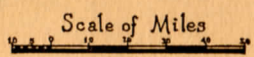




EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO MAR. 1, 1959



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 32

Effective Sunday,
September 25, 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

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

STATIONS	Time Table No. 32 September 25, 1960									Distance from Council Bluffs
	9 Streamliner Passenger Daily	17 Passenger Daily	105 Streamliner Passenger Daily	111 Streamliner Passenger Daily	27 Mail and Express Daily	7 Passenger Daily	5 Mail and Express Daily	103 Streamliner Passenger Daily		
CO. BLUFFS									9.25	0.0
OMAHA				11.30	11.00	10.15	10.00	2.45	2.8	2.8
GRAND ISLAND				1.45	1.55	1.20	12.50	4.50	146.9	146.9
NORTH PLATTE				3.45	4.45	4.00	3.15	8.45	284.1	284.1
				2.50	4.00	3.15	2.30	5.50		
JULESBURG				4.08					365.3	365.3
SIDNEY					6.25	5.40	4.55	7.34	407.5	407.5
KANSAS CITY								
DENVER									562.5	562.5
CHEYENNE					8.30	7.45	6.55	9.20	599.5	599.5
LARAMIE					8.55	9.00	7.15	9.30	599.5	599.5
RAWLINS				11.25					682.8	682.8
GREEN RIVER				1.20					817.0	817.0
				3.25						
GRANGER				3.35	4.10	3.05	3.15	2.50	847.2	847.2
								3.00		
OGDEN					4.45	3.45			992.6	992.6
(992.6)										
Thru Time From Omaha (22.40) (22.15) (7.40) (9.05) (21.00) (22.15) (21.15) (16.55) Thru Time From Omaha Average speed per hour 52.1 48.1 56.2 61.0 47.1 44.5 46.5 58.5 Average speed per hour										

C. H. BURNETT
General Manager

H. E. SHUMWAY
Gen. Supt. Transportation

O. A. DURRANT
General Superintendent

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

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

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

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

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

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

MILEAGE

Main Line	659.60
Branches	836.14
Total	1495.74

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

STATIONS	Miles Post	Time Table No. 32 September 25, 1960								
		106 Streamliner Passenger	112 Streamliner Passenger	104 Streamliner Passenger	10 Streamliner Passenger	28 Mail and Express	18 Passenger	6 Mail and Express	8 Passenger	
CO. BLUFFS	0.0									
OMAHA	2.8		3.25	3.40		7.45		5.45	7.00	
GRAND ISLAND	146.9		1.10	1.25		4.40		3.00	4.00	
NORTH PLATTE	284.1					1.45		12.25	1.05	
						10.05		11.15	11.55	
JULESBURG	365.3					8.51				
SIDNEY	407.5					8.26		9.55	9.45	
KANSAS CITY	.....					10.00		11.10	
DENVER	562.5	5.20				9.15		9.55	9.25	
CHEYENNE	599.5					6.55		7.55	7.50	
						6.45		7.30	7.25	
LARAMIE	599.5	2.20				5.50	Lv 6.00	5.20	5.55	
RAWLINS	682.8	12.31				3.31		3.05	3.30	
GREEN RIVER	817.0					1.20		12.25	12.45	
						10.10		1.30	12.05	12.30
GRANGER	847.2	9.40						11.30		
OGDEN	992.6					9.55		10.55		
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Thru Time From Omaha (7.40) (8.40) (16.45) (22.50) (20.35) (23.15) (20.15) (21.15) Average speed per hour 56.2 63.9 56.8 53.2 48.1 46.0 48.8 46.8										

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	STATIONS					Distance from Council Bluffs
	71	73	75	237	233	
	Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat. except Sun.	Local Freight Daily	Local Freight Monday Wed., Fri.	
DF OXWITYOPZ	11.30PM	5.00PM			6.30AM	0.0
DFXWITOPZ	11.45PM	5.15			6.40	2.8
XIP	12.01AM	5.45			7.00	5.2
E894 XP	12.10	5.55			7.14	14.1
XP	12.20	6.00			7.20	17.1
O873 XP					s 7.30	21.7
O884 P					s 7.40	24.5
WS175 XYPW E8165 E890	A12.45AM	A 6.15PM			s 8.40	28.0
O881 P					f 8.50	34.3
I						38.2
WS99 X E8172 PZ					s 9.15	39.3
I						40.0
IP						44.8
O882 P					f 9.24	46.3
O8150 XP					s 9.38	54.4
O883 P					s 10.10	61.4
WS130 X E8123 WP					s 11.24	68.7
O8118 P					f 11.52AM	76.9
I						83.8
WS145 XWTC E8125 YPZ					s 12.30PM	84.6
O8119 P					s 12.50	92.2
O8119 XP					s 1.20	102.3
O882 P					f 1.30	107.9
O883 XP					s 2.00	113.6
I						124.3
WS116 X E8119 WYP			12.05PM		A 2.30PM	124.9
O8150 P			s 12.25			135.1
I						146.5
XWCETYOP			A12.45PM		7.05AM	146.9
O883 XYP					f 7.20	154.6
WS117 X E848					s 7.40	162.3
O882 XP					s 8.00	169.9
WS130 XI E870 YP					s 8.30	176.0
O8150 P					f 9.15	180.2
WS133 XWO E8118 YP					A10.00AM	189.1
O883 P						198.3
O8150 XP						204.6
O883 P						213.3
WS116 XWY E8119 XP						224.4
O883 P						233.5
O8150 ZXP						238.2
WS125 XW E8123 YP						248.8
O883 P						261.5
O8119 XP						270.6
O883 P						278.5
DFXWCZTYOP						284.1

(1.15) (1.15) (0.40) (2.55) (8.00)
22.4 22.4 33.0 14.5 15.6
..... Thru Time
..... Average speed per hour

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

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	STATIONS					Distance from Council Bluffs
	111	27	7	5	103	
	Streamliner Passenger Daily	Mail and Express Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	
				9.25AM		0.0
	11.30PM	11.00PM	10.15AM	10.00	2.45AM	2.8
	11.36	11.06	10.22	10.07	2.50	5.2
	11.43	11.14	10.30	10.16	2.57	14.1
	11.46	11.17	10.34	10.19	3.00	17.1
	11.50	11.21	10.39	10.24	3.04	21.7
	11.53	11.24	10.43	10.27	3.07	24.5
	11.56PM	f 11.28	10.47	10.31	3.10	28.0
	12.01AM	11.34	10.53	10.36	3.14	34.3
						38.2
	12.07	s 11.43	s 11.05	s 10.48	3.18	39.3
						40.0
						44.8
	12.13	11.52	11.13	10.55	3.23	46.3
	12.19	f 11.59PM	11.20	11.02	3.29	54.4
	12.24	12.06AM	11.27	11.08	3.34	61.4
	12.29	f 12.15	f 11.34	11.14	3.39	68.7
	12.35	12.23	11.42	11.22	3.45	76.9
						83.8
						84.6
	s 12.44	s 12.38	s 11.59AM	s 11.36	3.51	92.2
	12.51	12.46	12.09PM	11.46	3.58	102.3
	12.59	12.55	12.19	11.55	4.06	107.9
	1.04	1.00	12.24	11.59AM	4.10	107.9
	1.09	1.05	12.29	12.05PM	4.15	113.6
						124.3
	1.21	s 1.17	f 12.43	12.16	4.26	124.9
	1.33	1.29	12.54	12.26	4.37	135.1
						146.5
	1.44	1.40	1.10	12.40	4.49	146.9
	1.45	1.35	1.20	12.50	4.50	154.6
	1.53	2.03	1.29	12.58	4.57	162.3
	1.58	f 2.09	1.36	1.05	5.03	169.9
	2.04	f 2.16	1.43	1.11	5.09	169.9
	2.09	f 2.21	1.49	1.16	5.13	176.0
	2.12	2.25	1.53	1.20	5.16	180.2
	s 2.22	s 2.34	s 2.02	s 1.28	5.25	189.1
	2.33	f 2.51	2.17	1.44	5.34	198.3
	2.38	f 2.57	2.23	1.50	5.39	204.6
	2.44	f 3.04	2.31	1.58	5.46	213.3
	2.53	s 3.21	f 2.42	2.08	5.55	224.4
	2.59	3.29	2.52	2.15	6.01	233.5
	3.03	s 3.39	f 2.59	2.20	6.05	238.2
	3.11	s 3.56	f 3.10	2.31	6.12	248.8
	3.21	f 4.10	3.26	2.43	6.23	261.5
	3.28	f 4.19	3.36	2.51	6.30	270.6
	3.34	4.27	3.44	2.58	6.36	278.5
	A 3.45AM	A 4.45AM	A 4.00PM	A 3.15PM	A 6.45AM	284.1
						DN-R

(4.15) (5.45) (5.45) (5.15) (4.00)
66.2 48.9 48.9 53.6 70.3
..... Thru Time from Omaha
..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
No. 5 reduce speed to 80 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. 32
September 25, 1960

FIRST CLASS

Mile Post	FIRST CLASS				
	28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger
0.0		A 6.30PM			
2.8	A 7.45AM	6.15	A 7.00PM	A 3.25AM	A 3.40AM
5.2	7.35	5.33	6.45	3.15	3.30
14.1	7.25	5.26	6.33	3.07	3.22
17.1	7.21	5.22	6.29	3.03	3.18
21.7	f 7.16	5.16	6.24	2.59	3.14
24.5	f 7.12	5.12	6.21	2.56	3.11
28.0	s 7.08	5.09	6.17	2.52	3.07
34.3	6.57	5.01	6.09	2.46	3.01
38.2					
39.3	s 6.48	s 4.55	s 6.01	2.41	2.56
40.0					
44.8					
46.3	f 6.33	4.37	5.45	2.33	2.48
54.4	f 6.25	4.30	5.37	2.27	2.42
61.4	f 6.17	4.23	5.29	2.22	2.37
68.7	s 6.10	4.17	f 5.22	2.16	2.31
76.9	f 5.59	4.09	5.13	2.10	2.25
83.8					
84.5	s 5.50	s 4.02	s 5.05	s 2.03	2.18
92.2	f 5.34	3.47	4.52	1.53	2.08
102.3	f 5.24	3.39	4.42	1.46	2.01
107.9	5.19	3.34	4.36	1.42	1.57
113.6	f 5.14	3.30	4.31	1.38	1.53
124.3					
124.9	s 5.04	3.21	f 4.21	1.29	1.44
135.1	4.52	3.11	4.12	1.20	1.35
146.5					
146.9	4.40	3.00	4.00	1.10	1.25
154.5	4.07	2.33	3.33	12.56	1.11
162.3	f 4.01	2.26	3.26	12.50	1.05
169.9	f 3.55	2.19	3.19	12.44	12.59
176.0	f 3.49	2.13	3.12	12.39	12.54
180.2	3.46	2.08	3.07	12.35	12.50
189.1	s 3.38	s 1.55	s 2.55	s 12.27	12.42
198.3	f 3.19	1.45	2.44	12.19	12.34
204.6	f 3.14	1.40	2.38	12.15	12.30
213.3	f 3.06	1.32	2.29	12.08AM	12.23
224.4	s 2.54	1.22	s 2.17	11.59PM	12.15
232.5	2.41	1.15	2.07	11.53	12.09
238.2	s 2.35	1.10	f 2.00	11.49	12.04AM
248.8	s 2.20	1.01	f 1.45	11.40	11.55PM
261.6	f 2.07	12.49	1.30	11.30	11.45
270.6	f 1.59	12.41	1.21	11.23	11.38
278.5	1.53	12.34	1.13	11.17	11.32
284.1	1.45AM	12.25PM	1.05PM	11.10PM	11.25PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Block Signals

Double Track

Double Track

Thru Time to Omaha (6.00) (5.20) (5.55) (4.15) (4.15)
Average speed per hour 46.9 52.7 47.5 66.2 66.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
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. 32
September 25, 1960

SECOND CLASS

Mile Post	74	234	72	76	238	Car Capacity of Sidings, etc. See Rule 6 (A) Page 24.
	Time Freight	Local Freight	Time Freight	Local Freight	Local Freight	
0.0	A 6.50AM	A 3.15PM	A 10.15PM			DF XWCITYOPE
2.8	6.35	2.55	10.00			DFXWITOPF
5.2	6.05	2.35	9.35			XP
14.1	5.55	2.15	9.25			ES94 XP
17.1	5.50	f 2.05	9.20			XP
21.7		s 1.55				CS73 XP
24.5		s 1.30				CS84 P
28.0	5.35AM	s 1.00	9.05PM			WB175 XYPW ES165 E890
34.3		f 12.01PM				CS81 P
38.2						I
39.3		s 11.50AM				WB99 X ES172 PZ
40.0						I
44.8						IP
46.3		f 10.50				CS82 P
54.4		s 10.20				CS150 XP
61.4		s 9.50				CS82 P
68.7		s 9.20				WB130 X ES123 WP
76.9		f 8.20				CS118 P
83.8						
84.5		s 8.00				WB148 XWTC ES125 YPZ
92.2		s 7.20				CS119 P
102.3		s 6.40				CS119 XP
107.9		f 6.00				CS82 P
113.6		s 5.39				CS82 XP
124.3						
124.9		5.00AM	A 6.55AM			WB113 X ES119 WYP
135.1			s 6.40			CS150 P
146.5						I
146.9			6.20AM	A 2.00PM		XWCZTYOP
154.5			f 1.15			CS82 XYP
162.3			s 12.45			WB117 X ES48 P
169.9			s 12.15PM			CS82 XP
176.0			s 11.45AM			WB130 XI ES70 YP
180.2			f 11.20			CS150 P
189.1			11.00AM			WB132 XWC ES118 YZP
198.3						CS82 P
204.6						CS136 XP
213.3						CS82 P
224.4						WB115 XWY ES119 ZP
232.5						P CS82
238.2						CS150 ZXP
248.8						WB125 XW ES123 YP
261.6						CS82 P
270.6						CS82 P
278.5						DFXWCZTYOP
284.1	Daily	Tue, Thu, Sat	Daily	Mon, Wed, Fri	Dly, ex. Sun.	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Block Signals

Double Track

Thru Time (1.15) (10.15) (1.10) (0.35) (3.00)
Average speed per hour 22.4 12.2 24.0 37.7 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

For stations not shown on schedule pages—See page 24.

WESTWARD SECOND SUBDIVISION

		SECOND CLASS					Distance from Council Bluffs	Time-Table No. 32	
		353	245	241	97	93		September 25, 1960	
Car Capacity of Sidings, etc. See Rule 6 (A) Page 24.		Mixed	Local Freight	Local Freight	Local Freight	Mixed	STATIONS		
		Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily			
DF XWCZTYOP				7.00AM	6.35AM	5.35AM	284.1	DN-R NORTH PLATTE NY	
				7.10	6.45	5.45	289.2	WEST NORTH PLATTE	
CS 84 P							290.5	BIRDWOOD	
WS 72 XP				s 7.25	s 7.01	f 5.55	296.9	D HERSHEY OF	
CS 110 YP				f 7.35	A 7.10AM	A 6.00AM	300.7	O'FALLONS	
40							301.8	VARNER	
CS 121 P				f 7.45			308.4	D SUTHERLAND SU	
CS 121 P				s 8.20			315.5	D PAXTON PN	
8 P				f 8.32			321.7	KORTY	
CS 82 P				f 8.45			327.7	ROSCOE	
WS 123 WS 120 ES 128 XWCY				s 9.45			334.8	DN OGALLALA GT	
CS 125 P				s 10.10			343.9	D BRULE RU	
10							349.1	MEGEATH	
CS 122 P				s 10.35			353.9	D BIG SPRINGS GS	
CS 83 P				f 10.45			359.8	BARTON	
WS 125 WS 121 ES 121				11.45			365.3	DN JULESBURG JB	
CS 90 P				f 11.55AM			370.6	WEIR	
CS 123 WP				s 12.25PM			380.8	D OHAPPELL OQ	
WS 111 ES 74 XP				s 12.50			389.7	D LODGE POLE GP	
CS 125 P				f 1.02			396.3	SUNOL	
WXCOYP				1.15			401.0	COLTON	
CS 94 YP				8.30AM	A 1.30PM		407.5	DN-R SIDNEY YL OD	
WS 121 XWP ES 70				f 8.45			415.5	BROWNSON	
8 PX				f 9.15			426.4	D POTTER PR	
CS 125 P				s 9.35			435.4	JACINTO	
27 PX							439.9	D DIX DX	
CS 123 XWP				s 10.15			444.5	DN KIMBALL KB	
12							451.1	OLIVER	
CS 125 P				s 10.45			456.6	D BUSHNELL BN	
CS 125 XWCY				A 11.30AM			466.7	DN PINE BLUFFS UF	
10							472.0	TRACY	
CS 94 XWYP				3.10PM			477.5	D EGGERT GX	
WS 62 XP				f 3.20			483.2	D BURNS UX	
CS 96 WP				f 3.30			489.7	HILLSDALE	
WS 63 XP				f 3.40			495.9	DURHAM	
WS 117 ES 125				f 3.50			501.2	AROHER	
DF XWCZTYOP				A 4.10PM			509.5	DN-R CHEYENNE YL OY	

Time-Table No. 32
September 25, 1960

STATIONS

- DN-R NORTH PLATTE NY
- WEST NORTH PLATTE
- BIRDWOOD
- D HERSHEY OF
- O'FALLONS
- VARNER
- D SUTHERLAND SU
- D PAXTON PN
- KORTY
- ROSCOE
- DN OGALLALA GT
- D BRULE RU
- MEGEATH
- D BIG SPRINGS GS
- BARTON
- DN JULESBURG JB
- WEIR
- D OHAPPELL OQ
- D LODGE POLE GP
- SUNOL
- COLTON
- DN-R SIDNEY YL OD
- BROWNSON
- D POTTER PR
- JACINTO
- D DIX DX
- OWASCO
- DN KIMBALL KB
- OLIVER
- D BUSHNELL BN
- DN PINE BLUFFS UF
- TRACY
- D EGGERT GX
- D BURNS UX
- HILLSDALE
- DURHAM
- AROHER
- DN-R CHEYENNE YL OY

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

WESTWARD SECOND SUBDIVISION

		FIRST CLASS					Distance from Council Bluffs	Time-Table No. 32	
		7	5	103	27	111		September 25, 1960	
		Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	STATIONS		
		Daily	Daily	Daily	Daily	Daily			
		3.15PM	2.30PM	5.50AM	4.00AM	2.50AM	284.1	DN-R NORTH PLATTE NY	
		3.23	2.38	5.57	4.08	2.57	290.2	WEST NORTH PLATTE	
		3.30	2.45	6.02	4.15	3.02	296.9	BIRDWOOD	
		3.33	2.48	6.05	4.18	3.05	300.7	D HERSHEY OF	
							301.8	O'FALLONS	
							308.4	VARNER	
		3.36	2.51	6.07	f 4.21	3.07	315.5	D SUTHERLAND SU	
		3.48	3.05	6.16	f 4.33	3.17	321.7	D PAXTON PN	
		3.54	3.11	6.21	4.39	3.23	327.7	KORTY	
		4.00	3.17	6.26	4.45	3.28	334.8	ROSCOE	
		s 4.10	3.25	6.32	s 4.55	3.35	343.9	DN OGALLALA GT	
		4.20	3.35	6.39	f 5.05	3.43	349.1	D BRULE RU	
							353.9	MEGEATH	
		4.30	3.45	6.47	f 5.15	3.51	359.8	D BIG SPRINGS GS	
		4.35	3.50	6.51	5.20	3.56	365.3	BARTON	
		f 4.43	3.56	6.56	s 5.30	A f 4.05AM	370.6	DN JULESBURG JB	
		4.49	4.02	7.00	5.36		380.8	WEIR	
		4.58	4.12	7.08	f 5.46		389.7	D OHAPPELL OQ	
		5.07	4.22	7.15	f 5.55		396.3	D LODGE POLE GP	
		5.14	4.29	7.20	6.02		401.0	SUNOL	
		5.19	4.35	7.24	6.07		407.5	COLTON	
		5.30	4.45	7.33	6.15		415.5	DN-R SIDNEY YL OD	
		5.40	4.55	7.34	6.25		426.4	BROWNSON	
		6.02	5.16	7.53	f 6.45		435.4	D POTTER PR	
							439.9	JACINTO	
		6.11	5.25	8.01	f 6.55		444.5	D DIX DX	
							451.1	OWASCO	
		s 6.23	5.35	8.09	s 7.10		456.6	DN KIMBALL KB	
							466.7	OLIVER	
		6.35	5.48	8.19	f 7.22		472.0	D BUSHNELL BN	
		6.45	5.58	8.29	f 7.33		477.5	DN PINE BLUFFS UF	
							483.2	TRACY	
		6.57	6.10	8.40	f 7.45		489.7	D EGGERT GX	
		7.04	6.16	8.46	f 7.51		495.9	D BURNS UX	
		7.11	6.23	8.52	7.58		501.2	HILLSDALE	
		7.18	6.30	8.58	8.05		509.5	DURHAM	
		7.25	6.36	9.04	8.11			AROHER	
		A 7.45PM	A 6.55PM	A 9.20AM	A 8.30AM			DN-R CHEYENNE YL OY	

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

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 32

September 25, 1960

FIRST CLASS

Mile Post	FIRST CLASS					Mile Post	Car Capacity of Seating, etc. See Rule 6 (A), page 24.
	6	8	112	104	28		
	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express		

STATIONS

STATIONS	Mile Post	6	8	112	104	28	Mile Post	Car Capacity of Seating, etc. See Rule 6 (A), page 24.
DN-R NORTH PLATTE NY 5.1	284.1	A11.15AM	A11.55AM	A10.05PM	A10.20PM	A12.25AM		DF XWCZTYOP
WEST NORTH PLATTE 1.3	289.2	11.02	11.40	9.53	10.08	12.08AM		
BIRDWOOD 1.8	290.5							CS 84 P
D HERSHEY OF 3.8	296.9	10.56	11.32	9.47	10.02	11.59PM		WS 72 XP
O'FALLONS 1.1	300.7	10.53	11.28	9.44	9.59	11.56		CS 110 YP
VARNER 1.6	301.8							40
D SUTHERLAND SU 12.1	308.4	10.51	f11.25	9.42	9.57	f11.53		CS 121 P
D PAXTON PN 6.2	315.5	10.40	f11.14	9.33	9.47	f11.40		CS 121 P
KORTY 6.0	321.7	10.35	11.08	9.29	9.41	11.32		5 P
ROSCOE 7.1	327.7	10.29	11.02	9.24	9.35	f11.26		CS 83 P
DN OGALLALA GT 9.1	334.8	10.22	s10.55	9.18	9.29	s11.18		WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	10.13	f10.45	9.10	9.21	f11.06		CS 125 P
MEGEATH 4.8	349.1							10
D BIG SPRINGS GS 5.4	353.9	10.05	f10.36	9.02	9.13	f10.56		CS 132 P
BARTON 6.0	359.3	10.00	10.30	8.57	9.08	10.50		CS 83 P
DN JULESBURG JB 9.7	365.2	9.54	f10.25	s 8.51PM	9.03	s10.44		XWCYYP WS125 ES121
WEIR 9.4	370.6	9.48	10.19		8.58	10.34		CS 90 P
D OHAPPELL OQ 6.6	380.3	9.40	f10.11		8.50	f10.24		CS 123 WP
D LODGE POLE GP 4.7	389.7	9.31	f10.02		8.42	f10.15		WS 111 ES 74 XP
SUNOL 6.5	396.3	9.26	9.56		8.37	f10.08		XP
COLTON 8.0	401.0	9.22	9.52		8.33	10.03		CS 125 P
DN-R SIDNEY YL OD 10.9	407.5	9.15 9.05	9.45 9.35		8.26 8.25	9.55 9.45		WXCOYP
BROWNSON 4.4	415.5	8.51	9.22		8.15	9.33		CS 94 YP
D POTTER PR 4.6	426.4	8.41	9.12		8.05	f 9.23		WS 121 XWP ES 70
JACINTO 4.5	430.8							8 PX
D DIX DX 4.6	435.4	8.33	9.03		7.58	f 9.13		CS 125 P
OWASCO 4.6	439.9							27 PX
DN KIMBALL KB 5.5	444.5	8.25	s 8.53		7.51	s 9.03		CS 132 XWP
OLIVER 10.1	451.1							12
D BUSHNELL BN 5.3	456.6	8.14	8.40		7.42	s 8.50		CS 125 P
DN PINE BLUFFS UF 5.3	466.7	8.05	8.30		7.34	s 8.37		CS125 XWCYP
TRAOY 5.5	472.0							10
D EGBERT GX 5.7	477.5	7.55	8.20		7.24	f 8.25		CS 94 XWYP
D BURNS UX 6.5	483.2	7.50	8.15		7.19	8.20		WS 82 XP
HILLSDALE 6.2	489.7	7.45	8.10		7.14	8.15		CS 96 WP
DURHAM 5.3	495.9	7.40	8.05		7.09	8.10		WS 62 XP
AROEHER 8.3	501.2	7.35	8.00		7.04	8.05		WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5	7.25AM	7.50AM		6.55PM	7.55PM		DF XWCZTYOP

Thru Time.....	(3.50)	(4.05)	(1.14)	(3.25)	(4.30)
Average speed per hour.....	58.8	55.2	65.8	66.0	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. 32

September 25, 1960

SECOND CLASS

Mile Post	SECOND CLASS					Mile Post	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

STATIONS	Mile Post	242	354	246	98	94	Mile Post	Car Capacity of Seating, etc. See Rule 6 (A), page 24.
DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.15PM	A 6.30PM		DF XWCZTYOP
WEST NORTH PLATTE 1.3	289.2	12.50			3.58	6.16		
BIRDWOOD 1.8	290.5							CS 84 P
D HERSHEY OF 3.8	296.9	s12.35			f 3.46	f 6.06		WS 72 XP
O'FALLONS 1.1	300.7	f12.25			3.40PM	6.01PM		CS 110 YP
VARNER 1.6	301.8							40
D SUTHERLAND SU 12.1	308.4	s12.15PM						CS 121 P
D PAXTON PN 6.2	315.5	s11.34						CS 121 P
KORTY 6.0	321.7	f11.15						5 P
ROSCOE 7.1	327.7	f11.00						CS 83 P
DN OGALLALA GT 9.1	334.8	s10.45						WS122 WS120 ES138 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 9.7	365.3	s 8.45						XWCYYP WS125 ES121
WEIR 9.4	370.6	f 7.55						CS 90 P
D OHAPPELL OQ 6.6	380.3	s 7.45						CS 123 WP
D LODGE POLE GP 4.7	389.7	s 7.30						WS 111 ES 74 XP
SUNOL 6.5	396.3	f 7.20						XP
COLTON 8.0	401.0	f 7.10						CS 125 P
DN-R SIDNEY YL OD 10.9	407.5	7.00AM		A 3.30PM				WXCOYP
BROWNSON 4.4	415.5			f 2.50				CS 94 YP
D POTTER PR 4.6	426.4			s 2.25				WS 121 XWP ES 70
JACINTO 4.5	430.8							8 PX
D DIX DX 4.6	435.4			s 1.55				CS 125 P
OWASCO 4.6	439.9							27 PX
DN KIMBALL KB 5.5	444.5			s 1.30				CS 132 XWP
OLIVER 10.1	451.1							12
D BUSHNELL BN 5.3	456.6			s12.50				CS 125 P
DN PINE BLUFFS UF 5.3	466.7			12.30PM				CS125 XWCYP
TRAOY 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 82 XP
HILLSDALE 6.2	489.7		s 8.31					CS 96 WP
DURHAM 5.3	495.9		f 8.23					WS 62 XP
AROEHER 8.3	501.2		f 8.15					WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5		8.05AM					DF XWCZTYOP

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				THIRD SUBDIVISION		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	FIRST CLASS		Distance from Julesburg	Time-Table No. 32		FIRST CLASS		Mile Post	
	111	33		September 25, 1960		34	112		
	Streamliner Passenger	C. B. & Q. Passenger		C. B. & Q. Passenger	Streamliner Passenger				
	Daily	Daily		STATIONS					
80	WYIP	f 4.06AM	0.0	DN	JULESBURG YL JB	0.0	As	8.50PM	
75	ZP	4.12	7.1	D	7.1 OVID VI	7.1		8.37	
73	P	4.18	14.6	D	7.5 SEDGWICK ZD	14.6		8.30	
20			19.0		4.4 DORSEY	19.0			
95	P	4.25	23.1		4.1 RED LION	23.1		8.23	
90	P		25.8		2.7 MARCOTT	25.8			
95	P	4.31	30.1	D	4.3 OROOK OK	30.1		8.18	
23			34.2		4.1 TOBIN	34.2			
72	P	4.38	38.8		4.6 PROCTOR	38.8		8.11	
12	P		41.1		2.3 POWELL	41.1			
22			42.2		1.1 GRIFF	42.2			
94	P	4.43	45.6		3.4 ILLIFF	45.6		8.06	
16			50.1		4.5 FORD	50.1			
77	P	4.49	53.5		3.4 HAYFORD	53.5		7.59	
	AIP		57.2		3.7 O. B. & Q. CROSSING	57.2			
100	IWTLP	4.53 4.55	4.35AM	57.5	DN-R STERLING YL ST	57.5	A2.20AM	7.54 7.52	
14			61.7		4.2 HALL	61.7			
72	P	5.01	f 4.43	64.1	D	2.4 ATWOOD OD	64.1	f 2.09	7.44
23			66.8		2.7 BETTLEND	66.8			
74	P	5.06	f 4.51	70.2		3.4 MERINO	70.2	f 2.02	7.39
10			72.1		1.9 BETA	72.1			
143	P	5.11	4.59	76.0		3.9 MESSEX	76.0	1.56	7.34
41	P		78.4		2.4 BALZAO	78.4			
52	P	5.15	A 5.10AM	81.0	DN	2.6 UNION UN	81.0	f 1.50AM	7.30
24			82.8		1.9 COOPER	82.8			
94	P	5.20		87.0		4.2 SNYDER	87.0		7.25
58	P	5.25		93.8		6.8 DODD	93.8		7.20
21			96.9		8.1 HURLEY	96.9			
100	WP	5.30		98.6	D	1.7 FT. MORGAN FX	98.6		7.16
35	P	5.36		106.0		7.4 NARROWS	106.0		7.10
79	P	5.39		109.0	D	3.0 WELDONA DN	109.0		7.07
22	P	5.43		114.2		5.2 GOODRICH	114.2		7.03
78	P	5.46		117.7		3.5 OROHARD	117.7		7.00
14	P		121.4		3.7 SUBLETTE	121.4			
53	P	5.52		124.8		2.4 MASTERS	124.8		6.54
121	P	6.00		125.4		10.6 HARDIN	125.4		6.46
16	P		129.1		3.7 KUNER	129.1			
78	P	6.06		143.1		4.0 KERSEY	143.1		6.40
37			147.2		4.1 AUBURN	147.2			
56	WTYP	A 6.13AM		151.1	DN-R	3.9 LASALLE YL DY	151.1		6.33PM

(2.07) (0.35) Thru Time..... (0.30) (2.17)
 71.3 40.3 Average speed per hour..... 47.0 66.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule 72.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	SECOND CLASS			Distance from Valley	Time-Table No. 32			Mile Post	SECOND CLASS					
	73	75	71		September 25, 1960				74	76	72			
	Freight	Local Freight	Freight		STATIONS				Freight	Local Freight	Freight			
WCYP		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		5.8 O. B. & Q. CROSSING	5.8						
28	P	6.45	s 6.45	2.10	6.8		0.5 YUTAN YN	6.8		5.10	s	1.00		8.40
106	YP	6.55	s 7.00	2.20	11.6	D	5.3 MEAD AD	11.6		5.00	s	12.50		8.30
64	P	7.07	s 7.15	2.40	18.9	D	7.3 WAHOO W	18.9		4.45	s	12.30		8.15
					19.6		0.7 C. & N. W. and O. B. & Q. CROSSINGS	19.6						
78	P	7.22	s 7.30	2.55	26.8	D	6.7 WESTON WN	26.8		4.35	s	12.15		8.05
96	P	7.34	f 7.40	3.05	33.2		6.9 TOUHY	33.2		4.23	f	12.01PM		7.53
96	WYP	7.45 ⁷²	A 7.50AM	3.18	37.8	D	4.1 VALPARAISO YL VO	37.8		4.15		11.50AM		7.45 ⁷³
					41.8		4.5 AGNEW	41.8						
33	P	7.58		3.34	46.5	D	4.7 RAYMOND RM	46.5		3.59				7.28
101	P	8.08		3.48 ⁷⁴	52.7		6.2 GARRATT	52.7		3.48 ⁷¹				7.18
4					55.8		2.6 WEST LINCOLN	55.8						
					56.5		1.2 O. B. & Q. CROSSING	56.5						
34	TXP	8.18		4.25	57.1	DN	0.6 LINCOLN YL SN	57.1		3.40				7.10
					57.4		0.8 O. B. & Q. CROSSING	57.4						
					59.0		1.6 O. B. & Q. CROSSING	59.0						
112	P	8.31		4.48	65.4		6.4 JAMAICA	65.4		3.20				6.50
					68.2		2.8 HANLON	68.2						
21	P	8.46		5.03	74.7		6.5 PRINCETON	74.7		3.05				6.35
73	P	8.53		5.13	79.5	D	4.8 OORTLAND RD	79.5		2.55				6.25
84	P	9.08		5.28	86.9	D	9.4 PICKRELL IK	86.9		2.43				6.13
	WTYP	A 9.25PM		A 5.45AM	96.8	DN-R	7.9 BEATRICE YL BX	96.8		2.30AM		Monday Wednesday Friday		6.00PM

(2.55) (1.20) (3.50) Thru Time.....
 33.2 28.0 25.2 Average speed per hour.....
 Westward trains are superior to trains of the same class in the opposite direction.—See rule 72.
 At Linc'o'n, trains using C. B. & Q. passenger station are governed by C. B. & Q. Time-Table and Rules while using their tracks between
 Hall Tower and Baird Tower.

WESTWARD				OLD MAIN LINE				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	SECOND CLASS			Distance from Council Bluffs	Time-Table No. 32			Mile Post	SECOND CLASS				
	73	75	71		September 25, 1960				74	76	72		
	Freight	Local Freight	Freight		STATIONS				Freight	Local Freight	Freight		
XIP				5.2	DN	SUMMIT YL SU	5.2						
XWP				6.4		1.2 SOUTH OMAHA YL	6.4						
XIP				11.9		5.5 GILMORE YL	11.9						
72	P			16.8	D	4.9 PAPHILLION PO	16.8						
AIP				19.2		2.4 MO. PAC. CROSSING	19.2						
P				22.5	D	8.8 MILLARD YL MD	22.5						
XP				26.1		8.6 LANE YL	26.1						

..... Thru Time.....
 Average speed per hour.....
 On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

WESTWARD				STROMSBURG BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 32 September 25, 1960				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				75	Distance from Valparaiso	STATIONS			Mile Post	76			
				Local Freight Tuesday Thursday Saturday					Local Freight				
	WYP			8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A11.35AM			
	16			f 8.20	7.4		LOMA		7.4	f11.06			
	28			s 8.40	18.5	D	BRAINARD	BD	18.5	s10.50			
					15.0		O. & N. W. CROSSING		15.0				
	32	W		s 9.10	23.2	D	DAVID CITY	DV	23.2	s10.25			
					23.5		O. B. & Q. CROSSING		23.5				
	31			s 9.45	33.3	D	RISING CITY	RN	33.3	s 9.40			
	36			s10.05	40.1	D	SHELBY	SH	40.1	s 9.20			
	7			s10.25	47.5	D	OSCEOLA	OZ	47.5	s 8.55			
	9	W		s10.50	52.9	D	STROMSBURG	S	52.9	s 8.25			
					56.8		DURANT		56.8				
	35			s11.15	63.0	D	POLK	PK	63.0	s 7.50			
	21			s11.30	68.3		HORDVILLE		68.3	s 7.30			
	22			s11.45	73.8		HEBER		73.8	f 7.10			
					75.3		O. B. & Q. CROSSING		75.3				
	WYP			A11.55AM	75.9	DN-R	CENTRAL CITY	YL OI	75.9	7.05AM			
							(75.9)			Monday Wednesday Friday			
				(3.55) 19.4			..... Thru Time.....		(4.30) 16.8				
							..... Average speed per hour.....						

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. 32 September 25, 1960				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				79	Distance from Genoa	STATIONS			Mile Post	80			
				Mixed Monday Wednesday Friday					Mixed				
	40	WY		8.52AM	0.0	D-R	GENOA	YL G	0.0	A 1.05PM			
	20				9.3		MEROHISTON		9.3				
	38			s 9.28	18.7	D	FULLERTON	FU	18.7	s12.37			
	21			s 9.53	23.1		BELGRADE		23.1	s12.13PM			
	26	W		s10.13	30.3	D	CEDAR RAPIDS	OD	30.3	s11.55AM			
	36			s10.34	36.6	D	PRIMROSE	P	36.6	f11.39			
	38	WY		A11.00AM	44.8	D-R	SPALDING	YL SG	44.8	11.20AM			
							(44.8)			Monday Wednesday Friday			
				(2.08) 20.8			..... Thru Time.....		(1.45) 25.3				
							..... Average speed per hour.....						

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. 32 September 25, 1960				SECOND CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				81	79	321	Distance from Columbus	STATIONS			Mile Post	312	80	82
				Mixed Tuesday Thursday Saturday	Mixed Monday Wednesday Friday	Mixed Daily Except Sunday					Mixed	Mixed	Mixed	
	WCTYPZ			8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS	YL O	0.0	A12.01PM	A 1.55PM	A 2.05PM
	20			8.10	8.10	5.10	4.2		SHELDONVILLE		4.2	f11.50AM	1.43	1.50
	8	YP		A 8.22AM	A 8.22AM	f 5.20	9.4	R	OCONEE	YL	9.4	f11.40	1.30PM	1.42PM
	20					f 5.35	14.7	D	PLATTE CENTER	PO	14.7	s11.25		
	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	s11.05		
	32	W				s 6.10	35.4	D	MADISON	MA	35.4	s10.50		
	31						40.9		ENOLA		40.9			
							48.7		O. & N. W. CROSSING		48.7			
							50.2		O. & N. W. CROSSING		50.2			
	WETP					A 7.00AM	50.4	D-R	NORFOLK	YL EN	50.4	10.00AM		
									(50.4)			Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday
				(0.22) 25.6	(0.22) 25.6	(2.00) 25.2			..... Thru Time.....		(2.01) 25.0	(0.25) 22.6	(0.23) 24.5	
									..... Average speed per hour.....					

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. 32 September 25, 1960				SECOND CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				81	79			Distance from Oconee	STATIONS			Mile Post	80	82
				Mixed Tuesday Thursday Saturday	Mixed Monday Wednesday Friday							Mixed	Mixed	
	20	YP		8.22AM	8.22AM		0.0	R	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		11.3	D-R	GENOA	YL G	11.3	1.05PM	s 1.09	
	56			s 9.55			22.3	D	ST. EDWARD	ST	22.3		s12.35	
	28	WYP		A10.45AM			38.7	D-R	ALBION	YL A	38.7		12.10PM	
									(38.7)			Monday Wednesday Friday	Tuesday Thursday Saturday	
				(2.23) 14.2	(0.27) 25.1				..... Thru Time.....		(0.25) 27.1	(1.32) 22.0	
									..... Average speed per hour.....				

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		Time-Table No. 32				SECOND CLASS			
		September 25, 1960							
		STATIONS							
WTYPOCZ		10.00AM	9.00AM	0.0	DN-R GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM	
I				0.4	O. B. & Q. CROSSING	0.4			
11				2.5	CAREY	2.5			
10		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	
10		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	D ROOKVILLE	47.7	f 2.55		
33 WY		A 1.00PM		60.9	D-R LOUP CITY YL OP	60.9	A 2.30PM		
27			s 10.20	80.7	D ELBA EB	80.7	s 3.55		
26			s 10.35	86.8	OOTESFIELD	86.8	s 3.41		
			10.50	44.5	SCOTIA JUNCTION	44.5	3.23		
20			s 11.00	45.7	D SCOTIA SK	45.7	s 3.14		
			11.15	44.5	SCOTIA JUNCTION	44.5	3.07		
31 W			s 11.35AM	48.8	D NORTH LOUP NU	48.8	s 2.57		
3				58.5	SAUNDERS	58.5			
				80.7	O. B. & Q. CROSSING	80.7			
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			
SECOND CLASS		Time-Table No. 32				SECOND CLASS			
		September 25, 1960							
		STATIONS							
WYPCZ				0.0	DN-R HASTINGS YL AN	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			
					(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		Time-Table No. 32				SECOND CLASS			
		September 25, 1960							
		STATIONS							
PWYCZ				9.00AM	0.0	DN-R KEARNEY YL KR	0.0	A 9.20PM	A 11.50AM
15				f 9.12	5.5	GLENWOOD PARK	5.5	f 8.34	f 11.19
10				s 9.24	10.1	RIVERDALE	10.1	s 8.22	s 11.07
27				s 9.41	16.8	D AMHERST HR	16.8	s 8.00	s 10.50
32 W				s 10.06	26.8	MILLER	26.8	s 7.35	s 10.26
38				s 10.20	32.5	D SUMNER SU	32.5	s 7.15	s 10.10
28				s 10.40	40.4	D EDDYVILLE VD	40.4	s 6.57	s 9.50
40				s 11.13AM	52.1	D OONTO BS	52.1	s 6.28	s 9.30
27 WY				s 12.30PM	65.5	D CALLAWAY OA	65.5	s 5.45	s 8.55
38 W				s 1.30	83.1	D ARNOLD AD	83.1	s 4.45	s 8.15
10				f 2.10	94.6	HOAGLAND	94.6	f 4.18	f 7.48
15				f 2.30	99.2	GANDY	99.2	f 4.08	f 7.38
22 WY				A 2.55PM	102.4	D R STAPLETON YL SN	102.4	4.00PM	7.30AM
						(102.4)	Wednesday Friday	Sunday	
				(5.55)	..... Thru Time.....	(5.20)	(4.20)		
				17.3	..... Average speed per hour.....	19.2	23.6		

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from O'Fallon	Time-Table No. 32 September 25, 1960	Mile Post	SECOND CLASS			Mile Post			
	97 Local Freight Daily	93 Mixed Daily	0.0				98 Local Freight	94 Mixed	0.0		A 3.35PM	A 6.01PM	
													STATIONS	STATIONS
YP		7.15AM	6.00AM	0.0	B	O'FALLONS YL	0.0	A 3.35PM	A 6.01PM				
15		f 7.20	f 6.05	2.8		2.8 COOKER	2.8	f 3.20	f 5.50				
41	P	f 7.41	s 6.18	12.8		10.0 SARBEN	12.8	f 3.01	s 5.35				
40		f 7.58	f 6.27	19.6		6.8 NEVENS	19.6	f 2.45	f 5.25				
13				24.8		5.2 BROGANVILLE	24.8						
48	WP	f 8.20	s 6.41	28.4		3.6 KEYSTONE	28.4	f 2.32	s 5.15				
11				30.7		2.3 KINGSLEY	30.7						
43	P	f 8.35	f 6.51	34.9	D	4.2 MARTIN SA	34.9	f 2.20	f 5.03				
42	P	f 8.50	s 7.01	41.2		6.3 LEMOYNE	41.2	f 2.05	f 4.53				
25		f 9.05	f 7.10	46.8		5.6 BELMAR	46.8	f 1.55	f 4.46				
44		f 9.14	f 7.18	51.7		4.9 RUTHTON	51.7	f 1.45	f 4.39				
41	YP	s 9.45	s 7.32	59.8	D	7.6 LEWELLEN YL W	59.8	s 1.35	s 4.30				
41	WP	s 10.35	s 7.51	70.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.10				
40	P	s 11.20	s 8.12	86.4	D	15.6 LISOO OO	86.4	f 12.15PM	s 3.45				
46	P	s 11.45AM	s 8.34	100.4	D	14.0 BROADWATER BR	100.4	f 11.45AM	s 3.24				
19		f 12.03PM	f 8.47	109.6		9.2 TOWERS	109.6	f 11.20	f 3.11				
196	WPY	s 12.35	s 8.57	114.1	D	4.5 NORTHPORT YL NP	114.1	f 11.12	s 3.05				
	AI	12.40	9.00	115.5		1.4 O. B. & Q. CROSSING	115.5	10.50	2.57				
11		f 12.55	f 9.09	121.8		6.3 MOHLER	121.8	f 10.40	f 2.46				
43	P	f 1.01	s 9.18	126.7	D	4.9 SOUTH BAYARD OR	126.7	f 10.32	s 2.39				
61		f 1.10	s 9.27	132.1		5.4 McGREW	132.1	f 10.23	s 2.29				
80	P	f 1.20	s 9.37	137.9		5.8 MELBETA	137.9	f 10.13	s 2.19				
70	DWYZPT	A 1.35PM	A 9.55AM	145.9	DN-R	8.0 GERING YL G	145.9	10.00AM	2.00PM				
				(6.20) 23.1 Thru Time				(5.35) 26.1	(4.01) 36.3			
				(3.55) 37.6 Average speed per hour				(2.21) 26.8	(1.35) 34.5	(6.55) 9.1		

WESTWARD				GERING BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from Gering	Time-Table No. 32 September 25, 1960	Mile Post	SECOND CLASS			Mile Post		
	97 Local Freight Daily	93 Mixed Daily	0.0				98 Local Freight	94 Mixed	0.0		DN-R	GERING YL G
DWYZPT				0.0	DN-R	GERING YL G	0.0					
17				5.4		5.4 MATHERS YL	5.4					
27				6.0		0.6 MOON YL	6.0					
				7.0		1.0 ROUBADEAU YL	7.0					
18				8.4		1.4 HILLIKER YL	8.4					
18				9.8		1.4 RIFORD YL	9.8					
				(9.8)					(6.4)			

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'Fallon	Time-Table No. 32 September 25, 1960	Mile Post	SECOND CLASS			Mile Post			
	353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily				354 Mixed	60 Local Freight	94 Mixed		0.0	A 10.45AM	A 1.50PM
17	DWYZPT		10.05AM	6.00AM	145.9	DN-R	GERING YL G	145.9	A10.45AM	A 1.50PM			
14			f 10.11	f 6.10	150.5		4.6 COSTIN	150.5	f 10.33	f 1.40			
80	P		f 10.14	f 6.15	152.8	D	1.8 HAIG HA	152.8	f 10.30	f 1.36			
94			f 10.20	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	f 10.25	f 1.30			
89			f 10.23 ⁰⁰	f 6.30	157.1		1.8 PELTON	157.1	f 10.23 ⁰³	f 1.26			
70	P		f 10.31	f 6.45	162.1	D	5.0 SOUTH MORRILL MO	162.1	f 10.06	f 1.19			
18			f 10.34	f 6.50	164.2		2.1 JOYCE	164.2	f 9.52	f 1.14			
61	YP		s 10.40	s 9.45 ⁰⁰	167.9	DN	8.7 LYMAN YL MU	167.9	s 9.45 ⁰⁰	s 1.09			
21			f 10.44	f 9.50	170.1		2.2 CANAL	170.1	f 9.20	f 1.04			
61	P		f 10.50	f 10.07	173.7	D	4.6 HUNTLEY HU	173.7	f 9.13	f 12.58			
85			f 10.55	f 10.17	177.0		3.3 HOLLY	177.0	f 9.06	f 12.53			
61	YP		12.40PM	11.05 ⁵⁹ 11.10	181.6	D-R	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.46 12.45 12.35			
61	P		f 11.20	s 12.23 ⁰⁴	188.1	D	6.5 VETERAN VN	188.1	s 8.33	f 12.23 ⁰⁰			
8			f 11.25	f 12.33	191.5		9.4 HELDT	191.5	f 8.26	f 12.17			
16			f 11.32	f 12.43	196.1		4.6 OOTTIER	196.1	f 8.19	f 12.10			
61	WYP		A11.40AM	A12.55PM	200.6	D-R	4.5 SO TORRINGTON YL RI	200.6	8.10AM	12.05PM			
14			f 12.50		185.8		8.7 GOODLAND	185.8	f 11.32				
20			f 12.55		187.6		2.8 FONDA	187.6	f 11.27				
61	P		s 1.05		192.4	D	4.8 HAWK SPRINGS HK	192.4	s 11.15				
81			f 1.10		194.7		2.8 DUROO	194.7	f 11.01				
19			f 1.20		200.8		6.1 WYROSS	200.8	f 10.50				
61	PY		s 1.30		208.8	D	3.0 LA GRANGE GA	208.8	s 10.45				
19			f 1.42		210.7		6.9 TREMAIN	210.7	f 10.20				
61	P		s 2.15		222.5	D	11.8 ALBIN AB	222.5	s 9.55				
61			f 2.30		229.7		7.2 LINDBERGH	229.7	f 9.35				
	WPY		A 3.01PM		244.3	DN-R	14.6 EGBERT YL GX	244.3	9.10AM				
				(6.20) 23.1 Thru Time				(2.35) 24.3	(2.35) 21.1	(1.45) 31.3		
				(3.55) 37.6 Average speed per hour				(2.21) 26.8	(1.35) 34.5	(6.55) 9.1		

WESTWARD				LYMAN BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from Lyman	Time-Table No. 32 September 25, 1960	Mile Post	SECOND CLASS			Mile Post			
	353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily				354 Mixed	60 Local Freight	94 Mixed		0.0	DN	LYMAN MU YL
18				0.0	DN	LYMAN MU YL	0.0						
17				2.8		2.8 SEARS YL	2.8						
17				4.6		1.8 HARTMAN YL	4.6						
22				6.4		1.8 STEGALL YL	6.4						
				(6.4)					(2.8)				

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

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

- Designation "Str."** — Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." — Train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars.
 When a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	55	When leading unit at front of train is gas turbine or car body type unit backing up;	30	30	30
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Multiple unit engine when controlled from other than leading unit.	30	30	30
When caboose is handled in train consisting of passenger train equipment.		60		When more than 50% of the tonnage is gravel or ore.			40
When using No. 14 turn-outs.	25	25	20	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40
When using other cross-overs or turn-outs.	15	15	15				35
Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20			20	
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.			30 20
Within yard limits not protected by continuous block signal system.	50	40	25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Passing fueling stations located within yard limits.	50	40	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Passing fueling stations located outside yard limits.	50	40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Diesel road freight and road-switch locomotives;	65	65		Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks - Morse type.			35
Gas turbine locomotives;	65	65					45
Steam engines.		45	45			45	
Steam engines running backward.		20	20	Trains handling U.P. ore cars series 8000 - 8499 or 26000 - 26499, loaded or empty.			45
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35 50	35 50	35 50	On wye tracks.	15	15	15

OLD MAIN LINE

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

FIRST SUBDIVISION

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

ON WESTWARD TRACK

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

ON EASTWARD TRACK

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

SECOND SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	Brownson, on government tracks.			10
				Hillsdale, on industry track.			5
				Cheyenne passenger sheds.	10	10	5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts — Korty 323.5 and 324.4	70	60	50	Between Mile Posts — Cheyenne 509.1 and 508.7	40	40	25
Julesburg 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
Brownson 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
Bushnell 456.9 and 457.2	80	70	50	Archer 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	Durham 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	Hillsdale 486.5 and 486.2	70	60	50
Pine Bluffs 466.8 and 467.3	50	40	40	Tracy 467.3 and 466.8	50	40	40
Burns 486.2 and 486.5	70	60	50	Pine Bluffs 466.6 and 466.2	60	50	50
Hillsdale 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
Durham 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
Archer 502.2 and 503.0	60	50	40	Potter 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	Weir 366.1 and 365.4	60	50	50
508.7 and 509.1 Cheyenne	40	40	25	Roscoe 324.4 and 323.5	70	60	50
				North Platte			
THIRD SUBDIVISION							
Maximum speed.	79	70	55	LaSalle Between M. P. 149.6 and 150.7	50	40	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.7 and 150.9	30	30	25
Light engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
				Sterling , M. P. 57.2, C. B. & Q. crossing, between home signals of automatic interlocking.	20	20	20
				Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.			20

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed:		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed: 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: Between Grand Island and St. Libory.		25
Wahoo, city track.		6	Carey, all airfield trackage.		10
19.1 and 19.5	35	35	Between St. Libory and Ord.		30
Weston 30.2 and 30.5	35	35	Between St. Paul and Loup City.		30
31.6 and 31.9	35	35	Trains handling outfit cars.		20
Touhy 36.0 and 37.4	25	25	Hastings Branch Maximum speed.	70	55
Garratt 56.3 and 57.5	15	15	Over Bridge 21.35.	30	30
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Gibbon, west of east wye switch.		15
Pickrell 96.5 and 97.3	15	15	Kearney Branch Maximum speed	30	30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, on Kilpatrick track.		5	North Platte Branch Maximum speed.	50	50
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Over Bridge 18.30.		35
Between Valparaiso and Brainard.	35	25	Oshkosh, over First Street Crossing.		15
Between Brainard and Hordville.	40	30	Between Mile Posts — Lisco 92.5 and 94.0.	45	45
Between Hordville and Central City.	35	25	Northport, M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Trains handling outfit cars.		20	North Platte Cut-off Maximum speed.	45	45
Norfolk Branch 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	Lyman Branch		20
On curve at M.P. 1.75.		25	Gering Branch		20
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20	Sears Branch		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	31—XP	Both
Ipeo.....	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	Beatrice Branch			
Alfalfa 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

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Roundhouse	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	West Yard Office	North Platte.....	Hump Yard Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Union Station Telegraph Office	North Platte.....	East End Yardmen's Room
Omaha.....	Tower "B"	Julesburg.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Telegraph Office
Omaha.....	Yardmen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
South Omaha.....	Yard Office	Cheyenne.....	Conductor's Room Passenger Station
Valley.....	Telegraph Office	Cheyenne.....	Yard Office
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

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 Aurlst.	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 Aurlst.	North Platte, Nebr.
L. G. Howard.....	Oculist and Aurlst.	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. Bantlin....	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.....	Aurlst.....	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 Aurlst.	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....	Aurlst.....	Cheyenne, Wyo.	R. H. Rasgorshek.	Oculist and Aurlst.	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.
R. C. Reeder....	Surgeon.....	Fremont, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	M. L. Morris....	Surgeon.....	Pine Bluffs, Wyo.
P. E. Woodward..	Surgeon.....	Ft. Morgan, Colo.	H. Dey Myers....	Surgeon.....	Schuyler, Nebr.
K. R. Dalton....	Surgeon.....	Genoa, Nebr.	J. E. Nordstrom..	Surgeon.....	Shelton, Nebr.
Bert W. Pyle....	Surgeon.....	Gothenburg, Nebr.	R. J. Fox.....	Surgeon.....	Spalding, Nebr.
L. M. Adams.....	Surgeon.....	Grand Island, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
E. G. Johnson....	Surgeon.....	Grand Island, Nebr.	C. B. Dorwart....	Surgeon.....	Sidney, Nebr.
K. F. McDermott..	Surgeon.....	Grand Island, Nebr.	J. E. Thayer....	Surgeon.....	Sidney, Nebr.
C. H. Magglore..	Surgeon.....	Grand Island, Nebr.	F. E. Palmer....	Oculist and Aurlst.	Sterling, Colo.
J. A. Proffitt....	Oculist and Aurlst.	Grand Island, Nebr.	L. W. Anderson..	Surgeon.....	Sterling, Colo.
W. C. Harvey....	Surgeon.....	Gering, Nebr.	R. W. Ludwick....	Surgeon.....	Sterling, Colo.
W. C. Harvey, Jr..	Surgeon.....	Gering, Nebr.	C. R. Watson....	Surgeon.....	South Mitchell, Nebr.
J. J. Hanigan....	Surgeon.....	Hallam, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
O. A. Kostal....	Surgeon.....	Hastings, Nebr.	L. B. Morgan....	Ophthalmogist....	Torrington, Wyo.
C. L. Kleager....	Surgeon.....	Hastings, Nebr.	Ivan M. French....	Surgeon.....	Wahoo, Nebr.
H. P. Linton....	Surgeon.....	Julesburg, Colo.			
B. R. Bancroft..	Surgeon.....	Kearney, Nebr.			
S. O. Staley....	Surgeon.....	Kearney, Nebr.			
F. L. Richards..	Oculist and Aurlst.	Kearney, Nebr.			
M. B. Wilcox....	Oculist and Aurlst.	Kearney, Nebr.			
A. H. Shamberg..	Surgeon.....	Kimball, Nebr.			