

UNION PACIFIC RAILROAD COMPANY

Eastern District

R.G.A.
APR 15 1957



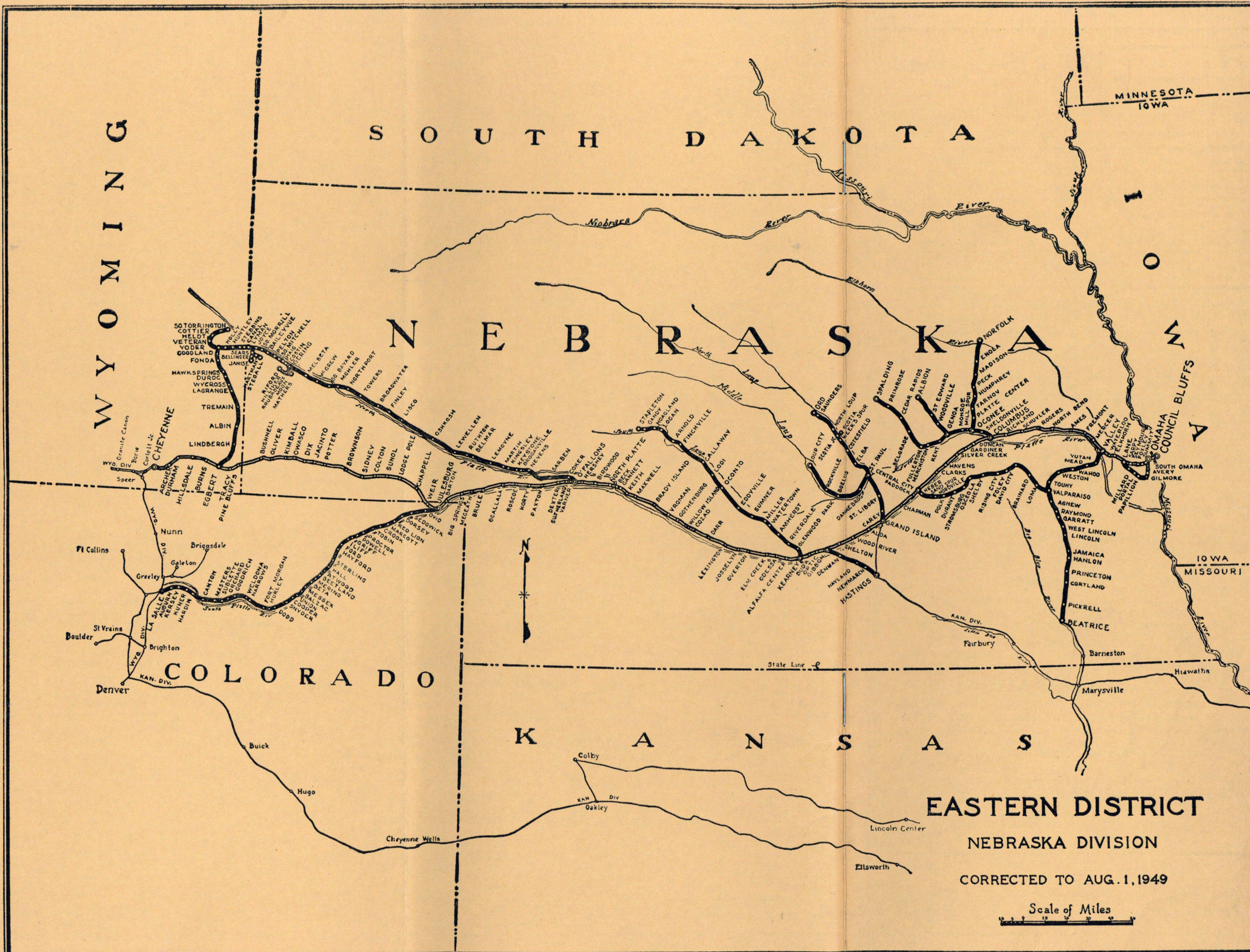
NEBRASKA DIVISION TIME-TABLE No. 24

Effective Sunday,
April 14, 1957

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

	11	27	9	17	107	7	5	103	101	105	111	Distance from Council Bluffs	Time Table No. 24 April 14, 1957
	Mail and Express	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
							9.20					0.0	CO. BLUFFS
		10.30			5.30	10.05	9.55	3.10	2.55	1.10	12.45	2.8	OMAHA
		1.30			7.31	1.05	12.40	5.10	4.55	3.15	2.55	146.9	GRAND ISLAND
		4.15 3.30			9.15 8.20	3.35 2.45	2.55 2.05	6.55 6.00	6.40 5.45	5.05 4.10	4.50 3.55	284.1	NORTH PLATTE
											5.10	365.3	JULESBURG
		5.45			9.57	4.57	4.12	7.44	7.29	5.53		407.5	SIDNEY
			9.40	8.30								.....	KANSAS CITY
			8.05 8.35	6.30 7.00							8.30	562.5	DENVER
		8.00 8.30			11.35 11.45	7.00 7.15	6.05 6.20	9.30 9.40	9.15 9.25	7.35 7.45		509.5	CHEYENNE
		10.10	11.55	10.16	12.59	9.00	8.05	11.01	10.46	9.10		566.0	LARAMIE
		12.30	1.54	12.28	2.45	11.45	10.45	12.56	12.41	11.05		682.8	RAWLINS
	5.00	3.35	4.20	2.50	4.55	2.30	1.15	3.15	3.00	1.25		817.0	GREEN RIVER
	5.35		4.40	3.45	5.05	3.15	1.45	3.25	3.10	1.35		847.2	GRANGER
			8.30		8.15	7.00	5.50	6.45	6.30			992.6	OGDEN
													(992.6)

(0.35) (18.05) (23.50) (20.50) (15.45) 21.55 (20.55) (16.35) (16.35) (13.55) (8.45) Thru Time From Omaha
 51.8 45.0 51.2 56.2 62.9 (45.3) 47.3 59.7 59.7 60.7 63.8 Average speed per hour

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

W. E. ROSS, Superintendent..... Omaha, Nebr.
W. H. ANDERSON, Asst. Superintendent..... Omaha, Nebr.
R. W. McSPADEN, Asst. Superintendent..... Gering, Nebr.
L. O. POPE, Terminal Superintendent..... Omaha, Nebr.
T. S. DAVIS, Asst. Superintendent Safety and Courtesy..... Omaha, Nebr.
W. P. JOHNSON, Terminal Superintendent..... Co. Bluffs, Iowa
J. A. McCULLOUGH, Asst. Terminal Superintendent..... Co. Bluffs, Iowa
D. E. MOORE, Trainmaster..... Grand Island, Nebr.
J. E. GUYMAN, Terminal Superintendent..... North Platte, Nebr.
R. L. MURDOCK, Asst. Terminal Superintendent..... North Platte, Nebr.
R. W. HOLLAND, Trainmaster..... North Platte, Nebr.
H. I. MARKLE Jr., Trainmaster..... Sidney, Nebr.
R. J. DUNN, Master Mechanic..... Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Iowa
S. E. CHADD, Road Foreman of Engines..... Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman of Engines..... North Platte, Nebr.
T. R. BRITT, Road Foreman of Engines..... North Platte, Nebr.
P. C. LOOMIS, Road Foreman of Engines..... North Platte, Nebr.
A. T. McCASLIN, Road Foreman of Engines..... North Platte, Nebr.
C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.
W. F. HART, Division Engineer..... Omaha, Nebr.
O. L. KOVAR, General Roadmaster..... Omaha, Nebr.

**FIRST SUBDIVISION,
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**
A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, Nebr.
I. E. BALL, Asst. Chief Train Dispatcher..... Grand Island, Nebr.
V. BAYNE, Asst. Chief Train Dispatcher..... Grand Island, Nebr.

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

THIRD SUBDIVISION
C. A. VICK ROY, Chief Train Dispatcher..... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher..... Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher..... Denver, Colo.

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

**FIRST SUBDIVISION,
OMAHA TO GRAND ISLAND, AND BRANCHES**
C. A. LAUGHLIN, Chief Train Dispatcher..... Omaha, Nebr.
L. M. HEREK, Asst. Chief Train Dispatcher..... Omaha, Nebr.
F. R. LANGLEY, Asst. Chief Train Dispatcher..... Omaha, Nebr.

MILEAGE
 Main Line..... 659.60
 Branches..... 836.14
 Total..... 1495.74

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

	12	112	108	10	28	104	102	106	18	6	8	Mile Post	Time Table No. 24 April 14, 1957
	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger		
													STATIONS
												0.0	CO. BLUFFS
												6.10	OMAHA
		12.30	11.35		6.45	2.30	2.50	3.05		5.25	7.00	2.8	GRAND ISLAND
		10.26	9.26		3.50	12.20	12.40	12.55		2.50	4.10	146.9	NORTH PLATTE
C.T. M.T.		8.39 7.34	7.33 6.28		12.45 11.15	10.28 9.23	10.48 9.43	11.03 9.58		12.25 11.15	1.25 12.15	284.1	JULESBURG
		6.27										365.3	SIDNEY
			4.47		9.10	7.42	8.02	8.17		9.17	10.05	407.5	KANSAS CITY
				7.05						10.30		.....	DENVER
		3.30		6.40 6.05						9.15 8.45		562.5	CHEYENNE
			3.25 3.15		7.15 6.00	6.20 6.10	6.40 6.30	6.55 6.45		7.35 7.15	8.15 8.00	509.5	LARAMIE
			2.07	2.43	4.35	4.50	5.12	5.25	5.25	5.45	6.20	566.0	RAWLINS
			12.15	12.50	2.05	2.55	3.25	3.35	3.10	3.25	3.40	682.8	GREEN RIVER
	9.35		10.00 9.50	10.30 10.10	11.15	12.35 12.25	1.05 12.55	1.15 1.00	12.35 12.05	12.45 12.20	1.00 12.35	817.0	GRANGER
	9.00							12.27	11.30			847.2	OGDEN
			6.40	6.50		9.10	9.40			8.30	8.45	992.6	(992.6)

Thru Time From Omaha..... (0.35) (8.00) (15.55) (23.15) (18.30) (16.20) (16.10) (13.38) (22.00) (19.55) (21.15)
 Average speed per hour..... 51.8 70.0 62.2 52.3 44.0 60.6 61.2 61.9 53.6 49.7 46.8

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
7	Any station 1st and 2nd subdivision.....		North of Granger or Ogden or beyond.	8	Any station 1st and 2nd subdivision.....	Cheyenne or beyond.....	
	Any station 2nd subdivision.....	Omaha or beyond.....			Any station 2nd subdivision.....		Omaha or beyond.
101	Fremont..... Columbus..... Kearney.....		Sacramento or beyond.	102	Kearney..... Columbus..... Fremont.....	Sacramento or beyond.	
103	Fremont..... Columbus..... Kearney.....		East Los Angeles or beyond.	104	Kearney..... Columbus..... Fremont.....	East Los Angeles or beyond.	
105	Fremont..... Columbus..... Kearney.....		Pendleton or beyond.	106	Kearney..... Columbus..... Fremont.....	Pendleton or beyond.	
107	Fremont..... Columbus..... Kearney.....	Chicago or beyond.....	East Los Angeles or beyond.	108	Kearney..... Columbus..... Fremont.....	East Los Angeles or beyond.	Chicago or beyond.
111	Fremont..... Ogallala..... Ft. Morgan.....	Chicago..... Omaha or beyond..... Points where scheduled to stop.	Denver or beyond. Denver or beyond. Points where scheduled to stop.	112	Ft. Morgan..... Ogallala..... Fremont.....	Points where scheduled to stop. Denver or beyond. Denver.....	Points where scheduled to stop. Omaha or beyond. Chicago.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS						Distance from Council Bluffs
	71	73	75	239	237	233	
	Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Monday Wed., Fri.	Local Freight Monday Wed., Fri.	Local Freight Monday Wed., Fri.	
DF OXWITYOPZ	8.00PM	12.01PM				6.30AM	0.0
DFXWITOPZ	8.15	12.15				6.40	2.8
XIP	8.30	12.45				A 7.00	5.2
ES94 XP	8.40	12.55				7.14	14.1
XP	8.50	1.00				7.20	17.1
OS73 XP						s 7.30	21.7
OS84 P						s 7.40	24.5
WS175 XYPWC ES165 BS90	A 9.15PM	A 1.15PM				s 8.40	28.0
OS81 P						f 8.50	34.8
I							38.2
WS99 X ES172 WFP						s 9.15	39.3
IP							40.0
OS82 P						f 9.24	46.8
OS119 XP						s 9.38	54.4
OS82 P						s 10.10	61.4
WS130 X ES123 WP						s 11.24	68.7
OS118 P						f 11.52AM	76.9
I							83.8
WS148 XWTC ES125 YPZ						s 12.30PM	84.5
OS119 P						s 12.50	92.2
OS82 P						f 12.56	96.5
OS119 XWP						s 1.20	102.3
OS82 P						f 1.30	107.9
OS82 XP						s 2.00	118.6
I							124.3
WS113 X ES119 WYP		9.50AM				A 2.30PM	124.9
OS119 P		s 10.15					135.1
I							146.5
XWCZTYOP			A 10.45AM			8.30AM	146.9
OS82 XYP						f 9.00	154.5
WS117 XW ES45 P						s 10.10	162.3
OS82 XP						s 10.35	169.9
WS120 XWI ES70 YP						s 11.10	176.0
OS82 P						f 11.25	180.2
WS122 XWO ES118 YP						s 11.55AM	189.1
OS83 P						s 12.30PM	198.3
OS120 XWP						s 1.00	204.6
OS83 P						s 1.30	213.3
WS120 XWY ES119 ZP			8.30AM			A 2.00PM	224.4
OS83 P			f 9.00				232.5
OS83 ZXWP			s 9.30				238.2
WS125 XWO ES130 YP			s 10.00				248.8
OS83 P			10.30				254.5
OS83 P			s 11.00				261.5
OS119 XP			s 11.30				270.6
OS83 P			11.45AM				278.5
DFXWCZTYOP			A 12.01PM				284.1

(1.15) 22.4 (1.14) 22.8 (0.55) 24.0 (3.31) 17.1 (5.30) 14.1 (8.00) 15.6

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

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	FIRST CLASS								Distance from Council Bluffs
	27	107	7	5	103	101	105	111	
	Mail and Express Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	
				9.20AM					0.0
	10.30PM	5.30PM	10.05AM	9.55	3.10AM	2.55AM	1.10AM	12.45AM	2.8
	10.37	5.35	10.12	10.02	3.15	3.00	1.15	12.51	5.2
	10.46	5.42	10.20	10.10	3.22	3.07	1.22	12.58	14.1
	10.50	5.45	10.24	10.14	3.25	3.10	1.26	1.01	17.1
	10.53	5.49	10.29	10.19	3.29	3.14	1.30	1.05	21.7
	f 10.56	5.52	10.33	10.22	3.32	3.17	1.33	1.08	24.5
	f 11.00	5.55	10.37	10.26	3.35	3.20	1.36	1.11	28.0
	11.06	5.59	10.43	10.31	3.39	3.24	1.40	1.16	34.8
									38.2
	s 11.15	6.04	s 10.55	s 10.43	3.43	3.28	1.45	1.22	39.3
									40.0
									44.8
	11.25	6.09	11.03	10.50	3.48	3.33	1.50	1.28	46.3
	f 11.32	6.15	11.10	10.57	3.54	3.39	1.56	1.34	54.4
	11.39	6.20	11.17	11.03	3.59	3.44	2.01	1.39	61.4
	f 11.48	6.25	f 11.24	11.09	4.04	3.49	2.06	1.44	68.7
	11.56PM	6.31	11.32	11.17	4.10	3.55	2.12	1.50	76.9
									82.8
	s 12.12AM	6.37	s 11.47	s 11.31	4.16	4.01	2.20	s 1.59	84.5
	f 12.22	6.42	11.57AM	11.41	4.22	4.07	2.26	2.06	92.2
	12.27		12.02PM	11.45	4.25	4.10	2.30	2.10	96.5
	f 12.32	6.50	12.07	11.50	4.29	4.14	2.34	2.14	102.3
	12.37		12.12	11.54	4.33	4.18	2.38	2.18	107.9
	f 12.42	6.58	12.17	11.59AM	4.37	4.22	2.42	2.22	118.6
									124.3
	s 12.54	7.08	f 12.29	12.09PM	4.47	4.32	2.52	2.32	134.9
	1.04	7.18	12.40	12.19	4.57	4.42	3.02	2.42	135.1
									146.5
	1.15	7.30	12.55	12.30	5.09	4.54	3.14	2.54	146.9
	1.30	7.31	1.05	12.40	5.10	4.55	3.15	2.55	154.5
	1.38	7.37	1.13	12.47	5.17	5.02	3.22	3.03	162.3
	f 1.44	7.43	1.20	12.54	5.23	5.08	3.28	3.09	169.9
	f 1.51	7.49	1.27	1.00	5.29	5.14	3.34	3.15	176.0
	f 1.56	7.54	1.32	1.05	5.33	5.18	3.38	3.20	176.0
	1.59	7.57	1.36	1.09	5.36	5.21	3.41	3.23	180.2
	s 2.08	8.04	s 1.45	s 1.17	5.44	5.29	3.49	s 3.33	189.1
	f 2.25	8.11	1.59	1.33	5.51	5.36	3.57	3.41	198.3
	f 2.30	8.16	2.05	1.38	5.56	5.41	4.02	3.46	204.6
	f 2.37	8.22	2.13	1.46	6.02	5.47	4.09	3.52	213.3
	s 2.54	8.30	f 2.23	1.55	6.10	5.55	4.17	4.01	224.4
	3.02	8.36	2.33	2.02	6.16	6.01	4.23	4.07	232.5
	s 3.14	8.40	f 2.39	2.07	6.20	6.05	4.27	4.11	238.2
	s 3.30	8.48	f 2.49	2.17	6.28	6.13	4.34	4.19	248.8
	3.36	8.52	2.57	2.22	6.32	6.17	4.40	4.23	254.5
	f 3.43	8.57	3.05	2.29	6.37	6.22	4.45	4.29	261.5
	f 3.52	9.03	3.15	2.37	6.44	6.29	4.52	4.36	270.6
	4.00	9.08	3.23	2.44	6.49	6.34	4.57	4.42	278.5
	A 4.15AM	A 9.15PM	A 3.35PM	A 2.55PM	A 6.55AM	A 6.40AM	A 5.05AM	A 4.50AM	284.1

(5.45) 48.9 (3.45) 75.0 (5.30) 51.1 (5.00) 56.3 (3.45) 75.0 (3.45) 71.8 (3.55) 68.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply on First Subdivision. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. No. 5 reduce speed to 60 miles per hour passing mail crane at Cozad. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

FIRST SUBDIVISION EASTWARD

Time-Table No. 24

April 14, 1957

STATIONS

Mile Post	FIRST CLASS								
	28	6	8	108	112	104	102	106	
	Mail and Express	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
0.0		A 6.10PM							
2.8	A 6.45AM	5:25	A 7.00PM	A 11.35PM	A 12.30AM	A 2.30AM	A 2.50AM	A 3.05AM	
5.2	6.35	5.15	6.50	11.26	12.24	2.20	2.40	2.55	
14.1	6.26	5.08	6.40	11.19	12.17	2.13	2.33	2.48	
17.1	6.22	5.04	6.36	11.16	12.14	2.10	2.30	2.45	
21.7	f 6.18	4.59	6.32	11.12	12.10	2.06	2.26	2.41	
24.8	f 6.15	4.56	6.29	11.09	12.07	2.03	2.23	2.38	
28.0	s 6.12	4.52	6.25	11.06	12.04AM	2.00	2.20	2.35	
34.3	6.04	4.46	6.18	11.01	11.59PM	1.55	2.15	2.30	
38.3									
39.3	s 5.55	s 4.40	s 6.10	10.57	11.55	1.51	2.11	2.26	
40.0									
44.8									
46.3	f 5.40	4.25	5.55	10.49	11.46	1.43	2.03	2.18	
54.4	f 5.32	4.18	5.47	10.43	11.40	1.37	1.57	2.12	
61.4	f 5.24	4.12	5.39	10.38	11.35	1.32	1.52	2.07	
68.7	s 5.17	4.06	f 5.32	10.32	11.30	1.26	1.46	2.01	
76.9	f 5.08	3.58	5.24	10.21	11.24	1.20	1.40	1.55	
83.8									
84.5	s 5.00	s 3.51	s 5.16	10.19	s 11.17	1.13	1.33	1.48	
92.3	f 4.44	3.40	5.04	10.09	11.07	1.03	1.23	1.38	
96.5	4.39	3.35	4.59		11.04	1.00	1.20	1.35	
102.3	f 4.34	3.30	4.54	10.02	11.00	12.56	1.16	1.31	
107.9	4.29	3.25	4.49		10.56	12.52	1.12	1.27	
113.6	f 4.24	3.20	4.44	9.54	10.52	12.48	1.08	1.23	
124.3									
124.9	s 4.14	3.10	f 4.34	9.45	10.44	12.39	12.59	1.14	
135.1	4.02	3.01	4.22	9.36	10.36	12.30	12.50	1.05	
146.5									
146.9	3.50	2.50	4.10	9.26	10.26	12.20	12.40	12.55	
154.5	3.35	2.40	4.00	9.25	10.25	12.19	12.39	12.54	
162.3	f 3.09	2.20	3.40	9.08	10.10	12.04AM	12.24	12.39	
169.9	f 3.00	2.14	3.32	9.02	10.05	11.58PM	12.18	12.33	
176.0	f 2.53	2.09	3.25	8.57	10.01	11.53	12.13	12.28	
180.2	2.49	2.05	3.20	8.54	9.58	11.50	12.10	12.25	
189.1	s 2.39	s 1.55	s 3.10	8.46	s 9.50	11.42	12.02AM	12.17	
198.3	f 2.24	1.42	2.59	8.38	9.42	11.34	11.54PM	12.10	
204.6	f 2.17	1.37	2.53	8.34	9.38	11.30	11.50	12.06AM	
213.3	f 2.07	1.30	2.45	8.28	9.32	11.24	11.44	11.59PM	
224.4	s 1.55	1.20	f 2.33	8.20	9.24	11.16	11.36	11.51	
232.5	1.44	1.13	2.23	8.14	9.18	11.10	11.30	11.45	
238.2	s 1.38	1.08	f 2.18	8.10	9.14	11.05	11.25	11.40	
248.8	s 1.23	12.59	f 2.05	8.02	9.06	10.57	11.18	11.32	
254.5	1.14	12.54	1.57	7.57	9.02	10.52	11.12	11.27	
261.5	f 1.07	12.48	1.50	7.52	8.56	10.47	11.07	11.22	
270.6	f 12.59	12.40	1.41	7.45	8.50	10.40	11.00	11.15	
278.5	12.52	12.33	1.33	7.39	8.44	10.34	10.54	11.09	
284.1	12.45AM	12.25PM	1.25PM	7.33PM	8.39PM	10.28PM	10.48PM	11.03PM	

Thru Time to Omaha (6.00) (5.00) (5.35) (4.02) (3.51) (4.02) (4.02) (4.02) (4.02)
 Average speed per hour. 46.9 56.3 50.4 69.7 73.1 69.7 69.7 69.7 69.7

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 60 miles per hour passing mail crane at Cozad.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

FIRST SUBDIVISION EASTWARD

Time-Table No. 24

April 14, 1957

STATIONS

Mile Post	SECOND CLASS					
	74	234	72	76	240	238
	Time Freight	Local Freight	Time Freight	Local Freight	Local Freight	Local Freight
0.0	A 6.50AM	A 3.15PM	A 10.15PM			
2.8	6.35	2.55	10.00			
5.2	6.05	2.35	9.35			
14.1	5.55	2.15	9.25			
17.1	5.50	f 2.05	9.20			
21.7		s 1.55				
24.8		s 1.30				
28.0	5.35AM	s 1.00	9.05PM			
34.3		f 12.01PM				
38.3						
39.3		s 11.50AM				
40.0						
44.8						
46.3		f 10.50				
54.4		s 10.20				
61.4		s 9.50				
68.7		s 9.20				
76.9		f 8.20				
83.8						
84.5		s 8.00				
92.3		s 7.20				
96.5		f 6.50				
102.3		s 6.40				
107.9		f 6.00				
113.6		s 5.39				
124.3						
124.9		5.00AM		A 6.55AM		
135.1				s 6.40		
146.5						
146.9				6.20AM	A 1.30PM	
154.5					f 1.00	
162.3					s 12.30	
169.9					s 12.01PM	
176.0					s 11.30AM	
180.2					f 11.00	
189.1					10.30	
198.3					s 10.00	
204.6					s 9.30	
213.3					s 9.00	
224.4				A 10.30AM	8.30AM	
232.5					f 10.00	
238.2					s 9.30	
248.8					s 9.00	
254.5					8.30	
261.5					s 8.15	
270.6					s 7.45	
278.5					7.15	
284.1					7.00AM	

Thru Time to Omaha (1.15) (10.15) (1.10) (0.35) (3.30) (3.00)
 Average speed per hour. 22.4 12.2 24.0 37.7 17.2 14.1

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

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A) Page 24.						353	245	241	97	93	Distance from Council Bluffs
						Mixed	Local Freight	Local Freight	Local Freight	Mixed	
						Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
DF XWCZTYOP								7.00AM	6.35AM	5.00AM	284.1
								7.10	6.45	5.10	289.2
CS 84 P											290.5
WS 72 XP						s 7.25	s 7.01	s 5.20			296.9
CS 119 XWYP						f 7.35	A 7.10AM	A 5.25AM			300.7
40 X											301.8
CS 121 P						f 7.45					303.4
CS 82 P						f 7.55					307.9
CS 121 P						s 8.20					315.5
5 P						f 8.32					321.7
CS 83 P						f 8.45					327.7
WS122 WS120 ES128 XWOP						s 9.45					334.8
CS 125 P						s 10.10					343.9
10											349.1
CS 132 WP						s 10.35					353.9
CS 88 P						f 10.45					359.3
XWCZTYOP WS125 ES121						11.45					365.3
CS 90 P						f 11.55AM					370.6
CS 123 WP						s 12.25PM					380.3
WS 111 WS 74 XP XP						s 12.50					389.7
CS 125 P						f 1.02					396.3
XWCOYP						1.15					401.0
CS 94 YP						8.30AM	A 1.30PM				407.5
WS 121 XWP WS 70						f 8.45					415.5
8 PX						f 9.15					426.4
CS 125 P						s 9.35					430.8
27 PX											435.4
CS 133 XWP						s 10.15					439.9
12											444.5
CS 126 WP						s 10.45					451.1
CS 125 XWCYP						A 11.30AM					456.6
10											466.7
CS 94 XWYP						3.35PM					472.0
WS 62 XP						f 3.45					477.5
CS 98 WP						f 3.55					483.2
WS 62 XP						f 4.05					489.7
WS 117 WS 125						f 4.15					495.9
DF XWCZTYOP						A 4.30PM					501.2
											509.5

(0.55) 35.0 (3.00) 19.8 (6.30) 19.0 (0.35) 28.5 (0.25) 39.8

Time-Table No. 24
April 14, 1957

STATIONS

DN-R NORTH PLATTE YL NO
5.1 YL WN
DN WEST NORTH PLATTE
1.3 BIRDWOOD
6.4 D HERSEY OF
3.8 O'FALLONS
1.1 VARNER
1.6 D SUTHERLAND SU
4.5 DEXTER
7.6 D PAXTON PN
KORTY
6.0 ROSCOE
7.1 DN OGALLALA YL GT
9.1 D BRULE RU
5.2 MEGEATH
4.8 D BIG SPRINGS GS
5.4 BARTON
6.0 DN JULESBURG YL JB
5.3 WEIR
9.7 D CHAPPELL OQ
9.4 D LODGE POLE GP
6.6 D SUNOL UN
4.7 COLTON
6.5 DN-R SIDNEY YL OD
8.0 BROWNSON
10.9 DN POTTER PR
4.4 JACINTO
4.6 D DIX DX
4.5 OWASCO
4.8 DN KIMBALL KB
6.6 OLIVER
5.5 D BUSHNELL BN
10.1 DN PINE BLUFFS YL UF
5.3 TRACY
5.5 D EGBERT GX
5.7 D BURNS UX
6.5 HILLSDALE
6.2 DURHAM
5.3 ARCHER
8.3 DN-R CHEYENNE YL OY

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

Rules 251 to 254 Inclusive apply on Second Subdivision.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Distance from Council Bluffs	107	7	5	103	101	105	111	27
	Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	8.20PM	2.45PM	2.05PM	6.00AM	5.45AM	4.10AM	3.55AM	3.30AM
	8.27	2.52	2.12	6.08	5.53	4.17	4.03	3.37
	8.32	2.58	2.18	6.13	5.58	4.22	4.08	3.42
	8.35	3.01	2.21	6.16	6.01	4.25	4.11	3.45
	8.37	3.03	2.23	6.18	6.03	4.27	4.13	f 3.47
	8.40	3.07	2.27	6.21	6.06	4.30	4.18	f 3.51
	8.45	3.14	2.34	6.27	6.12	4.36	4.24	f 3.58
	8.49	3.20	2.40	6.32	6.17	4.41	4.30	f 4.04
	8.54	3.26	2.46	6.37	6.22	4.46	4.35	f 4.10
	9.00	f 3.34	2.53	6.43	6.28	4.52	4.41	s 4.20
	9.07	3.43	3.02	6.50	6.35	4.59	4.48	f 4.29
	9.14	3.52	3.10	6.58	6.43	5.07	4.55	f 4.38
	9.18	3.57	3.15	7.02	6.47	5.11	4.59	4.43
	9.22	f 4.04	3.21	7.07	6.52	5.16	Af 5.10AM	s 4.53
	9.26	4.10	3.27	7.11	6.56	5.20		4.59
	9.34	4.19	3.36	7.19	7.04	5.28		f 5.08
	9.41	4.28	3.45	7.26	7.11	5.35		f 5.17
	9.46	4.34	3.51	7.31	7.16	5.40		f 5.23
	9.50	4.38	3.55	7.35	7.20	5.44		5.27
	9.56	4.47	4.02	7.43	7.28	5.52		5.35
	9.57	4.57	4.12	7.44	7.29	5.53		5.45
	10.05	5.07	4.22	7.53	7.38	6.02		5.54
	10.14	5.18	4.33	8.03	7.48	6.11		f 6.04
	10.21	5.27	4.42	8.11	7.56	6.18		f 6.18
	10.29	f 5.39	4.51	8.19	8.04	6.26		s 6.35
	10.39	5.50	5.02	8.29	8.14	6.36		f 6.47
	10.48	6.01	5.12	8.39	8.24	6.46		f 6.58
	10.58	6.13	5.23	8.50	8.35	6.56		f 7.10
	11.03	6.20	5.29	8.56	8.41	7.02		f 7.17
	11.09	6.27	5.36	9.03	8.48	7.09		f 7.25
	11.16	6.34	5.42	9.10	8.55	7.16		7.33
	11.24	6.41	5.48	9.17	9.02	7.24		7.40
	A 11.35PM	A 7.00PM	A 6.05PM	A 9.30AM	A 9.15AM	A 7.35AM		A 8.00AM

(3.15) 69.4 (4.15) 53.0 (4.00) 55.4 (3.30) 64.4 (3.30) 64.4 (3.25) 66.0 (1.15) 65.4 (4.30) 50.0

Time-Table No. 24
April 14, 1957

STATIONS

DN-R NORTH PLATTE YL NO
5.1 YL WN
DN WEST NORTH PLATTE
1.3 BIRDWOOD
6.4 D HERSEY OF
3.8 O'FALLONS
1.1 VARNER
1.6 D SUTHERLAND SU
4.5 DEXTER
7.6 D PAXTON PN
KORTY
6.0 ROSCOE
7.1 DN OGALLALA YL GT
9.1 D BRULE RU
5.2 MEGEATH
4.8 D BIG SPRINGS GS
5.4 BARTON
6.0 DN JULESBURG YL JB
5.3 WEIR
9.7 D CHAPPELL OQ
9.4 D LODGE POLE GP
6.6 D SUNOL UN
4.7 COLTON
6.5 DN-R SIDNEY YL OD
8.0 BROWNSON
10.9 DN POTTER PR
4.4 JACINTO
4.6 D DIX DX
4.5 OWASCO
4.8 DN KIMBALL KB
6.6 OLIVER
5.5 D BUSHNELL BN
10.1 DN PINE BLUFFS YL UF
5.3 TRACY
5.5 D EGBERT GX
5.7 D BURNS UX
6.5 HILLSDALE
6.2 DURHAM
5.3 ARCHER
8.3 DN-R CHEYENNE YL OY

(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

Rules 251 to 254 Inclusive apply on Second Subdivision.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				THIRD SUBDIVISION		EASTWARD					
SECOND CLASS		FIRST CLASS		Time-Table No. 24		FIRST CLASS		SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	71		111		April 14, 1957		302		112		
	C. B. & Q. Freight		Streamliner Passenger		Mile Post		C. B. & Q. Passenger		Streamliner Passenger		
	Daily		Daily		STATIONS						
80	WCYP		f 5.10AM		0.0	DN JULESBURG YL JB	0.0		As 6.27PM		
75	ZP		5.18		7.1	D OVID VI	7.1		6.18		
73	WP		5.24		14.6	D SEDGWICK ZD	14.6		6.12		
20					19.0	DORSEY	19.0				
96	F		5.31		23.1	RED LION	23.1		6.05		
29	F				25.8	MARCOIT	25.8				
95	WP		5.36		30.1	D CROOK OK	30.1		6.00		
23					34.2	TOBIN	34.2				
72	F		5.43		38.8	PROCTOR	38.8		5.53		
13	F				41.1	POWELL	41.1				
20					42.2	GRIFF	42.2				
84	F		5.48		45.6	D LILLY F	45.6		5.48		
10					50.1	FORD	50.1				
77	F		5.54		58.5	HAYFORD	58.5		5.41		
	AIP				57.2	C. B. & Q. CROSSING	57.2				
108	IWCTZF	1.00PM	6.00 6.05	5.05AM	57.5	DN-E STERLING YL ST	57.5	A 2.20AM	5.37 5.35	A 11.59PM	
					61.7	HALL	61.7				
72	F	1.14	6.13	f 5.13	64.1	D ATWOOD OD	64.1	f 2.09	5.28	11.43	
23					66.8	BETLAND	66.8				
74	F	1.27	6.19	f 5.21	70.2	D MERINO MI	70.2	f 2.02	5.23	11.33	
10					72.1	BETA	72.1				
148	F	1.36	6.24	5.29	76.0	MESSEX	76.0		5.19	11.21	
41	F				78.4	BALZAO	78.4				
83	F	A 2.00PM	6.29	A 5.40AM	81.0	DN UNION UN	81.0	f 1.50AM	5.15	11.09PM	
24					82.8	COOPER	82.8				
94	WP		6.34		87.0	SNYDER	87.0		5.10		
88	F		6.40		93.8	DODD	93.8		5.05		
21					96.9	HURLEY	96.9				
100	WP		6.44		98.6	DN FT. MORGAN FX	98.6		5.01		
85	F		6.50		106.0	NARROWS	106.0		4.55		
78	F		6.52		109.0	D WELDONA DN	109.0		4.53		
22	F		6.57		114.2	GOODRICH	114.2		4.49		
78	F		7.00		117.7	ORCHARD	117.7		4.46		
14	F				121.4	SUBLETTE	121.4				
88	F		7.06		124.8	MASTERS	124.8		4.40		
80	F		7.11		180.2	CANTON	180.2		4.36		
121	WP		7.16		185.4	HARDIN	185.4		4.32		
16	F				189.1	KUNEE	189.1				
78	F		7.22		143.1	D KERSEY KR	143.1		4.26		
27					147.2	AUBURN	147.2				
88	WCTYP	A 7.30AM			151.1	DN-E LASALLE YL DY	151.1		4.20PM		
					(151.1)			Daily	Daily	Daily	
		(1.00) 23.5	(2.20) 64.8	(0.35) 40.3					(0.30) 47.0	(2.07) 71.4	(0.50) 28.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.— See Rule 72.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD					
SECOND CLASS		71		73		Time-Table No. 24		SECOND CLASS		74		72	
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	Freight		Freight		April 14, 1957		STATIONS		Freight		Freight		
	Daily		Daily		Distance from Valley		Mile Post						
	WCYP		10.25PM	1.30PM	0.0	DN-R VALLEY YL V	0.0	A 5.20AM	A 8.50PM				
	AI				5.8	O. B. & Q. CROSSING	5.8						
28	P		10.40	1.45	6.3	YUTAN YN	6.3	5.10	8.40				
106	YP		10.50	1.55	11.6	D MEAD AD	11.6	5.00	8.30				
64	P		11.10	2.07	18.9	D WAHOO W	18.9	4.45	8.15				
					19.6	O. & N. W. and C. B. & Q. CROSSINGS	19.6						
78	P		11.25	2.22	26.3	D WESTON WN	26.3	4.35	8.05				
20	P		11.35PM	2.34	33.2	TOUHY	33.2	4.23	7.53				
96	WCYP		12.01AM	2.44	37.3	DN VALPARAISO YL VO	37.3	4.15	7.45				
25					41.8	AGNEW	41.8						
88	P		12.18	2.58	46.5	D RAYMOND RM	46.5	3.59	7.28				
101	P		12.30	3.08	52.7	GARRATT	52.7	3.48	7.18				
4					55.3	WEST LINCOLN	55.3						
	I				56.5	O. B. & Q. CROSSING	56.5						
24	WTZF		12.55	3.18	57.1	DN LINCOLN YL SN	57.1	3.40	7.10				
	I				57.4	O. B. & Q. CROSSING	57.4						
	I				59.0	O. B. & Q. CROSSING	59.0						
180	P		1.18	3.31	65.4	JAMAICA	65.4	3.20	6.50				
					68.2	HANLON	68.2						
81	P		1.33	3.46	74.7	PRINCETON	74.7	3.05	6.35				
78	P		1.43	3.53	79.5	D OORTLAND RD	79.5	2.55	6.25				
84	P		1.58	4.08	88.9	D PICKRELL IK	88.9	2.43	6.13				
	CWTZF	A 2.15AM	A 4.25PM		96.8	DN-R BEATRICE YL BX	96.8	2.30AM	6.00PM				
					(96.8)			Daily	Daily				
		(3.50) 25.2	(2.55) 33.2						(2.50) 34.2	(2.50) 34.2			

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

At Linco'n, trains using C. B. & Q. passenger station are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.

WESTWARD				OLD MAIN LINE				EASTWARD					
SECOND CLASS		71		73		Time-Table No. 24		SECOND CLASS		74		72	
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	Freight		Freight		April 14, 1957		STATIONS		Freight		Freight		
	Daily		Daily		Distance from Council Bluffs		Mile Post						
	XIP				5.2	DN SUMMIT YL SU	5.2						
	XWP				6.4	SOUTH OMAHA YL	6.4						
	XIP				11.9	GILMORE YL	11.9						
72	P				16.8	D PAPILLION PO	16.8						
	AIP				19.2	MO. PAC. CROSSING	19.2						
	P				22.5	D MILLARD MD	22.5						
	XP				26.1	LANE	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.

WESTWARD				STROMSBURG BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 24 April 14, 1957				SECOND CLASS					
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.				75	Distance from Valparaiso	STATIONS			Mile Post	76			
				Local Freight					Local Freight				
			Tuesday Thursday Saturday										
WCYP			5.00AM	0.0	DN-B	VALPARAISO	YL VO	0.0	A 11.35AM				
16			f 5.20	7.4		7.4	LOMA	7.4	f 11.02				
23			s 5.40	18.5	D	BRAINARD	BD	18.5	s 10.50				
				15.0		O. & N. W. CROSSING		15.0					
32	W		s 6.10	23.2	D	DAVID CITY	DV	23.2	s 10.25				
				23.5		O. B. & Q. CROSSING		23.5					
31			s 6.45	33.8	D	RISING CITY	RN	33.8	s 9.40				
38			s 7.05	40.1	D	SHELBY	SH	40.1	s 9.20				
7			s 7.34	47.5	D	OSOEOLA	OZ	47.5	s 8.55				
9	W		s 8.25	52.9	D	STROMSBURG	S	52.9	s 8.25				
				56.8		DURANT		56.8					
35			s 8.40	63.0	D	POLK	PK	63.0	s 7.50				
21			s 8.55	68.8	D	HORDVILLE	HV	68.8	s 7.30				
22			s 9.10	73.8		HEBER		73.8	f 7.10				
				75.3		O. B. & Q. CROSSING		75.3					
WYP			A 9.20AM	75.9	DN-B	CENTRAL CITY	YL OI	75.9	7.05AM				
						(75.9)			Monday Wednesday Friday				
			(4.20) 17.5			.....Thru Time.....		(4.30) 16.8				
						.....Average speed per hour.....						

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 24 April 14, 1957				SECOND CLASS					
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.				79	Distance from Genoa	STATIONS			Mile Post	80			
				Mixed					Mixed				
			Daily Except Sunday										
40	WY		12.32PM	0.0	D-B	GENOA	YL G	0.0	A 4.45PM				
12				5.3		KENT		5.3					
20				9.3		MEROHISTON		9.3					
28			s 1.08	13.7	D	FULLERTON	FU	13.7	s 4.17				
31			s 1.33	23.1		BELGRADE		23.1	s 3.53				
26	W		s 1.52	30.8	D	CEDAR RAPIDS	OD	30.8	s 3.35				
36			s 2.13	36.6	D	PRIMROSE	P	36.6	f 3.19				
38	WY		A 2.40PM	44.3	D-B	SPALDING	YL SG	44.3	3.00PM				
						(44.3)			Daily Except Sunday				
			(2.08) 20.8			.....Thru Time.....		(1.45) 25.3				
						.....Average speed per hour.....						

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

WESTWARD				NORFOLK BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 24 April 14, 1957				SECOND CLASS						
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.				79	81	321	Distance from Columbus	STATIONS			Mile Post	82	80	312
				Mixed	Mixed	Mixed					Mixed	Mixed	Mixed	
			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday									
WCTYPZ			11.40AM	7.20AM	1.40AM	0.0	DN-B	COLUMBUS	YL O	0.0	A 1.25PM	A 5.35PM	A 11.00PM	
20			11.50AM	7.30	1.50	4.2		SHELDONVILLE		4.2	1.10	5.23	f 10.47	
8	YP		A 12.02PM	A 7.45AM	f 2.00	9.4	R	OCONEE	YL	9.4	1.02PM	5.10PM	f 10.35	
29					f 2.30	14.7	D	PLATTE CENTER	PO	14.7			s 10.20	
36						20.3		TARNOV		20.3				
						25.1		O. & N. W. CROSSING		25.1				
56	W				s 3.17	25.7	D	HUMPHREY	HX	25.7			s 9.40	
15					f 3.23	29.1		PEOK		29.1			f 9.16	
33	W				s 3.55	35.4	D	MADISON	MA	35.4			s 9.02	
31						40.9		ENOLA		40.9				
						48.7		O. & N. W. CROSSING		48.7				
						50.2		O. & N. W. CROSSING		50.2				
WOZTYP					A 5.00AM	50.4	D-R	NORFOLK	YL KN	50.4			8.00PM	
								(50.4)					Daily Except Sunday	
			(0.22) 25.6	(0.25) 22.6	(3.20) 15.1			.....Thru Time.....		(0.23) 24.5	(0.25) 22.6	(3.00) 16.8	
								.....Average speed per hour.....					

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule 72. Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 24 April 14, 1957				SECOND CLASS					
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.				79	81	Distance from Oconee	STATIONS			Mile Post	82	80	
				Mixed	Mixed					Mixed	Mixed		
			Daily Except Sunday	Daily Except Sunday									
20	YP		12.02PM	7.45AM	0.0	R	OCONEE	YL	0.0	A 1.02PM	A 5.10PM		
5					2.0		MILL SPUR		2.0				
			s 12.13	s 8.00	4.8	D	MONROE	MN	4.8	s 12.50	s 5.00		
40	WYP		A 12.29PM	s 8.30	11.3	D-R	GENOA	YL G	11.3	s 12.29PM	4.45PM		
56				s 9.15	22.3	D	ST. EDWARD	ST	22.3	s 11.55			
28	WYP			A 10.05AM	33.7	D-R	ALBION	YL A	33.7	11.30AM			
								(33.7)		Daily Except Sunday	Daily Except Sunday		
			(0.27) 25.1	(2.20) 14.4				.....Thru Time.....		(1.32) 22.0	(0.25) 27.1	
								.....Average speed per hour.....				

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

WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD			
SECOND CLASS				Distance from Grand Island	Time-Table No. 24 April 14, 1957	Mile Post	SECOND CLASS				
		283 Mixed Mon., Wed., Fri.	83 Mixed Tues., Thurs., Sat.				84 Mixed	284 Mixed			
STATIONS											
WTYPOCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	6.0	A 5.15PM	A 5.15PM		
	I			0.4		O. B. & Q. CROSSING	0.4				
11				2.5		OAREY	2.5				
19		s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s 4.42	s 4.42		
39	WYP	s 11.15	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	s 4.20PM		
19		s 11.40AM		30.2	D	DANNEBROG DB	30.2	s 3.50			
11	W	s 12.05PM		40.5	D	BOELUS HW	40.5	s 3.20			
31		f 12.25		47.7		ROOKVILLE	47.7	f 2.55			
33	W	A 1.00PM		60.9	D-R	LOUP CITY YL OP	60.9		2.30PM		
27			s 10.20	30.7	D	ELBA EB	30.7	s 3.48			
25			s 10.35	36.8		COTESFIELD	36.8	s 3.41			
			10.50	44.5		SCOTIA JUNCTION	44.5	3.23			
20			s 11.00	45.7	D	SCOTIA SK	45.7	s 3.14			
			11.15	44.5		SCOTIA JUNCTION	44.5	3.07			
31	W		s 11.35AM	48.8	D	NORTH LOUP NU	48.8	s 2.57			
8				58.5		SAUNDERS	58.5				
				60.7		O. B. & Q. CROSSING	60.7				
34	WY		A 12.10PM	61.0	D-R	ORD YL RD	61.0	2.30PM			
						(61.0)					
		(8.00) 20.3	(3.10) 19.3			.....Thru Time..... .....Average speed per hour.....		(2.45) 22.2	(2.45) 22.1		

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

WESTWARD				HASTINGS BRANCH				EASTWARD			
SECOND CLASS				Distance from Hastings	Time-Table No. 24 April 14, 1957	Mile Post	SECOND CLASS				
STATIONS											
WYPCZ				0.0	DN-R	HASTINGS YL AN	0.0				
130	P			12.7		HAYLAND	12.7				
35	P			20.2		DENMAN	20.2				
130	WYP			28.1	DN-R	GIBBON GB	28.1				
						(28.1)					

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

WESTWARD				KEARNEY BRANCH				EASTWARD			
SECOND CLASS				Distance from Kearney	Time-Table No. 24 April 14, 1957	Mile Post	SECOND CLASS				
		95 Mixed Tuesday, Thursday Saturday					96 Mixed	196 Mixed			
STATIONS											
WYCY			9.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 9.20PM	A 11.50AM		
13			f 9.12	5.5		GLENWOOD PARK	5.5	f 8.32	f 11.10		
19	P		s 9.19	10.1		RIVERDALE	10.1	s 8.22	s 10.50		
27	P		s 9.30	16.8	D	AMHERST HR	16.8	s 8.00	s 10.35		
13			f 9.52	22.7		WATERTOWN	22.7	f 7.41	f 10.25		
12	WP		s 10.06	26.8		MILLER	26.8	s 7.33	s 10.15		
38	P		s 10.20	32.5	D	SUMNER SU	32.5	s 7.15	s 10.00		
28	P		s 10.40	40.4	D	EDDYVILLE VD	40.4	s 6.59	s 9.45		
40			s 11.13	52.1	D	OCOONTO BS	52.1	s 6.28	s 9.30		
37	WYP		s 12.30PM	65.5	D	CALLAWAY CA	65.5	s 5.45	s 9.00		
9			f 12.55	75.8		FINCHVILLE	75.8	f 5.00	f 8.30		
28	WP		s 1.30	83.1	D	ARNOLD AD	83.1	s 4.45	s 8.15		
10			f 2.10	94.6		HOAGLAND	94.6	f 4.18	f 7.48		
15	P		f 2.30	99.2		GANDY	99.2	f 4.08	f 7.38		
22	FWYC		A 2.55PM	102.4	D-R	STAPLETON YL SN	102.4	4.00PM	7.30AM		
						(102.4)		Wednesday Friday	Sunday		
			(5.55) 17.3			.....Thru Time..... .....Average speed per hour.....		(5.20) 19.2	(4.20) 23.6		

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distances from O'Fallons.	Time-Table No. 24 April 14, 1957	Mile Post	SECOND CLASS			Mile Post	
	97 Local Freight Daily	93 Mixed Daily	STATIONS				98 Local Freight	94 Mixed	STATIONS		
											97	93	98	94
		7.15AM	5.30AM	0.0	R	O'FALLONS YL	0.0	A 4.20PM	A 6.25PM		
15		f 7.20	f 5.35	2.8		OOKER	2.8	f 3.58	f 6.13		
41	P	f 7.41	s 5.48	12.8	D	SARBEN AK	12.8	f 3.30	s 5.58		
40		f 7.58	f 5.57	19.6		NEVENS	19.6	f 3.15	f 5.48		
13				24.8		BROGANVILLE	24.8				
42	WP	f 8.20	s 6.11	28.4		KEYSTONE	28.4	f 2.55	s 5.36		
11				30.7		KINGSLEY	30.7				
42	P	f 8.35	f 6.21	34.9	D	MARTIN SA	34.9	f 2.30	f 5.24		
43	P	f 8.50	s 6.31	41.2		LEMOYNE	41.2	f 2.15	s 5.14		
25		f 9.05	f 6.40	46.8		BELMAR	46.8	f 2.05	f 5.03		
44		f 9.14	f 6.48	51.7		RUTHTON	51.7	f 1.55	f 4.55		
41	WCYP	s 9.45	s 7.02	59.3	D	LEWELLEN YL W	59.3	s 1.40	s 4.44		
41	P	s 10.35	s 7.21	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21		
40	WP	s 11.20	s 7.43	86.4	D	LISCO OO	86.4	f 12.25PM	s 3.53		
37		f 11.35	f 7.56	95.4		FINLEY	95.4	f 11.55AM	f 3.39		
46		s 11.45AM ⁹⁸	s 8.07	100.4	D	BROADWATER BR	100.4	f 11.45 ⁹⁷	s 3.30		
19		f 12.03PM	f 8.20	109.6		TOWERS	109.6	f 11.20	f 3.12		
105	WPY	s 12.35	s 8.30	114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05		
	AI	12.40	8.33	115.5		C. B. & Q. CROSSING	115.5	10.50	2.57		
11		f 12.55	f 8.40	121.8		MOHLER	121.8	f 10.40	f 2.46		
33	P	f 1.01	s 8.50	126.7	D	SOUTH BAYARD OR	126.7	f 10.32	s 2.39		
51		f 1.10	s 8.59	132.1		McGREW	132.1	f 10.23	s 2.29		
30	P	f 1.20	s 9.09	137.9	D	MELBETA MB	137.9	f 10.13	s 2.19		
70	DOWCZPT	A 1.35PM	A 9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM		
						(145.9)		Daily	Daily		
		(6.20) 34.3	(4.00) 36.5			.....Thru Time.....		(6.19) 23.1	(4.25) 33.0	
						.....Average speed per hour.....				

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Gering	Time-Table No. 24 April 14, 1957		Mile Post	STATIONS	Mile Post	STATIONS	Mile Post	STATIONS		
		97	93							97	93
		97	93							97	93
	0.0	DN-R	GERING YL G	0.0							
DOWCZPT											
17	5.4		MATHERS YL	5.4							
37	6.0		MOON YL	6.0							
	7.0		ROUBADEAU YL	7.0							
18	8.4		HILLIKER YL	8.4							
18	9.8		RIFORD YL	9.8							
			(9.8)								

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule 72.

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from O'Fallons	SECOND CLASS			Mile Post	Time-Table No. 24 April 14, 1957	Mile Post	SECOND CLASS			Mile Post
		353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily				354 Mixed	60 Local Freight	94 Mixed	
72	DOOZWYPT		9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9	A 10.40AM	A 1.50PM	
14		f 9.46	f 6.10	150.5			OOSTIN	150.5	f 10.28	f 1.34	
30		s 9.49	f 6.15	152.3	D	HAIG HA	152.3	f 10.25	s 1.30		
24		s 9.55	f 6.25	155.8	D	SOUTH MITCHELL MI	155.8	f 10.20	s 1.21		
33		f 9.58	f 6.30	157.1			PELTON	157.1	f 10.15	f 1.14	
70	P	s 10.06 ⁶⁰	f 6.45	162.1	D	SOUTH MORRILL MO	162.1	f 10.06 ⁹³	s 1.06		
18		f 10.09	f 6.50	164.2			JOYCE	164.2	f 9.52	f 1.01	
51	WYP	s 10.15	s 9.45 ⁶⁰	167.9	DN	LYMAN YL MU	167.9	s 9.45 ⁵⁹	s 12.56		
21		f 10.19	f 9.50	170.1			CANAL	170.1	f 9.20	f 12.49	
51	P	s 10.25	f 10.07	173.7	D	HUNTLEY HU	173.7	f 9.13	s 12.41		
35		f 10.30	f 10.17	177.0			HOLLY	177.0	f 9.06	f 12.33	
51	WCYP	12.45PM	10.40 ⁵⁹ 10.45 ⁵⁹	181.6	D-R	YODER YL DE	181.6	A 11.45AM	9.00 8.46	12.25 12.15 ⁵⁹	
51	P	s 10.55	s 12.35	188.1	D	VETERAN VN	69.2	s 8.33	s 12.03PM		
8		f 11.00	f 12.40	191.5			HELDT	73.6	f 8.26	f 11.57AM	
16		f 11.07	f 12.50	196.1			COTTIER	77.2	f 8.19	f 11.50	
51	OWYP	A 11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON YL RI	81.7	8.10AM	11.45AM		
14		f 12.55		185.3			GOODLAND	59.0	f 11.32		
26		f 1.01		197.6			FONDA	56.7	f 11.27		
51	W	s 1.10		192.4	D	HAWK SPRINGS HK	51.9	s 11.15			
31		f 1.18		194.7			DUBOO	49.6	f 11.01		
19		f 1.30		200.8			WYROSS	43.5	f 10.50		
51	WY	s 1.45		203.8	D	LA GRANGE GA	40.5	s 10.45			
19		f 1.57		210.7			TREMAIN	33.6	f 10.20		
51	WC	s 2.35		222.5	D	ALBIN AB	21.8	s 9.55			
51		f 2.55		229.7			LINDBERGH	14.6	f 9.35		
	WPY	A 3.25PM		244.8	DN-R	EGBERT YL GX	0.0	9.10AM			
						(98.4)		Daily	Daily	Daily	
		(2.40) 23.5	(1.35) 34.5	(7.00) 7.3		.....Thru Time.....		(2.35) 24.3	(2.30) 21.9	(2.05) 26.3
						.....Average speed per hour.....				

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Lyman	Time-Table No. 24 April 14, 1957		Mile Post	STATIONS	Mile Post	STATIONS	Mile Post	STATIONS		
		353	93							353	93
		353	93							353	93
	0.0	DN	LYMAN MU YL	0.0							
18	2.8		SEARS YL	2.8							
6	3.3		SIDING NO. 1 YL	3.3							
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, and Nos. 60 and 94 are superior to No. 59.—See Rule 72.

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

Designation "Str." —Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
 When diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.
 When a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	When more than 50% of the tonnage is gravel.			40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	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
Inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			30 25
When caboose is handled in train consisting of passenger train equipment		60		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling scale test cars.			30
When yard limits not protected by continuous block signal system.	50	40	25	Train handling U. P. ore cars series 8000 8499, loaded or empty. Trains handling air-dump cars.			45 35
Passing fueling stations.	50	40	25	When using No. 14 turn-outs.	25	20	20
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	When using other cross-overs or turn-outs: 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			5 15 10
1500] class diesel road freight locomotives.		55	55	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	20
Other than 1500 class diesel road freight locomotives.		60	55	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
3800 and 3900 class engines.		60	50	On wye tracks.	15	15	15
5000 class engines.		50	50	Jordan spreaders and other machines of spreader type, when in operation.			15
4000 class engines.		45	45	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 type yard engines.		20	20				
Steam engines running backward.		20	20				
Light engines.			45				

OLD MAIN LINE

Between Gilmore and Lane.

50 35

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Diesel locomotives in road service.			55	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
Waterloo, seed house spur.			5	Grand Island, 1900 class and heavier engines on east and west legs of wye.			5
Fremont, within city limits.		20	15	Grand Island, 2200 class engines on scale track and east yard run-around track.			5
Fremont, on F. S. Y. & L. Co. tracks			15	Buda, all airfield trackage.			10
Ames, freight train moving over C.&N.W. crossing.			50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.			10
Central City, within city limits.	60	60	55	Lexington, 2200 class engines on third and fourth tracks north, east of depot.			5
Central City, 2200 class engines on east leg of wye.			5	Cosad, on Armour & Co. spur tracks.			5
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	Gothenburg wye.			5
Grand Island, freight trains entering and moving through yard tracks.			5				
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Summit				North Platte			
5.2 and 5.6	25	25	25	281.9 and 281.1	80	70	50
Weco				Brady			
14.2 and 14.7	80	70	50	258.5 and 258.1	70	60	50
15.9 and 16.2	80	70	50	Kearney			
Lane				189.2 and 189.0	40	40	25
18.1 and 18.4	70	60	50	Waterloo			
19.4 and 19.8	70	60	50	23.2 and 22.8	70	60	50
Elkhorn				22.6 and 22.2	60	50	40
21.9 and 22.1	70	60	50	22.1 and 21.9	70	60	50
22.2 and 22.6	60	50	40	Elkhorn			
22.8 and 23.2	70	60	50	19.8 and 19.4	70	60	50
Vroman				18.4 and 18.1	70	60	50
258.1 and 258.5	70	60	50	Lane			
Beck				16.2 and 15.9	80	70	50
281.1 and 281.9	80	70	50	14.7 and 14.2	80	70	50
North Platte				Seymour			
				5.6 and 5.2	25	25	25
				Summit			

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Diesel locomotives in road service.			55	Hillsdale, 5000 class and heavier engines on industry track.			5
Big Springs, over highway crossing when using siding.	5	5	5				
Brownson, on government tracks.			10	Cheyenne passenger sheds.	10	10	5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Korty 323.5 and 324.4	70	60	50	Between Mile Posts— Cheyenne 509.1 and 508.7	40	40	25
Brownson 422.6 and 423.5	60	60	50	506.3 and 505.8	80	70	50
Bushnell 456.9 and 457.2	80	70	50	503.0 and 502.2	60	50	40
462.8 and 462.9	80	70	50	Archer 498.2 and 497.7	70	60	50
Burns 486.2 and 486.5	70	60	50	Durham 494.0 and 493.8	70	60	50
Hillsdale 493.8 and 494.0	70	60	50	Hillsdale 486.5 and 486.2	70	60	50
Durham 497.7 and 498.2	70	60	50	Pine Bluffs 462.9 and 462.8	80	70	50
Archer 502.2 and 503.0	60	50	40	457.2 and 456.9	80	70	50
505.8 and 506.3	80	70	50	Potter 423.5 and 422.6	60	60	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
Diesel locomotives in road service.			55	Between M. P. 150.7 and 150.9	30	30	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
Freight engines not otherwise shown.		50		Sterling, 3900 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C.B.&Q. wrecking derrick.			20

BRANCHES

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Beatrice Branch Maximum speed.	50	45		Mead Between U. P. yard and Nebr. Ordinance classification yard.			15
5000 class and MacArthur type engines on curves.	35	35		Wahoo, city track.			6
Between Mile Posts— Valley 0.1 and 0.3	15	15		19.1 and 19.5	35	35	
3.8 and 4.0	35	35		19.1 and 19.5, with 5000 class and MacArthur type engines.	25	25	
3.8 and 4.0, with 5000 class and MacArthur type engines.	25	25		Weston 30.2 and 30.5	35	35	
Yutan 6.4 and 7.7	35	35		30.2 and 30.5, with 5000 class and MacArthur type engines.	25	25	
6.4 and 7.7, with 5000 class and MacArthur type engines.	25	25		31.6 and 31.9	35	35	
				31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Touhy 36.0 and 37.4	25	25	Ord—Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
Garratt 56.3 and 57.5	15	15	Carey, all airfield trackage.		10
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Libory and Ord.		30
Pickrell 96.5 and 97.3	15	15	Between St. Paul and Loup City.		30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Hastings Branch Maximum speed. Diesel locomotives in road service.	70	50 55
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Over Bridge 21.35.	30	30
Between Brainard and Hordville.	40	30	Gibbon, west of east wye switch.		15
Between Hordville and Central City.	35	25	Kearney Branch Between Kearney and Callaway: Steam trains. Diesel locomotives in road service.	25 25	25 25
Trains handling outfit cars.		20	Between Callaway and Stapleton: Steam trains. Diesel locomotives in road service.	30 30	30 30
2800 class engines.	30	30	Trains handling outfit cars.		20
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	North Platte Branch Maximum speed.	45	45
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	5000 class engines.	35	35
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Over Bridge 18.30.		35
Between Oconee and M.P. 16.		25	Oshkosh, over First Street Crossing.		15
Between M.P. 16 and Norfolk.		30	North Platte Cut-off Maximum speed.	45	45
Trains handling outfit cars.		20	5000 class engines.	35	35
Columbus, over wye switches.		15	On curves between Yoder and So. Torrington.		35
On curve at M.P. 1.75.		25	On curves between M.P. 25.42 and M.P. 31.25.		30
Albion Branch Maximum speed:		30	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars.		20	Lyman Branch.		20
Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30	Gering Branch.		20
Between M.P. 11 and Spalding.		25	Sears Branch.		20
Trains handling outfit cars.		20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	27—XP	Both
Paddock.....	128.5	20	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	274.6	7—X	Both
Kearney Air Base.....	185.9	WS 40—XP	Both	Beck.....	280.5	10	West
Alalfa Center.....	194.1	44—XP	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 signals
- CS—center siding
- ES—eastward siding
- WS—westward siding

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs.....	Passenger Depot	Waiting Room	North Platte.....	Freight Conductor's Register Room,	Yard Office
Council Bluffs.....	Yard Office		North Platte.....	Engine Dispatcher's Office	
Council Bluffs.....	Roundhouse		North Platte.....	Enginemen's Washroom, Passenger Station	
Council Bluffs.....	Yardmen's Locker Room		North Platte.....	Hump Yard Locker Room	
Council Bluffs.....	West Yard Office		North Platte.....	Yardmen's Locker Room	
Omaha.....	Dispatcher's Office		North Platte.....	East End Yardmen's Room	
Omaha.....	Union Station	Telegraph Office	Julesburg.....	Telegraph Office	
Omaha.....	Tower "B"		Sidney.....	Telegraph Office	
Omaha.....	Enginemen's Washroom, 15th Street		Sidney.....	Engineer's Locker Room	
Omaha.....	Yardmen's Washroom, 15th Street		Cheyenne.....	Dispatcher's Office	
Omaha.....	Yardmen's Washroom, Davenport Street		Cheyenne.....	Telegraph Office	
Omaha.....	Enginemen's Washroom, Davenport Street		Cheyenne.....	Conductor's Room	Passenger Station
South Omaha.....	Yard Office		Cheyenne.....	Yard Office	
Valley.....	Telegraph Office		Cheyenne.....	Engine Dispatcher's Office	
Columbus.....	Telegraph Office		Valparaiso.....	Telegraph Office	
Columbus.....	Enginemen's Washroom		Sterling.....	Telegraph Office	
Central City.....	Telegraph Office		La Salle.....	Telegraph Office	
Grand Island.....	Dispatcher's Office		Lincoln.....	Telegraph Office	
Grand Island.....	Telegraph Office		Beatrice.....	Telegraph Office	
Grand Island.....	Yard Office		Beatrice.....	Roundhouse	
Grand Island.....	Enginemen's Washroom, Passenger Station		Norfolk.....	Telegraph Office	
Grand Island.....	Roundhouse		Hastings.....	Yard Office	
Kearney.....	Telegraph Office		Stapleton.....	Telegraph Office	
Kearney.....	Roundhouse		Gering.....	Dispatcher's Office	
Lexington.....	Telegraph Office		Gering.....	Telegraph Office	
North Platte.....	Dispatcher's Office		Gering.....	Roundhouse	
North Platte.....	Telegraph Office		South Torrington.....	Telegraph Office	

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott . . .	District Surgeon . .	Omaha, Nebr.	M. B. Wilcox	Oculist and Aurist.	Kearney, Nebr.
W. A. Buntten . . .	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. M. Fitch	Surgeon	Albion, Nebr.	E. R. Pearson	Surgeon	Lupton, Colo.
W. T. Wildhaber . . .	Surgeon	Beatrice, Nebr.	W. L. Wilkinson . . .	Surgeon	La Salle, Colo.
R. W. Taylor	Oculist and Aurist.	Beatrice, Nebr.	F. L. Garner	Surgeon	Madison, Nebr.
J. W. Wells	Surgeon	Brighton, Colo.	C. R. Watson	Surgeon	Mitchell, Nebr.
M. L. Chaloupka . . .	Surgeon	Callaway, Nebr.	G. B. Salter	Surgeon	Norfolk, Nebr.
A. D. Brown	Surgeon	Central City, Nebr.	O. C. Kreymborg . . .	Surgeon	North Platte, Nebr.
E. T. Zikmund	Surgeon	Central City, Nebr.	Wm. B. Niehus	Surgeon	North Platte, Nebr.
R. R. Douglas	Surgeon	Clarks, Nebr.	A. J. Callaghan	Surgeon	North Platte, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	H. H. Walker	Oculist and Aurist.	North Platte, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	G. F. Waltemath	Surgeon	North Platte, Nebr.
L. G. Howard	Oculist and Aurist.	Council Bluffs, Ia.	R. T. Takenaga	Surgeon	North Platte, Nebr.
A. L. Nielson	Surgeon	Council Bluffs, Ia.	H. A. Blackstone	Surgeon	Northport, Nebr.
A. M. Pedersen	Surgeon	Council Bluffs, Ia.	Wm. J. Russum	Surgeon	Omaha, Nebr.
G. M. McArdle	Surgeon	Council Bluffs, Ia.	C. F. Bantin	Surgeon	Omaha, Nebr.
P. D. Pedersen	Surgeon	Council Bluffs, Ia.	M. W. Barry	Surgeon	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. B. Dolezal	Oculist	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	L. F. Tribulato	Shop Surgeon	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	J. K. Muldoon	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist.	Cheyenne, Wyo.	R. T. Mauer	Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	R. A. Moser	Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	F. C. Nelson	Surgeon	Omaha, Nebr.
C. E. Hranack	Surgeon	Cozad, Nebr.	O. C. Nickum	Shop Surgeon	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	R. H. Rasgorshek	Oculist and Aurist.	Omaha, Nebr.
J. B. Kile	Surgeon	Eddyville, Nebr.	J. L. McFee	Surgeon	Ogallala, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	C. J. Miller	Surgeon	Ord, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	Don E. Baca	Surgeon	Papillion, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	M. O. Arnold	Surgeon	St. Paul, Nebr.
L. E. Imes	Surgeon	Grand Island, Nebr.	F. G. Kolouch	Surgeon	Schuyler, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
C. H. Maggiore	Surgeon	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
J. A. Proffitt	Oculist and Aurist.	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	F. E. Palmer	Oculist and Aurist.	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
J. J. Hanigan	Surgeon	Hallam, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
O. A. Kostal	Surgeon	Hastings, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
C. L. Kleager	Surgeon	Hastings, Nebr.	Leo Keenan	Surgeon	Torrington, Wyo.
H. P. Linton	Surgeon	Julesburg, Colo.	C. L. Marsh	Surgeon	Valley Nebr.
B. R. Bancroft	Surgeon	Kearney, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
S. O. Staley	Surgeon	Kearney, Nebr.	C. E. Wiltse	Surgeon	Wood River, Nebr.
F. L. Richards	Oculist and Aurist.	Kearney, Nebr.			