

UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION

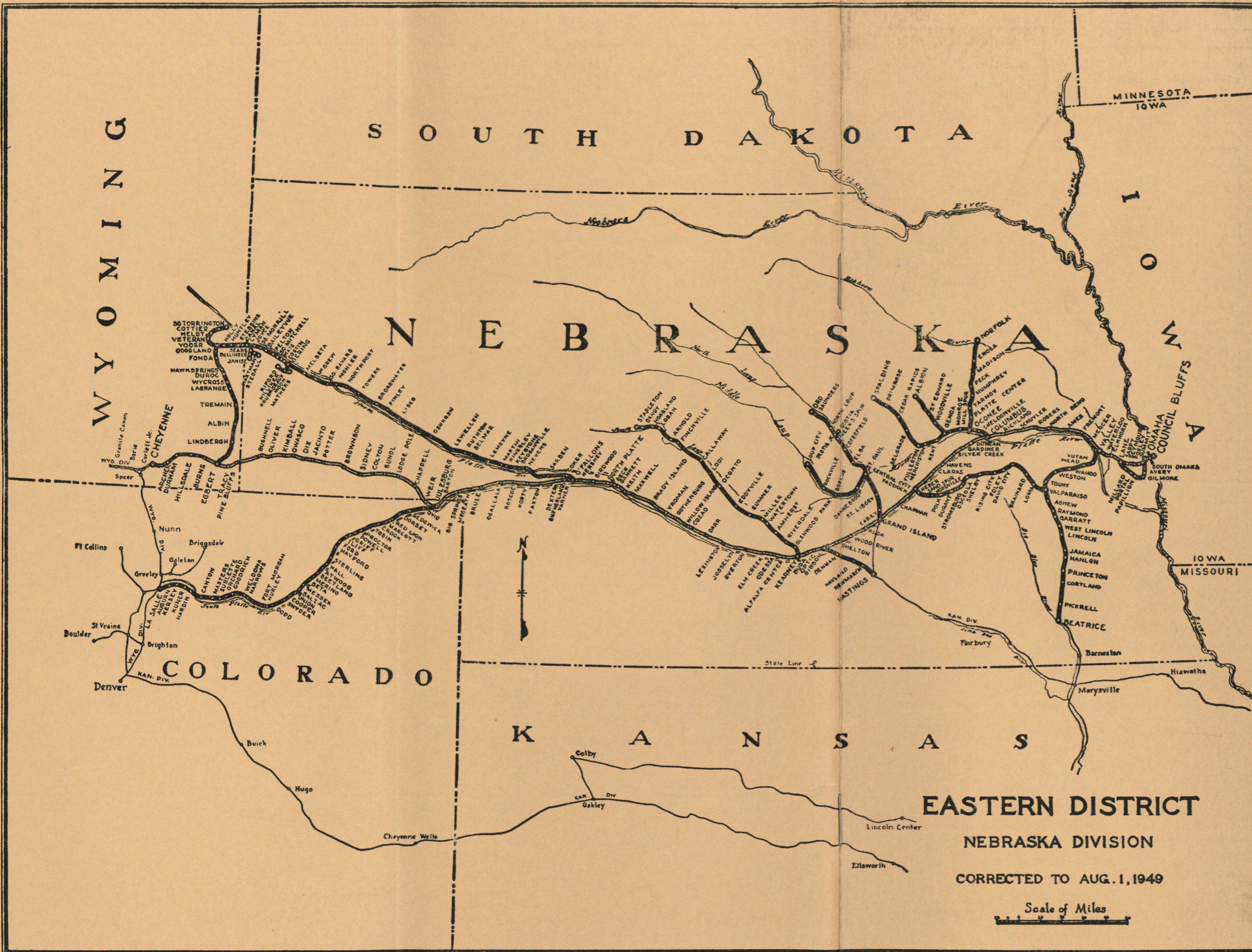
TIME-TABLE
No. 17

Effective Sunday,
January 10, 1954

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

Safety Is
No Accident

FOR EMPLOYEES ONLY



WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS						Distance from Council Bluffs
	71	73	75	237	239	233	
	Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Daily except Sun.	Local Freight Daily except Sun.	Local Freight Monday Wed., Fri.	
CXWITYOPZ	8.00PM	12.01PM				5.30AM	0.0
XWITOPZ	8.15	12.15				5.40	2.8
XIP	8.30	12.45				A 5.59AM	5.2
ES77 XP	8.40	12.55				Via Old Main Line	13.6
XP	8.50	1.00				7.06AM	17.1
CS73 XP						s 7.20	21.7
CS84 P						s 7.40	24.5
WS144XYPWC ES165 ES90	A 9.15PM	A 1.15PM				s 8.40	28.0
CS81 P						f 8.50	34.3
I							38.2
WS899 X ES172 WPZ						s 9.15	39.3
I							40.0
IF							44.8
CS82 P						f 9.24	46.3
CS119 XP						s 9.38	54.4
CS82 P						s 10.10	61.4
WS130 X ES123 WP						s 11.24	68.7
CS118 P						f 11.52AM	76.9
I							83.8
WS143 XWTC ES125 YPZ						s 12.30PM	84.5
CS119 P						s 12.50	92.2
CS82 P						f 12.56	96.5
CS119 XWP						s 1.20	102.3
CS82 P						f 1.30	107.9
CS82 XP						s 2.00	113.6
I							124.3
WS113 X ES119 WYF		9.50AM				A 2.30PM	124.9
CS119 P		s 10.15					135.1
I							146.5
XWCZTYOP		A 10.45AM		7.30AM			146.9
CS82 XYP				f 8.05			154.5
WS117 XW ES48 P				s 8.39			162.3
CS82 XP				s 9.05			169.9
WS130 XWI ES70 YP				s 9.40			176.0
CS82 P				f 9.55			180.2
WS122 XWC ES118 YZP				A 10.15AM	7.00AM		189.1
CS83 P				s 7.30			198.3
CS130 XWP				s 8.00			204.6
CS82 P				s 8.30			213.3
WS120 XWY ES119 ZP				s 11.30			224.4
CS83 P				f 11.59AM			232.5
CS83 XWP				s 12.30PM			238.2
WS125 XWC ES130 YP				s 1.00			248.8
CS83 P				1.15			254.5
CS83 WP				s 1.30			261.5
CS119 XP				s 1.54			270.6
CS83 P				2.15			278.5
XWCZTYOP				A 2.30PM			284.1

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

WESTWARD		FIRST SUBDIVISION							Distance from Council Bluffs
11	107	23	5	103	101	27	105	111	
Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	
			9.20AM						0.0
9.45PM	5.10PM	10.00AM	9.55	3.15AM	2.55AM	1.45AM	1.40AM	12.50AM	2.8
9.52	5.15	10.07	10.02	3.20	3.00	1.52	1.45	12.55	5.2
10.01	5.22	10.15	10.10	3.27	3.07	2.01	1.52	1.02	13.6
10.05	5.25	10.21	10.14	3.30	3.10	2.05	1.55	1.05	17.1
10.08	5.29	10.25	10.19	3.34	3.14	2.09	1.59	1.09	21.7
f 10.12	5.32	10.28	10.22	3.37	3.17	2.13	2.02	1.12	24.5
f 10.19	5.35	10.31	10.26	3.40	3.20	2.17	2.05	1.15	28.0
10.25	5.39	10.37	10.31	3.44	3.24	2.22	2.09	1.20	34.3
									38.2
s 10.43	5.43	s 10.53	s 10.43	3.48	3.28	2.29	2.13	1.25	39.3
									40.0
									44.8
10.51	5.48	11.00	10.50	3.53	3.33	2.36	2.18	1.31	46.3
f 10.58	5.54	11.07	10.57	3.59	3.39	2.45	2.24	1.37	54.4
11.04	5.59	11.14	11.03	4.04	3.44	2.51	2.29	1.42	61.4
f 11.13	6.04	f 11.24 ²³³	f 11.09 ²³³	4.09	3.49	2.57	2.34	1.47	68.7
11.21	6.10	11.32	11.17	4.15	3.55	3.04	2.40	1.53	76.9
									83.8
s 11.39	6.16	s 11.48	s 11.31	4.21	4.01	3.12	2.46	s 2.00	84.5
f 11.49	6.22	11.58AM	11.41	4.27	4.07	3.20	2.52	2.07	92.2
11.54	6.25	12.02PM	11.45	4.30	4.10	3.25	2.55	2.11	96.5
f 11.59PM	6.29	12.07	11.50	4.34	4.14	3.30	2.59	2.15	102.3
12.04AM	6.33	12.12	11.54	4.38	4.18	3.35	3.03	2.19	107.9
f 12.10	6.37	12.18	11.59AM	4.42	4.22	3.40	3.07	2.23	113.6
									124.3
s 12.25	6.46	f 12.30	12.09PM	4.51	4.32	3.50	3.17	2.33	124.9
12.37	6.56	12.40	12.19	5.01	4.42	4.00	3.27	2.42	135.1
									146.5
12.50	7.07	12.55	12.30	5.14	4.54	4.12	3.39	2.54	146.9
1.10	7.08	1.05	12.40	5.15	4.55	4.22	3.40	2.55	154.5
1.18	7.14	1.15	12.47	5.22	5.02	4.30	3.47	3.04	162.3
f 1.25	7.20	1.22	12.54	5.28	5.08	4.37	3.53	3.10	169.9
f 1.32	7.26	1.29	1.00	5.34	5.14	4.44	3.59	3.16	176.0
f 1.37	7.30	1.35	1.05	5.38	5.18	4.50	4.03	3.21	180.2
1.41	7.33	1.39	1.09	5.41	5.21	4.54	4.06	3.24	189.1
s 2.05	7.40	s 1.52	s 1.25	5.49	5.29	5.05	4.14	s 3.33	198.3
f 2.14	7.47	2.03	1.33	5.56	5.36	5.14	4.21	3.41	204.6
f 2.20	7.52	2.10	1.38	6.01	5.41	5.19	4.26	3.45	213.3
f 2.28	7.58	2.18	1.46	6.07	5.47	5.27	4.32	3.52	224.4
s 2.45	8.06	s 2.32	1.55	6.15	5.55	5.37	4.40	4.01	232.5
2.54	8.12	2.41	2.02	6.21	6.01	5.45	4.46	4.07	238.2
s 3.06	8.16	f 2.49	2.07	6.25	6.05	5.50	4.50	4.11	248.8
s 3.22	8.24	f 3.03	2.17	6.33	6.13	5.59	4.58	4.19	254.5
3.32	8.28	3.11	2.22	6.37	6.17	6.04	5.02	4.24	261.5
f 3.39	8.33	3.18	2.29	6.42	6.22	6.11	5.07	4.30	270.6
f 3.48	8.40	3.28	2.37	6.49	6.29	6.20	5.14	4.37	278.5
3.56	8.45	3.36	2.44	6.54	6.34	6.25	5.19	4.43	284.1
A 4.10AM	A 8.51PM	A 3.50PM	A 2.55PM	A 7.00AM	A 6.40AM	A 6.35AM	A 5.25AM	A 4.50AM	

(6.25) 43.8 (3.41) 76.4 (5.50) 48.2 (5.00) 56.3 (3.45) 75.0 (3.45) 75.0 (4.50) 58.0 (3.45) 75.0 (4.00) 70.3
 Thru Time from Omaha
 Average speed per hour

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Time-Table No. 17
January 10, 1954

STATIONS

R COUNCIL BLUFFS YL
 DN-R OMAHA YL US
 DN SUMMIT YL SU
 SARPY
 LANE
 ELKHORN KH
 WATERLOO WO
 DN VALLEY YL V
 MERCER
 F. S. Y. & L. CROSSING
 DN FREMONT YL FN
 O. B. & Q. CROSSING
 O. & N. W. CROSSING
 AMES
 NORTH BEND NB
 ROGERS DJ
 DN SCHUYLER SO
 RIOHLAND BZ
 O. B. & Q. CROSSING
 DN COLUMBUS YL O
 DUNCAN DQ
 GARDINER
 DN SILVER CREEK SI
 HAVENS
 OLARKS OX
 O. B. & Q. CROSSING
 DN CENTRAL CITY OI
 CHAPMAN OP
 O. B. & Q. CROSSING
 DN-R GRAND ISLAND GE YL
 ALDA
 WOOD RIVER WR
 SHELTON ST
 DN GIBBON GB
 OPTIC
 DN KEARNEY YL KR
 ODESSA DZ
 ELM CREEK QR
 OVERTON OV
 DN LEXINGTON UM
 DARR
 OOZAD OO
 DN GOTHENBURG BU
 VROMAN
 BRADY ISLAND BI
 MAXWELL MX
 GANNETT
 DN-R NORTH PLATTE YL NO

Time-Table No. 17
January 10, 1954

STATIONS

R COUNCIL BLUFFS YL
 DN-R OMAHA YL US
 DN SUMMIT YL SU
 SARPY
 LANE
 ELKHORN KH
 WATERLOO WO
 DN VALLEY YL V
 MERCER
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 DN FREMONT YL FN
 O. B. & Q. CROSSING
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 AMES
 NORTH BEND NB
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 OVERTON OV
 DN LEXINGTON UM
 DARR
 OOZAD OO
 DN GOTHENBURG BU
 VROMAN
 BRADY ISLAND BI
 MAXWELL MX
 GANNETT
 DN-R NORTH PLATTE YL NO

FIRST SUBDIVISION EASTWARD

Time-Table No. 17
January 10, 1954

STATIONS

Mile Post	FIRST CLASS								
	12	6	24	108	112	28	104	102	106
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
0.0		A 6.50PM							
2.8	A 7.00AM	6.35 6.05	A 7.50PM	A 11.35PM	A 12.30AM	A 3.35AM	A 2.35AM	A 2.50AM	A 3.00AM
5.2	6.49	5.50	7.35	11.28	12.23	3.25	2.28	2.42	2.52
13.6	6.40	5.42	7.25	11.20	12.15	3.17	2.20	2.34	2.44
17.1	6.36	5.38	7.20	11.17	12.11	3.13	2.17	2.30	2.40
21.7	f 6.31	5.33	7.14	11.12	12.07	3.09	2.12	2.25	2.35
24.6	f 6.27	5.30	7.10	11.08	12.03AM	3.05	2.08	2.21	2.31
28.0	s 6.23	5.26	7.04	11.05	11.59PM	3.01	2.05	2.18	2.28
34.3	6.16	5.20	6.56	11.00	11.54	2.54	2.00	2.12	2.22
38.2									
39.3	s 6.08	s 5.14	s 6.49	10.55	11.50	2.48	1.55	2.07	2.17
40.0									
44.8									
46.3	f 5.54	4.59	6.34	10.47	11.44	2.38	1.47	1.59	2.08
54.4	f 5.45	4.52	6.25	10.41	11.38	2.32	1.41	1.53	2.02
61.4	f 5.37	4.46	6.18	10.36	11.32	2.26	1.36	1.48	1.57
68.7	s 5.30	4.40	s 6.11	10.30	11.27	2.20	1.30	1.42	1.51
76.9	f 5.20	4.32	6.01	10.24	11.21	2.12	1.24	1.36	1.45
83.8									
84.5	s 5.10	s 4.25	s 5.52	10.17	s 11.14	2.05	1.17	1.29	1.38
92.2	f 4.51	4.14	5.40	10.10	11.04	1.54	1.10	1.22	1.31
96.5	4.46	4.10	5.36	10.07	11.01	1.50	1.07	1.19	1.28
102.3	f 4.41	4.05	5.31	10.03	10.58	1.46	1.03	1.15	1.24
107.9	4.33	4.00	5.26	9.59	10.54	1.42	1.00	1.11	1.20
113.6	f 4.27	3.55	5.22	9.54	10.50	1.38	1.00	1.07	1.16
124.3									
124.9	s 4.15	3.45	f 5.11	9.45	10.42	1.30	1.00	1.10	1.18
135.1	4.02	3.36	5.00	9.37	10.34	1.21	1.00	1.10	1.18
146.5									
146.9	3.50 3.35	3.25 3.15	4.45 4.35	9.26 9.25	10.24 10.23	1.10 1.00	1.26 1.25	1.30 1.29	1.39 1.38
154.5	3.18	3.02	4.21	9.14	10.14	1.06	1.24	1.29	1.38
162.3	f 3.09	2.55	4.11	9.08	10.08	1.16	1.20	1.23	1.33
169.9	f 3.00	2.48	4.03	9.02	10.03	1.20	1.20	1.27	1.37
176.0	f 2.53	2.42	3.56	8.57	9.59	12.03AM	11.57PM	12.12	12.22
180.2	2.49	2.38	3.51	8.54	9.56	11.59PM	11.54	12.09	12.19
189.1	s 2.39	s 2.28	s 3.40	8.46	s 9.48	11.46 ¹⁰⁴	11.46 ²⁸	12.01AM	12.11
198.3	f 2.24	2.15	3.24	8.38	9.40	11.34	11.38	11.53PM	12.03AM
204.6	f 2.17	2.09	3.18	8.34	9.36	11.29	11.34	11.49	11.59PM
213.3	f 2.07	2.02	3.09	8.28	9.30	11.21	11.28	11.43	11.53
224.4	s 1.55	1.52	f 2.57	8.20	9.22	11.13	11.20	11.35	11.45
232.5	1.44	1.45	2.45	8.14	9.16	11.06	11.14	11.29	11.39
238.2	s 1.38	1.40	f 2.39	8.10	9.12	11.02	11.10	11.25	11.35
248.8	s 1.23	1.30	f 2.22	8.02	9.04	10.54	11.02	11.17	11.27
254.5	1.14	1.25	2.13	7.57	9.00	10.49	10.57	11.12	11.22
261.5	f 1.07	1.18	2.06	7.52	8.55	10.43	10.52	11.07	11.17
270.6	f 12.59	1.10	1.57	7.45	8.48	10.36	10.45	11.00	11.10
278.5	12.52	1.03	1.49	7.39	8.42	10.30	10.39	10.54	11.04
284.1	12.45AM	12.55PM	1.40PM	7.33PM	8.37PM	10.23PM	10.33PM	10.48PM	10.58PM

Thru Time to Omaha (6.15) (5.10) (6.10) (4.02) (3.53) (5.12) (4.02) (4.02) (4.02)
Average speed per hour 45.0 54.4 45.6 69.7 72.4 54.1 69.7 69.7 69.7

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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. 17
January 10, 1954

STATIONS

Mile Post	SECOND CLASS					
	72	74	234	76	240	238
	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight
0.0	A 2.00AM	A 8.30AM	A 3.15PM			
2.8	1.54	8.15	2.55			
5.2	1.10	7.45	2.35			
13.6	12.50	7.20	2.15			
17.1	12.40	7.10	f 2.05			
21.7			s 1.55			
24.6			s 1.30			
28.0	12.15AM	6.45AM	1.00			
34.3			f 12.01PM			
38.2						
39.3			s 11.50AM			
40.0						
44.8						
46.3			f 10.50			
54.4			s 10.20			
61.4			s 9.50			
68.7			s 9.20			
76.9			f 8.20			
83.8						
84.5			s 8.00			
92.2			s 7.20			
96.5			f 6.50			
102.3			s 6.40			
107.9			f 6.00			
113.6			s 5.39			
124.2						
124.9			5.00AM	A 6.55AM		
135.1			s 6.40			
146.5						
146.9				6.20AM	A 2.00PM	
154.5					f 1.30	
162.3					s 1.00	
169.9					s 12.30PM	
176.0					s 11.59AM	
180.2					f 11.15	
189.1					A 1.30PM	s 11.00AM
198.3					s 1.00	
204.6					s 12.30PM	
213.3					s 11.50AM	
224.4					s 11.30	
232.5					f 10.30	
238.2					s 10.00	
248.8					s 8.15	
254.5					7.55	
261.5					f 7.45	
270.6					f 7.30	
278.5					7.15	
284.1					7.00AM	

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

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WESTWARD SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.	SECOND CLASS							Distance from Council Bluffs	Time-Table No. 17 January 10, 1954		
	353	245	243	97	241	93	STATIONS				
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed					
	Daily	Tues. Thurs. Sat.	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily					
XWCZTYOP				6.50AM	6.35AM	5.00AM	284.1	DN-R NORTH PLATTE NY	YL NO	5.1	
P				7.02	6.45	5.10	289.2	DN WEST NORTH PLATTE	YL WN	1.3	
CS 84							290.5	BIRDWOOD		6.4	
WS 72 XP				7.15	7.08	5.20	296.9	D HERSHEY OF		3.8	
CS 119 XWYP				A 7.30AM	f 7.15	A 5.25AM	300.7	DN O'FALLONS FA		1.1	
40 X							301.8	VARNER		1.6	
CS 121 P					s 7.25		303.4	D SUTHERLAND SU		4.5	
CS 82 P					f 7.35		307.9	DEXTER		7.6	
CS 121 P					s 7.55		315.5	D PAXTON PN		6.2	
P					f 8.05		321.7	KORTY		7.1	
CS 83 P					f 8.15		327.7	D ROSCOE RO		9.1	
WS 123 WS 120 ES 128 XWCP					s 8.45		334.8	DN OGALLALA YL GT		5.2	
CS 125 P					s 9.05		343.9	D BRULE RU		4.8	
17							349.1	MEGEATH		5.4	
CS 132 WP					s 9.30		353.9	D BIG SPRINGS GS		6.0	
CS 85 P					f 9.40		359.3	BARTON		5.3	
XWCOYP				8.00AM	A 10.00AM		365.3	DN JULESBURG YL JB		9.7	
WS 125 ES 121							370.6	WEIR		9.4	
CS 90 P				f 8.15			380.3	D CHAPPELL OQ		6.6	
CS 123 WP				s 8.45			389.7	D LODGE POLE GP		4.7	
WS 111 ES 78 XP				s 9.15			396.3	D SUNOL UN		6.5	
XP				s 9.45			401.0	COLTON		6.5	
CS 125 P				f 9.55			407.5	DN-R SIDNEY YL OD		10.9	
XWCOYP				8.30AM	A 10.05AM		415.5	BROWNSON		4.4	
CS 94 YP				f 8.45			426.4	DN POTTER PR		4.6	
WS 121 XWP ES 70				s 9.15			430.8	JACINTO		4.5	
8 PX							435.4	D DIX DX		4.8	
CS 125 P				s 9.35			439.9	OWASOO		6.6	
27 PX							444.5	DN KIMBALL KB		5.5	
CS 133 XWP				s 10.15			451.1	OLIVER		10.1	
12							456.6	D BUSHNELL BN		5.3	
CS 125 WP				s 10.45			466.7	DN PINE BLUFFS YL UF		5.5	
CS 125 XWCP				s 11.30			472.0	TRACY		5.7	
10							477.5	D EGBERT GX		6.5	
CS 94 XWYP				3.35PM	f 11.55AM		483.2	D BURNS UX		6.2	
WS 62 XP				f 3.45	f 12.15PM		489.7	HILLSDALE		5.3	
CS 95 WP				f 3.55	f 12.40		495.9	DURHAM		8.3	
WS 62 XP				f 4.05	12.54		501.2	ARCHER		8.3	
WS 117 XP ES 125				f 4.15	f 1.07		509.5	DN-R CHEYENNE YL OY		(225.4)	
XWCZTYOP				A 4.30PM	A 1.30PM						

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

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

WESTWARD SECOND SUBDIVISION

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 17 January 10, 1954		
107	23	5	103	27	101	105	111	11	85		STATIONS		
Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
7.56PM	3.00PM	2.05PM	6.05AM	5.50AM	5.45AM	4.30AM	3.55AM	3.45AM	3.35AM	284.1	DN-R NORTH PLATTE NY	YL NO	5.1
8.03	3.09	2.12	6.12	5.59	5.52	4.37	4.02	3.54	3.44	289.2	DN WEST NORTH PLATTE	YL WN	1.3
										290.5	BIRDWOOD		6.4
8.08	3.15	2.18	6.17	6.05	5.57	4.42	4.07	4.00	3.50	296.9	D HERSHEY OF		3.8
8.11	3.18	2.21	6.20	6.09	6.00	4.45	4.10	4.03	3.53	300.7	DN O'FALLONS FA		1.1
										301.8	VARNER		1.6
8.13	3.20	2.23	6.22	6.11	6.02	4.47	4.12	f 4.05	3.55	303.4	D SUTHERLAND SU		4.5
8.16	3.24	2.27	6.25	6.15	6.05	4.50	4.16	f 4.09	3.59	307.9	DEXTER		7.6
8.21	3.31	2.34	6.30	6.23	6.11	4.56	4.22	f 4.16	4.05	315.5	D PAXTON PN		6.2
8.26	3.37	2.40	6.35	6.29	6.16	5.01	4.27	4.22	4.10	321.7	KORTY		7.1
8.31	3.43	2.46	6.40	6.35	6.21	5.06	4.32	f 4.27	4.16	327.7	D ROSCOE RO		9.1
8.37	s 3.52	2.53	6.46 ²⁷	6.46 ¹⁰³	6.27	5.12	4.38 ¹¹	s 4.38 ¹¹¹	s 4.25	334.8	DN OGALLALA YL GT		5.2
8.44	4.01	3.02	6.53	7.00	6.34	5.19	4.45	f 4.50	4.35	343.9	D BRULE RU		4.8
										349.1	MEGEATH		5.4
8.52	4.11	3.10	7.01	7.10	6.42	5.27	4.53	f 5.02	4.45	353.9	D BIG SPRINGS GS		6.0
8.56	4.16	3.15	7.05	7.15	6.46	5.31	4.57	5.08	4.50	359.3	BARTON		5.3
9.01	f 4.24	3.21	7.10	7.23	6.51	5.36	Af 5.10AM	s 5.23	A 5.00AM	365.3	DN JULESBURG YL JB		9.7
9.05	4.30	3.27	7.14	7.29	6.55	5.40		5.28		370.6	WEIR		9.4
9.13	4.40	3.36	7.22	7.39	7.03	5.48		f 5.37		380.3	D CHAPPELL OQ		6.6
9.20	4.49	3.45	7.29	7.48	7.10	5.55		f 5.45		389.7	D LODGE POLE GP		4.7
9.25	4.55	3.51	7.35	7.54	7.15	6.00		f 5.50		396.3	D SUNOL UN		6.6
9.29	5.00	3.55	7.38	7.59	7.19	6.04 ¹¹		6.04 ¹⁰⁵		401.0	COLTON		6.5
9.36	5.10	4.02	7.45	8.09	7.27	6.12		6.15		407.5	DN-R SIDNEY YL OD		10.9
9.37	5.20	4.12	7.46	8.19	7.28	6.13		6.25		415.5	BROWNSON		4.4
9.46	5.30	4.22	7.55	8.29	7.37	6.22		6.35		426.4	DN POTTER PR		4.6
9.55	5.43	4.33	8.04	8.42	7.46	6.31		f 6.48		430.8	JACINTO		4.5
										435.4	D DIX DX		4.8
10.02	5.53	4.42	8.11	8.52	7.53	6.38		f 6.58		439.9	OWASOO		6.6
										444.5	DN KIMBALL KB		5.5
10.10	f 6.05	4.51	8.19	9.04	8.01	6.46		s 7.10		451.1	OLIVER		10.1
										456.6	D BUSHNELL BN		5.3
10.20	6.18	5.02	8.29	9.17	8.11	6.56		f 7.23		466.7	DN PINE BLUFFS YL UF		5.5
10.29	6.30	5.12	8.38	9.29	8.21	7.06		f 7.35		472.0	TRACY		5.7
										477.5	D EGBERT GX		6.5
10.39	6.45	5.23	8.48	9.43	8.31	7.16		f 7.50		483.2	D BURNS UX		6.2
10.45	6.53	5.29	8.54	9.50	8.37	7.22		f 7.58		489.7	HILLSDALE		5.3
10.51	7.02	5.36	9.00	9.58	8.44	7.29		f 8.07		495.9	DURHAM		8.3
10.58	7.10	5.42	9.07	10.05	8.51	7.36		8.14		501.2	ARCHER		8.3
11.06	7.18	5.48	9.14	10.13	8.59	7.44		8.23		509.5	DN-R CHEYENNE YL OY		(225.4)
A 11.17PM	A 7.35PM	A 6.05PM	A 9.25AM	A 10.30AM	A 9.10AM	A 7.55AM		A 8.40AM					

(3.21) 67.3 (4.35) 49.2 (4.00) 55.4 (3.20) 67.6 (4.40) 48.3 (3.25) 66.0 (3.25) 66.0 (1.15) 64.9 (4.55) 45.8 (1.25) 57.3Thru Time Average speed per hour

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 17

January 10, 1954

STATIONS

Mile Post

FIRST CLASS

	6	24	108	112	28	12	104	102	106	86
	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
DN-R NORTH PLATTE NY 5.1	A11.45AM	A12.30PM	A 6.28PM	A 7.32PM	A 9.13PM	A10.55PM	A 9.28PM	A 9.43PM	A 9.53PM	A11.15PM
DN WEST NORTH PLATTE 1.3	11.33	12.17	6.19	7.23	9.03	10.42	9.19	9.34	9.44	11.03
BIRDWOOD 6.4										
D HERSHEY OF 3.8	11.27	12.09	6.13	7.17	8.57	10.34	9.13	9.28	9.38	10.56
DN O'FALLONS FA 1.1	11.24	12.05	6.10	7.14	8.54	10.30	9.10	9.25	9.35	10.53
VARNER 1.6										
D SUTHERLAND SU 4.5	11.22	f12.02PM	6.08	7.12	8.52	f10.27	9.08	9.23	9.33	10.51
DEXTER 7.6	11.18	11.57AM	6.05	7.09	8.49	10.22	9.05	9.20	9.30	10.47
D PAXTON PN 6.2	11.11	f11.50	5.59	7.03	8.43	f10.15	9.00	9.14	9.24	10.41
KORTY 6.0	11.06	11.44	5.54	6.59	8.38	10.09	8.55	9.09	9.19	10.35
D ROSCOE RO 7.1	11.00	11.38	5.50	6.55	8.32	f10.03	8.51	9.05	9.15	10.29
DN OGALLALA YL GT 9.1	10.53	s11.31	5.45	6.50	8.26	s 9.56	8.46	9.00	9.10	10.23
D BRULE RU 5.2	10.44	f11.21	5.37	6.43	8.18	f 9.46	8.39	8.52	9.02	10.14
MEGEATH 4.8										
D BIG SPRINGS GS 5.4	10.36	f11.11	5.30	6.36	8.10	f 9.36	8.32	8.45	8.55	10.06
BARTON 5.9	10.31	11.05	5.26	6.32	8.06	9.30	8.28	8.41	8.51	10.01
DN JULESBURG YL JB 5.3	10.25	f11.00	5.21	s 6.27PM	8.01	s 9.25	8.23	8.36	8.46	9.55PM
WEIR 9.7	10.20	10.54	5.16		7.55	9.18	8.19	8.31	8.41	
D CHAPPELL OQ 9.4	10.11	f10.46	5.09		7.47	f 9.11	8.12	8.24	8.34	
D LODGE POLE GP 6.6	10.02	f10.37	5.02		7.38	f 9.02	8.05	8.17	8.27	
D SUNOL UN 4.7	9.56	10.31	4.57		7.33	f 8.56	8.00	8.12	8.22	
COLTON 6.5	9.52	10.27	4.53		7.29	8.52	7.56	8.08	8.18	
DN-R SIDNEY YL OD 9.35	9.45	10.20	4.47		7.22	8.45	7.50	8.02	8.12	
BROWNSON 10.9	9.35	10.10	4.46		7.12	8.35	7.49	8.01	8.11	
DN POTTER PR 4.4	9.24	9.59	4.38		7.01	8.25	7.41	7.53	8.03	
JACINTO 4.6	9.14	9.49	4.29		6.52	f 8.15	7.33	7.44	7.54	
D DIX DX 4.5	9.06	9.41	4.23		6.45	f 8.05	7.27	7.38	7.48	
OWASCO 4.6										
DN KIMBALL KB 6.6	8.58	f 9.32	4.17		6.38	s 7.55	7.21	7.32	7.42	
OLIVER 5.5										
D BUSHNELL BN 10.1	8.47	9.20	4.08		6.28	s 7.40	7.12	7.23	7.33	
DN PINE BLUFFS YL UF 5.3	8.38	9.10	4.00		6.19	s 7.25 ¹⁰²⁻¹⁰⁶ s 7.04 ¹⁰⁴	7.04 ¹²	7.15 ¹²	7.25 ¹²	
TRACY 5.5										
D EGBERT GX 5.7	8.27	9.00	3.50		6.09	f 6.48	6.54	7.05	7.15	
D BURNS UX 6.5	8.22	8.55	3.46		6.04	6.43	6.50	7.01	7.11	
HILLSDALE 6.2	8.17	8.50	3.42		5.59	6.38	6.46	6.57	7.07	
DURHAM 5.3	8.12	8.45	3.37		5.54	6.33	6.42	6.52	7.02	
AROTHER 8.3	8.07	8.40	3.33		5.49	6.29	6.38	6.48	6.58	
DN-R CHEYENNE YL OY (225.4)	7.55AM	8.30AM	3.25PM		5.40PM	6.20PM	6.30PM	6.40PM	6.50PM	

Double Tracks

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time.....	(3.50)	(4.00)	(3.03)	(1.05)	(3.33)	(4.35)	(2.58)	(3.03)	(3.03)	(1.20)
Average speed per hour.....	58.1	56.4	73.9	74.9	63.4	49.2	76.0	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. 17

January 10, 1954

STATIONS

Mile Post

SECOND CLASS

	242	354	246	244	98	94					Car Capacity of Seating etc. See Rule 6 (A), page 26.
	Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Mixed					
DN-R NORTH PLATTE NY 5.1	A11.15AM				A 4.50PM	A 7.00PM					XWCZTYOP
DN WEST NORTH PLATTE 1.3	11.05				4.40	6.48					P
BIRDWOOD 6.4											CS 84
D HERSHEY OF 3.8	s10.55				f 4.30	s 6.38					WS 72 XP
DN O'FALLONS FA 1.1	f10.30				4.22PM	6.30PM					CS 119 XWYP
VARNER 1.6											40 X
D SUTHERLAND SU 4.5	s10.15										CS 121 P
DEXTER 7.6	f 9.55										CS 82 P
D PAXTON PN 6.2	s 9.45										CS 121 P
KORTY 6.0	f 9.20										P
D ROSCOE RO 7.1	f 9.10										CS 83 P
DN OGALLALA YL GT 9.1	s 9.00										WS122 WS120 ES138 XWCP
D BRULE RU 5.2	s 8.15										CS 125 P
MEGEATH 4.8											17
D BIG SPRINGS GS 5.4	s 7.50										CS 132 WP
BARTON 5.9	f 7.25										CS 83 P
DN JULESBURG YL JB 5.3	7.15AM			A12.15PM							XWCYIP WS125 ES121
WEIR 9.7				f11.59AM							CS 90 P
D CHAPPELL OQ 9.4				s11.45							CS 123 WP
D LODGE POLE GP 6.6				s11.30							WS 111 ES 75 XP
D SUNOL UN 4.7				f11.20							XP
COLTON 6.5				f11.10							CS 125 P
DN-R SIDNEY YL OD 9.35				A 1.40PM	11.00AM						XWCOYP
BROWNSON 10.9				f 1.05							CS 94 YP
DN POTTER PR 4.4				s12.40							WS 121 XWP ES 70
JACINTO 4.6											8 PX
D DIX DX 4.5				s12.09PM							CS 125 P
OWASCO 4.6											27 PX
DN KIMBALL KB 6.6				s11.45AM							CS 133 XWP
OLIVER 5.5											12
D BUSHNELL BN 10.1				s11.05							CS 125 WP
DN PINE BLUFFS YL UF 5.3				s10.40							CS126 XWCYP
TRACY 5.5											10
D EGBERT GX 5.7		A 8.50AM	f 9.45								CS 94 XWYP
D BURNS UX 6.5		s 8.40	s 9.30								WS 62 XP
HILLSDALE 6.2		s 8.31	f 9.20								CS 96 WP
DURHAM 5.3		f 8.23	f 9.09								WS 62 XP
AROTHER 8.3		f 8.15	f 9.00								WS 117 XP ES 126
DN-R CHEYENNE YL OY (225.4)			8.05AM	8.45AM							XWCZTYOP

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

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 f (A), page 25.	SECOND CLASS				FIRST CLASS				Distance from Julesburg	Time-Table No. 17 January 10, 1954
	71				85					
	C. B. & Q. Freight	Passenger	Streamliner Passenger	C. B. & Q. Passenger	Passenger	Streamliner Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger		
				Daily	Daily	Daily	Daily		STATIONS	
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	
20	P							25.8	MARCOTT	
95	WP				f 5.47	5.36		30.1	DN CROOK OK	
22								34.2	TOBIN	
72	P				f 5.55	5.43		38.8	PROCTOR	
12	P							41.1	POWELL	
23								42.2	GRIFF	
94	P				f 6.01	5.48		45.6	D ILIFF F	
16								50.1	FORD	
77	P				6.08	5.54		53.5	HAYFORD	
	IP							57.2	O. B. & Q. CROSSING	
109	IWCTZF				1.00PM	6.15 6.00	2.50AM	57.5	DN-R STERLING YL ST	
72	P				1.14	f 6.33 6.13	f 2.58	61.7	HALL	
23								64.1	D ATWOOD OD	
74	P				1.27	f 6.39 6.19	f 3.06	66.8	BETLAND	
10								70.2	D MERINO MI	
143	P				1.36	f 6.45 6.24	3.14	72.1	BETA	
41								76.0	MESSEX	
62	P				A 2.00PM	f 6.50 6.29	A 3.25AM	78.4	BALZAO	
24								81.0	DN UNION UN	
94	WP					f 6.55 6.34		82.8	COOPER	
53	P					7.02 6.40		87.0	D SNYDER SN	
21								93.8	DODD	
100	WCP					f 7.07 6.44		96.9	HURLEY	
35	P					7.14 6.50		98.6	DN FT. MORGAN FX	
79	P					f 7.17 6.52		108.0	NARROWS	
22	P					f 7.22 6.57		109.0	D WELDONA DN	
78	P					f 7.25 7.00		114.2	GOODRICH	
14	P							117.7	ORCHARD	
53	P					f 7.32 7.06		121.4	SUBLETTE	
50	P					7.37 7.11		124.8	MASTERS	
121	WP					f 7.42 7.16		130.2	CANTON	
16	P							135.4	HARDIN	
78	P					f 7.49 7.22		139.1	KUNER	
27								143.1	D KERSEY KR	
56	WCTYP				A 7.58AM	A 7.30AM		147.2	AUBURN	
								151.1	DN-R LASALLE YL SA	

BLOCK SIGNALS

(151.1)

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

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

THIRD SUBDIVISION EASTWARD

Time-Table No. 17 January 10, 1954	Mile Post	FIRST CLASS			SECOND CLASS		
		112	86	302	250	72	
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight	
							STATIONS
	0.0	As 6.27PM	A 9.50PM				DN JULESBURG YL JB
	7.1	6.18	9.38				D OVID VI
	14.6	6.12	9.29				D SEDGWICK ZD
	19.0						DORSEY
	23.1	6.05	9.20				RED LION
	25.8						MARCOTT
	30.1	6.00	9.13				DN CROOK OK
	34.2						TOBIN
	38.8	5.53	9.03				PROCTOR
	41.1						POWELL
	42.2						GRIFF
	45.6	5.48	8.56				D ILIFF F
	50.1						FORD
	53.5	5.41	8.47				HAYFORD
	57.2						O. B. & Q. CROSSING
	57.5	5.37 5.35	8.42 8.33	A 11.45PM	A 10.15PM	A 11.59PM	DN-R STERLING YL ST
	61.7						HALL
	64.1	5.28	8.25	f 11.28	9.55	11.43	D ATWOOD OD
	66.8						BETLAND
	70.2	5.23	8.19	f 11.21	9.46	11.33	D MERINO MI
	72.1						BETA
	76.0	5.19	8.13	f 11.15	9.38	11.21	MESSEX
	78.4						BALZAO
	81.0	5.15	8.08	f 11.07PM	9.31	11.09PM	DN UNION UN
	82.8						COOPER
	87.0	5.10	8.02		9.24		D SNYDER SN
	93.8	5.05	7.55		9.15		DODD
	96.9						HURLEY
	98.6	5.01	7.49		9.08		DN FT. MORGAN FX
	108.0	4.55	7.42		8.57		NARROWS
	109.0	4.53	7.39		8.52		D WELDONA DN
	114.2	4.49	7.34		8.45		GOODRICH
	117.7	4.46	7.31		8.40		ORCHARD
	121.4						SUBLETTE
	124.8	4.40	7.24		8.30		MASTERS
	130.2	4.36	7.19		8.18		CANTON
	135.4	4.32	7.14		8.10		HARDIN
	139.1						KUNER
	143.1	4.25	7.06		7.55		D KERSEY KR
	147.2						AUBURN
	151.1	4.18PM	6.57PM		7.40PM		DN-R LASALLE YL SA

BLOCK SIGNALS

(151.1)

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

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

WESTWARD				BEATRICE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 17 January 10, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	71		73	Distance from Valley	STATIONS	Mile Post	74		72		
	Freight	Daily	Freight				Freight	Freight			
WCYP		10.25PM	1.30PM	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	1.45	6.3	D YUTAN YN	6.3	5.27	11.05			
106 YP		10.50 ⁷²	1.55	11.6	D MEAD AD	11.6	5.17	10.50 ⁷¹			
04 WP		11.10	2.07	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	2.22	26.3	D WESTON WN	26.3	4.48	10.10			
20 P		11.35PM	2.34	33.2	TOUHY	33.2	4.35	9.55			
96 WCYP		12.01AM	2.44	37.3	DN VALPARAISO YL VO	37.3	4.25	9.40			
28				41.8	AGNEW	41.8					
33 P		12.18	2.58	46.5	D RAYMOND RM	46.5	3.59	9.15			
101 P		12.30	3.08	52.7	GARRATT	52.7	3.48	9.05			
4				55.3	WEST LINCOLN	55.3					
I				56.5	O. B. & Q. CROSSING	56.5					
24 WTZP		12.55	3.18	57.1	DN LINCOLN YL SN	57.1	3.40	8.50			
I				57.4	O. B. & Q. CROSSING	57.4					
I				59.0	O. B. & Q. CROSSING	59.0					
130 P		1.18	3.31	65.4	JAMAIOA	65.4	3.18	8.05			
				68.2	HANLON	68.2					
21 P		1.33	3.46	74.7	PRINCETON	74.7	3.03	7.49			
78 WP		1.43	3.53	79.5	D OORTLAND RD	79.5	2.56	7.41			
84 P		1.58	4.08	88.9	D PICKRELL IK	88.9	2.43	7.25			
CWTZP		A 2.15AM	A 4.25PM	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			

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

WESTWARD				OLD MAIN LINE				EASTWARD			
SECOND CLASS				Time-Table No. 17 January 10, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	233		Distance from Council Bluffs	STATIONS	Mile Post	79					
	Local Freight	Monday Wed., Fri.				Mixed	Daily Except Sunday				
XIP		6.00AM	5.2	DN SUMMIT YL SU	5.2						
XWP		6.10	6.4	SOUTH OMAHA YL	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.....		(2.08) 20.8				(1.35) 28.0

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

WESTWARD				STROMSBURG BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 17 January 10, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	75		Distance from Valparaiso	STATIONS	Mile Post	76					
	Local Freight	Tuesday Thursday Saturday				Local Freight	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	C. 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	C. 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					

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 17 January 10, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79		Distance from Genoa	STATIONS	Mile Post	80					
	Mixed	Daily Except Sunday				Mixed	Mixed				
40 WY		12.32PM	0.0	D-R GENOA YL G	0.0	A 4.35PM					
12			5.3	KENT	5.3						
20			9.3	MEROHISTON	9.3						
38		s 1.08	13.7	D FULLERTON FU	13.7	s 4.05					
21		s 1.33	23.1	D BELGRADE BL	23.1	s 3.45					
26 W		s 1.52	30.3	D CEDAR RAPIDS OD	30.3	s 3.30					
36		s 2.13	36.6	D PRIMROSE P	36.6	f 3.15					
38 WY		A 2.40PM	44.3	D-R SPALDING YL SG	44.3	3.00PM					
				(44.3)		Daily Except Sunday					
		(2.08) 20.8		..... Thru Time.....		(1.35) 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. 17				SECOND CLASS						
				January 10, 1954										
				STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	321	Distance from Columbus	Time-Table No. 17	Mile Post	82	80	312	Distance from Grand Island	Time-Table No. 17	Mile Post	84	284
	Mixed	Mixed	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	4.2 SHELDONVILLE	4.2	1.10	5.08	f 10.47					
8 YP	A 12.02PM	A 7.45AM	f 2.00	9.4	5.2 R OCONEE YL	9.4	1.02PM	5.00PM	f 10.35					
29			f 2.30	14.7	5.3 D PLATTE CENTER PO	14.7			s 10.20					
36				20.3	5.6 TARNOV	20.3								
				25.1	4.8 O. & N. W. CROSSING	25.1								
56 W			s 3.17	25.7	0.6 D HUMPHREY HX	25.7			s 9.40					
15			f 3.23	29.1	3.4 PECK	29.1			f 9.16					
33 W			s 3.55	35.4	6.3 D MADISON MA	35.4			s 9.02					
31				40.9	5.5 ENOLA	40.9								
				48.7	7.8 O. & N. W. CROSSING	48.7								
				50.2	1.5 O. & N. W. CROSSING	50.2								
WCZTYP			A 5.00AM	50.4	0.2 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)					
	25.6	22.6	15.1		..... Average speed per hour.....		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. 17				SECOND CLASS				
				January 10, 1954								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	Distance from Oconee	Time-Table No. 17	Mile Post	82	80	Distance from Hastings	Time-Table No. 17	Mile Post	84	284
	Mixed	Mixed				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	2.0 MILL SPUR	2.0							
	12.13	s 8.00	4.3	2.3 D MONROE MN	4.3	s 12.50	s 4.50					
40 WYP	A 12.29PM	s 8.30	11.3	7.0 D-R GENOA YL G	11.3	s 12.29PM	4.35PM					
9			18.0	6.7 WOODVILLE	18.0							
56		s 9.15	22.3	4.3 D ST. EDWARD ST	22.3	s 11.55						
28 WYP	A 10.05AM		33.7	11.4 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)					
	25.1	14.4		..... Average speed per hour.....		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. 17				SECOND CLASS			
				January 10, 1954							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	283	83	Distance from Grand Island	Time-Table No. 17	Mile Post	84	284	Distance from St. Paul	Time-Table No. 17	Mile Post	284
	Mixed	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	0.4 C. B. & Q. CROSSING	0.4						
11 Y			2.5	2.1 CAREY	2.5						
19	s 10.30	s 9.28	11.1	8.6 D ST. LIBORY RY	11.1	s 4.42	s 4.42				
39 WYP	A 10.50AM	s 9.55	21.9	10.8 D-R ST. PAUL YL SP	21.9	s 4.20	4.20PM				
27		s 10.20	30.7	8.8 D ELBA EB	30.7	s 3.48					
25		s 10.35	36.8	6.1 COTESFIELD	36.8	s 3.41					
		10.50	44.5	1.2 SCOTIA JUNCTION	44.5	3.23					
20		s 11.00	45.7	1.2 D SCOTIA SK	45.7	s 3.14					
		11.15	44.5	4.3 SCOTIA JUNCTION	44.5	3.07					
31 W		s 11.35AM	48.8	9.7 D NORTH LOUP NU	48.8	s 2.57					
3			58.5	2.2 SAUNDERS	58.5						
			60.7	0.3 O. B. & Q. CROSSING	60.7						
34 WY		A 12.10PM	61.0	0.3 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)				
	26.3	19.3		..... Average speed per hour.....		22.2	23.9				

WESTWARD				LOUP CITY BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 17				SECOND CLASS			
				January 10, 1954							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	283	Distance from St. Paul	Time-Table No. 17	Mile Post	284						
	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	8.3 D DANNEBROG DB	8.3	s 3.50						
11 W	s 12.05PM	18.6	10.3 D BOELUS HW	18.6	s 3.20						
31	f 12.25	25.8	7.2 D ROCKVILLE	25.8	f 2.55						
33 W	A 1.00PM	39.0	13.2 D-R LOUP CITY YL OP	39.0	2.30PM						
			(39.0)		Monday Wednesday Friday						
	(1.45)		..... Thru Time.....		(1.35)					
	22.3		..... Average speed per hour.....		24.6					

WESTWARD				HASTINGS BRANCH				EASTWARD			
				Time-Table No. 17							
				January 10, 1954							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	Distance from Hastings	Time-Table No. 17	Mile Post								
WYPCZ	0.0	DN-R HASTINGS YL AN	0.0								
130 P	12.7	12.7 D HAYLAND HA	12.7								
35 P	20.2	7.5 DENMAN	20.2								
130 WYP RCSI	28.1	7.9 DN-R GIBBON YL GB	28.1								
		(28.1)									
		..... Thru Time.....								
		..... Average speed per hour.....								

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. 17 January 10, 1954				Mile Post	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	STATIONS							
				518 Motor Mixed		96 Mixed					
	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 11.59AM	A 9.20PM		
12	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK 4.6	5.5	f 11.43	f 8.32		
19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE 6.7	10.1	s 11.35	s 8.22		
27 P	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST HR	16.8	s 11.23	s 8.00		
13	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 3.6	22.7	f 11.12	f 7.41		
32 WP	s 10.06	s 4.25	s 5.45	26.3	D	MILLER MR	26.3	s 11.05	s 7.33		
38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER SU	32.5	s 10.53	s 7.15		
28 P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE VD	40.4	s 10.40 ⁹⁵	s 6.59		
40	s 11.13	s 5.15	s 6.30	52.1	D	OCOONTO BS	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.28	f 6.46	59.1		LODI 6.4	59.1	f 10.03	f 6.14		
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	CALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹		
9	f 12.55	f 6.05	f 7.12	75.8		FINCHVILLE 7.3	75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.15	s 7.24	83.1	D	ARNOLD AD	83.1	s 9.20	s 4.45		
5 P	f 1.55	f 6.27	f 7.35	90.6		LOGAN 4.0	90.6	f 9.07	f 4.26		
10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND 4.6	94.6	f 9.00	f 4.18		
15 P	f 2.30	f 6.43	f 7.49	99.2		GANDY 3.2	99.2	f 8.50	f 4.08		
22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4	8.45AM	4.00PM		
						(102.4)		Daily Except Monday	Sunday Wednesday Friday		
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			.....Thru Time.....		(3.14) 31.7	(5.20) 19.2	

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from O'Fallon	Time-Table No. 17 January 10, 1954				Mile Post	
	97 Local Freight	93 Mixed	STATIONS								
			98 Local Freight	94 Mixed							
	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		COCKER 2.8	2.8	f 3.58	f 6.13			
41 P	f 7.56	s 5.48	12.8	D	SARBEN AK	12.8	f 3.30	s 5.58			
40	f 8.13	f 5.57	19.6		NEVENS 6.8	19.6	f 3.15	f 5.48			
12			24.8		BROGANVILLE 5.2	24.8					
42 WP	f 8.35	s 6.11	28.4		KEYSTONE 3.6	28.4	f 2.55	s 5.36			
11			30.7		KINGSLEY 2.3	30.7					
42 P	f 8.50	f 6.21	34.9	D	MARTIN SA	34.9	f 2.30	f 5.24			
42 P	f 9.05	s 6.31	41.2		LEMOYNE 4.2	41.2	f 2.15	s 5.14			
25	f 9.20	f 6.40	46.8		BELMAR 5.6	46.8	f 2.05	f 5.03			
44	f 9.29	f 6.48	51.7		RUTHTON 4.9	51.7	f 1.55	f 4.55			
41 WCYP	s 10.00	s 7.02	59.8	D	LEWELLEN YL W	59.8	s 1.40	s 4.44			
41 P	s 10.50	s 7.21	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21			
40 WP	s 11.35	s 7.43	86.4	D	LISCO OO	86.4	f 12.25PM	s 3.53			
37	f 11.53AM ⁹⁸	f 7.56	95.4		FINLEY 9.0	95.4	f 11.53AM ⁹⁷	f 3.39			
46	s 12.05PM	s 8.07	100.4	D	BROADWATER BR	100.4	f 11.40	s 3.30			
19	f 12.20	f 8.20	109.6		TOWERS 9.2	109.6	f 11.20	f 3.12			
195 WCTP	s 12.50	s 8.30	114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05			
AI	12.55	8.33	115.5		O. B. & Q. CROSSING 1.4	115.5	10.50	2.57			
11	f 1.05	f 8.40	121.8		MOHLER 6.3	121.8	f 10.40	f 2.46			
33 P	f 1.15	s 8.50	126.7	D	SOUTH BAYARD OR	126.7	f 10.32	s 2.39			
51	f 1.25	s 8.59	132.1		McGREW 5.4	132.1	f 10.23	s 2.29			
30 P	f 1.35	s 9.09	137.9	D	MELBETA MB	137.9	f 10.13	s 2.19			
70 WCYZP	A 1.45PM	A 9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM			
					(145.9)		Daily Except Sunday	Daily			
	(6.15) 34.3	(4.00) 36.5			.....Thru Time.....		(6.19) 23.1	(4.25) 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. 17 January 10, 1954				Mile Post	
	STATIONS										
						0.0	DN-R	GERING YL G	0.0		
17				5.4		MATHERS YL	5.4				
27				6.0		MOON YL	6.0				
				7.0		ROUBADEAU YL	7.0				
18				8.4		HILLIKER YL	8.4				
18				9.8		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 26.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 17 January 10, 1954	Mile Post	SECOND CLASS						
	353	93	59				354	60	94				
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed				
	Daily	Daily	Daily										
72	WYP		9.40AM	6.00AM	145.9	DN-R	GERING	YL	G	145.9		A10.40AM	A 1.50PM
14			f 9.46	f 6.10	150.5		COSTIN			150.5		f 10.28	f 1.34
30			s 9.49	f 6.15	152.3	D	HAIG		HA	152.3		f 10.25	s 1.30
24			s 9.55	f 6.25	155.8	D	SOUTH MITCHELL		MI	155.8		f 10.20	s 1.21
32			f 9.58	f 6.30	157.1		PELTOM			157.1		f 10.15	f 1.14
55	P		s 10.06 ⁶⁰	f 6.45	162.1	D	SOUTH MORRILL		MO	162.1		f 10.06 ⁹³	s 1.06
18			f 10.09	f 6.50	164.2		JOYCE			164.2		f 9.52	f 1.01
51	WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	LYMAN	YL	MU	167.9		s 9.45 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	10.35AM ⁹³ 12.15PM ⁹⁴	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		OOTTIER			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		WYOROSS			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		
			(2.40) 23.5	(1.35) 34.5	(7.00) 7.8		(98.4)				Daily	Daily	Daily
			.....Thru Time.....								(2.35) 24.3	(2.30) 21.9	(2.05) 26.3
			.....Average speed per hour.....										

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	Distance from Lyman	Time-Table No. 17 January 10, 1954		Mile Post	STATIONS	Mile Post	STATIONS	Distance from Lyman			
		0.0	DN						MU	YL	0.0
		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 26.	Distance from Sears	Time-Table No. 17 January 10, 1954		Mile Post	STATIONS	Mile Post	STATIONS	Distance from Sears			
		0.0	SEARS						YL	0.0	
		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.

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	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	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	25	On curves.			25
Passing fueling stations.	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	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	When using No. 14 turn-outs.	25	20	20
Diesel-electric yard switch locomotives in road service.		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
4000 class engines.		45	45	Back-up movement	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
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
Mallet, Consolidation and Ten Wheeler type engines.		35	35	On wye tracks.	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, 014, 015, 020, 021, 022 and 023.			25
Light engines.			45				

OLD MAIN LINE

Between Gilmore and Lane.	50	35				
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FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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	25	Buda, all airfield trackage.			10
Central City, within city limits.	60	50	50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Central City, 2200 class engines on east leg of wye.			5				
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	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	North Platte 281.9 and 281.1	80	70	50
Sarpy 14.2 and 14.7	80	70	50	Brady Island 258.5 and 258.1	70	60	50
15.9 and 16.2	80	70	50	Kearney 189.2 and 189.0	40	40	25
Lane 18.1 and 18.4	70	60	50	Waterloo 23.2 and 22.8	70	60	50
19.4 and 19.8	70	60	50	22.6 and 22.2	60	50	40
Elkhorn 21.9 and 22.1	70	60	50	22.1 and 21.9	70	60	50
22.2 and 22.6	60	50	40	Elkhorn 19.8 and 19.4	70	60	50
22.8 and 23.2	70	60	50	18.4 and 18.1	70	60	50
Vroman 258.1 and 258.5	70	60	50	Lane 16.2 and 15.9	80	70	50
Beck 281.1 and 281.9	80	70	50	14.7 and 14.2	80	70	50
North Platte				Seymour 5.6 and 5.2	25	25	25
				Summit			

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Big Springs, over highway crossing when using siding.	5	5	5				
Sidney, freight trains entering and moving through yard tracks.			5	Hillsdale, 5000 class and heavier engines on industry track.			5
Brownson, on government tracks.			10				
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Korty 323.5 and 324.4	70	60	50	Cheyenne 509.1 and 508.7	40	40	25
Brownson 422.6 and 423.5	70	60	50	506.3 and 505.8	80	70	50
Bushnell 456.9 and 457.2	80	70	50	503.0 and 502.2	60	50	40
462.8 and 462.9	80	70	50	Archer 498.2 and 497.7	70	60	50
Burns 486.2 and 486.5	70	60	50	Durham 494.0 and 493.8	70	60	50
Hillsdale 493.8 and 494.0	70	60	50	Hillsdale 486.5 and 486.2	70	60	50
Durham 497.7 and 498.2	70	60	50	Pine Bluffs 462.9 and 462.8	80	70	50
Archer 502.2 and 503.0	60	50	40	457.2 and 456.9	80	70	50
505.8 and 506.3	80	70	50	Potter 423.5 and 422.6	70	60	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			

THIRD SUBDIVISION

Maximum speed.	79	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.7 and 150.9	30	30	25
Freight engines not otherwise shown.		50		Between M. P. 150.9 and 151.1	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.			20

BRANCHES

Beatrice Branch				Mead			
Maximum speed.	50	45		Between U. P. yard and Nebr. Ordinance classification yard.			15
5000, 9000 class and MacArthur type engines on curves.	35	35		Wahoo, city track.			6
Between Mile Posts—				19.1 and 19.5	35	35	
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	
	Psgr.	Frt.		Psgr.	Frt.
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.	40	30
2800 class engines.	30	30	Motor trains.	40	40
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.	5	5	Trains with 400 class engines.	25	25
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton: Steam trains.	45	35
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Motor trains	45	45
Between Oconee and M.P. 16.		25	Trains with 400 class engines.	30	30
Between M.P. 16 and Norfolk.		30	Trains handling outfit cars.		20
Trains handling outfit cars.		20	North Platte Branch Maximum speed.		45
Columbus, over wye switches.		15	5000, 7000 and 9000 class engines.		35
On curve at M.P. 175.		25	Over Bridge 18.30.		35
Albion Branch Maximum speed:		30	Oshkosh, over First Street Crossing.		15
Trains handling outfit cars.		20	North Platte Cut-off Maximum speed.		45
Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30	5000, 7000 and 9000 class engines.		35
Between M.P. 11 and Spalding.		25	On curves between Yoder and So. Torrington.		35
Trains handling outfit cars.		20	On curves between M.P. 25.42 and M.P. 31.25.		30
Over Bridge 12.96.		25	Through tunnel between Albin and Tremain.		20
			Lyman Branch.		20
			Gering Branch.		20
			Sears Branch.		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	5-P	East	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		

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
Spencer Wright ..	Medical Director ..	Salt Lake City, Utah	Bancroft and Staley	Surgeon	Kearney, Nebr.
A. McDermott ..	Dist. Surgeon.....	Omaha, Nebr.	F. L. Richards.....	Oculist and Aurist..	Kearney, Nebr.
G. T. Alliband.....	Oculist.....	Omaha, Nebr.	M. B. Wilcox.....	Oculist and Aurist..	Kearney, Nebr.
C. F. Bantin.....	Surgeon.....	Omaha, Nebr.	A. H. Shamberg...	Surgeon.....	Kimball, Nebr.
M. W. Barry.....	Surgeon.....	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
J. G. Bartek.....	Surgeon.....	Omaha, Nebr.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
J. D. Bisgard.....	Surgeon.....	Omaha, Nebr.	J. S. Welch.....	Surgeon.....	Lincoln, Nebr.
E. A. Connolly.....	Surgeon.....	Omaha, Nebr.	C. G. Amick.....	Surgeon.....	Loup City, Nebr.
F. D. Donahue.....	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.
J. K. Muldoon.....	Surgeon.....	Omaha, Nebr.	G. F. Waltemath..	Surgeon.....	North Platte, Nebr.
R. T. Mauer.....	Hospital Surgeon..	Omaha, Nebr.	R. T. Takemaga...	Surgeon.....	North Platte, Nebr.
R. A. Moser.....	Shop Surgeon.....	Omaha, Nebr.	S. K. Imes.....	Surgeon.....	Ogallala, Nebr.
A. V. Murphy.....	Surgeon.....	Omaha, Nebr.	J. L. McFee.....	Surgeon.....	Ogallala, Nebr.
F. C. Nelson.....	Surgeon.....	Omaha, Nebr.	H. S. Eklund.....	Surgeon.....	Osceola, Nebr.
O. C. Nickum.....	Shop Surgeon.....	Omaha, Nebr.	C. J. Miller.....	Surgeon.....	Ord, Nebr.
S. A. Swenson.....	Surgeon.....	Omaha, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.	M. O. Arnold.....	Surgeon.....	St. Paul, Nebr.
J. F. Gross.....	Surgeon.....	Omaha, Nebr.	F. G. Kolouch....	Surgeon.....	Schuyler, Nebr.
R. H. Rasgorshek..	Oculist and Aurist..	Omaha, Nebr.	H. F. Daum.....	Surgeon.....	Shelby, Nebr.
T. T. Smith.....	Aurist.....	Omaha, Nebr.	J. E. Nordstrom..	Surgeon.....	Shelton, Nebr.
J. J. O'Neil.....	Aurist.....	Omaha, Nebr.	E. F. Carr.....	Surgeon.....	Stapleton, Nebr.
W. M. Fitch.....	Surgeon.....	Albion, Nebr.	R. J. Fox.....	Surgeon.....	Spaulding, Nebr.
J. E. Dunn.....	Surgeon.....	Arnold, Nebr.	C. L. Marsh.....	Surgeon.....	Valley, Nebr.
W. T. Wildhaber..	Surgeon.....	Beatrice, Nebr.	Ivan M. French...	Surgeon.....	Wahoo, Nebr.
R. W. Taylor.....	Oculist and Aurist..	Beatrice, Nebr.	Ervin King.....	Surgeon.....	Wood River, Nebr.
A. L. Schneider...	Surgeon.....	Brady Island, Nebr.			
M. L. Chaloupka...	Surgeon.....	Callaway, Nebr.	W. A. Buntun.....	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.	R. B. Rundquist..	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.
P. D. Pederson....	Surgeon.....	Council Bluffs, Ia.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	C. B. Dorwart....	Surgeon.....	Sidney, Nebr.
C. H. Sheets.....	Surgeon.....	Cozad, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	H. A. Blackstone..	Surgeon.....	Bridgeport, Nebr.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	W. C. Harvey, Sr..	Surgeon.....	Gering, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	W. C. Harvey, Jr..	Surgeon.....	Gering, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	F. V. Vesely.....	Surgeon.....	Lewellen, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
L. E. Imes.....	Surgeon.....	Grand Island, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
E. G. Johnson....	Surgeon.....	Grand Island, Nebr.			
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.	L. W. Anderson....	Surgeon.....	Sterling, Colo.
J. A. Proffitt....	Surgeon.....	Grand Island, Nebr.	R. W. Ludwick....	Surgeon.....	Sterling, Colo.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	A. F. Williams....	Surgeon.....	Ft. Morgan, Colo.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	W. L. Wilkinson...	Surgeon.....	La Salle, Colo.