



CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, etc.) and times for various passenger classes (11, 85, 1, 17, 37, 23, 5, 9, 103, 101, 27, 105, 111).

(21.05) (10.35) (20.05) (10.25) (31.30) (21.35) (21.25) (24.05) (16.05) (16.10) (20.45) (13.25) (8.40)
42.0 52.8 49.3 41.4 38.5 45.9 46.2 50.5 61.6 61.2 46.9 62.9 69
.....Thru Time From Omaha
.....Average speed per hour

E. HICKS
General Manager

G. A. CUNNINGHAM
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

FIRST SUBDIVISION, GRAND ISLAND TO NORTH PLATTE, AND BRANCHES

A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, 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. F. BARRETT, 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

C. 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

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, etc.) and times for various passenger classes (112, 12, 10, 28, 2, 104, 102, 106, 38, 18, 24, 6, 86).

Thru Time From Omaha..... (8.00) (20.25) (23.25) (19.35) (19.35) (15.55) (15.55) (13.18) (26.20) (9.40) (23.35) (20.35) (10.15)
Average speed per hour..... 69.5 41.2 50.5 49.6 49.6 62.2 62.2 63.5 46.2 44.6 42.0 48.1 54.4

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Table with columns: Train, At, Discharge Passengers From, Pick Up Passengers Destined To. Rows include Fremont, Kimball, Any Station, etc.

EASTWARD

Table with columns: Train, At, Discharge Passengers From, Pick Up Passengers Destined To. Rows include Kimball, Kearney, Columbus, Fremont, etc.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for train numbers (71, 73, 75, 237, 239, 233), time of departure, and distance from Council Bluffs.

Time-Table No. 15

April 26, 1953

STATIONS

Main table listing train schedules for various stations including Council Bluffs, Summit, Valley, and others.

(1.15) 22.4 (1.14) 22.8 (0.55) 24.0 (2.45) 15.3 (7.30) 12.7 (9.00) 13.9

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.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for train numbers (11, 85, 1, 23, 5, 103, 101, 27, 105, 111), time of departure, and distance from Council Bluffs.

Time-Table No. 15

April 26, 1953

STATIONS

Main table listing train schedules for various stations including Council Bluffs, Summit, Valley, and others.

(6.25) 43.8 (4.55) 57.2 (4.50) 58.0 (5.30) 52.6 (5.10) 54.4 (3.45) 75.0 (3.45) 75.0 (4.50) 58.0 (3.45) 75.0 (4.00) 70.3

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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 15  
April 26, 1953

Mile Post	FIRST CLASS									
	12	6	24	112	28	104	102	106	2	86
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger

Mile Post	FIRST CLASS									
	12	6	24	112	28	104	102	106	2	86
0.0		A 6.50PM								
2.8	A 6.40AM	6.35	A 7.50PM	A 12.30AM	A 3.35AM	A 2.40AM	A 2.50AM	A 3.00AM	A 4.05AM	A 4.15AM
5.2	6.25	5.50	7.35	12.23	3.25	2.33	2.42	2.52	3.55	4.05
13.6	6.16	5.42	7.25	12.15	3.17	2.25	2.34	2.44	3.47	3.57
17.1	6.12	5.38	7.20	12.11	3.13	2.22	2.30	2.40	3.43	3.53
21.7	f 6.08	5.33	7.14	12.07	3.09	2.17	2.25	2.35	3.39	3.49
24.5	f 6.03	5.30	7.10	12.03AM	3.05	2.13	2.21	2.31	3.35	3.45
28.0	s 5.59	5.26	7.04	11.59PM	3.01	2.10	2.18	2.28	3.31	3.41
34.3	5.52	5.20	6.56	11.54	2.56	2.05	2.12	2.22	3.26	3.36
38.2										
39.3	s 5.44	s 5.14	s 6.49	11.50	2.52	2.00	2.07	2.17	3.22	s 3.32
40.0										
44.8										
46.3	f 5.30	4.59	6.34	11.44	2.42	1.52	1.59	2.08	3.12	3.22
54.4	f 5.21	4.52	6.25	11.38	2.34	1.46	1.53	2.02	3.04	3.14
61.4	f 5.13	4.46	6.18	11.32	2.27	1.41	1.48	1.57	2.57	3.07
68.7	s 5.06	4.40	s 6.11	11.27	2.20	1.35	1.42	1.51	2.50	3.00
76.9	f 4.56	4.32	6.01	11.21	2.12	1.29	1.36	1.45	2.42	2.52
83.8										
84.5	s 4.46	s 4.25	s 5.52	s 11.14	2.05	1.22	1.29	1.38	2.35	s 2.45
92.2	f 4.27	4.14	5.40	11.04	1.54	1.15	1.22	1.31	2.26	2.36
96.5	4.21	4.10	5.36	11.01	1.50	1.12	1.19	1.28	2.22	2.32
102.3	f 4.15	4.05	5.31	10.58	1.46	1.08	1.15	1.24	2.17	2.27
107.9	4.07	4.00	5.26	10.54	1.42	1.04	1.11	1.20	2.12	2.22
113.6	f 4.01	3.55	5.22	10.50	1.38	1.25	1.07	1.16	2.07	2.18
124.3										
124.9	s 3.49	3.45	f 5.11	10.42	1.30	1.25	1.28	1.08	1.57	2.09
135.1	3.37	3.36	5.00	10.34	1.21	1.24	1.25	1.00	1.47	1.59
146.5										
146.9	3.25	3.25	4.45	10.24	1.10	1.31	1.24	1.25	1.35	1.48
154.5	2.48	3.02	4.21	10.14	1.00	1.30	1.23	1.23	1.25	1.38
162.3	f 2.39	2.55	4.11	10.08	12.19 <sup>102106</sup>	12.19 <sup>28</sup>	12.29 <sup>28</sup>	12.39 <sup>28</sup>	1.12	1.22
169.9	f 2.30	2.48	4.03	10.03	12.05AM	12.13	12.23	12.33	1.05	1.16
176.0	f 2.23	2.42	3.56	9.59	11.58PM	12.07	12.17	12.27	1.09	1.09
180.2	2.19	2.38	3.51	9.56	11.52	12.02AM	12.12	12.22	1.04	1.04
180.2	2.19	2.38	3.51	9.56	11.52	12.02AM	12.12	12.22	1.04	1.04
189.1	s 2.09	s 2.28	s 3.40	s 9.48	11.48	11.59PM	12.09	12.19	1.00	s 12.52
198.3	f 1.54	2.15	3.24	9.40	11.42	11.51	12.01AM	12.11	12.40	s 12.52
204.6	f 1.47	2.09	3.18	9.36	11.34	11.43	11.53PM	12.03AM	12.30	12.43
213.3	f 1.37	2.02	3.09	9.30	11.29	11.39	11.49	11.59PM	12.25	12.38
224.4	s 1.25	1.52	f 2.57	9.22	11.21	11.33	11.43	11.53	12.17	12.31
232.5	1.14	1.45	2.45	9.16	11.13	11.25	11.35	11.45	12.07AM	12.22
238.2	s 1.08	1.40	f 2.39	9.12	11.06	11.19	11.29	11.39	11.59PM	12.14
248.8	s 12.53	1.30	f 2.22	9.04	11.02	11.15	11.25	11.35	11.55	12.10
254.5	12.44	1.25	2.13	9.00	11.02	11.12	11.22	11.41	11.56PM	
261.5	f 12.37	1.18	2.06	8.55	10.49	11.02	11.12	11.22	11.41	11.56PM
270.6	f 12.29	1.10	1.57	8.48	10.43	10.57	11.07	11.17	11.35	11.50
278.5	12.22	1.03	1.49	8.42	10.36	10.50	11.00	11.10	11.28	11.43
284.1	12.15AM	12.55PM	1.40PM	8.37PM	10.23PM	10.38PM	10.48PM	10.58PM	11.15PM	11.30PM

Thru Time to Omaha (6.25) (5.10) (6.10) (3.53) (5.13) (4.02) (4.02) (4.02) (4.50) (4.45)  
Average speed per hour 43.8 54.4 45.6 72.4 54.5 69.7 69.7 69.7 58.2 59.2

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. 15  
April 26, 1953

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	

Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.
	72	234	76	74	240	238	
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			XIP
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 X ES172 WPZ
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 X 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				WS113 X 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 XW ES48 P
169.9		s 12.30PM					CS82 XP
176.0		s 11.59AM					WS130 XW ES70 YP
180.2		f 11.15					CS82 P
189.1				A 1.30PM	s 11.00AM		WS122 XWC ES118 YPZ
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 XWY ES119 ZP
232.5		f 10.30					CS83 P
238.2		s 10.00					CS83 XWP
248.8		s 8.15					WS125 XWC ES130 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 to Omaha (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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
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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 Seating etc. See Rule 6 (A) Page 25.	SECOND CLASS							Distance from Council Bluffs
	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		
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	7.08	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 WS125 ES121				8.00AM	A 10.00AM		365.3	
CS 90 P					f 8.15		370.6	
CS 123 WP					s 8.45		380.3	
WS 111 ES 78 XP					s 9.15		389.7	
XP					s 9.45		398.3	
CS 125 P					f 9.55		401.0	
XWCOYP				8.30AM	A 10.05AM		407.5	
CS 94 YP					f 8.45		415.5	
WS 121 XWP ES 70					s 9.15		426.4	
8 PX							430.8	
CS 125 P					s 9.35		435.4	
27 PX							439.9	
CS 133 XWP					s 10.15		444.5	
12							451.1	
CS 125 WP					s 10.45		456.6	
CS125 XWCYP					s 11.30		466.7	
10							472.0	
CS 94 XWYP				3.40PM	f 11.55AM		477.5	
WS 62 XP				f 3.50	f 12.15PM		483.2	
CS 96 WP				f 4.00	f 12.40		489.7	
WS 62 XP				f 4.10	12.54		495.9	
WS 117 XP ES 125				f 4.20	f 1.07		501.2	
XWCZTYOP				A 4.35PM	A 1.30PM		509.5	

(0.55) 35.0 (5.00) 20.4 (2.05) 20.3 (0.40) 24.9 (3.25) 23.8 (0.25) 39.8

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 SECOND SUBDIVISION**

**FIRST CLASS**

Car Capacity of Seating etc. See Rule 6 (A) Page 25.	FIRST CLASS										Distance from Council Bluffs
	23	5	27	103	101	105	111	11	85	1	
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	3.05PM	2.15PM	6.05AM	6.00AM	5.45AM	4.30AM	3.55AM	3.40AM	2.00AM	1.40AM	284.1
	3.14	2.24	6.14	6.07	5.52	4.37	4.02	3.49	2.09	1.49	289.2
											290.5
	3.20	2.30	6.20	6.12	5.57	4.42	4.07	3.55	2.16	1.55	296.9
	3.23	2.33	6.24	6.15	6.00	4.45	4.10	3.58	2.19	1.59	300.7
											301.8
	3.25	2.35	6.26	6.17	6.02	4.47	4.12	f 4.00	2.21	2.01	303.4
	3.29	2.39	6.30	6.20	6.05	4.50	4.16	4.04	2.26	2.05	307.9
	3.36	2.46	6.38	6.26	6.11	4.56	4.22	f 4.11	2.32	2.13	315.5
	3.42	2.52	6.44	6.31	6.16	5.01	4.27	4.17	2.38	2.19	321.7
	3.48	2.58	6.50	6.36	6.21	5.06	4.32	f 4.22	2.43	2.25	327.7
	s 3.57	3.07	6.57	6.42	6.27	5.12	4.38 <sup>11</sup>	s 4.38 <sup>11</sup>	s 2.52	2.32	334.8
	4.06	3.16	7.06	6.49	6.34	5.19	4.45	f 4.50	3.02	2.41	343.9
											349.1
	4.16	3.26	7.16	6.57	6.42	5.27	4.53	f 5.02	3.12	2.51	353.9
	4.21	3.31	7.21	7.01	6.46	5.31	4.57	5.08	3.17	2.56	359.3
	f 4.29	3.39	7.27	7.06	6.51	5.36	A f 5.10AM	s 5.23	A 3.25AM	3.02	365.3
	4.35	3.45	7.33	7.10	6.55	5.40		5.28		3.08	370.6
	4.45	3.55	7.43	7.18	7.03	5.48		f 5.37		3.18	380.3
	4.54	4.04	7.52	7.25	7.10	5.55		f 5.45		3.27	389.7
	5.00	4.10	7.58	7.30	7.15	6.00		f 5.50		3.33	398.3
	5.05	4.15	8.03	7.34	7.19	6.04 <sup>11</sup>		6.04 <sup>105</sup>		3.38	401.0
	5.15	4.25	8.15	7.42	7.27	6.12		6.15		3.50	407.5
	5.25	4.35	8.25	7.43	7.28	6.13		6.25		4.00	415.5
	5.35	4.45	8.35	7.52	7.37	6.22		6.35		4.10	426.4
	5.47	4.57	8.46	8.01	7.46	6.31		f 6.48		4.21	430.8
											435.4
	5.56	5.06	8.55	8.08	7.53	6.38		f 6.58		4.30	439.9
	f 6.07	5.15	9.05	8.16	8.01	6.46		s 7.10		4.40	444.5
											451.1
	6.20	5.27	9.17	8.26	8.11	6.56		f 7.23		4.52	456.6
	6.32	5.37	9.29	8.36	8.21	7.06		f 7.35		5.04	466.7
											472.0
	6.45	5.50	9.43	8.46	8.31	7.16		f 7.50		5.18	477.5
	6.53	5.58	9.50	8.52	8.37	7.22		f 7.58		5.25	483.2
	7.01	6.07	9.58	8.59	8.44	7.29		f 8.07		5.33	489.7
	7.09	6.15	10.05	9.06	8.51	7.36		8.14		5.40	495.9
	7.16	6.23	10.13	9.14	8.59	7.44		8.23		5.48	501.2
	A 7.35PM	A 6.35PM	A 10.30AM	A 9.25AM	A 9.10AM	A 7.55AM		A 8.40AM		A 6.05AM	509.5

(4.30) 50.1 (4.20) 52.0 (4.25) 51.0 (3.25) 66.0 (3.25) 66.0 (3.25) 66.0 (1.15) 64.9 (4.55) 45.8 (1.25) 57.3 (4.25) 51.0

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. 15 April 26, 1953	Mile Post	FIRST CLASS									
		6	24	112	28	2	12	104	102	106	86
STATIONS		Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
DN-R NORTH PLATTE YL NO 5.1 NY	284.1	A11.45AM	A12.30PM	A 7.32PM	A 9.13PM	A10.05PM	A10.55PM	A 9.33PM	A 9.43PM	A 9.53PM	A10.15PM
DN WEST NORTH PLATTE YL WN 1.3	289.2	11.33	12.17	7.23	9.03	9.52	10.42	9.24	9.34	9.44	10.03
BIRDWOOD 6.4	290.5										
D HERSHEY OF 3.8	296.9	11.27	12.09	7.17	8.57	9.46	10.34	9.18	9.28	9.38	9.56
DN O'FALLONS FA 1.1	300.7	11.24	12.05	7.14	8.54	9.43	10.30	9.15	9.25	9.35	9.53
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	11.22	f12.02PM	7.12	8.52	9.41	f10.27	9.13	9.23	9.33	9.51
DEXTER 7.6	307.9	11.18	11.57AM	7.09	8.49	9.38	10.22	9.10	9.20	9.30	9.47
D PAXTON PN 8.2	315.5	11.11	f11.50	7.03	8.43	9.32	f10.15	9.04	9.14	9.24	9.41
KORTY 6.0	321.7	11.06	11.44	6.59	8.38	9.27	10.09	8.59	9.09	9.19	9.35
D ROSCOE RO 7.1	327.7	11.00	11.38	6.55	8.32	9.21	f10.03	8.55	9.05	9.15	9.29
DN OGALLALA YL GT 9.1	334.8	10.53	s11.31	6.50	8.26	9.15	s 9.56	8.50	9.00	9.10	9.23
D BRULE RU 5.2	343.9	10.44	f11.21	6.43	8.18	9.07	f 9.46	8.42	8.52	9.02	9.14
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.36	f11.11	6.36	8.10	8.59	f 9.36	8.35	8.45	8.55	9.06
BARTON 6.9	359.3	10.31	11.05	6.32	8.06	8.55	9.30	8.31	8.41	8.51	9.01
DN JULESBURG YL JB 5.3	365.3	10.25	f11.00	s 6.27PM	8.01	8.50	s 9.25	8.26	8.36	8.46	8.55PM
WEIR 9.7	370.6	10.20	10.54		7.55	8.46	9.18	8.21	8.31	8.41	
D OHAPPELL OQ 9.4	380.3	10.11	f10.46		7.47	8.38	f 9.11	8.14	8.24	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f10.37		7.38	8.30	f 9.02	8.07	8.17	8.27	
D SUNOL UN 4.7	398.3	9.56	10.31		7.33	8.25	f 8.56	8.02	8.12	8.22	
COLTON 8.5	401.0	9.52	10.27		7.29	8.21	8.52	7.58	8.08	8.18	
DN-R SIDNEY YL OD 8.0	407.5	9.45	10.20		7.22	8.15 <sup>102-106</sup>	8.45	7.52	8.02	8.12	
BROWNSON 10.9	415.5	9.24	9.59		7.01	7.37	8.25	7.43	7.53	8.03	
DN POTTER PR 4.4	426.4	9.14	9.49		6.52	7.29	f 8.15	7.34	7.44	7.54	
JACINTO 4.6	430.8										
D DIX DX 4.5	435.4	9.06	9.41		6.45	7.22	f 8.05	7.28	7.38	7.48	
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.58	f 9.32		6.38	7.15	s 7.55	7.22	7.32	7.42	
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.47	9.20		6.28	7.04	s 7.40	7.13	7.23	7.33	
DN PINE BLUFFS YL UF 5.8	466.7	8.38	9.10		6.19	6.55	7.25 <sup>102-106</sup>	7.05 <sup>12</sup>	7.15 <sup>12</sup>	7.25 <sup>12</sup>	
TRAOY 5.7	472.0										
D EGBERT GX 6.5	477.5	8.27	9.00		6.09	6.45	f 6.48	6.55	7.05	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		6.04	6.40	6.43	6.51	7.01	7.11	
HILLSDALE 6.2	489.7	8.17	8.50		5.59	6.35	6.38	6.47	6.57	7.07	
DUREHAM 5.3	495.9	8.12	8.45		5.54	6.29	6.33	6.42	6.52	7.02	
AROTHER 8.3	501.2	8.07	8.40		5.49	6.24	6.29	6.38	6.48	6.58	
DN-R CHEYENNE YL OY (225.4)	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

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. 15 April 26, 1953	Mile Post	SECOND CLASS						Car Capacity of Shiders, etc. See Rule 6 (A), page 25.
		242	354	246	244	98	94	
STATIONS		Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Mixed	
DN-R NORTH PLATTE YL NO 5.1 NY	284.1	A11.15AM				A 4.50PM	7.00PM	XWCZTYOP
DN WEST NORTH PLATTE YL WN 1.3	289.2	11.05				4.40	6.48	P
BIRDWOOD 6.4	290.5							CS 84
D HERSHEY OF 3.8	296.9	s10.55				f 4.30	s 6.38	WS 72 XP
DN O'FALLONS FA 1.1	300.7	f10.30				4.22PM	6.30PM	CS 119 XWYP
VARNER 1.6	301.8							40 X
D SUTHERLAND SU 4.5	303.4	s10.15						CS 121 P
DEXTER 7.6	307.9	f 9.55						CS 82 P
D PAXTON PN 8.2	315.5	s 9.45						CS 121 P
KORTY 6.0	321.7	f 9.20						P
D ROSCOE RO 7.1	327.7	f 9.10						CS 83 P
DN OGALLALA YL GT 9.1	334.8	s 9.00						WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	s 8.15						CS 125 P
MEGEATH 4.8	349.1							17
D BIG SPRINGS GS 5.4	353.9	s 7.50						CS 132 WP
BARTON 6.9	359.3	f 7.25						CS 83 P
DN JULESBURG YL JB 5.3	365.3	7.15AM			A12.15PM			XWCZTYOP WS125 ES121
WEIR 9.7	370.6				f11.59AM			CS 90 P
D OHAPPELL OQ 9.4	380.3				s11.45			CS 123 WP
D LODGE POLE GP 6.6	389.7				s11.30			WS 111 ES 75 XP
D SUNOL UN 4.7	398.3				f11.20			XP
COLTON 8.5	401.0				f11.10			CS 125 P
DN-R SIDNEY YL OD 8.0	407.5			A 1.40PM	11.00AM			XWCOYP
BROWNSON 10.9	415.5			f 1.05				CS 94 YP
DN POTTER PR 4.4	426.4			s12.40				WS 121 XWP ES 70
JACINTO 4.6	430.8							8 PX
D DIX DX 4.5	435.4			s12.09PM				CS 125 P
OWASCO 4.6	439.9							27 PX
DN KIMBALL KB 6.6	444.5			s11.45AM				CS 133 XWP
OLIVER 5.5	451.1							12
D BUSHNELL BN 10.1	456.6			s11.05				CS 125 WP
DN PINE BLUFFS YL UF 5.8	466.7			s10.40				CS125 XWCYP
TRAOY 5.7	472.0							10
D EGBERT GX 6.5	477.5			A 9.20AM	f 9.45			CS 94 XWYP
D BURNS UX 6.5	483.2			s 9.10	s 9.30			WS 62 XP
HILLSDALE 6.2	489.7			s 9.01	f 9.20			CS 96 WP
DUREHAM 5.3	495.9			f 8.53	f 9.09			WS 62 XP
AROTHER 8.3	501.2			f 8.45	f 9.00			WS 117 ES 125 XP
DN-R CHEYENNE YL OY (225.4)	509.5			8.35AM	8.45AM			XWCZTYOP
		Daily Except Monday	Daily	Mon. Wed. Fri.	Daily Except Sunday	Daily	Daily	

Thru Time.....	(4.00)	(0.45)	(4.55)	(1.15)	(0.28)	(0.30)
Average speed per hour.....	20.3	43.7	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**

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS				FIRST CLASS				Distance from Julesburg	Time-Table No. 15 April 26, 1953								
	71				111						85				301			
	C. B. & Q. Freight				Streamliner Passenger						Passenger				C. B. & Q. Passenger			
Daily				Daily				Daily				Daily						
80	WCYLP					f 5.10AM		3.30AM		0.0								
75	ZP					5.18	f 3.40			7.1								
78	WP					5.24	f 3.47			14.6								
29										19.0								
95	P					5.31	f 3.55			23.1								
20	P									25.8								
95	WP					5.36	f 4.02			30.1								
22										34.2								
72	P					5.43	f 4.10			38.8								
12	P									41.1								
22										42.2								
94	P					5.48	f 4.16			45.6								
16										50.1								
77	P					5.54	4.23			53.5								
	IP									57.2								
169	IWCTZP					1.00PM	6.00	4.30	2.50AM	57.5								
							6.05	4.40		61.7								
72	P					1.14	6.13	f 4.48	f 2.58	64.1								
23										66.8								
74	P					1.27	6.19	f 4.54	f 3.06	70.2								
10										72.1								
143	P					1.36	6.24	f 4.59	3.14	76.0								
41										78.4								
52	P					A 2.00PM	6.29	f 5.04	A 3.25AM	81.0								
24										82.8								
94	WP						6.34	f 5.09		87.0								
53	P						6.40	5.15		93.8								
21										96.9								
100	WCP						6.44	f 5.20		98.6								
35	P						6.50	5.27		106.0								
79	P						6.52	f 5.30		109.0								
22	P						6.57	f 5.35		114.2								
78	P						7.00	f 5.38		117.7								
14	P									121.4								
53	P						7.06	f 5.45		124.8								
50	P						7.11	5.50		130.2								
121	WP						7.16	f 5.55		135.4								
16	P									139.1								
78	P						7.22	f 6.02		143.1								
27										147.2								
56	WCTYP					A 7.30AM	A 6.11AM			151.1								

BLOCK SIGNALS

Time-Table No. 15  
April 26, 1953

**STATIONS**

DN	JULESBURG	YL	JB	0.0
D	OVID	VI		7.1
D	SEDGWICK	ZD		14.6
	DORSEY			19.0
	RED LION			23.1
	MARCOTT			25.8
DN	CROOK	OK		30.1
	TOBIN			34.2
	PROCTOR			38.8
	POWELL			41.1
	GRIFF			42.2
D	ILIFF	F		45.6
	FORD			50.1
	HAYFORD			53.5
	C. B. & Q. CROSSING			57.2
DN-R	STERLING	YL	ST	57.5
	HALL			61.7
D	ATWOOD	OD		64.1
	BETLAND			66.8
D	MERINO	MI		70.2
	BETA			72.1
	MESSEX			76.0
	BALZAO			78.4
DN	UNION	UN		81.0
	COOPER			82.8
D	SNYDER	SN		87.0
	DODD			93.8
	HURLEY			96.9
DN	FT. MORGAN	FX		98.6
	NARROWS			106.0
D	WELDONA	DN		109.0
	GOODRICH			114.2
	ORCHARD			117.7
	SUBLETTE			121.4
	MASTERS			124.8
	CANTON			130.2
	HARDIN			135.4
	KUNER			139.1
D	KERSEY	KR		143.1
	AUBURN			147.2
DN-R	LASALLE	YL	SA	151.1

(151.1)

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

(1.00)	(2.20)	(2.41)	(0.35)
23.5	64.8	56.3	40.3

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule 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. 15 April 26, 1953	Mile Post	FIRST CLASS			SECOND CLASS				
		112	86	302	250	72			
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight			
DN	JULESBURG	YL	JB	0.0	As 6.27PM	A 8.45PM			
D	OVID	VI		7.1	6.18	8.30			
D	SEDGWICK	ZD		14.6	6.12	8.22			
	DORSEY			19.0					
	RED LION			23.1	6.05	8.13			
	MARCOTT			25.8					
DN	CROOK	OK		30.1	6.00	8.07			
	TOBIN			34.2					
	PROCTOR			38.8	5.53	7.59			
	POWELL			41.1					
	GRIFF			42.2					
D	ILIFF	F		45.6	5.48	7.53			
	FORD			50.1					
	HAYFORD			53.5	5.41	7.46			
	C. B. & Q. CROSSING			57.2					
DN-R	STERLING	YL	ST	57.5	5.37	7.42	A 11.45PM	A 10.15PM	A 11.59PM
	HALL			61.7	5.35	7.32			
D	ATWOOD	OD		64.1	5.28	7.24	f 11.28	9.55	11.43
	BETLAND			66.8					
D	MERINO	MI		70.2	5.23	7.19	f 11.21	9.46	11.33
	BETA			72.1					
	MESSEX			76.0	5.19	7.14	f 11.15	9.38	11.21
	BALZAO			78.4					
DN	UNION	UN		81.0	5.15	7.10	f 11.07PM	9.31	11.09PM
	COOPER			82.8					
D	SNYDER	SN		87.0	5.10	7.05		9.24	
	DODD			93.8	5.05	6.59		9.15	
	HURLEY			96.9					
DN	FT. MORGAN	FX		98.6	5.01	6.55		9.08	
	NARROWS			106.0	4.55	6.47		8.57	
D	WELDONA	DN		109.0	4.53	6.45		8.52	
	GOODRICH			114.2	4.49	6.40		8.45	
	ORCHARD			117.7	4.46	6.37		8.40	
	SUBLETTE			121.4					
	MASTERS			124.8	4.40	6.30		8.30	
	CANTON			130.2	4.36	6.25		8.18	
	HARDIN			135.4	4.32	6.21		8.10	
	KUNER			139.1					
D	KERSEY	KR		143.1	4.25	6.14		7.55	
	AUBURN			147.2					
DN-R	LASALLE	YL	SA	151.1	4.18PM	6.06PM		7.40PM	

BLOCK SIGNALS

(151.1)

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

(2.09)	(2.39)	(0.38)	(2.35)	(0.50)
70.3	57.0	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				Distance from Valley	Time-Table No. 15				Mile Post	SECOND CLASS			
					April 26, 1953								
					STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	71	73			74	72							
	Freight Daily	Freight Daily			Freight	Freight							
WCYP		10.25PM	1.30PM	0.0	DN-R VALLEY YL V		0.0	A 5.40AM	A 11.15PM				
AI				5.8	5.8								
28 P		10.40	1.45	6.3	D O. B. & Q. CROSSING		6.3	5.27	11.05				
106 YP		10.50	1.55	11.6	D YUTAN YN		11.6	5.17	10.50	71			
64 WP		11.10	2.07	18.9	D MEAD AD		18.9	5.03	10.25				
				19.6	D WAHOO W		19.6						
78 P		11.25	2.22	26.3	D O. & N. W. and C. B. & Q. CROSSINGS		26.3	4.48	10.10				
20 P		11.35PM	2.34	33.2	D WESTON WN		33.2	4.35	9.55				
96 WCYP		12.01AM	2.44	37.3	DN VALPARAISO YL VO		37.3	4.25	9.40				
28				41.8	4.5		41.8						
33 P		12.18	2.58	46.5	D AGNEW		46.5	3.59	9.15				
101 P		12.30	3.08	52.7	D RAYMOND RM		52.7	3.48	9.05				
4				55.3	2.6		55.3						
				56.5	1.2		56.5						
24 WTZP		12.55	3.18	57.1	DN WEST LINCOLN		57.1	3.40	8.50				
				57.4	0.6		57.4						
				59.0	0.3		59.0						
130 P		1.18	3.31	65.4	DN LINCOLN YL SN		65.4	3.18	8.05				
				68.2	0.3		68.2						
21 P		1.33	3.46	74.7	D O. B. & Q. CROSSING		74.7	3.03	7.49				
73 WP		1.43	3.53	79.5	D O. B. & Q. CROSSING		79.5	2.56	7.41				
84 P		1.58	4.08	88.9	D CORTLAND RD		88.9	2.43	7.25				
CWTZP		A 2.15AM	A 4.25PM	96.8	DN-R PICKRELL IK		96.8	2.30AM	7.00PM				
					7.9								
					DN-R BEATRICE YL BX								
					(96.8)			Daily	Daily				
		(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				Distance from Council Bluffs	Time-Table No. 15				Mile Post	SECOND CLASS			
					April 26, 1953								
					STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	233				79								
	Local Freight				Mixed								
	Monday Wed., Fri.				Daily Except Sunday								
XIP		6.00AM		5.2	DN SUMMIT YL SU		5.2						
XWP		6.10		6.4	1.2		6.4						
XIP		f 6.20		11.9	R SOUTH OMAHA YL		11.9						
72 P		f 6.35		16.8	5.5		16.8						
AIP				19.2	R GILMORE YL		19.2						
P		f 6.55		22.5	4.9		22.5						
XP		A 7.05AM		26.1	D PAPILLION PO		26.1						
					2.4								
					MO. PAC. CROSSING								
					3.3								
					D MILLARD MD								
					3.6								
					LANE								
					20.9								
		(1.05)			..... 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				Distance from Valparaiso	Time-Table No. 15				Mile Post	SECOND CLASS			
					April 26, 1953								
					STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	75				76								
	Local Freight				Local Freight								
	Tuesday Thursday Saturday				Local Freight								
WCYP		5.00AM		0.0	DN-R VALPARAISO YL VO		0.0	A 11.35AM					
16		f 5.20		7.4	7.4		7.4	f 11.02					
28		s 5.40		18.5	D LOMA		18.5	s 10.50					
				15.0	D BRAINARD BD		15.0						
32 W		s 6.10		23.2	1.5		23.2	s 10.25					
				23.5	C. & N. W. CROSSING		23.5						
31		s 6.45		33.3	D DAVID CITY DV		33.3	s 9.40					
36		s 7.05		40.1	0.3		40.1	s 9.20					
7		s 7.34		47.5	D C. B. & Q. CROSSING		47.5	s 8.55					
9 W		s 8.25		52.9	9.8		52.9	s 8.25					
				56.8	D RISING CITY RN		56.8						
35		s 8.40		63.0	6.8		63.0	s 7.50					
21		s 8.55		68.3	D SHELBY SH		68.3	s 7.30					
				73.4	7.4		73.4						
22		s 9.10		73.8	D OSCEOLA OZ		73.8	f 7.10					
				75.3	5.4		75.3						
WYP		A 9.20AM		75.9	D STROMSBURG S		75.9	7.05AM					
					3.9			Monday					
					DURANT			Wednesday					
					6.2			Friday					
					D POLK PK								
					5.5								
					D HORDVILLE HV								
					4.9								
					SAND PIT SPUR								
					0.4								
					D HEBER								
					1.5								
					C. B. & Q. CROSSING								
					0.6								
					DN-R CENTRAL CITY YL OI								
					(75.9)								
		(4.20)			..... Thru Time.....		(4.30)						
		17.5			..... Average speed per hour.....		16.8						

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				Distance from Genoa	Time-Table No. 15				Mile Post	SECOND CLASS			
					April 26, 1953								
					STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	79				80								
	Mixed				Mixed								
	Daily Except Sunday				Daily Except Sunday								
40 WY		12.32PM		0.0	DN-R GENOA YL G		0.0	A 4.35PM					
12				5.3	5.3		5.3						
20				9.3	D KENT		9.3						
38		s 1.08		13.7	4.0		13.7	s 4.05					
21		s 1.33		23.1	D MEROHISTON		23.1	s 3.45					
26 W		s 1.52		30.3	4.4		30.3	s 3.30					
36		s 2.13		36.6	D FULLERTON FU		36.6	f 3.15					
38 WY		A 2.40PM		44.3	9.4		44.3	3.00PM					
					D BELGRADE BL			Daily Except Sunday					
					7.2								
					D CEDAR RAPIDS OD								
					6.3								
					D PRIMROSE P								
					7.7								
					D SPALDING YL SG								
					(44.3)								
		(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				Time-Table No. 15				SECOND CLASS									
				April 26, 1953													
				STATIONS													
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	321	Distance from Columbus					Mile Post	82	80	312					
	Mixed	Mixed	Mixed						Mixed	Mixed	Mixed						
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday														
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	YP	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	PC		14.7				s	10.20	
36						20.3		TARNOV			20.3						
						25.1		O. & N. W. CROSSING			25.1						
56	W			s	3.17	25.7	D	HUMPHREY	HX		25.7				s	9.40	
15				f	3.23	29.1		PECK			29.1				f	9.16	
33	W			s	3.55	35.4	D	MADISON	MA		35.4				s	9.02	
31						40.9		ENOLA			40.9						
	I					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)	(0.25)	(3.20)	.....Thru Time.....				(0.23)	(0.15)	(3.00)	.....Average speed per hour.....						
	25.6	22.6	15.1					24.5	37.6	16.8							

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				Time-Table No. 15				SECOND CLASS					
				April 26, 1953									
				STATIONS									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	Distance from Oconee					Mile Post	82	80			
	Mixed	Mixed							Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday											
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	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)	(2.20)	.....Thru Time.....				(1.32)	(0.25)	.....Average speed per hour.....				
	25.1	14.4					22.0	27.1					

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

WESTWARD				ORD BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 15				SECOND CLASS						
				April 26, 1953										
				STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	283	83	Distance from Grand Island					Mile Post	84	284				
	Mixed	Mixed							Mixed	Mixed				
	Mon., Wed., Fri.	Tues., Thurs., Sat.												
WTYPOCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND	YL	GE	0.0	A	5.15PM	A	5.15PM	
I				0.4		O. B. & Q. CROSSING			0.4					
11	Y			2.5		CAREY			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	A	10.50AM	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	SOOTIA	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		O. B. & Q. CROSSING		60.7				
34	WY			A	12.10PM	61.0	D-R	ORD	YL	RD	61.0	2.30PM		
						(61.0)						Tue., Thurs. Sat.,	Mon., Wed., Fri.	
	(0.50)	(3.10)	.....Thru Time.....				(2.45)	(0.55)	.....Average speed per hour.....					
	26.3	19.3					22.2	23.9						

WESTWARD				LOUP CITY BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 15				SECOND CLASS				
				April 26, 1953								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	283	284	Distance from St. Paul					Mile Post	284			
	Mixed	Mixed							Mixed			
	Monday Wednesday Friday											
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)	(1.35)	.....Thru Time.....				(1.35)	(24.6)	.....Average speed per hour.....			
	22.3	24.6					24.6					

WESTWARD				HASTINGS BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 15				SECOND CLASS				
				April 26, 1953								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	Distance from Hastings					Mile Post						
WYPCZ		0.0	DN-R	HASTINGS	YL	AN	0.0					
96		7.3		NEWMAROH			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			
SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 15 April 26, 1953	STATIONS	Mile Post	SECOND CLASS			
95	519	517	518					96			
Mixed	Motor Passenger	Motor Passenger	Motor Mixed					Mixed			
	Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday								
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A11.59AM	A 9.20PM		
12	f 9.12	f 3.50	f 5.10	5.5		5.5 GLENWOOD PARK	5.5	f 11.43	f 8.32		
19	s 9.19	s 3.57	s 5.17	10.1		4.6 RIVERDALE	10.1	s 11.35	s 8.22		
27	s 9.30	s 4.08	s 5.28	16.8	D	6.7 AMHERST HR	16.8	s 11.23	s 8.00		
13	f 9.52	f 4.18	f 5.38	22.7		5.9 WATERTOWN	22.7	f 11.12	f 7.41		
32	s 10.06	s 4.25	s 5.45	26.3	D	3.6 MILLER MR	26.3	s 11.05	s 7.33		
38	s 10.20	s 4.37	s 5.57	32.5	D	6.2 SUMNER SU	32.5	s 10.53	s 7.15		
28	s 19.40 <sup>518</sup>	s 4.50	s 6.09	40.4	D	7.9 EDDYVILLE VD	40.4	s 10.40 <sup>95</sup>	s 6.59		
40	s 11.13	s 5.15	s 6.30	52.1	D	11.7 OCONTO BS	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.28	f 6.46	59.1		7.0 LODI	59.1	f 10.03	f 6.14		
27	s 12.30PM	s 5.45 <sup>96</sup>	s 6.57	65.5	D	6.4 CALLAWAY CA	65.5	s 9.52	s 5.45 <sup>19</sup>		
9	f 12.55	f 6.05	f 7.12	75.8		10.3 FINCHVILLE	75.8	f 9.31	f 5.00		
38	s 1.30	s 6.15	s 7.24	83.1	D	7.3 ARNOLD AD	83.1	s 9.20	s 4.45		
5	s 1.55	f 6.27	s 7.35	90.6		7.5 LOGAN	90.6	s 9.07	f 4.26		
10	f 2.10	f 6.35	f 7.42	94.6		4.0 HOAGLAND	94.6	f 9.00	f 4.18		
15	f 2.30	s 6.43	s 7.49	99.2		4.6 GANDY	99.2	s 8.50	f 4.08		
22	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	3.2 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		
						.....Average speed per hour.....					

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			
SECOND CLASS		SECOND CLASS		Distance from O'Fallon.	Time-Table No. 15 April 26, 1953	STATIONS	Mile Post	SECOND CLASS			
97	93	98	94								
Local Freight	Mixed	Local Freight	Mixed								
	Daily	Daily									
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		2.8 COKER	2.8	f 3.58	f 6.13			
41	s 7.56	s 5.48	12.8	D	10.0 SARBEN AK	12.8	f 3.30	s 5.58			
40	f 8.13	f 5.57	19.6		6.8 NEVENS	19.6	f 3.15	f 5.48			
12			24.8		5.2 BROGANVILLE	24.8					
42	f 8.35	s 6.11	28.4		3.6 KEYSTONE	28.4	f 2.55	s 5.36			
11			30.7		2.3 KINGSLEY	30.7					
42	f 8.50	f 6.21	34.9	D	4.2 MARTIN SA	34.9	f 2.30	f 5.24			
42	f 9.05	s 6.31	41.2		6.3 LEMOYNE	41.2	f 2.15	s 5.14			
25	f 9.20	f 6.40	46.8		5.6 BELMAR	46.8	f 2.05	f 5.03			
44	f 9.29	f 6.48	51.7		4.9 RUTHTON	51.7	f 1.55	f 4.55			
41	s 10.00	s 7.02	59.3	D	7.6 LEWELLEN YL W	59.3	s 1.40	s 4.44			
41	s 10.50	s 7.21	70.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.21			
40	s 11.35	s 7.43	86.4	D	15.6 LISCO CO	86.4	f 12.25PM	s 3.53			
37	f 11.53 <sup>98</sup> AM	f 7.56	95.4		9.0 FINLEY	95.4	f 11.53 <sup>97</sup> AM	f 3.39			
46	s 12.05PM	s 8.07	100.4	D	5.0 BROADWATER BR	100.4	f 11.40	s 3.30			
19	f 12.20	f 8.20	109.6		9.2 TOWERS	109.6	f 11.20	f 3.12			
195	s 12.50	s 8.30	114.1	D	4.5 NORTHPORT YL NP	114.1	f 11.12	s 3.05			
AI	12.55	8.33	115.5		1.4 C. B. & Q. CROSSING	115.5	10.50	2.57			
11	f 1.05	f 8.40	121.8		6.3 MOHLER	121.8	f 10.40	f 2.46			
33	f 1.15	s 8.50	126.7	D	4.9 SOUTH BAYARD OR	126.7	f 10.32	s 2.39			
51	f 1.25	s 8.59	132.1		5.4 MCGREW	132.1	f 10.23	s 2.29			
30	f 1.35	s 9.09	137.9	D	5.8 MELBETA MB	137.9	f 10.13	s 2.19			
70	A 1.45PM	A 9.30AM	145.9	DN-R	8.0 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			
					.....Average speed per hour.....						

WESTWARD				GERING BRANCH				EASTWARD			
SECOND CLASS		SECOND CLASS		Distance from Gering	Time-Table No. 15 April 26, 1953	STATIONS	Mile Post	SECOND CLASS			
97	93	98	94								
Local Freight	Mixed	Local Freight	Mixed								
	Daily	Daily									
17			5.4	DN-R	GERING YL G	0.0					
27			6.0		5.4 MATHERS YL	5.4					
			7.0		0.6 MOON YL	6.0					
			8.4		1.0 ROUBADEAU YL	7.0					
			9.8		1.4 HILLIKER YL	8.4					
					1.4 RIFORD YL	9.8					
					(9.8)						

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

**WESTWARD**

**NORTH PLATTE CUT-OFF**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from O'Fallons	Time-Table No. 15 April 26, 1953	Mile Post	SECOND CLASS			
	353	93	59				354	60	94	
	Mixed Daily	Mixed Daily	Mixed Daily				Mixed	Mixed	Mixed	
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		f 10.17	f 1.34	
30		s 9.49	f 6.15	152.8	1.8 HAIG HA	152.8		f 10.14	s 1.30	
24		s 9.55	f 6.25	155.8	3.5 SOUTH MITCHELL MI	155.8		f 10.10	s 1.21	
32		f 9.58	f 6.30	157.1	1.3 PELTOM	157.1		f 10.05	f 1.14	
42		f 10.02 <sup>60</sup>	f 6.35	159.5	2.4 BAILEYVUE	159.5		f 10.02 <sup>93</sup>	f 1.10	
30 P		s 10.06	f 6.45	162.1	2.6 SOUTH MORRILL MO	162.1		f 9.51	s 1.06	
18		f 10.09	f 6.50	164.2	2.1 JOYCE	164.2		f 9.47	f 1.01	
51 WYP		s 10.15	s 9.45 <sup>60</sup>	167.9	3.7 DN LYMAN YL MU	167.9		s 9.40 <sup>59</sup>	s 12.56	
21		f 10.19	f 9.50	170.1	2.2 CANAL	170.1		f 9.20	f 12.49	
14		f 10.23	f 9.57	172.8	3.7 STEBBINS	172.8		f 9.15	f 12.44	
51 P		s 10.25	f 10.07	173.7	0.9 D HUNTLEY HU	173.7		f 9.13	s 12.41	
35		f 10.30	f 10.17	177.0	3.3 HOLLY	177.0		f 9.06	f 12.33	
51 WCYP	12.55PM	10.40 <sup>59</sup> 10.45	10.35AM <sup>93</sup> 12.15PM <sup>94</sup>	181.6	4.6 D-R YODER YL DR	181.6	A11.45AM	9.00 8.46	12.25 12.15 <sup>59</sup>	
51 P		s 10.55	s 12.35	188.1	6.5 D VETERAN VN	188.1		s 8.33	s 12.03PM	
8		f 11.00	f 12.40	191.5	3.4 HELDT	191.5		f 8.26	f 11.57AM	
16		f 11.07	f 12.50	196.1	4.6 COTTIER	196.1		f 8.19	f 11.50	
51 WYP		A11.15AM	A 1.00PM	200.6	4.5 D-R SO TORRINGTON YL RI	200.6		8.10AM	11.45AM	
14		f 1.06		185.3	3.7 GOODLAND	185.3		f 11.37		
26		f 1.12		187.6	2.3 FONDA	187.6		f 11.32		
51 W		s 1.21		192.4	4.8 D HAWK SPRINGS HK	192.4		s 11.20		
31		f 1.29		194.7	2.3 DUROC	194.7		f 11.07		
19		f 1.44		200.8	6.1 WYOCROSS	200.8		f 10.56		
51 WY		s 1.55		203.8	3.0 D LA GRANGE GA	203.8		s 10.51		
19		f 2.11		210.7	6.9 TREMAIN	210.7		f 10.25		
51 WF		s 2.41		222.5	11.8 D ALBIN AB	222.5		s 10.00		
51		f 3.01		229.7	7.2 LINDBERGH	229.7		s 9.45		
W		A 3.30PM		244.3	14.6 DN-R EGBERT YL GX	244.3		9.20AM		
		(2.35) 24.3	(1.35) 34.5	(7.00) 7.8	.....Thru Time.....			(2.25) 25.9	(2.20) 23.4	(2.05) 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. 15 April 26, 1953		Mile Post	
		STATIONS			
		0.0	DN LYMAN MU YL		
2.8	2.8 SEARS YL	2.8			
6	0.5 SIDING NO. 1 YL	3.3			
17	1.3 HARTMAN YL	4.6			
22	1.8 STEGALL YL	6.4			
	(6.4)				

WESTWARD		SEARS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 15 April 26, 1953		Mile Post	
		STATIONS			
		0.0	SEARS YL		
5	1.2 BELLINGER YL	1.2			
17	1.6 JANISE YL	2.8			
	(2.8)				

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 "Frnt." —Train with freight cars; train with caboose only; locomotive without cars.

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 "Frnt." 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.	Frnt.		Str.	De-Psgr.	Psgr.	Frnt.
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
Inspection bus cars			40	40		35			
When caboose is handled in train consisting of passenger train equipment.			50		Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30
Within yard limits protected by continuous block signal system.	60	50	50	25		25			
When yard limits not protected by continuous block signal system.	50	40	40	25	Trains handling scale test cars.				30
Passing fueling stations.	50	50	40	25	Trains handling C.N.W., C.M.St.P. & P. or G.N. jeep ore 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	When using No. 14 turn-outs.	25	20	20	20
1500 class Diesel-electric road freight locomotives.		50	50	50	When using other 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	10
Diesel-electric yard switch locomotives in road service.		35	35	35		6	6		
7000 and 7800 class engines.			75	50	15	15	15	15	15
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	On wye tracks.	15	15	15	15
MacArthur type engines with 63-inch drivers.			55	50	Jordan spreaders and other machines of spreader type, when in operation.				15
MacArthur type engines with 57-inch drivers.			35	35		Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 020, 021, 022 and 023.			
Mallet, Consolidation and Ten Wheeler type engines.			35	35					
0-6-0 and 0-8-0 type yard engines.			20	20					
Steam engines running backward.			20	20					
Light engines.				45					
When more than 50% of the tonnage is gravel.				40					

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					
<b>ON WESTWARD TRACK</b>					<b>ON EASTWARD TRACK</b>				
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					Weston 30.2 and 30.5			35	35
Maximum speed.	50	45			30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.			25	25
5000, 9000 class and MacArthur type engines on curves.	35	35			31.6 and 31.9			35	35
Between Mile Posts—					31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.			25	25
Valley 0.1 and 0.3	15	15			Touhy 36.0 and 37.4			25	25
3.8 and 4.0	35	35			Garratt 56.3 and 57.5			15	15
3.8 and 4.0, 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
Yutan 6.4 and 7.7	35	35			Pickrell 96.5 and 97.3			15	15
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25			Beatrice, Allers Grain Company spur.				5
Mead Between U. P. yard and Nebr. Ordinance classification yard.			8		Beatrice, 1900 class and heavier engines on Kilpatrick track.				5
Wahoo, city track.			6						
19.1 and 19.5	35	35							
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	
	Psg.	Fr.		Psg.	Fr.
<b>Stromsburg Branch</b> Maximum speed: Between Valparaiso and Brainard.	35	25	<b>Loup City Branch.</b>		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	<b>Hastings Branch</b> 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 MacArthur type, 5000 and 9000 class engines.	5	5	<b>Kearney Branch</b> Between Kearney and Callaway: Steam trains. Motor trains. Trains with 400 class engines.	40 40 25	30 40 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 45 30
<b>Norfolk Branch</b> Maximum speed: Between Columbus and Oconee.		35	Trains handling outfit cars		20
Between Oconee and M.P. 16.		25	<b>North Platte Branch</b> 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	<b>North Platte Cut-Off</b> Maximum speed.		45
<b>Albion Branch</b> Maximum speed:		30	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
<b>Cedar Rapids Branch.</b> 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	<b>Lyman Branch.</b>		20
Over Bridge 12.96.		25	<b>Gering Branch.</b>		20
<b>Ord Branch</b> Maximum speed: Between Grand Island and St. Libory.		25	<b>Sears Branch.</b>		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
<b>First Subdivision</b>				<b>First Subdivision(Cont.)</b>			
Seymour .....	8.9	5-P	East	Jossetyn .....	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		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Yard Office	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Roundhouse	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Hump Yard Locker Room
Council Bluffs.....	West Yard Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	East End Yardmen's Room
Omaha.....	Union Station Telegraph Office	Julesburg.....	Telegraph Office
Omaha.....	Tower "B"	Sidney.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Conductor's Room Passenger Station
South Omaha.....	Yard Office	Cheyenne.....	Yard Office
Valley.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Valparaiso.....	Telegraph Office
Columbus.....	Enginemen's Washroom	Sterling.....	Telegraph Office
Central City.....	Telegraph Office	La Salle.....	Telegraph Office
Grand Island.....	Dispatcher's Office	Lincoln.....	Telegraph Office
Grand Island.....	Telegraph Office	Beatrice.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Roundhouse
Grand Island.....	Enginemen's Washroom, Passenger Station	Norfolk.....	Telegraph Office
Grand Island.....	Roundhouse	Hastings.....	Yard Office
Kearney.....	Telegraph Office	Stapleton.....	Telegraph Office
Kearney.....	Roundhouse	Gering.....	Dispatcher's Office
Lexington.....	Telegraph Office	Gering.....	Telegraph Office
North Platte.....	Dispatcher's Office	Gering.....	Roundhouse
North Platte.....	Telegraph Office	South Torrington.....	Telegraph Office

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
D. L. Gamette.....	Medical Director	Los Angeles, Cal.	F. L. Richards.....	Oculist and Aurist.	Kearney, Nebr.
A. McDermott.....	Dist. Surgeon	Omaha, Nebr.	M. B. Wilcox.....	Oculist and Aurist.	Kearney, Nebr.
G. T. Alliband.....	Oculist	Omaha, Nebr.	A. H. Shamborg.....	Surgeon	Kimball, Nebr.
C. F. Bantin.....	Surgeon	Omaha, Nebr.	E. R. Core.....	Surgeon	Kimball, Nebr.
M. W. Barry.....	Surgeon	Omaha, Nebr.	V. D. Norall.....	Surgeon	Lexington, Nebr.
J. G. Bartek.....	Surgeon	Omaha, Nebr.	J. S. Welch.....	Surgeon	Lincoln, Nebr.
J. D. Bisgard.....	Surgeon	Omaha, Nebr.	C. G. Amick.....	Surgeon	Loup City, Nebr.
E. A. Connolly.....	Surgeon	Omaha, Nebr.	F. L. Garner.....	Surgeon	Madison, Nebr.
J. C. Davis.....	Oculist and Aurist.	Omaha, Nebr.	G. B. Salter.....	Surgeon	Norfolk, Nebr.
J. C. Filkins.....	Oculist and Aurist.	Omaha, Nebr.	T. J. Kerr.....	Surgeon	North Platte, Nebr.
John R. Kleyla.....	Surgeon	Omaha, Nebr.	O. C. Kreymborg.....	Surgeon	North Platte, Nebr.
H. J. Kwapiszeski.....	Surgeon	Omaha, Nebr.	Wm. B. Niehus.....	Surgeon	North Platte, Nebr.
S. McCleneghan.....	Surgeon	Omaha, Nebr.	J. V. Carrol.....	Surgeon	North Platte, Nebr.
C. A. Wolvoord.....	Surgeon	Omaha, Nebr.	H. H. Walker.....	Oculist and Aurist.	North Platte, Nebr.
R. T. Mauer.....	Hospital Surgeon..	Omaha, Nebr.	G. F. Waltemath.....	Surgeon	North Platte, Nebr.
R. A. Moser.....	Shop Surgeon	Omaha, Nebr.	R. T. Takenaga.....	Surgeon	North Platte, Nebr.
A. V. Murphy.....	Surgeon	Omaha, Nebr.	S. K. Imes.....	Surgeon	Ogallala, Nebr.
F. C. Nelson.....	Surgeon	Omaha, Nebr.	J. L. McFee.....	Surgeon	Ogallala, Nebr.
O. C. Nickum.....	Shop Surgeon	Omaha, Nebr.	H. S. Eklund.....	Surgeon	Osceola, Nebr.
S. A. Swenson.....	Surgeon	Omaha, Nebr.	C. J. Miller.....	Surgeon	Ord, Nebr.
J. J. O'Hearn.....	Surgeon	Omaha, Nebr.	Don E. Baca.....	Surgeon	Papillion, Nebr.
J. F. Gross.....	Surgeon	Omaha, Nebr.	M. O. Arnold.....	Surgeon	St. Paul, Nebr.
R. H. Rasgorshek.....	Oculist and Aurist.	Omaha, Nebr.	F. G. Kolouch.....	Surgeon	Schuyler, Nebr.
T. T. Smith.....	Aurist	Omaha, Nebr.	H. F. Daum.....	Surgeon	Shelby, Nebr.
J. J. O'Neil.....	Aurist	Omaha, Nebr.	C. E. Wiltse.....	Surgeon	Shelton, Nebr.
W. M. Fitch.....	Surgeon	Albion, Nebr.	E. F. Carr.....	Surgeon	Stapleton, Nebr.
J. E. Dunn.....	Surgeon	Arnold, Nebr.	R. J. Fox.....	Surgeon	Spaulding, Nebr.
W. T. Wildhaber.....	Surgeon	Beatrice, Nebr.	C. L. Marsh.....	Surgeon	Valley, Nebr.
R. W. Taylor.....	Oculist and Aurist.	Beatrice, Nebr.	Ivan M. French.....	Surgeon	Wahoo, Nebr.
A. L. Schneider.....	Surgeon	Brady Island, Nebr.	Ervin King.....	Surgeon	Wood River, Nebr.
M. L. Chaloupka.....	Surgeon	Callaway, Nebr.	W. A. Bunten.....	District Surgeon..	Cheyenne, Wyo.
A. D. Brown.....	Surgeon	Central City, Nebr.	R. C. Gramlich.....	Surgeon	Cheyenne, Wyo.
E. T. Zickman.....	Surgeon	Central City, Nebr.	G. W. Koford.....	Surgeon	Cheyenne, Wyo.
R. R. Douglas.....	Surgeon	Clarks, Nebr.	R. D. Paul.....	Surgeon	Cheyenne, Wyo.
R. C. Anderson.....	Surgeon	Columbus, Nebr.	E. W. Newman.....	Oculist	Cheyenne, Wyo.
W. R. Neumarker.....	Surgeon	Columbus, Nebr.	R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.
L. G. Howard.....	Oculist and Aurist.	Council Bluffs, Ia.	G. W. Marbry.....	Oculist	Cheyenne, Wyo.
W. C. Giles.....	Oculist	Council Bluffs, Ia.	R. I. Williams.....	Aurist	Cheyenne, Wyo.
A. L. Nielson.....	Surgeon	Council Bluffs, Ia.	A. C. Colman.....	Surgeon	Chappell, Nebr.
A. M. Pederson.....	Surgeon	Council Bluffs, Ia.	R. P. Williams.....	Surgeon	Julesburg, Colo.
G. M. McArdle.....	Surgeon	Council Bluffs, Ia.	M. L. Morris.....	Surgeon	Pine Bluffs, Wyo.
R. J. Smith.....	Surgeon	Albion, Nebr.	H. E. Moore.....	Surgeon	Sutherland, Nebr.
C. H. Sheets.....	Surgeon	Cozad, Nebr.	C. B. Dorwart.....	Surgeon	Sidney, Nebr.
L. J. Ekeler.....	Surgeon	David City, Nebr.	B. H. Grimm.....	Surgeon	Sidney, Nebr.
J. B. Kile.....	Surgeon	Eddyville, Nebr.	H. A. Blackstone.....	Surgeon	Bridgeport, Nebr.
R. C. Reeder.....	Surgeon	Fremont, Nebr.	W. C. Harvey, Sr.....	Surgeon	Gering, Nebr.
J. C. Maly.....	Surgeon	Fullerton, Nebr.	W. C. Harvey, Jr.....	Surgeon	Gering, Nebr.
K. R. Dalton.....	Surgeon	Genoa, Nebr.	F. V. Vesely.....	Surgeon	Lewellen, Nebr.
Bert W. Pyle.....	Surgeon	Gothenburg, Nebr.	W. G. Seng.....	Surgeon	Oshkosh, Nebr.
L. E. Imes.....	Surgeon	Grand Island, Nebr.	C. R. Watson.....	Surgeon	South Mitchell, Nebr.
E. G. Johnson.....	Surgeon	Grand Island, Nebr.	Leo Keenan.....	Surgeon	Torrington, Wyo.
K. F. McDermott.....	Surgeon	Grand Island, Nebr.	Wm. M. Greig.....	District Surgeon	Denver, Colo.
C. H. Maggiore.....	Oculist	Grand Island, Nebr.	F. E. Palmer.....	Surgeon	Sterling, Colo.
R. D. Martin.....	Oculist	Grand Island, Nebr.	T. M. Rogers.....	Surgeon	Sterling, Colo.
J. A. Proffitt.....	Surgeon	Grand Island, Nebr.	A. F. Williams.....	Surgeon	Ft. Morgan, Colo.
J. J. Hanigan.....	Surgeon	Hallam, Nebr.	W. L. Wilkinson.....	Surgeon	La Salle, Colo.
O. A. Kostal.....	Surgeon	Hastings, Nebr.			
Bancroft and Staley	Surgeon	Kearney, Nebr.			