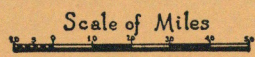




EASTERN DISTRICT
 NEBRASKA DIVISION
 CORRECTED TO AUG. 1, 1949



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE

No. 27

**Effective Sunday,
 September 21, 1958**

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

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight, Local Freight, and Distance from Council Bluffs.

Time-Table No. 27
September 21, 1958

STATIONS

Main schedule table for Westward First Subdivision, Second Class, listing train numbers, times, and stations.

Block Signals and Automatic Cab Signals table listing station names and distances.

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.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Mail and Express, Passenger, Streamliner Passenger, and Distance from Council Bluffs.

Time-Table No. 27
September 21, 1958

STATIONS

Main schedule table for Westward First Subdivision, First Class, listing train numbers, times, and stations.

Block Signals and Automatic Cab Signals table listing station names and distances.

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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 27
September 21, 1958

FIRST CLASS

Mile Post	FIRST CLASS						
	28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger
0.0		A 6.10PM					
2.8	A 6.30AM	5.25	A 7.00PM	A 12.30AM	A 2.30AM	A 2.50AM	A 3.00AM
5.2	6.20	5.15	6.50	12.24	2.20	2.40	2.53
14.1	6.11	5.08	6.40	12.17	2.13	2.33	2.46
17.1	6.07	5.04	6.36	12.14	2.10	2.30	2.43
21.7	f 6.03	4.59	6.32	12.10	2.06	2.26	2.40
24.5	f 6.00	4.56	6.29	12.07	2.03	2.23	2.37
28.0	s 5.57	4.52	6.25	12.04AM	2.00	2.20	2.34
34.3	5.49	4.46	6.18	11.59PM	1.55	2.15	2.29
38.2							
39.3	s 5.40	s 4.40	s 6.10	11.55	1.51	2.11	2.25
40.0							
44.8							
46.3	f 5.25	4.25	5.55	11.46	1.43	2.03	2.17
54.4	f 5.17	4.18	5.47	11.40	1.37	1.57	2.11
61.4	f 5.09	4.12	5.39	11.35	1.32	1.52	2.06
68.7	s 5.02	4.06	f 5.32	11.30	1.26	1.46	2.00
76.9	f 4.53	3.58	5.24	11.24	1.20	1.40	1.54
83.8							
84.5	s 4.45	s 3.51	s 5.16	s 11.17	1.13	1.33	1.47
92.2	f 4.29	3.40	5.04	11.07	1.03	1.23	1.37
96.5	4.24	3.35	4.59	11.04	1.00	1.20	
102.3	f 4.19	3.30	4.54	11.00	12.56	1.16	1.30
107.9	4.14	3.25	4.49	10.56	12.52	1.12	
118.6	f 4.09	3.20	4.44	10.52	12.48	1.08	1.22
124.3							
124.9	s 3.59	3.10	f 4.34	10.44	12.39	12.59	1.14
135.1	3.47	3.01	4.22	10.36	12.30	12.50	1.05
140.0							
146.9	3.35	2.50	4.10	10.26	12.20	12.40	12.55
154.5	3.20	2.40	4.00	10.25	12.19	12.39	12.54
162.3	f 2.54	2.20	3.40	10.10	12.04AM	12.24	12.39
169.9	f 2.45	2.14	3.32	10.05	11.58PM	12.18	12.33
176.0	f 2.38	2.09	3.25	10.01	11.53	12.13	12.28
180.2	2.34	2.05	3.20	9.58	11.50	12.10	12.25
189.1	s 2.25	s 1.55	s 3.10	s 9.50	11.42	12.02AM	12.17
198.3	f 2.09	1.42	2.59	9.42	11.34	11.54PM	12.10
204.6	f 2.02	1.37	2.53	9.38	11.30	11.50	12.06AM
213.3	f 1.52	1.30	2.45	9.32	11.24	11.44	11.59PM
224.4	s 1.40	1.20	s 2.33	9.24	11.16	11.36	11.51
222.5	1.29	1.13	2.23	9.18	11.10	11.30	11.45
228.2	s 1.23	1.08	f 2.18	9.14	11.05	11.25	11.40
248.8	s 1.08	12.59	f 2.05	9.06	10.57	11.18	11.32
254.5	12.59	12.54	1.57	9.02	10.52	11.12	11.27
261.5	f 12.52	12.48	1.50	8.56	10.47	11.07	11.22
270.6	f 12.44	12.40	1.41	8.50	10.40	11.00	11.15
278.5	12.37	12.33	1.33	8.44	10.34	11.05	11.09
284.1	12.30AM	12.25PM	1.25PM	8.39PM	10.28PM	10.48PM	11.03PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double or three or more tracks

Double Track

Thru Time to Omaha (6.00) (5.00) (5.35) (3.51) (4.02) (4.02) (3.57)
 Average speed per hour..... 46.9 56.3 50.4 73.1 69.7 69.7 71.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 No. 6 reduce speed to 60 miles per hour passing mail crane at Cozad.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 27
September 21, 1958

SECOND CLASS

Mile Post	74	234	72	76	238
	Time Freight	Local Freight	Time 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			
24.5		s 1.30			
28.0	5.35AM	s 1.00	9.05PM		
34.3		f 12.01PM			
38.2					
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			
92.2		s 7.20			
96.5		f 6.50			
102.3		s 6.40			
107.9		f 6.00			
118.6		s 5.39			
124.3					
124.9		5.00AM	A 6.55AM		
135.1			s 6.40		
140.0					
146.9			6.20AM	A 2.00PM	
154.5				f 1.15	
162.3				s 12.45	
169.9				s 12.15PM	
176.0				s 11.45AM	
180.2				f 11.20	
189.1				11.00AM	
198.3					
204.6					
213.3					
224.4					
222.5					
228.2					
248.8					
254.5					
261.5					
270.6					
278.5					
284.1	Daily	Tue. Thu. Sat.	Daily	Mon. Wed. Fri.	Dly. ex. Sun.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double or three or more tracks

Double Track

Thru Time to Omaha (1.15) (10.15) (1.10) (9.35) (3.00)
 Average speed per hour..... 22.4 12.2 24.0 37.7 14.1

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

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

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Seating etc. See Rule 6 (A) Page 24.	Time-Table No. 27 September 21, 1958					Distance from Council Bluffs
	353	245	241	97	93	
	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 88 P			f 8.45			327.7
WS 123 WS 120 ES 128 XWCP			s 9.45			334.8
CS 125 P			s 10.10			343.9
10						349.1
CS 132 P			s 10.35			353.9
CS 83 P			f 10.45			359.3
XWCIYP WS 125 ES 121			11.45			365.3
CS 90 P			f 11.55AM			370.6
CS 128 WP			s 12.25PM			380.8
WS 111 ES 74 XP			s 12.50			389.7
XP			f 1.02			396.8
CS 125 P			1.15			401.0
WXCOYP			A 8.30AM	A 1.30PM		407.5
CS 94 YP			f 8.45			415.5
WS 121 XWP ES 70			f 9.15			426.4
8 PX						430.8
CS 125 P			s 9.35			435.4
27 PX						439.9
CS 133 XWP			s 10.15			444.6
12						451.1
CS 125 P			s 10.45			456.6
CS 125 XWCYP			A 11.30AM			466.7
10						472.0
CS 94 XWYP			3.35PM			477.5
WS 62 XP			f 3.45			483.2
CS 96 WP			f 3.55			489.7
WS 63 XP			f 4.05			495.9
WS 117 XP ES 125			f 4.15			501.2
DF XWCZTYOP			A 4.30PM			509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Time-Table No. 27
September 21, 1958

STATIONS

DN-R NORTH PLATTE NY
5.1
WEST NORTH PLATTE
1.3
BIRDWOOD
6.4
D HERSHEY OF
3.8
O'FALLONS
1.1
VARNER
1.6
D SUTHERLAND SU
4.5
DEXTER
7.6
D PAXTON PN
6.2
KORTY
6.0
ROSCOE
7.1
DN OGALLALA GT
9.1
D BRULE RU
5.2
MECETH
4.3
D BIG SPRINGS GS
5.4
BARTON
6.0
DN JULESBURG 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
D POTTER PR
4.4
JACINTO
4.6
D DIX DX
4.5
OWASOO
4.6
DN KIMBALL KB
6.6
OLIVER
5.5
D BUSHNELL BN
10.1
DN PINE BLUFFS UF
5.3
TRACY
5.5
D EGBERT GX
5.7
D BURNS UX
6.5
HILLSDALE
6.2
DURHAM
5.3
ARONER
8.3
DN-R CHEYENNE YL OY

Double Track

(225.4)

(0.55) 35.0 (3.00) 19.8 (6.30) 19.0 (0.35) 28.5 (0.25) 39.8 Thru Time
..... Average speed per hour

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

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Car Capacity of Seating etc. See Rule 6 (A) Page 24.	Time-Table No. 27 September 21, 1958							Distance from Council Bluffs		
	7	5	103	101	105	111	27			
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
			2.45PM	2.05PM	6.05AM	5.45AM	4.15AM	3.55AM	3.30AM	284.1
			2.52	2.12	6.13	5.53	4.22	4.03	3.37	289.2
										290.5
			2.58	2.18	6.18	5.58	4.27	4.08	3.42	296.9
			3.01	2.21	6.21	6.01	4.30	4.11	3.45	300.7
										301.8
			3.03	2.23	6.23	6.03	4.32	4.13	f 3.47	303.4
			3.07	2.27	6.26	6.06	4.35	4.18	3.51	307.9
			3.14	2.33	6.32	6.12	4.41	4.24	f 3.58	315.5
			3.20	2.39	6.37	6.17	4.46	4.30	4.04	321.7
			3.26	2.45	6.42	6.22	4.51	4.35	f 4.10	327.7
			s 3.34	2.52	6.48	6.28	4.57	4.41	s 4.20	334.8
			3.43	3.00	6.55	6.35	5.04	4.48	f 4.29	343.9
										349.1
			3.52	3.08	7.03	6.43	5.12	4.55	f 4.38	353.9
			3.57	3.13	7.07	6.47	5.16	4.59	4.43	359.3
			f 4.04	3.19	7.12	6.52	5.21	A f 5.10AM	s 4.53	365.3
			4.10	3.24	7.16	6.56	5.25		4.59	370.6
			4.19	3.33	7.24	7.04	5.33		f 5.08	380.8
			4.28	3.42	7.31	7.11	5.40		f 5.17	389.7
			4.34	3.48	7.36	7.16	5.45		f 5.23	396.8
			4.38	3.52	7.40	7.20	5.49		5.27	401.0
			4.47	4.02	7.48	7.28	5.57		5.35	407.5
			4.57	4.12	7.49	7.29	5.58		5.45	415.5
			5.07	4.22	7.58	7.38	6.07		5.54	426.4
			5.18	4.33	8.08	7.48	6.16		f 6.04	430.8
										435.4
			5.27	4.42	8.16	7.56	6.23		f 6.18	439.9
										444.6
			f 5.39	4.51	8.24	8.04	6.31		s 6.35	451.1
										456.6
			5.50	5.02	8.34	8.14	6.41		f 6.47	466.7
			6.01	5.12	8.44	8.24	6.51		f 6.58	472.0
										477.5
			6.13	5.23	8.55	8.35	7.01		f 7.10	483.2
			6.20	5.29	9.01	8.41	7.07		f 7.17	489.7
			6.27	5.36	9.08	8.48	7.14		f 7.25	495.9
			6.34	5.42	9.15	8.55	7.21		7.33	501.2
			6.41	5.48	9.22	9.02	7.29		7.40	509.5
			A 7.00PM	A 6.05PM	A 9.35AM	A 9.15AM	A 7.40AM		A 8.00AM	509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Time-Table No. 27
September 21, 1958

STATIONS

DN-R NORTH PLATTE NY
5.1
WEST NORTH PLATTE
1.3
BIRDWOOD
6.4
D HERSHEY OF
3.8
O'FALLONS
1.1
VARNER
1.6
D SUTHERLAND SU
4.5
DEXTER
7.6
D PAXTON PN
6.2
KORTY
6.0
ROSCOE
7.1
DN OGALLALA GT
9.1
D BRULE RU
5.2
MECETH
4.3
D BIG SPRINGS GS
5.4
BARTON
6.0
DN JULESBURG 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
D POTTER PR
4.4
JACINTO
4.6
D DIX DX
4.5
OWASOO
4.6
DN KIMBALL KB
6.6
OLIVER
5.5
D BUSHNELL BN
10.1
DN PINE BLUFFS UF
5.3
TRACY
5.5
D EGBERT GX
5.7
D BURNS UX
6.5
HILLSDALE
6.2
DURHAM
5.3
ARONER
8.3
DN-R CHEYENNE YL OY

Double Track

(225.4)

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

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

WESTWARD				THIRD SUBDIVISION		EASTWARD				
SECOND CLASS		FIRST CLASS		Time-Table No. 27 September 21, 1958	Mile Post	FIRST CLASS		SECOND CLASS		
71	111	33	34			112	72			
C. B. & Q. Freight	Streamliner Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger			Streamliner Passenger	C. B. & Q. Freight			
STATIONS				STATIONS						
80	WCYP		f 5.10AM	0.0	DN	JULESBURG YL JB	0.0	As	6.27PM	
75	ZP		5.18	7.1	D	7.1 OVID VI	7.1		6.18	
73	WP		5.24	14.6	D	7.5 SEDGWICK ZD	14.6		6.12	
20				19.0		4.4 DORSEY	19.0			
95	P		5.31	23.1		4.1 RED LION	23.1		6.05	
20	P			25.8		2.7 MARCOTT	25.8			
95	WP		5.36	30.1	D	4.3 OROOK OK	30.1		6.00	
22				34.2		4.1 TOBIN	34.2			
72	F		5.43	38.8		4.6 PROCTOR	38.8		5.53	
12	F			41.1		2.3 POWELL	41.1			
28				42.2		1.1 GRIFF	42.2			
94	F		5.48	45.6	D	3.4 ILLIFF F	45.6		5.48	
10				50.1		4.5 FORD	50.1			
77	P		5.54	53.5		3.4 HAYFORD	53.5		5.41	
	AIP			57.2		3.7 O. B. & Q. CROSSING	57.2			
100	IWCTZP	6.30PM	6.00 6.05	4.35AM	57.5	DN-R	4.2 STERLING YL ST	57.5	A 2.20AM 5.37 5.35 A 6.30AM	
				61.7		2.4 HALL	61.7			
72	F	6.44	6.13 72	f 4.43	64.1	D	2.7 ATWOOD OD	64.1	f 2.09 5.28 6.13 111	
23				66.8		3.4 BEETLAND	66.8			
74	P	6.57	6.19	f 4.51	70.2	D	1.9 MERRINO MI	70.2	f 2.02 5.23 5.54	
10				72.1		1.9 BETA	72.1			
143	P	7.06	6.24	4.59	76.0		3.9 MESSEX	76.0	5.19 5.42	
41	P			78.4		2.4 BALZAO	78.4			
52	F	A 7.30PM	6.29	A 5.10AM	81.0	DN	2.6 UNION UN	81.0	f 1.50AM 5.15 5.30AM	
24				82.8		1.8 COOPER	82.8			
94	WP		6.34		87.0		4.2 SNYDER	87.0	5.10	
53	F		6.40		93.8		6.8 DODD	93.8	5.05	
21				96.9		3.1 HURLEY	96.9			
100	WP		6.44		98.6	DN	1.7 FT. MORGAN FX	98.6	5.01	
35	F		6.50		106.0		7.4 NARROWS	106.0	4.55	
79	P		6.52		109.0	D	3.0 WELDONA DN	109.0	4.53	
22	F		6.57		114.2		5.2 GOODRICH	114.2	4.49	
78	P		7.00		117.7		3.5 OROHARD	117.7	4.46	
14	P			121.4		2.7 SUBLITE	121.4			
58	P		7.06		124.8		3.4 MASTERS	124.8	4.40	
50	P		7.11		130.2		5.4 CANTON	130.2	4.36	
121	WP		7.16		135.4		5.2 HARDIN	135.4	4.32	
16	P			139.1		3.7 KUNER	139.1			
78	F		7.22		143.1	D	4.0 KERSEY KR	143.1	4.26	
27				147.2		4.1 AUBURN	147.2			
56	WCTYP	A 7.30AM			151.1	DN-R	3.9 LASALLE YL DY	151.1	4.20PM	
						(151.1)		Daily	Daily	Daily

WESTWARD				BEATRICE BRANCH				EASTWARD					
SECOND CLASS		75 Local Freight		Time-Table No. 27 September 21, 1958	Mile Post	SECOND CLASS		SECOND CLASS					
71	73	75 Local Freight	74			72	76	Local Freight					
Freight Daily	Freight Daily	Tuesday Thursday Saturday	Freight			Freight	Local Freight						
STATIONS				STATIONS									
WCYP	10.25PM	1.30PM	6.30AM	0.0	DN-R	VALLEY YL V	0.0	A	5.20AM	A	8.50PM	A	1.15PM
AI				5.8		5.8 O. B. & Q. CROSSING	5.8						
28	P	10.40	1.45	s 6.45	6.3	0.5 YUTAN YN	6.3		5.10		8.40	s	1.00
106	YP	10.50	1.55	s 7.00	11.6	5.3 D MEAD AD	11.6		5.00		8.30	s	12.50
64	P	11.10	2.07	s 7.15	18.9	7.3 D WAHOO W	18.9		4.45		8.15	s	12.30
					19.6	0.7 C. & N. W. and C. B. & Q. CROSSINGS	19.6						
78	P	11.25	2.22	s 7.30	26.3	6.7 D WESTON WN	26.3		4.35		8.05	s	12.15
20	P	11.35PM	2.34	f 7.40	38.2	6.9 D TOUHY	38.2		4.23		7.53	f	12.01PM
96	WYP	12.01AM	2.44	A 7.50AM	37.8	4.1 DN VALPARAISO YL VO	37.8		4.15		7.45		11.50AM
26					41.8	4.5 AGNEW	41.8						
33	P	12.18	2.58		46.5	4.7 D RAYMOND RM	46.5		3.59		7.28		
101	P	12.30	3.08		52.7	6.2 GARRATT	52.7		3.48		7.18		
4					55.3	2.6 WEST LINCOLN	55.3						
	I				56.5	1.2 O. B. & Q. CROSSING	56.5						
24	TZP	12.55	3.18		57.1	0.6 DN LINCOLN YL SN	57.1		3.40		7.10		
	I				57.4	0.3 O. B. & Q. CROSSING	57.4						
	I				59.0	1.6 O. B. & Q. CROSSING	59.0						
180	P	1.18	3.31		65.4	6.4 JAMAICA	65.4		3.20		6.50		
					68.2	2.8 HANLON	68.2						
21	P	1.33	3.46		74.7	6.5 PRINCETON	74.7		3.05		6.35		
78	P	1.43	3.53		79.5	4.8 D OORTLAND BD	79.5		2.55		6.25		
64	P	1.58	4.08		86.9	9.4 D PICKRELL IK	86.9		2.43		6.13		
	WTZP	A 2.15AM	A 4.25PM		96.8	7.9 DN-R BEATRICE YL BX	96.8		2.30AM		6.00PM		Monday Wednesday Friday
		(3.50) 25.2	(2.55) 33.2	(1.20) 28.0		(96.8) Thru Time.....			(2.50) 34.2		(2.50) 34.2		(1.25) 26.3
		Westward trains are superior to trains of the same class in the opposite direction.—See rule 72.								At Lincoln, 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		75 Local Freight		Time-Table No. 27 September 21, 1958	Mile Post	SECOND CLASS		SECOND CLASS					
71	73	75 Local Freight	74			72	76	Local Freight					
Freight Daily	Freight Daily	Tuesday Thursday Saturday	Freight			Freight	Local Freight						
STATIONS				STATIONS									
XIP				5.2	DN	SUMMIT YL SU	5.2						
XWP				6.4		1.2 SOUTH OMAHA YL	6.4						
XIP				11.9		5.5 GILMORE YL	11.9						
73	P			16.8	D	4.9 PAPILLION PO	16.8						
AIP				19.2		2.4 MO. PAC. CROSSING	19.2						
P				22.5	D	3.3 MILLARD YL MD	22.5						
XP				26.1		3.6 LANE YL	26.1						
						20.9							
						Thru Time.....							
						Average speed per hour.....							
						On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.							
						Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.							

WESTWARD				STROMSBURG BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 27 September 21, 1958				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	75	Local Freight	Distance from Valparaiso	STATIONS				Mile Post	76	Local Freight		
WYP			8.00AM	0.0	DN-R	VALPARAISO	YL VO	0.0	A11.35AM			
16			f 8.20	7.4		LOMA		7.4	f11.06			
28			s 8.40	13.5	D	BRAINARD	BD	13.5	s10.50			
				15.0		C. & N. W. CROSSING		15.0				
32	W		s 9.10	23.2	D	DAVID CITY	DV	23.2	s10.25			
				23.5		C. B. & Q. CROSSING		23.5				
31			s 9.45	33.3	D	RISING CITY	RN	33.3	s 9.40			
36			s10.05	40.1	D	SHELBY	SH	40.1	s 9.20			
7			s10.25	47.5	D	OSCEOLA	OZ	47.5	s 8.55			
9	W		s10.50	52.9	D	STROMSBURG	S	52.9	s 8.25			
				56.8		DURANT		56.8				
35			s11.15	63.0	D	POLK	PK	63.0	s 7.50			
21			s11.30	68.3	D	HORDVILLE	HV	68.3	s 7.30			
22			s11.45	73.8		HEBER		73.8	f 7.10			
				75.3		C. B. & Q. CROSSING		75.3				
WYP			A11.55AM	75.9	DN-R	CENTRAL CITY	YL OI	75.9	7.05AM			
						(75.9)			Monday Wednesday Friday			

(3.55)Thru Time.....
19.4Average speed per hour.....

(4.30)
16.8

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. 27 September 21, 1958				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	79	Mixed	Distance from Genoa	STATIONS				Mile Post	80	Mixed		
40	WY		12.32PM	0.0	D-R	GENOA	YL G	0.0	A 4.45PM			
20				9.3		MEROHISTON		9.3				
38			s 1.08	13.7	D	FULLERTON	FU	13.7	s 4.17			
21			s 1.33	23.1		BELGRADE		23.1	s 3.53			
26	W		s 1.52	30.3	D	CEDAR RAPIDS	OD	30.3	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-R	SPALDING	YL SG	44.3	3.00PM			
						(44.3)			Daily Except Sunday			

(2.08)Thru Time.....
20.3Average speed per hour.....

(1.45)
25.3

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. 27 September 21, 1958				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	79	81	321	Distance from Columbus	STATIONS				Mile Post	82	80	312
WCTYPZ				0.0	DN-R	COLUMBUS	YL O	0.0	A 1.25PM	A 5.35PM	A11.00PM	
20				4.2		SHELDONVILLE		4.2	1.10	5.23	f10.47	
8	YP		A12.02PM	9.4	R	OCONEE	YL	9.4	1.02PM	5.10PM	f10.35	
20				14.7	D	PLATTE CENTER	PO	14.7			s10.20	
36				20.3		TARNOV		20.3				
				25.1		C. & N. W. CROSSING		25.1				
56	W			25.7	D	HUMPHREY	HX	25.7			s 9.40	
38	W			35.4	D	MADISON	MA	35.4			s 9.02	
31				40.9		ENOLA		40.9				
	I			48.7		C. & N. W. CROSSING		48.7				
				50.2		C. & N. W. CROSSING		50.2				
WCZTP			A 5.00AM	50.4	D-R	NORFOLK	YL KN	50.4			8.00PM	
						(50.4)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	

(0.22)Thru Time.....
25.6Average speed per hour.....

(0.25)Thru Time.....
22.6Average speed per hour.....

(3.20)
15.1

(0.23)Thru Time.....
24.5Average speed per hour.....

(0.25)Thru Time.....
22.6Average speed per hour.....

(3.00)
16.8

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. 27 September 21, 1958				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	79	81	Distance from Oconee	STATIONS				Mile Post	82	80		
20	YP		12.02PM	0.0	R	OCONEE	YL	0.0	A 1.02PM	A 5.10PM		
5				2.0		MILL SPUR		2.0				
			s12.13	4.3	D	MONROE	MN	4.3	s12.50	s 5.00		
40	WYP		A12.29PM	11.3	D-R	GENOA	YL G	11.3	s12.29PM	4.45PM		
56				22.3	D	ST. EDWARD	ST	22.3	s11.55			
28	WYP		A10.05AM	33.7	D-R	ALBION	YL A	33.7	11.30AM			
						(33.7)			Daily Except Sunday	Daily Except Sunday		

(0.27)Thru Time.....
25.1Average speed per hour.....

(2.20)
14.4

(1.32)Thru Time.....
22.0Average speed per hour.....

(0.25)Thru Time.....
27.1Average speed per hour.....

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD						
SECOND CLASS				Distance from O'Fallon.	Time-Table No. 27 September 21, 1958				SECOND CLASS					
97 Local Freight Daily		93 Mixed Daily			Mile Post	98 Local Freight		94 Mixed						
STATIONS														
WYP		7.15AM	5.30AM	0.0	R	O'FALLONS YL	0.0	A 4.20PM	A 6.25PM					
16		f 7.20	f 5.35	2.8		2.8 COCKER	2.8	f 3.58	f 6.13					
41	P	f 7.41	s 5.48	12.8	D	10.0 SARBEN AK	12.8	f 3.30	s 5.58					
40		f 7.58	f 5.57	19.6		6.8 NEVENS	19.6	f 3.15	f 5.48					
12				24.8		5.2 BROGANVILLE	24.8							
42	WP	f 8.20	s 6.11	28.4		3.6 KEYSTONE	28.4	f 2.55	s 5.36					
11				30.7		2.3 KINGSLEY	30.7							
42	P	f 8.35	f 6.21	34.9	D	4.2 MARTIN SA	34.9	f 2.30	f 5.24					
42	P	f 8.50	s 6.31	41.2		6.3 LEMOYNE	41.2	f 2.15	s 5.14					
25		f 9.05	f 6.40	46.8		5.6 BELMAR	46.8	f 2.05	f 5.03					
44		f 9.14	f 6.48	51.7		4.9 RUGHTON	51.7	f 1.55	f 4.55					
41	YP	s 9.45	s 7.02	59.3	D	7.6 LEWELLEN YL W	59.3	s 1.40	s 4.44					
41	WP	s 10.35	s 7.21	70.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.21					
40	P	s 11.20	s 7.43	86.4	D	15.6 LISCO CO	86.4	f 12.25PM	s 3.53					
46	P	s 11.45 ⁸⁵ AM	s 8.07	100.4	D	14.0 BROADWATER BR	100.4	f 11.45 ⁸⁷	s 3.30					
19		f 12.03PM	f 8.20	109.6		9.2 TOWERS	109.6	f 11.20	f 3.12					
105	WPY	s 12.35	s 8.30	114.1	D	4.5 NORTHPORT YL NP	114.1	f 11.12	s 3.05					
	AI	12.40	8.33	115.5		1.4 O. B. & Q. CROSSING	115.5	10.50	2.57					
11		f 12.55	f 8.40	121.8		6.3 MOHLER	121.8	f 10.40	f 2.46					
83	P	f 1.01	s 8.50	126.7	D	4.9 SOUTH BAYARD OR	126.7	f 10.32	s 2.39					
51		f 1.10	s 8.59	132.1		5.4 McGREW	132.1	f 10.23	s 2.29					
80	P	f 1.20	s 9.09	137.9	D	5.8 MELBETA MB	137.9	f 10.13	s 2.19					
70	DOWYZPT	A 1.35PM	A 9.30AM	145.9	DN-R	8.0 GERING YL G	145.9	10.01AM	2.00PM					
				(145.9)					Daily	Daily				
		(6.20) 34.3	(4.00) 26.5Thru Time.....				(6.19) 23.1	(4.25) 33.0Average speed per hour.....				

WESTWARD				GERING BRANCH				EASTWARD						
				Distance from Gering	Time-Table No. 27 September 21, 1958									
STATIONS														
DOWYZPT					0.0	DN-R	GERING YL G	0.0						
17				5.4		5.4 MATHERS YL	5.4							
27				6.0		0.6 MOON YL	6.0							
				7.0		1.0 ROUBADEAU YL	7.0							
18				8.4		1.4 HILLIKER YL	8.4							
18				9.8		1.4 RIFORD YL	9.8							
				(9.8)										

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							
SECOND CLASS				Distance from O'Fallon	Time-Table No. 27 September 21, 1958				SECOND CLASS						
353 Mixed Daily		93 Mixed Daily			59 Local Freight Daily		Mile Post	354 Mixed		60 Local Freight		94 Mixed			
STATIONS															
72	DOZWYPT		9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9		A10.40AM	A 1.50PM				
14			f 9.46	f 6.10	150.5		4.6 COSTIN	150.5		f 10.28	f 1.34				
80	P		s 9.49	f 6.15	152.8	D	1.8 HAIG HA	152.8		f 10.25	s 1.30				
24			s 9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8		f 10.20	s 1.21				
82			f 9.58	f 6.30	157.1		1.3 PELTON	157.1		f 10.15	f 1.14				
70	P		s 10.06 ⁶⁰	f 6.45	162.1	D	5.0 SOUTH MORRILL MO	162.1		f 10.06 ⁶²	s 1.06				
18			f 10.09	f 6.50	164.2		2.1 JOYOE	164.2		f 9.52	f 1.01				
51	WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	3.7 LYMAN YL MU	167.9		s 9.45 ⁵⁹	s 12.56				
81			f 10.19	f 9.50	170.1		2.2 CANAL	170.1		f 9.20	f 12.49				
51	P		s 10.25	f 10.07	173.7	D	4.6 HUNTLEY HU	173.7		f 9.13	s 12.41				
95			f 10.30	f 10.17	177.0		3.3 HOLLY	177.0		f 9.06	f 12.33				
51	YP		12.45PM	10.40 ⁵⁹ 10.45	181.6	D-R	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.46	12.25 12.15 ⁵⁹				
51	P		s 10.55	s 12.35	188.1	D	6.5 VETERAN VN	188.1		s 8.33	s 12.03PM				
8			f 11.00	f 12.40	191.5		3.4 HELDT	191.5		f 8.26	f 11.57AM				
16			f 11.07	f 12.50	196.1		4.6 GOTTIER	196.1		f 8.19	f 11.50				
51	OWYP		A 11.15AM	A 1.00PM	200.6	D-R	4.5 SO TORRINGTON YL RI	200.6		8.10AM	11.45AM				
14			f 12.55		185.3		3.7 GOODLAND	185.3		f 11.32					
86			f 1.01		187.6		2.3 FONDA	187.6		f 11.27					
81	PW		s 1.10		192.4	D	4.8 HAWK SPRINGS HK	192.4		s 11.15					
81			f 1.18		194.7		2.3 DUROO	194.7		f 11.01					
19			f 1.30		200.8		6.1 WYROSS	200.8		f 10.50					
51	PWY		s 1.45		208.8	D	3.0 LA GRANGE GA	208.8		s 10.45					
19			f 1.57		210.7		6.9 TREMMAIN	210.7		f 10.20					
51	P		s 2.35		222.5	D	11.8 ALBIN AB	222.5		s 9.55					
51			f 2.55		229.7		7.2 LINDBERGH	229.7		f 9.35					
	WPY		A 3.25PM		244.3	DN-R	14.6 EGBERT YL GX	244.3		9.10AM					
				(98.4)					Daily	Daily	Daily				
		(2.40) 23.5	(1.35) 34.5	(7.00) 7.8Thru Time.....				(2.35) 24.3	(2.30) 21.9	(2.05) 26.3Average speed per hour.....			

WESTWARD				LYMAN BRANCH				EASTWARD						
				Distance from Lyman	Time-Table No. 27 September 21, 1958									
STATIONS														
					0.0	DN	LYMAN MU YL	0.0						
18				2.8		2.8 SEARS YL	2.8							
6				3.3		0.5 SIDING NO. 1 YL	3.3							
17				4.6		1.3 HARTMAN YL	4.6							
22				6.4		1.8 STEGALL YL	6.4							
				(6.4)										

WESTWARD				SEARS BRANCH				EASTWARD						
				Distance from Sears	Time-Table No. 27 September 21, 1958									
STATIONS														
					0.0		SEARS YL	0.0						
5				1.2		1.2 BELLINGER YL	1.2							
17				2.8		1.6 JANISE YL	2.8							
				(2.8)										

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

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

- Designation "Str."** — Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." — Train with 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	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
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30				35
Inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			20
When caboose is handled in train consisting of passenger train equipment.		60					30
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			25
When yard limits not protected by continuous block signal system.	50	40	25				15
Passing fueling stations located within yard limits.	50	40	25	Trains handling scale test cars.			25
Passing fueling stations located outside yard limits.	50	40	40				30
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	Trains handling U.P. ore cars series 8000, 8499, loaded or empty. Trains handling air-dump cars.			45
							35
1500 class diesel road freight locomotives.		50	50	When using No. 14 turn-outs.	25	20	20
Other than 1500 class diesel freight locomotives.		60	55	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
3800 and 3900 class engines.		60	50			15	15
4000 class engines.		45	45		10	10	10
MacArthur type engines with 63-inch drivers.		55	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.			20
Mallet, Consolidation and Ten Wheeler type engines.		35	35			20	20
0-6-0 type yard engines.		20	20	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.			15
Steam engines running backward.		20	20			15	15
Light engines.			45	On wye tracks.			15
When more than 50% of the tonnage is gravel.			40				
				Jordan spreaders and other machines of spreader type, when in operation.			15
				Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25

OLD MAIN LINE

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Between Gilmore and Lane.		20	20				
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				
Fremont, within city limits.		20	15	Grand Island, 1900 class and heavier engines on east and west legs of wye.			5
Fremont, on F. S. Y. & L. Co. tracks.			15				
Ames, freight train moving over C. & N. W. crossing.			50	Grand Island, 2200 class engines on scale track and east yard run-around track.			5
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25				10
Central City, within city limits.	60	60	55	Buda, all airfield trackage.			10
Central City, 2200 class engines on east leg of wye.			5	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Grand Island, on Kansas Division, Fourth Sub-division main track between Walnut and Eddy Streets.	20	20	20	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.			10
Grand Island, freight trains entering and moving through yard tracks.			5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.			5
				Cozad, on Amour & Co. spur tracks.			5
				Gothenburg wye.			5
				Gothenburg passing fueling station.			40
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Summit 5.2 and 5.6				North Platte 281.9 and 281.1			
	25	25	25		80	70	50
Weco 14.2 and 14.7				Brady 259.8 and 258.1			
	80	70	50		70	60	50
15.9 and 16.2				Kearney 189.2 and 189.0			
	80	70	50		40	40	25
Lane 18.1 and 18.4				Waterloo 23.2 and 22.8			
	70	60	50		70	60	50
19.4 and 19.8				22.6 and 22.2			
	70	60	50		60	50	40
Elkhorn 21.9 and 22.1				22.1 and 21.9			
	70	60	50		70	60	50
22.2 and 22.6				Elkhorn 19.8 and 19.4			
	60	50	40		70	60	50
22.8 and 23.2				18.4 and 18.1			
	70	60	50		70	60	50
Vroman 258.1 and 258.5				Lane 16.2 and 15.9			
	70	60	50		80	70	50
Beck 281.1 and 281.9				14.7 and 14.2			
	80	70	50		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.	Psgr.	Fr.		Str.	Psgr.	Fr.
Diesel locomotives in road service.			55	Brownson, on government tracks.			10
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.			5
				Cheyenne passenger sheds.	10	10	5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts — Korty 323.5 and 324.4	70	60	50	Between Mile Posts — Cheyenne 509.1 and 508.7	40	40	25
Julesburg 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
Brownson 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
Bushnell 456.9 and 457.2	80	70	50	Archer 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	Durham 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	Hillsdale 486.5 and 486.2	70	60	50
Pine Bluffs 466.8 and 467.3	50	40	40	Tracy 467.3 and 466.8	50	40	40
Burns 486.2 and 486.5	70	60	50	Pine Bluffs 466.6 and 466.2	60	50	50
Hillsdale 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
Durham 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
Archer 502.2 and 503.0	60	50	40	Potter 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	Weir 366.1 and 365.4	60	50	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			

THIRD SUBDIVISION

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	
	Psgr.	Fr.		Psgr.	Fr.
Beatrice Branch Maximum speed.	50	45	Norfolk Branch Maximum speed:		
5000 class and MacArthur type engines on curves.	35	35	Between Columbus and Oconee.		35
Between Miles Posts — Valley 0.1 and 0.3	15	15	Between Oconee and M.P. 16.		25
3.8 and 4.0	35	35	Between M.P. 16 and Norfolk.		30
3.8 and 4.0, with 5000 class and MacArthur type engines.	25	25	Trains handling outfit cars.		20
Yutan 6.4 and 7.7	35	35	Columbus, over wye switches.		15
6.4 and 7.7, with 5000 class and MacArthur type engines.	25	25	On curve at M.P. 1.75.		25
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Albion Branch Maximum speed:		30
Wahoo, city track.		6	Trains handling outfit cars.		20
19.1 and 19.5	35	35	Cedar Rapids Branch Maximum speed:		30
19.1 and 19.5, with 5000 class and MacArthur type engines.	25	25	Between Genoa and M.P. 11.		25
Weston 30.2 and 30.5	35	35	Between M.P. 11 and Spalding.		20
30.2 and 30.5, with 5000 class and MacArthur type engines.	25	25	Trains handling outfit cars.		20
31.6 and 31.9	35	35	Ord — Loup City Branch Maximum speed:		25
31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	Between Grand Island and St. Libory.		10
Touhy 36.0 and 37.4	25	25	Between St. Libory and Ord.		30
Garratt 56.3 and 57.5	15	15	Between St. Paul and Loup City.		30
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Trains handling outfit cars.		20
Pickrell 96.5 and 97.3	15	15	Hastings Branch Maximum speed.	70	50
Beatrice, Allers Grain Company spur.		5	Diesel locomotives in road service.	30	30
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Over Bridge 21.35.	30	30
Stromsburg Branch Maximum speed:	35	25	Gibbon, west of east wye switch.		15
Between Valparaiso and Brainard.	40	30	Kearney Branch Between Kearney and Callaway:		
Between Brainard and Hordville.	35	25	Steam trains.	25	25
Between Hordville and Central City.		20	Diesel locomotives in road service.	25	25
Trains handling outfit cars.		20	Between Callaway and Stapleton:	30	30
2800 class engines.	30	30	Steam trains.	30	30
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	Diesel locomotives in road service.	30	30
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Trains handling outfit cars.		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	Alfalfa Center.....	194.1	44—XP	Both
Behlen.....	80.25	40—XP	Both	Josselyn.....	217.9	31—XP	Both
Paddock.....	128.5	20	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	272.9	15	West
Kearney Air Base.....	185.9	WS 40—XP	Both	Beck.....	280.5	10	West

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

6. The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

6 (A). The following letters placed in column with station name in time-table indicate:

- D—day operator
- N—night operator
- DN—day and night operator
- R—train register
- YL—yard limits

The following letters placed in columns provided in time-table indicate:

- C—coaling station
- D—diesel oil station
- F—turbine fuel station
- I—interlocking
- O—fuel oil station
- P—dispatcher's telephone
- T—turntable
- W—water
- X—cross-over
- Y—wye
- Z—track scales
- AI—automatic interlocking signals
- CS—center siding
- ES—eastward siding
- WS—westward siding

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott....	District Surgeon..	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
W. A. Bunten....	District Surgeon..	Cheyenne, Wyo.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
J. S. Benwell....	District Surgeon..	Denver, Colo.	R. F. Moeller....	Surgeon.....	Lincoln, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	E. R. Pearson....	Surgeon.....	Lupton, Colo.
W. T. Wildhaber..	Surgeon.....	Beatrice, Nebr.	W. L. Wilkinson..	Surgeon.....	La Salle, Colo.
R. W. Taylor....	Oculist and Aurist.	Beatrice, Nebr.	W. H. Berrick....	Surgeon.....	Madison, Nebr.
J. W. Wells.....	Surgeon.....	Brighton, Colo.	C. R. Watson....	Surgeon.....	Mitchell, Nebr.
M. L. Chaloupka..	Surgeon.....	Callaway, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
E. T. Zikmund....	Surgeon.....	Central City, Nebr.	O. C. Kreymborg..	Surgeon.....	North Platte, Nebr.
R. R. Douglas....	Surgeon.....	Clarks, Nebr.	Wm. B. Niehus....	Surgeon.....	North Platte, Nebr.
R. C. Anderson....	Surgeon.....	Columbus, Nebr.	A. J. Callaghan...	Surgeon.....	North Platte, Nebr.
H. D. Kuper.....	Surgeon.....	Columbus, Nebr.	H. H. Walker.....	Oculist and Aurist.	North Platte, Nebr.
L. G. Howard....	Oculist and Aurist.	Council Bluffs, Ia.	G. F. Waltemath..	Surgeon.....	North Platte, Nebr.
A. L. Nielson....	Surgeon.....	Council Bluffs, Ia.	R. T. Takenaga...	Surgeon.....	North Platte, Nebr.
A. M. Pedersen....	Surgeon.....	Council Bluffs, Ia.	H. A. Blackstone..	Surgeon.....	Northport, Nebr.
G. M. McArdle....	Surgeon.....	Council Bluffs, Ia.	Wm. J. Russum....	Surgeon.....	Omaha, Nebr.
P. D. Pedersen....	Surgeon.....	Council Bluffs, Ia.	C. F. Bantin.....	Surgeon.....	Omaha, Nebr.
R. C. Gramlich....	Surgeon.....	Cheyenne, Wyo.	M. W. Barry.....	Surgeon.....	Omaha, Nebr.
J. D. Shingle....	Surgeon.....	Cheyenne, Wyo.	J. G. Bartek.....	Surgeon.....	Omaha, Nebr.
G. W. Koford....	Surgeon.....	Cheyenne, Wyo.	J. C. Davis.....	Aurist.....	Omaha, Nebr.
L. E. McGonigle..	Surgeon.....	Cheyenne, Wyo.	F. T. Lovely.....	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.	J. R. McCaslin...	Surgeon.....	Omaha, Nebr.
C. E. Hranac....	Surgeon.....	Cozad, Nebr.	H. W. McFadden, Sr.	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.	H. Dey Myers....	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. Maggione..	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.	J. E. Taylor....	Surgeon.....	Sidney, Nebr.
W. C. Harvey, Jr..	Surgeon.....	Gering, Nebr.	F. E. Palmer.....	Oculist and Aurist.	Sterling, Colo.
J. J. Hanigan....	Surgeon.....	Hallam, Nebr.	L. W. Anderson...	Surgeon.....	Sterling, Colo.
O. A. Kostal....	Surgeon.....	Hastings, Nebr.	R. W. Ludwick....	Surgeon.....	Sterling, Colo.
C. L. Kleager....	Surgeon.....	Hastings, Nebr.	C. R. Watson....	Surgeon.....	South Mitchell, Nebr.
H. P. Linton....	Surgeon.....	Julesburg, Colo.	Leo Keenan.....	Surgeon.....	Torrington Wyo.
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.			
M. B. Wilcox....	Oculist and Aurist.	Kearney, Nebr.			
A. H. Shamberg...	Surgeon.....	Kimball, Nebr.			