



**UNION PACIFIC RAILROAD COMPANY**  
**Eastern District**



**NEBRASKA DIVISION**

**TIME-TABLE**  
**No. 19**

**Effective Sunday,**  
**September 26, 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. 19 September 26, 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		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
							9.20							0.0	CO. BLUFFS
	9.30		5.10			10.00	9.55		3.15	2.55	1.40	1.30	12.50	2.8	OMAHA
	12.55		7.08			1.05	12.40		5.15	4.55	3.40	4.10	2.55	146.9	GRAND ISLAND
	3.50		8.51			3.50	2.55		7.00	6.40	5.25	6.15	4.50	284.1	C.T. M.T. NORTH PLATTE
	3.25	3.10	7.56			3.00	2.05		6.05	5.45	4.30	5.25	3.55	365.3	JULESBURG
		4.40											5.10	407.5	SIDNEY
		6.00	9.37			5.20	4.12		7.46	7.28	6.13	7.46			KANSAS CITY
				8.30				9.30							DENVER
		8.50		7.00	7.35			7.55					8.30	562.5	CHEYENNE
				7.45	6.20			9.25	9.10	7.55	10.00			509.5	LARAMIE
	8.30		11.17			7.35	6.05		9.35	9.20	8.05	10.10		566.0	RAWLINS
	8.50		11.27			7.45	6.20		9.45	9.30	8.15	10.20		682.8	GREEN RIVER
	10.25		12.45	11.20	10.55	9.40	8.05	11.45	10.55	10.40	9.25	11.50		817.0	GRANGER
	1.04		2.31	1.40	1.05	12.18	10.40	1.44	12.40	12.30	11.15	1.55		847.2	OGDEN
	3.45		4.36	4.05	3.25	3.00	1.20	4.05	2.50	2.40	1.25	4.25		992.6	(992.6)
	4.50		4.45	4.30	3.35	3.40	1.55	4.40	3.00	2.50	1.35	4.45			
	5.25			5.05							2.05				
			8.00		7.25	7.30	5.50	8.35	6.15	6.05		8.45			

(20.55) (5.40) (15.50) (21.35) (11.50) (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 47.8 48.7 44.0 47.3 50.5 61.9 61.2 62.9 48.9 69.2 Average speed per hour

**E. H. BAILEY**  
General Manager

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

**G. A. CUNNINGHAM**  
General Superintendent

**J. E. MULICK, Superintendent**..... Omaha, Nebr.  
**O. A. DURRANT, Asst. Superintendent**..... Omaha, Nebr.  
**R. W. McSPADEN, Asst. Superintendent**..... Gering, Nebr.  
**L. O. POPE, Terminal Superintendent**..... Omaha, Nebr.  
**A. A. HAUSENER, Terminal Superintendent**..... Co. Bluffs, Iowa  
**J. E. GUYMAN, Terminal Superintendent**..... North Platte, Nebr.  
**G. J. THOMPSON, Safety Representative**..... Omaha, Nebr.  
**J. J. QUINN, Trainmaster**..... Omaha, 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. 19 September 26, 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		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
														0.0	CO. BLUFFS
														5.40	OMAHA
														7.50	GRAND ISLAND
														4.45	C.T. M.T. NORTH PLATTE
														11.50	JULESBURG
														10.40	SIDNEY
														9.55	KANSAS CITY
														10.30	DENVER
														9.00	CHEYENNE
														8.10	LARAMIE
														6.00	RAWLINS
														7.45	GREEN RIVER
														8.10	GRANGER
														9.00	OGDEN
														6.00	(992.6)

Thru Time From Omaha..... (8.00) (20.55) (15.55) (23.25) (19.15) (15.50) (15.55) (13.18) (12.45) (23.00) (23.35) (20.10) (5.15)  
 Average speed per hour..... 69.5 39.9 62.2 60.5 51.4 62.5 62.2 63.5 45.4 46.6 42.0 49.2 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		
	1st Subdivision		Points west of Julesburg.		1st Subdivision	Colorado Points.	
23	Any Station	Omaha or beyond.		24	Any Station	Cheyenne or beyond.	
	2nd Subdivision	Sleeping car passengers.		24	Any Station		
23	Any Station		North of Granger or Ogden or beyond.		2nd Subdivision		Omaha or beyond.
	Any Station			28	Kearney		
27	Fremont	East of Council Bluffs arriving Omaha on this train.	West of Ogden.		Columbus	Pocatello or west of Ogden.	C. & N. W. points east of Council Bluffs.
	Columbus				Fremont		Points east of Council Bluffs where scheduled to stop.
	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.	
	Kimball	Sleeping car passengers (Omaha or points east.)			Any Station		
27	Kimball			86	Any Station	Denver or beyond.	Points east of Julesburg.
	Any Station				3rd Subdivision		Sleeping car passengers Omaha or beyond.
85	Any Station		Colorado Points west of Julesburg.	86	Ogallala		
	2nd Subdivision			102	Kearney	Sacramento or beyond.	
	Fremont				Columbus		
101	Columbus		Sacramento or beyond.		Fremont		
	Kearney			104-108	Kearney	East Los Angeles or beyond.	
103-107	Columbus		East Los Angeles or beyond.		Columbus		
	Kearney			106	Kearney	Pendleton or beyond.	
	Fremont				Columbus		
105	Fremont		Pendleton or beyond.		Fremont		
	Columbus			112	Ft. Morgan		Omaha and east.
	Kearney		Denver or beyond.		Fremont		Chicago.
111	Fremont	Chicago.					
	Ft. Morgan	Omaha and east.					

**WESTWARD FIRST SUBDIVISION**

Car Capacity of Sidings, etc. See Page 25.	SECOND CLASS						Distance from Council Bluffs	Time-Table No. 19	
	71	73	75	237	239	233		September 26, 1954	
	Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat. except Sun.	Local Freight Daily except Sun.	Local Freight Daily except Sun.	Local Freight Monday Wed., Fri.		STATIONS	
OXWITYOPZ	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	
OS73 XP						7.30	21.7	D ELKHORN KH	
OS84 P						7.40	24.5	D WATERLOO WO	
WS175 XYPWO ES165 ES90	A 9.15PM	A 1.15PM				8.40	28.0	DN VALLEY YL V	
OS81 P						8.50	34.3	MEROER	
I							38.2	F. S. Y. & L. CROSSING	
WS99 X ES172 WPZ						9.15	39.3	DN FREMONT YL FN	
I							40.0	O. B. & Q. CROSSING	
IP							44.8	O. & N. W. CROSSING	
OS82 P						9.24	46.3	AMES	
OS119 XP						9.38	54.4	D NORTH BEND NB	
OS82 P						10.10	61.4	D ROGERS DJ	
WS130 X ES133 WP						11.24	68.7	DN SCHUYLER SO	
OS118 P						11.52AM	76.9	D RIOHLAND BZ	
							83.8	O. B. & Q. CROSSING	
WS148 XWTO ES125 YPZ						12.30PM	84.5	DN COLUMBUS YL O	
OS119 P						12.50	92.2	D DUNOAN DQ	
OS82 P						12.56	96.5	GARDINER	
OS119 XWP						1.20	102.3	DN SILVER CREEK SI	
OS82 P						1.30	107.9	HAVENS	
OS82 XP						2.00	113.6	D OLARKS OX	
							124.3	O. B. & Q. CROSSING	
WS113 X ES119 WYP			9.50AM			2.30PM	124.9	DN CENTRAL CITY OI	
OS119 P			10.15				135.1	D OHAPMAN OP	
I							146.5	O. B. & Q. CROSSING	
XWCZTYOP			A10.45AM	7.30AM			146.9	DN-R GRAND ISLAND GE YL	
OS82 XYP			f 8.05				154.5	ALDA	
WS117 XW ES48 P			s 8.39				162.3	D WOOD RIVER WR	
OS82 XP			s 9.05				169.9	D SHELTON ST	
WS130 XWI ES70 YP			s 9.40				176.0	DN GIBBON GB	
OS82 P			f 9.55				180.2	OPTIC	
WS123 XWO ES115 YP			A10.15AM	7.00AM			189.1	DN KEARNEY YL KR	
OS83 P			s 7.30				198.3	D ODESSA DZ	
OS130 XWP			s 8.00				204.6	D ELM CREEK QR	
OS83 P			s 8.30				213.3	D OVERTON OV	
WS130 XWY ES119 ZP			s 11.30				224.4	DN LEXINGTON UM	
OS83 P			f 11.59AM				232.5	D DARE	
OS83 XWP			s 12.30PM				238.2	D COZAD CO	
WS125 XWO ES130 YP			s 1.00				248.8	DN GOTHENBURG BU	
OS83 P			1.15				254.5	VROMAN	
OS83 WP			s 1.30				261.5	D BRADY ISLAND BI	
OS119 XP			s 1.54				270.6	D MAXWELL MX	
OS83 P			2.15				278.5	GANNETT	
XWCZTYOP			A 2.30PM				284.1	DN-R NORTH PLATTE YLNO	

(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 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 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**

Car Capacity of Sidings, etc. See Page 25.	FIRST CLASS								Distance from Council Bluffs	Time-Table No. 19		
	11	107	23	5	103	101	105	27		111	September 26, 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	3.8	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	MEROER	
										38.2	F. S. Y. & L. CROSSING	
	s 10.28	5.43	s 10.53	s 10.43	3.48	3.28	2.13	2.13	1.25	39.3	DN FREMONT YL FN	
										40.0	O. B. & Q. CROSSING	
										44.8	O. & N. W. CROSSING	
	10.36	5.48	11.00	10.50	3.53	3.33	2.18	2.22	1.31	46.3	AMES	
	f 10.43	5.54	11.07	10.57	3.59	3.39	2.24	2.31	1.37	54.4	D NORTH BEND NB	
	10.50	5.59	11.14	11.03	4.04	3.44	2.29	2.39	1.42	61.4	D ROGERS DJ	
	f 10.59	6.04	f 11.24	f 11.09	4.09	3.49	2.34	2.45	1.47	68.7	DN SCHUYLER SO	
	11.07	6.10	11.32	11.17	4.15	3.55	2.40	2.52	1.53	76.9	D RIOHLAND BZ	
										83.8	O. B. & Q. CROSSING	
	s 11.25	6.16	s 11.48	s 11.31	4.21	4.01	2.46	3.00	s 2.00	84.5	DN COLUMBUS YL O	
	f 11.35	6.22	11.58AM	11.41	4.27	4.07	2.52	3.08	2.07	92.2	D DUNOAN DQ	
	11.40	6.25	12.02PM	11.45	4.30	4.10	2.55	3.13	2.11	96.5	GARDINER	
	f 11.45	6.29	12.07	11.50	4.34	4.14	2.59	3.18	2.15	102.3	DN SILVER CREEK SI	
	11.50	6.33	12.12	11.54	4.38	4.18	3.03	3.22	2.19	107.9	HAVENS	
	f 11.55PM	6.37	12.18	11.59AM	4.42	4.22	3.07	3.27	2.23	113.6	D OLARKS OX	
										124.3	O. B. & Q. CROSSING	
	s 12.10AM	6.46	f 12.30	12.09PM	4.51	4.32	3.17	3.37	2.33	124.9	DN CENTRAL CITY OI	
	12.22	6.56	12.40	12.19	5.01	4.42	3.27	3.47	2.42	135.1	D OHAPMAN OP	
										146.5	O. B. & Q. CROSSING	
	12.35	7.07	12.55	12.30	5.14	4.54	3.39	4.00	2.54	146.9	DN-R GRAND ISLAND GE YL	
	12.55	7.08	1.05	12.40	5.15	4.55	3.40	4.10	2.55	154.5	ALDA	
	1.03	7.14	1.15	12.47	5.22	5.02	3.47	4.17	3.04	162.3	D WOOD RIVER WR	
	f 1.10	7.20	1.22	12.54	5.28	5.08	3.53	4.23	3.10	169.9	D SHELTON ST	
	f 1.17	7.26	1.29	1.00	5.34	5.14	3.59	4.30	3.16	176.0	DN GIBBON GB	
	f 1.22	7.30	1.35	1.05	5.38	5.18	4.03	4.35	3.21	180.2	OPTIC	
	1.26	7.33	1.39	1.09	5.41	5.21	4.06	4.38	3.24	189.1	DN KEARNEY YL KR	
	s 1.45	7.40	s 1.52	s 1.25	5.49	5.29	4.14	4.47	s 3.33	198.3	D ODESSA DZ	
	f 1.54	7.47	2.03	1.33	5.56	5.36	4.21	4.55	3.41	204.6	D ELM CREEK QR	
	f 2.00	7.52	2.10	1.38	6.01	5.41	4.26	4.59	3.45	213.3	D OVERTON OV	
	f 2.08	7.58	2.18	1.46	6.07	5.47	4.32	5.07	3.52	224.4	DN LEXINGTON UM	
	s 2.25	8.06	s 2.32	1.55	6.15	5.55	4.40	5.17	4.01	232.5	D DARE	
	2.34	8.12	2.41	2.02	6.21	6.01	4.46	5.24	4.07	238.2	D COZAD CO	
	s 2.46	8.16	f 2.49	2.07	6.25	6.05	4.50	5.29	4.11	248.8	DN GOTHENBURG BU	
	s 3.02	8.24	f 3.03	2.17	6.33	6.13	4.58	5.38	4.19	254.5	VROMAN	
	3.12	8.28	3.11	2.22	6.37	6.17	5.02	5.43	4.24	261.5	D BRADY ISLAND BI	
	f 3.19	8.33	3.18	2.29	6.42	6.22	5.07	5.49	4.30	270.6	D MAXWELL MX	
	f 3.28	8.40	3.28	2.37	6.49	6.29	5.14	5.57	4.37	278.5	GANNETT	
	3.36	8.45	3.36	2.44	6.54	6.34	5.19	6.04	4.43	284.1	DN-R NORTH PLATTE YLNO	

(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 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. 19  
September 26, 1954

**FIRST CLASS**

Mile Post	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	Streamliner Passenger

STATIONS	Mile Post	12	6	24	108	112	28	104	102	106
<b>R COUNCIL BLUFFS YL</b>	0.0		A 5.40PM							
<b>DN-R OMAHA YL US</b>	2.8	A 7.00AM	5.25	A 7.50PM	A 11.35PM	A 12.30AM	A 3.15AM	A 2.35AM	A 2.50AM	A 3.00AM
<b>DN SUMMIT YL SU</b>	5.2	6.49	4.45	7.35	11.28	12.23	3.00	2.28	2.42	2.52
SARPY	8.4	6.40	4.38	7.25	11.20	12.15	2.50	2.20	2.34	2.44
LANE	8.5	6.36	4.34	7.20	11.17	12.11	2.45	2.17	2.30	2.40
D ELKHORN KH	21.7	f 6.31	4.29	7.14	11.12	12.07	2.41	2.12	2.25	2.35
D WATERLOO WO	24.5	f 6.27	4.26	7.10	11.08	12.03AM	2.37	2.08	2.21	2.31
DN VALLEY YL V	28.0	s 6.23	4.22	7.04	11.05	11.59PM	2.33	2.05	2.18	2.28
MERCER	34.3	6.16	4.16	6.56	11.00	11.54	2.27	2.00	2.12	2.22
F. S. Y. & L. CROSSING	38.2									
DN FREMONT YL FN	39.3	s 6.08	s 4.10	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>
O. B. & Q. CROSSING	40.0									
O. & N. W. CROSSING	44.8									
AMES	46.3	f 5.54	3.55	6.34	10.47	11.44	1.51	1.47	1.59	2.08
D NORTH BEND NB	54.4	f 5.45	3.48	6.25	10.41	11.38	1.45	1.41	1.53	2.02
D ROGERS DJ	61.4	f 5.37	3.42	6.18	10.36	11.32	1.38	1.36	1.48	1.57
DN SCHUYLER SO	68.7	s 5.30	3.36	s 6.11	10.30	11.27	1.30 <sup>104</sup>	1.30 <sup>28</sup>	1.42	1.51
D RICHLAND BZ	76.9	f 5.20	3.28	6.01	10.24	11.21	1.19	1.24	1.36	1.45
O. B. & Q. CROSSING	83.8									
DN COLUMBUS YL C	84.5	s 5.10	s 3.21	s 5.52	10.17	s 11.14	1.12	1.17	1.29	1.38
D DUNCAN DQ	92.2	f 4.51	3.10	5.40	10.10	11.04	1.02	1.10	1.22	1.31
GARDINER	96.5	4.46	3.05	5.36	10.07	11.01	12.57	1.07	1.19	1.28
DN SILVER CREEK SI	102.3	f 4.41	3.00	5.31	10.03	10.58	12.53	1.03	1.15	1.24
HAVENS	107.9	4.33	2.55	5.26	9.59	10.54	12.48	12.59	1.11	1.20
D OLARKS OX	113.6	f 4.27	2.50	5.22	9.54	10.50	12.44	12.54	1.07	1.16
O. B. & Q. CROSSING	124.3									
DN CENTRAL CITY OI	124.9	s 4.15	2.40	f 5.11	9.45	10.42	12.35	12.45	12.58	1.08
D OHAPMAN OP	135.1	4.02	2.31	5.00	9.37	10.34	12.25	12.37	12.51	1.00
O. B. & Q. CROSSING	146.5									
DN-R GRAND ISLAND GE YL	146.9	3.50 3.35	2.20 2.10	4.45 4.35	9.26 9.25	10.24 10.23	12.15 12.05AM	12.26 12.25	12.40 12.39	12.50 12.49
ALDA	154.5	3.18	1.57	4.21	9.14	10.14	11.55PM	12.14	12.29	12.39
D WOOD RIVER WR	162.3	f 3.09	1.50	4.11	9.08	10.08	11.47	12.08	12.23	12.33
D SHELTON ST	169.9	f 3.00	1.43	4.03	9.02	10.03	11.40	12.02AM	12.17	12.27
DN GIBBON GB	176.0	f 2.53	1.37	3.56	8.57	9.59	11.35	11.57PM	12.12	12.22
OPTIC	180.2	2.49	1.33	3.51	8.54	9.56	11.31	11.54	12.09	12.19
DN KEARNEY YL KR	189.1	s 2.39	s 1.23	s 3.40	8.46	s 9.48	11.22	11.46	12.01AM	12.11
D ODESSA DZ	198.3	f 2.24	1.10	3.24	8.38	9.40	11.14	11.38	11.53PM	12.03AM
D ELM CREEK QR	204.6	f 2.17	1.04	3.18	8.34	9.36	11.09	11.34	11.49	11.59PM
D OVERTON OV	213.3	f 2.07	12.57	3.09	8.28	9.30	11.01	11.28	11.43	11.53
DN LEXINGTON UM	224.4	s 1.55	12.47	f 2.57	8.20	9.22	10.53	11.20	11.35	11.45
DARR	232.6	1.44	12.40	2.45	8.14	9.16	10.46	11.14	11.29	11.39
D COZAD OO	238.2	s 1.38	12.35	f 2.39	8.10	9.12	10.42	11.10	11.25	11.35
DN GOTHENBURG BU	248.8	s 1.23	12.25	f 2.22	8.02	9.04	10.34	11.02	11.17	11.27
VROMAN	254.5	1.14	12.20	2.13	7.57	9.00	10.29	10.57	11.12	11.22
D BRADY ISLAND BI	261.5	f 1.07	12.13	2.06	7.52	8.55	10.23	10.52	11.07	11.17
D MAXWELL MX	270.6	f 12.59	12.05PM	1.57	7.45	8.48	10.16	10.45	11.00	11.10
GANNETT	278.5	12.52	11.58AM	1.49	7.39	8.42	10.10	10.39	10.54	11.04
DN-R NORTH PLATTE YL NO	284.1	12.45AM	11.50AM	1.40PM	7.33PM	8.37PM	10.03PM	10.33PM	10.48PM	10.58PM

Thru Time to Omaha ..... (6.15) (5.05) (6.10) (4.02) (3.53) (5.12) (4.02) (4.02) (4.02)  
Average speed per hour ..... 45.0 55.3 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 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. 19  
September 26, 1954

**SECOND CLASS**

Mile Post	72	74	234	76	240	238
Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight

STATIONS	Mile Post	72	74	234	76	240	238
<b>R COUNCIL BLUFFS YL</b>	0.0	A 2.00AM	A 8.30AM	A 3.15PM			
<b>DN-R OMAHA YL US</b>	2.8	1.54	8.15	2.55			
<b>DN SUMMIT YL SU</b>	5.2	1.10	7.45	2.35			
SARPY	8.4	12.50	7.20	2.15			
LANE	8.5	12.40	7.10	f 2.05			
D ELKHORN KH	21.7			s 1.55			
D WATERLOO WO	24.5			s 1.30			
DN VALLEY YL V	28.0	12.15AM	6.45AM	s 1.00			
MERCER	34.3			f 12.01PM			
F. S. Y. & L. CROSSING	38.2						
DN FREMONT YL FN	39.3			s 11.50AM			
O. B. & Q. CROSSING	40.0						
O. & N. W. CROSSING	44.8						
AMES	46.3			f 10.50			
D NORTH BEND NB	54.4			s 10.20			
D ROGERS DJ	61.4			s 9.50			
DN SCHUYLER SO	68.7			s 9.20			
D RICHLAND BZ	76.9			f 8.20			
O. B. & Q. CROSSING	83.8						
DN COLUMBUS YL C	84.5			s 8.00			
D DUNCAN DQ	92.2			s 7.20			
GARDINER	96.5			f 6.50			
DN SILVER CREEK SI	102.3			s 6.40			
HAVENS	107.9			f 6.00			
D OLARKS OX	113.6			s 5.39			
O. B. & Q. CROSSING	124.3						
DN CENTRAL CITY OI	124.9			5.00AM	6.55AM		
D OHAPMAN OP	135.1			s 6.40			
O. B. & Q. CROSSING	146.5						
DN-R GRAND ISLAND GE YL	146.9				6.20AM	A 2.00PM	
ALDA	154.5					f 1.30	
D WOOD RIVER WR	162.3					s 1.00	
D SHELTON ST	169.9					s 12.30PM	
DN GIBBON GB	176.0					s 11.59AM	
OPTIC	180.2					f 11.15	
DN KEARNEY YL KR	189.1					s 11.00AM	
D ODESSA DZ	198.3					s 1.00	
D ELM CREEK QR	204.6					s 12.30PM	
D OVERTON OV	213.3					s 11.50AM	
DN LEXINGTON UM	224.4					s 11.30	
DARR	232.6					f 10.30	
D COZAD OO	238.2					s 10.00	
DN GOTHENBURG BU	248.8					s 8.15	
VROMAN	254.5					7.55	
D BRADY ISLAND BI	261.5					f 7.45	
D MAXWELL MX	270.6					f 7.30	
GANNETT	278.5					7.15	
DN-R NORTH PLATTE YL NO	284.1					7.00AM	

Thru Time to Omaha ..... (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 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**

Car Capacity of Seating, etc. See Rule 6 (A), Page 2b.	SECOND CLASS							Distance from Council Bluffs	Time-Table No. 19	
	353	245	243	97	241	93	September 26, 1954			
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	STATIONS			
	Daily	Tues. Thurs. Sat.	Daily Except Sunday	Daily	Mon. Wed. Fri.	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 NY	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	6.0	
CS 83 P					f 8.15		327.7	D ROSCOE RO	7.1	
WS 122 WS 120 ES 138 XWCP					s 8.45		334.8	DN OGALLALA YL GT	9.1	
CS 126 P					s 9.05		343.9	D BRULE RU	5.2	
17							349.1	MEGEATH	4.8	
CS 132 WP					s 9.30		353.9	D BIG SPRINGS GS	5.4	
CS 83 P					f 9.40		359.3	BARTON	6.0	
XWCZTYOP WS 125 ES 121				8.00AM	A 10.00AM		365.3	DN JULESBURG YL JB	5.3	
CS 90 P					f 8.15		370.6	WEIR	9.7	
CS 123 WP					s 8.45		380.8	D OHAPPELL OQ	9.4	
WS 111 ES 78 XP					s 9.15		389.7	D LODGE POLE GP	6.6	
XP					s 9.45		396.3	D SUNOL UN	4.7	
CS 125 P					f 9.55		401.0	COLTON	6.5	
XWCOYP				8.30AM	A 10.05AM		407.5	DN-R SIDNEY YL OD	8.0	
CS 94 YP					f 8.45		415.5	BROWNSON	10.9	
WS 121 XWP ES 70					s 9.15		426.4	DN POTTER PR	4.4	
8 PX							430.8	JACINTO	4.6	
CS 125 P					s 9.35		435.4	D DIX DX	4.5	
27 PX							439.9	OWASCO	4.6	
CS 133 XWP					s 10.15		444.5	DN KIMBALL KB	6.6	
12							451.1	OLIVER	5.5	
CS 125 WP					s 10.45		456.6	D BUSHNELL BN	10.1	
CS 125 XWCYP					s 11.30		466.7	DN PINE BLUFFS YL UF	5.3	
10							472.0	TRACY	5.6	
CS 94 XWYP				3.35PM	f 11.55AM		477.5	D EGBERT GX	5.7	
WS 62 XP				f 3.45	f 12.15PM		483.2	D BURNS UX	6.5	
CS 96 WP				f 3.55	f 12.40		489.7	HILLSDALE	6.2	
WS 62 XP				f 4.05	12.54		495.9	D DURHAM	5.3	
WS 117 XP ES 125				f 4.15	f 1.07		501.2	AROHER	8.3	
XWCZTYOP				A 4.30PM	A 1.30PM		509.5	DN-R CHEYENNE YL OY		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(0.55) 35.0 (5.00) 20.4 (2.05) 20.3 (0.40) 24.9 (3.25) 23.3 (0.25) 39.8 ..... Thru Time ..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 19	
107	23	5	103	101	27	105	111	11	85		September 26, 1954	
Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger		STATIONS	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
7.56PM	3.00PM	2.05PM	6.05AM	5.45AM	5.25AM	4.30AM	3.55AM	3.25AM	3.10AM	284.1	DN-R NORTH PLATTE NY	YL NO 5.1
8.03	3.09	2.12	6.12	5.52	5.32	4.37	4.02	3.35	3.19	289.2	DN WEST NORTH PLATTE NY	YL WN 1.3
8.08	3.15	2.18	6.17	5.57	5.38	4.42	4.07	3.41	3.25	296.9	D HERSHEY OF	6.4
8.11	3.18	2.21	6.20	6.00	5.41	4.45	4.10	3.45	3.28	300.7	DN O'FALLONS FA	3.8
										301.8	VARNER	1.1
8.13	3.20	2.23	6.22	6.02	5.43	4.47	4.12	f 3.48	3.30	308.4	D SUTHERLAND SU	1.6
8.16	3.24	2.27	6.25	6.05	5.47	4.50	4.16	3.52	3.34	307.9	DEXTER	4.5
8.21	3.31	2.34	6.30	6.11	5.54	4.56	4.22	f 3.59	3.40	315.5	D PAXTON PN	7.6
8.26	3.37	2.40	6.35	6.16	6.00	5.01	4.27	4.05	3.45	321.7	KORTY	6.2
8.31	3.43	2.46	6.40	6.21	6.06	5.06	4.32	f 4.11	3.51	327.7	D ROSCOE RO	6.0
8.37	s 3.52	2.53	6.46	6.27	6.13	5.12	4.38	s 4.21	s 4.00	334.8	DN OGALLALA YL GT	7.1
8.44	4.01	3.02	6.53	6.34	6.22	5.19	4.45	f 4.31	4.10	343.9	D BRULE RU	9.1
										349.1	MEGEATH	5.2
8.52	4.11	3.10	7.01	6.42	6.30	5.27	4.53	f 4.41	4.20	358.9	D BIG SPRINGS GS	4.8
8.56	4.16	3.15	7.05	6.46	6.35	5.31	4.57	4.46	4.25	359.3	BARTON	5.4
9.01	f 4.24	3.21	7.10	6.51	6.41	5.36	A f 5.10AM	s 4.56	A 4.35AM	365.3	DN JULESBURG YL JB	6.0
9.05	4.30	3.27	7.14	6.55	6.47	5.40		5.04		370.6	WEIR	5.3
9.13	4.40	3.36	7.22	7.03 <sup>27</sup>	7.03 <sup>101</sup>	5.48		f 5.15		380.8	D OHAPPELL OQ	9.7
9.20	4.49	3.45	7.29	7.10	7.15	5.55		f 5.25		389.7	D LODGE POLE GP	9.4
9.25	4.55	3.51	7.35	7.15	7.21	6.00		f 5.31		396.3	D SUNOL UN	6.6
9.29	5.00	3.55	7.38	7.19	7.25	6.04		5.36		401.0	COLTON	4.7
9.36	5.10	4.02	7.45	7.27	7.32	6.12		5.50		407.5	DN-R SIDNEY YL OD	6.5
9.37	5.20	4.12	7.46 <sup>27</sup>	7.28	7.46 <sup>103</sup>	6.13		6.00		415.5	BROWNSON	8.0
9.46	5.30	4.22	7.55	7.37	8.00	6.22		6.12		426.4	DN POTTER PR	10.9
9.55	5.43	4.33	8.04	7.46	8.13	6.31		f 6.23		430.8	JACINTO	4.4
										435.4	D DIX DX	4.6
10.02	5.53	4.42	8.11	7.53	8.23	6.38 <sup>11</sup>		f 6.38 <sup>105</sup>		439.9	OWASCO	4.5
										444.5	DN KIMBALL KB	4.6
10.10	f 6.05	4.51	8.19	8.01	8.35	6.46		s 6.51		451.1	OLIVER	6.6
10.20	6.18	5.02	8.29	8.11	8.48	6.56		f 7.04		456.6	D BUSHNELL BN	5.5
10.29	6.30	5.12	8.38	8.21	9.00	7.06		f 7.17		466.7	DN PINE BLUFFS YL UF	10.1
										472.0	TRACY	5.3
10.39	6.45	5.23	8.48	8.31	9.14	7.16		f 7.32		477.5	D EGBERT GX	5.6
10.45	6.53	5.29	8.54	8.37	9.21	7.22		f 7.41		483.2	D BURNS UX	5.7
10.51	7.02	5.36	9.00	8.44	9.29	7.29		f 7.50		489.7	HILLSDALE	6.5
10.58	7.10	5.42	9.07	8.51	9.36	7.36		8.00		495.9	D DURHAM	6.2
11.06	7.18	5.48	9.14	8.59	9.43	7.44		8.10		501.2	AROHER	5.3
A 11.17PM	A 7.35PM	A 6.05PM	A 9.25AM	A 9.10AM	A 10.00AM	A 7.55AM		A 8.30AM		509.5	DN-R CHEYENNE YL OY	8.3

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(3.21) 67.3 (4.35) 49.2 (4.00) 55.4 (3.20) 67.6 (3.25) 66.0 (4.35) 49.2 (3.25) 66.0 (1.15) 64.9 (5.05) 44.3 (1.25) 57.3 ..... 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 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. 19**  
September 26, 1954

**FIRST CLASS**

6	24	108	112	28	104	102	106	12	86
Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger

**STATIONS**

Mile Post	6	24	108	112	28	104	102	106	12	86
284.1	A10.40AM	A12.30PM	A 6.28PM	A 7.32PM	A 8.53PM	A 9.28PM	A 9.43PM	A 9.53PM	A11.00PM	A11.15PM
289.2	10.29	12.17	6.19	7.23	8.43	9.19	9.34	9.44	10.52	11.03
290.5										
296.9	10.23	12.09	6.13	7.17	8.37	9.13	9.28	9.38	10.44	10.56
300.7	10.20	12.05	6.10	7.14	8.34	9.10	9.25	9.35	10.40	10.53
301.8										
303.4	10.18	f12.02PM	6.08	7.12	8.32	9.08	9.23	9.33	f10.37	10.51
307.9	10.14	11.57AM	6.05	7.09	8.29	9.05	9.20	9.30	10.32	10.47
315.5	10.07	f11.50	5.59	7.03	8.23	9.00	9.14	9.24	f10.25	10.41
321.7	10.02	11.44	5.54	6.59	8.18	8.55	9.09	9.19	10.19	10.35
327.7	9.56	11.38	5.50	6.55	8.12	8.51	9.05	9.15	f10.13	10.29
334.8	9.49	s11.31	5.45	6.50	8.06	8.46	9.00	9.10	s10.06	10.23
343.9	9.40	f11.21	5.37	6.43	7.58	8.39	8.52	9.02	f 9.56	10.14
349.1										
353.9	9.32	f11.11	5.30	6.36	7.50	8.32	8.45	8.55	f 9.46	10.06
359.3	9.27	11.05	5.26	6.32	7.46	8.28	8.41	8.51	9.40	10.01
365.3	9.21	f11.00	5.21	s 6.27PM	7.41	8.23	8.36	8.46	s 9.35	9.55PM
370.6	9.16	10.54	5.16		7.35	8.19	8.31	8.41	9.28	
380.8	9.07	f10.46	5.09		7.27	8.12	8.24	8.34	f 9.21	
389.7	8.58	f10.37	5.02		7.18	8.05	8.17	8.27	f 9.12	
396.8	8.52	10.31	4.57		7.13	8.00	8.12	8.22	f 9.06	
401.0	8.48	10.27	4.53		7.09	7.56	8.08	8.18	9.02	
407.5	8.40	10.20	4.47		7.02	7.50	8.02	8.12	8.55	
415.5	8.30	10.10	4.46		6.52	7.49	8.01	8.11	8.45	
426.4	8.10	9.49	4.29		6.32	7.33	7.44	7.54	f 8.24	
430.8										
435.4	8.02	9.41	4.23		6.25	7.27	7.38	7.48	f 8.14	
439.9										
444.5	7.54	f 9.32	4.17		6.18	7.21	7.32	7.42	s 8.05	
451.1										
456.6	7.44	9.20	4.08		6.08	7.12	7.23	7.33	s 7.52	
466.7	7.35	9.10	4.00		5.59	7.04	7.15	7.25	s 7.40	
472.0										
477.5	7.25	9.00	3.50		5.49	6.54	7.05	7.15	f 7.28	
483.2	7.20	8.55	3.46		5.44	6.50	7.01	7.11	7.23	
489.7	7.15	8.50	3.42		5.39	6.46	6.57	7.07	7.18	
495.9	7.10	8.45	3.37		5.34	6.42	6.52	7.02	7.13	
501.2	7.05	8.40	3.33		5.29	6.38	6.48	6.58	7.09	
509.5	6.55AM	8.30AM	3.25PM		5.20PM	6.30PM	6.40PM	6.50PM	7.00PM	

Double Tracks

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time.....	(3.45)	(4.00)	(3.03)	(1.05)	(3.33)	(2.58)	(3.03)	(3.03)	(4.00)	(1.20)
Average speed per hour.....	59.6	56.4	73.9	74.9	63.4	76.0	73.9	73.9	56.4	60.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 19**  
September 26, 1954

**SECOND CLASS**

242	354	246	244	98	94					
Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Mixed					

**STATIONS**

Mile Post	242	354	246	244	98	94					Car Capacity of Sidings, etc. See Rule 6 (A), page 25.
284.1	A11.15AM				A 4.50PM	A 7.00PM					XWCZTYOP
289.2	11.05				4.40	6.48					P
290.5											CS 84
296.9	s10.55				f 4.30	s 6.38					WS 72 XP
300.7	f10.30				4.22PM	6.30PM					CS 119 XWYP
301.8											40 X
303.4	s10.15										CS 121 P
307.9	f 9.55										CS 82 P
315.5	s 9.45										CS 121 P
321.7	f 9.20										P
327.7	f 9.10										CS 83 P
334.8	s 9.00										WS122 WS120 ES138 XWCP
343.9	s 8.15										CS 126 P
349.1											17
353.9	s 7.50										CS 132 WP
359.3	f 7.25										CS 83 P
365.3	7.15AM			A12.15PM							XWCYYP WS125 ES121
370.6				f11.59AM							CS 90 P
380.8				s11.45							CS 123 WP
389.7				s11.30							WS 111 ES 75 XP
396.8				f11.20							XP
401.0				f11.10							CS 125 P
407.5			A 1.40PM	11.00AM							XWCOYP
415.5			f 1.05								CS 94 YP
426.4			s12.40								WS 121 XWP ES 70
430.8											8 PX
435.4			s12.09PM								CS 125 P
439.9											27 PX
444.5			s11.45AM								CS 133 XWP
451.1											12
456.6			s11.05								CS 126 WP
466.7			s10.40								CS125 XWCYP
472.0											10
477.5		A 8.50AM	f 9.45								CS 94 XWYP
483.2		s 8.40	s 9.30								WS 62 XP
489.7		s 8.31	f 9.20								CS 96 WP
495.9		f 8.23	f 9.09								WS 62 XP
501.2		f 8.15	f 9.00								WS 117 XP ES 125
509.5		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 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				EASTWARD	
SECOND CLASS		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		71	111	85	301	Distance from Julesburg	STATIONS
		C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger		
		Daily	Daily	Daily	Daily		
80	WCYIP		f 5.10AM	4.40AM		0.0	DN JULESBURG YL JB
75	ZP		5.18	f 4.48		7.1	7.1 OVID VI
73	WP		5.24	f 4.55		14.6	7.5 SEDGWICK ZD
29						19.0	4.4 DORSEY
95	P		5.31	f 5.03		23.1	4.1 RED LION
29	P					25.8	2.7 MARCOTT
95	WP		5.36	f 5.10		30.1	4.3 D CROOK OK
22						34.2	4.1 TOBIN
72	P		5.43	f 5.18		38.8	4.6 PROCTOR
12	P					41.1	2.3 POWELL
22						42.2	1.1 GRIFF
94	P		5.48	f 5.24		45.6	3.4 D ILIFF F
16						50.1	4.5 FORD
77	P		5.54	5.31		53.5	3.4 HAYFORD
	IP					57.2	8.7 C. B. & Q. CROSSING
169	IWCTZP	1.00PM	6.00	5.38	2.50AM	57.5	0.3 DN-R STERLING YL ST
			6.05	5.48		61.7	4.2 HALL
72	P	1.14	6.13	f 5.57	f 2.58	64.1	2.4 D ATWOOD OD
23						66.8	2.7 BEETLAND
74	P	1.27	6.19	f 6.03	f 3.06	70.2	8.4 D MERINO MI
10						72.1	1.9 BETA
143	P	1.36	6.24	f 6.09	3.14	76.0	3.9 MESSEX
41						78.4	2.4 BALZAO
52	P	A 2.00PM	6.29	f 6.15	A 3.25AM	81.0	2.6 DN UNION UN
24						82.8	1.8 COOPER
94	WP		6.34	f 6.21		87.0	4.2 D SNYDER SN
53	P		6.40	6.28		93.8	6.8 DODD
21						96.9	3.1 HURLEY
100	WCP		6.44	f 6.44		98.6	1.7 DN FT. MORGAN FX
25	P		6.50	6.56		106.0	7.4 NARROWS
79	P		6.52	f 6.59		109.0	8.0 D WELDONA DN
22	P		6.57	f 7.04		114.2	5.2 GOODRICH
78	P		7.00	f 7.08		117.7	3.5 ORCHARD
14	P					121.4	3.7 SUBLETTE
58	P		7.06	f 7.15		124.8	3.4 MASTERS
50	P		7.11	7.20		130.2	5.4 CANTON
121	WP		7.16	f 7.25		135.4	5.2 HARDIN
18	P					139.1	3.7 KUNER
78	P		7.22	f 7.33		143.1	4.0 D KERSEY KR
27						147.2	4.1 AUBURN
56	WCTYP		A 7.30AM	A 7.40AM		151.1	3.9 DN-R LASALLE YL SA

(1.00) (2.20) (3.00) (0.35) Thru Time  
23.5 64.8 50.4 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 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		THIRD SUBDIVISION				EASTWARD	
SECOND CLASS		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		112	86	302	250	72	STATIONS
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight	
		Daily	Daily	Daily	Daily	Daily	
							DN JULESBURG YL JB
							7.1 OVID VI
							7.5 SEDGWICK ZD
							4.4 DORSEY
							4.1 RED LION
							2.7 MARCOTT
							4.3 D CROOK OK
							4.1 TOBIN
							4.6 PROCTOR
							2.3 POWELL
							1.1 GRIFF
							3.4 D ILIFF F
							4.5 FORD
							3.4 HAYFORD
							8.7 C. B. & Q. CROSSING
							0.3 DN-R STERLING YL ST
							4.2 HALL
							2.4 D ATWOOD OD
							2.7 BEETLAND
							8.4 D MERINO MI
							1.9 BETA
							3.9 MESSEX
							2.4 BALZAO
							2.6 DN UNION UN
							1.8 COOPER
							4.2 D SNYDER SN
							6.8 DODD
							3.1 HURLEY
							1.7 DN FT. MORGAN FX
							7.4 NARROWS
							8.0 D WELDONA DN
							5.2 GOODRICH
							3.5 ORCHARD
							3.7 SUBLETTE
							3.4 MASTERS
							5.4 CANTON
							5.2 HARDIN
							3.7 KUNER
							4.0 D KERSEY KR
							4.1 AUBURN
							3.9 DN-R LASALLE YL SA

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 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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	WESTWARD				BEATRICE BRANCH				EASTWARD					
	SECOND CLASS				Distance from Valley	Time-Table No. 19 September 26, 1954				Mile Post	SECOND CLASS			
		71 Freight Daily	73 Freight Daily				74 Freight	72 Freight				74 Freight	72 Freight	
WCYP		10.25PM	1.30PM	0.0	DN-R	VALLEY YL V	5.8	0.0	A 5.40AM	A 11.15PM				
AI				5.8		O. B. & Q. CROSSING	5.8	5.8						
28	F	10.40	1.45	6.3		YUTAN YN	6.3	6.3	5.27	11.05				
106	YP	10.50	1.55	11.6	D	MEAD AD	11.6	11.6	5.17	10.50				
64	WP	11.10	2.07	18.9	D	WAHOO W	18.9	18.9	5.03	10.25				
				19.6		O. & N. W. and O. B. & Q. CROSSINGS	19.6	19.6						
78	P	11.25	2.22	26.3	D	WESTON WN	26.3	26.3	4.48	10.10				
20	P	11.35PM	2.34	33.2		TOUHY	33.2	33.2	4.35	9.55				
96	WCYP	12.01AM	2.44	37.3	DN	VALPARAISO YL VO	37.3	37.3	4.25	9.40				
28				41.8		AGNEW	41.8	41.8						
33	P	12.18	2.58	46.5	D	RAYMOND RM	46.5	46.5	3.59	9.15				
101	P	12.30	3.08	52.7		GARRATT	52.7	52.7	3.48	9.05				
4				55.3		WEST LINCOLN	55.3	55.3						
				56.5		O. B. & Q. CROSSING	56.5	56.5						
24	WTZP	12.55	3.18	57.1	DN	LINCOLN YL SN	57.1	57.1	3.40	8.50				
				57.4		O. B. & Q. CROSSING	57.4	57.4						
				59.0		O. B. & Q. CROSSING	59.0	59.0						
130	P	1.18	3.31	65.4		JAMAICA	65.4	65.4	3.18	8.05				
				68.2		HANLON	68.2	68.2						
21	P	1.33	3.46	74.7		PRINCETON	74.7	74.7	3.03	7.49				
78	WP	1.43	3.53	79.5	D	CORTLAND RD	79.5	79.5	2.56	7.41				
84	P	1.58	4.08	88.9	D	PIOKRELL IK	88.9	88.9	2.43	7.25				
	CWTZP	A 2.15AM	A 4.25PM	96.8	DN-R	BEATRICE YL BX	96.8	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 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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	WESTWARD				OLD MAIN LINE				EASTWARD					
	SECOND CLASS				Distance from Council Bluffs	Time-Table No. 19 September 26, 1954				Mile Post	SECOND CLASS			
XIP				5.2	DN	SUMMIT YL SU	5.2	5.2						
XWP				6.4		SOUTH OMAHA YL	6.4	6.4						
XIP				11.9	R	GILMORE YL	11.9	11.9						
72	P			16.8	D	PAPILLION PO	16.8	16.8						
AIP				19.2		MO. PAC. CROSSING	19.2	19.2						
P				22.5	D	MILLARD MD	22.5	22.5						
XP				26.1		LANE	26.1	26.1						
						20.9								
						.....Thru Time.....								

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	WESTWARD				STROMSBURG BRANCH				EASTWARD					
	SECOND CLASS				Distance from Valparaiso	Time-Table No. 19 September 26, 1954				Mile Post	SECOND CLASS			
							75 Local Freight Tuesday Thursday Saturday						76 Local Freight	
WCYP				5.00AM	0.0	DN-R	VALPARAISO YL VO	0.0	A 11.35AM					
16				f 5.20	7.4		LOMA	7.4	f 11.02					
28				s 5.40	13.5	D	BRAINARD BD	13.5	s 10.50					
					15.0		O. & N. W. CROSSING	15.0						
32	W			s 6.10	23.2	D	DAVID CITY DV	23.2	s 10.25					
					23.5		O. B. & Q. CROSSING	23.5						
31				s 6.45	33.3	D	RISING CITY RN	33.3	s 9.40					
36				s 7.05	40.1	D	SHELBY SH	40.1	s 9.20					
7				s 7.34	47.5	D	OSOEOLA OZ	47.5	s 8.55					
9	W			s 8.25	52.9	D	STROMSBURG S	52.9	s 8.25					
					56.8		DURANT	56.8						
35				s 8.40	63.0	D	POLK PK	63.0	s 7.50					
21				s 8.55	68.3	D	HORDVILLE HV	68.3	s 7.30					
					73.4		SAND PIT SPUR	73.4						
22				s 9.10	73.8		HEBER	73.8	f 7.10					
					75.3		O. B. & Q. CROSSING	75.3						
WYP				A 9.20AM	75.9	DN-R	CENTRAL CITY YL CI	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 72.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
	SECOND CLASS				Distance from Genoa	Time-Table No. 19 September 26, 1954				Mile Post	SECOND CLASS			
							79 Mixed Daily Except Sunday						80 Mixed	
40	WY			12.32PM	0.0	D-R	GENOA YL G	0.0	A 4.35PM					
12					5.3		KENT	5.3						
20					9.3		MEROHISTON	9.3						
38				s 1.08	13.7	D	FULLERTON FU	13.7	s 4.05					
21				s 1.33	23.1	D	BELGRADE BL	23.1	s 3.45					
26	W			s 1.52	30.3	D	CEDAR RAPIDS 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 72.

WESTWARD				NORFOLK BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 19				SECOND CLASS						
				September 26, 1954										
				STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	321	Distance from Columbus	Time-Table No. 19	Mile Post	82	80	312	Distance from Grand Island	Time-Table No. 19	Mile Post	84	284
	Mixed	Mixed	Mixed		September 26, 1954		Mixed	Mixed	Mixed		September 26, 1954		Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		STATIONS						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	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 OCOONEE 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					
88 W			s 3.55	35.4	6.3 D MADISON MA	35.4			s 9.02					
81				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) 25.6	(0.25) 22.6	(3.20) 15.1		..... Thru Time.....		(0.23) 24.5	(0.15) 37.6	(3.00) 16.8					
					..... Average speed per hour.....									

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

WESTWARD				ALBION BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 19				SECOND CLASS				
				September 26, 1954								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	Distance from Ocoonee	Time-Table No. 19	Mile Post	82	80	Distance from Hastings	Time-Table No. 19	Mile Post	84	284
	Mixed	Mixed		September 26, 1954		Mixed	Mixed		September 26, 1954		Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday		STATIONS					STATIONS			
20 YP	12.02PM	7.45AM	0.0	R OCOONEE 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	11.8	7.0 D-R GENOA YL G	11.8	s 12.29PM	4.35PM					
9			18.0	6.7 WOODVILLE	18.0							
56		s 9.15	22.8	4.3 D ST EDWARD ST	22.8	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) 25.1	(2.20) 14.4		..... Thru Time.....		(1.32) 22.0	(0.25) 27.1					
				..... Average speed per hour.....								

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

WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 19				SECOND CLASS				
				September 26, 1954								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	283	83	Distance from Grand Island	Time-Table No. 19	Mile Post	84	284	Distance from Grand Island	Time-Table No. 19	Mile Post	84	284
	Mixed	Mixed		September 26, 1954		Mixed	Mixed		September 26, 1954		Mixed	Mixed
	Mon., Wed., Fri.	Tues., Thurs., Sat.		STATIONS					STATIONS			
WTYPCZ	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	s 11.15	s 9.55	21.9	10.8 D-R ST. PAUL YL SP	21.9	s 4.20	s 4.20PM					
19	s 11.40AM		30.2	8.3 D DANNEBROG DB	30.2		s 3.50					
11 W	s 12.05PM		40.5	10.3 D BOELUS HW	40.5		s 3.20					
81	f 12.25		47.7	7.2 ROCKVILLE	47.7		f 2.55					
33 W	A 1.00PM		60.9	13.2 D-R LOUP CITY YL OP	60.9		2.30PM					
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	7.7 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	1.2 SCOTIA JUNCTION	44.5	3.07						
31 W		s 11.35AM	48.8	4.3 D NORTH LOUP NU	48.8	s 2.57						
3			58.5	9.7 SAUNDERS	58.5							
			60.7	2.2 C. 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.					
	(3.00) 20.3	(3.10) 19.3		..... Thru Time.....		(2.45) 22.2	(2.45) 22.1					
				..... Average speed per hour.....								

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

WESTWARD				HASTINGS BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 19				SECOND CLASS				
				September 26, 1954								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	Distance from Hastings	Time-Table No. 19	Mile Post	82	80	Distance from Hastings	Time-Table No. 19	Mile Post	84	284
	Mixed	Mixed		September 26, 1954		Mixed	Mixed		September 26, 1954		Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday		STATIONS					STATIONS			
WYPCZ			0.0	DN-R HASTINGS YL AN	0.0							
130 P			12.7	12.7 HAYLAND	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. 19 September 26, 1954				SECOND CLASS	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	Mile Post		518 Motor Mixed	96 Mixed	STATIONS		518 Motor Mixed	96 Mixed
								STATIONS			
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Sunday								
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 11.59AM	A 9.20PM		
12	f 9.12	f 3.50	f 5.10	5.5		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	28.3	D	3.6 MILLER MR	28.3	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 OCONTO BS	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.28	f 6.46	59.1		7.0 LODI	59.1	f 10.03	f 6.14		
27 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		10.3 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 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. 19 September 26, 1954				SECOND CLASS	
	97 Local Freight	93 Mixed	98 Local Freight	94 Mixed		Mile Post	STATIONS		98 Local Freight	94 Mixed	
							STATIONS				
Daily	Daily	Daily	Daily								
WYP	7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM			
15	f 7.35	f 5.35	2.8		2.8 COCKER	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	f 11.53AM <sup>98</sup>	f 7.56	95.4		9.0 FINLEY	95.4	f 11.53AM <sup>97</sup>	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 WCPY	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		FIRST CLASS		Distance from Gering	Time-Table No. 19 September 26, 1954				SECOND CLASS	
	STATIONS		STATIONS			Mile Post	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 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. 19 September 26, 1954				Mile Post	SECOND CLASS			
	353	93	59		STATIONS	354	60	94					
	Mixed Daily	Mixed Daily	Local Freight Daily			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		COSTIN			150.5		f10.28	f 1.34
30		s	9.49	f 6.15	152.3	D	HAIG		HA	152.3		f10.25	s 1.30
24		s	9.55	f 6.25	155.8	D	SOUTH MITCHELL		MI	155.8		f10.20	s 1.21
32		f	9.58	f 6.30	157.1		PELTON			157.1		f10.15	f 1.14
70	P	s	10.06 <sup>60</sup>	f 6.45	162.1	D	SOUTH MORRILL		MO	162.1		f10.06 <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	f12.49
14		f	10.23	f 9.57	172.8		STEBBINS			172.8		f 9.15	f12.44
51	P	s	10.25	f10.07	173.7	D	HUNTLEY		HU	173.7		f 9.13	s12.41
35		f	10.30	f10.17	177.0		HOLLY			177.0		f 9.06	f12.33
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	s12.35	188.1	D	VETERAN		VN	188.1		s 8.33	s12.03PM
8		f	11.00	f12.40	191.5		HELDT			191.5		f 8.26	f11.57AM
16		f	11.07	f12.50	196.1		COTTIER			196.1		f 8.19	f11.50
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		f11.32	
26		f	1.01		187.6		FONDA			187.6		f11.27	
51	W	s	1.10		192.4	D	HAWK SPRINGS		HK	192.4		s11.15	
31		f	1.18		194.7		DUROC			194.7		f11.01	
19		f	1.30		200.8		WYCROSS			200.8		f10.50	
51	WY	s	1.45		203.8	D	LA GRANGE		GA	203.8		s10.45	
19		f	1.57		210.7		TREMAIN			210.7		f10.20	
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	
	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	..... Thru Time..... ..... Average speed per hour.....				(2.35) 24.3	(2.30) 21.9	(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. 19 September 26, 1954			Mile Post	
		STATIONS				
		0.0	DN	LYMAN		
			2.8			
18	2.8		SEARS	YL	2.8	
6	3.3		SIDING NO. 1	YL	3.3	
17	4.6		HARTMAN	YL	4.6	
22	6.4		STEGALL	YL	6.4	
(6.4)						

WESTWARD		SEARS BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 19 September 26, 1954			Mile Post	
		STATIONS				
		0.0	SEARS	YL		
			1.2			
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 72.

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

**Designation "Str."** —Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.  
**Designation "Psgr."** —Train with steam locomotive and all passenger train equipment; train with diesel 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 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.

When a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

**GENERAL**

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
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. 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.)			40 35 20
Inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			30 25
When caboose is handled in train consisting of passenger train equipment		60		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling scale test cars.			30
When yard limits not protected by continuous block signal system.	50	40	25	Train handling U. P. ore cars series 8000 to 8499.			40
Passing fueling stations.	50	40	25	When using No. 14 turn-outs.	25	20	20
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40 40	When using other cross-overs or turn-outs: 9000 class engines: Forward movement Back-up movement 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			10 10 6 6 5 5 15 15 15 10
1500 class diesel road freight locomotives.		50	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
Diesel yard switch locomotives in road service.		35	35	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
7000 and 7800 class engines.		75	50	On wye tracks.	15	15	15
3800 and 3900 class engines.		60	50	Jordan spreaders and other machines of spreader type, when in operation.			15
5000 and 9000 class engines.		50	50	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
4000 class engines.		45	45				
MacArthur type engines with 63-inch drivers.		55	50				
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.	Frnt.		Str.	Psgr.	Frnt.
Diesel 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.	Frnt.		Str.	Psgr.	Frnt.
Diesel 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				
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
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 Maximum speed.	50	45	Mead 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	
	Psg.	Fr.		Psg.	Fr.
<b>Touhy</b> 36.0 and 37.4	25	25	<b>Ord—Loup City 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	Between St. Paul and Loup City.		30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	<b>Hastings Branch</b> Maximum speed.	70	50
<b>Stromsburg Branch</b> Maximum speed: Between Valparaiso and Brainard.	35	25	Over Bridge 21.35.	30	30
Between Brainard and Hordville.	40	30	Gibbon, west of east wye switch.		15
Between Hordville and Central City.	35	25	<b>Kearney Branch</b> Between Kearney and Callaway: Steam trains. Motor trains. Diesel electric locomotives in road service.	25 40 25	25 35 25
Trains handling outfit cars.		20	Between Callaway and Stapleton: Steam trains. Motor trains. Diesel electric locomotives in road service.	30 45 30	30 35 30
2800 class engines.	30	30	Trains handling outfit cars.		20
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.	5	5	<b>North Platte Branch</b> Maximum speed.		45
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	5000, 7000 and 9000 class engines.		35
<b>Norfolk Branch</b> Maximum speed: Between Columbus and Oconee.		35	Over Bridge 18.30.		35
Between Oconee and M.P. 16.		25	Oshkosh, over First Street Crossing.		15
Between M.P. 16 and Norfolk.		30	<b>North Platte Cut-off</b> Maximum speed.		45
Trains handling outfit cars.		20	5000, 7000 and 9000 class engines.		35
Columbus, over wye switches.		15	On curves between Yoder and So. Torrington.		35
On curve at M.P. 175.		25	On curves between M.P. 25.42 and M.P. 31.25.		30
<b>Albion Branch</b> Maximum speed:		30	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars.		20	<b>Lyman Branch.</b>		20
<b>Cedar Rapids Branch</b> Maximum speed: Between Genoa and M.P. 11.		30	<b>Gering Branch.</b>		20
Between M.P. 11 and Spalding.		25	<b>Sears Branch.</b>		20
Trains handling outfit cars.		20			
Over Bridge 12.96.		25			

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Seymour.....	8.9	70—XP	Both	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
Alfa Center.....	194.1	44—XP	Both	Korty.....		5	West

**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.....	District Surgeon..	Omaha, Nebr.	C. G. Amick.....	Surgeon.....	Loup City, Nebr.
W. A. Buntten.....	District Surgeon..	Cheyenne, Wyo.	E. R. Pearsen.....	Surgeon.....	Lupton, Colo.
J. S. Benwell.....	District Surgeon..	Denver, Colo.	F. V. Vesely.....	Surgeon.....	Lewellen, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	W. L. Wilkinson...	Surgeon.....	La Salle, Colo.
W. M. Fitch.....	Surgeon.....	Albion, Nebr.	F. L. Garner.....	Surgeon.....	Madison, Nebr.
W. T. Wildhaber...	Surgeon.....	Beatrice, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
R. W. Taylor.....	Oculist and Aurist.	Beatrice, Nebr.	O. C. Kreymborg...	Surgeon.....	North Platte, Nebr.
A. L. Schneider...	Surgeon.....	Brady Island, Nebr.	Wm. B. Niehus....	Surgeon.....	North Platte, Nebr.
J. W. Wells.....	Surgeon.....	Brighton, Colo.	J. V. Carroll.....	Surgeon.....	North Platte, Nebr.
M. L. Chaloupka...	Surgeon.....	Callaway, Nebr.	H. H. Walker.....	Oculist and Aurist.	North Platte, Nebr.
A. D. Brown.....	Surgeon.....	Central City, Nebr.	G. F. Waltemath...	Surgeon.....	North Platte, Nebr.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.	R. T. Takenaga...	Surgeon.....	North Platte, Nebr.
R. C. Anderson...	Surgeon.....	Columbus, Nebr.	H. A. Blackstone...	Surgeon.....	Northport, Nebr.
W. R. Neumarker...	Surgeon.....	Columbus, Nebr.	G. T. Alliband....	Oculist.....	Omaha, Nebr.
L. G. Howard.....	Oculist and Aurist.	Council Bluffs, Ia.	C. F. Bantin.....	Surgeon.....	Omaha, Nebr.
W. C. Giles.....	Oculist.....	Council Bluffs, Ia.	M. W. Barry.....	Surgeon.....	Omaha, Nebr.
A. L. Nielson.....	Surgeon.....	Council Bluffs, Ia.	J. G. Bartek.....	Surgeon.....	Omaha, Nebr.
A. M. Pedersen...	Surgeon.....	Council Bluffs, Ia.	J. C. Davis.....	Oculist and Aurist.	Omaha, Nebr.
G. M. McArdle....	Surgeon.....	Council Bluffs, Ia.	J. C. Filkins.....	Oculist and Aurist.	Omaha, Nebr.
P. D. Pedersen...	Surgeon.....	Council Bluffs, Ia.	C. A. Walvoord...	Shop Surgeon.....	Omaha, Nebr.
C. H. Sheets.....	Surgeon.....	Cozad, Nebr.	J. K. Muldoon....	Surgeon.....	Omaha, Nebr.
R. C. Gramlich...	Surgeon.....	Cheyenne, Wyo.	R. T. Mauer.....	Hospital Surgeon..	Omaha, Nebr.
J. D. Shingle.....	Surgeon.....	Cheyenne, Wyo.	R. A. Moser.....	Shop Surgeon.....	Omaha, Nebr.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.	F. C. Nelson.....	Shop Surgeon.....	Omaha, Nebr.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.	O. C. Nickum.....	Shop Surgeon.....	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.	S. A. Swenson....	Shop Surgeon.....	Omaha, Nebr.
G. W. Marbry.....	Oculist.....	Cheyenne, Wyo.	J. J. O'Hearn....	Surgeon.....	Omaha, Nebr.
R. I. Williams....	Aurist.....	Cheyenne, Wyo.	R. H. Rasgorshek..	Oculist and Aurist.	Omaha, Nebr.
R. B. Rundquist...	Surgeon.....	Chappell, Nebr.	T. T. Smith.....	Aurist.....	Omaha, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	J. J. O'Neil.....	Aurist.....	Omaha, Nebr.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	S. L. Larson.....	Surgeon.....	Ogallala, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	J. L. McFee.....	Surgeon.....	Ogallala, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	C. J. Miller.....	Surgeon.....	Ord, Nebr.
P. E. Woodward...	Surgeon.....	Ft. Morgan, Colo.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	E. R. Slavick.....	Surgeon.....	Platte Center, Nebr.
L. E. Imes.....	Surgeon.....	Grand Island, Nebr.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
E. G. Johnson....	Surgeon.....	Grand Island, Nebr.	M. O. Arnold.....	Surgeon.....	St. Paul, Nebr.
K. F. McDermott...	Surgeon.....	Grand Island, Nebr.	F. G. Kolouch....	Surgeon.....	Schuyler, Nebr.
C. H. Maggiore....	Surgeon.....	Grand Island, Nebr.	H. F. Daum.....	Surgeon.....	Shelby, Nebr.
J. A. Proffitt.....	Oculist and Aurist.	Grand Island, Nebr.	J. E. Nordstrom...	Surgeon.....	Shelton, Nebr.
W. C. Harvey.....	Surgeon.....	Gering, Nebr.	R. J. Fox.....	Surgeon.....	Spaulding, Nebr.
W. C. Harvey, Jr..	Surgeon.....	Gering, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	C. B. Dorwart....	Surgeon.....	Sidney, Nebr.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
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.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
M. B. Wilcox.....	Oculist and Aurist.	Kearney, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
A. H. Shamberg...	Surgeon.....	Kimball, Nebr.	C. L. Marsh.....	Surgeon.....	Valley, Nebr.
E. R. Core.....	Surgeon.....	Kimball, Nebr.	Ivan M. French....	Surgeon.....	Wahoo, Nebr.
V. D. Norall.....	Surgeon.....	Lexington, Nebr.	Ervin King.....	Surgeon.....	Wood River, Nebr.
J. S. Welch.....	Surgeon.....	Lincoln, Nebr.			