



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION

TIME-TABLE
No. 18

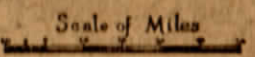
Effective Sunday,
April 25, 1954

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

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

EASTERN DISTRICT
NEBRASKA DIVISION
 CORRECTED TO AUG. 1, 1949



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time Table No. 18 April 25, 1954														Distance from Council Bluffs	STATIONS
11	85	107	17	37	23	5	9	103	101	105	27	111			
Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
						9.20								0.0	CO. BLUFFS
	9.30		5.10		10.00	9.55		3.15	2.55	1.40	1.30	12.50	2.8		OMAHA
	12.55		7.08		1.05	12.40		5.15	4.55	3.40	4.10	2.55	146.9		GRAND ISLAND
	3.50		8.51		3.50	2.55		7.00	6.40	5.25	6.15	4.50	284.1	C.T. M.T.	NORTH PLATTE
	3.25	3.10	7.56		3.00	2.05		6.05	5.45	4.30	5.25	3.55	365.3		JULESBURG
		4.40										5.10	407.5		SIDNEY
	6.00		9.37		5.20	4.12		7.46	7.28	6.13	7.46				KANSAS CITY
				8.30			9.30								DENVER
		8.50		7.00	5.30		7.55					8.30	562.5		CHEYENNE
	8.30		11.17		7.35	6.05		9.25	9.10	7.55	10.00		509.5		LARAMIE
	8.50		11.27		7.45	6.20		9.35	9.20	8.05	10.10		506.0		RAWLINS
	10.25		12.45	10.50	9.05	9.40	8.05	11.45	10.55	10.40	9.25	11.50	682.8		GREEN RIVER
	1.04		2.31	12.58	11.30	12.18	10.40	1.44	12.40	12.30	11.15	1.55	817.0		GRANGER
	3.45		4.36	3.20	2.05	3.00	1.20	4.05	2.50	2.40	1.25	4.25	817.0		OGDEN
	4.50		4.45	3.50	2.20	3.40	1.55	4.40	3.00	2.50	1.35	4.45	847.2		(992.6)
	5.25		4.25							2.05			992.6		
			8.00		6.10	7.30	5.50	8.35	6.15	6.05		8.45			

(20.55) (5.40) (15.50) (20.55) (12.40) (22.30) (20.65) (24.05) (16.00) (16.10) (13.25) (30.15) (8.40) Thru Time From Omaha
 40.4 49.1 62.5 44.5 45.5 44.0 47.3 50.5 61.9 61.2 62.9 48.9 69.2 Average speed per hour

E. HICKS
General Manager

G. A. CUNNINGHAM
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

J. E. MULICK, Superintendent..... Omaha, Nebr.
T. F. SHANAHAN, Asst. Superintendent..... Omaha, Nebr.
R. W. McSPADDEN, Asst. Superintendent..... Gering, Nebr.
L. O. POPE, Terminal Superintendent..... Omaha, Nebr.
A. A. HAUSSENER, Terminal Superintendent..... Co. Bluffs, Iowa
G. J. THOMPSON, Safety Representative..... Omaha, Nebr.
J. E. GUYAN, Terminal Superintendent..... North Platte, Nebr.
C. B. HURD, Trainmaster..... Grand Island, Nebr.
W. E. HENKE, Trainmaster..... Sidney, Nebr.
E. F. DEARDEN, Trainmaster..... North Platte, Nebr.
R. F. WEISS, Master Mechanic..... Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman of Engines..... North Platte, Nebr.
T. R. BRITT, Road Foreman of Engines..... North Platte, Nebr.
P. C. LOOMIS, Road Foreman of Engines..... North Platte, Nebr.
A. T. McCASLIN, Road Foreman of Engines..... North Platte, Nebr.
E. A. McCRAW, Road Foreman of Engines..... North Platte, Nebr.
C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.
W. F. HART, Division Engineer..... Omaha, Nebr.
O. L. KOVAR, General Roadmaster..... Omaha, Nebr.

**FIRST SUBDIVISION,
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
G. A. VICK ROY, Chief Train Dispatcher..... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher..... Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher..... Denver, Colo.

NORTH PLATTE BRANCH AND CUT-OFF
F. G. CLARK, Chief Train Dispatcher..... Gering, Nebr.

**FIRST SUBDIVISION,
OMAHA TO GRAND ISLAND, AND BRANCHES**
C. A. LAUGHLIN, Chief Train Dispatcher..... Omaha, Nebr.
L. M. HEREK, Asst. Chief Train Dispatcher..... Omaha, Nebr.
S. W. FLETCHER, Asst. Chief Train Dispatcher..... Omaha, Nebr.

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time Table No. 18 April 25, 1954														Distance from Council Bluffs	STATIONS
112	12	108	10	28	104	102	106	38	18	24	6	86			
Stream-liner Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
														0.0	CO. BLUFFS
															OMAHA
															GRAND ISLAND
															NORTH PLATTE
															JULESBURG
															SIDNEY
															KANSAS CITY
															DENVER
															CHEYENNE
															LARAMIE
															RAWLINS
															GREEN RIVER
															GRANGER
															OGDEN
															(992.6)

Thru Time From Omaha..... (8.00) (20.55) (15.55) (23.25) (19.15) (15.50) (15.55) (13.18) (12.50) (23.00) (23.35) (20.35) (5.15)
 Average speed per hour..... 69.5 39.9 62.2 50.5 51.4 62.5 62.2 63.5 44.9 46.6 42.0 48.1 53.0

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Any Station			12	Any Station		
23	1st Subdivision		Points west of Julesburg.	24	Any Station	Colorado Points.	
23	2nd Subdivision	Omaha or beyond.		24	Any Station	Cheyenne or beyond.	
23	Any Station	Sleeping car passengers.	North of Granger or Ogden or beyond.	28	2nd Subdivision		Omaha or beyond.
27	Fremont	East of Council Bluffs arriving Omaha on this train.		28	Kearney	Pocatello or west of Ogden.	C. & N. W. points east of Council Bluffs.
27	Columbus	Points east of Council Bluffs.	West of Ogden.	28	Columbus		Points east of Council Bluffs where scheduled to stop.
27	Ogallala	Sleeping car passengers from Omaha or points east.		86	Ogallala		
27	Kimball	Sleeping car passengers from Omaha or points east.		86	Any Station	Points west of Julesburg.	
85	Any Station		Colorado Points west of Julesburg.	86	Any Station	Denver or beyond.	Points east of Julesburg.
101	Fremont		Sacramento or beyond.	86	3rd Subdivision		Sleeping car passengers Omaha or beyond.
101	Columbus			102	Kearney	Sacramento or beyond.	
101	Kearney			102	Columbus		
103-107	Fremont		East Los Angeles or beyond.	104-108	Fremont	East Los Angeles or beyond.	
105	Columbus		Pendleton or beyond.	106	Kearney	Pendleton or beyond.	
111	Kearney		Denver or beyond.	112	Columbus		
	Fremont	Chicago		112	Ft. Morgan	Denver	Omaha and east.
	Ft. Morgan	Omaha and east.			Fremont		Chicago.

WESTWARD FIRST SUBDIVISION

Car Capacity of Seating (A), See Rule 25 (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 Thru. Sat. except Sun.	Daily except Sun.	Daily except Sun.	Monday Wed. Fri.	

Time-Table No. 18

April 25, 1954

STATIONS

Station	71	73	75	237	239	233	Distance from Council Bluffs
OXWITYOPZ	8.00PM	12.01PM				6.30AM	0.0
XWITOPZ	8.15	12.15				6.40	2.8
XIP	8.30	12.45				7.00	5.2
EB77 XP	8.40	12.55				7.14	13.6
XP	8.50	1.00				7.20	17.1
CB73 XP						7.30	21.7
CB84 P						7.40	24.5
WB175 XYPWC ES165 ES90	A 9.15PM	A 1.15PM				8.40	28.0
CB81 P						8.50	34.3
I							38.2
WS99 X ES172 WPZ						9.15	39.3
I							40.0
IP							44.8
CB82 P						9.24	45.3
CB119 XP						9.38	54.4
CB82 P						10.10	61.4
WB130 X ES123 WP						11.24	68.7
CB118 P						11.52AM	76.9
WB143 XWTC ES125 YPZ						12.30PM	84.5
CB119 P						12.50	92.2
CB82 P						12.56	96.5
CB119 XWP						1.20	102.3
CB82 P						1.30	107.9
CB82 XP						2.00	113.6
WB113 X ES119 WYP		9.50AM				2.30PM	124.9
CB119 P		10.15					135.1
I							145.5
XWCZTYOP		10.45AM	7.30AM				145.9
CB82 XYP		8.05					154.5
WB117 XW ES45 P		8.39					162.3
CB82 XP		9.05					169.9
WB130 XWI ES70 YP		9.40					176.0
CB82 P		9.55					180.2
WB122 XWO ES115 YEP		10.15AM	7.00AM				189.1
CB83 P						7.30	198.3
CB130 XWP						8.00	204.6
CB83 P						8.30	213.3
WB120 XWY ES119 EP						11.30	224.4
CB83 P						11.59AM	232.5
CB83 XWP						12.30PM	238.2
WB125 XWC ES130 YP						1.00	248.8
CB83 P						1.15	254.5
CB83 WP						1.30	261.5
CB119 XP						1.54	270.6
CB83 P						2.15	278.5
XWCZTYOP						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 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

Car Capacity of Seating (A), See Rule 25 (A), Page 25.	FIRST CLASS								Distance from Council Bluffs	
	11	107	23	5	103	101	105	27		111
	Passenger	Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Time-Table No. 18

April 25, 1954

STATIONS

Station	11	107	23	5	103	101	105	27	111	Distance from Council Bluffs
R COUNCIL BLUFFS YL				9.20AM						0.0
DN-R OMAHA YL US										2.8
DN SUMMIT YL SU	9.30PM	5.10PM	10.00AM	9.55	3.15AM	2.55AM	1.40AM	1.30AM	12.50AM	5.2
SARPY	9.37	5.15	10.07	10.02	3.20	3.00	1.45	1.36	12.55	8.4
LANE	9.46	5.22	10.15	10.10	3.27	3.07	1.52	1.44	1.02	13.6
ELKHORN KH	9.50	5.25	10.21	10.14	3.30	3.10	1.55	1.47	1.05	17.1
WATERLOO WO	9.53	5.29	10.25	10.19	3.34	3.14	1.59	1.51	1.09	21.7
VALLEY YL V	f 9.57	5.32	10.28	10.22	3.37	3.17	2.02	1.54	1.12	24.5
MERCER	f 10.04	5.35	10.31	10.26	3.40	3.20	2.05	1.57	1.15	28.0
F. S. Y. & L. CROSSING	10.10	5.39	10.37	10.31	3.44	3.24	2.09	2.03	1.20	34.3
FREMONT YL FN	s 10.28	5.43	s 10.53	s 10.43	3.48	3.28	2.13	2.13	1.25	39.3
O. B. & Q. CROSSING										40.0
O. & N. W. CROSSING										44.8
AMES	10.36	5.48	11.00	10.50	3.53	3.33	2.18	2.22	1.31	45.3
NORTH BEND NB	f 10.43	5.54	11.07	10.57	3.59	3.39	2.24	2.31	1.37	46.3
ROGERS DJ	10.50	5.59	11.14	11.03	4.04	3.44	2.29	2.39	1.42	61.4
SCHUYLER SO	f 10.59	6.04	f 11.24	f 11.09	4.09	3.49	2.34	2.45	1.47	68.7
RIOHAND BZ	11.07	6.10	11.32	11.17	4.15	3.55	2.40	2.52	1.53	76.9
O. B. & Q. CROSSING										83.8
COLUMBUS YL C	s 11.25	6.16	s 11.48	s 11.31	4.21	4.01	2.46	3.00	s 2.00	84.5
DUNCAN DQ	f 11.35	6.22	11.58AM	11.41	4.27	4.07	2.52	3.08	2.07	92.2
GARDINER	11.40	6.25	12.02PM	11.45	4.30	4.10	2.55	3.13	2.11	96.5
SILVER CREEK SI	f 11.45	6.29	12.07	11.50	4.34	4.14	2.59	3.18	2.15	102.3
HAVENS	11.50	6.33	12.12	11.54	4.38	4.18	3.03	3.22	2.19	107.9
OLARKS OX	f 11.55PM	6.37	12.18	11.59AM	4.42	4.22	3.07	3.27	2.23	113.6
O. B. & Q. CROSSING										124.3
CENTRAL CITY OI	s 12.10AM	6.46	f 12.30	12.09PM	4.51	4.32	3.17	3.37	2.33	124.9
OHAPMAN OP	12.22	6.56	12.40	12.19	5.01	4.42	3.27	3.47	2.42	135.1
O. B. & Q. CROSSING										145.5
GRAND ISLAND GE YL	12.35	7.07	12.55	12.30	5.14	4.54	3.39	4.00	2.54	145.9
ALDA	12.55	7.08	1.05	12.40	5.15	4.55	3.40	4.10	2.55	154.5
WOOD RIVER WR	1.03	7.14	1.15	12.47	5.22	5.02	3.47	4.17	3.04	162.3
SHELTON ST	f 1.10	7.20	1.22	12.54	5.28	5.08	3.53	4.23	3.10	169.9
GIBBON GB	f 1.17	7.26	1.29	1.00	5.34	5.14	3.59	4.30	3.16	176.0
OPTIO	f 1.22	7.30	1.35	1.05	5.38	5.18	4.03	4.35	3.21	180.2
KEARNEY YL KR	1.26	7.33	1.39	1.09	5.41	5.21	4.06	4.38	3.24	189.1
ODESSA DZ	s 1.45	7.40	s 1.52	s 1.25	5.49	5.29	4.14	4.47	s 3.33	198.3
ELM CREEK QR	f 1.54	7.47	2.03	1.33	5.56	5.36	4.21	4.55	3.41	204.6
OVERTON OV	f 2.00	7.52	2.10	1.38	6.01	5.41	4.26	4.59	3.45	213.3
LEXINGTON UM	f 2.08	7.58	2.18	1.46	6.07	5.47	4.32	5.07	3.52	224.4
DARR	s 2.25	8.06	s 2.32	1.55	6.15	5.55	4.40	5.17	4.01	232.5
COZAD OO	2.34	8.12	2.41	2.02	6.21	6.01	4.46	5.24	4.07	238.2
GOTHEBURG BU	s 2.46	8.16	f 2.49	2.07	6.25	6.05	4.50	5.29	4.11	248.8
VROMAN	s 3.02	8.24	f 3.03	2.17	6.33	6.13	4.58	5.38	4.19	254.5
BRADY ISLAND BI	3.12	8.28	3.11	2.22	6.37	6.17	5.02	5.43	4.24	261.5
MAXWELL MX	f 3.19	8.33	3.18	2.29	6.42	6.22	5.07	5.49	4.30	270.6
GANNETT	f 3.28	8.40	3.28	2.37	6.49	6.29	5.14	5.57	4.37	278.5
NORTH PLATTE YL NO	3.36	8.45	3.36	2.44	6.54	6.34	5.19	6.04	4.43	284.1

(6.20) 44.4 (3.41) 78.4 (5.50) 48.2 (5.00) 56.3 (3.45) 75.0 (3.45) 75.0 (3.45) 75.0 (4.45) 59.2 (4.00) 70.3

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. 18
April 25, 1954

STATIONS	Mile Post	FIRST CLASS								
		12	6	24	108	112	28	104	102	106
		Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
0.0			A 6.50PM							
2.8	A	7.00AM	6.35	A 7.50PM	A 11.35PM	A 12.30AM	A 3.15AM	A 2.35AM	A 2.50AM	A 3.00AM
5.2		6.49	5.50	7.35	11.28	12.23	3.00	2.28	2.42	2.52
13.6		6.40	5.42	7.25	11.20	12.15	2.50	2.20	2.34	2.44
17.1		6.36	5.38	7.20	11.17	12.11	2.45	2.17	2.30	2.40
21.7	f	6.31	5.33	7.14	11.12	12.07	2.41	2.12	2.25	2.35
24.5	f	6.27	5.30	7.10	11.08	12.03AM	2.37	2.08	2.21	2.31
28.0	s	6.23	5.26	7.04	11.05	11.59PM	2.33	2.05	2.18	2.28
24.8		6.16	5.20	6.56	11.00	11.54	2.27	2.00	2.12	2.22
38.2										
39.3	s	6.08	5.14	6.49	10.55	11.50	2.17 ¹⁰⁶ 2.07 ¹⁰²	1.55	2.07 ²⁸	2.17 ²⁸
40.0										
44.8										
46.8	f	5.54	4.59	6.34	10.47	11.44	1.51	1.47	1.59	2.08
54.4	f	5.45	4.52	6.25	10.41	11.38	1.45	1.41	1.53	2.02
61.4	f	5.37	4.46	6.18	10.36	11.32	1.38	1.36	1.48	1.57
68.7	s	5.30	4.40	6.11	10.30	11.27	1.30 ¹⁰⁴	1.30 ²⁸	1.42	1.51
76.9	f	5.20	4.32	6.01	10.24	11.21	1.19	1.24	1.36	1.45
83.8										
84.5	s	5.10	4.25	5.52	10.17	11.14	1.12	1.17	1.29	1.38
92.2	f	4.51	4.14	5.40	10.10	11.04	1.02	1.10	1.22	1.31
96.8		4.46	4.10	5.36	10.07	11.01	12.57	1.07	1.19	1.28
102.3	f	4.41	4.05	5.31	10.03	10.58	12.53	1.03	1.15	1.24
107.9		4.33	4.00	5.26	9.59	10.54	12.48	1.11	1.20	1.29
118.6	f	4.27	3.55	5.22	9.54	10.50	12.44	1.07	1.16	1.25
124.3										
124.9	s	4.15	3.45	5.11	9.45	10.42	12.35	12.45	12.58	1.08
135.1		4.02	3.36	5.00	9.37	10.34	12.25	12.37	12.51	1.00
146.8										
146.9		3.50	3.25	4.45	9.26	10.24	12.15	12.26	12.40	12.50
154.5		3.18	3.02	4.21	9.14	10.14	11.55PM	12.14	12.29	12.39
162.3	f	3.09	2.55	4.11	9.08	10.08	11.47	12.08	12.23	12.33
169.9	f	3.00	2.48	4.03	9.02	10.03	11.40	12.02AM	12.17	12.27
176.0	f	2.53	2.42	3.56	8.57	9.59	11.35	11.57PM	12.12	12.22
180.2		2.49	2.38	3.51	8.54	9.56	11.31	11.54	12.09	12.19
189.1	s	2.39	2.28	3.40	8.46	9.48	11.22	11.46	12.01AM	12.11
198.3	f	2.24	2.15	3.24	8.38	9.40	11.14	11.38	11.53PM	12.03AM
204.6	f	2.17	2.09	3.18	8.34	9.36	11.09	11.34	11.49	11.59PM
213.3	f	2.07	2.02	3.09	8.28	9.30	11.01	11.28	11.43	11.53
224.4	s	1.55	1.52	2.57	8.20	9.22	10.53	11.20	11.35	11.45
232.8		1.44	1.45	2.45	8.14	9.16	10.46	11.14	11.29	11.39
238.2	s	1.38	1.40	2.39	8.10	9.12	10.42	11.10	11.25	11.35
248.8	s	1.23	1.30	2.22	8.02	9.04	10.34	11.02	11.17	11.27
254.5		1.14	1.25	2.13	7.57	9.00	10.29	10.57	11.12	11.22
261.8	f	1.07	1.18	2.06	7.52	8.55	10.23	10.52	11.07	11.17
270.6	f	12.59	1.10	1.57	7.45	8.48	10.16	10.45	11.00	11.10
278.8		12.52	1.03	1.49	7.39	8.42	10.10	10.39	10.54	11.04
284.1		12.45AM	12.55PM	1.40PM	7.33PM	8.37PM	10.03PM	10.33PM	10.48PM	10.58PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Black Signal

or more tracks

Double Track

Thru Time to Omaha (6.15) (5.10) (6.10) (4.02) (3.53) (5.12) (4.02) (4.02) (4.02)
Average speed per hour 45.0 54.4 45.6 69.7 72.4 54.1 69.7 69.7 69.7

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 18
April 25, 1954

STATIONS	Mile Post	SECOND CLASS						Car Capacity of Seating, etc. See Rule 6 (A), Page 25.
		72	74	234	76	240	238	
		Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight	
0.0	A	2.00AM	8.30AM	3.15PM				XWCIYOPZ
2.8		1.54	8.15	2.55				XWITOPZ
5.2		1.10	7.45	2.35				XIP
13.6		12.50	7.20	2.15				ES77 XP
17.1		12.40	7.10	2.05				XP
21.7				1.55				CS73 XP
24.5				1.30				CS84 P
28.0		12.15AM	6.45AM	1.00				WS175XYPWO ES165 ES90
34.3				12.01PM				CS81 P
38.2								X
39.3				11.50AM				WS99 X ES172 WPZ
40.0								I
44.8								IP
46.8				10.50				CS82 P
54.4				10.20				CS119 XP
61.4				9.50				CS82 P
68.7				9.20				WS130 X ES123 WP
76.9				8.20				CS118 P
83.8								
84.5				8.00				WS143 XWTC ES125 YPZ
92.2				7.20				CS119 P
96.8				6.50				CS82 P
102.3				6.40				CS119 XWP
107.9				6.00				CS82 P
113.6				5.39				CS82 XP
124.3								
124.9				5.00AM	6.55AM			WS113 X ES119 WYP
135.1				6.40				CS119 P
146.8								I
146.9								
154.5				6.20AM	2.00PM			XWCZTYOP
162.3				1.30				CS82 XYP
169.9				1.00				WS117 XW ES45 P
176.0				12.30PM				CS82 XP
180.2				11.59AM				WS130 XWI ES70 YP
189.1				11.15				CS82 P
198.3				1.30PM	11.00AM			WS122 XWO ES118 YZP
204.6				1.00				CS83 P
213.3				12.30PM				CS130 XWP
224.4				11.50AM				CS83 P
232.8				11.30				WS120 XWY ES119 ZP
238.2				10.30				CS83 P
248.8				10.00				CS83 XWP
254.5				8.15				WS125 XWO ES130 YP
261.8				7.55				CS83 P
270.6				7.45				CS83 WP
278.8				7.30				CS119 XP
284.1				7.15				CS83 P
284.1				7.00AM				XWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time to Omaha (1.45) (1.45) (10.15) (0.85) (0.30) (3.00)
Average speed per hour 16.0 16.0 12.2 37.7 14.6 14.1

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

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

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

Time-Table No. 18

April 25, 1954

STATIONS

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

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

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

SECOND SUBDIVISION

FIRST CLASS

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

Time-Table No. 18

April 25, 1954

STATIONS

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

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

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.

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

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

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

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

SECOND SUBDIVISION EASTWARD

Time-Table No. 18

April 25, 1954

STATIONS

Mile Post	FIRST CLASS									
	6	24	108	112	28	104	102	106	12	86
	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
284.1	A11.45AM	A12.30PM	A 6.28PM	A 7.32PM	A 8.53PM	A 9.28PM	A 9.43PM	A 9.53PM	A11.00PM	A11.15PM
289.2	11.33	12.17	6.19	7.23	8.43	9.19	9.34	9.44	10.52	11.03
290.5										
296.9	11.27	12.09	6.13	7.17	8.37	9.13	9.28	9.38	10.44	10.56
300.7	11.24	12.05	6.10	7.14	8.34	9.10	9.25	9.35	10.40	10.53
301.8										
303.4	11.22	f12.02PM	6.08	7.12	8.32	9.08	9.23	9.33	f10.37	10.51
307.9	11.18	11.57AM	6.05	7.09	8.29	9.05	9.20	9.30	10.32	10.47
315.5	11.11	f11.50	5.59	7.03	8.23	9.00	9.14	9.24	f10.25	10.41
321.7	11.06	11.44	5.54	6.59	8.18	8.55	9.09	9.19	10.19	10.35
327.7	11.00	11.38	5.50	6.55	8.12	8.51	9.05	9.15	f10.13	10.29
334.8	10.53	s11.31	5.45	6.50	8.06	8.46	9.00	9.10	s10.06	10.23
343.9	10.44	f11.21	5.37	6.43	7.58	8.39	8.52	9.02	f 9.56	10.14
349.1										
353.9	10.36	f11.11	5.30	6.36	7.50	8.32	8.45	8.55	f 9.46	10.06
359.8	10.31	11.05	5.26	6.32	7.46	8.28	8.41	8.51	9.40	10.01
365.2	10.25	f11.00	5.21	s 6.27PM	7.41	8.23	8.36	8.46	s 9.35	9.55PM
370.6	10.20	10.54	5.16		7.35	8.19	8.31	8.41	9.28	
380.8	10.11	f10.46	5.09		7.27	8.12	8.24	8.34	f 9.21	
389.7	10.02	f10.37	5.02		7.18	8.05	8.17	8.27	f 9.12	
396.8	9.56	10.31	4.57		7.13	8.00	8.12	8.22	f 9.06	
401.0	9.52	10.27	4.53		7.09	7.56	8.08	8.18	9.02	
407.5	9.45	10.20	4.47		7.02	7.50	8.02	8.12	8.55	
415.5	9.35	10.10	4.46		6.52	7.49	8.01	8.11	8.45	
426.4	9.24	9.59	4.38		6.41	7.41	7.53	8.03	8.34	
430.8	9.14	9.49	4.29		6.32	7.33	7.44	7.54	f 8.24	
435.4	9.06	9.41	4.23		6.25	7.27	7.38	7.48	f 8.14	
439.9										
444.5	8.58	f 9.32	4.17		6.18	7.21	7.32	7.42	s 8.05	
451.1										
456.6	8.47	9.20	4.08		6.08	7.12	7.23	7.33	s 7.52	
466.7	8.38	9.10	4.00		5.59	7.04	7.15	7.25	s 7.40	
472.0										
477.5	8.27	9.00	3.50		5.49	6.54	7.05	7.15	f 7.28	
483.2	8.22	8.55	3.46		5.44	6.50	7.01	7.11	7.23	
489.7	8.17	8.50	3.42		5.39	6.46	6.57	7.07	7.18	
495.9	8.12	8.45	3.37		5.34	6.42	6.52	7.02	7.13	
501.2	8.07	8.40	3.33		5.29	6.38	6.48	6.58	7.09	
509.5	7.55AM	8.30AM	3.25PM		5.20PM	6.30PM	6.40PM	6.50PM	7.00PM	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time.....	(3.50)	(4.00)	(3.03)	(1.05)	(3.33)	(2.58)	(3.03)	(3.03)	(4.00)	(1.20)
Average speed per hour.....	58.1	56.4	78.9	74.9	63.4	76.0	78.9	73.9	56.4	60.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 18

April 25, 1954

STATIONS

Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), page 25.
	242	354	246	244	98	94	
	Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Mixed	
284.1	A11.15AM				A 4.50PM	A 7.00PM	XWCZTYOP
289.2	11.05				4.40	6.48	P
290.5							CS 84
296.9	s10.55				f 4.30	s 6.38	WS 72 XP
300.7	f10.30				4.22PM	6.30PM	CS 119 XWYP
301.8							46 X
303.4	s10.15						CS 121 P
307.9	f 9.55						CS 82 P
315.5	s 9.45						CS 121 P
321.7	f 9.20						P
327.7	f 9.10						CS 83 P
334.8	s 9.00						WS122 WS120 ES138 XWCP
343.9	s 8.15						CS 125 P
349.1							17
353.9	s 7.50						CS 122 WP
359.8	f 7.25						CS 83 P
365.3	7.15AM			A12.15PM			XWCZTYOP WS125 ES121
370.6				f11.59AM			CS 90 P
380.8				s11.45			CS 123 WP
389.7				s11.30			WS 111 ES 76 XP
396.8				f11.20			XP
401.0				f11.10			CS 125 P
407.5			A 1.40PM	11.00AM			XWCOYP
415.5			f 1.05				CS 94 YP
426.4			s12.40				WS 121 XWP ES 70
430.8							8 PX
435.4			s12.09PM				CS 125 P
439.9							27 PX
444.5			s11.45AM				CS 133 XWP
451.1							12
456.6			s11.05				CS 125 WP
466.7			s10.40				CS126 XWCYP
472.0							10
477.5		A 8.50AM	f 9.45				CS 94 XWYP
483.2		s 8.40	s 9.30				WS 62 XP
489.7		s 8.31	f 9.20				CS 96 WP
495.9		f 8.23	f 9.09				WS 62 XP
501.2		f 8.15	f 9.00				WS 117 XP ES 125
509.5		8.05AM	8.45AM				XWCZTYOP
	Daily Except Monday	Daily	Mon. Wed. Fri.	Daily Except Sunday	Sunday	Daily	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

SECOND CLASS

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	Time-Table No. 18				Distance from Julesburg		
	April 25, 1954						
	71	111	85	301			
	C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger			
	Daily	Daily	Daily	Daily			
80	WCYIP		f 5.10AM	4.40AM	0.0		
75	ZP		5.18	f 4.48	7.1		
73	WP		5.24	f 4.55	14.6		
29					19.0		
95	P		5.31	f 5.03	23.1		
20	P				25.8		
95	WP		5.36	f 5.10	30.1		
23					34.2		
72	P		5.43	f 5.18	38.8		
13	P				41.1		
23					42.2		
94	P		5.48	f 5.24	45.6		
16					50.1		
77	P		5.54	5.31	53.5		
	IP				57.2		
169	IWCTZP	1.00PM	6.00 6.05	5.38 5.48	2.50AM 57.5		
72	P		1.14	6.13	f 5.57	f 2.58	61.7
23							64.1
74	P		1.27	6.19	f 6.03	f 3.06	66.8
10							70.2
143	P		1.36	6.24	f 6.09	3.14	72.1
41							76.0
52	P		A 2.00PM	6.29	f 6.15	A 3.25AM	78.4
24							81.0
94	WP			6.34	f 6.21		82.8
53	P			6.40	6.28		87.0
21							93.8
100	WCP			6.44 ⁸⁵	f 6.44 ¹¹¹		96.9
25	P			6.50	6.56		98.6
79	P			6.52	f 6.59		106.0
22	P			6.57	f 7.04		109.0
78	P			7.00	f 7.08		114.2
14	P						117.7
53	P			7.06	f 7.15		121.4
50	P			7.11	7.20		121.4
121	WP			7.16	f 7.25		124.8
16	P						124.8
78	P			7.22	f 7.33		139.1
27							143.1
56	WCTYP		A 7.30AM	A 7.40AM			147.2
							151.1

(1.00) 23.5 (2.20) 64.8 (3.00) 50.4 (0.35) 40.3 Thru Time
..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule S-72.
On Third Subdivision the time of Nos. 111 and 112 must be cleared by Nos. 85, 86, 301 and 302 as provided by Operating Rules 86 and S-89.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 18	Mile Post	Time-Table No. 18									
		April 25, 1954									
		112	86	302	250	72					
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight					
		Daily	Daily	Daily	Daily	Daily					
DN	JULESBURG	YL	JB	0.0	A 6.27PM	A 9.50PM					
D	7.1	VI	7.1	6.18	9.38						
D	7.5	ZD	14.6	6.12	9.29						
	4.4										
	DORSEY										
	4.1										
	RED LION			6.05	9.20						
	2.7										
	MARCOTT										
	4.3										
D	4.1	OK	30.1	6.00	9.13						
	4.1										
	TOBIN										
	4.6										
	PROCTOR			5.53	9.03						
	2.3										
	POWELL										
	1.1										
	GRIFF										
	3.4										
D	3.4	F	45.6	5.48	8.56						
	4.5										
	FORD										
	3.4										
	HAYFORD			5.41	8.47						
	3.7										
	O. B. & Q. CROSSING										
	0.3										
DN-R	STERLING	YL	ST	57.5	5.37 5.35	8.42 8.33	A 11.45PM	A 10.15PM	A 11.59PM		
	4.2										
	HALL			61.7							
	2.4										
D	2.4	OD	64.1	5.28	8.25	f 11.28	9.55	11.43			
	2.7										
	BETTLAND										
	3.4										
D	3.4	MI	70.2	5.23	8.19	f 11.21	9.46	11.33			
	1.9										
	BETA			73.1							
	3.9										
	MESSEX			76.0	5.19	8.13	f 11.15	9.38	11.21		
	2.4										
	BALZAO			78.4							
	2.8										
DN	2.8	UN	81.0	5.15	8.08	f 11.07PM	9.31	11.09PM			
	4.2										
	COOPER			82.8							
	4.2										
D	4.2	SN	87.0	5.10	8.02		9.24				
	6.8										
	DODD			93.8	5.05	7.55	9.15				
	3.1										
	HURLEY			96.9							
	1.7										
DN	1.7	FX	98.6	5.01	7.49		9.08				
	7.4										
	NARROWS			106.0	4.55	7.42	8.57				
	3.0										
D	3.0	DN	109.0	4.53	7.39		8.52				
	5.2										
	GOODRICH			114.2	4.49	7.34	8.45				
	3.5										
	ORCHARD			117.7	4.46	7.31	8.40				
	3.7										
	SUBLETTE			121.4							
	3.4										
	MASTERS			124.8	4.40	7.24	8.30				
	5.4										
	CANTON			180.2	4.36	7.19	8.18				
	5.2										
	HARDIN			185.4	4.32	7.14	8.10				
	3.7										
	KUNER			189.1							
	4.0										
D	4.0	KR	143.1	4.25	7.06		7.55				
	4.1										
	AUBURN			147.2							
	3.9										
DN-R	3.9	SA	151.1	4.18PM	6.57PM		7.40PM				

BLOCK SIGNALS

Thru Time (2.09) 70.3 (2.53) 52.4 (0.38) 37.1 (2.35) 36.2 (0.50) 28.2
Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule S-72.
On Third Subdivision the time of Nos. 111 and 112 must be cleared by Nos. 85, 86, 301 and 302 as provided by Operating Rules 86 and S-89.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 18 April 25, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	71		73	Distance from Valley	STATIONS	Mile Post	74		72		
	Freight	Daily	Freight				Freight	Freight			
WCYP		10.25PM	1.30PM	0.0	DN-R VALLEY YL V	0.0	A 5.40AM	A 11.15PM			
AI				5.8	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	4.5 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	2.6 WEST LINCOLN	55.3					
				56.5	1.2 O. B. & Q. CROSSING	56.5					
24 WTZP		12.55	3.18	57.1	DN LINCOLN YL SN	57.1	3.40	8.50			
				57.4	0.3 O. B. & Q. CROSSING	57.4					
				59.0	1.6 O. B. & Q. CROSSING	59.0					
130 P		1.18	3.31	65.4	JAMAICA	65.4	3.18	8.05			
				68.2	2.8 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 OORTLAND RD	79.5	2.56	7.41			
84 P		1.58	4.08	88.9	D PIKRELL IK	88.9	2.43	7.25			
CWTZP		A 2.15AM	A 4.25PM	96.8	DN-R BEATRICE YL BX	96.8	2.30AM	7.00PM			
					(96.8)		Daily	Daily			
		(3.50)	(2.55)		..... Thru Time.....	(3.10)	(4.15)				
		25.2	33.2		..... Average speed per hour.....	30.5	22.8				

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

WESTWARD				OLD MAIN LINE				EASTWARD			
SECOND CLASS				Time-Table No. 18 April 25, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25				Distance from Council Bluffs	STATIONS	Mile Post					
XIP				5.2	DN SUMMIT YL SU	5.2					
XWP				6.4	1.2 SOUTH OMAHA YL	6.4					
XIP				11.9	5.5 R GILMORE YL	11.9					
72 P				16.8	4.9 D PAPILLION PO	16.8					
AIP				19.2	2.4 MO. PAC. CROSSING	19.2					
P				22.5	3.3 D MILLARD MD	22.5					
XP				26.1	3.6 LANE	26.1					
					20.9						

..... Thru Time.....
..... Average speed per hour.....
On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 18 April 25, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.				Distance from Valparaiso	STATIONS	Mile Post	75		76		
							Local Freight	Local Freight			
WCYP			5.00AM	0.0	DN-R VALPARAISO YL VO	0.0	A 11.35AM				
16			f 5.20	7.4	7.4 LOMA	7.4	f 11.02				
28			s 5.40	13.5	D BRAINARD BD	13.5	s 10.50				
				15.0	1.5 O. & N. W. CROSSING	15.0					
22 W			s 6.10	23.2	D DAVID CITY DV	23.2	s 10.25				
				23.5	0.3 O. B. & Q. CROSSING	23.5					
31			s 6.45	33.8	D RISING CITY RN	33.8	s 9.40				
36			s 7.05	40.1	D SHELBY SH	40.1	s 9.20				
7			s 7.34	47.5	D OSCEOLA OZ	47.5	s 8.55				
9 W			s 8.25	52.9	D STROMSBURG S	52.9	s 8.25				
				56.8	3.9 DURANT	56.8					
35			s 8.40	63.0	D POLK PK	63.0	s 7.50				
21			s 8.55	68.8	D HORDVILLE HV	68.8	s 7.30				
				78.4	4.9 SAND PIT SPUR	78.4					
22			s 9.10	73.8	HEBER	73.8	f 7.10				
				75.3	1.5 O. B. & Q. CROSSING	75.3					
WYP			A 9.20AM	75.9	DN-R CENTRAL CITY YL OI	75.9	7.05AM				
					(75.9)		Monday Wednesday Friday				
			(4.20)		..... Thru Time.....	(4.30)					
			17.5		..... Average speed per hour.....	16.8					

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 18 April 25, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.			79	Distance from Getnos	STATIONS	Mile Post	80				
			Mixed				Mixed				
40 WY			12.32PM	0.0	D-R GENOA YL G	0.0	A 4.35PM				
12				5.3	5.3 KENT	5.3					
20				9.3	4.0 MEROHISTON	9.3					
38			s 1.08	18.7	D FULLERTON FU	18.7	s 4.05				
21			s 1.33	23.1	D BELGRADE BL	23.1	s 3.45				
26 W			s 1.52	30.3	D CEDAR RAPIDS OD	30.3	s 3.30				
36			s 2.13	36.6	D PRIMROSE P	36.6	f 3.15				
38 WY			A 2.40PM	44.8	D-R SPALDING YL SG	44.8	3.00PM				
					(44.8)		Daily Except Sunday				

(3.06) Thru Time..... (1.35)
20.8 Average speed per hour..... 28.0
Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD				NORFOLK BRANCH				EASTWARD								
SECOND CLASS				Time-Table No. 18				SECOND CLASS								
				April 25, 1954												
				STATIONS												
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	321	Distance from Columbus	Mile Post	82	80	312	Distance from Grand Island	Mile Post	84	284	Distance from Grand Island			
	Mixed	Mixed	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	
						4.2										
20	11.50AM	7.30	1.50	4.2		SHELDONVILLE			4.2		1.10		5.08		f	10.47
						5.2										
8 YP	A12.02PM	A 7.45AM	f 2.00	9.4	R	OCONEE	YL		9.4		1.02PM		5.00PM		f	10.35
						5.8										
20			f 2.30	14.7	D	PLATTE CENTER	PO		14.7						s	10.20
						5.6										
30				20.8		TARNOV			20.8							
						4.8										
				25.1		O. & N. W. CROSSING			25.1							
						0.6										
50 W			s 3.17	25.7	D	HUMPHREY	HX		25.7						s	9.40
						3.4										
15			f 3.23	29.1		PEOK			29.1						f	9.16
						6.3										
23 W			s 3.55	35.4	D	MADISON	MA		35.4						s	9.02
						5.5										
31				40.9		ENOLA			40.9							
						7.8										
				48.7		O. & N. W. CROSSING			48.7							
						1.5										
				50.2		O. & N. W. CROSSING			50.2							
						0.2										
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK	YL	KN	50.4							8.00PM
						(50.4)										
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1	..... Thru Time.....				(0.23) 24.5	(0.15) 37.6	(3.00) 16.8	..... Average speed per hour.....					

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

WESTWARD				ALBION BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 18				SECOND CLASS						
				April 25, 1954										
				STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	Distance from Oconee	Mile Post	82	80	Distance from Hastings	Mile Post	84	284	Distance from Hastings	Mile Post		
	Mixed	Mixed			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	
							2.0							
5					2.0		MILL SPUR		2.0					
							2.3							
			12.13	s 8.00	4.8	D	MONROE	MN	4.8	s	12.50	s	4.50	
							7.0							
40 WYP			A12.29PM	s 8.30	11.8	D-R	GENOA	YL	G	11.8	s	12.29PM	f	4.35PM
							6.7							
9					18.0		WOODVILLE		18.0					
							4.8							
50				s 9.15	22.8	D	ST. EDWARD	ST	22.8	s	11.55			
							11.4							
28 WYP			A10.05AM		33.7	D-R	ALBION	YL	A	33.7	11.30AM			
							(33.7)							
	(0.27) 25.1	(2.20) 14.4	..... Thru Time.....				(1.32) 22.0	(0.25) 27.1	..... Average speed per hour.....				

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

WESTWARD				ORD BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 18				SECOND CLASS						
				April 25, 1954										
				STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	283	83	Distance from Grand Island	Mile Post	84	284	Distance from Grand Island	Mile Post	84	284	Distance from Grand Island	Mile Post		
	Mixed	Mixed			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
							0.4							
I					0.4		O. B. & Q. CROSSING			0.4				
							2.1							
11 Y					2.5		CAREY			2.5				
							8.6							
19			s 10.30	s 9.28	11.1	D	ST. LIBORY	RY	11.1	s	4.42	s	4.42	
							10.8							
39 WYP			A10.50AM	s 9.55	21.9	D-R	ST. PAUL	YL	SP	21.9	s	4.20	s	4.20PM
							8.1							
27				s 10.20	30.7	D	ELBA	EB	30.7	s	3.48			
							6.1							
25				s 10.35	36.8		COTESFIELD		36.8	s	3.41			
							7.7							
				10.50	44.5		SCOTIA JUNCTION		44.5	s	3.23			
							1.2							
20				s 11.00	45.7	D	SCOTIA	SK	45.7	s	3.14			
							1.2							
				11.15	44.5		SCOTIA JUNCTION		44.5	s	3.07			
							4.3							
31 W				s 11.35AM	48.8	D	NORTH LOUP	NU	48.8	s	2.57			
							9.7							
3					58.5		SAUNDERS		58.5					
							2.2							
					60.7		O. B. & Q. CROSSING		60.7					
							0.3							
34 WY				A12.10PM	61.0	D-R	ORD	YL	RD	61.0		2.30PM		
							(61.0)							
	(0.50) 26.3	(3.10) 19.3	..... Thru Time.....				(2.45) 22.2	(0.55) 23.9	..... Average speed per hour.....				

WESTWARD				LOUP CITY BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 18				SECOND CLASS			
				April 25, 1954							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	283	84	Distance from St. Paul	Mile Post	284	Distance from St. Paul	Mile Post	284	Distance from St. Paul	Mile Post	
	Mixed	Mixed			Mixed			Mixed			
	Monday Wednesday Friday										
WY			11.15AM	0.0	D-R	ST. PAUL	YL	SP	0.0	A	4.05PM
						8.3					
19			s 11.40AM	8.3	D	DANNEBROG	DB	8.3	s	3.50	
						10.3					
11 W			s 12.05PM	18.6	D	BOELUS	HW	18.6	s	3.20	
						7.5					
31			f 12.25	25.8		ROCKVILLE		25.8	f	2.55	
						13.2					
33 W			A 1.00PM	39.0	D-R	LOUP CITY	YL	OP	39.0		2.30PM
						(39.0)					
	(1.45) 22.3	..... Thru Time.....				(1.35) 24.6	..... Average speed per hour.....			

WESTWARD				HASTINGS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 18				SECOND CLASS			
				April 25, 1954							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	Distance from Hastings	Mile Post	Distance from Hastings	Mile Post	Distance from Hastings	Mile Post	Distance from Hastings	Mile Post	Distance from Hastings	Mile Post	
WYPCZ		0.0	DN-R	HASTINGS	YL	AN	0.0				
				12.7			12.7				
130 P		12.7		HAYLAND			12.7				
				7.6			7.6				
35 P		20.2		DENMAN			20.2				
				7.9			7.9				
180 WYP RCSI		28.1	DN-R	GIBSON	YL	GB	28.1				
				(28.1)			(28.1)				
	..... Thru Time.....				..... Average speed per hour.....					

At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

WESTWARD				KEARNEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 18 April 25, 1954				SECOND CLASS	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	Mile Post		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	f11.43	f 8.32	
	19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE 4.6	10.1	s11.35	s 8.22	
	27 P	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST HR	16.8	s11.23	s 8.00	
	13	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 5.9	22.7	f11.12	f 7.41	
	32 WP	s10.06	s 4.25	s 5.45	28.3	D	MILLER MR	28.3	s11.05	s 7.33	
	38 P	s10.20	s 4.37	s 5.57	32.5	D	SUMNER SU	32.5	s10.53	s 7.15	
	28 P	s10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE VD	40.4	s10.40 ⁹⁵	s 6.59	
	40	s11.13	s 5.15	s 6.30	52.1	D	OCONTO BS	52.1	s10.19	s 6.28	
	14	f11.27AM	f 5.28	f 6.46	59.1		LODI 7.0	59.1	f10.03	f 6.14	
	27 WYP	s12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	OALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹	
	9	f12.55	f 6.05	f 7.12	75.8		FINCHVILLE 10.8	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	
	5 P	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) 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 26.	SECOND CLASS		FIRST CLASS		Distance from O'Fallon.	Time-Table No. 18 April 25, 1954				SECOND CLASS	
	97 Local Freight	93 Mixed	Mile Post	98 Local Freight		94 Mixed	STATIONS				
							Daily	Daily	Daily	Daily	
	WYP	7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM		
	15	f 7.35	f 5.35	2.8		OOKER 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	s10.00	s 7.02	59.3	D	LEWELLEN YL W	59.3	s 1.40	s 4.44		
	41 P	s10.50	s 7.21	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21		
	40 WP	s11.35	s 7.43	86.4	D	LISCO OO	86.4	f12.25PM	s 3.53		
	37	f11.53AM ⁹⁸	f 7.56	95.4		FINLEY 9.0	95.4	f11.53AM ⁹⁷	f 3.39		
	46	s12.05PM	s 8.07	100.4	D	BROADWATER BR	100.4	f11.40	s 3.30		
	19	f12.20	f 8.20	109.6		TOWERS 9.2	109.6	f11.20	f 3.12		
	195 WCTP	s12.50	s 8.30	114.1	D	NORTHPORT YL NP	114.1	f11.12	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	f10.40	f 2.46		
	33 P	f 1.15	s 8.50	126.7	D	SOUTH BAYARD OR	126.7	f10.32	s 2.39		
	51	f 1.25	s 8.59	132.1		McGREW 5.4	132.1	f10.23	s 2.29		
	30 P	f 1.35	s 9.09	137.9	D	MELBETA MB	137.9	f10.13	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		FIRST CLASS		Distance from Gering	Time-Table No. 18 April 25, 1954				SECOND CLASS	
	Mile Post	STATIONS	STATIONS								
			Mile Post	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), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 18			Mile Post	SECOND CLASS		
	353	93	59		April 25, 1954				354	60	94
	Mixed Daily	Mixed Daily	Local Freight Daily		STATIONS				Mixed	Local Freight	Mixed
72 WYP		9.40AM	6.00AM	145.9	DN-R	GERING	YL G	145.9	A10.40AM	A 1.50PM	
14		f 9.46	f 6.10	150.5		4.6		150.5	f 10.28	f 1.34	
30		s 9.49	f 6.15	152.8	D	COSTIN	HA	152.8	f 10.25	s 1.30	
24		s 9.55	f 6.25	155.8	D	1.8		155.8	f 10.20	s 1.21	
32		f 9.58	f 6.30	157.1		HAIG	MI	157.1	f 10.15	f 1.14	
70 P		s 10.06 ⁶⁰	f 6.45	162.1	D	3.5		162.1	f 10.06 ⁹³	s 1.06	
18		f 10.09	f 6.50	164.2		SOUTH MITCHELL	MO	164.2	f 9.52	f 1.01	
51 WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	1.3		167.9	s 9.45 ⁵⁹	s 12.56	
21		f 10.19	f 9.50	170.1		JOYCE		170.1	f 9.20	f 12.49	
14		f 10.23	f 9.57	172.8		2.2		172.8	f 9.15	f 12.44	
51 P		s 10.25	f 10.07	173.7	D	3.7		173.7	f 9.13	s 12.41	
35		f 10.30	f 10.17	177.0		HUNTLEY	HU	177.0	f 9.06	f 12.33	
51 WCYP	12.45PM	10.40 ⁵⁹	10.35AM ⁹³	181.6	D-R	0.9		181.6	9.00	12.25	
51 P		s 10.55	s 12.35	188.1	D	4.6		188.1	8.46	12.15 ⁵⁹	
8		f 11.00	f 12.40	191.5		YODER	YL DR	191.5	s 8.33	s 12.03PM	
16		f 11.07	f 12.50	196.1		6.5		196.1	f 8.26	f 11.57AM	
51 WYP		A 11.15AM	A 1.00PM	200.6	D-R	3.4		200.6	f 8.19	f 11.50	
14		f 12.55		185.8		4.5		185.8	8.10AM	11.45AM	
26		f 1.01		187.6		SO TORRINGTON	YL RI	187.6	f 11.32		
51 W		s 1.10		192.4	D	3.7		192.4	f 11.27		
31		f 1.18		194.7		GOODLAND		194.7	s 11.15		
19		f 1.30		200.8		2.3		200.8	f 11.01		
51 WY		s 1.45		203.8	D	4.8		203.8	f 10.50		
19		f 1.57		210.7		HAWK SPRINGS	HK	210.7	s 10.45		
51 WF		s 2.35		222.5	D	2.3		222.5	f 10.20		
51 W		f 2.55		229.7		6.1		229.7	s 9.55		
		A 3.25PM		244.8	DN-R	WYOCROSS		244.8	f 9.35		
						3.0			9.10AM		
						11.8					
						7.2					
						14.6					
						EGBERT	YL GX				
						(98.4)			Daily	Daily	Daily
		(2.40)	(1.35)	(7.00)		Thru Time.....			(2.35)	(2.30)	(2.05)
		23.5	34.5	7.8		Average speed per hour.....			24.3	21.9	26.3

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 18			Mile Post	Time-Table No. 18					
		April 25, 1954				April 25, 1954					
		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. 18			Mile Post	Time-Table No. 18					
		April 25, 1954				April 25, 1954					
		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 5-72.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:											
Designation "Str."			—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.								
Designation "Psgr."			—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.								
Designation "Frt."			—Train with freight cars; train with caboose only; locomotive without cars.								
When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.											
On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.											
When a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.											
Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.											
GENERAL											
Location	Miles Per Hour			Location	Miles Per Hour						
	Str.	Psg.	Frt.		Str.	Psg.	Frt.				
Maximum speed.	90	80	50	When more than 50% of the tonnage is gravel.			40				
Inspection bus cars.		40	40	Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40				
When caboose is handled in train consisting of passenger train equipment		50		Derricks with 4-wheel trucks.			35				
Within yard limits protected by continuous block signal system.	60	50	25	For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			20				
When yard limits not protected by continuous block signal system.	50	40	25	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)							
Passing fueling stations.	50	40	25	Trains handling company roadway machines on their own wheels, except wrecking derricks:							
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	On straight track.			30				
1500 class Diesel-electric road freight locomotives.		50	50	On curves.			25				
Diesel-electric yard switch locomotives in road service.		35	35	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15				
7000 and 7800 class engines.		75	50	Trains handling scale test cars.			30				
3800 and 3900 class engines.		60	50	Trains handling C.N.W., C.M.St.P. & P. or G.N. jeep ore cars.			30				
5000 and 9000 class engines.		50	50	When using No. 14 turn-outs.	25	20	20				
4000 class engines.		45	45	When using other cross-overs or turn-outs: 9000 class engines: Forward movement			10				
MacArthur type engines with 63-inch drivers.		55	50	Back-up movement			6				
MacArthur type engines with 57-inch drivers.		35	35	800 class engines: Back-up movement			5				
Mallet, Consolidation and Ten Wheeler type engines.		35	35	All other classes of engines: Forward movement	15	15	15				
0-6-0 and 0-8-0 type yard engines.		20	20	Back-up movement	10	10	10				
Steam engines running backward.		20	20	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				
Light engines.		45		Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20				
				On wye tracks.	15	15	15				
				Jordan spreaders and other machines of spreader type, when in operation.			15				
				Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25				

OLD MAIN LINE

Between Gilmore and Lane.		50	35					
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FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Diesel-electric locomotives in road service.			55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.			5
Waterloo, seed house spur.			5				
Fremont, within city limits.		20	15	Grand Island, 1900 class and heavier engines on east and west legs of wye.			5
Fremont, on F. S. Y. & L. Co. tracks			15	Grand Island, 2200 class engines on scale track and east yard run-around track.			5
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25	Buda, all airfield trackage.			10
Central City, within city limits.	60	50	50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Central City, 2200 class engines on east leg of wye.			5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.			10
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	Lexington, 2200 class engines on third and fourth tracks north, east of depot.			5
Grand Island, freight trains entering and moving through yard tracks.			5	Cozad, on Armour & Co. spur tracks.			5
				Gothenburg wye.			5

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Summit 5.2 and 5.6	25	25	25	North Platte 281.9 and 281.1	80	70	50
Sarpy 14.2 and 14.7	80	70	50	Brady Island 258.5 and 258.1	70	60	50
15.9 and 16.2	80	70	50	Kearney 189.2 and 189.0	40	40	25
Lane 18.1 and 18.4	70	60	50	Waterloo 23.2 and 22.8	70	60	50
19.4 and 19.8	70	60	50	22.6 and 22.2	60	50	40
Elkhorn 21.9 and 22.1	70	60	50	22.1 and 21.9	70	60	50
22.2 and 22.6	60	50	40	Elkhorn 19.8 and 19.4	70	60	50
22.8 and 23.2	70	60	50	18.4 and 18.1	70	60	50
Vroman 258.1 and 258.5	70	60	50	Lane 16.2 and 15.9	80	70	50
Beck 281.1 and 281.9	80	70	50	14.7 and 14.2	80	70	50
North Platte				Seymour 5.6 and 5.2	25	25	25
				Summit			

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Diesel-electric locomotives in road service. Big Springs, over highway crossing when using siding.	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— 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
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.7 and 150.9	30	30	25
Freight engines not otherwise shown.		50		Between M. P. 150.9 and 151.1	50	40	25
Light engines.		45	45	Sterling, 3900 class engines on coal chute track.			5
				Over Bridge 59.24 trains handling C.B.&Q. wrecking derrick.			20

BRANCHES

Beatrice Branch Maximum speed.	50	45		Mead Between U. P. yard and Nebr. Ordinance classification yard.			15
5000, 9000 class and MacArthur type engines on curves.	35	35		Wahoo, city track.			6
Between Mile Posts— Valley 0.1 and 0.3	15	15		19.1 and 19.5	35	35	
3.8 and 4.0	35	35		19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25	
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25		Weston 30.2 and 30.5	35	35	
Yutan 6.4 and 7.7	35	35		30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.	25	25	
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25		31.6 and 31.9	35	35	
				31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.	25	25	

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Touhy 36.0 and 37.4	25	25	Ord 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	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	Loup City Branch.		30
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Trains handling outfit cars.		20
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Hastings Branch Maximum speed.	70	50
Between Brainard and Hordville.	40	30	Over Bridge 21.35.	30	30
Between Hordville and Central City.	35	25	Gibbon, west of east wye switch.		15
Trains handling outfit cars.		20	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Diesel electric locomotives in road service.	25 40 25	25 35 25
2800 class engines.	30	30	Between Callaway and Stapleton: Steam trains. Motor trains. Diesel electric locomotives in road service.	30 45 30	30 35 30
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.	5	5	Trains handling outfit cars.		20
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	North Platte Branch Maximum speed.		45
Norfolk Branch Maximum speed: Between Columbus and Oconee.	35		5000, 7000 and 9000 class engines.		35
Between Oconee and M.P. 16.	25		Over Bridge 18.30.		35
Between M.P. 16 and Norfolk.	30		Oshkosh, over First Street Crossing.		15
Trains handling outfit cars.		20	North Platte Cut-off Maximum speed.		45
Columbus, over wye switches.	15		5000, 7000 and 9000 class engines.		35
On curve at M.P. 175.	25		On curves between Yoder and So. Torrington.		35
Albion Branch Maximum speed:	30		On curves between M.P. 25.42 and M.P. 31.25.		30
Trains handling outfit cars.		20	Through tunnel between Albin and Tremain.		20
Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.	30		Lyman Branch.		20
Between M.P. 11 and Spalding.	25		Gering Branch.		20
Trains handling outfit cars.		20	Sears Branch.		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	5—XP	East	Josselyn.....	217.9	27—XP	Both
Paddock.....	128.5	8	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	274.6	7—X	Both
Kearney Air Base.....	185.9	WS 40—XP	Both	Beck.....	280.5	10	West
Alfa Center.....	194.1	44—XP	Both				

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

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive
 6(A). The following letters placed in column with station name in time-table indicate:
 D —day operator
 N —night operator
 DN—day and night operator
 R —train register
 YL—yard limits

The following letters placed in columns provided in time-table indicate:
 C—coal
 I—interlocking
 O—oil
 P—dispatcher's phone
 T—turntable
 W—water
 X—cross-over
 Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding
 RCS—remote control switch

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	2.66
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
38"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Yard Office	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Roundhouse	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Hump Yard Locker Room
Council Bluffs.....	West Yard Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	East End Yardmen's Room
Omaha.....	Union Station Telegraph Office	Julesburg.....	Telegraph Office
Omaha.....	Tower "B"	Sidney.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Conductor's Room Passenger Station
South Omaha.....	Yard Office	Cheyenne.....	Yard Office
Valley.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Valparaiso.....	Telegraph Office
Columbus.....	Enginemen's Washroom	Sterling.....	Telegraph Office
Central City.....	Telegraph Office	La Salle.....	Telegraph Office
Grand Island.....	Dispatcher's Office	Lincoln.....	Telegraph Office
Grand Island.....	Telegraph Office	Beatrice.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Roundhouse
Grand Island.....	Enginemen's Washroom, Passenger Station	Norfolk.....	Telegraph Office
Grand Island.....	Roundhouse	Hastings.....	Yard Office
Kearney.....	Telegraph Office	Stapleton.....	Telegraph Office
Kearney.....	Roundhouse	Gering.....	Dispatcher's Office
Lexington.....	Telegraph Office	Gering.....	Telegraph Office
North Platte.....	Dispatcher's Office	Gering.....	Roundhouse
North Platte.....	Telegraph Office	South Torrington.....	Telegraph Office

UNION PACIFIC EMPLOYES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

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