



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION

TIME-TABLE
No. 16

Effective Sunday,
September 27, 1953

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

Safety Is
No Accident

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

	11	85	1	17	37	23	5	9	103	101	27	105	111	Distance from Council Bluffs	Time Table No. 16 September 27, 1953
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
							9.20							0.0	CO. BLUFFS
	9.45		9.40			10.00	9.55		3.10	2.55	1.45	1.40	12.50	2.8	OMAHA
	1.10		12.15			1.00	12.40		5.10	4.55	4.22	3.40	2.55	146.9	GRAND ISLAND
	4.10		2.30			3.40	2.55		6.55	6.40	6.35	5.25	4.50	284.1	C.T. M.T. NORTH PLATTE
	3.45	3.35	1.40			2.50	2.05		6.00	5.45	6.05	4.30	3.55	284.1	JULESBURG
		5.15											5.10	365.3	SIDNEY
	6.25		4.00			5.10	4.12		7.43	7.28	8.25	6.13		407.5	KANSAS CITY
						11.59		9.30						.....	DENVER
		9.15		5.40		3.30	6.35		7.55				8.30	562.5	CHEYENNE
	8.40		6.05			7.20	6.05		9.25	9.10	10.30	7.55		509.5	LARAMIE
	9.10		6.15			7.30	6.20		9.35	9.20	10.40	8.05		575.5	RAWLINS
	10.45		7.45	9.38	9.15	9.25	8.05	11.45	10.55	10.40	12.20	9.25		692.3	GREEN RIVER
	1.12		10.00	12.05	11.45	11.55	10.40	1.44	12.40	12.30	2.35	11.15		826.5	GRANGER
	3.45		12.40	2.40	2.20	2.30	1.20	4.05	2.50	2.40	5.15	1.25		856.7	OGDEN
	4.50		12.55	3.25	2.45	3.00	1.55	4.40	3.00	2.50	6.30	1.35		1002.0	(1002.0)
	5.25			4.05								2.05			
			4.45		6.35	7.00	5.50	8.35	6.15	6.05	9.30				

(21.05) (5.40) (20.05) (10.25) (31.36) (22.00) (21.05) (24.05) (16.05) (16.10) (20.45) (13.25) (8.40) Thru Time From Omaha
 42.0 49.1 49.8 39.4 38.1 45.5 47.5 50.9 62.1 61.8 48.2 63.6 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.
B. C. MURPHY, Trainmaster..... Omaha, Nebr.
A. A. HAUSSENER, Terminal Superintendent..... Co. Bluffs, Iowa
G. J. THOMPSON, Safety Representative..... Omaha, Nebr.
J. E. GUYNAN, 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.
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**
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.

**FIRST SUBDIVISION,
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**
A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, Nebr.
F. C. JOHNSON, Asst. Chief Train Dispatcher..... Grand Island, Nebr.
C. F. DEWHIRST, Asst. Chief Train Dispatcher..... Grand Island, Nebr.

SECOND SUBDIVISION
A. R. SUTHERLAND, Chief Train Dispatcher..... North Platte, Nebr.
J. P. RYAN, Asst. Chief Train Dispatcher..... North Platte, Nebr.
O. E. BEESON, Asst. Chief Train Dispatcher..... North Platte, Nebr.

THIRD SUBDIVISION
C. A. VICK ROY, Chief Train Dispatcher..... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher..... Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher..... Denver, Colo.

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

MILEAGE

Main Line.....	659.60
Branches.....	858.33
Total.....	1517.93

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time Table No. 16 September 27, 1953	Mile Post	112	12	10	28	2	104	102	106	38	18	24	6	86					
		Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger					
STATIONS																			
CO. BLUFFS	0.0																		6.50
OMAHA	2.8	12.30	7.00		3.35	4.05	2.40	2.50	3.00				7.50	6.05					
GRAND ISLAND	146.9	10.24	3.50		1.10	1.35	12.31	12.40	12.50				4.45	3.25					
C.T. M.T. NORTH PLATTE	284.1	8.37 7.32	12.45 10.55		10.23 9.13	11.15 10.05	10.38 9.33	10.48 9.43	10.58 9.53				1.40	12.55	11.45				
JULESBURG	365.3	6.27																	9.55
SIDNEY	407.5		8.45		7.22	8.15	7.52	8.02	8.12				10.20	9.45					
KANSAS CITY	.....				7.15					10.30									
DENVER	562.5	3.30			6.50	6.20				9.00	8.10								6.00
CHEYENNE	509.5		6.20		5.40	6.15	6.30	6.40	6.50				8.30	7.55					
LARAMIE	566.0		5.40		5.25	5.55	6.20	6.30	6.40				8.15	7.35					
RAWLINS	682.8		4.20	2.58	4.00	4.35	5.10	5.20	5.30	4.15	4.25	6.35	6.05						
GREEN RIVER	817.0		2.00	1.05	1.40	2.10	3.20	3.30	3.40	1.55	2.05	3.20	3.35						
GRANGER	847.2		11.10	10.45	11.00	11.20	1.05	1.15	1.25	11.10	11.25	12.15	12.45						
OGDEN	992.6		9.50	10.20	10.50	11.10	12.55	1.05	1.15	10.55	11.05	11.40	12.25						
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time From Omaha..... (8.00) (20.25) (23.25) (19.35) (19.35) (15.55) (15.55) (13.18) (26.20) (9.40) (23.35) (20.35) (5.15)
 Average speed per hour..... 69.5 41.2 50.5 49.6 49.6 62.2 62.2 63.5 46.2 44.6 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
1	Fremont.....	East of Council Bluffs arriving on this train.....	Salt Lake City or beyond.	2	Kimball.....		Sleeping car passengers Omaha or beyond.
11	Any Station.....			2	Kearney.....		
23	1st Subdivision.....		Colorado Points [west of Julesburg.	12	Columbus.....	Salt Lake City or South.....	C. & N. W. points east of Council Bluffs.
23	Any Station.....	Omaha or beyond.		12	Fremont.....		
27	2nd Subdivision.....	Sleeping car passengers.		24	Any Station.....	Colorado Points.	
27	Any Station.....		North of Granger or Ogden or beyond.	24	Any Station.....	Cheyenne or beyond.	
27	Fremont.....	East of Council Bluffs arriving Omaha on this train.....	West of Ogden.	28	2nd Subdivision.....		Omaha or beyond.
27	Columbus.....			28	Kearney.....		
27	Ogallala.....	Points east of Council Bluffs.		28	Columbus.....	Pocatello or west of Ogden.	C. & N. W. points east of Council Bluffs.
27	Kimball.....	Sleeping car passengers from Omaha or points east.		28	Fremont.....		Points east of Council Bluffs where scheduled to stop.
85	Any Station.....	Sleeping car passengers from Omaha or points east.		86	Ogallala.....		
101	2nd Subdivision.....		Colorado Points west of Julesburg.	86	Any Station.....	Points west of Julesburg.	
101	Fremont.....		Sacramento or beyond.	86	Any Station.....	Denver or beyond.....	Points east of Julesburg.
103	Columbus.....			86	Ogallala.....		Sleeping car passengers Omaha or beyond.
103	Kearney.....		East Los Angeles or beyond.	102	Kearney.....		
105	Fremont.....			102	Columbus.....	Sacramento or beyond.	
105	Columbus.....		Pendleton or beyond.	104	Fremont.....		
111	Fremont.....	Chicago.....	Denver or beyond.	104	Kearney.....	East Los Angeles or beyond.	
				106	Columbus.....		
				106	Fremont.....	Pendleton or beyond.	
				112	Fremont.....	Denver.....	Chicago.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Coach, etc. See Page 25.	STATIONS						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				5.30AM	0.0
XWITOPZ	8.15	12.15				5.40	2.8
XIP	8.30	12.45				A 5.59AM	6.2
EB77 XP	8.40	12.55				Via Old Main Line 7.06AM	13.0
XP	8.50	1.00					17.1
CB84 XP						s 7.20	21.7
CB84 P						s 7.40	24.5
WB144XPWOC EB165 EB90	A 9.15PM	A 1.15PM				s 8.40	28.0
CB81 P						f 8.50	34.3
I							38.2
WB99 X EB172 WPZ						s 9.15	39.3
I							40.0
IP							44.8
CB82 P						f 9.24	46.3
CB119 XP						s 9.38	54.4
CB82 P						s 10.10	61.4
WB130 X EB122 WP						s 11.24	68.7
CB118 P						f 11.52AM	76.9
I							83.8
WB143 XWTC EB125 YPZ						s 12.30PM	81.5
CB119 P						s 12.50	92.2
CB82 P						f 12.56	96.6
CB119 XWP						s 1.20	102.3
CB92 P						f 1.30	107.9
CB82 XP						s 2.00	113.6
I							124.3
WB113 X EB119 WYP		9.50AM				A 2.30PM	124.9
CB110 P		s 10.15					135.1
I							146.6
XWCZTYOP		A 10.45AM	7.30AM				146.9
CB82 XYP			f 8.05				164.6
WB117 XW EB48 P			s 8.39				162.3
CB82 XP			s 9.05				169.9
WB130 XWI EB70 YP			s 9.40				176.0
CB82 P			f 9.55				180.2
WB122 XWO EB116 YZP			A 10.15AM	7.00AM			189.1
CB83 P				s 7.30			198.3
CB130 XWP				s 8.00			204.6
CB82 P				s 8.30			213.3
WB120 XWY EB119 ZP				s 11.30			224.4
CB83 P				f 11.59AM			232.6
CB83 XWP				s 12.30PM			238.2
WB125 XWO EB130 YP				s 1.00			248.8
CB83 P				1.15			264.5
CB83 WP				s 1.30			261.5
CB119 XP				s 1.54			270.6
CB83 P				2.15			278.5
XWCZTYOP				A 2.30PM			284.1

(1.15) 22.4 (1.14) 22.8 (0.55) 24.0 (2.45) 15.3 (7.30) 12.7 (9.00) 13.9

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 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. 16
September 27, 1953

STATIONS

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

Block Signal

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double or three or more tracks

Double Track

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Passenger	Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Distance from Council Bluffs									
										11	1	23	5	103	101	27	105	111
										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				9.20AM					0.0									
9.45PM	9.40PM	10.00AM	9.55	3.10AM	2.55AM	1.45AM	1.40AM	12.50AM	2.8									
9.52	9.47	10.07	10.02	3.15	3.00	1.52	1.45	12.55	5.2									
10.01	9.56	10.15	10.10	3.22	3.07	2.01	1.52	1.02	13.6									
10.05	10.00	10.21	10.14	3.25	3.10	2.05	1.55	1.05	17.1									
10.08	10.03	10.25	10.19	3.29	3.14	2.09	1.59	1.09	21.7									
f 10.12	10.07	10.28	10.22	3.32	3.17	2.13	2.02	1.12	24.5									
f 10.19	10.10	10.31	10.26	3.35	3.20	2.17	2.05	1.15	28.0									
10.25	10.15	10.37	10.31	3.39	3.24	2.22	2.09	1.20	34.3									
									38.2									
s 10.43	10.22	s 10.53	s 10.43	3.43	3.28	2.29	2.13	1.25	39.3									
									40.0									
									44.8									
10.51	10.29	11.00	10.50	3.48	3.33	2.36	2.18	1.31	46.3									
f 10.58	10.38	11.07	10.57	3.54	3.39	2.45	2.24	1.37	54.4									
11.04	10.44	11.14	11.03	3.59	3.44	2.51	2.29	1.42	61.4									
f 11.13	10.50	f 11.24 ²³³	f 11.09 ²³³	4.04	3.49	2.57	2.34	1.47	68.7									
11.21	10.57	11.32	11.17	4.10	3.55	3.04	2.40	1.53	76.9									
									83.8									
s 11.39	11.05	s 11.48	s 11.31	4.16	4.01	3.12	2.46	s 2.00	84.5									
f 11.49	11.13	11.57AM	11.41	4.22	4.07	3.20	2.52	2.07	92.2									
11.54	11.18	12.01PM	11.45	4.25	4.10	3.25	2.55	2.11	96.6									
f 11.59	11.23	12.05	11.50	4.29	4.14	3.30	2.59	2.15	102.3									
12.04AM	11.28	12.10	11.54	4.33	4.18	3.35	3.03	2.19	107.9									
f 12.10	11.33	12.15	11.59AM	4.37	4.22	3.40	3.07	2.23	113.6									
									124.3									
s 12.25	11.43	f 12.25	12.09PM	4.46	4.32	3.50	3.17	2.33	124.9									
12.37	11.53PM	12.35	12.19	4.56	4.42	4.00	3.27	2.42	135.1									
									146.6									
12.50	12.05AM	12.50	12.30	5.09	4.54	4.12	3.39	2.54	146.9									
1.10	12.15	1.00	12.40	5.10	4.55	4.22	3.40	2.55	164.6									
1.18	12.22	1.10	12.47	5.17	5.02	4.30	3.47	3.04	162.3									
f 1.25	12.29	1.17	12.54	5.23	5.08	4.37	3.53	3.10	169.9									
f 1.32	12.35	1.24	1.00	5.29	5.14	4.44	3.59	3.16	176.0									
f 1.37	12.41	1.29	1.05	5.33	5.18	4.50	4.03	3.21	180.2									
1.41	12.45	1.33	1.09	5.36	5.21	4.54	4.06	3.24	189.1									
s 2.05	12.54	s 1.46	s 1.25	5.44	5.29	5.05	4.14	s 3.33	198.3									
f 2.14	1.04	1.57	1.33	5.51	5.36	5.14	4.21	3.41	204.6									
f 2.20	1.10	2.03	1.38	5.56	5.41	5.19	4.26	3.45	213.3									
f 2.28	1.18	2.11	1.46	6.02	5.47	5.27	4.32	3.52	224.4									
s 2.45	1.28	s 2.24	1.55	6.10	5.55	5.37	4.40	4.01	232.6									
2.54	1.35	2.33	2.02	6.16	6.01	5.45	4.46	4.07	238.2									
s 3.06	1.40	f 2.40	2.07	6.20	6.05	5.50	4.50	4.11	248.8									
s 3.22	1.50	f 2.54	2.17	6.28	6.13	5.59	4.58	4.19	264.5									
3.32	1.56	3.01	2.22	6.32	6.17	6.04	5.02	4.24	261.5									
f 3.39	2.03	3.08	2.29	6.37	6.22	6.11	5.07	4.30	270.6									
f 3.48	2.12	3.18	2.37	6.44	6.29	6.20	5.14	4.37	278.5									
3.56	2.19	3.26	2.44	6.49	6.34	6.25	5.19	4.43	284.1									
A 4.10AM	A 2.30AM	A 3.40PM	A 2.55PM	A 6.55AM	A 6.40AM	A 6.35AM	A 5.25AM	A 4.50AM										

(6.25) 43.8 (4.50) 58.0 (5.40) 49.6 (5.00) 56.3 (3.45) 75.0 (3.45) 75.0 (4.50) 58.0 (3.45) 75.0 (4.00) 70.3

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

Time-Table No. 16
September 27, 1953

STATIONS

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

Block Signal

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double or three or more tracks

Double Track

FIRST SUBDIVISION EASTWARD

Time-Table No. 16
September 27, 1953

STATIONS	Mile Post	FIRST CLASS								
		12 Passenger	6 Mail and Express	24 Passenger	112 Streamliner Passenger	28 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	2 Passenger
R COUNCIL BLUFFS YL	0.0		A 6.50PM							
DN-R OMAHA YL US	2.8	A 7.00AM	6.35	A 7.50PM	A 12.30AM	A 3.35AM	A 2.40AM	A 2.50AM	A 3.00AM	A 4.05AM
DN SUMMIT YL SU	5.2	6.49	5.50	7.35	12.23	3.25	2.33	2.42	2.52	3.55
SARPY	18.6	6.40	5.42	7.25	12.15	3.17	2.25	2.34	2.44	3.47
LANE	17.1	6.36	5.38	7.20	12.11	3.13	2.22	2.30	2.40	3.43
D ELKHORN KH	21.7	f 6.31	5.33	7.14	12.07	3.09	2.17	2.25	2.35	3.39
D WATERLOO WO	24.6	f 6.27	5.30	7.10	12.03AM	3.05	2.13	2.21	2.31	3.35
DN VALLEY YL V	28.0	s 6.23	5.26	7.04	11.59PM	3.01	2.10	2.18	2.28	3.31
MEROER	34.3	6.16	5.20	6.56	11.54	2.56	2.05	2.12	2.22	3.26
F. S. Y. & L. CROSSING	38.2									
DN FREMONT YL FN	39.3	s 6.08	s 5.14	s 6.49	11.50	2.52	2.00	2.07	2.17	3.22
O. B. & Q. CROSSING	40.0									
O. & N. W. CROSSING	44.8									
AMES	46.3	f 5.54	4.59	6.34	11.44	2.42	1.52	1.59	2.08	3.12
D NORTH BEND NB	54.4	f 5.45	4.52	6.25	11.38	2.34	1.46	1.53	2.02	3.04
D ROGERS DJ	61.4	f 5.37	4.46	6.18	11.32	2.27	1.41	1.48	1.57	2.57
DN SCHUYLER SO	68.7	s 5.30	4.40	s 6.11	11.27	2.20	1.35	1.42	1.51	2.50
D RICHLAND BZ	76.9	f 5.20	4.32	6.01	11.21	2.12	1.29	1.36	1.45	2.42
O. B. & Q. CROSSING	83.8									
DN COLUMBUS YL O	84.5	s 5.10	s 4.25	s 5.52	s 11.14	2.05	1.22	1.29	1.38	2.35
D DUNOAN DQ	92.3	f 4.51	4.14	5.40	11.04	1.54	1.15	1.22	1.31	2.26
GARDINER	96.6	4.46	4.10	5.36	11.01	1.50	1.12	1.19	1.28	2.22
DN SILVER CREEK SI	102.3	f 4.41	4.05	5.31	10.58	1.46	1.08	1.15	1.24	2.17
HAVENS	107.9	4.33	4.00	5.26	10.54	1.42	1.04	1.11	1.20	2.12
D OLARKS OX	118.6	f 4.27	3.55	5.22	10.50	1.38	1.25	1.07	1.16	2.07
O. B. & Q. CROSSING	124.3									
DN CENTRAL CITY OI	124.9	s 4.15	3.45	f 5.11	10.42	1.30	12.50	12.58	1.08	1.57
D OHAPMAN OP	135.1	4.02	3.36	5.00	10.34	1.21	12.42	12.51	1.00	1.47
O. B. & Q. CROSSING	146.5									
DN-R GRAND ISLAND GE YL	146.9	3.50	3.25	4.45	10.24	1.10	12.31	12.40	12.50	1.35
ALDA	154.5	3.18	3.02	4.21	10.14	1.00	12.30	12.39	12.49	1.25
D WOOD RIVER WR	162.3	f 3.09	2.55	4.11	10.08	12.19	12.19	12.29	12.39	1.12
D SHELTON ST	169.9	f 3.00	2.48	4.03	10.03	11.58PM	12.07	12.17	12.27	12.58
DN GIBBON GB	176.0	f 2.53	2.42	3.56	9.59	11.52	12.02AM	12.12	12.22	12.52
OPTIC	180.2	2.49	2.38	3.51	9.56	11.48	11.59PM	12.09	12.19	12.48
DN KEARNEY YL KR	180.1	s 2.39	s 2.28	s 3.40	s 9.48	11.42	11.51	12.01AM	12.11	12.40
D ODESSA DZ	198.3	f 2.24	2.15	3.24	9.40	11.34	11.43	11.53PM	12.03AM	12.30
D ELM CREEK QR	204.6	f 2.17	2.09	3.18	9.36	11.29	11.39	11.49	11.59PM	12.25
D OVERTON OV	213.3	f 2.07	2.02	3.09	9.30	11.21	11.33	11.43	11.53	12.17
DN LEXINGTON UM	224.4	s 1.55	1.52	f 2.57	9.22	11.13	11.25	11.35	11.45	12.07AM
DARR	232.5	1.44	1.45	2.45	9.16	11.06	11.19	11.29	11.39	11.59PM
D COZAD CO	238.2	s 1.38	1.40	f 2.39	9.12	11.02	11.15	11.25	11.35	11.55
DN GOTHENBURG BU	248.8	s 1.23	1.30	f 2.22	9.04	10.54	11.07	11.17	11.27	11.46
VROMAN	254.6	1.14	1.25	2.13	9.00	10.49	11.02	11.12	11.22	11.41
D BRADY ISLAND BI	261.6	f 1.07	1.18	2.06	8.55	10.43	10.57	11.07	11.17	11.35
D MAXWELL MX	270.6	f 12.59	1.10	1.57	8.48	10.36	10.50	11.00	11.10	11.28
GANNETT	278.5	12.52	1.03	1.49	8.42	10.30	10.44	10.54	11.04	11.22
DN-R NORTH PLATTE YL NO	284.1	12.45AM	12.55PM	1.40PM	8.37PM	10.23PM	10.38PM	10.48PM	10.58PM	11.15PM

Thru Time to Omaha (6.15) (5.10) (6.10) (8.53) (5.13) (4.02) (4.02) (4.02) (4.50)
Average speed per hour 45.0 54.4 48.6 72.4 54.5 69.7 69.7 69.7 58.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
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. 16
September 27, 1953

STATIONS	Mile Post	SECOND CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.
		72 Time Freight	234 Local Freight	76 Local Freight	74 Time Freight	240 Local Freight	238 Local Freight	
R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM		A 8.30AM			XWCITYOPZ
DN-R OMAHA YL US	2.8	1.54	2.55		8.15			XWITOPZ
DN SUMMIT YL SU	5.2	1.10	2.35		7.45			XIP
SARPY	18.6	12.50	2.15		7.20			ES77 XP
LANE	17.1	12.40	f 2.05		7.10			XP
D ELKHORN KH	21.7		s 1.55					C884 XP
D WATERLOO WO	24.6		s 1.30					C884 P
DN VALLEY YL V	28.0	12.15AM	s 1.00		6.45AM			WB144XYPWO ES105 ES90 C881 P
MEROER	34.3		f 12.01PM					I
F. S. Y. & L. CROSSING	38.2							WB90 X ES172 WPZ
DN FREMONT YL FN	39.3		s 11.50AM					I
O. B. & Q. CROSSING	40.0							IP
O. & N. W. CROSSING	44.8							C882 P
AMES	46.3		f 10.50					C8119 XP
D NORTH BEND NB	54.4		s 10.20					C882 P
D ROGERS DJ	61.4		s 9.50					WB130 X ES123 WP
DN SCHUYLER SO	68.7		s 9.20					C8118 P
D RICHLAND BZ	76.9		f 8.20					WB143 XWTC ES125 YPZ
O. B. & Q. CROSSING	83.8							C8119 P
DN COLUMBUS YL O	84.5		s 8.00					C882 P
D DUNOAN DQ	92.3		s 7.20					C8119 XWP
GARDINER	96.6		f 6.50					C882 P
DN SILVER CREEK SI	102.3		s 6.40					C882 P
HAVENS	107.9		f 6.00					C882 XP
D OLARKS OX	118.6		s 5.39					WB113 X ES119 WYF
O. B. & Q. CROSSING	124.3							C8119 P
DN CENTRAL CITY OI	124.9		5.00AM	A 6.55AM				I
D OHAPMAN OP	135.1			s 6.40				XWCZTYOP
O. B. & Q. CROSSING	146.5							C882 XYP
DN-R GRAND ISLAND GE YL	146.9			6.20AM			A 2.00PM	WB117 XW ES48 P
ALDA	154.5						f 1.30	C882 XP
D WOOD RIVER WR	162.3						s 1.00	WB130 XW ES70 YP
D SHELTON ST	169.9						s 12.30PM	C882 P
DN GIBBON GB	176.0						s 11.59AM	C882 P
OPTIC	180.2						f 11.15	WB122 XWC ES118 YZF
DN KEARNEY YL KR	180.1						A 1.30PM	C883 P
D ODESSA DZ	198.3						s 1.00	C8180 XWP
D ELM CREEK QR	204.6						s 12.30PM	C883 P
D OVERTON OV	213.3						s 11.50AM	WB120 XWY ES119 ZF
DN LEXINGTON UM	224.4						s 11.30	C883 P
DARR	232.5						f 10.30	C883 XWP
D COZAD CO	238.2						s 10.00	WB125 XWC ES130 YF
DN GOTHENBURG BU	248.8						s 8.15	C883 P
VROMAN	254.6						7.55	C883 WP
D BRADY ISLAND BI	261.6						f 7.45	C8119 XP
D MAXWELL MX	270.6						f 7.30	C883 P
GANNETT	278.5						7.15	
DN-R NORTH PLATTE YL NO	284.1						7.00AM	XWCZTYOP

Thru Time (1.45) (10.15) (0.35) (1.45) (8.30) (3.00)
Average speed per hour 16.0 12.2 37.7 16.0 14.6 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
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, Station, Class (353, 245, 243, 97, 241, 93), and Distance from Council Bluffs. Includes train numbers like XWCZTYOP, CS 84, WS 72, etc.

Time-Table No. 16
September 27, 1953

STATIONS

Station list including DN-R NORTH PLATTE NY, DN WEST NORTH PLATTE, BIRDWOOD, HERSHEY, O'FALLONS, VARNER, SUTHERLAND, DEXTER, PAXTON, KORTY, ROSCOE, OGALLALA, BRULE, MEGEATH, BIG SPRINGS, BARTON, JULESBURG, WEIR, CHAPPELL, LODGE POLE, SUNOL, COLTON, SIDNEY, BROWNSON, POTTER, JACINTO, DIX, OWASCO, KIMBALL, OLIVER, BUSHNELL, PINE BLUFFS, TRACY, EGBERT, BURNS, HILLSDALE, DURHAM, AROHER, CHEYENNE.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(0.55) (5.00) (2.05) (0.40) (3.25) (0.25) 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 8-72.
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 Car Capacity, Station, Class (23, 5, 27, 103, 101, 105, 111, 11, 85, 1), and Distance from Council Bluffs. Includes train numbers like 2.50PM, 2.59, 3.05, etc.

Time-Table No. 16
September 27, 1953

STATIONS

Station list including DN-R NORTH PLATTE NY, DN WEST NORTH PLATTE, BIRDWOOD, HERSHEY, O'FALLONS, VARNER, SUTHERLAND, DEXTER, PAXTON, KORTY, ROSCOE, OGALLALA, BRULE, MEGEATH, BIG SPRINGS, BARTON, JULESBURG, WEIR, CHAPPELL, LODGE POLE, SUNOL, COLTON, SIDNEY, BROWNSON, POTTER, JACINTO, DIX, OWASCO, KIMBALL, OLIVER, BUSHNELL, PINE BLUFFS, TRACY, EGBERT, BURNS, HILLSDALE, DURHAM, AROHER, CHEYENNE.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(4.30) (4.00) (4.25) (3.25) (3.25) (3.25) (1.15) (4.55) (1.25) (4.25) Thru Time
80.1 55.4 51.0 66.0 66.0 66.0 64.9 45.8 57.3 51.0 Average speed per hour

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 16
September 27, 1953

FIRST CLASS

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

STATIONS	Mile Post	FIRST CLASS									
		6	24	112	28	2	12	104	102	106	86
DN-R NORTH PLATTE NY 5.1	284.1	A11.45AM	A12.30PM	A 7.32PM	A 9.13PM	A10.05PM	A10.55PM	A 9.33PM	A 9.43PM	A 9.53PM	A11.15PM
DN WEST NORTH PLATTE 1.8	289.2	11.33	12.17	7.23	9.03	9.52	10.42	9.24	9.34	9.44	11.03
BIRDWOOD 6.4	290.5										
D HERSHEY OF 3.8	296.9	11.27	12.09	7.17	8.57	9.46	10.34	9.18	9.28	9.38	10.56
DN O'FALLONS FA 1.1	300.7	11.24	12.05	7.14	8.54	9.43	10.30	9.15	9.25	9.35	10.53
VARNER 1.8	301.8										
D SUTHERLAND SU 4.5	303.4	11.22	f12.02PM	7.12	8.52	9.41	f10.27	9.13	9.23	9.33	10.51
DEXTER 7.6	307.9	11.18	11.57AM	7.09	8.49	9.38	10.22	9.10	9.20	9.30	10.47
D PAXTON PN 6.2	315.5	11.11	f11.50	7.03	8.43	9.32	f10.15	9.04	9.14	9.24	10.41
KORTY 6.0	321.7	11.06	11.44	6.59	8.38	9.27	10.09	8.59	9.09	9.19	10.35
D ROSCOE RO 7.1	327.7	11.00	11.38	6.55	8.32	9.21	f10.03	8.55	9.05	9.15	10.29
DN OGALLALA YL GT 9.1	334.8	10.53	s 11.31	6.50	8.26	9.15	s 9.56	8.50	9.00	9.10	10.23
D BRULE RU 5.2	343.9	10.44	f11.21	6.43	8.18	9.07	f 9.46	8.42	8.52	9.02	10.14
MEDGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.36	f11.11	6.36	8.10	8.59	f 9.36	8.35	8.45	8.55	10.06
BARTON 6.0	359.3	10.31	11.05	6.32	8.06	8.55	9.30	8.31	8.41	8.51	10.01
DN JULESBURG YL JB 5.3	365.3	10.25	f11.00	s 6.27PM	8.01	8.50	s 9.25	8.26	8.36	8.46	9.55PM
WEIR 9.7	370.6	10.20	10.54		7.55	8.46	9.18	8.21	8.31	8.41	
D CHAPPELL OQ 9.4	380.3	10.11	f10.46		7.47	8.38	f 9.11	8.14	8.24	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f10.37		7.38	8.30	f 9.02	8.07	8.17	8.27	
D SUNOL UN 4.7	396.3	9.56	10.31		7.33	8.25	f 8.56	8.02	8.12	8.22	
COLTON 6.5	401.0	9.52	10.27		7.29	8.21	8.52	7.58	8.08	8.18	
DN-R SIDNEY YL OD 10.9	407.5	9.45	10.20		7.22	8.15 ¹⁰²⁻¹⁰⁶ 7.45 ¹⁰⁴	8.45	7.52	8.02	8.12	
BROWNSON 4.4	415.5	9.24	9.59		7.01	7.37	8.25	7.43	7.53	8.03	
DN POTTER PR 4.0	426.4	9.14	9.49		6.52	7.29	f 8.15	7.34	7.44	7.54	
JACINTO 4.5	430.8										
D DIX DX 4.6	435.4	9.06	9.41		6.45	7.22	f 8.05	7.28	7.38	7.48	
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.58	f 9.32		6.38	7.15	s 7.55	7.22	7.32	7.42	
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.47	9.20		6.28	7.04	s 7.40	7.13	7.23	7.33	
DN PINE BLUFFS YL UF 5.3	466.7	8.38	9.10		6.19	6.55	7.25 ¹⁰²⁻¹⁰⁶ 7.05 ¹⁰⁴	7.05 ¹²	7.15 ¹²	7.25 ¹²	
TRAOY 5.5	472.0										
D EGBERT GX 5.7	477.5	8.27	9.00		6.09	6.45	f 6.48	6.55	7.05	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		6.04	6.40	6.43	6.51	7.01	7.11	
HILLSDALE 6.2	489.7	8.17	8.50		5.59	6.35	6.38	6.47	6.57	7.07	
DURHAM 5.3	495.9	8.12	8.45		5.54	6.29	6.33	6.42	6.52	7.02	
ARONER 5.3	501.2	8.07	8.40		5.49	6.24	6.29	6.38	6.48	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM		5.40PM	6.15PM	6.20PM	6.30PM	6.40PM	6.50PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(3.60)	(4.00)	(1.05)	(3.33)	(3.50)	(4.35)	(3.03)	(3.03)	(3.03)	(1.20)
Average speed per hour.....	68.1	58.4	74.9	63.4	58.1	49.2	73.9	73.9	73.9	69.0

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 16
September 27, 1953

SECOND CLASS

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

STATIONS	Mile Post	SECOND CLASS									
		242	354	246	244	98	94				
DN-R NORTH PLATTE NY 5.1	284.1	A11.15AM				A 4.50PM	A 7.00PM				XWCZTYOP
DN WEST NORTH PLATTE 1.8	289.2	11.05				4.40	6.48				P
BIRDWOOD 6.4	290.5										CS 84
D HERSHEY OF 3.8	296.9	s 10.55				f 4.30	s 6.38				WS 72 XP
DN O'FALLONS FA 1.1	300.7	f 10.30				4.22PM	6.30PM				CS 110 XWYP
VARNER 1.8	301.8										40 X
D SUTHERLAND SU 4.5	303.4	s 10.15									CS 121 P
DEXTER 7.6	307.9	f 9.55									CS 82 P
D PAXTON PN 6.2	315.5	s 9.45									CS 121 P
KORTY 6.0	321.7	f 9.20									P
D ROSCOE RO 7.1	327.7	f 9.10									CS 83 P
DN OGALLALA YL GT 9.1	334.8	s 9.00									WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	s 8.15									CS 125 P
MEDGEATH 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					XWCYYP WS125 ES121
WEIR 9.7	370.6					f11.59AM					CS 90 P
D CHAPPELL OQ 9.4	380.3					s 11.45					CS 123 WP
D LODGE POLE GP 6.6	389.7					s 11.30					WS 111 ES 75 XP
D SUNOL UN 4.7	396.3					f11.20					XP
COLTON 6.5	401.0					f11.10					CS 125 P
DN-R SIDNEY YL OD 10.9	407.5					A 1.40PM	11.00AM				XWCOYP
BROWNSON 4.4	415.5					f 1.05					CS 94 YP
DN POTTER PR 4.0	426.4					s 12.40					WS 121 XWP ES 70
JACINTO 4.5	430.8										8 PX
D DIX DX 4.6	435.4					s 12.09PM					CS 125 P
OWASCO 4.6	439.9										27 PX
DN KIMBALL KB 6.6	444.5					s 11.45AM					CS 133 XWP
OLIVER 5.5	451.1										12
D BUSHNELL BN 10.1	456.6					s 11.05					CS 125 WP
DN PINE BLUFFS YL UF 5.3	466.7					s 10.40					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 5.3	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
		Daily Except Monday	Daily	Mon. Wed. Fri.	Daily Except Sunday	Daily	Daily				

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.	STATIONS	71		85		111		301		Distance from Julesburg	Time-Table No. 16 September 27, 1953
		C. B. & Q. Freight		Passenger		Streamliner Passenger		C. B. & Q. Passenger			
		Daily		Daily		Daily		Daily			
80	WCYIP			5.15AM	f 5.10AM					0.0	DN JULESBURG YL JB
75	ZP			f 5.25	5.18					7.1	D OVID VI
73	WP			f 5.32	5.24					14.6	D SEDGWICK ZD
29										19.0	DORSEY
95	P			f 5.40	5.31					23.1	RED LION
90	P									25.8	MARCOTT
95	WP			f 5.47	5.36					30.1	DN OROOK OK
22										34.2	TOBIN
72	P			f 5.55	5.43					38.8	PROOTOR
12	P									41.1	POWELL
22										42.2	GRIFF
94	P			f 6.01	5.48					45.6	D ILIFF F
16										50.1	FORD
77	P			6.08	5.54					53.5	HAYFORD
	IP									57.2	C. B. & Q. CROSSING
109	IWCTZP	1.00PM	6.15	6.00	2.50AM					57.5	DN-R STERLING YL ST
			6.25	6.05						61.7	HALL
72	P	1.14	f 6.33	6.13	f 2.58					64.1	D ATWOOD OD
23										66.8	BETTLAND
74	P	1.27	f 6.39	6.19	f 3.06					70.2	D MERINO MI
10										72.1	BETA
143	P	1.36	f 6.45	6.24	3.14					76.0	MESSEX
41										78.4	BALZAO
52	P	A 2.00PM	f 6.50	6.29	A 3.25AM					81.0	DN UNION UN
24										82.8	COOPER
94	WP		f 6.55	6.34						87.0	D SNYDER SN
53	P		7.02	6.40						93.8	DODD
21										96.9	HURLEY
100	WCP		f 7.07	6.44						98.6	DN FT. MORGAN FX
25	P		7.14	6.50						106.0	NARROWS
79	P		f 7.17	6.52						109.0	D WELDONA DN
22	P		f 7.22	6.57						114.2	GOODRICH
78	P		f 7.25	7.00						117.7	ORCHARD
14	P									121.4	SUBLETTE
53	P		f 7.32	7.06						124.8	MASTERS
50	P		7.37	7.11						130.2	CANTON
121	WP		f 7.42	7.16						135.4	HARDIN
16	P									139.1	KUNER
78	P		f 7.49	7.22						143.1	D KERSEY KR
27										147.2	AUBURN
56	WCTYP		A 7.58AM	A 7.30AM						151.1	DN-R LASALLE YL SA

(1.00) (2.43) (2.20) (0.35) Thru Time
23.5 55.6 64.8 40.3 Average speed per hour

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

		THIRD SUBDIVISION				EASTWARD					
		FIRST CLASS		SECOND CLASS							
Time-Table No. 16 September 27, 1953	STATIONS	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	As 6.27PM	A 9.50PM							
	D OVID 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									
	DN OROOK OK	30.1	6.00	9.13							
	TOBIN	34.2									
	PROOTOR	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				
	BETTLAND	66.8									
	D MERINO MI	70.2	5.23	8.19	f 11.21	9.46	11.33				
	BETA	72.1									
	MESSEX	76.0	5.19	8.13	f 11.15	9.38	11.21				
	BALZAO	78.4									
	DN UNION UN	81.0	5.15	8.08	f 11.07PM	9.31	11.09PM				
	COOPER	82.8									
	D SNYDER SN	87.0	5.10	8.02		9.24					
	DODD	93.8	5.05	7.55		9.15					
	HURLEY	96.9									
	DN FT. MORGAN FX	98.6	5.01	7.49		9.08					
	NARROWS	106.0	4.55	7.42		8.57					
	D WELDONA DN	109.0	4.53	7.39		8.52					
	GOODRICH	114.2	4.49	7.34		8.45					
	ORCHARD	117.7	4.46	7.31		8.40					
	SUBLETTE	121.4									
	MASTERS	124.8	4.40	7.24		8.30					
	CANTON	130.2	4.36	7.19		8.18					
	HARDIN	135.4	4.32	7.14		8.10					
	KUNER	139.1									
	D KERSEY KR	143.1	4.25	7.06		7.55					
	AUBURN	147.2									
	DN-R LASALLE YL SA	151.1	4.18PM	6.57PM		7.40PM					

Thru Time Thru Time
Average speed per hour (2.09) (2.53) (0.38) (2.35) (0.50)
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 S-72.
The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD				
SECOND CLASS				Distance from Valley	Time-Table No. 16 September 27, 1953				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		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	37.8	DN	VALPARAISO YL VO	37.8	4.25	9.40			
26				41.8		AGNEW	41.8					
33	P	12.18	2.58	46.5	D	RAYMOND RM	46.5	3.59	9.15			
101	P	12.30	3.08	52.7		GARRATT	52.7	3.48	9.05			
4				55.3		WEST LINCOLN	55.3					
	I			56.5		O. B. & Q. CROSSING	56.5					
24	WTZP	12.55	3.18	57.1	DN	LINCOLN YL SN	57.1	3.40	8.50			
	I			57.4		O. B. & Q. CROSSING	57.4					
	I			59.0		O. B. & Q. CROSSING	59.0					
130	P	1.18	3.31	65.4		JAMAIOA	65.4	3.18	8.05			
				68.2		HANLON	68.2					
21	P	1.33	3.46	74.7		PRINOTON	74.7	3.03	7.49			
73	WP	1.43	3.53	79.5	D	CORTLAND RD	79.5	2.56	7.41			
84	P	1.58	4.08	88.9	D	PIOKRELL IK	88.9	2.43	7.25			
	CWTZP	A 2.15AM	A 4.25PM	96.8	DN-R	BEATRICE YL BX	96.8	2.30AM	7.00PM			
						(96.8)		Daily	Daily			
		(3.50) 25.2	(2.55) 33.2			..... Thru Time.....		(3.10) 30.5	(4.15) 22.8			

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

WESTWARD				OLD MAIN LINE				EASTWARD				
SECOND CLASS				Distance from Council Bluffs	Time-Table No. 16 September 27, 1953				SECOND CLASS			
		233 Local Freight Monday Wed., Fri.										
XIP		6.00AM	5.2	DN	SUMMIT YL SU	5.2						
XWP		6.10	6.4		SOUTH OMAHA YL	6.4						
72	P	f 6.20	11.9	R	GILMORE YL	11.9						
	AIP	f 6.35	16.8	D	PAPILLION PO	16.8						
	P	f 6.55	22.5		MO. PAC. CROSSING	19.2						
	XP	A 7.05AM	26.1	D	MILLARD MD	22.5						
					LANE	26.1						
					20.9							
		(1.05) 18.9				..... Thru Time.....						

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

WESTWARD				STROMSBURG BRANCH				EASTWARD				
SECOND CLASS				Distance from Valparaiso	Time-Table No. 16 September 27, 1953				SECOND CLASS			
		75 Local Freight Tuesday Thursday Saturday				76 Local Freight						
16		f 5.20	7.4	DN-R	VALPARAISO YL VO	0.0	A 11.35AM					
28		s 5.40	13.5	D	LOMA	7.4	f 11.02					
			15.0		BRAINARD BD	13.5	s 10.50					
32	W	s 6.10	23.2	D	O. & N. W. CROSSING	15.0						
			28.5		DAVID CITY DV	23.2	s 10.25					
31		s 6.45	33.8	D	O. B. & Q. CROSSING	23.5						
26		s 7.05	40.1	D	DAVID CITY DV	23.2	s 10.25					
7		s 7.34	47.5	D	RISING CITY RN	33.8	s 9.40					
9	W	s 8.25	52.9	D	SHELBY SH	40.1	s 9.20					
			56.8		OSOEOLA OZ	47.5	s 8.55					
35		s 8.40	63.0	D	STROMSBURG S	52.9	s 8.25					
21		s 8.55	68.8	D	DURANT	56.8						
			78.4		POLK PK	63.0	s 7.50					
22		s 9.10	78.8	D	HORDVILLE HV	68.5	s 7.30					
			75.8		SAND PIT SPUR	78.4						
			75.9		HEBER	78.8	f 7.10					
	WYP	A 9.20AM	75.9	DN-R	O. B. & Q. CROSSING	75.8						
					CENTRAL CITY YL OI	75.9	7.05AM					
					(75.9)		Monday Wednesday Friday					
		(4.20) 17.6					(4.30) 16.8					

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD				
SECOND CLASS				Distance from Genoa	Time-Table No. 16 September 27, 1953				SECOND CLASS			
		79 Mixed Daily Except Sunday				80 Mixed						
40	WY	12.32PM	0.0	D-R	GENOA YL G	0.0	A 4.35PM					
12			5.3		KENT	5.3						
20			9.3		MEROHISTON	9.3						
38		s 1.08	18.7	D	FULLERTON FU	18.7	s 4.05					
31		s 1.33	23.1	D	BELGRADE BL	23.1	s 3.45					
26	W	s 1.52	30.3	D	CEDAR RAPIDS OD	30.3	s 3.30					
36		s 2.13	36.6	D	PRIMROSE P	36.6	f 3.15					
38	WY	A 2.40PM	44.3	D-R	SPALDING YL SG	44.3	3.00PM					
					(44.3)		Daily Except Sunday					
		(2.08) 20.8					(1.35) 28.0					

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

WESTWARD				NORFOLK BRANCH				EASTWARD												
SECOND CLASS				Time-Table No. 16				SECOND CLASS												
				September 27, 1953																
				STATIONS																
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	321	Distance from Columbus	Time-Table No. 16 September 27, 1953	STATIONS	Mile Post	82	80	312	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday							
	Mixed	Mixed	Mixed					Mixed	Mixed	Mixed										
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday																	
WCTYPZ	11.40AM	7.20AM	1.40AM					0.0	DN-R	COLUMBUS YL O				0.0	A	1.25PM	A	5.15PM	A	11.00PM
20	11.50AM	7.30	1.50					4.2		SHELDONVILLE				4.2		1.10		5.08		f 10.47
8	A12.02PM	A 7.45AM	f 2.00					9.4	R	OCONEE YL				9.4		1.02PM		5.00PM		f 10.35
29			f 2.30					14.7	D	PLATTE CENTER PO				14.7						s 10.20
36								20.3		TARNOV				20.3						
								25.1		O. & N. W. CROSSING				25.1						
56			s 3.17					25.7	D	HUMPHREY HX				25.7						s 9.40
15			f 3.23					29.1		PECK				29.1						f 9.16
33			s 3.55					35.4	D	MADISON MA				35.4						s 9.02
31								40.9		ENOLA				40.9						
								48.7		O. & N. W. CROSSING				48.7						
								50.2		O. & N. W. CROSSING				50.2						
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK YL KN	50.4						8.00PM							
						(50.4)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday									
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1	..... Thru Time..... Average speed per hour.....				(0.23) 24.5	(0.15) 37.6	(3.00) 16.8										

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

WESTWARD				ALBION BRANCH				EASTWARD											
SECOND CLASS				Time-Table No. 16				SECOND CLASS											
				September 27, 1953															
				STATIONS															
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	79	81	Distance from Oconee	Time-Table No. 16 September 27, 1953	STATIONS	Mile Post	82	80	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday								
	Mixed	Mixed					Mixed	Mixed											
	Daily Except Sunday	Daily Except Sunday																	
20	YP	12.02PM					7.45AM	0.0				R	OCONEE YL	0.0	A	1.02PM	A	5.00PM	
5								2.0					MILL SPUR	2.0					
		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	s	4.35PM	
9								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) 25.1	(2.20) 14.4					..... Thru Time..... Average speed per hour.....					(1.32) 22.0	(0.25) 27.1					

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

WESTWARD				ORD BRANCH				EASTWARD										
SECOND CLASS				Time-Table No. 16				SECOND CLASS										
				September 27, 1953														
				STATIONS														
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	283	83	Distance from Grand Island	Time-Table No. 16 September 27, 1953	STATIONS	Mile Post	84	284	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday							
	Mixed	Mixed					Mixed	Mixed										
	Mon., Wed., Fri.	Tues., Thurs., Sat.																
WTYPOCZ		10.00AM					9.00AM	0.0				DN-R	GRAND ISLAND YL GE	0.0	A	5.15PM	A	5.15PM
I								0.4					O. B. & Q. CROSSING	0.4				
11	Y							2.5					CAREY	2.5				
19		s 10.30					s 9.28	11.1				D	ST. LIBORY RY	11.1	s	4.42	s	4.42
39	WYP	A10.50AM					s 9.55	21.9				D-R	ST. PAUL YL SP	21.9	s	4.20	s	4.20PM
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		
5								43.1					WEEKS SPUR	43.1				
	W						10.50	44.5					SCOTIA JUNCTION	44.5		3.23		
20							s 11.00	45.7				D	SCOTIA SK	45.7	s	3.14		
	W						11.15	44.5					SCOTIA JUNCTION	44.5		3.07		
31							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.								
	(0.50) 26.3	(3.10) 19.3	..... Thru Time..... Average speed per hour.....				(2.45) 22.2	(0.55) 23.9										

WESTWARD				LOUP CITY BRANCH				EASTWARD									
SECOND CLASS				Time-Table No. 16				SECOND CLASS									
				September 27, 1953													
				STATIONS													
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	283	Distance from St. Paul	Time-Table No. 16 September 27, 1953	STATIONS	Mile Post	284	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday							
	Mixed					Mixed											
	Monday Wednesday Friday																
WY						11.15AM					0.0	D-R	ST. PAUL YL SP	0.0	A	4.05PM	
19						s 11.40AM					8.3	D	DANNEBROG DB	8.3	s	3.50	
11	W					s 12.05PM					18.6	D	BOELUS HW	18.6	s	3.20	
31						f 12.25					25.8		ROCKVILLE	25.8	f	2.55	
33	W					A 1.00PM					39.0	D-R	LOUP CITY YL OP	39.0		2.30PM	
													(39.0)			Monday Wednesday Friday	
	(1.45) 22.3					..... Thru Time..... Average speed per hour.....					(1.35) 24.6					

WESTWARD				HASTINGS BRANCH				EASTWARD								
SECOND CLASS				Time-Table No. 16				SECOND CLASS								
				September 27, 1953												
				STATIONS												
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	Distance from Hastings	Time-Table No. 16 September 27, 1953	STATIONS	Mile Post	BLOCK SIGNALS	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday								
WYPCZ										0.0	DN-R	HASTINGS YL AN	0.0			
96										7.3		NEWMAROH	7.3			
130									P	12.7	D	HAYLAND HA	12.7			
95									P	20.2		DENMAN	20.2			
165									WYP RCSI	28.1	DN-R	GIBBON YL GB	28.1			
												(28.1)				
								 Thru Time..... Average speed per hour.....							

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

WESTWARD				KEARNEY BRANCH				EASTWARD					
Car Capacity of Siding, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 16 September 27, 1953				Mile Post	SECOND CLASS		
	95	519	517	STATIONS		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	A 11.59AM	A 9.20PM				
12	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK 5.5	5.5	f 11.43	f 8.32				
19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE 4.6	10.1	s 11.35	s 8.22				
27 P	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST HR 6.7	16.8	s 11.23	s 8.00				
13 W	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 5.9	22.7	f 11.12	f 7.41				
32 P	s 10.06	s 4.25	s 5.45	26.3	D	MILLER MR 8.6	26.3	s 11.05	s 7.33				
38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER SU 6.2	32.5	s 10.53	s 7.15				
28 P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE VD 7.9	40.4	s 10.40 ⁹⁵	s 6.59				
40	s 11.13	s 5.15	s 6.30	62.1	D	OOONTO BS 11.7	62.1	s 10.19	s 6.28				
14	f 11.27AM	f 5.28	f 6.46	59.1		LODI 7.0	59.1	f 10.03	f 6.14				
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	CALLAWAY OA 8.4	65.5	s 9.52	s 5.45 ⁵¹⁹				
9	f 12.55	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 7.3	83.1	s 9.20	s 4.45				
5 P	s 1.55	f 6.27	s 7.35	90.6		LOGAN 7.5	90.6	s 9.07	f 4.26				
10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND 4.0	94.6	f 9.00	f 4.18				
15 P	f 2.30	s 6.43	s 7.49	99.2		GANDY 4.6	99.2	s 8.50	f 4.08				
22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN 3.2	102.4	8.45AM	4.00PM				
						(102.4)		Daily Except Monday	Sunday Wednesday Friday				
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			.....Thru Time.....	(3.14) 31.7	(5.20) 19.2					

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 8-72. 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 Siding, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from O'Fallon.	Time-Table No. 16 September 27, 1953				Mile Post	SECOND CLASS		
	97	93	STATIONS	98		94							
							Local Freight	Mixed	Local Freight		Mixed		
Daily	Daily												
WYP	7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM					
16	f 7.35	f 5.35	2.8		COCKER 2.8	2.8	f 3.58	f 6.13					
41 P	f 7.56	s 5.48	12.8	D	SARBEN AK 10.0	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 4.2	34.9	f 2.30	f 5.24					
42 P	f 9.05	s 6.31	41.2		LEMOYNE 6.3	41.2	f 2.15	s 5.14					
25	f 9.20	f 6.40	46.8		BELMAR 5.6	46.8	f 2.05	f 5.03					
44	f 9.29	f 6.48	51.7		RUTHTON 4.9	51.7	f 1.55	f 4.55					
41 WCYP	s 10.00	s 7.02	59.3	D	LEWELLEN YL W 7.6	59.3	s 1.40	s 4.44					
41 P	s 10.50	s 7.21	70.8	D	OSHKOSH YL OX 11.5	70.8	s 1.05	s 4.21					
40 WP	s 11.35	s 7.43	86.4	D	LISCO CO 15.6	86.4	f 12.25PM	s 3.53					
37	f 11.53AM ⁹⁸	f 7.56	95.4		FINLEY 9.0	95.4	f 11.53AM ⁹⁷	f 3.39					
46	s 12.05PM	s 8.07	100.4	D	BROADWATER BR 5.0	100.4	f 11.40	s 3.30					
19	f 12.20	f 8.20	109.6		TOWERS 9.2	109.6	f 11.20	f 3.12					
195 WCTP	s 12.50	s 8.30	114.1	D	NORTHPORT YL NP 4.5	114.1	f 11.12	s 3.05					
AI	12.55	8.33	115.5		O. B. & Q. CROSSING 1.4	115.5	10.50	2.57					
11	f 1.05	f 8.40	121.8		MOHLER 6.3	121.8	f 10.40	f 2.46					
33 P	f 1.15	s 8.50	126.7	D	SOUTH BAYARD OR 4.9	126.7	f 10.32	s 2.39					
61	f 1.25	s 8.59	132.1		McGREW 5.4	132.1	f 10.23	s 2.29					
30 P	f 1.35	s 9.09	137.9	D	MELBETA MB 5.8	137.9	f 10.13	s 2.19					
70 WCYZP	A 1.45PM	A 9.30AM	145.9	DN-R	GERING YL G 8.0	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 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 8-72.

WESTWARD				GERING BRANCH				EASTWARD					
Car Capacity of Siding, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 16 September 27, 1953				Mile Post	SECOND CLASS		
	STATIONS												
				0.0	DN-R	GERING YL G	0.0						
17				5.4		MATHERS YL 5.4	5.4						
27				6.0		MOON YL 0.6	6.0						
				7.0		ROUBADEAU YL 1.0	7.0						
18				8.4		HILLIKER YL 1.4	8.4						
18				9.8		RIFORD YL 1.4	9.8						
						(9.8)							

WESTWARD

NORTH PLATTE CUT-OFF

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	SECOND CLASS			Distance from O'Fallon	Time-Table No. 16 September 27, 1953	Mile Post	SECOND CLASS					
	353	93	59				354	60	94			
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed			
					STATIONS							
72	WYP		9.40AM	6.00AM	145.9	DN-R	GERING	YL G	145.9	A10.30AM	A 1.50PM	
14			f 9.46	f 6.10	150.5		4.6		150.5	f 10.17	f 1.34	
30			s 9.49	f 6.15	152.3	D	COSTIN		152.3	f 10.14	s 1.30	
24			s 9.55	f 6.25	155.8	D	1.8	HA	155.8	f 10.10	s 1.21	
32			f 9.58	f 6.30	157.1		HAIG		157.1	f 10.05	f 1.14	
42			f 10.02 ⁶⁰	f 6.35	159.5		SOUTH MITCHELL	MI	159.5	f 10.02 ⁹³	f 1.10	
30	P		s 10.06	f 6.45	162.1	D	2.4		162.1	f 9.51	s 1.06	
18			f 10.09	f 6.50	164.2		BAILEYVUE		164.2	f 9.47	f 1.01	
51	WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	2.6	MO	167.9	s 9.40 ⁵⁹	s 12.56	
21			f 10.19	f 9.50	170.1		SOUTH MORRILL		170.1	f 9.20	f 12.49	
14			f 10.23	f 9.57	172.8		2.1		172.8	f 9.15	f 12.44	
51	P		s 10.25	f 10.07	173.7	D	JOYCE		173.7	f 9.13	s 12.41	
35			f 10.30	f 10.17	177.0		3.7		177.0	f 9.06	f 12.33	
51	WCYP		12.45PM	10.40 ⁵⁹ 10.45	181.6	D-R	HUNTLEY	HU	181.6	A11.45AM	9.00 8.46	12.25 12.15 ⁵⁹
51	P		s 10.55	s 12.35	183.1	D	0.9		183.1	s 8.33	s 12.03PM	
8			f 11.00	f 12.40	191.5		HOLLY		191.5	f 8.26	f 11.57AM	
16			f 11.07	f 12.50	196.1		4.6		196.1	f 8.19	f 11.50	
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	YODER	YL DR	200.6	8.10AM	11.45AM	
14			f 12.55		185.3		6.5		185.3	f 11.32		
26			f 1.01		187.6		3.7		187.6	f 11.27		
51	W		s 1.10		192.4	D	GOODLAND		192.4	s 11.15		
31			f 1.18		194.7		2.3		194.7	f 11.01		
19			f 1.30		200.8		FONDA		200.8	f 10.50		
51	WY		s 1.45		203.8	D	4.8	HK	203.8	s 10.45		
19			f 1.57		210.7		HAWK SPRINGS		210.7	f 10.20		
51	WF		s 2.35		222.5	D	2.3		222.5	s 9.55		
51			f 2.55		229.7		6.1		229.7	f 9.35		
	W		A 3.25PM		244.3	DN-R	DUROO		244.3	9.10AM		
							3.0					
							WYROSS					
							3.0	GA				
							6.9					
							TREMAIN					
							11.8					
							ALBIN	AB				
							7.2					
							LINDBERGH					
							14.6					
							EGBERT	YL OX				
							(98.4)					
			(2.40)	(1.35)	(7.00)		Thru Time.....		(2.35)	(2.20)	(2.05)	
			23.5	34.5	7.8		.....Average speed per hour.....		24.3	23.4	26.3

WESTWARD		LYMAN BRANCH		EASTWARD	
Time-Table No. 16 September 27, 1953					
STATIONS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Mile Post		Mile Post	
	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	
Time-Table No. 16 September 27, 1953					
STATIONS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Mile Post		Mile Post	
	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.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed.	90	80	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. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				40 35
When caboose is handled in train consisting of passenger train equipment			50		Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30 25
Within yard limits protected by continuous block signal system.	60	50	50	25	Trains handling scale test cars.				30
When yard limits not protected by continuous block signal system.	50	40	40	25	Trains handling C.N.W., C.M.St.P. & P. or G.N. jeep ore cars.				30
Passing fueling stations.	50	50	40	25	When using No. 14 turn-outs.	25	20	20	20
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	40	When using 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 15
1500 class Diesel-electric road freight locomotives.		50	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	20
Diesel-electric yard switch locomotives in road service.		35	35	35	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
7000 and 7800 class engines.			75	50	On wye tracks.	15	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, 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					
---------------------------	--	--	----	----	--	--	--	--	--

FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.				5
Waterloo, seed house spur.				5					
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	40	25	Buda, all airfield trackage.				10
Central City, within city limits.	60	50	50	50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	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	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	25	North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2	25	25	25	25
					Summit				

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.				
Sidney, freight trains entering and moving through yard tracks.				5					5
Brownson, on government tracks.				10					
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Korty 323.5 and 324.4	70	60	60	50	Cheyenne 509.1 and 508.7	40	40	40	25
Brownson 422.6 and 423.5	70	60	60	50	506.3 and 505.8	80	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	503.0 and 502.2	60	50	50	40
462.8 and 462.9	80	70	70	50	Archer 498.2 and 497.7	70	60	60	50
Burns 486.2 and 486.5	70	60	60	50	Durham 494.0 and 493.8	70	60	60	50
Hillsdale 493.8 and 494.0	70	60	60	50	Hillsdale 486.5 and 486.2	70	60	60	50
Durham 497.7 and 498.2	70	60	60	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
Archer 502.2 and 503.0	60	50	50	40	457.2 and 456.9	80	70	70	50
505.8 and 506.3	80	70	70	50	Potter 423.5 and 422.6	70	60	60	50
508.7 and 509.1	40	40	40	25	Roscoe 324.4 and 323.5	70	60	60	50
Cheyenne					North Platte				

THIRD SUBDIVISION

Maximum speed.	79	75	70	50	LaSalle Between M. P. 149.6 and 150.7	50	50	40	25
With C. B. & Q. 5200 and 5500 class engines.			45	45	Between M. P. 150.7 and 150.9	30	30	30	25
Freight engines not otherwise shown.			50		Between M. P. 150.9 and 151.1	50	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					Mead				
Maximum speed.	50	45			Between U. P. yard and Nebr. Ordinance classification yard.				8
5000, 9000 class and MacArthur type engines on curves.	35	35			Wahoo, city track.				6
Between Mile Posts—					19.1 and 19.5	35	35		
Valley 0.1 and 0.3	15	15			19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25		
3.8 and 4.0	35	35			Weston 30.2 and 30.5	35	35		
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25			30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.	25	25		
Yutan 6.4 and 7.7	35	35			31.6 and 31.9	35	35		
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25			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. Trains with 400 class engines.	40 40 25	30 40 25
2800 class engines.	30	30	Between Callaway and Stapleton: Steam trains. Motor trains Trains with 400 class engines.	45 45 30	35 45 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-P	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.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
D. L. Gamette.....	Medical Director..	Los Angeles, Cal.	Bancroft and Staley	Surgeon.....	Kearney, Nebr.
A. McDermott.....	Dist. Surgeon.....	Omaha, Nebr.	F. L. Richards.....	Oculist and Aurist..	Kearney, Nebr.
G. T. Alliband.....	Oculist.....	Omaha, Nebr.	M. B. Wilcox.....	Oculist and Aurist..	Kearney, Nebr.
C. F. Bantin.....	Surgeon.....	Omaha, Nebr.	A. H. Shamborg.....	Surgeon.....	Kimball, Nebr.
M. W. Barry.....	Surgeon.....	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
J. G. Bartek.....	Surgeon.....	Omaha, Nebr.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
J. D. Bisgard.....	Surgeon.....	Omaha, Nebr.	J. S. Welch.....	Surgeon.....	Lincoln, Nebr.
E. A. Connolly.....	Surgeon.....	Omaha, Nebr.	C. G. Amick.....	Surgeon.....	Loup City, Nebr.
F. D. Donahue.....	Surgeon.....	Omaha, Nebr.	F. L. Garner.....	Surgeon.....	Madison, Nebr.
J. C. Davis.....	Oculist and Aurist..	Omaha, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
J. C. Filkins.....	Oculist and Aurist..	Omaha, Nebr.	T. J. Kerr.....	Surgeon.....	North Platte, Nebr.
John R. Kleyla.....	Surgeon.....	Omaha, Nebr.	O. C. Kreymborg.....	Surgeon.....	North Platte, Nebr.
H. J. Kwapiszeski.....	Surgeon.....	Omaha, Nebr.	Wm. B. Niehus.....	Surgeon.....	North Platte, Nebr.
S. McCleneghan.....	Surgeon.....	Omaha, Nebr.	J. V. Carrol.....	Surgeon.....	North Platte, Nebr.
C. A. Wolvoord.....	Surgeon.....	Omaha, Nebr.	H. H. Walker.....	Oculist and Aurist..	North Platte, Nebr.
J. K. Muldoon.....	Surgeon.....	Omaha, Nebr.	G. F. Waltemath.....	Surgeon.....	North Platte, Nebr.
R. T. Mauer.....	Hospital Surgeon..	Omaha, Nebr.	R. T. Takemath.....	Surgeon.....	North Platte, Nebr.
R. A. Moser.....	Shop Surgeon.....	Omaha, Nebr.	S. K. Imes.....	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.....	Surgeon.....	Omaha, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.	M. O. Arnold.....	Surgeon.....	St. Paul, Nebr.
J. F. Gross.....	Surgeon.....	Omaha, Nebr.	F. G. Kolouch.....	Surgeon.....	Schuyler, Nebr.
R. H. Rasgorshek.....	Oculist and Aurist..	Omaha, Nebr.	H. F. Daum.....	Surgeon.....	Shelby, Nebr.
T. T. Smith.....	Aurist.....	Omaha, Nebr.	J. E. Nordstrom.....	Surgeon.....	Shelton, Nebr.
J. J. O'Neil.....	Aurist.....	Omaha, Nebr.	E. F. Carr.....	Surgeon.....	Stapleton, Nebr.
W. M. Fitch.....	Surgeon.....	Albion, Nebr.	R. J. Fox.....	Surgeon.....	Spaulding, Nebr.
J. E. Dunn.....	Surgeon.....	Arnold, Nebr.	C. L. Marsh.....	Surgeon.....	Valley, Nebr.
W. T. Wildhaber.....	Surgeon.....	Beatrice, Nebr.	Ivan M. French.....	Surgeon.....	Wahoo, Nebr.
R. W. Taylor.....	Oculist and Aurist..	Beatrice, Nebr.	Ervin King.....	Surgeon.....	Wood River, Nebr.
A. L. Schneider.....	Surgeon.....	Brady Island, Nebr.			
M. L. Chaloupka.....	Surgeon.....	Callaway, Nebr.	W. A. Buntten.....	District Surgeon..	Cheyenne, Wyo.
A. D. Brown.....	Surgeon.....	Central City, Nebr.	R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.
E. T. Zickman.....	Surgeon.....	Central City, Nebr.	G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.	R. D. Paul.....	Surgeon.....	Cheyenne, Wyo.
R. C. Anderson.....	Surgeon.....	Columbus, Nebr.	E. W. Newman.....	Oculist.....	Cheyenne, Wyo.
W. R. Neumarker.....	Surgeon.....	Columbus, Nebr.	R. B. Stump.....	Oculist and Aurist..	Cheyenne, Wyo.
L. G. Howard.....	Oculist and Aurist..	Council Bluffs, Ia.	G. W. Marbry.....	Oculist.....	Cheyenne, Wyo.
W. C. Giles.....	Oculist.....	Council Bluffs, Ia.	R. I. Williams.....	Aurist.....	Cheyenne, Wyo.
A. L. Nielson.....	Surgeon.....	Council Bluffs, Ia.	R. B. Rundquist.....	Surgeon.....	Chappell, Nebr.
A. M. Pederson.....	Surgeon.....	Council Bluffs, Ia.	R. P. Williams.....	Surgeon.....	Julesburg, Colo.
G. M. McArdle.....	Surgeon.....	Council Bluffs, Ia.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
P. D. Pederson.....	Surgeon.....	Council Bluffs, Ia.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	C. B. Dorwart.....	Surgeon.....	Sidney, Nebr.
C. H. Sheets.....	Surgeon.....	Cnzad, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	H. A. Blackstone.....	Surgeon.....	Bridgeport, Nebr.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	W. C. Harvey, Sr.....	Surgeon.....	Gering, Nebr.
R. C. Reeder.....	Surgeon.....	Fremout, Nebr.	W. C. Harvey, Jr.....	Surgeon.....	Gering, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	F. V. Vesely.....	Surgeon.....	Lewellen, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
L. E. Imes.....	Surgeon.....	Grand Island, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
E. G. Johnson.....	Surgeon.....	Grand Island, Nebr.			
K. F. McDermott.....	Surgeon.....	Grand Island, Nebr.	Wm. M. Greig.....	District Surgeon..	Denver, Colo.
C. H. Maggiore.....	Oculist.....	Grand Island, Nebr.	F. E. Palmer.....	Surgeon.....	Sterling, Colo.
R. D. Martin.....	Oculist.....	Grand Island, Nebr.	L. W. Anderson.....	Surgeon.....	Sterling, Colo.
J. A. Proffitt.....	Surgeon.....	Grand Island, Nebr.	R. W. Ludwick.....	Surgeon.....	Sterling, Colo.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	A. F. Williams.....	Surgeon.....	Ft. Morgan, Colo.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	W. L. Wilkinson.....	Surgeon.....	La Salle, Colo.