



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

						Distance from Council Bluffs	Time-Table No. 41 September 7, 1969		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		12.01	2.55	2.8		OMAHA	
		5.05		2.40	5.05	146.9		GRAND ISLAND	
		7.10 6.15	6.25	5.00 4.20	7.10 6.15	284.1	C.T. M.T.	NORTH PLATTE	
			7.40			365.3		JULESBURG	
		8.00		6.35	8.00	407.5		SIDNEY	
		8.00				.....		KANSAS CITY
		6.45 7.15	6.10 6.40		11.00	562.5		DENVER	
		9.30 10.45	8.45 9.00	9.45 10.45	8.30 9.00	509.5		CHEYENNE	
		12.08	10.25	12.08	10.25	566.0		LARAMIE	
		1.55	12.30	1.55	12.30	682.8		RAWLINS	
		4.15 4.25	3.00 3.30	4.15 4.35	3.00 3.15	817.0		GREEN RIVER	
			4.05	5.05		847.2		GRANGER	
		8.00			6.45	992.6		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

S. D. GATCHELL
General Superintendent

J. BOWEN
Gen. Supt. Transportation

J. E. Petersen, Superintendent.....Omaha, Neb.
W. A. RIDGE, Assistant Superintendent.....Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent...Council Bluffs, Ia.
A. L. O'NEILL, JR., Asst. Terminal Supt.....Council Bluffs, Ia.
R. M. WOOD, Asst. Terminal Supt.....Council Bluffs, Ia.
B. L. SANDERS, Terminal Trainmaster.....Omaha, Neb.
R. W. McSPADDEN, Asst. Supt. Safety and Courtesy.Omaha, Neb.
M. L. BUTLER, Trainmaster.....Council Bluffs, Ia.
E. C. MAY, Trainmaster.....Grand Island, Neb.
D. E. MOORE, Terminal Trainmaster.....Grand Island, Neb.
J. E. GUYMAN, Supt. Bailey Yard.....North Platte, Neb.
G. B. RECTOR, Asst. Supt. Bailey Yard.....North Platte, Neb.
H. E. MEYEN, Terminal Trainmaster.....North Platte, Neb.
C. F. PUTMAN, Terminal Trainmaster.....North Platte, Neb.
W. E. MILLER, Trainmaster.....North Platte, Neb.
W. E. HENKE, Assistant Superintendent.....Sidney, Neb.
W. H. ANDERSON, Assistant Superintendent.....Gering, Neb.
C. T. ARMSTRONG, General Master Mechanic...Cheyenne, Wyo.
K. O. BRAKE, Road Foreman of Engines.....Council Bluffs, Ia.
S. E. CHADD, Road Foreman of Engines.....Council Bluffs, Ia.
P. N. HANSEN, Road Foreman of Engines....Grand Island, Neb.
P. C. LOOMIS, Road Foreman of Engines.....North Platte, Neb.
L. C. WALLACE, Road Foreman of Engines....North Platte, Neb.
C. A. TUENGE, Jr. Road Foreman of Engines...North Platte, Neb.
C. H. JOHNSON, Road Foreman of Engines.....Cheyenne, Wyo.
J. M. LONGSDORF, Division Engineer.....Omaha, Neb.
F. A. MUSBACH, General Roadmaster.....Omaha, Neb.

FIRST SUBDIVISION
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES
A. J. WONKA, Chief Train Dispatcher.....North Platte, Neb.
W. E. ROSS, Asst. Chief Train Dispatcher.....North Platte, Neb.
C. F. DEWHIRST, Asst. Chief Train Dispatcher.North Platte, Neb.
R. J. TETLEY, Asst. Chief Train Dispatcher...North Platte, Neb.

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

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

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.

MILEAGE
 Main Line 659.60
 Branches 826.34
 Total 1485.94

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 41 September 7, 1969		Mile Post	FIRST CLASS										
			106	112	104	10	18	6					
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					
STATIONS													
CO. BLUFFS		0.0											
OMAHA		2.8	3.00		3.00					2.45			
GRAND ISLAND		146.9	12.35		12.35					12.11			
C.T. M.T.	NORTH PLATTE	284.1	10.25 9.10	8.45	10.25 9.10					9.45 8.25			
JULESBURG		365.3		7.22									
SIDNEY		407.5	7.15		7.15					6.25			
KANSAS CITY		.....					9.15	8.30					
DENVER		562.5		4.00			8.45 8.15	7.45 7.00					
CHEYENNE		509.5	5.40 5.10		5.40 5.10	6.00 5.10	4.30 4.00	4.40 4.00					
LARAMIE		566.0	5.50		5.50	5.50	2.45	2.45					
RAWLINS		682.8	2.06		2.06	2.06	12.55	12.55					
GREEN RIVER		817.0	11.50 11.30		11.50 11.45	11.50 11.45	10.15 9.30	10.15 9.45					
GRANGER		847.2	11.00				8.55						
OGDEN		992.6			8.35	8.35		6.00					
(992.6)			Daily	Daily	Daily	Daily	Daily	Daily					

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.....	Omaha or beyond.	North of Granger or Ogden or beyond.	6	Any station 1st and 2nd subdivision.....	Cheyenne or beyond.	Omaha or beyond.
103	Fremont..... Columbus..... Kearney.....		Las Vegas or beyond. Reno or beyond.	104	Kearney..... Columbus..... Fremont.....	Las Vegas or beyond. Reno or beyond.	
111	Ogallala..... Ft. Morgan.....	Omaha or beyond..... Points where scheduled to stop	Denver or beyond. Denver or beyond.	112	Ft. Morgan..... Ogallala.....	Denver or beyond..... Denver or beyond.....	Points where scheduled to stop. Omaha or beyond.

WESTWARD SECOND SUBDIVISION

Car Capacity of Signaling, etc. See Rule 6 (A), Page 18.	SECOND CLASS				FIRST CLASS				Distance from Council Bluffs
	353	93	5	103	105	111			
	Freight Daily	Mixed Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily			
DFXZTYP		5.35 AM	4.20 PM	6.15 AM	6.15 AM	6.25 AM	284.1		
WS 64 XP		f 5.55	4.35	6.29	6.29	6.39	296.9		
CS 103 YP		A 6.00 AM	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 XIYP ES 102			s 5.43	s 7.25	s 7.25	A 7.39 AM	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				1.10 PM	7.46	9.05	477.5		
WS 55 XP				1.20	7.52	9.11	483.2		
CS 96 P				1.30	7.59	9.18	489.7		
51 P							495.9		
WS 104 ES 109 XP				1.50	8.13	9.29	501.2		
DFXZTYP				A 2.05 PM	A 8.30 PM	A 9.45 AM	509.5		

(0.55) (0.25) (4.10) (3.30) (3.30) (1.14) Thru Time
34.8 39.8 54.1 64.4 64.4 65.8 Average speed per hour

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 41 September 7, 1969	Mile Post	FIRST CLASS				SECOND CLASS		Car Capacity of Signaling, etc. See Rule 6 (A), Page 18.
		6	112	106	104	354	94	
		Passenger	Passenger	Passenger	Passenger	Freight	Mixed	
DN-R NORTH PLATTE YL NO	284.1	A 8.25 AM	A 8.45 PM	A 9.10 PM	A 9.10 PM			DFXZTYP
D HERSHEY OF	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		f 6.01 PM	CS 103 YP
VARNER	301.8							WS 40
D SUTHERLAND SU	303.4	f 7.58	8.20	8.48	8.48			CS 100 P
D PAXTON PN	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
OGALLALA GT	334.8	s 7.31	7.50	s 8.21	s 8.21			WS 103 WS 103 ES 110 XP
D BRULE RU	343.9	f 7.22	7.40	8.13	8.13			CS 112 P
D BIG SPRINGS GS	353.9	f 7.13	7.32	8.05	8.05			CS 113 P
BARTON	359.3							WS 22 P
DN JULESBURG JB	365.3	s 7.03	7.22 PM	s 7.55	s 7.55			WS 100 ES 102
D CHAPPELL CQ	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
DN-R SIDNEY YL CD	407.5		6.25	7.15	7.15			XYP
D BROWNSON	415.5		6.15	7.14	7.14			CS 81 YP
D POTTER PR	426.4		6.05	7.05	7.05			WS 106 ES 60
JACINTO	430.8		5.55	6.55	6.55			WS 11 PX
D DIX DX	435.4		5.47	6.48	6.48			CS 112 P
OWASCO	439.9							WS 24 PX
DN KIMBALL KB	444.5	s 5.39		f 6.40	f 6.40			CS 116 XP
OLIVER	451.1							ES 9
D BUSHNELL BN	456.6		5.28	6.30	6.30			CS 114 P
DN PINE BLUFFS UF	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 8.50 AM		CS 81 XYP
D BURNS UX	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 YL CY	509.5		4.40 AM	5.40 PM	5.40 PM	8.05 AM		DFXZTYP

Thru Time..... (3.45) (1.23) (3.30) (3.30) (0.40) (0.49)
Average speed per hour..... 60.1 58.7 64.4 64.4 43.7 20.3

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 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 September 7, 1969			FIRST CLASS				
	111				112							
	Passenger				Passenger							
Daily			Mile Post			STATIONS						
81	YIP		7.40AM	0.0	DN	JULESBURG	YL JB	0.0	A	7.20PM		
63	ZP		7.48	7.1	D	7.1	VID	VI	7.1	7.11		
60	P		7.54	14.6		7.5	SEDGWICK		14.6	7.04		
22				19.0		4.4	DORSEY		19.0			
81	P		8.01	23.1		4.1	RED LION		23.1	6.57		
78	P		8.07	30.1		7.0	CROOK		30.1	6.51		
22				34.2		4.1	TOBIN		34.2			
55	P		8.14	38.8		4.6	PROCTOR		38.8	6.44		
8	P			41.1		2.3	POWELL		41.1			
21				42.2		1.1	GRIFF		42.2			
78	P		8.20	45.6		3.4	LIFF		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	STERLING	YL ST	57.5		6.27		
62	P		8.34	64.1		6.6	ATWOOD		64.1	6.17		
62	P		8.42	70.2		6.1	MERINO		70.2	6.12		
122	P		8.47	76.0		5.8	MESSEX		76.0	6.07		
35	P		8.52	78.4		2.4	BALZAC		78.4			
46	P		8.56	81.0		2.6	UNION		81.0	6.03		
80	P		9.01	87.0		6.0	SNYDER		87.0	5.58		
43	P		9.07	93.8		8.8	DODD		93.8	5.52		
16				96.9		3.1	HURLEY		96.9			
83	P		9.11	98.6	D	FT. MORGAN	FX	98.6		5.48		
32	P		9.18	106.0		7.4	NARROWS		106.0	5.41		
62	P		9.21	109.0		3.0	WELDONA		109.0	5.38		
19	P		9.26	114.2		5.2	GOODRICH		114.2	5.33		
66	P		9.29	117.7		3.5	ORCHARD		117.7	5.30		
39	P		9.35	124.8		7.1	MASTERS		124.8	5.24		
103	P		9.44	135.4		10.6	HARDIN		135.4	5.15		
14	P		9.51	139.1		3.7	KUNER		139.1			
66	P		9.59AM	143.1		4.0	KERSEY		143.1	5.08		
21				147.2		4.1	AUBURN		147.2			
49	DYP			151.1	DN-R	LASALLE	YL DY	151.1		4.59PM		
				(151.1)					Daily			
				(2.19) 65.2 Thru Time.....				(2.21) 64.3 Average speed per hour.....		

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 September 7, 1969			SECOND CLASS								
	73				74											
	Freight				Freight											
Daily			Monday Wednesday Friday			Daily			STATIONS							
	DYP		6.30PM	6.30AM	1.55AM	0.0	DN-R	VALLEY	YL V	0.0	A	5.20AM	A	1.15PM	A	8.50PM
	AI					5.8		C. B. & Q. CROSSING		5.8						
29	P		6.45	6.45	2.10	6.3		YUTAN		6.3		5.10	1.00	8.40		
85	YP		6.55	7.00	2.20	11.6	D	MEAD	AD	11.6		5.00	12.50	8.30		
54	P		7.07	7.15	2.40	18.9		WAHOO		18.9		4.45	12.30	8.15		
						19.6		C. & N. W. and C. B. & Q. CROSSINGS		19.6						
68	P		7.22	7.30	2.55	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 7.50AM	3.18	37.3	D	VALPARAISO	VO	37.3		4.15	11.50AM	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		
82	P		8.53		5.13	79.5	D	CORTLAND	RD	79.5		2.55		6.25		
71	P		9.08		5.28	88.9		PICKRELL		88.9		2.43		6.13		
	ZP		A 9.25PM		A 5.45AM	96.8	DN-R	BEATRICE	YL BX	96.8		2.30AM		6.00PM		
				(96.8)					Daily	Tuesday Thursday Saturday			Daily			
				(2.55) 33.2 Thru Time.....				(2.50) 34.2 Average speed per hour.....			(1.25) 26.3	(2.50) 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 September 7, 1969			SECOND CLASS								
	81				82											
	Mixed				Mixed											
Tuesday Thursday Saturday			Monday Wednesday Friday			STATIONS										
14	YP		8.22AM	8.22AM	0.0	R	OCONEE	YL	0.0	A	1.30PM	A	1.42PM			
7					2.0		MILL SPUR		2.0							
	P		s 8.33	s 8.33	4.3	D	MONROE	MN	4.3	s	1.20	s	1.30			
30	YP		s 8.49	A 8.49AM	11.3	D-R	GENOA	YL G	11.3		1.05PM	s	1.09			
45	P		s 9.55		22.3	D	ST. EDWARD	ST	22.3			s	12.35			
20	YP		A 10.45AM		33.7	D-R	ALBION	YL A	33.7				12.10PM			
				(33.7)					Monday Wednesday Friday	Tuesday Thursday Saturday						
				(2.23) 14.2 Thru Time.....				(0.25) 27.1 Average speed per hour.....			(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	Mile Post
	75		September 7, 1969			76	
	Local Freight					Local Freight	
	Monday Wednesday Friday		STATIONS				
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A 11.35AM
15	8.20	7.4		LOMA		7.4	11.06
20	8.40	13.5	D	BRAINARD	BD	13.5	10.50
28	9.10	23.2	D	DAVID CITY	DV	23.2	10.25
		23.5		C. B. & Q. CROSSING		23.5	
28	9.45	33.3	D	RISING CITY	RN	33.3	9.40
30	10.05	40.1	D	SHELBY	SH	40.1	9.20
16	10.25	47.5	D	OSCEOLA	OZ	47.5	8.55
9	10.50	52.9	D	STROMSBURG	S	52.9	8.25
		56.8		DURANT		56.8	
44	11.15	63.0	D	POLK	PK	63.0	7.50
21	11.30	68.5		HORDVILLE		68.5	7.30
18	11.45	73.8		HEBER		73.8	7.10
		75.3		C. B. & Q. CROSSING		75.3	
YP	A 11.55AM	75.9	DN-R	CENTRAL CITY	YL CI	75.9	7.05AM
				(75.9)			Tuesday Thursday Saturday
	(3.55)			..... Thru Time			(4.30)
	19.4			..... Average speed per hour			16.8

WESTWARD ORD—LOUP CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Grand Island	Time-Table No. 41		Mile Post	Mile Post		
		September 7, 1969					
		STATIONS					
DYPZ	0.0	DN-R	GRAND ISLAND	YL GE	0.0		
I	0.4		C. B. & Q. CROSSING		0.4		
11	2.5		CAREY	YL	2.5		
17	11.1		ST. LIBORY		11.1		
31	PY 21.9	D	ST. PAUL	YL SP	21.9		
8	P 30.2	D	DANNEBROG	DB	30.2		
	P 40.5		BOELUS		40.5		
28			ROCKVILLE		25.8		
29	PY 60.9	D-R	LOUP CITY	YL OP	39.0		
23	P 30.7		ELBA		30.7		
24			COTESFIELD		36.8		
			SCOTIA JUNCTION		44.5		
18	P 45.7	D	SCOTIA	SK	45.7		
			SCOTIA JUNCTION		44.5		
29	P 48.8	D	NORTH LOUP	NU	48.8		
10			SAUNDERS		58.5		
			C. B. & Q. CROSSING		60.7		
29	PY 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	Mile Post
	79		September 7, 1969			80	
	Mixed					Mixed	
	Monday Wednesday Friday		STATIONS				
30	PY 8.52AM	0.0	D-R	GENOA	YL G	0.0	A 1.05PM
17		9.3		MERCHISTON		9.3	
32	P s 9.28	13.7	D	FULLERTON	FU	13.7	s 12.37
14	s 9.53	23.1		BELGRADE		23.1	s 12.13PM
20	P s 10.13	30.3	D	CEDAR RAPIDS	CD	30.3	s 11.55AM
31	P s 10.34	36.6		PRIMROSE		36.6	f 11.39
33	PY A 11.00AM	44.3	D-R	SPALDING	YL SG	44.3	11.20AM
				(44.3)			Monday Wednesday Friday
	(2.08)			..... Thru Time			(1.45)
	20.8			..... Average speed per hour			25.3

WESTWARD OLD MAIN LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Council Bluffs	Time-Table No. 41		Mile Post	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		
	19.2		MO. PAC. CROSSING		19.2		
	22.5	D	MILLARD	YL MD	22.5		
	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	
	Mixed	Mixed	Mixed					Mixed	Mixed	Mixed	
	Tuesday Thursday Saturday	Monday Wednesday Friday	Daily Except Sunday		STATIONS						
DYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS	YL C	0.0	A 12.01PM	A 1.55PM	A 2.05PM
18	8.10	8.10	5.10	4.2		SHELDONVILLE		4.2	f 11.50AM	1.43	1.50
7	YP A 8.22AM	A 8.22AM	f 5.20	9.4	R	OCONEE	YL	9.4	f 11.40	1.30PM	1.42PM
20	P		f 5.35	14.7	D	PLATTE CENTER	PC	14.7	s 11.25		
27				20.3		TARNOV		20.3			
47	P		s 5.55	25.7	D	HUMPHREY	HX	25.7	s 11.05		
25	P		s 6.10	35.4	D	MADISON	MA	35.4	s 10.50		
24				40.9		ENOLA		40.9			
	I			48.7		C. & N. W. CROSSING		48.7			
				50.2		C. & N. W. CROSSING		50.2			
YZP			A 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	September 7, 1969			96						
	Mixed				Mixed						
	Monday Wednesday Friday	STATIONS									
PYZ	9.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A 9.20PM				
12	f 9.15	5.5		GLENWOOD PARK		5.5	f 8.45				
17	s 9.30	10.1		RIVERDALE		10.1	s 8.30				
23	s 9.50	16.8		AMHERST		16.8	s 8.05				
27	s 10.15	26.3		MILLER		26.3	s 7.40				
32	s 10.30	32.5		SUMNER		32.5	s 7.20				
10	s 10.53	40.4		EDDYVILLE		40.4	s 6.57				
36	s 11.25AM	52.1		OCONTO		52.1	s 6.28				
24	s 12.30PM	65.5	D	CALLAWAY	CA	65.5	s 5.45				
33	s 1.30	83.1	D	ARNOLD	AD	83.1	s 4.55				
11	f 2.10	94.6		HOAGLAND		94.6	f 4.20				
14	f 2.30	99.2		GANDY		99.2	f 4.08				
20	Y A 2.55PM	102.4	D-R	STAPLETON	YL SN	102.4	4.00PM				
				(102.4)					Monday Wednesday Friday		
	(5.55)			..... Thru Time					(5.20)	
	17.3			..... Average speed per hour					19.2	

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 41 September 7, 1969			Mile Post	SECOND CLASS			
	YP	Time	93		Time	94	Time					
			Mixed						Mixed			
			Daily	STATIONS								
		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		3.8 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 RUTHON		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				
36		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 C. 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				
26		s 9.37	137.9		5.8 MELBETA		137.9	s 2.19				
61	DYZPT	A 9.55AM	145.9D-R		8.0 GERING	YL	145.9	2.00PM				
				(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			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.				Distance from Hastings	Time-Table No. 41 September 7, 1969			Mile Post			
	YPZ	Time	Time		STATIONS	Time					
			Daily	STATIONS							
			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						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 41 September 7, 1969			Mile Post	SECOND CLASS					
	DZYPT	Time	353		Time	93	Time							
			Freight						Mixed					
			Daily	STATIONS										
					10.05AM	145.9D-R			GERING	YL	145.9			
15		f 10.11	150.5		4.8 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	162.1D		5.0 SOUTH MORRILL		162.1	f 1.19						
18		f 10.34	164.2		2.1 JOYCE		164.2	f 1.14						
44	YP	s 10.40	167.9D		3.7 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		3.7 HUNTLEY		173.7	f 1.258						
35		f 10.55	177.0		3.3 HOLLY		177.0	f 1.253						
51	YP	11.20AM	181.6D-R		4.6 YODER	YL	181.6	A 11.00AM	12.45					
51	P	f 11.20	188.1		6.5 VETERAN		188.1	f 12.23						
16		f 11.32	196.1		8.0 COTTIER		196.1	f 12.10						
51	YP	A 11.40AM	200.6D-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	192.4D		4.8 HAWK SPRINGS		192.4	10.40						
31		11.45	194.7		2.3 DUROC		194.7	10.35						
51	Y	11.59AM	203.8D		9.1 LA GRANGE		203.8	10.20						
19		12.10PM	210.7		6.9 TREMMAIN		210.7	10.05						
51		12.30	222.5D		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						
				(1.45)	Thru Time			(1.50)						
				35.8	Average speed per hour			34.5						
								(1.45)						
								34.2						

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			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.				Distance from Lyman	Time-Table No. 41 September 7, 1969			Mile Post			
	YP	Time	Time		STATIONS	Time					
			Daily	STATIONS							
			0.0		DN-R	LYMAN	YL MU	0.0			
18			2.8		2.8 SEARS	YL	2.8	2.8			
17			4.6		1.8 HARTMAN	YL	4.6	4.6			
22			6.4		1.8 STEGALL	YL	6.4	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 "Frts." —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 "Frts." 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.	Frts.		Psgr.	Frts.
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.		40
Passenger trains handling 6 cars or less, except Trains Nos. 105 and 106.	70		Derricks with 4-wheel trucks.		35
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	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).		20
When using No. 14 turn-outs.	25	20	Trains handling scale test cars, wedge plows or Company roadway machines on their own wheels (except wrecking derricks): On main line;		30
When using No. 20 turn-outs.	40	40	On branch lines.		20
When using other cross-overs or turn-outs.	15	15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
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	Jordan spreaders and other machines of spreader type, when in operation.		15
Within yard limits protected by continuous block signal system.	60	35	Trains handling diesel units dead in train: Yard switch units of any type;		35
Within yard limits not protected by continuous block signal system.	50	25	Foreign line, government, export or commercial diesel units other than yard switch type;		45
Diesel road freight locomotives, except GP 7 Units Nos. 100 to 129 inclusive.	75		Union Pacific road-switch units of Alco or Baldwin type.		45
GP 7 Units Nos. 100 to 129 inclusive.	65	65	Trains handling U.P. ore cars series 26000-26499, loaded or empty.		50
Gas turbine locomotives.	75		Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
Diesel yard switch locomotives in road service: 1000 - 1100 class;	35	35	Trains handling Company scrap.		50
1800 class.	50	50	Trains handling specially equipped cars for Company wheels and axles U.P. 99000-99014 and U.P. 99500-99962.		50
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Wye tracks except those portions used as main track or siding.	6	6

OLD MAIN LINE

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

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
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			ON EASTWARD TRACK		
Between Mile Posts —			Between Mile Posts —		
Summit 5.2 and 5.6	25	25	North Platte 281.9 and 281.1	80	55
Weco 14.2 and 14.7	80	55	Brady 259.8 and 258.1	70	55
15.9 and 16.2	80	55	Kearney 189.2 and 189.0	40	25
Lane 18.1 and 18.4	70	55	Waterloo 23.2 and 22.8	70	55
19.4 and 19.8	70	55	22.6 and 22.2	60	45
Elkhorn 21.9 and 22.1	70	55	22.1 and 21.9	70	55
22.2 and 22.6	60	45	Elkhorn 19.8 and 19.4	70	55
22.8 and 23.2	70	55	18.4 and 18.1	70	55
Gothenburg 258.1 and 258.5	70	55	Lane 16.2 and 15.9	80	55
Maxwell 281.1 and 281.9	80	55	14.7 and 14.2	80	55
North Platte			Seymour 5.6 and 5.2	25	25
			Summit		

SECOND SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on 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	
	Psg.	Fr.		Psg.	Fr.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed.		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed: 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. Ordelheide.	Surgeon	La Salle, Colo.
R. J. Smith.....	Surgeon	Albion, Nebr.	W. H. Berrick....	Surgeon	Madison, Nebr.
W. T. Wildhaber.	Surgeon	Beatrice, Nebr.	R. A. Hoagland...	Surgeon	Mitchell, Nebr.
R. W. Taylor....	Oculist and Aurist.	Beatrice, Nebr.	G. B. Salter.....	Surgeon	Norfolk, Nebr.
M. L. Chaloupka..	Surgeon	Callaway, Nebr.	O. C. Kreymborg..	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. Takemaga...	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. 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.			