



**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**NEBRASKA DIVISION  
TIME-TABLE  
No. 42**

**Effective Sunday,  
December 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**

Timetable 41 eff 7 Sept 69  
43 eff 26 Apr 70

WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

						Distance from Council Bluffs	Time-Table No. 42 December 7, 1969	
							STATIONS	
117	9	17	105	111	103			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily			
						0.0	CO. BLUFFS	
			2.55		2.55	2.8	OMAHA	
			5.05		5.05	146.9	GRAND ISLAND	
			7.10 6.25		7.10 6.25	284.1	C.T. M.T. NORTH PLATTE	
				7.55		365.3	JULESBURG	
				8.10		407.5	SIDNEY	
	8.00	8.00				.....	KANSAS CITY	
	8.00	6.45 7.15	5.15		11.30	562.5	DENVER	
		9.30 10.25	7.20 7.40	9.45 10.25	9.45 10.25	509.5	CHEYENNE	
		11.48	9.15	11.48	11.48	566.0	LARAMIE	
		1.37	11.20	1.37	1.37	682.8	RAWLINS	
	4.00 4.25	1.35 1.45	4.00 4.35	4.00 4.25	4.00 4.25	817.0	GREEN RIVER	
			2.20	5.05		847.2	GRANGER	
		8.15			8.15	992.6	OGDEN	
						(992.6)		

Heavy Figures Indicate PM  
Light Figures Indicate AM

(13.00)	(25.15)	(9.05)	(15.10)	(5.00)	(18.20)	.....	Thru Time
49.3	49.1	49.0	55.7	55.7	54.0	.....	Average speed per hour

**O. A. DURRANT**  
General Manager

**J. BOWEN**  
Gen. Supt. Transportation

**S. D. GATCHELL**  
General Superintendent

**J. E. PETERSEN, Superintendent**..... Omaha, Nebr.  
**W. A. RIDGE, Assistant Superintendent**..... Omaha, Nebr.  
**H. G. HAGGLUND, Terminal Superintendent**.. Council Bluffs, Ia.  
**R. M. WOOD, Asst. Terminal Superintendent**.. Council Bluffs, Ia.  
**R. W. McSPADDEEN, Asst. Terminal Supt.**..... Council Bluffs, Ia.  
**B. L. SANDERS, Terminal Trainmaster**..... Omaha, Nebr.  
**W. M. HOMAN, Terminal Trainmaster**..... Council Bluffs, Ia.  
**W. J. BARRY, Trainmaster**..... Omaha, Nebr.  
**R. J. RAIRIGH, Asst. Supt. Safety and Courtesy**..... Omaha, Nebr.  
**A. L. O'NEILL, Trainmaster**..... Grand Island, Nebr.  
**D. E. MOORE, Terminal Trainmaster**..... Grand Island, Nebr.  
**J. E. GUYNAN, Supt. Bailey Yard**..... North Platte, Nebr.  
**G. B. RECTOR, Asst. Supt. Bailey Yard**..... North Platte, Nebr.  
**H. E. MEYEN, Terminal Trainmaster**..... North Platte, Nebr.  
**C. F. PUTMAN, Terminal Trainmaster**..... North Platte, Nebr.  
**M. L. BUTLER, Asst. Superintendent**..... North Platte, Nebr.  
**M. E. MERRITT, Trainmaster**..... Sidney, Nebr.  
**W. H. ANDERSON, Assistant Superintendent**..... Gering, Nebr.  
**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, Nebr.  
**P. C. LOOMIS, Road Foreman of Engines**..... North Platte, Nebr.  
**L. C. WALLACE, Road Foreman of Engines**..... North Platte, Nebr.  
**C. A. TUENGE, Jr. Road Foreman of Engines**..... North Platte, Nebr.  
**C. H. JOHNSON, Road Foreman of Engines**..... Cheyenne, Wyo.  
**J. M. LONGSDORF, Division Engineer**..... Omaha, Nebr.  
**F. A. MUSBACH, General Roadmaster**..... Omaha, Nebr.

**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. 42 December 7, 1969							
		STATIONS							
		106	112	104	10	18	118		
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
STATIONS									
CO. BLUFFS	0.0								
OMAHA	2.8	3.15		3.15					
GRAND ISLAND	146.9	12.45		12.45					
C.T. M.T. NORTH PLATTE	284.1	10.25 9.10	8.45	10.25 9.10					
JULESBURG	365.3		7.22						
SIDNEY	407.5	7.15		7.15					
KANSAS CITY	.....				9.15		10.00		
DENVER	562.5		4.00		8.45 8.15	1.30	8.00		
CHEYENNE	509.5	5.40 5.10		5.40 5.10	6.00 5.10	11.10 10.50			
LARAMIE	566.0	3.50		3.50	3.50	9.30			
RAWLINS	682.8	2.06		2.06	2.06	7.30			
GREEN RIVER	817.0	11.50 11.30		11.50 11.40	11.50 11.40	4.45 4.35			
GRANGER	847.2	11.00				4.00			
OGDEN	992.6			8.35	8.35				
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily		

Thru Time ..... (15.15) (4.45) (17.40) (23.40) (9.30) (13.00)  
 Average speed per hour ..... 55.4 58.6 56.1 52.0 46.9 49.3

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
111	Ft. Morgan.....	Points where scheduled to stop.....	Denver or beyond.	112	Ft. Morgan.....	Denver or beyond.....	Points where scheduled to stop.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		WESTWARD				FIRST SUBDIVISION				Distance from Council Bluffs		Time-Table No. 42 December 7, 1969		STATIONS		Block Signals or more tracks	
		SECOND CLASS		FIRST CLASS		105 Passenger Daily	103 Passenger Daily	STATIONS									
		71 Time Freight Daily	73 Time Freight Daily	105 Passenger Daily	103 Passenger Daily			STATIONS									
DFXIYPZ		11.30 PM	5.00 PM					0.0	DN-R COUNCIL BLUFFS YL	Double or three or more tracks							
DFXITPZ		11.45 PM	5.15		2.55 AM	2.55 AM		2.8	N-R OMAHA YL US	Double Track							
XIP		12.01 AM	5.45		3.01	3.01		5.2	DN SUMMIT YL SU								
ES 167 XP		12.10	5.55		3.08	3.08		14.1	WECO	Double Track							
XP		12.20	6.00		3.11	3.11		17.1	LANE								
CS 66 XP					3.15	3.15		21.7	ELKHORN	Double Track							
P					3.18	3.18		24.5	WATERLOO								
WS 147 XYP ES 165 ES 82		A 12.45 AM	A 6.15 PM		3.21	3.21		28.0	DN VALLEY YL V	Double Track							
CS 71 P					3.26	3.26		34.3	MERCER								
WS 82 X ES 143 PZ					s 3.30	s 3.30		39.3	O. & N. W. CROSSING	Double Track							
I								40.0	DN FREMONT YL FN								
IP								44.8	C. B. & Q. CROSSING	Double Track							
CS 73 P					3.35	3.35		46.3	C. & N. W. CROSSING								
CS 140 XP					3.41	3.41		54.4	AMES	Double Track							
CS 72 P					3.46	3.46		61.4	D NORTH BEND NB								
WS 119 X ES 104 P					3.51	3.51		68.7	ROGERS	Double Track							
CS 102 P					3.57	3.57		76.9	DN SCHUYLER SC								
I								83.8	RICHLAND	Double Track							
WS 123 X ES 114 YPZ					s 4.07	s 4.07		84.5	C. B. & Q. CROSSING								
CS 103 P					4.14	4.14		92.2	DN COLUMBUS YL C	Double Track							
CS 100 P					4.22	4.22		102.3	DUNCAN								
WS 16 P					4.27	4.27		107.9	SILVER CREEK	Double Track							
CS 69 P					4.32	4.32		113.6	HAVENS								
I								124.3	D CLARKS OX	Double Track							
WS 95 X ES 99 YP					4.41	4.41		124.9	C. B. & Q. CROSSING								
CS 139 P					4.49	4.49		135.1	DN CENTRAL CITY OI	Double Track							
I								146.5	D CHAPMAN OP								
DXZYP					5.04	5.04		146.9	C. B. & Q. CROSSING	Double Track							
XYP					5.12	5.12		154.5	DN-R GRAND ISLAND YL GE								
WS 103 X ES 44 P					5.19	5.19		162.3	ALDA	Double Track							
CS 69 XP					5.26	5.26		169.9	D WOOD RIVER WR								
WS 114 X ES 63 YP					5.31	5.31		176.0	D SHELTON ST	Double Track							
CS 140 P					5.35	5.35		180.2	DN GIBBON GB								
WS 159 X ES 99 YZP					s 5.43	s 5.43		189.1	OPTIC	Double Track							
CS 70 P					5.52	5.52		198.3	DN KEARNEY YL KR								
CS 117 XP					5.57	5.57		204.6	D ODESSA DZ	Double Track							
CS 68 P					6.05	6.05		213.3	D ELM CREEK QR								
WS 103 XY ES 108 ZP					f 6.15	f 6.15		224.4	D OVERTON OV	Double Track							
CS 72 XP					6.22	6.22		232.5	DN LEXINGTON UM								
CS 135 ZXP					6.27	6.27		238.2	DARR	Double Track							
WS 110 X ES 112 YP					6.36	6.36		248.8	D COZAD OO								
CS 69 P					6.47	6.47		261.5	DN GOTHENBURG BU	Double Track							
CS 102 XP					6.55	6.55		270.6	D BRADY BI								
DFXZTYP					A 7.10 AM	A 7.10 AM		284.1	MAXWELL	Double Track							
									DN-R NORTH PLATTE YL NO								

(1.15) (1.15) (4.15) (4.15)  
22.4 22.4 66.2 66.2

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 stations not shown on schedule pages — See Page 18.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		FIRST SUBDIVISION				EASTWARD				Distance from Council Bluffs		Time-Table No. 42 December 7, 1969		STATIONS		Block Signals or more tracks	
		FIRST CLASS		SECOND CLASS		74 Time Freight Daily	72 Time Freight Daily	STATIONS									
		104 Passenger	106 Passenger	74 Time Freight Daily	72 Time Freight Daily			STATIONS									
DFXIYPZ														0.0	DN-R COUNCIL BLUFFS YL	Double or three or more tracks	
DFXITPZ					2.55 AM	2.55 AM				6.35	10.00			2.8	N-R OMAHA YL US	Double or three or more tracks	
XIP					3.01	3.01				6.05	9.35			5.2	DN SUMMIT YL SU		
ES 167 XP					3.08	3.08				5.55	9.25			14.1	WECO	Double or three or more tracks	
XP					3.11	3.11				5.50	9.20			17.1	LANE		
CS 66 XP					3.15	3.15								21.7	ELKHORN	Double or three or more tracks	
P					3.18	3.18								24.5	WATERLOO		
WS 147 XYP ES 165 ES 82					3.21	3.21				5.35 AM	9.05 PM			28.0	DN VALLEY YL V	Double or three or more tracks	
CS 71 P					3.26	3.26								34.3	MERCER		
WS 82 X ES 143 PZ					s 3.30	s 3.30								39.3	O. & N. W. CROSSING	Double or three or more tracks	
I														40.0	DN FREMONT YL FN		
IP														44.8	C. B. & Q. CROSSING	Double or three or more tracks	
CS 73 P					3.35	3.35								46.3	C. & N. W. CROSSING		
CS 140 XP					3.41	3.41								54.4	AMES	Double or three or more tracks	
CS 72 P					3.46	3.46								61.4	D NORTH BEND NB		
WS 119 X ES 104 P					3.51	3.51								68.7	ROGERS	Double or three or more tracks	
CS 102 P					3.57	3.57								76.9	DN SCHUYLER SC		
I														83.8	RICHLAND	Double or three or more tracks	
WS 123 X ES 114 YPZ					s 4.07	s 4.07								84.5	C. B. & Q. CROSSING		
CS 103 P					4.14	4.14								92.2	DN COLUMBUS YL C	Double or three or more tracks	
CS 100 P					4.22	4.22								102.3	DUNCAN		
WS 16 P					4.27	4.27								107.9	SILVER CREEK	Double or three or more tracks	
CS 69 P					4.32	4.32								113.6	HAVENS		
I														124.3	D CLARKS OX	Double or three or more tracks	
WS 95 X ES 99 YP					4.41	4.41								124.9	C. B. & Q. CROSSING		
CS 139 P					4.49	4.49								135.1	DN CENTRAL CITY OI	Double or three or more tracks	
I														146.5	D CHAPMAN OP		
DXZYP					5.04	5.04								146.9	C. B. & Q. CROSSING	Double or three or more tracks	
XYP					5.12	5.12								154.5	DN-R GRAND ISLAND YL GE		
WS 103 X ES 44 P					5.19	5.19								162.3	ALDA	Double or three or more tracks	
CS 69 XP					5.26	5.26								169.9	D WOOD RIVER WR		
WS 114 X ES 63 YP					5.31	5.31								176.0	D SHELTON ST	Double or three or more tracks	
CS 140 P					5.35	5.35								180.2	DN GIBBON GB		
WS 159 X ES 99 YZP					s 5.43	s 5.43								189.1	OPTIC	Double or three or more tracks	
CS 70 P					5.52	5.52								198.3	DN KEARNEY YL KR		
CS 117 XP					5.57	5.57								204.6	D ODESSA DZ	Double or three or more tracks	
CS 68 P					6.05	6.05								213.3	D ELM CREEK QR		
WS 103 XY ES 108 ZP					f 6.15	f 6.15								224.4	D OVERTON OV	Double or three or more tracks	
CS 72 XP					6.22	6.22								232.5	DN LEXINGTON UM		
CS 135 ZXP					6.27	6.27								238.2	DARR	Double or three or more tracks	
WS 110 X ES 112 YP					6.36	6.36								248.8	D COZAD OO		
CS 69 P					6.47	6.47								261.5	DN GOTHENBURG BU	Double or three or more tracks	
CS 102 XP					6.55	6.55								270.6	D BRADY BI		
DFXZTYP					A 7.10 AM	A 7.10 AM								284.1	MAXWELL	Double or three or more tracks	
															DN-R NORTH PLATTE YL NO		

(4.50) (4.50) (1.15) (1.10)  
58.8 58.8 22.4 24.0

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 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 stations not shown on schedule pages. — See Page 18.

WESTWARD		SECOND SUBDIVISION						Distance from Council Bluffs	Time-Table No. 42 December 7, 1969		STATIONS	
		SECOND CLASS		FIRST CLASS								
		93	353	111	105	103						
		Mixed	Freight	Passenger	Passenger	Passenger						
		Daily	Daily	Daily	Daily	Daily						
DFXZTYP		6.35 AM		6.30 AM	6.25 AM	6.25 AM	284.1	DN-R NORTH PLATTE YL NO				
WS 64 XP		6.52		6.45	6.38	6.38	296.9	D HERSHEY OF				
CS 103 YP		A 7.00 AM		6.48	6.41	6.41	300.7	O'FALLONS				
WS 40							301.8	VARNER				
CS 100 P				6.51	6.43	6.43	303.4	D SUTHERLAND SU				
CS 104 P				7.01	6.52	6.52	315.5	D PAXTON PN				
WS 5 P							321.7	KORTY				
CS 73 P				7.12	7.02	7.02	327.7	ROSCOE				
WS 103 WS 103 ES 110 XP				f 7.22	f 7.08	f 7.08	334.8	DN OGALLALA GT				
CS 112 P				7.31	7.17	7.17	343.9	D BRULE RU				
CS 113 P				7.40	7.24	7.24	353.9	D BIG SPRINGS GS				
WS 22 P							359.3	BARTON				
WS 100 ES 102				A 7.54 AM	f 7.34	f 7.34	365.3	DN JULESBURG JB				
CS 102 P					7.47	7.47	380.3	D CHAPPELL OQ				
WS 95 ES 61 XP					7.54	7.54	389.7	D LODGE POLE				
WS 30 XP							396.3	SUNOL				
CS 115 P					8.03	8.03	401.0	COLTON				
XYP					8.09	8.09	407.5	DN-R SIDNEY YL CD				
CS 81 YP					8.18	8.18	415.5	BROWNSON				
WS 106 ES 60					8.27	8.27	426.4	D POTTER PR				
WS 11 PX							430.8	JACINTO				
CS 112 P					8.35	8.35	435.4	D DIX DX				
WS 24 PX							439.9	OWASCO				
CS 116 XP					f 8.43	f 8.43	444.5	DN KIMBALL KB				
ES 9							451.1	OLIVER				
CS 114 P					8.53	8.53	456.6	D BUSHNELL BN				
CS 112 XP					f 9.02	f 9.02	466.7	DN PINE BLUFFS UF				
ES 12							472.0	TRACY				
CS 45 XYP					1.55 PM	9.11	477.5	EGBERT				
WS 55 XP					s 2.05	9.17	483.2	D BURNS UX				
CS 96 P					2.15	9.23	489.7	HILLSDALE				
51 P							495.9	DURHAM				
WS 104 ES 109					2.30	9.33	501.2	D ARCHER				
DFXZTYP					A 2.45 PM	A 9.45 AM	509.5	DN-R CHEYENNE YL OY				
								(225.4)				

(0.25) 39.8 (0.50) 38.6 (1.24) 58.0 (3.20) 67.7 (3.20) 67.7 ..... 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.

WESTWARD		SECOND SUBDIVISION						Distance from Council Bluffs	Time-Table No. 42 December 7, 1969		STATIONS	
		SECOND CLASS		FIRST CLASS								
		112	104	106	354	94						
		Passenger	Passenger	Passenger	Freight	Mixed						
		Daily	Daily	Daily	Daily	Daily						
DFXZTYP		8.45 PM	9.10 PM	9.10 PM		A 6.50 PM	284.1	DN-R NORTH PLATTE YL NO				
WS 64 XP		8.25	8.54	8.54		f 6.20	296.9	D HERSHEY OF				
CS 103 YP		8.22	8.51	8.51		6.15 PM	300.7	O'FALLONS				
WS 40							301.8	VARNER				
CS 100 P		8.20	8.48	8.48			303.4	D SUTHERLAND SU				
CS 104 P		8.10	8.38	8.38			315.5	D PAXTON PN				
WS 5 P							321.7	KORTY				
CS 73 P		7.59	8.28	8.28			327.7	ROSCOE				
WS 103 WS 103 ES 110 XP		f 7.50	f 8.21	f 8.21			334.8	DN OGALLALA GT				
CS 112 P		7.40	8.13	8.13			343.9	D BRULE RU				
CS 113 P		7.32	8.05	8.05			353.9	D BIG SPRINGS GS				
WS 22 P							359.3	BARTON				
WS 100 ES 102		7.22 PM	f 7.55	f 7.55			365.3	DN JULESBURG JB				
CS 102 P			7.40	7.40			380.3	D CHAPPELL OQ				
WS 95 ES 61 XP			7.31	7.31			389.7	D LODGE POLE				
WS 30 XP							396.3	SUNOL				
CS 115 P			7.22	7.22			401.0	COLTON				
XYP			7.15	7.15			407.5	DN-R SIDNEY YL CD				
CS 81 YP			7.14	7.14			415.5	BROWNSON				
WS 106 ES 60			6.55	6.55			426.4	D POTTER PR				
WS 11 PX							430.8	JACINTO				
CS 112 P			6.48	6.48			435.4	D DIX DX				
WS 24 PX							439.9	OWASCO				
CS 116 XP			f 6.40	f 6.40			444.5	DN KIMBALL KB				
ES 9							451.1	OLIVER				
CS 114 P			6.30	6.30			456.6	D BUSHNELL BN				
CS 112 XP			f 6.20	f 6.20			466.7	DN PINE BLUFFS UF				
ES 12							472.0	TRACY				
CS 45 XYP			6.10	6.10		A 9.15 AM	477.5	EGBERT				
WS 55 XP			6.05	6.05		s 9.05	483.2	D BURNS UX				
CS 96 P			6.00	6.00		8.55	489.7	HILLSDALE				
51 P							495.9	DURHAM				
WS 104 ES 109			5.50	5.50		8.43	501.2	D ARCHER				
DFXZTYP			5.40 PM	5.40 PM		8.30 AM	509.5	DN-R CHEYENNE YL OY				
								(225.4)				

Thru Time ..... (1.23) 58.7 (3.30) 64.4 (3.30) 64.4 (0.45) 42.7 (0.35) 28.6  
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.

WESTWARD				THIRD SUBDIVISION				EASTWARD			
FIRST CLASS				Time-Table No. 42				FIRST CLASS			
111				December 7, 1969				112			
Passenger								Passenger			
Daily				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.			Distance from Julesburg	Mile Post				Mile Post			
81	YIP		7.55 AM	0.0	DN	<b>JULESBURG</b>	YL JB	0.0	A	7.20 PM	
63	ZP		8.03	7.1	D	7.1	VI	7.1		7.11	
60	P		8.09	14.6		7.5		14.6		7.04	
22				19.0		4.4		19.0			
81	P		8.17	23.1		4.1		23.1		6.57	
78	P			30.1		7.0		30.1		6.51	
22				34.2		4.1		34.2			
55	P		8.31	38.8		4.6		38.8		6.44	
8	P			41.1		2.3		41.1			
78	P		8.37	45.6		4.5		45.6		6.38	
15				50.1		4.5		50.1			
	AIP			57.2		7.1		57.2			
149	TZP		8.49 8.53	57.5	DN-R	<b>STERLING</b>	YL ST	57.5		6.27 6.25	
62	P		9.01	64.1		3.6		64.1		6.17	
62	P		9.06	70.2		6.1		70.2		6.12	
122	P		9.11	76.0		5.8		76.0		6.07	
46	P		9.15	81.0		5.0		81.0		6.03	
80	P		9.20	87.0		6.0		87.0		5.58	
43	P		9.26	93.8		6.8		93.8		5.52	
16				96.9		3.1		96.9			
83	P		9.30	98.6	D	<b>FT. MORGAN</b>	FX	98.6		5.48	
32	P		9.37	106.0		7.4		106.0		5.41	
62	P		9.40	109.0		3.0		109.0		5.38	
19	P		9.45	114.2		5.2		114.2		5.33	
66	P		9.49	117.7		3.5		117.7		5.30	
39	P		9.55	124.8		7.1		124.8		5.24	
103	P		10.04	135.4		10.6		135.4		5.15	
14	P			139.1		3.7		139.1			
66	P		10.11	143.1		4.0		143.1		5.08	
21				147.2		4.1		147.2			
49	DYP		A 10.19 AM	151.1	DN-R	<b>LASALLE</b>	YL DY	151.1		4.59 PM	
						(151.1)				Daily	

(2.24) Thru Time..... (2.21)  
62.9 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				
SECOND CLASS				Time-Table No. 42				SECOND CLASS				
73				December 7, 1969				74				
Freight								Freight				
Daily				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.			Distance from Valley	Mile Post				Mile Post				
	DYP		6.30 PM	0.0	DN-R	<b>VALLEY</b>	YL V	0.0	A	5.20 AM	A 1.15 PM	A 8.50 PM
	AI			5.8		5.8		5.8				
29	P		6.45	6.3		0.5		6.3		5.10	1.00	8.40
85	YP		6.55	11.6	D	<b>MEAD</b>	AD	11.6		5.00	12.50	8.30
54	P		7.07	18.9		7.3		18.9		4.45	12.30	8.15
				19.6		0.7		19.6				
68	P		7.22	26.3		6.7		26.3		4.35	12.15	8.05
16	P		7.34	33.2		6.9		33.2		4.23	12.01 PM	7.53
83	YP		7.45 72	37.3	D	<b>VALPARAISO</b>	VO	37.3		4.15	11.50 AM	7.45 73
21	P			41.8		4.5		41.8				
29	P		7.58	46.5		4.7		46.5		3.59		7.28
101	P		8.01	47.8		1.3		47.8		3.55 71		7.25
4				55.3		7.5		55.3				
	I			56.5		1.2		56.5				
25	ZP		8.18	57.1	DN	<b>LINCOLN</b>	YL SN	57.1		3.40		7.10
	I			57.4		0.3		57.4				
	I			59.0		1.6		59.0				
109	P		8.31	65.4		6.4		65.4		3.20		6.50
19	P		8.46	74.7		9.3		74.7		3.05		6.35
62	P		8.53	79.5	D	<b>CORTLAND</b>	RD	79.5		2.55		6.25
71	P		9.08	88.9		4.8		88.9		2.43		6.13
	ZP		A 9.25 PM	96.8	DN-R	<b>BEATRICE</b>	YL BX	96.8		2.30 AM		6.00 PM
						(96.8)				Daily	Tuesday Thursday Saturday	Daily

(2.55) (1.20) (3.50) Thru Time..... (2.50) (1.25) (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			
SECOND CLASS				Time-Table No. 42				SECOND CLASS			
81				December 7, 1969				80			
Mixed								Mixed			
Tuesday Thursday Saturday				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.			Distance from Oconee	Mile Post				Mile Post			
14	YP		8.22 AM	0.0	R	<b>OCONEE</b>	YL	0.0	A	1.30 PM	A 1.42 PM
7				2.0		2.0		2.0			
	P		s 8.33	4.3	D	<b>MONROE</b>	MN	4.3	s	1.20	s 1.30
30	YP		s 8.49	11.3	D-R	<b>GENOA</b>	YL G	11.3		1.05 PM	s 1.09
45	P		s 9.55	22.3	D	<b>ST. EDWARD</b>	ST	22.3			s 12.35
20	YP		A 10.45 AM	33.7	D-R	<b>ALBION</b>	YL A	33.7			12.10 PM
						(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.  
For Stations not shown on schedule pages — See Page 18.

WESTWARD STROMSBURG BRANCH EASTWARD				WESTWARD ORD—LOUP CITY BRANCH EASTWARD							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Valparaiso	Time-Table No. 42		Mile Post	SECOND CLASS	Distance from Grand Island	Time-Table No. 42		Mile Post	
	75		December 7, 1969			76		December 7, 1969			
	Local Freight Monday Wednesday Friday		STATIONS			Local Freight		STATIONS			
YP	8.00AM	0.0	D-R	VALPARAISO YL VO	0.0	A11.35AM	DYPZ	0.0	DN-R	GRAND ISLAND YL GE	0.0
15	8.20	7.4		LOMA	7.4	11.06	I	0.4		C. B. & Q. CROSSING	0.4
20	P 8.40	13.5	D	BRAINARD BD	13.5	10.50	11	2.5		CAREY YL	2.5
28	P 9.10	23.2	D	DAVID CITY DV	23.2	10.25	17	11.1		ST. LIBORY	11.1
		23.5		C. B. & Q. CROSSING	23.5		31	PY 21.9	D	ST. PAUL YL SP	21.9
28	P 9.45	33.3	D	RISING CITY RN	33.3	9.40				DANNEBROG DB	8.3
30	P 10.05	40.1	D	SHELBY SH	40.1	9.20	8	P 30.2	D	DANNEBROG DB	8.3
16	P 10.25	47.5	D	OSCEOLA OZ	47.5	8.55		P 40.5		BOELUS	18.6
9	P 10.50	52.9	D	STROMSBURG S	52.9	8.25	28	47.7		ROCKVILLE	25.8
		56.8		DURANT	56.8		29	PY 60.9	D-R	LOUP CITY YL OP	39.0
44	P 11.15	63.0	D	POLK PK	63.0	7.50				ELBA	30.7
21	11.30	68.5		HORDVILLE	68.5	7.30	23	P 30.7		COTESFIELD	36.8
18	11.45	73.8		HEBER	73.8	7.10	24			SCOTIA JUNCTION	44.5
		75.3		C. B. & Q. CROSSING	75.3		18	P 45.7	D	SCOTIA SK	45.7
YP	A11.55AM	75.9	DN-R	CENTRAL CITY YL CI	75.9	7.05AM				SCOTIA JUNCTION	44.5
				(75.9)			29	P 48.8	D	NORTH LOUP NU	48.8
							10	58.5		SAUNDERS	58.5
								60.7		C. B. & Q. CROSSING	60.7
							29	PY 61.0	D-R	ORD YL RD	61.0
										ORD	61.0
										(61.0)	
	(3.55)			Thru Time		(4.30)					
	19.4			Average speed per hour		16.8					

WESTWARD CEDAR RAPIDS BRANCH EASTWARD				WESTWARD OLD MAIN LINE EASTWARD							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Genoa	Time-Table No. 42		Mile Post	SECOND CLASS	Distance from Council Bluffs	Time-Table No. 42		Mile Post	
	79		December 7, 1969			80		December 7, 1969			
	Mixed Monday Wednesday Friday		STATIONS			Mixed		STATIONS			
30	PY 8.52AM	0.0	D-R	GENOA YL G	0.0	A 1.05PM	XIP	5.2	DN	SUMMIT YL SU	5.2
17		9.3		MERCHISTON	9.3		X	6.4		SOUTH OMAHA YL	6.4
32	P s 9.28	13.7	D	FULLERTON FU	13.7	s12.37	XI	11.1		GILMORE JCT. YL	11.1
14	s 9.53	23.1		BELGRADE	23.1	s12.13PM		11.9		GILMORE YL	11.9
20	P s10.13	30.3	D	CEDAR RAPIDS CD	30.3	s11.55AM		16.8		PAPILLION	16.8
31	P s10.34	36.6		PRIMROSE	36.6	f11.39	AI	19.2		MO. PAC. CROSSING	19.2
33	PY A11.00AM	44.3	D-R	SPALDING YL SG	44.3	11.20AM		22.5	D	MILLARD YL MD	22.5
				(44.3)			XP	26.1		LANE YL	26.1
										(20.9)	
	(2.08)			Thru Time		(1.45)					
	20.8			Average speed per hour		25.3					

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. 42		Mile Post	SECOND CLASS			
	81	79	321		December 7, 1969			312	80	82	
	Mixed	Mixed	Mixed		STATIONS			Mixed	Mixed	Mixed	
DYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS YL C	0.0	A12.01PM	A 1.55PM	A 2.05PM	
18	8.10	8.10	5.10	4.2		SHELDONVILLE	4.2	f11.50AM	1.43	1.50	
7	YP A 8.22AM	A 8.22AM	f 5.20	9.4	R	OCONEE YL	9.4	f11.40	1.30PM	1.42PM	
20	P		f 5.35	14.7	D	PLATTE CENTER PC	14.7	s11.25			
27				20.3		TARNOV	20.3				
47	P		s 5.55	25.7	D	HUMPHREY HX	25.7	s11.05			
25	P		s 6.10	35.4	D	MADISON MA	35.4	s10.50			
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. 42		Mile Post	SECOND CLASS		
	95	December 7, 1969			96	December 7, 1969				
	Mixed Monday Wednesday Friday	STATIONS			Mixed	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			s10.15	26.3		MILLER	26.3	s 7.40		
32			s10.30	32.5		SUMNER	32.5	s 7.20		
10			s10.53	40.4		EDDYVILLE	40.4	s 6.57		
36			s11.25AM	52.1		OCONTO	52.1	s 6.28		
24			s12.30PM	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				
SECOND CLASS				Time-Table No. 42 December 7, 1969				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	93		STATIONS	Mile Post	94		Distance from O'Fallons	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	93	
		Mixed	Daily			Mixed	Daily				Mixed	Daily
YP		7.00AM	0.0	O'FALLONS	0.0	6.15PM						
14		f 7.05	2.8	COCKER	2.8	f 6.10						
		s 7.18	12.8	SARBEN	12.8	s 5.55						
37		f 7.27	19.6	NEVENS	19.6	f 5.45						
11			24.8	BROGANVILLE	24.8							
		s 7.40	28.4	KEYSTONE	28.4	s 5.35						
		f 7.50	34.9	MARTIN	34.9	f 5.25						
		s 8.00	41.2	LEMOYNE	41.2	f 5.15						
24		f 8.08	46.8	BELMAR	46.8	f 5.07						
		f 8.16	51.7	RUTHON	51.7	f 5.00						
34	Y	s 8.30	59.3D	LEWELLEN	59.3	s 4.50						
33		s 8.50	70.8D	OSHKOSH	70.8	s 4.30						
33		s 9.10	86.4	LISCO	86.4	s 4.10						
36		s 9.30	100.4	BROADWATER	100.4	s 3.50						
18		f 9.45	109.6	TOWERS	109.6	f 3.37						
102	Y	s 9.55	114.1D	NORTHPORT	114.1	s 3.30						
	AI	9.58	115.5	C. B. & Q. CROSSING	115.5	3.23						
12		f 10.07	121.8	MOHLER	121.8	f 3.15						
14		s 10.14	126.7	SOUTH BAYARD	126.7	s 3.08						
41		s 10.23	132.1	McGREW	132.1	s 3.00						
26		s 10.33	137.9	MELBETA	137.9	s 2.50						
61	DYZPT	A 10.45AM	145.9D-R	GERING	145.9	2.35PM						
				(145.9)		Daily						
		(3.45)		..... Thru Time .....	(3.40)							
		38.9		..... Average speed per hour .....	39.7							

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. 42 December 7, 1969				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Hastings	93		STATIONS	Mile Post	94		Distance from Hastings	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Hastings	93	
		Mixed	Daily			Mixed	Daily				Mixed	Daily
YPZ			0.0	DN-R HASTINGS	0.0	YL AN						
114	P		12.7	HAYLAND	12.7							
31	P		20.2	DENMAN	20.2							
121	YPI		28.1	DN-R GIBBON	28.1	GB						
				(28.1)								

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD				
SECOND CLASS				Time-Table No. 42 December 7, 1969				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	353		STATIONS	Mile Post	93		Distance from O'Fallons	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	354	
		Freight	Daily			Mixed	Daily				Freight	Mixed
DZYPT			10.55AM	GERING	145.9	D-R	YL	145.9				
15			f 11.01	COSTIN	150.5			150.5			f 2.10	
			f 11.04	HAIG	152.3			152.3			f 2.06	
25			f 11.10	SOUTH MITCHELL	155.8			155.8			f 2.01	
29			f 11.13	PELTON	157.1			157.1			f 1.58	
37	P		f 11.20	SOUTH MORRILL	162.1	D		162.1			f 1.50	
18			f 11.24	JOYCE	164.2			164.2			f 1.46	
44	YP		s 11.30	LYMAN	167.9	D	YL	167.9			s 1.40	
21			f 11.34	CANAL	170.1			170.1			f 1.33	
51			f 11.40	HUNTLEY	173.7			173.7			f 1.27	
35			f 11.45	HOLLY	177.0			177.0			f 1.22	
51	YP		12.05PM	YODER	181.6	D-R	YL	181.6		11.15AM	1.15	1.05
51	P		12.10	VETERAN	188.1			188.1			f 12.57	
16			f 12.20	COTTIER	196.1			196.1			f 12.48	
51	YP		A 12.30PM	SO. TORRINGTON	200.6	D-R	YL	200.6			12.40PM	
14			12.12	GOODLAND	185.3			185.3		11.07		
26			12.17	FONDA	187.6			187.6		11.02		
51			f 12.25	HAWK SPRINGS	192.4	D		192.4		10.55		
31			12.30	DUROC	194.7			194.7		10.50		
51	Y		s 12.45	LA GRANGE	203.8	D		203.8		s 10.35		
19			12.55	TREMAIN	210.7			210.7		10.20		
51			s 1.15	ALBIN	222.5	D		222.5		s 10.00		
			f 1.30	LINDBERGH	229.7			229.7		f 9.45		
	Y		A 1.50PM	EGBERT	244.3		YL	0.0		9.25AM		
				(98.4)						Daily	Daily	
		(1.45)		..... Thru Time .....	(1.50)			(1.40)				
		35.8		..... Average speed per hour .....	34.5			34.2		32.7		

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. 42 December 7, 1969				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Lyman	93		STATIONS	Mile Post	94		Distance from Lyman	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Sears	93	
		Mixed	Daily			Mixed	Daily				Mixed	Daily
YP	0.0	D		LYMAN	0.0	YL MU		0.0				
18	2.8			SEARS	2.8	YL		2.8	17	2.8		
17	4.6			HARTMAN	4.6	YL		4.6				
22	6.4			STEGALL	6.4	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	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40	
When any car of a passenger train is equipped with friction bearings.	80				35	
Passenger trains handling 6 cars or less except No. 105 and No. 106.	70				20	
All regularly assigned locals.		50				
All work trains.		50		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines—tangent track. On main lines—curves. On branch lines.		
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30				35 25 25
When using No. 20 turn-outs, unless a different speed is specified.	40	40			Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power (Slower speed must be observed where conditions require.)	
When using No. 14 turn-outs.	25	20				
When using other turn-outs.	15	15			Jordan spreaders and other machines of spreader type, when in operation with wings extended.	
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20				15
Within yard limits protected by continuous block signal system.	60	35	Trains handling continuous welded rail or continuous lengths of jointed rail. On unrestricted track. On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.			
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			40	
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65			10	
Other road freight locomotives.	75		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.			
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50			35 45 45	
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling ore cars UP 26000-26499 inclusive, loaded or empty.		50	
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling specially equipped cars for company wheels and axles, UP 99000-99014 inclusive and UP 99500-99962.		50	
Wye tracks, except those portions used as main track or siding.	6	6	Trains handling company scrap.		50	
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 per cent.		35	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50	

**OLD MAIN LINE**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Between Gilmore and Lane.	25	25			
<b>FIRST SUBDIVISION</b>					
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.		6	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			
<b>ON WESTWARD TRACK</b>			<b>ON EASTWARD TRACK</b>		
Between Mile Posts — <b>Summit</b> 5.2 and 5.6	25	25	Between Mile Posts — <b>North Platte</b> 281.9 and 281.1	80	55
<b>Weco</b> 14.2 and 14.7	80	55	<b>Brady</b> 259.8 and 258.1	70	55
15.9 and 16.2	80	55	<b>Kearney</b> 189.2 and 189.0	40	25
<b>Lane</b> 18.1 and 18.4	70	55	<b>Waterloo</b> 23.2 and 22.8	70	55
19.4 and 19.8	70	55	22.6 and 22.2	60	45
<b>Elkhorn</b> 21.9 and 22.1	70	55	22.1 and 21.9	70	55
22.2 and 22.6	60	45	<b>Elkhorn</b> 19.8 and 19.4	70	55
22.8 and 23.2	70	55	18.4 and 18.1	70	55
<b>Gothenburg</b> 258.1 and 258.5	70	55	<b>Lane</b> 16.2 and 15.9	80	55
<b>Maxwell</b> 281.1 and 281.9	80	55	14.7 and 14.2	80	55
<b>North Platte</b>			<b>Seymour</b> 5.6 and 5.2 <b>Summit</b>	25	25



**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 industry tracks. Straight track. Curves.		10 5
			Hillsdale, on industry track.		5
<b>ON WESTWARD TRACK</b>			<b>ON EASTWARD TRACK</b>		
Between Mile Posts — <b>North Platte</b> 284.0 and 289.5	45	35	Between Mile Posts — <b>Cheyenne</b> 506.3 and 505.8	80	55
<b>Korty</b> 323.5 and 324.5	70	55	503.0 and 502.2	60	45
<b>Julesburg</b> 365.2 and 366.2	60	50	<b>Archer</b> 498.2 and 497.7	70	55
<b>Brownson</b> 422.6 and 423.5	70	55	<b>Durham</b> 494.0 and 493.8	70	55
<b>Bushnell</b> 456.7 and 457.3	70	55	<b>Hillsdale</b> 486.5 and 486.2	70	55
462.8 and 462.9	80	55	<b>Tracy</b> 470.4 and 469.7	80	55
466.2 and 466.6	60	50	467.3 and 466.6	60	50
<b>Pine Bluffs</b> 466.6 and 467.3	60	50	<b>Pine Bluffs</b> 466.6 and 466.2	60	50
<b>Burns</b> 486.2 and 486.5	70	55	462.9 and 462.8	80	55
<b>Hillsdale</b> 493.8 and 494.0	70	55	457.2 and 456.9	80	55
<b>Durham</b> 497.7 and 498.2	70	55	<b>Potter</b> 423.5 and 422.6	70	55
<b>Archer</b> 502.2 and 503.0	60	45	<b>Chappell</b> 366.2 and 365.2	60	50
505.8 and 506.3	80	55	<b>Roscoe</b> 324.5 and 323.5	70	55
<b>Cheyenne</b>			291.5 and 284.0 <b>North Platte</b>	45	35

**THIRD SUBDIVISION**

Maximum speed.	79	60	<b>Sterling</b> Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.		20
Light engines.		45			
<b>Ovid</b> Sugar Company yard		5	<b>LaSalle</b> 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.
<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
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between M. P. 11 and Spalding.		25
<b>Yutan</b> 6.4 and 7.7	35	35	Trains handling outfit cars.		20
<b>Mead</b> Between U. P. yard and Neb. Ordinance classification yard.		15	<b>Ord — Loup City Branch</b> Maximum speed:		20
Wahoo, city track.		6	Carey, all airfield trackage.		10
19.1 and 19.5	35	35	<b>Gibbon Cut-off</b> Maximum speed.	70	65
<b>Weston</b> 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
<b>Touhy</b> 36.0 and 37.4	25	25	<b>Kearney Branch</b> Maximum speed.		25
<b>Garratt</b> 56.3 and 57.5	15	15	Arnold to Stapleton		15
<b>Lincoln</b> C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	Trains handling outfit cars.		20
<b>Pickrell</b> 96.5 and 97.3	15	15	<b>North Platte Branch</b> 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
<b>Stromsburg Branch</b> Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Between Mile Posts — <b>Lisco</b> 92.5 and 94.0	45	45
Diesel Locomotives 131, 132, 135, 137.	20	20	<b>Northport</b> , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Between Valparaiso and Brainard.	35	25	<b>North Platte Cut-off</b> 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	<b>Lyman Branch</b>		20
			<b>Sears Branch</b>		20
			<b>Norfolk Branch</b> 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
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
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	<b>Beatrice Branch</b>			
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	<b>Cedar Rapids Branch</b>			
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. 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.	Don E. Baca.....	Surgeon	Omaha, Nebr.
A. G. West.....	Surgeon	Council Bluffs, Ia.	J. C. Davis.....	Aurist	Omaha, Nebr.
G. H. Joder.....	Surgeon	Cheyenne, Wyo.	R. T. Mauer.....	Surgeon	Omaha, Nebr.
J. E. Hartsaw....	Surgeon	Cheyenne, Wyo.	V. W. Meyers.....	Surgeon	Omaha, Nebr.
T. L. Johnson....	Oculist	Cheyenne, Wyo.	D. H. Bendorf....	Surgeon	Omaha, Nebr.
J. G. Haller.....	Surgeon	Cheyenne, Wyo.	J. J. O'hearn.....	Surgeon	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.	R. H. Rasgorshek..	Oculist and Aurist.	Omaha, Nebr.
L. J. Stadnick...	Oculist	Cheyenne, Wyo.	M. F. Quinlan....	Surgeon	Omaha, Nebr.
R. I. Williams...	Aurist	Cheyenne, Wyo.	E. H. Gainnell....	Surgeon	Omaha, Nebr.
C. E. Hranac....	Surgeon	Cozad, Nebr.	J. F. McLeay.....	Surgeon	Omaha, Nebr.
L. J. Ekeler.....	Surgeon	David City, Nebr.	J. J. Fitzpatrick..	Ophthalmologist	Omaha, Nebr.
R. C. Reeder.....	Surgeon	Fremont, Nebr.	A. V. Murphy.....	Surgeon	Omaha, Nebr.
J. C. Maly.....	Surgeon	Fullerton, Nebr.	W. W. Spencer....	Surgeon	Ogallala, Nebr.
P. E. Woodward..	Surgeon	Ft. Morgan, Colo.	W. G. Seng.....	Surgeon	Oshkosh, 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.			