

UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 35

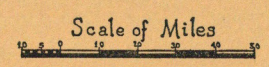
Effective Sunday,
April 28, 1963

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



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

		9	17	105	111	27	7	5	103	Distance from Council Bluffs	Time-Table No. 35 April 28, 1963
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
								9.55		0.0	CO. BLUFFS
					11.35	11.00	10.45	10.30	2.45	2.8	OMAHA
					1.50	1.55	1.50	1.20	4.50	146.9	GRAND ISLAND
					3.50	4.45	4.30	3.45	6.45	284.1	C.T. NORTH PLATTE
					2.55	4.00	3.45	3.00	5.50	365.8	M.T. JULESBURG
					4.11					407.6	SIDNEY
						6.25	6.10	5.25	7.34		KANSAS CITY
		9.20	7.30								DENVER
		7.50	6.10	8.05	7.40					562.6	CHEYENNE
		8.20	6.45			8.30	8.15	7.25	9.20	509.6	LARAMIE
			8.50			8.55	9.20	7.45	9.30		RAWLINS
		11.25		10.55	Ar 10.25	10.55	9.25	10.50	10.50	566.0	GREEN RIVER
		1.20		12.50		1.05	11.50	12.37	12.37	682.8	GRANGER
		3.25	4.30	3.05		3.35	2.30	2.50	2.50	817.0	OGDEN
		3.35	5.05	3.15		4.05	2.50	3.00	3.00	847.2	(992.6)
		7.00		3.45			7.50	6.45	6.40	992.6	
		(22.40)	(22.35)	(7.40)	(9.05)	(12.25)	(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

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.

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.

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 35 April 28, 1963	Mile Post	FIRST CLASS								STATIONS
		106	112	10	104	28	18	6	8	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
	0.0								6.30	
	2.8		1.40		3.10	7.00			5.45	7.00
	146.9		11.25		12.55	3.55			2.55	4.00
C.T. NORTH PLATTE	284.1		9.25		10.55	1.00			12.10	1.05
M.T. JULESBURG	365.8		8.20		9.50	11.30			11.00	11.55
SIDNEY	407.6		7.00							
KANSAS CITY					7.56	9.10			8.55	9.45
DENVER	562.6			9.05					11.10	
CHEYENNE	509.6	3.30	3.50	8.20				10.15	9.45	
LARAMIE	566.0			6.25	7.10	7.35		7.00	7.50	
RAWLINS	682.8			6.15	6.45			6.30	7.00	
GREEN RIVER	817.0	12.32		4.50	4.55	5.25		5.10	5.40	
GRANGER	847.2	10.46		2.46	3.01			2.55	3.30	
OGDEN	992.6	8.35		12.35	12.50			12.15	12.50	
(992.6)		8.25		12.25	12.40			11.55	12.20	
								11.30		
								10.55		
				9.10	9.25			8.30	8.45	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Thru Time From Omaha.....		(7.35)	(8.50)	(22.55)	(16.45)	(12.35)	(23.15)	(20.15)	(21.15)	
Average speed per hour.....		56.7	63.4	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.	.....
	Any station 2nd subdivision.....	Omaha or beyond.			Any station 2nd subdivision.....		Omaha or beyond.
103	Fremont.....	Las Vegas or beyond. Reno or beyond.		104	Kearney.....	Las Vegas or beyond. Reno or beyond.	
	Columbus.....				Columbus.....		
	Kearney.....				Fremont.....		
111	Fremont.....	Chicago.....	Denver or beyond.	112	Ft. Morgan.....	Denver or beyond.....	Points where scheduled to stop.
	Lexington.....	Omaha or beyond.....	Denver or beyond.		Ogallala.....	Denver or beyond.....	Omaha or beyond.
	Ogallala.....	Points where scheduled to stop.....	Denver or beyond.		Lexington.....	Denver or beyond.....	Omaha or beyond.
	Ft. Morgan.....				Fremont.....	Denver or beyond.....	Chicago.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	WESTWARD				FIRST SUBDIVISION					Distance from Council Bluffs	Time-Table No. 35		STATIONS	Distance from Omaha
	SECOND CLASS			FIRST CLASS					April 28, 1963					
	71	73	75	111	27	7	5	103	Passenger		Passenger			
	Time Freight	Time Freight	Local Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
	Daily	Daily	Tuesday, Thurs., Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
DFXITYPZ	11.30PM	5.00PM						9.55AM			0.0	COUNCIL BLUFFS YL	0.0	
DFXITPE	11.45PM	5.15		11.35PM	11.00PM	10.45AM	10.30	2.45AM			2.8	DN-R OMAHA YL US	2.8	
XIP	12.01AM	5.45		11.41	11.06	10.52	10.37	2.50			5.3	DN SUMMIT YL SU	5.3	
ES94 XP	12.10	5.55		11.48	11.14	11.00	10.46	2.57			14.1	WECO	14.1	
XP	12.20	6.00		11.51	11.17	11.04	10.49	3.00			17.1	LANE	17.1	
CS73 XP				11.55	11.21	11.09	10.54	3.04			21.7	ELKHORN KH	21.7	
CS84 P				11.58PM	11.24	11.13	10.57	3.07			24.5	WATERLOO WO	24.5	
WS175 XYP ES165 ES90	A12.45AM	A 6.15PM		12.01AM	f11.28	11.17	11.01	3.10			28.0	VALLEY YL V	28.0	
CS81 P				12.06	11.34	11.23	11.06	3.14			34.8	MEROER	34.8	
WS99 X ES172				12.12	s11.43	s11.35	s11.18	3.18			38.2	O. & N. W. CROSSING	38.2	
IP											40.0	DN FREMONT YL FN	40.0	
CS82 P				12.18	11.52	11.43	11.25	3.23			44.8	O. B. & Q. CROSSING	44.8	
CS160 XP				12.24	f11.59PM	11.50	11.32	3.29			54.4	C. & N. W. CROSSING	54.4	
CS82 P				12.29	12.06AM	11.57AM	11.38	3.34			61.4	AMES	61.4	
WS130 X ES123 P				12.34	f12.15	f12.04PM	11.44	3.39			68.7	NORTH BEND NB	68.7	
CS118 P				12.40	12.23	12.12	11.52AM	3.45			76.9	ROGERS	76.9	
WS143 X ES125 YPZ				s12.49	s12.38	s12.29	s12.06PM	3.51			84.5	DN SCHUYLER SO	84.5	
CS119 P				12.55	12.46	12.39	12.16	3.58			92.3	D RICHLAND BZ	92.3	
CS119 XP				1.04	12.55	12.49	12.25	4.06			102.8	O. B. & Q. CROSSING	102.8	
CS82 XP				1.09	1.00	12.54	12.30	4.10			107.9	DN COLUMBUS YL O	107.9	
WS113 X ES119 YP		12.05PM		1.14	1.05	12.59	12.35	4.15			113.6	DUNOAN	113.6	
CS150 P		s12.25		1.26	s 1.17	f 1.13	12.46	4.26			124.9	SILVER OREEK SI	124.9	
DXZTYP		A12.45PM		1.49	1.40	1.40	1.10	4.49			146.9	HAVENS	146.9	
CS82 XYP				1.58	2.03	1.59	1.28	4.57			154.5	D OLARKS OX	154.5	
WS117 X ES48 P				2.03	f 2.09	2.06	1.35	5.03			162.3	O. B. & Q. CROSSING	162.3	
CS82 XP				2.09	f 2.16	2.13	1.41	5.09			169.9	DN CENTRAL CITY OI	169.9	
WS130 X ES70 YP				2.14	f 2.21	2.19	1.46	5.13			176.0	D OHAPMAN OP	176.0	
CS150 P				2.17	2.25	2.23	1.50	5.16			180.3	O. B. & Q. CROSSING	180.3	
WS122 X ES118 YZP				s 2.25	s 2.34	s 2.32	s 1.58	5.25			189.1	DN-R GRAND ISLAND GE YL	189.1	
CS83 P				2.38	f 2.51	2.47	2.14	5.34			198.2	ALDA	198.2	
CS130 XP				2.43	f 2.57	2.53	2.20	5.39			204.6	D WOOD RIVER WR	204.6	
CS83 P				2.49	f 3.04	3.01	2.28	5.46			213.3	D SHELTON ST	213.3	
WS115 X ES125 ZP				2.58	s 3.21	f 3.12	2.38	5.55			224.4	DN GIBBON GB	224.4	
CS83 XP				3.04	3.29	3.22	2.45	6.01			232.5	OPTIO	232.5	
CS150 ZXP				3.08	s 3.39	f 3.29	2.50	6.05			238.2	DN KEARNEY YL KR	238.2	
WS125 X ES123 YP				3.16	s 3.56	f 3.40	3.01	6.12			248.8	D ODESSA DZ	248.8	
CS83 P				3.26	f 4.10	3.56	3.13	6.23			261.5	D ELM OREEK QR	261.5	
CS119 XP				3.33	f 4.19	4.06	3.21	6.30			270.6	D OVERTON OV	270.6	
DFXZTYP				A 3.50AM	A 4.45AM	A 4.30PM	A 3.45PM	A 6.45AM			284.1	DN LEXINGTON UM	284.1	
												DARR		
												COZAD OO		
												DN GOTHENBURG BU		
												D BRADY BI		
												D MAXWELL MX		
												DN-NORTH PLATTE YL NO		
												R (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. 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. For stations not shown on schedule pages—See page 18.

(1.15)	(1.15)	(0.40)	(4.15)	(5.45)	(5.45)	(5.15)	(4.00)	.....	Thru Time from Omaha
22.4	22.4	33.0	66.2	48.9	48.9	53.6	70.3	.....	Average speed per hour

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST SUBDIVISION					EASTWARD			Distance from Council Bluffs	Time-Table No. 35		STATIONS	Distance from Omaha
	FIRST CLASS			SECOND CLASS		April 28, 1963							
	28	6	8	112	104	74	72	76		Passenger	Passenger		
	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Local Freight	Passenger	Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Daily	Daily			
DFXITYPZ											0.0	COUNCIL BLUFFS YL	0.0
DFXITPE											2.8	DN-R OMAHA YL US	2.8
XIP											5.2	DN SUMMIT YL SU	5.2
ES94 XP											14.1	WECO	14.1
XP											17.1	LANE	17.1
CS73 XP											21.7	ELKHORN KH	21.7
CS84 P											24.5	WATERLOO WO	24.5
WS175 XYP ES165 ES90											28.0	VALLEY YL V	28.0
CS81 P											34.3	MEROER	34.3
WS99 X ES172											38.2	O. & N. W. CROSSING	38.2
IP											39.3	DN FREMONT YL FN	39.3
CS82 P											40.0	O. B. & Q. CROSSING	40.0
CS160 XP											44.8	C. & N. W. CROSSING	44.8
CS82 P											46.3	AMES	46.3
WS130 X ES123 P											54.4	NORTH BEND NB	54.4
CS118 P											61.4	ROGERS	61.4
WS143 X ES125 YPZ											68.7	DN SCHUYLER SO	68.7
CS119 P											76.9	D RICHLAND BZ	76.9
CS119 XP											83.8	O. B. & Q. CROSSING	83.8
CS82 XP											84.5	DN COLUMBUS YL O	84.5
WS113 X ES119 YP											92.3	DUNOAN	92.3
CS150 P											102.8	SILVER OREEK SI	102.8
DXZTYP											107.9	HAVENS	107.9
CS82 XYP											113.6	D OLARKS OX	113.6
WS117 X ES48 P											124.9	O. B. & Q. CROSSING	124.9
CS82 XP											124.9	DN CENTRAL CITY OI	124.9
WS130 X ES70 YP											135.1	D OHAPMAN OP	135.1
CS150 P											146.5	O. B. & Q. CROSSING	146.5
DXZTYP											146.9	DN-R GRAND ISLAND GE YL	146.9
CS82 XYP											154.5	ALDA	154.5
WS117 X ES48 P											162.3	D WOOD RIVER WR	162.3
CS82 XP											169.9	D SHELTON ST	169.9
WS130 X ES70 YP											176.0	DN GIBBON GB	176.0
CS150 P											180.2	OPTIO	180.2
WS122 X ES118 YZP											189.1	DN KEARNEY YL KR	189.1
CS83 P											198.3	D ODESSA DZ	198.3
CS130 XP											204.6	D ELM OREEK QR	204.6
CS83 P											213.3	D OVERTON OV	213.3
WS115 X ES125 ZP											224.4	DN LEXINGTON UM	224.4
CS83 XP											232.5	DARR	232.5
CS150 ZXP											238.2	COZAD OO	238.2
WS125 X ES123 YP											248.8	DN GOTHENBURG BU	248.8
CS83 P											261.5	D BRADY BI	261.5
CS119 XP											270.6	D MAXWELL MX	270.6
DFXZTYP											284.1	DN-NORTH PLATTE YL NO	284.1
												R (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. 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 and at Shelton. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See Page 18.

(6.00)	(5.35)	(5.55)	(4.15)	(4.15)	(1.15)	(1.10)	(0.35)	.....	Thru Time to Omaha
46.9	50.4	47.5	66.2	66.2	22.4	24.0	37.7	.....	Average speed per hour

WESTWARD				THIRD SUBDIVISION				EASTWARD			
		FIRST CLASS		Time-Table No. 35 April 28, 1963	FIRST CLASS						
Car Capacity of Seating, etc. See Rule 6 (A), page 18.	111	33	34		112						
	Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger		Passenger						
		Daily	Daily	STATIONS							
80	YIP	f 4.11AM		0.0	DN JULESBURG YL JB	0.0	As 6.59PM				
75	ZP	4.18		7.1	D OVID VI	7.1	6.48				
73	P	4.24		14.6	SEDGWICK	14.6	6.41				
20				19.0	DORSEY	19.0					
95	P	4.31		23.1	RED LION	23.1	6.34				
95	P	4.37		30.1	D OROOK OK	30.1	6.28				
22				34.2	TOBIN	34.2					
	P	4.44		38.8	PROCTOR	38.8	6.21				
12	F			41.1	POWELL	41.1					
22				42.2	GRIFF	42.2					
94	F	4.50		45.6	ILIFF	45.6	6.15				
16				50.1	FORD	50.1					
	AIP			57.2	O. B. & Q. CROSSING	57.2					
100	TZF	5.03	34 2.10AM	57.5	DN-R STERLING YL ST	57.5	A 2.10AM 6.03				
73	P	5.12	f 2.17	64.1	D ATWOOD OD	64.1	f 1.59 5.53				
28				66.8	BEETLAND	66.8					
74	F	5.17	f 2.23	70.2	MERINO	70.2	f 1.52 5.48				
143	P	5.22	2.29	76.0	MESSEK	76.0	1.46 5.43				
41	P			78.4	BALZAO	78.4					
62	F	5.26	A 2.35AM	81.0	D UNION UN	81.0	f 1.40AM 5.39				
94	P	5.31		82.8	COOPER	82.8					
93	F	5.37		87.0	SNYDER	87.0	5.34				
21				96.9	DODD	96.9	5.28				
100	F	5.42		98.6	HURLEY	98.6					
35	F	5.48		106.0	D FT. MORGAN FX	98.6	5.24				
79	P	5.51		109.0	NARROWS	106.0	5.17				
22	F	5.55		114.2	WELDONA	109.0	5.14				
73	F	5.58		117.7	GOODRICH	114.2	5.10				
86	P	6.04		124.6	ORCHARD	117.7	5.07				
121	F	6.12		125.4	MASTERS	124.6	5.01				
16	P			129.1	HARDIN	125.4	4.52				
78	P	6.18		143.1	KUNER	129.1					
27				147.2	KERSEY	143.1	4.46				
96	DYP	A 6.26AM		151.1	AUBURN	147.2					
					DN-R LASALLE YL DY	151.1	4.38PM				

BLOCK SIGNALS

(2.15) (0.25) Thru Time (0.30) (2.21)
87.2 57.6 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		Time-Table No. 35 April 28, 1963	SECOND CLASS						
Car Capacity of Seating, etc. See Rule 6 (A), page 18.	73	75	71		74	76	72				
	Freight	Local Freight	Freight		Freight	Local Freight	Freight				
		Daily	Tuesday, Thursday, Saturday	Daily	Daily	Daily	Daily				
		STATIONS		STATIONS		STATIONS					
YP		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				
26	P	6.45	s 6.45	2.10	6.3	YUTAN	6.3	5.10 s 1.00 8.40			
106	YP	6.55	s 7.00	2.20	11.6	D MEAD AD	11.6	5.00 s 12.50 8.30			
94	P	7.07	s 7.15	2.40	18.9	WAHOO	18.9	4.45 s 12.30 8.15			
					19.6	O. & N. W. and O. B. & Q. CROSSINGS	19.6				
75	P	7.22	s 7.30	2.55	26.3	D WESTON WR	26.3	4.35 s 12.15 8.05			
20	P	7.34	f 7.40	3.05	33.2	TOUHY	33.2	4.23 f 12.01PM 7.53			
96	YP	7.45 72	A 7.50AM	3.18	37.3	D VALPARAISO VO	37.3	4.15 11.50AM 7.45 73			
25	P				41.8	AGNEW	41.8				
28	P	7.58		3.34	46.5	D RAYMOND RM	46.5	3.59			
101	P	8.08		3.48 74	52.7	GARRATT	52.7	3.48 71			
4					55.3	WEST LINCOLN	55.3				
	I				56.5	O. B. & Q. CROSSING	56.5				
24	EP	8.18		4.25	57.1	DN LINCOLN YL SN	57.1	3.40			
	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			
	P				66.2	HANLON	66.2				
21	P	8.46		5.03	74.7	PRINCETON	74.7	3.05			
73	P	8.53		5.13	79.5	D CORTLAND RD	79.5	2.55			
84	P	9.08		5.28	86.9	D PICKRELL IK	86.9	2.43			
	EP	A 9.25PM		A 5.45AM	96.8	DN-R BEATRICE YL BX	96.8	2.30AM Monday Wednesday Friday 6.00PM Daily			

(2.55) (1.20) (3.50) Thru Time (2.50) (1.25) (2.50)
33.2 28.0 25.2 Average speed per hour 34.2 26.3 34.2

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
At Lincoln, trains and engines are governed by Operating Rules, Time Table and special instructions of CB&Q R. R. while using their tracks between Hall Tower and Baird Tower.

WESTWARD				ALBION BRANCH				EASTWARD			
		SECOND CLASS		Time-Table No. 35 April 28, 1963	SECOND CLASS						
Car Capacity of Seating, etc. See Rule 6 (A), page 18.	81	79	80		82						
	Mixed	Mixed	Mixed		Mixed						
		Tuesday Thursday Saturday	Monday Wednesday Friday	Daily	Daily	Daily					
		STATIONS		STATIONS		STATIONS					
20	YP		8.22AM	8.22AM	0.0	B OCONEE YL	0.0	A 1.30PM A 1.42PM			
5					2.0	MILL SPUR	2.0				
	P		s 8.33	s 8.33	4.3	D MONROE MN	4.3	s 1.20 s 1.30			
40	YP		s 8.49	A 8.49AM	11.8	D-R GENOA YL G	11.8	1.05PM s 1.09			
56	P		s 9.55		22.3	D ST. EDWARD ST	22.3	s 12.35			
28	YP		A 10.45AM		33.7	D-R ALBION YL A	33.7	12.10PM			

(2.23) (0.27) Thru Time (0.25) (1.22)
14.2 25.1 Average speed per hour 27.1 22.0

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

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

Designation "Psgr." —Train with Diesel locomotive and all passenger train equipment.

Designation "Frnt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frnt." must not be exceeded.

Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed.	90	60	When more than 50% of the tonnage is gravel or ore.		40
When any car of a passenger train is equipped with friction bearings.	80		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40 35 20
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling scale test cars, wedge plows or Company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.		30 20
When caboose is handled in train consisting of passenger train equipment.	60		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
When using No. 14 turn-outs.	25	20	Jordan spreaders and other machines of spreader type, when in operation.		15
When using other cross-overs or turn-outs.	15	15	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 45 45
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	Trains handling U.P. ore cars series 26000-26499, loaded or empty.		50
Within yard limits protected by continuous block signal system.	60	35	On wye tracks.	15	15
Within yard limits not protected by continuous block signal system.	50	25			
Diesel road freight and road-switch locomotives.	65				
Gas turbine locomotives.	65				
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35 50	35 50			
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30			

OLD MAIN LINE

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Between Gilmore and Lane.	35	35			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
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.	30	25	Grand Island, on east and west legs of wye.		10
Fremont, while using C. & N. W. trackage.	10	10	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	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	25
Central City, within city limits.	60	45	Lexington, from Main street to 1500 feet east on scale track.		10
Central City, on east leg of wye.		10	Lexington, on third and fourth tracks north, east of depot.		5
Grand Island, freight trains entering and moving through yard tracks.		5	Cozad, on Armour & Co. spur tracks.		5
			Gothenburg wye.		5

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

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on government tracks.		10
			Hillsdale, on industry track.		5
			Cheyenne passenger sheds.	10	5
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — Korty 323.5 and 324.4	70	55	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Julesburg 365.4 and 366.1	60	50	503.0 and 502.2	60	45
Brownson 422.6 and 423.5	70	55	Archer 498.2 and 497.7	70	55
Bushnell 456.9 and 457.2	80	55	Durham 494.0 and 493.8	70	55
462.8 and 462.9	80	55	Hillsdale 486.5 and 486.2	70	55
466.2 and 466.6	60	50	Tracy 470.4 and 469.7	80	55
Pine Bluffs 466.6 and 467.3	60	50	467.3 and 466.6	60	50
Burns 486.2 and 486.5	70	55	Pine Bluffs 466.6 and 466.2	60	50
Hillsdale 493.8 and 494.0	70	55	462.9 and 462.8	80	55
Durham 497.7 and 498.2	70	55	457.2 and 456.9	80	55
Archer 502.2 and 503.0	60	45	Potter 423.5 and 422.6	70	55
505.8 and 506.3	80	55	Chappell 366.1 and 365.4	60	50
Cheyenne			Roscoe 324.4 and 323.5	70	55
			North Platte		

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	LaSalle Between M. P. 149.6 and 150.7	50	30
Light engines.		45	Between M. P. 150.7 and 150.9	30	25
			Between M. P. 150.9 and 151.1	50	30
			Sterling , M. P. 57.2, C. B. & Q. crossing, between home signals of automatic interlocking.	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	60
Garratt 56.3 and 57.5	15	15	Westward trains M. P. 26.8 to M. P. 27.2.	25	25
Lincoln C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	Kearney Branch Maximum speed.	30	30
Pickrell 96.5 and 97.3	15	15	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	North Platte Branch Maximum speed.	50	50
Beatrice, on Kilpatrick track.		5	Over Bridge 18.30.	35	35
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Oshkosh, over First Street Crossing.	15	15
Between Valparaiso and Brainard.	35	25	Between Mile Posts — Lisco 92.5 and 94.0.	45	45
Brainard, over public crossing.	5	5	Northport , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Between Brainard and Hordville.	40	30	North Platte Cut-off Maximum speed.	45	45
Between Hordville and Central City.	35	25	On curves between Yoder and So. Torrington.	35	35
Trains handling outfit cars.		20	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Through tunnel between Albin and Tremain.	20	20
Between Oconee and M. P. 16.		25	Lyman Branch		20
Between M. P. 16 and Norfolk.		30	Gering Branch		20
Trains handling outfit cars.		20	Sears Branch		20
On curve at M. P. 1.75.		25			
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
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
Ipcu.....	12.2	24—P	West	Keith.....	272.9	15	West
Moval.....	31.19	100—P	East	Beck.....	280.5	10	West
Behlen.....	80.25	40—XP	Both	Beatrice Branch			
Havens.....	107.9	15—P	Both	Krumel.....	17.4	11	East
Paddock.....	128.5	20	West	Cedar Rapids Branch			
Buda.....	184.3	ES 73—XP	Both	Siding No. 1.....	22.2	10	Both
Kearney Air Base.....	185.9	WS 40—XP	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—cooling 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
Fremont.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Sterling.....	Telegraph Office
Columbus.....	Enginemen'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.....	Enginemen'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. 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.	W. P. Ordelheide..	Surgeon.....	La Salle, Colo.
W. T. Wildhaber....	Surgeon.....	Beatrice, Nebr.	W. H. Berrick.....	Surgeon.....	Madison, Nebr.
R. W. Taylor.....	Oculist and Aurist..	Beatrice, Nebr.	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. Kreymsborg..	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.
J. V. Treynor.....	Aurist.....	Council Bluffs, Ia.	G. F. Waltemath....	Surgeon.....	North Platte, Nebr.
A. M. Dean.....	Oculist.....	Council Bluffs, Ia.	R. T. Takenaga....	Surgeon.....	North Platte, Nebr.
A. M. Pedersen.....	Surgeon.....	Council Bluffs, Ia.	H. A. Blackstone...	Surgeon.....	Northport, Nebr.
G. M. McArdle.....	Surgeon.....	Council Bluffs, Ia.	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.	R. T. Mauer.....	Surgeon.....	Omaha, Nebr.
L. E. McGonigle....	Surgeon.....	Cheyenne, Wyo.	D. H. Bendorf.....	Surgeon.....	Omaha, Nebr.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.	H. W. McFadden, Sr.	Shop Surgeon.....	Omaha, Nebr.
T. L. Johnson.....	Oculist.....	Cheyenne, Wyo.	J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist..	Cheyenne, Wyo.	T. D. Bolter.....	Surgeon.....	Omaha, Nebr.
L. J. Stadnick.....	Oculist.....	Cheyenne, Wyo.	F. C. Hill.....	Shop Surgeon.....	Omaha, Nebr.
R. I. Williams.....	Aurist.....	Cheyenne, Wyo.	R. H. Rasgorshek..	Oculist and Aurist..	Omaha, Nebr.
C. E. Hranac.....	Surgeon.....	Cozad, Nebr.	E. A. Nachman.....	Oculist.....	Omaha, Nebr.
D. L. Larson.....	Surgeon.....	Chappell, Nebr.	L. C. Bevilacqua...	Shop Surgeon.....	Omaha, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	R. C. Chase.....	Surgeon.....	Ogallala, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
P. E. Woodward....	Surgeon.....	Ft. Morgan, Colo.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	M. D. Mathews....	Surgeon.....	St. Paul, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	H. Dey Myers.....	Surgeon.....	Schuyler, Nebr.
L. M. Adams.....	Surgeon.....	Grand Island, Nebr.	R. J. Fox.....	Surgeon.....	Spalding, Nebr.
E. G. Johnson.....	Surgeon.....	Grand Island, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
K. F. McDermott....	Surgeon.....	Grand Island, Nebr.	C. B. Dorwart.....	Surgeon.....	Sidney, Nebr.
C. H. Maggiore.....	Surgeon.....	Grand Island, Nebr.	J. E. Thayer.....	Surgeon.....	Sidney, Nebr.
J. A. Proffitt.....	Oculist and Aurist..	Grand Island, Nebr.	K. A. Ohme.....	Surgeon.....	South Mitchell, Nebr.
W. C. Harvey.....	Surgeon.....	Gering, Nebr.	L. W. Anderson....	Surgeon.....	Sterling, Colo.
W. C. Harvey, Jr....	Surgeon.....	Gering, Nebr.	R. W. Ludwick.....	Surgeon.....	Sterling, Colo.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	J. E. Elliff.....	Ophthalmologist...	Sterling, Colo.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	E. A. Elliff.....	Oculist and Aurist..	Sterling, Colo.
C. L. Kleager.....	Surgeon.....	Hastings, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
H. P. Linton.....	Surgeon.....	Julesburg, Colo.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
B. R. Bancroft.....	Surgeon.....	Kearney, Nebr.	L. B. Morgan.....	Ophthalmologist....	Torrington, Wyo.
S. O. Staley.....	Surgeon.....	Kearney, Nebr.	Ivan M. French....	Surgeon.....	Wahoo, Nebr.
F. L. Richards.....	Oculist and Aurist..	Kearney, Nebr.			
M. B. Wilcox.....	Oculist and Aurist..	Kearney, Nebr.			
A. H. Shamberg....	Surgeon.....	Kimball, Nebr.			