

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE

No. 37

Effective Sunday,

February 26, 1967

At 12:01 A. M.

Central Time East of North Platte
Mountain Time West of North Platte

Safety Always

Makes a Suggestion

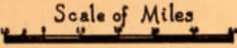
FOR EMPLOYEES ONLY



EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO APR. 1, 1966



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

								Distance from Council Bluffs	Time-Table No. 37 February 26, 1967
9	17	27	105	111	5	103	STATIONS		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily			
							0.0	CO. BLUFFS	
		11.40		11.35	10.45	2.45	2.8	OMAHA	
		2.25		1.55	1.50	4.55	146.9	GRAND ISLAND	
		5.00 4.15		4.00 3.05	4.20 3.35	6.55 6.00	284.1	C.T. M.T. NORTH PLATTE	
				4.20			365.3	JULESBURG	
		6.25			5.50	7.44	407.5	SIDNEY	
	9.20	7.30					.....	KANSAS CITY
	8.10 8.40	6.10 6.45		8.20	7.55		562.5	DENVER	
		8.50 9.20	8.30 8.55		7.45 9.10	9.30 9.40	509.5	CHEYENNE	
	11.45	11.01	10.25	11.10	10.40	11.00	566.0	LARAMIE	
	1.40	1.15		1.05	12.45	12.47	682.8	RAWLINS	
	3.50 4.00	3.40 4.15		3.25 3.35	3.15 3.30	3.10 3.20	817.0	GREEN RIVER	
		4.50		4.05			847.2	GRANGER	
	7.30				7.15	7.10	992.6	OGDEN	
							(992.6)		

Heavy Figures Indicate PM (23.10) (22.20) (11.45) (7.45) (9.20) (21.30) (17.25) Thru Time
 Light Figures Indicate AM 52.5 48.6 47.9 55.5 60.0 46.0 56.8 Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

K. I. JONES
General Superintendent

R. W. HOLLAND, Superintendent..... Omaha, Neb.
 W. R. TUEL, Assistant Superintendent..... Omaha, Neb.
 J. A. McCULLOUGH, Terminal Superintendent..... Omaha, Neb.
 M. D. SWEET, Asst. Terminal Supt..... Omaha, Neb.
 E. C. MAY, Asst. Supt. Safety & Courtesy..... Omaha, Neb.
 H. G. HAGGLUND, Terminal Superintendent..... Co. Bluffs, Ia.
 A. L. O'NEILL, JR., Asst. Terminal Supt..... Co. Bluffs, Ia.
 M. L. BUTLER, Trainmaster..... Co. Bluffs, Ia.
 W. A. RIDGE, Trainmaster..... Grand Island, Neb.
 J. E. GUYNAN, Terminal Superintendent..... North Platte, Neb.
 G. B. RECTOR, Asst. Terminal Supt..... North Platte, Neb.
 H. C. MAY, Trainmaster..... North Platte, Neb.
 W. E. HENKE, Assistant Superintendent..... Sidney, Neb.
 W. H. ANDERSON, Assistant Superintendent..... Gering, Neb.
 C. T. ARMSTRONG, Master Mechanic..... Cheyenne, Wyo.
 K. O. BRAKE, Road Foreman of Engines..... Council Bluffs, Ia.
 S. E. CHADD, Road Foreman of Engines..... Council Bluffs, Ia.
 P. N. HANSEN, Road Foreman of Engines..... Grand Island, Neb.
 P. C. LOOMIS, Road Foreman of Engines..... North Platte, Neb.
 L. C. WALLACE, Road Foreman of Engines..... North Platte, Neb.
 C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.
 J. M. LONGSDORF, Division Engineer..... Omaha, Neb.
 F. A. MUSBACH, General Roadmaster..... Omaha, Neb.

FIRST SUBDIVISION
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES
 A. R. SUTHERLAND, Chief Train Dispatcher... North Platte, Neb.
 I. E. BALL, Asst. Chief Train Dispatcher..... North Platte, Neb.
 C. F. DEWHIRST, Asst. Chief Train Dispatcher North Platte, Neb.
 R. C. MURPHY, Asst. Chief Train Dispatcher North Platte, Neb.

SECOND SUBDIVISION
NORTH PLATTE BRANCH AND CUT-OFF
 A. R. SUTHERLAND, Chief Train Dispatcher... North Platte, Neb.
 J. P. RYAN, Asst. Chief Train Dispatcher..... North Platte, Neb.
 O. E. BEESON, Asst. Chief Train Dispatcher... North Platte, Neb.

THIRD SUBDIVISION
 J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.
 C. J. EXLINE, Asst. Chief Train Dispatcher..... Denver, Colo.
 H. I. MARKLE, Jr., Asst. Chief Train Dispatcher... Denver, Colo.

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

MILEAGE
 Main Line..... 659.60
 Branches..... 826.34
 Total..... 1485.94

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 37 February 26, 1967		Mile Post	FIRST CLASS									
			106	112	10	104	28	18	6			
STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
CO. BLUFFS	0.0											
OMAHA	2.8		1.40		3.10	7.00		5.45				
GRAND ISLAND	146.9		11.25		1.00	3.55		2.55				
C.T. M.T. NORTH PLATTE	284.1		9.25 8.20		11.05 10.00	1.00 11.30		12.10 11.00				
JULESBURG	365.3		7.00									
SIDNEY	407.5				8.10	9.10		8.55				
KANSAS CITY	.....						9.25	11.10				
DENVER	562.5	3.30	3.50				8.40 8.15	10.15 9.30				
CHEYENNE	509.5				6.40 6.30	7.10 6.45	7.10 6.00	7.00 6.30				
LARAMIE	566.0	12.32		5.02	5.10	5.25	4.40	5.15				
RAWLINS	682.8	10.48		3.06	3.21		2.35	3.10				
GREEN RIVER	817.0	8.35 8.25		12.55 12.45	1.10 1.00		11.55 11.30	12.30 12.15				
GRANGER	847.2	7.55					10.55					
OGDEN	992.6			9.35	9.50			8.45				
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

Thru Time..... (7.35) (8.50) (22.50) (16.20) (12.35) (23.15) (20.00)
 Average speed per hour..... 56.7 63.4 53.3 60.6 44.7 46.7 49.5
 Heavy Figures Indicate PM
 Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

WESTWARD		FIRST SUBDIVISION						Distance from Council Bluffs	Time-Table No. 37 February 26, 1967		STATIONS	
		SECOND CLASS		FIRST CLASS								
		71 Time Freight	73 Time Freight	27 Passenger	111 Passenger	5 Passenger	103 Passenger					
DFXITYPZ		11.30PM	5.00PM					0.0	R	COUNCIL BLUFFS YL	Double or three or more tracks	
DFXITPZ		11.45PM	5.15	11.40PM	11.35PM	10.45AM	2.45AM	2.8	DN-R	OMAHA YL US		
XIP		12.01AM	5.45	11.46	11.41	10.52	2.51	5.2	DN	SUMMIT YL SU		
ES 94 XP		12.10	5.55	11.53	11.48	11.00	2.58	14.1		WECO		
XP		12.20	6.00	11.56PM	11.51	11.04	3.01	17.1		LANE		
OS 73 XP				12.01AM	11.55	11.09	3.05	21.7	D	ELKHORN KH		
P				12.04	11.58PM	11.13	3.08	24.5		WATERLOO		
WS 175 XYP ES 165 ES 90		A 12.45AM	A 6.15PM	f 12.07	12.01AM	11.17	3.11	28.0	DN	VALLEY YL V		
OS 81 P				12.12	12.06	11.23	3.16	34.3		MERCER		
I								38.2		O. & N. W. CROSSING		
WS 99 X ES 172 PZ				s 12.21	12.13	s 11.35	3.20	39.3	DN	FREMONT YL FN		
I								40.0		C. B. & Q. CROSSING		
IP								44.8		O. & N. W. CROSSING		
OS 82 P				12.28	12.19	11.43	3.25	46.3		AMES		
OS 150 XP				f 12.34	12.25	11.50	3.31	54.4	D	NORTH BEND NB		
OS 82 P				12.39	12.30	11.57AM	3.36	61.4		ROGERS		
WS 130 X ES 123 P				f 12.47	12.35	f 12.04PM	3.41	68.7	DN	SCHUYLER SO		
OS 118 P				12.55	12.41	12.12	3.47	76.9		RIOHLAND		
I								83.8		O. B. & Q. CROSSING		
WS 143 X ES 125 YPZ				s 1.10	s 12.54	s 12.29	3.57	84.5	DN	COLUMBUS YL O		
OS 119 P				1.18	1.01	12.39	4.04	92.2		DUNCAN		
OS 119 P				1.25	1.09	12.49	4.12	102.3	D	SILVER CREEK SI		
P				1.29	1.14	12.54	4.17	107.9		HAVENS		
OS 82 P				1.33	1.19	12.59	4.22	113.6	D	CLARKS OX		
I								124.3		O. B. & Q. CROSSING		
WS 113 X ES 119 YP				s 1.45	1.28	f 1.13	4.31	124.9	DN	CENTRAL CITY OI		
OS 150 P				1.55	1.37	1.20	4.39	135.1	D	OHAPMAN OP		
I								146.5		O. B. & Q. CROSSING		
DXZTYP				2.10	1.54	1.40	4.54	146.9	DN-R	GRAND ISLAND YL GE		
XYP				2.33	2.05	1.59	5.04	154.6		ALDA		
WS 117 X ES 48 P				f 2.39	2.10	2.06	5.10	162.3	D	WOOD RIVER WR		
OS 82 XP				f 2.46	2.16	2.13	5.16	169.9	D	SHELTON ST		
WS 130 XI ES 70 YP				f 2.51	2.21	2.18	5.20	176.0	DN	GIBBON GB		
OS 150 P				2.55	2.24	2.22	5.23	180.2		OPTIC		
WS 165 X ES 118 YZP				s 3.04	s 2.32	s 2.30	5.32	189.1	DN	KEARNEY YL KR		
OS 83 P				f 3.21	2.47	2.45	5.43	198.3	D	ODESSA DZ		
OS 130 XP				f 3.27	2.52	2.51	5.48	204.6	D	ELM CREEK QR		
OS 83 P				f 3.34	2.58	2.59	5.55	213.3	D	OVERTON OV		
WS 115 XY ES 125 ZP				s 3.51	3.07	f 3.10	6.04	224.4	DN	LEXINGTON UM		
OS 83 XP				3.59	3.14	3.19	6.11	232.5		DARR		
OS 150 ZXP				s 4.09	3.18	f 3.26	6.15	238.2	D	COZAD CO		
WS 125 X ES 123 YP				s 4.26	3.26	f 3.37	6.22	248.8	DN	GOTHENBURG BU		
OS 83 P				f 4.38	3.36	3.51	6.33	261.5	D	BRADY BI		
OS 119 XP				f 4.47	3.43	3.59	6.40	270.6	D	MAXWELL MX		
DFXZTYP				A 5.00AM	A 4.00AM	A 4.20PM	6.55AM	284.1	DN-R	NORTH PLATTE YL NO		

(1.15) 22.4 (1.15) 22.4 (5.20) 53.3 (4.25) 64.3 (5.35) 50.4 (4.10) 68.2

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

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
No. 103 reduce speed to 25 miles per hour passing through Columbus to discharge mail.
No. 5 reduce speed to 60 miles per hour passing mail crane at Cozad and 50 miles per hour passing mail crane at Gothenburg.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.
For stations not shown on schedule pages — See Page 18.

WESTWARD		FIRST SUBDIVISION						Time-Table No. 37 February 26, 1967		STATIONS		EASTWARD	
		FIRST CLASS		SECOND CLASS									
		28 Passenger	6 Passenger	112 Passenger	104 Passenger	74 Time Freight	72 Time Freight						
R	COUNCIL BLUFFS YL	0.0										DFXITYPZ	
DN-R	OMAHA YL US	2.8	A 7.00AM	A 5.45PM	A 1.40AM	A 3.10AM	6.35	10.00				DFXITPZ	
DN	SUMMIT YL SU	5.2	6.45	5.30	1.30	3.00	6.05	9.35				XIP	
	WECO	14.1	6.30	5.17	1.18	2.49	5.55	9.25				ES 94 XP	
	LANE	17.1	6.28	5.15	1.16	2.46	5.50	9.20				XP	
D	ELKHORN KH	21.7	f 6.24	5.11	1.12	2.41						OS 73 XP	
	WATERLOO	24.5	f 6.22	5.09	1.10	2.38						P	
DN	VALLEY YL V	28.0	s 6.19	5.06	1.07	2.35	5.35AM	9.05PM				WS 175 XYP ES 165 ES 90	
	MERCER	34.3	6.09	4.58	1.01	2.30						OS 81 P	
	O. & N. W. CROSSING	38.2										I	
DN	FREMONT YL FN	39.3	s 6.03	s 4.52	12.56	2.25						WS 99 X ES 172 PZ	
	C. B. & Q. CROSSING	40.0										I	
	O. & N. W. CROSSING	44.8										IP	
	AMES	46.3	f 5.48	4.33	12.48	2.17						OS 82 P	
D	NORTH BEND NB	54.4	f 5.40	4.26	12.42	2.11						OS 150 XP	
	ROGERS	61.4	f 5.32	4.19	12.36	2.06						OS 82 P	
DN	SCHUYLER SO	68.7	s 5.24	f 4.13	12.31	2.01						WS 130 X ES 123 P	
	RIOHLAND	76.9	f 5.13	4.05	12.25	1.55						OS 118 P	
	O. B. & Q. CROSSING	83.8										I	
DN	COLUMBUS YL O	84.5	s 5.05	s 3.58	12.18	1.48						WS 143 X ES 125 YPZ	
	DUNCAN	92.2	f 4.49	3.42	12.08	1.39						OS 119 P	
D	SILVER CREEK SI	102.3	f 4.39	3.34	12.01AM	1.32						OS 119 P	
	HAVENS	107.9	4.34	3.29	11.57PM	1.28						P	
D	CLARKS OX	113.6	f 4.29	3.25	11.53	1.24						OS 82 P	
	O. B. & Q. CROSSING	124.3										I	
DN	CENTRAL CITY OI	124.9	s 4.19	f 3.16	11.44	1.16						WS 113 X ES 119 YP	
D	OHAPMAN OP	135.1	4.05	3.06	11.35	1.09						OS 150 P	
	O. B. & Q. CROSSING	146.5										I	
DN-R	GRAND ISLAND YL GE	146.9	3.55	2.55	11.25	1.00						DXZTYP	
	ALDA	154.5	3.40	2.46	11.24	12.59						XYP	
D	WOOD RIVER WR	162.3	f 3.13	2.19	11.07	12.45						WS 117 X ES 48 P	
D	SHELTON ST	169.9	f 3.05	2.12	11.01	12.39						OS 82 XP	
DN	GIBBON GB	176.0	f 2.59	2.06	10.56	12.34						WS 130 XI ES 70 YP	
	OPTIC	180.2	2.54	2.01	10.52	12.30						OS 150 P	
DN	KEARNEY YL KR	189.1	s 2.45	s 1.47	10.45	12.22						WS 165 X ES 118 YZP	
D	ODESSA DZ	198.3	f 2.36	1.37	10.37	12.14						OS 83 P	
D	ELM CREEK QR	204.6	f 2.30	1.31	10.33	12.09						OS 130 XP	
D	OVERTON OV	213.3	f 2.22	1.22	10.26	12.03AM						OS 83 P	
DN	LEXINGTON UM	224.4	s 2.09	s 1.12	10.17	11.55PM						WS 115 XY ES 125 ZP	
	DARR	232.5	1.57	1.04	10.10	11.49						OS 83 XP	
D	COZAD CO	238.2	s 1.50	f 12.58	10.05	11.43						OS 150 ZXP	
DN	GOTHENBURG BU	248.8	s 1.36	f 12.48	9.56	11.35						WS 125 X ES 123 YP	
D	BRADY BI	261.5	f 1.22	12.35	9.45	11.25						OS 83 P	
D	MAXWELL MX	270.6	f 1.14	12.26	9.38	11.18						OS 119 XP	
DN-R	NORTH PLATTE YL NO	284.1	1.00AM	12.10PM	9.25PM	11.05PM						DFXZTYP	

(6.00) 46.9 (5.35) 50.4 (4.15) 66.2 (4.05) 69.6 (1.15) 22.4 (1.10) 24.0

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

On single track westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
No. 6 reduce speed to 50 miles per hour passing mail crane at Gothenburg and 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 18.

		WESTWARD						SECOND SUBDIVISION							
		SECOND CLASS			FIRST CLASS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	DFXZTYP	353		93		5		103		27		111		Distance from Council Bluffs	Time-Table No. 37 February 26, 1967
		Freight		Mixed		Passenger		Passenger		Passenger		Passenger			
		Daily		Daily		Daily		Daily		Daily		Daily			
				5.35 AM	3.35 PM	6.00 AM	4.15 AM	3.05 AM					284.1	DN-R NORTH PLATTE YL NO NY	
	P			5.45	3.43	6.07	4.22	3.12					289.2	WEST NORTH PLATTE YL	
	CS 84 P												290.5	BIRDWOOD	
	WS 72 XP			f 5.55	3.50	6.12	4.28	3.17					296.9	D HERSHEY OF	
	CS 119 YP			A 6.00 AM	3.53	6.15	4.31	3.20					300.7	O'FALLONS	
	40												301.8	VARNER	
	CS 121 P				3.56	6.17	f 4.34	3.22					308.4	D SUTHERLAND SU	
	CS 121 P				4.08	6.26	f 4.45	3.32					315.5	D PAXTON PN	
	5 P												321.7	KORTY	
	CS 83 P				4.19	6.36	4.56	3.41					327.7	ROSCOE	
	WS 122 WS 120 ES 138 XP			s 4.27	6.42	s 5.05	3.50	3.48					334.8	DN OGALLALA GT	
	CS 125 P				4.37	6.49	f 5.14	3.58					343.9	D BRULE RU	
	10												349.1	MEGEATH	
	CS 132 P				4.47	6.57	f 5.23	4.06					353.9	D BIG SPRINGS GS	
	12 P												359.3	BARTON	
	WS 125 XIYP ES 121			f 4.58	7.06	s 5.35	Af 4.20 AM	3.65.3					365.3	DN JULESBURG JB	
	CS 123 P				5.14	7.18	f 5.49	3.80.8					380.8	D OHAPPELL CQ	
	WS 111 ES 74 XP				5.23	7.25	f 5.58	3.89.7					389.7	D LODGE POLE GP	
	CS 125 P				5.29	7.30	6.04	3.96.3					401.0	SUNOL	
	XYP				5.33	7.34	6.08	401.0					407.5	COLTON	
	CS 94 YP				5.40	7.43	6.15	407.5					415.5	DN-R SIDNEY YL OD	
	WS 121 ES 70 XP				5.50	7.44	6.25	415.5					426.4	BROWNSON	
	8 PX				5.59	7.53	6.35	426.4					430.8	D POTTER PR	
	CS 125 P				6.09	8.03	f 6.45	430.8					435.4	JACINTO	
	27 PX				6.17	8.11	f 6.55	435.4					439.9	D DIX DX	
	S 133 XP				s 6.28	8.19	s 7.10	444.5					444.5	OWASCO	
	12							451.1					451.1	DN KIMBALL KB	
	CS 125 P				6.40	8.29	f 7.22	456.6					456.6	OLIVER	
	CS 126 XP				6.50	8.39	f 7.33	466.7					466.7	D BUSHNELL BN	
	10							472.0					472.0	DN PINE BLUFFS UF	
	CS 94 XYP				3.10 PM	7.01	8.50	f 7.45	477.5				477.5	TRACY	
	WS 62 XP				f 3.20	7.07	8.56	f 7.51	483.2				483.2	EGBERT	
	CS 96 P				f 3.30	7.14	9.02	7.58	489.7				489.7	D BURNS UX	
	WS 62 XP				f 3.40	7.21	9.08	8.05	495.9				495.9	HILLSDALE	
	WS 117 ES 125 XP				f 3.50	7.28	9.14	8.11	501.2				501.2	D DURHAM	
	DFXZTYP				A 4.10 PM	A 7.45 PM	A 9.30 AM	A 8.30 AM	509.5				509.5	ARCOHER	
														DN-R CHEYENNE YL OY	
														(225.4)	

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

(1.00)	(0.25)	(4.10)	(3.30)	(4.15)	(1.15)
32.0	39.8	54.1	64.4	53.0	65.0

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 passengers. — See Page 3.

		SECOND SUBDIVISION						EASTWARD							
		FIRST CLASS			SECOND CLASS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	DFXZTYP	6		112		104		28		354		94		Distance from Council Bluffs	Time-Table No. 37 February 26, 1967
		Passenger		Passenger		Passenger		Passenger		Freight		Mixed			
		Daily		Daily		Daily		Daily		Daily		Daily			
				10.46	8.10	9.48	11.16							284.1	DN-R NORTH PLATTE YL NO NY
	P			10.40	8.04	9.42	11.08							289.2	WEST NORTH PLATTE YL
	CS 84 P													290.5	BIRDWOOD
	WS 72 XP			f 10.40	8.04	9.42	11.08							296.9	D HERSHEY OF
	CS 119 YP			A 10.36	8.01	9.39	11.04							300.7	O'FALLONS
	40													301.8	VARNER
	CS 121 P			f 10.34	7.59	9.37	f 11.01							303.4	D SUTHERLAND SU
	CS 121 P			f 10.23	7.49	9.27	f 10.49							315.5	D PAXTON PN
	5 P													321.7	KORTY
	CS 83 P				10.11	7.38	9.17	f 10.37						327.7	ROSCOE
	WS 122 WS 120 ES 138 XP			s 10.04	7.31	9.12	s 10.30							334.8	DN OGALLALA GT
	CS 125 P			f 9.55	7.21	9.05	f 10.17							343.9	D BRULE RU
	10													349.1	MEGEATH
	CS 132 P			f 9.46	7.12	8.57	f 10.07							353.9	D BIG SPRINGS GS
	12 P													359.3	BARTON
	WS 125 XIYP ES 121			s 9.35	s 7.00 PM	8.47	s 9.55							365.3	DN JULESBURG JB
	CS 123 P			f 9.21		8.34	f 9.37							380.8	D OHAPPELL CQ
	WS 111 ES 74 XP			f 9.12		8.26	f 9.28							389.7	D LODGE POLE GP
	CS 125 P					8.21	f 9.22							396.3	SUNOL
	XYP					8.17	9.17							401.0	COLTON
	CS 94 YP					8.10	9.10							407.5	DN-R SIDNEY YL OD
	WS 121 ES 70 XP					8.09	9.00							415.5	BROWNSON
	8 PX					8.30	8.46							426.4	D POTTER PR
	CS 125 P					8.20	f 8.36							430.8	JACINTO
	27 PX					8.10	7.42	f 8.28						435.4	D DIX DX
	S 133 XP					s 8.01	7.35	s 8.20						444.5	OWASCO
	12													451.1	DN KIMBALL KB
	CS 125 P					7.50	7.26	s 8.04						456.6	OLIVER
	CS 125 XP					7.40	7.18	s 7.52						466.7	D BUSHNELL BN
	10													472.0	DN PINE BLUFFS UF
	CS 94 XYP					7.30	7.09	f 7.40	A 8.50 AM					477.5	TRACY
	WS 62 XP					7.25	7.04	7.35	s 8.40					483.2	EGBERT
	CS 96 P					7.20	6.59	7.30	s 8.31					489.7	D BURNS UX
	WS 62 XP					7.15	6.54	7.25	f 8.23					495.9	HILLSDALE
	WS 117 ES 125 XP					7.10	6.49	7.20	f 8.15					501.2	D DURHAM
	DFXZTYP					7.00 AM	6.40 PM	7.10 PM	8.05 AM					509.5	ARCOHER
						Daily	Daily	Daily	Daily	Daily	Daily			DN-R CHEYENNE YL OY	
														(225.4)	

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

(4.00)	(1.20)	(3.20)	(4.20)	(0.40)	(0.49)
56.3	60.9	67.6	52.0	43.7	20.3

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

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST CLASS		Distance from Julesburg	Time-Table No. 37 February 26, 1967	Mile Post	FIRST CLASS					
	111	33				34	112				
	Passenger Daily	C. B. & Q. Passenger Daily				C. B. & Q. Passenger	Passenger				
STATIONS											
80	YIP		f 4.20AM	0.0	DN	JULESBURG	YL JB	0.0	As	6.59PM	
75	ZP		4.27	7.1	D	7.1	VI	7.1		6.48	
72	P		4.33	14.6		7.5		14.6		6.41	
29				19.0		4		19.0			
95	P		4.40	23.1		4.1		23.1		6.34	
95	P		4.46	30.1		7.0		30.1		6.28	
22				34.2		4.1		34.2			
60	P		4.53	38.8		4.6		38.8		6.21	
12	P			41.1		2.3		41.1			
22				42.2		1.1		42.2			
94	P		4.59	45.6		3.4		45.6		6.15	
16				50.1		4.5		50.1			
	AIP			57.2		7.1		57.2			
160	TZP		5.12 5.15	57.5	DN-R	0.3		57.5	A	6.03 6.00	
72	P		5.22	64.1		6.6		64.1	f	5.53	
74	P		5.27	70.2		6.1		70.2	f	5.48	
143	P		5.32	76.0		5.8		76.0	f	5.43	
41	P			78.4		2.4		78.4			
52	P		5.36	81.0		2.6		81.0	f	5.39	
24				82.8		1.8		82.8			
94	P		5.41	87.0		4.2		87.0		5.34	
53	P		5.47	93.8		6.8		93.8		5.28	
21				96.9		3.1		96.9			
100	P		5.53	98.6	D	7		98.6		5.24	
35	P		5.59	106.0		7.4		106.0		5.17	
79	P		6.02	109.0		3.0		109.0		5.14	
22	P		6.06	114.2		5.2		114.2		5.10	
78	P		6.09	117.7		3.5		117.7		5.07	
53	P		6.15	124.8		7.1		124.8		5.01	
121	P		6.24	135.4		10.6		135.4		4.52	
16	P			139.1		3.7		139.1			
78	P		6.32	143.1		4.0		143.1		4.46	
27				147.2		4.1		147.2			
56	DYP		A 6.41 AM	151.1	DN-R	3.9		151.1		4.38PM	
						(151.1)			Daily	Daily	

(2.21) (0.25)Thru Time..... (0.30) (2.21)
64.3 57.6Average speed per hour..... 47.0 64.3

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 18.	SECOND CLASS			Distance from Valley	Time-Table No. 37 February 26, 1967	Mile Post	SECOND CLASS									
	73	75	71				74	76	72							
	Freight Daily	Local Freight Monday Wednesday Friday	Freight Daily				Freight	Local Freight	Freight							
STATIONS																
	D YP		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		5.8						
28	P		6.45	s 6.45	2.10	6.3		6.3		6.3		5.10	s	1.00		8.40
106	YP		6.55	s 7.00	2.20	11.6	D	11.6	AD	11.6		5.00	s	12.50		8.30
64	P		7.07	s 7.15	2.40	18.9		18.9		18.9		4.45	s	12.30		8.15
						19.6		19.6		19.6						
76	P		7.22	s 7.30	2.55	26.3	D	26.3	WN	26.3		4.35	s	12.15		8.05
20	P		7.34	f 7.40	3.05	33.2		33.2		33.2		4.23	f	12.01PM		7.53
96	YP		7.45	A 7.50AM	3.18	37.3	D	37.3	VO	37.3		4.15		11.50AM		7.45
22	P					41.8		41.8		41.8						
38	P		7.58		3.34	46.5	D	46.5	RM	46.5		3.59				7.28
101	P		8.01		3.55	47.8		47.8		47.8		3.55				7.25
4						55.3		55.3		55.3						
	I					56.5		56.5		56.5						
24	ZP		8.18		4.25	57.1	DN	57.1	YL SN	57.1		3.40				7.10
	I					57.4		57.4		57.4						
	I					59.0		59.0		59.0						
112	P		8.31		4.48	65.4		65.4		65.4		3.20				6.50
21	P		8.46		5.03	74.7		74.7		74.7		3.05				6.35
73	P		8.53		5.13	79.5	D	79.5	RD	79.5		2.55				6.25
34	P		9.08		5.28	88.9	D	88.9	IK	88.9		2.43				6.13
	ZP		A 9.25PM		A 5.45AM	96.8	DN-R	96.8	YL BX	96.8		2.30AM		Tuesday Thursday Saturday		6.00PM
												Daily				Daily

(2.55) (1.20) (3.50)Thru Time..... (2.50) (1.25) (2.50)
33.2 28.0 25.2Average speed per hour..... 34.2 28.3 34.2

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

WESTWARD				ALBION BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Oconee	Time-Table No. 37 February 26, 1967	Mile Post	SECOND CLASS						
	81	79					80	82					
	Mixed Tuesday Thursday Saturday	Mixed Monday Wednesday Friday					Mixed	Mixed					
STATIONS													
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				
	P		s 8.33	s 8.33	4.3	D	MONROE	MN	4.3	s	1.20	s	1.30
40	YP		s 8.49	A 8.49AM	11.3	D-R	GENOA	YL G	11.3		1.05PM	s	1.09
56	P		s 9.55		22.3	D	ST. EDWARD	ST	22.3			s	12.35
28	YP		A 10.45AM		33.7	D-R	ALBION	YL A	33.7				12.10PM
							(33.7)				Monday Wednesday Friday		Tuesday Thursday Saturday

(2.23) (0.27)Thru Time..... (0.25) (1.32)
14.2 25.1Average 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				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Valparaiso	Time-Table No. 37				Mile Post	SECOND CLASS
	75		February 26, 1967					76
	Local Freight							Local Freight
STATIONS								
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A 11.35AM	
16	f 8.20	7.4		LOMA		7.4	f 11.06	
28	P s 8.40	13.5	D	BRAINARD	BD	13.5	s 10.50	
32	P s 9.10	23.2	D	DAVID CITY	DV	23.2	s 10.25	
		23.5		C. B. & Q. CROSSING		23.5		
31	P s 9.45	33.3	D	RISING CITY	RN	33.3	s 9.40	
36	P s 10.05	40.1	D	SHELBY	SH	40.1	s 9.20	
7	P s 10.25	47.5	D	OSCEOLA	OZ	47.5	s 8.55	
9	P s 10.50	52.9	D	STROMSBURG	S	52.9	s 8.25	
		56.8		DURANT		56.8		
35	P s 11.15	63.0	D	POLK	PK	63.0	s 7.50	
21	s 11.30	68.5		HORDVILLE		68.5	s 7.30	
22	s 11.45	73.8		HEBER		73.8	f 7.10	
		75.3		C. B. & Q. CROSSING		75.3		
YP	A 11.55AM	75.9	DN-R	CENTRAL CITY	YL CI	75.9	7.05AM	
				(75.9)			Tuesday Thursday Saturday	
(3.55)			 Thru Time				(4.30)
19.4			 Average speed per hour				16.8

WESTWARD ORD—LOUP CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Grand Island	Time-Table No. 37				Mile Post	
		February 26, 1967					
		STATIONS					
DTPZ	0.0	DN-R	GRAND ISLAND	YL GE	0.0		
I	0.4		C. B. & Q. CROSSING		0.4		
11	2.5		CAREY	YL	2.5		
10	11.1		ST. LIBORY		11.1		
39	PY 21.9	D	ST. PAUL	YL SP	21.9		
19	P 30.2	D	DANNEBROG	DB	30.2		
	40.5	D	BOELUS	HW	40.5		
31	47.7		ROCKVILLE		47.7		
33	PY 60.9	D-R	LOUP CITY	YL OP	60.9		
27	P 30.7	D	ELBA	EB	30.7		
25	36.8		COTESFIELD		36.8		
	44.5		SCOTIA JUNCTION		44.5		
20	P 45.7	D	SCOTIA	SK	45.7		
	44.5		SCOTIA JUNCTION		44.5		
31	P 48.8	D	NORTH LOUP	NU	48.8		
14	58.5		SAUNDERS		58.5		
	60.7		C. B. & Q. CROSSING		60.7		
34	PY 61.0	D-R	ORD	YL RD	61.0		
			(61.0)				

WESTWARD CEDAR RAPIDS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Genoa	Time-Table No. 37				Mile Post	SECOND CLASS
	79		February 26, 1967					80
	Mixed							Mixed
STATIONS								
40	PY 8.52AM	0.0	D-R	GENOA	YL G	0.0	A 1.05PM	
20		9.3		MERCHISTON		9.3		
38	P s 9.28	13.7	D	FULLERTON	FU	13.7	s 12.37	
21	s 9.53	23.1		BELGRADE		23.1	s 12.13PM	
26	P s 10.13	30.3	D	CEDAR RAPIDS	CD	30.3	s 11.55AM	
36	P s 10.34	36.6	D	PRIMROSE	P	36.6	f 11.39	
38	PY A 11.00AM	44.3	D-R	SPALDING	YL SG	44.3	11.20AM	
				(44.3)			Monday Wednesday Friday	
(2.08)			 Thru Time				(1.45)
20.8			 Average speed per hour				25.3

WESTWARD OLD MAIN LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Council Bluffs	Time-Table No. 37				Mile Post	
		February 26, 1967					
		STATIONS					
XIP	5.2	DN	SUMMIT	YL SU	5.2		
XP	8.4		SOUTH OMAHA	YL	8.4		
XIP	11.9		GILMORE	YL	11.9		
	16.8		PAPILLION		16.8		
AIP	19.2		MO. PAC. CROSSING		19.2		
P	22.5	D	MILLARD	YL MD	22.5		
XP	26.1		LANE	YL	26.1		
			(20.9)				

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

Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

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

WESTWARD				NORFOLK BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Columbus	Time-Table No. 37				Mile Post	SECOND CLASS		
	81	79	321		February 26, 1967					312	80	82
	Mixed	Mixed	Mixed							Mixed	Mixed	Mixed
STATIONS												
DYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS	YL C	0.0	A 12.01PM	A 1.55PM	A 2.05PM	
20	8.10	8.10	5.10	4.2		SHELDONVILLE		4.2	f 11.50AM	1.43	1.50	
8	Y P A 8.22AM	A 8.22AM	f 5.20	9.4	R	OCONEE	YL	9.4	f 11.40	1.30PM	1.42PM	
20			f 5.35	14.7	D	PLATTE CENTER	PC	14.7	s 11.25			
36				20.3		TARNOV		20.3				
56	P		s 5.55	25.7	D	HUMPHREY	HX	25.7	s 11.05			
33	P		s 6.10	35.4	D	MADISON	MA	35.4	s 10.50			
31				40.9		ENOLA		40.9				
				48.7		C. & N. W. CROSSING		48.7				
				50.2		C. & N. W. CROSSING		50.2				
ZTP			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)				..... Thru Time				(2.01)			
25.6				..... Average speed per hour				25.0			
								(0.25)				
								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. 37				Mile Post	SECOND CLASS		
	95	February 26, 1967				96						
	Mixed					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			
19			s 9.30	10.1		RIVERDALE		10.1	s 8.30			
27			s 9.50	16.8	D	AMHERST	HR	16.8	s 8.05			
32			s 10.15	26.3		MILLER		26.3	s 7.40			
38			s 10.30	32.5	D	SUMNER	SU	32.5	s 7.20			
28			s 10.53	40.4		EDDYVILLE		40.4	s 6.57			
40			s 11.25AM	52.1		OCONTO		52.1	s 6.28			
27			s 12.30PM	65.5	D	CALLAWAY	CA	65.5	s 5.45			
38			s 1.30	83.1	D	ARNOLD	AD	83.1	s 4.55			
10			f 2.10	94.6		HOAGLAND		94.6	f 4.20			
15			f 2.30	99.2		GANDY		99.2	f 4.08			
22	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				Distance from O'Fallons	Time-Table No. 37 February 26, 1967				Mile Post	SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	YP	93			STATIONS	YL	94			Mile Post	STATIONS	YL	94	
		Mixed	Daily				Mixed	Daily						
			6.00AM	0.0	O'FALLONS		0.0	A 6.01 PM						
			f 6.05	2.8	2.8 COKER		2.8	f 5.50						
	P		s 6.18	12.8	10.0 SARBEN		12.8	s 5.35						
			f 6.27	19.6	6.3 NEVENS		19.6	f 5.25						
				24.8	5.2 BROGANVILLE		24.8							
	P		s 6.41	28.4	3.6 KEYSTONE		28.4	s 5.15						
	P		f 6.51	34.9D	6.5 MARTIN	SA	34.9	f 5.03						
	P		s 7.01	41.2	6.3 LEMOYNE		41.2	f 4.53						
			f 7.10	46.8	5.6 BELMAR		46.8	f 4.46						
			f 7.18	51.7	4.9 RUGHTON		51.7	f 4.39						
	YP		s 7.32	59.3D	7.6 LEWELLEN	YL W	59.3	s 4.30						
	P		s 7.51	70.8D	11.5 OSHKOSH	YL OX	70.8	s 4.10						
	P		s 8.12	86.4D	15.6 LISCO	CO	86.4	s 3.45						
	P		s 8.34	100.4D	14.0 BROADWATER	BR	100.4	s 3.24						
			f 8.47	109.6	9.2 TOWERS		109.6	f 3.11						
	PY		s 8.57	114.1D	4.5 NORTHPORT	YL NP	114.1	s 3.05						
	AI		9.00	115.5	1.4 C. B. & Q. CROSSING		115.5	2.57						
			f 9.09	121.8	6.3 MOHLER		121.8	f 2.46						
	P		s 9.18	126.7	4.9 SOUTH BAYARD		126.7	s 2.39						
	P		s 9.27	132.1	5.4 McGREW		132.1	s 2.29						
	P		s 9.37	137.9	5.8 MELBETA		137.9	s 2.19						
	DYZPT		A 9.55AM	145.9D-R	8.0 GERING	YL G	145.9	2.00PM						
					(145.9)			Daily						
			(3.55)		..... Thru Time.....		(4.01)						
			37.6		..... Average speed per hour.....		36.3						

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

WESTWARD				HASTINGS BRANCH				EASTWARD						
SECOND CLASS				Distance from Hastings	Time-Table No. 37 February 26, 1967				Mile Post	SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	YPZ	93			STATIONS	YL AN	94			Mile Post	STATIONS	YL	94	
		Mixed	Daily				Mixed	Daily						
				0.0	DN-R HASTINGS		0.0							
	P			12.7	12.7 HAYLAND		12.7							
	P			20.2	7.5 DENMAN		20.2							
	YPI			28.1	7.9 GIBBON	GB	28.1							
					(28.1)									

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD						
SECOND CLASS				Distance from O'Fallons	Time-Table No. 37 February 26, 1967				Mile Post	SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	DZYPT	353			STATIONS	YL G	94			Mile Post	STATIONS	YL	94	
		Freight	Mixed				Freight	Mixed						
				10.05AM	145.9D-R		145.9	A 1.50PM						
			f 10.11	150.5	4.6 GERING		150.5	f 1.40						
	P		f 10.14	152.3D	1.8 COSTIN		152.3	f 1.36						
			f 10.20	155.8	3.5 HAIG	HA	155.8	f 1.30						
			f 10.23	157.1	1.3 SOUTH MITCHELL		157.1	f 1.26						
	P		f 10.31	162.1D	5.0 PELTON		162.1	f 1.19						
			f 10.34	164.2	2.1 SOUTH MORRILL	MO	164.2	f 1.14						
	YP		s 10.40	167.9D	3.7 JOYCE		167.9	s 1.09						
	P		f 10.44	170.1	2.2 LYMAN	YL MU	170.1	f 1.04						
			f 10.50	173.7	4.6 CANAL		173.7	f 1.04						
			f 10.55	177.0	3.3 HUNTLEY		177.0	f 1.25						
	YP		12.40PM	181.6D-R	4.6 HOLLY		181.6	f 1.25						
					6.5 YODER	YL DR	181.6	A 11.45AM						
	P		f 11.20	188.1D	3.4 VETERAN	VN	188.1	f 12.23						
			f 11.25	191.5	4.6 HELDT		191.5	f 12.17						
			f 11.32	196.1	4.6 COTTIER		196.1	f 12.10						
	YP		A 11.40AM	200.6D-R	4.5 SO. TORRINGTON	YL RI	200.6	12.05PM						
			f 12.50	185.3	3.7 GOODLAND		185.3	f 11.32						
			f 12.55	187.6	2.3 FONDA		187.6	f 11.27						
	P		s 1.05	192.4D	4.8 HAWK SPRINGS	HK	192.4	s 11.15						
			f 1.10	194.7	2.3 DUROC		194.7	f 11.01						
	PY		s 1.30	203.8D	9.1 LA GRANGE	GA	203.8	s 10.45						
			f 1.42	210.7	6.9 TREMAIN		210.7	f 10.20						
	P		s 2.15	222.5D	11.8 ALBIN	AB	222.5	s 9.55						
			f 2.30	229.7	7.2 LINDBERGH		229.7	f 9.35						
	PY		A 3.01 PM	244.3	14.6 EGBERT	YL	244.3	9.10AM						
					(98.4)			Daily						
			(2.21)		..... Thru Time.....		(2.35)						
			26.8		..... Average speed per hour.....		24.3						

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

WESTWARD				LYMAN BRANCH				EASTWARD						
SECOND CLASS				Distance from Lyman	Time-Table No. 37 February 26, 1967				Mile Post	SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	YP	353			STATIONS	YL MU	94			Mile Post	STATIONS	YL	94	
		Freight	Mixed				Freight	Mixed						
				0.0	DN-R LYMAN		0.0							
				2.8	2.8 SEARS		2.8							
				4.6	1.8 HARTMAN		4.6							
				6.4	1.8 STEGALL		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	65	When more than 50% of the tonnage is gravel, ore or grain.		40
When any car of a passenger train is equipped with friction bearings.	80		Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Derricks with 4-wheel trucks.		35
When using No. 14 turn-outs.	25	20	For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with).		20
When using other cross-overs or turn-outs.	15	15	Trains handling scale test cars, wedge plows or Company roadway machines on their own wheels (except wrecking derricks): On main line;		30
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	On branch lines.		20
Within yard limits protected by continuous block signal system.	60	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Within yard limits not protected by continuous block signal system.	50	25	Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel road freight and road-switch locomotives.	65		Trains handling diesel units dead in train: Yard switch units of any type;		35
Gas turbine locomotives.	65		Foreign line, government, export or commercial diesel units other than yard switch type;		45
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35 50	35 50	Union Pacific road-switch units of Alco or Baldwin type.		45
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling U.P. ore cars series 26000-26499, loaded or empty.		50
Multiple unit engine when controlled from other than leading unit.	30	30	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
			On wye tracks.	15	15

OLD MAIN LINE

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Between Gilmore and Lane.	35	35			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Waterloo, seed house spur.		5	Grand Island, on east and west legs of wye.		10
Fremont, within city limits.	30	25	Grand Island, on scale track and east yard runaround track.		5
Fremont, while using C. & N. W. trackage.	10	10	Grand Island, on St. J. & G. I. main track between Eddy street and C. B. & Q. crossing.	10	10
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	25
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 east of coal chute, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing.		5	Gothenburg wye.		5

ON WESTWARD TRACK

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

ON EASTWARD TRACK

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

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed.		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed: Between Genoa and M. P. 11.		30
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between M. P. 11 and Spalding.		25
Yutan 6.4 and 7.7	35	35	Trains handling outfit cars.		20
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Ord — Loup City Branch Maximum speed: Between Grand Island and St. Libory.		20
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	60
Garratt 56.3 and 57.5	15	15	Westward trains M. P. 26.8 to M. P. 27.2.	25	25
Lincoln C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	Kearney Branch Maximum speed.		25
Pickrell 96.5 and 97.3	15	15	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	North Platte Branch Maximum speed.	50	50
Beatrice, on Kilpatrick track.		5	Over Bridge 18.30.	35	35
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Oshkosh, over First Street Crossing.	15	15
Between Valparaiso and Brainard.	35	25	Between Mile Posts — Lisco 92.5 and 94.0	45	45
Brainard, over public crossing.	5	5	Northport , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Between Brainard and Hordville.	40	30	North Platte Cut-off Maximum speed.	45	45
Between Hordville and Central City.	35	25	On curves between Yoder and So. Torrington.	35	35
Trains handling outfit cars.		20	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Through tunnel between Albin and Tremain.	20	20
Between Oconee and M. P. 16.		25	Lyman Branch		20
Between M. P. 16 and Norfolk.		30	Sears Branch		20
Trains handling outfit cars.		20			
On curve at M. P. 1.75.		25			
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	70—XP	Both	Trued.....	209.3	16	East
Woody.....	11.7	200—XP	Both	Josselyn.....	217.9	31—XP	Both
Nasco.....	12.2	24—P	West	Willow Island.....	243.2	63—XP	Both
Moval.....	31.19	100—P	East	Keith.....	272.9	15	West
Behlen.....	80.25	40—XP	Both	Beck.....	280.5	10	West
Doulom.....	80.87	13	West	Beatrice Branch			
Paddock.....	128.5	20	West	Wahpco.....	14.74	21	West
Buda.....	184.3	ES 73—XP	Both	Krumel.....	17.4	11	East
Kearney Air Base.....	185.9	WS 40—XP	Both	Cedar Rapids Branch			
Alfalfa Center.....	194.1	44—XP	Both	Siding No. 1.....	22.2	10	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:

- 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
- 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.....	Dieselhouse Register Room	North Platte.....	Engine Dispatchers' Office
Omaha.....	Union Station Telegraph Office	North Platte.....	Enginemen's Washroom, Passenger Station
Omaha.....	Tower "B"	North Platte.....	Hump Yard Locker Room
Omaha.....	Enginemen's Washroom, 15th Street	North Platte.....	Yardmen's Locker Room
Omaha.....	Yardmen's Washroom, 15th Street	North Platte.....	East End Yardmen's Room
Omaha.....	Yardmen's Washroom, Davenport Street	Julesburg.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Sidney.....	Telegraph Office
South Omaha.....	Yard Office	Sidney.....	Engineer's Locker Room
Valley.....	Telegraph Office	Cheyenne.....	Dispatcher's Office
Fremont.....	Telegraph Office	Cheyenne.....	Telegraph Office
Columbus.....	Telegraph Office	Cheyenne.....	Conductor's Room Passenger Station
Columbus.....	Enginemen's Washroom	Cheyenne.....	Yard Office
Grand Island.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Grand Island.....	Yard Office	Sterling.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	La Salle.....	Telegraph Office
Grand Island.....	Roundhouse	Lincoln.....	Telegraph Office
Kearney.....	Telegraph Office	Beatrice.....	Telegraph Office
Kearney.....	Roundhouse	Norfolk.....	Telegraph Office
Lexington.....	Telegraph Office	Hastings.....	Yard Office
North Platte.....	Dispatcher's Office	Gering.....	Telegraph Office
North Platte.....	Telegraph Office	Gering.....	Roundhouse
		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.	M. B. Wilcox.....	Oculist and Aurist	Kearney, Nebr.
W. A. Buntan.....	District Surgeon	Cheyenne, Wyo.	A. H. Shamberg.....	Surgeon	Kimball, Nebr.
J. S. Benwell.....	District Surgeon	Denver, Colo.	E. R. Core.....	Surgeon	Kimball, Nebr.
R. J. Smith.....	Surgeon	Albion, Nebr.	V. D. Norall.....	Surgeon	Lexington, Nebr.
W. T. Wildhaber.....	Surgeon	Beatrice, Nebr.	R. F. Moeller.....	Surgeon	Lincoln, Nebr.
R. W. Taylor.....	Oculist and Aurist	Beatrice, Nebr.	W. P. Ordelheide.....	Surgeon	La Salle, Colo.
M. L. Chaloupka.....	Surgeon	Callaway, Nebr.	W. H. Berrick.....	Surgeon	Madison, Nebr.
E. T. Zikmund.....	Surgeon	Central City, Nebr.	R. A. Hoagland.....	Surgeon	Mitchell, Nebr.
R. R. Douglas.....	Surgeon	Clarks, Nebr.	G. B. Salter.....	Surgeon	Norfolk, Nebr.
R. C. Anderson.....	Surgeon	Columbus, Nebr.	O. C. Kreymsborg.....	Surgeon	North Platte, Nebr.
H. D. Kuper.....	Surgeon	Columbus, Nebr.	J. J. Ford.....	Surgeon	North Platte, Nebr.
J. V. Treynor.....	Aurist	Council Bluffs, Ia.	G. F. Waltemath.....	Surgeon	North Platte, Nebr.
A. M. Dean.....	Oculist	Council Bluffs, Ia.	R. T. Takenaga.....	Surgeon	North Platte, Nebr.
A. M. Pedersen.....	Surgeon	Council Bluffs, Ia.	D. G. Iverson.....	Oculist	North Platte, Nebr.
G. M. McArdle.....	Surgeon	Council Bluffs, Ia.	H. A. Blackstone.....	Surgeon	Northport, Nebr.
A. G. West.....	Surgeon	Council Bluffs, Ia.	M. W. Barry.....	Surgeon	Omaha, Nebr.
R. C. Gramlich.....	Surgeon	Cheyenne, Wyo.	J. C. Davis.....	Aurist	Omaha, Nebr.
G. H. Joder.....	Surgeon	Cheyenne, Wyo.	R. T. Mauer.....	Surgeon	Omaha, Nebr.
G. W. Koford.....	Surgeon	Cheyenne, Wyo.	V. W. Meyers.....	Surgeon	Omaha, Nebr.
J. E. Hartsaw.....	Surgeon	Cheyenne, Wyo.	D. H. Bendorf.....	Surgeon	Omaha, Nebr.
T. L. Johnson.....	Oculist	Cheyenne, Wyo.	H. W. McFadden, Sr.....	Shop Surgeon	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist	Cheyenne, Wyo.	J. J. O'Hearn.....	Surgeon	Omaha, Nebr.
L. J. Stadnick.....	Oculist	Cheyenne, Wyo.	T. D. Boler.....	Surgeon	Omaha, Nebr.
R. I. Williams.....	Aurist	Cheyenne, Wyo.	D. A. Harvey.....	Surgeon	Omaha, Nebr.
C. E. Hranac.....	Surgeon	Cozad, Nebr.	F. C. Hill.....	Shop Surgeon	Omaha, Nebr.
L. J. Ekeler.....	Surgeon	David City, Nebr.	R. H. Rasgorshek.....	Oculist and Aurist	Omaha, Nebr.
R. C. Reeder.....	Surgeon	Fremont, Nebr.	M. F. Quinlan.....	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.	Don E. Baca.....	Surgeon	Papillion, Nebr.
Bert W. Pyle.....	Surgeon	Gothenburg, Nebr.	M. L. Morris.....	Surgeon	Pine Bluffs, Wyo.
L. M. Adams.....	Surgeon	Grand Island, Nebr.	J. E. Stoetzel.....	Surgeon	Pine Bluffs, Wyo.
C. H. Maggiore.....	Surgeon	Grand Island, Nebr.	M. D. Mathews.....	Surgeon	St. Paul, Nebr.
J. A. Proffitt.....	Oculist and Aurist	Grand Island, Nebr.	H. Dey Myers.....	Surgeon	Schuyler, Nebr.
W. C. Harvey.....	Surgeon	Gering, Nebr.	R. J. Fox.....	Surgeon	Spalding, Nebr.
W. C. Harvey, Jr.....	Surgeon	Gering, Nebr.	C. B. Dorwart.....	Surgeon	Sidney, Nebr.
J. J. Hanigan.....	Surgeon	Hallam, Nebr.	J. E. Thayer.....	Surgeon	Sidney, Nebr.
O. A. Kostal.....	Surgeon	Hastings, Nebr.	R. W. Ludwick.....	Surgeon	Sterling, Colo.
C. L. Kleager.....	Surgeon	Hastings, Nebr.	J. E. Elliff.....	Ophthalmologist	Sterling, Colo.
H. P. Linton.....	Surgeon	Julesburg, Colo.	R. B. Maxwell.....	Surgeon	Sutherland, Nebr.
B. R. Bancroft.....	Surgeon	Kearney, Nebr.	C. R. Watson.....	Surgeon	South Mitchell, Nebr.
S. O. Staley.....	Surgeon	Kearney, Nebr.	Leo Keenan.....	Surgeon	Torrington, Wyo.
F. L. Richards.....	Oculist and Aurist	Kearney, Nebr.	L. B. Morgan.....	Ophthalmologist	Torrington, Wyo.
			Ivan M. French.....	Surgeon	Wahoo, Nebr.