

UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION

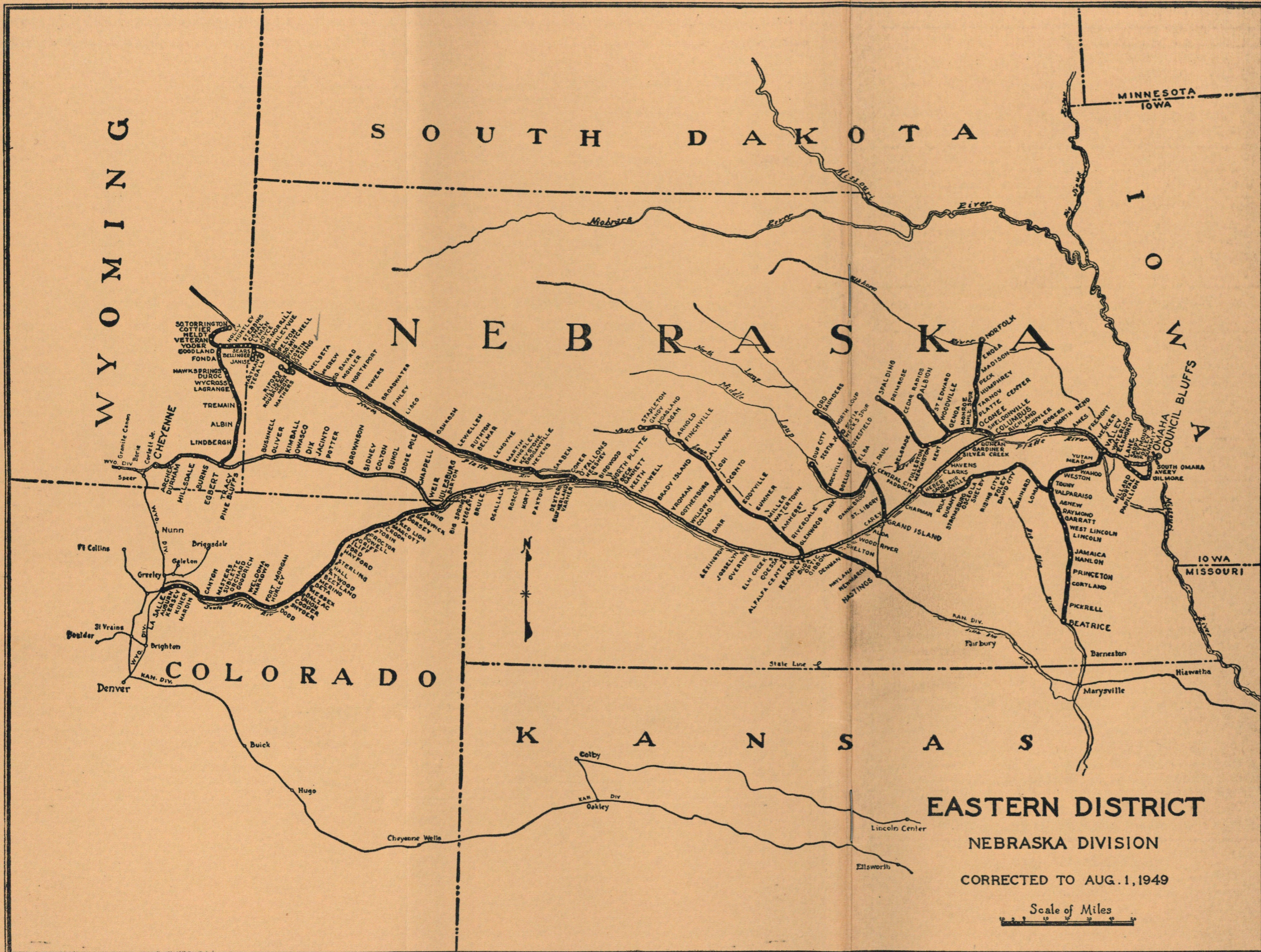
TIME-TABLE
No. 16

Effective Sunday,
September 27, 1953

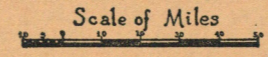
At 12:01 A. M.
 Central Time East of North Platte
 Mountain Time West of North Platte

Safety Is
No Accident

FOR EMPLOYEES ONLY



EASTERN DISTRICT
NEBRASKA DIVISION
 CORRECTED TO AUG. 1, 1949



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

														Distance from Council Bluffs	Time Table No. 16 September 27, 1953	
11	85	1	17	37	23	5	9	103	101	27	105	111	STATIONS			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		CO. BLUFFS	
						9.20								0.0	OMAHA	
9.45		9.40			10.00	9.55		3.10	2.55	1.45	1.40	12.50	2.8		GRAND ISLAND	
1.10		12.15			1.00	12.40		5.10	4.55	4.22	3.40	2.55	146.9		NORTH PLATTE	
4.10		2.30			3.40	2.55		6.55	6.40	6.35	5.25	4.50		C.T. M.T.	JULESBURG	
3.45	3.35	1.40			2.50	2.05		6.00	5.45	6.05	4.30	3.55	284.1		SIDNEY	
		5.15										5.10	365.3		KANSAS CITY	
					11.59			9.30							DENVER	
												8.30	562.5		CHEYENNE	
													509.5		LARAMIE	
													575.5		RAWLINS	
													692.3		GREEN RIVER	
													826.5		GRANGER	
													856.7		OGDEN	
													1002.0		(1002.0)	

(21.05) (5.40) (20.05) (10.25) (31.36) (22.00) (21.05) (24.05) (16.05) (16.10) (20.45) (13.25) (8.40) Thru Time From Omaha
 42.0 49.1 49.8 39.4 38.1 45.5 47.5 50.9 62.1 61.8 48.2 63.6 69.2 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. McSPADEN, Asst. Superintendent Gering, Nebr.
L. O. POPE, Terminal Superintendent Omaha, Nebr.
B. C. MURPHY, Trainmaster Omaha, Nebr.
A. A. HAUSENER, Terminal Superintendent Co. Bluffs, Iowa
G. J. THOMPSON, Safety Representative Omaha, Nebr.
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. LOOMIS, 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, OMAHA TO GRAND ISLAND, AND BRANCHES
C. A. LAUGHLIN, Chief Train Dispatcher Omaha, Nebr.
L. M. HEREK, Asst. Chief Train Dispatcher Omaha, Nebr.
S.W.FLETCHER, Asst. Chief Train Dispatcher 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. 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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

														Mile Post	Time Table No. 16 September 27, 1953	
112	12	10	28	2	104	102	106	38	18	24	6	86	STATIONS			
Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger				
															CO. BLUFFS	
														0.0	OMAHA	
														2.8	GRAND ISLAND	
														146.9	NORTH PLATTE	
														284.1	JULESBURG	
														365.3	SIDNEY	
														407.5	KANSAS CITY	
														562.5	DENVER	
														509.5	CHEYENNE	
														566.0	LARAMIE	
														682.8	RAWLINS	
														817.0	GREEN RIVER	
														847.2	GRANGER	
														992.6	OGDEN	
															(992.6)	

Thru Time 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) (5.15)
 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 53.0

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Fremont	East of Council Bluffs arriving on this train	Salt Lake City or beyond.	2	Kimball		Sleeping car passengers Omaha or beyond.
11	Kearney		Colorado Points west of Julesburg.	2	Kearney		C. & N. W. points east of Council Bluffs.
23	Any Station 1st Subdivision	Omaha or beyond.	North of Granger or Ogden or beyond.	12	Fremont		
23	Any Station 2nd Subdivision	Sleeping car passengers.	West of Ogden.	24	Any Station 1st Subdivision	Colorado Points. Cheyenne or beyond.	
27	Fremont	East of Council Bluffs arriving Omaha on this train.		24	Any Station 2nd Subdivision		Omaha or beyond.
27	Columbus	Points east of Council Bluffs.		28	Kearney		C. & N. W. points east of Council Bluffs.
27	Ogallala	Sleeping car passengers from Omaha or points east.		28	Columbus		Points east of Council Bluffs where scheduled to stop.
27	Kimball	Sleeping car passengers Omaha or points east.		86	Fremont		
85	Any Station 2nd Subdivision		Colorado Points west of Julesburg.	86	Ogallala		
101	Fremont		Sacramento or beyond.	102	Any Station 3rd Subdivision	Denver or beyond	Points east of Julesburg. Sleeping car passengers Omaha or beyond.
103	Kearney		East Los Angeles or beyond.	104	Any Station		
105	Fremont		Pendleton or beyond.	106	Kearney		
111	Columbus		Denver or beyond.	112	Columbus		
	Kearney				Fremont		
	Fremont				Fremont		

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Sidings, etc. and freight times for stations 71, 73, 75, 237, 239, 233.

Time-Table No. 16

September 27, 1953

STATIONS

Main schedule table for Westward First Subdivision, Second Class, listing train numbers, times, and distances from Council Bluffs.

Station list for Council Bluffs, including R Council Bluffs YL, DN-R Omaha YL US, DN Summit YL SU, etc.

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 and freight times for stations 11, 1, 23, 5, 103, 101, 27, 105, 111.

Time-Table No. 16

September 27, 1953

STATIONS

Main schedule table for Westward First Subdivision, First Class, listing train numbers, times, and distances from Council Bluffs.

Station list for Council Bluffs, including R Council Bluffs YL, DN-R Omaha YL US, DN Summit YL SU, etc.

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 SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, 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	

Time-Table No. 16
September 27, 1953

STATIONS

XWCZYOP				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
XWCZYOP				8.00AM	A10.00AM		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			396.3
CS 125 P				f 9.55			401.0
XWCOYP				8.30AM	A10.05AM		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				3.35PM	f 11.55AM		477.5
WS 62 XP				f 3.45	f 12.15PM		483.2
CS 96 WP				f 3.55	f 12.40		489.7
WS 62 XP				f 4.05	12.54		495.9
WS 117 XP ES 125				f 4.15	f 1.07		501.2
XWCZYOP				A 4.30PM	A 1.30PM		509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE YL NO	5.1
DN WEST NORTH PLATTE YL WN	1.3
BIRDWOOD	6.4
D HERSHEY OF	3.8
DN O'FALONS FA	1.1
VARNER	1.6
D SUTHERLAND SU	4.5
DEXTER	7.6
D PAXTON PN	6.2
KORTY	6.0
D ROSCOE RO	7.1
DN OGALLALA YL GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
BARTON	6.0
DN JULESBURG YL JB	5.3
WEIR	9.7
D CHAPPELL OQ	9.4
D LODGE POLE GP	6.6
D SUNOL UN	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
DN POTTER PR	4.4
JACINTO	4.6
D DIX DX	4.5
OWASCO	4.6
DN KIMBALL KB	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
DN PINE BLUFFS YL UF	5.3
TRACY	5.5
D EGBERT GX	5.7
D BURNS UX	6.5
HILLSDALE	6.2
DURHAM	5.3
AROHAR	8.3
DN-R CHEYENNE YL OY	(225.4)

Double Track

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

23	5	27	103	101	105	111	11	85	1	Distance from Council Bluffs
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	

Time-Table No. 16
September 27, 1953

STATIONS

2.50PM	2.05PM	6.05AM	6.00AM	5.45AM	4.30AM	3.55AM	3.45	3.35AM	1.40AM	284.1
2.59	2.12	6.14	6.07	5.52	4.37	4.02	3.54	3.44	1.49	289.2
3.05	2.18	6.20	6.12	5.57	4.42	4.07	4.00	3.50	1.55	296.9
3.08	2.21	6.24	6.15	6.00	4.45	4.10	4.03	3.53	1.59	300.7
3.10	2.23	6.26	6.17	6.02	4.47	4.12	f 4.05	3.55	2.01	308.4
3.14	2.27	6.30	6.20	6.05	4.50	4.16	4.09	3.59	2.05	307.9
3.21	2.34	6.38	6.26	6.11	4.56	4.22	f 4.16	4.05	2.13	315.5
3.27	2.40	6.44	6.31	6.16	5.01	4.27	4.22	4.10	2.19	321.7
3.33	2.46	6.50	6.36	6.21	5.06	4.32	f 4.27	4.16	2.25	327.7
s 3.42	2.53	6.57	6.42	6.27	5.12	4.38 11	s 4.38 11	s 4.25	2.32	334.8
3.51	3.02	7.06	6.49	6.34	5.19	4.45	f 4.50	4.35	2.41	343.9
4.01	3.10	7.16	6.57	6.42	5.27	4.53	f 5.02	4.45	2.51	358.9
4.06	3.15	7.21	7.01	6.46	5.31	4.57	5.08	4.50	2.56	359.3
f 4.14	3.21	7.27	7.06	6.51	5.36	Af 5.10AM	s 5.23	A 5.00AM	3.02	365.3
4.20	3.27	7.33	7.10	6.55	5.40		5.28		3.08	370.6
4.30	3.36	7.43	7.18	7.03	5.48		f 5.37		3.18	380.3
4.39	3.45	7.52	7.25	7.10	5.55		f 5.45		3.27	389.7
4.45	3.51	7.58	7.30	7.15	6.00		f 5.50		3.33	396.3
4.50	3.55	8.03	7.34	7.19	6.04 11		6.04 105		3.38	401.0
5.00	4.02	8.15	7.42	7.27	6.12		6.15		3.50	407.5
5.10	4.12	8.25	7.43	7.28	6.13		6.25		4.00	415.5
5.20	4.22	8.35	7.52	7.37	6.22		6.35		4.10	426.4
5.32	4.33	8.46	8.01	7.46	6.31		f 6.48		4.21	430.8
5.41	4.42	8.55	8.08	7.53	6.38		f 6.58		4.30	435.4
f 5.52	4.51	9.05	8.16	8.01	6.46		s 7.10		4.40	444.5
6.05	5.02	9.17	8.26	8.11	6.56		f 7.23		4.52	451.1
6.17	5.12	9.29	8.36	8.21	7.06		f 7.35		5.04	456.6
6.30	5.23	9.43	8.46	8.31	7.16		f 7.50		5.18	472.0
6.38	5.29	9.50	8.52	8.37	7.22		f 7.58		5.25	477.5
6.46	5.36	9.58	8.59	8.44	7.29		f 8.07		5.33	483.2
6.54	5.42	10.05	9.06	8.51	7.36		8.14		5.40	489.7
7.01	5.48	10.13	9.14	8.59	7.44		8.23		5.48	495.9
A 7.20PM	A 6.05PM	A 10.30AM	A 9.25AM	A 9.10AM	A 7.55AM		A 8.40AM		A 6.05AM	501.2
										509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE YL NO	5.1
DN WEST NORTH PLATTE YL WN	1.3
BIRDWOOD	6.4
D HERSHEY OF	3.8
DN O'FALONS FA	1.1
VARNER	1.6
D SUTHERLAND SU	4.5
DEXTER	7.6
D PAXTON PN	6.2
KORTY	6.0
D ROSCOE RO	7.1
DN OGALLALA YL GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
BARTON	6.0
DN JULESBURG YL JB	5.3
WEIR	9.7
D CHAPPELL OQ	9.4
D LODGE POLE GP	6.6
D SUNOL UN	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
DN POTTER PR	4.4
JACINTO	4.6
D DIX DX	4.5
OWASCO	4.6
DN KIMBALL KB	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
DN PINE BLUFFS YL UF	5.3
TRACY	5.5
D EGBERT GX	5.7
D BURNS UX	6.5
HILLSDALE	6.2
DURHAM	5.3
AROHAR	8.3
DN-R CHEYENNE YL OY	(225.4)

Double Track

(4.30) (4.00) (4.25) (3.25) (3.25) (3.25) (1.15) (4.55) (1.25) (4.25) Thru Time
50.1 55.4 51.0 66.0 66.0 66.0 64.9 45.8 57.3 51.0 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. 16
September 27, 1953

STATIONS

Mile Post	FIRST CLASS									
	6 Mail and Express	24 Passenger	112 Streamliner Passenger	28 Passenger	2 Passenger	12 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	86 Passenger
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	A11.15PM
289.2	11.33	12.17	7.23	9.03	9.52	10.42	9.24	9.34	9.44	11.03
290.5										
296.9	11.27	12.09	7.17	8.57	9.46	10.34	9.18	9.28	9.38	10.56
300.7	11.24	12.05	7.14	8.54	9.43	10.30	9.15	9.25	9.35	10.53
301.8										
303.4	11.22	f12.02PM	7.12	8.52	9.41	f10.27	9.13	9.23	9.33	10.51
307.9	11.18	11.57AM	7.09	8.49	9.38	10.22	9.10	9.20	9.30	10.47
315.5	11.11	f11.50	7.03	8.43	9.32	f10.15	9.04	9.14	9.24	10.41
321.7	11.06	11.44	6.59	8.38	9.27	10.09	8.59	9.09	9.19	10.35
327.7	11.00	11.38	6.55	8.32	9.21	f10.03	8.55	9.05	9.15	10.29
334.8	10.53	s11.31	6.50	8.26	9.15	s 9.56	8.50	9.00	9.10	10.23
343.9	10.44	f11.21	6.43	8.18	9.07	f 9.46	8.42	8.52	9.02	10.14
349.1										
353.9	10.36	f11.11	6.36	8.10	8.59	f 9.36	8.35	8.45	8.55	10.06
359.3	10.31	11.05	6.32	8.06	8.55	9.30	8.31	8.41	8.51	10.01
365.3	10.25	f11.00	s 6.27PM	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	
415.5	9.35	10.10		7.12	7.45 ¹⁰⁴	8.35	7.51 ²	8.01 ²	8.11 ²	
426.4	9.24	9.59		7.01	7.37	8.25	7.43	7.53	8.03	
430.8	9.14	9.49		6.52	7.29	f 8.15	7.34	7.44	7.54	
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		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. 16
September 27, 1953

STATIONS

Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), page 25.
	242 Local Freight	354 Mixed	246 Local Freight	244 Local Freight	98 Local Freight	94 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 ES138 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 1.40PM	11.00AM			XWCOYP
415.5			f 1.05				CS 94 YP
426.4			s12.40				WS 121 XWP ES 70
430.8							8 PX
435.4			s12.09PM				CS 125 P
439.9							27 PX
444.5			s11.45AM				CS 133 XWP
451.1							12
456.6			s11.05				CS 125 WP
466.7			s10.40				CS125 XWCYP
472.0							10
477.5		A 8.50AM	f 9.45				CS 94 XWYP
483.2		s 8.40	s 9.30				WS 82 XP
489.7		s 8.31	f 9.20				CS 96 WP
495.9		f 8.23	f 9.09				WS 82 XP
501.2		f 8.15	f 9.00				WS 117 XP ES 125
509.5		8.05AM	8.45AM				XWCZTYOP
	Daily Except Monday	Daily	Mon. Wed. Fri.	Daily Except Sunday	Daily	Daily	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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				Distance from Julesburg	Time-Table No. 16	
SECOND CLASS		FIRST CLASS					September 27, 1953	
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		71	85	111	301		STATIONS	
		C. B. & Q. Freight	Passenger	Streamliner Passenger	C. B. & Q. Passenger			
		Daily	Daily	Daily	Daily			
80	WCYIP		5.15AM	f 5.10AM		0.0	DN JULESBURG YL JB	
75	ZP		f 5.25	5.18		7.1	D OVID VI	
73	WP		f 5.32	5.24		14.6	D SEDGWICK ZD	
29						19.0	DORSEY	
95	P		f 5.40	5.31		23.1	RED LION	
29	P					25.8	MARCOTT	
95	WP		f 5.47	5.36		30.1	DN OROOK OK	
22						34.2	TOBIN	
72	P		f 5.55	5.43		38.8	PROCTOR	
12	P					41.1	POWELL	
22						42.2	GRIFF	
94	P		f 6.01	5.48		45.6	D ILLIFF F	
16						50.1	FORD	
77	P		6.08	5.54		53.5	HAYFORD	
	IP					57.2	O. B. & Q. CROSSING	
169	IWCTZP		1.00PM	6.15 6.25	6.00 6.05	2.50AM	57.5	DN-R STERLING YL ST
						61.7	HALL	
72	P		1.14	f 6.33	6.13	f 2.58	64.1	D ATWOOD OD
23						66.8	BETLAND	
74	P		1.27	f 6.39	6.19	f 3.06	70.2	D MERINO MI
10						72.1	BETA	
143	P		1.36	f 6.45	6.24	3.14	76.0	MESSEX
41						78.4	BALZAO	
52	P		A 2.00PM	f 6.50	6.29	A 3.25AM	81.0	DN UNION UN
24						82.8	COOPER	
94	WP			f 6.55	6.34		87.0	D SNYDER SN
53	P			7.02	6.40		93.8	DODD
21						96.9	HURLEY	
100	WCP			f 7.07	6.44		98.6	DN FT. MORGAN FX
35	P			7.14	6.50		106.0	NARROWS
79	P			f 7.17	6.52		109.0	D WELDONA DN
22	P			f 7.22	6.57		114.2	GOODRICH
78	P			f 7.25	7.00		117.7	ORCHARD
14	P					121.4	SUBLETTE	
53	P			f 7.32	7.06		124.8	MASTERS
50	P			7.37	7.11		130.2	CANTON
121	WP			f 7.42	7.16		135.4	HARDIN
16	P					139.1	KUNEE	
78	P			f 7.49	7.22		143.1	D KERSEY KR
27						147.2	AUBURN	
56	WCTYP		A 7.58AM	A 7.30AM		151.1	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				Distance from Julesburg	Time-Table No. 16	
FIRST CLASS		SECOND CLASS					September 27, 1953	
Mile Post	STATIONS	112	86	302	250		72	
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight		
		Daily	Daily	Daily	Daily	Daily		
0.0	DN JULESBURG YL JB	6.27PM	9.50PM					
7.1	D OVID VI	6.18	9.38					
14.6	D SEDGWICK ZD	6.12	9.29					
19.0	DORSEY							
23.1	RED LION	6.05	9.20					
25.8	MARCOTT							
30.1	DN OROOK OK	6.00	9.13					
34.2	TOBIN							
38.8	PROCTOR	5.53	9.03					
41.1	POWELL							
42.2	GRIFF							
45.6	D ILLIFF F	5.48	8.56					
50.1	FORD							
53.5	HAYFORD	5.41	8.47					
57.2	O. B. & Q. CROSSING							
57.5	DN-R STERLING YL ST	5.37 5.35	8.42 8.33	A 11.45PM	A 10.15PM	A 11.59PM		
61.7	HALL							
64.1	D ATWOOD OD	5.28	8.25	f 11.28	9.55	11.43		
66.8	BETLAND							
70.2	D MERINO MI	5.23	8.19	f 11.21	9.46	11.33		
72.1	BETA							
76.0	MESSEX	5.19	8.13	f 11.15	9.38	11.21		
78.4	BALZAO							
81.0	DN UNION UN	5.15	8.08	f 11.07PM	9.31	11.09PM		
82.8	COOPER							
87.0	D SNYDER SN	5.10	8.02		9.24			
93.8	DODD	5.05	7.55		9.15			
96.9	HURLEY							
98.6	DN FT. MORGAN FX	5.01	7.49		9.08			
106.0	NARROWS	4.55	7.42		8.57			
109.0	D WELDONA DN	4.53	7.39		8.52			
114.2	GOODRICH	4.49	7.34		8.45			
117.7	ORCHARD	4.46	7.31		8.40			
121.4	SUBLETTE							
124.8	MASTERS	4.40	7.24		8.30			
130.2	CANTON	4.36	7.19		8.18			
135.4	HARDIN	4.32	7.14		8.10			
139.1	KUNEE							
143.1	D KERSEY KR	4.25	7.06		7.55			
147.2	AUBURN							
151.1	DN-R LASALLE YL SA	4.18PM	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				Distance from Valley	Time-Table No. 16 September 27, 1953				Mile Post	SECOND CLASS			
		71 Freight Daily	73 Freight Daily		STATIONS					74 Freight	72 Freight		
WCYP			10.25PM	0.0	DN-R	VALLEY	YL	V	0.0	A	5.40AM	A	11.15PM
AI				5.8		O. B. & Q. CROSSING			5.8				
28	P		10.40	6.3	D	YUTAN		YN	6.3		5.27		11.05
106	YP		10.50 ⁷²	11.6	D	MEAD		AD	11.6		5.17		10.50 ⁷¹
64	WP		11.10	18.9	D	WAHOO		W	18.9		5.03		10.25
				19.6		C. & N. W. and O. B. & Q. CROSSINGS			19.6				
78	P		11.25	26.3	D	WESTON		WN	26.3		4.48		10.10
20	P		11.35PM	33.2		TOUHY			33.2		4.35		9.55
96	WCYP		12.01AM	37.3	DN	VALPARAISO	YL	VO	37.3		4.25		9.40
28				41.8		AGNEW			41.8				
33	P		12.18	46.5	D	RAYMOND		RM	46.5		3.59		9.15
101	P		12.30	52.7		GARRATT			52.7		3.48		9.05
4				55.3		WEST LINCOLN			55.3				
	I			56.5		O. B. & Q. CROSSING			56.5				
24	WTZP		12.55	57.1	DN	LINCOLN	YL	SN	57.1		3.40		8.50
	I			57.4		O. B. & Q. CROSSING			57.4				
	I			59.0		O. B. & Q. CROSSING			59.0				
180	P		1.18	65.4		JAMAICA			65.4		3.18		8.05
				68.2		HANLON			68.2				
21	P		1.33	74.7		PRINCETON			74.7		3.03		7.49
73	WP		1.43	79.5	D	CORTLAND		RD	79.5		2.56		7.41
84	P		1.58	88.9	D	PICKRELL		IK	88.9		2.43		7.25
	CWTZP		A 2.15AM	96.8	DN-R	BEATRICE	YL	BX	96.8		2.30AM		7.00PM
				(96.8)							Daily		Daily
			(3.50) 25.2	(2.55) 33.2		..... Thru Time.....			(3.10) 30.5		(4.15) 22.8		
			.....Average speed per hour.....										

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. 16 September 27, 1953				Mile Post	SECOND CLASS			
		233 Local Freight Monday Wed., Fri.			STATIONS								
XIP			6.00AM	5.2	DN	SUMMIT	YL	SU	5.2				
XWP			6.10	6.4		SOUTH OMAHA			6.4				
XIP			f 6.20	11.9	R	GILMORE	YL		11.9				
72	P		f 6.35	16.8	D	PAPILLION		PO	16.8				
AIP				19.2		MO. PAC. CROSSING			19.2				
P			f 6.55	22.5	D	MILLARD		MD	22.5				
XP			A 7.05AM	26.1		LANE			26.1				
				20.9									
			(1.05) 18.9			..... 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.
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. 16 September 27, 1953				Mile Post	SECOND CLASS			
		75 Local Freight Tuesday Thursday Saturday			STATIONS					76 Local Freight			
WCYP			5.00AM	0.0	DN-R	VALPARAISO	YL	VO	0.0	A	11.35AM		
16			f 5.20	7.4		LOMA			7.4		f 11.02		
28			s 5.40	13.5	D	BRAINARD		BD	13.5		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		S	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	68.3	D	HORDVILLE		HV	68.3		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-R	CENTRAL CITY	YL	OI	75.9		7.05AM		
						(75.9)					Monday Wednesday Friday		
			(4.20) 17.5			..... Thru Time.....			(4.30) 16.8				
			.....Average speed per hour.....										

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. 16 September 27, 1953				Mile Post	SECOND CLASS			
		79 Mixed Daily Except Sunday			STATIONS					80 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		CD	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		
						(44.3)					Daily Except Sunday		
			(2.08) 20.8			..... Thru Time.....			(1.35) 28.0				
			.....Average speed per hour.....										

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. 16				SECOND CLASS				
				September 27, 1953								
				STATIONS								
79	81	321	Distance from Columbus	82	80	312	Mile Post	82	80	312		
Mixed	Mixed	Mixed		Mixed	Mixed	Mixed		Mixed				
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		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	A11.00PM		
20	11.50AM	7.30	1.50	4.2		SHELDONVILLE	4.2	1.10	5.08	f10.47		
8 YP	A12.02PM	A 7.45AM	f 2.00	9.4	R	OCONEE YL	9.4	1.02PM	5.00PM	f10.35		
29			f 2.30	14.7	D	PLATTE CENTER PO	14.7			s10.20		
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					
				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..... Average speed per hour.....				(0.23) 24.5	(0.15) 37.6	(3.00) 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. 16				SECOND CLASS			
				September 27, 1953							
				STATIONS							
79	81	Distance from Oconee	Mile Post	82	80	Mile Post	82	80			
Mixed	Mixed			Mixed	Mixed						
Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday		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	s12.50	s 4.50			
40 WYP	A12.29PM	s 8.30	11.8	D-R	GENOA YL G	11.8	s12.29PM	4.35PM			
9			18.0		WOODVILLE	18.0					
56		s 9.15	22.3	D	ST. EDWARD ST	22.3	s11.55				
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..... Average speed per hour.....				(1.32) 22.0	(0.25) 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. 16				SECOND CLASS			
				September 27, 1953							
				STATIONS							
283	83	Distance from Grand Island	Mile Post	84	284	Mile Post	84	284			
Mixed	Mixed			Mixed	Mixed						
Mon., Wed., Fri.	Tues., Thurs., Sat.			Mon., Wed., Fri.	Tues., Thurs., Sat.		Mon., Wed., Fri.	Tues., Thurs., Sat.			
WYPOCZ	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	s10.30	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		s10.20	30.7	D	ELBA EB	30.7	s 3.48				
25		s10.35	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		s11.00	45.7	D	SCOTIA SK	45.7	s 3.14				
W		11.15	44.5		SCOTIA JUNCTION	44.5	3.07				
31		s11.35AM	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		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..... Average speed per hour.....				(2.45) 22.2	(0.55) 23.9			

WESTWARD				LOUP CITY BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 16				SECOND CLASS			
				September 27, 1953							
				STATIONS							
283	Distance from St. Paul	Mile Post	284	Mile Post	284	Mile Post	284	Mile Post			
Mixed			Mixed								
Monday Wednesday Friday											
WY			11.15AM	0.0	D-R	ST. PAUL YL SP	0.0	A 4.05PM			
19			s11.40AM	8.3	D	DANNEBROG DB	8.3	s 3.50			
11 W			s12.05PM	18.6	D	BOELUS HW	18.6	s 3.20			
31			f12.25	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..... Average speed per hour.....				(1.35) 24.6				

WESTWARD				HASTINGS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 16				SECOND CLASS			
				September 27, 1953							
				STATIONS							
WYPCZ	Distance from Hastings	Mile Post	WYPCZ	Mile Post	WYPCZ	Mile Post	WYPCZ	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 WYPCZ			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 Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 16 September 27, 1953		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	STATIONS							
	WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 11.59AM	A 9.20PM	
		f 9.12	f 3.50	f 5.10	5.5		5.5 GLENWOOD PARK	5.5	f 11.43	f 8.32	
12		s 9.19	s 3.57	s 5.17	10.1		4.6 RIVERDALE	10.1	s 11.35	s 8.22	
19	P	s 9.30	s 4.08	s 5.28	16.8	D	6.7 AMHERST HR	16.8	s 11.23	s 8.00	
27	P	f 9.52	f 4.18	f 5.38	22.7		5.9 WATERTOWN	22.7	f 11.12	f 7.41	
32	P	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	P	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	P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	7.9 EDDYVILLE VD	40.4	s 10.40 ⁹⁵	s 6.59	
40		s 11.13	s 5.15	s 6.30	52.1	D	11.7 OONTO 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	WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	6.4 CALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹	
9		f 12.55	f 6.05	f 7.12	75.8		10.3 FINOHVILLE	75.8	f 9.31	f 5.00	
38	WP	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	P	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	P	f 2.30	s 6.43	s 7.49	99.2		4.6 GANDY	99.2	s 8.50	f 4.08	
22	PWYC	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) (3.10) (3.00)Thru Time..... (3.14) (5.20)
17.3 32.3 34.1Average speed per hour..... 31.7 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 Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from O'Fallon.	Time-Table No. 16 September 27, 1953		Mile Post	SECOND CLASS		
	97	93	98	94							
	Local Freight	Mixed	Local Freight	Mixed							
	Daily	Daily	STATIONS								
	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 OOKER	2.8	f 3.58	f 6.13		
41	P	f 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	WP	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	P	f 8.50	f 6.21	34.9	D	4.2 MARTIN SA	34.9	f 2.30	f 5.24		
42	P	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	WCYP	s 10.00	s 7.02	59.3	D	7.6 LEWELLEN YL W	59.3	s 1.40	s 4.44		
41	P	s 10.50	s 7.21	70.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.21		
40	WP	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 ⁹⁸ AM	f 7.56	95.4		9.0 FINLEY	95.4	f 11.53 ⁹⁷ 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	WCTP	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	P	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	P	f 1.35	s 9.09	137.9	D	5.8 MELBETA MB	137.9	f 10.13	s 2.19		
70	WCYZP	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) (4.00)Thru Time..... (6.19) (4.25)
34.3 36.5Average speed per hour..... 23.1 33.0

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 16 September 27, 1953		Mile Post	SECOND CLASS		
	97	93	98	94							
	Local Freight	Mixed	Local Freight	Mixed							
	Daily	Daily	STATIONS								
				0.0	DN-R	GERING YL G	0.0				
17				5.4		5.4 MATHERS YL	5.4				
27				6.0		0.6 MOON YL	6.0				
				7.0		1.0 ROUBADEAU YL	7.0				
18				8.4		1.4 HILLIKER YL	8.4				
18				9.8		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), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 16 September 27, 1953				Mile Post	SECOND CLASS					
	353	93	59		354	60	94								
	Mixed	Mixed	Mixed		Mixed	Mixed	Mixed								
			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		COSTIN			150.5		f10.17	f 1.34		
30		s	9.49	f 6.15	152.3	D	HAIG		HA	152.3		f10.14	s 1.30		
24		s	9.55	f 6.25	155.8	D	SOUTH MITCHELL		MI	155.8		f10.10	s 1.21		
32		f	9.58	f 6.30	157.1		PELTOM			157.1		f10.05	f 1.14		
42		f	10.02 ⁶⁰	f 6.35	159.5		BAILEYVUE			159.5		f10.02 ⁹³	f 1.10		
30	P	s	10.06	f 6.45	162.1	D	SOUTH MORRILL		MO	162.1		f 9.51	s 1.06		
18		f	10.09	f 6.50	164.2		JOYCE			164.2		f 9.47	f 1.01		
51	WYP	s	10.15	s 9.45 ⁶⁰	167.9	DN	LYMAN		YL MU	167.9		s 9.40 ⁵⁹	s 12.56		
21		f	10.19	f 9.50	170.1		CANAL			170.1		f 9.20	f 12.49		
14		f	10.23	f 9.57	172.8		STEBBINS			172.8		f 9.15	f 12.44		
51	P	s	10.25	f 10.07	173.7	D	HUNTLEY		HU	173.7		f 9.13	s 12.41		
35		f	10.30	f 10.17	177.0		HOLLY			177.0		f 9.06	f 12.33		
51	WCYP		12.45PM	10.40 ⁵⁹ 10.45	181.6	D-R	YODER		YL DR	181.6	A11.45AM	9.00 8.46	12.25 12.15 ⁵⁹		
51	P	s	10.55	s 12.35	188.1	D	VETERAN		VN	69.2		s 8.33	s 12.03PM		
8		f	11.00	f 12.40	191.5		HELDT			72.6		f 8.26	f 11.57AM		
16		f	11.07	f 12.50	196.1		COTTIER			77.2		f 8.19	f 11.50		
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON		YL RI	81.7		8.10AM	11.45AM		
14		f	12.55		185.3		GOODLAND			59.0		f 11.32			
26		f	1.01		187.6		FONDA			56.7		f 11.27			
51	W	s	1.10		192.4	D	HAWK SPRINGS		HK	51.9		s 11.15			
31		f	1.18		194.7		DUROC			49.6		f 11.01			
19		f	1.30		200.8		WYROSS			43.5		f 10.50			
51	WY	s	1.45		203.8	D	LA GRANGE		GA	40.5		s 10.45			
19		f	1.57		210.7		TREMAIN			33.6		f 10.20			
51	WF	s	2.35		222.5	D	ALBIN		AB	21.8		s 9.55			
51		f	2.55		229.7		LINDBERGH			14.6		f 9.35			
	W	A	3.25PM		244.3	DN-R	EGBERT		YL GX	0.0		9.10AM			
				(98.4)				Daily				Daily			
				(2.40)				(2.35)				(2.05)			
				23.5				24.3				26.3			
				(1.35)				(2.20)				(2.05)			
				34.5				23.4				26.3			
				(7.00)											
				7.8											
			Thru Time.....											
			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. 16 September 27, 1953				Mile Post	STATIONS				
		DN	LYMAN	MU	YL						
		18	2.8		SEARS			YL	2.8		
6	3.3		SIDING NO. 1		YL	3.3					
17	4.6		HARTMAN		YL	4.6					
22	6.4		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. 16 September 27, 1953				Mile Post	STATIONS				
		SEARS	YL	YL	YL						
		5	1.2		BELLINGER			YL	1.2		
17	2.8		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 "Psgr." —Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." —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 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	When more than 50% of the tonnage is gravel.				40
Inspection bus cars.			40	40	Trains handling wrecking derricks: Derricks with 6-wheel trucks.				40
When caboose is handled in train consisting of passenger train equipment			50		Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				35
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.				30
When yard limits not protected by continuous block signal system.	50	40	40	25	On curves.				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	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 No. 14 turn-outs.	25	20	20	20
Diesel-electric yard switch locomotives in road service.		35	35	35	When using other cross-overs or turn-outs: 9000 class engines: Forward movement				10
7000 and 7800 class engines.			75	50	Back-up movement				6
3800 and 3900 class engines.			60	50	800 class engines: Back-up movement				5
5000 and 9000 class engines.			50	50	All other classes of engines: Forward movement	15	15	15	15
4000 class engines.			45	45	Back-up movement	10	10	10	10
MacArthur type engines with 63-inch drivers.			55	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.	20	20	20	20
MacArthur type engines with 57-inch drivers.			35	35	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
Mallet, Consolidation and Ten Wheeler type engines.			35	35	On wye tracks.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	Jordan spreaders and other machines of spreader type, when in operation.				15
Steam engines running backward.			20	20	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 020, 021, 022 and 023.				25
Light engines.				45					

OLD MAIN LINE

Location		Miles Per Hour				Location		Miles Per Hour							
		Str.	De-Psgr.	Psgr.	Fr.			Str.	De-Psgr.	Psgr.	Fr.				
Between Gilmore and Lane.			50	35											
FIRST SUBDIVISION															
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	Grand Island, 2200 class engines on scale track and east yard run-around track.					5				
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.		60	40	40	25	Buda, all airfield trackage.					10				
Central City, within city limits.		60	50	50	50	Lexington, between second street crossing east and first street crossing west of passenger depot.		60	40	40	25				
Central City, 2200 class engines on east leg of wye.					5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.					10				
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.		20	20	20	20	Lexington, 2200 class engines on third and fourth tracks north, east of depot.					5				
Grand Island, freight trains entering and moving through yard tracks.					5	Cozad, on Armour & Co. spur tracks.					5				
						Gothenburg wye.					5				
ON WESTWARD TRACK				ON EASTWARD TRACK											
Between Mile Posts— 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— Korty 323.5 and 324.4				70	60	60	50	Between Mile Posts— 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	LaSalle Between M. P. 149.6 and 150.7 Between M. P. 150.7 and 150.9 Between M. P. 150.9 and 151.1	50	50	40	25
With C. B. & Q. 5200 and 5500 class engines.			45	45		30	30	30	25
Freight engines not otherwise shown.			50			50	50	40	25
Light engines.			45	45	Sterling, 3900 class engines on coal chute track.				5
						Over Bridge 59.24 trains handling C.B. & Q. wrecking derrick.			

BRANCHES

Beatrice Branch Maximum speed.	50	45	Mead Between U. P. yard and Nebr. Ordinance classification yard.		8	
	35	35		Wahoo, city track.		6
5000, 9000 class and MacArthur type engines on curves.			19.1 and 19.5	35	35	
Between Mile Posts— Valley 0.1 and 0.3	15	15	19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25	
3.8 and 4.0	35	35		Weston 30.2 and 30.5	35	35
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25	30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.	25	25	
Yutan 6.4 and 7.7	35	35		31.6 and 31.9	35	35
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25		31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.	25	25

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Touhy 36.0 and 37.4	25	25	Ord Branch Maximum speed: Between Grand Island and St. Libory.		25
Garratt 56.3 and 57.5	15	15	Carey, all airfield trackage.		10
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Libory and Ord.		30
Pickrell 96.5 and 97.3	15	15	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	Loup City Branch.		30
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Trains handling outfit cars.		20
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Hastings Branch Maximum speed.	70	50
Between Brainard and Hordville.	40	30	Over Bridge 21.35.	30	30
Between Hordville and Central City.	35	25	Gibbon, west of east wye switch.		15
Trains handling outfit cars.		20	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Trains with 400 class engines.	40 40 25	30 40 25
2800 class engines.	30	30	Between Callaway and Stapleton: Steam trains. Motor trains Trains with 400 class engines.	45 45 30	35 45 30
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.	5	5	Trains handling outfit cars.		20
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	North Platte Branch Maximum speed.		45
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	5000, 7000 and 9000 class engines.		35
Between Oconee and M.P. 16.		25	Over Bridge 18.30.		35
Between M.P. 16 and Norfolk.		30	Oshkosh, over First Street Crossing.		15
Trains handling outfit cars.		20	North Platte Cut-off Maximum speed.		45
Columbus, over wye switches.		15	5000, 7000 and 9000 class engines.		35
On curve at M.P. 175.		25	On curves between Yoder and So. Torrington.		35
Albion Branch Maximum speed:		30	On curves between M.P. 25.42 and M.P. 31.25.		30
Trains handling outfit cars.		20	Through tunnel between Albin and Tremain.		20
Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30	Lyman Branch.		20
Between M.P. 11 and Spalding.		25	Gering Branch.		20
Trains handling outfit cars.		20	Sears Branch.		20
Over Bridge 12.96.		25			

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	Josselyn.....	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 6(A))

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive
- 6(A). The following letters placed in column with station name in time-table indicate:
 D —day operator
 N —night operator
 DN—day and night operator
 R —train register
 YL—yard limits
- The following letters placed in columns provided in time-table indicate:
 C—coal
 I—interlocking
 O—oil
 P—dispatcher's phone
 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"	2.66
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		

