

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE

No. 14

Effective Sunday

November 23, 1952

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

*Safety Is
No Accident*

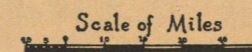
FOR EMPLOYEES ONLY



EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO AUG. 1, 1949



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for passenger times (11, 85, 1, 17, 37, 5, 23, 9, 103, 101, 27, 105, 111) and distance from Council Bluffs.

Time-Table No. 14
November 23, 1952

STATIONS

(20.40) (5.40) (20.05) (10.25) (31.36) (21.25) (22.55) (24.05) (16.05) (16.10) (20.45) (13.25) (8.40)
40.0 40.1 49.3 41.4 38.5 46.2 43.2 50.5 61.6 61.2 46.9 62.9 69.2
.....Thru Time From Omaha
.....Average speed per hour

E. HICKS
General Manager

H. E. SHUMWAY
Gen. Supt. Transportation

G. A. CUNNINGHAM
General Superintendent

- J. E. MULICK, Superintendent..... Omaha, Nebr.
T. F. SHANAHAN, Asst. Superintendent..... Omaha, Nebr.
R. W. McSPADDEN, Asst. Superintendent..... Gering, Nebr.
E. RUF, Terminal Superintendent..... Omaha, Nebr.
B. C. MURPHY, Trainmaster..... Omaha, Nebr.
A. A. HAUSSENER, Terminal Superintendent..... Co. Bluffs, Iowa
J. E. GUYNAN, Terminal Superintendent..... North Platte, Nebr.
C. B. HURD, Trainmaster..... Grand Island, Nebr.
W. E. HENKE, Trainmaster..... Sidney, Nebr.
E. F. DEARDEN, Trainmaster..... North Platte, Nebr.
R. F. WEISS, Master Mechanic..... Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman of Engines..... North Platte, Nebr.
T. R. BRITT, Road Foreman of Engines..... North Platte, Nebr.
P. C. LOMIS, Road Foreman of Engines..... North Platte, Nebr.
E. A. McCRAW, Road Foreman of Engines..... North Platte, Nebr.
C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.
W. F. HART, Division Engineer..... Omaha, Nebr.
O. L. KOVAR, General Roadmaster..... Omaha, Nebr.

- FIRST SUBDIVISION, GRAND ISLAND TO NORTH PLATTE, AND BRANCHES
A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, Nebr.
F. C. JOHNSON, Asst. Chief Train Dispatcher..... Grand Island, Nebr.
C. F. DEWHIRST, Asst. Chief Train Dispatcher..... Grand Island, Nebr.

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

- THIRD SUBDIVISION
C. A. VICK ROY, Chief Train Dispatcher..... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher..... Denver, Colo.
J. E. ROWAN, Asst. Chief Train Dispatcher..... Denver, Colo.

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

MILEAGE

Main Line.....659.60
Branches.....858.33
Total.....1517.93

FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES

- G. A. LAUGHLIN, Chief Train Dispatcher..... Omaha, Nebr.
L. M. HEREK, Asst. Chief Train Dispatcher..... Omaha, Nebr.
W. L. WADE, Asst. Chief Train Dispatcher..... Omaha, Nebr.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for passenger times (112, 12, 10, 28, 2, 104, 102, 106, 38, 18, 24, 6, 86) and distance from Council Bluffs.

Time-Table No. 14
November 23, 1952

STATIONS

Thru Time From Omaha..... (8.05) (20.45) (23.25) (19.35) (19.35) (15.55) (15.55) (13.18) (26.20) (9.40) (23.35) (20.35) (5.15)
Average speed per hour..... 69.2 40.7 50.5 49.6 49.6 62.2 62.2 63.5 46.2 44.6 42.0 48.1 53.0

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

EASTWARD

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and Train, At, Discharge Passengers From, Pick Up Passengers Destined To.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight (71, 73, 75, 237, 239, 233), Distance from Council Bluffs, and Time-Table No. 14 (November 23, 1952).

Main table listing stations (e.g., CXWITYOPZ, XWITOPZ, XIP, ES77, etc.) with arrival and departure times and distances.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 25.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Passenger, Mail and Express, Streamliner Passenger, and Streamliner Passenger, and Time-Table No. 14 (November 23, 1952).

Main table listing stations (e.g., R COUNCIL BLUFFS YL, DN-R OMAHA YL US, DN SUMMIT YL SU, etc.) with arrival and departure times and distances.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 14
November 23, 1952

STATIONS

Mile Post	FIRST CLASS									
	12	6	24	112	28	104	102	106	2	
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
0.0		A 6.50PM								
2.8	A 7.00AM	6.35	A 7.50PM	A 2.05AM	A 3.35AM	A 2.40AM	A 2.50AM	A 3.00AM	A 4.05AM	
5.2	6.49	5.50	7.35	1.58	3.25	2.33	2.42	2.52	3.55	
18.6	6.40	5.42	7.25	1.50	3.17	2.25	2.34	2.44	3.47	
17.1	6.36	5.38	7.20	1.46	3.13	2.22	2.30	2.40	3.43	
21.7	f 6.31	5.33	7.14	1.42	3.09	2.17	2.25	2.35	3.39	
24.5	f 6.27	5.30	7.10	1.38	3.05	2.13	2.21	2.31	3.35	
28.0	s 6.23	5.26	7.04	1.35	3.01	2.10	2.18	2.28	3.31	
34.3	6.16	5.20	6.56	1.29	2.56	2.05	2.12	2.22	3.26	
38.2										
39.3	s 6.08	s 5.14	s 6.49	1.25	2.52	2.00	2.07	2.17	3.22	
40.0										
44.8										
46.3	f 5.54	4.59	6.34	1.19	2.42	1.52	1.59	2.08	3.12	
54.4	f 5.45	4.52	6.25	1.13	2.34	1.46	1.53	2.02	3.04	
61.4	f 5.37	4.46	6.18	1.07	2.27	1.41	1.48	1.57	2.57	
68.7	s 5.30	4.40	s 6.11	1.02	2.20	1.35	1.42	1.51	2.50	
76.9	f 5.20	4.32	6.01	12.56	2.12	1.29	1.36	1.45	2.42	
83.8										
84.5	s 5.10	s 4.25	s 5.52	s 12.49	2.05	1.22	1.29	1.38	2.35	
92.2	f 4.51	4.14	5.40	12.39	1.54	1.15	1.22	1.31	2.26	
96.5	4.46	4.10	5.36	12.36	1.50	1.12	1.19	1.28	2.22	
102.3	f 4.41	4.05	5.31	12.32	1.46	1.08	1.15	1.24	2.17	
107.9	4.33	4.00	5.26	12.28	1.42	1.04	1.11	1.20	2.12	
113.6	f 4.27	3.55	5.22	12.23	1.38	1.259	1.07	1.16	2.07	
124.3										
124.9	s 4.15	3.45	f 5.11	12.15	1.30	12.50	12.58	1.08	1.57	
135.1	4.02	3.36	5.00	12.07AM	1.21	12.42	12.51	1.00	1.47	
146.5										
146.9	3.50	3.25	4.45	11.57PM	1.10	12.31	12.40	12.50	1.35	
154.5	3.35	3.15	4.35	11.56	1.00	12.30	12.39	12.49	1.25	
162.3	f 3.09	2.55	4.11	11.41	12.39 ¹⁰²¹⁰⁶	12.19 ¹⁰⁴	12.19 ²⁸	12.29 ²⁸	12.39 ²⁸	1.12
169.9	f 3.00	2.48	4.03	11.36	12.05AM	12.13	12.23	12.33	1.05	
176.0	f 2.53	2.42	3.56	11.32	11.58PM	12.07	12.17	12.27	12.58	
180.2	2.49	2.38	3.51	11.29	11.52	12.02AM	12.12	12.22	12.52	
189.1	s 2.39	s 2.38	s 3.40	s 11.20	11.48	11.59PM	12.09	12.19	12.48	
198.3	f 2.24	2.15	3.24	11.11	11.42	11.51	12.01AM	12.11	12.40	
204.6	f 2.17	2.09	3.18	11.07	11.34	11.43	11.53PM	12.03AM	12.30	
213.3	f 2.07	2.02	3.09	11.01	11.29	11.39	11.49	11.59PM	12.25	
224.4	s 1.55	1.52	f 2.57	10.53	11.21	11.33	11.43	11.53	12.17	
232.5	1.44	1.45	2.45	10.47	11.13	11.25	11.35	11.45	12.07AM	
238.2	s 1.38	1.40	f 2.39	10.43	11.06	11.19	11.29	11.39	11.59PM	
243.8	s 1.23	1.30	f 2.22	10.35	11.02	11.15	11.25	11.35	11.55	
254.5	1.14	1.25	2.13	10.30	10.54	11.07	11.17	11.27	11.46	
261.5	f 1.07	1.18	2.06	10.25	10.49	11.02	11.12	11.22	11.41	
270.6	f 12.59	1.10	1.57	10.18	10.43	10.57	11.07	11.17	11.35	
278.5	12.52	1.03	1.49	10.12	10.36	10.50	11.00	11.10	11.28	
284.1	12.45AM	12.55PM	1.40PM	10.07PM	10.30	10.44	10.54	11.04	11.22	

Thru Time to Omaha (6.15) (5.10) (6.10) (3.58) (5.13) (4.02) (4.02) (4.02) (4.50)
Average speed per hour 45.0 54.4 45.6 70.9 54.5 69.7 69.7 69.7 58.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 14
November 23, 1952

STATIONS

Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.
	72	234	76	74	240	238	
	Time Freight	Local Freight	Local Freight	Time Freight	Local Freight	Local Freight	
0.0	A 2.00AM	A 3.15PM		A 8.30AM			XWCITYOPZ
2.8	1.54	2.55		8.15			XWITOPZ
5.2	1.10	2.35		7.45			XP
13.6	12.50	2.15		7.20			ES77 XP
17.1	12.40	f 2.05		7.10			XP
21.7		s 1.55					CS84 XP
24.5		s 1.30					CS84 P
28.0	12.15AM	s 1.00		6.45AM			WS144XYPWC ES165 ES90
34.3		f 12.01PM					CS81 P
38.2							I
39.3		s 11.50AM					WS99 ES172 WPE
40.0							I
44.8							IP
46.3		f 10.50					CS82 P
54.4		s 10.20					CS119 XP
61.4		s 9.50					CS82 P
68.7		s 9.20					WS130 ES123 WP
76.9		f 8.20					CS118 P
83.8							
84.5		s 8.00					WS143 XWTC ES125 YPZ
92.2		s 7.20					CS119 P
96.5		f 6.50					CS82 P
102.3		s 6.40					CS119 XWP
107.9		f 6.00					CS82 P
113.6		s 5.39					CS82 XP
124.3							
124.9		5.00AM	A 6.55AM				WS115 ES119 WYP
135.1			s 6.40				CS119 P
146.5							I
146.9				6.20AM		A 2.00PM	XWCZTYOP
154.5						f 1.30	CS82 XYP
162.3						s 1.00	WS117 ES48 XW P
169.9						s 12.30PM	CS82 XP
176.0						s 11.59AM	WS130 ES70 XWI YP
180.2						f 11.15	CS82 P
189.1						A 1.30PM	WS122 ES118 XWC YZP
198.3						s 1.00	CS83 P
204.6						s 12.30PM	CS130 XWP
213.3						s 11.50AM	CS83 P
224.4						s 11.30	WS120 ES119 XWY ZP
232.5						f 10.30	CS83 P
238.2						s 10.00	CS83 XWP
243.8						s 8.15	WS125 ES130 XWC YP
254.5						7.55	CS83 P
261.5						f 7.45	CS83 WP
270.6						f 7.30	CS119 XP
278.5						7.15	CS83 P
284.1						7.00AM	XWCZTYOP

Thru Time (1.45) (10.15) (0.35) (1.45) (6.30) (3.00)
Average speed per hour 16.0 12.2 37.7 16.0 14.6 14.1

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For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.	Time-Table No. 14						Distance from Council Bluffs
	November 23, 1952						
	353	245	243	97	241	93	
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Tues. Thurs. Sat.	Daily Except Sunday	Daily	Daily Except Sunday	Daily	

Time-Table No. 14

November 23, 1952

STATIONS

XWCZTYOP				6.50AM	6.35AM	5.00AM	284.1
P				7.02	6.45	5.10	289.2
CS 84							290.5
WS 72 XP				7.15 s	7.08 s	5.20	296.9
CS 119 XWYP				A 7.30AM	f 7.15	A 5.25AM	300.7
40 X							301.8
CS 121 P					s 7.25		303.4
CS 82 P					f 7.35		307.9
CS 121 P					s 7.55		315.5
P					f 8.05		321.7
CS 83 P					f 8.15		327.7
WS122 WS120 ES138 XWCP					s 8.45		334.8
CS 125 P					s 9.05		343.9
17							349.1
CS 132 WP					s 9.30		353.9
CS 83 P					f 9.40		359.3
XWCYYP							365.3
WS125 ES121				8.00AM	A10.00AM		370.6
CS 90 P				f 8.15			380.3
CS 123 WP				s 8.45			389.7
WS 111 ES 78 XP				s 9.15			396.3
XP				s 9.45			401.0
CS 125 P				f 9.55			407.5
XWCOYP					8.30AM	A10.05AM	415.5
CS 94 YP				f 8.45			426.4
WS 121 XWP ES 70				s 9.15			430.8
8 PX							435.4
CS 125 P				s 9.35			439.9
27 PX							444.5
CS 133 XWP					s 10.15		451.1
12							456.6
CS 125 WP					s 10.45		466.7
CS125 XWCYP					s 11.30		472.0
10							477.5
CS 94 XWYP				3.55PM	f 11.55AM		483.2
WS 62 XP				f 4.05	f 12.15PM		489.7
CS 96 WP				f 4.18	f 12.40		495.9
WS 62 XP				f 4.30	12.54		501.2
WS 117 XP ES 125				f 4.40	f 1.07		509.5
XWCZTYOP				A 4.55PM	A 1.30PM		

(1.00) (5.00) (2.05) (0.40) (3.25) (0.25)
32.0 20.4 20.3 24.9 23.8 39.8

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Rules 251 to 254 inclusive apply on Second Subdivision.

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

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Mail and Express	Time-Table No. 14									Distance from Council Bluffs	
	November 23, 1952										
	5	23	27	103	101	105	111	11	85		1
Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Time-Table No. 14

November 23, 1952

STATIONS

2.15PM	1.25PM	6.05AM	6.00AM	5.45AM	4.30AM	3.55AM	3.45AM	3.35AM	1.40AM	284.1
2.24	1.34	6.14	6.07	5.52	4.37	4.02	3.54	3.44	1.49	289.2
2.30	1.41	6.20	6.12	5.57	4.42	4.07	4.00	3.50	1.55	296.9
2.33	1.45	6.24	6.15	6.00	4.45	4.10	4.03	3.53	1.59	300.7
2.35	1.48	6.27	6.17	6.02	4.47	4.12	f 4.05	3.55	2.01	301.8
2.39	1.53	6.31	6.20	6.05	4.50	4.16	f 4.09	3.59	2.05	303.4
2.46	2.01	6.39	6.26	6.11	4.56	4.22	f 4.16	4.05	2.13	307.9
2.52	2.08	6.45	6.31	6.16	5.01	4.27	f 4.22	4.10	2.19	315.5
2.58	2.14	6.51	6.36	6.21	5.06	4.32	f 4.27	4.16	2.25	321.7
3.07	s 2.23	6.59	6.42	6.27	5.12	4.38 11	s 4.38 11	s 4.25	2.32	327.7
3.16	2.33	7.08	6.49	6.34	5.19	4.45	f 4.50	4.35	2.41	334.8
3.26	2.43	7.18	6.57	6.42	5.27	4.53	f 5.02	4.45	2.51	343.9
3.31	2.48	7.23	7.01	6.46	5.31	4.57	5.08	4.50	2.56	349.1
3.39	f 2.57	7.30	7.06	6.51	5.36	A f 5.10AM	s 5.23	A 5.00AM	3.02	353.9
3.45	3.03	7.36	7.10	6.55	5.40		5.28		3.08	359.3
3.55	3.13	7.46	7.18	7.03	5.48		f 5.37		3.18	365.3
4.04	3.23	7.55	7.25	7.10	5.55		f 5.45		3.27	370.6
4.10	3.29	8.01	7.30	7.15	6.00		f 5.50		3.33	380.3
4.15	3.34	8.06	7.34	7.19	6.04 11		6.04 105		3.38	389.7
4.25	3.45	8.20	7.42	7.27	6.12		6.15		3.50	396.3
4.35	3.55	8.30	7.43	7.28	6.13		6.25		4.00	401.0
4.45	4.05	8.40	7.52	7.37	6.22		6.35		4.10	407.5
4.57	4.18	8.53	8.01	7.46	6.31		f 6.48		4.21	415.5
5.06	4.28	9.03	8.08	7.53	6.38		f 6.58		4.30	426.4
5.15	f 4.40	9.15	8.16	8.01	6.46		s 7.10		4.40	430.8
5.27	4.53	9.28	8.26	8.11	6.56		f 7.23		4.52	435.4
5.37	5.05	9.40	8.36	8.21	7.06		f 7.35		5.04	439.9
5.50	5.20	9.55	8.46	8.31	7.16		f 7.50		5.18	444.5
5.58	5.28	10.03	8.52	8.37	7.22		f 7.58		5.25	451.1
6.07	5.37	10.12	8.59	8.44	7.29		f 8.07		5.33	456.6
6.15	5.44	10.19	9.06	8.51	7.36		8.14		5.40	466.7
6.23	5.53	10.28	9.14	8.59	7.44		8.23		5.48	472.0
A 6.35PM	A 6.10PM	A 10.45AM	A 9.25AM	A 9.10AM	A 7.55AM		A 8.40AM		A 6.05AM	477.5
										483.2
										489.7
										495.9
										501.2
										509.5

(4.20) (4.45) (4.40) (3.25) (3.25) (3.25) (1.15) (4.55) (1.25) (4.25)
52.0 47.5 48.3 66.0 66.0 66.0 64.9 45.8 57.3 51.0

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Rules 251 to 254 inclusive apply on Second Subdivision.

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 14
November 23, 1952

STATIONS

Mile Post	FIRST CLASS									
	6	24	112	28	2	12	104	102	106	86
	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
284.1	A11.45AM	A12.30PM	A 9.02PM	A 9.13PM	A10.05PM	A10.55PM	A 9.33PM	A 9.43PM	A 9.53PM	A11.15PM
289.2	11.33	12.17	8.53	9.03	9.52	10.42	9.24	9.34	9.44	11.03
290.5										
296.9	11.27	12.09	8.47	8.57	9.46	10.34	9.18	9.28	9.38	10.56
300.7	11.24	12.05	8.44	8.54	9.43	10.30	9.15	9.25	9.35	10.53
301.8										
303.4	11.22	f12.02PM	8.42	8.52	9.41	f10.27	9.13	9.23	9.33	10.51
307.9	11.18	11.57AM	8.39	8.49	9.38	10.22	9.10	9.20	9.30	10.47
315.5	11.11	f11.50	8.33	8.43	9.32	f10.15	9.04	9.14	9.24	10.41
321.7	11.06	11.44	8.29	8.38	9.27	10.09	8.59	9.09	9.19	10.35
327.7	11.00	11.38	8.25	8.32	9.21	f10.03	8.55	9.05	9.15	10.29
334.8	10.53	s11.31	8.20	8.26	9.15	s 9.56	8.50	9.00	9.10	10.23
343.9	10.44	f11.21	8.13	8.18	9.07	f 9.46	8.42	8.52	9.02	10.14
349.1										
353.9	10.36	f11.11	8.06	8.10	8.59	f 9.36	8.35	8.45	8.55	10.06
359.3	10.31	11.05	8.02	8.06	8.55	9.30	8.31	8.41	8.51	10.01
365.3	10.25	f11.00	s 7.57PM	8.01	8.50	s 9.25	8.26	8.36	8.46	9.55PM
370.6	10.20	10.54		7.55	8.46	9.18	8.21	8.31	8.41	
380.3	10.11	f10.46		7.47	8.38	f 9.11	8.14	8.24	8.34	
389.7	10.02	f10.37		7.38	8.30	f 9.02	8.07	8.17	8.27	
396.3	9.56	10.31		7.33	8.25	f 8.56	8.02	8.12	8.22	
401.0	9.52	10.27		7.29	8.21	8.52	7.58	8.08	8.18	
407.5	9.45	10.20		7.22	8.15 ¹⁰²⁻¹⁰⁶	8.45	7.52	8.02	8.12	
	9.35	10.10		7.12	7.45 ¹⁰⁴	8.35	7.51 ²	8.01 ²	8.11 ²	
415.5	9.24	9.59		7.01	7.37	8.25	7.43	7.53	8.03	
426.4	9.14	9.49		6.52	7.29	f 8.15	7.34	7.44	7.54	
430.8										
435.4	9.06	9.41		6.45	7.22	f 8.05	7.28	7.38	7.48	
439.9										
444.5	8.58	f 9.32		6.38	7.15	s 7.55	7.22	7.32	7.42	
451.1										
456.6	8.47	9.20		6.28	7.04	s 7.40	7.13	7.23	7.33	
466.7	8.38	9.10		6.19	6.55	s 7.25 ¹⁰²⁻¹⁰⁶	7.05 ¹²	7.15 ¹²	7.25 ¹²	
472.0										
477.5	8.27	9.00		6.09	6.45	f 6.48	6.55	7.05	7.15	
483.2	8.22	8.55		6.04	6.40	6.43	6.51	7.01	7.11	
489.7	8.17	8.50 ³⁵⁴		5.59	6.35	6.38	6.47	6.57	7.07	
495.9	8.12	8.45		5.54	6.29	6.33	6.42	6.52	7.02	
501.2	8.07	8.40		5.49	6.24	6.29	6.38	6.48	6.58	
509.5	7.55AM	8.30AM		5.40PM	6.15PM	6.20PM	6.30PM	6.40PM	6.50PM	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time.....	(3.50)	(4.00)	(1.05)	(3.33)	(3.50)	(4.35)	(3.03)	(3.03)	(3.03)	(1.20)
Average speed per hour.....	58.1	56.4	74.9	63.4	58.1	49.2	73.9	73.9	73.9	69.0

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 14
November 23, 1952

STATIONS

Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), page 2b.
	242	354	246	244	98	94	
	Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Mixed	
284.1	A11.15AM				A 4.50PM	A 7.00PM	XWCZTYOP
289.2	11.05				4.40	6.48	P
290.5							CS 84
296.9	s10.55				f 4.30	s 6.38	WS 72 XP
300.7	f10.30				4.22PM	6.30PM	CS 119 XWYP
301.8							40 X
303.4	s10.15						CS 121 P
307.9	f 9.55						CS 82 P
315.5	s 9.45						CS 121 P
321.7	f 9.20						P
327.7	f 9.10						CS 83 P
334.8	s 9.00						WS122 WS120 ES133 XWCP
343.9	s 8.15						CS 125 P
349.1							17
353.9	s 7.50						CS 132 WP
359.3	f 7.25						CS 83 P
365.3	7.15AM				A12.15PM		XWCZTYOP WS125 ES121
370.6					f11.59AM		CS 90 P
380.3					s11.45		CS 123 WP
389.7					s11.30		WS 111 ES 75 XP
396.3					f11.20		XP
401.0					f11.10		CS 125 P
407.5					A 1.30PM	11.00AM	XWCOYP
415.5					f12.55		CS 94 YP
426.4					s12.30PM		WS 121 XWP ES 70
430.8							8 PX
435.4					s11.59AM		CS 125 P
439.9							27 PX
444.5					s11.35		CS 133 XWP
451.1							12
456.6					s10.55		CS 125 WP
466.7					s10.30		CS125 XWCYP
472.0							10
477.5					A 9.15AM	f 9.35	CS 94 XWYP
483.2					s 9.00	s 9.20	WS 62 XP
489.7					s 8.50 ²⁴	f 9.10	CS 96 WP
495.9					f 8.35	f 8.59	WS 62 XP
501.2					f 8.29	f 8.50	WS 117 XP ES 125
509.5					8.15AM	8.35AM	XWCZTYOP
	Daily Except Monday	Daily	Mon. Wed. Fri.	Daily Except Sunday	Daily	Daily	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time.....	(4.00)	(1.00)	(4.55)	(1.15)	(0.28)	(0.30)
Average speed per hour.....	20.3	32.0	20.7	33.8	35.6	30.8

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

WESTWARD		THIRD SUBDIVISION						Time-Table No. 14	
SECOND CLASS		FIRST CLASS						November 23, 1952	
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		71		85		111		301	
		C. B. & Q. Freight		Passenger	Streamliner Passenger	C. B. & Q. Passenger		Distance from Julesburg	
		Daily		Daily	Daily	Daily			
STATIONS									
80	WCYIP			5.15AM	f 5.10AM				0.0
75	ZP			f 5.25	5.18				7.1
73	WP			f 5.32	5.24				14.6
29									19.0
95	P			f 5.40	5.31				23.1
29	P								25.8
95	WP			f 5.47	5.36				30.1
22									34.2
72	P			f 5.55	5.43				38.8
12	P								41.1
22									42.2
94	P			f 6.01	5.48				45.6
16									50.1
77	P			6.08	5.54				53.5
	IP								57.2
169	IWCTZP			1.00PM	6.15 6.25	6.00 6.05	2.50AM		57.5
72	P			1.14	f 6.33	6.13	f 2.58		61.7
23									66.8
74	P			1.27	f 6.39	6.19	f 3.06		70.2
10									72.1
143	P			1.36	f 6.45	6.24	3.14		76.0
41									78.4
52	P			A 2.00PM	f 6.50	6.29	A 3.25AM		81.0
24									82.8
94	WP				f 6.55	6.34			87.0
53	P				7.02	6.40			93.8
21									96.9
100	WCP				f 7.07	6.44			98.6
35	P				7.14	6.50			106.0
79	P				f 7.17	6.52			109.0
22	P				f 7.22	6.57			114.2
78	P				f 7.25	7.00			117.7
14	P								121.4
53	P				f 7.32	7.06			124.8
50	P				7.37	7.11			130.2
121	WP				f 7.42	7.16			135.4
16	P								139.1
78	P				f 7.49	7.22			143.1
27									147.2
56	WCTYP			A 7.58AM	A 7.30AM				151.1

Time-Table No. 14
November 23, 1952

STATIONS

DN	JULESBURG	YL	JB
D	OID	VI	
D	SEDGWICK	ZD	
	DORSEY		
	RED LION		
	MARCOTT		
DN	CROOK	OK	
	TOBIN		
	PROCTOR		
	POWELL		
	GRIFF		
D	ILIFF	F	
	FORD		
	HAYFORD		
	C. B. & Q. CROSSING		
DN-R	STERLING	YL	ST
	HALL		
D	ATWOOD	OD	
	BETLAND		
D	MERINO	MI	
	BETA		
	MESSEX		
	BALZAO		
DN	UNION	UN	
	COOPER		
D	SNYDER	SN	
	DODD		
	HURLEY		
DN	FT. MORGAN	FX	
	NARROWS		
D	WELDONA	DN	
	GOODRICH		
	ORCHARD		
	SUBLETTE		
	MASTERS		
	CANTON		
	HARDIN		
	KUNER		
D	KERSEY	KR	
	AUBURN		
DN-R	LASALLE	YL	SA

BLOCK SIGNALS

(1.00) (2.43) (2.20) (0.35) Thru Time
23.5 55.6 64.8 40.3
Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule S-72.
The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION		EASTWARD				Time-Table No. 14		
FIRST CLASS		SECOND CLASS				November 23, 1952		
Mile Post	STATIONS	112		86		302		
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight	Distance from Julesburg	
		Daily		Daily	Daily	Daily		
STATIONS								
0.0	As	7.57PM	A 9.50PM					
7.1	D	7.48	9.38					
14.6	D	7.42	9.29					
19.0								
23.1		7.35	9.20					
25.8								
30.1	DN	7.30	9.13					
34.2								
38.8		7.23	9.03					
41.1								
42.2								
45.6	D	7.18	8.56					
50.1								
53.5		7.11	8.47					
57.2								
57.5	DN-R	7.07 7.05	8.42 8.33	A 11.45PM	A 10.15PM	A 11.59PM		
61.7								
64.1	D	6.58	8.25	f 11.28	9 55	11.43		
66.8								
70.2	D	6.53	8.19	f 11.21	9.46	11.33		
72.1								
76.0		6.49	8.13	f 11.15	9.38	11.21		
78.4								
81.0	DN	6.45	8.08	f 11.07PM	9.31	11.09PM		
82.8								
87.0	D	6.40	8.02		9.24			
93.8		6.35	7.55		9.15			
96.9								
98.6	DN	6.31	7.49		9.08			
106.0		6.25	7.42		8.57			
109.0	D	6.23	7.39		8.52			
114.2		6.19	7.34		8.45			
117.7		6.16	7.31		8.40			
121.4								
124.8		6.10	7.24		8.30			
130.2		6.06	7.19		8.18			
135.4		6.02	7.14		8.10			
139.1								
143.1	D	5.55	7.06		7.55			
147.2								
151.1	DN-R	5.48PM	6.57PM		7.40PM			

BLOCK SIGNALS

Thru Time (2.09) (2.53) (0.38) (2.35) (0.50)
Average speed per hour 70.3 52.4 37.1 36.2 28.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule S-72.
The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 14				SECOND CLASS				
				November 23, 1952								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	71		73	Distance from Valley	STATIONS				Mile Post	74		72
	Freight	Daily	Freight		Freight	Freight	Freight					
WCYP		10.25PM	1.30PM	0.0	DN-B VALLEY YL V	0.0	A 5.40AM	A 11.15PM				
AI				5.8	O. B. & Q. CROSSING	5.8						
28 P		10.40	1.45	6.3	D YUTAN YN	6.3	5.27	11.05				
100 YP		10.50 ⁷²	1.55	11.6	D MEAD AD	11.6	5.17	10.50 ⁷¹				
64 WP		11.10	2.07	18.9	D WAHOO W	18.9	5.03	10.25				
				19.6	O. & N.W. and O.B. & Q. CROSSINGS	19.6						
78 P		11.25	2.22	26.3	D WESTON WN	26.3	4.48	10.10				
30 P		11.35PM	2.34	33.2	TOUHY	33.2	4.35	9.55				
96 WCYP		12.01AM	2.44	37.3	DN VALPARAISO YL VO	37.3	4.25	9.40				
				41.8	AGNEW	41.8						
33 P		12.18	2.58	46.5	D RAYMOND RM	46.5	3.59	9.15				
101 P		12.30	3.08	52.7	GARRATT	52.7	3.48	9.05				
				55.3	WEST LINCOLN	55.3						
				56.5	O. B. & Q. CROSSING	56.5						
24 WTZP		12.55	3.18	57.1	DN LINCOLN YL SN	57.1	3.40	8.50				
				57.4	O. B. & Q. CROSSING	57.4						
				59.0	O. B. & Q. CROSSING	59.0						
130 P		1.18	3.31	65.4	JAMAICA	65.4	3.18	8.05				
				68.2	HANLON	68.2						
21 P		1.33	3.46	74.7	PRINCETON	74.7	3.03	7.49				
73 WP		1.43	3.53	79.5	D OORTLAND RD	79.5	2.56	7.41				
84 P		1.58	4.08	88.9	D PIKRELL IK	88.9	2.43	7.25				
CWTZP		A 2.15AM	A 4.25PM	96.8	DN-B BEATRICE YL BX	96.8	2.30AM	7.00PM				

(3.50) (2.55) Thru Time (3.10) (4.15)
 25.2 33.2 Average speed per hour 30.5 22.8

Westward trains are superior to trains of the same class in the opposite direction.—See rule S-72.
 At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.

WESTWARD				OLD MAIN LINE				EASTWARD					
SECOND CLASS				Time-Table No. 14				SECOND CLASS					
				November 23, 1952									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	233		Distance from Council Bluffs	STATIONS				Mile Post	79		Distance from Genoa	80	
	Local	Freight		Freight	Freight	Freight	Mixed		Mixed				
XIP		6.00AM	5.2	DN SUMMIT YL SU	5.2			12.32PM	0.0	D-R GENOA YL G	0.0	A 4.35PM	
XWP		6.10	6.4	SOUTH OMAHA YL	6.4				5.3	KENT	5.3		
XIP		f 6.20	11.9	R GILMORE YL	11.9				9.3	MEROHISTON	9.3		
72 P		f 6.35	16.8	D PAPIILLION PO	16.8			s 1.08	13.7	D FULLERTON FU	13.7	s 4.05	
AIP			19.2	MO. PAC. CROSSING	19.2			s 1.33	23.1	D BELGRADE BL	23.1	s 3.45	
P		f 6.55	22.5	D MILLARD MD	22.5			s 1.52	30.3	D CEDAR RAPIDS OD	30.3	s 3.30	
XP		A 7.05AM	26.1	LANE	26.1			s 2.13	36.6	D PRIMROSE P	36.6	f 3.15	
								A 2.40PM	44.3	D-R SPALDING YL SG	44.3	3.00PM	

(1.08) Thru Time (2.08)
 18.9 Average speed per hour 20.8

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Time shown for No. 233 at Summit and South Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				STROMSBURG BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 14				SECOND CLASS					
				November 23, 1952									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	75		Distance from Valparaiso	STATIONS				Mile Post	76		Distance from Valparaiso	76	
	Local	Freight		Freight	Freight	Freight	Local		Freight				
WCYP		5.00AM	0.0	DN-B VALPARAISO YL VO	0.0	A 11.35AM							
16		f 5.20	7.4	LOMA	7.4	f 11.02							
28		s 5.40	18.5	D BRAINARD BD	18.5	s 10.50							
			15.0	O. & N. W. CROSSING	15.0								
32 W		s 6.10	23.2	D DAVID CITY DV	23.2	s 10.25							
			23.5	O. B. & Q. CROSSING	23.5								
31		s 6.45	33.3	D RISING CITY RN	33.3	s 9.40							
36		s 7.05	40.1	D SHELBY SH	40.1	s 9.20							
7		s 7.34	47.5	D OSCEOLA OZ	47.5	s 8.55							
9 W		s 8.25	52.9	D STROMSBURG	52.9	s 8.25							
			56.8	DURANT	56.8								
35		s 8.40	63.0	D POLK PK	63.0	s 7.50							
21		s 8.55	68.5	D HORDVILLE HV	68.5	s 7.30							
			73.4	SAND PIT SPUR	73.4								
22		s 9.10	73.8	HEBER	73.8	f 7.10							
			75.3	O. B. & Q. CROSSING	75.3								
WYP		A 9.20AM	75.9	DN-B CENTRAL CITY YL OI	75.9	7.05AM							

(4.20) Thru Time (4.30)
 17.5 Average speed per hour 16.3

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 14				SECOND CLASS					
				November 23, 1952									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79		Distance from Genoa	STATIONS				Mile Post	80		Distance from Genoa	80	
	Mixed	Freight		Freight	Freight	Freight	Mixed		Mixed				
40 WY		12.32PM	0.0	D-R GENOA YL G	0.0	A 4.35PM							
12			5.3	KENT	5.3								
20			9.3	MEROHISTON	9.3								
38		s 1.08	13.7	D FULLERTON FU	13.7	s 4.05							
21		s 1.33	23.1	D BELGRADE BL	23.1	s 3.45							
26 W		s 1.52	30.3	D CEDAR RAPIDS OD	30.3	s 3.30							
36		s 2.13	36.6	D PRIMROSE P	36.6	f 3.15							
38 WY		A 2.40PM	44.3	D-R SPALDING YL SG	44.3	3.00PM							

(2.08) Thru Time (1.35)
 20.8 Average speed per hour 28.0

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

WESTWARD				NORFOLK BRANCH				EASTWARD							
SECOND CLASS				Distance from Columbus	Time-Table No. 14				Mile Post	SECOND CLASS					
79	81	321	November 23, 1952				82	80		312					
Mixed	Mixed	Mixed	STATIONS				Mixed	Mixed		Mixed					
WCTYPZ	11.40AM	7.20AM	1.40AM	0.0	DN-R	COLUMBUS	YL	O	0.0	A	1.25PM	A	5.15PM	A	11.00PM
20	11.50AM	7.30	1.50	4.2		SHELDONVILLE			4.2		1.10		5.08		f 10.47
8	A12.02PM	A 7.45AM	f 2.00	9.4	R	OCONEE	YL		9.4		1.02PM		5.00PM		f 10.35
29			f 2.30	14.7	D	PLATTE CENTER		PO	14.7						s 10.20
36				20.3		TARNOV			20.3						
				25.1		O. & N. W. CROSSING			25.1						
56			s 3.17	25.7	D	HUMPHREY		HX	25.7						s 9.40
15			f 3.23	29.1		PEOK			29.1						f 9.16
33			s 3.55	35.4	D	MADISON		MA	35.4						s 9.02
31				40.9		ENOLA			40.9						
				48.7		O. & N. W. CROSSING			48.7						
				50.2		O. & N. W. CROSSING			50.2						
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK	YL	KN	50.4						8.00PM
				(50.4)							Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1	..... Thru Time.....				(0.23) 24.5	(0.15) 37.6	(8.00) 16.8	..... Average speed per hour.....				

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule S-72.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD						
SECOND CLASS				Distance from Oconee	Time-Table No. 14				Mile Post	SECOND CLASS				
79	81		November 23, 1952				82	80						
Mixed	Mixed		STATIONS				Mixed	Mixed						
20	YP	12.02PM	7.45AM	0.0	R	OCONEE	YL		0.0	A	1.02PM	A	5.00PM	
5				2.0		MILL SPUR			2.0					
		12.13	s 8.00	4.3	D	MONROE		MN	4.3	s	12.50	s	4.50	
40	WYP	A12.29PM	s 8.30	11.3	D-R	GENOA	YL	G	11.3	s	12.29PM	s	4.35PM	
9				18.0		WOODVILLE			18.0					
56			s 9.15	22.3	D	ST. EDWARD		ST	22.3	s	11.55			
28	WYP		A10.05AM	33.7	D-R	ALBION	YL	A	33.7		11.30AM			
				(33.7)							Daily Except Sunday	Daily Except Sunday		
	(0.27) 25.1	(2.20) 14.4	..... Thru Time.....				(1.32) 22.0	(0.25) 27.1	..... Average speed per hour.....					

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

WESTWARD				ORD BRANCH				EASTWARD					
SECOND CLASS				Distance from Grand Island	Time-Table No. 14				Mile Post	SECOND CLASS			
		283	83		November 23, 1952					84	284		
		Mixed	Mixed		STATIONS					Mixed	Mixed		
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND	YL	GE	0.0	A	5.15PM	A	5.15PM
I				0.4		C. B. & Q. CROSSING			0.4				
11	Y			2.5		OAREY			2.5				
19		s 10.30	s 9.28	11.1	D	ST. LIBORY		RY	11.1	s	4.42	s	4.42
39	WYP	A10.50AM	s 9.55	21.9	D-R	ST. PAUL	YL	SP	21.9	s	4.20		4.20PM
27			s 10.20	30.7	D	ELBA		EB	30.7	s	3.48		
25			s 10.35	36.8		COTESFIELD			36.8	s	3.41		
5				43.1		WEEKS SPUR			43.1				
	W		10.50	44.5		SCOTIA JUNCTION			44.5		3.23		
20			s 11.00	45.7	D	SCOTIA		SK	45.7	s	3.14		
	W		11.15	44.5		SCOTIA JUNCTION			44.5		3.07		
31			s 11.35AM	48.8	D	NORTH LOUP		NU	48.8	s	2.57		
3				58.5		SAUNDERS			58.5				
				60.7		C. B. & Q. CROSSING			60.7				
34	WY		A12.10PM	61.0	D-R	ORD	YL	RD	61.0		2.30PM		
				(61.0)							Tue., Thurs. Sat.,	Mon., Wed., Fri.	
		(0.50) 26.3	(3.10) 19.3	..... Thru Time.....				(2.45) 22.2	(0.55) 23.9	..... Average speed per hour.....			

WESTWARD				LOUP CITY BRANCH				EASTWARD					
SECOND CLASS				Distance from St. Paul	Time-Table No. 14				Mile Post	SECOND CLASS			
		283			November 23, 1952					284			
		Mixed			STATIONS					Mixed			
WY		11.15AM	0.0	D-R	ST. PAUL	YL	SP	0.0	A	4.05PM			
19		s 11.40AM	8.3	D	DANNEBROG		DB	8.3	s	3.50			
11	W	s 12.05PM	18.6	D	BOELUS		HW	18.6	s	3.20			
31		f 12.25	25.8		ROCKVILLE			25.8	f	2.55			
33	W	A 1.00PM	39.0	D-R	LOUP CITY	YL	OP	39.0		2.30PM			
				(39.0)						Monday Wednesday Friday			
		(1.45) 22.3	..... Thru Time.....				(1.35) 24.6	..... Average speed per hour.....					

WESTWARD				HASTINGS BRANCH				EASTWARD					
SECOND CLASS				Distance from Hastings	Time-Table No. 14				Mile Post	SECOND CLASS			
					November 23, 1952								
					STATIONS								
WYPCZ				0.0	DN-R	HASTINGS	YL	AN	0.0				
96				7.3		NEWMARCH			7.3				
130	P			12.7	D	HAYLAND		HA	12.7				
95	P			20.2		DENMAN			20.2				
165	WYP RCSI			28.1	DN-R	GIBBON	YL	GB	28.1				
				(28.1)									
		..... Thru Time.....				..... Average speed per hour.....							

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

WESTWARD				KEARNEY BRANCH				EASTWARD			
Car Capacity of Staging, etc. See Rule 6 (A), page 26.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 14 November 23, 1952				SECOND CLASS	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	Mile Post		518 Motor Mixed	96 Mixed	STATIONS		518 Motor Mixed	96 Mixed
								Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday		
WYCZ	9.00AM	3.40PM	5.00AM		0.0	DN-R	KEARNEY	YL KR	0.0	A 11.59AM	A 9.20PM
12	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK		5.5	f 11.43	f 8.32	
19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE		10.1	s 11.35	s 8.22	
27 P	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST	HR	16.8	s 11.23	s 8.00	
13 W	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN		22.7	f 11.12	f 7.41	
32 P	s 10.06	s 4.25	s 5.45	26.3	D	MILLER	MR	26.3	s 11.05	s 7.33	
38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER	SU	32.5	s 10.53	s 7.15	
28 P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE	VD	40.4	s 10.40 ⁹⁵	s 6.59	
40	s 11.13	s 5.15	s 6.30	52.1	D	OCOONTO	BS	52.1	s 10.19	s 6.28	
14	f 11.27AM	f 5.28	f 6.46	59.1		LODI		59.1	f 10.03	f 6.14	
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	CALLAWAY	CA	65.5	s 9.52	s 5.45 ⁵¹⁹	
9	f 12.55	f 6.05	f 7.12	75.8		FINCHVILLE		75.8	f 9.31	f 5.00	
36 WP	s 1.30	s 6.15	s 7.24	83.1	D	ARNOLD	AD	83.1	s 9.20	s 4.45	
5 P	s 1.55	f 6.27	s 7.35	90.6		LOGAN		90.6	s 9.07	f 4.26	
10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND		94.6	f 9.00	f 4.18	
15 P	f 2.30	s 6.43	s 7.49	99.2		GANDY		99.2	s 8.50	f 4.08	
22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON	YL SN	102.4	8.45AM	4.00PM	
						(102.4)			Daily Except Monday	Sunday Wednesday Friday	
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			.....Thru Time.....		(3.14) 31.7	(5.20) 19.2	

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.
Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Staging, etc. See Rule 6 (A), page 26.	SECOND CLASS		FIRST CLASS		Distance from O'Fallons	Time-Table No. 14 November 23, 1952				SECOND CLASS	
	97 Local Freight	93 Mixed	98 Local Freight	94 Mixed		Mile Post	STATIONS		98 Local Freight	94 Mixed	
							Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday			Sunday
WYP	7.30AM	5.30AM	0.0	DN-R	O'FALLONS		YL FA	0.0	A 4.20PM	A 6.25PM	
15	f 7.35	f 5.35	2.8		OOKER		2.8	f 3.58	f 6.13		
41 P	f 7.56	s 5.48	12.8	D	SARBEN	AK	12.8	f 3.30	s 5.58		
40	f 8.13	f 5.57	19.6		NEVENS		19.6	f 3.15	f 5.48		
12			24.8		BROGANVILLE		24.8				
45 WP	f 8.35	s 6.11	28.4		KEYSTONE		28.4	f 2.55	s 5.36		
11			30.7		KINGSLEY		30.7				
42 P	f 8.50	f 6.21	34.9	D	MARTIN	SA	34.9	f 2.30	f 5.24		
43 P	f 9.05	s 6.31	41.2		LEMOYNE		41.2	f 2.15	s 5.14		
25	f 9.20	f 6.40	46.8		BELMAR		46.8	f 2.05	f 5.03		
44	f 9.29	f 6.48	51.7		RUTHTON		51.7	f 1.55	f 4.55		
41 WCYP	s 10.00	s 7.02	59.3	D	LEWELLEN	YL W	59.3	s 1.40	s 4.44		
41 P	s 10.50	s 7.21	70.8	D	OSHKOSH	YL OX	70.8	s 1.05	s 4.21		
40 WP	s 11.35	s 7.43	86.4	D	LISCO	OO	86.4	f 12.25PM	s 3.53		
37	f 11.53AM ⁹⁸	f 7.56	95.4		FINLEY		95.4	f 11.53AM ⁹⁷	f 3.39		
46	s 12.05PM	s 8.07	100.4	D	BROADWATER	BR	100.4	f 11.40	s 3.30		
19	f 12.20	f 8.20	109.6		TOWERS		109.6	f 11.20	f 3.12		
105 WCTP	s 12.50	s 8.30	114.1	D	NORTHPORT	YL NP	114.1	f 11.12	s 3.05		
AI	12.55	8.33	115.5		C. B. & Q. CROSSING		115.5	10.50	2.57		
11	f 1.05	f 8.40	121.8		MOHLER		121.8	f 10.40	f 2.46		
38 P	f 1.15	s 8.50	126.7	D	SOUTH BAYARD	OR	126.7	f 10.32	s 2.39		
51	f 1.25	s 8.59	132.1		McGREW		132.1	f 10.23	s 2.29		
39 P	f 1.35	s 9.09	137.9	D	MELBETA	MB	137.9	f 10.13	s 2.19		
70 WCYZP	A 1.45PM	A 9.30AM	145.9	DN-R	GERING	YL G	145.9	10.01AM	2.00PM		
					(145.9)			Daily	Daily		
	(6.15) 34.3	(4.00) 36.5			.....Thru Time.....		(6.19) 23.1	(4.25) 33.0		

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule S-72.

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 14 November 23, 1952			Mile Post	SECOND CLASS		
	353	93	59		354	60	94				
	Mixed Daily	Mixed Daily	Mixed Daily		Mixed Daily	Mixed Daily	Mixed Daily				
STATIONS											
72	WYP		9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9	A10.30AM	A 1.50PM	
14		f	9.46	f 6.10	150.5		4.6 COSTIN	150.5	f10.17	f 1.34	
30		s	9.49	f 6.15	152.3	D	1.8 HAIG HA	152.3	f10.14	s 1.30	
34	P	s	9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	f10.10	s 1.21	
32		f	9.58	f 6.30	157.1		1.3 PELTON	157.1	f10.05	f 1.14	
42		f	10.02 ⁶⁰	f 6.35	159.5		2.4 BAILEYVUE	159.5	f10.02 ⁹³	f 1.10	
30	P	s	10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL MO	162.1	f 9.51	s 1.06	
18		f	10.09	f 6.50	164.2		3.1 JOYCE	164.2	f 9.47	f 1.01	
51	WYP	s	10.15	s 9.40 ⁸⁰	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.40 ⁵⁹	s12.56	
31		f	10.19	f 9.50	170.1		2.2 CANAL	170.1	f 9.20	f12.49	
14		f	10.23	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f12.44	
51	P	s	10.25	f10.07	173.7	D	0.9 HUNTLEY HU	173.7	f 9.13	s12.41	
35		f	10.30	f10.17	177.0		3.3 HOLLY	177.0	f 9.06	f12.33	
51	WCYP	12.55PM	10.40 ⁵⁹ 10.45	10.35 ^{AM 93} 12.15 ^{PM 94}	181.6	D-R	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.46	12.25 ⁵⁹ 12.15
51	P	s	10.55	s12.35	188.1	D	6.5 VETERAN VN	188.1	s 8.33	s12.03PM	
8		f	11.00	f12.40	191.5		3.4 HELDT	191.5	f 8.26	f11.57AM	
16		f	11.07	f12.50	196.1		4.8 COTTIER	196.1	f 8.19	f11.50	
51	WYP	A	11.15AM	A 1.00PM	200.6	D-R	4.5 SO. TORRINGTON YL RI	200.6	8.10AM	11.45AM	
14		f	1.06		185.3		3.7 GOODLAND	185.3	f11.37		
26		f	1.12		187.6		2.3 FONDA	187.6	f11.32		
51	W	s	1.21		192.4	D	4.8 HAWK SPRINGS HK	192.4	s11.20		
31		f	1.29		194.7		2.8 DUBOO	194.7	f11.07		
10		f	1.44		200.8		6.1 WYOBROSS	200.8	f10.56		
51	WY	s	1.55		203.8	D	3.0 LA GRANGE GA	203.8	s10.51		
10		f	2.11		210.7		11.8 TREMAIN	210.7	f10.25		
51	WF	s	2.41		222.5	D	7.2 ALBIN AB	222.5	s10.00		
51		f	3.01		229.7		14.6 LINDBERGH	229.7	s 9.45		
	W	A	3.45PM		244.8	DN-R	EGBERT YL GX	244.8	9.20AM		
				(98.4)				Daily			
				(2.50) Thru Time				(2.25) (2.20) (2.05)			
				22.1 34.5 7.8				25.9 23.4 26.3			
				Average speed per hour							

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 14 November 23, 1952		Mile Post	Time-Table No. 14 November 23, 1952						
		STATIONS			STATIONS						
		0.0	DN		LYMAN	MU	0.0				
18	2.8			2.8		SEARS		2.8			
6	3.3			3.3		0.5 SIDING NO. 1		3.3			
17	4.6			4.6		1.3 HARTMAN		4.6			
22	6.4			6.4		1.8 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, and Nos. 60 and 94 are superior to No. 59.—See Rule S-72.

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
 Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
 Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
 Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
 When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
 Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed	90	80	80	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				40 35
Inspection bus cars			40	40					
When caboose is handled in train consisting of passenger train equipment.			50						
Within yard limits protected by continuous block signal system.	60	50	50	25	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30 25
When yard limits not protected by continuous block signal system.	50	40	40	25					
Passing fueling stations.	50	50	40	25	Trains handling scale test cars.				30
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	40 40	Trains handling C.N.W., C.M.St.P. & P. or G.N. jeep ore cars				30
1500 class Diesel-electric road freight locomotives.		50	50	50	When using cross-overs or turn-outs: 9000 class engines: Forward movement Back-up movement 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			10 6 5 5	10 6 5 5
Diesel-electric yard switch locomotives in road service.		35	35	35		15	15	15	15
7000 and 7800 class engines.			75	50		10	10	10	10
3800 and 3900 class engines.			60	50	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.				
5000 and 9000 class engines.			50	50		20	20	20	20
4000 class engines.			45	45					
MacArthur type engines with 63-inch drivers.			55	50	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
MacArthur type engines with 57-inch drivers.			35	35					
Mallet, Consolidation and Ten Wheeler type engines.			35	35					
0-6-0 and 0-8-0 type yard engines.			20	20	On wye tracks.	15	15	15	15
Steam engines running backward.			20	20	Jordan spreaders and other machines of spreader type, when in operation.				15
Light engines.				45					
When more than 50% of the tonnage is gravel.				40	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 020, 021, 022 and 023.				25

OLD MAIN LINE

Between Gilmore and Lane.			50	35					
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FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.				5
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Grand Island, 1900 class and heavier engines on east and west legs of wye.				5
Fremont, on F. S. Y. & L. Co. tracks.				15					
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Central City, within city limits	60	50	50	50	Buda, all airfield trackage.				10
Central City, 2200 class engines on east leg of wye.				5	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, freight trains entering and moving through yard tracks.				5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
					Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Summit 5.2 and 5.6	25	25	25	25	North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2	25	25	25	25
					Summit				

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.				
Sidney, freight trains entering and moving through yard tracks.				5					5
Brownson, on government tracks.				10					

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Korty 323.5 and 324.4	70	60	60	50	Cheyenne 509.1 and 508.7	40	40	40	25
Brownson 422.6 and 423.5	70	60	60	50	506.3 and 505.8	80	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	503.0 and 502.2	60	50	50	40
462.8 and 462.9	80	70	70	50	Archer 498.2 and 497.7	70	60	60	50
Burns 486.2 and 486.5	70	60	60	50	Durham 494.0 and 493.8	70	60	60	50
Hillsdale 493.8 and 494.0	70	60	60	50	Hillsdale 486.5 and 486.2	70	60	60	50
Durham 497.7 and 498.2	70	60	60	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
Archer 502.2 and 503.0	60	50	50	40	457.2 and 456.9	80	70	70	50
505.8 and 506.3	80	70	70	50	Potter 423.5 and 422.6	70	60	60	50
508.7 and 509.1	40	40	40	25	Roscoe 324.4 and 323.5	70	60	60	50
Cheyenne					North Platte				

THIRD SUBDIVISION

Maximum speed.	79	75	70	50	Light engines.			45	45
With C. B. & Q. 5200 and 5500 class engines.			45	45	LaSalle Between M. P. 149.6 and 150.7	50	50	40	25
					Between M. P. 150.7 and 150.9	30	30	30	25
					Between M. P. 150.9 and 151.1	50	50	40	25
Freight engines not otherwise shown.			50		Sterling , 3900 class engines on coal chute track.				5
					Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick				20

BRANCHES

Beatrice Branch Maximum speed.	50	45	Weston 30.2 and 30.5	35	35
5000, 9000 class and MacArthur type engines on curves.	35	35	30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.	25	25
Between Mile Posts— Valley 0.1 and 0.3	15	15	31.6 and 31.9	35	35
3.8 and 4.0	35	35	31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.	25	25
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25	Touhy 36.0 and 37.4	25	25
Yutan 6.4 and 7.7	35	35	Garratt 56.3 and 57.5	15	15
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25	Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits	35	25
Mead Between U. P. yard and Nebr. Ordinance classification yard.		8	Pickrell 96.5 and 97.3	15	15
Wahoo , city track.		6	Beatrice, Allers Grain Company spur.		5
19.1 and 19.5	35	35	Beatrice, 1900 class and heavier engines on Kilpatrick track.		5
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25			

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Loup City Branch.		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	Hastings Branch Maximum speed.	70	50
Trains handling outfit cars		20	Over Bridge 21.35.	30	30
2800 class engines.	30	30	Gibbon, west of east wye switch.		15
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Trains with 400 class engines.	40 40 25	30 30 25
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton: Steam trains. Motor trains. Trains with 400 class engines.	45 45 30	35 35 30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Trains handling outfit cars		20
Between Oconee and M.P. 16.		25	North Platte Branch Maximum speed.		45
Between M.P. 16 and Norfolk.		30	5000, 7000 and 9000 class engines		35
Trains handling outfit cars		20	Over Bridge 18.30.		35
Columbus, over wye switches.		15	Oshkosh, over First Street Crossing		15
On curve at M.P. 1.75.		25	North Platte Cut-Off Maximum speed.		45
Alblon Branch Maximum speed:		30	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	On curves between M.P. 25.42 and M.P. 31.25		30
Between M.P. 11 and Spalding.		25	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars		20	Lyman Branch.		20
Over Bridge 12.96.		25	Gering Branch.		20
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Sears Branch.		20
Carey, all air field trackage.		10			
Between St. Libory and Ord.		30			
Trains handling outfit cars		20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour	8.9	5-P	East	Josseyln	217.9	27-XP	Both
Paddock	128.5	8	West	Willow Island	243.2	63-XP	Both
Buda	184.3	ES 73-XP	Both	Keith	274.6	7-X	Both
Kearney Air Base	185.9	WS 40-XP	Both	Beck	280.5	10	West
Alfalfa Center	194.1	44-XP	Both				

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6A)

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—coal
 I—interlocking
 O—oil
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over

Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding
 RCS—remote control switch

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		

