



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 40

Effective Sunday,
June 22, 1969

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

| | | | | | | | Distance from Council Bluffs | Time-Table No. 40 June 22, 1969 | |
|-----------|-----------|-----------|-----------|-----------|-----------|----------|------------------------------|------------------------------------|--|
| 9 | 17 | 105 | 111 | 5 | 103 | STATIONS | | | |
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | 0.0 | CO. BLUFFS | | |
| | | 11.50 | | 12.01 | 2.55 | 2.8 | OMAHA | | |
| | | 2.50 | | 2.40 | 5.05 | 146.9 | GRAND ISLAND | | |
| | | 5.35 | | 5.00 | 7.10 | 284.1 | C.T. M.T. NORTH PLATTE | | |
| | | 4.55 | 4.50 | 4.20 | 6.15 | | | | |
| | | | 6.01 | | | 365.3 | JULESBURG | | |
| | | | | 6.35 | 7.59 | 407.5 | SIDNEY | | |
| | | 8.00 | 8.00 | | | | KANSAS CITY | | |
| | | 6.45 | 6.10 | | 9.15 | 562.5 | DENVER | | |
| | | 7.15 | 6.40 | | | | | | |
| | | 9.30 | 8.45 | 9.15 | 8.30 | 509.5 | CHEYENNE | | |
| | | 10.45 | 9.00 | 10.30 | 9.45 | | | | |
| | | 12.08 | 10.25 | 11.53 | 10.25 | 566.0 | LARAMIE | | |
| | | 1.55 | 12.30 | 1.40 | 12.30 | 682.8 | RAWLINS | | |
| | | 4.15 | 3.00 | 4.00 | 3.00 | 817.0 | GREEN RIVER | | |
| | | 4.25 | 3.30 | 4.10 | 3.15 | | | | |
| | | | 4.05 | 4.40 | | 847.2 | GRANGER | | |
| | | 8.00 | | | 6.45 | 992.6 | OGDEN | | |
| | | | | | | | (992.6) | | |

Heavy Figures Indicate PM (25.00) (21.05) (17.50) (4.25) (17.44) (18.05) Thru Time
 Light Figures Indicate AM 49.2 51.4 47.6 63.0 55.8 54.7 Average speed per hour

J. BOWEN
Gen. Supt. Transportation

O. A. DURRANT
General Manager

S. D. GATCHELL
General Superintendent

J. E. Petersen, Superintendent..... Omaha, Neb.
 W. A. RIDGE, Assistant Superintendent..... Omaha, Neb.
 H. G. HAGGLUND, Terminal Superintendent..... Council Bluffs, Ia.
 A. L. O'NEILL, JR., Asst. Terminal Supt..... Council Bluffs, Ia.
 R. M. WOOD, Asst. Terminal Supt..... Council Bluffs, Ia.
 B. L. SANDERS, Terminal Trainmaster..... Omaha, Neb.
 R. W. McSPADDEN, Asst. Supt. Safety and Courtesy..... Omaha, Neb.
 M. L. BUTLER, Trainmaster..... Council Bluffs, Ia.
 E. C. MAY, Trainmaster..... Grand Island, Neb.
 D. E. MOORE, Terminal Trainmaster..... Grand Island, Neb.
 J. E. GUYNAN, Supt. Bailey Yard..... North Platte, Neb.
 G. B. RECTOR, Asst. Supt. Bailey Yard..... North Platte, Neb.
 H. E. MEYEN, Terminal Trainmaster..... North Platte, Neb.
 C. F. PUTMAN, Terminal Trainmaster..... North Platte, Neb.
 W. E. MILLER, Trainmaster..... North Platte, Neb.
 W. E. HENKE, Assistant Superintendent..... Sidney, Neb.
 W. H. ANDERSON, Assistant Superintendent..... Gering, Neb.
 C. T. ARMSTRONG, General 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. A. TUENGE, Jr. Road Foreman of Engines..... North Platte, Neb.
 C. H. JOHNSON, Road Foreman of Engines..... Cheyenne, Wyo.
 J. M. LONGSDORF, Division Engineer..... Omaha, Neb.
 F. A. MUSBACH, 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.
 J. D. MANNON, Asst. Chief Train Dispatcher..... Omaha, Neb.

FIRST SUBDIVISION

GRAND ISLAND TO NORTH PLATTE, AND BRANCHES
 A. J. WONKA, Chief Train Dispatcher..... North Platte, Neb.
 W. E. ROSS, Asst. Chief Train Dispatcher..... North Platte, Neb.
 C. F. DEWHIRST, Asst. Chief Train Dispatcher..... North Platte, Neb.
 R. J. TETLEY, Asst. Chief Train Dispatcher..... North Platte, Neb.

SECOND SUBDIVISION

NORTH PLATTE BRANCH AND CUT-OFF
 A. J. WONKA, Chief Dispatcher..... North Platte, Neb.
 S. C. WALLACE, Asst. Chief Dispatcher..... North Platte, Neb.
 J. B. BILLINGS, Asst. Chief Dispatcher..... North Platte, Neb.

THIRD SUBDIVISION

J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.
 C. J. EXLINE, Asst. Chief Train Dispatcher..... Denver, Colo.
 J. H. STORRS, Asst. Chief Train Dispatcher..... Denver, Colo.

MILEAGE

Main Line 659.60
 Branches 826.34
 Total 1485.94

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

| | | | | | | | Mile Post | Time-Table No. 40 June 22, 1969 | | | | | |
|-----------|-----------|-----------|-----------|-----------|-----------|----------|---------------------------|------------------------------------|--|--|--|--|--|
| 106 | 112 | 104 | 10 | 18 | 6 | STATIONS | | | | | | | |
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | | | | | | | |
| | | | | | | 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 | | | | | | |
| | | | | | | 992.6 | OGDEN | | | | | | |
| | | | | | | | (992.6) | | | | | | |

Thru Time..... (15.45) (4.30) (17.25) (23.40) (22.35) (19.45)
 Average speed per hour..... 53.6 61.9 56.8 52.0 48.0 50.1

Heavy Figures Indicate PM
 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..... | | Las Vegas or beyond. Reno or beyond. | 104 | Kearney..... | Las Vegas or beyond. Reno or beyond. | |
| | Columbus..... | | | | | | |
| | Kearney..... | | | | Fremont..... | | |
| 111 | Ogallala..... | Omaha or beyond..... | Denver or beyond. | 112 | Ft. Morgan..... | Denver or beyond..... | Points where scheduled to stop. |
| | Ft. Morgan..... | Points where scheduled to stop..... | Denver or beyond. | | Ogallala..... | Denver or beyond..... | Omaha or beyond. |

WESTWARD FIRST SUBDIVISION

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | SECOND CLASS | | FIRST CLASS | | | Distance from Council Bluffs |
|--|-----------------|-----------------|---------------|--------------|---------------|------------------------------|
| | 71 Time Freight | 73 Time Freight | 105 Passenger | 5 Passenger | 103 Passenger | |
| | Daily | Daily | Daily | Daily | Daily | |
| DFXIYPZ | | 11.30PM | 5.00PM | | | 0.0 |
| DFXITPZ | | 11.45PM | 5.15 | 11.50PM | 12.01PM | 2.55AM |
| XIP | | 12.01AM | 5.45 | 11.56PM | 12.07 | 3.01 |
| ES 167 XP | | 12.10 | 5.55 | 12.03AM | 12.14 | 3.08 |
| XP | | 12.20 | 6.00 | 12.06 | 12.17 | 3.11 |
| OS 66 XP | | | | 12.10 | 12.21 | 3.15 |
| P | | | | 12.13 | 12.24 | 3.18 |
| WS 147 XYP ES 165 ES 82 | A | 12.45AM | A 6.15PM | f12.16 | 12.28 | 3.21 |
| CS 71 P | | | | 12.21 | 12.33 | 3.26 |
| I | | | | | | 38.2 |
| WS 82 X ES 143 PZ | | | | s12.31 | s12.40 | 3.30 |
| I | | | | | | 40.0 |
| IP | | | | | | 44.8 |
| OS 73 P | | | | 12.38 | 12.47 | 3.35 |
| CS 140 XP | | | | f12.44 | 12.54 | 3.41 |
| OS 72 P | | | | 12.49 | 1.00 | 3.46 |
| WS 119 X ES 104 P | | | | f12.58 | f 1.07 | 3.51 |
| CS 102 P | | | | 1.06 | 1.15 | 3.57 |
| I | | | | | | 83.8 |
| WS 123 X ES 114 YPZ | | | | s 1.24 | s 1.26 | 4.07 |
| CS 103 P | | | | 1.32 | 1.35 | 4.14 |
| CS 100 P | | | | 1.42 | 1.44 | 4.22 |
| WS 16 P | | | | 1.47 | 1.49 | 4.27 |
| CS 69 P | | | | 1.53 | 1.55 | 4.32 |
| I | | | | | | 124.3 |
| WS 95 X ES 99 YP | | | | s 2.09 | f 2.06 | 4.41 |
| CS 139 P | | | | 2.20 | 2.15 | 4.49 |
| I | | | | | | 146.5 |
| DXZYYP | | | | 2.35 2.50 | 2.30 2.40 | 5.04 5.05 |
| XYP | | | | 2.58 | 2.49 | 5.12 |
| WS 103 X ES 44 P | | | | f 3.04 | 2.56 | 5.19 |
| CS 69 XP | | | | f 3.11 | 3.03 | 5.26 |
| WS 114 XI ES 63 YP | | | | f 3.16 | 3.08 | 5.31 |
| CS 140 P | | | | 3.20 | 3.12 | 5.35 |
| WS 159 X ES 99 YZP | | | | s 3.32 | s 3.20 | 5.43 |
| CS 70 P | | | | f 3.49 | 3.33 | 5.52 |
| CS 117 XP | | | | f 3.55 | 3.39 | 5.57 |
| CS 68 P | | | | f 4.02 | 3.46 | 6.05 |
| WS 103 XY ES 108 ZP | | | | s 4.21 | f 3.57 | 6.15 |
| CS 72 XP | | | | 4.32 | 4.06 | 6.22 |
| CS 135 ZXP | | | | s 4.42 | f 4.12 | 6.27 |
| WS 110 X ES 112 YP | | | | s 4.59 | f 4.22 | 6.36 |
| CS 69 P | | | | f 5.11 | 4.35 | 6.47 |
| CS 102 XP | | | | f 5.20 | 4.45 | 6.55 |
| DFXZTYP | | | | A 5.35AM | A 5.00PM | A 7.10AM |

(1.15) (1.15) (5.45) (4.59) (4.15) Thru Time
22.4 22.4 49.4 57.0 66.2 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 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 newspapers.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.
For stations not shown on schedule pages — See Page 18.

FIRST SUBDIVISION EASTWARD

| Time-Table No. 40 June 22, 1969 | FIRST CLASS | | | SECOND CLASS | | Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. |
|------------------------------------|-------------|------------------|----------------|-----------------|-----------------|--|
| | 6 Passenger | 106 Passenger | 104 Passenger | 74 Time Freight | 72 Time Freight | |
| | Daily | Daily | Daily | Daily | Daily | |
| DN-R COUNCIL BLUFFS YL | | | | A 6.50AM | A 10.15PM | DFXIYPZ |
| N-R OMAHA YL US | 2.8 | A 2.45PM | A 1.30AM | A 3.00AM | 6.35 | 10.00 |
| DN SUMMIT YL SU | 5.2 | 2.30 | 1.16 | 2.45 | 6.05 | 9.35 |
| WECO | 14.1 | 2.19 | 1.04 | 2.31 | 5.55 | 9.25 |
| LANE | 17.1 | 2.16 | 1.01 | 2.24 | 5.50 | 9.20 |
| ELKHORN | 21.7 | 2.12 | f12.57 | 2.19 | | |
| WATERLOO | 24.5 | 2.09 | f12.54 | 2.16 | | |
| DN VALLEY YL V | 28.0 | 2.05 | s12.51 | 2.12 | 5.35AM | 9.05PM |
| MERCER | 34.3 | 1.59 | 12.45 | 2.06 | | |
| C. & N. W. CROSSING | 38.2 | | | | | |
| DN FREMONT YL FN | 39.3 | s 1.53 | s12.39 | 2.01 | | |
| C. B. & Q. CROSSING | 40.0 | | | | | |
| C. & N. W. CROSSING | 44.8 | | | | | |
| AMES | 46.3 | 1.43 | f12.31 | 1.52 | | |
| D NORTH BEND NB | 54.4 | 1.36 | f12.25 | 1.46 | | |
| ROGERS | 61.4 | 1.30 | f12.19 | 1.41 | | |
| DN SCHUYLER SC | 68.7 | f 1.24 | s12.14 | 1.36 | | |
| RICHLAND | 76.9 | 1.16 | f12.08 | 1.30 | | |
| C. B. & Q. CROSSING | 83.8 | | | | | |
| DN COLUMBUS YL C | 84.5 | s 1.08 | s12.01AM | 1.23 | | |
| DUNCAN | 92.2 | 12.56 | f11.48PM | 1.14 | | |
| SILVER CREEK | 102.3 | 12.48 | f11.41 | 1.07 | | |
| HAVENS | 107.9 | 12.43 | 11.37 | 1.03 | | |
| D CLARKS OX | 113.6 | 12.39 | f11.33 | 12.59 | | |
| C. B. & Q. CROSSING | 124.3 | | | | | |
| DN CENTRAL CITY OI | 124.9 | f12.30 | s11.24 | 12.51 | | |
| D CHAPMAN OP | 135.1 | 12.20 | 11.15 | 12.44 | | |
| C. B. & Q. CROSSING | 146.5 | | | | | |
| DN-R GRAND ISLAND YL GE | 146.9 | 12.11 12.01PM | 11.05 10.55 | 12.35 12.30 | | |
| ALDA | 154.5 | 11.45AM | 10.47 | 12.20 | | |
| D WOOD RIVER WR | 162.3 | 11.37 | f10.41 | 12.13 | | |
| D SHELTON ST | 169.9 | 11.30 | f10.35 | 12.06 | | |
| DN GIBBON GB | 176.0 | 11.25 | f10.30 | 12.01AM | | |
| OPTIC | 180.2 | 11.19 | 10.26 | 11.56PM | | |
| DN KEARNEY YL KR | 189.1 | s11.12 | s10.19 | 11.47 | | |
| D ODESSA DZ | 198.3 | 11.02 | f10.09 | 11.38 | | |
| D ELM CREEK QR | 204.6 | 10.57 | f10.05 | 11.33 | | |
| D OVERTON OV | 213.3 | 10.51 | f 9.58 | 11.27 | | |
| DN LEXINGTON UM | 224.4 | s10.42 | s 9.48 | 11.18 | | |
| DARR | 232.5 | 10.34 | 9.40 | 11.11 | | |
| D COZAD CO | 238.2 | f10.28 | s 9.36 | 11.05 | | |
| DN GOTHENBURG BU | 248.8 | f10.18 | s 9.26 | 10.57 | | |
| D BRADY BI | 261.5 | 10.06 | f 9.14 | 10.46 | | |
| MAXWELL | 270.6 | 9.58 | f 9.07 | 10.39 | | |
| DN-R NORTH PLATTE YL NO | 284.1 | 9.45AM | 8.55PM | 10.25PM | | |
| (284.1) | | Daily | Daily | Daily | Daily | Daily |

Thru Time (5.00) (4.35) (4.35) (1.15) (1.10)
Average speed per hour 56.8 61.4 61.4 22.4 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.
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

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | SECOND CLASS | | | | FIRST CLASS | | | | Distance from Council Bluffs |
|--|---------------|-------------|-----------------|-----------------|-----------------|-----------------|-------|--|------------------------------|
| | 353 | 93 | 5 | 103 | 105 | 111 | | | |
| | Freight Daily | Mixed Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | | | |
| DFXZTYP | | 5.35 AM | 4.20 PM | 6.15 AM | 4.55 AM | 4.50 AM | 284.1 | | |
| P | | 5.45 | 4.28 | 6.22 | 5.02 | 4.57 | 289.2 | | |
| P | | | | | | | 290.5 | | |
| WS 64 XP | | f 5.55 | 4.35 | 6.27 | 5.08 | 5.02 | 296.9 | | |
| CS 103 YP | | A 6.00 AM | 4.38 | 6.30 | 5.11 | 5.05 | 300.7 | | |
| WS 40 | | | | | | | 301.8 | | |
| CS 100 P | | | 4.41 | 6.32 | f 5.14 | 5.07 | 303.4 | | |
| CS 104 P | | | f 4.53 | 6.41 | f 5.27 | 5.16 | 315.5 | | |
| WS 5 P | | | | | | | 321.7 | | |
| CS 73 P | | | f 5.04 | 6.51 | 5.38 | 5.25 | 327.7 | | |
| WS 103 WS 103 ES 110 XP | | | s 5.12 | 6.57 | s 5.48 | 5.32 | 334.8 | | |
| CS 112 P | | | f 5.22 | 7.04 | f 5.58 | 5.39 | 343.9 | | |
| CS 113 P | | | f 5.32 | 7.12 | f 6.08 | 5.47 | 353.9 | | |
| WS 22 P | | | | | | | 359.3 | | |
| WS 100 XIYP ES 102 | | | s 5.43 | 7.21 | s 6.20 | A 6.00 AM | 365.3 | | |
| CS 102 P | | | f 5.59 | 7.33 | f 6.35 | | 380.3 | | |
| WS 95 ES 61 XP | | | f 6.08 | 7.40 | f 6.45 | | 389.7 | | |
| XP | | | 6.14 | 7.45 | 6.51 | | 396.3 | | |
| CS 115 P | | | 6.18 | 7.49 | 6.55 | | 401.0 | | |
| XYP | | | 6.25 | 7.58 | 7.05 | | 407.5 | | |
| | | | 6.35 | 7.59 | 7.15 | | 407.5 | | |
| CS 81 YP | | | 6.44 | 8.08 | 7.25 | | 415.5 | | |
| WS 106 ES 60 P | | | 6.54 | 8.18 | f 7.35 | | 426.4 | | |
| WS 11 PX | | | | | | | 430.8 | | |
| CS 112 P | | | 7.02 | 8.26 | f 7.45 | | 435.4 | | |
| WS 24 PX | | | | | | | 439.9 | | |
| CS 116 XP | | | s 7.13 | 8.34 | s 8.00 | | 444.5 | | |
| ES 9 | | | | | | | 451.1 | | |
| CS 114 P | | | 7.25 | 8.44 | f 8.12 | | 456.6 | | |
| CS 112 XP | | | 7.35 | 8.54 | f 8.23 | | 466.7 | | |
| ES 12 | | | | | | | 472.0 | | |
| CS 81 XYP | | | 2.20 PM | 7.46 | 9.05 | f 8.35 | 477.5 | | |
| WS 55 XP | | | 2.30 | 7.52 | 9.11 | f 8.41 | 483.2 | | |
| CS 96 P | | | 2.40 | 7.59 | 9.17 | 8.47 | 489.7 | | |
| 51 P | | | 2.50 | 8.06 | 9.23 | 8.53 | 495.9 | | |
| WS 104 ES 109 XP | | | 3.01 | 8.13 | 9.29 | 8.59 | 501.2 | | |
| DFXZTYP | | | A 3.20 PM | A 8.30 PM | A 9.45 AM | A 9.15 AM | 509.5 | | |

(1.00) (0.25) (4.10) (3.30) (4.20) (1.10)
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

| Time-Table No. 40 June 22, 1969 | Mile Post | FIRST CLASS | | | | SECOND CLASS | | Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. |
|------------------------------------|-----------|-------------|-----------|-----------|-----------|--------------|-----------|--|
| | | 6 | 112 | 106 | 104 | 354 | 94 | |
| | | Passenger | Passenger | Passenger | Passenger | Freight | Mixed | |
| DN-R NORTH PLATTE YL NO | 284.1 | A 8.25 AM | A 7.15 PM | A 7.30 PM | A 9.10 PM | | A 6.50 PM | DFXZTYP |
| WEST NORTH PLATTE YL | 289.2 | 8.11 | 7.05 | 7.18 | 8.55 | | 6.16 | P |
| BIRDWOOD | 290.5 | | | | | | | P |
| D HERSHEY OF | 296.9 | 8.05 | 6.59 | 7.12 | 8.49 | | f 6.06 | WS 64 XP |
| O'FALLONS | 300.7 | 8.01 | 6.56 | 7.08 | 8.46 | | 6.01 PM | CS 103 YP |
| VARNER | 301.8 | | | | | | | WS 40 |
| D SUTHERLAND SU | 303.4 | f 7.58 | 6.54 | f 7.05 | 8.44 | | | CS 100 P |
| D PAXTON PN | 315.5 | f 7.48 | 6.44 | f 6.54 | 8.34 | | | CS 104 P |
| KORTY | 321.7 | | | | | | | WS 5 P |
| ROSCOE | 327.7 | f 7.38 | 6.33 | f 6.42 | 8.24 | | | CS 73 P |
| DN OGALLALA GT | 334.8 | s 7.31 | 6.26 | s 6.35 | 8.19 | | | WS 103 WS 103 ES 110 XP |
| D BRULE RU | 343.9 | f 7.22 | 6.16 | f 6.23 | 8.12 | | | CS 112 P |
| D BIG SPRINGS GS | 353.9 | f 7.13 | 6.07 | f 6.13 | 8.04 | | | CS 113 P |
| BARTON | 359.3 | | | | | | | WS 22 P |
| DN JULESBURG JB | 365.3 | s 7.03 | 5.55 PM | s 6.02 | 7.54 | | | WS 100 ES 102 |
| D CHAPPELL OQ | 380.3 | f 6.49 | | f 5.47 | 7.40 | | | CS 102 P |
| LODGE POLE | 389.7 | f 6.42 | | f 5.37 | 7.31 | | | WS 95 ES 61 XP |
| SUNOL | 396.3 | 6.36 | | f 5.30 | 7.26 | | | XP |
| COLTON | 401.0 | 6.32 | | 5.26 | 7.22 | | | CS 115 P |
| DN-R SIDNEY YL OD | 407.5 | 6.25 | | 5.20 | 7.15 | | | XYP |
| | | 6.15 | | 5.10 | 7.14 | | | |
| BROWNSON | 415.5 | 6.05 | | 4.59 | 7.05 | | | CS 81 YP |
| D POTTER PR | 426.4 | 5.55 | | f 4.50 | 6.55 | | | WS 106 ES 60 P |
| JACINTO | 430.8 | | | | | | | WS 11 PX |
| D DIX DX | 435.4 | 5.47 | | f 4.43 | 6.48 | | | CS 112 P |
| OWASCO | 439.9 | | | | | | | WS 24 PX |
| DN KIMBALL KB | 444.5 | s 5.39 | | s 4.36 | 6.40 | | | CS 116 XP |
| OLIVER | 451.1 | | | | | | | ES 9 |
| D BUSHNELL BN | 456.6 | 5.28 | | f 4.23 | 6.30 | | | CS 114 P |
| DN PINE BLUFFS UF | 466.7 | 5.19 | | f 4.11 | 6.20 | | | CS 112 XP |
| TRACY | 472.0 | | | | | | | ES 12 |
| EGBERT | 477.5 | 5.09 | | f 4.00 | 6.10 | | A 8.50 AM | CS 81 XYP |
| D BURNS UX | 483.2 | 5.04 | | 3.55 | 6.05 | | 8.40 | WS 55 XP |
| HILLSDALE | 489.7 | 4.59 | | 3.50 | 6.00 | | 8.31 | CS 96 P |
| DURHAM | 495.9 | 4.54 | | 3.45 | 5.55 | | 8.23 | 51 P |
| ARCHER | 501.2 | 4.49 | | 3.40 | 5.50 | | 8.15 | WS 104 ES 109 XP |
| DN-R CHEYENNE YL OY | 509.5 | 4.40 AM | | 3.30 PM | 5.40 PM | | 8.05 AM | DFXZTYP |
| | | Daily | Daily | Daily | Daily | Daily | Daily | |

Thru Time (3.45) (1.20) (4.00) (3.30) (0.40) (0.49)
Average speed per hour 60.1 60.9 56.3 64.4 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 | | | | | |
|-------------|-----|--|--------------|-------------------|------|---------------------|-------|-------------|---|--------------|--|--|--|
| FIRST CLASS | | | | Time-Table No. 40 | | | | FIRST CLASS | | | | | |
| 111 | | | | June 22, 1969 | | | | 112 | | | | | |
| Passenger | | | | Mile Post | | | | Passenger | | | | | |
| Daily | | | | STATIONS | | | | | | | | | |
| 81 | YIP | | 6.01 AM | 0.0 | DN | JULESBURG | YL JB | 0.0 | A | 5.54 PM | | | |
| 63 | ZP | | 6.07 | 7.1 | D | OVID | VI | 7.1 | | 5.43 | | | |
| 60 | P | | 6.13 | 14.6 | | SEDGWICK | | 14.6 | | 5.36 | | | |
| 22 | | | | 19.0 | | DORSEY | | 19.0 | | | | | |
| 81 | P | | 6.20 | 23.1 | | RED LION | | 23.1 | | 5.29 | | | |
| 78 | P | | 6.26 | 30.1 | | CROOK | | 30.1 | | 5.23 | | | |
| 22 | | | | 34.2 | | TOBIN | | 34.2 | | | | | |
| 55 | P | | 6.33 | 38.8 | | PROCTOR | | 38.8 | | 5.16 | | | |
| 8 | P | | | 41.1 | | POWELL | | 41.1 | | | | | |
| 21 | | | | 42.2 | | GRIFF | | 42.2 | | | | | |
| 78 | P | | 6.39 | 45.6 | | ILIFF | | 45.6 | | 5.10 | | | |
| 15 | | | | 50.1 | | FORD | | 50.1 | | | | | |
| | AIP | | | 57.2 | | C. B. & Q. CROSSING | | 57.2 | | | | | |
| 149 | TZP | | 6.49 6.51 | 57.5 | DN-R | STERLING | YL ST | 57.5 | | 4.58 4.55 | | | |
| 62 | P | | 6.58 | 64.1 | | ATWOOD | | 64.1 | | 4.48 | | | |
| 62 | P | | 7.03 | 70.2 | | MERINO | | 70.2 | | 4.43 | | | |
| 122 | P | | 7.08 | 76.0 | | MESSEX | | 76.0 | | 4.38 | | | |
| 35 | P | | | 78.4 | | BALZAC | | 78.4 | | | | | |
| 46 | P | | 7.12 | 81.0 | | UNION | | 81.0 | | 4.34 | | | |
| 80 | P | | 7.17 | 87.0 | | SNYDER | | 87.0 | | 4.29 | | | |
| 43 | P | | 7.23 | 93.8 | | DODD | | 93.8 | | 4.23 | | | |
| 16 | | | | 96.9 | | HURLEY | | 96.9 | | | | | |
| 83 | P | | 7.29 | 98.6 | D | FT. MORGAN | FX | 98.6 | | 4.19 | | | |
| 32 | P | | 7.35 | 106.0 | | NARROWS | | 106.0 | | 4.12 | | | |
| 62 | P | | 7.38 | 109.0 | | WELDONA | | 109.0 | | 4.09 | | | |
| 19 | P | | 7.42 | 114.2 | | GOODRICH | | 114.2 | | 4.05 | | | |
| 66 | P | | 7.45 | 117.7 | | ORCHARD | | 117.7 | | 4.02 | | | |
| 39 | P | | 7.51 | 124.8 | | MASTERS | | 124.8 | | 3.56 | | | |
| 103 | P | | 8.00 | 135.4 | | HARDIN | | 135.4 | | 3.47 | | | |
| 14 | P | | | 139.1 | | KUNER | | 139.1 | | | | | |
| 66 | P | | 8.06 | 143.1 | | KERSEY | | 143.1 | | 3.41 | | | |
| 21 | | | | 147.2 | | AUBURN | | 147.2 | | | | | |
| 49 | DYP | | A 8.15 AM | 151.1 | DN-R | 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 | | | | | | |
|--------------|-----|--|-----------|-------------------|-----------|------|------|-------------------------------------|-------|------|---|---------|---------------------------------|---------|
| SECOND CLASS | | | | Time-Table No. 40 | | | | SECOND CLASS | | | | | | |
| 73 | | | | June 22, 1969 | | | | 74 | | | | | | |
| Freight | | | | Mile Post | | | | Freight | | | | | | |
| Daily | | | | STATIONS | | | | | | | | | | |
| | DYP | | 6.30 PM | 6.30 AM | 1.55 AM | 0.0 | DN-R | VALLEY | YL V | 0.0 | A | 5.20 AM | 1.15 PM | 8.50 PM |
| | AI | | | | | 5.8 | | C. B. & Q. CROSSING | | 5.8 | | | | |
| 29 | P | | 6.45 | 6.45 | 2.10 | 6.3 | | YUTAN | | 6.3 | | 5.10 | 1.00 | 8.40 |
| 85 | YP | | 6.55 | 7.00 | 2.20 | 11.6 | D | MEAD | AD | 11.6 | | 5.00 | 12.50 | 8.30 |
| 54 | P | | 7.07 | 7.15 | 2.40 | 18.9 | | WAHOO | | 18.9 | | 4.45 | 12.30 | 8.15 |
| | | | | | | 19.6 | | C. & N. W. and O. B. & Q. CROSSINGS | | 19.6 | | | | |
| 68 | P | | 7.22 | 7.30 | 2.55 | 26.3 | D | WESTON | WN | 26.3 | | 4.35 | 12.15 | 8.05 |
| 16 | P | | 7.34 | 7.40 | 3.05 | 33.2 | | TOUHY | | 33.2 | | 4.23 | 12.01 PM | 7.53 |
| 83 | YP | | 7.45 72 | 7.50 AM | 3.18 | 37.3 | D | VALPARAISO | VO | 37.3 | | 4.15 | 11.50 AM | 7.45 73 |
| 21 | P | | | | | 41.8 | | AGNEW | | 41.8 | | | | |
| 29 | P | | 7.58 | | 3.34 | 46.5 | | RAYMOND | | 46.5 | | 3.59 | | 7.28 |
| 101 | P | | 8.01 | | 3.55 74 | 47.8 | | GARRATT | | 47.8 | | 3.55 71 | | 7.25 |
| 4 | | | | | | 55.3 | | WEST LINCOLN | | 55.3 | | | | |
| | I | | | | | 56.5 | | C. B. & Q. CROSSING | | 56.5 | | | | |
| 25 | ZP | | 8.18 | | 4.25 | 57.1 | DN | LINCOLN | YL SN | 57.1 | | 3.40 | | 7.10 |
| | I | | | | | 57.4 | | C. B. & Q. CROSSING | | 57.4 | | | | |
| | I | | | | | 59.0 | | C. B. & Q. CROSSING | | 59.0 | | | | |
| 109 | P | | 8.31 | | 4.48 | 65.4 | | JAMAICA | | 65.4 | | 3.20 | | 6.50 |
| 19 | P | | 8.46 | | 5.03 | 74.7 | | PRINCETON | | 74.7 | | 3.05 | | 6.35 |
| 62 | P | | 8.53 | | 5.13 | 79.5 | D | CORTLAND | RD | 79.5 | | 2.55 | | 6.25 |
| 71 | P | | 9.08 | | 5.28 | 88.9 | | PICKRELL | | 88.9 | | 2.43 | | 6.13 |
| | ZP | | A 9.25 PM | | A 5.45 AM | 96.8 | DN-R | BEATRICE | YL BX | 96.8 | | 2.30 AM | | 6.00 PM |
| | | | | | | | | (96.8) | | | | Daily | Tuesday Thursday Saturday | Daily |

(2.55)Thru Time..... (2.50)
33.2 (1.20) 28.0 (3.50) Average speed per hour..... 34.2 (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 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. 40 | | | | SECOND CLASS | | | | | | |
| 81 | | | | June 22, 1969 | | | | 80 | | | | | | |
| Mixed | | | | Mile Post | | | | Mixed | | | | | | |
| Tuesday Thursday Saturday | | | | STATIONS | | | | | | | | | | |
| 14 | YP | | 8.22 AM | 8.22 AM | 0.0 | R | OCONEE | YL | 0.0 | A | 1.30 PM | 1.42 PM | | |
| 7 | | | | | 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 | | |
| 30 | YP | | s 8.49 | A 8.49 AM | 11.3 | D-R | GENOA | YL G | 11.3 | | 1.05 PM | s 1.09 | | |
| 45 | P | | s 9.55 | | 22.3 | D | ST. EDWARD | ST | 22.3 | | | s 12.35 | | |
| 20 | YP | | A 10.45 AM | | 33.7 | D-R | ALBION | YL A | 33.7 | | | 12.10 PM | | |
| | | | | | | | (33.7) | | | | Monday Wednesday Friday | Tuesday Thursday Saturday | | |

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

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | SECOND CLASS | | Distance from Valparaiso | Time-Table No. 40 | | Mile Post | SECOND CLASS | |
|--|--------------|---------------|--------------------------|------------------------|-------|-----------|--------------|---------------------------|
| | 75 | Local Freight | | June 22, 1969 | | | 76 | Local Freight |
| | | | | STATIONS | | | | |
| YP | 8.00AM | 0.0 | D-R | VALPARAISO | YL VO | 0.0 | A | 11.35AM |
| 15 | 8.20 | 7.4 | | LOMA | | 7.4 | | 11.06 |
| 20 | P 8.40 | 13.5 | D | BRAINARD | BD | 13.5 | | 10.50 |
| 28 | P 9.10 | 23.2 | D | DAVID CITY | DV | 23.2 | | 10.25 |
| | | 23.5 | | C. B. & Q. CROSSING | | 23.5 | | |
| 28 | P 9.45 | 33.3 | D | RISING CITY | RN | 33.3 | | 9.40 |
| 30 | P 10.05 | 40.1 | D | SHELBY | SH | 40.1 | | 9.20 |
| 16 | P 10.25 | 47.5 | D | OSCEOLA | OZ | 47.5 | | 8.55 |
| 9 | P 10.50 | 52.9 | D | STROMSBURG | S | 52.9 | | 8.25 |
| | | 56.8 | | DURANT | | 56.8 | | |
| 44 | P 11.15 | 63.0 | D | POLK | PK | 63.0 | | 7.50 |
| 21 | 11.30 | 68.5 | | HORDVILLE | | 68.5 | | 7.30 |
| 18 | 11.45 | 73.8 | | HEBER | | 73.8 | | 7.10 |
| | | 75.3 | | C. B. & Q. CROSSING | | 75.3 | | |
| YP | A 11.55AM | 75.9 | DN-R | CENTRAL CITY | YL CI | 75.9 | | 7.05AM |
| | | | | (75.9) | | | | Tuesday Thursday Saturday |
| | (3.55) | | | Thru Time | | (4.30) | | |
| | 19.4 | | | Average speed per hour | | 16.8 | | |

WESTWARD ORD—LOUP CITY BRANCH EASTWARD

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | Distance from Grand Island | Time-Table No. 40 | | Mile Post | |
|--|----------------------------|-------------------|---------------------|-----------|------|
| | | June 22, 1969 | | | |
| | | STATIONS | | | |
| DYPZ | 0.0 | DN-R | GRAND ISLAND | YL GE | 0.0 |
| I | 0.4 | | C. B. & Q. CROSSING | | 0.4 |
| 11 | 2.5 | | CAREY | YL | 2.5 |
| 17 | 11.1 | | ST. LIBORY | | 11.1 |
| 31 | PY 21.9 | D | ST. PAUL | YL SP | 21.9 |
| 8 | P 30.2 | D | DANNEBROG | DB | 8.3 |
| | P 40.5 | | BOELUS | | 18.6 |
| 28 | 47.7 | | ROCKVILLE | | 25.8 |
| 29 | PY 60.9 | D-R | LOUP CITY | YL OP | 39.0 |
| 23 | P 30.7 | | ELBA | | 30.7 |
| 24 | 36.8 | | COTESFIELD | | 36.8 |
| | 44.5 | | SCOTIA JUNCTION | | 44.5 |
| 18 | P 45.7 | D | SCOTIA | SK | 45.7 |
| | 44.5 | | SCOTIA JUNCTION | | 44.5 |
| 29 | P 48.8 | D | NORTH LOUP | NU | 48.8 |
| 10 | 58.5 | | SAUNDERS | | 58.5 |
| | 60.7 | | C. B. & Q. CROSSING | | 60.7 |
| 29 | PY 61.0 | D-R | ORD | YL RD | 61.0 |
| | | | (61.0) | | |

WESTWARD CEDAR RAPIDS BRANCH EASTWARD

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | SECOND CLASS | | Distance from Genoa | Time-Table No. 40 | | Mile Post | SECOND CLASS | |
|--|--------------|-------|---------------------|------------------------|-------|-----------|--------------|-------------------------|
| | 79 | Mixed | | June 22, 1969 | | | 80 | Mixed |
| | | | | STATIONS | | | | |
| 30 | PY 8.52AM | 0.0 | D-R | GENOA | YL G | 0.0 | A | 1.05PM |
| 17 | | 9.3 | | MERCHISTON | | 9.3 | | |
| 32 | P s 9.28 | 13.7 | D | FULLERTON | FU | 13.7 | s | 12.37 |
| 14 | s 9.53 | 23.1 | | BELGRADE | | 23.1 | s | 12.13PM |
| 20 | P s 10.13 | 30.3 | D | CEDAR RAPIDS | CD | 30.3 | s | 11.55AM |
| 31 | P s 10.34 | 36.6 | | PRIMROSE | | 36.6 | f | 11.39 |
| 33 | PY A 11.00AM | 44.3 | D-R | SPALDING | YL SG | 44.3 | | 11.20AM |
| | | | | (44.3) | | | | Monday Wednesday Friday |
| | (2.08) | | | Thru Time | | (1.45) | | |
| | 20.8 | | | Average speed per hour | | 25.3 | | |

WESTWARD OLD MAIN LINE EASTWARD

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | Distance from Council Bluffs | Time-Table No. 40 | | Mile Post | |
|--|------------------------------|-------------------|-------------------|-----------|------|
| | | June 22, 1969 | | | |
| | | STATIONS | | | |
| XIP | 5.2 | DN | SUMMIT | YL SU | 5.2 |
| X | 6.4 | | SOUTH OMAHA | YL | 6.4 |
| XI | 11.1 | | GILMORE JCT. | YL | 11.1 |
| | 11.9 | | GILMORE | YL | 11.9 |
| | 16.8 | | PAPILLION | | 16.8 |
| | 19.2 | | MO. PAC. CROSSING | | 19.2 |
| | 22.5 | D | MILLARD | YL MD | 22.5 |
| XP | 26.1 | | LANE | YL | 26.1 |
| | | | (20.9) | | |

On single track westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
 Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
 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 | Time-Table No. 40 | | Mile Post | SECOND CLASS | | | | | | |
|--|--------------|----------|----------|------------------------|-------------------|------------------------|-----------|--------------|----|---------------------|---|-------------------------|---|---------------------------|
| | 81 | 79 | 321 | | June 22, 1969 | | | 312 | 80 | 82 | | | | |
| | | | | | STATIONS | | | | | | | | | |
| DYPZ | 8.00AM | 8.00AM | 5.00AM | 0.0 | DN-R | COLUMBUS | YL C | 0.0 | A | 12.01PM | A | 1.55PM | A | 2.05PM |
| 18 | 8.10 | 8.10 | 5.10 | 4.2 | | SHELDONVILLE | | 4.2 | f | 1.50AM | | 1.43 | | 1.50 |
| 7 | YP A 8.22AM | A 8.22AM | f 5.20 | 9.4 | R | OCONEE | YL | 9.4 | f | 1.40 | | 1.30PM | | 1.42PM |
| 20 | P | | f 5.35 | 14.7 | D | PLATTE CENTER | PC | 14.7 | s | 1.25 | | | | |
| 27 | | | | 20.3 | | TARNOV | | 20.3 | | | | | | |
| 47 | P | | s 5.55 | 25.7 | D | HUMPHREY | HX | 25.7 | s | 1.05 | | | | |
| 25 | P | | s 6.10 | 35.4 | D | MADISON | MA | 35.4 | s | 10.50 | | | | |
| 24 | | | | 40.9 | | ENOLA | | 40.9 | | | | | | |
| | I | | | 48.7 | | C. & N. W. CROSSING | | 48.7 | | | | | | |
| | | | | 50.2 | | C. & N. W. CROSSING | | 50.2 | | | | | | |
| YZP | | | A 7.00AM | 50.4 | D-R | NORFOLK | YL KN | 50.4 | | 10.00AM | | | | |
| | | | | | | (50.4) | | | | Daily Except Sunday | | Monday Wednesday Friday | | Tuesday Thursday Saturday |
| | (0.22) | (0.22) | (2.00) | | | Thru Time | | (2.01) | | (0.25) | | (0.23) | | |
| | 25.6 | 25.6 | 25.2 | | | Average speed per hour | | 25.0 | | 22.6 | | 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 | Time-Table No. 40 | | Mile Post | SECOND CLASS | | | |
|--|--------------|-------|-----------------------|-------------------|------|------------------------|--------------|--------|---|-------------------------|
| | 95 | Mixed | | June 22, 1969 | | | 96 | Mixed | | |
| | | | | STATIONS | | | | | | |
| PYZ | | | 9.00AM | 0.0 | DN-R | KEARNEY | YL KR | 0.0 | A | 9.20PM |
| 12 | | | f 9.15 | 5.5 | | GLENWOOD PARK | | 5.5 | f | 8.45 |
| 17 | | | s 9.30 | 10.1 | | RIVERDALE | | 10.1 | s | 8.30 |
| 23 | | | s 9.50 | 16.8 | | AMHERST | | 16.8 | s | 8.05 |
| 27 | | | s 10.15 | 26.3 | | MILLER | | 26.3 | s | 7.40 |
| 32 | | | s 10.30 | 32.5 | | SUMNER | | 32.5 | s | 7.20 |
| 10 | | | s 10.53 | 40.4 | | EDDYVILLE | | 40.4 | s | 6.57 |
| 36 | | | s 11.25AM | 52.1 | | OCONTO | | 52.1 | s | 6.28 |
| 24 | | | s 12.30PM | 65.5 | D | CALLAWAY | CA | 65.5 | s | 5.45 |
| 33 | | | s 1.30 | 83.1 | D | ARNOLD | AD | 83.1 | s | 4.55 |
| 11 | | | f 2.10 | 94.6 | | HOAGLAND | | 94.6 | f | 4.20 |
| 14 | | | f 2.30 | 99.2 | | GANDY | | 99.2 | f | 4.08 |
| 20 | Y | | A 2.55PM | 102.4 | D-R | STAPLETON | YL SN | 102.4 | | 4.00PM |
| | | | | | | (102.4) | | | | Monday Wednesday Friday |
| | (5.55) | | | | | Thru Time | | (5.20) | | |
| | 17.3 | | | | | Average speed per hour | | 19.2 | | |

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

| WESTWARD | | | | NORTH PLATTE BRANCH | | | | EASTWARD | | | | | |
|--|-----|-------|--------|-------------------------|-------------------|-----------------------------------|-----|-----------|-----------|--------------|-------|--|-----------|
| SECOND CLASS | | | | Distance from O'Fallons | Time-Table No. 40 | | | | Mile Post | SECOND CLASS | | | |
| | | | | | June 22, 1969 | | | | | | | | |
| | | | | | | | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | 93 | Mixed | Daily | STATIONS | Y L | 94 | | Mile Post | STATIONS | Y L | 94 | | Mile Post |
| | | | | | | Mixed | | | | | Mixed | | |
| | YP | | | 6.00AM | 0.0 | O'FALLONS | Y L | 0.0 | 6.01PM | | | | |
| | 14 | f | 6.05 | 2.8 | | COCKER | | 2.8 | f 5.50 | | | | |
| | 35 | s | 6.18 | 12.8 | | SARBEN | | 12.8 | s 5.35 | | | | |
| | 37 | f | 6.27 | 19.6 | | NEVENS | | 19.6 | f 5.25 | | | | |
| | 11 | | | 24.8 | | BROGANVILLE | | 24.8 | | | | | |
| | 39 | s | 6.41 | 28.4 | | KEYSTONE | | 28.4 | s 5.15 | | | | |
| | 37 | f | 6.51 | 34.9 | | MARTIN | | 34.9 | f 5.03 | | | | |
| | | s | 7.01 | 41.2 | | LEMOYNE | | 41.2 | f 4.53 | | | | |
| | 24 | f | 7.10 | 46.8 | | BELMAR | | 46.8 | f 4.46 | | | | |
| | 39 | f | 7.18 | 51.7 | | RUTHTON | | 51.7 | f 4.39 | | | | |
| | 34 | Y | s | 7.32 | 59.3D | LEWELLEN | Y L | 59.3 | s 4.30 | | | | |
| | 33 | | s | 7.51 | 70.8D | OSHKOSH | Y L | 70.8 | s 4.10 | | | | |
| | 33 | | s | 8.12 | 86.4 | LISCO | | 86.4 | s 3.45 | | | | |
| | 36 | | s | 8.34 | 100.4 | BROADWATER | | 100.4 | s 3.24 | | | | |
| | 18 | | f | 8.47 | 109.6 | TOWERS | | 109.6 | f 3.11 | | | | |
| | 102 | Y | s | 8.57 | 114.1D | NORTHPORT | Y L | 114.1 | s 3.05 | | | | |
| | | AI | | 9.00 | 115.5 | C. B. & Q. CROSSING | | 115.5 | f 2.57 | | | | |
| | 12 | | f | 9.09 | 121.8 | MOHLER | | 121.8 | f 2.46 | | | | |
| | 14 | | s | 9.18 | 126.7 | SOUTH BAYARD | | 126.7 | s 2.39 | | | | |
| | 41 | | s | 9.27 | 132.1 | McGREW | | 132.1 | s 2.29 | | | | |
| | 26 | | s | 9.37 | 137.9 | MELBETA | | 137.9 | s 2.19 | | | | |
| | 61 | DYZPT | A | 9.55AM | 145.9D-R | GERING | Y L | 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 | | | | GIBBON CUT - OFF | | | | EASTWARD | | | | | |
|--|-----|---|---|------------------------|-------------------|-----|----|-----------|-----------|-----|----|-----------|----------|
| | | | | Distance from Hastings | Time-Table No. 40 | | | | Mile Post | | | | |
| | | | | | June 22, 1969 | | | | | | | | |
| | | | | | | | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | YPZ | P | P | YPI | STATIONS | Y L | AN | Mile Post | STATIONS | Y L | GB | Mile Post | STATIONS |
| | | | | | | | | | | | | | |
| | | | | | | | | 0.0 | | | | | |
| | 114 | | | | HASTINGS | | | 12.7 | HAYLAND | | | 12.7 | |
| | 31 | | | | DENMAN | | | 20.2 | | | | 20.2 | |
| | 121 | | | | GIBBON | | GB | 28.1 | | | | 28.1 | |
| | | | | | (28.1) | | | | | | | | |

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

| WESTWARD | | | | NORTH PLATTE CUT-OFF | | | | EASTWARD | | | | | |
|--|------|----|---------|-------------------------|-------------------|-------|-----------|-----------------------------------|-----------|--------------|----------|--------|-----------|
| SECOND CLASS | | | | Distance from O'Fallons | Time-Table No. 40 | | | | Mile Post | SECOND CLASS | | | |
| | | | | | June 22, 1969 | | | | | | | | |
| | | | | | | | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | 353 | 93 | Freight | Daily | STATIONS | Y L | Mile Post | STATIONS | Y L | Mile Post | STATIONS | Y L | Mile Post |
| | | | | | | | | | | | | | |
| | DZPT | | | | 10.05AM | 145.9 | D-R | GERING | Y L | 145.9 | A | 1.50PM | |
| | 15 | | | | f 10.11 | 150.5 | | COSTIN | | 150.5 | f | 1.40 | |
| | 27 | | | | f 10.14 | 152.3 | | HAIG | | 152.3 | f | 1.36 | |
| | 25 | | | | f 10.20 | 155.8 | | SOUTH MITCHELL | | 155.8 | f | 1.30 | |
| | 29 | | | | f 10.23 | 157.1 | | PELTON | | 157.1 | f | 1.26 | |
| | 37 | P | | | f 10.31 | 162.1 | D | SOUTH MORRILL | | 162.1 | f | 1.19 | |
| | 18 | | | | f 10.34 | 164.2 | | JOYCE | | 164.2 | f | 1.14 | |
| | 44 | YP | | | s 10.40 | 167.9 | D | LYMAN | Y L | 167.9 | s | 1.09 | |
| | 21 | | | | f 10.44 | 170.1 | | CANAL | | 170.1 | f | 1.04 | |
| | 51 | | | | f 10.50 | 173.7 | | HUNTLEY | | 173.7 | f | 1.25 | |
| | 35 | | | | f 10.55 | 177.0 | | HOLLY | | 177.0 | f | 1.25 | |
| | 51 | YP | | | 12.01PM | 181.6 | D-R | YODER | Y L | 181.6 | A | 1.45AM | 12.45 |
| | | | | | | | | | | | | | 12.35 |
| | 51 | P | | | f 11.20 | 188.1 | | VETERAN | | 188.1 | f | 1.23 | |
| | 8 | | | | f 11.25 | 191.5 | | HELDT | | 191.5 | f | 1.17 | |
| | 16 | | | | f 11.32 | 196.1 | | COTTIER | | 196.1 | f | 1.10 | |
| | 51 | YP | | | A 11.40AM | 200.6 | D-R | SO. TORRINGTON | Y L | 200.6 | | | 12.05PM |
| | 14 | | | | 12.10 | 185.3 | | GOODLAND | | 59.0 | 11.32 | | |
| | 26 | | | | 12.15 | 187.6 | | FONDA | | 56.7 | 11.27 | | |
| | 51 | | | | 12.25 | 192.4 | D | HAWK SPRINGS | | 51.9 | 11.15 | | |
| | 31 | | | | 12.29 | 194.7 | | DUROC | | 49.6 | 11.01 | | |
| | 51 | Y | | | 12.42 | 203.8 | D | LA GRANGE | | 40.5 | 10.45 | | |
| | 19 | | | | 12.52 | 210.7 | | TREMAIN | | 33.6 | 10.20 | | |
| | 51 | | | | 1.25 | 222.5 | D | ALBIN | | 21.8 | 9.55 | | |
| | | | | | 1.40 | 229.7 | | LINDBERGH | | 14.6 | 9.35 | | |
| | Y | | | | A 2.11PM | 244.3 | | EGBERT | Y L | 0.0 | 9.10AM | | |
| | | | | | | | | (98.4) | | | Daily | | Daily |
| | | | (2.10) | | | | | Thru Time..... | | (2.35) | | | |
| | | | 28.9 | | | | | Average speed per hour..... | | 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 | | | | | |
|--|----|-----|---|---------------------|-------------------|----|-----------|----------|-----------|-----------|----------|-----|-----------|
| | | | | Distance from Lyman | Time-Table No. 40 | | | | Mile Post | | | | |
| | | | | | June 22, 1969 | | | | | | | | |
| | | | | | | | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 18. | YP | 0.0 | D | STATIONS | Y L | MU | Mile Post | STATIONS | Y L | Mile Post | STATIONS | Y L | Mile Post |
| | | | | | | | | | | | | | |
| | 18 | | | LYMAN | | | 0.0 | | | | | | |
| | | | | SEARS | | | 2.8 | | | | | | |
| | 17 | | | HARTMAN | | | 4.6 | | | | | | |
| | 22 | | | STEGALL | | | 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. — 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 | 70 | 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. | 40 | 35 |
| Passenger trains handling 6 cars or less, except Trains Nos. 105 and 106. | 70 | | 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). | 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 using No. 14 turn-outs. | 25 | 20 | 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 other cross-overs or turn-outs. | 15 | 15 | Jordan spreaders and other machines of spreader type, when in operation. | 15 | |
| 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 | 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 |
| Within yard limits protected by continuous block signal system. | 60 | 35 | Trains handling U.P. ore cars series 26000-26499, loaded or empty. | 50 | |
| Within yard limits not protected by continuous block signal system. | 50 | 25 | Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus. | 50 | |
| Diesel road freight locomotives, except GP 7 Units Nos. 100 to 129 inclusive. | 75 | | Wye tracks except those portions used as main track or siding. | 6 | 6 |
| GP 7 Units Nos. 100 to 129 inclusive. | 65 | 65 | | | |
| Gas turbine locomotives. | 75 | | | | |
| 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. | Frt. | | Psgr. | Frt. |
| Between Gilmore and Lane. | 25 | 25 | | | |

FIRST SUBDIVISION

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|--|----------------|------|---|----------------|------|
| | Psgr. | Frt. | | Psgr. | Frt. |
| 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 runaround 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 | 40 |
| 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 |
| Grand Island, initial switch of, and on curve of, inbound leads to roundhouse, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing. | | 5 | Gothenburg wye. | | 5 |
| Grand Island when entering or leaving CB&Q transfer track. | 10 | 10 | | | |

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 — North Platte 284.0 and 289.5 | 45 | 35 | Between Mile Posts — Cheyenne 506.3 and 505.8 | 80 | 55 |
| Korty 323.5 and 324.5 | 70 | 55 | 503.0 and 502.2 | 60 | 45 |
| Julesburg 365.2 and 366.2 | 60 | 50 | Archer 498.2 and 497.7 | 70 | 55 |
| Brownson 422.6 and 423.5 | 70 | 55 | Durham 494.0 and 493.8 | 70 | 55 |
| Bushnell 456.7 and 457.3 | 70 | 55 | Hillsdale 486.5 and 486.2 | 70 | 55 |
| 462.8 and 462.9 | 80 | 55 | Tracy 470.4 and 469.7 | 80 | 55 |
| 466.2 and 466.6 | 60 | 50 | 467.3 and 466.6 | 60 | 50 |
| Pine Bluffs 466.6 and 467.3 | 60 | 50 | Pine Bluffs 466.6 and 466.2 | 60 | 50 |
| Burns 486.2 and 486.5 | 70 | 55 | 462.9 and 462.8 | 80 | 55 |
| Hillsdale 493.8 and 494.0 | 70 | 55 | 457.2 and 456.9 | 80 | 55 |
| Durham 497.7 and 498.2 | 70 | 55 | Potter 423.5 and 422.6 | 70 | 55 |
| Archer 502.2 and 503.0 | 60 | 45 | Chappell 366.2 and 365.2 | 60 | 50 |
| 505.8 and 506.3 | 80 | 55 | Roscoe 324.5 and 323.5 | 70 | 55 |
| Cheyenne | | | 291.5 and 284.0 North Platte | 45 | 35 |

THIRD SUBDIVISION

| | | | | | |
|-----------------------------------|----|----|--|----------------|----------------|
| Maximum speed. | 79 | 60 | Sterling Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick. | | 20 |
| Light engines. | | | | | |
| Ovid Sugar Company yard | | 5 | LaSalle Between M. P. 149.6 and 150.7 Between M. P. 150.7 and 150.9 Between M. P. 150.9 and 151.1 | 50 30 50 | 30 25 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: | | 20 |
| Wahoo, city track. | | 6 | Carey, all airfield trackage. | | 10 |
| 19.1 and 19.5 | 35 | 35 | Gibbon Cut-off Maximum speed. | 70 | 65 |
| Weston 30.2 and 30.5 | 35 | 35 | M. P. 20.20 to M. P. 21.80. | 60 | 55 |
| 31.6 and 31.9 | 35 | 35 | Westward trains M. P. 26.8 to M. P. 27.2. | 25 | 25 |
| Touhy 36.0 and 37.4 | 25 | 25 | Kearney Branch Maximum speed. | | 25 |
| Garratt 56.3 and 57.5 | 15 | 15 | Trains handling outfit cars. | | 20 |
| Lincoln C. B. & Q. Crossing, M. P. 59.0, through interlocking limits. | 35 | 25 | North Platte Branch Maximum speed. | 50 | 50 |
| Pickrell 96.5 and 97.3 | 15 | 15 | Over Bridge 18.30. | 35 | 35 |
| Beatrice, Allers Grain Company spur. | | 5 | Oshkosh, over First Street Crossing. | 15 | 15 |
| Beatrice, on Kilpatrick track. | | 5 | Between Mile Posts — Lisco 92.5 and 94.0 | 45 | 45 |
| Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive. | 25 | 25 | Northport , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking. | 20 | 20 |
| Diesel Locomotives 131, 132, 135, 137. | 20 | 20 | North Platte Cut-off Maximum speed. | 45 | 45 |
| Between Valparaiso and Brainard. | 35 | 25 | On curves between Yoder and So. Torrington. | 35 | 35 |
| Brainard, over public crossing. | 5 | 5 | On curves between M. P. 25.42 and M. P. 31.25. | 30 | 30 |
| Between Brainard and Hordville. | 40 | 30 | Through tunnel between Albin and Tremain. | 20 | 20 |
| Between Hordville and Central City. | 35 | 25 | Lyman Branch | | 20 |
| Trains handling outfit cars. | | 20 | Sears Branch | | 20 |
| | | | Norfolk Branch Maximum speed: Between Columbus and Oconee. | | 35 |
| | | | Between Oconee and M. P. 16. | | 25 |
| | | | Between M. P. 16 and Norfolk. | | 30 |
| | | | 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 | 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 | 13 | West |
| Moorman..... | 79.28 | 28 | West | Beck..... | 280.5 | 8 | West |
| Behlen..... | 80.25 | 34—XP | Both | Beatrice Branch | | | |
| Doulom..... | 80.87 | 16 | West | Wahpco..... | 14.74 | 14 | West |
| Gulfoil..... | 115.87 | 10 | West | Krumel..... | 17.4 | 10 | East |
| Paddock..... | 128.5 | 18 | West | Cedar Rapids Branch | | | |
| Buda..... | 184.3 | ES 65—XP | Both | Stockyard Siding | 22.2 | 10 | Both |
| Kearney Air Base..... | 185.9 | WS 50—XP | Both | | | | |
| Alfalfa Center..... | 194.1 | ES 30—X | 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:

- 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..... | Trainmen's Locker Room, Union Station | North Platte..... | Ticket Office, Passenger Station |
| Omaha..... | Union Station Telegraph Office | North Platte..... | Hump Yard Locker Room |
| Omaha..... | Tower "B." | North Platte..... | Yardmen's Locker Room |
| Omaha..... | Enginemen's and Yardmen's Washroom, Omaha Shop | North Platte..... | East End Yardmen's Room |
| South Omaha..... | Yard Office | Julesburg..... | Telegraph Office |
| Valley..... | Telegraph Office | Sidney..... | Telegraph Office |
| Fremont..... | Telegraph Office | Sidney..... | Engineer's Locker Room |
| Columbus..... | Telegraph Office | Cheyenne..... | Dispatcher's Office |
| Columbus..... | Enginemen's Washroom | Cheyenne..... | Telegraph Office |
| Grand Island..... | Telegraph Office | Cheyenne..... | Conductor's Room Passenger Station |
| Grand Island..... | Yard Office | Cheyenne..... | Yard Office |
| Grand Island..... | Walnut Street Carmen's Shanty | Cheyenne..... | Engine Dispatcher's Office |
| Grand Island..... | Roundhouse | Sterling..... | Telegraph Office |
| Kearney..... | Telegraph Office | La Salle..... | Telegraph Office |
| Kearney..... | Roundhouse | Beatrice..... | 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 |
|--------------------|---------------------|---------------------|---------------------|---------------------|-----------------------|
| E. A. Connolly.... | District Surgeon. | Omaha, Nebr. | V. D. Norall..... | Surgeon | Lexington, Nebr. |
| W. A. Bunten.... | District Surgeon. | Cheyenne, Wyo. | R. F. Moeller.... | Surgeon | Lincoln, Nebr. |
| J. S. Benwell.... | District Surgeon. | Denver, Colo. | W. P. Ordeldheide. | Surgeon | La Salle, Colo. |
| R. J. Smith..... | Surgeon | Albion, Nebr. | W. H. Berrick.... | Surgeon | Madison, Nebr. |
| W. T. Wildhaber.. | Surgeon | Beatrice, Nebr. | R. A. Hoagland.... | Surgeon | Mitchell, Nebr. |
| R. W. Taylor..... | Oculist and Aurist. | Beatrice, Nebr. | G. B. Salter..... | Surgeon | Norfolk, Nebr. |
| M. L. Chaloupka.. | Surgeon | Callaway, Nebr. | O. C. Kreymborg.. | Surgeon | North Platte, Nebr. |
| E. T. Zikmund.... | Surgeon | Central City, Nebr. | G. F. Waltemath.. | Surgeon | North Platte, Nebr. |
| T. Nakamura.... | Surgeon | Chappell, Nebr. | R. T. Takenaga... | Surgeon | North Platte, Nebr. |
| R. C. Anderson... | Surgeon | Columbus, Nebr. | H. A. Blackstone.. | Surgeon | Northport, Nebr. |
| H. D. Kuper..... | Surgeon | Columbus, Nebr. | M. W. Barry..... | Surgeon | Omaha, Nebr. |
| A. M. Pedersen... | Surgeon | Council Bluffs, Ia. | J. C. Davis..... | Aurist | Omaha, Nebr. |
| A. G. West..... | Surgeon | Council Bluffs, Ia. | R. T. Maurer.... | Surgeon | Omaha, Nebr. |
| G. H. Joder..... | Surgeon | Cheyenne, Wyo. | V. W. Meyers.... | Surgeon | Omaha, Nebr. |
| J. E. Hartsaw.... | Surgeon | Cheyenne, Wyo. | D. H. Bendorf.... | Surgeon | Omaha, Nebr. |
| T. L. Johnson.... | Oculist | Cheyenne, Wyo. | J. J. O'hearn.... | Surgeon | Omaha, Nebr. |
| J. G. Haller..... | Surgeon | Cheyenne, Wyo. | T. D. Boler..... | Surgeon | Omaha, Nebr. |
| R. B. Stump..... | Oculist and Aurist. | Cheyenne, Wyo. | R. H. Rasgorshek. | Oculist and Aurist. | Omaha, Nebr. |
| L. J. Stadnick... | Oculist | Cheyenne, Wyo. | M. F. Quinlan.... | Surgeon | Omaha, Nebr. |
| R. I. Williams... | Aurist | Cheyenne, Wyo. | E. H. Gainnell... | Surgeon | Omaha, Nebr. |
| C. E. Hranac.... | Surgeon | Cozad, Nebr. | J. F. McLeay.... | Surgeon | Omaha, Nebr. |
| L. J. Ekeler.... | Surgeon | David City, Nebr. | J. J. Fitzpatrick.. | Ophthalmologist | Omaha, Nebr. |
| R. C. Reeder.... | Surgeon | Fremont, Nebr. | A. V. Murphy.... | Surgeon | Omaha, Nebr. |
| J. C. Maly..... | Surgeon | Fullerton, Nebr. | W. W. Spencer... | Surgeon | Ogallala, Nebr. |
| P. E. Woodward.. | Surgeon | Ft. Morgan, Colo. | W. G. Seng..... | Surgeon | Oshkosh, Nebr. |
| K. R. Dalton.... | Surgeon | Genoa, Nebr. | Don E. Baca..... | Surgeon | Papillion, Nebr. |
| Bert W. Pyle.... | Surgeon | Gothenburg, Nebr. | M. L. Morris.... | Surgeon | Pine Bluffs, Wyo. |
| L. M. Adams.... | Surgeon | Grand Island, Nebr. | J. E. Stoetzel.... | Surgeon | Pine Bluffs, Wyo. |
| C. H. Maggiore... | Surgeon | Grand Island, Nebr. | M. D. Mathews... | Surgeon | St. Paul, Nebr. |
| J. A. Proffitt.... | Oculist and Aurist. | Grand Island, Nebr. | H. Dey Myers.... | Surgeon | Schuyler, Nebr. |
| W. C. Harvey.... | Surgeon | Gering, Nebr. | R. J. Fox..... | Surgeon | Spalding, Nebr. |
| W. C. Harvey, Jr.. | Surgeon | Gering, Nebr. | C. B. Dorwart.... | Surgeon | Sidney, Nebr. |
| J. J. Hanigan.... | Surgeon | Hallam, Nebr. | J. E. Thayer.... | Surgeon | Sidney, Nebr. |
| O. A. Kostal.... | Surgeon | Hastings, Nebr. | R. W. Ludwick... | Surgeon | Sterling, Colo. |
| C. L. Kleager.... | Surgeon | Hastings, Nebr. | J. E. Elliff..... | Ophthalmologist | Sterling, Colo. |
| H. P. Linton.... | Surgeon | Julesburg, Colo. | R. B. Maxwell.... | Surgeon | Sutherland, Nebr. |
| B. R. Bancroft... | Surgeon | Kearney, Nebr. | C. R. Watson.... | Surgeon | South Mitchell, Nebr. |
| S. O. Staley.... | Surgeon | Kearney, Nebr. | Leo Keenan..... | Surgeon | Torrington, Wyo. |
| A. H. Shamborg.. | Surgeon | Kimball, Nebr. | L. B. Morgan.... | Ophthalmologist | Torrington, Wyo. |
| E. R. Core..... | Surgeon | Kimball, Nebr. | Ivan M. French... | Surgeon | Wahoo, Nebr. |