



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 15

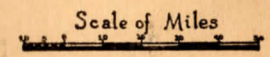
Effective Sunday
April 26, 1953

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

Safety Is
No Accident

FOR EMPLOYEES ONLY

EASTERN DISTRICT
NEBRASKA DIVISION
 CORRECTED TO AUG. 1, 1949



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 15													Distance from Council Bluffs	April 26, 1953														
STATIONS																												
11	85	1	17	37	23	5	9	103	101	27	105	111		CO. BLUFFS	OMAHA	GRAND ISLAND	NORTH PLATTE	JULESBURG	SIDNEY	KANSAS CITY	DENVER	CHEYENNE	BORIE	LARAMIE	RAWLINS	GREEN RIVER	GRANGER	OGDEN
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	0.0	2.8	146.9	284.1	365.3	407.5	407.5	562.5	562.5	519.0	566.0	682.8	817.0	847.2	992.6	
						9.20																						
	9.55	9.45	9.40			10.25	9.55			3.10	2.55	1.45	1.40	12.50	2.8													
	1.20	12.30	12.15			1.20	12.45			5.10	4.55	4.22	3.40	2.55	146.9													
	4.20	2.40	2.30			3.55	3.05			6.55	6.40	6.35	5.25	4.50	284.1													
	3.40	2.00	1.40			3.05	2.15			6.00	5.45	6.05	4.30	3.55	365.3													
		3.30													365.3													
	6.25		4.00			5.25	4.35								407.5													
										7.43	7.28	8.25	6.13		407.5													
						11.59				9.30					407.5													
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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	
	Daily	Daily	Tuesday Thurs., Sat.	Daily except Sun.	Daily except Sun.	Monday Wed., Fri.	

Time-Table No. 15

April 26, 1953

STATIONS

Train No.	71	73	75	237	239	233	Distance from Council Bluffs
OXWITYOPE	8.00PM	12.01PM				5.30AM	0.0
XWITOPE	8.15	12.15				5.40	2.8
XIP	8.30	12.45				A 5.59AM	5.2
E877 XP	8.40	12.55				7.06AM	13.6
XP	8.50	1.00					17.1
C884 XP						s 7.20	21.7
C884 P						s 7.40	24.8
WB144XYPWC E8165 E890	A 9.15PM	A 1.15PM				s 8.40	28.0
C881 P						f 8.50	34.3
I							38.2
WB99 X E8173 WPZ						s 9.15	39.3
I							40.0
IP							44.8
C883 P						f 9.24	46.2
C8119 XP						s 9.38	54.4
C883 P						s 10.10	61.4
WB130 X E8123 WP						s 11.10	68.7
C8118 P						f 11.52AM	76.9
WB148 XWTC E8125 YPZ						s 12.30PM	84.6
C8119 P						s 12.50	92.2
C883 P						f 12.56	96.8
C8119 XWP						s 1.20	102.3
C883 P						f 1.30	107.9
C883 XP						s 2.00	113.6
WB113 X E8119 WYP		9.50AM				A 2.30PM	124.3
C8119 P		s 10.15					134.9
I							146.5
XWOSTYOP		A 10.45AM	7.30AM				146.9
C883 XYP				f 8.05			154.5
WB117 XW E849 P				s 8.39			162.3
C883 XP				s 9.05			169.9
WB130 XW1 E870 YP				s 9.40			176.0
C883 P				f 9.55			180.2
WB133 XWOC E8116 YPZ			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
WB130 XWY E8119 EP				s 11.30			224.4
C883 P				f 11.59AM			232.8
C883 XWP				s 12.30PM			238.2
WB125 XWOC E8120 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
XWOSTYOP				A 2.30PM			284.1

(1.15) 22.4 (1.14) 22.8 (0.85) 24.0 (2.45) 15.3 (7.30) 12.7 (9.00) 13.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72. 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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	FIRST CLASS										Distance from Council Bluffs
	11	85	1	23	5	103	101	27	105	111	
	Passenger	Passenger	Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Time-Table No. 15

April 26, 1953

STATIONS

Train No.	11	85	1	23	5	103	101	27	105	111	Distance from Council Bluffs
					9.20AM						0.0
	9.55PM	9.45PM	9.40PM	10.25AM	9.55	3.10AM	2.55AM	1.45AM	1.40AM	12.50AM	2.8
	10.02	9.52	9.47	10.32	10.02	3.15	3.00	1.52	1.45	12.55	5.2
	10.11	10.01	9.56	10.40	10.09	3.22	3.07	2.01	1.52	1.02	13.6
	10.15	10.05	10.00	10.46	10.14	3.25	3.10	2.05	1.55	1.05	17.1
	10.18	10.09	10.03	10.50	10.19	3.29	3.14	2.09	1.59	1.09	21.7
	f 10.22	10.12	10.07	10.52	10.22	3.32	3.17	2.13	2.02	1.12	24.5
	f 10.29	10.17	10.10	10.55	10.26	3.35	3.20	2.17	2.05	1.15	28.0
	10.35	10.24	10.15	11.00	10.31	3.39	3.24	2.22	2.09	1.20	34.3
	s 10.53	s 10.31	10.22	s 11.16	s 10.43	3.43	3.28	2.29	2.13	1.25	39.3
											40.0
											44.8
	11.01	10.37	10.29	11.23	10.51	3.48	3.33	2.36	2.18	1.31	46.2
	f 11.08	10.47	10.38	11.30	10.58	3.54	3.39	2.45	2.24	1.37	54.4
	11.14	10.53	10.44	11.36	11.04	3.59	3.44	2.51	2.29	1.42	61.4
	f 11.23	11.00	10.50	f 11.46	11.10 ²³³	4.04	3.49	2.57	2.34	1.47	68.7
	11.31	11.08	10.57	11.52 ²³³	11.18	4.10	3.55	3.04	2.40	1.53	76.9
	s 11.49	s 11.17	11.05	s 12.08PM	s 11.32	4.16	4.01	3.12	2.46	s 2.00	84.6
	f 11.59PM	11.27	11.13	12.17	11.43	4.22	4.07	3.20	2.52	2.07	92.2
	12.04AM	11.32	11.18	12.21	11.47	4.25	4.10	3.25	2.55	2.11	96.8
	f 12.09	11.37	11.23	12.25	11.52	4.29	4.14	3.30	2.59	2.15	102.3
	12.14	11.42	11.28	12.30	11.57AM	4.33	4.18	3.35	3.03	2.19	107.9
	f 12.20	11.47	11.33	12.35	12.02PM	4.37	4.22	3.40	3.07	2.23	113.6
											124.3
	s 12.35	11.57PM	11.43	f 12.45	12.12	4.46	4.32	3.50	3.17	2.33	124.9
	12.47	12.07AM	11.53PM	12.55	12.22	4.56	4.42	4.00	3.27	2.42	135.1
											146.5
	1.00	12.17	12.05AM	1.10	12.35	5.09	4.54	4.12	3.39	2.54	146.9
	1.28	12.30	12.15	1.20	12.45	5.10	4.55	4.22	3.40	2.55	154.5
	f 1.35	12.44	12.29	1.37	12.59	5.23	5.08	4.37	3.53	3.10	162.3
	f 1.42	12.50	12.35	1.44	1.05	5.29	5.14	4.44	3.59	3.16	169.9
	f 1.47	12.56	12.41	1.49	1.10	5.33	5.18	4.50	4.03	3.21	176.0
	1.51	1.00	12.45	1.53	1.14	5.36	5.21	4.54	4.06	3.24	180.2
	s 2.15	s 1.09	12.54	s 2.05	s 1.30	5.44	5.29	5.05	4.14	s 3.33	189.1
	f 2.24	1.18	1.04	2.16	1.39	5.51	5.36	5.14	4.21	3.41	198.3
	f 2.30	1.24	1.10	2.22	1.44	5.56	5.41	5.19	4.26	3.45	204.6
	f 2.38	1.32	1.18	2.30	1.52	6.02	5.47	5.27	4.32	3.52	213.3
	s 2.55	1.41	1.28	s 2.42	2.02	6.10	5.55	5.37	4.40	4.01	224.4
	3.04	1.48	1.35	2.51	2.10	6.16	6.01	5.45	4.46	4.07	232.8
	s 3.16	1.55	1.40	f 2.57	2.15	6.20	6.05	5.50	4.50	4.11	238.2
	s 3.32	2.04	1.50	f 3.10	2.25	6.28	6.13	5.59	4.58	4.19	248.8
	3.42	2.09	1.56	3.17	2.31	6.32	6.17	6.04	5.02	4.24	254.5
	f 3.49	2.16	2.03	3.24	2.38	6.37	6.22	6.11	5.07	4.30	261.5
	f 3.58	2.24	2.12	3.34	2.47	6.44	6.29	6.20	5.14	4.37	270.6
	4.06	2.31	2.19	3.42	2.54	6.49	6.34	6.25	5.19	4.43	278.5
	A 4.20AM	A 2.40AM	A 2.30AM	A 3.55PM	A 3.05PM	A 6.55AM	A 6.40AM	A 6.35AM	A 5.25AM	A 4.50AM	284.1

(6.25) 43.8 (4.55) 57.2 (4.50) 58.0 (5.30) 52.6 (5.10) 54.4 (3.45) 75.0 (3.45) 75.0 (4.50) 58.0 (3.45) 75.0 (4.00) 70.3

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72. 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. 15

April 26, 1953

STATIONS

Mile Post	FIRST CLASS									
	12	6	24	112	28	104	102	106	2	86
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
0.0		A 6.50PM								
2.8	A 6.40AM	6.35 6.05	A 7.50PM	A 12.30AM	A 3.35AM	A 2.40AM	A 2.50AM	A 3.00AM	A 4.05AM	A 4.15AM
5.2	6.25	5.50	7.35	12.23	3.25	2.33	2.42	2.52	3.55	4.05
13.6	6.16	5.42	7.25	12.15	3.17	2.25	2.34	2.44	3.47	3.57
17.1	6.12	5.38	7.20	12.11	3.13	2.22	2.30	2.40	3.43	3.53
21.7	f 6.08	5.33	7.14	12.07	3.09	2.17	2.25	2.35	3.39	3.49
24.5	f 6.03	5.30	7.10	12.03AM	3.05	2.13	2.21	2.31	3.35	3.45
28.0	s 5.59	5.26	7.04	11.59PM	3.01	2.10	2.18	2.28	3.31	3.41
34.3	s 5.52	5.20	6.56	11.54	2.56	2.05	2.12	2.22	3.26	3.36
38.2										
39.3	s 5.44	s 5.14	s 6.49	11.50	2.52	2.00	2.07	2.17	3.22	s 3.32
40.0										
44.8										
46.3	f 5.30	4.59	6.34	11.44	2.42	1.52	1.59	2.08	3.12	3.22
54.4	f 5.21	4.52	6.25	11.38	2.34	1.46	1.53	2.02	3.04	3.14
61.4	f 5.13	4.46	6.18	11.32	2.27	1.41	1.48	1.57	2.57	3.07
68.7	s 5.06	4.40	s 6.11	11.27	2.20	1.35	1.42	1.51	2.50	3.00
76.9	f 4.56	4.32	6.01	11.21	2.12	1.29	1.36	1.45	2.42	2.52
83.8										
84.5	s 4.46	s 4.25	s 5.52	11.14	2.05	1.22	1.29	1.38	2.35	s 2.45
92.2	f 4.27	4.14	5.40	11.04	1.54	1.15	1.22	1.31	2.26	2.36
96.5	4.21	4.10	5.36	11.01	1.50	1.12	1.19	1.28	2.22	2.32
102.3	f 4.15	4.05	5.31	10.58	1.46	1.08	1.15	1.24	2.17	2.27
107.9	4.07	4.00	5.26	10.54	1.42	1.04	1.11	1.20	2.12	2.22
113.6	f 4.01	3.55	5.22	10.50	1.38	1.07	1.16	1.25	2.07	2.18
124.3										
124.9	s 3.49	3.45	f 5.11	10.42	1.30	1.25	1.28	1.08	1.57	2.09
135.1	3.37	3.36	5.00	10.34	1.21	1.24	1.25	1.00	1.47	1.59
146.5										
146.9	3.25 3.05	3.25 3.15	4.45 4.35	10.24 10.23	1.10 1.00	1.23 1.30	1.24 1.39	1.25 1.49	1.35 1.25	1.48 1.38
154.5	2.48	3.02	4.21	10.14	1.39 12.19	1.02 1.04	1.29 1.28	1.29 1.28	1.12	1.22
162.3	f 2.39	2.55	4.11	10.08	12.05AM	12.13	12.23	12.33	1.05	1.16
169.9	f 2.30	2.48	4.03	10.03	11.58PM	12.07	12.17	12.27	12.58	1.09
176.0	f 2.23	2.42	3.56	9.59	11.52	12.02AM	12.12	12.22	12.52	1.04
180.2	2.19	2.38	3.51	9.56	11.48	11.59PM	12.09	12.19	12.48	1.00
189.1	s 2.09	s 2.28	s 3.40	9.48	11.42	11.51	12.01AM	12.11	12.40	s 12.52
198.3	f 1.54	2.15	3.24	9.40	11.34	11.43	11.53PM	12.03AM	12.30	12.43
204.6	f 1.47	2.09	3.18	9.36	11.29	11.39	11.49	11.59PM	12.25	12.38
213.3	f 1.37	2.02	3.09	9.30	11.21	11.33	11.43	11.53	12.17	12.31
224.4	s 1.25	1.52	f 2.57	9.22	11.13	11.25	11.35	11.45	12.07AM	12.22
232.5	1.14	1.45	2.45	9.16	11.06	11.19	11.29	11.39	11.59PM	12.14
238.2	s 1.08	1.40	f 2.39	9.12	11.02	11.15	11.25	11.35	11.55	12.10
248.8	s 12.53	1.30	f 2.22	9.04	10.54	11.07	11.17	11.27	11.46	12.01AM
254.5	12.44	1.25	2.13	9.00	10.49	11.02	11.12	11.22	11.41	11.56PM
261.5	f 12.37	1.18	2.06	8.55	10.43	10.57	11.07	11.17	11.35	11.50
270.6	f 12.29	1.10	1.57	8.48	10.36	10.50	11.00	11.10	11.28	11.43
278.5	12.22	1.03	1.49	8.42	10.30	10.44	10.54	11.04	11.22	11.37
284.1	12.15AM	12.55PM	1.40PM	8.37PM	10.23PM	10.38PM	10.48PM	10.58PM	11.15PM	11.30PM

Black Signals at more tracks
 Double or three or more tracks
 Double Track

Thru Time to Omaha (6.25) (5.10) (6.10) (3.53) (5.13) (4.02) (4.02) (4.02) (4.50) (4.45)
 Average speed per hour 43.8 54.4 45.6 72.4 54.5 69.7 69.7 69.7 58.2 59.2

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 15

April 26, 1953

STATIONS

Mile Post	SECOND CLASS						Car Capacity of Seating, etc. See Rule 6 (A), Page 25.
	72	234	76	74	240	238	
	Time Freight	Local Freight	Local Freight	Time Freight	Local Freight	Local Freight	
0.0	A 2.00AM	A 3.15PM		A 8.30AM			XWCITYOPZ
2.8	1.54	2.55		8.15			XWITOPZ
5.2	1.10	2.35		7.45			XIP
13.6	12.50	2.15		7.20			ES77 XP
17.1	12.40	f 2.05		7.10			XP
21.7		s 1.55					CS84 XP
24.5		s 1.30					CS84 P
28.0	12.15AM	s 1.00		6.45AM			WS144XYPWC ES165 ES90
34.3		f 12.01PM					CS81 P
38.2							I
39.3		s 11.50AM					WS99 X ES172 WPZ
40.0							I
44.8							IP
46.3		f 10.50					CS82 P
54.4		s 10.20					CS119 XP
61.4		s 9.50					CS82 P
68.7		s 9.20					WS130 X ES123 WP
76.9		f 8.20					CS118 P
83.8							
84.5		s 8.00					WS143 XWTC ES125 YPZ
92.2		s 7.20					CS119 P
96.5		f 6.50					CS82 P
102.3		s 6.40					CS119 XWP
107.9		f 6.00					CS82 P
113.6		s 5.39					CS82 XP
124.3							
124.9		5.00AM	A 6.55AM				WS113 X ES119 WYP
135.1		s 6.40					CS119 P
146.5							I
146.9			6.20AM		A 2.00PM		XWCZTYOP
154.5		f 1.30					CS82 XYP
162.3		s 1.00					WS117 XW ES48 P
169.9		s 12.30PM					CS82 XP
176.0		s 11.59AM					WS130 XWI ES70 YP
180.2		f 11.15					CS82 P
189.1		A 1.30PM			s 11.00AM		WS122 XWC ES118 YPZ
198.3		s 1.00					CS83 P
204.6		s 12.30PM					CS130 XWP
213.3		s 11.50AM					CS83 P
224.4		s 11.30					WS120 XWY ES119 ZP
232.5		f 10.30					CS83 P
238.2		s 10.00					CS83 XWP
248.8		s 8.15					WS125 XWC ES130 YP
254.5		7.55					CS83 P
261.5		f 7.45					CS83 WP
270.6		f 7.30					CS119 XP
278.5		7.15					CS83 P
284.1		7.00AM					XWCZTYOP

Black Signals at more tracks
 Double or three or more tracks
 Double Track

..... Thru Time (1.45) (10.15) (0.35) (1.45) (0.30) (3.00)
 Average speed per hour 16.0 12.2 37.7 16.0 14.6 14.1

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 15

April 26, 1953

FIRST CLASS

Mile Post	FIRST CLASS									
	6	24	112	28	2	12	104	102	106	86
	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger

STATIONS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY 5.1	284.1	A11.45AM	A12.30PM	A 7.32PM	A 9.13PM	A10.05PM	A10.55PM	A 9.33PM	A 9.43PM	A 9.53PM	A10.15PM
DN WEST NORTH PLATTE 1.3	289.2	11.33	12.17	7.23	9.03	9.52	10.42	9.24	9.34	9.44	10.03
BIRDWOOD 6.4	290.5										
D HERSHEY OF 3.8	296.9	11.27	12.09	7.17	8.57	9.46	10.34	9.18	9.28	9.38	9.56
DN O'FALLONS FA 1.1	300.7	11.24	12.05	7.14	8.54	9.43	10.30	9.15	9.25	9.35	9.53
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	11.22	f12.02PM	7.12	8.52	9.41	f10.27	9.13	9.23	9.33	9.51
DEXTER 7.6	307.9	11.18	11.57AM	7.09	8.49	9.38	10.22	9.10	9.20	9.30	9.47
D PAXTON PN 6.2	315.5	11.11	f11.50	7.03	8.43	9.32	f10.15	9.04	9.14	9.24	9.41
KORTY 6.0	321.7	11.06	11.44	6.59	8.38	9.27	10.09	8.59	9.09	9.19	9.35
D ROSCOE RO 7.1	327.7	11.00	11.38	6.55	8.32	9.21	f10.03	8.55	9.05	9.15	9.29
DN OGALLALA YL GT 9.1	334.8	10.53	s11.31	6.50	8.26	9.15	s 9.56	8.50	9.00	9.10	9.23
D BRULE RU 5.2	343.9	10.44	f11.21	6.43	8.18	9.07	f 9.46	8.42	8.52	9.02	9.14
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.36	f11.11	6.36	8.10	8.59	f 9.36	8.35	8.45	8.55	9.06
BARTON 6.9	359.8	10.31	11.05	6.32	8.06	8.55	9.30	8.31	8.41	8.51	9.01
DN JULESBURG YL JB 5.3	365.2	10.25	f11.00	s 6.27PM	8.01	8.50	s 9.25	8.26	8.36	8.46	8.55PM
WEIR 9.7	370.6	10.20	10.54		7.55	8.46	9.18	8.21	8.31	8.41	
D CHAPPELL CQ 9.4	380.8	10.11	f10.46		7.47	8.38	f 9.11	8.14	8.24	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f10.37		7.38	8.30	f 9.02	8.07	8.17	8.27	
D SUNOL UN 4.7	396.8	9.56	10.31		7.33	8.25	f 8.56	8.02	8.12	8.22	
COLTON 6.5	401.0	9.52	10.27		7.29	8.21	8.52	7.58	8.08	8.18	
DN-R SIDNEY YL OD 8.0	407.5	9.45	10.20		7.22	8.15 ¹⁰²⁻¹⁰⁶	8.45	7.52	8.02	8.12	
BROWNSON 10.9	415.5	9.24	9.59		7.01	7.37	8.25	7.43	7.53	8.03	
DN POTTER PR 4.4	426.4	9.14	9.49		6.52	7.29	f 8.15	7.34	7.44	7.54	
JACINTO 4.6	430.8										
D DIX DX 4.5	435.4	9.06	9.41		6.45	7.22	f 8.05	7.28	7.38	7.48	
OWASOO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.58	f 9.32		6.38	7.15	s 7.55	7.22	7.32	7.42	
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.47	9.20		6.28	7.04	s 7.40	7.13	7.23	7.33	
DN PINE BLUFFS YL UF 5.3	466.7	8.38	9.10		6.19	6.55	7.25 ¹⁰²⁻¹⁰⁶ s 7.05 ¹⁰⁴	7.05 ¹²	7.15 ¹²	7.25 ¹²	
TRACY 5.5	472.0										
D EGBERT GX 5.7	477.5	8.27	9.00		6.09	6.45	f 6.48	6.55	7.05	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		6.04	6.40	6.43	6.51	7.01	7.11	
HILLSDALE 6.2	489.7	8.17	8.50		5.59	6.35	6.38	6.47	6.57	7.07	
DUREHAM 5.3	495.9	8.12	8.45		5.54	6.29	6.33	6.42	6.52	7.02	
ARONER 8.8	501.2	8.07	8.40		5.49	6.24	6.29	6.38	6.48	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM		5.40PM	6.15PM	6.20PM	6.30PM	6.40PM	6.50PM	

Thru Time.....	(3.50)	(4.00)	(1.05)	(3.33)	(3.50)	(4.35)	(3.08)	(3.03)	(3.03)	(1.20)
Average speed per hour.....	58.1	56.4	74.0	63.4	58.1	49.2	73.9	73.9	73.9	69.0

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 15

April 26, 1953

SECOND CLASS

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

STATIONS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY 5.1	284.1	A11.15AM			A 4.50PM	A 7.00PM				XWCZTYOP
DN WEST NORTH PLATTE 1.3	289.2	11.05			4.40	6.48				P
BIRDWOOD 6.4	290.5									CS 84
D HERSHEY OF 3.8	296.9	s10.55			f 4.30	s 6.38				WS 72 XP
DN O'FALLONS FA 1.1	300.7	f10.30			4.22PM	6.30PM				CS 119 XWYP
VARNER 1.6	301.8									40 X
D SUTHERLAND SU 4.5	303.4	s10.15								CS 121 P
DEXTER 7.6	307.9	f 9.55								CS 82 P
D PAXTON PN 6.2	315.5	s 9.45								CS 121 P
KORTY 6.0	321.7	f 9.20								P
D ROSCOE RO 7.1	327.7	f 9.10								CS 83 P
DN OGALLALA YL GT 9.1	334.8	s 9.00								WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	s 8.15								CS 125 P
MEGEATH 4.8	349.1									17
D BIG SPRINGS GS 5.4	353.9	s 7.50								CS 132 WP
BARTON 6.9	359.8	f 7.25								CS 83 P
DN JULESBURG YL JB 5.3	365.2	7.15AM			A12.15PM					XWCYYP WS125 ES121
WEIR 9.7	370.6				f11.59AM					CS 90 P
D CHAPPELL CQ 9.4	380.8				s11.45					CS 123 WP
D LODGE POLE GP 6.6	389.7				s11.30					WS 111 ES 75 XP
D SUNOL UN 4.7	396.8				f11.20					XP
COLTON 6.5	401.0				f11.10					CS 125 P
DN-R SIDNEY YL OD 8.0	407.5				A 1.40PM	11.00AM				XWCOYP
BROWNSON 10.9	415.5				f 1.05					CS 94 YP
DN POTTER PR 4.4	426.4				s12.40					WS 121 XWP ES 70
JACINTO 4.6	430.8									8 PX
D DIX DX 4.5	435.4				s12.09PM					CS 125 P
OWASOO 4.6	439.9									27 PX
DN KIMBALL KB 6.6	444.5				s11.45AM					CS 133 XWP
OLIVER 5.5	451.1									12
D BUSHNELL BN 10.1	456.6				s11.05					CS 125 WP
DN PINE BLUFFS YL UF 5.3	466.7				s10.40					CS125 XWCP
TRACY 5.5	472.0									10
D EGBERT GX 5.7	477.5				A 9.20AM	f 9.45				CS 94 XWYP
D BURNS UX 6.5	483.2				s 9.10	s 9.30				WS 62 XP
HILLSDALE 6.2	489.7				s 9.01	f 9.20				CS 96 WP
DUREHAM 5.3	495.9				f 8.53	f 9.09				WS 62 XP
ARONER 8.8	501.2				f 8.45	f 9.00				WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5				8.35AM	8.45AM				XWCZTYOP

Thru Time.....	(4.00)	(0.45)	(4.55)	(1.15)	(0.28)	(0.30)
Average speed per hour.....	20.3	43.7	20.7	33.8	35.6	30.8

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

WESTWARD		THIRD SUBDIVISION				Distance from Julesburg	Time-Table No. 15 April 26, 1953		STATIONS		
		SECOND CLASS		FIRST CLASS							
		71 C. B. & Q. Freight Daily	111 Streamliner Passenger Daily	85 Passenger Daily	301 C. B. & Q. Passenger Daily						
80	WCYIP		f 5.10AM	3.30AM	0.0	DN	JULESBURG	YL	JB		
75	ZP		5.18	f 3.40	7.1	D	OID	VI			
73	WP		5.24	f 3.47	14.6	D	SEDGWICK	ZD			
29					19.0		DORSEY				
95	P		5.31	f 3.55	23.1		RED LION				
29	P				25.8		MARCOIT				
95	WP		5.36	f 4.02	30.1	DN	CROOK	OK			
22					34.2		TOBIN				
72	P		5.43	f 4.10	38.8		PROCTOR				
12	P				41.1		POWELL				
22					42.2		GRIFF				
94	P		5.48	f 4.16	45.6	D	ILIFF	F			
16					50.1		FORD				
77	P		5.54	4.23	53.5		HAYFORD				
	IP				57.2		O. B. & Q. CROSSING				
189	IWCTZP		1.00PM	6.00 6.05	4.30 4.40	2.50AM	57.5	DN-R	STERLING	YL	ST
							61.7		HALL		
72	P		1.14	6.13	f 4.48	f 2.58	64.1	D	ATWOOD	OD	
23							66.8		BETTLAND		
74	P		1.27	6.19	f 4.54	f 3.06	70.2	D	MERINO	MI	
10							72.1		BETA		
143	P		1.36	6.24	f 4.59	3.14	76.0		MESSEX		
41							78.4		BALZAO		
52	P		A 2.00PM	6.29	f 5.04	A 3.25AM	81.0	DN	UNION	UN	
24							82.8		COOPER		
94	WP			6.34	f 5.09		87.0	D	SNYDER	SN	
53	P			6.40	5.15		93.8		DODD		
21							96.9		HURLEY		
100	WCP			6.44	f 5.20		98.6	DN	FT. MORGAN	FX	
35	P			6.50	5.27		106.0		NARROWS		
79	P			6.52	f 5.30		109.0	D	WELDONA	DN	
22	P			6.57	f 5.35		114.2		GOODRICH		
78	P			7.00	f 5.38		117.7		ORCHARD		
14	P						121.4		SUBLETTE		
53	P			7.06	f 5.45		124.8		MASTERS		
50	P			7.11	5.50		130.2		CANTON		
121	WP			7.16	f 5.55		135.4		HARDIN		
16	P						139.1		KUNER		
78	P			7.22	f 6.02		143.1	D	KERSEY	KR	
27							147.2		AUBURN		
56	WCTYP		A 7.30AM	A 6.11AM			151.1	DN-R	LASALLE	YL	SA

(1.00) (2.20) (2.41) (0.35) Thru Time
23.5 64.8 56.3 40.3 Average speed per hour

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

WESTWARD		THIRD SUBDIVISION				Time-Table No. 15 April 26, 1953		STATIONS	
		FIRST CLASS		SECOND CLASS					
		112 Streamliner Passenger	86 Passenger	302 C. B. & Q. Passenger	250 Time Freight				
DN	JULESBURG	YL	JB	0.0	As 6.27PM	A 8.45PM			
D	OID	VI		7.1	6.18	8.30			
D	SEDGWICK	ZD		14.6	6.12	8.22			
	DORSEY			19.0					
	RED LION			23.1	6.05	8.13			
	MARCOIT			25.8					
DN	CROOK	OK		30.1	6.00	8.07			
	TOBIN			34.2					
	PROCTOR			38.8	5.53	7.59			
	POWELL			41.1					
	GRIFF			42.2					
D	ILIFF	F		45.6	5.48	7.53			
	FORD			50.1					
	HAYFORD			53.5	5.41	7.46			
	O. B. & Q. CROSSING			57.2					
DN-R	STERLING	YL	ST	57.5	5.37 5.35	7.42 7.32	A 11.45PM	A 10.15PM	A 11.59PM
	HALL			61.7					
D	ATWOOD	OD		64.1	5.28	7.24	f 11.28	9.55	11.43
	BETTLAND			66.8					
D	MERINO	MI		70.2	5.23	7.19	f 11.21	9.46	11.33
	BETA			72.1					
	MESSEX			76.0	5.19	7.14	f 11.15	9.38	11.21
	BALZAO			78.4					
DN	UNION	UN		81.0	5.15	7.10	f 11.07PM	9.31	11.09PM
	COOPER			82.8					
D	SNYDER	SN		87.0	5.10	7.05		9.24	
	DODD			93.8	5.05	6.59		9.15	
	HURLEY			96.9					
DN	FT. MORGAN	FX		98.6	5.01	6.55		9.08	
	NARROWS			106.0	4.55	6.47		8.57	
D	WELDONA	DN		109.0	4.53	6.45		8.52	
	GOODRICH			114.2	4.49	6.40		8.45	
	ORCHARD			117.7	4.46	6.37		8.40	
	SUBLETTE			121.4					
	MASTERS			124.8	4.40	6.30		8.30	
	CANTON			130.2	4.36	6.25		8.18	
	HARDIN			135.4	4.32	6.21		8.10	
	KUNER			139.1					
D	KERSEY	KR		143.1	4.25	6.14		7.55	
	AUBURN			147.2					
DN-R	LASALLE	YL	SA	151.1	4.18PM	6.06PM		7.40PM	

Thru Time (2.09) (2.39) (0.38) (2.35) (0.50)
Average speed per hour 70.3 57.0 37.1 36.2 28.2

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

WESTWARD				BEATRICE BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 15 April 26, 1953				SECOND CLASS				
		71 Freight Daily	73 Freight Daily	Distance from Valley	STATIONS			Mile Post	74 Freight	72 Freight		
WCYP		10.25PM	1.30PM	0.0	DN-R	VALLEY YL V	0.0	A 5.40AM	A 11.15PM			
	AI			5.8		O. B. & Q. CROSSING	5.8					
28	P	10.40	1.45	6.3	D	YUTAN YN	6.3	5.27	11.05			
106	YP	10.50 72	1.55	11.6	D	MEAD AD	11.6	5.17	10.50 71			
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				55.3		WEST LINCOLN	55.3					
	I			56.5		O. B. & Q. CROSSING	56.5					
24	WTZP	12.55	3.18	57.1	DN	LINCOLN YL SN	57.1	3.40	8.50			
	I			57.4		O. B. & Q. CROSSING	57.4					
	I			59.0		O. B. & Q. CROSSING	59.0					
130	P	1.18	3.31	65.4		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			
73	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) 25.2	(2.55) 33.2	.....	.....	.....	.....	(3.10) 30.5	(4.15) 22.8	.....	.....	.....

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

WESTWARD				OLD MAIN LINE				EASTWARD				
SECOND CLASS				Time-Table No. 15 April 26, 1953				SECOND CLASS				
		233 Local Freight Monday Wed., Fri.		Distance from Council Bluffs	STATIONS			Mile Post				
	XIP		6.00AM	5.2	DN	SUMMIT YL SU	5.2					
	XWP		6.10	6.4		SOUTH OMAHA YL	6.4					
	XIP		f 6.20	11.9	R	GILMORE YL	11.9					
72	P		f 6.35	16.8	D	PAPILLION PO	16.8					
	AIP			19.2		MO. PAC. CROSSING	19.2					
	P		f 6.55	22.5	D	MILLARD MD	22.5					
	XP		A 7.05AM	26.1		LANE	26.1					
				20.9			20.9					
		(1.05) 18.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

WESTWARD				STROMSBURG BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 15 April 26, 1953				SECOND CLASS				
		75 Local Freight Tuesday Thursday Saturday		Distance from Valparaiso	STATIONS			Mile Post	76 Local Freight			
WCYP		5.00AM	0.0	DN-R	VALPARAISO YL VO	0.0	A 11.35AM					
16		f 5.20	7.4		LOMA	7.4	f 11.02					
28		s 5.40	13.5	D	BRAINARD BD	13.5	s 10.50					
			15.0		C. & N. W. CROSSING	15.0						
32	W	s 6.10	23.2	D	DAVID CITY DV	23.2	s 10.25					
			23.5		C. B. & Q. CROSSING	23.5						
31		s 6.45	33.3	D	RISING CITY RN	33.3	s 9.40					
36		s 7.05	40.1	D	SHELBY SH	40.1	s 9.20					
7		s 7.34	47.5	D	OSCEOLA OZ	47.5	s 8.55					
9	W	s 8.25	52.9	D	STROMSBURG S	52.9	s 8.25					
			56.8		DURANT	56.8						
35		s 8.40	63.0	D	POLK PK	63.0	s 7.50					
21		s 8.55	68.3	D	HORDVILLE HV	68.3	s 7.30					
			73.4		SAND PIT SPUR	73.4						
22		s 9.10	73.8		HEBER	73.8	f 7.10					
			75.8		C. B. & Q. CROSSING	75.8						
WYP		A 9.20AM	75.9	DN-R	CENTRAL CITY YL OI	75.9	7.05AM					
					(75.9)		Monday Wednesday Friday					
		(4.20) 17.5	.....	.....	.....	.....	(4.30) 16.8	.....	.....	.....	.....	.....

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 15 April 26, 1953				SECOND CLASS				
		79 Mixed Daily Except Sunday		Distance from Genoa	STATIONS			Mile Post	80 Mixed			
40	WY	12.32PM	0.0	D-R	GENOA YL G	0.0	A 4.35PM					
12			5.3		KENT	5.3						
20			9.3		MEROHISTON	9.3						
38		s 1.08	13.7	D	FULLERTON FU	13.7	s 4.05					
21		s 1.33	23.1	D	BELGRADE BL	23.1	s 3.45					
26	W	s 1.52	30.3	D	CEDAR RAPIDS CD	30.3	s 3.30					
36		s 2.13	36.6	D	PRIMROSE P	36.6	f 3.15					
38	WY	A 2.40PM	44.3	D-R	SPALDING YL SG	44.3	3.00PM					
					(44.3)		Daily Except Sunday					
		(2.08) 20.8	.....	.....	.....	.....	(1.35) 28.0	.....	.....	.....	.....	.....

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			NORFOLK BRANCH		EASTWARD			
	SECOND CLASS			Time-Table No. 15		SECOND CLASS			
	79	81	321	April 26, 1953		82	80	312	
	Mixed	Mixed	Mixed	Distance from Columbus	STATIONS	Mixed	Mixed	Mixed	
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			Mile Post			
WCTYPZ	11.40AM	7.20AM	1.40AM	0.0	DN-R COLUMBUS YL O	0.0	A 1.25PM	A 5.15PM	A 11.00PM
20	11.50AM	7.30	1.50	4.2	4.2 SHELDONVILLE	4.2	1.10	5.08	f 10.47
8 YP	A 12.02PM	A 7.45AM	f 2.00	9.4	5.2 R OCONEE YL	9.4	1.02PM	5.00PM	f 10.35
29			f 2.30	14.7	5.3 D PLATTE CENTER PO	14.7			s 10.20
36				20.3	5.6 TARNOV	20.3			
56 W			s 3.17	25.1	4.8 O & N. W. CROSSING	25.1			
15			f 3.23	29.1	0.6 D HUMPHREY HX	29.1			s 9.40
33 W			s 3.55	35.4	3.4 PECK	35.4			f 9.16
31				40.9	6.3 D MADISON MA	40.9			s 9.02
				48.7	5.5 ENOLA	48.7			
				50.2	7.8 O & N. W. CROSSING	50.2			
WCZTYP			A 5.00AM	50.4	1.5 O & N. W. CROSSING	50.4			8.00PM
					0.2 D-R NORFOLK YL KN				
					(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 S-72.
Track at Norfolk is used jointly with C. St. P. M. & O.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD		ALBION BRANCH		EASTWARD		
	SECOND CLASS		Time-Table No. 15		SECOND CLASS		
	79	81	April 26, 1953		82	80	
	Mixed	Mixed	Distance from Oconee	STATIONS	Mixed	Mixed	
	Daily Except Sunday	Daily Except Sunday			Mile Post		
20 YP	12.02PM	7.45AM	0.0	R OCONEE YL	0.0	A 1.02PM	A 5.00PM
5			2.0	2.0 MILL SPUR	2.0		
	12.13	s 8.00	4.3	2.3 D MONROE MN	4.3	s 12.50	s 4.50
40 WYP	A 12.29PM ⁸²	s 8.30	11.3	7.0 D-R GENOA YL G	11.3	s 12.29PM ⁷⁹	4.35PM
9			18.0	6.7 WOODVILLE	18.0		
56		s 9.15	22.3	4.3 D ST. EDWARD ST	22.3	s 11.55	
28 WYP		A 10.05AM	33.7	11.4 D-R ALBION YL A	33.7	11.30AM	
				(33.7)		Daily Except Sunday	Daily Except Sunday
	(0.27) 25.1	(2.20) 14.4		..... Thru Time	(1.32) 22.0	(0.25) 27.1	

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

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	WESTWARD		ORD BRANCH		EASTWARD			
	SECOND CLASS		Time-Table No. 15		SECOND CLASS			
	283	83	April 26, 1953		84	284		
	Mixed	Mixed	Distance from Grand Island	STATIONS	Mixed	Mixed		
	Mon., Wed., Fri.	Tues., Thurs., Sat.			Mile Post			
WYPOCZ		10.00AM	9.00AM	0.0	DN-R GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM
I				0.4	0.4 O. B. & Q. CROSSING	0.4		
11 Y				2.5	2.1 OAREY	2.5		
19		s 10.30	s 9.28	11.1	8.6 D ST. LIBORY RY	11.1	s 4.42	s 4.42
39 WYP		A 10.50AM	s 9.55	21.9	10.8 D-R ST. PAUL YL SP	21.9	s 4.20	4.20PM
27			s 10.20	30.7	8.7 D ELBA EB	30.7	s 3.48	
25			s 10.35	38.8	6.1 COTESFIELD	38.8	s 3.41	
5				48.1	6.3 WEEKS SPUR	48.1		
W			10.50	44.5	1.4 SCOTIA JUNCTION	44.5	3.23	
20			s 11.00	45.7	1.2 D SCOTIA SK	45.7	s 3.14	
W			11.15	44.5	1.2 SCOTIA JUNCTION	44.5	3.07	
31			s 11.35AM	48.8	4.3 D NORTH LOUP NU	48.8	s 2.57	
3				58.5	8.7 SAUNDERS	58.5		
				60.7	2.2 C. B. & Q. CROSSING	60.7		
34 WY			A 12.10PM	61.0	0.3 D-R ORD YL RD	61.0	2.30PM	
					(61.0)		Tue., Thurs. Sat.,	Mon., Wed., Fri.
		(0.50) 26.3	(3.10) 19.3		..... Thru Time	(2.45) 22.2	(0.55) 23.9	
					..... Average speed per hour			

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	WESTWARD		LOUP CITY BRANCH		EASTWARD		
	SECOND CLASS		Time-Table No. 15		SECOND CLASS		
	283	284	April 26, 1953		284		
	Mixed	Mixed	Distance from St. Paul	STATIONS	Mixed		
	Monday Wednesday Friday				Mile Post		
WY		11.15AM	0.0	D-R ST. PAUL YL SP	0.0	A 4.05PM	
19		s 11.40AM	8.8	8.8 D DANNEBROG DB	8.8	s 3.50	
11 W		s 12.05PM	18.6	10.3 D BOELUS HW	18.6	s 3.20	
31		f 12.25	25.8	7.2 ROOKVILLE	25.8	f 2.55	
33 W		A 1.00PM	39.0	13.2 D-R LOUP CITY YL OP	39.0	2.30PM	
				(39.0)		Monday Wednesday Friday	
		(1.45) 22.3		..... Thru Time	(1.35) 24.6		
					..... Average speed per hour		

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	WESTWARD		HASTINGS BRANCH		EASTWARD		
	SECOND CLASS		Time-Table No. 15		SECOND CLASS		
	April 26, 1953		STATIONS				
			Distance from Hastings	STATIONS	Mile Post		
WYPCZ			0.0	DN-R HASTINGS YL AN	0.0		
96			7.8	7.8 NEWMARCH	7.8		
130 P			12.7	5.4 D HAYLAND HA	12.7		
95 P			20.2	7.5 DENMAN	20.2		
165 WYP RCSI			28.1	7.9 DN-R GIBSON YL GB	28.1		
				(28.1)			
				..... Thru Time		
				..... Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

WESTWARD				KEARNEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 15 April 26, 1953		Mile Post	SECOND CLASS		
	95 Mixed	519 Motor Passenger	517 Motor Passenger	518 Motor Mixed		96 Mixed	STATIONS				
							Tuesday, Thursday, Saturday		Daily Ex. Sat. and Sunday	Sunday	
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A11.59AM	A 9.20PM		
12	f 9.12	f 3.50	f 5.10	5.5		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		
13 W	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 5.9	22.7	f 11.12	f 7.41		
32 P	s 10.06	s 4.25	s 5.45	28.3	D	MILLER MR	28.3	s 11.05	s 7.33		
38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER SU	32.5	s 10.53	s 7.15		
28 P	s 19.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE VD	40.4	s 10.40 ⁹⁵	s 6.59		
40	s 11.13	s 5.15	s 6.30	52.1	D	OCONTO BS	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 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	CALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹		
9	f 12.55	f 6.05	f 7.12	75.8		FINCHVILLE 10.3	75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.15	s 7.24	88.1	D	ARNOLD AD	88.1	s 9.20	s 4.45		
5 P	s 1.55	f 6.27	s 7.35	90.6		LOGAN 7.5	90.6	s 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	s 6.43	s 7.49	99.2		GANDY 4.8	99.2	s 8.50	f 4.08		
22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4	8.45AM	4.00PM		
						(102.4)		Daily Except Monday	Sunday Wednesday Friday		
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			..... Thru Time.....		(3.14) 31.7	(5.20) 19.2		
						.....Average speed per hour.....					

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		SECOND CLASS		Distance from O'Fallon.	Time-Table No. 15 April 26, 1953		Mile Post	SECOND CLASS		
	97 Local Freight	93 Mixed	98 Local Freight	94 Mixed		STATIONS					
						Daily	Daily		Daily		
WYP		7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM		
15	f 7.35	f 5.35		2.8		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 4.2	41.2	f 2.15	s 5.14		
25	f 9.20	f 6.40		46.8		BELMAR 5.6	46.8	f 2.05	f 5.03		
44	f 9.29	f 6.48		51.7		RUTHTON 4.9	51.7	f 1.55	f 4.55		
41 WCYP	s 10.00	s 7.02		59.3	D	LEWELLEN YL W	59.3	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 CO	86.4	f 12.25PM	s 3.53		
37	f 11.53 ⁹⁸	f 7.56		95.4		FINLEY 9.0	95.4	f 11.53 ⁹⁷	f 3.39		
46	s 12.05PM	s 8.07		100.4	D	BROADWATER BR	100.4	f 11.40	s 3.30		
19	f 12.20	f 8.20		109.6		TOWERS 5.0	109.6	f 11.20	f 3.12		
195 WCTP	s 12.50	s 8.30		114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05		
AI	12.55	8.33		115.5		C. B. & Q. CROSSING 1.4	115.5	10.50	2.57		
11	f 1.05	f 8.40		121.8		MOHLER 6.3	121.8	f 10.40	f 2.46		
33 P	f 1.15	s 8.50		126.7	D	SOUTH BAYARD OR	126.7	f 10.32	s 2.39		
51	f 1.25	s 8.59		132.1		McGREW 5.4	132.1	f 10.23	s 2.29		
30 P	f 1.35	s 9.09		137.9	D	MELBETA MB	137.9	f 10.13	s 2.19		
70 WCYZP	A 1.45PM	A 9.30AM		145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM		
						(145.9)		Daily	Daily		
	(6.15) 34.3	(4.00) 36.5				..... Thru Time.....		(6.19) 23.1	(4.25) 33.0		
						.....Average speed per hour.....					

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		SECOND CLASS		Distance from Gering	Time-Table No. 15 April 26, 1953		Mile Post	SECOND CLASS		
	STATIONS										
				0.0	DN-R	GERING YL G	0.0				
17				5.4		MATHERS YL	5.4				
27				6.0		MOON YL	6.0				
				7.0		ROUBADEAU YL	7.0				
18				8.4		HILLIKER YL	8.4				
18				9.8		RIFORD YL	9.8				
						(9.8)					

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule S-72.

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A),	SECOND CLASS			Distance from O'Fallons	Time-Table No. 15				Mile Post	SECOND CLASS			
	353	93	59		April 26, 1953					354	60	94	
	Mixed	Mixed	Mixed		STATIONS					Mixed	Mixed	Mixed	
72	WYP		9.40AM	6.00AM	145.9	DN-R	GERING	YL	G	145.9	A10.30AM	A 1.50PM	
14		f	9.46	f 6.10	150.5		COSTIN			150.5	f 10.17	f 1.34	
30		s	9.49	f 6.15	152.3	D	HAIG		HA	152.3	f 10.14	s 1.30	
24		s	9.55	f 6.25	155.8	D	SOUTH MITCHELL		MI	155.8	f 10.10	s 1.21	
32		f	9.58	f 6.30	157.1		PELTOM			157.1	f 10.05	f 1.14	
42		f	10.02 ⁶⁰	f 6.35	159.5		BAILEYVUE			159.5	f 10.02 ⁹³	f 1.10	
30	P	s	10.06	f 6.45	162.1	D	SOUTH MORRILL		MO	162.1	f 9.51	s 1.06	
18		f	10.09	f 6.50	164.2		JOYCE			164.2	f 9.47	f 1.01	
51	WYP	s	10.15	s 9.45 ⁶⁰	167.9	DN	LYMAN	YL	MU	167.9	s 9.40 ⁵⁹	s 12.56	
21		f	10.19	f 9.50	170.1		CANAL			170.1	f 9.20	f 12.49	
14		f	10.23	f 9.57	172.8		STEBBINS			172.8	f 9.15	f 12.44	
51	P	s	10.25	f 10.07	173.7	D	HUNTLEY		HU	173.7	f 9.13	s 12.41	
35		f	10.30	f 10.17	177.0		HOLLY			177.0	f 9.06	f 12.33	
51	WCYP		12.55PM	10.40 ⁵⁹ 10.45 ⁹³	181.6	D-R	YODER	YL	DR	181.6	A11.45AM	9.00 8.46 12.25 12.15 ⁵⁹	
51	P	s	10.55	s 12.35	188.1	D	VETERAN		VN	69.2	s 8.33	s 12.03PM	
8		f	11.00	f 12.40	191.5		HELDT			72.6	f 8.26	f 11.57AM	
16		f	11.07	f 12.50	196.1		COTTIER			77.2	f 8.19	f 11.50	
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON	YL	RI	81.7	8.10AM	11.45AM	
14		f	1.06		185.3		GOODLAND			59.0	f 11.37		
26		f	1.12		187.6		FONDA			56.7	f 11.32		
51	W	s	1.21		192.4	D	HAWK SPRINGS		HK	51.9	s 11.20		
31		f	1.29		194.7		DUROC			49.6	f 11.07		
19		f	1.44		200.8		WYROSS			43.5	f 10.56		
51	WY	s	1.55		203.8	D	LA GRANGE		GA	40.5	s 10.51		
19		f	2.11		210.7		TREMAIN			33.6	f 10.25		
51	WF	s	2.41		222.5	D	ALBIN		AB	21.8	s 10.00		
51		f	3.01		229.7		LINDBERGH			14.6	s 9.45		
	W	A	3.30PM		244.3	DN-R	EGBERT	YL	GX	0.0	9.20AM		
				(2.35) 24.3	(1.35) 34.5	(7.00) 7.8 Thru Time.....				(2.25) 25.9	(2.20) 23.4	(2.05) 26.3
			 Average speed per hour.....									

WESTWARD		LYMAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26	Distance from Lyman	Time-Table No. 15			
		April 26, 1953			
		STATIONS			
	0.0	DN	LYMAN	MU	YL
	2.8		SEARS		YL
6	3.3		SIDING NO. 1		YL
17	4.6		HARTMAN		YL
22	6.4		STEGALL		YL
(6.4)					

WESTWARD		SEARS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26	Distance from Sears	Time-Table No. 15			
		April 26, 1953			
		STATIONS			
	0.0		SEARS		YL
5	1.2		BELLINGER		YL
17	2.8		JANISE		YL
(2.8)					

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, and Nos. 60 and 94 are superior to No. 59.—See Rule S-72.

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Psgr." —Train with steam locomotive and all passenger train equipment.

Designation "Frnt." —Train with freight cars; train with caboose only; locomotive without cars.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frnt.		Str.	De-Psgr.	Psgr.	Frnt.
Maximum speed	90	80	80	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				40
Inspection bus cars			40	40					35
When caboose is handled in train consisting of passenger train equipment.			50		Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30
Within yard limits protected by continuous block signal system.	60	50	50	25					25
When yard limits not protected by continuous block signal system.	50	40	40	25	Trains handling scale test cars.				30
Passing fueling stations.	50	50	40	25	Trains handling C.N.W., C.M.St.P.& P. or G.N. jeep ore cars				30
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	40	When using No. 14 turn-outs.	25	20	20	20
1500 class Diesel-electric road freight locomotives.		50	50	50	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
Diesel-electric yard switch locomotives in road service.		35	35	35				5	5
7000 and 7800 class engines.			75	50	15	15	15	15	15
3800 and 3900 class engines.			60	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	20
5000 and 9000 class engines.			50	50					
4000 class engines.			45	45	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
MacArthur type engines with 63-inch drivers.			55	50					
MacArthur type engines with 57-inch drivers.			35	35	On wye tracks.	15	15	15	15
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Jordan spreaders and other machines of spreader type, when in operation.				15
0-6-0 and 0-8-0 type yard engines.			20	20	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 020, 021, 022 and 023.				25
Steam engines running backward.			20	20					
Light engines.				45					
When more than 50% of the tonnage is gravel.				40					

OLD MAIN LINE									
Between Gilmore and Lane.			50	35					
FIRST SUBDIVISION									
Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.				5
Waterloo, seed house spur.				5	Grand Island, 1900 class and heavier engines on east and west legs of wye.				5
Fremont, within city limits.			20	15	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Fremont, on F. S. Y. & L. Co. tracks.				15	Buda, all airfield trackage.				10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Central City, within city limits	60	50	50	50	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Cozad, on Armour & Co. spur tracks.				5
Grand Island, freight trains entering and moving through yard tracks.				5	Gothenburg wye.				5
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Summit	25	25	25	25	North Platte	80	70	70	50
5.2 and 5.6					281.9 and 281.1				
Sarpy	80	70	70	50	Brady Island	70	60	60	50
14.2 and 14.7					258.5 and 258.1				
15.9 and 16.2	80	70	70	50	Kearney	40	40	40	25
Lane	70	60	60	50	189.2 and 189.0				
18.1 and 18.4					Waterloo	70	60	60	50
19.4 and 19.8	70	60	60	50	23.2 and 22.8				
Elkhorn	70	60	60	50	22.6 and 22.2	60	50	50	40
21.9 and 22.1					22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn	70	60	60	50
22.8 and 23.2	70	60	60	50	19.8 and 19.4				
Vroman	70	60	60	50	18.4 and 18.1	70	60	60	50
258.1 and 258.5					Lane	80	70	70	50
Beck	80	70	70	50	16.2 and 15.9				
281.1 and 281.9					14.7 and 14.2	80	70	70	50
North Platte					Seymour	25	25	25	25
					5.6 and 5.2				
					Summit				

SECOND SUBDIVISION									
Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.				
Sidney, freight trains entering and moving through yard tracks.				5					5
Brownson, on government tracks.				10					
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Korty	70	60	60	50	Cheyenne	40	40	40	25
323.5 and 324.4					509.1 and 508.7				
Brownson	70	60	60	50	506.3 and 505.8	80	70	70	50
422.6 and 423.5					503.0 and 502.2	60	50	50	40
Bushnell	80	70	70	50	Archer	70	60	60	50
456.9 and 457.2					498.2 and 497.7				
462.8 and 462.9	80	70	70	50	Durham	70	60	60	50
Burns	70	60	60	50	494.0 and 493.8				
486.2 and 486.5					Hillsdale	70	60	60	50
Hillsdale	70	60	60	50	486.5 and 486.2				
493.8 and 494.0					Pine Bluffs	80	70	70	50
Durham	70	60	60	50	462.9 and 462.8				
497.7 and 498.2					457.2 and 456.9	80	70	70	50
Archer	60	50	50	40	Potter	70	60	60	50
502.2 and 503.0					423.5 and 422.6				
505.8 and 506.3	80	70	70	50	Roscoe	70	60	60	50
508.7 and 509.1	40	40	40	25	324.4 and 323.5				
Cheyenne					North Platte				
THIRD SUBDIVISION									
Maximum speed.	79	75	70	50	Light engines.			45	45
With C. B. & Q. 5200 and 5500 class engines.			45	45	LaSalle	50	50	40	25
Freight engines not otherwise shown.			50		Between M. P. 149.6 and 150.7	30	30	30	25
					Between M. P. 150.7 and 150.9	50	50	40	25
					Between M. P. 150.9 and 151.1				
					Sterling, 3900 class engines on coal chute track.				5
					Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick				20
BRANCHES									
Beatrice Branch	50	45			Weston			35	35
Maximum speed.					30.2 and 30.5				
5000, 9000 class and MacArthur type engines on curves.	35	35			30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.			25	25
Between Mile Posts—					31.6 and 31.9			35	35
Valley	15	15			31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.			25	25
0.1 and 0.3	35	35			Touhy			25	25
3.8 and 4.0					36.0 and 37.4				
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25			Garratt			15	15
Yutan	35	35			56.3 and 57.5				
6.4 and 7.7					Lincoln			35	25
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25			C. B. & Q. Crossing, M.P. 59.0, through interlocking limits				
Mead					Pickrell			15	15
Between U. P. yard and Nebr. Ordinance classification yard.			8		96.5 and 97.3				
Wahoo, city track.			6		Beatrice, Allers Grain Company spur.				5
19.1 and 19.5	35	35			Beatrice, 1900 class and heavier engines on Kilpatrick track.				5
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25							

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Loup City Branch.		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	Hastings Branch Maximum speed.	70	50
Trains handling outfit cars		20	Over Bridge 21.35.	30	30
2800 class engines.	30	30	Gibbon, west of east wye switch.		15
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Trains with 400 class engines.	40 40 25	30 40 25
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton: Steam trains. Motor trains. Trains with 400 class engines.	45 45 30	35 45 30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Trains handling outfit cars		20
Between Oconee and M.P. 16.		25	North Platte Branch Maximum speed.		45
Between M.P. 16 and Norfolk.		30	5000, 7000 and 9000 class engines		35
Trains handling outfit cars		20	Over Bridge 18.30.		35
Columbus, over wye switches.		15	Oshkosh, over First Street Crossing		15
On curve at M.P. 1.75.		25	North Platte Cut-Off Maximum speed.		45
Albion Branch Maximum speed:		30	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	On curves between M.P. 25.42 and M.P. 31.25		30
Between M.P. 11 and Spalding.		25	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars		20	Lyman Branch.		20
Over Bridge 12.96.		25	Gering Branch.		20
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Sears Branch.		20
Carey, all air field trackage.		10			
Between St. Libory and Ord.		30			
Trains handling outfit cars		20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	5—P	East	Josseyln.....	217.9	27—XP	Both
Paddock.....	128.5	8	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	274.6	7—X	Both
Kearney Air Base.....	185.9	WS 40—XP	Both	Beck.....	280.5	10	West
Alfalfa Center.....	194.1	44—XP	Both				

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6A)

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.
- 6(A). The following letters placed in column with station name in time-table indicate:
 D —day operator
 N —night operator
 DN—day and night operator
 R —train register
 YL—yard limits
- The following letters placed in columns provided in time-table indicate:
 C—coal
 I —interlocking
 O—oil
 P—dispatcher's 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
 RCS—remote control switch

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
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
D. L. Gamette.....	Medical Director	Los Angeles, Cal.	F. L. Richards.....	Oculist and Aurist.	Kearney, Nebr.
A. McDermott.....	Dist. Surgeon	Omaha, Nebr.	M. B. Wilcox.....	Oculist and Aurist.	Kearney, Nebr.
G. T. Alliband.....	Oculist	Omaha, Nebr.	A. H. Shamburg.....	Surgeon	Kimball, Nebr.
C. F. Bantin.....	Surgeon	Omaha, Nebr.	E. R. Core.....	Surgeon	Kimball, Nebr.
M. W. Barry.....	Surgeon	Omaha, Nebr.	V. D. Norall.....	Surgeon	Lexington, Nebr.
J. G. Bartek.....	Surgeon	Omaha, Nebr.	J. S. Welch.....	Surgeon	Lincoln, Nebr.
J. D. Biagard.....	Surgeon	Omaha, Nebr.	C. G. Amick.....	Surgeon	Loup City, Nebr.
E. A. Connolly.....	Surgeon	Omaha, Nebr.	F. L. Garner.....	Surgeon	Madison, Nebr.
J. C. Davis.....	Oculist and Aurist.	Omaha, Nebr.	G. B. Salter.....	Surgeon	Norfolk, Nebr.
J. C. Filkins.....	Oculist and Aurist.	Omaha, Nebr.	T. J. Kerr.....	Surgeon	North Platte, Nebr.
John R. Kleyla.....	Surgeon	Omaha, Nebr.	O. C. Kreymborg.....	Surgeon	North Platte, Nebr.
H. J. Kwapiszeski.....	Surgeon	Omaha, Nebr.	Wm. B. Niehus.....	Surgeon	North Platte, Nebr.
S. McClenehan.....	Surgeon	Omaha, Nebr.	J. V. Carroll.....	Surgeon	North Platte, Nebr.
C. A. Wolvoord.....	Surgeon	Omaha, Nebr.	H. H. Walker.....	Oculist and Aurist.	North Platte, Nebr.
R. T. Mauer.....	Hospital Surgeon	Omaha, Nebr.	G. F. Waltemath.....	Surgeon	North Platte, Nebr.
R. A. Moser.....	Shop Surgeon	Omaha, Nebr.	R. T. Takenaga.....	Surgeon	North Platte, Nebr.
A. V. Murphy.....	Surgeon	Omaha, Nebr.	S. K. Imes.....	Surgeon	Ogallala, Nebr.
F. C. Nelson.....	Surgeon	Omaha, Nebr.	J. L. McFee.....	Surgeon	Ogallala, Nebr.
O. C. Nickum.....	Shop Surgeon	Omaha, Nebr.	H. S. Eklund.....	Surgeon	Osceola, Nebr.
S. A. Swenson.....	Surgeon	Omaha, Nebr.	C. J. Miller.....	Surgeon	Ord, Nebr.
J. J. O'Hearn.....	Surgeon	Omaha, Nebr.	Don E. Baca.....	Surgeon	Papillion, Nebr.
J. F. Gross.....	Surgeon	Omaha, Nebr.	M. O. Arnold.....	Surgeon	St. Paul, Nebr.
R. H. Rasgorshek.....	Oculist and Aurist.	Omaha, Nebr.	F. G. Kolouch.....	Surgeon	Schuyler, Nebr.
T. T. Smith.....	Aurist.	Omaha, Nebr.	H. F. Daum.....	Surgeon	Shelby, Nebr.
J. J. O'Neil.....	Aurist.	Omaha, Nebr.	C. E. Wiltse.....	Surgeon	Shelton, Nebr.
W. M. Fitch.....	Surgeon	Albion, Nebr.	E. F. Carr.....	Surgeon	Stapleton, Nebr.
J. E. Dunn.....	Surgeon	Arnold, Nebr.	R. J. Fox.....	Surgeon	Spaulding, Nebr.
W. T. Wildhaber.....	Surgeon	Beatrice, Nebr.	C. L. Marsh.....	Surgeon	Valley, Nebr.
R. W. Taylor.....	Oculist and Aurist.	Beatrice, Nebr.	Ivan M. French.....	Surgeon	Wahoo, Nebr.
A. L. Schnelder.....	Surgeon	Brady Island, Nebr.	Ervin King.....	Surgeon	Wood River, Nebr.
M. L. Chaloupka.....	Surgeon	Callaway, Nebr.	W. A. Bunten.....	District Surgeon	Cheyenne, Wyo.
A. D. Brown.....	Surgeon	Central City, Nebr.	R. C. Gramlich.....	Surgeon	Cheyenne, Wyo.
E. T. Zickman.....	Surgeon	Central City, Nebr.	G. W. Koford.....	Surgeon	Cheyenne, Wyo.
R. R. Douglas.....	Surgeon	Clarks, Nebr.	R. D. Paul.....	Surgeon	Cheyenne, Wyo.
R. C. Anderson.....	Surgeon	Columbus, Nebr.	E. W. Newman.....	Oculist	Cheyenne, Wyo.
W. R. Neumarker.....	Surgeon	Columbus, Nebr.	R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.
L. G. Howard.....	Oculist and Aurist.	Council Bluffs, Ia.	G. W. Marbray.....	Oculist	Cheyenne, Wyo.
W. C. Giles.....	Oculist	Council Bluffs, Ia.	R. I. Williams.....	Aurist	Cheyenne, Wyo.
A. L. Nielson.....	Surgeon	Council Bluffs, Ia.	A. C. Colman.....	Surgeon	Chappell, Nebr.
A. M. Pederson.....	Surgeon	Council Bluffs, Ia.	R. P. Williams.....	Surgeon	Julesburg, Colo.
G. M. McArdle.....	Surgeon	Council Bluffs, Ia.	M. L. Morris.....	Surgeon	Pine Bluffs, Wyo.
R. J. Smith.....	Surgeon	Albion, Nebr.	H. E. Moore.....	Surgeon	Sutherland, Nebr.
C. H. Sheets.....	Surgeon	Cozad, Nebr.	C. B. Dorwart.....	Surgeon	Sidney, Nebr.
L. J. Ekeler.....	Surgeon	David City, Nebr.	B. H. Grimm.....	Surgeon	Sidney, Nebr.
J. B. Kile.....	Surgeon	Eddyville, Nebr.	H. A. Blackstone.....	Surgeon	Bridgeport, Nebr.
R. C. Reeder.....	Surgeon	Fremont, Nebr.	W. C. Harvey, Sr.....	Surgeon	Gering, Nebr.
J. C. Maly.....	Surgeon	Fullerton, Nebr.	W. C. Harvey, Jr.....	Surgeon	Gering, Nebr.
K. R. Dalton.....	Surgeon	Genoa, Nebr.	F. V. Vesely.....	Surgeon	Lewellen, Nebr.
Bert W. Pyle.....	Surgeon	Gothenburg, Nebr.	W. G. Seng.....	Surgeon	Oshkosh, Nebr.
L. E. Imes.....	Surgeon	Grand Island, Nebr.	C. R. Watson.....	Surgeon	South Mitchell, Nebr.
E. G. Johnson.....	Surgeon	Grand Island, Nebr.	Leo Keenan.....	Surgeon	Torrington, Wyo.
K. F. McDermott.....	Surgeon	Grand Island, Nebr.	Wm. M. Greig.....	District Surgeon	Denver, Colo.
C. H. Maggiore.....	Oculist	Grand Island, Nebr.	F. E. Palmer.....	Surgeon	Sterling, Colo.
R. D. Martin.....	Oculist	Grand Island, Nebr.	T. M. Rogers.....	Surgeon	Sterling, Colo.
J. A. Proffitt.....	Surgeon	Grand Island, Nebr.	A. F. Williams.....	Surgeon	Ft. Morgan, Colo.
J. J. Hanigan.....	Surgeon	Hallam, Nebr.	W. L. Wilkinson.....	Surgeon	La Salle, Colo.
O. A. Kostal.....	Surgeon	Hastings, Nebr.			
Bancroft and Staley	Surgeon	Kearney, Nebr.			