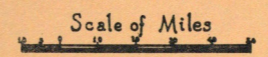


EASTERN DISTRICT
 NEBRASKA DIVISION
 CORRECTED TO APR. 1, 1966



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 38

Effective Sunday,
September 24, 1967

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

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

						9	17	105	111	5	103	Distance from Council Bluffs	Time-Table No. 38 September 24, 1967	
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
						Daily	Daily	Daily	Daily	Daily	Daily			
													STATIONS	
													0.0	CO. BLUFFS
													11.50	OMAHA
													2.50	GRAND ISLAND
													5.35 4.55	C.T. M.T. NORTH PLATTE
													4.50 6.01	
													365.3	JULESBURG
													407.5	SIDNEY
													8.00	KANSAS CITY
													6.45 7.15	DENVER
													9.15	
													509.5	CHEYENNE
													566.0	LARAMIE
													682.8	RAWLINS
													817.0	GREEN RIVER
													847.2	GRANGER
													992.6	OGDEN
													(992.6)	
Heavy Figures Indicate PM Light Figures Indicate AM						(24.30) 50.2	(22.20) 48.6	(17.50) 47.6	(4.25) 63.0	(21.30) 46.0	(18.05) 54.7	Thru Time Average speed per hour		

O. A. DURRANT
General Manager

S. D. GATCHELL
General Superintendent

J. BOWEN
Gen. Supt. Transportation

W. R. TUEL, Superintendent Omaha, Neb.
H. H. BRANDT, Assistant Superintendent Omaha, Neb.
J. A. McCULLOUGH, Terminal Superintendent Omaha, Neb.
M. D. SWEET, Asst. Terminal Supt. Omaha, Neb.
F. BEALER, Asst. Supt. Safety and Courtesy Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent Co. Bluffs, Ia.
A. L. O'NEILL, JR., Asst. Terminal Supt. Co. Bluffs, Ia.
M. L. BUTLER, Trainmaster Co. Bluffs, Ia.
W. A. RIDGE, Trainmaster Grand Island, Neb.
J. E. GUYAN, Terminal Superintendent North Platte, Neb.
G. B. RECTOR, Asst. Terminal Supt. North Platte, Neb.
H. C. MAY, Trainmaster North Platte, Neb.
W. E. HENKE, Assistant Superintendent Sidney, Neb.
W. H. ANDERSON, Assistant Superintendent Gering, Neb.
C. T. ARMSTRONG, Master Mechanic Cheyenne, Wyo.
K. O. BRAKE, Road Foreman of Engines Council Bluffs, Ia.
S. E. CHADD, Road Foreman of Engines Council 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.
J. M. LONGSDORF, Division Engineer Omaha, Neb.
F. A. MUSBACH, General Roadmaster Omaha, Neb.

FIRST SUBDIVISION
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES
A. R. SUTHERLAND, Chief Train Dispatcher .. North Platte, Neb.
I. E. BALL, Asst. Chief Train Dispatcher North Platte, Neb.
C. F. DEWHIRST, Asst. Chief Train Dispatcher North Platte, Neb.
R. C. MURPHY, Asst. Chief Train Dispatcher North Platte, 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.
C. J. EXLINE, Asst. Chief Train Dispatcher Denver, Colo.
H. I. MARKLE, Jr., 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.
J. D. MANNON, Asst. Chief Train Dispatcher Omaha, Neb.

MILEAGE	
Main Line	659.60
Branches	826.34
Total	1485.94

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 38 September 24, 1967		FIRST CLASS									
STATIONS	Mile Post	106	112	104	10	18	6				
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
CO. BLUFFS	0.0										
OMAHA	2.8	1.30		3.10			5.45				
GRAND ISLAND	146.9	11.05		12.55			2.55				
C.T. M.T. NORTH PLATTE	284.1	8.55 7.30	7.15	11.00 9.55			12.10 11.00				
JULESBURG	365.3		5.55								
SIDNEY	407.5	5.20		8.05			8.55				
KANSAS CITY	.....				10.15	11.10					
DENVER	562.5		2.45		9.45 9.15	10.15 9.30					
CHEYENNE	509.5	3.30 3.00		6.35 5.50	7.00 6.00	7.10 6.00	7.00 6.30				
LARAMIE	566.0	1.30		4.21	4.41	4.40	5.15				
RAWLINS	682.8	11.40		2.35	2.57	2.35	3.10				
GREEN RIVER	817.0	9.25 9.15		12.20 12.15	12.50 12.45	11.55 11.30	12.30 12.15				
GRANGER	847.2	8.45				10.55					
OGDEN	992.6			9.05	9.35		8.45				
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily				
Thru Time		(15.45)	(4.30)	(17.05)	(23.40)	(23.15)	(20.00)	Heavy Figures Indicate PM			
Average speed per hour		62.8	61.9	57.5	52.0	46.7	49.5	Light Figures Indicate AM			

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
5	Any station 1st and 2nd subdivision		North of Granger or Ogden or beyond.	6	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 Columbus Kearney		Las Vegas or beyond. Reno or beyond.	104	Kearney Columbus Fremont	Las Vegas or beyond. Reno or beyond.	
111	Ogallala Ft. Morgan	Omaha or beyond Points where scheduled to stop	Denver or beyond. Denver or beyond.	112	Ft. Morgan Ogallala	Denver or beyond Denver or beyond	Points where scheduled to stop. Omaha or beyond.

WESTWARD		FIRST SUBDIVISION						Distance from Council Bluffs	Time-Table No. 38 September 24, 1967	
		SECOND CLASS		FIRST CLASS						
		71 Time Freight	73 Time Freight	105 Passenger	5 Passenger	103 Passenger				
		Daily	Daily	Daily	Daily	Daily				
DFXITYPZ		11.30PM	5.00PM				0.0			
DFXITPZ		11.45PM	5.15	11.50PM	10.45AM	2.55AM	2.8			
XIP		12.01AM	5.45	11.56PM	10.52	3.01	5.2			
ES 167 XP		12.10	5.55	12.03AM	11.00	3.08	14.1			
XP		12.20	6.00	12.06	11.04	3.11	17.1			
CS 66 XP				12.10	11.09	3.16	21.7			
P				12.13	11.13	3.18	24.5			
WS 147 XYP ES 165 ES 82		A 12.45AM	A 6.15PM	f 12.16	11.17	3.21	28.0			
CS 71 P				12.21	11.23	3.26	34.3			
I							38.2			
WS 82 X ES 143 PZ				s 12.31	s 11.35	3.30	39.3			
I							40.0			
IP							44.8			
CS 73 P				12.38	11.43	3.35	46.3			
CS 140 XP				f 12.44	11.50	3.41	54.4			
CS 72 P				12.49	11.57AM	3.46	61.4			
WS 119 X ES 104 P				f 12.58	f 12.04PM	3.51	68.7			
CS 102 P				1.06	12.12	3.57	76.9			
I							83.8			
WS 123 X ES 114 YPZ				s 1.24	s 12.29	4.07	84.5			
CS 103 P				1.32	12.39	4.14	92.2			
CS 100 P				1.42	12.49	4.22	102.3			
WS 16 P				1.47	12.54	4.27	107.9			
CS 69 P				1.53	12.59	4.32	113.6			
I							124.3			
WS 95 X ES 99 YP				s 2.09	f 1.13	4.41	124.9			
CS 139 P				2.20	1.20	4.49	135.1			
I							146.5			
DXZYP				2.35	1.40	5.04	146.9			
XYP				2.50	1.50	5.05				
WS 103 X ES 44 P				2.58	1.59	5.12	154.5			
CS 69 XP				f 3.04	2.06	5.19	162.3			
WS 114 XI ES 63 YP				f 3.11	2.13	5.26	169.9			
CS 140 P				f 3.16	2.18	5.31	176.0			
WS 159 X ES 99 YZP				3.20	2.22	5.35	180.2			
CS 70 P				s 3.32	s 2.30	5.43	189.1			
CS 117 XP				f 3.49	2.45	5.52	198.3			
CS 68 P				f 3.55	2.51	5.57	204.6			
WS 103 XY ES 108 ZP				f 4.02	2.59	6.05	213.3			
CS 72 XP				s 4.21	f 3.10	6.15	224.4			
CS 135 ZXP				4.32	3.19	6.22	232.5			
WS 110 X ES 112 YP				s 4.42	f 3.26	6.27	238.2			
CS 69 P				s 4.59	f 3.37	6.36	248.8			
CS 102 XP				f 5.11	3.51	6.47	261.5			
DFXZTYP				f 5.20	3.59	6.55	270.6			
				A 5.35AM	A 4.20PM	A 7.10AM	284.1			

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

(1.15) 22.4 (1.15) 22.4 (5.45) 49.4 (5.35) 50.4 (4.15) 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. 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 crane 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.

WESTWARD		FIRST SUBDIVISION						Time-Table No. 38 September 24, 1967		EASTWARD	
		FIRST CLASS		SECOND CLASS							
		6 Passenger	106 Passenger	104 Passenger	74 Time Freight	72 Time Freight					
		Daily	Daily	Daily	Daily	Daily	Daily				
DFXITYPZ						A 6.50AM	A 10.15PM				
DFXITPZ		2.8	A 5.45PM	A 1.30AM	A 3.10AM	6.35	10.00		DFXITPZ		
XIP		5.2	5.30	1.16	2.55	6.05	9.35		XIP		
ES 167 XP		14.1	5.17	1.04	2.45	5.55	9.25		ES 167 XP		
XP		17.1	5.15	1.01	2.42	5.50	9.20		XP		
CS 66 XP		21.7	5.11	f 12.57	2.37				CS 66 XP		
P		24.5	5.09	f 12.54	2.34				P		
WS 147 XYP ES 165 ES 82		28.0	5.06	s 12.51	2.30	5.35AM	9.05PM		WS 147 XYP ES 165 ES 82		
CS 71 P		34.3	4.58	12.45	2.25				CS 71 P		
I		38.2							I		
WS 82 X ES 143 PZ		39.3	s 4.52	s 12.39	2.20				WS 82 X ES 143 PZ		
I		40.0							I		
IP		44.8							IP		
CS 73 P		46.3	4.33	f 12.31	2.12				CS 73 P		
CS 140 XP		54.4	4.26	f 12.25	2.06				CS 140 XP		
CS 72 P		61.4	4.19	f 12.19	2.01				CS 72 P		
WS 119 X ES 104 P		68.7	f 4.13	s 12.14	1.56				WS 119 X ES 104 P		
CS 102 P		76.9	4.05	f 12.08	1.50				CS 102 P		
I		83.8							I		
WS 123 X ES 114 YPZ		84.5	s 3.58	s 12.01AM	1.43				WS 123 X ES 114 YPZ		
CS 103 P		92.2	3.42	f 11.48PM	1.34				CS 103 P		
CS 100 P		102.3	3.34	f 11.41	1.27				CS 100 P		
WS 16 P		107.9	3.29	11.37	1.23				WS 16 P		
CS 69 P		113.6	3.25	f 11.33	1.19				CS 69 P		
I		124.3							I		
WS 95 X ES 99 YP		124.9	f 3.16	s 11.24	1.11				WS 95 X ES 99 YP		
CS 139 P		135.1	3.06	11.15	1.04				CS 139 P		
I		146.5							I		
DXZYP		146.9	2.55	11.05	12.55				DXZYP		
XYP		154.5	2.45	10.55	12.54				XYP		
WS 103 X ES 44 P		162.3	2.27	10.47	12.46				WS 103 X ES 44 P		
CS 69 XP		169.9	2.19	f 10.41	12.40				CS 69 XP		
WS 114 XI ES 63 YP		176.0	2.12	f 10.35	12.34				WS 114 XI ES 63 YP		
CS 140 P		180.2	2.06	f 10.30	12.29				CS 140 P		
WS 159 X ES 99 YZP		189.1	2.01	10.26	12.25				WS 159 X ES 99 YZP		
CS 70 P		198.3	s 1.47	s 10.19	12.17				CS 70 P		
CS 117 XP		198.3	1.37	f 10.09	12.09				CS 117 XP		
CS 68 P		204.6	1.31	f 10.05	12.04AM				CS 68 P		
WS 103 XY ES 108 ZP		213.3	1.22	f 9.58	11.58PM				WS 103 XY ES 108 ZP		
CS 72 XP		224.4	s 1.12	s 9.48	11.50				CS 72 XP		
CS 135 ZXP		232.5	1.04	9.40	11.44				CS 135 ZXP		
WS 110 X ES 112 YP		238.2	f 12.58	s 9.36	11.38				WS 110 X ES 112 YP		
CS 69 P		248.8	f 12.48	s 9.26	11.30				CS 69 P		
CS 102 XP		261.5	12.35	f 9.14	11.20				CS 102 XP		
DFXZTYP		270.6	12.26	f 9.07	11.13				DFXZTYP		
		284.1	12.10PM	8.55PM	11.00PM				DFXZTYP		

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

(5.35) 61.4 (4.35) 67.5 (4.10) 67.5 (1.15) 22.4 (1.10) 24.0

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 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.
No. 6 will stop at Cozad to exchange U. S. mail daily except Sundays and Holidays.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.
For stations not shown on schedule pages. — See Page 18.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

FIRST CLASS

Table with columns for Car Capacity, Second Class (353, 93), First Class (5, 103, 105, 111), Distance from Council Bluffs, and Stations (North Platte, Birdwood, Hershey, O'Fallons, Varnier, Sutherland, Paxton, Kerty, Roscoe, Ogallala, Brule, Megeath, Big Springs, Barton, Julesburg, Chappell, Lodge Pole, Sunol, Colton, Sidney, Brownson, Potter, Jacinto, Dix, Owasco, Kimball, Oliver, Bushnell, Pine Bluffs, Tracy, Egbert, Burns, Hillsdale, Durham, Archer, Cheyenne).

Summary table with columns for (1.00), (0.25), (4.10), (3.30), (4.20), (1.10) and values 32.0, 39.8, 54.1, 64.4, 52.0, 69.6.

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

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Table with columns for Car Capacity, First Class (6, 112, 106, 104), Second Class (354, 94), Mile Post, and Stations (North Platte, Birdwood, Hershey, O'Fallons, Varnier, Sutherland, Paxton, Kerty, Roscoe, Ogallala, Brule, Megeath, Big Springs, Barton, Julesburg, Chappell, Lodge Pole, Sunol, Colton, Sidney, Brownson, Potter, Jacinto, Dix, Owasco, Kimball, Oliver, Bushnell, Pine Bluffs, Tracy, Egbert, Burns, Hillsdale, Durham, Archer, Cheyenne).

Summary table with columns for (4.00), (1.20), (4.00), (3.20), (0.40), (0.49) and values 56.3, 60.9, 56.3, 67.6, 43.7, 20.3.

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 passengers. — See Page 3.

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST CLASS			Distance from Julesburg	Time-Table No. 38 September 24, 1967			FIRST CLASS			
	111	Passenger	Daily		112	Passenger	Mile Post	STATIONS			
								DN	As	PM	
81	YIP	s	6.01 AM	0.0	DN	JULESBURG	YL JB	0.0	As	5.54 PM	
63	ZP		6.07	7.1	D	7.1 OVID	VI	7.1		5.43	
60	P		6.13	14.6		7.5 SEDGWICK		14.6		5.36	
22				19.0		4.4 DORSEY		19.0			
81	P		6.20	23.1		4.1 RED LION		23.1		5.29	
78	P		6.26	30.1		7.0 OROOK		30.1		5.23	
22				34.2		4.1 TOBIN		34.2			
55	P		6.33	38.8		4.6 PROCTOR		38.8		5.16	
8	P			41.1		2.3 POWELL		41.1			
21				42.2		1.1 GRIFF		42.2			
78	P		6.39	45.6		3.4 ILIFF		45.6		5.10	
15				50.1		4.5 FORD		50.1			
	AIP			57.2		7.1 C. B. & Q. CROSSING		57.2			
149	TZP		6.49	57.5	DN-R	0.3 STERLING	YL ST	57.5		4.58	
62	P		6.58	64.1		8.6 ATWOOD		64.1		4.48	
62	P		7.03	70.2		6.1 MERINO		70.2		4.43	
122	P		7.08	76.0		5.8 MESSEX		76.0		4.38	
35	P			78.4		2.4 BALZAC		78.4			
46	P		7.12	81.0		2.6 UNION		81.0		4.34	
20				82.8		1.8 COOPER		82.8			
80	P		7.17	87.0		4.2 SNYDER		87.0		4.29	
43	P		7.23	93.8		6.8 DODD		93.8		4.23	
16				96.9		3.1 HURLEY		96.9			
83	P		7.29	98.6	D	1.7 FT. MORGAN	FX	98.6		4.19	
32	P		7.35	106.0		7.4 NARROWS		106.0		4.12	
62	P		7.38	109.0		3.0 WELDONA		109.0		4.09	
19	P		7.42	114.2		5.2 GOODRICH		114.2		4.05	
66	P		7.45	117.7		3.5 OROHARD		117.7		4.02	
39	P		7.51	124.8		7.1 MASTERS		124.8		3.56	
103	P		8.00	135.4		10.6 HARDIN		135.4		3.47	
14	P			139.1		3.7 KUNER		139.1			
66	P		8.06	143.1		4.0 KERSEY		143.1		3.41	
21				147.2		4.1 AUBURN		147.2			
49	DYP	A	8.15 AM	151.1	DN-R	3.9 LASALLE	YL DY	151.1		3.33 PM	
						(151.1)				Daily	

(2.14) Thru Time..... (2.21)
67.6 Average speed per hour..... 64.3

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Valley	Time-Table No. 38 September 24, 1967			SECOND CLASS								
	73	75	71		74	76	72	STATIONS								
								Freight	Local Freight	Freight	Freight	Local Freight	Freight			
	D YP		6.30 PM	6.30 AM	1.55 AM	0.0	DN-R	VALLEY	YL V	0.0	A	5.20 AM	A	1.15 PM	A	8.50 PM
	AI					5.8		5.8 C. B. & Q. CROSSING		5.8						
29	P		6.45	s 6.45	2.10	6.3		0.5 YUTAN		6.3		5.10	s 1.00			8.40
85	YP		6.55	s 7.00	2.20	11.6	D	5.8 MEAD	AD	11.6		5.00	s 12.50			8.30
54	P		7.07	s 7.15	2.40	18.9		7.3 WAHOO		18.9		4.45	s 12.30			8.15
						19.6		0.7 C. & N. W. and O. B. & Q. CROSSINGS		19.6						
68	P		7.22	s 7.30	2.55	26.3	D	6.7 WESTON	WN	26.3		4.35	s 12.15			8.05
16	P		7.34	f 7.40	3.05	33.2		6.9 TOUHY		33.2		4.23	f 12.01 PM			7.53
83	YP		7.45 72	A 7.50 AM	3.18	37.3	D	4.1 VALPARAISO	VO	37.3		4.15	11.50 AM			7.45 73
21	P					41.8		4.5 AGNEW		41.8						
29	P		7.58		3.34	46.5	D	4.7 RAYMOND	RM	46.5		3.59				7.28
101	P		8.01		3.55 74	47.8		1.3 GARRATT		47.8		3.55 71				7.25
4						55.3		7.5 WEST LINCOLN		55.3						
	I					56.5		1.2 C. B. & Q. CROSSING		56.5						
25	ZP		8.18		4.25	57.1	DN	0.6 LINCOLN	YL SN	57.1		3.40				7.10
	I					57.4		0.3 C. B. & Q. CROSSING		57.4						
	I					59.0		1.6 C. B. & Q. CROSSING		59.0						
109	P		8.31		4.48	65.4		8.4 JAMAICA		65.4		3.20				6.50
19	P		8.46		5.03	74.7		9.3 PRINCETON		74.7		3.05				6.35
62	P		8.53		5.13	79.5	D	4.8 CORTLAND	RD	79.5		2.55				6.25
71	P		9.08		5.28	88.9	D	9.4 PICKRELL	IK	88.9		2.43				6.13
	ZP	A	9.25 PM		A 5.45 AM	96.8	DN-R	7.9 BEATRICE	YL BX	96.8		2.30 AM	Tuesday	Thursday	Saturday	6.00 PM
								(96.8)				Daily				Daily

(2.55) (1.20) (3.50) Thru Time.....
33.2 28.0 25.2 Average speed per hour..... (2.50) (1.25) (2.50)
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					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Oconee	Time-Table No. 38 September 24, 1967			SECOND CLASS					
	81	79	80		82	STATIONS							
						Mixed	Mixed	Mixed	Mixed				
14	YP		8.22 AM	8.22 AM	0.0	R	OCONEE	YL	0.0	A	1.30 PM	A	1.42 PM
7					2.0		2.0 MILL SPUR		2.0				
	P		s 8.33	s 8.33	4.3	D	2.3 MONROE	MN	4.3	s	1.20	s	1.30
30	YP		s 8.49	A 8.49 AM	11.3	D-R	7.0 GENOA	YL G	11.3		1.05 PM	s	1.09
45	P		s 9.55		22.3	D	11.0 ST. EDWARD	ST	22.3			s	12.35
20	YP		A 10.45 AM		33.7	D-R	11.4 ALBION	YL A	33.7				12.10 PM
							(33.7)				Monday	Tuesday	Thursday
											Wednesday	Friday	Saturday

(2.23) (0.27) Thru Time.....
14.2 25.1 Average speed per hour..... (0.25) (1.32)
27.1 22.0

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
For Stations not shown on schedule pages — See Page 18.

WESTWARD STROMSBURG BRANCH EASTWARD				WESTWARD ORD—LOUP CITY BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Valparaiso	Mile Post	Time-Table No. 38 September 24, 1967	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Grand Island	Mile Post	Time-Table No. 38 September 24, 1967
	75 Local Freight Monday Wednesday Friday									76 Local Freight	STATIONS	STATIONS
YP	8.00AM	0.0	D-R	VALPARAISO YL VO 0.0	A 11.35AM	DYPZ	0.0	DN-R	GRAND ISLAND YL GE 0.0
15	f 8.20	7.4		LOMA 7.4	f 11.06	I	0.4		C. B. & Q. CROSSING 0.4
20	s 8.40	13.5	D	BRAINARD BD 13.5	s 10.50		2.5		CAREY YL 2.5
28	s 9.10	23.2	D	DAVID CITY DV 23.2	s 10.25	11	11.1		ST. LIBORY 11.1
		23.5		C. B. & Q. CROSSING 23.5		31	21.9	D	ST. PAUL YL SP 21.9
28	s 9.45	33.3	D	RISING CITY RN 33.3	s 9.40				DANNEBROG DB 8.3
30	s 10.05	40.1	D	SHELBY SH 40.1	s 9.20	8	30.2	D	BOELUS 18.6
16	s 10.25	47.5	D	OSCEOLA OZ 47.5	s 8.55		40.5		ROCKVILLE 25.8
9	s 10.50	52.9	D	STROMSBURG S 52.9	s 8.25	28	47.7		LOUP CITY YL OP 39.0
		56.8		DURANT 56.8		29	60.9	D-R	ELBA EB 30.7
44	s 11.15	63.0	D	POLK PK 63.0	s 7.50	23	30.7	D	COTESFIELD 36.8
21	s 11.30	68.5		HORDVILLE 68.5	s 7.30	24	36.8		SCOTIA JUNCTION 44.5
18	s 11.45	73.8		HEBER 73.8	f 7.10	18	45.7	D	SCOTIA SK 45.7
		75.3		C. B. & Q. CROSSING 75.3		10	58.5		NORTH LOUP NU 48.8
YP	A 11.55AM	75.9	DN-R	CENTRAL CITY YL CI 75.9	7.05AM	29	61.0	D-R	ORD YL RD 61.0
				(75.9)	Tuesday Thursday Saturday				
	(3.55) 19.4			..... Thru Time	(4.30) 16.8				
				..... Average speed per hour					

WESTWARD CEDAR RAPIDS BRANCH EASTWARD				WESTWARD OLD MAIN LINE EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Genoa	Mile Post	Time-Table No. 38 September 24, 1967	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Council Bluffs	Mile Post	Time-Table No. 38 September 24, 1967
	79 Mixed Monday Wednesday Friday									80 Mixed	STATIONS	STATIONS
30	PY 8.52AM	0.0	D-R	GENOA YL G 0.0	A 1.05PM	XIP	5.2	DN	SUMMIT YL SU 5.2
17		9.3		MERCHISTON 9.3		XP	6.4		SOUTH OMAHA YL 6.4
32	s 9.28	13.7	D	FULLERTON FU 13.7	s 12.37	XIP	11.9		GILMORE YL 11.9
14	s 9.53	23.1		BELGRADE 23.1	s 12.13PM	64	16.8		PAPILLION 16.8
20	s 10.13	30.3	D	CEDAR RAPIDS CD 30.3	s 11.55AM	AIP	19.2		MO. PAC. CROSSING 19.2
31	s 10.34	36.6	D	PRIMROSE P 36.6	f 11.39	P	22.5	D	MILLARD YL MD 22.5
33	PY A 11.00AM	44.3	D-R	SPALDING YL SG 44.3	11.20AM	XP	26.1		LANE YL 26.1
				(44.3)	Monday Wednesday Friday				(20.9)
	(2.08) 20.8			..... Thru Time	(1.45) 25.3				
				..... 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.
 For stations not shown on schedule pages. — See Page 18.

WESTWARD NORFOLK BRANCH EASTWARD							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Columbus	Mile Post	Time-Table No. 38 September 24, 1967	SECOND CLASS
	81 Mixed Tuesday Thursday Saturday	79 Mixed Monday Wednesday Friday	321 Mixed Daily Except Sunday					312 Mixed	80 Mixed	82 Mixed
DYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS YL C 0.0	A 12.01PM
18	8.10	8.10	5.10	4.2		SHELDONVILLE 4.2	f 11.50AM
7	A 8.22AM	A 8.22AM	f 5.20	9.4	R	OCONEE YL 9.4	f 11.40
20			f 5.35	14.7	D	PLATTE CENTER PC 14.7	1.30PM
27				20.3		TARNOV 20.3	
47			s 5.55	25.7	D	HUMPHREY HX 25.7	s 11.05
25			s 6.10	35.4	D	MADISON MA 35.4	s 10.50
24				40.9		ENOLA 40.9	
				48.7		C. & N. W. CROSSING 48.7	
				50.2		C. & N. W. CROSSING 50.2	
ZTP			A 7.00AM	50.4	D-R	NORFOLK YL KN 50.4	10.00AM
						(50.4)	Daily Except Sunday
	(0.22) 25.6	(0.22) 25.6	(2.00) 25.2			..... Thru Time	(2.01) 25.0
						..... Average speed per hour	(0.25) 22.6
							(0.23) 24.5

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 & NW

WESTWARD KEARNEY BRANCH EASTWARD							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Kearney	Mile Post	Time-Table No. 38 September 24, 1967	SECOND CLASS
	95 Mixed Monday Wednesday Friday	96 Mixed	STATIONS				
PYZ	9.00AM	0.0	DN-R	0.0	DN-R	KEARNEY YL KR 0.0	A 9.20PM
12	f 9.15	5.5		5.5		GLENWOOD PARK 5.5	f 8.45
17	s 9.30	10.1		10.1		RIVERDALE 10.1	s 8.30
23	s 9.50	16.8		16.8		AMHERST 16.8	s 8.05
27	s 10.15	26.3		26.3		MILLER 26.3	s 7.40
32	s 10.30	32.5	D	32.5	D	SUMNER SU 32.5	s 7.20
10	s 10.53	40.4		40.4		EDDYVILLE 40.4	s 6.57
36	s 11.25AM	52.1		52.1		OCONTO 52.1	s 6.28
24	s 12.30PM	65.5	D	65.5	D	CALLAWAY CA 65.5	s 5.45
33	s 1.30	83.1	D	83.1	D	ARNOLD AD 83.1	s 4.55
11	f 2.10	94.6		94.6		HOAGLAND 94.6	f 4.20
14	f 2.30	99.2		99.2		GANDY 99.2	f 4.08
20	A 2.55PM	102.4	D-R	102.4	D-R	STAPLETON YL SN 102.4	4.00PM
						(102.4)	Monday Wednesday Friday
	(5.55) 17.3					..... Thru Time	(5.20) 19.2
						..... Average speed per hour	

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD								
SECOND CLASS				Time-Table No. 38 September 24, 1967				SECOND CLASS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.			93 Mixed Daily	Distance from O'Fallons	STATIONS	Mile Post	94 Mixed									
													YP			
			6.00AM	0.0	O'FALLONS	0.0	A 6.01PM									
14			f 6.05	2.8	2.8 COKER	2.8	f 5.50									
35	P		s 6.18	12.8	10.0 SARBEN	12.8	s 5.35									
37			f 6.27	19.6	6.8 NEVENS	19.6	f 5.25									
11				24.8	5.2 BROGANVILLE	24.8										
39	P		s 6.41	28.4	3.6 KEYSTONE	28.4	s 5.15									
37	P		f 6.51	34.9D	6.5 MARTIN	SA 34.9	f 5.03									
	P		s 7.01	41.2	6.3 LEMOYNE	41.2	f 4.53									
24			f 7.10	46.8	5.6 BELMAR	46.8	f 4.46									
39			f 7.18	51.7	4.9 RUTHTON	51.7	f 4.39									
34	YP		s 7.32	59.3D	7.6 LEWELLEN	YL W 59.3	s 4.30									
33	P		s 7.51	70.8D	11.5 OSHKOSH	YL OX 70.8	s 4.10									
33	P		s 8.12	86.4D	15.6 LISCO	CO 86.4	s 3.45									
36	P		s 8.34	100.4	14.0 BROADWATER	100.4	s 3.24									
18			f 8.47	109.6	9.2 TOWERS	109.6	f 3.11									
102	PY		s 8.57	114.1D	4.5 NORTHPORT	YL NP 114.1	s 3.05									
	AI		9.00	115.5	6.3 C. B. & Q. CROSSING	115.5	2.57									
12			f 9.09	121.8	4.9 MOHLER	121.8	f 2.46									
14	P		s 9.18	126.7	5.4 SOUTH BAYARD	126.7	s 2.39									
41	P		s 9.27	132.1	5.8 MCGREW	132.1	s 2.29									
26	P		s 9.37	137.9	8.0 MELBETA	137.9	s 2.19									
61	DYZPT		A 9.55AM	145.9D-R	8.0 GERING	YL G 145.9	2.00PM									
					(145.9)		Daily									
			(3.55)	..... Thru Time		(4.01)									
			37.6	..... Average speed per hour		36.3									

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

WESTWARD				HASTINGS BRANCH				EASTWARD								
				Time-Table No. 38 September 24, 1967												
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.				Distance from Hastings	STATIONS	Mile Post										
													YPZ			
				0.0	DN-R HASTINGS	0.0	YL AN									
114	P			12.7	12.7 HAYLAND	12.7										
31	P			20.2	7.5 DENMAN	20.2										
121	YPI			28.1	7.9 GIBBON	GB 28.1										
					(28.1)											

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD								
SECOND CLASS				Time-Table No. 38 September 24, 1967				SECOND CLASS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.			353 Freight Daily	93 Mixed Daily	Distance from O'Fallons	STATIONS	Mile Post	354 Freight	94 Mixed							
													DZYPT			
				10.05AM	145.9D-R	GERING	YL G 145.9			A 1.50PM						
15				f 10.11	150.5	4.6 COSTIN	150.5			f 1.40						
27	P			f 10.14	152.3D	1.3 HAIG	HA 152.3			f 1.36						
25				f 10.20	155.8	3.5 SOUTH MITCHELL	155.8			f 1.30						
29				f 10.23	157.1	1.3 PELTON	157.1			f 1.26						
37	P			f 10.31	162.1D	5.0 SOUTH MORRILL	MO 162.1			f 1.19						
18				f 10.34	164.2	2.1 JOYCE	164.2			f 1.14						
44	YP			s 10.40	167.9D	3.7 LYMAN	YL MU 167.9			s 1.09						
21				f 10.44	170.1	2.2 CANAL	170.1			f 1.04						
51	P			f 10.50	173.7	4.6 HUNTLEY	173.7			f 12.58						
35				f 10.55	177.0	3.8 HOLLY	177.0			f 12.53						
51	YP			12.40PM	11.05 11.10	4.6 YODER	YL DR 181.6	A 11.45AM		12.45 12.35						
51	P			f 11.20	188.1D	6.5 VETERAN	VN 188.1			f 12.23						
8				f 11.25	191.5	3.4 HELDT	191.5			f 12.17						
16				f 11.32	196.1	4.6 COTTIER	196.1			f 12.10						
51	YP			A 11.40AM	200.6D-R	4.5 SO. TORRINGTON	YL RI 200.6			12.05PM						
14				f 12.50	185.3	3.7 GOODLAND	59.0	f 11.32								
26				f 12.55	187.6	2.3 FONDA	56.7	f 11.27								
51	P			s 1.05	192.4D	4.8 HAWK SPRINGS	HK 51.9	s 11.15								
31				f 1.10	194.7	3.3 DUROC	49.6	f 11.01								
51	PY			s 1.30	203.8D	9.1 LA GRANGE	GA 40.5	s 10.45								
19				f 1.42	210.7	6.9 TREMAIN	33.6	f 10.20								
51	P			s 2.15	222.5D	11.8 ALBIN	AB 21.8	s 9.55								
51				f 2.30	229.7	7.2 LINDBERGH	14.6	f 9.35								
	PY			A 3.01PM	244.3	14.6 EGBERT	YL 0.0	9.10AM								
						(98.4)		Daily	Daily							
			(2.21)	..... Thru Time		(1.35)		(2.35)		(1.45)					
			26.8	..... Average speed per hour		34.5		24.3		31.3					

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

WESTWARD				LYMAN BRANCH				EASTWARD								
				Time-Table No. 38 September 24, 1967												
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.				Distance from Lyman	STATIONS	Mile Post										
													YP			
				0.0	DN-R LYMAN	0.0	YL MU									
18				2.8	2.8 SEARS	2.8	YL									
17				4.6	1.8 HARTMAN	4.6	YL									
22				6.4	1.8 STEGALL	6.4	YL									
					(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. — 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 "Frt." —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 "Frt." 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.	Frt.		Psgr.	Frt.
Maximum speed.	90	65	When more than 50% of the tonnage is gravel, ore or grain.		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
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30		20	
When using No. 14 turn-outs.	25	20	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 using other cross-overs or turn-outs.	15	15		20	
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Within yard limits protected by continuous block signal system.	60	35	Jordan spreaders and other machines of spreader type, when in operation.		15
Within yard limits not protected by continuous block signal system.	50	25	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 or Baldwin type.	35	45
Diesel road freight and road-switch locomotives.	65			45	
Gas turbine locomotives.	65		Trains handling U.P. ore cars series 26000-26499, loaded or empty.		50
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35 50	35 50	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Wye tracks except those portions used as main track or siding.	6	6
Multiple unit engine when controlled from other than leading unit.	30	30			

OLD MAIN LINE

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

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Waterloo, seed house spur.		5	Grand Island, on east and west legs of wye.		10
Fremont, within city limits.	30	25	Grand Island, on scale track and east yard runaround track.		5
Fremont, while using C. & N. W. trackage.	10	10	Buda, all airfield trackage.		10
Ames, freight train moving over C. & N.W. crossing.		50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	25	Lexington, from Main street to 1500 feet east on scale track.		10
Central City, within city limits.	60	45	Lexington, on third and fourth tracks north, east of depot.		5
Central City, on east leg of wye.		10	Cozad, on Armour & Co. spur tracks.		5
Grand Island, freight trains entering and moving through yard tracks.		5	Gothenburg wye.		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			

ON WESTWARD TRACK

Between Mile Posts —	Psgr.	Frt.
Summit 5.2 and 5.6	25	25
Weco 14.2 and 14.7	80	55
15.9 and 16.2	80	55
Lane 18.1 and 18.4	70	55
19.4 and 19.8	70	55
Elkhorn 21.9 and 22.1	70	55
22.2 and 22.6	60	45
22.8 and 23.2	70	55
Gothenburg 258.1 and 258.5	70	55
Maxwell 281.1 and 281.9	80	55
North Platte		

ON EASTWARD TRACK

Between Mile Posts —	Psgr.	Frt.
North Platte 281.9 and 281.1	80	55
Brady 259.8 and 258.1	70	55
Kearney 189.2 and 189.0	40	25
Waterloo 23.2 and 22.8	70	55
22.6 and 22.2	60	45
22.1 and 21.9	70	55
Elkhorn 19.8 and 19.4	70	55
18.4 and 18.1	70	55
Lane 16.2 and 15.9	80	55
14.7 and 14.2	80	55
Seymour 5.6 and 5.2	25	25
Summit		

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 324.5	70	55	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Julesburg 365.2 and 366.2	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 456.7 and 457.3	70	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 366.2 and 365.2	60	50
Cheyenne			Roscoe 324.5 and 323.5	70	55
			North Platte		

THIRD SUBDIVISION

Maximum speed.	79	60	Sterling Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.		20
Light engines.		45	LaSalle Between M. P. 149.6 and 150.7	50	30
Ovid Sugar Company yard		5	Between M. P. 150.7 and 150.9	30	25
			Between M. P. 150.9 and 151.1	50	30

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.		20
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.		25
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	Sears Branch		20
Trains handling outfit cars.		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.)			
Seymour.....	8.9	58—XP	Both	Trued.....	209.3	ES 13	East
Woody.....	11.7	227—XP	Both	Josselyn.....	217.9	ES 25—XP	Both
Nasco.....	12.2	36—P	West	Willow Island.....	243.2	ES 49—XP	Both
Moval.....	31.19	98—P	East	Keith.....	272.9	WS 13	West
Moorman.....	79.28	28	West	Beck.....	280.5	WS 8	West
Behlen.....	80.25	34—XP	Both	Beatrice Branch			
Doulom.....	80.87	16	West	Wahpco.....	14.74	14	West
Paddock.....	128.5	18	West	Krumel.....	17.4	10	East
Buda.....	184.3	ES 65—XP	Both	Cedar Rapids Branch			
Kearney Air Base.....	185.9	WS 50—XP	Both	Stockyards Siding.....	22.2	10	Both
Alfa Center.....	194.1	ES 30—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
- 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.....	Dieselhouse Register Room	North Platte.....	Engine Dispatchers' Office
Omaha.....	Union Station Telegraph Office	North Platte.....	Enginemen's Washroom, Passenger Station
Omaha.....	Tower "B"	North Platte.....	Hump Yard Locker Room
Omaha.....	Enginemen's Washroom, 15th Street	North Platte.....	Yardmen's Locker Room
Omaha.....	Yardmen's Washroom, 15th Street	North Platte.....	East End Yardmen's Room
Omaha.....	Yardmen's Washroom, Davenport Street	Julesburg.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Sidney.....	Telegraph Office
South Omaha.....	Yard Office	Sidney.....	Engine's Locker Room
Valley.....	Telegraph Office	Cheyenne.....	Dispatcher's Office
Fremont.....	Telegraph Office	Cheyenne.....	Telegraph Office
Columbus.....	Telegraph Office	Cheyenne.....	Conductor's Room Passenger Station
Columbus.....	Enginemen's Washroom	Cheyenne.....	Yard Office
Grand Island.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Grand Island.....	Yard Office	Sterling.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	La Salle.....	Telegraph Office
Grand Island.....	Roundhouse	Lincoln.....	Telegraph Office
Kearney.....	Telegraph Office	Beatrice.....	Telegraph Office
Kearney.....	Roundhouse	Norfolk.....	Telegraph Office
Lexington.....	Telegraph Office	Hastings.....	Yard Office
North Platte.....	Dispatcher's Office	Gering.....	Telegraph Office
North Platte.....	Telegraph Office	Gering.....	Roundhouse
North Platte.....	Freight Conductor's Register Room, Yard Office	South Torrington.....	Telegraph Office

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott.....	District Surgeon..	Omaha, Nebr.	A. H. Shamberg....	Surgeon.....	Kimball, Nebr.
W. A. Bunten.....	District Surgeon..	Cheyenne, Wyo.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
J. S. Benwell.....	District Surgeon..	Denver, Colo.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	R. F. Moeller.....	Surgeon.....	Lincoln, Nebr.
W. T. Wildhaber...	Surgeon.....	Beatrice, Nebr.	W. P. Ordelheide..	Surgeon.....	La Salle, Colo.
R. W. Taylor.....	Oculist and Aurist..	Beatrice, Nebr.	W. H. Berrick.....	Surgeon.....	Madison, Nebr.
M. L. Chaloupka...	Surgeon.....	Callaway, Nebr.	R. A. Hoagland....	Surgeon.....	Mitchell, Nebr.
E. T. Zikmund.....	Surgeon.....	Central City, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.	O. C. Kreymborg...	Surgeon.....	North Platte, Nebr.
R. C. Anderson....	Surgeon.....	Columbus, Nebr.	J. J. Ford.....	Surgeon.....	North Platte, Nebr.
H. D. Kuper.....	Surgeon.....	Columbus, Nebr.	G. F. Waltemath...	Surgeon.....	North Platte, Nebr.
J. V. Treynor.....	Aurist.....	Council Bluffs, Ia.	R. T. Takenaga....	Surgeon.....	North Platte, Nebr.
A. M. Dean.....	Oculist.....	Council Bluffs, Ia.	D. G. Iverson.....	Oculist.....	North Platte, Nebr.
A. M. Pedersen....	Surgeon.....	Council Bluffs, Ia.	H. A. Blackstone...	Surgeon.....	Northport, Nebr.
G. M. McArdle....	Surgeon.....	Council Bluffs, Ia.	M. W. Barry.....	Surgeon.....	Omaha, Nebr.
A. G. West.....	Surgeon.....	Council Bluffs, Ia.	J. C. Davis.....	Aurist.....	Omaha, Nebr.
R. C. Gramlich....	Surgeon.....	Cheyenne, Wyo.	R. T. Mauer.....	Surgeon.....	Omaha, Nebr.
G. H. Joder.....	Surgeon.....	Cheyenne, Wyo.	V. W. Meyers.....	Surgeon.....	Omaha, Nebr.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.	D. H. Bendorf....	Surgeon.....	Omaha, Nebr.
J. E. Hartsaw.....	Surgeon.....	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. Boler.....	Surgeon.....	Omaha, Nebr.
L. J. Stadnick....	Oculist.....	Cheyenne, Wyo.	F. C. Hill.....	Shop Surgeon.....	Omaha, Nebr.
R. I. Williams....	Aurist.....	Cheyenne, Wyo.	R. H. Rasgorshok..	Oculist and Aurist..	Omaha, Nebr.
C. E. Hranac.....	Surgeon.....	Cozad, Nebr.	M. F. Quinlan....	Surgeon.....	Omaha, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	W. W. Spencer....	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.	J. E. Stoetzel....	Surgeon.....	Pine Bluffs, Wyo.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	M. D. Mathews....	Surgeon.....	St. Paul, Nebr.
L. M. Adams.....	Surgeon.....	Grand Island, Nebr.	H. Dey Myers....	Surgeon.....	Schuyler, Nebr.
C. H. Maggiore....	Surgeon.....	Grand Island, Nebr.	R. J. Fox.....	Surgeon.....	Spalding, Nebr.
J. A. Proffitt....	Oculist and Aurist..	Grand Island, Nebr.	C. B. Dorwart....	Surgeon.....	Sidney, Nebr.
W. C. Harvey.....	Surgeon.....	Gering, Nebr.	J. E. Thayer.....	Surgeon.....	Sidney, Nebr.
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.	R. B. Maxwell....	Surgeon.....	Sutherland, Nebr.
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.