



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 17

Effective Sunday,
January 10, 1954

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	107	17	37	23	5	9	103	101	27	105	111	Distance from Council Bluffs	Time Table No. 17 January 10, 1954
	Passenger	Passenger	Stream-liner 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		5.10			10.00	9.55		3.15	2.55	1.45	1.40	12.50	2.8	OMAHA
	1.10		7.08			1.05	12.40		5.15	4.55	4.22	3.40	2.55	146.9	GRAND ISLAND
	4.10		8.51			3.50	2.55		7.00	6.40	6.35	5.25	4.50	284.1	C.T. M.T. NORTH PLATTE
	3.45	3.35	7.56			3.00	2.05		6.05	6.45	5.50	4.30	3.55	284.1	JULESBURG
		5.15											5.10	365.3	SIDNEY
	6.25		9.37			5.20	4.12		7.46	7.28	8.19	6.13		407.5	KANSAS CITY
				8.30				9.30						.....	DENVER
		9.15		7.00	5.30			7.55					8.30	562.5	CHEYENNE
	8.40		11.17			7.35	6.05		9.25	9.10	10.30	7.55		509.5	LARAMIE
	9.10		11.27			7.45	6.20		9.35	9.20	10.40	8.05		575.5	RAWLINS
	10.45		12.45	10.50	9.05	9.40	8.05	11.45	10.55	10.40	12.20	9.25		692.3	GREEN RIVER
	1.12		2.31	12.58	11.30	12.18	10.40	1.44	12.40	12.30	2.35	11.15		826.6	GRANGER
	3.45		4.36	3.20	2.05	3.00	1.20	4.05	2.50	2.40	5.15	1.25		856.7	OGDEN
	4.50		4.45	3.50	2.20	3.40	1.55	4.40	3.00	2.50	5.30	1.35		1002.0	(1002.0)
	5.25		4.25									2.05			
			8.00		6.10	7.30	5.50	8.35	6.15	6.05	9.30				

(20.40) (5.40) (15.50) (20.55) (12.40) (23.30) (20.55) (24.05) (16.00) (16.10) (20.45) (13.25) (8.40) Thru Time From Omaha
 41.0 49.1 63.1 51.7 46.0 44.4 47.8 50.9 62.5 61.8 48.3 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.
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**
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

	112	12	108	10	28	104	102	106	38	18	24	6	86		Time Table No. 17 January 10, 1954
	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
														6.50	OMAHA
	2.8	12.30	7.00	11.35		3.35	2.35	2.50	3.00			7.50	6.05		GRAND ISLAND
	146.9	10.24	3.50	9.26		1.10	12.26	12.40	12.50			4.45	3.25		NORTH PLATTE
C.T. M.T.	284.1	8.37	12.45	7.33		10.23	10.33	10.48	10.58			1.40	12.55		JULESBURG
	284.1	7.32	10.55	6.28		9.13	9.28	9.43	9.53			12.30	11.45	11.15	SIDNEY
	365.3	6.27												9.55	KANSAS CITY
	407.5		8.45	4.47		7.22	7.50	8.02	8.12			10.20	9.45		DENVER
	.....				7.15							10.30			CHEYENNE
	562.5	3.30			6.50					8.00	9.00		8.10	6.00	LARAMIE
	509.5		6.20	3.25		5.40	6.30	6.40	6.50			8.30	7.55		RAWLINS
	566.0		5.40	3.15		5.25	6.20	6.30	6.40			8.15	7.35		GREEN RIVER
	566.0		4.20	2.05	2.58	4.00	5.10	5.20	5.30	4.15	4.25	6.35	6.05		GRANGER
	682.8		2.00	12.15	1.05	1.40	3.20	3.30	3.40	1.55	2.05	3.20	3.35		OGDEN
	817.0		11.10	10.00	10.45	11.00	1.05	1.15	1.25	11.10	11.25	12.15	12.45		
	847.2		9.40	9.50	10.20	10.50	12.55	1.05	1.15	10.55	11.05	11.40	12.25		
	992.6			6.40	6.50	7.00	9.45	9.55		7.10		7.15	8.30		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

Thru Time From Omaha..... (8.00) (20.55) (15.55) (23.25) (19.35) (15.50) (15.55) (13.18) (12.50) (23.00) (23.35) (20.35) (5.15)
 Average speed per hour..... 69.5 39.9 62.2 80.5 49.6 62.5 62.2 63.5 44.9 46.6 42.0 48.1 53.0

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

WESTWARD FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS						Distance from Council Bluffs	Time-Table No. 17 January 10, 1954	STATIONS
	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.			

	71	73	75	237	239	233	Distance from Council Bluffs	STATIONS
CXWITYOPZ	8.00PM	12.01PM				5.30AM	0.0	R COUNCIL BLUFFS YL
XWITOPZ	8.15	12.15				5.40	2.8	DN-R OMAHA YL US
XIP	8.30	12.45				A 5.59AM	5.2	DN SUMMIT YL SU
ES77 XP	8.40	12.55				Via Old Main Line	13.6	SARPY
XP	8.50	1.00				7.06AM	17.1	LANE
CS73 XP						s 7.20	21.7	D ELKHORN KH
CS84 P						s 7.40	24.6	D WATERLOO WO
WS144XYPWC ES165 ES90	A 9.15PM	A 1.15PM				s 8.40	28.0	DN VALLEY YL V
CS81 P						f 8.50	34.3	MERCER
							38.2	F. S. Y. & L. CROSSING
WS99 X ES172 WPZ						s 9.15	39.3	DN FREMONT YL FN
							40.0	C. B. & Q. CROSSING
							44.8	O. & N. W. CROSSING
CS82 P						f 9.24	46.3	AMES
CS119 XP						s 9.38	54.4	D NORTH BEND NB
CS82 P						s 10.10	61.4	D ROGERS DJ
WS130 X ES123 WP						s 11.24 ²³	68.7	DN SCHUYLER SO
CS118 P						f 11.52AM	76.9	D RIOHILL BZ
							83.8	O. B. & Q. CROSSING
WS143 XWTC ES125 YPZ						s 12.30PM	84.5	DN COLUMBUS YL O
CS119 P						s 12.50	92.2	D DUNOAN DQ
CS82 P						f 12.56	96.6	GARDINER
CS119 XWP						s 1.20	102.3	DN SILVER CREEK SI
CS82 P						f 1.30	107.9	HAVENS
CS82 XP						s 2.00	113.6	D OLARKS OX
							124.3	O. B. & Q. CROSSING
WS113 X ES119 WYP		9.50AM				A 2.30PM	124.9	DN CENTRAL CITY OI
CS119 P		s 10.15					135.1	D CHAPMAN OP
							146.5	O. B. & Q. CROSSING
XWCZTYOP			A 10.45AM	7.30AM			146.9	DN-R GRAND ISLAND GE YL
CS82 XYP			f 8.05				154.5	ALDA
WS117 XW ES48 P			s 8.39				162.3	D WOOD RIVER WR
CS82 XP			s 9.05				169.9	D SHELTON ST
WS130 XW1 ES70 YP			s 9.40				176.0	DN GIBBON GB
CS82 P			f 9.55				180.2	OPTIO
WS122 XWC ES115 YPZ			A 10.15AM	7.00AM			189.1	DN KEARNEY YL KR
CS88 P			s 7.30				198.3	D ODESSA DZ
OB130 XWP			s 8.00				204.6	D ELM CREEK QR
CS82 P			s 8.30				213.3	D OVERTON OV
WS130 XWY ES119 ZP			s 11.30				224.4	DN LEXINGTON UM
CS83 P			f 11.59AM				232.5	DARR
CS83 XWP			s 12.30PM				238.2	D GOZAD OO
WS125 XWC ES130 YP			s 1.00				248.8	DN GOTHENBURG BU
CS83 P			s 1.15				254.5	VROMAN
CS83 WP			s 1.30				261.5	D BRADY ISLAND BI
CS119 XP			s 1.54				270.6	D MAXWELL MX
CS83 P			s 2.15				278.5	GANNETT
XWCZTYOP			A 2.30PM				284.1	DN-R NORTH PLATTE YL NO

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

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. 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 Sidings, etc. See Rule 6 (A), Page 25.	FIRST CLASS								Distance from Council Bluffs	Time-Table No. 17 January 10, 1954	STATIONS	
	11	107	23	5	103	101	27	105				111
	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Streamliner Passenger Daily				Streamliner Passenger Daily

	11	107	23	5	103	101	27	105	111	Distance from Council Bluffs	STATIONS
				9.20AM						0.0	R COUNCIL BLUFFS YL
	9.45PM	*5.10PM	10.00AM	9.55	3.15AM	2.55AM	1.45AM	1.40AM	12.50AM	2.8	DN-R OMAHA YL US
	9.52	5.15	10.07	10.02	3.20	3.00	1.52	1.45	12.55	5.3	DN SUMMIT YL SU
	10.01	5.22	10.15	10.10	3.27	3.07	2.01	1.52	1.02	13.6	SARPY
	10.05	5.25	10.21	10.14	3.30	3.10	2.05	1.55	1.05	17.1	LANE
	10.08	5.29	10.25	10.19	3.34	3.14	2.09	1.59	1.09	21.7	D ELKHORN KH
	f 10.12	5.32	10.28	10.22	3.37	3.17	2.13	2.02	1.12	24.6	D WATERLOO WO
	f 10.19	5.35	10.31	10.26	3.40	3.20	2.17	2.05	1.15	28.0	DN VALLEY YL V
	10.25	5.39	10.37	10.31	3.44	3.24	2.22	2.09	1.20	34.3	MERCER
										38.2	F. S. Y. & L. CROSSING
	s 10.43	5.43	s 10.53	s 10.43	3.48	3.28	2.29	2.13	1.25	39.3	DN FREMONT YL FN
										40.0	O. B. & Q. CROSSING
										44.8	O. & N. W. CROSSING
	10.51	5.48	11.00	10.50	3.53	3.33	2.36	2.18	1.31	46.3	AMES
	f 10.58	5.54	11.07	10.57	3.59	3.39	2.45	2.24	1.37	54.4	D NORTH BEND NB
	11.04	5.59	11.14	11.03	4.04	3.44	2.51	2.29	1.42	61.4	D ROGERS DJ
	f 11.13	6.04	f 11.24 ²³³	11.09 ²³³	4.09	3.49	2.57	2.34	1.47	68.7	DN SCHUYLER SO
	11.21	6.10	11.32	11.17	4.15	3.55	3.04	2.40	1.53	76.9	D RIOHILL BZ
										83.8	O. B. & Q. CROSSING
	s 11.39	6.16	s 11.48	s 11.31	4.21	4.01	3.12	2.46	s 2.00	84.5	DN COLUMBUS YL O
	f 11.49	6.22	11.58AM	11.41	4.27	4.07	3.20	2.52	2.07	92.2	D DUNOAN DQ
	11.54	6.25	12.02PM	11.45	4.30	4.10	3.25	2.55	2.11	96.6	GARDINER
	f 11.59PM	6.29	12.07	11.50	4.34	4.14	3.30	2.59	2.15	102.3	DN SILVER CREEK SI
	12.04AM	6.33	12.12	11.54	4.38	4.18	3.35	3.03	2.19	107.9	HAVENS
	f 12.10	6.37	12.18	11.59AM	4.42	4.22	3.40	3.07	2.23	113.6	D OLARKS OX
										124.3	O. B. & Q. CROSSING
	s 12.25	6.46	f 12.30	12.09PM	4.51	4.32	3.50	3.17	2.33	124.9	DN CENTRAL CITY OI
	12.37	6.56	12.40	12.19	5.01	4.42	4.00	3.27	2.42	135.1	D CHAPMAN OP
										146.5	O. B. & Q. CROSSING
	12.50	7.07	12.55	12.30	5.14	4.54	4.12	3.39	2.54	146.9	DN-R GRAND ISLAND GE YL
	1.10	7.08	1.05	12.40	5.15	4.55	4.22	3.40	2.55	154.5	ALDA
	1.18	7.14	1.15	12.47	5.22	5.02	4.30	3.47	3.04	162.3	D WOOD RIVER WR
	f 1.25	7.20	1.22	12.54	5.28	5.08	4.37	3.53	3.10	169.9	D SHELTON ST
	f 1.32	7.26	1.29	1.00	5.34	5.14	4.44	3.59	3.16	176.0	DN GIBBON GB
	f 1.37	7.30	1.35	1.05	5.38	5.18	4.50	4.03	3.21	180.2	OPTIO
	1.41	7.33	1.39	1.09	5.41	5.21	4.54	4.06	3.24	189.1	DN KEARNEY YL KR
	s 2.05	7.40	s 1.52	s 1.25	5.49	5.29	5.05	4.14	s 3.33	198.3	D ODESSA DZ
	f 2.14	7.47	2.03	1.33	5.56	5.36	5.14	4.21	3.41	204.6	D ELM CREEK QR
	f 2.20	7.52	2.10	1.38	6.01	5.41	5.19	4.26	3.45	213.3	D OVERTON OV
	f 2.28	7.58	2.18	1.46	6.07	5.47	5.27	4.32	3.52	224.4	DN LEXINGTON UM
	s 2.45	8.06	s 2.32	1.55	6.15	5.55	5.37	4.40	4.01	232.5	DARR
	2.54	8.12	2.41	2.02	6.21	6.01	5.45	4.46	4.07	238.2	D GOZAD OO
	s 3.06	8.16	f 2.49	2.07	6.25	6.05	5.50	4.50	4.11	248.8	DN GOTHENBURG BU
	s 3.22	8.24	f 3.03	2.17	6.33	6.13	5.59	4.58	4.19	254.5	VROMAN
	3.32	8.28	3.11	2.22	6.37	6.17	6.04	5.02	4.24	261.5	D BRADY ISLAND BI
	f 3.39	8.33	3.18	2.29	6.42	6.22	6.11	5.07	4.30	270.6	D MAXWELL MX
	f 3.48	8.40	3.28	2.37	6.49	6.29	6.20	5.14	4.37	278.5	GANNETT
	3.56	8.45	3.36	2.44	6.54	6.34	6.25	5.19	4.43	284.1	DN-R NORTH PLATTE YL NO

(6.25) 43.8 (3.41) 76.4 (5.50) 48.2 (5.00) 56.3 (3.45) 75.0 (3.45) 75.0 (4.50) 58.0 (3.45) 75.0 (4.00) 70.3

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. 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. 17
January 10, 1954

STATIONS

Mile Post	FIRST CLASS									
	12	6	24	108	112	28	104	102	106	
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
0.0		A 6.50PM								
2.8	A 7.00AM	6.35	A 7.50PM	A 11.35PM	A 12.30AM	A 3.35AM	A 2.35AM	A 2.50AM	A 3.00AM	
5.2	6.49	6.05	7.35	11.28	12.23	3.25	2.28	2.42	2.52	
13.6	6.40	5.42	7.25	11.20	12.15	3.17	2.20	2.34	2.44	
17.1	6.36	5.38	7.20	11.17	12.11	3.13	2.17	2.30	2.40	
21.7	f 6.31	5.33	7.14	11.12	12.07	3.09	2.12	2.25	2.35	
24.5	f 6.27	5.30	7.10	11.08	12.03AM	3.05	2.08	2.21	2.31	
28.0	s 6.23	5.26	7.04	11.05	11.59PM	3.01	2.05	2.18	2.28	
34.3	6.16	5.20	6.56	11.00	11.54	2.54	2.00	2.12	2.22	
38.2										
39.3	s 6.08	s 5.14	s 6.49	10.55	11.50	2.48	1.55	2.07	2.17	
40.0										
44.8										
46.3	f 5.54	4.59	6.34	10.47	11.44	2.38	1.47	1.59	2.08	
54.4	f 5.45	4.52	6.25	10.41	11.38	2.32	1.41	1.53	2.02	
61.4	f 5.37	4.46	6.18	10.36	11.32	2.26	1.36	1.48	1.57	
68.7	s 5.30	4.40	s 6.11	10.30	11.27	2.20	1.30	1.42	1.51	
76.9	f 5.20	4.32	6.01	10.24	11.21	2.12	1.24	1.36	1.45	
83.8										
84.5	s 5.10	s 4.25	s 5.52	10.17	11.14	2.05	1.17	1.29	1.38	
92.2	f 4.51	4.14	5.40	10.10	11.04	1.54	1.10	1.22	1.31	
96.5	4.46	4.10	5.36	10.07	11.01	1.50	1.07	1.19	1.28	
102.3	f 4.41	4.05	5.31	10.03	10.58	1.46	1.03	1.15	1.24	
107.9	4.33	4.00	5.26	9.59	10.54	1.42	1.03	1.11	1.20	
113.6	f 4.27	3.55	5.22	9.54	10.50	1.38	1.07	1.17	1.16	
124.3										
124.9	s 4.15	3.45	f 5.11	9.45	10.42	1.30	1.03	1.15	1.08	
135.1	4.02	3.36	5.00	9.37	10.34	1.21	1.03	1.15	1.00	
146.5										
146.9	3.50	3.25	4.45	9.26	10.24	1.10	1.03	1.15	1.08	
154.5	3.18	3.02	4.21	9.14	10.14	1.00	1.03	1.15	1.08	
162.3	f 3.09	2.55	4.11	9.08	10.08	12.39 ¹⁰⁶	12.14	12.29 ²⁸	12.39 ²⁸	
169.9	f 3.00	2.48	4.03	9.02	10.03	12.16	12.08	12.23	12.33	
176.0	f 2.53	2.42	3.56	8.57	9.59	12.09	12.02AM	12.17	12.27	
180.2	2.49	2.38	3.51	8.54	9.56	12.03AM	11.57PM	12.12	12.22	
189.1	s 2.39	s 2.28	s 3.40	8.46	s 9.48	11.54	11.54	12.09	12.19	
198.3	f 2.24	2.15	3.24	8.38	9.40	11.46 ¹⁰⁴	11.46 ²⁸	12.01AM	12.11	
204.6	f 2.17	2.09	3.18	8.34	9.36	11.34	11.38	11.53PM	12.03AM	
213.3	f 2.07	2.02	3.09	8.28	9.30	11.29	11.34	11.49	11.59PM	
224.4	s 1.55	1.52	f 2.57	8.20	9.22	11.21	11.28	11.43	11.53	
232.5	1.44	1.45	2.45	8.14	9.16	11.13	11.20	11.35	11.45	
238.2	s 1.38	1.40	f 2.39	8.10	9.12	11.06	11.14	11.29	11.39	
248.8	s 1.23	1.30	f 2.22	8.02	9.04	11.02	11.10	11.25	11.35	
254.5	1.14	1.25	2.13	7.57	9.00	10.54	11.02	11.17	11.27	
261.5	f 1.07	1.18	2.06	7.52	8.55	10.49	10.57	11.12	11.22	
270.6	f 12.59	1.10	1.57	7.45	8.48	10.43	10.52	11.07	11.17	
278.5	12.52	1.03	1.49	7.39	8.42	10.36	10.45	11.00	11.10	
284.1	12.45AM	12.55PM	1.40PM	7.33PM	8.37PM	10.23PM	10.33PM	10.48PM	10.58PM	

Thru Time to Omaha (6.15)
Average speed per hour 45.0

(6.15) (5.10) (6.10) (4.02) (3.53) (5.12) (4.02) (4.02) (4.02)
45.0 54.4 45.6 69.7 72.4 54.1 69.7 69.7 69.7

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 17
January 10, 1954

STATIONS

Mile Post	SECOND CLASS					
	72	74	234	76	240	238
	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight
0.0	A 2.00AM	A 8.30AM	A 3.15PM			
2.8	1.54	8.15	2.55			
5.2	1.10	7.45	2.35			
13.6	12.50	7.20	2.15			
17.1	12.40	7.10	f 2.05			
21.7		s 1.55				
24.5		s 1.30				
28.0	12.15AM	6.45AM	s 1.00			
34.3		f 12.01PM				
38.2						
39.3		s 11.50AM				
40.0						
44.8						
46.3		f 10.50				
54.4		s 10.20				
61.4		s 9.50				
68.7		s 9.20				
76.9		f 8.20				
83.8						
84.5		s 8.00				
92.2		s 7.20				
96.5		f 6.50				
102.3		s 6.40				
107.9		f 6.00				
113.6		s 5.39				
124.3						
124.9		5.00AM	6.55AM			
135.1		s 6.40				
146.5						
146.9			6.20AM	A 2.00PM		
154.5		f 1.30				
162.3		s 1.00				
169.9		s 12.30PM				
176.0		s 11.59AM				
180.2		f 11.15				
189.1		s 1.30PM	s 11.00AM			
198.3		s 1.00				
204.6		s 12.30PM				
213.3		s 11.50AM				
224.4		s 11.30				
232.5		f 10.30				
238.2		s 10.00				
248.8		s 8.15				
254.5		7.55				
261.5		f 7.45				
270.6		f 7.30				
278.5		7.15				
284.1		7.00AM				

Thru Time to Omaha (1.45)
Average speed per hour 16.0

(1.45) (1.45) (10.15) (0.35) (6.30) (3.00)
16.0 16.0 12.2 37.7 14.6 14.1

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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										Distance from Council Bluffs	Time-Table No. 17 January 10, 1954	
SECOND CLASS											STATIONS	
Car Capacity of Seating, etc. See Rule 6 (A) Page 25.			353 Mixed Daily	245 Local Freight Tues. Thurs. Sat.	243 Local Freight Daily Except Sunday	97 Local Freight Daily Except Sunday	241 Local Freight Daily Except Sunday	93 Mixed Daily				
XWCZYOP						6.50AM	6.35AM	5.00AM	284.1	DN-R NORTH PLATTE NY 5.1	YL NO	
P						7.02	6.45	5.10	289.2	DN WEST NORTH PLATTE 1.3	YL WN	
CS 84									290.5	BIRDWOOD 6.4		
WS 72 XP						7.15	7.08	5.20	296.9	D HERSHEY OF 3.8		
CS 119 XWYP						A 7.30AM	f 7.15	A 5.25AM	300.7	DN O'FALLONS FA 1.1		
40 X									301.8	VARNER 1.6		
CS 121 P							f 7.25		308.4	D SUTHERLAND SU 4.5		
CS 82 P							f 7.35		307.9	DEXTER 7.6		
CS 121 P							f 7.55		315.5	D PAXTON PN 6.2		
P							f 8.05		321.7	KORTY 6.0		
CS 89 P							f 8.15		327.7	D ROSCOE RO 7.1		
WS 122 WS 120 ES 138 XWCP							s 8.45		334.8	DN OGALLALA YL GT 9.1		
CS 124 P							s 9.05		343.9	D BRULE RU 5.2		
17									349.1	MEGEATH 4.8		
CS 132 WP							s 9.30		353.9	D BIG SPRINGS GS 5.4		
CS 83 P							f 9.40		359.3	BARTON 6.0		
XWCYYP WS 125 ES 121						8.00AM	A 10.00AM		365.3	DN JULESBURG YL JB 5.3		
CS 90 P						f 8.15			370.6	WEIR 9.7		
CS 123 WP						s 8.45			380.8	D OHAPPELL OQ 9.4		
WS 111 XP ES 78						s 9.15			389.7	D LODGE POLE GP 6.6		
XP						s 9.45			396.3	D SUNOL UN 4.7		
CS 125 P						f 9.55			401.0	COLTON 6.5		
XWCOYP						8.30AM	A 10.05AM		407.5	DN-R SIDNEY YL OD 8.0		
CS 94 YP						f 8.45			415.5	BROWNSON 10.9		
WS 121 XWP ES 70						s 9.15			426.4	DN POTTER PR 4.4		
8 PX									430.8	JACINTO 4.6		
CS 125 P						s 9.35			435.4	D DIX DX 4.5		
27 PX									439.9	OWASOO 4.6		
CS 133 XWP						s 10.15			444.5	DN KIMBALL KB 6.6		
12									451.1	OLIVER 5.5		
CS 125 WP						s 10.45			456.6	D BUSHNELL BN 10.1		
CS 125 XWCP						s 11.30			466.7	DN PINE BLUFFS YL UF 5.3		
10									472.0	TRACY 5.5		
CS 94 XWYP						3.35PM	f 11.55AM		477.5	D EGBERT GX 5.7		
WS 62 XP						f 3.45	f 12.15PM		483.2	D BURNS UX 6.5		
CS 96 WP						f 3.55	f 12.40		489.7	HILLSDALE 6.2		
WS 62 XP						f 4.05	12.54		495.9	DURHAM 5.3		
WS 117 XP ES 125						f 4.15	f 1.07		501.2	AROHER 8.3		
XWCZYOP						A 4.30PM	A 1.30PM		509.5	DN-R CHEYENNE YL OY (225.4)		

(0.55) (5.00) (2.05) (0.40) (3.25) (0.25)Thru Time
35.0 20.4 20.3 24.9 23.8 39.8Average speed per hour

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

WESTWARD SECOND SUBDIVISION										Distance from Council Bluffs	Time-Table No. 17 January 10, 1954	
FIRST CLASS											STATIONS	
107 Streamliner Passenger Daily	23 Passenger Daily	5 Mail and Express Daily	103 Streamliner Passenger Daily	27 Passenger Daily	101 Streamliner Passenger Daily	105 Streamliner Passenger Daily	111 Streamliner Passenger Daily	11 Passenger Daily	85 Passenger Daily			
7.56PM	3:00PM	2.05PM	6.05AM	5.50AM	5.45AM	4.30AM	3.55AM	3.45AM	3.35AM	284.1	DN-R NORTH PLATTE NY 5.1	YL NO
8.03	3.09	2.12	6.12	5.59	5.52	4.37	4.02	3.54	3.44	289.2	DN WEST NORTH PLATTE 1.3	YL WN
										290.5	BIRDWOOD 6.4	
8.08	3.15	2.18	6.17	6.05	5.57	4.42	4.07	4.00	3.50	296.9	D HERSHEY OF 3.8	
8.11	3.18	2.21	6.20	6.09	6.00	4.45	4.10	4.03	3.53	300.7	DN O'FALLONS FA 1.1	
										301.8	VARNER 1.6	
8.13	3.20	2.23	6.22	6.11	6.02	4.47	4.12	f 4.05	3.55	308.4	D SUTHERLAND SU 4.5	
8.16	3.24	2.27	6.25	6.15	6.05	4.50	4.16	4.09	3.59	307.9	DEXTER 7.6	
8.21	3.31	2.34	6.30	6.23	6.11	4.56	4.22	f 4.16	4.05	315.5	D PAXTON PN 6.2	
8.26	3.37	2.40	6.35	6.29	6.16	5.01	4.27	4.22	4.10	321.7	KORTY 6.0	
8.31	3.43	2.46	6.40	6.35	6.21	5.06	4.32	f 4.27	4.16	327.7	D ROSCOE RO 7.1	
8.37	s 3.52	2.53	6.46 ²⁷	6.46 ¹⁰³	6.27	5.12	4.38 ¹¹¹	s 4.38 ¹¹¹	4.25	334.8	DN OGALLALA YL GT 9.1	
8.44	4.01	3.02	6.53	7.00	6.34	5.19	4.45	f 4.50	4.35	343.9	D BRULE RU 5.2	
										349.1	MEGEATH 4.8	
8.52	4.11	3.10	7.01	7.10	6.42	5.27	4.53	f 5.02	4.45	353.9	D BIG SPRINGS GS 5.4	
8.56	4.16	3.15	7.05	7.15	6.46	5.31	4.57	5.08	4.50	359.3	BARTON 6.0	
9.01	f 4.24	3.21	7.10	7.23	6.51	5.36	A f 5.10AM	s 5.23	A 5.00AM	365.3	DN JULESBURG YL JB 5.3	
9.05	4.30	3.27	7.14	7.29	6.55	5.40		5.28		370.6	WEIR 9.7	
9.13	4.40	3.36	7.22	7.39	7.03	5.48		f 5.37		380.8	D OHAPPELL OQ 9.4	
9.20	4.49	3.45	7.29	7.48	7.10	5.55		f 5.45		389.7	D LODGE POLE GP 6.6	
9.25	4.55	3.51	7.35	7.54	7.15	6.00		f 5.50		396.3	D SUNOL UN 4.7	
9.29	5.00	3.55	7.38	7.59	7.19	6.04 ¹¹¹		6.04 ¹⁰⁵		401.0	COLTON 6.5	
9.36	5.10	4.02	7.45	8.09	7.27	6.13		6.12		407.5	DN-R SIDNEY YL OD 8.0	
9.37	5.20	4.12	7.46	8.19	7.28	6.13		6.25		415.5	BROWNSON 10.9	
9.46	5.30	4.22	7.55	8.29	7.37	6.22		6.35		426.4	DN POTTER PR 4.4	
9.55	5.43	4.33	8.04	8.42	7.46	6.31		f 6.48		430.8	JACINTO 4.6	
										435.4	D DIX DX 4.5	
										439.9	OWASOO 4.6	
10.10	f 6.05	4.51	8.19	9.04	8.01	6.46		s 7.10		444.5	DN KIMBALL KB 6.6	
										451.1	OLIVER 5.5	
10.20	6.18	5.02	8.29	9.17	8.11	6.56		f 7.23		456.6	D BUSHNELL BN 10.1	
10.29	6.30	5.12	8.38	9.29	8.21	7.06		f 7.35		466.7	DN PINE BLUFFS YL UF 5.3	
										472.0	TRACY 5.5	
10.39	6.45	5.23	8.48	9.43	8.31	7.16		f 7.50		477.5	D EGBERT GX 5.7	
10.45	6.53	5.29	8.54	9.50	8.37	7.22		f 7.58		483.2	D BURNS UX 6.5	
10.51	7.02	5.36	9.00	9.58	8.44	7.29		f 8.07		489.7	HILLSDALE 6.2	
10.58	7.10	5.42	9.07	10.05	8.51	7.36		8.14		495.9	DURHAM 5.3	
11.06	7.18	5.48	9.14	10.13	8.59	7.44		8.23		501.2	AROHER 8.3	
A 11.17PM	A 7.35PM	A 6.05PM	A 9.25AM	A 10.30AM	A 9.10AM	A 7.55AM		A 8.40AM		509.5	DN-R CHEYENNE YL OY (225.4)	

(3.21) (4.35) (4.00) (3.20) (4.40) (3.25) (3.25) (1.15) (4.55) (1.25)Thru Time
67.3 49.2 55.4 67.6 45.3 66.0 66.0 64.9 45.8 57.3Average speed per hour

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 17
January 10, 1954

FIRST CLASS

Mile Post	FIRST CLASS									
	6	24	108	112	28	12	104	102	106	86
	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger

STATIONS

STATIONS	Mile Post	6	24	108	112	28	12	104	102	106	86
DN-R NORTH PLATTE NY 5.1	284.1	A 11.45AM	A 12.30PM	A 6.28PM	A 7.32PM	A 9.13PM	A 10.55PM	A 9.28PM	A 9.43PM	A 9.53PM	A 11.15PM
DN WEST NORTH PLATTE NY 1.3	289.2	11.33	12.17	6.19	7.23	9.03	10.42	9.19	9.34	9.44	11.03
BIRDWOOD 3.4	290.5										
D HERSHEY OF 3.8	296.9	11.27	12.09	6.13	7.17	8.57	10.34	9.13	9.28	9.38	10.56
DN O'FALLONS FA 1.1	300.7	11.24	12.05	6.10	7.14	8.54	10.30	9.10	9.25	9.35	10.53
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	11.22	f 12.02PM	6.08	7.12	8.52	f 10.27	9.08	9.23	9.33	10.51
DEXTER 7.6	307.9	11.18	11.57AM	6.05	7.09	8.49	10.22	9.05	9.20	9.30	10.47
D PAXTON PN 6.2	315.5	11.11	f 11.50	5.59	7.03	8.43	f 10.15	9.00	9.14	9.24	10.41
KORTY 8.0	321.7	11.06	11.44	5.54	6.59	8.38	10.09	8.55	9.09	9.19	10.35
D ROSCOE RO 7.1	327.7	11.00	11.38	5.50	6.55	8.32	f 10.03	8.51	9.05	9.15	10.29
DN OGALLALA YL GT 9.1	334.8	10.53	s 11.31	5.45	6.50	8.26	s 9.56	8.46	9.00	9.10	10.23
D BRULE RU 5.2	343.9	10.44	f 11.21	5.37	6.43	8.18	f 9.46	8.39	8.52	9.02	10.14
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.36	f 11.11	5.30	6.36	8.10	f 9.36	8.32	8.45	8.55	10.06
BARTON 6.9	359.8	10.31	11.05	5.26	6.32	8.06	9.30	8.28	8.41	8.51	10.01
DN JULESBURG YL JB 5.3	365.2	10.25	f 11.00	5.21	s 6.27PM	8.01	s 9.25	8.23	8.36	8.46	9.55PM
WEIR 9.7	370.6	10.20	10.54	5.16		7.55	9.18	8.19	8.31	8.41	
D OHAPPELL OQ 9.4	380.3	10.11	f 10.46	5.09		7.47	f 9.11	8.12	8.24	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f 10.37	5.02		7.38	f 9.02	8.05	8.17	8.27	
D SUNOL UN 4.7	396.8	9.56	10.31	4.57		7.33	f 8.56	8.00	8.12	8.22	
COLTON 8.5	401.0	9.52	10.27	4.53		7.29	8.52	7.56	8.08	8.18	
DN-R SIDNEY YL OD 8.0	407.5	9.45	10.20	4.47		7.23	8.45	7.50	8.02	8.12	
BROWNSON 10.9	415.5	9.24	9.59	4.38		7.12	8.35	7.49	8.01	8.11	
DN POTTER PR 4.4	426.4	9.14	9.49	4.29		6.52	f 8.15	7.33	7.44	7.54	
JACINTO 4.6	430.8										
D DIX DX 4.5	435.4	9.06	9.41	4.23		6.45	f 8.05	7.27	7.38	7.48	
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.58	f 9.32	4.17		6.38	s 7.55	7.21	7.32	7.42	
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.47	9.20	4.08		6.28	s 7.40	7.12	7.23	7.33	
DN PINE BLUFFS YL UF 5.3	466.7	8.38	9.10	4.00		6.19	s 7.25 ¹⁰²⁻¹⁰⁶ s 7.04 ¹⁰⁴	7.04 ¹²	7.15 ¹²	7.25 ¹²	
TRACY 5.5	472.0										
D EGBERT GX 5.7	477.5	8.27	9.00	3.50		6.09	f 6.48	6.54	7.05	7.15	
D BURNS UX 6.5	483.2	8.22	8.55	3.46		6.04	6.43	6.50	7.01	7.11	
HILLSDALE 6.2	489.7	8.17	8.50	3.42		5.59	6.38	6.46	6.57	7.07	
DURHAM 5.3	495.9	8.12	8.45	3.37		5.54	6.33	6.42	6.52	7.02	
ARONER 8.3	501.2	8.07	8.40	3.33		5.49	6.29	6.38	6.48	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM	3.25PM		5.40PM	6.20PM	6.30PM	6.40PM	6.50PM	

Thru Time.....	(3.50)	(4.00)	(3.03)	(1.05)	(3.33)	(4.35)	(2.58)	(3.03)	(3.03)	(1.20)
Average speed per hour.....	58.1	56.4	73.9	74.9	63.4	49.2	76.0	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. 17
January 10, 1954

SECOND CLASS

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

STATIONS

STATIONS	Mile Post	242	354	246	244	98	94	Car Capacity of Sidings, etc. See Rule 6 (A), page 25.
DN-R NORTH PLATTE NY 5.1	284.1	A 11.15AM				A 4.50PM	A 7.00PM	XWCZTYP
DN WEST NORTH PLATTE NY 1.3	289.2	11.05				4.40	6.48	P
BIRDWOOD 3.4	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 119 XWYP
VARNER 1.6	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 8.0	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 126 P
MEGEATH 4.8	349.1							17
D BIG SPRINGS GS 5.4	353.9	s 7.50						CS 132 WP
BARTON 6.9	359.8	f 7.25						CS 83 P
DN JULESBURG YL JB 5.3	365.2	7.15AM			A 12.15PM			XWCYYP WS125 ES121
WEIR 9.7	370.6				f 11.59AM			CS 90 P
D OHAPPELL 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 76 XP
D SUNOL UN 4.7	396.8				f 11.20			XP
COLTON 8.5	401.0				f 11.10			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			s 12.40				WS 121 XWP ES 70
JACINTO 4.6	430.8							8 PX
D DIX DX 4.5	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 126 WP
DN PINE BLUFFS YL UF 5.3	466.7			s 10.40				CS125 XWCYP
TRACY 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 82 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 82 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				XWCZTYP

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 Siding, etc. See Rule 6 (A), page 26.	71 C. B. & Q. Freight Daily				85 Passenger Daily			111 Streamliner Passenger Daily			301 C. B. & Q. Passenger Daily			Distance from Julesburg
	71				85			111			301			
	71				85			111			301			
80	WCYIP					5.15AM	f	5.10AM					0.0	
76	ZP					5.25	f	5.18					7.1	
73	WP					5.32	f	5.24					14.6	
29													19.0	
95	P					5.40	f	5.31					23.1	
20	P												25.8	
95	WP					5.47	f	5.36					30.1	
22													34.2	
72	P					5.55	f	5.43					38.8	
12	P												41.1	
22													42.2	
94	P					6.01	f	5.48					45.6	
16													50.1	
77	P					6.08		5.54					53.5	
	IP												57.2	
169	IWCTZP				1.00PM	6.15		6.00			2.50AM		57.5	
						6.25		6.05					61.7	
72	P				1.14	f	6.33	6.13	f	2.58			64.1	
23													66.8	
74	P				1.27	f	6.39	6.19	f	3.06			70.2	
10													72.1	
143	P				1.36	f	6.45	6.24		3.14			76.0	
41													78.4	
52	P				A 2.00PM	f	6.50	6.29	A	3.25AM			81.0	
24													82.8	
94	WP					6.55	f	6.34					87.0	
53	P					7.02		6.40					98.8	
21													96.9	
100	WCP					7.07	f	6.44					98.6	
35	P					7.14		6.50					106.0	
79	P					7.17	f	6.52					109.0	
22	P					7.22	f	6.57					114.2	
78	P					7.25	f	7.00					117.7	
14	P												121.4	
53	P					7.32	f	7.06					124.8	
50	P					7.37		7.11					130.2	
121	WP					7.42	f	7.16					135.4	
16	P												139.1	
78	P					7.49	f	7.22					143.1	
27													147.2	
56	WCTYP				A	7.58AM	A	7.30AM					151.1	

(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. 17

January 10, 1954

STATIONS

Mile Post	FIRST CLASS			SECOND CLASS	
	Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight
0.0	As 6.27PM	A 9.50PM			
7.1	6.18	9.38			
14.6	6.12	9.29			
19.0					
23.1	6.05	9.20			
25.8					
30.1	6.00	9.13			
34.2					
38.8	5.53	9.03			
41.1					
42.2					
45.6	5.48	8.56			
50.1					
53.5	5.41	8.47			
57.2					
57.5	5.37	8.42	A 11.45PM	A 10.15PM	A 11.59PM
61.7	5.35	8.33			
64.1	5.28	8.25	f 11.28	9.55	11.43
66.8					
70.2	5.23	8.19	f 11.21	9.46	11.33
72.1					
76.0	5.19	8.13	f 11.15	9.38	11.21
78.4					
81.0	5.15	8.08	f 11.07PM	9.31	11.09PM
82.8					
87.0	5.10	8.02		9.24	
98.8	5.05	7.55		9.15	
96.9					
98.6	5.01	7.49		9.08	
106.0	4.55	7.42		8.57	
109.0	4.53	7.39		8.52	
114.2	4.49	7.34		8.45	
117.7	4.46	7.31		8.40	
121.4					
124.8	4.40	7.24		8.30	
130.2	4.36	7.19		8.18	
135.4	4.32	7.14		8.10	
139.1					
143.1	4.25	7.06		7.55	
147.2					
151.1	4.18PM	6.57PM		7.40PM	

(151.1) Daily Daily Daily Daily Daily

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

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

WESTWARD				BEATRICE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 17 January 10, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	71		73	Distance from Valley	STATIONS	Mile Post	74		72		
	Freight	Daily	Freight				Freight	Freight			
WCYP		10.25PM	1.30PM	0.0	DN-R VALLEY YL V	0.0	A 5.40AM	A 11.15PM			
AI				5.8	5.8 O. B. & Q. CROSSING	5.8					
28 P		10.40	1.45	6.3	D YUTAN YN	6.3	5.27	11.05			
106 YP		10.50	1.55	11.6	D MEAD AD	11.6	5.17	10.50			
64 WP		11.10	2.07	18.9	D WAHOO W	18.9	5.03	10.25			
				19.6	O. & N. W. and O. B. & Q. CROSSINGS	19.6					
78 P		11.25	2.22	26.3	D WESTON WN	26.3	4.48	10.10			
20 P		11.35PM	2.34	33.2	TOUHY	33.2	4.35	9.55			
96 WCYP		12.01AM	2.44	37.3	DN VALPARAISO YL VO	37.3	4.25	9.40			
28				41.8	AGNEW	41.8					
33 P		12.18	2.58	46.5	D RAYMOND RM	46.5	3.59	9.15			
101 P		12.30	3.08	52.7	GARRATT	52.7	3.48	9.05			
4				55.3	WEST LINCOLN	55.3					
				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			
				57.4	O. B. & Q. CROSSING	57.4					
				59.0	O. B. & Q. CROSSING	59.0					
130 P		1.18	3.31	65.4	JAMAICA	65.4	3.18	8.05			
				68.2	HANLON	68.2					
21 P		1.33	3.46	74.7	PRINCETON	74.7	3.03	7.49			
73 WP		1.43	3.53	79.5	D OORTLAND RD	79.5	2.56	7.41			
84 P		1.58	4.08	88.9	D PICKRELL IK	88.9	2.43	7.25			
CWTZP		A 2.15AM	A 4.25PM	96.8	DN-R BEATRICE YL BX	96.8	2.30AM	7.00PM			
					(96.8)		Daily	Daily			
		(3.50) 25.2	(2.55) 33.2		.....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				Time-Table No. 17 January 10, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	233		Distance from Council Bluffs	STATIONS	Mile Post	79					
	Local Freight	Monday Wed., Fri.				Mixed	Daily Except Sunday				
XIP		6.00AM	5.2	DN SUMMIT YL SU	5.2						
XWP		6.10	6.4	SOUTH OMAHA YL	6.4						
XIP		f 6.20	11.9	R GILMORE YL	11.9						
72 P		f 6.35	16.8	D PAPILLION PO	16.8						
AIP			19.2	MO. PAC. CROSSING	19.2						
P		f 6.55	22.5	D MILLARD MD	22.5						
XP		A 7.05AM	26.1	LANE	26.1						
				20.9							
		(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				Time-Table No. 17 January 10, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	75		Distance from Valparaiso	STATIONS	Mile Post	76					
	Local Freight	Tuesday Thursday Saturday				Local Freight					
WCYP		5.00AM	0.0	DN-R VALPARAISO YL VO	0.0	A 11.35AM					
16		f 5.20	7.4	7.4 LOMA	7.4	f 11.02					
28		s 5.40	13.5	D BRAINARD BD	13.5	s 10.50					
			15.0	O. & N. W. CROSSING	15.0						
32 W		s 6.10	23.2	D DAVID CITY DV	23.2	s 10.25					
			23.5	O. B. & Q. CROSSING	23.5						
31		s 6.45	33.3	D RISING CITY RN	33.3	s 9.40					
36		s 7.05	40.1	D SHELBY SH	40.1	s 9.20					
7		s 7.34	47.5	D OSCEOLA OZ	47.5	s 8.55					
9 W		s 8.25	52.9	D STROMSBURG S	52.9	s 8.25					
			56.8	DURANT	56.8						
35		s 8.40	63.0	D POLK PK	63.0	s 7.50					
21		s 8.55	68.3	D HORDVILLE HV	68.3	s 7.30					
			78.4	SAND PIT SPUR	78.4						
22		s 9.10	73.8	HEBER	73.8	f 7.10					
			75.3	O. B. & Q. CROSSING	75.3						
WYP		A 9.20AM	75.9	DN-R CENTRAL CITY YL OI	75.9	7.05AM					
				(75.9)		Monday Wednesday Friday					
		(4.20) 17.5		.....Thru Time.....	(4.30) 16.8					

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 17 January 10, 1954				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	79		Distance from Genoa	STATIONS	Mile Post	80					
	Mixed	Daily Except Sunday				Mixed					
40 WY		12.32PM	0.0	D-R GENOA YL G	0.0	A 4.35PM					
12			5.3	5.3 KENT	5.3						
20			9.3	9.3 MERCHISTON	9.3						
38		s 1.08	13.7	D FULLERTON FU	13.7	s 4.05					
21		s 1.33	23.1	D BELGRADE BL	23.1	s 3.45					
26 W		s 1.52	30.3	D CEDAR RAPIDS CD	30.3	s 3.30					
36		s 2.13	36.6	D PRIMROSE P	36.6	f 3.15					
38 WY		A 2.40PM	44.8	D-R SPALDING YL SG	44.8	3.00PM					
				(44.8)		Daily Except Sunday					
		(2.08) 20.8		.....Thru Time.....	(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				Distance from Columbus	Time-Table No. 17				SECOND CLASS				
79					January 10, 1954				82				
Mixed					STATIONS				Mixed				
81				Mile Post					80				
Mixed									Mixed				
Daily Except Sunday									Mixed				
321								312					
Mixed								Mixed					
Daily Except Sunday								Mixed					
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	A 12.02PM	A 7.45AM	f 2.00	9.4	R	OCONEE	YL	9.4	1.02PM	5.00PM	f 10.35		
29			f 2.30	14.7	D	PLATTE CENTER	PO	14.7			s 10.20		
36				20.3		TARNOV		20.3					
				25.1		C. & 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		C. & N. W. CROSSING		48.7					
				50.2		C. & N. W. CROSSING		50.2					
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK	YL KN	50.4			8.00PM		
						(50.4)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1			..... Thru Time.....			(0.23) 24.5	(0.15) 37.6	(3.00) 16.8		
						..... Average speed per hour.....							

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

WESTWARD				ALBION BRANCH				EASTWARD				
SECOND CLASS				Distance from Oconee	Time-Table No. 17				SECOND CLASS			
79					January 10, 1954				82			
Mixed					STATIONS				Mixed			
81				Mile Post					80			
Mixed									Mixed			
Daily Except Sunday									Mixed			
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	A 12.29PM	s 8.30	11.8	D-R	GENOA	YL G	11.8	s 12.29PM	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	A 10.05AM	33.7	D-R	ALBION	YL A	33.7	11.30AM				
						(33.7)			Daily Except Sunday	Daily Except Sunday		
		(0.27) 25.1	(2.20) 14.4			..... Thru Time.....			(1.32) 22.0	(0.25) 27.1		
						..... Average speed per hour.....						

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

WESTWARD				ORD BRANCH				EASTWARD				
SECOND CLASS				Distance from Grand Island	Time-Table No. 17				SECOND CLASS			
283					January 10, 1954				84			
Mixed					STATIONS				Mixed			
83				Mile Post					284			
Mixed									Mixed			
Mon., Wed., Fri.									Mixed			
Tues., Thurs., Sat.								Mixed				
WYPOCZ		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		
29	WYP	A 10.50AM	s 9.55	21.9	D-R	ST. PAUL	YL SP	21.9	s 4.20	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			
			10.50	44.5		SCOTIA JUNCTION		44.5	3.23			
20			s 11.00	45.7	D	SCOTIA	SK	45.7	s 3.14			
			11.15	44.5		SCOTIA JUNCTION		44.5	3.07			
31	W		s 11.35AM	48.8	D	NORTH LOUP	NU	48.8	s 2.57			
3				58.5		SAUNDERS		58.5				
				60.7		O. B. & Q. CROSSING		60.7				
34	WY		A 12.10PM	61.0	D-R	ORD	YL RD	61.0	2.30PM			
						(61.0)			Tue., Thurs. Sat.,	Mon., Wed., Fri.		
		(0.50) 26.3	(3.10) 19.3			..... Thru Time.....			(2.45) 22.2	(0.55) 23.9		
						..... Average speed per hour.....						

WESTWARD				LOUP CITY BRANCH				EASTWARD					
SECOND CLASS				Distance from St. Paul	Time-Table No. 17				SECOND CLASS				
283					January 10, 1954				284				
Mixed					STATIONS				Mixed				
Monday Wednesday Friday				Mile Post									
WY			11.15AM		0.0	D-R	ST. PAUL	YL SP	0.0	A 4.05PM			
19			s 11.40AM		8.8	D	DANNEBROG	DB	8.8	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.....			(1.35) 24.6			
						..... Average speed per hour.....						

WESTWARD				HASTINGS BRANCH				EASTWARD				
SECOND CLASS				Distance from Hastings	Time-Table No. 17				SECOND CLASS			
283					January 10, 1954				284			
Mixed					STATIONS				Mixed			
WYPCZ				0.0	DN-R	HASTINGS	YL AN	0.0				
130	P			12.7	D	HAYLAND	HA	12.7				
35	P			20.2		DENMAN		20.2				
130	WYP RCSI			28.1	DN-R	GIBBON	YL GB	28.1				
						(28.1)						
						..... Thru Time.....						
						..... Average speed per hour.....						

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

WESTWARD				KEARNEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 17 January 10, 1954				SECOND CLASS		Mile Post
	95	519	517	STATIONS		518	96					
								Mixed	Motor Passenger	Motor Mixed	Mixed	
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Motor Passenger	Motor Passenger									
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	f 11.43	f 8.32			
19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE	10.1	s 11.35	s 8.22			
27 P	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST HR	16.8	s 11.23	s 8.00			
13	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN	22.7	f 11.12	f 7.41			
32 WP	s 10.06	s 4.25	s 5.45	26.3	D	MILLER MR	26.3	s 11.05	s 7.33			
38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER SU	32.5	s 10.53	s 7.15			
28 P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE VD	40.4	s 10.40 ⁹⁵	s 6.59			
40	s 11.13	s 5.15	s 6.30	52.1	D	OCONTO BS	52.1	s 10.19	s 6.28			
14	f 11.27AM	f 5.28	f 6.46	59.1		LODI	59.1	f 10.03	f 6.14			
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	CALLAWAY OA	65.5	s 9.52	s 5.45 ⁶¹⁹			
9	f 12.55	f 6.05	f 7.12	75.8		FINOHVILLE	75.8	f 9.31	f 5.00			
38 WP	s 1.30	s 6.15	s 7.24	83.1	D	ARNOLD AD	83.1	s 9.20	s 4.45			
5 P	f 1.55	f 6.27	f 7.35	90.6		LOGAN	90.6	f 9.07	f 4.26			
10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND	94.6	f 9.00	f 4.18			
15 P	f 2.30	f 6.43	f 7.49	99.2		GANDY	99.2	f 8.50	f 4.08			
22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4	8.45AM	4.00PM			
						(102.4)		Daily Except Monday	Sunday Wednesday Friday			

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

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from O'Fallon	Time-Table No. 17 January 10, 1954				SECOND CLASS		Mile Post
	97	93	STATIONS	98		94						
							Local Freight	Mixed	Local Freight	Mixed		
Daily Except Sunday	Daily											
WYP	7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM				
15	f 7.35	f 5.35	2.8		OOKER	2.8	f 3.58	f 6.13				
41 P	f 7.56	s 5.48	12.8	D	SARBEN AK	12.8	f 3.30	s 5.58				
40	f 8.13	f 5.57	19.6		NEVENS	19.6	f 3.15	f 5.48				
12			24.8		BROGANVILLE	24.8						
42 WP	f 8.35	s 6.11	28.4		KEYSTONE	28.4	f 2.55	s 5.36				
11			30.7		KINGSLEY	30.7						
42 P	f 8.50	f 6.21	34.9	D	MARTIN SA	34.9	f 2.30	f 5.24				
42 P	f 9.05	s 6.31	41.2		LEMOYNE	41.2	f 2.15	s 5.14				
25	f 9.20	f 6.40	46.8		BELMAR	46.8	f 2.05	f 5.03				
44	f 9.29	f 6.48	51.7		RUTHTON	51.7	f 1.55	f 4.55				
41 WCYP	s 10.00	s 7.02	59.3	D	LEWELLEN YL W	59.3	s 1.40	s 4.44				
41 P	s 10.50	s 7.21	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21				
40 WP	s 11.35	s 7.43	86.4	D	LISCO OO	86.4	f 12.25PM	s 3.53				
37	f 11.53 ⁹⁸	f 7.56	95.4		FINLEY	95.4	f 11.53 ⁹⁷	f 3.39				
46	s 12.05PM	s 8.07	100.4	D	BROADWATER BR	100.4	f 11.40	s 3.30				
19	f 12.20	f 8.20	109.6		TOWERS	109.6	f 11.20	f 3.12				
195 WCTP	s 12.50	s 8.30	114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05				
AI	12.55	8.33	115.5		O. B. & Q. CROSSING	115.5	10.50	2.57				
11	f 1.05	f 8.40	121.8		MOHLER	121.8	f 10.40	f 2.46				
33 P	f 1.15	s 8.50	126.7	D	SOUTH BAYARD OR	126.7	f 10.32	s 2.39				
51	f 1.25	s 8.59	132.1		McGREW	132.1	f 10.23	s 2.29				
30 P	f 1.35	s 9.09	137.9	D	MELBETA MB	137.9	f 10.13	s 2.19				
70 WCYZP	A 1.45PM	A 9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM				
					(145.9)		Daily Except Sunday	Daily				

(6.15) (4.00) Thru Time (6.19) (4.25)
 34.3 36.5 Average speed per hour 23.1 33.0

WESTWARD				GERING BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 17 January 10, 1954				SECOND CLASS		Mile Post
	STATIONS	98	94									
				Local Freight		Mixed	Local Freight	Mixed				
				0.0	DN-R	GERING YL G	0.0					
17				5.4		MATHERS YL	5.4					
27				6.0		MOON YL	6.0					
				7.0		ROUBADEAU YL	7.0					
18				8.4		HILLIKER YL	8.4					
18				9.8		RIFORD YL	9.8					
						(9.8)						

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26	SECOND CLASS			Distance from O'Fallons	Time-Table No. 17 January 10, 1954	Mile Post	SECOND CLASS						
	353 Mixed	93 Mixed	59 Mixed				354 Mixed	60 Mixed	94 Mixed				
	Daily	Daily	Daily										
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		COSTIN			150.5	f 10.28	f 1.34	
30			s 9.49	f 6.15	152.3	D	HAIG		HA	152.3	f 10.25	s 1.30	
24			s 9.55	f 6.25	155.8	D	SOUTH MITCHELL		MI	155.8	f 10.20	s 1.21	
32			f 9.58	f 6.30	157.1		PELTOM			157.1	f 10.15	f 1.14	
55	P		s 10.06 ⁶⁰	f 6.45	162.1	D	SOUTH MORRILL		MO	162.1	f 10.06 ⁹³	s 1.06	
18			f 10.09	f 6.50	164.2		JOYCE			164.2	f 9.52	f 1.01	
51	WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	LYMAN	YL	MU	167.9	s 9.45 ⁵⁹	s 12.56	
21			f 10.19	f 9.50	170.1		CANAL			170.1	f 9.20	f 12.49	
14			f 10.23	f 9.57	172.8		STEBBINS			172.8	f 9.15	f 12.44	
51	P		s 10.25	f 10.07	173.7	D	HUNTLEY		HU	173.7	f 9.13	s 12.41	
35			f 10.30	f 10.17	177.0		HOLLY			177.0	f 9.06	f 12.33	
51	WCYP	12.45PM	10.40 ⁵⁹ 10.45	10.35AM ⁹³ 12.15PM ⁹⁴	181.6	D-R	YODER	YL	DR	181.6	A11.45AM	9.00 8.46 12.25 12.15 ⁵⁹	
51	P		s 10.55	s 12.35	188.1	D	VETERAN		VN	188.1	s 8.33	s 12.03PM	
8			f 11.00	f 12.40	191.5		HELDT			191.5	f 8.26	f 11.57AM	
16			f 11.07	f 12.50	196.1		OOTTIER			196.1	f 8.19	f 11.50	
51	WYP		A 11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON	YL	RI	200.6	8.10AM	11.45AM	
14			f 12.55		185.3		GOODLAND			185.3	f 11.32		
26			f 1.01		187.6		FONDA			187.6	f 11.27		
51	W		s 1.10		192.4	D	HAWK SPRINGS		HK	192.4	s 11.15		
31			f 1.18		194.7		DUROC			194.7	f 11.01		
19			f 1.30		200.8		WYOCROSS			200.8	f 10.50		
51	WY		s 1.45		203.8	D	LA GRANGE		GA	203.8	s 10.45		
19			f 1.57		210.7		TREMAIN			210.7	f 10.20		
51	WF		s 2.35		222.5	D	ALBIN		AB	222.5	s 9.55		
51			f 2.55		229.7		LINDBERGH			229.7	f 9.35		
	W		A 3.25PM		244.3	DN-R	EGBERT	YL	GX	244.3	9.10AM		
				(98.4)					Daily	Daily	Daily		
				(2.40)	(1.35)	(7.00) Thru Time.....				(2.35)	(2.30)	(2.05)
				23.5	34.5	7.8 Average speed per hour.....				24.3	21.9	26.3

WESTWARD		LYMAN BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26	Distance from Lyman	Time-Table No. 17 January 10, 1954		Mile Post		
		STATIONS				
	0.0	DN	LYMAN	MU	YL	0.0
	2.8		SEARS		YL	2.8
18	3.3		SIDING NO. 1		YL	3.3
6	4.6		HARTMAN		YL	4.6
17	6.4		STEGALL		YL	6.4
(6.4)						

WESTWARD		SEARS BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26	Distance from Sears	Time-Table No. 17 January 10, 1954		Mile Post		
		STATIONS				
	0.0		SEARS		YL	0.0
	1.2		BELLINGER		YL	1.2
5	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 S-72.

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "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 "Frnt." —Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	80	50	When more than 50% of the tonnage is gravel.			40
Inspection bus cars.		40	40	Trains handling wrecking derricks: Derricks with 6-wheel trucks. 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	25	Trains handling scale test cars.			30
When yard limits not protected by continuous block signal system.	50	40	25	Trains handling C.N.W., C.M.St.P. & P. or G.N. jeep ore cars.			30
Passing fueling stations.	50	40	25	When using No. 14 turn-outs.	25	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	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 6 5 15 10 15 10
1500 class Diesel-electric 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-electric 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.	Fr.		Str.	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	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.	Fr.		Str.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.			
Sidney, freight trains entering and moving through yard tracks.			5				5
Brownson, on government tracks.			10				
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				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.	Fr.	Location	Str.	Psgr.	Fr.
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.	Fr.	Location	Str.	Psgr.	Fr.
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—				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
Spencer Wright ..	Medical Director ..	Salt Lake City, Utah	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. Shamburg...	Surgeon.....	Kimball, Nebr.
M. W. Bafry.....	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. Kreymsborg..	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. Takenaga.....	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.	W. A. Bunten.....	District Surgeon..	Cheyenne, Wyo.
M. L. Chaloupka...	Surgeon.....	Callaway, Nebr.	R. C. Gramlich...	Surgeon.....	Cheyenne, Wyo.
A. D. Brown.....	Surgeon.....	Central City, Nebr.	G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.
E. T. Zickman.....	Surgeon.....	Central City, Nebr.	R. D. Paul.....	Surgeon.....	Cheyenne, Wyo.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.	E. W. Newman.....	Oculist.....	Cheyenne, Wyo.
R. C. Anderson.....	Surgeon.....	Columbus, Nebr.	R. B. Stump.....	Oculist and Aurist..	Cheyenne, Wyo.
W. R. Neumarker...	Surgeon.....	Columbus, Nebr.	G. W. Marbry.....	Oculist.....	Cheyenne, Wyo.
L. G. Howard.....	Oculist and Aurist..	Council Bluffs, Ia.	R. I. Williams.....	Aurist.....	Cheyenne, Wyo.
W. C. Giles.....	Oculist.....	Council Bluffs, Ia.	R. B. Rundquist...	Surgeon.....	Chappell, Nebr.
A. L. Nielson.....	Surgeon.....	Council Bluffs, Ia.	R. P. Williams.....	Surgeon.....	Julesburg, Colo.
A. M. Pederson.....	Surgeon.....	Council Bluffs, Ia.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
G. M. McArdle.....	Surgeon.....	Council Bluffs, Ia.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
P. D. Pederson.....	Surgeon.....	Council Bluffs, Ia.	C. B. Dorwart.....	Surgeon.....	Sidney, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
C. H. Sheets.....	Surgeon.....	Cozad, Nebr.	H. A. Blackstone..	Surgeon.....	Bridgeport, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	W. C. Harvey, Sr..	Surgeon.....	Gering, Nebr.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	W. C. Harvey, Jr..	Surgeon.....	Gering, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	F. V. Vesely.....	Surgeon.....	Lewellen, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
L. E. Ines.....	Surgeon.....	Grand Island, Nebr.	Wm. M. Greig.....	District Surgeon..	Denver, Colo.
E. G. Johnson.....	Surgeon.....	Grand Island, Nebr.	F. E. Palmer.....	Surgeon.....	Sterling, Colo.
K. F. McDermott...	Surgeon.....	Grand Island, Nebr.	L. W. Anderson...	Surgeon.....	Sterling, Colo.
C. H. Maggiore.....	Oculist.....	Grand Island, Nebr.	R. W. Ludwick....	Surgeon.....	Sterling, Colo.
R. D. Martin.....	Oculist.....	Grand Island, Nebr.	A. F. Williams.....	Surgeon.....	Ft. Morgan, Colo.
J. A. Proffitt.....	Surgeon.....	Grand Island, Nebr.	W. L. Wilkinson...	Surgeon.....	La Salle, Colo.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.			
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.			