





WESTWARD

# CONDENSED TIME-TABLE

## FIRST CLASS

Time Table No. 19 September 26, 1954													Miles 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	Stream-liner Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
						0.20							0.0	CO. BLUFFS	
	9.30		5.10			10.00	0.55		3.15	2.55	1.40	1.30	12.50	2.8	OMAHA
	12.55		7.08			1.00	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. NORTH PLATTE
	3.25	3.10	7.56			3.00	2.05		6.05	5.45	4.30	5.25	3.55		M.T. NORTH PLATTE
		4.40											5.10	365.3	JULESBURG
	6.00		9.37			5.20	4.12		7.46	7.28	6.13	7.46		407.5	SIDNEY
				8.30									9.30		KANSAS CITY
		8.50		7.00									7.55		
			7.45	7.35									8.30	562.5	DENVER
	8.30		11.17			7.30	0.05		9.25	9.10	7.55	10.00			CHEYENNE
	8.50		11.27			7.45	0.20		9.35	9.20	8.05	10.10		509.5	
	10.25		12.45	11.20	10.55	9.40	8.05	11.45	10.55	10.40	9.25	11.50		566.0	LARAMIE
	1.04		2.31	1.40	1.05	12.18	10.40	1.44	12.40	12.30	11.15	1.55		682.8	RAWLINS
	3.45		4.36	4.05	3.25	3.00	1.20	4.05	2.50	2.40	1.25	4.25		817.0	GREEN RIVER
	4.50		4.45	4.30	3.35	3.40	1.55	4.40	3.00	2.50	1.35	4.45			
	5.25			5.05							2.05			847.2	GRANGER
			8.00		7.25	7.30	6.50	8.35	6.15	6.05		8.45		992.6	OGDEN
															(992.6)

(20.55) (5.40) (15.50) (21.35) (11.50) (22.30) (20.55) (24.05) (16.00) (16.10) (13.25) (20.15) (8.40) Thru Time From Omaha  
 40.4 49.1 62.5 47.5 48.7 44.0 47.3 50.5 61.9 61.2 62.9 48.9 69.2 Average speed per hour

E. H. BAILEY  
General Manager

G. A. CUNNINGHAM  
General Superintendent

H. E. SHUMWAY  
Gen. Supt. Transportation

**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.

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

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

**FIRST SUBDIVISION,  
OMAHA TO GRAND ISLAND, AND BRANCHES**  
 O. 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.

# CONDENSED TIME-TABLE

EASTWARD

## FIRST CLASS

Time Table No. 19 September 26, 1954													Miles 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	
													5.40		
	12.30	7.00	11.35		8.15	2.35	2.50	3.00					7.50	4.55	OMAHA
	146.9	10.24	3.50	9.26		12.15	12.20	12.40	12.50				4.45	2.20	GRAND ISLAND
C.T. M.T.	284.1	8.37	12.45	7.33		10.03	10.33	10.48	10.58				1.40	11.50	C.T. NORTH PLATTE
		7.32	11.00	6.28		8.53	9.28	9.43	9.53				12.30	10.40	M.T. NORTH PLATTE
	365.3	8.27												9.55	JULESBURG
	407.5		8.55	4.47		7.02	7.50	8.02	8.12				10.20	8.40	SIDNEY
						7.15							10.30		KANSAS CITY
		3.30				8.50							9.00	6.00	DENVER
	562.5					8.20				7.45	8.10				
	509.5		7.00	3.25		5.20	8.30	6.40	6.50				8.30	6.55	CHEYENNE
			5.40	3.15		5.05	8.20	6.30	6.40				8.15	6.35	
	566.0		4.20	2.05	2.58	3.43	5.10	5.20	5.30	4.00	4.25	6.35	5.05		LARAMIE
	682.8		2.00	12.15	1.05	1.30	3.20	3.30	3.40	1.40	2.05	3.20	2.40		RAWLINS
	817.0		11.10	10.00	10.45	10.55	1.05	1.15	1.25	11.00	11.25	12.15	11.55		GREEN RIVER
			9.50	10.20	10.45	10.45	12.55	1.05	1.15	10.45	11.05	11.40	11.35		
	847.2		9.05							12.42	10.30				GRANGER
	992.6			6.40	6.50	7.00	9.45	9.55		7.00		7.15	7.45		OGDEN
															(992.6)

Thru Time From Omaha..... (8.00) (20.55) (15.55) (23.25) (19.15) (15.50) (15.55) (13.18) (12.45) (23.00) (23.35) (20.10) (5.15)  
 Average speed per hour..... 69.5 39.9 62.2 50.5 51.4 62.5 62.2 68.5 46.4 46.6 42.0 49.2 53.0

### CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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



**WESTWARD FIRST SUBDIVISION**

Car Capacity of Bluffing (A), See Rule 1 (A), Page 2b.	SECOND CLASS						Distance from Council Bluffs
	71	73	75	237	239	233	
	Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Daily except Sun.	Local Freight Daily except Sun.	Local Freight Monday Wed., Fri.	
CXWITYOPZ	8.00PM	12.01PM				6.30AM	0.0
XWITOPZ	8.15	12.15				6.40	2.8
XIP	8.30	12.45				A 7.00	5.2
ES77 XP	8.40	12.55				7.14	13.6
XP	8.50	1.00				7.20	17.1
CS73 XP						s 7.30	21.7
CS84 P						s 7.40	24.5
WB175 XYPWC ES165 ES90	A 9.15PM	A 1.15PM				s 8.40	28.0
CS81 P						f 8.50	34.3
I							38.2
VS99 X ES172 WPZ						s 9.15	39.3
I							40.0
IP							44.8
CS82 P						f 9.24	46.3
CS119 XP						s 9.38	54.4
CS82 P						s 10.10	61.4
WB130 X ES123 WP						s 11.24 <sup>23</sup>	68.7
CS118 P						f 11.52AM	76.9
I							83.8
WB148 XWTO ES125 YPZ						s 12.30PM	84.5
CS119 P						s 12.50	92.2
CS82 P						f 12.56	96.5
CS119 XWP						s 1.20	102.3
CS82 P						f 1.30	107.9
CS82 XP						s 2.00	113.6
I							124.3
WB113 X ES119 WYP		9.50AM				A 2.30PM	124.9
CS119 P		s 10.15					135.1
I							146.5
XWCETYOP		A 10.45AM	7.30AM				146.9
CS82 XYP			f 8.05				154.5
WB117 XW ES48 P			s 8.39				162.8
CS82 XP			s 9.05				169.9
WB130 XWI ES70 YP			s 9.40				176.0
CS82 P			f 9.55				180.2
WB123 XWO ES118 YSP		A 10.15AM	7.00AM				189.1
CS82 P			s 7.30				198.3
CS130 XWP			s 8.00				204.6
CS82 P			s 8.30				213.3
WB130 XWY ES119 YP			s 11.30				224.4
CS82 P			f 11.59AM				232.5
CS82 XWP			s 12.30PM				238.2
WB123 XWO ES130 YP			s 1.00				248.8
CS82 P			1.15				254.5
CS82 WP			s 1.30				261.5
CS119 XP			s 1.54				270.6
CS82 P			2.15				278.5
XWCETYOP			A 2.30PM				284.1

(1.15) 22.4 (1.14) 22.8 (0.66) 24.0 (2.45) 18.3 (7.30) 12.7 (8.00) 15.6

**Time-Table No. 19**  
September 26, 1954

**STATIONS**

R COUNCIL BLUFFS YL
DN-R OMAHA YL US
DN SUMMIT YL SU
SARPY
LANE
D ELKHORN KH
D WATERLOO WO
DN VALLEY YL V
MEROER
F. S. Y. & L. CROSSING
DN FREMONT YL FN
O. B. & Q. CROSSING
O. & N. W. CROSSING
AMES
D NORTH BEND NB
D ROGERS DJ
DN SCHUYLER SO
D RICHLAND BZ
O. B. & Q. CROSSING
DN COLUMBUS YL O
D DUNOAN DQ
GARDINER
DN SILVER OREEK SI
HAVENS
D CLARKS OX
O. B. & Q. CROSSING
DN CENTRAL CITY OI
D CHAPMAN OP
O. B. & Q. CROSSING
DN-R GRAND ISLAND GE YL
ALDA
D WOOD RIVER WR
D SHELTON ST
DN GIBBON GB
OPTIO
DN KEARNEY YL KR
D ODESSA DZ
D ELM OREEK QR
D OVERTON OV
DN LEXINGTON UM
DARR
D OOZAD OO
DN GOTHENBURG BU
VROMAN
D BRADY ISLAND BI
D MAXWELL MX
GANNETT
DN-R NORTH PLATTE YL NO

..... Thru Time.....  
..... Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply on 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 Bluffing (A), See Rule 1 (A), Page 2b.	FIRST CLASS								Distance from Council Bluffs	
	11	107	23	5	103	101	105	27		111
	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Passenger Daily		Streamliner Passenger Daily
				9.20AM						0.0
	9.30PM	5.10PM	10.00AM	9.55	3.15AM	2.55AM	1.40AM	1.30AM	12.50AM	2.8
	9.37	5.15	10.07	10.02	3.20	3.00	1.45	1.36	12.55	5.2
	9.46	5.22	10.15	10.10	3.27	3.07	1.52	1.44	1.02	13.6
	9.50	5.25	10.21	10.14	3.30	3.10	1.55	1.47	1.05	17.1
	9.53	5.29	10.25	10.19	3.34	3.14	1.59	1.51	1.09	21.7
	f 9.57	5.32	10.28	10.22	3.37	3.17	2.02	1.54	1.12	24.5
	f 10.04	5.35	10.31	10.26	3.40	3.20	2.05	1.57	1.15	28.0
	10.10	5.39	10.37	10.31	3.44	3.24	2.09	2.03	1.20	34.3
										38.2
	s 10.28	5.43	s 10.53	s 10.43	3.48	3.28	2.13 <sup>27</sup>	2.13 <sup>105</sup>	1.25	39.3
										40.0
										44.8
	10.36	5.48	11.00	10.50	3.53	3.33	2.18	2.22	1.31	46.3
	f 10.43	5.54	11.07	10.57	3.59	3.39	2.24	2.31	1.37	54.4
	10.50	5.59	11.14	11.03	4.04	3.44	2.29	2.39	1.42	61.4
	f 10.59	6.04	f 11.24 <sup>233</sup>	11.09 <sup>233</sup>	4.09	3.49	2.34	2.45	1.47	68.7
	11.07	6.10	11.32	11.17	4.15	3.55	2.40	2.52	1.53	76.9
										83.8
	s 11.25	6.16	s 11.48	s 11.31	4.21	4.01	2.46	3.00	s 2.00	84.5
	f 11.35	6.22	11.58AM	11.41	4.27	4.07	2.52	3.08	2.07	92.2
	11.40	6.25	12.02PM	11.45	4.30	4.10	2.55	3.13	2.11	96.5
	f 11.45	6.29	12.07	11.50	4.34	4.14	2.59	3.18	2.15	102.3
	11.50	6.33	12.12	11.54	4.38	4.18	3.03	3.22	2.19	107.9
	f 11.55PM	6.37	12.18	11.59AM	4.42	4.22	3.07	3.27	2.23	113.6
										124.3
	s 12.10AM	6.46	f 12.30	12.09PM	4.51	4.32	3.17	3.37	2.33	124.9
	12.22	6.56	12.40	12.19	5.01	4.42	3.27	3.47	2.42	135.1
										146.5
	12.35	7.07	12.55	12.30	5.14	4.54	3.39	4.00	2.54	146.9
	12.55	7.08	1.05	12.40	5.15	4.55	3.40	4.10	2.55	154.5
	1.03	7.14	1.15	12.47	5.22	5.02	3.47	4.17	3.04	162.8
	f 1.10	7.20	1.22	12.54	5.28	5.08	3.53	4.23	3.10	169.9
	f 1.17	7.26	1.29	1.00	5.34	5.14	3.59	4.30	3.16	176.0
	f 1.22	7.30	1.35	1.05	5.38	5.18	4.03	4.35	3.21	180.2
	1.26	7.33	1.39	1.09	5.41	5.21	4.06	4.38	3.24	189.1
	s 1.45	7.40	s 1.52	s 1.25	5.49	5.29	4.14	4.47	s 3.33	198.3
	f 1.54	7.47	2.03	1.33	5.56	5.36	4.21	4.55	3.41	204.6
	f 2.00	7.52	2.10	1.38	6.01	5.41	4.26	4.59	3.45	213.3
	f 2.08	7.58	2.18	1.46	6.07	5.47	4.32	5.07	3.52	224.4
	s 2.25	8.06	s 2.32	1.55	6.15	5.55	4.40	5.17	4.01	232.5
	2.34	8.12	2.41	2.02	6.21	6.01	4.46	5.24	4.07	238.2
	s 2.46	8.16	f 2.49	2.07	6.25	6.05	4.50	5.29	4.11	248.8
	s 3.02	8.24	f 3.03	2.17	6.33	6.13	4.58	5.38	4.19	254.5
	3.12	8.28	3.11	2.22	6.37	6.17	5.02	5.43	4.24	261.5
	f 3.19	8.33	3.18	2.29	6.42	6.22	5.07	5.49	4.30	270.6
	f 3.28	8.40	3.28	2.37	6.49	6.29	5.14	5.57	4.37	278.5
	3.36	8.45	3.36	2.44	6.54	6.34	5.19	6.04	4.43	284.1
	A 3.50AM	A 8.51PM	A 3.50PM	A 2.55PM	A 7.00AM	A 6.40AM	A 5.25AM	A 6.15AM	A 4.50AM	

(6.20) 44.4 (8.41) 76.4 (5.50) 48.2 (5.00) 55.3 (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 72.  
Rules 251 to 254 inclusive apply on First Subdivision.  
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

**Time-Table No. 19**  
September 26, 1954

**STATIONS**

R COUNCIL BLUFFS YL
DN-R OMAHA YL US
DN SUMMIT YL SU
SARPY
LANE
D ELKHORN KH
D WATERLOO WO
DN VALLEY YL V
MEROER
F. S. Y. & L. CROSSING
DN FREMONT YL FN
O. B. & Q. CROSSING
O. & N. W. CROSSING
AMES
D NORTH BEND NB
D ROGERS DJ
DN SCHUYLER SO
D RICHLAND BZ
O. B. & Q. CROSSING
DN COLUMBUS YL O
D DUNOAN DQ
GARDINER
DN SILVER OREEK SI
HAVENS
D CLARKS OX
O. B. & Q. CROSSING
DN CENTRAL CITY OI
D CHAPMAN OP
O. B. & Q. CROSSING
DN-R GRAND ISLAND GE YL
ALDA
D WOOD RIVER WR
D SHELTON ST
DN GIBBON GB
OPTIO
DN KEARNEY YL KR
D ODESSA DZ
D ELM OREEK QR
D OVERTON OV
DN LEXINGTON UM
DARR
D OOZAD OO
DN GOTHENBURG BU
VROMAN
D BRADY ISLAND BI
D MAXWELL MX
GANNETT
DN-R NORTH PLATTE YL NO

..... Thru Time from Omaha.....  
..... Average speed per hour.....







**WESTWARD SECOND SUBDIVISION**

**SECOND CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.	STATIONS						Distance from Council Bluffs
	353	245	243	97	241	93	
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Tues. Thurs. Sat.	Daily Except Sunday	Daily	Mon. Wed. Fri.	Daily	

Time-Table No. 19  
September 26, 1954

**STATIONS**

Train No.	353	245	243	97	241	93	Distance from Council Bluffs
XWCZYOP				6.50AM	6.35AM	5.00AM	284.1
P				7.02	6.45	5.10	289.2
CS 84							290.5
WS 72 XP				7.15	7.08	5.20	296.9
CS 119 XWYP				A 7.30AM	f 7.15	A 5.25AM	300.7
40 X							301.8
CS 121 P					f 7.25		303.4
CS 83 P					f 7.35		307.9
CS 121 P					f 7.55		315.5
P					f 8.05		321.7
CS 83 P					f 8.15		327.7
WS 122 WS 120 ES 138 XWCP					f 8.45		334.8
CS 128 P					f 9.05		343.9
17							349.1
CS 132 WP					f 9.30		353.9
CS 83 P					f 9.40		359.3
XWCYYP WS 125 ES 121			8.00AM		A 10.00AM		365.3
CS 90 P			f 8.15				370.6
CS 123 WP			f 8.45				380.3
WS 111 ES 78 XP			f 9.15				389.7
XP			f 9.45				396.3
CS 125 P			f 9.55				401.0
XWCOYP			8.30AM		A 10.05AM		407.5
CS 94 YP			f 8.45				415.5
WS 121 XWP ES 70			f 9.15				426.4
8 PX							430.8
CS 125 P			f 9.35				435.4
27 PX							439.9
CS 133 XWP			f 10.15				444.5
12							451.1
CS 125 WP			f 10.45				456.6
CS 125 XWCYP			f 11.30				466.7
10							472.0
CS 94 XWYP			3.35PM		f 11.55AM		477.5
WS 82 XP			f 3.45		f 12.15PM		483.2
CS 96 WP			f 3.55		f 12.40		489.7
WS 82 XP			f 4.05		12.54		495.9
WS 117 ES 125 XP			f 4.15		f 1.07		501.2
XWCZYOP			A 4.30PM		A 1.30PM		509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Train No.	Station	Time
DN-R	NORTH PLATTE NY	5.1
DN	WEST NORTH PLATTE	1.3
	BIRDWOOD	6.4
D	HERSHEY OF	3.8
DN	O'FALLONS FA	1.1
	VARNER	1.6
D	SUTHERLAND SU	4.5
	DEXTER	7.6
D	PAXTON PN	6.2
	KORTY	6.0
D	ROSCOE RO	7.1
DN	OGALLALA YL GT	9.1
D	BRULE RU	5.2
	MEGEATH	4.8
D	BIG SPRINGS GS	5.4
	BARTON	6.0
DN	JULESBURG YL JB	5.3
	WEIR	9.7
D	CHAPPELL OQ	9.4
D	LODGE POLE GP	6.6
D	SUNOL UN	4.7
	COLTON	6.5
DN-R	SIDNEY YL OD	8.0
	BROWNSON	10.9
DN	POTTER PR	4.4
	JACINTO	4.6
D	DIX DX	4.5
	OWASCO	4.6
DN	KIMBALL KB	6.6
	OLIVER	5.5
D	BUSHNELL BN	10.1
DN	PINE BLUFFS YL UF	5.3
	TRACY	5.5
D	EGBERT GX	5.7
D	BURNS UX	6.5
	HILLSDALE	6.2
	DURHAM	5.3
	AROHER	8.3
DN-R	CHEYENNE YL OY	(225.4)

Double Track

(0.55) (5.00) (2.08) (0.40) (3.25) (0.26) ..... Thru Time  
35.0 20.4 20.3 24.9 23.8 39.8 ..... Average speed per hour

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

**WESTWARD SECOND SUBDIVISION**

**FIRST CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A) Page 25.	STATIONS									Distance from Council Bluffs	
	107	23	5	103	101	27	105	111	11		85
	Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Time-Table No. 19  
September 26, 1954

**STATIONS**

Train No.	107	23	5	103	101	27	105	111	11	85	Distance from Council Bluffs
	7.56PM	3.00PM	2.05PM	6.05AM	5.45AM	5.25AM	4.30AM	3.55AM	3.25AM	3.10AM	284.1
	8.03	3.09	2.12	6.12	5.52	5.32	4.37	4.02	3.35	3.19	289.2
	8.08	3.15	2.18	6.17	5.57	5.38	4.42	4.07	3.41	3.25	296.9
	8.11	3.18	2.21	6.20	6.00	5.41	4.45	4.10	3.45	3.28	300.7
											301.8
	8.13	3.20	2.23	6.22	6.02	5.43	4.47	4.12	f 3.48	3.30	308.4
	8.16	3.24	2.27	6.25	6.05	5.47	4.50	4.16	3.52	3.34	307.9
	8.21	3.31	2.34	6.30	6.11	5.54	4.56	4.22	f 3.59	3.40	315.5
	8.26	3.37	2.40	6.35	6.16	6.00	5.01	4.27	4.05	3.45	321.7
	8.31	3.43	2.46	6.40	6.21	6.06	5.06	4.32	f 4.11	3.51	327.7
	8.37	s 3.52	2.53	6.46	6.27	6.13	5.12	4.38	s 4.21	s 4.00	334.8
	8.44	4.01	3.02	6.53	6.34	6.22	5.19	4.45	f 4.31	4.10	343.9
											349.1
	8.52	4.11	3.10	7.01	6.42	6.30	5.27	4.53	f 4.41	4.20	358.9
	8.56	4.16	3.15	7.05	6.46	6.35	5.31	4.57	4.46	4.25	369.8
	9.01	f 4.24	3.21	7.10	6.51	6.41	5.36	A f 5.10AM	s 4.56	A 4.35AM	365.8
	9.05	4.30	3.27	7.14	6.55	6.47	5.40		5.04		370.6
	9.13	4.40	3.36	7.22	7.03 <sup>27</sup>	7.03 <sup>101</sup>	5.48		f 5.15		380.3
	9.20	4.49	3.45	7.29	7.10	7.15	5.55		f 5.25		389.7
	9.25	4.55	3.51	7.35	7.15	7.21	6.00		f 5.31		396.3
	9.29	5.00	3.55	7.38	7.19	7.25	6.04		5.36		401.0
	9.36	5.10	4.02	7.45 <sup>27</sup>	7.27	7.32	6.13		5.50		407.5
	9.37	5.20	4.12	7.46 <sup>27</sup>	7.28	7.36 <sup>103</sup>	6.13		6.00		415.5
	9.46	5.30	4.22	7.55	7.37	8.00	6.22		6.12		426.4
	9.55	5.43	4.33	8.04	7.46	8.13	6.31		f 6.23		430.8
											435.4
	10.02	5.53	4.42	8.11	7.53	8.23	6.38 <sup>11</sup>		f 6.38 <sup>105</sup>		439.9
											444.5
	10.10	f 6.05	4.51	8.19	8.01	8.35	6.46		s 6.51		451.1
											456.6
	10.20	6.18	5.02	8.29	8.11	8.48	6.56		f 7.04		466.7
	10.29	6.30	5.12	8.38	8.21	9.00	7.06		f 7.17		472.0
											477.5
	10.39	6.45	5.23	8.48	8.31	9.14	7.16		f 7.32		483.2
	10.45	6.53	5.29	8.54	8.37	9.21	7.22		f 7.41		489.7
	10.51	7.02	5.36	9.00	8.44	9.29	7.29		f 7.50		495.9
	10.58	7.10	5.42	9.07	8.51	9.36	7.36		8.00		501.2
	11.06	7.18	5.48	9.14	8.59	9.43	7.44		8.10		509.5
	A 11.17PM	A 7.35PM	A 6.05PM	A 9.25AM	A 9.10AM	A 10.00AM	A 7.55AM		A 8.30AM		509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Train No.	Station	Time
DN-R	NORTH PLATTE NY	5.1
DN	WEST NORTH PLATTE	1.3
	BIRDWOOD	6.4
D	HERSHEY OF	3.8
DN	O'FALLONS FA	1.1
	VARNER	1.6
D	SUTHERLAND SU	4.5
	DEXTER	7.6
D	PAXTON PN	6.2
	KORTY	6.0
D	ROSCOE RO	7.1
DN	OGALLALA YL GT	9.1
D	BRULE RU	5.2
	MEGEATH	4.8
D	BIG SPRINGS GS	5.4
	BARTON	6.0
DN	JULESBURG YL JB	5.3
	WEIR	9.7
D	CHAPPELL OQ	9.4
D	LODGE POLE GP	6.6
D	SUNOL UN	4.7
	COLTON	6.5
DN-R	SIDNEY YL OD	8.0
	BROWNSON	10.9
DN	POTTER PR	4.4
	JACINTO	4.6
D	DIX DX	4.5
	OWASCO	4.6
DN	KIMBALL KB	6.6
	OLIVER	5.5
D	BUSHNELL BN	10.1
DN	PINE BLUFFS YL UF	5.3
	TRACY	5.5
D	EGBERT GX	5.7
D	BURNS UX	6.5
	HILLSDALE	6.2
	DURHAM	5.3
	AROHER	8.3
DN-R	CHEYENNE YL OY	(225.4)

Double Track

(3.21) (4.35) (4.00) (3.20) (3.25) (4.35) (3.25) (1.15) (5.05) (1.25) ..... Thru Time  
67.3 49.2 55.4 67.6 66.0 49.2 66.0 64.9 44.3 57.3 ..... Average speed per hour

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

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 19**  
September 26, 1954

**FIRST CLASS**

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

STATIONS	Mile Post	6	24	108	112	28	104	102	106	12	86
DN-R NORTH PLATTE NY 5.1	284.1	A10.40AM	A12.30PM	A 6.28PM	A 7.32PM	A 8.53PM	A 9.28PM	A 9.43PM	A 9.53PM	A11.00PM	A11.15PM
DN WEST NORTH PLATTE 1.3	289.2	10.29	12.17	6.19	7.23	8.43	9.19	9.34	9.44	10.52	11.03
BIRDWOOD 6.4	290.5										
D HERSHEY OF 3.8	296.9	10.23	12.09	6.13	7.17	8.37	9.13	9.28	9.38	10.44	10.56
DN O'FALLONS FA 1.1	300.7	10.20	12.05	6.10	7.14	8.34	9.10	9.25	9.35	10.40	10.53
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	10.18	f12.02PM	6.08	7.12	8.32	9.08	9.23	9.33	f10.37	10.51
DEXTER 7.6	307.9	10.14	11.57AM	6.05	7.09	8.29	9.05	9.20	9.30	10.32	10.47
D PAXTON PN 8.2	315.5	10.07	f11.50	5.59	7.03	8.23	9.00	9.14	9.24	f10.25	10.41
KORTY 6.0	321.7	10.02	11.44	5.54	6.59	8.18	8.55	9.09	9.19	10.19	10.35
D ROSCOE RO 7.1	327.7	9.56	11.38	5.50	6.55	8.12	8.51	9.05	9.15	f10.13	10.29
DN OGALLALA YL GT 9.1	334.8	9.49	s11.31	5.45	6.50	8.06	8.46	9.00	9.10	s10.06	10.23
D BRULE RU 5.2	343.9	9.40	f11.21	5.37	6.43	7.58	8.39	8.52	9.02	f 9.56	10.14
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	9.32	f11.11	5.30	6.36	7.50	8.32	8.45	8.55	f 9.46	10.06
BARTON 6.0	359.3	9.27	11.05	5.26	6.32	7.46	8.28	8.41	8.51	9.40	10.01
DN JULESBURG YL JB 5.3	365.3	9.21	f11.00	5.21	6.27PM	7.41	8.23	8.36	8.46	s 9.35	9.55PM
WEIR 9.7	370.8	9.16	10.54	5.16		7.35	8.19	8.31	8.41	9.28	
D OHAPPELL OQ 9.4	380.3	9.07	f10.46	5.09		7.27	8.12	8.24	8.34	f 9.21	
D LODGE POLE GP 6.6	389.7	8.58	f10.37	5.02		7.18	8.05	8.17	8.27	f 9.12	
D SUNOL UN 4.7	396.3	8.52	10.31	4.57		7.13	8.00	8.12	8.22	f 9.06	
COLTON 8.0	401.0	8.48	10.27	4.53		7.09	7.56	8.08	8.18	9.02	
DN-R SIDNEY YL OD 8.0	407.5	8.40	10.20	4.47		7.02	7.50	8.02	8.12	8.55	
BROWNSON 10.9	415.5	8.19	9.59	4.38		6.41	7.41	7.53	8.03	8.34	
DN POTTER PR 4.4	426.4	8.10	9.49	4.29		6.32	7.33	7.44	7.54	f 8.24	
JACINTO 4.6	430.8										
D DIX DX 4.5	435.4	8.02	9.41	4.23		6.25	7.27	7.38	7.48	f 8.14	
OWASOO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	7.54	f 9.32	4.17		6.18	7.21	7.32	7.42	s 8.05	
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	7.44	9.20	4.08		6.08	7.12	7.23	7.33	s 7.52	
DN PINE BLUFFS YL UF 5.3	466.7	7.35	9.10	4.00		5.59	7.04	7.15	7.25	s 7.40	
TRAOY 5.5	472.0										
D EGBERT GX 5.7	477.5	7.25	9.00	3.50		5.49	6.54	7.05	7.15	f 7.28	
D BURNS UX 6.5	483.2	7.20	8.55	3.46		5.44	6.50	7.01	7.11	7.23	
HILLSDALE 6.2	489.7	7.15	8.50	3.42		5.39	6.46	6.57	7.07	7.18	
DURHAM 5.3	495.9	7.10	8.45	3.37		5.34	6.42	6.52	7.02	7.13	
ARONER 8.3	501.2	7.05	8.40	3.33		5.29	6.38	6.48	6.58	7.09	
DN-R CHEYENNE YL OY (225.4)	509.5	6.55AM	8.30AM	3.25PM		5.20PM	6.30PM	6.40PM	6.50PM	7.00PM	

Thru Time.....	(3.45)	(4.00)	(3.03)	(1.05)	(3.33)	(2.58)	(3.03)	(3.03)	(4.00)	(1.20)
Average speed per hour.....	59.6	56.4	73.9	74.9	63.4	70.0	73.9	73.9	56.4	60.9

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

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 19**  
September 26, 1954

**SECOND CLASS**

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

STATIONS	Mile Post	242	354	246	244	98	94	Car Capacity of Seating, etc. See Rule 25, page 25.
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 8.2	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 6.0	359.3	f 7.25						CS 83 P
DN JULESBURG YL JB 5.3	365.3	7.15AM			A12.15PM			XWCJYP WS125 ES121
WEIR 9.7	370.8				f11.59AM			CS 90 P
D OHAPPELL OQ 9.4	380.3				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	396.3				f11.20			XP
COLTON 8.0	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 126 WP
DN PINE BLUFFS YL UF 5.3	466.7			s10.40				CS126 XWCYP
TRAOY 5.5	472.0							10
D EGBERT GX 5.7	477.5		A 8.50AM	f 9.45				CS 94 XWYP
D BURNS UX 6.5	483.2		s 8.40	s 9.30				WS 62 XP
HILLSDALE 6.2	489.7		s 8.31	f 9.20				CS 96 WP
DURHAM 5.3	495.9		f 8.23	f 9.09				WS 62 XP
ARONER 8.3	501.2		f 8.15	f 9.00				WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5		8.05AM	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 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. 19	
SECOND CLASS		FIRST CLASS					September 26, 1954	
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		71	111	85	301		STATIONS	
		C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger			
		Daily	Daily	Daily	Daily			
80	WCYLP		f 5.10AM	4.40AM		0.0	DN JULESBURG YL JB	
75	ZP		5.18	f 4.48		7.1	7.1	
73	WP		5.24	f 4.55		14.6	D SEDGWICK ZD	
29						19.0	DORSEY	
95	P		5.31	f 5.03		23.1	RED LION	
20	P					25.8	MARCOTT	
95	WP		5.36	f 5.10		30.1	D CROOK OK	
22						34.2	TOBIN	
72	P		5.43	f 5.18		38.8	PROCTOR	
12	P					41.1	POWELL	
23						42.2	GRIFF	
94	P		5.48	f 5.24		45.6	D ILIFF F	
16						50.1	FORD	
77	P		5.54	5.31		53.5	HAYFORD	
	IP					57.2	O. B. & Q. CROSSING	
166	IWCTZP	1.00PM	6.00	5.38	2.50AM	57.5	DN-R STERLING YL ST	
			6.05	5.48		61.7	HALL	
72	P	1.14	6.13	f 5.57	f 2.58	64.1	D ATWOOD OD	
28						66.8	BETLAND	
74	P	1.27	6.19	f 6.03	f 3.06	70.2	D MERINO MI	
10						72.1	BETA	
143	P	1.36	6.24	f 6.09	3.14	76.0	MESSEX	
41						78.4	BALZAO	
52	P	A 2.00PM	6.29	f 6.15	A 3.25AM	81.0	DN UNION UN	
24						82.8	COOPER	
94	WP		6.34	f 6.21		87.0	D SNYDER SN	
53	P		6.40	6.28		98.8	DODD	
21						96.9	HURLEY	
100	WCP		6.44	f 6.44	11.1	98.6	DN FT. MORGAN FX	
35	P		6.50	6.56		106.0	NARROWS	
79	P		6.52	f 6.59		109.0	D WELDONA DN	
23	P		6.57	f 7.04		114.2	GOODRICH	
78	P		7.00	f 7.08		117.7	ORCHARD	
14	P					121.4	SUBLETTE	
58	P		7.06	f 7.15		124.8	MASTERS	
50	P		7.11	7.20		130.2	OANTON	
121	WP		7.16	f 7.25		135.4	HARDIN	
16	P					139.1	KUNER	
78	P		7.22	f 7.33		143.1	D KERSEY KR	
27						147.2	AUBURN	
56	WCTYP	A 7.30AM	A 7.40AM			151.1	DN-R LASALLE YL SA	

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

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

THIRD SUBDIVISION		EASTWARD					
Time-Table No. 19		FIRST CLASS			SECOND CLASS		
September 26, 1954		112	86	302	250	72	
STATIONS		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight	
DN	JULESBURG YL JB	0.0	As 6.27PM	A 9.50PM			
D	IVID VI	7.1	6.18	9.38			
D	SEDGWICK ZD	14.6	6.12	9.29			
	DORSEY	19.0					
	RED LION	23.1	6.05	9.20			
	MARCOTT	25.8					
D	CROOK OK	30.1	6.00	9.13			
	TOBIN	34.2					
	PROCTOR	38.8	5.53	9.03			
	POWELL	41.1					
	GRIFF	42.2					
D	ILIFF F	45.6	5.48	8.56			
	FORD	50.1					
	HAYFORD	53.5	5.41	8.47			
	O. B. & Q. CROSSING	57.2					
DN-R	STERLING YL ST	57.5	5.37	8.42	A 11.45PM	A 10.15PM	A 11.59PM
	HALL	61.7	5.35	8.33			
D	ATWOOD OD	64.1	5.28	8.25	f 11.28	9.55	11.43
	BETLAND	66.8					
D	MERINO MI	70.2	5.23	8.19	f 11.21	9.46	11.33
	BETA	72.1					
	MESSEX	76.0	5.19	8.13	f 11.15	9.38	11.21
	BALZAO	78.4					
DN	UNION UN	81.0	5.15	8.08	f 11.07PM	9.31	11.09PM
	COOPER	82.8					
D	SNYDER SN	87.0	5.10	8.02		9.24	
	DODD	93.8	5.05	7.55		9.15	
	HURLEY	96.9					
DN	FT. MORGAN FX	98.6	5.01	7.49		9.08	
	NARROWS	106.0	4.55	7.42		8.57	
D	WELDONA DN	109.0	4.53	7.39		8.52	
	GOODRICH	114.2	4.49	7.34		8.45	
	ORCHARD	117.7	4.46	7.31		8.40	
	SUBLETTE	121.4					
	MASTERS	124.8	4.40	7.24		8.30	
	OANTON	130.2	4.36	7.19		8.18	
	HARDIN	135.4	4.32	7.14		8.10	
	KUNER	139.1					
D	KERSEY KR	143.1	4.25	7.06		7.55	
	AUBURN	147.2					
DN-R	LASALLE YL SA	151.1	4.18PM	6.57PM		7.40PM	

Thru Time ..... (2.09) (9.53) (0.38) (2.35) (0.50)  
Average speed per hour ..... 70.3 52.4 37.1 36.2 28.2

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

WESTWARD				BEATRICE BRANCH				EASTWARD					
SECOND CLASS				Distance from Valley	Time-Table No. 19 September 26, 1954				Mile Post	SECOND CLASS			
		71 Freight Daily	73 Freight Daily		74 Freight	72 Freight							
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	F	10.40	1.45	6.3	0.5 YUTAN YN	6.3	5.27	11.05					
106	YP	10.50 <sup>72</sup>	1.55	11.6	5.3 MEAD AD	11.6	5.17	10.50 <sup>71</sup>					
64	WP	11.10	2.07	18.9	7.3 WAHOO W	18.9	5.03	10.25					
				19.6	0.7 O. & N. W. and O. B. & Q. CROSSINGS	19.6							
78	P	11.25	2.22	26.3	6.7 WESTON WN	26.3	4.48	10.10					
20	P	11.35PM	2.34	33.2	6.9 TOUHY	33.2	4.35	9.55					
96	WCYP	12.01AM	2.44	37.8	4.1 VALPARAISO YL VO	37.8	4.25	9.40					
28				41.8	4.5 AGNEW	41.8							
33	P	12.18	2.58	46.5	4.7 RAYMOND RM	46.5	3.59	9.15					
101	P	12.30	3.08	52.7	6.2 GARRATT	52.7	3.48	9.05					
4				55.3	2.6 WEST LINCOLN	55.3							
	I			56.5	1.2 O. B. & Q. CROSSING	56.5							
24	WTZP	12.55	3.18	57.1	0.6 LINCOLN YL SN	57.1	3.40	8.50					
	I			57.4	0.3 O. B. & Q. CROSSING	57.4							
	I			59.0	1.6 O. B. & Q. CROSSING	59.0							
130	P	1.18	3.31	65.4	6.4 JAMAICA	65.4	3.18	8.05					
				68.2	2.8 HANLON	68.2							
21	P	1.33	3.46	74.7	6.5 PRINCESTON	74.7	3.03	7.49					
73	WP	1.43	3.53	79.5	4.8 OORTLAND RD	79.5	2.56	7.41					
84	P	1.58	4.08	88.9	9.4 PICKRELL IK	88.9	2.43	7.25					
	CWTZP	A 2.15AM	A 4.25PM	96.8	7.9 BEATRICE YL BX	96.8	2.30AM	7.00PM					
					(96.8)		Daily	Daily					
		(3.50) 25.2	(2.55) 33.2		..... Thru Time .....		(3.10) 30.5	(4.15) 22.8					
					..... Average speed per hour .....								

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

WESTWARD				OLD MAIN LINE				EASTWARD					
SECOND CLASS				Distance from Council Bluffs	Time-Table No. 19 September 26, 1954				Mile Post	SECOND CLASS			
					STATIONS								
XIP				5.8	DN SUMMIT YL SU	5.8							
XWP				6.4	1.2 SOUTH OMAHA YL	6.4							
XIP				11.9	5.5 GILMORE YL	11.9							
72	P			16.8	4.9 PAPILLION PO	16.8							
AIP				19.2	2.4 MO. PAC. CROSSING	19.2							
P				22.5	3.3 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 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				Distance from Valparaiso	Time-Table No. 19 September 26, 1954				Mile Post	SECOND CLASS			
					75 Local Freight Tuesday Thursday Saturday	76 Local Freight							
WCYP				0.0	DN-R VALPARAISO YL VO	0.0	A 11.35AM						
16				7.4	7.4 LOMA	7.4	f 11.02						
28				13.5	6.1 BRAINARD BD	13.5	s 10.50						
				15.0	1.5 O. & N. W. CROSSING	15.0							
32	W			23.2	8.2 DAVID CITY DV	23.2	s 10.25						
				23.5	0.3 O. B. & Q. CROSSING	23.5							
31				33.3	9.8 RISING CITY RN	33.3	s 9.40						
36				40.1	6.8 SHELBY SH	40.1	s 9.20						
7				47.5	7.4 OSCEOLA OZ	47.5	s 8.55						
9	W			52.9	5.4 STROMSBURG S	52.9	s 8.25						
				56.8	3.9 DURANT	56.8							
35				63.0	6.2 POLK PK	63.0	s 7.50						
21				68.3	5.5 HORDVILLE HV	68.3	s 7.30						
				73.4	4.9 SAND PIT SPUR	73.4							
22				73.8	0.4 HEBER	73.8	f 7.10						
				75.3	1.5 O. B. & Q. CROSSING	75.3							
WYP				75.9	0.6 CENTRAL CITY YL OI	75.9	7.05AM						
					(75.9)		Monday Wednesday Friday						
					(4.20) 17.5		..... Thru Time .....						
					..... Average speed per hour .....		(4.30) 16.8						

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
SECOND CLASS				Distance from Cedar	Time-Table No. 19 September 26, 1954				Mile Post	SECOND CLASS			
					79 Mixed Daily Except Sunday	80 Mixed							
40	WY			0.0	DN-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							
28				18.7	4.4 FULLERTON FU	18.7	s 4.05						
21				23.1	9.4 BELGRADE BL	23.1	s 3.45						
26	W			30.8	7.2 CEDAR RAPIDS OD	30.8	s 3.30						
36				36.6	6.8 PRIMROSE P	36.6	f 3.15						
38	WY			44.8	7.7 SPALDING YL SG	44.8	3.00PM						
					(44.8)		Daily Except Sunday						
					(2.08) 20.8		..... Thru Time .....						
					..... Average speed per hour .....		(1.35) 28.0						

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



WESTWARD				NORFOLK BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 19				SECOND CLASS					
				September 26, 1954									
				STATIONS									
	79	81	321					82	80	312			
	Mixed	Mixed	Mixed					Mixed	Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday										
WCTYPZ	11.40AM	7.20AM	1.40AM	0.0	DN-R COLUMBUS YL O	0.0	A 1.25PM	A 5.15PM	A11.00PM				
20	11.50AM	7.30	1.50	4.2	4.2 SHELDONVILLE	4.2	1.10	5.08	f10.47				
8 YP	A12.02PM	A 7.45AM	f 2.00	9.4	5.2 R OCONEE YL	9.4	1.02PM	5.00PM	f10.35				
20			f 2.30	14.7	5.3 D PLATTE CENTER PO	14.7			s10.20				
36				20.3	5.6 TARNOV	20.3							
				25.1	4.8 O. & N. W. CROSSING	25.1							
56 W			s 3.17	25.7	0.6 D HUMPHREY HX	25.7			s 9.40				
15			f 3.23	29.1	3.4 PECK	29.1			f 9.16				
83 W			s 3.55	35.4	6.3 D MADISON MA	35.4			s 9.02				
81				40.9	5.5 ENOLA	40.9							
				48.7	7.8 O. & N. W. CROSSING	48.7							
				50.2	1.5 O. & N. W. CROSSING	50.2							
WCZTYP			A 5.00AM	50.4	0.2 D-R NORFOLK YL KN	50.4			8.00PM				
					(50.4)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				
	(0.22)	(0.25)	(3.20)		..... Thru Time.....		(0.23)	(0.15)	(3.00)				
	25.6	22.6	15.1		..... Average speed per hour.....		24.5	37.6	18.8				

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

WESTWARD				ALBION BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 19				SECOND CLASS					
				September 26, 1954									
				STATIONS									
	79	81						82	80				
	Mixed	Mixed						Mixed	Mixed				
	Daily Except Sunday	Daily Except Sunday											
20 YP	12.02PM	7.45AM	0.0	R	OCONEE YL	0.0	A 1.02PM	A 5.00PM					
5			2.0	2.0	MILL SPUR	2.0							
	12.13	s 8.00	4.3	D	MONROE MN	4.3	s 12.50	s 4.50					
40 WYP	A12.29PM	s 8.30	11.8	D-R	GENOA YL G	11.8	s 12.29PM	4.35PM					
0			18.0	18.0	WOODVILLE	18.0							
56		s 9.15	22.3	D	ST EDWARD ST	22.3	s 11.55						
28 WYP		A10.05AM	33.7	D-R	ALBION YL A	33.7	11.30AM						
					(33.7)		Daily Except Sunday	Daily Except Sunday					
	(0.27)	(2.20)			..... Thru Time.....		(1.32)	(0.25)					
	25.1	14.4			..... Average speed per hour.....		22.0	27.1					

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

WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 19				SECOND CLASS					
				September 26, 1954									
				STATIONS									
	283	83						84	284				
	Mixed	Mixed						Mixed	Mixed				
	Mon. Wed. Fri.	Tue. Thurs. Sat.											
WTYPCZ	10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM					
I			0.4	0.4	O. B. & Q. CROSSING	0.4							
11 Y			2.5	2.5	OAREY	2.5							
19	s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s 4.42	s 4.42					
39 WYP	s 11.15	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	s 4.20PM					
19	s 11.40AM		30.2	D	DANNEBROG DB	30.2	s 3.50						
11 W	s 12.05PM		40.5	D	BOELUS HW	40.5	s 3.20						
31	f 12.25		47.7		ROCKVILLE	47.7	f 2.55						
33 W	A 1.00PM		60.9	D-R	LOUP CITY YL OP	60.9	2.30PM						
27		s 10.20	30.7	D	ELBA EB	30.7	s 3.48						
25		s 10.35	36.8		COTESFIELD	36.8	s 3.41						
		10.50	44.5		SCOTIA JUNCTION	44.5	s 3.23						
20		s 11.00	45.7	D	SCOTIA SK	45.7	s 3.14						
		11.15	44.5		SCOTIA JUNCTION	44.5	s 3.07						
31 W		s 11.35AM	48.8	D	NORTH LOUP NU	48.8	s 2.57						
3			58.5		SAUNDERS	58.5							
			60.7		O. B. & Q. CROSSING	60.7							
34 WY		A12.10PM	61.0	D-R	ORD YL RD	61.0	2.30PM						
					(61.0)		Tue. Thurs. Sat.	Mon. Wed. Fri.					
	(3.00)	(3.10)			..... Thru Time.....		(2.45)	(2.45)					
	20.3	19.3			..... Average speed per hour.....		22.2	22.1					

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

WESTWARD				HASTINGS BRANCH				EASTWARD					
				Time-Table No. 19									
				September 26, 1954									
				STATIONS									
WYPCZ			0.0	DN R	HASTINGS YL AN	0.0							
130 P			12.7	12.7	HAYLAND	12.7							
35 P			20.2	20.2	DENMAN	20.2							
130 WYP RCSI			28.1	28.1	GIBBON YL GB	28.1							
					(28.1)								

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



WESTWARD				KEARNEY BRANCH				EASTWARD				
SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 19 September 26, 1954				SECOND CLASS			
95	519	517	Mile Post		518	96						
Mixed	Motor Passenger	Motor Passenger			Motor Mixed	Mixed						
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		5.5 GLENWOOD PARK	5.5	f 11.43	f 8.32			
19	s 9.19	s 3.57	s 5.17	10.1		4.6 RIVERDALE	10.1	s 11.35	s 8.22			
27	s 9.30	s 4.08	s 5.28	16.8	D	6.7 AMHERST HR	16.8	s 11.23	s 8.00			
13	f 9.52	f 4.18	f 5.38	22.7		5.9 WATERTOWN	22.7	f 11.12	f 7.41			
32	s 10.06	s 4.25	s 5.45	26.3	D	3.6 MILLER MR	26.3	s 11.05	s 7.33			
38	s 10.20	s 4.37	s 5.57	32.5	D	6.2 SUMNER SU	32.5	s 10.53	s 7.15			
28	s 10.40 <sup>98</sup>	s 4.50	s 6.09	40.4	D	7.9 EDDYVILLE VD	40.4	s 10.40 <sup>95</sup>	s 6.59			
40	s 11.13	s 5.15	s 6.30	52.1	D	11.7 OCONTO BS	52.1	s 10.19	s 6.28			
14	f 11.27AM	f 5.28	f 6.46	59.1		7.0 LODI	59.1	f 10.03	f 6.14			
27	s 12.30PM	s 5.45 <sup>96</sup>	s 6.57	65.5	D	6.4 OALLAWAY OA	65.5	s 9.52	s 5.45 <sup>19</sup>			
9	f 12.55	f 6.05	f 7.12	75.8		10.3 FINCHVILLE	75.8	f 9.31	f 5.00			
38	s 1.30	s 6.15	s 7.24	83.1	D	7.3 ARNOLD AD	83.1	s 9.20	s 4.45			
5	f 1.55	f 6.27	f 7.35	90.6		7.5 LOGAN	90.6	f 9.07	f 4.26			
10	f 2.10	f 6.35	f 7.42	94.6		4.0 HOAGLAND	94.6	f 9.00	f 4.18			
15	f 2.30	f 6.43	f 7.49	99.2		4.6 GANDY	99.2	f 8.50	f 4.08			
22	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	3.2 STAPLETON YL SN	102.4	8.45AM	4.00PM			
						(102.4)		Daily Except Monday	Sunday Wednesday Friday			
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			.....Thru Time.....	(3.14) 31.7	(5.20) 19.2				

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD				
SECOND CLASS		Local Freight		Distance from O'Fallon	Time-Table No. 19 September 26, 1954				SECOND CLASS			
97	93	98	94		Mile Post	97	93	98	94			
Daily	Mixed Daily	Local Freight	Mixed			Local Freight	Mixed	Local Freight	Mixed			
WYP	7.30AM	5.30AM	0.0	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM			
15	f 7.35	f 5.35	2.8	2.8		2.8 OOKER	2.8	f 3.58	f 6.13			
41	f 7.56	s 5.48	12.8	12.8	D	10.0 SARBEN AK	12.8	f 3.30	s 5.58			
40	f 8.13	f 5.57	19.6	19.6		6.8 NEVENS	19.6	f 3.15	f 5.48			
12			24.8	24.8		5.2 BROGANVILLE	24.8					
42	f 8.35	s 6.11	28.4	28.4	WP	3.6 KEYSTONE	28.4	f 2.55	s 5.36			
11			30.7	30.7		2.3 KINGSLEY	30.7					
42	f 8.50	f 6.21	34.9	34.9	D	4.2 MARTIN SA	34.9	f 2.30	f 5.24			
42	f 9.05	s 6.31	41.2	41.2	P	6.3 LEMOYNE	41.2	f 2.15	s 5.14			
25	f 9.20	f 6.40	46.8	46.8		5.6 BELMAR	46.8	f 2.05	f 5.03			
44	f 9.29	f 6.48	51.7	51.7		4.9 RUTHTON	51.7	f 1.55	f 4.55			
41	s 10.00	s 7.02	59.3	59.3	WCYP	7.6 LEWELLEN YL W	59.3	s 1.40	s 4.44			
41	s 10.50	s 7.21	70.8	70.8	P	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.21			
40	s 11.35	s 7.43	86.4	86.4	WP	15.6 LISOO OO	86.4	f 12.25PM	s 3.53			
37	f 11.53 <sup>98</sup>	f 7.56	95.4	95.4		9.0 FINLEY	95.4	f 11.53 <sup>97</sup>	f 3.39			
46	s 12.05PM	s 8.07	100.4	100.4	D	5.0 BROADWATER BR	100.4	f 11.40	s 3.30			
19	f 12.20	f 8.20	109.6	109.6		9.2 TOWERS	109.6	f 11.20	f 3.12			
195	s 12.50	s 8.30	114.1	114.1	WCPY	4.5 NORTHPORT YL NP	114.1	f 11.12	s 3.05			
AI	12.55	8.33	115.5	115.5		1.4 O. B. & Q. CROSSING	115.5	10.50	2.57			
11	f 1.05	f 8.40	121.8	121.8		6.3 MOHLER	121.8	f 10.40	f 2.46			
38	f 1.15	s 8.50	126.7	126.7	P	4.9 SOUTH BAYARD OR	126.7	f 10.32	s 2.39			
51	f 1.25	s 8.59	132.1	132.1		5.4 MCGREW	132.1	f 10.23	s 2.29			
30	f 1.35	s 9.09	137.9	137.9	P	5.8 MELBETA MB	137.9	f 10.13	s 2.19			
70	A 1.45PM	A 9.30AM	145.9	145.9	WCYZP	8.0 GERING YL G	145.9	10.01AM	2.00PM			
						(145.9)		Daily	Daily			
	(6.15) 34.3	(4.00) 36.5				.....Thru Time.....	(6.19) 23.1	(4.25) 33.0				

WESTWARD		GERING BRANCH				EASTWARD	
SECOND CLASS		Time-Table No. 19 September 26, 1954				SECOND CLASS	
97	93	Distance from Gering	STATIONS		Mile Post	98	94
Daily	Mixed		97	93		98	94
17		0.0	DN-R	GERING YL G	0.0		
27		5.4		5.4 MATHERS YL	5.4		
		6.0		0.6 MOON YL	6.0		
		7.0		1.0 ROUBADEAU YL	7.0		
18		8.4		1.4 HILLIKER YL	8.4		
18		9.8		1.4 RIFORD YL	9.8		
				(9.8)			

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



WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 19 September 26, 1954			Mile Post	SECOND CLASS				
	353	93	59		354	60	94						
	Mixed Daily	Mixed Daily	Local Freight Daily		Mixed	Local Freight	Mixed						
STATIONS													
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		OOSTIN			150.5		f10.28	f 1.34
30			s 9.49	f 6.15	152.3	D	HAIG		HA	152.3		f10.25	s 1.30
24			s 9.55	f 6.25	155.8	D	SOUTH MITCHELL		MI	155.8		f10.20	s 1.21
32			f 9.58	f 6.30	157.1		PELTON			157.1		f10.15	f 1.14
70	P		s 10.06 <sup>60</sup>	f 6.45	162.1	D	SOUTH MORRILL		MO	162.1		f10.06 <sup>93</sup>	s 1.06
18			f10.09	f 6.50	164.2		JOYCE			164.2		f 9.52	f 1.01
51	WYP		s 10.15	s 9.45 <sup>60</sup>	167.9	DN	LYMAN	YL	MU	167.9		s 9.45 <sup>59</sup>	s 12.56
21			f10.19	f 9.50	170.1		CANAL			170.1		f 9.20	f12.49
14			f10.23	f 9.57	172.8		STEBBINS			172.8		f 9.15	f12.44
51	P		s 10.25	f10.07	173.7	D	HUNTLEY		HU	173.7		f 9.13	s 12.41
35			f10.30	f10.17	177.0		HOLLY			177.0		f 9.06	f12.33
51	WCYP		12.45PM	10.40 <sup>59</sup> 10.45 <sup>93</sup>	181.6	D-R	YODER	YL	DR	181.6		A11.45AM	9.00 8.46 12.25 12.15 <sup>59</sup>
51	P		s 10.55	s 12.35	188.1	D	VETERAN		VN	69.2		s 8.33	s 12.03PM
8			f11.00	f12.40	191.5		HELDT			72.6		f 8.26	f11.57AM
16			f11.07	f12.50	196.1		OOTTIER			77.2		f 8.19	f11.50
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON	YL	RI	81.7		8.10AM	11.45AM
14			f12.55		185.3		GOODLAND			59.0		f11.32	
26			f 1.01		187.6		FONDA			56.7		f11.27	
51	W		s 1.10		192.4	D	HAWK SPRINGS		HK	51.9		s 11.15	
31			f 1.18		194.7		DUROO			49.6		f11.01	
19			f 1.30		200.8		WYECROSS			43.5		f10.50	
51	WY		s 1.45		203.8	D	LA GRANGE		GA	40.5		s 10.45	
19			f 1.57		210.7		TREMAIN			33.6		f10.20	
51	WF		s 2.35		222.5	D	ALBIN		AB	21.8		s 9.55	
51			f 2.55		229.7		LINDBERGH			14.6		f 9.35	
	W		A 3.25PM		244.3	DN-R	EGBERT	YL	GX	0.0		9.10AM	
					(98.4)			Daily			Daily		
					(2.40) 23.5			Thru Time.....			(2.35) 24.3		
					(1.35) 34.5			Average speed per hour.....			(2.30) 21.9		
					(7.00) 7.8						(2.05) 26.3		

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 19 September 26, 1954			Mile Post	STATIONS					
		DN	LYMAN	MU YL							
	0.0			0.0							
18	2.8		SEARS	YL	2.8						
6	3.8		SIDING NO. 1	YL	3.8						
17	4.6		HARTMAN	YL	4.6						
22	6.4		STEGALL	YL	6.4						
(6.4)											

WESTWARD				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 19 September 26, 1954			Mile Post	STATIONS					
		SEARS	YL								
	0.0			0.0							
5	1.2		BELLINGER	YL	1.2						
17	2.8		JANISE	YL	2.8						
(2.8)											

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

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

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

**Designation "Psgr."** —Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

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

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

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	90	80	50	When more than 50% of the tonnage is gravel.			40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			20 30 25
When caboose is handled in train consisting of passenger train equipment		60		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling scale test cars.			30
When yard limits not protected by continuous block signal system.	50	40	25	Train handling U. P. ore cars series 8000 to 8499.			40
Passing fueling stations.	50	40	25	When using No. 14 turn-outs.	25	20	20
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	When using other cross-overs or turn-outs: 9000 class engines: Forward movement Back-up movement 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			10 10 6 6 5 5 15 15 15 10
1500 class diesel road freight locomotives.		50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
Diesel yard switch locomotives in road service.		35	35	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
7000 and 7800 class engines.		75	50	On wye tracks.	15	15	15
3800 and 3900 class engines.		60	50	Jordan spreaders and other machines of spreader type, when in operation.			15
5000 and 9000 class engines.		50	50	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
4000 class engines.		45	45				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward.		20	20				
Light engines.			45				



**OLD MAIN LINE**

Between Gilmore and Lane.			50	35					
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**FIRST SUBDIVISION**

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

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

**SECOND SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Diesel locomotives in road service.			55				
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.			5
Sidney, freight trains entering and moving through yard tracks.			5				
Brownson, on government tracks.			10				

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Korty 323.5 and 324.4	70	60	50	Cheyenne 509.1 and 508.7	40	40	25
Brownson 422.6 and 423.5	70	60	50	506.3 and 505.8	80	70	50
Bushnell 456.9 and 457.2	80	70	50	503.0 and 502.2	60	50	40
462.8 and 462.9	80	70	50	Archer 498.2 and 497.7	70	60	50
Burns 486.2 and 486.5	70	60	50	Durham 494.0 and 493.8	70	60	50
Hillsdale 493.8 and 494.0	70	60	50	Hillsdale 486.5 and 486.2	70	60	50
Durham 497.7 and 498.2	70	60	50	Pine Bluffs 462.9 and 462.8	80	70	50
Archer 502.2 and 503.0	60	50	40	457.2 and 456.9	80	70	50
505.8 and 506.3	80	70	50	Potter 423.5 and 422.6	70	60	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			

**THIRD SUBDIVISION**

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
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**

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



BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
<b>Touhy</b> 36.0 and 37.4	25	25	<b>Ord—Loup City Branch</b> Maximum speed: Between Grand Island and St. Libory.		25
<b>Garratt</b> 56.3 and 57.5	15	15	Carey, all airfield trackage.		10
<b>Lincoln</b> C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Libory and Ord.		30
<b>Pickrell</b> 96.5 and 97.3	15	15	Between St. Paul and Loup City.		30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	<b>Hastings Branch</b> Maximum speed.	70	50
<b>Stromsburg Branch</b> Maximum speed: Between Valparaiso and Brainard.	35	25	Over Bridge 21.35.	30	30
Between Brainard and Hordville.	40	30	Gibbon, west of east wye switch.		15
Between Hordville and Central City.	35	25	<b>Kearney Branch</b> Between Kearney and Callaway: Steam trains. Motor trains. Diesel electric locomotives in road service.	25	25
Trains handling outfit cars.		20		40	35
2800 class engines.	30	30		25	25
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.	5	5	Between Callaway and Stapleton: Steam trains. Motor trains Diesel electric locomotives in road service.	30	30
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10		45	35
<b>Norfolk Branch</b> Maximum speed: Between Columbus and Oconee.		35	Trains handling outfit cars.		20
Between Oconee and M.P. 16.		25	5000, 7000 and 9000 class engines.		35
Between M.P. 16 and Norfolk.		30	Over Bridge 18.30.		35
Trains handling outfit cars.		20	Oshkosh, over First Street Crossing.		15
Columbus, over wye switches.		15	<b>North Platte Cut-off</b> Maximum speed.		45
On curve at M.P. 175.		25	5000, 7000 and 9000 class engines.		35
<b>Albion Branch</b> Maximum speed:		30	On curves between Yoder and So. Torrington.		35
Trains handling outfit cars.		20	On curves between M.P. 25.42 and M.P. 31.25.		30
<b>Cedar Rapids Branch</b> Maximum speed: Between Genoa and M.P. 11.		30	Through tunnel between Albin and Tremain.		20
Between M.P. 11 and Spalding.		25	<b>Lyman Branch.</b>		20
Trains handling outfit cars.		20	<b>Gering Branch.</b>		20
Over Bridge 12.96.		25	<b>Sears Branch.</b>		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
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	27—XP	Both
Paddock.....	128.5	8	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	274.6	7—X	Both
Kearney Air Base.....	185.9	WS 40—XP	Both	Beck.....	280.5	10	West
Alfalfa Center.....	194.1	44—XP	Both	Korty.....		5	West

  

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))										
6. The following letters placed before figures of a schedule indicate:					The following letters placed in columns provided in time-table indicate:					
s—regular stop;					C—coal	Y—wye				
f—flag stop to receive or discharge traffic;					I—interlocking	Z—track scales				
A—arrive					O—oil	AI—automatic interlocking signals				
6(A). The following letters placed in column with station name in time-table indicate:					P—dispatcher's phone					
D —day operator					T—turntable	CS—center siding				
N —night operator					W—water	ES—eastward siding				
DN—day and night operator					X—cross-over	WS—westward siding				
R —train register										RCS—remote control switch
YL—yard limits										

  

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.
36"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		



STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

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