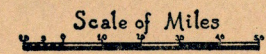


EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO AUG. 1, 1949



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE

No. 21

**Effective Sunday,
October 30, 1955**

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

*Safety Gains
Where Courtesy Reigns*

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

| | 11 | 85 | 27 | 107 | 9 | 17 | 5 | 103 | 101 | 105 | 111 | Distance from Council Bluffs | Time Table No. 21 October 30, 1955 |
|--|-----------|-----------|-----------|------------------------|------------------------|-----------|------------------|------------------------|------------------------|------------------------|------------------------|------------------------------|---------------------------------------|
| | Passenger | Passenger | Passenger | Stream-liner Passenger | Stream-liner Passenger | Passenger | Mail and Express | Stream-liner Passenger | Stream-liner Passenger | Stream-liner Passenger | Stream-liner Passenger | | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | STATIONS |
| | | | | | | | 9.20 | | | | | 0.0 | CO. BLUFFS |
| | | | 10.30 | 5.20 | | | 9.55 | 3.10 | 2.55 | 1.10 | 12.55 | 2.8 | OMAHA |
| | | | 1.50 | 7.18 | | | 12.40 | 5.10 | 4.55 | 3.15 | 3.00 | 146.9 | GRAND ISLAND |
| | | | 4.40 | 4.45 | 9.00 | | 2.55 | 6.55 | 6.40 | 5.05 | 4.50 | 284.1 | C.T. NORTH PLATTE |
| | | | 6.10 | 4.25 | 8.05 | | 2.05 | 6.00 | 5.45 | 4.10 | 3.55 | 365.3 | M.T. NORTH PLATTE |
| | | | | | | | | | | | 5.10 | 407.5 | JULESBURG |
| | | | | | | | | | | | | | SIDNEY |
| | | | | | | | 4.12 | 7.44 | 7.29 | 5.53 | | | KANSAS CITY |
| | | | | | | 9.40 | 8.00 | | | | | | DENVER |
| | | | 10.20 | | | 8.05 | 6.30 | | | | 8.30 | 562.5 | CHEYENNE |
| | | | | | | 8.35 | 7.00 | | | | | | LARAMIE |
| | | | | | | | | | | | | | RAWLINS |
| | | | | | | | | | | | | | GREEN RIVER |
| | | | | | | | | | | | | | GRANGER |
| | | | | | | | | | | | | | OGDEN |
| | | | | | | | | | | | | | (992.6) |
| | (0.35) | (5.40) | (23.15) | (15.40) | (23.50) | (21.20) | (20.55) | (16.35) | (16.35) | (13.55) | (8.35) | | Thru Time From Omaha |
| | 51.8 | 49.1 | 42.6 | 63.2 | 51.2 | 50.2 | 47.3 | 59.7 | 59.7 | 60.7 | 65.2 | | Average speed per hour |

E. H. BAILEY
General Manager

G. A. CUNNINGHAM
General Superintendent

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.
D. E. MOORE, Safety and Courtesy Representative..... Grand Island, 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

| | 112 | 12 | 10 | 28 | 104 | 102 | 106 | 108 | 18 | 6 | 86 | Distance from Council Bluffs | Time Table No. 21 October 30, 1955 |
|--|------------------------|------------------|------------------------|-----------|------------------------|------------------------|------------------------|------------------------|-----------|------------------|-----------|------------------------------|---------------------------------------|
| | Stream-liner Passenger | Mail and Express | Stream-liner Passenger | Passenger | Stream-liner Passenger | Stream-liner Passenger | Stream-liner Passenger | Stream-liner Passenger | Passenger | Mail and Express | Passenger | | |
| | | | | | | | | | | | | | STATIONS |
| | | | | | | | | | | | | | CO. BLUFFS |
| | | | | | | | | | | | | | OMAHA |
| | | | | | | | | | | | | | GRAND ISLAND |
| | | | | | | | | | | | | | C.T. NORTH PLATTE |
| | | | | | | | | | | | | | M.T. NORTH PLATTE |
| | | | | | | | | | | | | | JULESBURG |
| | | | | | | | | | | | | | SIDNEY |
| | | | | | | | | | | | | | KANSAS CITY |
| | | | | | | | | | | | | | DENVER |
| | | | | | | | | | | | | | CHEYENNE |
| | | | | | | | | | | | | | LARAMIE |
| | | | | | | | | | | | | | RAWLINS |
| | | | | | | | | | | | | | GREEN RIVER |
| | | | | | | | | | | | | | GRANGER |
| | | | | | | | | | | | | | OGDEN |
| | | | | | | | | | | | | | (992.6) |
| | (8.05) | (0.35) | (23.20) | (23.00) | (16.20) | (16.10) | (13.38) | (16.10) | (23.20) | (19.55) | (5.15) | | Thru Time From Omaha |
| | 69.2 | 61.8 | 52.2 | 43.0 | 60.6 | 61.2 | 61.9 | 61.2 | 45.9 | 49.7 | 53.0 | | Average speed per hour |

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 |
| 27 | Any Station 1st Subdivision | | Points west of Julesburg. | 28 | Any Station 1st Subdivision | Colorado Points. | |
| 85 | Any Station 2nd Subdivision | | Colorado Points west of Julesburg. | 86 | Any Station 2nd Subdivision | Points west of Julesburg... | |
| 101 | Fremont | | Sacramento or beyond. | 86 | Any Station 3rd Subdivision | Denver or beyond..... | Points east of Julesburg. |
| 103 | Columbus | | East Los Angeles or beyond. | 86 | Ogallala..... | | Sleeping car passengers Omaha or beyond. |
| 105 | Kearney | | Pendleton or beyond. | 102 | Kearney | Sacramento or beyond. | |
| 107 | Fremont | Chicago or beyond..... | East Los Angeles or beyond. | 104 | Fremont | East Los Angeles or beyond. | |
| 111 | Columbus | | Denver or beyond. | 106 | Columbus | Pendleton or beyond. | |
| | Kearney | | | 108 | Fremont | East Los Angeles or beyond. | Chicago or beyond. |
| | Ft. Morgan | | | 112 | Kearney | Chicago or beyond. | |
| | | | | | Columbus | Chicago or beyond. | |
| | | | | | Fremont | Chicago or beyond. | |
| | | | | | Ft. Morgan | Omaha and east. | |
| | | | | | Fremont | Chicago. | |

WESTWARD FIRST SUBDIVISION

SECOND CLASS

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | SECOND CLASS | | | | | | Distance from Council Bluffs |
|--|--------------|--------------|---------------|---------------|---------------|---------------|------------------------------|
| | 71 | 73 | 75 | 237 | 239 | 233 | |
| | Time Freight | Time Freight | Local Freight | Local Freight | Local Freight | Local Freight | |
| DF CXWITYOPZ | 8.00PM | 12.01PM | | | | 6.30AM | 0.0 |
| DFXWITOPZ | 8.15 | 12.15 | | | | 6.40 | 2.8 |
| XIP | 8.30 | 12.45 | | | | A 7.00 | 5.2 |
| ES77 XP | 8.40 | 12.55 | | | | 7.14 | 13.6 |
| XP | 8.50 | 1.00 | | | | 7.20 | 17.1 |
| C873 XP | | | | | | s 7.30 | 21.7 |
| C884 P | | | | | | s 7.40 | 24.5 |
| WS175 XYPWO ES165 ES90 | A 9.15PM | A 1.15PM | | | | s 8.40 | 28.0 |
| C881 P | | | | | | f 8.50 | 34.3 |
| I | | | | | | | 38.2 |
| WS99 X ES172 WPE | | | | | | s 9.15 | 39.3 |
| I | | | | | | | 40.0 |
| IP | | | | | | | 44.8 |
| C882 P | | | | | | f 9.24 | 46.3 |
| C8119 XP | | | | | | s 9.38 | 54.4 |
| C882 P | | | | | | s 10.10 | 61.4 |
| WS130 X ES128 WPF | | | | | | s 11.24 | 68.7 |
| C8118 P | | | | | | f 11.52AM | 76.9 |
| | | | | | | | 83.8 |
| WS143 XWTO ES125 YPF | | | | | | s 12.30PM | 84.5 |
| C8119 P | | | | | | s 12.50 | 92.2 |
| C882 P | | | | | | f 12.56 | 96.5 |
| C8119 XWP | | | | | | s 1.20 | 102.3 |
| C882 P | | | | | | f 1.30 | 107.9 |
| C882 XP | | | | | | s 2.00 | 113.6 |
| | | | | | | | 124.3 |
| WS118 X ES119 WYP | | 9.50AM | | | | A 2.30PM | 124.9 |
| C8119 P | | s 10.15 | | | | | 135.1 |
| I | | | | | | | 146.5 |
| XWCZTYOP | | A 10.45AM | 7.30AM | | | | 146.9 |
| C882 XYP | | | f 8.05 | | | | 154.5 |
| WS117 XW ES48 P | | | s 8.39 | | | | 162.3 |
| C882 XP | | | s 9.05 | | | | 169.9 |
| WS130 XWI ES70 YP | | | s 9.40 | | | | 176.0 |
| C883 P | | | f 9.55 | | | | 180.2 |
| WS122 XWO ES118 YFP | | | A 10.15AM | 7.00AM | | | 189.1 |
| C883 P | | | s 7.30 | | | | 198.3 |
| C8130 XWP | | | s 8.00 | | | | 204.6 |
| C883 P | | | s 8.30 | | | | 213.3 |
| WS130 XWY ES119 ZP | | | s 11.30 | | | | 224.4 |
| C883 P | | | f 11.59AM | | | | 232.5 |
| C883 XWP | | | s 12.30PM | | | | 238.2 |
| WS125 XWO ES130 YP | | | s 1.00 | | | | 248.8 |
| C883 P | | | 1.15 | | | | 254.5 |
| C883 WP | | | s 1.30 | | | | 261.5 |
| C8119 XP | | | s 1.54 | | | | 270.6 |
| C883 P | | | 2.15 | | | | 278.5 |
| DFXWCZTYOP | | | A 2.30PM | | | | 284.1 |

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

| | | 27 | 107 | 5 | 103 | 101 | 105 | 111 | Distance from Council Bluffs |
|--|--|-----------|-----------------------|------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------------|
| | | Passenger | Streamliner Passenger | Mail and Express | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| | | | | 9.20AM | | | | | 0.0 |
| | | 10.30PM | 5.20PM | 9.55 | 3.10AM | 2.55AM | 1.10AM | 12.55AM | 2.8 |
| | | 10.37 | 5.25 | 10.02 | 3.15 | 3.00 | 1.15 | 1.00 | 5.2 |
| | | 10.46 | 5.32 | 10.10 | 3.22 | 3.07 | 1.22 | 1.07 | 13.6 |
| | | 10.50 | 5.35 | 10.14 | 3.25 | 3.10 | 1.26 | 1.10 | 17.1 |
| | | 10.53 | 5.39 | 10.19 | 3.29 | 3.14 | 1.30 | 1.14 | 21.7 |
| | | f 10.57 | 5.42 | 10.22 | 3.32 | 3.17 | 1.33 | 1.17 | 24.5 |
| | | f 11.04 | 5.45 | 10.26 | 3.35 | 3.20 | 1.36 | 1.20 | 28.0 |
| | | 11.10 | 5.49 | 10.31 | 3.39 | 3.24 | 1.40 | 1.25 | 34.3 |
| | | | | | | | | | 38.2 |
| | | s 11.28 | 5.53 | s 10.43 | 3.43 | 3.28 | 1.45 | 1.30 | 39.3 |
| | | | | | | | | | 40.0 |
| | | | | | | | | | 44.8 |
| | | 11.36 | 5.58 | 10.50 | 3.48 | 3.33 | 1.50 | 1.36 | 46.3 |
| | | f 11.43 | 6.04 | 10.57 | 3.54 | 3.39 | 1.56 | 1.42 | 54.4 |
| | | 11.50 | 6.09 | 11.03 | 3.59 | 3.44 | 2.01 | 1.47 | 61.4 |
| | | f 11.59PM | 6.15 | 11.09 | 4.04 | 3.49 | 2.06 | 1.52 | 68.7 |
| | | 12.07AM | 6.20 | 11.17 | 4.10 | 3.55 | 2.12 | 1.58 | 76.9 |
| | | | | | | | | | 83.8 |
| | | s 12.25 | 6.26 | s 11.31 | 4.16 | 4.01 | 2.20 | s 2.05 | 94.5 |
| | | f 12.35 | 6.32 | 11.41 | 4.22 | 4.07 | 2.26 | 2.12 | 92.2 |
| | | 12.40 | 6.35 | 11.45 | 4.25 | 4.10 | 2.30 | 2.16 | 96.5 |
| | | f 12.45 | 6.39 | 11.50 | 4.29 | 4.14 | 2.34 | 2.20 | 102.3 |
| | | 12.50 | 6.43 | 11.54 | 4.33 | 4.18 | 2.38 | 2.24 | 107.9 |
| | | f 12.55 | 6.47 | 11.59AM | 4.37 | 4.22 | 2.42 | 2.27 | 113.6 |
| | | | | | | | | | 124.3 |
| | | s 1.07 | 6.56 | 12.09PM | 4.47 | 4.32 | 2.52 | 2.38 | 124.9 |
| | | 1.17 | 7.06 | 12.19 | 4.57 | 4.42 | 3.02 | 2.48 | 135.1 |
| | | | | | | | | | 146.5 |
| | | 1.30 | 7.17 | 12.30 | 5.09 | 4.54 | 3.14 | 2.59 | 146.9 |
| | | 1.59 | 7.24 | 12.47 | 5.17 | 5.02 | 3.22 | 3.08 | 154.5 |
| | | f 2.09 | 7.30 | 12.54 | 5.23 | 5.08 | 3.28 | 3.14 | 162.3 |
| | | f 2.16 | 7.36 | 1.00 | 5.29 | 5.14 | 3.34 | 3.20 | 169.9 |
| | | f 2.21 | 7.40 | 1.05 | 5.33 | 5.18 | 3.38 | 3.24 | 176.0 |
| | | 2.25 | 7.43 | 1.09 | 5.36 | 5.21 | 3.41 | 3.27 | 180.2 |
| | | s 2.33 | 7.50 | s 1.25 | 5.44 | 5.29 | 3.49 | s 3.36 | 189.1 |
| | | f 2.55 | 7.57 | 1.33 | 5.51 | 5.36 | 3.57 | 3.44 | 198.3 |
| | | f 3.01 | 8.02 | 1.38 | 5.56 | 5.41 | 4.02 | 3.49 | 204.6 |
| | | f 3.09 | 8.08 | 1.46 | 6.02 | 5.47 | 4.09 | 3.55 | 213.3 |
| | | s 3.24 | 8.16 | 1.55 | 6.10 | 5.55 | 4.17 | 4.03 | 224.4 |
| | | 3.33 | 8.22 | 2.02 | 6.16 | 6.01 | 4.23 | 4.09 | 232.5 |
| | | s 3.48 | 8.26 | 2.07 | 6.20 | 6.05 | 4.27 | 4.13 | 238.2 |
| | | s 4.05 | 8.34 | 2.17 | 6.28 | 6.13 | 4.34 | 4.21 | 248.8 |
| | | 4.11 | 8.38 | 2.22 | 6.32 | 6.17 | 4.40 | 4.25 | 254.5 |
| | | f 4.17 | 8.43 | 2.29 | 6.37 | 6.22 | 4.45 | 4.31 | 261.5 |
| | | f 4.25 | 8.49 | 2.37 | 6.44 | 6.29 | 4.52 | 4.38 | 270.6 |
| | | 4.31 | 8.54 | 2.44 | 6.49 | 6.34 | 4.57 | 4.44 | 278.5 |
| | | A 4.45AM | A 9.00PM | A 2.55PM | A 6.55AM | A 6.40AM | A 5.05AM | A 4.50AM | 284.1 |

(6.15) 45.0 (3.40) 76.7 (5.00) 56.3 (3.45) 75.0 (3.45) 75.0 (3.55) 71.8 (3.55) 71.8

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 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.

Time-Table No. 21

October 30, 1955

STATIONS

| | | |
|-------------------------|------|--------------------------------|
| R COUNCIL BLUFFS YL | 2.8 | Double or three or more tracks |
| DN-R OMAHA YL US | 2.4 | |
| DN SUMMIT YL SU | 8.4 | |
| SARPY | 3.5 | |
| LANE | 4.6 | |
| D ELKHORN KH | 2.8 | |
| D WATERLOO WO | 2.8 | |
| DN VALLEY YL V | 3.5 | |
| MERCER | 6.2 | |
| F. S. Y. & L. CROSSING | 3.9 | |
| DN FREMONT YL FN | 1.1 | |
| C. B. & Q. CROSSING | 0.7 | |
| O. & N. W. CROSSING | 4.8 | |
| AMES | 1.5 | |
| D NORTH BEND NB | 8.1 | |
| D ROGERS DJ | 7.0 | |
| DN SCHUYLER SO | 7.3 | |
| D RICHLAND BZ | 8.2 | |
| C. B. & Q. CROSSING | 6.9 | |
| DN COLUMBUS YL C | 0.7 | |
| D DUNOAN DQ | 7.7 | |
| GARDNER | 4.3 | |
| DN SILVER CREEK SI | 5.8 | |
| HAVENS | 5.6 | |
| D CLARKS OX | 5.7 | |
| C. B. & Q. CROSSING | 10.7 | |
| DN CENTRAL CITY OI | 0.6 | |
| D CHAPMAN OP | 10.2 | |
| C. B. & Q. CROSSING | 11.4 | |
| DN-R GRAND ISLAND GE YL | 0.4 | |
| ALDA | 7.6 | |
| D WOOD RIVER WR | 7.8 | |
| D SHELTON ST | 7.6 | |
| DN GIBBON GB | 6.1 | |
| OPTIC | 6.2 | |
| DN KEARNEY YL KR | 8.9 | |
| D ODESSA DZ | 9.2 | |
| D ELM CREEK QR | 6.3 | |
| D OVERTON OV | 8.7 | |
| DN LEXINGTON UM | 11.1 | |
| DARR | 8.1 | |
| D COZAD OO | 5.7 | |
| DN GOTHENBURG BU | 10.6 | |
| VROMAN | 5.7 | |
| D BRADY BI | 7.0 | |
| D MAXWELL MX | 9.1 | |
| GANNETT | 7.9 | |
| DN-R NORTH PLATTE YL NO | 5.6 | |

Time-Table No. 21

October 30, 1955

STATIONS

| | | |
|-------------------------|------|--------------------------------|
| R COUNCIL BLUFFS YL | 2.8 | Double or three or more tracks |
| DN-R OMAHA YL US | 2.4 | |
| DN SUMMIT YL SU | 8.4 | |
| SARPY | 3.5 | |
| LANE | 4.6 | |
| D ELKHORN KH | 2.8 | |
| D WATERLOO WO | 2.8 | |
| DN VALLEY YL V | 3.5 | |
| MERCER | 6.2 | |
| F. S. Y. & L. CROSSING | 3.9 | |
| DN FREMONT YL FN | 1.1 | |
| C. B. & Q. CROSSING | 0.7 | |
| O. & N. W. CROSSING | 4.8 | |
| AMES | 1.5 | |
| D NORTH BEND NB | 8.1 | |
| D ROGERS DJ | 7.0 | |
| DN SCHUYLER SO | 7.3 | |
| D RICHLAND BZ | 8.2 | |
| C. B. & Q. CROSSING | 6.9 | |
| DN COLUMBUS YL C | 0.7 | |
| D DUNOAN DQ | 7.7 | |
| GARDNER | 4.3 | |
| DN SILVER CREEK SI | 5.8 | |
| HAVENS | 5.6 | |
| D CLARKS OX | 5.7 | |
| C. B. & Q. CROSSING | 10.7 | |
| DN CENTRAL CITY OI | 0.6 | |
| D CHAPMAN OP | 10.2 | |
| C. B. & Q. CROSSING | 11.4 | |
| DN-R GRAND ISLAND GE YL | 0.4 | |
| ALDA | 7.6 | |
| D WOOD RIVER WR | 7.8 | |
| D SHELTON ST | 7.6 | |
| DN GIBBON GB | 6.1 | |
| OPTIC | 6.2 | |
| DN KEARNEY YL KR | 8.9 | |
| D ODESSA DZ | 9.2 | |
| D ELM CREEK QR | 6.3 | |
| D OVERTON OV | 8.7 | |
| DN LEXINGTON UM | 11.1 | |
| DARR | 8.1 | |
| D COZAD OO | 5.7 | |
| DN GOTHENBURG BU | 10.6 | |
| VROMAN | 5.7 | |
| D BRADY BI | | |

FIRST SUBDIVISION EASTWARD

Time-Table No. 21
October 30, 1955

STATIONS

| Mile Post | FIRST CLASS | | | | | | |
|-----------|-------------|-----------------------|------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | 28 | 108 | 6 | 112 | 104 | 102 | 106 |
| | Passenger | Streamliner Passenger | Mail and Express | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger |
| 0.0 | | | A 6.10PM | | | | |
| 2.8 | A 7.00AM | A 8.00AM | 5.25 | A 2.05AM | A 2.35AM | A 2.50AM | A 3.05AM |
| 5.2 | 6.49 | 7.53 | 5.15 | 1.59 | 2.28 | 2.43 | 2.57 |
| 13.6 | 6.40 | 7.45 | 5.08 | 1.51 | 2.21 | 2.36 | 2.51 |
| 17.1 | 6.36 | 7.41 | 5.04 | 1.47 | 2.17 | 2.32 | 2.47 |
| 21.7 | f 6.31 | 7.36 | 4.59 | 1.43 | 2.13 | 2.28 | 2.43 |
| 24.5 | f 6.27 | 7.32 | 4.56 | 1.39 | 2.09 | 2.24 | 2.39 |
| 28.0 | s 6.23 | 7.28 | 4.52 | 1.35 | 2.05 | 2.20 | 2.35 |
| 34.3 | 6.16 | 7.22 | 4.46 | 1.30 | 2.00 | 2.15 | 2.30 |
| 38.2 | | | | | | | |
| 39.3 | s 6.08 | 7.17 | s 4.40 | 1.26 | 1.56 | 2.11 | 2.26 |
| 40.0 | | | | | | | |
| 44.8 | | | | | | | |
| 46.3 | f 5.54 | 7.07 | 4.25 | 1.18 | 1.48 | 2.03 | 2.18 |
| 54.4 | f 5.45 | 7.01 | 4.18 | 1.12 | 1.42 | 1.57 | 2.12 |
| 61.4 | f 5.37 | 6.56 | 4.12 | 1.06 | 1.37 | 1.52 | 2.07 |
| 68.7 | s 5.30 | 6.50 | 4.06 | 1.01 | 1.31 | 1.46 | 2.01 |
| 76.9 | f 5.20 | 6.44 | 3.58 | 12.55 | 1.25 | 1.40 | 1.55 |
| 83.8 | | | | | | | |
| 84.5 | s 5.10 | 6.37 | s 3.51 | s 12.48 | 1.18 | 1.33 | 1.48 |
| 92.2 | f 4.51 | 6.28 | 3.40 | 12.37 | 1.08 | 1.23 | 1.38 |
| 96.5 | 4.46 | 6.25 | 3.35 | 12.34 | 1.05 | 1.20 | 1.35 |
| 102.3 | f 4.41 | 6.21 | 3.30 | 12.30 | 1.01 | 1.16 | 1.31 |
| 107.9 | 4.33 | 6.17 | 3.25 | 12.26 | 12.57 | 1.12 | 1.27 |
| 113.6 | f 4.27 | 6.13 | 3.20 | 12.22 | 12.53 | 1.08 | 1.23 |
| 124.3 | | | | | | | |
| 124.9 | s 4.15 | 6.05 | 3.10 | 12.14 | 12.44 | 12.59 | 1.14 |
| 135.1 | 4.02 | 5.57 | 3.01 | 12.05AM | 12.35 | 12.50 | 1.05 |
| 146.5 | | | | | | | |
| 146.9 | 3.50 | 5.46 | 2.50 | 11.55PM | 12.25 | 12.40 | 12.55 |
| 164.5 | 3.19 | 5.36 | 2.27 | 11.45 | 12.15 | 12.30 | 12.45 |
| 162.3 | f 3.09 | 5.30 | 2.20 | 11.39 | 12.09 | 12.24 | 12.39 |
| 169.9 | f 3.00 | 5.24 | 2.14 | 11.34 | 12.03AM | 12.18 | 12.33 |
| 176.0 | f 2.53 | 5.19 | 2.09 | 11.30 | 11.58PM | 12.13 | 12.28 |
| 180.2 | 2.49 | 5.16 | 2.05 | 11.27 | 11.55 | 12.10 | 12.25 |
| 189.1 | s 2.39 | 5.08 | s 1.55 | s 11.19 | 11.47 | 12.02AM | 12.17 |
| 198.3 | f 2.24 | 5.00 | 1.42 | 11.11 | 11.39 | 11.54PM | 12.10 |
| 204.6 | f 2.17 | 4.54 | 1.37 | 11.07 | 11.35 | 11.50 | 12.06AM |
| 213.3 | f 2.07 | 4.48 | 1.30 | 11.01 | 11.29 | 11.44 | 11.59PM |
| 224.4 | s 1.55 | 4.40 | 1.20 | 10.53 | 11.21 | 11.36 | 11.51 |
| 232.5 | 1.44 | 4.34 | 1.13 | 10.47 | 11.15 | 11.30 | 11.45 |
| 238.2 | s 1.38 | 4.30 | 1.08 | 10.43 | 11.10 | 11.25 | 11.40 |
| 248.8 | s 1.23 | 4.22 | 12.59 | 10.35 | 11.02 | 11.18 | 11.32 |
| 254.5 | 1.14 | 4.17 | 12.54 | 10.31 | 10.57 | 11.12 | 11.27 |
| 261.5 | f 1.07 | 4.12 | 12.48 | 10.25 | 10.52 | 11.07 | 11.22 |
| 270.6 | f 12.59 | 4.05 | 12.40 | 10.18 | 10.45 | 11.00 | 11.15 |
| 278.5 | 12.52 | 3.59 | 12.33 | 10.12 | 10.39 | 10.54 | 11.09 |
| 284.1 | 12.45AM | 3.53AM | 12.25PM | 10.07PM | 10.33PM | 10.48PM | 11.03PM |

Thru Time to Omaha (6.15) (4.07) (5.00) (3.58) (4.02) (4.02) (4.02)
Average speed per hour 45.0 68.3 56.3 70.9 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. 21
October 30, 1955

STATIONS

| Mile Post | SECOND CLASS | | | | | |
|-----------|--------------|---------------|--------------|---------------|---------------|---------------|
| | 74 | 234 | 72 | 76 | 240 | 238 |
| | Time Freight | Local Freight | Time Freight | Local Freight | Local Freight | Local Freight |
| 0.0 | A 6.50AM | A 3.15PM | A 11.15PM | | | |
| 2.8 | 6.35 | 2.55 | 11.00 | | | |
| 5.2 | 6.05 | 2.35 | 10.35 | | | |
| 13.6 | 5.55 | 2.15 | 10.25 | | | |
| 17.1 | 5.50 | f 2.05 | 10.20 | | | |
| 21.7 | | s 1.55 | | | | |
| 24.5 | | s 1.30 | | | | |
| 28.0 | 5.35AM | s 1.00 | 10.05PM | | | |
| 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 | |
| 164.5 | | | | | 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 to Omaha (1.15) (10.15) (1.10) (0.35) (6.30) (3.00)
Average speed per hour 22.4 12.2 24.0 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

SECOND CLASS

Table with columns for Car Capacity, Class (353, 245, 243, 97, 241, 93), and Distance from Council Bluffs. Includes train numbers like DF XWCZTYOP, CS 84, WS 72, etc.

Time-Table No. 21

October 30, 1955

STATIONS

Station list including NORTH PLATTE NY, WEST NORTH PLATTE, BIRDWOOD, HERSHEY OF, O'FALLONS FA, SUTHERLAND SU, PAXTON PN, ROSCOE RO, OGALLALA YL GT, BRULE RU, MEGEATH, BIG SPRINGS GS, BARTON, JULESBURG YL JB, CHAPPELL OQ, LODGE POLE GP, SUNOL UN, COLTON, SIDNEY YL OD, BROWNSON, POTTER PE, JACINTO, DIX DX, OWASCO, KIMBALL KB, OLIVER, BUSHNELL BN, PINE BLUFFS YL UF, TRACY, EGBERT GX, BURNS UX, HILLSDALE, DURHAM, AROHER, CHEYENNE YL OY.

Double Track

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

Table with columns for Class (107, 5, 85, 27, 103, 101, 105, 111) and Distance from Council Bluffs. Includes train numbers like 107, 5, 85, 27, 103, 101, 105, 111.

Time-Table No. 21

October 30, 1955

STATIONS

Station list including NORTH PLATTE NY, WEST NORTH PLATTE, BIRDWOOD, HERSHEY OF, O'FALLONS FA, SUTHERLAND SU, PAXTON PN, ROSCOE RO, OGALLALA YL GT, BRULE RU, MEGEATH, BIG SPRINGS GS, BARTON, JULESBURG YL JB, CHAPPELL OQ, LODGE POLE GP, SUNOL UN, COLTON, SIDNEY YL OD, BROWNSON, POTTER PE, JACINTO, DIX DX, OWASCO, KIMBALL KB, OLIVER, BUSHNELL BN, PINE BLUFFS YL UF, TRACY, EGBERT GX, BURNS UX, HILLSDALE, DURHAM, AROHER, CHEYENNE YL OY.

Double Track

(3.15) 69.4 (4.00) 55.4 (1.25) 57.7 (5.20) 42.3 (3.30) 64.4 (3.30) 64.4 (3.25) 66.0 (1.15) 65.4 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. 21

October 30, 1955

FIRST CLASS

| 6 | 112 | 104 | 102 | 106 | 28 | 108 | 86 |
|------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------|-----------------------|-----------|
| Mail and Express | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger |

Mile Post

Double Tracks

| STATIONS | 6 | 112 | 104 | 102 | 106 | 28 | 108 | 86 |
|-----------------------------------|-----------------|----------|----------|----------|----------|-----------|----------|-----------|
| DN-R NORTH PLATTE NY 5.1 YL NO | 284.1 A 11.15AM | A 9.02PM | A 9.28PM | A 9.43PM | A 9.58PM | A 11.00PM | A 2.48AM | A 11.15PM |
| DN WEST NORTH PLATTE 1.8 YL WN | 289.2 11.04 | 8.53 | 9.19 | 9.34 | 9.49 | 10.50 | 2.39 | 11.03 |
| BIRDWOOD 6.4 | 290.5 | | | | | | | |
| D HERSHEY OF 3.8 | 296.9 10.58 | 8.47 | 9.13 | 9.28 | 9.43 | 10.44 | 2.33 | 10.56 |
| DN O'FALLONS FA 1.1 | 300.7 1.055 | 8.44 | 9.10 | 9.25 | 9.40 | 10.40 | 2.30 | 10.53 |
| VARNER 1.6 | 301.8 | | | | | | | |
| D SUTHERLAND SU 4.5 | 303.4 10.53 | 8.42 | 9.08 | 9.23 | 9.38 | f 10.37 | 2.28 | 10.51 |
| DEXTER 7.6 | 307.9 10.49 | 8.39 | 9.05 | 9.20 | 9.35 | 10.32 | 2.25 | 10.47 |
| D PAXTON PN 6.2 | 315.5 10.42 | 8.33 | 8.59 | 9.14 | 9.29 | f 10.25 | 2.19 | 10.41 |
| KORTY 6.0 | 321.7 10.37 | 8.29 | 8.54 | 9.09 | 9.24 | 10.19 | 2.14 | 10.35 |
| D ROSCOE RO 7.1 | 327.7 10.31 | 8.25 | 8.50 | 9.05 | 9.20 | f 10.13 | 2.10 | 10.29 |
| DN OGALLALA YL GT 9.1 | 334.8 10.24 | 8.20 | 8.45 | 9.00 | 9.15 | s 10.06 | 2.05 | 10.23 |
| D BRULE RU 5.2 | 343.9 10.15 | 8.13 | 8.37 | 8.52 | 9.07 | f 9.56 | 1.57 | 10.14 |
| MEGEATH 4.8 | 349.1 | | | | | | | |
| D BIG SPRINGS GS 5.4 | 353.9 10.07 | 8.06 | 8.30 | 8.45 | 9.00 | f 9.46 | 1.50 | 10.06 |
| BARTON 6.0 | 359.8 10.02 | 8.02 | 8.26 | 8.41 | 8.56 | 9.40 | 1.46 | 10.01 |
| DN JULESBURG YL JB 5.3 | 365.3 9.56 | s 7.57PM | 8.21 | 8.36 | 8.51 | s 9.35 | 1.41 | 9.55PM |
| WEIR 9.7 | 370.6 9.50 | | 8.16 | 8.31 | 8.46 | 9.28 | 1.36 | |
| D CHAPPELL OQ 9.4 | 380.8 9.42 | | 8.09 | 8.24 | 8.39 | f 9.21 | 1.29 | |
| D LODGE POLE GP 6.6 | 389.7 9.33 | | 8.02 | 8.17 | 8.32 | f 9.12 | 1.22 | |
| D SUNOL UN 4.7 | 396.8 9.28 | | 7.57 | 8.12 | 8.27 | f 9.06 | 1.17 | |
| COLTON 6.5 | 401.0 9.24 | | 7.53 | 8.08 | 8.23 | 9.02 | 1.13 | |
| DN-R SIDNEY YL OD 8.0 | 407.5 9.07 | | 7.47 | 8.02 | 8.17 | 8.55 | 1.07 | |
| BROWNSON 10.9 | 415.5 8.56 | | 7.38 | 7.53 | 8.08 | 8.34 | 12.58 | |
| D POTTER PR 4.4 | 426.4 8.47 | | 7.29 | 7.44 | 7.59 | f 8.24 | 12.49 | |
| JACINTO 4.8 | 430.8 | | | | | | | |
| D DIX DX 4.5 | 435.4 8.40 | | 7.23 | 7.38 | 7.53 | f 8.14 | 12.43 | |
| OWASCO 4.6 | 439.9 | | | | | | | |
| DN KIMBALL KB 6.6 | 444.5 8.33 | | 7.17 | 7.32 | 7.47 | s 8.05 | 12.37 | |
| OLIVER 5.5 | 451.1 | | | | | | | |
| D BUSHNELL BN 10.1 | 456.6 8.23 | | 7.08 | 7.23 | 7.38 | s 7.52 | 12.28 | |
| DN PINE BLUFFS YL UF 5.8 | 466.7 8.14 | | 7.00 | 7.15 | 7.30 | s 7.40 | 12.20 | |
| TRACY 5.5 | 472.0 | | | | | | | |
| D EGBERT GX 5.7 | 477.5 8.04 | | 6.50 | 7.05 | 7.20 | f 7.28 | 12.10 | |
| D BURNS UX 6.5 | 483.2 7.59 | | 6.46 | 7.01 | 7.16 | 7.23 | 12.06 | |
| HILLSDALE 6.2 | 489.7 7.54 | | 6.42 | 6.57 | 7.12 | 7.18 | 12.02AM | |
| DURHAM 5.3 | 495.9 7.49 | | 6.37 | 6.52 | 7.07 | 7.13 | 11.57PM | |
| AROHER 8.3 | 501.2 7.44 | | 6.33 | 6.48 | 7.03 | 7.09 | 11.53 | |
| DN-R CHEYENNE YL OY (225.4) | 509.5 7.35AM | | 6.25PM | 6.40PM | 6.55PM | 7.00PM | 11.45PM | |

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

| | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (3.40) | (1.05) | (3.03) | (3.03) | (3.03) | (4.00) | (3.03) | (1.20) |
| Average speed per hour..... | 61.5 | 75.4 | 73.9 | 73.9 | 73.9 | 56.4 | 73.9 | 61.3 |

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. 21

October 30, 1955

SECOND CLASS

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

Mile Post

Double Track

| STATIONS | 242 | 354 | 246 | 244 | 98 | 94 |
|-----------------------------------|-----------------|-----|-----|-----------|----------|----------|
| DN-R NORTH PLATTE NY 5.1 YL NO | 284.1 A 11.15AM | | | | A 4.50PM | A 7.00PM |
| DN WEST NORTH PLATTE 1.8 YL WN | 289.2 11.05 | | | | 4.40 | 6.48 |
| BIRDWOOD 6.4 | 290.5 | | | | | |
| D HERSHEY OF 3.8 | 296.9 s 10.55 | | | | f 4.30 | s 6.38 |
| DN O'FALLONS FA 1.1 | 300.7 f 10.30 | | | | 4.22PM | 6.30PM |
| VARNER 1.6 | 301.8 | | | | | |
| D SUTHERLAND SU 4.5 | 303.4 s 10.15 | | | | | |
| DEXTER 7.6 | 307.9 f 9.55 | | | | | |
| D PAXTON PN 6.2 | 315.5 s 9.45 | | | | | |
| KORTY 6.0 | 321.7 f 9.20 | | | | | |
| D ROSCOE RO 7.1 | 327.7 f 9.10 | | | | | |
| DN OGALLALA YL GT 9.1 | 334.8 s 9.00 | | | | | |
| D BRULE RU 5.2 | 343.9 s 8.15 | | | | | |
| MEGEATH 4.8 | 349.1 | | | | | |
| D BIG SPRINGS GS 5.4 | 353.9 s 7.50 | | | | | |
| BARTON 6.0 | 359.8 f 7.25 | | | | | |
| DN JULESBURG YL JB 5.3 | 365.3 7.15AM | | | A 12.15PM | | |
| WEIR 9.7 | 370.6 | | | f 11.59AM | | |
| D CHAPPELL OQ 9.4 | 380.8 | | | s 11.45 | | |
| D LODGE POLE GP 6.6 | 389.7 | | | s 11.30 | | |
| D SUNOL UN 4.7 | 396.8 | | | f 11.20 | | |
| COLTON 6.5 | 401.0 | | | f 11.10 | | |
| DN-R SIDNEY YL OD 8.0 | 407.5 | | | A 1.40PM | 11.00AM | |
| BROWNSON 10.9 | 415.5 | | | f 1.05 | | |
| D POTTER PR 4.4 | 426.4 | | | s 12.40 | | |
| JACINTO 4.8 | 430.8 | | | | | |
| D DIX DX 4.5 | 435.4 | | | s 12.09PM | | |
| OWASCO 4.6 | 439.9 | | | | | |
| DN KIMBALL KB 6.6 | 444.5 | | | s 11.45AM | | |
| OLIVER 5.5 | 451.1 | | | | | |
| D BUSHNELL BN 10.1 | 456.6 | | | s 11.05 | | |
| DN PINE BLUFFS YL UF 5.8 | 466.7 | | | s 10.40 | | |
| TRACY 5.5 | 472.0 | | | | | |
| D EGBERT GX 5.7 | 477.5 | | | A 8.50AM | f 9.45 | |
| D BURNS UX 6.5 | 483.2 | | | s 8.40 | s 9.30 | |
| HILLSDALE 6.2 | 489.7 | | | s 8.31 | f 9.20 | |
| DURHAM 5.3 | 495.9 | | | f 8.23 | f 9.09 | |
| AROHER 8.3 | 501.2 | | | f 8.15 | f 9.00 | |
| DN-R CHEYENNE YL OY (225.4) | 509.5 | | | 8.05AM | 8.45AM | |

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 | | | | SECOND CLASS | |
| Car Capacity of Stages, etc. See Rule 6 (A), page 25. | | 71 | 85 | 111 | 301 | Distance from Julesburg | |
| | | C. B. & Q. Freight | Passenger | Streamliner Passenger | C. B. & Q. Passenger | | |
| | | Daily | Daily | Daily | Daily | | |
| 80 | WCYLP | | 6.10AM | f 5.10AM | | 0.0 | |
| 75 | ZP | | f 6.18 | 5.18 | | 7.1 | |
| 73 | WP | | f 6.25 | 5.24 | | 14.6 | |
| 20 | | | | | | 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 | |
| 169 | IWCTZP | 1.00PM | 7.08 | 6.00 | 2.15AM | 57.5 | |
| | | | 7.18 | 6.05 | | 61.7 | |
| 72 | P | 1.14 | f 7.27 | 6.13 | f 2.23 | 64.1 | |
| 23 | | | | | | 66.8 | |
| 74 | P | 1.27 | f 7.33 | 6.19 | f 2.31 | 70.2 | |
| 10 | | | | | | 72.1 | |
| 143 | P | 1.36 | f 7.39 | 6.24 | 2.39 | 76.0 | |
| 41 | P | | | | | 78.4 | |
| 52 | P | A 2.00PM | f 7.45 | 6.29 | A 2.50AM | 81.0 | |
| 24 | | | | | | 82.8 | |
| 94 | WP | | f 7.51 | 6.34 | | 87.0 | |
| 63 | P | | 7.58 | 6.40 | | 93.8 | |
| 31 | | | | | | 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 | |
| 53 | P | | f 8.35 | 7.06 | | 124.8 | |
| 50 | 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.

| WESTWARD | | THIRD SUBDIVISION | | | | EASTWARD | | |
|---|--------|-----------------------|-----------|----------------------|--------------|--------------------|-------------------------|--|
| SECOND CLASS | | FIRST CLASS | | | | SECOND CLASS | | |
| Car Capacity of Stages, etc. See Rule 6 (A), page 25. | | 112 | 86 | 302 | 250 | 72 | Distance from Julesburg | |
| | | Streamliner Passenger | Passenger | C. B. & Q. Passenger | Time Freight | C. B. & Q. Freight | | |
| | | Daily | Daily | Daily | Daily | Daily | | |
| 80 | WCYLP | | | | | | 0.0 | |
| 75 | ZP | | | | | | 7.1 | |
| 73 | WP | | | | | | 14.6 | |
| 20 | | | | | | | 19.0 | |
| 95 | P | | | | | | 23.1 | |
| 29 | P | | | | | | 25.8 | |
| 95 | WP | | | | | | 30.1 | |
| 22 | | | | | | | 34.2 | |
| 72 | P | | | | | | 38.8 | |
| 12 | P | | | | | | 41.1 | |
| 22 | | | | | | | 42.2 | |
| 94 | P | | | | | | 45.6 | |
| 16 | | | | | | | 50.1 | |
| 77 | P | | | | | | 53.5 | |
| | AIP | | | | | | 57.2 | |
| 169 | IWCTZP | 7.07 | 8.42 | A 11.45PM | A 10.15PM | A 11.59PM | 57.5 | |
| | | 7.05 | 8.33 | | | | 61.7 | |
| 72 | P | 6.58 | 8.25 | f 11.28 | 9.55 | 11.43 | 64.1 | |
| 23 | | | | | | | 66.8 | |
| 74 | P | 6.53 | 8.19 | f 11.21 | 9.46 | 11.33 | 70.2 | |
| 10 | | | | | | | 72.1 | |
| 143 | P | 6.49 | 8.13 | f 11.15 | 9.38 | 11.21 | 76.0 | |
| 41 | P | | | | | | 78.4 | |
| 52 | P | 6.45 | 8.08 | f 11.07PM | 9.31 | 11.09PM | 81.0 | |
| 24 | | | | | | | 82.8 | |
| 94 | WP | 6.40 | 8.02 | | 9.24 | | 87.0 | |
| 63 | P | 6.35 | 7.55 | | 9.15 | | 93.8 | |
| 31 | | | | | | | 96.9 | |
| 100 | WCP | 6.31 | 7.49 | | 9.08 | | 98.6 | |
| 35 | P | 6.25 | 7.42 | | 8.57 | | 106.0 | |
| 79 | P | 6.23 | 7.39 | | 8.52 | | 109.0 | |
| 22 | P | 6.19 | 7.34 | | 8.45 | | 114.2 | |
| 78 | P | 6.16 | 7.31 | | 8.40 | | 117.7 | |
| 14 | P | | | | | | 121.4 | |
| 53 | P | 6.10 | 7.24 | | 8.30 | | 124.8 | |
| 50 | P | 6.06 | 7.19 | | 8.18 | | 130.2 | |
| 121 | WP | 6.02 | 7.14 | | 8.10 | | 135.4 | |
| 16 | P | | | | | | 139.1 | |
| 78 | P | 5.55 | 7.06 | | 7.55 | | 143.1 | |
| 27 | | | | | | | 147.2 | |
| 56 | WCTYP | 5.48PM | 6.57PM | | 7.40PM | | 151.1 | |

(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. 21 October 30, 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 Daily | | Freight | Freight | | | | | | |
| WCYP | | 10.25PM | 1.30PM | 0.0 | DN-R | VALLEY YL V | 0.0 | A 5.20AM | A 9.50PM | | | |
| AI | | | | 5.8 | | 5.8 | | | | | | |
| 28 | P | 10.40 | 1.45 | 6.3 | | O. B. & Q. CROSSING | 5.8 | | | | | |
| 106 | YP | 10.50 | 1.55 | 11.6 | D | YUTAN YN | 6.3 | 5.10 | 9.40 | | | |
| 64 | WP | 11.10 | 2.07 | 18.9 | D | MEAD AD | 11.6 | 5.00 | 9.30 | | | |
| | | | | 19.6 | | 7.3 | | | | | | |
| 78 | P | 11.25 | 2.22 | 26.3 | D | WAHOO W | 18.9 | 4.45 | 9.15 | | | |
| 20 | P | 11.35PM | 2.34 | 33.2 | | 0.7 | | | | | | |
| 96 | WCYP | 12.01AM | 2.44 | 37.3 | DN | O. & N. W. and O. B. & Q. CROSSINGS | 19.6 | | | | | |
| | | | | 41.8 | | 6.7 | | | | | | |
| 33 | P | 12.18 | 2.58 | 46.5 | D | WESTON WN | 26.3 | 4.35 | 9.05 | | | |
| 101 | P | 12.30 | 3.08 | 52.7 | | 6.9 | | | | | | |
| 4 | | | | 55.8 | | TOUHY | 33.2 | 4.23 | 8.53 | | | |
| | | | | 56.5 | | 4.1 | | | | | | |
| 24 | WTZF | 12.55 | 3.18 | 57.1 | DN | VALPARAISO YL VO | 37.3 | 4.15 | 8.45 | | | |
| | | | | 57.4 | | 4.5 | | | | | | |
| | | | | 59.0 | | AGNEW | 41.8 | | | | | |
| 130 | P | 1.18 | 3.31 | 65.4 | D | RAYMOND RM | 46.5 | 3.59 | 8.28 | | | |
| | | | | 68.2 | | 4.7 | | | | | | |
| 21 | P | 1.33 | 3.46 | 74.7 | | WEST LINCOLN | 55.3 | | | | | |
| 73 | P | 1.43 | 3.53 | 79.5 | D | 1.2 | | | | | | |
| 84 | P | 1.58 | 4.08 | 88.9 | DN | O. B. & Q. CROSSING | 57.1 | 3.40 | 8.10 | | | |
| | | | | 88.9 | | 0.6 | | | | | | |
| | | | | 96.8 | | 1.6 | | | | | | |
| | | | | | | O. B. & Q. CROSSING | 59.0 | | | | | |
| | | | | | | 6.4 | | | | | | |
| | | | | | | JAMAICA | 65.4 | 3.20 | 7.50 | | | |
| | | | | | | 2.8 | | | | | | |
| | | | | | | HANLON | 68.2 | | | | | |
| | | | | | | 6.5 | | | | | | |
| | | | | | | PRINCETON | 74.7 | 3.05 | 7.35 | | | |
| | | | | | | 4.8 | | | | | | |
| | | | | | | OORTLAND RD | 79.5 | 2.55 | 7.25 | | | |
| | | | | | | 9.4 | | | | | | |
| | | | | | | PICKRELL IK | 88.9 | 2.43 | 7.13 | | | |
| | | | | | | 7.9 | | | | | | |
| | | | | | | BEATRICE YL BX | 96.8 | 2.30AM | 7.00PM | | | |
| | | | | | | (96.8) | | | | | | |
| | | | | | | Daily | | Daily | | | | |
| | | | | | | (3.50) | | (2.50) | | | | |
| | | | | | | 25.2 | | 34.2 | | | | |
| | | | | | | (2.55) | | (2.50) | | | | |
| | | | | | | 33.2 | | 34.2 | | | | |

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. 21 October 30, 1955 | | | | SECOND CLASS | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25 | | | | Distance from Council Bluffs | STATIONS | | | | Mile Post | | | |
| | | | | | BLOCK SIGNALS | | | | | | | |
| XIP | | | | 5.2 | DN | SUMMIT YL SU | 5.2 | | | | | |
| XWP | | | | 6.4 | | 1.2 | | | | | | |
| XIP | | | | 11.9 | | SOUTH OMAHA YL | 6.4 | | | | | |
| 72 | P | | | 16.8 | | 5.5 | | | | | | |
| | | | | 19.2 | | GILMORE YL | 11.9 | | | | | |
| | | | | 22.5 | | 4.9 | | | | | | |
| | | | | 26.1 | | PAPILLION PO | 16.8 | | | | | |
| | | | | | | 2.4 | | | | | | |
| | | | | | | MO. PAC. CROSSING | 19.2 | | | | | |
| | | | | | | 8.3 | | | | | | |
| | | | | | | MILLARD MD | 22.5 | | | | | |
| | | | | | | 3.6 | | | | | | |
| | | | | | | LANE | 26.1 | | | | | |
| | | | | | | 20.9 | | | | | | |

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. 21 October 30, 1955 | | | | SECOND CLASS | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25 | | | | Distance from Valparaiso | STATIONS | | | | Mile Post | | | |
| | | | | | STATIONS | | | | | | | |
| WCYP | | | | 5.00AM | 0.0 | DN-R | VALPARAISO YL VO | 0.0 | A 11.35AM | | | |
| 16 | | | | f 5.20 | 7.4 | | 7.4 | | | | | |
| 28 | | | | s 5.40 | 13.5 | D | LOMA | 7.4 | f 11.02 | | | |
| | | | | | 15.0 | | 6.1 | | | | | |
| 32 | W | | | s 6.10 | 23.2 | D | BRAINARD BD | 13.5 | s 10.50 | | | |
| | | | | | 23.5 | | 1.5 | | | | | |
| 31 | | | | s 6.45 | 33.3 | D | C. & N. W. CROSSING | 15.0 | | | | |
| 36 | | | | s 7.05 | 40.1 | D | 8.2 | | | | | |
| 7 | | | | s 7.34 | 47.5 | D | DAVID CITY DV | 23.2 | s 10.25 | | | |
| 9 | W | | | s 8.25 | 52.9 | D | 0.3 | | | | | |
| | | | | | 56.8 | | O. B. & Q. CROSSING | 23.5 | | | | |
| | | | | | 63.0 | | 9.8 | | | | | |
| | | | | | 68.3 | D | RISING CITY RN | 33.3 | s 9.40 | | | |
| | | | | | 75.3 | D | 6.8 | | | | | |
| | | | | | 75.9 | D | 7.4 | | | | | |
| | | | | | | D | SHELBY SH | 40.1 | s 9.20 | | | |
| | | | | | | D | 5.4 | | | | | |
| | | | | | | D | OSOEOLA OZ | 47.5 | s 8.55 | | | |
| | | | | | | D | 5.4 | | | | | |
| | | | | | | D | STROMSBURG S | 52.9 | s 8.25 | | | |
| | | | | | | D | 3.9 | | | | | |
| | | | | | | D | DURANT | 56.8 | | | | |
| | | | | | | D | 6.2 | | | | | |
| | | | | | | D | POLK PK | 63.0 | s 7.50 | | | |
| | | | | | | D | 5.5 | | | | | |
| | | | | | | D | HORDVILLE HV | 68.3 | s 7.30 | | | |
| | | | | | | D | 5.3 | | | | | |
| | | | | | | D | HEBER | 73.8 | f 7.10 | | | |
| | | | | | | D | 1.5 | | | | | |
| | | | | | | D | O. B. & Q. CROSSING | 75.3 | | | | |
| | | | | | | D | 0.6 | | | | | |
| | | | | | | D | CENTRAL CITY YL OI | 75.9 | 7.05AM | | | |
| | | | | | | D | (75.9) | | Monday | | | |
| | | | | | | D | | | Wednesday | | | |
| | | | | | | D | | | Friday | | | |

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. 21 October 30, 1955 | | | | SECOND CLASS | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25 | | | | Distance from Genoa | STATIONS | | | | Mile Post | | | |
| | | | | | STATIONS | | | | | | | |
| 40 | WY | | | 12.32PM | 0.0 | D-R | GENOA YL G | 0.0 | A 4.35PM | | | |
| 12 | | | | | 5.3 | | 5.3 | | | | | |
| 20 | | | | | 9.3 | | 4.0 | | | | | |
| 38 | | | | s 1.08 | 13.7 | D | MERCHISTON | 9.3 | | | | |
| 21 | | | | s 1.33 | 23.1 | D | 4.4 | | | | | |
| 26 | W | | | s 1.52 | 30.3 | D | FULLERTON FU | 13.7 | s 4.05 | | | |
| 36 | | | | s 2.13 | 36.6 | D | 9.4 | | | | | |
| 38 | WY | | | A 2.40PM | 44.3 | D | BELGRADE BL | 23.1 | s 3.45 | | | |
| | | | | | | D | 7.2 | | | | | |
| | | | | | | D | CEDAR RAPIDS OD | 30.3 | s 3.30 | | | |
| | | | | | | D | 6.3 | | | | | |
| | | | | | | D | PRIMROSE P | 36.6 | f 3.15 | | | |
| | | | | | | D | 7.7 | | | | | |
| | | | | | | D | SPALDING YL SG | 44.3 | 3.00PM | | | |
| | | | | | | D | (44.3) | | Daily | | | |
| | | | | | | D | | | Except | | | |
| | | | | | | D | | | Sunday | | | |

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. 21 | | | | SECOND CLASS | | | | | |
| | | | | October 30, 1955 | | | | | | | | | |
| | | | | STATIONS | | | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | 79 | 81 | 321 | Distance from Columbus | Time-Table No. 21 October 30, 1955 | Mile Post | 82 | 80 | 312 | | | | |
| | Mixed | Mixed | Mixed | | | | Mixed | Mixed | Mixed | | | | |
| | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | | | | | | | | | | |
| WCTYPZ | 11.40AM | 7.20AM | 1.40AM | 0.0 | DN-R | COLUMBUS YL O | 0.0 | A 1.25PM | A 5.15PM | A 11.00PM | | | |
| 20 | 11.50AM | 7.30 | 1.50 | 4.2 | | SHELDONVILLE | 4.2 | 1.10 | 5.08 | f 10.47 | | | |
| 8 YP | A 12.02PM | A 7.45AM | f 2.00 | 9.4 | R | OCONEE YL | 9.4 | 1.02PM | 5.00PM | f 10.35 | | | |
| 29 | | | f 2.30 | 14.7 | D | PLATTE CENTER PO | 14.7 | | | s 10.20 | | | |
| 26 | | | | 20.3 | | TARNOV | 20.3 | | | | | | |
| | | | | 25.1 | | O. & N. W. CROSSING | 25.1 | | | | | | |
| 56 W | | | s 3.17 | 25.7 | D | HUMPHREY HX | 25.7 | | | s 9.40 | | | |
| 15 | | | f 3.23 | 29.1 | | PEOK | 29.1 | | | f 9.16 | | | |
| 83 W | | | s 3.55 | 35.4 | D | MADISON MA | 35.4 | | | s 9.02 | | | |
| 81 | | | | 40.9 | | ENOLA | 40.9 | | | | | | |
| | | | | 48.7 | | O. & N. W. CROSSING | 48.7 | | | | | | |
| | | | | 50.2 | | O. & N. W. CROSSING | 50.2 | | | | | | |
| WCZTYP | | | A 5.00AM | 50.4 | D-R | NORFOLK YL KN | 50.4 | | | 8.00PM | | | |
| | | | | | | (50.4) | | 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 | | | | |

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. 21 | | | | SECOND CLASS | | | | | |
| | | | | October 30, 1955 | | | | | | | | | |
| | | | | STATIONS | | | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25. | 79 | 81 | | Distance from Oconee | Time-Table No. 21 October 30, 1955 | Mile Post | 82 | 80 | | | | | |
| | Mixed | Mixed | | | | | Mixed | Mixed | | | | | |
| | Daily Except Sunday | Daily Except Sunday | | | | | | | | | | | |
| 20 YP | | | 12.02PM | 7.45AM | 0.0 | R | OCONEE YL | 0.0 | A 1.02PM | A 5.00PM | | | |
| 5 | | | | | 2.0 | | MILL SPUR | 2.0 | | | | | |
| | | | s 12.13 | s 8.00 | 4.8 | D | MONROE MN | 4.8 | s 12.50 | s 4.50 | | | |
| 40 WYP | | | A 12.29PM | s 8.30 | 11.8 | D-R | GENOA YL G | 11.8 | s 12.29PM | 4.35PM | | | |
| | | | | | 18.0 | | WOODVILLE | 18.0 | | | | | |
| 56 | | | | s 9.15 | 22.8 | D | ST EDWARD ST | 22.8 | s 11.55 | | | | |
| 28 WYP | | | | A 10.05AM | 33.7 | D-R | ALBION YL A | 33.7 | 11.30AM | | | | |
| | | | | | | | (33.7) | | Daily Except Sunday | Daily Except Sunday | | | |
| | (0.27) 25.1 | (2.20) 14.4 | | | Thru Time..... | | (1.32) 22.0 | (0.25) 27.1 | | | | | |

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

| WESTWARD | | | | ORD — LOUP CITY BRANCH | | | | EASTWARD | | | | | |
|--|------------------|---------------------|-----------|----------------------------|---------------------------------------|-----------------|---------------------|----------------|--------------------|------------------|--|--|--|
| SECOND CLASS | | | | Time-Table No. 21 | | | | SECOND CLASS | | | | | |
| | | | | October 30, 1955 | | | | | | | | | |
| | | | | STATIONS | | | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), page 25. | 283 | 83 | | Distance from Grand Island | Time-Table No. 21 October 30, 1955 | Mile Post | 84 | 284 | | | | | |
| | Mixed | Mixed | | | | | Mixed | Mixed | | | | | |
| | Mon., Wed., Fri. | Tues., Thurs., Sat. | | | | | | | | | | | |
| WTYPCZ | | | 10.00AM | 9.00AM | 0.0 | DN-R | GRAND ISLAND YL GE | 0.0 | A 5.15PM | A 5.15PM | | | |
| I | | | | | 0.4 | | C. B. & Q. CROSSING | 0.4 | | | | | |
| 11 Y | | | | | 2.5 | | CAREY | 2.5 | | | | | |
| 19 | | | s 10.30 | s 9.28 | 11.1 | D | ST. LIBORY RY | 11.1 | s 4.42 | s 4.42 | | | |
| 39 WYP | | | s 11.15 | s 9.55 | 21.9 | D-R | ST. PAUL YL SP | 21.9 | s 4.20 | s 4.20PM | | | |
| 19 | | | s 11.40AM | | 30.2 | D | DANEBROG DB | 30.2 | s 3.50 | | | | |
| 11 W | | | s 12.05PM | | 40.5 | D | BOELUS HW | 40.5 | s 3.20 | | | | |
| 31 | | | f 12.25 | | 47.7 | | ROCKVILLE | 47.7 | f 2.55 | | | | |
| 33 W | | | A 1.00PM | | 60.9 | D-R | LOUP CITY YL OP | 60.9 | 2.30PM | | | | |
| 27 | | | | s 10.20 | 30.7 | D | ELBA EB | 30.7 | s 3.48 | | | | |
| 25 | | | | s 10.35 | 36.8 | | COTESFIELD | 36.8 | s 3.41 | | | | |
| | | | | 10.50 | 44.5 | | SCOTIA JUNCTION | 44.5 | 3.23 | | | | |
| 20 | | | s 11.00 | 45.7 | D | SCOTIA SK | 45.7 | s 3.14 | | | | | |
| | | | 11.15 | 44.5 | | SCOTIA JUNCTION | 44.5 | 3.07 | | | | | |
| 31 W | | | s 11.35AM | 48.8 | D | NORTH LOUP NU | 48.8 | s 2.57 | | | | | |
| 3 | | | | | 58.5 | | SAUNDERS | 58.5 | | | | | |
| | | | | | 60.7 | | C. B. & Q. CROSSING | 60.7 | | | | | |
| 34 WY | | | A 12.10PM | 61.0 | 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 | | | | | |

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. 21 | | | | SECOND CLASS | | | | | |
| | | | | October 30, 1955 | | | | | | | | | |
| | | | | STATIONS | | | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), page 25. | | | | Distance from Hastings | Time-Table No. 21 October 30, 1955 | Mile Post | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| WYPCZ | | | | 0.0 | DN-R | HASTINGS YL AN | 0.0 | | | | | | |
| 130 P | | | | 12.7 | | HAYLAND | 12.7 | | | | | | |
| 35 P | | | | 20.2 | | DENMAN | 20.2 | | | | | | |
| 130 WYP | | | | 28.1 | DN-R | GIBBON YL GB | 28.1 | | | | | | |
| | | | | | | (28.1) | | | | | | | |

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 26. | SECOND CLASS | | FIRST CLASS | | Distance from Kearney | Time-Table No. 21 October 30, 1955 | | | | Mile Post | |
| | 95 Mixed | 519 Motor Passenger | 517 Motor Passenger | SECOND CLASS | | | | | | | |
| | | | | 518 Motor Mixed | | 96 Mixed | | | | | |
| Tuesday, Thursday, Saturday | Daily Ex. Sat. and Sunday | Sunday | STATIONS | | | | | | | | |
| WYCZ | 9.00AM | 3.40PM | 5.00AM | 0.0 | DN-R | KEARNEY YL KR | 0.0 | A 11.59AM | A 9.20PM | | |
| 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 P | s 9.19 | s 3.57 | s 5.17 | 10.1 | | RIVERDALE 4.6 | 10.1 | s 11.35 | s 8.22 | | |
| 27 P | s 9.30 | s 4.08 | s 5.28 | 16.8 | D | AMHERST HR | 16.8 | s 11.23 | s 8.00 | | |
| 18 | f 9.52 | f 4.18 | f 5.38 | 22.7 | | WATERTOWN 5.9 | 22.7 | f 11.12 | f 7.41 | | |
| 32 WP | s 10.06 | s 4.25 | s 5.45 | 26.8 | | MILLER 3.6 | 26.8 | s 11.05 | s 7.33 | | |
| 38 P | s 10.20 | s 4.37 | s 5.57 | 32.5 | D | SUMNER SU | 32.5 | s 10.53 | s 7.15 | | |
| 28 P | s 10.40 ¹⁸ | s 4.50 | s 6.09 | 40.4 | D | EDDYVILLE VD | 40.4 | s 10.40 ¹⁸ | s 6.59 | | |
| 40 | s 11.13 | s 5.15 | s 6.30 | 52.1 | D | OCONTO BS | 52.1 | s 10.19 | s 6.28 | | |
| 7 | f 11.27AM | f 5.28 | f 6.46 | 59.1 | | LODI 7.0 | 59.1 | f 10.03 | f 6.14 | | |
| 27 WYP | s 12.30PM | s 5.45 ¹⁸ | s 6.57 | 65.5 | D | CALLAWAY OA | 65.5 | s 9.52 | s 5.45 ¹⁸ | | |
| 9 | f 12.55 | f 6.05 | f 7.12 | 75.8 | | FINCHVILLE 10.3 | 75.8 | f 9.31 | f 5.00 | | |
| 38 WP | s 1.30 | s 6.15 | s 7.24 | 83.1 | D | ARNOLD AD | 83.1 | s 9.20 | s 4.45 | | |
| | 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 P | f 2.30 | f 6.43 | f 7.49 | 99.2 | | GANDY 4.6 | 99.2 | f 8.50 | f 4.08 | | |
| 22 PWYC | A 2.55PM | A 6.50PM | A 8.00AM | 102.4 | D-R | STAPLETON YL SN | 102.4 | 8.45AM | 4.00PM | | |
| | | | | | | (102.4) | | Daily Except Monday | Sunday Wednesday Friday | | |

(5.55) (3.10) (3.00) Thru Time (3.14) (5.20)
 17.3 32.3 34.1 Average speed per hour 31.7 19.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule 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 | | Distances from O'Fallon. | Time-Table No. 21 October 30, 1955 | | | | Mile Post | | | |
| | 97 Local Freight | 93 Mixed | | SECOND CLASS | | | | | | | |
| | | | | 98 Local Freight | 94 Mixed | | | | | | |
| Daily | Daily | STATIONS | | | | | | | | | |
| WYP | 7.30AM | 5.30AM | 0.0 | DN-R | O'FALLONS YL FA | 0.0 | A 4.20PM | A 6.25PM | | | |
| 15 | f 7.35 | f 5.35 | 2.8 | | COOKER 2.8 | 2.8 | f 3.58 | f 6.13 | | | |
| 41 P | f 7.56 | s 5.48 | 12.8 | D | SARBEN AK | 12.8 | f 3.30 | s 5.58 | | | |
| 40 | f 8.13 | f 5.57 | 19.6 | | NEVENS 6.8 | 19.6 | f 3.15 | f 5.48 | | | |
| 12 | | | 24.8 | | BROGANVILLE 5.2 | 24.8 | | | | | |
| 42 WP | f 8.35 | s 6.11 | 28.4 | | KEYSTONE 3.6 | 28.4 | f 2.55 | s 5.36 | | | |
| 11 | | | 30.7 | | KINGSLEY 2.3 | 30.7 | | | | | |
| 42 P | f 8.50 | f 6.21 | 34.9 | D | MARTIN SA | 34.9 | f 2.30 | f 5.24 | | | |
| 42 P | f 9.05 | s 6.31 | 41.2 | | LEMOYNE 6.3 | 41.2 | f 2.15 | s 5.14 | | | |
| 25 | f 9.20 | f 6.40 | 46.8 | | BELMAR 5.6 | 46.8 | f 2.05 | f 5.03 | | | |
| 44 | f 9.29 | f 6.48 | 51.7 | | RUTHTON 4.9 | 51.7 | f 1.55 | f 4.55 | | | |
| 41 WCYP | s 10.00 | s 7.02 | 59.8 | D | LEWELLEN YL W | 59.8 | s 1.40 | s 4.44 | | | |
| 41 P | s 10.50 | s 7.21 | 70.8 | D | OSHKOSH YL OX | 70.8 | s 1.05 | s 4.21 | | | |
| 40 WP | s 11.35 | s 7.43 | 86.4 | D | LISCO OO | 86.4 | f 12.25PM | s 3.53 | | | |
| 87 | f 11.53AM ¹⁸ | f 7.56 | 95.4 | | FINLEY 9.0 | 95.4 | f 11.53AM ¹⁸ | f 3.39 | | | |
| 46 | s 12.05PM | s 8.07 | 100.4 | D | BROADWATER BR | 100.4 | f 11.40 | s 3.30 | | | |
| 19 | f 12.20 | f 8.20 | 109.6 | | TOWERS 9.2 | 109.6 | f 11.20 | f 3.12 | | | |
| 195 WCPY | s 12.50 | s 8.30 | 114.1 | D | NORTHPORT YL NP | 114.1 | f 11.12 | s 3.05 | | | |
| AI | 12.55 | 8.33 | 115.5 | | O. B. & Q. CROSSING 1.4 | 115.5 | 10.50 | 2.57 | | | |
| 11 | f 1.05 | f 8.40 | 121.8 | | MOHLER 6.3 | 121.8 | f 10.40 | f 2.46 | | | |
| 88 P | f 1.15 | s 8.50 | 126.7 | D | SOUTH BAYARD OR | 126.7 | f 10.32 | s 2.39 | | | |
| 51 | f 1.25 | s 8.59 | 132.1 | | McGREW 5.4 | 132.1 | f 10.23 | s 2.29 | | | |
| 80 P | f 1.35 | s 9.09 | 137.9 | D | MELBETA MB | 137.9 | f 10.13 | s 2.19 | | | |
| 70 OWCYZP | 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) (4.00) Thru Time (6.19) (4.25)
 34.3 36.5 Average speed per hour 23.1 33.0

| WESTWARD | | | | GERING BRANCH | | | | EASTWARD | | | |
|--|--------------|--|-----------------------|---------------------------------------|--------------|-----|--|-----------|--|--|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 26. | SECOND CLASS | | Distances from Gering | Time-Table No. 21 October 30, 1955 | | | | Mile Post | | | |
| | STATIONS | | | | | | | | | | |
| | | | | | | | | | | | |
| OWCYZP | | | 0.0 | DN-R | GERING YL G | 0.0 | | | | | |
| 17 | | | 5.4 | | MATHERS YL | 5.4 | | | | | |
| 27 | | | 6.0 | | MOON YL | 6.0 | | | | | |
| | | | 7.0 | | ROUBADEAU YL | 7.0 | | | | | |
| 18 | | | 8.4 | | HILLIKER YL | 8.4 | | | | | |
| 18 | | | 9.8 | | RIFORD YL | 9.8 | | | | | |
| | | | | | (9.8) | | | | | | |

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule 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. 21 | | | Mile Post | SECOND CLASS | | | | | |
| | 353 | 93 | 59 | | October 30, 1955 | | | | 354 | 60 | 94 | | | |
| | Mixed Daily | Mixed Daily | Local Freight Daily | | STATIONS | | | | Mixed | Local Freight | Mixed | | | |
| 72 | OCZWYP | | 9.40AM | 6.00AM | 145.9 | DN-R | GERING | YL | G | 145.9 | | A10.40AM | A 1.50PM | |
| 14 | | | f 9.46 | f 6.10 | 150.5 | | COSTIN | | | 150.5 | | f 10.28 | f 1.34 | |
| 30 | | | s 9.49 | f 6.15 | 152.3 | D | HAIG | | HA | 152.3 | | f 10.25 | s 1.30 | |
| 24 | | | s 9.55 | f 6.25 | 155.8 | D | SOUTH MITCHELL | | MI | 155.8 | | f 10.20 | s 1.21 | |
| 32 | | | f 9.58 | f 6.30 | 157.1 | | PELTON | | | 157.1 | | f 10.15 | f 1.14 | |
| 70 | P | | s 10.06 ⁶⁰ | f 6.45 | 162.1 | D | SOUTH MORRILL | | MO | 162.1 | | f 10.06 ⁶³ | s 1.06 | |
| 18 | | | f 10.09 | f 6.50 | 164.2 | | JOYCE | | | 164.2 | | f 9.52 | f 1.01 | |
| 51 | WYP | | s 10.15 | s 9.45 ⁶⁰ | 167.9 | DN | LYMAN | YL | MU | 167.9 | | s 9.45 ⁵⁹ | s 12.56 | |
| 21 | | | f 10.19 | f 9.50 | 170.1 | | CANAL | | | 170.1 | | f 9.20 | f 12.49 | |
| 51 | P | | s 10.25 | f 10.07 | 173.7 | D | HUNTLEY | | HU | 173.7 | | f 9.13 | s 12.41 | |
| 35 | | | f 10.30 | f 10.17 | 177.0 | | HOLLY | | | 177.0 | | f 9.06 | f 12.33 | |
| 51 | WCYP | 12.45PM | 10.40 ⁵⁹ 10.45 | 10.35AM ⁶³ 12.15PM ⁶⁴ | 181.6 | D-R | YODER | YL | DR | 181.6 | A11.45AM | 9.00 8.46 | 12.25 12.15 ⁵⁹ | |
| 51 | P | | s 10.55 | s 12.35 | 188.1 | D | VETERAN | | VN | 188.1 | | s 8.33 | s 12.03PM | |
| 8 | | | f 11.00 | f 12.40 | 191.5 | | HELDT | | | 191.5 | | f 8.26 | f 11.57AM | |
| 16 | | | f 11.07 | f 12.50 | 196.1 | | COTTIER | | | 196.1 | | f 8.19 | f 11.50 | |
| 51 | WYP | | A11.15AM | A 1.00PM | 200.6 | D-R | SO TORRINGTON | YL | RI | 200.6 | | 8.10AM | 11.45AM | |
| 14 | | | f 12.55 | | 185.3 | | GOODLAND | | | 185.3 | | f 11.32 | | |
| 26 | | | f 1.01 | | 187.6 | | FONDA | | | 187.6 | | f 11.27 | | |
| 51 | W | | s 1.10 | | 192.4 | D | HAWK SPRINGS | | HK | 192.4 | | s 11.15 | | |
| 31 | | | f 1.18 | | 194.7 | | DUROC | | | 194.7 | | f 11.01 | | |
| 19 | | | f 1.30 | | 200.8 | | WYOCROSS | | | 200.8 | | f 10.50 | | |
| 51 | WY | | s 1.45 | | 203.8 | D | LA GRANGE | | GA | 203.8 | | s 10.45 | | |
| 19 | | | f 1.57 | | 210.7 | | TREMAIN | | | 210.7 | | f 10.20 | | |
| 51 | WF | | s 2.35 | | 222.5 | D | ALBIN | | AB | 222.5 | | s 9.55 | | |
| 51 | | | f 2.55 | | 229.7 | | LINDBERGH | | | 229.7 | | f 9.35 | | |
| | W | | A 3.25PM | | 244.8 | DN-R | EGBERT | YL | GX | 244.8 | | 9.10AM | | |
| | | | (2.40) 23.5 | (1.35) 34.5 | (7.00) 7.8 |Thru Time..... | | | | (2.35) 24.3 | (2.30) 21.9 | (2.05) 26.3 |Average speed per hour..... | |

| WESTWARD | | | | LYMAN BRANCH | | | | EASTWARD | | | |
|---|---------------------|-------------------|--------------|--------------|-------------------|-----|-----------|----------|--|--|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 25 | Distance from Lyman | Time-Table No. 21 | | Mile Post | Time-Table No. 21 | | Mile Post | | | | |
| | | October 30, 1955 | | | October 30, 1955 | | | | | | |
| | | STATIONS | | | STATIONS | | | | | | |
| | 0.0 | DN | LYMAN | MU | YL | 0.0 | | | | | |
| | | | 2.8 | | | | | | | | |
| 18 | 2.8 | | SEARS | YL | | 2.8 | | | | | |
| | | | 0.5 | | | | | | | | |
| 6 | 3.3 | | SIDING NO. 1 | YL | | 3.3 | | | | | |
| | | | 1.3 | | | | | | | | |
| 17 | 4.6 | | HARTMAN | YL | | 4.6 | | | | | |
| | | | 1.8 | | | | | | | | |
| 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. 21 | | Mile Post | Time-Table No. 21 | | Mile Post | | | | |
| | | October 30, 1955 | | | October 30, 1955 | | | | | | |
| | | STATIONS | | | STATIONS | | | | | | |
| | 0.0 | | SEARS | YL | | 0.0 | | | | | |
| | | | 1.2 | | | | | | | | |
| 5 | 1.2 | | BELLINGER | YL | | 1.2 | | | | | |
| | | | 1.6 | | | | | | | | |
| 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 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 8499, loaded or empty. | | | 45 |
| 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 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 |
| Other than 1500 class diesel road freight locomotives. | | 60 | 55 | Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing. | 20 | 20 | 20 |
| Diesel yard switch locomotives in road service. | | 35 | 35 | On wye tracks. | 15 | 15 | 15 |
| 7000 and 7800 class engines. | | 75 | 50 | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| 3800 and 3900 class engines. | | 60 | 50 | Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023. | | | 25 |
| 5000 and 9000 class engines. | | 50 | 50 | | | | |
| 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 | | | | |
| FIRST SUBDIVISION | | | | | | | |
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| 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— Summit 5.2 and 5.6 | 25 | 25 | 25 | Between Mile Posts— North Platte 281.9 and 281.1 | 80 | 70 | 50 |
| Sarpy 14.2 and 14.7 | 80 | 70 | 50 | Brady 258.5 and 258.1 | 70 | 60 | 50 |
| 15.9 and 16.2 | 80 | 70 | 50 | Kearney 189.2 and 189.0 | 40 | 40 | 25 |
| Lane 18.1 and 18.4 | 70 | 60 | 50 | Waterloo 23.2 and 22.8 | 70 | 60 | 50 |
| 19.4 and 19.8 | 70 | 60 | 50 | 22.6 and 22.2 | 60 | 50 | 40 |
| Elkhorn 21.9 and 22.1 | 70 | 60 | 50 | 22.1 and 21.9 | 70 | 60 | 50 |
| 22.2 and 22.6 | 60 | 50 | 40 | Elkhorn 19.8 and 19.4 | 70 | 60 | 50 |
| 22.8 and 23.2 | 70 | 60 | 50 | 18.4 and 18.1 | 70 | 60 | 50 |
| Vroman 258.1 and 258.5 | 70 | 60 | 50 | Lane 16.2 and 15.9 | 80 | 70 | 50 |
| Beck 281.1 and 281.9 | 80 | 70 | 50 | 14.7 and 14.2 | 80 | 70 | 50 |
| North Platte | | | | Seymour 5.6 and 5.2 | 25 | 25 | 25 |
| | | | | Summit | | | |

| SECOND SUBDIVISION | | | | | | | |
|---|----------------|-------|-------------------|---|----------------|-------|-----|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| Diesel locomotives in road service. | | | 55 | | | | |
| Big Springs, over highway crossing when using siding. | 5 | 5 | 5 | Hillsdale, 5000 class and heavier engines on industry track. | | | 5 |
| Sidney, freight trains entering and moving through yard tracks. | | | 5 | | | | |
| Brownson, on government tracks. | | | 10 | | | | |
| ON WESTWARD TRACK | | | ON EASTWARD TRACK | | | | |
| Between Mile Posts— Korty 323.5 and 324.4 | 70 | 60 | 50 | Between Mile Posts— 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 |
| Diesel locomotives in road service. | | | 55 | Between M. P. 150.7 and 150.9 | 30 | 30 | 25 |
| With C. B. & Q. 5200 and 5500 class engines. | | 45 | 45 | Between M. P. 150.9 and 151.1 | 50 | 40 | 25 |
| Freight engines not otherwise shown. | | 50 | | Sterling, 3900 class engines on coal chute track. | | | 5 |
| Light engines. | | 45 | 45 | 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. |
| Touhy 36.0 and 37.4 | 25 | 25 | Ord—Loup City Branch Maximum speed: Between Grand Island and St. Libory. | | 25 |
| Garratt 56.3 and 57.5 | 15 | 15 | Carey, all airfield trackage. | | 10 |
| Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits. | 35 | 25 | Between St. Libory and Ord. | | 30 |
| Pickrell 96.5 and 97.3 | 15 | 15 | 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 | Hastings Branch Maximum speed. Diesel locomotives in road service. | 70 | 50 55 |
| Stromsburg Branch 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 | Kearney Branch 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 | North Platte Branch 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 |
| Norfolk Branch 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 | North Platte Cut-off 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. 1.75. | | 25 | On curves between M.P. 25.42 and M.P. 31.25. | | 30 |
| Albion Branch Maximum speed: | | 30 | Through tunnel between Albin and Tremain. | | 20 |
| Trains handling outfit cars. | | 20 | Lyman Branch. | | 20 |
| Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11. | | 30 | Gering Branch. | | 20 |
| Between M.P. 11 and Spalding. | | 25 | Sears Branch. | | 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 |
|--------------------------|-----------|--|-------------------|----------------------------------|-----------|--|-------------------|
| First Subdivision | | | | First Subdivision (Cont.) | | | |
| Seymour..... | 8.9 | 70—XP | Both | Josselyn..... | 217.9 | 27—XP | Both |
| Paddock..... | 128.5 | 20 | West | Willow Island..... | 243.2 | 63—XP | Both |
| Buda..... | 184.3 | ES 73—XP | Both | Keith..... | 274.6 | 7—X | Both |
| Kearney Air Base..... | 185.9 | WS 40—XP | Both | Beck..... | 280.5 | 10 | West |
| Alfalfa Center..... | 194.1 | 44—XP | Both | | | | |

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.

6 (A). The following letters placed in column with station name in time-table indicate:
 D—day operator
 N—night operator
 DN—day and night operator
 R—train register
 YL—yard limits

The following letters placed in columns provided in time-table indicate:
 C—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. |
| 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. | E. R. Core..... | Surgeon..... | Kimball, Nebr. |
| W. A. Buntten..... | 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. Pearsons..... | 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. |
| J. W. Wells..... | Surgeon..... | Brighton, Colo. | G. B. Salter..... | Surgeon..... | Norfolk, Nebr. |
| M. L. Chaloupka..... | Surgeon..... | Callaway, Nebr. | O. C. Kreymborg..... | Surgeon..... | North Platte, Nebr. |
| A. D. Brown..... | Surgeon..... | Central City, Nebr. | Wm. B. Niehus..... | Surgeon..... | North Platte, Nebr. |
| E. T. Zikmund..... | Surgeon..... | Central City, Nebr. | A. J. Callaghan..... | Surgeon..... | North Platte, Nebr. |
| R. R. Douglas..... | Surgeon..... | Clarks, Nebr. | H. H. Walker..... | Oculist and Aurist. | North Platte, Nebr. |
| R. C. Anderson..... | Surgeon..... | Columbus, Nebr. | G. F. Waltemath..... | Surgeon..... | North Platte, Nebr. |
| H. D. Kuper..... | Surgeon..... | Columbus, Nebr. | R. T. Takenaga..... | Surgeon..... | North Platte, Nebr. |
| L. G. Howard..... | Oculist and Aurist. | Council Bluffs, Ia. | H. A. Blackstone..... | Surgeon..... | Northport, Nebr. |
| A. L. Nielson..... | Surgeon..... | Council Bluffs, Ia. | G. T. Alliband..... | Oculist..... | Omaha, Nebr. |
| A. M. Pedersen..... | Surgeon..... | Council Bluffs, Ia. | S. McClenaghan..... | Surgeon..... | Omaha, Nebr. |
| G. M. McArdle..... | Surgeon..... | Council Bluffs, Ia. | C. F. Bantin..... | Surgeon..... | Omaha, Nebr. |
| P. D. Pedersen..... | Surgeon..... | Council Bluffs, Ia. | M. W. Barry..... | Surgeon..... | Omaha, Nebr. |
| C. H. Sheets..... | Surgeon..... | Cozad, Nebr. | J. G. Bartek..... | Surgeon..... | Omaha, Nebr. |
| R. C. Gramlich..... | Surgeon..... | Cheyenne, Wyo. | J. C. Davis..... | Aurist..... | Omaha, Nebr. |
| J. D. Shingle..... | Surgeon..... | Cheyenne, Wyo. | J. B. Dolezal..... | Oculist..... | Omaha, Nebr. |
| G. W. Koford..... | Surgeon..... | Cheyenne, Wyo. | C. A. Walvoord..... | Shop Surgeon..... | Omaha, Nebr. |
| L. E. McGonigle..... | Surgeon..... | Cheyenne, Wyo. | J. K. Muldoon..... | Surgeon..... | Omaha, Nebr. |
| E. W. Newman..... | Oculist..... | Cheyenne, Wyo. | R. T. Mauer..... | Hospital Surgeon..... | Omaha, Nebr. |
| R. B. Stump..... | Oculist and Aurist. | Cheyenne, Wyo. | R. A. Moser..... | Surgeon..... | Omaha, Nebr. |
| G. W. Marbry..... | Oculist..... | Cheyenne, Wyo. | F. C. Nelson..... | Surgeon..... | Omaha, Nebr. |
| R. I. Williams..... | Aurist..... | Cheyenne, Wyo. | O. C. Nickum..... | Shop Surgeon..... | Omaha, Nebr. |
| R. B. Rundquist..... | Surgeon..... | Chappell, Nebr. | S. A. Swenson..... | Shop Surgeon..... | Omaha, Nebr. |
| L. J. Ekeler..... | Surgeon..... | David City, Nebr. | J. J. O'Hearn..... | Surgeon..... | Omaha, Nebr. |
| J. B. Kile..... | Surgeon..... | Eddyville, Nebr. | R. H. Rasgorshak..... | Oculist and Aurist. | Omaha, Nebr. |
| R. C. Reeder..... | Surgeon..... | Fremont, Nebr. | S. L. Larson..... | Surgeon..... | Ogallala, Nebr. |
| Bert W. Pyle..... | Surgeon..... | Fullerton, Nebr. | J. L. McFee..... | Surgeon..... | Ogallala, Nebr. |
| L. E. Imes..... | Surgeon..... | Ft. Morgan, Colo. | C. J. Miller..... | Surgeon..... | Ord, Nebr. |
| E. G. Johnson..... | Surgeon..... | Genoa, Nebr. | W. G. Seng..... | Surgeon..... | Oshkosh, Nebr. |
| K. F. McDermott..... | Surgeon..... | Gothenburg, Nebr. | Don E. Baca..... | Surgeon..... | Papillion, Nebr. |
| C. H. Maggiore..... | Surgeon..... | Grand Island, Nebr. | M. L. Morris..... | Surgeon..... | Pine Bluffs, Wyo. |
| J. A. Proffitt..... | Oculist and Aurist. | Grand Island, Nebr. | M. O. Arnold..... | Surgeon..... | St. Paul, Nebr. |
| W. C. Harvey..... | Surgeon..... | Grand Island, Nebr. | F. G. Kolouch..... | Surgeon..... | Schuyler, Nebr. |
| W. C. Harvey, Jr..... | Surgeon..... | Grand Island, Nebr. | J. E. Nordstrom..... | Surgeon..... | Shelton, Nebr. |
| J. J. Hanigan..... | Surgeon..... | Grand Island, Nebr. | R. J. Fox..... | Surgeon..... | Spaulding, Nebr. |
| O. A. Kostal..... | Surgeon..... | Gering, Nebr. | H. E. Moore..... | Surgeon..... | Sutherland, Nebr. |
| C. L. Kleager..... | Surgeon..... | Gering, Nebr. | C. B. Dorwart..... | Surgeon..... | Sidney, Nebr. |
| H. P. Linton..... | Surgeon..... | Hallam, Nebr. | B. H. Grimm..... | Surgeon..... | Sidney, Nebr. |
| B. R. Bancroft..... | Surgeon..... | Hastings, Nebr. | F. E. Palmer..... | Oculist and Aurist. | Sterling, Colo. |
| S. O. Staley..... | Surgeon..... | Hastings, Nebr. | L. W. Anderson..... | Surgeon..... | Sterling, Colo. |
| F. L. Richards..... | Oculist and Aurist. | Julesburg, Colo. | R. W. Ludwick..... | Surgeon..... | Sterling, Colo. |
| M. B. Wilcox..... | Oculist and Aurist. | Kearney, Nebr. | C. R. Watson..... | Surgeon..... | South Mitchell, Nebr. |
| A. H. Shamberg..... | Surgeon..... | Kearney, Nebr. | Leo Keenan..... | Surgeon..... | Torrington, Wyo. |
| | | Kimball, Nebr. | C. L. Marsh..... | Surgeon..... | Valley, Nebr. |
| | | | Ivan M. French..... | Surgeon..... | Wahoo, Nebr. |