



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 41

Effective Sunday,
September 7, 1969

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

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 41 September 7, 1969							Distance from Council Bluffs	STATIONS
9	17	105	111	5	103			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily		0.0	CO. BLUFFS
							2.55	OMAHA
							5.05	GRAND ISLAND
							7.10 6.15	NORTH PLATTE
							8.00	JULESBURG
							8.00	SIDNEY
							8.00	KANSAS CITY
							8.45 7.15	DENVER
							9.30 10.45	CHEYENNE
							12.08	LARAMIE
							1.55	RAWLINS
							4.15 4.25	GREEN RIVER
							8.00	GRANGER
							8.00	OGDEN
							(992.6)	

Heavy Figures Indicate PM
Light Figures Indicate AM

(25.00) (21.05) (15.10) (4.35) (19.44) (18.05) Thru Time
49.2 51.4 55.7 60.8 50.2 54.7 Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

FIRST SUBDIVISION

GRAND ISLAND TO NORTH PLATTE, AND BRANCHES

A. J. WONKA, Chief Train Dispatcher.....North Platte, Neb.
W. E. ROSS, Asst. Chief Train Dispatcher.....North Platte, Neb.
C. F. DEWHIRST, Asst. Chief Train Dispatcher.....North Platte, Neb.
R. J. TETLEY, Asst. Chief Train Dispatcher.....North Platte, Neb.

SECOND SUBDIVISION

NORTH PLATTE BRANCH AND CUT-OFF

A. J. WONKA, Chief Dispatcher.....North Platte, Neb.
S. C. WALLACE, Asst. Chief Dispatcher.....North Platte, Neb.
J. B. BILLINGS, Asst. Chief Dispatcher.....North Platte, Neb.

THIRD SUBDIVISION

J. F. BARRETT, Chief Train Dispatcher.....Denver, Colo.
J. E. MASON, Asst. Chief Train Dispatcher.....Denver, Colo.
J. H. STORRS, Asst. Chief Train Dispatcher.....Denver, Colo.

MILEAGE

Main Line 659.60
Branches 826.34
Total 1485.94

**FIRST SUBDIVISION,
OMAHA TO GRAND ISLAND, AND BRANCHES**
E. P. MERTEN, Chief Train Dispatcher.....Omaha, Neb.
S. W. FLETCHER, Asst. Chief Train Dispatcher.....Omaha, Neb.
J. D. MANNON, Asst. Chief Train Dispatcher.....Omaha, Neb.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 41 September 7, 1969							Mile Post	STATIONS
106	112	104	10	18	6			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
							0.0	CO. BLUFFS
							2.8	OMAHA
							146.9	GRAND ISLAND
C.T. M.T.							284.1	NORTH PLATTE
							365.3	JULESBURG
							407.5	SIDNEY
							KANSAS CITY
							562.5	DENVER
							509.5	CHEYENNE
							566.0	LARAMIE
							682.8	RAWLINS
							817.0	GREEN RIVER
							847.2	GRANGER
							992.6	OGDEN
							(992.6)	

Thru Time (15.00) (4.45) (17.25) (23.40) (22.35) (19.45)
Average speed per hour 56.3 58.6 56.8 52.0 48.0 50.1

Heavy Figures Indicate PM
Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
5	Any station 1st and 2nd subdivision.....	.....	North of Granger or Ogden or beyond.	6	Any station 1st and 2nd subdivision.....	Cheyenne or beyond.	.....
	Any station 2nd subdivision.....	Omaha or beyond.	.....		Any station 2nd subdivision.....	.....	Omaha or beyond.
103	Fremont.....	} Las Vegas or beyond. Reno or beyond.	}	104	Kearney.....	} Las Vegas or beyond. Reno or beyond.	}
	Columbus.....						
	Kearney.....				Fremont.....		
111	Ogallala.....	Omaha or beyond.....	Denver or beyond.	112	Ft. Morgan.....	Denver or beyond.....	Points where scheduled to stop.
	Ft. Morgan.....	Points where scheduled to stop.....	Denver or beyond.		Ogallala.....	Denver or beyond.....	Omaha or beyond.

WESTWARD

FIRST SUBDIVISION

Table with columns for Car Capacity, Second Class (71, 73), First Class (5, 105, 103), and Distance from Council Bluffs. Includes train numbers like DFXIYPZ, DFXITPZ, XIP, etc.

Time-Table No. 41

September 7, 1969

STATIONS

Vertical list of stations including DN-R COUNCIL BLUFFS YL, N-R OMAHA YL US, DN SUMMIT YL SU, WECO, LANE, ELKHORN, WATERLOO, VALLEY YL V, MERCER, C. & N. W. CROSSING, FREMONT YL FN, C. B. & Q. CROSSING, C. & N. W. CROSSING, AMES, NORTH BEND NB, ROGERS, SCHUYLER SC, RICHLAND, C. B. & Q. CROSSING, COLUMBUS YL C, DUNCAN, SILVER CREEK, HAVENS, CLARKS OX, CENTRAL CITY OI, CHAPMAN CP, C. B. & Q. CROSSING, GRAND ISLAND YL GE, ALDA, WOOD RIVER WR, SHELTON ST, GIBBON GB, OPTIC, KEARNEY YL KR, ODESSA DZ, ELM CREEK QR, OVERTON OV, LEXINGTON UM, DARR, COZAD CO, GOTHENBURG BU, BRADY BI, MAXWELL, and DN-R NORTH PLATTE YL NO.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(1.15) 22.4

(1.15) 22.4

(4.59) 57.0

(4.15) 66.2

(4.15) 66.2

..... Thru Time

..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72. Rules 251 to 254 inclusive apply on First Subdivision. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. No. 103 reduce speed to 25 miles per hour passing through Columbus to discharge newspapers. For conditional stops to discharge or pick up revenue passengers. — See Page 3. For stations not shown on schedule pages — See Page 18.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 41

September 7, 1969

STATIONS

Vertical list of stations including DN-R COUNCIL BLUFFS YL, N-R OMAHA YL US, DN SUMMIT YL SU, WECO, LANE, ELKHORN, WATERLOO, VALLEY YL V, MERCER, C. & N. W. CROSSING, FREMONT YL FN, C. B. & Q. CROSSING, C. & N. W. CROSSING, AMES, NORTH BEND NB, ROGERS, SCHUYLER SC, RICHLAND, C. B. & Q. CROSSING, COLUMBUS YL C, DUNCAN, SILVER CREEK, HAVENS, CLARKS OX, CENTRAL CITY OI, CHAPMAN CP, C. B. & Q. CROSSING, GRAND ISLAND YL GE, ALDA, WOOD RIVER WR, SHELTON ST, GIBBON GB, OPTIC, KEARNEY YL KR, ODESSA DZ, ELM CREEK QR, OVERTON OV, LEXINGTON UM, DARR, COZAD CO, GOTHENBURG BU, BRADY BI, MAXWELL, and DN-R NORTH PLATTE YL NO.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(5.00) 56.8

(4.35) 61.4

(4.35) 61.4

(1.15) 22.4

(1.10) 24.0

..... Thru Time

..... Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction. — See Rule 72. Rules 251 to 254 inclusive apply on First Subdivision. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. For conditional stops to discharge or pick up revenue passengers. — See Page 3. For stations not shown on schedule pages. — See Page 18.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	353		93	5	103	105	111	Distance from Council Bluffs
	Freight		Mixed	Passenger	Passenger	Passenger	Passenger	
	Daily		Daily	Daily	Daily	Daily	Daily	
DFXZTYP			5.35AM	4.20PM	6.15AM	6.15AM	6.25AM	284.1
WS 64 XP			f 5.55	4.35	6.29	6.29	6.39	296.9
CS 103 YP			A 6.00AM	4.38	6.32	6.32	6.42	300.7
WS 40								301.8
CS 100 P				4.41	6.34	6.34	6.45	303.4
CS 104 P				f 4.53	6.43	6.43	6.55	315.5
WS 5 P								321.7
CS 73 P				f 5.04	6.53	6.53	7.05	327.7
WS 103 WS 103 ES 110 XP				s 5.12	s 6.59	s 6.59	7.10	334.8
CS 112 P				f 5.22	7.08	7.08	7.19	343.9
CS 113 P				f 5.32	7.15	7.15	7.27	353.9
WS 22 P								359.3
WS 100 ES 102 XIYP				s 5.43	s 7.25	s 7.25	A 7.39AM	365.3
CS 102 P				f 5.59	7.37	7.37		380.3
WS 95 ES 61 XP				f 6.08	7.44	7.44		389.7
CS 115 P					6.18	7.53	7.53	401.0
XYP					6.25	7.59	7.59	407.5
CS 81 YP					6.44	8.08	8.08	415.5
WS 106 ES 60					6.54	8.18	8.18	426.4
WS 11 PX								430.8
CS 112 P					7.02	8.26	8.26	435.4
WS 24 PX								439.9
CS 116 XP				s 7.13	f 8.35	f 8.35		444.5
ES 9								451.1
CS 114 P					7.25	8.45	8.45	456.6
CS 112 XP					7.35	8.55	8.55	466.7
ES 12								472.0
CS 81 XYP							1.10PM	477.5
WS 55 XP							1.20	483.2
CS 96 P							1.30	489.7
51 P								495.9
WS 104 ES 109 XP							1.50	501.2
DFXZTYP					A 2.05PM	A 8.30PM	A 9.45AM	509.5

(0.55) 34.8 (0.25) 39.8 (4.10) 54.1 (3.30) 64.4 (3.30) 64.4 (1.14) 65.8

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Time-Table No. 41
September 7, 1969

STATIONS

DN-R	NORTH PLATTE	YL NO
D	HERSHEY	OF
	O'FALLONS	
	VARNER	
D	SUTHERLAND	SU
D	PAXTON	PN
	KORTY	
	ROSCOE	
DN	OGALLALA	GT
D	BRULE	RU
D	BIG SPRINGS	GS
	BARTON	
DN	JULESBURG	JB
D	CHAPPELL	OQ
	LODGE POLE	
	SUNOL	
	COLTON	
DN-R	SIDNEY	YL CD
	BROWNSON	
D	POTTER	PR
	JACINTO	
D	DIX	DX
	OWASCO	
DN	KIMBALL	KB
	OLIVER	
D	BUSHNELL	BN
DN	PINE BLUFFS	UF
	TRACY	
	EGBERT	
D	BURNS	UX
	HILLSDALE	
	DURHAM	
	ARCHER	
DN-R	CHEYENNE	YL OY

Double Track

(225.4)

..... Thru Time
..... Average speed per hour

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

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Mile Post	FIRST CLASS				SECOND CLASS		DFXZTYP
		6	112	106	104	354	94	
		Passenger	Passenger	Passenger	Passenger	Freight	Mixed	
DN-R NORTH PLATTE	284.1	A 8.25AM	A 8.45PM	A 9.10PM	A 9.10PM			
D HERSHEY	296.9	8.05	8.25	8.54	8.54		f 6.06	WS 64 XP
O'FALLONS	300.7	8.01	8.22	8.51	8.51		6.01PM	CS 103 YP
VARNER	301.8							WS 40
D SUTHERLAND	303.4	f 7.58	8.20	8.48	8.48			CS 100 P
D PAXTON	315.5	f 7.48	8.10	8.38	8.38			CS 104 P
KORTY	321.7							WS 5 P
ROSCOE	327.7	f 7.38	7.59	8.28	8.28			CS 73 P
DN OGALLALA	334.8	s 7.31	7.50	s 8.21	s 8.21			WS 103 WS 103 ES 110 XP
D BRULE	343.9	f 7.22	7.40	8.13	8.13			CS 112 P
D BIG SPRINGS	353.9	f 7.13	7.32	8.05	8.05			CS 113 P
BARTON	359.3							WS 22 P
DN JULESBURG	365.3	s 7.03	7.22PM	s 7.55	s 7.55			WS 100 ES 102
D CHAPPELL	380.3	f 6.49		7.40	7.40			CS 102 P
LODGE POLE	389.7	f 6.42		7.31	7.31			WS 95 ES 61 XP
SUNOL	396.3							XP
COLTON	401.0	6.32		7.22	7.22			CS 115 P
SIDNEY	407.5	6.25		7.15	7.15			XYP
BROWNSON	415.5	6.15		7.14	7.14			CS 81 YP
POTTER	426.4	6.05		7.05	7.05			WS 106 ES 60
JACINTO	430.8	5.55		6.55	6.55			WS 11 PX
DIX	435.4	5.47		6.48	6.48			CS 112 P
OWASCO	439.9							WS 24 PX
DN KIMBALL	444.5	s 5.39		f 6.40	f 6.40			CS 116 XP
OLIVER	451.1							ES 9
D BUSHNELL	456.6	5.28		6.30	6.30			CS 114 P
DN PINE BLUFFS	466.7	5.19		f 6.20	f 6.20			CS 112 XP
TRACY	472.0							ES 12
EGBERT	477.5	5.09		6.10	6.10	A 8.50AM		CS 81 XYP
D BURNS	483.2	5.04		6.05	6.05	8.40		WS 55 XP
HILLSDALE	489.7	4.59		6.00	6.00	8.31		CS 96 P
DURHAM	495.9							51 P
ARCHER	501.2	4.49		5.50	5.50	8.15		WS 104 ES 109 XP
DN-R CHEYENNE	509.5	4.40AM		5.40PM	5.40PM	8.05AM		DFXZTYP
		Daily	Daily	Daily	Daily	Daily	Daily	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(225.4)

..... Thru Time
..... Average speed per hour

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

WESTWARD				THIRD SUBDIVISION				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST CLASS			Distance from Julesburg	Time-Table No. 41				Mile Post	FIRST CLASS		
	111				September 7, 1969					112		
	Passenger				STATIONS					Passenger		
			7.40 AM	0.0	DN	JULESBURG	YL JB	0.0	A	7.20 PM		
81	YIP				D	7.1	OVIED	VI	7.1	7.11		
03	ZP		7.48	7.1		7.5	SEDGWICK		14.6	7.04		
00	P		7.54	14.6		4.4	DORSEY		19.0			
22				19.0		4.1	RED LION		23.1	6.57		
81	P		8.01	23.1		7.0	CROOK		30.1	6.51		
78	P		8.07	30.1		4.1	TOBIN		34.2			
22				34.2		4.6	PROCTOR		38.8	6.44		
55	P		8.14	38.8		2.3	POWELL		41.1			
8	P			41.1		1.1	GRIFF		42.2			
78	P		8.20	45.6		3.4	ILIFF		45.6	6.38		
15				50.1		4.5	FORD		50.1			
	AIP			57.2		7.1	C. B. & Q. CROSSING		57.2			
149	TZP		8.31	57.5	DN-R	6.6	STERLING	YL ST	57.5	6.27		
			8.34			0.3				6.25		
02	P		8.42	64.1		6.1	ATWOOD		64.1	6.17		
02	P		8.47	70.2		5.8	MERINO		70.2	6.12		
122	P		8.52	76.0		2.4	MESSEX		76.0	6.07		
35	P			78.4		2.6	BALZAC		78.4			
46	P		8.56	81.0		6.0	UNION		81.0	6.03		
80	P		9.01	87.0		6.8	SNYDER		87.0	5.58		
43	P		9.07	93.8		3.1	DODD		93.8	5.52		
16				96.9		1.7	HURLEY		96.9			
83	P		9.11	98.6	D	7.4	FT. MORGAN	FX	98.6	5.48		
32	P		9.18	106.0		3.0	NARROWS		106.0	5.41		
02	P		9.21	109.0		5.2	WELDONA		109.0	5.38		
19	P		9.26	114.2		3.5	GOODRICH		114.2	5.33		
06	P		9.29	117.7		7.1	ORCHARD		117.7	5.30		
39	P		9.35	124.8		10.6	MASTERS		124.8	5.24		
103	P		9.44	135.4		3.7	HARDIN		135.4	5.15		
14	P			139.1		4.0	KUNER		139.1			
06	P		9.51	143.1		4.1	KERSEY		143.1	5.08		
21				147.2		3.9	AUBURN		147.2			
49	DYP		A 9.59 AM	151.1	DN-R		LASALLE	YL DY	151.1	4.59 PM		
							(151.1)			Daily		

(2.19) Thru Time..... (2.21)
65.2 Average speed per hour..... 64.3

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

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

WESTWARD				BEATRICE BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Valley	Time-Table No. 41				Mile Post	SECOND CLASS				
	73				September 7, 1969					74				
	Freight				STATIONS					Freight				
			75	71										
DYP			6.30 PM	6.30 AM	1.55 AM	0.0	DN-R	VALLEY	YL V	0.0	A	5.20 AM	1.15 PM	8.50 PM
AI						5.8		C. B. & Q. CROSSING		5.8				
29	P		6.45	6.45	2.10	6.3		YUTAN		6.3		5.10	1.00	8.40
85	YP		6.55	7.00	2.20	11.6	D	MEAD	AD	11.6		5.00	12.50	8.30
54	P		7.07	7.15	2.40	18.9		WAHOO		18.9		4.45	12.30	8.15
						19.6		C. & N. W. and C. B. & Q. CROSSINGS		19.6				
08	P		7.22	7.30	2.55	26.3		WESTON		26.3		4.35	12.15	8.05
16	P		7.34	7.40	3.05	33.2		TOUHY		33.2		4.23	12.01 PM	7.53
83	YP		7.45 72	A 7.50 AM	3.18	37.3	D	VALPARAISO	VO	37.3		4.15	11.50 AM	7.45 73
21	P					41.8		AGNEW		41.8				
29	P		7.58		3.34	46.5		RAYMOND		46.5		3.59		7.28
101	P		8.01		3.55 74	47.8		GARRATT		47.8		3.55 71		7.25
4						55.3		WEST LINCOLN		55.3				
	I					56.5		C. B. & Q. CROSSING		56.5				
25	ZP		8.18		4.25	57.1	DN	LINCOLN	YL SN	57.1		3.40		7.10
	I					57.4		C. B. & Q. CROSSING		57.4				
	I					59.0		C. B. & Q. CROSSING		59.0				
109	P		8.31		4.48	65.4		JAMAICA		65.4		3.20		6.50
19	P		8.46		5.03	74.7		PRINCETON		74.7		3.05		6.35
02	P		8.53		5.13	79.5	D	CORTLAND	RD	79.5		2.55		6.25
71	P		9.08		5.28	88.9		PICKRELL		88.9		2.43		6.13
	ZP		A 9.25 PM		A 5.45 AM	96.8	DN-R	BEATRICE	YL BX	96.8		2.30 AM		6.00 PM
								(96.8)				Daily	Tuesday Thursday Saturday	Daily

(2.55) Thru Time..... (2.50)
33.2 28.0 25.2 Average speed per hour..... 34.2 26.3 34.2

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
At Lincoln, trains and engines are governed by Operating Rules, Time-Table and Special Instructions of CB&Q R. R. while using their tracks between Hall Tower and Baird Tower.

WESTWARD				ALBION BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Oconee	Time-Table No. 41				Mile Post	SECOND CLASS			
	81				September 7, 1969					80			
	Mixed				STATIONS					Mixed			
			79										
14	YP		8.22 AM	8.22 AM	0.0	R	OCONEE	YL	0.0	A	1.30 PM	1.42 PM	
7					2.0		MILL SPUR		2.0				
	P		s 8.33	s 8.33	4.3	D	MONROE	MN	4.3	s	1.20	s 1.30	
30	YP		s 8.49	A 8.49 AM	11.3	D-R	GENOA	YL G	11.3		1.05 PM	s 1.09	
45	P		s 9.55		22.3	D	ST. EDWARD	ST	22.3		s 12.35		
20	YP		A 10.45 AM		33.7	D-R	ALBION	YL A	33.7		12.10 PM		
							(33.7)				Monday Wednesday Friday	Tuesday Thursday Saturday	

(2.23) Thru Time..... (0.27)
14.2 25.1 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.
For Stations not shown on schedule pages — See Page 18.

WESTWARD STROMSBURG BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS		Distance from Valparaiso	Time-Table No. 41			Mile Post	SECOND CLASS	
	75	Local Freight		September 7, 1969				76	Local Freight
				STATIONS					
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A	11.35AM	
15	8.20	7.4		LOMA		7.4		11.06	
20	8.40	13.5	D	BRAINARD	BD	13.5		10.50	
28	9.10	23.2	D	DAVID CITY	DV	23.2		10.25	
		23.5		O. B. & Q. CROSSING		23.5			
28	9.45	33.3	D	RISING CITY	RN	33.3		9.40	
30	10.05	40.1	D	SHELBY	SH	40.1		9.20	
16	10.25	47.5	D	OSCEOLA	OZ	47.5		8.55	
9	10.50	52.9	D	STROMSBURG	S	52.9		8.25	
		56.8		DURANT		56.8			
44	11.15	63.0	D	POLK	PK	63.0		7.50	
21	11.30	68.5		HORDVILLE		68.5		7.30	
18	11.45	73.8		HEBER		73.8		7.10	
		75.3		O. B. & Q. CROSSING		75.3			
YP	11.55AM	75.9	DN-R	CENTRAL CITY	YL OI	75.9		7.05AM	
				(75.9)				Tuesday Thursday Saturday	
	(3.55)	19.4		Thru Time		(4.30)		16.8	
				Average speed per hour					

WESTWARD ORD—LOUP CITY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Grand Island	Time-Table No. 41			Mile Post
		September 7, 1969			
		STATIONS			
DYPZ	0.0	DN-R	GRAND ISLAND	YL GE	0.0
I	0.4		O. B. & Q. CROSSING		0.4
11	2.5		CAREY	YL	2.5
17	11.1		ST. LIBORY		11.1
31	21.9	D	ST. PAUL	YL SP	21.9
8	30.2	D	DANNEBROG	DB	8.3
P	40.5		BOELUS		18.6
28	47.7		ROOKVILLE		25.8
29	60.9	D-R	LOUP CITY	YL OP	39.0
23	30.7	P	ELBA		30.7
24	36.8		COTESFIELD		36.8
	44.5		SCOTIA JUNCTION		44.5
18	45.7	D	SCOTIA	SK	45.7
	44.5		SCOTIA JUNCTION		44.5
29	48.8	D	NORTH LOUP	NU	48.8
10	58.5		SAUNDERS		58.5
	60.7		O. B. & Q. CROSSING		60.7
29	61.0	D-R	ORD	YL RD	61.0
			(61.0)		

WESTWARD CEDAR RAPIDS BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS		Distance from Genoa	Time-Table No. 41			Mile Post	SECOND CLASS	
	79	Mixed		September 7, 1969				80	Mixed
				STATIONS					
PY	8.52AM	0.0	D-R	GENOA	YL G	0.0	A	1.05PM	
17		9.3		MERCHISTON		9.3			
32	9.28	13.7	D	FULLERTON	FU	13.7		12.37	
14	9.53	23.1		BELGRADE		23.1		12.13PM	
20	10.13	30.3	D	CEDAR RAPIDS	OD	30.3		11.55AM	
31	10.34	36.6		PRIMROSE		36.6		11.39	
33	11.00AM	44.3	D-R	SPALDING	YL SG	44.3		11.20AM	
				(44.3)				Monday Wednesday Friday	
	(2.08)	20.8		Thru Time		(1.45)		25.3	
				Average speed per hour					

WESTWARD OLD MAIN LINE EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Council Bluffs	Time-Table No. 41			Mile Post
		September 7, 1969			
		STATIONS			
XIP	5.2	DN	SUMMIT	YL SU	5.2
X	6.4		SOUTH OMAHA	YL	6.4
XI	11.1		GILMORE JCT.	YL	11.1
	11.9		GILMORE	YL	11.9
	16.8		PAPILLION		16.8
AI	19.2		MO. PAC. CROSSING		19.2
	22.5	D	MILLARD	YL MD	22.5
XP	26.1		LANE	YL	26.1
			(20.9)		

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

WESTWARD NORFOLK BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Columbus	Time-Table No. 41			Mile Post	SECOND CLASS					
	81	79	321		September 7, 1969				312	80	82			
					STATIONS									
DYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS	YL O	0.0	A	12.01PM	A	1.55PM	A	2.05PM
18	8.10	8.10	5.10	4.2		SHELDONVILLE		4.2		11.50AM		1.43		1.50
7	8.22AM	8.22AM	5.20	9.4	R	OCONEE	YL	9.4		11.40AM		1.30PM		1.42PM
20			5.35	14.7	D	PLATTE CENTER	PC	14.7		11.25				
27				20.3		TARNOV		20.3						
47			5.55	25.7	D	HUMPHREY	HX	25.7		11.05				
25			6.10	35.4	D	MADISON	MA	35.4		10.50				
24				40.9		ENOLA		40.9						
				48.7		C. & N. W. CROSSING		48.7						
				50.2		C. & N. W. CROSSING		50.2						
YZP			7.00AM	50.4	D-R	NORFOLK	YL KN	50.4		10.00AM				
						(50.4)				Daily Except Sunday		Monday Wednesday Friday		Tuesday Thursday Saturday
	(0.22)	(0.22)	(2.00)			Thru Time		(2.01)	(0.25)	(0.23)				
	25.6	25.6	25.2			Average speed per hour		25.0	22.6	24.5				

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

WESTWARD KEARNEY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS		Distance from Kearney	Time-Table No. 41			Mile Post	SECOND CLASS		
	95	Mixed		September 7, 1969				96	Mixed	
				STATIONS						
PYZ			9.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A	9.20PM
12			9.15	5.5		GLENWOOD PARK		5.5		8.45
17			9.30	10.1		RIVERDALE		10.1		8.30
23			9.50	16.8		AMHERST		16.8		8.05
27			10.15	26.3		MILLER		26.3		7.40
32			10.30	32.5		SUMNER		32.5		7.20
10			10.53	40.4		EDDYVILLE		40.4		6.57
36			11.25AM	52.1		OCOONTO		52.1		6.28
24			12.30PM	65.5	D	CALLAWAY	CA	65.5		5.45
33			1.30	83.1	D	ARNOLD	AD	83.1		4.55
11			2.10	94.6		HOAGLAND		94.6		4.20
14			2.30	99.2		GANDY		99.2		4.08
20	Y		2.55PM	102.4	D-R	STAPLETON	YL SN	102.4		4.00PM
						(102.4)				Monday Wednesday Friday
	(5.55)					Thru Time		(5.20)		19.2
	17.3					Average speed per hour				

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 41				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	93		Mile Post	94		Distance from O'Fallons	93			
		Mixed	Daily		Mixed	Daily					
		STATIONS			STATIONS						
YP		6.00AM	0.0	O'FALLONS	YL	0.0	A 6.01PM				
14		f 6.05	2.8	2.8 COKER		2.8	f 5.50				
		s 6.18	12.8	10.0 SARBEN		12.8	s 5.35				
37		f 6.27	19.6	6.8 NEVENS		19.6	f 5.25				
11			24.8	5.2 BROGANVILLE		24.8					
		s 6.41	28.4	3.6 KEYSTONE		28.4	s 5.15				
		f 6.51	34.9	6.5 MARTIN		34.9	f 5.03				
		s 7.01	41.2	6.3 LEMOYNE		41.2	f 4.53				
24		f 7.10	46.8	5.6 BELMAR		46.8	f 4.46				
		f 7.18	51.7	4.9 RUTHTON		51.7	f 4.39				
34	Y	s 7.32	59.3D	7.6 LEWELLEN	YL	59.3	s 4.30				
33		s 7.51	70.8D	11.5 OSHKOSH	YL	70.8	s 4.10				
33		s 8.12	86.4	15.6 LISCO		86.4	s 3.45				
30		s 8.34	100.4	14.0 BROADWATER		100.4	s 3.24				
18		f 8.47	109.6	9.2 TOWERS		109.6	f 3.11				
102	Y	s 8.57	114.1D	4.5 NORTHPORT	YL	114.1	s 3.05				
	AI	9.00	115.5	1.4 O. B. & Q. CROSSING		115.5	2.57				
12		f 9.09	121.8	6.3 MOHLER		121.8	f 2.46				
14		s 9.18	126.7	4.9 SOUTH BAYARD		126.7	s 2.39				
41		s 9.27	132.1	5.4 MCGREW		132.1	s 2.29				
20		s 9.37	137.9	5.3 MELBETA		137.9	s 2.19				
61	DYZPT	A 9.55AM	145.9D-R	8.0 GERING	YL	145.9	2.00PM				
				(145.9)			Daily				
		(3.55)		Thru Time.....		(4.01)					
		37.6		Average speed per hour.....		36.3					

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

WESTWARD				GIBBON CUT - OFF				EASTWARD			
SECOND CLASS				Time-Table No. 41				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Hastings	93		Mile Post	94		Distance from Hastings	93			
		Mixed	Daily		Mixed	Daily					
		STATIONS			STATIONS						
YPZ			0.0	DN-R	HASTINGS	YL AN	0.0				
114	P		12.7	12.7	HAYLAND		12.7				
31	P		20.2	7.5	DENMAN		20.2				
121	YPI		28.1	7.9	GIBBON	GB	28.1				
				(28.1)							

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
SECOND CLASS				Time-Table No. 41				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	353		Mile Post	94		Distance from O'Fallons	354			
		Freight	Mixed		Freight	Mixed					
		STATIONS			STATIONS						
DZPT			10.05AM	145.9	D-R	GERING	YL	145.9	A 1.50PM		
15			f 10.11	150.5		4.6 COSTIN		150.5	f 1.40		
			f 10.14	152.3		1.8 HAIG		152.3	f 1.36		
25			f 10.20	155.8		3.5 SOUTH MITCHELL		155.8	f 1.30		
29			f 10.23	157.1		1.3 PELTON		157.1	f 1.26		
37	P		f 10.31	162.1	D	2.1 SOUTH MORRILL		162.1	f 1.19		
18			f 10.34	164.2		3.7 JOYCE		164.2	f 1.14		
44	YP		s 10.40	167.9	D	2.2 LYMAN	YL	167.9	s 1.09		
21			f 10.44	170.1		4.6 CANAL		170.1	f 1.04		
51			f 10.50	173.7		3.3 HUNTLEY		173.7	f 12.58		
35			f 10.55	177.0		3.3 HOLLY		177.0	f 12.53		
51	YP		11.20AM	181.6	D-R	4.6 YODER	YL	181.6	A 11.00AM		
						6.5			12.45		
						11.10			12.35		
51	P		f 11.20	188.1		8.0 VETERAN		188.1	f 12.23		
16			f 11.32	196.1		4.5 COTTIER		196.1	f 12.10		
51	YP		A 11.40AM	200.6	D-R	4.5 SO. TORRINGTON	YL	200.6	12.05PM		
14			11.27	185.3		3.7 GOODLAND		185.3	10.52		
26			11.32	187.6		2.3 FONDA		187.6	10.47		
51			11.40	192.4	D	4.8 HAWK SPRINGS		192.4	10.40		
31			11.45	194.7		2.3 DUROC		194.7	10.35		
51	Y		11.59AM	203.8	D	9.1 LA GRANGE		203.8	10.20		
19			12.10PM	210.7		6.9 TREMAYN		210.7	10.05		
51			12.30	222.5	D	11.8 ALBIN		222.5	9.45		
			12.45	229.7		7.2 LINDBERGH		229.7	9.30		
Y			A 1.05PM	244.3		14.6 EGBERT	YL	0.0	9.10AM		
						(98.4)			Daily		
									Daily		
		(1.45)		Thru Time.....		(1.50)					
		35.8	(1.35)	Average speed per hour.....		34.2	(1.45)		31.3		

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

WESTWARD				LYMAN BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 41				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Lyman	93		Mile Post	94		Distance from Lyman	93			
		Mixed	Daily		Mixed	Daily					
		STATIONS			STATIONS						
YP	0.0	D		LYMAN	YL	MU	0.0				
18	2.8			2.8 SEARS	YL		2.8				
17	4.6			1.8 HARTMAN	YL		4.6				
22	6.4			1.8 STEGALL	YL		6.4				
				(6.4)							

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	90	70	Multiple unit engine when controlled from other than leading unit.	30	30
When any car of a passenger train is equipped with friction bearings.	80		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 20	
Passenger trains handling 6 cars or less, except Trains Nos. 105 and 106.	70		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 20	
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
When using No. 14 turn-outs.	25	20	Jordan spreaders and other machines of spreader type, when in operation.		15
When using No. 20 turn-outs.	40	40	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard switch type; Union Pacific road-switch units of Alco or Baldwin type.	35 45 45	
When using other cross-overs or turn-outs.	15	15	Trains handling U.P. ore cars series 26000-26499, loaded or empty.		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	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
Within yard limits protected by continuous block signal system.	60	35	Trains handling Company scrap.		50
Within yard limits not protected by continuous block signal system.	50	25	Trains handling specially equipped cars for Company wheels and axles U.P. 99000-99014 and U.P. 99500-99962.		50
Diesel road freight locomotives, except GP 7 Units Nos. 100 to 129 inclusive.	75		Wye tracks except those portions used as main track or siding.	6	6
GP 7 Units Nos. 100 to 129 inclusive.	65	65			
Gas turbine locomotives.	75				
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35 50	35 50			
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			

OLD MAIN LINE

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Between Gilmore and Lane.	25	25			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Fremont, within city limits.	30	25	Grand Island, on east and west legs of wye.		10
Fremont, while using C. & N. W. trackage.	10	10	Grand Island, on scale track and east yard runaround track.		5
Ames, freight train moving over C. & N.W. crossing.		50	Buda, all airfield trackage.		10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40
Central City, within city limits.	60	45	Lexington, from Main street to 1500 feet east on scale track.		10
Central City, on east leg of wye.		10	Lexington, on third and fourth tracks north, east of depot.		5
Grand Island, freight trains entering and moving through yard tracks.		5	Cozad, on Armour & Co. spur tracks.		5
Grand Island, initial switch of, and on curve of, inbound leads to roundhouse, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing.		5	Gothenburg wye.		5
Grand Island when entering or leaving CB&Q transfer track.	10	10			

ON WESTWARD TRACK

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

ON EASTWARD TRACK

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

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on government tracks.		10
			Hillsdale, on industry track.		5
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — North Platte 284.0 and 292.25	45	35	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Korty 323.5 and 324.5	70	55	503.0 and 502.2	60	45
Julesburg 365.2 and 366.2	60	50	Archer 498.2 and 497.7	70	55
Brownson 422.6 and 423.5	70	55	Durham 494.0 and 493.8	70	55
Bushnell 456.7 and 457.3	70	55	Hillsdale 486.5 and 486.2	70	55
462.8 and 462.9	80	55	Tracy 470.4 and 469.7	80	55
466.2 and 466.6	60	50	467.3 and 466.6	60	50
Pine Bluffs 466.6 and 467.3	60	50	Pine Bluffs 466.6 and 466.2	60	50
Burns 486.2 and 486.5	70	55	462.9 and 462.8	80	55
Hillsdale 493.8 and 494.0	70	55	457.2 and 456.9	80	55
Durham 497.7 and 498.2	70	55	Potter 423.5 and 422.6	70	55
Archer 502.2 and 503.0	60	45	Chappell 366.2 and 365.2	60	50
505.8 and 506.3	80	55	Roscoe 324.5 and 323.5	70	55
Cheyenne			292.25 and 284.0 North Platte	45	35

THIRD SUBDIVISION

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed.		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed: Between Genoa and M. P. 11.		30
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between M. P. 11 and Spalding.		25
Yutan 6.4 and 7.7	35	35	Trains handling outfit cars.		20
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Ord — Loup City Branch Maximum speed:		20
Wahoo, city track.		6	Carey, all airfield trackage.		10
19.1 and 19.5	35	35	Gibbon Cut-off Maximum speed.	70	65
Weston 30.2 and 30.5	35	35	M. P. 20.20 to M. P. 21.80.	60	55
31.6 and 31.9	35	35	Westward trains M. P. 26.8 to M. P. 27.2.	25	25
Touhy 36.0 and 37.4	25	25	Kearney Branch Maximum speed.		25
Garratt 56.3 and 57.5	15	15	Arnold to Stapleton		15
Lincoln C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	Trains handling outfit cars.		20
Pickrell 96.5 and 97.3	15	15	North Platte Branch Maximum speed.	50	50
Beatrice, Allers Grain Company spur.		5	Over Bridge 18.30.	35	35
Beatrice, on Kilpatrick track.		5	Oshkosh, over First Street Crossing.	15	15
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Between Mile Posts — Lisco 92.5 and 94.0	45	45
Diesel Locomotives 131, 132, 135, 137.	20	20	Northport , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Between Valparaiso and Brainard.	35	25	North Platte Cut-off Maximum speed.	45	45
Brainard, over public crossing.	5	5	On curves between Yoder and So. Torrington.	35	35
Between Brainard and Hordville.	40	30	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Between Hordville and Central City.	35	25	Through tunnel between Albin and Tremain.	20	20
Trains handling outfit cars.		20	Lyman Branch		20
			Sears Branch		20
			Norfolk Branch Maximum speed: Between Columbus and Oconee.		35
			Between Oconee and M. P. 16.		25
			Between M. P. 16 and Norfolk.		30
			Trains handling outfit cars.		20
			On curve at M. P. 1.75.		25
			M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour	8.9	58—XP	Both	Trued	209.3	13	East
Woody	11.7	227—XP	Both	Josselyn	217.9	ES 25—XP	Both
Nasco	12.2	36—P	West	Willow Island	243.2	ES 49—XP	Both
Moval	31.19	98—P	East	Keith	272.9	13	West
Moorman	79.28	28	West	Beck	280.5	8	West
Behlen	80.25	34—XP	Both	Beatrice Branch			
Doulom	80.87	16	West	Wahpco	14.74	14	West
Gulfoil	115.87	10	West	Krumel	17.4	10	East
Paddock	128.5	18	West	Cedar Rapids Branch			
Buda	184.3	ES 65—XP	Both	Stockyard Siding	22.2	10	Both
Kearney Air Base	185.9	WS 50—X	Both				
Alfalfa Center	194.1	ES 30—X	Both				

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

6. The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

6 (A). The following letters placed in column with station name in time-table indicate:

- D—day operator
- N—night operator
- DN—day and night operator
- R—train register
- YL—yard limits

The following letters placed in columns provided in time-table indicate:

- D—diesel oil station
- F—turbine fuel station
- I—interlocking
- O—fuel oil station
- P—dispatcher's telephone
- T—turntable
- W—water
- X—cross-over
- Y—wye
- Z—track scales
- AI—automatic interlocking
- CS—center siding
- ES—eastward siding
- WS—westward siding

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs	Dieselhouse Register Room	North Platte	Ticket Office, Passenger Station
Omaha	Trainmen's Locker Room, Union Station	North Platte	Hump Yard Locker Room
Omaha	Union Station Telegraph Office	North Platte	Yardmen's Locker Room
Omaha	Tower "B."	North Platte	East End Yardmen's Room
Omaha	Enginemen's and Yardmen's Washroom, Omaha Shop	Julesburg	Telegraph Office
South Omaha	Yard Office	Sidney	Telegraph Office
Valley	Telegraph Office	Sidney	Engineer's Locker Room
Fremont	Telegraph Office	Cheyenne	Dispatcher's Office
Columbus	Telegraph Office	Cheyenne	Telegraph Office
Columbus	Enginemen's Washroom	Cheyenne	Conductor's Room Passenger Station
Grand Island	Telegraph Office	Cheyenne	Yard Office
Grand Island	Yard Office	Cheyenne	Engine Dispatcher's Office
Grand Island	Walnut Street Carmen's Shanty	Sterling	Telegraph Office
Grand Island	Roundhouse	La Salle	Telegraph Office
Kearney	Telegraph Office	Beatrice	Telegraph Office
Lexington	Telegraph Office	Hastings	Yard Office
North Platte	Dispatcher's Office	Gering	Telegraph Office
North Platte	Telegraph Office	Gering	Roundhouse
North Platte	Freight Conductor's Register Room, Yard Office	South Torrington	Telegraph Office
North Platte	Engine Dispatchers' Office		

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

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