	4.9 4.9 MOHLER	121.8	f 10.40	f 2.46			
23	P	f 1.01	s 9.18	126.7	5.4 5.4 SOUTH BAYARD OR	126.7	f 10.32	s 2.39			
51		f 1.10	s 9.27	132.1	5.8 5.8 McGREW	132.1	f 10.23	s 2.29			
30	P	f 1.20	s 9.37	137.9	8.0 8.0 MELBETA	137.9	f 10.13	s 2.19			
70	DWYKPT	A 1.35PM	A 9.55AM	145.9	145.9 DN-R GERING YL G	145.9	10.00AM	2.00PM			
		(6.20) 23.1	(3.55) 37.6		..... Thru Time.....		(5.35) 26.1	(4.01) 36.3			
					..... Average speed per hour.....						

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distances from Gering	Time-Table No. 33 April 30, 1961			Mile Post	SECOND CLASS		
						STATIONS					
	DWYKPT					0.0	DN-R GERING YL G		0.0		
17				5.4	5.4 MATHERS YL	5.4					
27				6.0	0.6 0.6 MOON YL	6.0					
				7.0	1.0 1.0 ROUBADEAU YL	7.0					
18				8.4	1.4 1.4 HILLIKER YL	8.4					
18				9.8	1.4 1.4 RIFORD YL	9.8					
					(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), Page 24.	SECOND CLASS			Distances from O'Fallons	Time-Table No. 33 April 30, 1961			Mile Post	SECOND CLASS			
		353 Mixed Daily	93 Mixed Daily		59 Local Freight Daily		STATIONS			354 Mixed	60 Local Freight	94 Mixed
	DWYKPT				10.05AM	6.00AM	145.9		DN-R GERING YL G	145.9		A10.45AM
14		f 10.11	f 6.10	150.5	4.8 4.8 COSTIN	150.5		f 10.33	f 1.40			
30	P	f 10.14	f 6.15	152.3	1.8 1.8 HAIG HA	152.3		f 10.30	f 1.36			
24		f 10.20	f 6.25	156.8	3.5 3.5 SOUTH MITCHELL MI	156.8		f 10.25	f 1.30			
22		f 10.23 00	f 6.30	157.1	1.3 1.3 PELTON	157.1		f 10.23 03	f 1.26			
70	P	f 10.31	f 6.45	162.1	5.0 5.0 SOUTH MORRILL MO	162.1		f 10.06	f 1.19			
18		f 10.34	f 6.50	164.2	2.1 2.1 JOYCE	164.2		f 9.52	f 1.14			
51	YP	s 10.40	s 9.45 00	167.9	3.7 3.7 LYMAN YL MU	167.9		s 9.45 00	s 1.09			
31		f 10.44	f 9.50	170.1	2.2 2.2 CANAL	170.1		f 9.20	f 1.04			
51	P	f 10.50	f 10.07	173.7	4.6 4.6 HUNTLEY HU	173.7		f 9.13	f 12.58			
36		f 10.55	f 10.17	177.0	3.3 3.3 HOLLY	177.0		f 9.06	f 12.53			
51	YP	12.40PM	11.05 09 11.10	181.6	4.6 4.6 YODER YL DR	181.6	A11.45AM	9.00 8.46	12.45 12.35			
51	P	f 11.20	s 12.23 04	188.1	6.5 6.5 VETKRAM VN	188.1		s 8.33	f 12.23 09			
8		f 11.25	f 12.33	191.5	2.4 2.4 HELDT	191.5		f 8.26	f 12.17			
10		f 11.32	f 12.43	196.1	4.6 4.6 COTTIER	196.1		f 8.19	f 12.10			
51	WYP	A 11.40AM	A 12.55PM	200.6	4.5 4.5 SO TORRINGTON YL RI	200.6		8.10AM	12.05PM			
14		f 12.50		186.8	3.7 3.7 GOODLAND	186.8		f 11.32				
26		f 12.55		187.6	2.3 2.3 FONDA	187.6		f 11.27				
51	P	s 1.05		198.4	4.8 4.8 HAWK SPRINGS HK	198.4		s 11.15				
31		f 1.10		194.7	2.3 2.3 DUROC	194.7		f 11.01				
19		f 1.20		200.8	6.1 6.1 WYCOSS	200.8		f 10.50				
51	PY	s 1.30		208.8	3.0 3.0 LA GRANGE GA	208.8		s 10.45				
19		f 1.42		210.7	6.9 6.9 TREMAIN	210.7		f 10.20				
51	P	s 2.15		222.5	11.8 11.8 ALBIN AB	222.5		s 9.55				
51		f 2.30		230.7	7.2 7.2 LINDBERGH	230.7		f 9.35				
	WPY	A 3.01PM		244.8	14.6 14.6 DN-R EGBERT YL OX	244.8		9.10AM				
		(2.21) 26.8	(1.35) 34.5	(6.55) 9.1	..... Thru Time.....		(2.35) 24.3	(2.35) 21.1	(1.45) 31.3			
					..... Average speed per hour.....							

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distances from Lyman	Time-Table No. 33 April 30, 1961			Mile Post	SECOND CLASS		
						STATIONS					
	18					2.8	DN LYMAN MU YL		0.0		
17				4.6	2.8 2.8 SEARS YL	2.8					
22				6.4	1.8 1.8 HARTMAN YL	4.6					
					1.8 1.8 STEGALL YL	6.4					
					(6.4)						

WESTWARD				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distances from Sears	Time-Table No. 33 April 30, 1961			Mile Post	SECOND CLASS		
						STATIONS					
	5					1.2	SEARS YL		0.0		
17				2.8	1.2 1.2 BELLINGER YL	1.2					
					1.6 1.6 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 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 a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	When leading unit at front of train is gas turbine or car body type unit backing up;	30	30	30
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Multiple unit engine when controlled from other than leading unit.	30	30	30
When caboose is handled in train consisting of passenger train equipment.		60		When more than 50% of the tonnage is gravel or ore.			40
When using No. 14 turn-outs.	25	25	20	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40
When using other cross-overs or turn-outs.	15	15	15				35
Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20			20	
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.			30
Within yard limits not protected by continuous block signal system.	50	40	25				20
Passing fueling stations located within yard limits.	50	40	25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Passing fueling stations located outside yard limits.	50	40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel road freight and road-switch locomotives;	65	65		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15
Gas turbine locomotives;	65	65					25
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35	35	35	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks - Morse type.			35
	50	50	50				45
						45	
				Trains handling U.P. ore cars series 8000 - 8499 or 26000 - 26499, loaded or empty.			45
				On wye tracks.	15	15	15

**OLD MAIN LINE**

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

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Waterloo, seed house spur.			5	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing.			5
Fremont, within city limits.		20	15				
Fremont, while using C. & N. W. trackage	10	10	10	Grand Island, on east and west legs of wye.			10
Ames, freight train moving over C. & N. W. crossing.			50	Grand Island, on scale track and east yard run-around track.			5
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25	Buda, all airfield trackage.			10
Central City, within city limits.	60	60	55	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Central City, on east leg of wye.			10	Lexington, from Main street to 1500 feet east on scale track.			10
Grand Island, on Kansas Division, Fourth Sub-division main track between Walnut and Eddy Streets.	20	20	20	Lexington, on third and fourth tracks north, east of depot.			5
Grand Island, freight trains entering and moving through yard tracks.			5	Cozad, on Amour & Co. spur tracks.			5
				Gothenburg wye.			5

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —	Str.	Psgr.	Frt.	Between Mile Posts —	Str.	Psgr.	Frt.
<b>Summit</b> 5.2 and 5.6	25	25	25	<b>North Platte</b> 281.9 and 281.1	80	70	50
<b>Weco</b> 14.2 and 14.7	80	70	50	<b>Brady</b> 259.8 and 258.1	70	60	50
15.9 and 16.2	80	70	50	<b>Kearney</b> 189.2 and 189.0	40	40	25
<b>Lane</b> 18.1 and 18.4	70	60	50	<b>Waterloo</b> 23.2 and 22.8	70	60	50
19.4 and 19.8	70	60	50	22.6 and 22.2	60	50	40
<b>Elkhorn</b> 21.9 and 22.1	70	60	50	22.1 and 21.9	70	60	50
22.2 and 22.6	60	50	40	<b>Elkhorn</b> 19.8 and 19.4	70	60	50
22.8 and 23.2	70	60	50	18.4 and 18.1	70	60	50
<b>Vroman</b> 258.1 and 258.5	70	60	50	<b>Lane</b> 16.2 and 15.9	80	70	50
<b>Beck</b> 281.1 and 281.9	80	70	50	14.7 and 14.2	80	70	50
<b>North Platte</b>				<b>Seymour</b> 5.6 and 5.2	25	25	25
				<b>Summit</b>			

SECOND SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	Brownson, on government tracks.			10
				Hillsdale, on industry track.			5
				Cheyenne passenger sheds.	10	10	5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts — Korty 323.5 and 324.4	70	60	50	Between Mile Posts — Cheyenne 509.1 and 508.7	40	40	25
Julesburg 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
Brownson 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
Bushnell 456.9 and 457.2	80	70	50	Archer 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	Durham 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	Hillsdale 486.5 and 486.2	70	60	50
Pine Bluffs 466.8 and 467.3	50	40	40	Tracy 467.3 and 466.8	50	40	40
Burns 486.2 and 486.5	70	60	50	Pine Bluffs 466.6 and 466.2	60	50	50
Hillsdale 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
Durham 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
Archer 502.2 and 503.0	60	50	40	Potter 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	Weir 366.1 and 365.4	60	50	50
508.7 and 509.1 Cheyenne	40	40	25	Roscoe 324.4 and 323.5	70	60	50
				North Platte			
THIRD SUBDIVISION							
Maximum speed.	70	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.7 and 150.9	30	30	25
Light engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
				Sterling, M. P. 57.2, C. B. & Q. crossing, between home signals of automatic interlocking.	20	20	20
				Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.			20

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed:		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed:		30
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between Genoa and M.P. 11.		30
Yutan 6.4 and 7.7	35	35	Between M.P. 11 and Spalding.		25
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Trains handling outfit cars.		20
Wahoo, city track.		6	Ord — Loup City Branch Maximum speed:		25
19.1 and 19.5	35	35	Between Grand Island and St. Libory.		10
Weston 30.2 and 30.5	35	35	Carey, all airfield trackage.		10
31.6 and 31.9	35	35	Between St. Libory and Ord.		30
Touhy 36.0 and 37.4	25	25	Between St. Paul and Loup City.		30
Garratt 56.3 and 57.5	15	15	Trains handling outfit cars.		20
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Hastings Branch Maximum speed.	70	50
Pickrell 96.5 and 97.3	15	15	Over Bridge 21.35.	30	30
Beatrice, Allers Grain Company spur.		5	Gibbon, west of east wye switch.		15
Beatrice, on Kilpatrick track.		5	Kearney Branch Maximum speed	30	30
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Trains handling outfit cars.		20
Between Valparaiso and Brainard.	35	25	North Platte Branch Maximum speed.	50	50
Between Brainard and Hordville.	40	30	Over Bridge 18.30.		35
Between Hordville and Central City.	35	25	Oshkosh, over First Street Crossing.		15
Trains handling outfit cars.		20	Between Mile Posts — Lisco 92.5 and 94.0.	45	45
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Northport, M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Between Oconee and M.P. 16.		25	North Platte Cut-off Maximum speed.	45	45
Between M.P. 16 and Norfolk.		30	On curves between Yoder and So. Torrington.		35
Trains handling outfit cars.		20	On curves between M.P. 25.42 and M.P. 31.25.		30
On curve at M.P. 1.75.		25	Through tunnel between Albin and Tremain.		20
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20	Lyman Branch		20
			Gering Branch		20
			Sears Branch		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Foxley.....	6.9	2—XP	West	Josselyn.....	217.9	31—XP	Both
Seymour.....	8.9	23—XP	East	Willow Island.....	243.2	63—XP	Both
Ipcó.....	12.2	70—XP	Both	Keith.....	272.9	15	West
Behlen.....	80.25	24—P	West	Beck.....	280.5	10	West
Paddock.....	128.5	40—XP	Both	<b>Beatrice Branch</b>			
Buda.....	184.3	20	West	Krumel.....	17.4	11	East
Kearney Air Base.....	185.9	ES 73—XP	Both	<b>Cedar Rapids Branch</b>			
Alfalfa Center.....	194.1	WS 40—XP	Both	Siding No. 1.....	22.2	10	Both
Trued.....	209.3	44—XP	Both				
		16	East				

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"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Roundhouse	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	West Yard Office	North Platte.....	Hump Yard Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Union Station Telegraph Office	North Platte.....	East End Yardmen's Room
Omaha.....	Tower "B"	Julesburg.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Telegraph Office
Omaha.....	Yardmen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
South Omaha.....	Yard Office	Cheyenne.....	Conductor's Room Passenger Station
Valley.....	Telegraph Office	Cheyenne.....	Yard Office
Fremont.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Sterling.....	Telegraph Office
Columbus.....	Enginemen's Washroom	La Salle.....	Telegraph Office
Grand Island.....	Dispatcher's Office	Lincoln.....	Telegraph Office
Grand Island.....	Telegraph Office	Beatrice.....	Telegraph Office
Grand Island.....	Yard Office	Norfolk.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	Hastings.....	Yard Office
Grand Island.....	Roundhouse	Stapleton.....	Telegraph Office
Kearney.....	Telegraph Office	Gering.....	Dispatcher's Office
Kearney.....	Roundhouse	Gering.....	Telegraph Office
Lexington.....	Telegraph Office	Gering.....	Roundhouse
North Platte.....	Dispatcher's Office	South Torrington.....	Telegraph Office
North Platte.....	Telegraph Office		

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott	District Surgeon	Omaha, Nebr.	E. R. Core	Surgeon	Kimball, Nebr.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	V. D. Norall	Surgeon	Lexington, Nebr.
J. S. Benwell	District Surgeon	Denver, Colo.	R. F. Moeller	Surgeon	Lincoln, Nebr.
R. J. Smith	Surgeon	Albion, Nebr.	E. R. Pearson	Surgeon	Lupton, Colo.
W. T. Wildhaber	Surgeon	Beatrice, Nebr.	W. L. Wilkinson	Surgeon	La Salle, Colo.
R. W. Taylor	Oculist and Aurist	Beatrice, Nebr.	W. H. Berrick	Surgeon	Madison, Nebr.
J. W. Wells	Surgeon	Brighton, Colo.	C. R. Watson	Surgeon	Mitchell, Nebr.
M. L. Chaloupka	Surgeon	Callaway, Nebr.	G. B. Salter	Surgeon	Norfolk, Nebr.
E. T. Zikmund	Surgeon	Central City, Nebr.	O. C. Kreymborg	Surgeon	North Platte, Nebr.
R. R. Douglas	Surgeon	Clarks, Nebr.	N. Chick	Surgeon	North Platte, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	A. J. Callaghan	Surgeon	North Platte, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	H. H. Walker	Oculist and Aurist	North Platte, Nebr.
L. G. Howard	Oculist and Aurist	Council Bluffs, Ia.	G. F. Waltemath	Surgeon	North Platte, Nebr.
A. L. Nielson	Surgeon	Council Bluffs, Ia.	R. T. Takenaga	Surgeon	North Platte, Nebr.
A. M. Pedersen	Surgeon	Council Bluffs, Ia.	H. A. Blackstone	Surgeon	Northport, Nebr.
G. M. McArdle	Surgeon	Council Bluffs, Ia.	C. F. Bantin	Surgeon	Omaha, Nebr.
P. D. Pedersen	Surgeon	Council Bluffs, Ia.	M. W. Barry	Surgeon	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
G. H. Joder	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. K. Muldoon	Surgeon	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	R. T. Mauer	Surgeon	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	W. T. Griffin	Surgeon	Omaha, Nebr.
T. L. Johnson	Oculist	Cheyenne, Wyo.	D. H. Bendorf	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	T. B. Boler	Surgeon	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	R. H. Rasgorshek	Oculist and Aurist	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	J. L. McFee	Surgeon	Ogallala, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	C. J. Miller	Surgeon	Ord, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
J. J. Connolly	Surgeon	Fullerton, Nebr.	Don E. Baca	Surgeon	Papillion, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
K. R. Dalton	Surgeon	Genoa, Nebr.	H. Dey Myers	Surgeon	Schuyler, Nebr.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
L. M. Adams	Surgeon	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
C. H. Magglore	Surgeon	Grand Island, Nebr.	K. A. Ohme	Surgeon	South Mitchell, Nebr.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	F. E. Palmer	Oculist and Aurist	Sterling, Colo.
W. C. Harvey	Surgeon	Gering, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
J. J. Hanigan	Surgeon	Hallam, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
O. A. Kostal	Surgeon	Hastings, Nebr.	Leo Keenan	Surgeon	Torrington, Wyo.
C. L. Kleager	Surgeon	Hastings, Nebr.	L. B. Morgan	Ophthalmologist	Torrington, Wyo.
H. P. Linton	Surgeon	Julesburg, Colo.	Ivan M. French	Surgeon	Wahoo, Nebr.
B. R. Bancroft	Surgeon	Kearney, Nebr.			
S. O. Staley	Surgeon	Kearney, Nebr.			
F. L. Richards	Oculist and Aurist	Kearney, Nebr.			
M. B. Wilcox	Oculist and Aurist	Kearney, Nebr.			
A. H. Shamberg	Surgeon	Kimball, Nebr.			