



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE

No. 34

**Effective Sunday,
September 24, 1961**

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

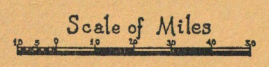
**Safety Always
Makes a Suggestion**

FOR EMPLOYEES ONLY

EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO MAR. 1, 1959



CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

										Time-Table No. 34 September 24, 1961	
										Distance from Council Bluffs	STATIONS
9	17	105	111	27	7	5	103				
Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Streamliner Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
							9.55		0.0	CO. BLUFFS	
									2.8	OMAHA	
									146.9	GRAND ISLAND	
									284.1	C.T. M.T. NORTH PLATTE	
									365.3	JULESBURG	
									407.5	SIDNEY	
									KANSAS CITY	
									562.5	DENVER	
									509.5	CHEYENNE	
									566.0	LARAMIE	
									682.8	RAWLINS	
									817.0	GREEN RIVER	
									847.2	GRANGER	
									902.6	OGDEN	
										(902.6)	
										..... Thru Time From Omaha
										..... Average speed per hour
										(22.40) (22.35) (7.40) (9.05) (12.35) (22.05) (21.15) (16.55) Thru Time From Omaha	
										52.1 47.4 56.2 61.0 45.3 44.8 46.5 58.5 Average speed per hour	

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

T. F. SHANAHAN, Superintendent Omaha, Neb.
W. H. ANDERSON, Asst. Superintendent Omaha, Neb.
J. A. McCULLOUGH, Terminal Superintendent Omaha, Neb.
W. F. GRIFFIN, Asst. Superintendent Safety and Courtesy Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent Co. Bluffs, Ia.
A. L. O'NEILL, Jr., Asst. Terminal Superintendent Co. Bluffs, Ia.
R. E. IRION, Trainmaster Grand Island, Neb.
J. E. GUYAN, Terminal Superintendent North Platte, Neb.
W. E. MILLER, Asst. Terminal Superintendent North Platte, Neb.
R. W. HOLLAND, Trainmaster North Platte, Neb.
W. E. HENKE, Asst. Superintendent Sidney, Neb.
F. G. CLARK, Trainmaster Gering, 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.
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.
D. MacDONALD, 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
NORTH PLATTE BRANCH AND CUT-OFF**
A. R. SUTHERLAND, Chief Train Dispatcher North Platte, Neb.
J. P. RYAN, Asst. Chief Train Dispatcher North Platte, Neb.
O. E. BEESON, Asst. Chief Train Dispatcher North Platte, Neb.

THIRD SUBDIVISION
J. F. BARRETT, Chief Train Dispatcher Denver, Colo.
B. L. SIVERS, Asst. Chief Train Dispatcher Denver, Colo.
H. D. MEAD, Asst. Chief Train Dispatcher Denver, Colo.

MILEAGE
 Main Line 659.60
 Branches 836.14
 Total 1495.74

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

										Time-Table No. 34 September 24, 1961	
										Distance from Council Bluffs	STATIONS
106	112	10	104	28	18	6	8				
Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
									0.0	CO. BLUFFS	
									2.8	OMAHA	
									146.9	GRAND ISLAND	
									284.1	C.T. M.T. NORTH PLATTE	
									365.3	JULESBURG	
									407.5	SIDNEY	
									KANSAS CITY	
									562.5	DENVER	
									509.5	CHEYENNE	
									566.0	LARAMIE	
									682.8	RAWLINS	
									817.0	GREEN RIVER	
									847.2	GRANGER	
									902.6	OGDEN	
										(902.6)	
										..... Thru Time From Omaha
										..... Average speed per hour
										(7.40) (8.45) (22.55) (16.45) (12.35) (23.15) (20.15) (21.15)	
										56.2 63.9 53.5 56.8 44.7 46.0 48.8 46.8	

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
7	Any station 1st and 2nd subdivision		North of Granger or Ogden or beyond.	8	Any station 1st and 2nd subdivision	Cheyenne or beyond.	
103	Any station 2nd subdivision	Omaha or beyond.			Any station 2nd subdivision		Omaha or beyond.
111	Fremont		San Bernardino or beyond.	104	Kearney	San Bernardino or beyond.	
	Columbus		Reno or beyond.		Columbus	Reno or beyond.	
	Kearney			112	Ft. Morgan	Denver or beyond	Points where scheduled to stop.
	Fremont	Chicago	Denver or beyond.		Ogallala	Denver or beyond	Omaha or beyond.
	Ogallala	Omaha or beyond	Denver or beyond.		Fremont	Denver or beyond	Chicago.
	Ft. Morgan	Points where scheduled to stop	Denver or beyond.				

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	Time-Table No. 34 September 24, 1961				Distance from Council Bluffs
	71	73	75	233	
	Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Monday Wed., Fri.	
DF OXWITYPZ	11.30PM	5.00PM		6.30AM	0.0
DFXWITOPZ	11.45PM	5.15		6.40	2.8
XIP	12.01AM	5.45		7.00	5.2
ES94 XP	12.10	5.55		7.14	14.1
XP	12.20	6.00		7.20	17.1
OS73 XP			s 7.30		21.7
OS84 P			s 7.40		24.5
WS175 XYPW ES165 ES90	A12.45AM	A 6.15PM		s 8.40	28.0
OS81 P			f 8.50		34.3
I					38.2
WS99 X ES172 PS				s 9.15	39.3
I					40.0
IP					44.8
OS82 P				f 9.24	46.3
OS150 XP				s 9.38	54.4
OS82 P				s10.10	61.4
WS130 X ES125 WP				s11.24	68.7
OS118 P				f11.52AM	76.9
I					83.8
WS148 XWTD ES125 YP				s12.30PM	84.5
OS119 P				s12.50	92.3
OS119 XP				s 1.20	102.3
P				f 1.30	107.9
OS82 XP				s 2.00	118.6
I					124.3
WS113 X ES119 WYP				12.05PM	124.9
OS150 P				s12.25	135.1
I					146.5
XWCZTYOP				A12.45PM	146.9
OS82 XYP					154.6
WS117 X ES48 P					162.3
OS82 XP					169.9
WS130 XI ES70 YP					176.0
OS150 P					180.2
WS122 XW ES118 YP					189.1
OS82 P					198.3
OS130 XP					204.6
OS82 P					213.3
WS115 XWY ES119 2P					224.4
OS83 XP					232.5
OS150 ZXP					238.2
WS125 XW ES123 YP					248.8
OS83 P					261.6
OS119 XP					270.0
DFXWCZTYOP					284.1

(1.15) (1.15) (0.40) (8.00)
22.4 22.4 33.0 15.6

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

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Distance from Council Bluffs	Time-Table No. 34 September 24, 1961				
	111	27	7	5	103
	Streamliner Passenger Daily	Mail and Express Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily
				9.55AM	0.0
(R COUNCIL BLUFFS YL)					2.8
DN-R OMAHA YL US					5.2
DN SUMMIT YL SU	11.35PM	11.00PM	10.45AM	10.30	2.45AM
WECO	11.41	11.06	10.52	10.37	2.50
LANE	11.48	11.14	11.00	10.46	2.57
ELKHORN KH	11.51	11.17	11.04	10.49	3.00
WATERLOO WO	11.55	11.21	11.09	10.54	3.04
VALLEY YL V	11.58PM	11.24	11.13	10.57	3.07
MEROER	12.01AM	f11.28	11.17	11.01	3.10
O. & N. W. CROSSING	12.06	11.34	11.23	11.06	3.14
FREMONT YL FN					38.2
O. B. & Q. CROSSING	12.12	s11.43	s11.35	s11.18	3.18
O. & N. W. CROSSING					40.0
AMES					44.8
NORTH BEND NB	12.18	11.52	11.43	11.25	3.23
ROGERS	12.24	f11.59PM	11.50	11.32	3.29
SCHUYLER SO	12.29	12.06AM	11.57AM	11.38	3.34
RIOHLAND BZ	12.34	f12.15	f12.04PM	11.44	3.39
O. B. & Q. CROSSING	12.40	12.23	12.12	11.52AM	3.45
COLUMBUS YL O					84.5
DUNCAN	s12.49	s12.38	s12.29	s12.06PM	3.51
SILVER CREEK SI	12.55	12.46	12.39	12.16	3.58
HAVENS	1.04	12.55	12.49	12.25	4.06
OLARKS OK	1.09	1.00	12.54	12.30	4.10
O. B. & Q. CROSSING	1.14	1.05	12.59	12.35	4.15
CENTRAL CITY OI					124.3
OHAPMAN OP	1.26	s 1.17	f 1.13	12.46	4.26
O. B. & Q. CROSSING	1.34	1.29	1.24	12.56	4.37
GRAND ISLAND GE					146.5
ALDA	1.49	1.40	1.40	1.10	4.49
WOOD RIVER WR	1.50	1.35	1.50	1.20	4.50
SHELTON ST	1.58	2.03	1.59	1.28	4.57
GIBBON GB	2.03	f 2.09	2.06	1.35	5.03
OPTIC	2.09	f 2.16	2.13	1.41	5.09
KEARNEY YL KR	2.14	f 2.21	2.19	1.46	5.13
ODESSA DZ	2.17	2.25	2.23	1.50	5.16
ELM CREEK QR	s 2.25	s 2.34	s 2.32	s 1.58	5.25
OVERTON OV	2.38	f 2.51	2.47	2.14	5.34
LEXINGTON UM	2.43	f 2.57	2.53	2.20	5.39
DARR	2.49	f 3.04	3.01	2.28	5.46
COZAD OO	2.58	s 3.21	f 3.12	2.38	5.55
GOTENBURG BU	3.04	3.29	3.22	2.45	6.01
BRADY BI	3.08	s 3.39	f 3.29	2.50	6.05
MAXWELL MX	3.16	s 3.56	f 3.40	3.01	6.12
NORTH PLATTE YL NO	3.26	f 4.10	3.56	3.13	6.23
	3.33	f 4.19	4.06	3.21	6.30
	A 3.50AM	A 4.45AM	A 4.30PM	A 3.45PM	A 6.45AM

(4.15) (5.45) (5.45) (5.15) (4.00)
66.2 48.9 48.9 53.6 70.3

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply on First Subdivision. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. No. 103 reduce speed to 25 miles per hour passing through Columbus to discharge mail. No. 5 reduce speed to 60 miles per hour passing mail cranes at Cozad and 50 miles per hour passing mail crane at Gothenburg. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 34
September 24, 1961

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS				
		28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger
R COUNCIL BLUFFS YL	0.0		A 6.30PM			
DN-R OMAHA YL US	2.8	A 7.00AM	6.15	A 7.00PM	A 1.40AM	A 3.30AM
DN SUMMIT YL SU	5.2	6.45	5.33	6.45	1.30	3.20
WECO	14.1	6.35	5.26	6.33	1.22	3.12
LANE	17.1	6.32	5.22	6.29	1.18	3.08
ELKHORN KH	21.7	f 6.27	5.16	6.24	1.14	3.04
WATERLOO WO	24.5	f 6.23	5.12	6.21	1.11	3.01
VALLEY YL V	28.0	s 6.19	5.09	6.17	1.07	2.57
MERCER	34.2	6.09	5.01	6.09	1.01	2.51
O. & N. W. CROSSING	38.2					
DN FREMONT YL FN	39.2	s 6.03	s 4.55	s 6.01	12.56	2.46
O. B. & Q. CROSSING	40.0					
O. & N. W. CROSSING	44.8					
AMES	46.3	f 5.48	4.37	5.45	12.48	2.38
NORTH BEND NB	54.4	f 5.40	4.30	5.37	12.42	2.32
ROGERS	61.4	f 5.32	4.23	5.29	12.36	2.27
DN SCHUYLER SO	68.7	s 5.24	4.17	f 5.22	12.31	2.21
RIOHILL BZ	76.0	f 5.13	4.09	5.13	12.25	2.15
O. B. & Q. CROSSING	83.8					
DN COLUMBUS YL O	84.5	s 5.05	s 4.02	s 5.05	12.18	2.08
DUNCAN	92.2	f 4.49	3.47	4.52	12.08	1.58
SILVER CREEK SI	102.2	f 4.39	3.39	4.42	12.01AM	1.51
HAVENS	107.9	4.34	3.34	4.36	11.57PM	1.47
OLARKS OX	113.0	f 4.29	3.30	4.31	11.53	1.43
O. B. & Q. CROSSING	124.3					
DN CENTRAL CITY OI	124.9	s 4.19	3.21	f 4.21	11.44	1.34
CHAPMAN OP	135.1	4.05	3.11	4.12	11.35	1.25
O. B. & Q. CROSSING	146.5					
DN-R GRAND ISLAND GE YL	146.9	3.55	3.00	4.00	11.25	1.15
ALDA	154.5	3.40	2.50	3.50	11.24	1.14
WOOD RIVER WR	162.3	f 3.20	2.26	3.26	11.05	1.01
SHELTON ST	169.9	f 3.13	2.19	3.19	10.59	12.49
DN GIBBON GB	176.0	f 3.07	2.13	3.12	10.54	12.44
OPTIC	180.2	3.03	2.08	3.07	10.50	12.40
DN KEARNEY YL KR	189.1	s 2.55	s 1.55	s 2.55	10.42	12.32
ODESSA DZ	198.3	f 2.36	1.45	2.44	10.34	12.24
ELM CREEK QR	204.6	f 2.30	1.40	2.38	10.30	12.20
OVERTON OV	213.3	f 2.22	1.32	2.29	10.23	12.13
DN LEXINGTON UM	224.4	s 2.09	1.22	s 2.17	10.14	12.05AM
DARR	232.5	1.57	1.15	2.07	10.08	11.59PM
COZAD CO	238.2	s 1.50	1.10	f 2.00	10.04	11.53
DN GOTHENBURG BU	248.8	s 1.36	1.01	f 1.45	9.55	11.45
BRADY BI	261.5	f 1.22	12.49	1.30	9.45	11.35
MAXWELL MX	270.6	f 1.14	12.41	1.21	9.38	11.28
DN-R NORTH PLATTE YL NO	284.1	1.00AM	12.25PM	1.05PM	9.25PM	11.15PM
(284.1)		Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time to Omaha (6.00) (5.20) (5.55) (4.15) (4.15)
Average speed per hour 46.9 52.7 47.5 66.2 66.2

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 50 miles per hour passing mail crane at Gothenburg and 60 miles per hour passing mail crane at Cozad.
No. 8 reduce speed to 50 miles per hour for dispatch of mail at Gibbon.
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. 34
September 24, 1961

SECOND CLASS

STATIONS	Mile Post	74	234	72	76	Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.
		Time Freight	Local Freight	Time Freight	Local Freight	
R COUNCIL BLUFFS YL	0.0	A 6.50AM	A 3.15PM	A 10.15PM		DF KWCITYPE
DN-R OMAHA YL US	2.8	6.35	2.55	10.00		DFXWITOPE
DN SUMMIT YL SU	5.2	6.05	2.35	9.35		XIP
WECO	14.1	5.55	2.15	9.25		ES94 XP
LANE	17.1	5.50	f 2.05	9.20		XP
ELKHORN KH	21.7		s 1.55			CS73 XP
WATERLOO WO	24.5		s 1.30			CS84 P
VALLEY YL V	28.0	5.35AM	s 1.00	9.05PM		WS175 XYPW ES166 ES90
MERCER	34.2		f 12.01PM			CS81 P
O. & N. W. CROSSING	38.2					I
DN FREMONT YL FN	39.2		s 11.50AM			WS99 X ES172 PZ
O. B. & Q. CROSSING	40.0					I
O. & N. W. CROSSING	44.8					IP
AMES	46.3		f 10.50			CS82 P
NORTH BEND NB	54.4		s 10.20			CS150 XP
ROGERS	61.4		s 9.50			CS82 P
DN SCHUYLER SO	68.7		s 9.20			WS130 X ES123 WF
RIOHILL BZ	76.0		f 8.20			CS118 P
O. B. & Q. CROSSING	83.8					I
DN COLUMBUS YL O	84.5		s 8.00			WS143 XWTD ES125 YPZ
DUNCAN	92.2		s 7.20			CS119 P
SILVER CREEK SI	102.2		s 6.40			CS119 XP
HAVENS	107.9		f 6.00			P
OLARKS OX	113.0		s 5.39			CS82 XP
O. B. & Q. CROSSING	124.3					I
DN CENTRAL CITY OI	124.9		5.00AM	A 6.55AM		WS113 X ES119 WYP
CHAPMAN OP	135.1			s 6.40		CS150 P
O. B. & Q. CROSSING	146.5					I
DN-R GRAND ISLAND GE YL	146.9			6.20AM		XWCZTYOP
ALDA	154.5					CS82 XYP
WOOD RIVER WR	162.3					WS117 X ES48 P
SHELTON ST	169.9					CS82 XP
DN GIBBON GB	176.0					WS130 XI ES70 YP
OPTIC	180.2					CS150 P
DN KEARNEY YL KR	189.1					WS122 XW ES118 YZP
ODESSA DZ	198.3					CS82 P
ELM CREEK QR	204.6					CS130 XP
OVERTON OV	213.3					CS82 P
DN LEXINGTON UM	224.4					WS115 XWY ES119 ZP
DARR	232.5					CS82 XP
COZAD CO	238.2					CS150 ZXP
DN GOTHENBURG BU	248.8					WS125 XW ES123 YP
BRADY BI	261.5					CS82
MAXWELL MX	270.6					CS11
DN-R NORTH PLATTE YL NO	284.1	Daily	Tue. Thu. Sat.	Daily	Mon. Wed. Fri.	DFXWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
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.						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	5.35AM	284.1
			7.10	6.45	5.45	289.2
CS 84 P						290.5
WS 72 XP			s 7.25	s 7.01	f 5.55	296.9
CS 119 YP			f 7.35	A 7.10AM	A 6.00AM	300.7
40						301.8
CS 121 P			f 7.45			308.4
CS 121 P			s 8.20			315.5
5			f 8.32			321.7
CS 88 P			f 8.45			327.7
WS 125 WS 120 HS 128 XWP			s 9.45			334.8
CS 125 P			s 10.10			343.9
10						349.1
CS 129 P			s 10.35			353.9
12			f 10.45			359.3
XWYYP WS 125 HS 121			11.45AM			365.3
CS 128 WP			s 12.25PM			380.3
WS 111 HS 74 XP			s 12.50			389.7
CS 125 P			f 1.02			396.3
WXCOYP			1.15			401.0
CS 94 YP		8.30AM	A 1.30PM			407.5
WS 121 XWP HS 79			f 8.45			415.5
8			f 9.15			426.4
CS 125 P			s 9.35			430.8
27						435.4
9 133 XWP			s 10.15			439.9
13						444.5
CS 125 P			s 10.45			451.1
CS 126 XWYP			A 11.30AM			456.6
10						472.0
CS 94 XWYP			3.10PM			477.5
WS 62 XP			f 3.20			483.2
CS 96 WP			f 3.30			489.7
WS 62 XP			f 3.40			495.9
WS 117 XP HS 126			f 3.50			501.2
DF XWCZTYOP			A 4.10PM			509.5

Time-Table No. 34
September 24, 1961

STATIONS

DN-E NORTH PLATTE NY	YL NO	5.1
WEST NORTH PLATTE	YL WN	1.8
BIRDWOOD		6.4
D HERSEY OF		3.8
O'FALLONS		1.1
VARNER		1.6
D SUTHERLAND SU		12.1
D PAXTON PN		6.2
KORTY		6.0
ROSCOE		7.1
DN OGALLALA GT		9.1
D BRULE RU		5.2
MEGEATH		4.3
D BIG SPRINGS GS		5.4
BARTON		6.0
DN JULESBURG JB		15.0
D OHAPPELL OQ		9.4
D LODGE POLE GP		6.6
SUNOL		4.7
COLTON		6.5
DN-E SIDNEY YL OD		8.0
BROWNSON		10.9
D POTTER PR		4.4
JACINTO		4.6
D DIX DX		4.5
OWASCO		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		6.7
D BURNS UX		6.5
HILLSDALE		6.2
DURHAM		5.3
AROHER		8.3
DN-E CHEYENNE YL OY		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(225.4)

(1.00) (3.00) (6.30) (0.35) (0.25) Thru Time
32.0 19.8 19.0 28.5 39.8 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

					7	5	103	27	111	Distance from Council Bluffs
					Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	
					Daily	Daily	Daily	Daily	Daily	
					3.45PM	3.00PM	5.50AM	4.00AM	2.55AM	284.1
					3.53	3.08	5.57	4.08	3.02	289.2
					4.00	3.15	6.02	4.15	3.07	296.9
					4.03	3.18	6.05	4.18	3.10	300.7
					4.06	3.21	6.07	f 4.21	3.12	308.4
					4.18	3.35	6.16	f 4.33	3.22	315.5
					4.24	3.41	6.21	4.39	3.28	321.7
					4.30	3.47	6.26	4.45	3.33	327.7
					s 4.40	3.55	6.32	s 4.55	3.40	334.8
					4.50	4.05	6.39	f 5.05	3.48	343.9
					5.00	4.15	6.47	f 5.15	3.56	349.1
					5.05	4.20	6.51	5.20	4.01	353.9
					f 5.13	4.26	6.56	s 5.30	Af 4.10AM	359.3
					5.28	4.42	7.08	f 5.46		380.3
					5.37	4.52	7.15	f 5.55		389.7
					5.44	4.59	7.20	6.02		396.3
					5.49	5.05	7.24	6.07		401.0
					6.00	5.15	7.33	6.15		407.5
					6.10	5.25	7.34	6.25		415.5
					6.20	5.35	7.43	6.35		426.4
					6.32	5.46	7.53	f 6.45		430.8
					6.41	5.55	8.01	f 6.55		435.4
										439.9
					s 6.53	6.05	8.09	s 7.10		444.5
										451.1
					7.05	6.18	8.19	f 7.22		456.6
					7.15	6.28	8.29	f 7.33		466.7
										472.0
					7.27	6.40	8.40	f 7.45		477.5
					7.34	6.46	8.46	f 7.51		483.2
					7.41	6.53	8.52	7.58		489.7
					7.48	7.00	8.58	8.05		495.9
					7.55	7.06	9.04	8.11		501.2
					A 8.15PM	A 7.25PM	A 9.20AM	A 8.30AM		509.5

Time-Table No. 34
September 24, 1961

STATIONS

DN-E NORTH PLATTE NY	YL NO	5.1
WEST NORTH PLATTE	YL WN	1.8
BIRDWOOD		6.4
D HERSEY OF		3.8
O'FALLONS		1.1
VARNER		1.6
D SUTHERLAND SU		12.1
D PAXTON PN		6.2
KORTY		6.0
ROSCOE		7.1
DN OGALLALA GT		9.1
D BRULE RU		5.2
MEGEATH		4.3
D BIG SPRINGS GS		5.4
BARTON		6.0
DN JULESBURG JB		15.0
D OHAPPELL OQ		9.4
D LODGE POLE GP		6.6
SUNOL		4.7
COLTON		6.5
DN-E SIDNEY YL OD		8.0
BROWNSON		10.9
D POTTER PR		4.4
JACINTO		4.6
D DIX DX		4.5
OWASCO		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		6.7
D BURNS UX		6.5
HILLSDALE		6.2
DURHAM		5.3
AROHER		8.3
DN-E CHEYENNE YL OY		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(225.4)

(4.30) (4.25) (3.30) (4.30) (1.15) Thru Time
50.0 51.0 64.4 50.0 65.0 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.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 34

September 24, 1961

FIRST CLASS

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

STATIONS

STATIONS	Mile Post	6	8	112	104	28
DN-R NORTH PLATTE NY 5.1 YL WN	284.1	A 11.15AM	A 11.55AM	A 8.20PM	A 10.10PM	A 11.30PM
WEST NORTH PLATTE 1.3	289.2	11.02	11.40	8.09	9.58	11.16
BIRDWOOD 6.4	290.5					
D HERSHEY OF 3.8	296.9	10.56	11.32	8.03	9.52	11.08
O'FALLONS 1.1	300.7	10.53	11.28	8.00	9.49	11.04
VARNER 1.6	301.8					
D SUTHERLAND SU 12.1	303.4	10.51	f 11.25	7.58	9.47	f 11.01
D PAXTON PN 6.2	315.5	10.40	f 11.14	7.49	9.37	f 10.49
KORTY 6.0	321.7	10.35	11.08	7.44	9.31	10.43
ROSCOE 7.1	327.7	10.29	11.02	7.39	9.25	f 10.37
DN OGALLALA GT 9.1	334.8	10.22	s 10.55	7.33	9.19	s 10.30
D BRULE RU 5.2	343.9	10.13	f 10.45	7.24	9.11	f 10.17
MCGEATH 4.8	349.1					
D BIG SPRINGS GS 5.4	353.9	10.05	f 10.36	7.16	9.03	f 10.07
BARTON 6.0	359.8	10.00	10.30	7.11	8.58	10.01
DN JULESBURG JB 15.0	365.8	9.54	f 10.25	s 7.05PM	8.53	s 9.55
D OHAPPELL OQ 9.4	389.8	9.40	f 10.11		8.40	f 9.37
D LODGE POLE GP 6.6	389.7	9.31	f 10.02		8.32	f 9.28
SUNOL 4.7	396.8	9.26	9.56		8.27	f 9.22
COLTON 8.5	401.0	9.22	9.52		8.23	9.17
DN-R SIDNEY YL OD 8.0	407.5	9.15 9.05	9.45 9.35		8.16 8.15	9.10 9.00
BROWNSON 10.9	415.5	8.51	9.22		8.05	8.46
D POTTER PR 4.4	426.4	8.41	9.12		7.55	f 8.36
JACINTO 4.6	430.8					
D DIX DX 4.5	435.4	8.33	9.03		7.48	f 8.28
OWASOO 4.6	439.9					
DN KIMBALL KB 6.6	444.5	8.25	s 8.53		7.41	s 8.20
OLIVER 5.5	451.1					
D BUSHNELL BN 10.1	456.6	8.14	8.40		7.32	s 8.04
DN PINE BLUFFS UF 5.3	466.7	8.05	8.30		7.24	s 7.52
TRACY 5.5	472.0					
D EGBERT GX 5.7	477.5	7.55	8.20		7.14	f 7.40
D BURNS UX 6.5	483.2	7.50	8.15		7.09	7.35
HILLSDALE 6.2	489.7	7.45	8.10		7.04	7.30
DURHAM 5.3	495.9	7.40	8.05		6.59	7.25
ARONER 8.3	501.2	7.35	8.00		6.54	7.20
DN-R CHEYENNE YL OY (225.4)	509.5	7.25AM	7.50AM		6.45PM	7.10PM

Thru Time.....	(3.50)	(4.05)	(1.15)	(3.25)	(4.20)
Average speed per hour.....	58.8	55.2	65.0	66.0	52.0

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 34

September 24, 1961

SECOND CLASS

Mile Post	SECOND CLASS				
	242 Local Freight	354 Mixed	246 Local Freight	98 Local Freight	94 Mixed

STATIONS

STATIONS	Mile Post	242	354	246	98	94
DN-R NORTH PLATTE NY 5.1 YL WN	284.1	A 1.00PM			A 4.15PM	A 6.30PM
WEST NORTH PLATTE 1.3	289.2	12.50			3.58	6.16
BIRDWOOD 6.4	290.5					
D HERSHEY OF 3.8	296.9	s 12.35			f 3.46	f 6.06
O'FALLONS 1.1	300.7	f 12.25			3.40PM	6.01PM
VARNER 1.6	301.8					
D SUTHERLAND SU 12.1	303.4	s 12.15PM				
D PAXTON PN 6.2	315.5	s 11.34				
KORTY 6.0	321.7	f 11.15				
ROSCOE 7.1	327.7	f 11.00				
DN OGALLALA GT 9.1	334.8	s 10.45				
D BRULE RU 5.2	343.9	s 9.50				
MCGEATH 4.8	349.1					
D BIG SPRINGS GS 5.4	353.9	s 9.25				
BARTON 6.0	359.8	f 8.55				
DN JULESBURG JB 15.0	365.8	s 8.45				
D OHAPPELL OQ 9.4	380.3	s 7.45				
D LODGE POLE GP 6.6	389.7	s 7.30				
SUNOL 4.7	396.8	f 7.20				
COLTON 8.5	401.0	f 7.10				
DN-R SIDNEY YL OD 8.0	407.5	7.00AM		A 3.30PM		
BROWNSON 10.9	415.5			f 2.50		
D POTTER PR 4.4	426.4			s 2.25		
JACINTO 4.6	430.8					
D DIX DX 4.5	435.4			s 1.55		
OWASOO 4.6	439.9					
DN KIMBALL KB 6.6	444.5			s 1.30		
OLIVER 5.5	451.1					
D BUSHNELL BN 10.1	456.6			s 12.50		
DN PINE BLUFFS UF 5.3	466.7			12.30PM		
TRACY 5.5	472.0					
D EGBERT GX 5.7	477.5		A 8.50AM			
D BURNS UX 6.5	483.2		s 8.40			
HILLSDALE 6.2	489.7		s 8.31			
DURHAM 5.3	495.9		f 8.23			
ARONER 8.3	501.2		f 8.15			
DN-R CHEYENNE YL OY (225.4)	509.5		8.05AM			

Thru Time.....	(6.00)	(0.45)	(3.00)	(0.35)	(0.20)
Average speed per hour.....	20.6	43.7	19.8	27.9	34.3

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

WESTWARD		THIRD SUBDIVISION		EASTWARD	
FIRST CLASS		FIRST CLASS		FIRST CLASS	
111	33	34	112	Time-Table No. 34	
Streamliner Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	Streamliner Passenger	September 24, 1961	
Daily	Daily			STATIONS	
80 WYIP	f 4.11AM	0.0	DN JULESBURG YL JB	0.0	As 7.04PM
76 ZP	4.17	7.1	D OVID VI	7.1	6.53
78 P	4.23	14.6	D SEDGWICK ZD	14.6	6.46
29		19.0	DORSEY	19.0	
95 F	4.30	23.1	RED LION	23.1	6.39
29 P		25.8	MARCOTT	25.8	
95 F	4.36	30.1	D OROOK OK	30.1	6.33
22		34.2	TOBIN	34.2	
	4.43	38.8	PROCTOR	38.8	6.26
13 P		41.1	POWELL	41.1	
22		42.2	GRIFF	42.2	
94 P	4.48	45.6	ILIFF	45.6	6.20
16		50.1	FORD	50.1	
ALP		57.2	O. B. & Q. CROSSING	57.2	
100 WYIP	4.58 5.00	57.5	DN-R STERLING YL ST	57.5	A2.20AM 6.08 6.05
14		61.7	HALL	61.7	
72 P	5.06	f 4.43	D ATWOOD OD	64.1	f 2.09 5.58
28		66.8	BETLAND	66.8	
74 P	5.11	f 4.51	MERRINO	70.2	f 2.02 5.53
10		72.1	BETA	72.1	
148 F	5.16	4.59	MESSEX	76.0	1.56 5.48
41 P		78.4	BALZAO	78.4	
82 P	5.20	A 5.10AM	DN UNION UN	81.0	f 1.50AM 5.44
24		82.8	COOPER	82.8	
94 P	5.25		SNYDER	87.0	5.39
58 P	5.30		DODD	93.8	5.33
21		96.9	HURLEY	96.9	
100 WF	5.35		D FT. MORGAN FX	98.6	5.29
35 P	5.41	106.0	NARROWS	106.0	5.22
79 P	5.44	109.0	WELDONA	109.0	5.19
22 P	5.48	114.2	GOODRICH	114.2	5.15
78 P	5.51	117.7	ORCHARD	117.7	5.12
14 F		121.4	SUBLETTE	121.4	
58 P	5.57	124.8	MASTERS	124.8	5.06
121 P	6.05	135.4	HARDIN	135.4	4.57
10 P		139.1	KUNER	139.1	
78 P	6.11	148.1	KERSEY	148.1	4.51
27		147.2	AUBURN	147.2	
86 WYIP	A 6.18AM	151.1	DN-R LASALLE YL DY	151.1	4.43PM
			(151.1)		
				Daily	Daily

(2.07) (0.35) Thru Time (0.30) (2.21)
71.3 40.3 Average speed per hour 47.0 64.3

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule 72.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD		BEATRICE BRANCH		EASTWARD					
SECOND CLASS		SECOND CLASS		SECOND CLASS					
73	75	71	Time-Table No. 34		74	76	72		
Freight	Local Freight	Freight	September 24, 1961		Freight	Local Freight	Freight		
Daily	Tuesday Thursday Saturday	Daily	STATIONS						
WYP	6.30PM	6.30AM	1.55AM	0.0	DN-R VALLEY YL V	0.0	A 5.20AM	A 1.15PM	A 8.50PM
AI				5.8	O. B. & Q. CROSSING	5.8			
88 P	6.45	s 6.45	2.10	6.8	YUTAN YN	6.8	5.10	s 1.00	8.40
106 YP	6.55	s 7.00	2.20	11.6	D MEAD AD	11.6	5.00	s 12.50	8.30
94 P	7.07	s 7.15	2.40	18.9	D WAHOO W	18.9	4.45	s 12.30	8.15
				19.6	O. & N. W. and O. B. & Q. CROSSINGS	19.6			
78 P	7.22	s 7.30	2.55	28.2	D WESTON WN	28.2	4.35	s 12.15	8.05
86 P	7.34	f 7.40	3.05	33.2	TOUHY	33.2	4.23	f 12.01PM	7.53
96 WYP	7.45 ⁷²	A 7.50AM	3.18	37.8	D VALPARAISO YL VO	37.8	4.15	11.50AM	7.45 ⁷³
88 P				41.8	AGNEW	41.8			
83 P	7.58		3.34	46.5	D RAYMOND RM	46.5	3.59		7.28
101 P	8.08		3.48 ⁷⁴	52.7	GARRATT	52.7	3.48 ⁷¹		7.18
4				55.3	WEST LINCOLN	55.3			
I				56.5	O. B. & Q. CROSSING	56.5			
84 ZP	8.18		4.25	57.1	DN LINCOLN YL SN	57.1	3.40		7.10
I				57.4	O. B. & Q. CROSSING	57.4			
I				59.0	O. B. & Q. CROSSING	59.0			
112 P	8.31		4.48	65.4	JAMAICA	65.4	3.20		6.50
P				68.2	HANLON	68.2			
21 P	8.46 ⁷⁵		5.03	74.7	PRINCETON	74.7	3.05		6.35
78 P	8.53		5.13	79.5	D OORTLAND RD	79.5	2.55		6.25
84 P	9.08		5.28 ⁷⁶	86.9	D FICKRELL IK	86.9	2.43		6.13
WYP	A 9.25PM		A 5.45AM	96.8	DN-R BEATRICE YL BX	96.8	2.30AM	Monday Wednesday Friday	6.00PM
	(2.55) 33.2	(1.20) 28.0	(3.50) 25.2		..... Thru Time Average speed per hour		(2.50) 24.2	(1.25) 26.3	(2.50) 34.2

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		SECOND CLASS		SECOND CLASS	
Time-Table No. 34		Time-Table No. 34		Time-Table No. 34	
September 24, 1961		September 24, 1961		September 24, 1961	
STATIONS		STATIONS		STATIONS	
XIP			5.2	DN SUMMIT YL SU	5.2
XWP			6.4	SOUTH OMAHA YL	6.4
XIP			11.9	GILMORE YL	11.9
72 P			16.8	D PAPIILLION PO	16.8
ALP			19.2	MO. PAC. CROSSING	19.2
P			22.5	MILLARD YL MD	22.5
XP			26.1	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. 34 September 24, 1961				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	75			Distance from Valparaiso	STATIONS	Mile Post	76			Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	
	Local Freight						Local Freight				
Tuesday Thursday Saturday									Tuesday Except Sunday		
WYP			8.00AM	0.0	D-R VALPARAISO YL VO	0.0	A11.35AM				
16		f	8.20	7.4	7.4 LOMA	7.4	f11.06				
28		s	8.40	12.5	D BRAINARD BD	12.5	s10.50				
				15.0	1.5 O. & N. W. CROSSING	15.0					
32	W	s	9.10	22.2	D DAVID CITY DV	22.2	s10.25				
				22.5	0.3 O. B. & Q. CROSSING	22.5					
31		s	9.45	22.3	D RISING CITY RN	22.3	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				
				56.2	5.4 DURANT	56.2					
35		s	11.15	62.0	D POLK PK	62.0	s 7.50				
21		s	11.30	68.3	HORDVILLE	68.3	s 7.30				
22		s	11.45	72.8	HEBER	72.8	f 7.10				
				75.3	1.5 O. B. & Q. CROSSING	75.3					
WYP		A	11.55AM	75.9	DN-R CENTRAL CITY YL OI	75.9	7.05AM				
					(75.9)		Monday Wednesday Friday				
			(3.55) 19.4		.....Thru Time.....		(4.30) 16.8				
					.....Average speed per hour.....						

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 34 September 24, 1961				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	79			Distance from Genoa	STATIONS	Mile Post	80			Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	
	Mixed						Mixed				
Monday Wednesday Friday									Monday Wednesday Friday		
40	WY		8.52AM	0.0	D-R GENOA YL G	0.0	A 1.05PM				
20				9.3	9.3 MERONISTON	9.3					
38		s	9.28	12.7	D FULLERTON FU	12.7	s12.37				
				22.1	9.4 BELGRADE	22.1	s12.13PM				
26	W	s	10.13	20.3	D CEDAR RAPIDS OD	20.3	s11.55AM				
36		s	10.34	26.6	D PRIMROSE P	26.6	f11.39				
38	WY	A	11.00AM	44.3	D-R SPALDING YL SG	44.3	11.20AM				
					(44.3)		Monday Wednesday Friday				
			(2.03) 20.3		.....Thru Time.....		(1.45) 25.3				
					.....Average speed per hour.....						

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

WESTWARD				NORFOLK BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 34 September 24, 1961				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	81			Distance from Columbus	STATIONS	Mile Post	82			Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	
	Mixed						Mixed				
Tuesday Thursday Saturday			Monday Wednesday Friday			Daily Except Sunday			Tuesday Thursday Saturday		
WCTYPZ			8.00AM	0.0	DN-R COLUMBUS YL O	0.0	A12.01PM	A 1.55PM	A 2.05PM		
20			8.10	4.2	4.2 SHELTONVILLE	4.2	f11.50AM	1.43	1.50		
8	YP	A	8.22AM	9.4	5.2 OCONEE YL	9.4	f11.40	1.30PM	1.42PM		
					5.3						
20				14.7	D PLATTE CENTER PO	14.7	s11.25				
36				20.3	5.6 TARNOV	20.3					
				25.1	4.8 O. & N. W. CROSSING	25.1					
56	W			25.7	0.6 HUMPHREY HX	25.7	s11.05				
32	W			35.4	9.7 MADISON MA	35.4	s10.50				
				40.9	5.5 ENOLA	40.9					
				48.7	7.8 O. & N. W. CROSSING	48.7					
				50.2	1.5 O. & N. W. CROSSING	50.2					
WTFP				50.4	0.2 NORFOLK YL KN	50.4	10.00AM				
					(50.4)		Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday		
			(0.22) 25.6		.....Thru Time.....		(2.01) 25.0	(0.25) 22.6	(0.23) 24.5		
					.....Average speed per hour.....						

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. 34 September 24, 1961				SECOND CLASS			
Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	81			Distance from Oconee	STATIONS	Mile Post	82			Car Capacity of Seating, etc. See Rule 6 (A), Page 24.	
	Mixed						Mixed				
Tuesday Thursday Saturday			Monday Wednesday Friday			Monday Wednesday Friday			Tuesday Thursday Saturday		
20	YP		8.22AM	0.0	R OCONEE YL	0.0	A 1.30PM	A 1.42PM			
5				2.0	2.0 MILL SPUR	2.0					
			s 8.33	4.8	2.3 MONROE MN	4.8	s 1.20	s 1.30			
40	WYP		s 8.49	11.3	7.0 GENOA YL G	11.3	1.05PM	s 1.09			
56			s 9.55	22.3	11.0 ST. EDWARD ST	22.3	s12.35				
28	WYP	A	10.45AM	33.7	11.4 ALBION YL A	33.7		12.10PM			
					(33.7)		Monday Wednesday Friday	Tuesday Thursday Saturday			
			(2.23) 14.2		.....Thru Time.....		(0.25) 27.1	(1.32) 22.0			
					.....Average speed per hour.....						

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

WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.				Distance from Grand Island	Time-Table No. 34			Mile Post			
					September 24, 1961						
					STATIONS						
WTYPCZ				0.0	DN-R	GRAND ISLAND YL GE	0.0				
I				0.4		O. B. & Q. CROSSING	0.4				
11				2.5		CAREY YL	2.5				
19				11.1	D	ST. LIBORY RY	11.1				
30	WY			21.9	D-R	ST. PAUL YL SP	21.9				
10				30.2	D	DANNEBROG DB	30.2				
11	W			40.5	D	BOELUS HW	40.5				
81				47.7		ROCKVILLE	47.7				
38	WY			60.9	D-R	LOUP CITY YL OP	60.9				
27				30.7	D	ELBA EB	30.7				
25				36.8		OOTESFIELD	36.8				
				44.5		SCOTIA JUNCTION	44.5				
20				45.7	D	SCOTIA SK	45.7				
				44.5		SCOTIA JUNCTION	44.5				
31	W			48.8	D	NORTH LOUP NU	48.8				
8				58.5		SAUNDERS	58.5				
				60.7		O. B. & Q. CROSSING	60.7				
34	WY			61.0	D-R	ORD YL RD	61.0				
(61.0)											

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

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

WESTWARD				HASTINGS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.				Distance from Hastings	Time-Table No. 34			Mile Post			
					September 24, 1961						
					STATIONS						
WYPCZ				0.0	DN-R	HASTINGS YL AN	0.0				
190	P			12.7		HAYLAND	12.7				
35	P			20.2		DENMAN	20.2				
180	WYP	I		28.1	DN-R	GIBSON 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				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from Kearney	Time-Table No. 34			Mile Post	SECOND CLASS			
					September 24, 1961							
					STATIONS							
PWY CZ				9.00AM	0.0	DN-R	KEARNEY YL KR	9.0	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	AMHERST HB	16.8	s	8.00	s	10.50
32	W			s	10.06	26.3	MILLER	26.3	s	7.35	s	10.26
38				s	10.20	33.5	SUMNER SU	33.5	s	7.15	s	10.10
28				s	10.40	40.4	EDDYVILLE	40.4	s	6.57	s	9.50
40				s	11.13AM	52.1	OCONTO BS	52.1	s	6.28	s	9.30
27	WY			s	12.30PM	65.5	CALLAWAY OA	65.5	s	5.45	s	8.55
38	W			s	1.30	83.1	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
23	WY			A	2.55PM	102.4	STAPLETON YL SN	102.4	A	4.00PM	A	7.30AM
(102.4)												

(5.55) Thru Time.....
 17.3Average speed per hour.....

(5.20) Thru Time.....
 19.2Average speed per hour.....

(4.20) Thru Time.....
 23.6Average 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			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from O'Fallons.	Time-Table No. 34 September 24, 1961	Mile Post	SECOND CLASS				
	97 Local Freight Daily	93 Mixed Daily	STATIONS				98 Local Freight Daily	94 Mixed Daily			
YP		7.15AM	6.00AM	0.0	R	O'FALLONS	YL	0.0	A 3.35PM	A 6.01PM	
15		f 7.20	f 6.05	2.8		OOKER		2.8	f 3.20	f 5.50	
41	P	f 7.41	s 6.18	12.8		SARBEN		12.8	f 3.01	s 5.35	
40		f 7.58	f 6.27	19.6		NEVENS		19.6	f 2.45	f 5.25	
13				24.8		BROGANVILLE		24.8			
42	WP	f 8.20	s 6.41	28.4		KEYSTONE		28.4	f 2.32	s 5.15	
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 5.03	
42	P	f 8.50	s 7.01	41.2		LEMOYNE		41.2	f 2.05	f 4.53	
25		f 9.05	f 7.10	46.8		BELMAR		46.8	f 1.55	f 4.46	
44		f 9.14	f 7.18	51.7		RUTHTON		51.7	f 1.45	f 4.39	
41	YP	s 9.45	s 7.32	59.8	D	LEWELLEN	YL W	59.8	s 1.35	s 4.30	
41	WP	s 10.35	s 7.51	70.8	D	OSHKOSH	YL OX	70.8	s 1.05	s 4.10	
40	P	s 11.20	s 8.12	86.4	D	LISCO	OO	86.4	f 12.15PM	s 3.45	
40	P	s 11.45AM	s 8.34	100.4	D	BROADWATER	BR	100.4	f 11.45AM	s 3.24	
19		f 12.03PM	f 8.47	109.6		TOWERS		109.6	f 11.20	f 3.11	
195	WPFY	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	OB	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		MELBETA		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	
		(6.20) 23.1	(3.55) 37.6			(145.9)			(5.35) 26.1	(4.01) 36.3	

WESTWARD				GERING BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Gering	Time-Table No. 34 September 24, 1961		Mile Post	STATIONS	Mile Post						
DWYZPT				0.0	DN-R	GERING	YL G	0.0				
17				5.4		MATHERS	YL	5.4				
37				6.0		MOON	YL	6.0				
				7.0		BOUBADEAU	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. 34 September 24, 1961	Mile Post	SECOND CLASS				
	353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily				354 Mixed	60 Local Freight	94 Mixed		
17	DWYZPT		10.05AM	6.00AM	145.9	DN-R	GERING	YL G	145.9	A 10.45AM	A 1.50PM
14			f 10.11	f 6.10	150.5		COSTIN		150.5	f 10.33	f 1.40
80	P		f 10.14	f 6.15	152.3	D	HAIG	HA	152.3	f 10.30	f 1.36
24			f 10.20	f 6.25	155.8	D	SOUTH MITCHELL	MI	155.8	f 10.25	f 1.30
82			f 10.23 ⁰⁰	f 6.30	157.1		PELTON		157.1	f 10.23 ⁰³	f 1.26
70	P		f 10.31	f 6.45	162.1	D	SOUTH MORRILL	MO	162.1	f 10.06	f 1.19
16			f 10.34	f 6.50	164.2		JOYCE		164.2	f 9.52	f 1.14
51	YP		s 10.40	s 9.45 ⁰⁰	167.9	DN	LYMAN	YL MU	167.9	s 9.45 ⁰⁰	s 1.09
51			f 10.44	f 9.50	170.1		CANAL		170.1	f 9.20	f 1.04
51	P		f 10.50	f 10.07	173.7	D	HUNTLEY	HU	173.7	f 9.13	f 12.58
35			f 10.55	f 10.17	177.0		HOLLY		177.0	f 9.06	f 12.53
51	YP		12.40PM	11.05 ⁵⁹ 11.10	181.6	D-R	YODER	YL DR	181.6	A 11.45AM	9.00 8.46
51	P		f 11.20	s 12.23 ⁰⁴	188.1	D	VETERAN	VN	188.1	s 8.33	f 12.23 ⁵⁹
8			f 11.25	f 12.33	191.5		HELDT		191.5	f 8.26	f 12.17
16			f 11.32	f 12.43	196.1		COTTIER		196.1	f 8.19	f 12.10
51	WYP		A 11.40AM	A 12.55PM	200.6	D-R	SO TORRINGTON	YL RI	200.6	8.10AM	12.05PM
14			f 12.50		195.3		GOODLAND		195.3	f 11.32	
30			f 12.55		197.6		FONDA		197.6	f 11.27	
51	P		s 1.05		192.4	D	HAWK SPRINGS	HK	192.4	s 11.15	
51			f 1.10		194.7		DUROO		194.7	f 11.01	
19			f 1.20		200.8		WYROSS		200.8	f 10.50	
51	PY		s 1.30		203.8	D	LA GRANGE	GA	203.8	s 10.45	
19			f 1.42		210.7		TREMAIN		210.7	f 10.20	
51	P		s 2.15		222.5	D	ALBIN	AB	222.5	s 9.55	
51			f 2.30		229.7		LINDBERGH		229.7	f 9.35	
	WPFY		A 3.01PM		244.3	DN-R	ROBERT	YL GX	244.3	9.10AM	
			(2.21) 26.8	(1.35) 34.5	(6.55) 9.1		(98.4)			(2.35) 24.3	(2.35) 21.1

WESTWARD				LYMAN BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Lyman	Time-Table No. 34 September 24, 1961		Mile Post	STATIONS	Mile Post						
18				0.0	DN	LYMAN	MU YL	0.0				
17				2.8		SEARS	YL	2.8				
17				4.6		HARTMAN	YL	4.6				
22				6.4		STEGALL	YL	6.4				
						(6.4)						

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, 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 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 a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	When leading unit at front of train is gas turbine or car body type unit backing up;	30	30	30
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Multiple unit engine when controlled from other than leading unit.	30	30	30
When caboose is handled in train consisting of passenger train equipment.		60		When more than 50% of the tonnage is gravel or ore.			40
When using No. 14 turn-outs.	25	25	20	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
When using other cross-overs or turn-outs.	15	15	15				35
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				20
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.			30
Within yard limits not protected by continuous block signal system.	50	40	25				20
Passing fueling stations located within yard limits.	50	40	25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Passing fueling stations located outside yard limits.	50	40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel road freight and road-switch locomotives;	65	65		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15
Gas turbine locomotives;	65	65					25
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35	35	35	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks - Morse type.			35
	50	50	50				45
							45
				Trains handling U.P. ore cars series 8000 - 8499, loaded or empty.			45
				On wye tracks.	15	15	15

OLD MAIN LINE

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Between Gilmore and Lane.	20	20	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Waterloo, seed house spur.			5	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing.			5
Fremont, within city limits.		20	15				
Fremont, while using C. & N. W. trackage	10	10	10	Grand Island, on east and west legs of wye.			10
Ames, freight train moving over C. & N. W. crossing.			50	Grand Island, 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	Buda, all airfield trackage.			10
Central City, within city limits.	60	60	55	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Central City, on east leg of wye.			10	Lexington, from Main street to 1500 feet east on scale track.			10
Grand Island, on Kansas Division, Fourth Sub-division main track between Walnut and Eddy Streets.	20	20	20	Lexington, on third and fourth tracks north, east of depot.			5
Grand Island, freight trains entering and moving through yard tracks.			5	Cozad, on Amour & Co. spur tracks.			5
				Gothenburg wye.			5

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.	Psg.	Fr.		Str.	Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	Brownson, on government tracks.			10
				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 422.6 366.1 and 365.4	60	60	50
505.8 and 506.3	80	70	50	Roscoe 324.4 and 323.5	70	60	50
508.7 and 509.1 Cheyenne	40	40	25	North Platte			
THIRD SUBDIVISION							
Maximum speed.	79	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.7 and 150.9	30	30	25
Light engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
				Sterling, M. P. 57.2, C. B. & Q. crossing, between home signals of automatic interlocking.	20	20	20
				Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.			20

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed:		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between M.P. 11 and Spalding.		25
Yutan 6.4 and 7.7	35	35	Trains handling outfit cars.		20
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Ord — Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
Wahoo, city track.		6	Carey, all airfield trackage.		10
19.1 and 19.5	35	35	Between St. Libory and Ord.		30
Weston 30.2 and 30.5	35	35	Between St. Paul and Loup City.		30
31.6 and 31.9	35	35	Trains handling outfit cars.		20
Touhy 36.0 and 37.4	25	25	Hastings Branch Maximum speed.	70	50
Garratt 56.3 and 57.5	15	15	Over Bridge 21.35.	30	30
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Gibbon, west of east wye switch.		15
Pickrell 96.5 and 97.3	15	15	Kearney Branch Maximum speed.	30	30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, on Kilpatrick track.		5	North Platte Branch Maximum speed.	50	50
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Over Bridge 18.30.		35
Between Valparaiso and Brainard.	35	25	Oshkosh, over First Street Crossing.		15
Between Brainard and Hordville.	40	30	Between Mile Posts — Lisco 92.5 and 94.0.	45	45
Between Hordville and Central City.	35	25	Northport, M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Trains handling outfit cars.		20	North Platte Cut-off Maximum speed.	45	45
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	On curves between Yoder and So. Torrington.		35
Between Oconee and M.P. 16.		25	On curves between M.P. 25.42 and M.P. 31.25.		30
Between M.P. 16 and Norfolk.		30	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars.		20	Lyman Branch		20
On curve at M.P. 1.75.		25	Gering Branch		20
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	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.)			
Foxley	6.9	2-XP	West	Trued	209.3	16	East
		23-XP	East	Josselyn	217.9	31-XP	Both
Seymour	8.9	70-XP	Both	Willow Island	243.2	63-XP	Both
Ipeo	12.2	24-P	West	Keith	272.9	15	West
Moyal	31.19	100-P	East	Beek	280.5	10	West
Behlen	80.25	40-XP	Both	Beatrice Branch			
Paddock	128.5	20	West	Krumel	17.4	11	East
Buda	184.3	ES 73-XP	Both	Cedar Rapids Branch			
Kearney Air Base	185.9	WS 40-XP	Both	Siding No. 1	22.2	10	Both
Alfalfa Center	194.1	44-XP	Both				

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

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

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

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

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

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

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

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs	Passenger Depot Waiting Room	North Platte	Freight Conductor's Register Room, Yard Office
Council Bluffs	Roundhouse	North Platte	Engine Dispatcher's Office
Council Bluffs	Yardmen's Locker Room	North Platte	Engine Dispatcher's Office
Council Bluffs	West Yard Office	North Platte	Engine Dispatcher's Office
Omaha	Dispatcher's Office	North Platte	Engine Dispatcher's Office
Omaha	Union Station Telegraph Office	North Platte	Engine Dispatcher's Office
Omaha	Tower "B"	Julesburg	Telegraph Office
Omaha	Engine Men'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	Engine Men's Washroom, Davenport Street	Cheyenne	Telegraph Office
South Omaha	Yard Office	Cheyenne	Conductor's Room Passenger Station
Valley	Telegraph Office	Cheyenne	Yard Office
Fremont	Telegraph Office	Cheyenne	Engine Dispatcher's Office
Columbus	Telegraph Office	Stirling	Telegraph Office
Columbus	Engine Men's Washroom	La Salle	Telegraph Office
Grand Island	Dispatcher's Office	Lincoln	Telegraph Office
Grand Island	Telegraph Office	Beatrice	Telegraph Office
Grand Island	Yard Office	Norfolk	Telegraph Office
Grand Island	Engine Men's Washroom, Passenger Station	Hastings	Yard Office
Grand Island	Roundhouse	Stapleton	Telegraph Office
Kearney	Telegraph Office	Gering	Dispatcher's Office
Kearney	Roundhouse	Gering	Telegraph Office
Lexington	Telegraph Office	Gering	Roundhouse
North Platte	Dispatcher's Office	South Torrington	Telegraph Office
North Platte	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. Buntan	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.	N. Chick	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.	C. F. Bantin	Surgeon	Omaha, Nebr.
P. D. Pedersen	Surgeon	Council Bluffs, Ia.	M. W. Barry	Surgeon	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
G. H. Joder	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. K. Muldoon	Surgeon	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	R. T. Mauer	Surgeon	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	D. K. Kemp	Surgeon	Omaha, Nebr.
T. L. Johnson	Oculist	Cheyenne, Wyo.	D. H. Bendorf	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	T. D. Boler	Surgeon	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	R. H. Rasgorshak	Oculist and Aurist	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	R. C. Chase	Surgeon	Ogallala, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	Don E. Baca	Surgeon	Papillion, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	H. Dey Myers	Surgeon	Schuyler, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
L. M. Adams	Surgeon	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	K. A. Ohme	Surgeon	South Mitchell, Nebr.
C. H. Magglore	Surgeon	Grand Island, Nebr.	F. E. Palmer	Oculist and Aurist	Sterling, Colo.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	L. W. Anderson, Sr.	Surgeon	Sterling, Colo.
W. C. Harvey	Surgeon	Gering, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
J. J. Hanigan	Surgeon	Hallam, Nebr.	Leo Keenan	Surgeon	Torrington, Wyo.
O. A. Kostal	Surgeon	Hastings, Nebr.	L. B. Morgan	Ophthalmogist	Torrington, Wyo.
C. L. Kleager	Surgeon	Hastings, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
H. P. Linton	Surgeon	Julesburg, Colo.			
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.			