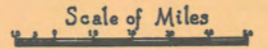


EASTERN DISTRICT
 NEBRASKA DIVISION
 CORRECTED TO MAR. 1, 1959



UNION PACIFIC RAILROAD COMPANY

Eastern Division



NEBRASKA DIVISION
TIME-TABLE
No. 36

Effective Sunday,
February 6, 1966

At 12:01 A. M.
 Central Time East of North Platte
 Mountain Time West of North Platte

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 36 February 6, 1966								Distance from Council Bluffs	STATIONS
9	17	105	111	27	5	103			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily			
							0.0	CO. BLUFFS	
			11.35	11.00	10.45	2.45	2.8	OMAHA	
			1.50	1.55	1.50	4.50	146.9	GRAND ISLAND	
			3.50 2.55	4.45 4.00	4.20 3.35	6.45 5.50	284.1	C.T. M.T. NORTH PLATTE	
							365.3	JULESBURG	
					6.25	5.50	407.5	SIDNEY	
							KANSAS CITY	
		9.20		7.30			.....	DENVER
		7.50 8.20		6.10 6.45		8.05	562.5	CHEYENNE	
				8.50 9.20		8.30 8.55	509.5	LARAMIE	
		11.25	11.01	10.55		10.25	566.0	RAWLINS	
		1.20	1.15	12.50		12.45	682.8	GREEN RIVER	
		3.25 3.35	3.40 4.15	3.05 3.15		3.15 3.00	817.0	GRANGER	
			4.50	3.45			847.2	OGDEN	
		7.00				7.15	992.6	(992.6)	
Heavy Figures Indicate PM		(22.40)	(22.20)	(7.40)	(9.05)	(12.25)	(21.30)	(16.55)	Thru Time
Light Figures Indicate AM		53.7	48.6	56.2	61.0	45.3	46.0	58.5	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.
O. L. KOVAR, General Roadmaster..... Omaha, Neb.

FIRST SUBDIVISION

GRAND ISLAND TO NORTH PLATTE, AND BRANCHES

A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, Neb.
L. E. BALL, Asst. Chief Train Dispatcher..... Grand Island, Neb.
C. F. DEWHIRST, Asst. Chief Train Dispatcher..... Grand Island, 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.
J. E. ROWAN, 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. 36 February 6, 1966								Mile Post	STATIONS											
106	112	10	104	28	18	6														
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger														
Daily	Daily	Daily	Daily	Daily	Daily	Daily														
							0.0	CO. BLUFFS												
							2.8	OMAHA		1.40		3.10	7.00		5.45					
							146.9	GRAND ISLAND		11.25		12.55	3.55		2.55					
C.T. M.T.							284.1	NORTH PLATTE		9.25 8.20		10.55 9.50	1.00 11.30		12.10 11.00					
							365.3	JULESBURG		7.00										
							407.5	SIDNEY				7.56	9.10		8.55					
							KANSAS CITY			9.05			11.10						
							562.5	DENVER		3.30	3.50	8.20 7.55		10.15 9.30						
							509.5	CHEYENNE				6.25 6.15	7.10 6.45	7.10 6.00	7.00 6.30					
							566.0	LARAMIE		12.32		4.50	4.55	5.25	4.40	5.15				
							682.8	RAWLINS		10.46		2.46	3.01		2.35	3.10				
							817.0	GREEN RIVER		8.35 8.25		12.35 12.25	12.50 12.40		11.55 11.30	12.30 12.15				
							847.2	GRANGER		7.55					10.55					
							992.6	OGDEN			9.10	9.25			8.45					
							(992.6)	(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Thru Time.....		(7.35)	(8.50)	(22.55)	(16.45)	(12.35)	(23.15)	(20.00)	Heavy Figures Indicate PM											
Average speed per hour.....		56.7	63.4	53.1	56.8	44.7	46.7	49.5	Light Figures Indicate AM											

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

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

EASTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
6	Any station 1st and 2nd subdivision.....	.....	Cheyenne or beyond.
	Any station 2nd subdivision.....	.....	Omaha or beyond.
104	Kearney.....	.....	Las Vegas or beyond.
	Columbus.....	.....	Reno or beyond.
	Fremont.....	.....
112	Ft. Morgan.....	.....	Denver or beyond.....
	Ogallala.....	.....	Denver or beyond.....
	Lexington.....	.....	Denver or beyond.....
	Fremont.....	.....	Denver or beyond.....

		WESTWARD							FIRST SUBDIVISION					
		SECOND CLASS			FIRST CLASS				Distance from Council Bluffs	Time-Table No. 36				
		71 Time Freight	73 Time Freight	75 Local Freight	111 Passenger	27 Passenger	5 Passenger	103 Passenger		February 6, 1966				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		Daily	Daily	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	STATIONS				Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	
DFXITYPZ		11.30PM	5.00PM						0.0	R COUNCIL BLUFFS YL	Double or three or more tracks		DFXITYPZ	
DFXITPZ		11.45PM	5.15		11.35PM	11.00PM	10.45	2.45AM	2.8	DN-R OMAHA YL US			DFXITPZ	
XIP		12.01AM	5.45		11.41	11.06	10.52	2.50	5.2	DN SUMMIT YL SU			XIP	
ES 94 XP		12.10	5.55		11.48	11.14	11.00	2.57	14.1	WECO			ES 94 XP	
XP		12.20	6.00		11.51	11.17	11.04	3.00	17.1	LANE			XP	
OS 73 XP					11.55	11.21	11.09	3.04	21.7	ELKHORN KH			OS 73 XP	
P					11.58PM	11.24	11.13	3.07	24.5	WATERLOO			P	
WS 175 XYP ES 165 ES 90		A 12.45AM	A 6.15PM		12.01AM	11.28	11.17	3.10	28.0	DN VALLEY YL V			WS 175 XYP ES 165 ES 90	
OS 81 P					12.06	11.34	11.23	3.14	34.8	MERCER			OS 81 P	
I									38.2	O. & N. W. CROSSING			I	
WS 99 X ES 172 PZ					12.12	11.43	11.35	3.18	39.3	DN FREMONT YL FN			WS 99 X ES 172 PZ	
I									40.0	O. B. & Q. CROSSING			I	
IP									44.8	O. & N. W. CROSSING			IP	
OS 82 P					12.18	11.52	11.43	3.23	46.3	AMES			OS 82 P	
OS 150 XP					12.24	11.59PM	11.50	3.29	54.4	D NORTH BEND NB			OS 150 XP	
OS 82 P					12.29	12.06AM	11.57AM	3.34	61.4	ROGERS			OS 82 P	
WS 130 X ES 123 P					12.34	12.15	12.04PM	3.39	68.7	DN SCHUYLER SO			WS 130 X ES 123 P	
OS 118 P					12.40	12.23	12.12	3.45	76.9	D RICHLAND BZ			OS 118 P	
I									83.8	O. B. & Q. CROSSING			I	
WS 143 X ES 125 YPZ					12.49	12.38	12.29	3.51	84.5	DN COLUMBUS YL O			WS 143 X ES 125 YPZ	
OS 119 P					12.55	12.46	12.39	3.58	92.2	DUNCAN			OS 119 P	
OS 119 P					1.04	12.55	12.49	4.06	102.3	D SILVER OREEK SI			OS 119 P	
P					1.09	1.00	12.54	4.10	107.9	HAVENS			P	
OS 82 P					1.14	1.05	12.59	4.15	113.6	D CLARKS OX			OS 82 P	
I									124.3	O. B. & Q. CROSSING			I	
WS 113 X ES 119 YP				12.05PM	1.26	1.17	1.13	4.26	124.9	DN CENTRAL CITY OI			WS 113 X ES 119 YP	
OS 150 P				12.25	1.33	1.24	1.20	4.33	135.1	D CHAPMAN OP			OS 150 P	
I									146.5	O. B. & Q. CROSSING			I	
DXZTYP				A 12.45PM	1.49	1.40	1.40	4.49	146.9	DN-R GRAND ISLAND YL GE			DXZTYP	
XYP					1.58	2.03	1.59	4.57	154.5	ALDA			XYP	
WS 117 X ES 48 P					2.03	2.09	2.06	5.03	162.3	D WOOD RIVER WR			WS 117 X ES 48 P	
OS 82 XP					2.09	2.16	2.13	5.09	169.9	D SHELTON ST			OS 82 XP	
WS 130 XI ES 70 YP					2.14	2.21	2.18	5.13	176.0	DN GIBSON GB			WS 130 XI ES 70 YP	
OS 150 P					2.17	2.25	2.22	5.16	180.2	OPTIC			OS 150 P	
WS 185 X ES 118 YZP					2.25	2.34	2.30	5.25	189.1	DN KEARNEY YL KR			WS 185 X ES 118 YZP	
OS 83 P					2.38	2.51	2.45	5.34	198.3	D ODESSA DZ			OS 83 P	
OS 130 XP					2.43	2.57	2.51	5.39	204.6	D ELM OREEK QR			OS 130 XP	
OS 83 P					2.49	3.04	2.59	5.46	213.8	D OVERTON OV			OS 83 P	
WS 115 XY ES 125 ZP					2.58	3.21	3.10	5.55	224.4	DN LEXINGTON UM			WS 115 XY ES 125 ZP	
OS 83 XP					3.04	3.29	3.19	6.01	232.5	DARR			OS 83 XP	
OS 150 ZXP					3.08	3.39	3.26	6.05	238.2	D COZAD OO			OS 150 ZXP	
WS 125 X ES 123 YP					3.16	3.56	3.37	6.12	248.8	DN GOTHENBURG BU			WS 125 X ES 123 YP	
OS 83 P					3.26	4.10	3.51	6.23	261.5	D BRADY BI			OS 83 P	
OS 119 XP					3.33	4.19	3.59	6.30	270.6	D MAXWELL MX			OS 119 XP	
DFXZTYP					A 3.50AM	A 4.45AM	A 4.20PM	A 6.45AM	284.1	DN-R NORTH PLATTE YL NO			DFXZTYP	
		(1.15)	(1.15)	(0.40)	(4.15)	(5.45)	(5.35)	(4.00)			Thru Time			
		22.4	22.4	33.0	66.2	48.9	50.4	70.3			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.

		FIRST SUBDIVISION				EASTWARD				
		FIRST CLASS				SECOND CLASS				
		28 Passenger	6 Passenger	112 Passenger	104 Passenger	74 Time Freight	72 Time Freight	76 Local Freight		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday		
DFXITYPZ						A 6.50AM	A 10.15PM		DFXITYPZ	
DFXITPZ		7.00AM	5.45PM	1.40AM	3.10AM	6.35	10.00		DFXITPZ	
XIP		6.45	5.30	1.30	3.00	6.05	9.35		XIP	
ES 94 XP		6.30	5.17	1.18	2.48	5.55	9.25		ES 94 XP	
XP		6.28	5.15	1.16	2.46	5.50	9.20		XP	
OS 73 XP		6.24	5.11	1.12	2.42				OS 73 XP	
P		6.22	5.09	1.10	2.40				P	
WS 175 XYP ES 165 ES 90		6.19	5.06	1.07	2.37	5.35AM	9.05PM		WS 175 XYP ES 165 ES 90	
OS 81 P		6.09	4.58	1.01	2.31				OS 81 P	
I									I	
WS 99 X ES 172 PZ		6.03	4.52	12.56	2.26				WS 99 X ES 172 PZ	
I									I	
IP									IP	
OS 82 P		5.48	4.33	12.48	2.18				OS 82 P	
OS 150 XP		5.40	4.26	12.42	2.12				OS 150 XP	
OS 82 P		5.32	4.19	12.36	2.07				OS 82 P	
WS 130 X ES 123 P		5.24	4.13	12.31	2.01				WS 130 X ES 123 P	
OS 118 P		5.13	4.05	12.25	1.55				OS 118 P	
I									I	
WS 143 X ES 125 YPZ		5.05	3.58	12.18	1.48				WS 143 X ES 125 YPZ	
OS 119 P		4.49	3.42	12.08	1.38				OS 119 P	
OS 119 P		4.39	3.34	12.01AM	1.31				OS 119 P	
P		4.34	3.29	11.57PM	1.27				P	
OS 82 P		4.29	3.25	11.53	1.23				OS 82 P	
I									I	
WS 113 X ES 119 YP		4.19	3.16	11.44	1.14	A 6.55AM			WS 113 X ES 119 YP	
OS 150 P		4.05	3.06	11.35	1.05	6.40			OS 150 P	
I									I	
DXZTYP		3.55	2.55	11.25	1.25			6.20AM	DXZTYP	
XYP		3.40	2.45	11.24	1.24				XYP	
WS 117 X ES 48 P		3.19	2.27	11.13	1.24				WS 117 X ES 48 P	
OS 82 XP		3.13	2.19	11.07	1.23				OS 82 XP	
WS 130 XI ES 70 YP		3.05	2.12	11.01	1.29				WS 130 XI ES 70 YP	
OS 150 P		2.59	2.06	10.56	1.24				OS 150 P	
WS 185 X ES 118 YZP		2.54	2.01	10.52	1.20				WS 185 X ES 118 YZP	
OS 83 P		2.45	1.47	10.45	1.12				OS 83 P	
OS 130 XP		2.36	1.37	10.37	1.04AM				OS 130 XP	
OS 83 P		2.30	1.31	10.33	1.59PM				OS 83 P	
WS 115 XY ES 125 ZP		2.22	1.22	10.26	1.53				WS 115 XY ES 125 ZP	
OS 83 XP		2.09	1.12	10.17	1.45				OS 83 XP	
OS 150 ZXP		1.57	1.04	10.10	1.39				OS 150 ZXP	
WS 125 X ES 123 YP		1.50	1.12	10.05	1.33				WS 125 X ES 123 YP	
OS 83 P		1.36	1.12	9.56	1.25				OS 83 P	
OS 119 XP		1.22	1.23	9.45	1.15				OS 119 XP	
DFXZTYP		1.14	1.26	9.38	1.08				DFXZTYP	
		1.00AM	12.10PM	9.25PM	10.55PM				DFXZTYP	
		Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday		
		(6.00)	(5.35)	(4.15)	(4.15)	(1.15)	(1.10)	(0.35)		
		46.9	50.4	66.2	66.2	22.4	24.0	37.7		

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										
		353	93	5	103	27	111								
		Freight	Mixed	Passenger	Passenger	Passenger	Passenger								
		Daily	Daily	Daily	Daily	Daily	Daily								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.								Time-Table No. 36							
								February 6, 1966							
								STATIONS							
DFXZTYP															
				5.35AM	3.35PM	5.50AM	4.00AM	2.55AM	284.1	DN-R	NORTH PLATTE	YL NY			
	P			5.45	3.43	5.57	4.08	3.02	289.2		WEST NORTH PLATTE	YL			
CS 84	P								290.5		BIRDWOOD				
WS 72	XP		f 5.55	3.50	6.02	4.15	3.07		296.9	D	HERSHEY	OF			
CS 119	YP		A 6.00AM	3.53	6.05	4.18	3.10		300.7		O'FALLONS				
40									301.8		VARNER				
CS 121	P			3.56	6.07	f 4.21	3.12		303.4	D	SUTHERLAND	SU			
CS 121	P			4.08	6.16	f 4.33	3.22		315.5	D	PAXTON	PN			
5	P								321.7		KORTY				
CS 83	P			4.19	6.26	4.45	3.31		327.7		ROSCOE				
WS 122 WS 120 ES 138	XP			s 4.27	6.32	s 4.55	3.40		334.8	DN	OGALLALA	GT			
CS 125	P			4.37	6.39	f 5.05	3.48		343.9	D	BRULE	RU			
10									349.1		MEGEATH				
CS 132	P			4.47	6.47	f 5.15	3.56		353.9	D	BIG SPRINGS	GS			
12	P								359.3		BARTON				
WS 125 ES 121	XP			f 4.58	6.56	s 5.30	Af 4.10AM		365.3	DN	JULESBURG	JB			
CS 123	P			5.14	7.08	f 5.46			380.3	D	CHAPPELL	OQ			
WS 111 ES 74	XP			5.23	7.15	f 5.55			389.7	D	LODGE POLE	GP			
CS 125	P			5.29	7.20	6.02			396.3		SUNOL				
	XYP			5.33	7.24	6.07			401.0		COLTON				
				5.40	7.33	6.15			407.5	DN-R	SIDNEY	YL OD			
CS 94	YP			5.59	7.43	6.35			415.5		BROWNSON				
WS 121 ES 70	XP			6.09	7.53	f 6.45			426.4	D	POTTER	PR			
8	PX								430.8		JACINTO				
CS 125	P			6.17	8.01	f 6.55			435.4	D	DIX	DX			
27	PX								439.9		OWASCO				
S 133	XP			s 6.28	8.09	s 7.10			444.5	DN	KIMBALL	KB			
12									451.1		OLIVER				
CS 125	P			6.40	8.19	f 7.22			456.6	D	BUSHNELL	BN			
CS 126	XP			6.50	8.29	f 7.33			466.7	DN	PINE BLUFFS	UF			
10									472.0		TRACY				
CS 94	XYP			3.10PM	7.01	8.40	f 7.45		477.5		EGBERT				
WS 62	XP			f 3.20	7.07	8.46	f 7.51		483.2	D	BURNS	UX			
CS 96	P			f 3.30	7.14	8.52	7.58		489.7		HILLSDALE				
WS 62	XP			f 3.40	7.21	8.58	8.05		495.9		DURHAM				
WS 117 ES 125	XP			f 3.50	7.28	9.04	8.11		501.2		ARCHER				
DFXZTYP				A 4.10PM	A 7.45PM	A 9.20AM	A 8.30AM		509.5	DN-R	CHEYENNE	YL OY			
											(225.4)				

Thru Time (1.00) (0.25) (4.10) (3.30) (4.30) (1.15)
Average speed per hour 32.0 39.8 54.1 64.4 50.0 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.
No. 5 reduce speed to 60 miles per hour passing mail crane at Ogallala.
For conditional stops to discharge or pick up passengers. — See Page 3.

		SECOND SUBDIVISION						EASTWARD	
		FIRST CLASS				SECOND CLASS			
		6	112	104	28	354	94		
		Passenger	Passenger	Passenger	Passenger	Freight	Mixed		
		Daily	Daily	Daily	Daily	Daily	Daily		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		Time-Table No. 36							
		February 6, 1966							
		STATIONS							
DFXZTYP									
		284.1	A 11.00AM	A 8.20PM	A 9.50PM	A 11.30PM			
	P	289.2	10.46	8.10	9.38	11.16			P
CS 84	P	290.5							CS 84
WS 72	XP	296.9	10.40	8.04	9.32	11.08		f 6.06	WS 72
CS 119	YP	300.7	10.36	8.01	9.29	11.04		6.01PM	CS 119
40		301.8							40
CS 121	P	303.4	f 10.34	7.59	9.27	f 11.01			CS 121
CS 121	P	315.5	f 10.23	7.49	9.17	f 10.49			CS 121
5	P	321.7							5
CS 83	P	327.7	10.11	7.38	9.05	f 10.37			CS 83
WS 122 WS 120 ES 138	XP	334.8	s 10.04	7.31	8.59	s 10.30			WS 122 WS 120 ES 138
CS 125	P	343.9	f 9.55	7.21	8.51	f 10.17			CS 125
10		349.1							10
CS 132	P	353.9	f 9.46	7.12	8.43	f 10.07			CS 132
12	P	359.3							12
WS 125 ES 121	XP	365.3	s 9.35	s 7.00PM	8.33	s 9.55			WS 125 ES 121
CS 123	P	380.3	f 9.21		8.20	f 9.37			CS 123
WS 111 ES 74	XP	389.7	f 9.12		8.12	f 9.28			WS 111 ES 74
CS 125	P	396.3	9.06		8.07	f 9.22			XP
	XYP	401.0	9.02		8.03	9.17			CS 125
		407.5	8.55		7.56	9.10			XYP
CS 94	YP	415.5	8.30		7.45	8.46			CS 94
WS 121 ES 70	XP	426.4	8.20		7.35	f 8.36			WS 121 ES 70
8	PX	430.8							8
CS 125	P	435.4	8.10		7.28	f 8.28			CS 125
27	PX	439.9							27
S 133	XP	444.5	s 8.01		7.21	s 8.20			CS 133
12		451.1							12
CS 125	P	456.6	7.50		7.12	s 8.04			CS 125
CS 125	XP	466.7	7.40		7.04	s 7.52			CS 125
10		472.0							10
CS 94	XYP	477.5	7.30		6.54	f 7.40	A 8.50AM		CS 94
WS 62	XP	483.2	7.25		6.49	7.35	s 8.40		WS 62
CS 96	P	489.7	7.20		6.44	7.30	s 8.31		CS 96
WS 62	XP	495.9	7.15		6.39	7.25	f 8.23		WS 62
WS 117 ES 125	XP	501.2	7.10		6.34	7.20	f 8.15		WS 117 ES 125
DFXZTYP		509.5	7.00AM		6.25PM	7.10PM	8.05AM		DFXZTYP
			Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time (4.00) (1.20) (3.25) (4.20) (0.40) (0.49)
Average speed per hour 56.3 60.9 66.0 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.
No. 6 reduce speed to 60 miles per hour passing mail crane at Ogallala.
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. 36 February 6, 1966			FIRST CLASS			
	111	33	Daily		34	112	C. B. & Q. Passenger	Passenger	Mile Post	STATIONS	
	Passenger	C. B. & Q. Passenger									
80	YIP	f 4.11 AM		0.0	DN	JULESBURG	YL JB	0.0	As	6.59 PM	
75	ZP	4.18		7.1	D	7.1	VI	7.1		6.48	
72	P	4.24		14.6		SEDGWICK		14.6		6.41	
29				19.0		DORSEY		19.0			
95	P	4.31		23.1		RED LION		23.1		6.34	
95	P	4.37		30.1		CROOK		30.1		6.28	
22				34.2		TOBIN		34.2			
60	P	4.44		38.8		PROCTOR		38.8		6.21	
12	P			41.1		POWELL		41.1			
22				42.2		GRIFF		42.2			
94	P	4.50		45.6		ILIFF		45.6		6.15	
16				50.1		FORD		50.1			
	AIP			57.2		C. B. & Q. CROSSING		57.2			
160	TZP	5.03 5.05	34 2.10 AM	57.5	DN-R	STERLING	YL ST	57.5	A	33 2.10 AM 6.03 6.00	
72	P	5.12	f 2.17	64.1	D	ATWOOD	OD	64.1	f	1.59 5.53	
74	P	5.17	f 2.23	70.2		MERINO		70.2	f	1.52 5.48	
143	P	5.22	2.29	76.0		MESSEX		76.0		1.46 5.43	
41	P			78.4		BALZAC		78.4			
52	P	5.26	A 2.35 AM	81.0		UNION		81.0	f	1.40 AM 5.39	
24				82.8		COOPER		82.8			
94	P	5.31		87.0		SNYDER		87.0		5.34	
53	P	5.37		93.8		DODD		93.8		5.28	
21				96.9		HURLEY		96.9			
100	P	5.42		98.6	D	FT. MORGAN	FX	98.6		5.24	
35	P	5.48		106.0		NARROWS		106.0		5.17	
79	P	5.51		109.0		WELDONA		109.0		5.14	
22	P	5.55		114.2		GOODRICH		114.2		5.10	
78	P	5.58		117.7		ORCHARD		117.7		5.07	
53	P	6.04		124.8		MASTERS		124.8		5.01	
121	P	6.12		135.4		HARDIN		135.4		4.52	
16	P			139.1		KUNER		139.1			
78	P	6.18		143.1		KERSEY		143.1		4.46	
27				147.2		AUBURN		147.2			
56	DYP	A 6.26 AM		151.1	DN-R	LASALLE	YL DY	151.1		4.38 PM	
				(151.1)					Daily	Daily	
				(2.15) 87.2	(0.25) 57.6 Thru Time				(0.30) 47.0	(2.21) 64.3
				Average speed per hour							

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. 36 February 6, 1966			SECOND CLASS							
	73	75	Daily		74	76	72	Freight	Local Freight	Freight					
	Freight	Local Freight									Freight				
	YP	6.30 PM	6.30 AM	1.55 AM	0.0	DN-R	VALLEY	YL V	0.0	A	5.20 AM	A	1.15 PM	A	8.50 PM
	AI				5.8		C. B. & Q. CROSSING		5.8						
28	P	6.45	s 6.45	2.10	6.3		YUTAN		6.3		5.10	s	1.00	8.40	
106	YP	6.55	s 7.00	2.20	11.6	D	MEAD	AD	11.6		5.00	s	12.50	8.30	
64	P	7.07	s 7.15	2.40	18.9		WAHOO		18.9		4.45	s	12.30	8.15	
					19.6		O. & N. W. and C. B. & Q. CROSSINGS		19.6						
76	P	7.22	s 7.30	2.55	26.3	D	WESTON	WN	26.3		4.35	s	12.15	8.05	
20	P	7.34	f 7.40	3.05	33.2		TOUHY		33.2		4.23	f	12.01 PM	7.53	
96	YP	7.45	A 7.50 AM	3.18	37.3	D	VALPARAISO	VO	37.3		4.15		11.50 AM	7.45	
22	P				41.8		AGNEW		41.8						
38	P	7.58		3.34	46.5	D	RAYMOND	RM	46.5		3.59			7.28	
101	P	8.01		3.55	47.8		GARRATT		47.8		3.55			7.25	
4					55.3		WEST LINCOLN		55.3						
	I				56.5		C. B. & Q. CROSSING		56.5						
24	ZP	8.18		4.25	57.1	DN	LINCOLN	YL SN	57.1		3.40			7.10	
	I				57.4		C. B. & Q. CROSSING		57.4						
	I				59.0		C. B. & Q. CROSSING		59.0						
112	P	8.31		4.48	65.4		JAMAICA		65.4		3.20			6.50	
	P				68.2		HANLON		68.2						
21	P	8.46		5.03	74.7		PRINCETON		74.7		3.05			6.35	
73	P	8.53		5.13	79.5	D	CORTLAND	RD	79.5		2.55			6.25	
34	P	9.08		5.28	88.9	D	PICKRELL	IK	88.9		2.43			6.13	
	ZP	A 9.25 PM		A 5.45 AM	96.8	DN-R	BEATRICE	YL BX	96.8		2.30 AM	Monday Wednesday Friday	Daily	6.00 PM	
				(2.55) 33.2	(1.20) 28.0	(3.50) 25.2	..... Thru Time				(2.50) 34.2	(1.25) 26.3	(2.50) 34.2	
				Average speed per hour											

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 Balrd Tower.

WESTWARD				ALBION BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Oconee	Time-Table No. 36 February 6, 1966			SECOND CLASS				
	81	79	Daily		80	82	Mixed	Mixed	Mixed			
	Mixed	Mixed										
20	YP	8.22 AM	8.22 AM	0.0	R	OCONEE	YL	0.0	A	1.30 PM	A	1.42 PM
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 8.49 AM	11.3	D-R	GENOA	YL G	11.3		1.05 PM	s	1.09
56	P	s 9.55		22.3	D	ST. EDWARD	ST	22.3			s	12.35
28	YP	A 10.45 AM		33.7	D-R	ALBION	YL A	33.7				12.10 PM
				(33.7)						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.
For Stations not shown on schedule pages — See Page 18.

WESTWARD STROMSBURG BRANCH EASTWARD				WESTWARD ORD—LOUP CITY BRANCH EASTWARD										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Valparaiso	Time-Table No. 36		Mile Post	SECOND CLASS	Distance from Grand Island	Time-Table No. 36						
	75		February 6, 1966			76		February 6, 1966						
	Local Freight					Local Freight								
	Tuesday Thursday Saturday		STATIONS				STATIONS							
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A11.35AM	DTYPZ	0.0	DN-R	GRAND ISLAND	YL GE	0.0	
16	f 8.20	7.4		LOMA		7.4	f11.06	I	0.4		C. B. & Q. CROSSING		0.4	
28	P s 8.40	13.5	D	BRAINARD	BD	13.5	s10.50	11	2.5		CAREY	YL	2.5	
32	P s 9.10	23.2	D	DAVID CITY	DV	23.2	s10.25	10	11.1		ST. LIBORY		11.1	
		23.5		C. B. & Q. CROSSING		23.5		39	PY	21.9	D	ST. PAUL	YL SP	21.9
31	P s 9.45	33.3	D	RISING CITY	RN	33.3	s 9.40							
36	P s10.05	40.1	D	SHELBY	SH	40.1	s 9.20	19	P	30.2	D	DANNEBROG	DB	8.3
7	P s10.25	47.5	D	OSCEOLA	OZ	47.5	s 8.55				BOELUS	HW	18.6	
9	P s10.50	52.9	D	STROMSBURG	S	52.9	s 8.25	31		47.7		ROCKVILLE		25.8
		56.8		DURANT		56.8		33	PY	60.9	D-R	LOUP CITY	YL OP	39.0
35	P s11.15	63.0	D	POLK	PK	63.0	s 7.50	27	P	30.7	D	ELBA	EB	30.7
21	s11.30	68.5		HORDVILLE		68.5	s 7.30	25		36.8		COTESFIELD		36.8
22	s11.45	73.8		HEBER		73.8	f 7.10			44.5		SCOTIA JUNCTION		44.5
		75.3		C. B. & Q. CROSSING		75.3		20	P	45.7	D	SCOTIA	SK	45.7
YP	A11.55AM	75.9	DN-R	CENTRAL CITY	YL CI	75.9	7.05AM			44.5		SCOTIA JUNCTION		44.5
				(75.9)			Monday Wednesday Friday	31	P	48.8	D	NORTH LOUP	NU	48.8
	(3.55)			Thru Time		(4.30)		14		58.5		SAUNDERS		58.5
	19.4			Average speed per hour		16.8				60.7		C. B. & Q. CROSSING		60.7
								34	PY	61.0	D-R	ORD	YL RD	61.0
												ORD		(61.0)

WESTWARD CEDAR RAPIDS BRANCH EASTWARD				WESTWARD OLD MAIN LINE EASTWARD										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Genoa	Time-Table No. 36		Mile Post	SECOND CLASS	Distance from Council Bluffs	Time-Table No. 36						
	79		February 6, 1966			80		February 6, 1966						
	Mixed					Mixed								
	Monday Wednesday Friday		STATIONS				STATIONS							
40	PY	8.52AM	0.0	D-R	GENOA	YL G	0.0	A 1.05PM	XIP	5.2	DN	SUMMIT	YL SU	5.2
20			9.3		MERCHISTON		9.3		XP	6.4		SOUTH OMAHA	YL	6.4
38	P s	9.28	13.7	D	FULLERTON	FU	13.7	s12.37	XIP	11.9		GILMORE	YL	11.9
21	s	9.53	23.1		BELGRADE		23.1	s12.13PM	72	P	16.8	PAPILLION		16.8
26	P s	10.13	30.3	D	CEDAR RAPIDS	CD	30.3	s11.55AM	AIP	19.2		MO. PAC. CROSSING		19.2
36	P s	10.34	36.6	D	PRIMROSE	P	36.6	f11.39	P	22.5		MILLARD	YL MD	22.5
38	PY	A11.00AM	44.3	D-R	SPALDING	YL SG	44.3	11.20AM	XP	26.1		LANE	YL	26.1
					(44.3)		Monday Wednesday Friday							(20.9)
	(2.08)				Thru Time		(1.45)							
	20.8				Average speed per hour		25.3							

On single track westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
 Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
 For stations not shown on schedule pages. — See Page 18.

WESTWARD NORFOLK BRANCH EASTWARD												
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Columbus	Time-Table No. 36		Mile Post	SECOND CLASS				
	81	79	321		February 6, 1966			312	80	82		
	Mixed	Mixed	Mixed					Mixed	Mixed	Mixed		
	Tuesday Thursday Saturday	Monday Wednesday Friday	Daily Except Sunday		STATIONS							
DYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS	YL C	0.0	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	P			f 5.35	14.7	D	PLATTE CENTER	PC	14.7	s11.25		
36					20.3		TARNOV		20.3			
56	P			s 5.55	25.7	D	HUMPHREY	HX	25.7	s11.05		
33	P			s 6.10	35.4	D	MADISON	MA	35.4	s10.50		
31					40.9		ENOLA		40.9			
	I				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)	(0.22)	(2.00)			Thru Time		(2.01)	(0.25)	(0.23)		
	25.6	25.6	25.2			Average speed per hour		25.0	22.6	24.5		

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
 Track at Norfolk is used jointly with C & NW

WESTWARD KEARNEY BRANCH EASTWARD											
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Kearney	Time-Table No. 36		Mile Post	SECOND CLASS			
	95	February 6, 1966			96						
	Mixed				Mixed						
	Monday Wednesday Friday	STATIONS									
PYZ			9.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A 9.20PM		
12			f 9.15	5.5		GLENWOOD PARK		5.5	f 8.45		
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			s10.15	26.3		MILLER		26.3	s 7.40		
38			s10.30	32.5	D	SUMNER	SU	32.5	s 7.20		
28			s10.53	40.4		EDDYVILLE		40.4	s 6.57		
40			s11.25AM	52.1	D	OCOONTO	BS	52.1	s 6.28		
27			s12.30PM	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				Time-Table No. 36 February 6, 1966				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.				Distance from O'Fallons				Mile Post			
	93				94						
	YP			6.00AM	0.0R	O'FALLONS	YL	0.0A	6.01PM		
				f 6.05	2.8	2.8		f 6.50			
15				s 6.18	12.8	10.0		s 5.35			
41	P			f 6.27	19.6	6.8		f 5.25			
40						5.2					
12					24.8	BROGANVILLE					
42	P			s 6.41	28.4	3.6		s 5.15			
42	P			f 6.51	34.9D	6.5		f 5.03			
	P			s 7.01	41.2	6.3		f 4.53			
25				f 7.10	46.8	5.8		f 4.46			
44				f 7.18	51.7	4.9		f 4.39			
41	YP			s 7.32	59.3D	7.6		s 4.30			
41	P			s 7.51	70.8D	11.5		s 4.10			
40	P			s 8.12	86.4D	15.6		s 3.45			
46	P			s 8.34	100.4D	14.0		s 3.24			
19				f 8.47	109.6	9.2		f 3.11			
195	PY			s 8.57	114.1D	4.5		s 3.05			
	AI			9.00	115.5	1.4		2.57			
11				f 9.09	121.8	6.3		f 2.46			
33	P			s 9.18	126.7	4.9		s 2.39			
51	P			s 9.27	132.1	5.4		s 2.29			
30	P			s 9.37	137.9	5.8		s 2.19			
70	DYZPT			A 9.55AM	145.9D-R	8.0		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				Time-Table No. 36 February 6, 1966				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.				Distance from Hastings				Mile Post			
	93				94						
	YPZ			0.0	DN-R	HASTINGS	YL AN	0.0			
130	P			12.7		12.7		12.7			
35	P			20.2		20.2		20.2			
130	YPI			28.1	DN-R	GIBBON	GB	28.1			
						(28.1)					

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
SECOND CLASS				Time-Table No. 36 February 6, 1966				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.				Distance from O'Fallons				Mile Post			
	353				93						
	DYZPT			10.05AM	145.9D-R	GERING	YL G	145.9		A 1.50PM	
14				f 10.11	150.5	4.6		f 1.40			
30	P			f 10.14	152.3D	1.8		f 1.36			
24				f 10.20	155.8	3.5		f 1.30			
32				f 10.23	157.1	1.3		f 1.26			
70	P			f 10.31	162.1D	5.0		f 1.19			
18				f 10.34	164.2	2.1		f 1.14			
51	YP			s 10.40	167.9D	3.7		s 1.09			
21				f 10.44	170.1	2.2		f 1.04			
51	P			f 10.50	173.7	4.6		f 12.58			
35				f 10.55	177.0	3.3		f 12.53			
51	YP			12.40PM	181.6D-R	4.6		12.35			
51	P			f 11.20	188.1D	6.5		f 12.23			
8				f 11.25	191.5	3.4		f 12.17			
16				f 11.32	196.1	4.6		f 12.10			
51	YP			A 11.40AM	200.6D-R	4.5		12.05PM			
14				f 12.50	185.3	3.7		f 11.32			
26				f 12.55	187.6	2.3		f 11.27			
51	P			s 1.05	192.4D	4.8		s 1.15			
31				f 1.10	194.7	2.3		f 1.01			
51	PY			s 1.30	203.8D	9.1		s 10.45			
19				f 1.42	210.7	6.9		f 10.20			
51	P			s 2.15	222.5D	11.8		s 9.55			
51				f 2.30	229.7	7.2		f 9.35			
	PY			A 3.01PM	244.3RC	14.6		9.10AM			
						(98.4)		Daily		Daily	
				(2.21)		Thru Time		(2.35)			
				26.8		Average speed per hour		24.3			

WESTWARD				LYMAN BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 36 February 6, 1966				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.				Distance from Lyman				Mile Post			
	93				94						
	YP			0.0DN	LYMAN	YL MU	0.0				
18				2.8	SEARS	YL	2.8				
17				4.6	HARTMAN	YL	4.6				
22				6.4	STEGALL	YL	6.4				
						(6.4)					

Westward 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	60	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. 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 35 20
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	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
When using No. 14 turn-outs.	25	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
When using other cross-overs or turn-outs.	15	15	Jordan spreaders and other machines of spreader type, when in operation.		15
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	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
Within yard limits protected by continuous block signal system.	60	35	Trains handling U.P. ore cars series 26000-26499, loaded or empty.		50
Within yard limits not protected by continuous block signal system.	50	25	On wye tracks.	15	15
Diesel road freight and road-switch locomotives.	65				
Gas turbine locomotives.	65				
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35 50	35 50			
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30			

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

SECOND SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on government tracks.		10
			Hillsdale, on industry track.		5
			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	LaSalle Between M. P. 149.6 and 150.7	50	30
Ovid Sugar Company yard		5	Between M. P. 150.7 and 150.9	30	25
			Between M. P. 150.9 and 151.1	50	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
Ipcó.....	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.....	Dispatcher's Office	North Platte.....	Enginemen's Washroom, Passenger Station
Omaha.....	Union Station Telegraph Office	North Platte.....	Hump Yard Locker Room
Omaha.....	Tower "B"	North Platte.....	Yardmen's Locker Room
Omaha.....	Enginemen's Washroom, 15th Street	North Platte.....	East End Yardmen's Room
Omaha.....	Yardmen's Washroom, 15th Street	Julesburg.....	Telegraph Office
Omaha.....	Yardmen's Washroom, Davenport Street	Sidney.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Sidney.....	Engineer's Locker Room
South Omaha.....	Yard Office	Cheyenne.....	Dispatcher's Office
Valley.....	Telegraph Office	Cheyenne.....	Telegraph Office
Fremont.....	Telegraph Office	Cheyenne.....	Conductor's Room Passenger Station
Columbus.....	Telegraph Office	Cheyenne.....	Yard Office
Columbus.....	Enginemen's Washroom	Cheyenne.....	Engine Dispatcher's Office
Grand Island.....	Dispatcher's Office	Sterling.....	Telegraph Office
Grand Island.....	Telegraph Office	La Salle.....	Telegraph Office
Grand Island.....	Yard Office	Lincoln.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	Beatrice.....	Telegraph Office
Grand Island.....	Roundhouse	Norfolk.....	Telegraph Office
Kearney.....	Telegraph Office	Hastings.....	Yard Office
Kearney.....	Roundhouse	Stapleton.....	Telegraph 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.	M. B. Wilcox.....	Oculist and Aurist.....	Kearney, Nebr.
W. A. Bunten.....	District Surgeon.....	Cheyenne, Wyo.	A. H. Shamburg.....	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. Kreymborg.....	Surgeon.....	North Platte, Nebr.
H. D. Kuper.....	Surgeon.....	Columbus, Nebr.	N. Chick.....	Surgeon.....	North Platte, Nebr.
J. V. Treyner.....	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.	H. A. Blackstone.....	Surgeon.....	Northport, Nebr.
G. M. McArdle.....	Surgeon.....	Council Bluffs, Ia.	M. W. Barry.....	Surgeon.....	Omaha, Nebr.
A. G. West.....	Surgeon.....	Council Bluffs, Ia.	J. C. Davis.....	Aurist.....	Omaha, Nebr.
R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.	R. T. Mauer.....	Surgeon.....	Omaha, Nebr.
G. H. Joder.....	Surgeon.....	Cheyenne, Wyo.	V. W. Meyers.....	Surgeon.....	Omaha, Nebr.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.	D. H. Bendorf.....	Surgeon.....	Omaha, Nebr.
L. E. McGonigle.....	Surgeon.....	Cheyenne, Wyo.	H. W. McFadden, Sr.....	Shop Surgeon.....	Omaha, Nebr.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.	J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.
T. L. Johnson.....	Oculist.....	Cheyenne, Wyo.	T. D. Boler.....	Surgeon.....	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist.....	Cheyenne, Wyo.	F. C. Hill.....	Shop Surgeon.....	Omaha, Nebr.
L. J. Stadnick.....	Oculist.....	Cheyenne, Wyo.	R. H. Rasgorshek.....	Oculist and Aurist.....	Omaha, Nebr.
R. I. Williams.....	Aurist.....	Cheyenne, Wyo.	M. F. Quinlan.....	Surgeon.....	Omaha, Nebr.
C. E. Hranac.....	Surgeon.....	Cozad, Nebr.	W. W. Spencer.....	Surgeon.....	Ogallala, 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.	J. E. Stoetzel.....	Surgeon.....	Pine Bluffs, Wyo.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	M. D. Mathews.....	Surgeon.....	St. Paul, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	H. Dey Myers.....	Surgeon.....	Schuyler, Nebr.
L. M. Adams.....	Surgeon.....	Grand Island, Nebr.	R. J. Fox.....	Surgeon.....	Spalding, Nebr.
C. H. Maggiore.....	Surgeon.....	Grand Island, Nebr.	C. B. Dorwart.....	Surgeon.....	Sidney, Nebr.
J. A. Proffitt.....	Oculist and Aurist.....	Grand Island, Nebr.	J. E. Thayer.....	Surgeon.....	Sidney, Nebr.
W. C. Harvey.....	Surgeon.....	Gering, Nebr.	L. W. Anderson.....	Surgeon.....	Sterling, Colo.
W. C. Harvey, Jr.....	Surgeon.....	Gering, Nebr.	R. W. Ludwick.....	Surgeon.....	Sterling, Colo.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	J. E. Elliff.....	Ophthalmologist.....	Sterling, Colo.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	E. A. Elliff.....	Oculist and Aurist.....	Sterling, Colo.
C. L. Kleager.....	Surgeon.....	Hastings, Nebr.	R. B. Maxwell.....	Surgeon.....	Sutherland, Nebr.
H. P. Linton.....	Surgeon.....	Julesburg, Colo.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
B. R. Bancroft.....	Surgeon.....	Kearney, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
S. O. Staley.....	Surgeon.....	Kearney, Nebr.	L. B. Morgan.....	Ophthalmologist.....	Torrington, Wyo.
F. L. Richards.....	Oculist and Aurist.....	Kearney, Nebr.	Ivan M. French.....	Surgeon.....	Wahoo, Nebr.