



**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**

Stay Alive



In '55

**NEBRASKA DIVISION  
TIME-TABLE  
No. 20**

**Effective Sunday,  
January 9, 1955**

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

														Distance from Council Bluffs	Time Table No. 20 January 9, 1955	
11	27	85	107	17	7	5	9	103	101	105	111	CO. BLUFFS	OMAHA			
Passenger	Passenger	Passenger	Stream-liner Passenger	Passenger	Mail and Express	Mail and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	STATIONS	STATIONS			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
						9.20						0.0	CO. BLUFFS			
	11.00		5.10		10.00	9.55		3.25	3.05	1.40	12.50	2.8	OMAHA			
	2.20		7.08		1.05	12.40		5.25	5.05	3.40	2.55	146.9	GRAND ISLAND			
	5.20	4.40	8.51		3.50	2.55		7.10	6.50	5.25	4.50	284.1	C.T. NORTH PLATTE			
	4.55		7.56		3.00	2.05		6.15	5.55	4.30	3.55	365.3	M.T. NORTH PLATTE			
		6.10									5.10	365.3	JULESBURG			
	7.30		9.37		5.20	4.12		7.56	7.38	6.13		407.5	SIDNEY			
				8.30			9.30					.....	KANSAS CITY			
		10.20		7.00			7.55				8.30	562.5	DENVER			
				7.35			8.25									
	10.00		11.17		7.35	6.05		9.35	9.20	7.55		509.5	CHEYENNE			
	10.10		11.27		7.45	6.20		9.45	9.30	8.05						
	11.50		12.45	10.55	9.40	8.05	11.45	11.05	10.50	9.25		566.0	LARAMIE			
	1.55		2.31	12.59	12.18	10.40	1.44	1.00	12.45	11.15		682.8	RAWLINS			
	5.30	4.25	4.36	3.15	3.00	1.20	4.05	3.15	2.55	1.25		817.0	GREEN RIVER			
	4.45	4.45	4.45	3.50	3.35	1.55	4.25	3.25	3.05	1.35						
	6.05			4.25						2.05		847.2	GRANGER			
	8.45		8.00		7.25	5.50	8.20	6.45	6.25			992.6	OGDEN			
													(992.6)			

(0.35) (22.45) (5.40) (15.50) (20.55) (22.25) (20.55) (23.50) (16.20) (16.20) (13.25) (8.40) Thru Time From Omaha  
 51.8 43.5 49.1 62.5 49.8 44.1 47.3 51.2 59.6 59.6 62.9 69.2 Average speed per hour

**E. H. BAILEY**  
General Manager

**G. A. CUNNINGHAM**  
General Superintendent

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

- J. E. MULICK, Superintendent..... Omaha, Nebr.
- O. A. DURRANT, Asst. Superintendent..... Omaha, Nebr.
- R. W. McSPADDEN, Asst. Superintendent..... Gering, Nebr.
- J. J. QUINN, Trainmaster..... Omaha, Nebr.
- L. O. POPE, Terminal Superintendent..... Omaha, Nebr.
- G. J. THOMPSON, Safety Representative..... Omaha, Nebr.
- A. A. HAUSSENER, Terminal Superintendent..... Co. Bluffs, Iowa
- C. B. HURD, Trainmaster..... Grand Island, Nebr.
- J. E. GUYNAN, Terminal Superintendent..... North Platte, Nebr.
- E. F. DEARDEN, Trainmaster..... North Platte, Nebr.
- W. E. HENKE, Trainmaster..... Sidney, 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,  
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.

- 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.

**MILEAGE**

Main Line..... 659.60  
 Branches..... 836.14  
 Total..... 1495.74

# CONDENSED TIME-TABLE

EASTWARD

## FIRST CLASS

		Time Table No. 20 January 9, 1955													
		STATIONS													
		112	12	108	10	28	104	102	106	18	6	86	8		
		Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger	Mail and Express		
Mile Post															
STATIONS															
CO. BLUFFS	0.0													6.10	
OMAHA	2.8	12.30		11.35		7.00	2.20	2.45	3.00		5.25		7.30		
GRAND ISLAND	146.9	10.24		9.26		3.50	12.11	12.35	12.50		2.50		4.45		
C.T. NORTH PLATTE	284.1	8.37		7.33		12.45	10.18	10.43	10.58		12.25		2.00		
M.T. NORTH PLATTE	284.1	7.32		6.28		11.00	9.13	9.38	9.53		11.15		11.15		12.50
JULESBURG	365.3	6.27											9.55		
SIDNEY	407.5			4.47		8.55	7.35	7.57	8.12		9.17		10.40		
KANSAS CITY	.....				7.15					10.30					
DENVER	562.5	3.30			6.45	6.10				9.30		6.00			
CHEYENNE	509.5			3.25		7.00	6.15	6.35	6.50		7.35		8.50		
LARAMIE	566.0			3.15		5.40	6.05	6.25	6.40		7.15		8.35		
RAWLINS	682.8			2.05	2.43	4.20	4.50	5.05	5.30	5.25	5.45		7.05		
GREEN RIVER	817.0			12.15	12.50	2.00	3.00	3.15	3.40	3.10	3.25		4.15		
GRANGER	847.2			10.00	10.30	11.10	12.40	1.00	1.25	12.35	12.45		1.20		
OGDEN	992.6		9.40	9.50	10.20	10.45	12.30	12.50	1.15	11.20	12.20		1.00		
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time From Omaha..... (8.00) (0.35) (15.15) (23.25) (23.00) (16.05) (16.05) (13.18) (22.45) (19.55) (5.15) (21.50)  
 Average speed per hour..... 69.5 51.8 62.2 50.5 43.0 61.5 61.5 63.5 47.1 49.9 53.0 45.3

### 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
7	Any Station	Omaha.	North of Granger or Ogden or beyond.	8	Any Station	Cheyenne or beyond.	Omaha or beyond.
7	2nd Subdivision						
27	Any Station	Colorado Points west of Julesburg.	Sacramento or beyond.	28	Any Station	Colorado Points.	Denver or beyond.
85	1st Subdivision						
101	Any Station	East Los Angeles or beyond.	Denver or beyond.	86	Any Station	Points west of Julesburg...	Points east of Julesburg. Sleeping car passengers Omaha or beyond.
103	2nd Subdivision						
105	Columbus	Pendleton or beyond.	Denver or beyond.	86	Any Station	Denver or beyond.	Points east of Julesburg. Sleeping car passengers Omaha or beyond.
107	Kearney						
111	Fremont	Chicago or beyond.	Denver or beyond.	102	Kearney	Sacramento or beyond.	Chicago or beyond.
	Ft. Morgan						
		Chicago and east.	Denver or beyond.	104	Columbus	East Los Angeles or beyond.	Chicago or beyond.
		Chicago and east.	Denver or beyond.	106	Kearney	Pendleton or beyond.	Chicago or beyond.
		Chicago and east.	Denver or beyond.	108	Kearney	East Los Angeles or beyond.	Chicago or beyond.
		Chicago and east.	Denver or beyond.	112	Fremont	Denver.	Chicago.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight, Local Freight, and Distance from Council Bluffs. Rows include stations like DF OXWITYOPZ, DF KWITOPZ, XIP, ES77 XP, etc.

Time-Table No. 20

January 9, 1955

STATIONS

Main table for Westward First Subdivision Second Class. Columns include station names, times (e.g., 8.00PM, 12.01PM, 6.30AM), and distances (0.0, 2.8, 5.2, etc.).

(1.15) 22.4 (1.14) 22.8 (0.55) 24.0 (2.45) 18.3 (7.30) 12.7 (8.00) 15.6

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

FIRST CLASS

Table with columns for Passenger, Streamliner Passenger, Mail and Express, Streamliner Passenger, Streamliner Passenger, Streamliner Passenger, Streamliner Passenger, and Distance from Council Bluffs.

Time-Table No. 20

January 9, 1955

STATIONS

Main table for Westward First Subdivision First Class. Columns include station names, times (e.g., 11.00PM, 5.10PM, 10.00AM, 9.20AM, 3.25AM, 3.05AM, 1.40AM, 12.50AM, etc.), and distances (0.0, 2.8, 5.2, etc.).

(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 (4.00) 70.3

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

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

**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 20**  
January 9, 1955

**STATIONS**

Mile Post	FIRST CLASS							
	28 Passenger	6 Mail and Express	8 Mail and Express	108 Streamliner Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger
0.0	A 6.10PM							
2.8	A 7.00AM	5.55	A 7.30PM	A 11.35PM	A 12.30AM	A 2.20AM	A 2.45AM	A 3.00AM
5.2	6.49	5.15	7.20	11.28	12.23	2.13	2.37	2.52
13.6	6.40	5.08	7.11	11.20	12.15	2.05	2.29	2.44
17.1	6.36	5.04	7.07	11.17	12.11	2.02	2.25	2.40
21.7	f 6.31	4.59	7.03	11.12	12.07	1.57	2.20	2.35
24.5	f 6.27	4.56	7.00	11.08	12.03AM	1.53	2.16	2.31
28.0	s 6.23	4.52	6.57	11.05	11.59PM	1.50	2.13	2.28
34.3	6.16	4.46	6.49	11.00	11.54	1.45	2.07	2.22
38.2								
39.3	s 6.08	s 4.40	s 6.43	10.55	11.50	1.40	2.02	2.17
40.0								
44.8								
46.3	f 5.54	4.25	6.28	10.47	11.44	1.32	1.54	2.08
54.4	f 5.45	4.18	6.21	10.41	11.38	1.26	1.48	2.02
61.4	f 5.37	4.12	6.15	10.36	11.32	1.21	1.43	1.57
68.7	s 5.30	4.06	s 6.08	10.30	11.27	1.15	1.37	1.51
76.9	f 5.20	3.58	5.58	10.24	11.21	1.09	1.31	1.45
83.8								
84.5	s 5.10	s 3.51	s 5.50	10.17	11.14	1.02	1.24	1.38
92.2	f 4.51	3.40	5.38	10.10	11.04	1.25	1.17	1.31
96.5	4.46	3.35	5.33	10.07	11.01	1.25	1.14	1.28
102.3	f 4.41	3.30	5.28	10.03	10.58	1.10	1.24	1.24
107.9	4.33	3.25	5.23	9.59	10.54	1.06	1.20	1.20
113.6	f 4.27	3.20	5.18	9.54	10.50	1.23	1.02	1.16
124.3								
124.9	s 4.15	3.10	f 5.08	9.45	10.42	1.23	1.23	1.08
135.1	4.02	3.01	4.57	9.37	10.34	1.22	1.24	1.00
146.5								
146.9	3.50	2.50	4.45	9.26	10.24	1.21	1.25	1.25
154.5	3.35	2.40	4.35	9.25	10.23	1.21	1.24	1.24
162.3	f 3.09	2.20	4.12	9.08	10.08	1.15	1.21	1.23
169.9	f 3.00	2.14	4.05	9.02	10.03	1.14	1.21	1.27
176.0	f 2.53	2.09	3.59	8.57	9.59	1.12	1.20	1.22
180.2	2.49	2.05	3.55	8.54	9.56	1.13	1.20	1.19
189.1	s 2.39	s 1.55	s 3.45	8.46	9.48	1.13	1.16	1.11
198.3	f 2.24	1.42	3.34	8.38	9.40	1.13	1.18	1.20
204.6	f 2.17	1.37	3.28	8.34	9.36	1.13	1.14	1.15
213.3	f 2.07	1.30	3.20	8.28	9.30	1.13	1.13	1.13
224.4	s 1.55	1.20	f 3.08	8.20	9.22	1.13	1.13	1.14
232.5	1.44	1.13	2.58	8.14	9.16	1.13	1.14	1.13
238.2	s 1.38	1.08	f 2.53	8.10	9.12	1.13	1.12	1.13
248.8	s 1.23	1.25	f 2.40	8.02	9.04	1.12	1.12	1.12
254.5	1.14	1.25	2.32	7.57	9.00	1.12	1.11	1.12
261.5	f 1.07	1.24	2.25	7.52	8.55	1.12	1.11	1.17
270.6	f 12.59	12.40	2.16	7.45	8.48	1.12	1.11	1.10
278.5	f 12.52	12.33	2.08	7.39	8.42	1.12	1.11	1.10
284.1	12.45AM	12.25PM	2.00PM	7.33PM	8.37PM	10.18PM	10.43PM	10.58PM

Thru Time to Omaha (6.15) (5.00) (5.30) (4.02) (3.53) (4.02) (4.02) (4.02)  
 Average speed per hour 45.0 56.3 50.8 69.7 72.4 69.7 69.7 69.7

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 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. 20**  
January 9, 1955

**STATIONS**

Mile Post	SECOND CLASS					
	72 Time Freight	74 Time Freight	234 Local Freight	76 Local Freight	240 Local Freight	238 Local Freight
0.0	A 2.00AM	A 8.30AM	A 3.15PM			
2.8	1.54	8.15	2.55			
5.2	1.10	7.45	2.35			
13.6	12.50	7.20	2.15			
17.1	12.40	7.10	f 2.05			
21.7			s 1.55			
24.5			s 1.30			
28.0	12.15AM	6.45AM	s 1.00			
34.3			f 12.01PM			
38.2						
39.3			s 11.50AM			
40.0						
44.8						
46.3			f 10.50			
54.4			s 10.20			
61.4			s 9.50			
68.7			s 9.20			
76.9			f 8.20			
83.8						
84.5			s 8.00			
92.2			s 7.20			
96.5			f 6.50			
102.3			s 6.40			
107.9			f 6.00			
113.6			s 5.39			
124.3						
124.9			5.00AM	A 6.55AM		
135.1			s 6.40			
146.5						
146.9				6.20AM	A 2.00PM	
154.5					f 1.30	
162.3					s 1.00	
169.9					s 12.30PM	
176.0					s 11.59AM	
180.2					f 11.15	
189.1					A 1.30PM	s 11.00AM
198.3					s 1.00	
204.6					s 12.30PM	
213.3					s 11.50AM	
224.4					s 11.30	
232.5					f 10.30	
238.2					s 10.00	
248.8					s 8.15	
254.5					7.55	
261.5					f 7.45	
270.6					f 7.30	
278.5					7.15	
284.1					7.00AM	

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
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 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Double Track

Block Signal

Block Signal

Double or three or more tracks

Double or three or more tracks

**WESTWARD**

**SECOND SUBDIVISION**

**SECOND CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.								Distance from Council Bluffs
	353	245	243	97	241	93		
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed		
	Daily	Tues. Thurs. Sat.	Daily Except Sunday	Daily	Mon. Wed. Fri.	Daily		
DF XWCZTYOP				6.50AM	6.35AM	5.00AM	284.1	
CS 84 P				7.02	6.45	5.10	289.2	
WS 72 XP				7.15	7.08	5.20	296.9	
CS 119 XWYP				A 7.30AM	f 7.15	A 5.25AM	300.7	
40 X							301.8	
CS 121 P					s 7.25		303.4	
CS 82 P					f 7.35		307.9	
CS 121 P					s 7.55		315.5	
5 P					f 8.05		321.7	
CS 83 P					f 8.15		327.7	
WS122 WS120 ES138 XWCP					s 8.45		334.8	
CS 125 P					s 9.05		343.9	
10							349.1	
CS 132 WP					s 9.30		353.9	
CS 83 P					f 9.40		359.3	
WS125 XWCYYP WS125 ES121				8.00AM	A 10.00AM		365.3	
CS 90 P				f 8.15			370.6	
CS 123 WP				s 8.45			380.3	
WS 111 ES 78 XP				s 9.15			389.7	
XP				s 9.45			396.3	
CS 125 P				f 9.55			401.0	
XWCOYP				8.30AM	A 10.05AM		407.5	
CS 94 YP				f 8.45			415.5	
WS 121 XWP ES 70				s 9.15			426.4	
8 PX							430.8	
CS 125 P				s 9.35			435.4	
27 PX							439.9	
CS 133 XWP				s 10.15			444.5	
12							451.1	
CS 125 WP				s 10.45			456.6	
CS 125 XWCYYP				s 11.30			466.7	
10							472.0	
CS 94 XWYP				3.35PM	f 11.55AM		477.5	
WS 62 XP				f 3.45	f 12.15PM		483.2	
CS 96 WP				f 3.55	f 12.40		489.7	
WS 62 XP				f 4.05	12.54		495.9	
WS 117 XP ES 125				f 4.15	f 1.07		501.2	
DF XWCZTYOP				A 4.30PM	A 1.30PM		509.5	

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

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

**WESTWARD**

**SECOND SUBDIVISION**

**FIRST CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.										Distance from Council Bluffs
	107	7	5	103	101	27	85	105	111	
	Streamliner Passenger	Mail and Express	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	7.56PM	3.00PM	2.05PM	6.15AM	5.55AM	4.55AM	4.40AM	4.30AM	3.55AM	284.1
	8.03	3.09	2.12	6.22	6.02	5.05	4.49	4.37	4.02	289.2
	8.08	3.15	2.18	6.27	6.07	5.11	4.55	4.42	4.07	296.9
	8.11	3.18	2.21	6.30	6.10	5.15	4.58	4.45	4.10	300.7
										301.8
	8.13	3.20	2.23	6.32	6.12	f 5.18	5.00	4.47	4.12	303.4
	8.16	3.24	2.27	6.35	6.15	f 5.22	5.04	4.50	4.16	307.9
	8.21	3.31	2.34	6.40	6.21	f 5.29	5.10	4.56	4.22	315.5
	8.26	3.37	2.40	6.45	6.26	5.35	5.15	5.01	4.27	321.7
	8.31	3.43	2.46	6.50	6.31	f 5.41	5.21	5.06	4.32	327.7
	8.37	s 3.52	2.53	6.56	6.37	s 5.51	s 5.30	5.12	4.38	334.8
	8.44	4.01	3.02	7.03	6.44	f 6.01	5.40	5.19	4.45	343.9
										349.1
	8.52	4.11	3.10	7.11	6.52	f 6.11	5.50	5.27	4.53	353.9
	8.56	4.16	3.15	7.15	6.56	6.16	5.55	5.31	4.57	359.3
	9.01	f 4.24	3.21	7.20	7.01	s 6.26	A 6.05AM	5.36	A f 5.10AM	365.3
	9.05	4.30	3.27	7.24	7.05	6.34		5.40		370.6
	9.13	4.40	3.36	7.32	7.13	f 6.45		5.48		380.3
	9.20	4.49	3.45	7.39	7.20	f 6.55		5.55		389.7
	9.25	4.55	3.51	7.45	7.25	f 7.01		6.00		396.3
	9.29	5.00	3.55	7.48	7.29	7.06		6.04		401.0
	9.36	5.10	4.02	7.55	7.37	7.20		6.12		407.5
	9.37	5.20	4.12	7.56	7.38	7.30		6.13		415.5
	9.46	5.30	4.22	8.05	7.47	7.40		6.22		426.4
	9.55	5.43	4.33	8.14	7.56	f 7.56		6.31		430.8
	10.02	5.53	4.42	8.21	8.03	f 8.10		6.38		435.4
										439.9
	10.10	f 6.05	4.51	8.29	8.11	s 8.23		6.46		444.5
										451.1
	10.20	6.18	5.02	8.39	8.21	f 8.39		6.56		456.6
	10.29	6.30	5.12	8.48	8.31	f 8.55		7.06		466.7
										472.0
	10.39	6.45	5.23	8.58	8.41	f 9.10		7.16		477.5
	10.45	6.53	5.29	9.04	8.47	f 9.18		7.22		483.2
	10.51	7.02	5.36	9.10	8.54	f 9.26		7.29		489.7
	10.58	7.10	5.42	9.17	9.01	9.34		7.36		495.9
	11.06	7.18	5.48	9.24	9.09	9.41		7.44		501.2
	A 11.17PM	A 7.35PM	A 6.05PM	A 9.35AM	A 9.20AM	A 10.00AM		A 7.55AM		509.5

(3.21) 67.3 (4.35) 49.2 (4.00) 55.4 (3.20) 67.6 (3.25) 66.0 (5.05) 44.3 (1.25) 57.3 (3.25) 66.0 (1.15) 64.9

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.

**Time-Table No. 20**

January 9, 1955

**STATIONS**

DN-R NORTH PLATTE NY	YL NO 5.1
DN WEST NORTH PLATTE	YL WN 1.3
BIRDWOOD	3.4
D HERSHEY OF	3.8
DN O'FALLONS FA	1.1
VARNER	1.6
D SUTHERLAND SU	4.5
DEXTER	7.6
D PAXTON PN	6.2
KORTY	6.0
D ROSCOE RO	7.1
DN OGALLALA YL GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
BARTON	6.0
DN JULESBURG YL JB	5.3
WEIR	9.7
D CHAPPELL OQ	9.4
D LODGE POLE GP	6.6
D SUNOL UN	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
D POTTER PR	4.4
JACINTO	4.6
D DIX DX	4.5
OWASCO	4.6
DN KIMBALL KB	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
DN PINE BLUFFS YL UF	5.3
TRACY	5.5
D EGBERT GX	5.7
D BURNS UX	6.5
HILLSDALE	6.2
DURHAM	5.3
ABOHER	8.3
DN-R CHEYENNE YL OY	(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

**Time-Table No. 20**

January 9, 1955

**STATIONS**

DN-R NORTH PLATTE NY	YL NO 5.1
DN WEST NORTH PLATTE	YL WN 1.3
BIRDWOOD	3.4
D HERSHEY OF	3.8
DN O'FALLONS FA	1.1
VARNER	1.6
D SUTHERLAND SU	4.5
DEXTER	7.6
D PAXTON PN	6.2
KORTY	6.0
D ROSCOE RO	7.1
DN OGALLALA YL GT	9.1
D BRULE RU	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
BARTON	6.0
DN JULESBURG YL JB	5.3
WEIR	9.7
D CHAPPELL OQ	9.4
D LODGE POLE GP	6.6
D SUNOL UN	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
DN POTTER PR	4.4
JACINTO	4.6
D DIX DX	4.5
OWASCO	4.6
DN KIMBALL KB	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
DN PINE BLUFFS YL UF	5.3
TRACY	5.5
D EGBERT GX	5.7
D BURNS UX	6.5
HILLSDALE	6.2
DURHAM	5.3
ABOHER	8.3
DN-R CHEYENNE YL OY	(225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 20**

January 9, 1955

**FIRST CLASS**

Mile Post	STATIONS	6	8	108	112	104	102	106	28	86
		Mail and Express	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger

284.1	DN-R NORTH PLATTE NY 5.1	A11.15AM	A12.50PM	A 6.28PM	A 7.32PM	A 9.13PM	A 9.38PM	A 9.53PM	A11.00PM	A11.15PM
289.2	DN WEST NORTH PLATTE 1.8	11.04	12.37	6.19	7.23	9.04	9.29	9.44	10.50	11.03
290.5	BIRDWOOD 6.4									
296.9	D HERSHEY OF 3.3	10.58	12.29	6.13	7.17	8.58	9.23	9.38	10.44	10.56
300.7	DN O'FALLONS FA 1.1	10.55	12.25	6.10	7.14	8.55	9.20	9.35	10.40	10.53
301.8	VARNER 1.6									
303.4	D SUTHERLAND SU 4.5	10.53	f12.22	6.08	7.12	8.53	9.18	9.33	f10.37	10.51
307.9	DEXTER 7.6	10.49	12.17	6.05	7.09	8.50	9.15	9.30	10.32	10.47
315.5	D PAXTON PN 6.2	10.42	f12.10	5.59	7.03	8.45	9.09	9.24	f10.25	10.41
321.7	KORTY 6.0	10.37	12.04PM	5.54	6.59	8.40	9.04	9.19	10.19	10.35
327.7	D ROSCOE RO 7.1	10.31	11.58AM	5.50	6.55	8.36	9.00	9.15	f10.13	10.29
334.8	DN OGALLALA YL GT 9.1	10.24	s11.51	5.45	6.50	8.31	8.55	9.10	s10.06	10.23
343.9	D BRULE RU 5.2	10.15	f11.41	5.37	6.43	8.24	8.47	9.02	f 9.56	10.14
349.1	MEGEATH 4.8									
353.9	D BIG SPRINGS GS 5.4	10.07	f11.31	5.30	6.36	8.17	8.40	8.55	f 9.46	10.06
359.3	BARTON 6.9	10.02	11.25	5.26	6.32	8.13	8.37	8.51	9.40	10.01
365.3	DN JULESBURG YL JB 5.3	9.56	f11.20	5.21	s 6.27PM	8.08	8.31	8.46	s 9.35	9.55PM
370.6	WEIR 9.7	9.50	11.14	5.16		8.04	8.26	8.41	9.28	
380.3	D OHAPPELL OQ 9.4	9.42	f11.06	5.09		7.57	8.19	8.34	f 9.21	
389.7	D LODGE POLE GP 6.6	9.33	f10.57	5.02		7.50	8.12	8.27	f 9.12	
396.3	D SUNOL UN 4.7	9.28	10.51	4.57		7.45	8.07	8.22	f 9.06	
401.0	COLTON 6.5	9.24	10.47	4.53		7.41	8.03	8.18	9.02	
407.5	DN-R SIDNEY YL OD 8.0	9.17	10.40	4.47		7.35	7.57	8.12	8.55	
415.5	BROWNSON 10.9	8.56	10.19	4.38		7.26	7.48	8.03	8.34	
426.4	D POTTER PR 4.4	8.47	10.09	4.29		7.18	7.39	7.54	f 8.24	
430.8	JACINTO 4.6									
435.4	D DIX DX 4.5	8.40	10.01	4.23		7.12	7.33	7.48	f 8.14	
439.9	OWASCO 4.6									
444.5	DN KIMBALL KB 6.6	8.33	f 9.52	4.17		7.06	7.27	7.42	s 8.05	
451.1	OLIVER 5.5									
456.6	D BUSHNELL BN 10.1	8.23	9.40	4.08		6.57	7.18	7.33	s 7.52	
466.7	DN PINE BLUFFS YL UF 5.3	8.14	9.30	4.00		6.49	7.10	7.25	s 7.40	
472.0	TRACY 5.5									
477.5	D EGBERT GX 5.7	8.04	9.20	3.50		6.39	7.00	7.15	f 7.28	
483.2	D BURNS UX 6.6	7.59	9.15	3.46		6.35	6.56	7.11	7.23	
489.7	HILLSDALE 6.2	7.54	9.10	3.42		6.31	6.52	7.07	7.18	
495.9	DURHAM 5.3	7.49	9.05	3.37		6.27	6.47	7.02	7.13	
501.2	AROEHER 8.3	7.44	9.00	3.33		6.23	6.43	6.58	7.09	
509.5	DN-R CHEYENNE YL OY (225.4)	7.35AM	8.50AM	3.25PM		6.15PM	6.35PM	6.50PM	7.00PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time.....	(3.40)	(4.00)	(3.03)	(1.05)	(2.58)	(3.03)	(3.08)	(4.00)	(1.20)
Average speed per hour.....	60.2	56.4	73.9	74.9	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. 20**

January 9, 1955

**SECOND CLASS**

Mile Post	STATIONS	242	354	246	244	98	94	Car Capacity of Stairs, etc. See Rule 6 (A), page 25.
		Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Mixed	

284.1	DN-R NORTH PLATTE NY 5.1	A11.15AM				A 4.50PM	A 7.00PM	DF XWCZTYOP
289.2	DN WEST NORTH PLATTE 1.8	11.05				4.40	6.48	P
290.5	BIRDWOOD 6.4							CS 84 P
296.9	D HERSHEY OF 3.3	s10.55				f 4.30	s 6.38	WS 72 XP
300.7	DN O'FALLONS FA 1.1	f10.30				4.22PM	6.30PM	CS 110 XWYP
301.8	VARNER 1.6							40 X
303.4	D SUTHERLAND SU 4.5	s10.15						CS 121 P
307.9	DEXTER 7.6	f 9.55						CS 82 P
315.5	D PAXTON PN 6.2	s 9.45						CS 121 P
321.7	KORTY 6.0	f 9.20						5 P
327.7	D ROSCOE RO 7.1	f 9.10						CS 83 P
334.8	DN OGALLALA YL GT 9.1	s 9.00						WS122 WS120 ES158 XWCP
343.9	D BRULE RU 5.2	s 8.15						CS 126 P
349.1	MEGEATH 4.8							10
353.9	D BIG SPRINGS GS 5.4	s 7.50						CS 132 WP
359.3	BARTON 6.9	f 7.25						CS 88 P
365.3	DN JULESBURG YL JB 5.3	7.15AM			A12.15PM			XWCYYP WS125 ES121
370.6	WEIR 9.7				f11.59AM			CS 90 P
380.3	D OHAPPELL OQ 9.4				s11.45			CS 123 WP
389.7	D LODGE POLE GP 6.6				s11.30			WS 111 ES 75 XP
396.3	D SUNOL UN 4.7				f11.20			XP
401.0	COLTON 6.5				f11.10			CS 125 P
407.5	DN-R SIDNEY YL OD 8.0			A 1.40PM	11.00AM			XWCOYP
415.5	BROWNSON 10.9			f 1.05				CS 94 YP
426.4	D POTTER PR 4.4			s12.40				WS 121 XWP ES 70
430.8	JACINTO 4.6							8 PX
435.4	D DIX DX 4.5			s12.09PM				CS 125 P
439.9	OWASCO 4.6							27 PX
444.5	DN KIMBALL KB 6.6			s11.45AM				CS 133 XWP
451.1	OLIVER 5.5							12
456.6	D BUSHNELL BN 10.1			s11.05				CS 125 WP
466.7	DN PINE BLUFFS YL UF 5.3			s10.40				CS125 XWCYYP
472.0	TRACY 5.5							10
477.5	D EGBERT GX 5.7		A 8.50AM	f 9.45				CS 94 XWYP
483.2	D BURNS UX 6.6		s 8.40	s 9.30				WS 62 XP
489.7	HILLSDALE 6.2		s 8.31	f 9.20				CS 96 WP
495.9	DURHAM 5.3		f 8.23	f 9.09				WS 62 XP
501.2	AROEHER 8.3		f 8.15	f 9.00				WS 117 ES 125
509.5	DN-R CHEYENNE YL OY (225.4)		8.05AM	8.45AM				DF XWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

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**

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS				FIRST CLASS				Distance from Julesburg
					71	85	111	301	
					C. B. & Q. Freight	Passenger	Streamliner Passenger	C. B. & Q. Passenger	

Time-Table No. 20										
January 9, 1955										
STATIONS										
80	WCYIP									0.0
75	ZP				f 6.18	f 5.18				7.1
73	WP				f 6.25	5.24				14.6
29										19.0
95	P				f 6.33	5.31				23.1
29	P									25.8
95	WP				f 6.40	5.36				30.1
22										34.2
72	P				f 6.48	5.43				38.8
12	P									41.1
22										42.2
94	P				f 6.54	5.48				45.6
16										50.1
77	P				7.01	5.54				53.5
	AIP									57.2
109	IWCTZP				1.00PM	7.08	6.00	2.50AM		57.5
						7.18	6.05			61.7
72	P				1.14	f 7.27	6.13	f 2.58		64.1
23										66.8
74	P				1.27	f 7.33	6.19	f 3.06		70.2
10										72.1
143	P				1.36	f 7.39	6.24	3.14		76.0
41	P									78.4
52	P				A 2.00PM	f 7.45	6.29	A 3.25AM		81.0
24										82.8
94	WP					f 7.51	6.34			87.0
53	P					7.58	6.40			93.8
21										96.9
100	WCP					f 8.06	6.44			98.6
35	P					8.14	6.50			106.0
79	P					f 8.19	6.52			109.0
22	P					f 8.24	6.57			114.2
78	P					f 8.28	7.00			117.7
14	P									121.4
58	P					f 8.35	7.06			124.8
59	P					8.40	7.11			130.2
121	WP					f 8.45	7.16			135.4
16	P									139.1
78	P					f 8.53	7.22			143.1
27										147.2
56	WCTYP				A 9.04AM	A 7.30AM				151.1

(1.00) (2.54) (2.20) (0.35) ..... Thru Time  
 23.5 52.1 64.8 40.3 ..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule 72.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**THIRD SUBDIVISION EASTWARD**

Time-Table No. 20	January 9, 1955	Mile Post	FIRST CLASS			SECOND CLASS				
			112	86	302	250	72			
			Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight			

Time-Table No. 20										
January 9, 1955										
STATIONS										
DN	JULESBURG	YL	JB	0.0	A 6.27PM	A 9.50PM				
D	OID	VI	7.1	6.18	9.38					
D	SEDGWICK	ZD	14.6	6.12	9.29					
	DORSEY		19.0							
	RED LION		23.1	6.05	9.20					
	MARCOTT		25.8							
D	CROOK	OK	30.1	6.00	9.13					
	TOBIN		34.2							
	PROCTOR		38.8	5.53	9.03					
	POWELL		41.1							
	GRIFF		42.2							
D	ILIFF	F	45.6	5.48	8.56					
	FORD		50.1							
	HAYFORD		53.5	5.41	8.47					
	C. B. & Q. CROSSING		57.2							
DN-R	STERLING	YL	ST	57.5	5.37	8.42	A 11.45PM	A 10.15PM	A 11.59PM	
	HALL		61.7	5.35	8.33					
D	ATWOOD	OD	64.1	5.28	8.25	f 11.28	9.55	11.43		
	BETLAND		66.8							
D	MERINO	MI	70.2	5.23	8.19	f 11.21	9.46	11.33		
	BETA		72.1							
	MESSEX		76.0	5.19	8.13	f 11.15	9.38	11.21		
	BALZAO		78.4							
DN	UNION	UN	81.0	5.15	8.08	f 11.07PM	9.31	11.09PM		
	COOPER		82.8							
D	SNYDER	SN	87.0	5.10	8.02		9.24			
	DODD		93.8	5.05	7.55		9.15			
	HURLEY		96.9							
DN	FT. MORGAN	FX	98.6	5.01	7.49		9.08			
	NARROWS		106.0	4.55	7.42		8.57			
D	WELDONA	DN	109.0	4.53	7.39		8.52			
	GOODRICH		114.2	4.49	7.34		8.45			
	ORCHARD		117.7	4.46	7.31		8.40			
	SUBLETTE		121.4							
	MASTERS		124.8	4.40	7.24		8.30			
	CANTON		130.2	4.36	7.19		8.18			
	HARDIN		135.4	4.32	7.14		8.10			
	KUNER		139.1							
D	KERSEY	KR	143.1	4.25	7.06		7.55			
	AUBURN		147.2							
DN-R	LASALLE	YL	SA	151.1	4.18PM	6.57PM		7.40PM		

(151.1) Daily Daily Daily Daily Daily

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.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 20 January 9, 1955				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	71		73	Distance from Valley	STATIONS				Mile Post	74		72
	Freight	Daily	Freight		Freight	Freight	Freight					
WCYP		10.25PM	1.30PM	0.0	DN-R	VALLEY YL V	0.0	A	5.40AM	A	11.15PM	
AI				5.8		O. B. & Q. CROSSING	5.8					
28 P		10.40	1.45	6.8		YUTAN YN	6.8		5.27		11.05	
106 YP		10.50 72	1.55	11.6	D	MEAD AD	11.6		5.17		10.50 71	
64 WP		11.10	2.07	18.9	D	WAHOO W	18.9		5.03		10.25	
				19.6		O. & N. W. and O. B. & Q. CROSSINGS	19.6					
78 P		11.25	2.22	26.3	D	WESTON WN	26.3		4.48		10.10	
20 P		11.35PM	2.34	33.2		TOUHY	33.2		4.35		9.55	
96 WCYP		12.01AM	2.44	37.3	DN	VALPARAISO YL VO	37.3		4.25		9.40	
28				41.8		AGNEW	41.8					
33 P		12.18	2.58	46.5	D	RAYMOND RM	46.5		3.59		9.15	
101 P		12.30	3.08	52.7		GARRATT	52.7		3.48		9.05	
4				55.8		WEST LINCOLN	55.8					
I				56.5		O. B. & Q. CROSSING	56.5					
24 WTZP		12.55	3.18	57.1	DN	LINCOLN YL SN	57.1		3.40		8.50	
I				57.4		O. B. & Q. CROSSING	57.4					
I				59.0		O. B. & Q. CROSSING	59.0					
130 P		1.18	3.31	65.4		JAMAICA	65.4		3.18		8.05	
				68.2		HANLON	68.2					
21 P		1.33	3.46	74.7		PRINCETON	74.7		3.03		7.49	
78 WP		1.43	3.53	79.5	D	CORTLAND RD	79.5		2.56		7.41	
84 P		1.58	4.08	88.9	D	PICKRELL IK	88.9		2.43		7.25	
CWTZP		A 2.15AM	A 4.25PM	96.8	DN-R	BEATRICE YL BX	96.8		2.30AM		7.00PM	
						(96.8)			Daily		Daily	

(3.50) (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 72.  
 At Lincoln, trains using C. B. & Q. passenger station 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. 20 January 9, 1955				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	71		73	Distance from Council Bluffs	STATIONS				Mile Post	74		72
	Freight	Daily	Freight		Freight	Freight	Freight					
XIP				5.2	DN	SUMMIT YL SU	5.2					
XWP				6.4		SOUTH OMAHA YL	6.4					
XIP				11.9	R	GILMORE YL	11.9					
73 P				16.8	D	PAPILLION PO	16.8					
AIP				19.2		MO. PAC. CROSSING	19.2					
P				22.5	D	MILLARD MD	22.5					
XP				26.1		LANE	26.1					
						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 72.  
 Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 20 January 9, 1955				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	75		Distance from Valparaiso	STATIONS				Mile Post	76		Local Freight
	Local Freight	Tuesday Thursday Saturday		Freight	Freight	Freight	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	38.8	D	RISING CITY RN	38.8		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					
25		s 8.40	68.0	D	POLK PK	68.0		s 7.50			
21		s 8.55	68.8	D	HORDVILLE HV	68.8		s 7.30			
22		s 9.10	73.8		HEBER	73.8		f 7.10			
			75.3		O. B. & Q. CROSSING	75.3					
WYP		A 9.20AM	75.9	DN-R	CENTRAL CITY YL OI	75.9		7.05AM			
					(75.9)			Monday Wednesday Friday			

(4.20) (4.30)  
 17.5 ..... Thru Time ..... (4.30)  
 ..... Average speed per hour ..... 16.8

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 20 January 9, 1955				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	79		Distance from Genoa	STATIONS				Mile Post	80		Mixed
	Mixed	Daily Except Sunday		Freight	Freight	Freight	Freight				
40 WY		12.32PM	0.0	D-R	GENOA YL G	0.0	A	4.35PM			
12			5.3		KENT	5.3					
30			9.3		MEROHISTON	9.3					
38		s 1.08	13.7	D	FULLERTON FU	13.7		s 4.05			
31		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	44.8	D-R	SPALDING YL SG	44.8		3.00PM			
					(44.8)			Daily Except Sunday			

(2.08) (1.35)  
 20.8 ..... Thru Time ..... (1.35)  
 ..... Average speed per hour ..... 28.0

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



WESTWARD				KEARNEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 20 January 9, 1955				SECOND CLASS	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	STATIONS		518 Motor Mixed	96 Mixed	Mile Post			
	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 11.59AM	A 9.20PM		
12	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK 5.5	5.5	f 11.43	f 8.32		
19	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE 4.6	10.1	s 11.35	s 8.22		
27	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST HR 6.7	16.8	s 11.23	s 8.00		
13	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 5.9	22.7	f 11.12	f 7.41		
32	s 10.06	s 4.25	s 5.45	26.3		MILLER 3.6	26.3	s 11.05	s 7.33		
38	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER SU 6.2	32.5	s 10.53	s 7.15		
28	s 10.40 <sup>18</sup>	s 4.50	s 6.09	40.4	D	EDDYVILLE VD 7.9	40.4	s 10.40 <sup>95</sup>	s 6.59		
40	s 11.13	s 5.15	s 6.30	52.1	D	OOONTO BS 11.7	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.28	f 6.46	59.1		LODI 7.0	59.1	f 10.03	f 6.14		
27	s 12.30PM	s 5.45 <sup>96</sup>	s 6.57	65.5	D	CALLAWAY OA 6.4	65.5	s 9.52	s 5.45 <sup>10</sup>		
9	f 12.55	f 6.05	f 7.12	75.8		FINCHVILLE 10.3	75.8	f 9.31	f 5.00		
38	s 1.30	s 6.15	s 7.24	83.1	D	ARNOLD AD 7.3	83.1	s 9.20	s 4.45		
5	f 1.55	f 6.27	f 7.35	90.6		LOGAN 7.5	90.6	f 9.07	f 4.26		
10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND 4.0	94.6	f 9.00	f 4.18		
15	f 2.30	f 6.43	f 7.49	99.2		GANDY 4.6	99.2	f 8.50	f 4.08		
22	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN 3.2	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 26.	SECOND CLASS		Distance from O'Fallon	Time-Table No. 20 January 9, 1955				SECOND CLASS			
	97 Local Freight	93 Mixed		STATIONS	98 Local Freight	94 Mixed	Mile Post				
										Daily	Daily
	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	f 7.56	s 5.48	12.8	D	10.0 SARBEN AK 6.8	12.8	f 3.30	s 5.58			
40	f 8.13	f 5.57	19.6		5.2 NEVENS	19.6	f 3.15	f 5.48			
12			24.8		3.6 BROGANVILLE	24.8					
42	f 8.35	s 6.11	28.4	WP	2.3 KEYSTONE	28.4	f 2.55	s 5.36			
11			30.7		4.2 KINGSLEY	30.7					
42	f 8.50	f 6.21	34.9	D	6.3 MARTIN SA	34.9	f 2.30	f 5.24			
42	f 9.05	s 6.31	41.2	P	5.6 LEMOYNE	41.2	f 2.15	s 5.14			
25	f 9.20	f 6.40	46.8		4.9 BELMAR	46.8	f 2.05	f 5.03			
44	f 9.29	f 6.48	51.7		7.8 RUTHTON	51.7	f 1.55	f 4.55			
41	s 10.00	s 7.02	59.3	D	11.5 LEWELLEN YL W	59.3	s 1.40	s 4.44			
41	s 10.50	s 7.21	70.8	D	15.6 OSKOSH YL OX	70.8	s 1.05	s 4.21			
40	s 11.35	s 7.43	86.4	D	9.0 LISCO CO	86.4	f 12.25PM	s 3.53			
37	f 11.53AM <sup>98</sup>	f 7.56	95.4		5.0 FINLEY	95.4	f 11.53AM <sup>97</sup>	f 3.39			
46	s 12.05PM	s 8.07	100.4	D	9.2 BROADWATER BR	100.4	f 11.40	s 3.30			
19	f 12.20	f 8.20	109.6		4.5 TOWERS	109.6	f 11.20	f 3.12			
195	s 12.50	s 8.30	114.1	D	1.4 NORTHPORT YL NP	114.1	f 11.12	s 3.05			
	12.55	8.33	115.5	AI	6.3 O. B. & Q. CROSSING	115.5	10.50	2.57			
11	f 1.05	f 8.40	121.8		4.9 MOHLER	121.8	f 10.40	f 2.46			
33	f 1.15	s 8.50	126.7	D	5.4 SOUTH BAYARD OR	126.7	f 10.32	s 2.39			
51	f 1.25	s 8.59	132.1		5.8 MCGREW	132.1	f 10.23	s 2.29			
80	f 1.35	s 9.09	137.9	D	8.0 MELBETA MB	137.9	f 10.13	s 2.19			
70	A 1.45PM	A 9.30AM	145.9	DN-R	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 26.	SECOND CLASS		Distance from Gering	Time-Table No. 20 January 9, 1955				SECOND CLASS			
	STATIONS	Mile Post									
			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),	SECOND CLASS			Distance from O'Fallons	Time-Table No. 20 January 9, 1955			Mile Post	SECOND CLASS		
	353	93	59		354	60	94				
	Mixed	Mixed	Local Freight		Mixed	Local Freight	Mixed				
	Daily	Daily	Daily								
72	OCZWYP		9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9	A10.40AM	A 1.50PM	
14		f	9.46	6.10	150.5		COSTIN	150.5	f10.28	f 1.34	
30		s	9.49	6.15	152.3	D	HAIG HA	152.3	f10.25	s 1.30	
24		s	9.55	6.25	155.8	D	SOUTH MITCHELL MI	155.8	f10.20	s 1.21	
32		f	9.58	6.30	157.1		PELTON	157.1	f10.15	f 1.14	
70	P	s	10.06 <sup>60</sup>	6.45	162.1	D	SOUTH MORRELL MO	162.1	f10.06 <sup>93</sup>	s 1.06	
18		f	10.09	6.50	164.2		JOYCE	164.2	f 9.52	f 1.01	
51	WYP	s	10.15	9.45 <sup>60</sup>	167.9	DN	LYMAN YL MU	167.9	s 9.45 <sup>59</sup>	s12.56	
21		f	10.19	9.50	170.1		CANAL	170.1	f 9.20	f12.49	
14		f	10.23	9.57	172.8		STEBBINS	172.8	f 9.15	f12.44	
51	P	s	10.25	10.07	173.7	D	HUNTLEY HU	173.7	f 9.13	s12.41	
35		f	10.30	10.17	177.0		HOLLY	177.0	f 9.06	f12.33	
51	WCYP	12.45PM	10.40 <sup>50</sup>	10.35AM <sup>93</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	12.35	188.1	D	VETERAN VN	188.1	s 8.33	s12.03PM	
8		f	11.00	12.40	191.5		HELDT	191.5	f 8.26	f11.57AM	
16		f	11.07	12.50	196.1		COTTIER	196.1	f 8.19	f11.50	
51	WYP	A	11.15AM	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		WYECROSS	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	244.3	9.10AM		
				(98.4)							
				(2.40) Thru Time.....				(2.35) (2.30) (2.05)			
				23.5 34.5 7.8				24.3 21.9 26.3			
				.....Average speed per hour.....							

WESTWARD		LYMAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 20 January 9, 1955		Mile Post	
		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. 20 January 9, 1955		Mile Post	
		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 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.

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
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	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 5 5 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 231.9 and 231.1	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	22.8 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 231.1 and 231.9	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— Valley 0.1 and 0.3	15	15	19.1 and 19.5	35	35
3.8 and 4.0	35	35	19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25	Weston 30.2 and 30.5	35	35
Yutan 6.4 and 7.7	35	35	30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.	25	25
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25	31.6 and 31.9	35	35
			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 locomotives in road service.	25 40 25	25 35 25
Trains handling outfit cars.		20	Between Callaway and Stapleton: Steam trains. Motor trains Diesel 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	45
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	5000, 7000 and 9000 class engines.	35	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	45
Trains handling outfit cars.		20	5000, 7000 and 9000 class engines.	35	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				

**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—coaling station  
 D—diesel oil station  
 F—turbine fuel station  
 I—interlocking  
 O—fuel oil station  
 P—dispatcher's telephone  
 T—turntable  
 W—water  
 X—cross-over

Y—wye  
 Z—track scales  
 AI—automatic interlocking signals  
 CS—center siding  
 ES—eastward siding  
 WS—westward siding

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