



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 29

Effective Sunday,
April 26, 1959

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

STATIONS	Time Table No. 29 April 26, 1959										Distance from Council Bluffs
	9 Streamliner Passenger Daily	17 Passenger Daily	27 Mail and Express Daily	7 Passenger Daily	5 Mail and Express Daily	101 Streamliner Passenger Daily	103 Streamliner Passenger Daily	107 Streamliner Passenger Daily	105 Streamliner Passenger Daily	111 Streamliner Passenger Daily	
CO. BLUFFS					9.25						0.0
OMAHA			10.15	10.15	10.00	2.15	2.00	1.45		12.10	2.8
GRAND ISLAND			1.15	1.20	12.45	4.15	4.00	3.45		2.20	146.9
NORTH PLATTE			4.05 3.30	4.00 3.15	3.05 2.15	6.05 5.10	5.50 4.55	5.35 4.40		4.15 3.20	284.1
JULESBURG										4.30	365.3
SIDNEY			5.45	5.40	4.35	6.54	6.39	6.24			407.5
KANSAS CITY	9.25	8.25									
DENVER	7.55 8.40	6.25 6.50							8.10	7.45	562.5
CHEYENNE		8.50	7.55 8.55	7.45 9.15	6.30 6.50	8.40 8.50	8.25 8.35	8.10 8.20			509.5
LARAMIE	11.45		10.35	10.50	8.30	10.10	9.55	9.40	10.55		566.0
RAWLINS	1.55		12.55	1.00	10.55	12.04	11.49	11.34	12.40		682.8
GREEN RIVER	4.25 4.35	4.10	3.45 4.00	3.30 3.55	1.40 2.00	2.15 2.25	2.00 2.10	1.45 1.55	2.50 3.00		817.0
GRANGER		4.45						3.30			847.2
OGDEN	8.20		8.00	7.30	6.00	5.45	5.35	5.20			992.6
	(23.55) 50.8	(21.20) 50.4	(22.45) 43.5	(22.15) 44.5	(21.00) 47.1	(16.30) 60.0	(16.35) 59.7	(16.35) 59.7	(7.20) 58.7	(8.35) 67.5	..... Thru Time From Omaha Average speed per hour

C. H. BURNETT
General Manager

H. E. SHUMWAY
Gen. Supt. Transportation

O. A. DURRANT
General Superintendent

T. F. SHANAHAN, Superintendent Omaha, Neb.
 W. H. ANDERSON, Asst. Superintendent Omaha, Neb.
 R. W. McSPADDEN, Asst. Superintendent Gering, Neb.
 L. O. POPE, Terminal Superintendent Omaha, Neb.
 W. F. GRIFFIN, Asst. Superintendent Safety and Courtesy Omaha, Neb.
 H. G. HAGGLUND, Terminal Superintendent Co. Bluffs, Ia.
 J. A. McCULLOUGH, Asst. Terminal Superintendent Co. Bluffs, Ia.
 W. R. TUEL, Trainmaster Grand Island, Neb.
 J. E. GUYNAN, Terminal Superintendent North Platte, Neb.
 W. E. MILLER, Asst. Terminal Superintendent North Platte, Neb.
 R. W. HOLLAND, Trainmaster North Platte, Neb.
 V. BAYNE, Trainmaster Sidney, Neb.
 R. J. DUNN, Master Mechanic Co. Bluffs, Ia.
 E. P. LEE, Road Foreman of Engines Co. Bluffs, Ia.
 S. E. CHADD, Road Foreman of Engines Co. Bluffs, Ia.
 P. N. HANSEN, Road Foreman of Engines Grand Island, Neb.
 L. P. LEECH, Road Foreman of Engines North Platte, Neb.
 P. C. LOOMIS, Road Foreman of Engines North Platte, Neb.
 L. C. WALLACE, Road Foreman of Engines North Platte, Neb.
 C. H. SUITS, Road Foreman of Engines Cheyenne, Wyo.
 F. G. SCHURMAN, Division Engineer Omaha, Neb.
 O. L. KOVAR, General Roadmaster Omaha, Neb.

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

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

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

THIRD SUBDIVISION
 J. F. BARRETT, Chief Train Dispatcher Denver, Colo.
 F. C. HAUNSTEIN, Asst. Chief Train Dispatcher Denver, Colo.
 B. L. SIVERS, Asst. Chief Train Dispatcher Denver, Colo.

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

MILEAGE

Main Line	659.60
Branches	836.14
Total	1495.74

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

STATIONS	Time Table No. 29 April 26, 1959									
	106 Streamliner Passenger	112 Streamliner Passenger	10 Streamliner Passenger	28 Mail and Express	108 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger	18 Passenger	8 Passenger	6 Mail and Express
CO. BLUFFS										6.00
OMAHA		1.00		6.30	2.15	2.30	2.45		6.30	5.15
GRAND ISLAND		10.50		3.35	12.05	12.20	12.35		3.40	2.35
NORTH PLATTE		8.55 7.50		12.40 11.10	10.10 9.05	10.25 9.20	10.40 9.35		12.55 11.45	12.10 11.00
JULESBURG		6.43								
SIDNEY				8.40	7.18	7.33	7.48		9.35	9.00
KANSAS CITY				6.50				10.45		
DENVER	3.20	3.45	6.20 5.45					10.10 9.45		
CHEYENNE				6.30 5.15	5.50 5.40	6.05 5.55	6.20 6.10	7.35	7.45 7.10	7.15 6.55
LARAMIE	12.30		2.35	3.45	4.25	4.40	4.55		5.40	5.25
RAWLINS	10.46		12.40	1.25	2.41	2.56	3.11		3.15	3.00
GREEN RIVER	8.35 8.25		10.15 10.05	10.45 10.30	12.30 12.20	12.45 12.35	1.00 12.50	11.40	12.35 11.55	12.25 12.05
GRANGER	7.55							11.05		
OGDEN			6.45	7.00	9.05	9.20	9.35		8.15	8.30
(992.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time From Omaha	(7.25)	(8.15)	(23.05)	(22.30)	(16.10)	(16.10)	(16.10)	(22.40)	(21.15)	(19.45)
Average speed per hour	58.0	67.8	52.7	44.0	61.2	61.2	61.2	47.8	46.8	50.1

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 Kearney		San Bernardino or beyond.	104	Kearney Columbus Fremont		San Bernardino or beyond.
107	Fremont Columbus Kearney	Chicago or beyond	San Bernardino or beyond.	108	Kearney Columbus Fremont		San Bernardino 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. Denver or beyond.	112	Ft. Morgan Ogallala Fremont	Denver or beyond Denver or beyond Denver or beyond	Points where scheduled to stop. Omaha or beyond. Chicago.

WESTWARD		FIRST SUBDIVISION					Distance from Council Bluffs	Time-Table No. 29	
		SECOND CLASS						April 26, 1959	
Car Capacity of Sidings, etc. See Page 24.		71	73	75	237	233	Distance from Council Bluffs	STATIONS	
		Time Freight Daily	Time Freight Daily	Local Freight Tuesday, Thurs., Sat.	Local Freight Daily except Sun.	Local Freight Monday Wed., Fri.			
DF OXWITYOPZ		8.00PM	12.01PM			6.30AM	0.0	COUNCIL BLUFFS YL	
DFXWITOPZ		8.15	12.15			6.40	2.8	DN-R OMAHA YL US	
XIP		8.30	12.45			7.00	5.2	DN SUMMIT YL SU	
ES94 XP		8.40	12.55			7.14	14.1	WECO	
XP		8.50	1.00			7.20	17.1	LANE	
CS73 XP						7.30	21.7	D ELKHORN KH	
CS84 P						7.40	24.5	D WATERLOO WO	
WS175 XYPWC		A 9.15PM	A 1.15PM			8.40	28.0	DN VALLEY YL V	
ES165 ES90						8.50	34.3	MERCER	
CS81 P						9.15	38.2	O. & N. W. CROSSING	
WS99 X						9.15	39.3	DN FREMONT YL FN	
ES172 PZ							40.0	O. B. & Q. CROSSING	
IP							44.8	O. & N. W. CROSSING	
CS82 P						9.24	46.3	AMES	
CS150 XP						9.38	54.4	D NORTH BEND NB	
CS82 P						10.10	61.4	D ROGERS DJ	
WS130 X						11.24	68.7	DN SCHUYLER SO	
ES123 WP						11.52AM	76.9	D RIOHLAND BZ	
CS118 P							88.8	O. B. & Q. CROSSING	
WS148 XWTC						12.30PM	84.5	DN COLUMBUS YL O	
ES125 YPZ						12.50	92.2	DUNOAN	
CS119 P						12.56	96.8	D GARDINER	
CS82 P						1.20	102.3	D SILVER CREEK SI	
CS119 XP						1.30	107.9	D HAVENS	
CS82 P						2.00	118.6	D OLARKS OX	
CS82 XP							124.3	O. B. & Q. CROSSING	
WS118 X			12.05PM			2.30PM	124.9	DN CENTRAL CITY OI	
ES119 WYP							135.1	D OHAPMAN OP	
CS150 P			s 12.25				146.5	O. B. & Q. CROSSING	
I							146.9	DN-R GRAND ISLAND GE YL	
XWCZTYOP			A 12.45PM			7.05AM	146.9	ALDA	
CS82 XYP						f 7.20	154.5	D WOOD RIVER WE	
WS117 X						s 7.40	162.3	D SHELTON ST	
ES98 P						s 8.00	169.9	DN GIBBON GB	
CS82 XP						s 8.30	176.0	OPTIO	
WS130 XWI						f 9.15	180.2	DN KEARNEY YL KR	
ES70 YP						A 10.00AM	189.1	D ODESSA DZ	
CS150 P							198.8	D ELM CREEK QR	
WS132 XWO							204.6	D OVERTON OV	
ES116 YPZ							212.8	DN LEXINGTON UM	
CS83 P							224.4	DARR	
CS150 XP							232.5	D OZAD OO	
CS83 P							238.2	DN GOTHENBURG BU	
WS115 XWY							248.8	VROMAN	
ES119 SP							254.5	D BRADY BI	
CS83 P							261.5	D MAXWELL MX	
CS119 XP							270.6	GANNETT	
CS83 P							278.5	DN-R NORTH PLATTE YL NO	
DFXWCZTYOP							284.1		

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.

(1.15)	(1.14)	(0.40)	(2.55)	(8.00)	..... Thru Time
22.4	22.8	33.0	14.5	15.6	..... Average speed per hour

WESTWARD		FIRST SUBDIVISION							Distance from Council Bluffs	Time-Table No. 29	
		FIRST CLASS								April 26, 1959	
Car Capacity of Sidings, etc. See Page 24.		27	7	5	101	103	107	111	Distance from Council Bluffs	STATIONS	
		Mail and Express Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily			
				9.25AM					0.0	COUNCIL BLUFFS YL	
									2.8	DN-R OMAHA YL US	
									5.2	DN SUMMIT YL SU	
									14.1	WECO	
									17.1	LANE	
									21.7	D ELKHORN KH	
									24.5	D WATERLOO WO	
									28.0	DN VALLEY YL V	
									34.3	MERCER	
									38.2	O. & N. W. CROSSING	
									39.3	DN FREMONT YL FN	
									40.0	O. B. & Q. CROSSING	
									44.8	O. & N. W. CROSSING	
									46.3	AMES	
									54.4	D NORTH BEND NB	
									61.4	D ROGERS DJ	
									68.7	DN SCHUYLER SO	
									76.9	D RIOHLAND BZ	
									88.8	O. B. & Q. CROSSING	
									84.5	DN COLUMBUS YL O	
									92.2	DUNOAN	
									96.8	D GARDINER	
									102.3	D SILVER CREEK SI	
									107.9	D HAVENS	
									118.6	D OLARKS OX	
									124.3	O. B. & Q. CROSSING	
									124.9	DN CENTRAL CITY OI	
									135.1	D OHAPMAN OP	
									146.5	O. B. & Q. CROSSING	
									146.9	DN-R GRAND ISLAND GE YL	
									154.5	ALDA	
									162.3	D WOOD RIVER WE	
									169.9	D SHELTON ST	
									176.0	DN GIBBON GB	
									180.2	OPTIO	
									189.1	DN KEARNEY YL KR	
									198.8	D ODESSA DZ	
									204.6	D ELM CREEK QR	
									212.8	D OVERTON OV	
									224.4	DN LEXINGTON UM	
									232.5	DARR	
									238.2	D OZAD OO	
									248.8	DN GOTHENBURG BU	
									254.5	VROMAN	
									261.5	D BRADY BI	
									270.6	D MAXWELL MX	
									278.5	GANNETT	
									284.1	DN-R NORTH PLATTE YL NO	

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.

(5.05)	(5.45)	(5.05)	(3.50)	(3.50)	(3.50)	(4.05)	..... Thru Time
48.2	48.9	55.3	73.3	73.3	73.3	68.9	..... Average speed per hour

FIRST SUBDIVISION EASTWARD

Time-Table No. 29

April 26, 1959

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS						
		28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	108 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger
R COUNCIL BLUFFS YL	0.0		A 6.00PM					
DN-R OMAHA YL US	2.8	A 6.30AM	5.45 5.15	A 6.30PM	A 1.00AM	A 2.15AM	A 2.30AM	A 2.45AM
DN SUMMIT YL SU	5.2	6.20	5.02	6.20	12.50	2.05	2.20	2.35
WECO	8.9	6.11	4.55	6.10	12.43	1.58	2.13	2.28
LANE	3.0	17.1	6.07	4.51	6.06	12.40	1.55	2.10
D ELKHORN KH	4.6	21.7	f 6.03	4.46	6.02	12.36	1.51	2.06
D WATERLOO WO	2.8	24.5	f 6.00	4.42	5.59	12.33	1.48	2.03
DN VALLEY YL V	3.5	28.0	s 5.57	4.39	5.55	12.30	1.45	2.00
MEROER	6.3	34.3	s 5.49	4.32	5.48	12.25	1.40	1.55
O. & N. W. CROSSING	3.9	38.2						
DN FREMONT YL FN	1.1	39.3	s 5.40	s 4.26	s 5.40	12.21	1.36	1.51
C. B. & Q. CROSSING	0.7	40.0						
O. & N. W. CROSSING	4.8	44.8						
AMES	1.5	46.3	f 5.25	4.11	5.25	12.13	1.28	1.43
D NORTH BEND NB	8.1	54.4	f 5.17	4.04	5.17	12.07	1.22	1.37
D ROGERS DJ	7.0	61.4	f 5.09	3.57	5.09	12.02AM	1.17	1.32
DN SCHUYLER SO	7.3	68.7	s 5.02	3.51	f 5.02	11.56PM	1.11	1.26
D RICHLAND BZ	8.2	76.9	f 4.53	3.43	4.54	11.50	1.05	1.20
C. B. & Q. CROSSING	6.9	83.8						
DN COLUMBUS YL O	0.7	84.5	s 4.45	s 3.36	s 4.46	11.43	1.28	1.28
DUNCAN	7.7	92.2	f 4.29	3.21	4.34	11.33	1.24	1.18
GARDINER	4.3	96.5	f 4.24	3.18	4.29	11.30	1.24	1.15
D SILVER CREEK SI	5.8	102.3	f 4.19	3.13	4.24	11.26	1.24	1.11
HAVENS	5.6	107.9	f 4.14	3.08	4.19	11.22	1.23	1.07
D OLARKS OX	5.7	118.6	f 4.09	3.04	4.14	11.18	1.23	1.03
O. B. & Q. CROSSING	10.7	124.3						
DN CENTRAL CITY OI	0.6	124.9	s 3.59	2.55	f 4.04	11.09	1.24	1.23
D CHAPMAN OP	10.2	135.1	f 3.47	2.46	3.52	11.00	1.25	1.23
C. B. & Q. CROSSING	11.4	146.5						
DN-R GRAND ISLAND GE YL	0.4	146.9	3.35 3.20	2.35 2.25	3.40 3.30	10.50 10.49	12.05 12.04AM	12.20 12.19
ALDA	7.6	154.6	f 3.05	2.12	3.18	10.38	11.53PM	12.08
D WOOD RIVER WR	7.8	162.3	f 2.58	2.05	3.10	10.32	11.47	12.02AM
D SHELTON ST	7.6	169.9	f 2.52	1.59	3.02	10.26	11.41	11.56PM
DN GIBSON GB	6.1	176.0	f 2.46	1.54	2.55	10.21	11.36	11.51
OPTIO	4.2	180.2	f 2.43	1.50	2.50	10.18	11.33	11.48
DN KEARNEY YL KR	8.9	189.1	s 2.35	s 1.40	s 2.40	10.10	11.25	11.40
ODESSA DZ	9.2	198.3	f 2.16	1.27	2.29	10.02	11.17	11.32
ELM CREEK QR	6.3	204.6	f 2.10	1.22	2.23	9.58	11.13	11.28
D OVERTON OV	8.7	213.3	f 2.02	1.15	2.15	9.51	11.06	11.21
DN LEXINGTON UM	11.1	224.4	s 1.50	1.05	s 2.03	9.43	10.58	11.13
DARR	8.1	232.6	f 1.39	1.25	1.54	9.37	10.52	11.07
D COZAD OO	6.7	238.2	s 1.33	1.25	f 1.48	9.32	10.47	11.02
DN GOTHENBURG BU	10.6	248.8	s 1.18	1.24	f 1.35	9.23	10.38	10.53
VROMAN	5.7	254.5	f 1.09	1.23	1.27	9.19	10.34	10.49
D BRADY BI	7.0	261.5	f 1.02	1.23	1.20	9.14	10.29	10.44
D MAXWELL MX	9.1	270.6	f 12.54	12.25	1.11	9.07	10.22	10.37
GANNETT	7.9	278.5	f 12.47	12.18	1.03	9.01	10.16	10.31
DN-R NORTH PLATTE YL NO	5.6	284.1	12.40AM Daily	12.10PM Daily	12.55PM Daily	8.55PM Daily	10.10PM Daily	10.25PM Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time to Omaha (5.50) (5.05) (5.35) (4.05) (4.05) (4.05) (4.05)
 Average speed per hour 48.2 55.3 50.4 68.8 68.8 68.8 68.8

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. 29

April 26, 1959

SECOND CLASS

STATIONS	Mile Post	74	234	72	76	238	Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.
		Time Freight	Local Freight	Time Freight	Local Freight	Local Freight	
R COUNCIL BLUFFS YL	0.0	A 6.50AM	A 3.15PM	A 10.15PM			DF W CITY OPZ
DN-R OMAHA YL US	2.8	6.35	2.55	10.00			DFXWITOPZ
DN SUMMIT YL SU	5.2	6.05	2.35	9.35			XIP
WECO	8.9	5.55	2.15	9.25			ES94 XP
LANE	3.0	17.1	f 2.05	9.20			XP
D ELKHORN KH	4.6	21.7	s 1.55				CS73 XP
D WATERLOO WO	2.8	24.5	s 1.30				CS84 P
DN VALLEY YL V	3.5	28.0	s 1.00	9.05PM			WS175XYPWC ES165 ES90
MEROER	6.3	34.3	f 12.01PM				CS81 P
O. & N. W. CROSSING	3.9	38.2					I
DN FREMONT YL FN	1.1	39.3	s 11.50AM				WS99 X ES172 PZ
C. B. & Q. CROSSING	0.7	40.0					I
O. & N. W. CROSSING	4.8	44.8					IP
AMES	1.5	46.3	f 10.50				CS82 P
D NORTH BEND NB	8.1	54.4	s 10.20				CS150 XP
D ROGERS DJ	7.0	61.4	s 9.50				CS82 P
DN SCHUYLER SO	7.3	68.7	s 9.20				WS130 X ES123 WP
D RICHLAND BZ	8.2	76.9	f 8.20				CS118 P
C. B. & Q. CROSSING	6.9	83.8					
DN COLUMBUS YL O	0.7	84.5	s 8.00				WS143 XWTC ES125 YPZ
DUNCAN	7.7	92.2	s 7.20				CS119 P
GARDINER	4.3	96.5	f 6.50				CS82 P
D SILVER CREEK SI	5.8	102.3	s 6.40				CS119 XP
HAVENS	5.6	107.9	f 6.00				CS82 P
D OLARKS OX	5.7	118.6	s 5.39				CS82 XP
O. B. & Q. CROSSING	10.7	124.3					
DN CENTRAL CITY OI	0.6	124.9	5.00AM	A 6.55AM			WS118 X ES119 WYP
D CHAPMAN OP	10.2	135.1	s 6.40				CS150 P
C. B. & Q. CROSSING	11.4	146.5					I
DN-R GRAND ISLAND GE YL	0.4	146.9		6.20AM	A 2.00PM		XWCZTYOP
ALDA	7.6	154.6		f 1.15			CS82 XYP
D WOOD RIVER WR	7.8	162.3		s 12.45			WS117 X ES48 P
D SHELTON ST	7.6	169.9		s 12.15PM			CS82 XP
DN GIBSON GB	6.1	176.0		s 11.45AM			WS130 XWI ES70 YF
OPTIO	4.2	180.2		f 11.20			CS150 P
DN KEARNEY YL KR	8.9	189.1		11.00AM			WS122 XWC ES118 YZF
ODESSA DZ	9.2	198.3					CS83 P
ELM CREEK QR	6.3	204.6					CS130 XP
D OVERTON OV	8.7	213.3					CS83 P
DN LEXINGTON UM	11.1	224.4					WS115 XWY ES110 ZF
DARR	8.1	232.6					CS83 P
D COZAD OO	6.7	238.2					CS150 ZXP
DN GOTHENBURG BU	10.6	248.8					WS125 XWO ES123 YF
VROMAN	5.7	254.5					CS83 P
D BRADY BI	7.0	261.5					CS83 P
D MAXWELL MX	9.1	270.6					CS110 XP
GANNETT	7.9	278.5					CS83 P
DN-R NORTH PLATTE YL NO	5.6	284.1					DFXWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 29

April 26, 1959

FIRST CLASS

Mile Post	FIRST CLASS									
	6	8	112	108	104	102	28			
	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express			

STATIONS

DN-R NORTH PLATTE NY 5.1	284.1	A 11.00AM	A 11.45AM	A 7.50PM	A 9.05PM	9.20PM	A 9.35PM	A 11.10PM			
WEST NORTH PLATTE 1.3	289.2	10.47	11.31	7.40	8.53	9.08	9.23	10.52			
BIRDWOOD 6.4	290.5										
D HERSHEY OF 8.8	296.9	10.41	11.22	7.34	8.47	9.02	9.17	10.44			
O'FALLONS 1.1	300.7	10.38	11.18	7.31	8.44	8.59	9.14	10.40			
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	10.36	f 11.15	7.29	8.42	8.57	9.12	f 10.37			
DEXTER 7.6	307.9	10.32	11.11	7.26	8.39	8.54	9.09	10.32			
D PAXTON PN 6.2	315.5	10.25	f 11.04	7.20	8.33	8.48	9.03	f 10.24			
KORTY 6.0	321.7	10.20	10.58	7.16	8.28	8.43	8.58	10.17			
ROSCOE 7.1	327.7	10.14	10.52	7.12	8.23	8.38	8.53	f 10.10			
DN OGALLALA GT 9.1	334.8	10.07	s 10.45	7.07	8.17	8.32	8.47	s 10.02			
D BRULE RU 5.2	343.9	9.58	f 10.35	6.59	8.10	8.25	8.40	f 9.50			
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	9.50	f 10.26	6.52	8.03	8.18	8.33	f 9.40			
BARTON 6.0	359.3	9.45	10.20	6.48	7.58	8.13	8.28	9.34			
DN JULESBURG JB 5.3	365.3	9.39	f 10.15	s 6.43PM	7.53	8.08	8.23	s 9.28			
WEIR 9.7	370.6	9.33	10.07		7.48	8.03	8.18	9.20			
D OHAPPELL OQ 9.4	380.3	9.25	f 10.01		7.41	7.56	8.11	f 9.10			
D LODGE POLE GP 6.6	389.7	9.16	f 9.52		7.34	7.49	8.04	f 9.01			
D SUNOL UN 4.7	396.3	9.11	9.46		7.29	7.44	7.59	f 8.53			
COLTON 6.5	401.0	9.07	9.42		7.25	7.40	7.55	8.48			
DN-B SIDNEY YL OD 8.0	407.5	8.50	9.35		7.18	7.33	7.48	8.40			
BROWNSON 10.9	415.5	8.37	9.14		7.08	7.23	7.38	8.17			
D POTTER PR 4.4	426.4	8.28	9.05		6.59	7.14	7.29	f 8.07			
JACINTO 4.6	430.8										
D DIX DX 4.5	435.4	8.21	8.56		6.52	7.07	7.22	f 7.57			
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.14	f 8.47		6.45	7.00	7.15	s 7.47			
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.04	8.35		6.36	6.51	7.06	s 7.34			
DN PINE BLUFFS UF 5.3	466.7	7.55	8.25		6.28	6.43	6.58	s 7.22			
TRAOY 5.5	472.0										
D EGBERT GX 5.7	477.5	7.45	8.15		6.18	6.33	6.48	f 7.09			
D BURNS UX 6.5	483.2	7.40	8.10		6.14	6.29	6.44	7.02			
HILLSDALE 6.2	489.7	7.35	8.05		6.09	6.24	6.39	6.55			
DURHAM 5.3	495.9	7.30	8.00		6.04	6.19	6.34	6.48			
ARONER 8.3	501.2	7.25	7.55		5.59	6.14	6.29	6.41			
DN-B CHEYENNE YL OY (225.4)	509.5	7.15AM	7.45AM		5.50PM	6.05PM	6.20PM	6.30PM			

Thru Time..... (3.45) (4.00) (1.07) (3.15) (3.15) (3.15) (4.40)
Average speed per hour..... 60.0 56.4 72.7 69.4 69.4 69.4 46.5

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 29

April 26, 1959

SECOND CLASS

Mile Post	SECOND CLASS										Car Capacity of Sidings, etc. See Rule 6 (A), page 24.
	242	354	246	98	94						
	Local Freight	Mixed	Local Freight	Local Freight	Mixed						

STATIONS

DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.15PM	A 7.00PM						DF XWCZTYOP
WEST NORTH PLATTE 1.3	289.2	12.50			3.58	6.45						P
BIRDWOOD 6.4	290.5											CS 84 P
D HERSHEY OF 8.8	296.9	s 12.35				f 6.35						WS 72 XP
O'FALLONS 1.1	300.7	f 12.25			3.40PM	6.30PM						CS 119 XWYP
VARNER 1.6	301.8											40 X
D SUTHERLAND SU 4.5	303.4	s 12.15PM										CS 121 P
DEXTER 7.6	307.9	f 11.55AM										CS 82 P
D PAXTON PN 6.2	315.5	s 11.34										CS 121 P
KORTY 6.0	321.7	f 11.15										5 P
ROSCOE 7.1	327.7	f 11.00										CS 88 P
DN OGALLALA GT 9.1	334.8	s 10.45										WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	s 9.50										CS 125 P
MEGEATH 4.8	349.1											10
D BIG SPRINGS GS 5.4	353.9	s 9.25										CS 132 P
BARTON 6.0	359.3	f 8.55										CS 88 P
DN JULESBURG JB 5.3	365.3	s 8.45										XWCIYP WS125 ES121
WEIR 9.7	370.6	f 7.55										CS 90 P
D OHAPPELL OQ 9.4	380.3	s 7.45										CS 123 WP
D LODGE POLE GP 6.6	389.7	s 7.30										WS 111 ES 74 XP
D SUNOL UN 4.7	396.3	f 7.20										XP
COLTON 6.5	401.0	f 7.10										CS 125 P
DN-R SIDNEY YL OD 8.0	407.5	7.00AM			A 3.30PM							WXCOYP
BROWNSON 10.9	415.5				f 2.50							CS 94 YP
D POTTER PR 4.4	426.4				s 2.25							WS 121 XWP ES 70
JACINTO 4.6	430.8											8 PX
D DIX DX 4.5	435.4				s 1.55							CS 125 P
OWASCO 4.6	439.9											27 PX
DN KIMBALL KB 6.6	444.5				s 1.30							CS 133 XWP
OLIVER 5.5	451.1											12
D BUSHNELL BN 10.1	456.6				s 12.50							CS 125 P
DN PINE BLUFFS UF 5.3	466.7				12.30PM							CS125 XWCYP
TRAOY 5.5	472.0											10
D EGBERT GX 5.7	477.5				A 8.50AM							CS 94 XWYP
D BURNS UX 6.5	483.2				s 8.40							WS 62 XP
HILLSDALE 6.2	489.7				s 8.31							CS 96 WP
DURHAM 5.3	495.9				f 8.23							WS 62 XP
ARONER 8.3	501.2				f 8.15							WS 117 XP ES 125
DN-B CHEYENNE YL OY (225.4)	509.5				8.05AM							DF XWCZTYOP

Thru Time..... (6.00) (0.45) (3.00) (0.35) (0.30)
Average speed per hour..... 20.6 43.7 19.8 27.9 30.8

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			
		FIRST CLASS		Time-Table No. 29				FIRST CLASS			
		111	33	April 26, 1959				34	112		
		Streamliner Passenger	C. B. & Q. Passenger					C. B. & Q. Passenger	Streamliner Passenger		
		Daily	Daily	STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.		Distance from Julesburg		Mile Post							
80	WYIP	f	4.30AM	DN	JULESBURG	YL JB	0.0	As	6.42PM		
75	ZP		4.37	D	7.1	OVID	VI	7.1	6.33		
73	WP		4.43	D	7.5	SEDGWICK	ZD	14.6	6.27		
20					4.4	DORSEY		19.0			
95	F		4.50		4.1	RED LION		23.1	6.20		
29	F				2.7	MARCOTT		25.8			
95	WP		4.55	D	4.3	OBOOK	OK	30.1	6.15		
22					1	TOBIN		34.2			
72	F		5.02		4.6	PROCTOR		38.8	6.09		
12	F				2.3	POWELL		41.1			
22					1.1	GRIFF		42.2			
94	F		5.07	D	3.4	ILIFF	F	45.6	6.03		
16					4.5	FORD		50.1			
77	F		5.13		3.4	HAYFORD		53.5	5.57		
	AIP				3.7	C. B. & Q. CROSSING		57.2			
100	IWTZP		5.18 5.20	DN-R	0.3	STERLING	YL ST	57.5	A2.20AM	5.53 5.51	
					4.2	HALL		61.7			
72	F		5.27	D	2.4	ATWOOD	OD	64.1	f 2.09	5.44	
28					2.7	BETTLAND		66.8			
74	F		5.32	D	3.4	MERINO	MI	70.2	f 2.02	5.40	
10					1.9	BETA		72.1			
148	F		5.37		2.9	MESSEK		76.0	1.56	5.35	
41	F				2.4	BALZAC		78.4			
52	F		5.41	DN	2.6	UNION	UN	81.0	f 1.50AM	5.31	
24					1.8	COOPER		82.8			
94	WP		5.45		4.2	SNYDER		87.0	5.26		
58	F		5.50		6.8	DODD		93.8	5.21		
21					3.1	HURLEY		96.9			
100	WP		5.55	DN	1.7	FT. MORGAN	FX	98.6	5.17		
35	F		6.01		7	NARROWS		106.9	5.11		
79	F		6.03	D	3.0	WELDONA	DN	109.0	5.09		
22	F		6.07		5.2	GOODRICH		114.2	5.05		
78	F		6.09		8.5	ORCHARD		117.7	5.02		
14	F				3.7	SUBLITTE		121.4			
53	F		6.15		3.4	MASTERS		124.8	4.56		
59	F		6.19		5.4	CANTON		130.2	4.52		
					5.2	HARDIN		135.4	4.48		
121	WP		6.23		2.7	KUMER		139.1			
18	F				4.0	KERSEY	KR	143.1	4.42		
78	F		6.29		4.1	AUBURN		147.2			
27					3.9	LASALLE	YL DY	151.1	4.35PM		
56	WTYP		A 6.37AM					(151.1)	Daily	Daily	
			(2.07) 71.3		(0.35) 40.3				(0.30) 47.0	(2.07) 71.3	

WESTWARD				BEATRICE BRANCH				EASTWARD							
		SECOND CLASS			Time-Table No. 29				SECOND CLASS						
		71	73	75	April 26, 1959				74	72	76				
		Freight	Freight	Local Freight					Freight	Freight	Local Freight				
		Daily	Daily	Tuesday Thursday Saturday	STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.		Distance from Valley			Mile Post										
	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	C. B. & Q. CROSSING	5.8						
28	F	10.40	1.45	s 6.45	6.8		0.5	YUTAN	YN	6.8	5.10	8.40	s 1.00		
100	YP	10.50	1.55	s 7.00	11.6	D	5.3	MEAD	AD	11.6	5.00	8.30	s 12.50		
94	F	11.10	2.07	s 7.15	18.9	D	7.8	WAHOO	W	18.9	4.45	8.15	s 12.30		
					19.6		0.7	O. & N. W. and C. B. & Q. CROSSINGS	19.6						
78	F	11.25	2.22	s 7.30	26.3	D	6.7	WESTON	WN	26.3	4.35	8.05	s 12.15		
20	F	11.35PM	2.34	f 7.40	33.2		6.9	TOUHY		33.2	4.23	7.53	f 12.01PM		
96	WYP	12.01AM	2.44	A 7.50AM	37.8	DN	4.1	VALPARAISO	YL VO	37.8	4.15	7.45	11.50AM		
					41.8		4.5	AGNEW		41.8					
33	F	12.18	2.58		46.5	D	4.7	RAYMOND	RM	46.5	3.59	7.28			
101	F	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					
84	ITP	12.55	3.18		57.1	DN	0.6	LINCOLN	YL SN	57.1	3.40	7.10			
	I				57.4		0.8	O. B. & Q. CROSSING		57.4					
	I				59.0		1.6	O. B. & Q. CROSSING		59.0					
190	P	1.18	3.31		65.4		6.4	JAMAICA		65.4	3.20	6.50			
					68.2		2.8	HANLON		68.2					
21	F	1.33	3.46		74.7		6.5	PRINOTON		74.7	3.05	6.35			
78	F	1.43	3.53		79.5	D	4.8	CORTLAND	RD	79.5	2.55	6.25			
84	F	1.58	4.08		88.9	D	9.4	PICKRELL	IK	88.9	2.43	6.13			
	WTYP	A 2.15AM	A 4.25PM		96.8	DN-R	7.9	BEATRICE	YL BX	96.8	2.30AM	6.00PM	Monday Wednesday Friday		
		(3.50) 25.2	(2.55) 33.2	(1.20) 28.0							Daily	Daily	(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			Time-Table No. 29				SECOND CLASS			
		April 26, 1959				STATIONS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.		Distance from Council Bluffs			Mile Post							
	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		

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. 29 April 26, 1959				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Valparaiso				Mile Post				
	75				76				Local Freight			
			Local Freight									
			Tuesday Thursday Saturday									
STATIONS				STATIONS				STATIONS				
WYP			8.00AM	0.0	DN-R	VALPARAISO	YL VO	0.0	A	11.35AM		
			f 8.20	7.4		LOMA		7.4	f	11.06		
23			s 8.40	13.5	D	BRAINARD	BD	13.5	s	10.50		
				15.0		O. & N. W. CROSSING		15.0				
32	W		s 9.10	23.2	D	DAVID CITY	DV	23.2	s	10.25		
				23.5		O. B. & Q. CROSSING		23.5				
31			s 9.45	33.3	D	RISING CITY	RN	33.3	s	9.40		
36			s 10.05	40.1	D	SHELBY	SH	40.1	s	9.20		
7			s 10.25	47.5	D	OSCEOLA	OZ	47.5	s	8.55		
9	W		s 10.50	52.9	D	STROMSBURG	S	52.9	s	8.25		
				56.8		DURANT		56.8				
35			s 11.15	63.0	D	POLK	PK	63.0	s	7.50		
21			s 11.30	68.8	D	HORDVILLE	HV	68.8	s	7.30		
23			s 11.45	73.8		HEBER		73.8	f	7.10		
				75.3		O. B. & Q. CROSSING		75.3				
WYP			A 11.55AM	75.9	DN-R	CENTRAL CITY	YL OI	75.9		7.05AM		
				(3.55)	..... Thru Time.....				(4.30)			
				19.4	..... Average speed per hour.....				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. 29 April 26, 1959				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Genoa				Mile Post				
	79				80				Mixed			
			Mixed									
			Monday Wednesday Friday									
STATIONS				STATIONS				STATIONS				
40	WY		8.52AM	0.0	D-R	GENOA	YL G	0.0	A	1.05PM		
30				9.3		MEROHISTON		9.3				
38			s 9.28	13.7	D	FULLERTON	FU	13.7	s	12.37		
21			s 9.53	23.1		BELGRADE		23.1	s	12.13PM		
26	W		s 10.13	30.3	D	CEDAR RAPIDS	OD	30.3	s	11.55AM		
36			s 10.34	36.6	D	PRIMROSE	P	36.6	f	11.39		
38	WY		A 11.00AM	44.3	D-R	SPALDING	YL SG	44.3		11.20AM		
				(2.08)	..... Thru Time.....				(1.45)			
				20.8	..... Average speed per hour.....				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. 29 April 26, 1959				SECOND CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Columbus				Mile Post						
	81				82				80					
			Mixed											
			Tuesday Thursday Saturday											
STATIONS				STATIONS				STATIONS						
WCTYPZ			8.00AM	0.0	DN-R	COLUMBUS	YL O	0.0	A	12.01PM	A	1.55PM	A	2.05PM
20			8.10	4.2		SHELDONVILLE		4.2	f	11.50AM		1.43		1.50
8	YP		A 8.22AM	9.4	R	OCONEE	YL	9.4	f	11.40		1.30PM		1.42PM
20				14.7	D	PLATTE CENTER	PO	14.7	s	11.25				
36				20.3		TARNOV		20.3						
				25.1		O. & N. W. CROSSING		25.1						
56	W			25.7	D	HUMPHREY	HX	25.7	s	11.05				
33	W			35.4	D	MADISON	MA	35.4	s	10.50				
31				40.9		ENOLA		40.9						
				48.7		O. & N. W. CROSSING		48.7						
				50.2		O. & N. W. CROSSING		50.2						
WZTP				50.4	D-R	NORFOLK	YL KN	50.4		10.00AM				
				(0.22)	..... Thru Time.....				(2.01)					
				25.6	..... Average speed per hour.....				25.0					

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

WESTWARD				ALBION BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 29 April 26, 1959				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Distance from Genoa				Mile Post					
	81				82				80				
			Mixed										
			Tuesday Thursday Saturday										
STATIONS				STATIONS				STATIONS					
20	YP		8.22AM	0.0	R	OCONEE	YL	0.0	A	1.30PM	A	1.42PM	
5				2.0		MILL SPUR		2.0					
			s 8.33	4.3	D	MONROE	MN	4.3	s	1.20	s	1.30	
40	WYP		s 8.49	11.3	D-R	GENOA	YL G	11.3		1.05PM	s	1.09	
56			s 9.55	22.3	D	ST. EDWARD	ST	22.3			s	12.35	
28	WYP		A 10.45AM	33.7	D-R	ALBION	YL A	33.7				12.10PM	
				(2.23)	..... Thru Time.....				(0.25)				
				14.2	..... Average speed per hour.....				27.1				

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. 29				SECOND CLASS				
					Mile Post	April 26, 1959							
						STATIONS							
		283	83					84	284				
		Mixed	Mixed					Mixed	Mixed				
		Monday Wed., Fri.	Tuesday Thurs., Sat.										
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM				
I				0.4		O. B. & Q. CROSSING	0.4						
11				2.5		OAREY	2.5						
19		s 10.30	s 9.28	11.1	D	ST. LIBBY RY	11.1	s 4.42	s 4.42				
26	WYP	s 11.15	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	s 4.20				
16		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					
81		f 12.25		47.7		ROCKVILLE	47.7	f 2.55					
83	WY	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 3.55					
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					
3				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)							
		(3.00)	(3.10)			..... Thru Time.....		(2.45)	(2.45)				
		20.3	19.3			..... Average speed per hour.....		22.2	22.1				

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

WESTWARD				HASTINGS BRANCH				EASTWARD					
SECOND CLASS				Distance from Hastings	Time-Table No. 29				SECOND CLASS				
					Mile Post	April 26, 1959							
						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)							

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

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

WESTWARD				KEARNEY BRANCH				EASTWARD					
SECOND CLASS				Distance from Kearney	Time-Table No. 29				SECOND CLASS				
					Mile Post	April 26, 1959							
						STATIONS							
								95					
								Mixed					
								Tuesday, Thursday Saturday					
PWYCZ				9.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 9.20PM	A 11.50AM			
12				f 9.12	5.5		GLENWOOD PARK	5.5	f 8.34	f 11.19			
19				s 9.24	10.1		RIVERDALE	10.1	s 8.22	s 11.07			
27				s 9.41	16.8	D	AMHERST HR	16.8	s 8.00	s 10.50			
32	W			s 10.06	26.8		MILLER	26.8	s 7.35	s 10.26			
38				s 10.20	32.5	D	SUMNER SU	32.5	s 7.15	s 10.10			
28				s 10.40	40.4	D	EDDYVILLE VD	40.4	s 6.57	s 9.50			
40				s 11.13AM	52.1	D	COONTO BS	52.1	s 6.28	s 9.30			
27	WY			s 12.30PM	65.5	D	CALLAWAY OA	65.5	s 5.45	s 8.55			
9				f 12.55	75.8		FINCHVILLE	75.8	f 5.00	f 8.30			
38	W			s 1.30	83.1	D	ARNOLD AD	83.1	s 4.45	s 8.15			
10				f 2.10	94.6		HOAGLAND	94.6	f 4.18	f 7.48			
15				f 2.30	99.2		GANDY	99.2	f 4.08	f 7.38			
22	WY			A 2.55PM	102.4	D-R	STAPLETON YL SN	102.4	4.00PM	7.30AM			
							(102.4)		Wednesday Friday	Sunday			
		(5.55)				..... Thru Time.....		(5.20)	(4.20)				
		17.3				..... Average speed per hour.....		19.2	23.6				

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distances from O'Fallons.	Time-Table No. 29 April 26, 1959			Mile Post	SECOND CLASS				
	97 Local Freight Daily	93 Mixed Daily	STATIONS		98 Local Freight Daily	94 Mixed Daily	STATIONS						
									97 Local Freight Daily	93 Mixed Daily	98 Local Freight Daily	94 Mixed Daily	
				0.0	R	O'FALLONS YL	0.0	A	3.35PM	A	6.25PM		
				2.8		COOKER	2.8	f	3.20	f	6.13		
16	f	7.20	f	6.05	2.8		2.8	f	3.20	f	6.13		
41	P	f	7.41	s	6.18	12.8	D	SARBEN AK	12.8	f	3.01	s	5.58
40		f	7.58	f	6.27	19.6		NEVENS	19.6	f	2.45	f	5.48
12					24.8			BROGANVILLE	24.8				
42	WP	f	8.20	s	6.41	28.4		KEYSTONE	28.4	f	2.32	s	5.36
11					30.7			KINGSLEY	30.7				
42	P	f	8.35	f	6.51	34.9	D	MARTIN SA	34.9	f	2.20	f	5.24
42	P	f	8.50	s	7.01	41.2		LEMOYNE	41.2	f	2.05	s	5.14
26		f	9.05	f	7.10	46.8		BELMAR	46.8	f	1.55	f	5.03
44		f	9.14	f	7.18	51.7		RUTHTON	51.7	f	1.45	f	4.55
41	YP	s	9.45	s	7.32	59.8	D	LEWELLEN YL W	59.8	s	1.35	s	4.44
41	WP	s	10.35	s	7.51	70.8	D	OSHKOSH YL OX	70.8	s	1.05	s	4.21
40	P	s	11.20	s	8.12	86.4	D	LISCO OO	86.4	f	12.15PM	s	3.53
46	P	s	11.45AM ⁹⁸	s	8.34	100.4	D	BROADWATER BR	100.4	f	11.45AM ⁹⁷	s	3.30
19		f	12.03PM	f	8.47	109.6		TOWERS	109.6	f	11.20	f	3.12
105	WPY	s	12.35	s	8.57	114.1	D	NORTHPORT YL NP	114.1	f	11.12	s	3.05
	AI		12.40		9.00	115.5		O. B. & Q. CROSSING	115.5		10.50		2.57
11		f	12.55	f	9.09	121.8		MOHLER	121.8	f	10.40	f	2.46
33	P	f	1.01	s	9.18	126.7	D	SOUTH BAYARD OR	126.7	f	10.32	s	2.39
51		f	1.10	s	9.27	132.1		McGREW	132.1	f	10.23	s	2.29
80	P	f	1.20	s	9.37	137.9	D	MELBETA MB	137.9	f	10.13	s	2.19
70	DWYZPT	A	1.35PM	A	9.55AM	145.9	DN-R	GERING YL G	145.9		10.00AM		2.00PM
								(145.9)		Daily		Daily	
		(6.20) 23.1		(3.55) 37.6				..... Thru Time.....		(5.35) 26.1		(4.25) 33.0	
								..... Average speed per hour.....					

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from Gering	Time-Table No. 29 April 26, 1959			Mile Post	SECOND CLASS		
	STATIONS	97 Local Freight Daily	93 Mixed Daily		STATIONS	98 Local Freight Daily	94 Mixed Daily				
									97 Local Freight Daily	93 Mixed Daily	98 Local Freight Daily	94 Mixed Daily
				0.0	DN-R	GERING YL G	0.0				
17				5.4		MATHERS YL	5.4				
27				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.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 29 April 26, 1959			Mile Post	SECOND CLASS					
	353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily		STATIONS	354 Mixed	60 Local Freight		94 Mixed					
										353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily	354 Mixed	60 Local Freight	94 Mixed
				10.05AM	6.00AM	145.9	DN-R	GERING YL G	145.9		A10.45AM	A	1.50PM	
14				f	10.11	f	6.10				f	10.33	f	1.40
30	P			f	10.14	f	6.15	D	HAIG HA	152.3	f	10.30	f	1.36
24				f	10.20	f	6.25	D	SOUTH MITCHELL MI	155.8	f	10.25	f	1.30
32				f	10.23 ⁶⁰	f	6.30				f	10.23 ⁹³	f	1.26
70	P			f	10.31	f	6.45	D	SOUTH MORRILL MO	162.1	f	10.06	f	1.19
18				f	10.34	f	6.50				f	9.52	f	1.14
51	WYP			s	10.40	s	9.45 ⁶⁰	DN	LYMAN YL MU	167.9	s	9.45 ⁵⁹	s	1.09
21				f	10.41	f	9.50				f	9.20	f	1.04
51	P			f	10.50	f	10.07	D	HUNTLEY HU	173.7	f	9.13	f	12.58
38				f	10.55	f	10.17				f	9.06	f	12.53
51	YP			12.40PM	11.05 ⁵⁹ 11.10	10.35AM ⁹³ 12.05PM	181.6	D-R	YODER YL DR	181.6	A11.45AM	9.00 8.46	12.45 12.35	
51	P			f	11.20	s	12.23 ⁹⁴	D	VETERAN VN	188.1	s	8.33	f	12.23 ⁵⁰
8				f	11.25	f	12.33				f	8.26	f	12.17
16				f	11.32	f	12.43				f	8.19	f	12.10
51	WYP			A	11.40AM	A	12.55PM	D-R	SO TORRINGTON YL RI	200.6		8.10AM	12.05PM	
14				f	12.50		186.3				f	11.32		
26				f	12.55		187.6				f	11.27		
51	PW			s	1.05		192.4	D	HAWK SPRINGS HK	192.4	s	11.15		
31				f	1.10		194.7				f	11.01		
19				f	1.20		200.8				f	10.50		
51	PWY			s	1.30		203.8	D	LA GRANGE GA	203.8	s	10.45		
19				f	1.42		210.7				f	10.20		
51	P			s	2.15		222.5	D	ALBIN AB	218.8	s	9.55		
51				f	2.30		229.7				f	9.35		
	WPY			A	3.01PM		244.3	DN-R	EGBERT YL GX	244.3		9.10AM		
											Daily	Daily	Daily	
		(2.21) 26.8		(1.35) 34.5		(6.55) 9.1		..... Thru Time.....		(2.35) 24.3	(2.35) 21.1	(1.45) 31.3		
								..... Average speed per hour.....						

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from Lyman	Time-Table No. 29 April 26, 1959			Mile Post	SECOND CLASS		
	STATIONS	97 Local Freight Daily	93 Mixed Daily		STATIONS	98 Local Freight Daily	94 Mixed Daily				
									97 Local Freight Daily	93 Mixed Daily	98 Local Freight Daily
				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				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from Sears	Time-Table No. 29 April 26, 1959			Mile Post	SECOND CLASS		
	STATIONS	97 Local Freight Daily	93 Mixed Daily		STATIONS	98 Local Freight Daily	94 Mixed Daily				
									97 Local Freight Daily	93 Mixed Daily	98 Local Freight Daily
				0.0		SEARS YL	0.0				
5				1.2		BELLINGER YL	1.2				
17				2.8		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				20	
When caboose is handled in train consisting of passenger train equipment.		60						
Within yard limits protected by continuous block signal system.	60	50	25		Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			30
When yard limits not protected by continuous block signal system.	50	40	25				25	
Passing fueling stations located within yard limits.	50	40	25		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15
Passing fueling stations located outside yard limits.	50	40	40				25	
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 scale test cars.			30
Gas turbine locomotives in road service.		60	55		Trains handling U.P. ore cars series 8000, 8499, loaded or empty. Trains handling air-dump cars.			45
1500 class diesel road freight locomotives.		50	50			35		
Other than 1500 class diesel freight locomotives.		60	55	When using No. 14 turn-outs.	25	20	20	
3800 and 3900 class engines.		60	50	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	
4000 class engines.		45	45		15	15	15	
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	20	20	
Mallet, Consolidation and Ten Wheeler type engines.		35	35	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	
0-6-0 type yard engines.		20	20	On wye tracks.	15	15	15	
Steam engines running backward.		20	20	Jordan spreaders and other machines of spreader type, when in operation.			15	
Light engines.			45	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25	
When more than 50% of the tonnage is gravel.			40					

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	Grand Island, on east and west legs of wye.			10
Fremont, within city limits.		20	15	Grand Island, on scale track and east yard run-around track.			5
Ames, freight train moving over C. & N. W. crossing.			50	Buda, all airfield trackage.			10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Central City, within city limits.	60	60	55	Lexington, from Main street to 1500 feet east on scale track.			10
Central City, on east leg of wye.			10	Lexington, on third and fourth tracks north, east of depot.			5
Grand Island, on Kansas Division, Fourth Sub-division main track between Walnut and Eddy Streets.	20	20	20	Cozad, on Amour & Co. spur tracks.			5
Grand Island, freight trains entering and moving through yard tracks.			5	Gothenburg wye.			5
				Gothenburg passing fueling station.			40

ON WESTWARD TRACK

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

ON EASTWARD TRACK

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

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Diesel locomotives in road service.			55	Brownson, on government tracks.			10
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, on industry track.			5
				Cheyenne passenger sheds.	10	10	5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts — Korty 323.5 and 324.4	70	60	50	Between Mile Posts — Cheyenne 509.1 and 508.7	40	40	25
Julesburg 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
Brownson 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
Bushnell 456.9 and 457.2	80	70	50	Archer 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	Durham 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	Hillsdale 486.5 and 486.2	70	60	50
Pine Bluffs 466.8 and 467.3	50	40	40	Tracy 467.3 and 466.8	50	40	40
Burns 486.2 and 486.5	70	60	50	Pine Bluffs 466.6 and 466.2	60	50	50
Hillsdale 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
Durham 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
Archer 502.2 and 503.0	60	50	40	Potter 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	Weir 366.1 and 365.4	60	50	50
508.7 and 509.1 Cheyenne	40	40	25	Roscoe 324.4 and 323.5	70	60	50
				North Platte			

THIRD SUBDIVISION

Maximum speed.	79	70	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.	Frnt.		Psgr.	Frnt.
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	Carey, all airfield trackage.		30
Garratt 56.3 and 57.5	15	15	Between St. Libory and Ord.		30
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Paul and Loup City.		20
Pickrell 96.5 and 97.3	15	15	Trains handling outfit cars.		70
Beatrice, Allers Grain Company spur.		5	Maximum speed.	70	50
Beatrice, on Kilpatrick track.		5	Diesel locomotives in road service.	30	30
Stromsburg Branch Maximum speed:	35	25	Over Bridge 21.35.	30	30
Between Valparaiso and Brainard.	40	30	Gibbon, west of east wye switch.		15
Between Brainard and Hordville.	35	25	Kearney Branch Diesel locomotives in road service.	30	30
Between Hordville and Central City.		20	Trains handling outfit cars.		20
Trains handling outfit cars.		20	North Platte Branch Maximum speed.	45	45
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	5000 class engines.	35	35
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Over Bridge 18.30.		35
			Oshkosh, over First Street Crossing.		15
			North Platte Cut-off Maximum speed.	45	45
			5000 class engines.	35	35
			On curves between Yoder and So. Torrington.		35
			On curves between M.P. 25.42 and M.P. 31.25.		30
			Through tunnel between Albin and Tremain.		20
			Lyman Branch		20
			Gering Branch		20
			Sears Branch		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	70—XP	Both	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 EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott	District Surgeon	Omaha, Nebr.	E. R. Core	Surgeon	Kimball, Nebr.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	V. D. Norall	Surgeon	Lexington, Nebr.
J. S. Benwell	District Surgeon	Denver, Colo.	R. F. Moeller	Surgeon	Lincoln, Nebr.
R. J. Smith	Surgeon	Albion, Nebr.	E. R. Pearson	Surgeon	Lupton, Colo.
W. T. Wildhaber	Surgeon	Beatrice, Nebr.	W. L. Wilkinson	Surgeon	La Salle, Colo.
R. W. Taylor	Oculist and 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. Kille	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.	H. Dey Myers	Surgeon	Schuyler, Nebr.
L. E. Imes	Surgeon	Grand Island, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
C. H. Magglore	Surgeon	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	F. E. Palmer	Oculist and Aurist	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
J. J. Hangan	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.	Ivan M. French	Surgeon	Wahoo, Nebr.
B. R. Bancroft	Surgeon	Kearney, Nebr.			
S. O. Staley	Surgeon	Kearney, Nebr.			
F. L. Richards	Oculist and Aurist	Kearney, Nebr.			
M. B. Wilcox	Oculist and Aurist	Kearney, Nebr.			
A. H. Shamberg	Surgeon	Kimball, Nebr.			