



**EASTERN DISTRICT**  
 NEBRASKA DIVISION  
 CORRECTED TO MAR. 1, 1959

**UNION PACIFIC RAILROAD COMPANY**  
 Eastern District



**NEBRASKA DIVISION**  
**TIME-TABLE**  
**No. 31**

**Effective Wednesday,**  
**June 1, 1960**

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

Table with columns for train numbers (9, 17, 105, 111, 27, 7, 5, 107, 103, 101), service types (Streamliner Passenger, Passenger, Mail and Express), and stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN). Includes a 'Distance from Council Bluffs' column and 'Time Table No. 31 June 1, 1960'.

C. H. BURNETT General Manager

O. A. DURRANT General Superintendent

H. E. SHUMWAY Gen. Supt. Transportation

- List of staff members including T. F. SHANAHAN, W. H. ANDERSON, R. W. McSPADEN, M. L. MASON, J. A. McCULLOUGH, W. F. GRIFFIN, H. G. HAGGLUND, A. L. O'NEILL, Jr., R. E. IRION, J. E. GUYNAN, W. E. MILLER, R. W. HOLLAND, V. BAYNE, R. J. DUNN, E. P. LEE, S. E. CHADD, P. N. HANSEN, L. P. LEECH, L. C. LOOMIS, L. C. WALLACE, C. H. SUITS, F. G. SCHURMAN, O. L. KOVAR.

- Staff for First Subdivision, Omaha to Grand Island, and Branches: E. P. MERTEN, S. W. FLETCHER, F. R. LANGLEY.

- Staff for First Subdivision, Grand Island to North Platte, and Branches: A. E. HACKMAN, I. E. BALL, C. F. DEWHIRST.

- Staff for Second Subdivision: A. R. SUTHERLAND, J. P. RYAN, O. E. BEESON.

- Staff for Third Subdivision: J. F. BARRETT, B. L. SIVERS, H. D. MEAD.

- Staff for North Platte Branch and Cut-off: F. G. CLARK.

MILEAGE table showing Main Line (659.60), Branches (836.14), and Total (1495.74).

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for train numbers (106, 112, 10, 28, 104, 102, 108, 18, 6, 8), service types (Streamliner Passenger, Mail and Express, Passenger), and stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN). Includes a 'Mile Post' column and 'Time Table No. 31 June 1, 1960'.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and corresponding stations for WESTWARD and EASTWARD directions.



**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 31**

June 1, 1960

**STATIONS**

**FIRST CLASS**

Mile Post	28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger	108 Streamliner Passenger
0.0	A 6.30AM						
2.8	A 6.30AM	6.15	A 7.00PM	A 12.30AM	A 2.30AM	A 2.45AM	A 3.00AM
5.2	6.20	5.33	6.45	12.20	2.20	2.35	2.50
14.1	6.11	5.26	6.33	12.13	2.13	2.28	2.43
17.1	6.07	5.22	6.29	12.10	2.10	2.25	2.40
21.7	f 6.03	5.16	6.24	12.06	2.06	2.21	2.36
24.5	f 6.00	5.12	6.21	12.03AM	2.03	2.18	2.33
28.0	s 5.57	5.09	6.17	11.59PM	2.00	2.15	2.30
34.2	5.49	5.01	6.09	11.55	1.55	2.10	2.25
38.2							
39.3	s 5.40	s 4.55	s 6.01	11.51	1.51	2.06	2.21
40.0							
44.8							
46.8	f 5.25	4.37	5.45	11.43	1.43	1.58	2.13
54.4	f 5.17	4.30	5.37	11.37	1.37	1.52	2.07
61.1	f 5.09	4.23	5.29	11.32	1.32	1.47	2.02
68.7	s 5.02	4.17	f 5.22	11.26	1.26	1.41	1.56
76.9	f 4.53	4.09	5.13	11.20	1.20	1.35	1.50
83.4							
84.8	s 4.45	s 4.02	s 5.05	s 11.13	1.13	1.28	1.43
92.2	f 4.29	3.47	4.52	11.03	1.03	1.18	1.33
102.2	f 4.19	3.39	4.42	10.56	12.56	1.11	1.26
107.9	4.14	3.34	4.36	10.52	12.52	1.07	1.22
113.6	f 4.09	3.30	4.31	10.48	12.48	1.03	1.18
124.8							
124.9	s 3.59	3.21	f 4.21	10.39	12.39	12.54	1.09
135.1	3.47	3.11	4.12	10.30	12.30	12.45	1.00
146.8							
146.9	3.35 3.20	3.00 2.50	4.00 3.50	10.20 10.19	12.20 12.19	12.35 12.34	12.50 12.49
154.6	3.05	2.33	3.33	10.08	12.08	12.23	12.38
162.2	f 2.58	2.26	3.26	10.02	12.02AM	12.17	12.32
169.9	f 2.52	2.19	3.19	9.56	11.56PM	12.11	12.26
176.0	f 2.46	2.13	3.12	9.51	11.51	12.06	12.21
180.2	2.43	2.08	3.07	9.48	11.48	12.03AM	12.18
189.1	s 2.35	s 1.55	s 2.55	s 9.40	11.40	11.55PM	12.10
198.2	f 2.16	1.45	2.44	9.32	11.32	11.47	12.02AM
204.6	f 2.10	1.40	2.38	9.28	11.28	11.43	11.58PM
213.2	f 2.02	1.32	2.29	9.21	11.21	11.36	11.51
224.4	s 1.50	1.22	s 2.17	9.13	11.13	11.28	11.43
232.2	1.39	1.15	2.07	9.07	11.07	11.22	11.37
232.2	s 1.33	1.10	f 2.00	9.02	11.02	11.17	11.32
248.2	s 1.18	1.01	f 1.45	8.53	10.53	11.08	11.23
261.5	f 1.02	12.49	1.30	8.44	10.44	10.59	11.14
270.6	f 12.54	12.41	1.21	8.37	10.37	10.52	11.07
278.5	12.47	12.34	1.13	8.31	10.31	10.46	11.01
284.1	12.40AM Daily	12.25PM Daily	1.05PM Daily	8.25PM Daily	10.25PM Daily	10.40PM Daily	10.55PM Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Block Signals	DN-COUNCIL BLUFFS YL
Block Signals	DN-R OMAHA YL US
Block Signals	DN SUMMIT YL SU
Block Signals	WECO
Block Signals	LANE
Block Signals	D ELKHORN KH
Block Signals	D WATERLOO WO
Block Signals	DN VALLEY YL V
Block Signals	MERCER
Block Signals	O. & N. W. CROSSING
Block Signals	DN FREMONT YL FN
Block Signals	O. B. & Q. CROSSING
Block Signals	O. & N. W. CROSSING
Block Signals	AMES
Block Signals	D NORTH BEND NB
Block Signals	D ROGERS DJ
Block Signals	DN SCHUYLER SO
Block Signals	D RIOH LAND BZ
Block Signals	O. B. & Q. CROSSING
Block Signals	DN COLUMBUS YL O
Block Signals	DUNCAN
Block Signals	D SILVER CREEK SI
Block Signals	HAVENS
Block Signals	D CLARKS OX
Block Signals	O. B. & Q. CROSSING
Block Signals	DN CENTRAL CITY OI
Block Signals	D OHAPMAN OP
Block Signals	O. B. & Q. CROSSING
Block Signals	DN-R GRAND ISLAND GE YL
Block Signals	ALDA
Block Signals	D WOOD RIVER WR
Block Signals	D SHELTON ST
Block Signals	DN GIBSON GB
Block Signals	OPTIO
Block Signals	DN KEARNEY YL KR
Block Signals	D ODESSA DZ
Block Signals	D ELM CREEK QR
Block Signals	D OVERTON OV
Block Signals	DN LEXINGTON UM
Block Signals	DARR
Block Signals	D COZAD OO
Block Signals	DN GOTHENBURG BU
Block Signals	D BRADY BI
Block Signals	D MAXWELL MX
Block Signals	GANNETT
Block Signals	DN-R NORTH PLATTE YL NO

Thru Time to Omaha ..... (5.50)  
Average speed per hour ..... 48.2

(5.20) 52.7  
(5.55) 47.5  
(4.05) 68.8  
(4.05) 68.8  
(4.05) 68.8  
(4.05) 68.8

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply on 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. 6 reduce speed to 60 miles per hour passing mail crane at Cozad.  
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. 31**

June 1, 1960

**STATIONS**

**SECOND CLASS**

Mile Post	74 Time Freight	234 Local Freight	72 Time Freight	76 Local Freight	238 Local Freight
0.0	A 6.50AM	A 3.15PM	A 10.15PM		
2.8	6.35	2.55	10.00		
5.2	6.05	2.35	9.35		
14.1	5.55	2.15	9.25		
17.1	5.50	f 2.05	9.20		
21.7		s 1.55			
24.5		s 1.30			
28.0	5.35AM	s 1.00	9.05PM		
34.2		f 12.01PM			
38.2					
39.3		s 11.50AM			
40.0					
44.8					
46.8		f 10.50			
54.4		s 10.20			
61.1		s 9.50			
68.7		s 9.20			
76.9		f 8.20			
83.4					
84.8		s 8.00			
92.2		s 7.20			
102.2		s 6.40			
107.9		f 6.00			
113.6		s 5.39			
124.8					
124.9		5.00AM	A 6.55AM		
135.1			s 6.40		
146.8					
146.9			6.20AM	A 2.00PM	
154.6				f 1.15	
162.2				s 12.45	
169.9				s 12.15PM	
176.0				s 11.45AM	
180.2				f 11.20	
189.1				11.00AM	
198.2					
204.6					
213.2					
224.4					
232.2					
232.2					
248.2					
261.5					
270.6					
278.5					
284.1					

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Block Signals	RCOUNCIL BLUFFS YL
Block Signals	DN-R OMAHA YL US
Block Signals	DN SUMMIT YL SU
Block Signals	WECO
Block Signals	LANE
Block Signals	D ELKHORN KH
Block Signals	D WATERLOO WO
Block Signals	DN VALLEY YL V
Block Signals	MERCER
Block Signals	O. & N. W. CROSSING
Block Signals	DN FREMONT YL FN
Block Signals	O. B. & Q. CROSSING
Block Signals	O. & N. W. CROSSING
Block Signals	AMES
Block Signals	D NORTH BEND NB
Block Signals	D ROGERS DJ
Block Signals	DN SCHUYLER SO
Block Signals	D RIOH LAND BZ
Block Signals	O. B. & Q. CROSSING
Block Signals	DN COLUMBUS YL O
Block Signals	DUNCAN
Block Signals	D SILVER CREEK SI
Block Signals	HAVENS
Block Signals	D CLARKS OX
Block Signals	O. B. & Q. CROSSING
Block Signals	DN CENTRAL CITY OI
Block Signals	D OHAPMAN OP
Block Signals	O. B. & Q. CROSSING
Block Signals	DN-R GRAND ISLAND GE YL
Block Signals	ALDA
Block Signals	D WOOD RIVER WR
Block Signals	D SHELTON ST
Block Signals	DN GIBSON GB
Block Signals	OPTIO
Block Signals	DN KEARNEY YL KR
Block Signals	D ODESSA DZ
Block Signals	D ELM CREEK QR
Block Signals	D OVERTON OV
Block Signals	DN LEXINGTON UM
Block Signals	DARR
Block Signals	D COZAD OO
Block Signals	DN GOTHENBURG BU
Block Signals	D BRADY BI
Block Signals	D MAXWELL MX
Block Signals	GANNETT
Block Signals	DN-R NORTH PLATTE YL NO

Thru Time ..... (1.15)  
Average speed per hour ..... 22.4

(10.15) 12.2  
(1.10) 24.0  
(0.35) 37.7  
(3.00) 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
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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 Seating, etc. See Rule 6 (A) Page 24.	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	
DF XWCZTYOP			7.00AM	6.35AM	5.35AM	284.1
			7.10	6.45	5.45	289.2
OS 84 P						290.5
WS 72 XP			s 7.25	s 7.01	f 5.55	296.9
OS 119 YF			f 7.35	A 7.10AM	A 6.00AM	300.7
40						301.8
OS 121 P			f 7.45			303.4
OS 121 P			s 8.20			315.5
5 P			f 8.32			321.7
OS 88 P			f 8.45			327.7
WS 122 WS 120 OS 125 XWCF			s 9.45			334.8
OS 125 P			s 10.10			343.9
10						349.1
OS 133 P			s 10.35			353.9
OS 89 P			f 10.45			359.3
XWCYYP WS 125 OS 121			11.45			365.3
OS 90 P			f 11.55AM			370.6
OS 123 WP			s 12.25PM			380.3
WS 111 OS 74 XP			s 12.50			389.7
XP			f 1.02			396.3
OS 125 P			1.15			401.0
WXCOPY			8.30AM	A 1.30PM		407.5
OS 94 YF			f 8.45			415.5
WS 121 XWF OS 79			f 9.15			426.4
8 PX						430.8
OS 125 F			s 9.35			435.4
27 PX						439.9
OS 133 XWP			s 10.15			444.5
12						451.1
OS 125 P			s 10.45			456.6
OS 125 XWCYP			A 11.30AM			466.7
10						472.0
OS 94 XWYP			3.10PM			477.5
WS 62 XP			f 3.20			483.2
OS 96 WP			f 3.30			489.7
WS 62 XP			f 3.40			495.9
WS 117 XP OS 126			f 3.50			501.2
DF XWCZTYOP			A 4.10PM			509.5

(1.00) (3.00) (6.30) (0.35) (0.25)  
32.0 19.8 19.0 28.5 39.8

**Time-Table No. 31**  
June 1, 1960

**STATIONS**

DN-R NORTH PLATTE NY	YL NO 5.1
WEST NORTH PLATTE	YL WN 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
ROSCOE	7.1
DN OGALLALA GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	6.0
BARTON	6.0
DN JULESBURG JB	5.3
WEIR	9.7
D OHAPPELL OQ	9.4
D LODGE POLE GP	6.6
SUNOL	4.7
COLTON	8.0
DN-R SIDNEY YL OD	10.9
BROWNSON	4.4
D POTTER PR	4.6
JACINTO	4.5
D DIX DX	4.6
OWABOO	4.6
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	5.3
ARCOER	8.3
DN-R CHEYENNE YL OY	

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

**WESTWARD SECOND SUBDIVISION**

**FIRST CLASS**

Distance from Council Bluffs	7	5	107	103	101	27	111
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	3.15PM	2.30PM	5.30AM	5.15AM	5.00AM	3.30AM	3.10AM
	3.23	2.38	5.37	5.22	5.07	3.38	3.17
	3.30	2.45	5.42	5.27	5.12	3.45	3.22
	3.33	2.48	5.45	5.30	5.15	3.48	3.25
	3.36	2.51	5.47	5.32	5.17	f 3.51	3.27
	3.48	3.05	5.56	5.41	5.26	f 4.03	3.36
	3.54	3.11	6.01	5.46	5.31	4.09	3.41
	4.00	3.17	6.06	5.51	5.36	4.15	3.46
	s 4.10	3.25	6.12	5.57	5.42	s 4.25	3.53
	4.20	3.35	6.19	6.04	5.49	f 4.35	4.00
	4.30	3.45	6.27	6.12	5.57	f 4.45	4.08
	4.35	3.50	6.31	6.16	6.01	4.50	4.12
	f 4.43	3.56	6.36	6.21	6.05	s 5.01	A f 4.20AM
	4.49	4.02	6.40	6.25	6.09	5.07	
	4.58	4.12	6.48	6.33	6.18	f 5.16	
	5.07	4.22	6.55	6.40	6.25	f 5.25	
	5.14	4.29	7.00	6.45	6.30	5.32	
	5.19	4.35	7.04	6.49	6.34	5.37	
	s 5.30	4.45	7.13	6.58	6.43	5.45	
	5.40	4.53	7.14	6.59	6.44	5.55	
	5.50	5.05	7.23	7.08	6.53	6.05	
	6.02	5.16	7.33	7.18	7.03	f 6.15	
	6.11	5.25	7.41	7.26	7.11	f 6.25	
	s 6.23	5.35	7.49	7.34	7.19	s 6.40	
	6.35	5.48	7.59	7.44	7.29	f 6.52	
	6.45	5.58	8.09	7.54	7.39	f 7.03	
	6.57	6.10	8.20	8.05	7.50	f 7.15	
	7.04	6.16	8.26	8.11	7.56	f 7.21	
	7.11	6.23	8.32	8.17	8.02	7.28	
	7.18	6.30	8.38	8.23	8.08	7.35	
	7.25	6.36	8.44	8.29	8.14	7.41	
	A 7.45PM	A 6.55PM	A 9.00AM	A 8.45AM	A 8.30AM	A 8.00AM	

(4.30) (4.25) (3.30) (3.30) (3.30) (4.30) (1.10)  
50.0 51.0 64.4 64.4 64.4 50.0 69.6

**Time-Table No. 31**  
June 1, 1960

**STATIONS**

DN-R NORTH PLATTE NY	YL NO 5.1
WEST NORTH PLATTE	YL WN 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
ROSCOE	7.1
DN OGALLALA GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	6.0
BARTON	6.0
DN JULESBURG JB	5.3
WEIR	9.7
D OHAPPELL OQ	9.4
D LODGE POLE GP	6.6
SUNOL	4.7
COLTON	8.0
DN-R SIDNEY YL OD	10.9
BROWNSON	4.4
D POTTER PR	4.6
JACINTO	4.5
D DIX DX	4.6
OWABOO	4.6
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	5.3
ARCOER	8.3
DN-R CHEYENNE YL OY	

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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. 31**

June 1, 1960

**FIRST CLASS**

Mile Post	FIRST CLASS										
	6	8	112	104	102	108	28				
	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express				

STATIONS	Mile Post	6	8	112	104	102	108	28				
DN-E NORTH PLATTE NY 5.1	284.1	A 11.15AM	A 11.55AM	A 7.20PM	A 9.20PM	A 9.35PM	A 9.50PM	A 11.10PM				
WEST NORTH PLATTE 1.3	289.2	11.02	11.40	7.10	9.08	9.23	9.38	10.52				
BIRDWOOD 6.4	290.5											
D HERSHEY OF 3.8	296.9	10.56	11.32	7.04	9.02	9.17	9.32	10.44				
O'FALLONS 1.1	300.7	10.53	11.28	7.01	8.59	9.14	9.29	10.40				
VARNER 1.6	301.8											
D SUTHERLAND SU 12.1	303.4	10.51	f 11.25	6.59	8.57	9.12	9.27	f 10.37				
D PAXTON PN 6.2	315.5	10.40	f 11.14	6.50	8.48	9.03	9.18	f 10.24				
KORTY 6.0	321.7	10.35	11.08	6.46	8.43	8.58	9.13	10.17				
ROSCOE 7.1	327.7	10.29	11.02	6.42	8.38	8.53	9.08	f 10.10				
DN OGALLALA GT 9.1	334.8	10.22	s 10.55	6.37	8.32	8.47	9.02	s 10.02				
D BRULE RU 5.2	343.9	10.13	f 10.45	6.29	8.25	8.40	8.55	f 9.50				
MEGEATH 4.8	349.1											
D BIG SPRINGS GS 5.4	353.9	10.05	f 10.36	6.22	8.18	8.33	8.48	f 9.40				
BARTON 6.0	359.3	10.00	10.30	6.18	8.13	8.28	8.43	9.34				
DN JULESBURG JB 5.3	365.3	9.54	f 10.25	s 6.13PM	8.08	8.23	8.38	s 9.28				
WEIR 9.7	370.6	9.48	10.19		8.03	8.18	8.33	9.20				
D CHAPELLE OQ 9.4	380.8	9.40	f 10.11		7.56	8.11	8.26	f 9.10				
D LODGE POLE GP 6.6	389.7	9.31	f 10.02		7.49	8.04	8.19	f 9.01				
SUNOL 4.7	396.3	9.26	9.56		7.44	7.59	8.14	f 8.53				
COLTON 6.5	401.0	9.22	9.52		7.40	7.55	8.10	8.48				
DN-E SIDNEY YL OD 8.0	407.5	9.15	9.45		7.33	7.48	8.03	8.40				
BROWNSON 10.9	415.5	8.51	9.22		7.23	7.38	7.53	8.18				
D POTTER PR 4.4	426.4	8.41	9.12		7.14	7.29	7.44	f 8.08				
JACINTO 4.6	430.8											
D DIX DX 4.5	435.4	8.33	9.03		7.07	7.22	7.37	f 7.58				
OWASOO 4.6	439.9											
DN KIMBALL KB 6.6	444.5	8.25	s 8.53		7.00	7.15	7.30	s 7.48				
OLIVER 5.5	451.1											
D BUSHNELL BN 10.1	456.6	8.14	8.40		6.51	7.06	7.21	s 7.35				
DN PINE BLUFFS UF 5.3	466.7	8.05	8.30		6.43	6.58	7.13	s 7.23				
TRACY 5.5	472.0											
D EGBERT GX 5.7	477.5	7.55	8.20		6.33	6.48	7.03	f 7.11				
D BURNS UX 6.5	483.2	7.50	8.15		6.29	6.44	6.59	7.06				
HILLSDALE 6.2	489.7	7.45	8.10		6.24	6.39	6.54	7.00				
DURHAM 5.8	495.9	7.40	8.05		6.19	6.34	6.49	6.55				
ARCHER 8.3	501.2	7.35	8.00		6.14	6.29	6.44	6.50				
DN-E CHEYENNE YL OY (225.4)	509.5	7.25AM	7.50AM		6.05PM	6.20PM	6.35PM	6.40PM				

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (3.50) (4.05) (1.07) (3.15) (3.15) (3.15) (4.30)  
 Average speed per hour..... 58.8 55.2 72.7 69.4 69.4 69.4 50.0

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

**SECOND SUBDIVISION**

**EASTWARD**

**Time-Table No. 31**

June 1, 1960

**SECOND CLASS**

Mile Post	SECOND CLASS										Car Capacity of Seating, etc. See Rule 6 (A), page 24.
	242	354	246	98	94						
	Local Freight	Mixed	Local Freight	Local Freight	Mixed						

STATIONS	Mile Post	242	354	246	98	94					
DN-E 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 3.8	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	303.4	s 12.15PM									CS 121 P
D PAXTON PN 6.2	315.6	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									WS 122 WS 120 ES 138 XWCP
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 132 P
BARTON 6.0	359.3	f 8.55									CS 83 P
DN JULESBURG JB 5.3	365.3	s 8.45									XWCYFP WS 125 ES 121
WEIR 9.7	370.6	f 7.55									CS 90 P
D CHAPELLE 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	396.3	f 7.20									XP
COLTON 6.5	401.0	f 7.10									CS 125 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
OWASOO 4.6	439.9										27 PX
DN KIMBALL KB 6.6	444.5			s 1.30							CS 133 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							CS 126 XWCYP
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 5.8	495.9			f 8.23							WS 62 XP
ARCHER 8.3	501.2			f 8.15							WS 117 XP ES 125
DN-E 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) (0.29)  
 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				STROMSBURG BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 31 June 1, 1960				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				75	Distance from Valparaiso				76	Mile Post			
				Local Freight					Local Freight				
			Tuesday Thursday Saturday										
				STATIONS									
	WYP			8.00AM	0.0	D-B	VALPARAISO	YL VO	0.0	A11.35AM			
	16			f 8.20	7.4		LOMA		7.4	f 11.06			
	23			s 8.40	13.5	D	BRAINARD	BD	13.5	s 10.50			
					15.0		O. & N. W. CROSSING		15.0				
	22	W		s 9.10	23.2	D	DAVID CITY	DV	23.2	s 10.25			
					23.5		O. B. & Q. CROSSING		23.5				
	21			s 9.45	33.3	D	RISING CITY	RN	33.3	s 9.40			
	26			s 10.05	40.1	D	SHELBY	SH	40.1	s 9.20			
	7			s 10.25	47.5	D	OSCEOLA	OZ	47.5	s 8.55			
	9	W		s 10.50	52.9	D	STROMSBURG	S	52.9	s 8.25			
					56.8		DURANT		56.8				
	25			s 11.15	63.0	D	POLK	PK	63.0	s 7.50			
	21			s 11.30	68.3		HORDVILLE		68.3	s 7.30			
	23			s 11.45	73.8		HEBER		73.8	f 7.10			
					75.3		O. B. & Q. CROSSING		75.3				
	WYP			A11.55AM	75.9	DN-B	CENTRAL CITY	YL OI	75.9	7.05AM			
							(75.9)			Monday Wednesday Friday			

(3.55) ..... Thru Time ..... (4.30)  
19.4 ..... Average speed per hour ..... 16.8

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 31 June 1, 1960				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				79	Distance from Genoa				80	Mile Post			
				Mixed					Mixed				
			Monday Wednesday Friday										
				STATIONS									
	40	WY		8.52AM	0.0	D-B	GENOA	YL G	0.0	A 1.05PM			
	20				9.3		MEROHISTON		9.3				
	28			s 9.28	13.7	D	FULLERTON	FU	13.7	s 12.37			
	21			s 9.53	23.1		BELGRADE		23.1	s 12.13PM			
	26	W		s 10.13	30.3	D	CEDAR RAPIDS	OD	30.3	s 11.55AM			
	26			s 10.34	36.6	D	PRIMROSE	P	36.6	f 11.39			
	28	WY		A11.00AM	44.3	D-B	SPALDING	YL SG	44.3	11.20AM			
							(44.3)			Monday Wednesday Friday			

(2.08) ..... Thru Time ..... (1.45)  
20.8 ..... Average speed per hour ..... 25.3

Westward 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. 31 June 1, 1960				SECOND CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				81	79	321	Distance from Columbus				312	80	82	Mile Post
				Mixed	Mixed	Mixed					Mixed	Mixed	Mixed	
			Tuesday Thursday Saturday	Monday Wednesday Friday	Daily Except Sunday									
				STATIONS										
	WCTYPZ			8.00AM	8.00AM	5.00AM	0.0	DN-B	COLUMBUS	YL C	0.0	A12.01PM	A 1.55PM	A 2.05PM
	20			8.10	8.10	5.10	4.2		SHELDONVILLE		4.2	f 11.50AM	1.43	1.50
	8	YP		A 8.22AM	A 8.22AM	f 5.20	9.4	B	OCONEE	YL	9.4	f 11.40	1.30PM	1.42PM
	29					f 5.35	14.7	D	PLATE CENTER	PO	14.7	s 11.25		
	36						20.3		TARNOV		20.3			
							25.1		O. & N. W. CROSSING		25.1			
	56	W				s 5.55	25.7	D	HUMPHREY	HX	25.7	s 11.05		
	33	W				s 6.10	35.4	D	MADISON	MA	35.4	s 10.50		
	31						40.9		ENOIA		40.9			
							48.7		O. & N. W. CROSSING		48.7			
							50.2		O. & N. W. CROSSING		50.2			
	WZTP					A 7.00AM	50.4	D-B	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. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 31 June 1, 1960				SECOND CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				81	79	Distance from Oconee				80	82	Mile Post		
				Mixed	Mixed					Mixed	Mixed			
			Tuesday Thursday Saturday	Monday Wednesday Friday										
				STATIONS										
	20	YP		8.22AM	8.22AM	0.0	B	OCONEE	YL	0.0	A 1.30PM	A 1.42PM		
	5					2.0		MILL SPUR		2.0				
				s 8.33	s 8.33	4.8	D	MONROE	MN	4.8	s 1.20	s 1.30		
	40	WYP		s 8.49	A 8.49AM	11.8	D-B	GENOA	YL G	11.8	1.05PM	s 1.09		
	56			s 9.55		22.8	D	ST. EDWARD	ST	22.8		s 12.35		
	28	WYP		A10.45AM		33.7	D-B	ALBION	YL A	33.7		12.10PM		
								(33.7)			Monday Wednesday Friday	Tuesday Thursday Saturday		

(2.23) (0.27) ..... Thru Time ..... (0.25) (1.32)  
14.2 25.1 ..... Average speed per hour ..... 27.1 22.0

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



WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD						
SECOND CLASS				Distance from Grand Island	Time-Table No. 31				Mile Post	SECOND CLASS				
					June 1, 1960									
283		83			STATIONS					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		OAREY		2.5						
19		s 10.30	s 9.28	11.1	D	ST. LIBORY	RY	11.1	s	4.42	s	4.42		
30	WYP	s 11.15	s 9.55	21.9	D-R	ST. PAUL	YL SP	21.9	s	4.20	s	4.20		
19		s 11.40AM		30.2	D	DANNEBROG	DB	30.2	s	3.50				
11	W	s 12.05PM		40.5	D	BOELUS	HW	40.5	s	3.20				
31		f 12.25		47.7		ROOKVILLE		47.7	f	2.55				
33	WY	A 1.00PM		60.9	D-R	LOUP CITY	YL OP	60.9		2.30PM				
27			s 10.20	80.7	D	ELBA	EB	80.7	s	3.55				
25			s 10.35	86.8		COTESFIELD		86.8	s	3.41				
			10.50	44.5		SCOTIA JUNCTION		44.5	s	3.23				
20			s 11.00	45.7	D	SCOTIA	SK	45.7	s	3.14				
			11.15	44.5		SCOTIA JUNCTION		44.5	s	3.07				
31	W		s 11.35AM	48.8	D	NORTH LOUP	NU	48.8	s	2.57				
3				58.5		SAUNDERS		58.5						
				60.7		C. B. & Q. CROSSING		60.7						
34	WY		A 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. 31				Mile Post					
					June 1, 1960									
					STATIONS									
WYPCZ				0.0	DN-R	HASTINGS	YL AH	0.0						
130	P			12.7		HAYLAND		12.7						
85	P			20.2		DENMAN		20.2						
130	WYP			28.1	DN-R	GIBBON	GB	28.1						
	I					(28.1)								
						.....Thru Time.....								
						.....Average speed per hour.....								

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

WESTWARD				KEARNEY BRANCH				EASTWARD						
SECOND CLASS				Distance from Kearney	Time-Table No. 31				Mile Post	SECOND CLASS				
					June 1, 1960									
95		95			STATIONS					96		196		
Mixed		Mixed						Mixed		Mixed				
Tuesday, Thursday Saturday		Tuesday, Thursday Saturday												
PWYCZ			9.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A	9.20PM	A	11.50AM		
				5.5		GLENWOOD PARK		5.5	f	8.34	f	11.19		
12			f 9.12	5.5		RIVERDALE		5.5	s	8.22	s	11.07		
16			s 9.24	10.1		AMHERST	HR	10.1	s	8.00	s	10.50		
27			s 9.41	16.8	D	MILLER		16.8	s	7.35	s	10.26		
32	W		s 10.06	26.8		SUMNER	SU	26.8	s	7.15	s	10.10		
38			s 10.20	32.5	D	EDDYVILLE	VD	32.5	s	6.57	s	9.50		
28			s 10.40	40.4	D	COONTO	BS	40.4	s	6.28	s	9.30		
40			s 11.13AM	52.1	D	OALLAWAY	OA	52.1	s	5.45	s	8.55		
27	WY		s 12.30PM	65.5	D	ARNOLD	AD	65.5	s	4.45	s	8.15		
38	W		s 1.30	83.1	D	HOAGLAND		83.1	f	4.18	f	7.48		
10			f 2.10	94.6		GANDY		94.6	f	4.08	f	7.38		
15			f 2.30	99.2		STAPLETON	YL SN	99.2		4.00PM		7.30AM		
22	WY		A 2.55PM	102.4	D-R	(102.4)		102.4		Wednesday Friday		Sunday		
						(102.4)								
			(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				Distance from O'Fallons	Time-Table No. 31 June 1, 1960				Mile Post	SECOND CLASS			
		97	93			98	94							
		Local Freight	Mixed			Local Freight	Mixed							
		Daily	Daily		<b>STATIONS</b>									
	YP		7.15AM	6.00AM	0.0	E	O'FALLONS YL	0.0	A	3.35PM	A	6.01PM		
15		f	7.20	f	2.8		COCKER	2.8	f	3.20	f	5.50		
41	P	f	7.41	s	12.8		SARBEN	12.8	f	3.01	s	5.35		
40		f	7.58	f	19.6		NEVENS	19.6	f	2.45	f	5.25		
12					24.8		BROGANVILLE	24.8						
42	WP	f	8.20	s	28.4		KEYSTONE	28.4	f	2.32	s	5.15		
11					30.7		KINGSLEY	30.7						
42	P	f	8.35	f	34.9	D	MARTIN SA	34.9	f	2.20	f	5.03		
42	P	f	8.50	s	41.2		LEMOYNE	41.2	f	2.05	f	4.53		
25		f	9.05	f	46.8		BELMAR	46.8	f	1.55	f	4.46		
44		f	9.14	f	51.7		RUTHON	51.7	f	1.45	f	4.39		
41	YP	s	9.45	s	59.3	D	LEWELLEN YL W	59.3	s	1.35	s	4.30		
41	WP	s	10.35	s	70.8	D	OSHKOSH YL OX	70.8	s	1.05	s	4.10		
40	P	s	11.20	s	86.4	D	LISCO OO	86.4	f	12.15PM	s	3.45		
46	P	s	11.45 <sup>96</sup> AM	s	100.4	D	BROADWATER BR	100.4	f	11.45 <sup>97</sup> AM	s	3.24		
19		f	12.03PM	f	109.6		TOWERS	109.6	f	11.20	f	3.11		
198	WPY	s	12.35	s	114.1	D	NORTHPORT YL NP	114.1	f	11.12	s	3.05		
	AI		12.40	9.00	115.5		O B. & Q. CROSSING	115.5		10.50		2.57		
11		f	12.55	f	121.8		MOHLER	121.8	f	10.40	f	2.46		
93	P	f	1.01	s	126.7	D	SOUTH BAYARD OR	126.7	f	10.32	s	2.39		
61		f	1.10	s	132.1		MCGREW	132.1	f	10.23	s	2.29		
36	P	f	1.20	s	137.9		MELBETA	137.9	f	10.13	s	2.19		
70	DWYZPT	A	1.35PM	A	145.9	DN-R	GERING YL G	145.9		10.00AM		2.00PM		
							(145.9)		Daily		Daily			
			(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.	Distance from Gering	Mile Post	Time-Table No. 31 June 1, 1960			Mile Post	Distance from Gering	Time-Table No. 31 June 1, 1960
			STATIONS					
		0.0	DN-R	GERING YL G	0.0			
17		5.4		MATHERS YL	5.4			
27		6.0		MOON YL	6.0			
		7.0		ROUBADEAU YL	7.0			
18		8.4		HILLIKER YL	8.4			
18		9.8		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				Distance from O'Fallons	Time-Table No. 31 June 1, 1960				Mile Post	SECOND CLASS			
		353	93	59		354	60	94						
		Mixed	Mixed	Local Freight		Mixed	Local Freight	Mixed						
		Daily	Daily	Daily										
	DZWYPT			10.05AM	6.00AM	145.9	DN-R	GERING YL G	145.9		A10.45AM	A	1.50PM	
14		f	10.11	f	150.5		COSTIN	150.5	f	10.33	f	1.40		
80	P	f	10.14	f	152.8	D	HAIG HA	152.8	f	10.30	f	1.36		
24		f	10.20	f	155.8	D	SOUTH MITCHELL MI	155.8	f	10.25	f	1.30		
82		f	10.23 <sup>60</sup>	f	157.1		PELTON	157.1	f	10.23 <sup>93</sup>	f	1.26		
70	P	f	10.31	f	162.1	D	SOUTH MORRILL MO	162.1	f	10.06	f	1.19		
18		f	10.34	f	164.2		JOYCE	164.2	f	9.52	f	1.14		
51	YP	s	10.40	s	167.9	DN	LYMAN YL MU	167.9	s	9.45 <sup>59</sup>	s	1.09		
21		f	10.44	f	170.1		CANAL	170.1	f	9.20	f	1.04		
51	P	f	10.50	f	173.7	D	HUNTLEY HU	173.7	f	9.13	f	12.58		
35		f	10.55	f	177.0		HOLLY	177.0	f	9.06	f	12.53		
51	YP		12.40PM	11.05 <sup>59</sup> 11.10 12.05PM	181.6	D-R	YODER YL DR	181.6	A11.45AM	9.00 8.46	12.45 12.35			
51	P	f	11.20	s	188.1	D	VETERAN VN	188.1	s	8.33	f	12.23 <sup>59</sup>		
8		f	11.25	f	191.5		HELDT	191.5	f	8.26	f	12.17		
10		f	11.32	f	196.1		COTTIER	196.1	f	8.19	f	12.10		
52	WYP		A11.40AM	A12.55PM	200.6	D-R	SO TORRINGTON YL BI	200.6		8.10AM	12.05PM			
14		f	12.50		185.3		GOODLAND	185.3	f	11.32				
20		f	12.55		187.6		FONDA	187.6	f	11.27				
51	P	s	1.05		192.4	D	HAWK SPRINGS HK	192.4	s	11.15				
31		f	1.10		194.7		DUBOC	194.7	f	11.01				
19		f	1.20		200.8		WYOBOS	200.8	f	10.50				
51	PY	s	1.30		203.8	D	LA GRANGE GA	203.8	s	10.45				
19		f	1.42		210.7		TREMAIN	210.7	f	10.20				
51	P	s	2.15		222.5	D	ALBIN AB	222.5	s	9.55				
51		f	2.30		229.7		LINDBERGH	229.7	f	9.35				
	WPY	A	3.01PM		244.3	DN-R	EGBERT YL GX	0.0		9.10AM				
							(26.4)		Daily	Daily	Daily			
			(2.21) 26.8	(1.35) 34.5	(6.55) 9.1		.....Thru Time.....		(2.35) 24.3	(2.35) 21.1	(1.45) 81.3			
							.....Average speed per hour.....							

WESTWARD				LYMAN BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Lyman	Mile Post	Time-Table No. 31 June 1, 1960	STATIONS				Mile Post	Distance from Lyman	Time-Table No. 31 June 1, 1960	Mile Post	Distance from Lyman
				STATIONS								
		0.0	DN	LYMAN MU YL	0.0							
18		2.8		SEARS YL	2.8							
17		4.6		HARTMAN YL	4.6							
22		6.4		STEGALL YL	6.4							
				(6.4)								

  

WESTWARD				SEARS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Sears	Mile Post	Time-Table No. 31 June 1, 1960	STATIONS				Mile Post	Distance from Sears	Time-Table No. 31 June 1, 1960	Mile Post	Distance from Sears
				STATIONS								
		0.0		SEARS YL	0.0							
5		1.2		BELLINGER YL	1.2							
17		2.8		JANISE YL	2.8							
				(2.8)								

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, and Nos. 60 and 94 are superior to No. 59.—See Rule 72.

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

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

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

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

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	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
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30		35		
Inspection bus cars.		40	40		20		
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits protected by continuous block signal system.	60	50	25		30		
When yard limits not protected by continuous block signal system.	50	40	25		25		
Passing fueling stations located within yard limits.	50	40	25		15		
Passing fueling stations located outside yard limits.	50	40	40		25		
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40		30		
					40		
Gas turbine locomotives in road service.		60	55	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. 30 On curves. 25			
1500 class diesel road freight locomotives.		50	50	Trains handling dead steam locomotives: With a side rod or main rod removed. 15 With side rods and main rods in place. 25			
Other than 1500 class diesel freight locomotives.		60	55	Trains handling scale test cars. 30			
3800 and 3900 class engines.		60	50	Trains handling U.P. ore cars series 8000, 8499, loaded or empty. 45			
4000 class engines.		45	45	When using No. 14 turn-outs. 25 20 20			
Steam engines running backward.		20	20	When using other cross-overs or turn-outs: 800 class engines: Back-up movement. 5 5 All other classes of engines: Forward movement. 15 15 15 Back-up movement. 10 10 10			
Light engines.			45	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			
When more than 50% of the tonnage is gravel.			40	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing. 20 20 20			
				On wye tracks. 15 15 15			
				Jordan spreaders and other machines of spreader type, when in operation. 15			
				Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023. 25			

**OLD MAIN LINE**

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

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Diesel locomotives in road service.			55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing. 5			
Waterloo, seed house spur.			5				
Fremont, within city limits.		20	15		Grand Island, 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**

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

**ON EASTWARD TRACK**

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

SECOND SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Diesel locomotives in road service.			55	Brownson, on government tracks.			10
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, on industry track.			5
				Cheyenne passenger sheds.	10	10	5
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts — <b>Korty</b> 323.5 and 324.4	70	60	50	Between Mile Posts — <b>Cheyenne</b> 509.1 and 508.7	40	40	25
<b>Julesburg</b> 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
<b>Brownson</b> 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
<b>Bushnell</b> 456.9 and 457.2	80	70	50	<b>Archer</b> 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	<b>Durham</b> 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	<b>Hillsdale</b> 486.5 and 486.2	70	60	50
<b>Pine Bluffs</b> 466.8 and 467.3	50	40	40	<b>Tracy</b> 467.3 and 466.8	50	40	40
<b>Burns</b> 486.2 and 486.5	70	60	50	<b>Pine Bluffs</b> 466.6 and 466.2	60	50	50
<b>Hillsdale</b> 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
<b>Durham</b> 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
<b>Archer</b> 502.2 and 503.0	60	50	40	<b>Potter</b> 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	<b>Weir</b> 366.1 and 365.4	60	50	50
508.7 and 509.1	40	40	25	<b>Roscoe</b> 324.4 and 323.5	70	60	50
<b>Cheyenne</b>				<b>North Platte</b>			
<b>THIRD SUBDIVISION</b>							
Maximum speed.	79	70	50	<b>LaSalle</b> Between M.P. 149.6 and 150.7	50	40	25
Diesel locomotives in road service.			55	Between M. P. 150.7 and 150.9	30	30	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
Freight engines not otherwise shown.		50		<b>Sterling</b> , 3900 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.			20

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

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	31—XP	Both
Inco.....	12.2	24—P	West	Willow Island.....	243.2	63—XP	Both
Behlen.....	80.25	40—XP	Both	Keith.....	272.9	15	West
Paddock.....	128.5	20	West	Beck.....	280.5	10	West
Buda.....	184.3	ES 73—XP	Both				
Kearney Air Base.....	185.9	WS 40—XP	Both	<b>Beatrice Branch</b>			
Alfa Center.....	194.1	44—XP	Both	Krumel.....	17.4	11	East
Trued.....	209.3	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

**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
Columbus.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Enginemen's Washroom	Sterling.....	Telegraph Office
Grand Island.....	Dispatcher's Office	La Salle.....	Telegraph Office
Grand Island.....	Telegraph Office	Lincoln.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	Norfolk.....	Telegraph Office
Grand Island.....	Roundhouse	Hastings.....	Yard Office
Kearney.....	Telegraph Office	Stapleton.....	Telegraph Office
Kearney.....	Roundhouse	Gering.....	Dispatcher's Office
Lexington.....	Telegraph Office	Gering.....	Telegraph Office
North Platte.....	Dispatcher's Office	Gering.....	Roundhouse
North Platte.....	Telegraph Office	South Torrington.....	Telegraph Office

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		

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.	Wm. B. Niehus....	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.	R. A. Moser.....	Surgeon.....	Omaha, Nebr.
T. L. Johnson....	Oculist.....	Cheyenne, Wyo.	J. R. McCaslin...	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.	R. H. Rasgorshbek..	Oculist and Aurist.	Omaha, Nebr.
C. E. Hranac.....	Surgeon.....	Cozad, Nebr.	J. L. McFee.....	Surgeon.....	Ogallala, Nebr.
D. L. Larson.....	Surgeon.....	Chappell, Nebr.	C. J. Miller.....	Surgeon.....	Ord, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
R. C. Reeder....	Surgeon.....	Fremont, Nebr.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	H. Dey Myers....	Surgeon.....	Schuyler, Nebr.
P. E. Woodward..	Surgeon.....	Ft. Morgan, Colo.	J. E. Nordstrom..	Surgeon.....	Shelton, Nebr.
K. R. Dalton....	Surgeon.....	Genoa, Nebr.	R. J. Fox.....	Surgeon.....	Spalding, Nebr.
Bert W. Pyle....	Surgeon.....	Gothenburg, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
L. M. Adams.....	Surgeon.....	Grand Island, Nebr.	C. B. Dorwart....	Surgeon.....	Sidney, Nebr.
E. G. Johnson....	Surgeon.....	Grand Island, Nebr.	J. E. Thayer.....	Surgeon.....	Sidney, Nebr.
K. F. McDermott..	Surgeon.....	Grand Island, Nebr.	F. E. Palmer.....	Oculist and Aurist.	Sterling, Colo.
C. H. Magglore...	Surgeon.....	Grand Island, Nebr.	L. W. Anderson....	Surgeon.....	Sterling, Colo.
J. A. Profitt....	Oculist and Aurist.	Grand Island, Nebr.	R. W. Ludwick....	Surgeon.....	Sterling, Colo.
W. C. Harvey....	Surgeon.....	Gering, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
W. C. Harvey, Jr..	Surgeon.....	Gering, Nebr.	Leo Keenan.....	Surgeon.....	Torrington Wyo.
J. J. Hanigan....	Surgeon.....	Hallam, Nebr.	Ivan M. French...	Surgeon.....	Wahoo, Nebr.
O. A. Kostal....	Surgeon.....	Hastings, Nebr.			
C. L. Kleager....	Surgeon.....	Hastings, Nebr.			
H. P. Linton....	Surgeon.....	Julesburg, Colo.			
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.			