



**UNION PACIFIC RAILROAD COMPANY**  
Eastern District



**NEBRASKA DIVISION**

**TIME-TABLE  
No. 18**

**Effective Sunday,  
April 25, 1954**

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

*Careful Handling  
Prevents Damage*

**FOR EMPLOYEES ONLY**

WESTWARD

# CONDENSED TIME-TABLE

## FIRST CLASS

	11	85	107	17	37	23	5	9	103	101	105	27	111	Distance from Council Bluffs	Time Table No. 18 April 25, 1954
	Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Stream-liner Passenger		<b>STATIONS</b>
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
							9.20							0.0	<b>CO. BLUFFS</b>
	9.30		5.10			10.00	9.55		3.15	2.55	1.40	1.30	12.50	2.8	<b>OMAHA</b>
	12.55		7.08			1.05	12.40		5.15	4.55	3.40	4.10	2.55	146.9	<b>GRAND ISLAND</b>
	3.50 3.25	3.10	8.51 7.56			3.50 3.00	2.55 2.05		7.00 6.05	6.40 5.45	5.25 4.30	6.15 5.25	4.50 3.55	284.1	<b>NORTH PLATTE</b>
		4.40											5.10	365.3	<b>JULESBURG</b>
	6.00		9.37			5.20	4.12		7.46	7.28	6.13	7.46		407.6	<b>SIDNEY</b>
				8.30				9.30						.....	<b>KANSAS CITY</b>
		8.50		7.00 7.30	5.30			7.55 8.25					8.30	562.5	<b>DENVER</b>
	8.30 8.50		11.17 11.27			7.35 7.45	6.05 6.20		9.25 9.35	9.10 9.20	7.55 8.05	10.00 10.10		509.5	<b>CHEYENNE</b>
	10.25		12.45	10.50	9.05	9.40	8.05	11.45	10.55	10.40	9.25	11.50		566.0	<b>LARAMIE</b>
	1.04		2.31	12.58	11.30	12.18	10.40	1.44	12.40	12.30	11.15	1.55		682.8	<b>RAWLINS</b>
	3.45 4.50		4.36 4.45	3.20 3.50	2.05 2.20	3.00 3.40	1.20 1.55	4.05 4.40	2.50 3.00	2.40 2.50	1.25 1.35	4.25 4.45		817.0	<b>GREEN RIVER</b>
	5.25			4.25							2.05			847.2	<b>GRANGER</b>
			8.00		6.10	7.30	5.50	8.35	6.15	8.05		8.45		992.6	<b>OGDEN</b>
															(992.6)

(20.55) (5.40) (15.50) (20.55) (12.40) (22.30) (20.55) (24.05) (16.00) (16.10) (13.25) (20.15) (8.40) ..... Thru Time From Omaha  
 40.4 49.1 62.5 44.5 45.5 44.0 47.3 60.5 61.9 61.2 62.9 48.9 69.2 ..... Average speed per hour

**E. HICKS**  
General Manager

**G. A. CUNNINGHAM**  
General Superintendent

**H. E. SHUMWAY**  
Gen. Supt. Transportation

**J. E. MULICK, Superintendent**..... Omaha, Nebr.  
**T. F. SHANAHAN, Asst. Superintendent**..... Omaha, Nebr.  
**R. W. McSPADDEN, Asst. Superintendent**..... Gering, Nebr.  
**L. O. POPE, Terminal Superintendent**..... Omaha, Nebr.  
**A. A. HAUSSENER, 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.  
**A. T. McCASLIN, 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..... 836.14  
 Total..... 1495.74

# CONDENSED TIME-TABLE

EASTWARD

## FIRST CLASS

	112	12	108	10	28	104	102	106	38	18	24	6	86	Distance from Council Bluffs	Time Table No. 18 April 25, 1954
	Stream-liner Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger		<b>STATIONS</b>
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
														0.0	<b>CO. BLUFFS</b>
														6.50	<b>OMAHA</b>
	2.8	12.30	7.00	11.35		3.15	2.35	2.50	3.00				7.50	6.05	<b>GRAND ISLAND</b>
	146.9	10.24	3.50	9.26		12.15	12.26	12.40	12.50				4.45	3.25	<b>NORTH PLATTE</b>
C.T. M.T.	284.1	8.37 7.32	12.45 11.00	7.33 6.28		10.03 8.53	10.33 9.28	10.48 9.43	10.58 9.53				1.40 12.30	12.55 11.45	11.15
	385.3	6.27												9.55	<b>JULESBURG</b>
	407.5		8.55	4.47		7.02	7.50	8.02	8.12				10.20	9.45	<b>SIDNEY</b>
	.....				7.15								10.30		<b>KANSAS CITY</b>
	582.5	3.30			6.50 6.20					8.00			9.00 8.10		6.00
	509.5		7.00 5.40	3.25 3.15		5.20 5.05	6.30 6.20	6.40 6.30	6.50 6.40				8.30 8.15	7.55 7.35	<b>CHEYENNE</b>
	566.0		4.20	2.05	2.58	3.43	5.10	5.20	5.30	4.15	4.25	6.35	6.05		<b>LARAMIE</b>
	682.8		2.00	12.15	1.05	1.30	3.20	3.30	3.40	1.55	2.05	3.20	3.35		<b>RAWLINS</b>
	817.0		11.10 9.40	10.00 9.50	10.45 10.20	10.55 10.45	1.05 12.55	1.15 1.05	1.25 1.15	11.10 10.55	11.25 11.05	12.15 11.40	12.45 12.25		<b>GREEN RIVER</b>
	847.2		9.05							12.42		10.30			<b>GRANGER</b>
	992.6			6.40	6.50	7.00	9.45	9.55		7.10		7.15	8.30		<b>OGDEN</b>
															(992.6)

Thru Time From Omaha..... (8.00) (20.55) (15.55) (23.25) (19.15) (15.50) (15.55) (13.18) (12.50) (23.00) (23.35) (20.35) (5.15)  
 Average speed per hour..... 69.5 39.9 62.2 50.5 51.4 62.5 62.2 63.5 44.9 46.6 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
11	Any Station			12	Any Station		
23	1st Subdivision		Points west of Julesburg.	24	1st Subdivision	Colorado Points.	
23	Any Station	Omaha or beyond.		24	Any Station	Cheyenne or beyond.	
23	2nd Subdivision	Sleeping car passengers.		24	Any Station		
23	Any Station		North of Granger or Ogden or beyond.	28	2nd Subdivision		Omaha or beyond.
27	Fremont	East of Council Bluffs arriving Omaha on this train.		28	Kearney		C. & N. W. points east of Council Bluffs where scheduled to stop.
27	Columbus		West of Ogden.	28	Columbus	Pocatello or west of Ogden.	
27	Kearney			28	Fremont		
27	Ogallala	Points east of Council Bluffs.		28	Ogallala		
27	Ogallala	Sleeping car passengers from Omaha or points east.		86	Any Station	Points west of Julesburg.	
27	Kimball	Sleeping car passengers from Omaha or points east.		86	2nd Subdivision		
85	Any Station		Colorado Points west of Julesburg.	86	Any Station	Denver or beyond	Points east of Julesburg.
101	2nd Subdivision		Sacramento or beyond.	86	3rd Subdivision		Sleeping car passengers Omaha or beyond.
101	Fremont			86	Ogallala		
101	Columbus			102	Kearney	Sacramento or beyond.	
101	Kearney			102	Columbus		
103-107	Fremont		East Los Angeles or beyond.	104-108	Kearney		
103-107	Columbus			104-108	Columbus	East Los Angeles or beyond.	
103-107	Kearney			106	Fremont		
105	Fremont		Pendleton or beyond.	106	Columbus	Pendleton or beyond.	
105	Columbus			112	Fremont		
105	Kearney			112	Ft. Morgan		Omaha and east.
111	Fremont	Chicago	Denver or beyond.	112	Fremont	Denver	Chicago.
111	Ft. Morgan	Chicago					

**WESTWARD FIRST SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS						Distance from Council Bluffs	Time-Table No. 18	
	71	73	75	237	239	233		April 25, 1954	
	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.		STATIONS	
CKWITYOPZ	8.00PM	12.01PM				6.30AM	0.0	R COUNCIL BLUFFS YL	
XWITOPZ	8.15	12.15				6.40	2.8	DN-R OMAHA YL US	
XIP	8.30	12.45				7.00	5.2	DN SUMMIT YL SU	
ES77 XP	8.40	12.55				7.14	13.6	SARPY	
XP	8.50	1.00				7.20	17.1	LANE	
CS73 XP						s 7.30	21.7	D ELKHORN KH	
CS84 P						s 7.40	24.5	D WATERLOO WO	
WS175 XYPWO	A 9.15PM	A 1.15PM				s 8.40	28.0	DN VALLEY YL V	
ES166 ES90						f 8.50	34.3	MERCER	
CS81 P							38.2	F. S. Y. & L. CROSSING	
I							39.3	DN FREMONT YL FN	
WS99 X						s 9.15	40.0	O. B. & Q. CROSSING	
ES172 WPZ							44.8	O. & N. W. CROSSING	
I							46.3	AMES	
CS82 P						f 9.24	54.4	D NORTH BEND NB	
CS119 XP						s 9.38	61.4	D ROGERS DJ	
CS82 P						s 10.10	68.7	DN SCHUYLER SO	
WS130 X						s 11.24 <sup>23</sup>	76.9	D RIOHLAND BZ	
ES123 WP						f 11.52AM	83.8	O. B. & Q. CROSSING	
CS118 P							84.6	DN COLUMBUS YL C	
WS143 XWTC						s 12.30PM	92.2	D DUNCAN DQ	
ES125 YPZ						f 12.56	96.5	GARDINER	
CS119 P						s 1.20	102.3	DN SILVER OREEK SI	
CS82 P						f 1.30	107.9	HAVENS	
CS119 XWP						s 2.00	113.6	D OLARKS OX	
CS82 P							124.3	O. B. & Q. CROSSING	
WS113 X			9.50AM			A 2.30PM	124.9	DN CENTRAL CITY OI	
ES119 WYP			s 10.15				135.1	D CHAPMAN OP	
CS119 P							146.5	O. B. & Q. CROSSING	
I							146.9	DN-R GRAND ISLAND GE YL	
XWCZTYOP			A 10.45AM	7.30AM			154.5	ALDA	
CS82 XYP						f 8.05	162.3	D WOOD RIVER WR	
WS117 XW						s 8.39	169.9	D SHELTON ST	
ES48 P						s 9.05	176.0	DN GIBBON GB	
CS82 XP						s 9.40	180.2	OPTIC	
WS130 XWI						f 9.55	189.1	DN KEARNEY YL KR	
ES70 YP						A 10.15AM	198.3	D ODESSA DZ	
CS82 P						s 7.30	204.6	D ELM OREEK QR	
WS122 XWC						s 8.00	213.3	D OVERTON OV	
ES118 YEP						s 8.30	224.4	DN LEXINGTON UM	
CS83 P						s 11.30	232.5	DARE	
CS82 XWP						f 11.59AM	238.2	D OZAD OO	
WS125 XWC						s 12.30PM	248.8	DN GOTHENBURG BU	
ES130 YP						s 1.00	254.5	VROMAN	
CS83 P						1.15	261.5	D BRADY ISLAND BI	
CS83 WP						s 1.30	270.6	D MAXWELL MX	
CS119 XP						s 1.54	278.5	GANNETT	
CS83 P						2.15	284.1	DN-R NORTH PLATTE YL NO	
XWCZTYOP						A 2.30PM			

(1.15) 22.4 (1.14) 22.8 (0.55) 24.0 (2.45) 15.3 (7.30) 12.7 (8.00) 15.6  
 ..... 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									Distance from Council Bluffs	Time-Table No. 18			
11	107	23	5	103	101	105	27	111		April 25, 1954			
Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Streamliner Passenger Daily		STATIONS			
			9.20AM						0.0	R COUNCIL BLUFFS YL			
			9.30PM	5.10PM	10.00AM	9.55	3.15AM	2.55AM	1.40AM	1.30AM	12.50AM	2.8	DN-R OMAHA YL US
			9.37	5.15	10.07	10.02	3.20	3.00	1.45	1.36	12.55	5.2	DN SUMMIT YL SU
			9.46	5.22	10.15	10.10	3.27	3.07	1.52	1.44	1.02	13.6	SARPY
			9.50	5.25	10.21	10.14	3.30	3.10	1.55	1.47	1.05	17.1	LANE
			9.53	5.29	10.25	10.19	3.34	3.14	1.59	1.51	1.09	21.7	D ELKHORN KH
			f 9.57	5.32	10.28	10.22	3.37	3.17	2.02	1.54	1.12	24.5	D WATERLOO WO
			f 10.04	5.35	10.31	10.26	3.40	3.20	2.05	1.57	1.15	28.0	DN VALLEY YL V
			10.10	5.39	10.37	10.31	3.44	3.24	2.09	2.03	1.20	34.3	MERCER
												38.2	F. S. Y. & L. CROSSING
			s 10.28	5.43	s 10.53	s 10.43	3.48	3.28	2.13 <sup>27</sup>	2.13 <sup>105</sup>	1.25	39.3	DN FREMONT YL FN
												40.0	O. B. & Q. CROSSING
												44.8	O. & N. W. CROSSING
												46.3	AMES
			10.36	5.48	11.00	10.50	3.53	3.33	2.18	2.22	1.31	46.8	D NORTH BEND NB
			f 10.43	5.54	11.07	10.57	3.59	3.39	2.24	2.31	1.37	54.4	D ROGERS DJ
			10.50	5.59	11.14	11.03	4.04	3.44	2.29	2.39	1.42	61.4	DN SCHUYLER SO
			f 10.59	6.04	f 11.24 <sup>233</sup>	f 11.09 <sup>233</sup>	4.09	3.49	2.34	2.45	1.47	68.7	D RIOHLAND BZ
			11.07	6.10	11.32	11.17	4.15	3.55	2.40	2.52	1.53	76.9	O. B. & Q. CROSSING
												83.8	DN COLUMBUS YL C
			s 11.25	6.16	s 11.48	s 11.31	4.21	4.01	2.46	3.00	s 2.00	84.6	D DUNCAN DQ
			f 11.35	6.22	11.58AM	11.41	4.27	4.07	2.52	3.08	2.07	92.2	GARDINER
			11.40	6.25	12.02PM	11.45	4.30	4.10	2.55	3.13	2.11	96.5	DN SILVER OREEK SI
			f 11.45	6.29	12.07	11.50	4.34	4.14	2.59	3.18	2.15	102.3	HAVENS
			11.50	6.33	12.12	11.54	4.38	4.18	3.03	3.22	2.19	107.9	D OLARKS OX
			f 11.55PM	6.37	12.18	11.59AM	4.42	4.22	3.07	3.27	2.23	113.6	O. B. & Q. CROSSING
												124.3	DN CENTRAL CITY OI
			s 12.10AM	6.46	f 12.30	12.09PM	4.51	4.32	3.17	3.37	2.33	124.9	D CHAPMAN OP
			12.22	6.56	12.40	12.19	5.01	4.42	3.27	3.47	2.42	135.1	O. B. & Q. CROSSING
												146.5	DN-R GRAND ISLAND GE YL
			12.35	7.07	12.55	12.30	5.14	4.54	3.39	4.00	2.54	146.9	ALDA
			12.55	7.08	1.05	12.40	5.15	4.55	3.40	4.10	2.55	154.5	D WOOD RIVER WR
			1.03	7.14	1.15	12.47	5.22	5.02	3.47	4.17	3.04	162.3	D SHELTON ST
			f 1.10	7.20	1.22	12.54	5.28	5.08	3.53	4.23	3.10	169.9	DN GIBBON GB
			f 1.17	7.26	1.29	1.00	5.34	5.14	3.59	4.30	3.16	176.0	OPTIC
			f 1.22	7.30	1.35	1.05	5.38	5.18	4.03	4.35	3.21	176.0	DN KEARNEY YL KR
			1.26	7.33	1.39	1.09	5.41	5.21	4.06	4.38	3.24	180.2	D ODESSA DZ
			s 1.45	7.40	s 1.52	s 1.25	5.49	5.29	4.14	4.47	s 3.33	189.1	D ELM OREEK QR
			f 1.54	7.47	2.03	1.33	5.56	5.36	4.21	4.55	3.41	198.3	D OVERTON OV
			f 2.00	7.52	2.10	1.38	6.01	5.41	4.26	4.59	3.45	204.6	DN LEXINGTON UM
			f 2.08	7.58	2.18	1.46	6.07	5.47	4.32	5.07	3.52	213.3	DARE
			s 2.25	8.06	s 2.32	1.55	6.15	5.55	4.40	5.17	4.01	224.4	D OZAD OO
			2.34	8.12	2.41	2.02	6.21	6.01	4.46	5.24	4.07	232.5	DN GOTHENBURG BU
			s 2.46	8.16	f 2.49	2.07	6.25	6.05	4.50	5.29	4.11	238.2	VROMAN
			s 3.02	8.24	f 3.03	2.17	6.33	6.13	4.58	5.38	4.19	248.8	D BRADY ISLAND BI
			3.12	8.28	3.11	2.22	6.37	6.17	5.02	5.43	4.24	254.5	D MAXWELL MX
			f 3.19	8.33	3.18	2.29	6.42	6.22	5.07	5.49	4.30	261.5	GANNETT
			f 3.28	8.40	3.28	2.37	6.49	6.29	5.14	5.57	4.37	270.6	DN-R NORTH PLATTE YL NO
			3.36	8.45	3.36	2.44	6.54	6.34	5.19	6.04	4.43	278.5	
			A 3.50AM	A 8.51PM	A 3.50PM	A 2.55PM	A 7.00AM	A 6.40AM	A 5.25AM	A 6.15AM	A 4.50AM	284.1	

(6.20) 44.4 (3.41) 76.4 (5.50) 48.2 (5.00) 56.3 (3.45) 75.0 (3.45) 75.0 (3.45) 75.0 (4.45) 59.2 (4.00) 70.3  
 ..... Thru Time from Omaha  
 ..... 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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 18

April 25, 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	A 7.50PM	A 11.35PM	A 12.30AM	A 3.15AM	A 2.35AM	A 2.50AM	A 3.00AM	
5.2	6.49	6.05	7.35	11.28	12.23	3.00	2.28	2.42	2.52	
13.6	6.40	5.50	7.25	11.20	12.15	2.50	2.20	2.34	2.44	
17.1	6.36	5.38	7.20	11.17	12.11	2.45	2.17	2.30	2.40	
21.7	f 6.31	5.33	7.14	11.12	12.07	2.41	2.12	2.25	2.35	
24.5	f 6.27	5.30	7.10	11.08	12.03AM	2.37	2.08	2.21	2.31	
28.0	s 6.23	5.26	7.04	11.05	11.59PM	2.33	2.05	2.18	2.28	
34.3	6.16	5.20	6.56	11.00	11.54	2.27	2.00	2.12	2.22	
38.2										
39.3	s 6.08	s 5.14	s 6.49	10.55	11.50	2.17 <sup>106</sup> 2.07 <sup>102</sup>	1.55	2.07 <sup>28</sup>	2.17 <sup>28</sup>	
40.0										
44.8										
46.3	f 5.54	4.59	6.34	10.47	11.44	1.51	1.47	1.59	2.08	
54.4	f 5.45	4.52	6.25	10.41	11.38	1.45	1.41	1.53	2.02	
61.4	f 5.37	4.46	6.18	10.36	11.32	1.38	1.36	1.48	1.57	
68.7	s 5.30	4.40	s 6.11	10.30	11.27	1.30 <sup>104</sup>	1.30 <sup>28</sup>	1.42	1.51	
76.9	f 5.20	4.32	6.01	10.24	11.21	1.19	1.24	1.36	1.45	
83.8										
84.5	s 5.10	s 4.25	s 5.52	10.17	s 11.14	1.12	1.17	1.29	1.38	
92.2	f 4.51	4.14	5.40	10.10	11.04	1.02	1.10	1.22	1.31	
96.5	4.46	4.10	5.36	10.07	11.01	12.57	1.07	1.19	1.28	
102.3	f 4.41	4.05	5.31	10.03	10.58	12.53	1.03	1.15	1.24	
107.9	4.33	4.00	5.26	9.59	10.54	12.48	12.59	1.11	1.20	
113.6	f 4.27	3.55	5.22	9.54	10.50	12.44	12.54	1.07	1.16	
124.3										
124.9	s 4.15	3.45	f 5.11	9.45	10.42	12.35	12.45	12.58	1.08	
135.1	4.02	3.36	5.00	9.37	10.34	12.25	12.37	12.51	1.00	
146.5										
146.9	3.50	3.25	4.45	9.26	10.24	12.15	12.26	12.40	12.50	
154.5	3.18	3.15	4.35	9.25	10.23	12.05AM	12.25	12.39	12.49	
162.3	f 3.09	3.02	4.21	9.14	10.14	11.55PM	12.14	12.29	12.39	
169.9	f 3.00	2.55	4.11	9.08	10.08	11.47	12.08	12.23	12.33	
176.0	f 2.53	2.48	4.03	9.02	10.03	11.40	12.02AM	12.17	12.27	
180.2	2.49	2.42	3.56	8.57	9.59	11.35	11.57PM	12.12	12.22	
189.1	s 2.39	2.38	3.51	8.54	9.56	11.31	11.54	12.09	12.19	
198.3	f 2.24	2.28	3.40	8.46	s 9.48	11.22	11.46	12.01AM	12.11	
204.6	f 2.17	2.15	3.24	8.38	9.40	11.14	11.38	11.53PM	12.03AM	
213.3	f 2.07	2.09	3.18	8.34	9.36	11.09	11.34	11.49	11.59PM	
224.4	s 1.55	2.02	3.09	8.28	9.30	11.01	11.28	11.43	11.53	
232.5	1.44	1.52	f 2.57	8.20	9.22	10.53	11.20	11.35	11.45	
238.2	1.44	1.45	2.45	8.14	9.16	10.46	11.14	11.29	11.39	
248.8	s 1.38	1.45	f 2.39	8.10	9.12	10.42	11.10	11.25	11.35	
254.5	1.23	1.30	f 2.22	8.02	9.04	10.34	11.02	11.17	11.27	
261.5	1.14	1.25	2.13	7.57	9.00	10.29	10.57	11.12	11.22	
270.6	f 1.07	1.18	2.06	7.52	8.55	10.23	10.52	11.07	11.17	
278.5	f 12.59	1.10	1.57	7.45	8.48	10.16	10.45	11.00	11.10	
284.1	12.52	1.03	1.49	7.39	8.42	10.10	10.39	10.54	11.04	
	12.45AM	12.55PM	1.40PM	7.33PM	8.37PM	10.03PM	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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Rules 251 to 254 inclusive apply on First Subdivision.  
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 18

April 25, 1954

STATIONS

Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.
	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				XWCITYOPZ
2.8	1.54	8.15	2.55				XWITOPZ
5.2	1.10	7.45	2.35				XIP
13.6	12.50	7.20	2.15				ES77 XP
17.1	12.40	7.10	f 2.05				XP
21.7			s 1.55				CS73 XP
24.5			s 1.30				CS84 P
28.0	12.15AM	6.45AM	s 1.00				WS175 XYPWC ES165 ES90
34.3			f 12.01PM				CS81 P
38.2							I
39.3			s 11.50AM				WS89 X ES172 WPZ
40.0							I
44.8							IP
46.3			f 10.50				CS82 P
54.4			s 10.20				CS119 XP
61.4			s 9.50				CS82 P
68.7			s 9.20				WS130 X ES123 WP
76.9			f 8.20				CS118 P
83.8							
84.5			s 8.00				WS143 XWTC ES125 YPZ
92.2			s 7.20				CS119 P
96.5			f 6.50				CS82 P
102.3			s 6.40				CS119 XWP
107.9			f 6.00				CS82 P
113.6			s 5.39				CS82 XP
124.3							
124.9		5.00AM	A 6.55AM				WS113 X ES119 WYP
135.1			s 6.40				CS119 P
146.5							I
146.9							
154.5			6.20AM		A 2.00PM		XWCZTYOP
162.3					f 1.30		CS82 XYP
169.9					s 1.00		WS117 XW ES48 P
176.0					s 12.30PM		CS82 XP
180.2					s 11.59AM		WS130 XWI ES70 YP
189.1					f 11.15		CS82 P
198.3					A 1.30PM	s 11.00AM	WS122 XWC ES118 YZF
204.6					s 1.00		CS83 P
213.3					s 12.30PM		CS130 XWP
224.4					s 11.50AM		CS83 P
232.5					s 11.30		WS120 XWY ES119 ZP
238.2					f 10.30		CS83 P
248.8					s 10.00		CS83 XWP
254.5					s 8.15		WS125 XWC ES130 YP
261.5					7.55		CS83 P
270.6					f 7.45		CS83 WP
278.5					f 7.30		CS119 XP
284.1					7.15		CS83 P
					7.00AM		XWCZTYOP

..... 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

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

Table with columns for Car Capacity, Class (353, 245, 243, 97, 241, 93), and Distance from Council Bluffs.

Time-Table No. 18

April 25, 1954

STATIONS

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

Station list for Westward Second Subdivision, including North Platte, Birdwood, Hershey, O'Fallons, Sutherland, Dexter, Paxton, Kerty, Roscoe, Ogallala, Megeath, Big Springs, Barton, Julesburg, Weir, Ohappell, Lodge Pole, Sunol, Colton, Sidney, Brownson, Potter, Jacinto, Dix, Owasco, Kimball, Oliver, Bushnell, Pine Bluffs, Traoy, Egbert, Burns, Hillsdale, Durham, Archer, and Cheyenne.

Summary table for Westward Second Subdivision, Second Class, showing average speeds and thru times.

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

Table with columns for Class (107, 23, 5, 103, 101, 27, 105, 111, 11, 85) and Distance from Council Bluffs.

Time-Table No. 18

April 25, 1954

STATIONS

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

Station list for Westward Second Subdivision, including North Platte, Birdwood, Hershey, O'Fallons, Sutherland, Dexter, Paxton, Kerty, Roscoe, Ogallala, Megeath, Big Springs, Barton, Julesburg, Weir, Ohappell, Lodge Pole, Sunol, Colton, Sidney, Brownson, Potter, Jacinto, Dix, Owasco, Kimball, Oliver, Bushnell, Pine Bluffs, Traoy, Egbert, Burns, Hillsdale, Durham, Archer, and Cheyenne.

Summary table for Westward Second Subdivision, First Class, showing average speeds and thru times.

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

SECOND CLASS

FIRST CLASS

Time-Table No. 18

April 25, 1954

STATIONS

Table with columns for Car Capacity, Station, Class (71, 111, 85, 301), and Distance from Julesburg. Includes rows for stations like WCYIP, ZP, WP, F, P, IP, IWCTZP, WCF, and WCTYP.

Table of stations and distances for Julesburg to Westward. Includes stations like DN JULESBURG YL JB, D OVID VI, D SEDGWICK ZD, etc.

BLOCK SIGNALS

Thru Time (1.00) 23.5 (2.20) 64.8 (3.00) 50.4 (0.35) 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. On Third Subdivision the time of Nos. 111 and 112 must be cleared by Nos. 85, 86, 301 and 302 as provided by Operating Rules 86 and S-89. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 18

April 25, 1954

STATIONS

Table with columns for Mile Post, Class (112, 86, 302, 250, 72), and Station. Includes rows for stations like DN JULESBURG YL JB, D OVID VI, D SEDGWICK ZD, etc.

BLOCK SIGNALS

Thru Time (2.09) 70.3 (2.53) 52.4 (0.38) 37.1 (2.35) 36.2 (0.50) 28.2 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. On Third Subdivision the time of Nos. 111 and 112 must be cleared by Nos. 85, 86, 301 and 302 as provided by Operating Rules 86 and S-89. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 18				SECOND CLASS				
				April 25, 1954								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	71	73	Distance from Valley					Mile Post	74	72		
	Freight Daily	Freight Daily							Freight	Freight		
WCYP			0.0	DN-R	VALLEY	YL	V	0.0	A 5.40AM	A 11.15PM		
AI			5.8	5.8				5.8				
28			6.3	D	O. B. & Q. CROSSING			6.3	5.27	11.05		
106			11.6	D	YUTAN	YN		11.6	5.17	10.50		
64			18.9	D	MEAD	AD		18.9	5.03	10.25		
			19.6	O. & N. W. and O. B. & Q. CROSSINGS				19.6				
78			26.3	D	WAHOO	W		26.3	4.48	10.10		
20			38.2	6.7				38.2	4.35	9.55		
96			37.3	DN	WESTON	WN		37.3	4.25	9.40		
28			41.8	6.9				41.8				
33			46.5	D	TOUHY			46.5	3.59	9.15		
101			52.7	4.1				52.7	3.48	9.05		
4			55.3	DN	VALPARAISO	YL	VO	55.3				
			56.5	4.5				56.5				
24			57.1	DN	AGNEW			57.1	3.40	8.50		
			57.4	4.7				57.4				
			59.0	0.6				59.0				
130			65.4	D	RAYMOND	RM		65.4	3.18	8.05		
			68.2	6.2				68.2				
21			74.7	2.6				74.7	3.03	7.49		
73			79.5	D	GARRATT			79.5	2.56	7.41		
84			88.9	D	WEST LINCOLN			88.9	2.43	7.25		
CWTZP			96.8	DN-R	O. B. & Q. CROSSING			96.8	2.30AM	7.00PM		
				1.2					Daily	Daily		
				0.6								
				1.6								
				6.4								
				2.8								
				6.5								
				4.8								
				9.4								
				7.9								
				(96.8)								
	(3.50)	(2.55)	..... Thru Time.....					(3.10)	(4.15)			
	25.2	33.2	..... Average speed per hour.....					30.5	22.8			

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

WESTWARD				OLD MAIN LINE				EASTWARD				
SECOND CLASS				Time-Table No. 18				SECOND CLASS				
				April 25, 1954								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25				Distance from Council Bluffs					Mile Post			
XIP			5.2	DN	SUMMIT	YL	SU	5.2				
XWP			6.4	1.2				6.4				
XIP			11.9	SOUTH OMAHA				11.9				
72			16.8	R	GILMORE	YL		16.8				
AIP			19.2	D	PAPILLION	PO		19.2				
P			22.5	4.9				22.5				
XP			26.1	D	MO. PAC. CROSSING			26.1				
				2.4								
				3.3								
				3.6								
				LANE								
				20.9								

..... 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.  
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. 18				SECOND CLASS				
				April 25, 1954								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25				Distance from Valparaiso					Mile Post			
WCYP			5.00AM	0.0	DN-R	VALPARAISO	YL	VO	0.0	A 11.35AM		
16			f 5.20	7.4	7.4				7.4	f 11.02		
28			s 5.40	13.5	D	LOMA			13.5	s 10.50		
				15.0	6.1				15.0			
82			s 6.10	23.2	D	BRAINARD	BD		23.2	s 10.25		
				23.5	1.5				23.5			
31			s 6.45	33.3	D	C. & N. W. CROSSING			33.3	s 9.40		
36			s 7.05	40.1	D	DAVID CITY	DV		40.1	s 9.20		
7			s 7.34	47.5	D	O. B. & Q. CROSSING			47.5	s 8.55		
9			s 8.25	52.9	D	RISING CITY	RN		52.9	s 8.25		
				56.8	8.2				56.8			
85			s 8.40	63.0	D	DAVID CITY	DV		63.0	s 7.50		
21			s 8.55	68.3	D	C. B. & Q. CROSSING			68.3	s 7.30		
				73.4	0.3				73.4			
22			s 9.10	73.8	D	SAND PIT SPUR			73.8	f 7.10		
				75.3	0.4				75.3			
WYP			A 9.20AM	75.9	DN-R	HEBER			75.9	7.05AM		
					0.6					Monday		
					(75.9)					Wednesday		
										Friday		
	(4.20)		..... Thru Time.....						(4.30)			
	17.5		..... Average speed per hour.....						16.8			

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 18				SECOND CLASS				
				April 25, 1954								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25				Distance from Genoa					Mile Post			
40			12.32PM	0.0	D-R	GENOA	YL	G	0.0	A 4.35PM		
12				5.3	5.3				5.3			
20				9.3	4.0				9.3			
38			s 1.08	18.7	D	MEROHISTON			18.7	s 4.05		
21			s 1.33	23.1	D	FULLERTON	FU		23.1	s 3.45		
36			s 1.52	30.3	D	BELGRADE	BL		30.3	s 3.30		
36			s 2.13	36.6	D	CEDAR RAPIDS	OD		36.6	f 3.15		
88			A 2.40PM	44.3	D-R	PRIMROSE	P		44.3	3.00PM		
					7.2					Daily		
					7.7					Except		
					SPALDING					Sunday		
					(44.3)							
	(2.08)		..... Thru Time.....						(1.35)			
	20.8		..... Average speed per hour.....						28.0			

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

WESTWARD				NORFOLK BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 18				SECOND CLASS					
				April 25, 1954									
				STATIONS									
WCTYPZ	11.40AM	7.20AM	1.40AM	0.0	DN-R COLUMBUS YL O	0.0	A 1.25PM	A 5.15PM	A 11.00PM				
20	11.50AM	7.30	1.50	4.2	SHELDONVILLE	4.2	1.10	5.08	f 10.47				
8 YP	A 12.02PM	A 7.45AM	f 2.00	9.4	R OCONEE YL	9.4	1.02PM	5.00PM	f 10.35				
20			f 2.30	14.7	D PLATE CENTER PO	14.7			s 10.20				
30				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				
83 W			s 3.55	35.4	D MADISON MA	35.4			s 9.02				
81				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)								
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1		..... Thru Time.....		(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. 18				SECOND CLASS				
				April 25, 1954								
				STATIONS								
20 YP		12.02PM	7.45AM	0.0	R OCONEE YL	0.0	A 1.02PM	A 5.00PM				
5				2.0	MILL SPUR	2.0						
		12.13	s 8.00	4.3	D MONROE MN	4.3	s 12.50	s 4.50				
40 WYP		A 12.29PM	s 8.30	11.3	D-R GENOA YL G	11.3	s 12.29PM	4.35PM				
0				18.0	WOODVILLE	18.0						
56			s 9.15	22.8	D ST. EDWARD ST	22.8	s 11.55					
28 WYP			A 10.05AM	33.7	D-R ALBION YL A	33.7	11.30AM					
					(33.7)							
	(0.27) 25.1	(2.20) 14.4			..... Thru Time.....		(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. 18				SECOND CLASS					
				April 25, 1954									
				STATIONS									
WTYPOCZ			10.00AM	9.00AM	0.0	DN-R GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM				
I					0.4	O. B. & Q. CROSSING	0.4						
11 Y					2.5	CAREY	2.5						
19			s 10.30	s 9.28	11.1	D ST. LIBORY RY	11.1	s 4.42	s 4.42				
39 WYP			A 10.50AM	s 9.55	21.9	D-R ST. PAUL YL SP	21.9	s 4.20	4.20PM				
27				s 10.20	30.7	D ELBA EB	30.7	s 3.48					
25				s 10.35	36.8	COTESFIELD	36.8	s 3.41					
				10.50	44.5	SCOTIA JUNCTION	44.5	3.23					
20				s 11.00	45.7	D SCOTIA SK	45.7	s 3.14					
				11.15	44.5	SCOTIA JUNCTION	44.5	3.07					
31 W			s 11.35AM		48.8	D NORTH LOUP NU	48.8	s 2.57					
3					58.5	SAUNDERS	58.5						
					60.7	O. B. & Q. CROSSING	60.7						
34 WY				A 12.10PM	61.0	D-R ORD YL RD	61.0	2.30PM					
						(61.0)							
			(0.50) 26.3	(3.10) 19.3		..... Thru Time.....		(2.45) 22.2	(0.55) 23.9				

WESTWARD				LOUP CITY BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 18				SECOND CLASS				
				April 25, 1954								
				STATIONS								
WY			11.15AM	0.0	D-R ST. PAUL YL SP	0.0	A 4.05PM					
10			s 11.40AM	8.3	D DANNEBROG DB	8.3	s 3.50					
11 W			s 12.05PM	18.6	D BOELUS HW	18.6	s 3.20					
31			f 12.25	25.8	ROCKVILLE	25.8	f 2.55					
33 W			A 1.00PM	39.0	D-R LOUP CITY YL OP	39.0	2.30PM					
					(39.0)							
			(1.45) 22.3		..... Thru Time.....		(1.35) 24.6					

WESTWARD				HASTINGS BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 18				SECOND CLASS				
				April 25, 1954								
				STATIONS								
WYPCZ				0.0	DN-R HASTINGS YL AN	0.0						
130 P				12.7	HAYLAND	12.7						
35 P				20.2	DENMAN	20.2						
130 WYP RCSI				28.1	DN-R GIBSON YL GE	28.1						
					(28.1)							
					..... Thru Time.....							

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. 18 April 25, 1954		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	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A11.59AM	A 9.20PM		
12	f 9.12	f 3.50	f 5.10	5.5		5.5 GLENWOOD PARK	5.5	f 11.43	f 8.32		
19 P	s 9.19	s 3.57	s 5.17	10.1		4.6 RIVERDALE	10.1	s 11.35	s 8.22		
27 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		
13	f 9.52	f 4.18	f 5.38	22.7		5.9 WATERTOWN	22.7	f 11.12	f 7.41		
32 WP	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 <sup>518</sup>	s 4.50	s 6.09	40.4	D	7.9 EDDYVILLE VD	40.4	s 10.40 <sup>95</sup>	s 6.59		
40	s 11.13	s 5.15	s 6.30	52.1	D	11.7 OOOONTO 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 <sup>96</sup>	s 6.57	65.5	D	6.4 CALLAWAY OA	65.5	s 9.52	s 5.45 <sup>519</sup>		
9	f 12.55	f 6.05	f 7.12	75.8		10.8 FINCHVILLE	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	f 1.55	f 6.27	f 7.35	90.6		7.5 LOGAN	90.6	f 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	f 6.43	f 7.49	99.2		4.6 GANDY	99.2	f 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) 17.3 (3.10) 32.3 (3.00) 34.1 ..... Thru Time..... (3.14) 31.7 (5.20) 19.2  
 .....Average speed per hour.....

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		Distance from O'Fallon.	Time-Table No. 18 April 25, 1954		Mile Post	SECOND CLASS				
	97	93		98	94						
	Local Freight	Mixed		Local Freight	Mixed						
	Daily	Daily									
STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	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 COOKER	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 OO	86.4	f 12.25PM	s 3.53			
37	<sup>98</sup> f 11.53AM	f 7.56	95.4		9.0 FINLEY	95.4	<sup>97</sup> f 11.53AM	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 O. 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) 34.3 (4.00) 36.5 ..... Thru Time..... (6.19) 23.1 (4.25) 33.0  
 .....Average speed per hour.....

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		Distance from Gering	Time-Table No. 18 April 25, 1954		Mile Post	SECOND CLASS				
	97	93		98	94						
	Local Freight	Mixed		Local Freight	Mixed						
	Daily	Daily									
STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	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. 18			Mile Post	SECOND CLASS		
	353	93	59		April 25, 1954				354	60	94
	Mixed Daily	Mixed Daily	Local Freight Daily		STATIONS				Mixed	Local Freight	Mixed
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		OOSTIN		150.5		f 10.28	f 1.34
30		s 9.49	f 6.15	152.8	D	HAIG	HA	152.8		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		PELTON		157.1		f 10.15	f 1.14
70 P		s 10.06 <sup>60</sup>	f 6.45	162.1	D	SOUTH MORELL	MO	162.1		f 10.06 <sup>93</sup>	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 <sup>60</sup>	167.9	DN	LYMAN	YL MU	167.9		s 9.45 <sup>59</sup>	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 <sup>59</sup> 10.45	10.35AM <sup>93</sup> 12.15PM <sup>94</sup>	181.6	D-R	YODER	YL DR	181.6	A11.45AM	9.00 8.46	12.25 12.15 <sup>59</sup>
51 P		s 10.55	s 12.35	188.1	D	VETERAN	VN	188.1		s 8.33	s 12.03PM
8		f 11.00	f 12.40	191.5		HELDT		191.5		f 8.26	f 11.57AM
16		f 11.07	f 12.50	196.1		COTTIER		196.1		f 8.19	f 11.50
51 WYP		A11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON	YL RI	200.6		8.10AM	11.45AM
14		f 12.55		185.3		GOODLAND		185.3		f 11.32	
26		f 1.01		187.6		FONDA		187.6		f 11.27	
51 W		s 1.10		192.4	D	HAWK SPRINGS	HK	192.4		s 11.15	
31		f 1.18		194.7		DUROO		194.7		f 11.01	
19		f 1.30		200.8		WYROSS		200.8		f 10.50	
51 WY		s 1.45		203.8	D	LA GRANGE	GA	203.8		s 10.45	
19		f 1.57		210.7		TREMAIN		210.7		f 10.20	
51 WF		s 2.35		222.5	D	ALBIN	AB	222.5		s 9.55	
51		f 2.55		229.7		LINDBERGH		229.7		f 9.35	
		A 3.25PM		244.3	DN-R	EGBERT	YL GX	244.3		9.10AM	
		(2.40) 23.5	(1.35) 34.5	(7.00) 7.8		(98.4)				Daily 24.3	Daily (2.35) 21.9
											Daily (2.05) 26.3

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 18		Mile Post	Time-Table No. 18		Mile Post	Time-Table No. 18		Mile Post	
		April 25, 1954			April 25, 1954			April 25, 1954			
		STATIONS			STATIONS			STATIONS			
	0.0	DN	LYMAN	MU YL	0.0						
	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. 18		Mile Post	Time-Table No. 18		Mile Post	Time-Table No. 18		Mile Post	
		April 25, 1954			April 25, 1954			April 25, 1954			
		STATIONS			STATIONS			STATIONS			
	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. Derricks with 4-wheel trucks.			40 35
When caboose is handled in train consisting of passenger train equipment		50		For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			20
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. On curves.			30 25
When yard limits not protected by continuous block signal system.	50	40	25	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 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 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 Back-up movement 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			10 6 5 5 15 15 15 10 10
7000 and 7800 class engines.		75	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
3800 and 3900 class engines.		60	50	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
5000 and 9000 class engines.		50	50	On wye tracks.	15	15	15
4000 class engines.		45	45	Jordan spreaders and other machines of spreader type, when in operation.			15
MacArthur type engines with 63-inch drivers.		55	50	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
MacArthur type engines with 57-inch drivers.		35	35				
Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward.		20	20				
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.	Fr.		Str.	Psgr.	Fr.
Diesel-electric locomotives in road service.			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	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	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—				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.	Fr.		Str.	Psgr.	Fr.
Diesel-electric locomotives in road service.			55				
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.			5
Sidney, freight trains entering and moving through yard tracks.			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	50	45	Mead		
Maximum speed.			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.	Frts.		Psgr.	Frts.
<b>Touhy</b> 36.0 and 37.4	25	25	<b>Ord Branch</b> Maximum speed: Between Grand Island and St. Libory.		25
<b>Garratt</b> 56.3 and 57.5	15	15	Carey, all airfield trackage.		10
<b>Lincoln</b> C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Libory and Ord.		30
<b>Pickrell</b> 96.5 and 97.3	15	15	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	<b>Loup City Branch.</b>		30
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Trains handling outfit cars.		20
<b>Stromsburg Branch</b> Maximum speed: Between Valparaiso and Brainard.	35	25	<b>Hastings Branch</b> 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	<b>Kearney Branch</b> Between Kearney and Callaway: Steam trains.	25	25
2800 class engines.	30	30	Motor trains.	40	35
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.	5	5	Diesel electric locomotives in road service.	25	25
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton: Steam trains.	30	30
<b>Norfolk Branch</b> Maximum speed: Between Columbus and Oconee.		35	Motor trains.	45	35
Between Oconee and M.P. 16.		25	Diesel electric locomotives in road service.	30	30
Between M.P. 16 and Norfolk.		30	Trains handling outfit cars.		20
Trains handling outfit cars.		20	<b>North Platte Branch</b> 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
<b>Albion Branch</b> Maximum speed:		30	Oshkosh, over First Street Crossing.		15
Trains handling outfit cars.		20	<b>North Platte Cut-off</b> Maximum speed.		45
<b>Cedar Rapids Branch</b> 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
			<b>Lyman Branch.</b>		20
			<b>Gering Branch.</b>		20
			<b>Sears Branch.</b>		20

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Seymour.....	8.9	5—XP	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
A. McDermott.....	Dist. Surgeon.....	Omaha, Nebr.	A. H. Shamberg.....	Surgeon.....	Kimball, Nebr.
G. T. Alliband.....	Oculist.....	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
C. F. Bantin.....	Surgeon.....	Omaha, Nebr.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
M. W. Barry.....	Surgeon.....	Omaha, Nebr.	J. S. Welch.....	Surgeon.....	Lincoln, Nebr.
J. G. Bartek.....	Surgeon.....	Omaha, Nebr.	C. G. Amick.....	Surgeon.....	Loup City, Nebr.
J. D. Bisgard.....	Surgeon.....	Omaha, Nebr.	F. L. Garner.....	Surgeon.....	Madison, Nebr.
E. A. Connolly.....	Internist.....	Omaha, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
F. D. Donahue.....	Surgeon.....	Omaha, Nebr.	P. R. McReynolds.....	Surgeon.....	North Bend, Nebr.
J. C. Davis.....	Oculist and Aurist.....	Omaha, Nebr.	T. J. Kerr.....	Surgeon.....	North Platte, Nebr.
J. C. Filkins.....	Oculist and Aurist.....	Omaha, Nebr.	O. C. Kreymborg.....	Surgeon.....	North Platte, Nebr.
John R. Kleyla.....	Surgeon.....	Omaha, Nebr.	Wm. B. Niehus.....	Surgeon.....	North Platte, Nebr.
S. McCleneghan.....	Surgeon.....	Omaha, Nebr.	J. V. Carroll.....	Surgeon.....	North Platte, Nebr.
C. A. Walvoord.....	Shop 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. Takenaga.....	Surgeon.....	North Platte, Nebr.
R. A. Moser.....	Shop Surgeon.....	Omaha, Nebr.	S. L. Larson.....	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.....	Shop Surgeon.....	Omaha, Nebr.	J. J. Hanigan.....	Surgeon.....	Princeton-Cortland, Nebr. (Hallam, Nebr.)
J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
J. F. Gross.....	Surgeon.....	Omaha, Nebr.	E. R. Slavick.....	Surgeon.....	Platte Center, Nebr.
R. H. Rasgorshek.....	Oculist and Aurist.....	Omaha, Nebr.	M. O. Arnold.....	Surgeon.....	St. Paul, Nebr.
T. T. Smith.....	Aurist.....	Omaha, Nebr.	F. G. Kolouch.....	Surgeon.....	Schuyler, Nebr.
J. J. O'Neil.....	Aurist.....	Omaha, Nebr.	H. F. Daum.....	Surgeon.....	Shelby, Nebr.
W. T. Wildhaber.....	Surgeon.....	Beatrice, Nebr.	J. E. Nordstrom.....	Surgeon.....	Shelton, Nebr.
R. W. Taylor.....	Oculist and Aurist.....	Beatrice, Nebr.	R. J. Fox.....	Surgeon.....	Spaulding, Nebr.
A. L. Schneider.....	Surgeon.....	Brady Island, Nebr.	C. L. Marsh.....	Surgeon.....	Valley, Nebr.
M. L. Chaloupka.....	Surgeon.....	Callaway, Nebr.	Ivan M. French.....	Surgeon.....	Wahoo, Nebr.
A. D. Brown.....	Surgeon.....	Central City, Nebr.	Ervin King.....	Surgeon.....	Wood River, Nebr.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.			
R. C. Anderson.....	Surgeon.....	Columbus, Nebr.			
W. R. Neumarker.....	Surgeon.....	Columbus, Nebr.	W. A. Bunten.....	District Surgeon.....	Cheyenne, Wyo.
L. G. Howard.....	Oculist and Aurist.....	Council Bluffs, Ia.	R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.
W. C. Giles.....	Oculist.....	Council Bluffs, Ia.	J. D. Shingle.....	Surgeon.....	Cheyenne, Wyo.
A. L. Nielson.....	Surgeon.....	Council Bluffs, Ia.	G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.
A. M. Pederson.....	Surgeon.....	Council Bluffs, Ia.	O. R. Hayes.....	Surgeon.....	Cheyenne, Wyo.
G. M. McArdle.....	Surgeon.....	Council Bluffs, Ia.	E. W. Newman.....	Oculist.....	Cheyenne, Wyo.
P. D. Pederson.....	Surgeon.....	Council Bluffs, Ia.	R. B. Stump.....	Oculist and Aurist.....	Cheyenne, Wyo.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	G. W. Marbry.....	Oculist.....	Cheyenne, Wyo.
W. M. Fitch.....	Surgeon.....	Albion, Nebr.	R. I. Williams.....	Aurist.....	Cheyenne, Wyo.
C. H. Sheets.....	Surgeon.....	Cozad, Nebr.	R. B. Rundquist.....	Surgeon.....	Chappell, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	C. B. Dorwart.....	Surgeon.....	Sidney, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	H. A. Blackstone.....	Surgeon.....	Northport, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	W. C. Harvey, Jr.....	Surgeon.....	Gering, Nebr.
L. E. Imes.....	Surgeon.....	Grand Island, Nebr.	F. V. Vesely.....	Surgeon.....	Lewellen, Nebr.
E. G. Johnson.....	Surgeon.....	Grand Island, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
K. F. McDermott.....	Surgeon.....	Grand Island, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
C. H. Maggiore.....	Surgeon.....	Grand Island, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
J. A. Proffitt.....	Oculist and Aurist.....	Grand Island, Nebr.			
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	Wm. M. Greig.....	District Surgeon.....	Denver, Colo.
C. L. Kleager.....	Surgeon.....	Hastings, Nebr.	F. E. Palmer.....	Oculist and Aurist.....	Sterling, Colo.
B. R. Bancroft.....	Surgeon.....	Kearney, Nebr.	L. W. Anderson.....	Surgeon.....	Sterling, Colo.
S. O. Staley.....	Surgeon.....	Kearney, Nebr.	R. W. Ludwick.....	Surgeon.....	Sterling, Colo.
F. L. Richards.....	Oculist and Aurist.....	Kearney, Nebr.	P. E. Woodward.....	Surgeon.....	Ft. Morgan, Colo.
M. B. Wilcox.....	Oculist and Aurist.....	Kearney, Nebr.	W. L. Wilkinson.....	Surgeon.....	La Salle, Colo.