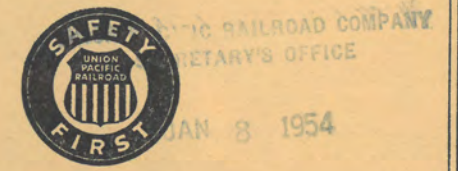


UNION PACIFIC RAILROAD COMPANY
Eastern District



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

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

Time Table No. 17 January 10, 1954											Mile Post	STATIONS		
11	15	167	17	17	23	5	9	103	101	27			105	111
Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mail	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		
													0.0	CO. BLUFFS
													9.45	OMAHA
													1.10	GRAND ISLAND
													4.15	NORTH PLATTE
													5.15	JULESBURG
													8.25	SIDNEY
													9.30	KANSAS CITY
													11.17	DENVER
													10.45	CHEYENNE
													1.12	LARAMIE
													3.45	RAWLINS
													4.30	GREEN RIVER
													8.25	GRANGER
														OGDEN

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 50.5 49.6 62.5 62.2 63.5 44.9 46.6 42.0 48.1 53.0

H. HICKS
General Manager

G. A. CONROGHEAN
General Superintendent

E. S. SHUMWAY
Gen. Supt. Transportation

- I. E. WELICK**, Superintendent
- T. F. SHANAHAN**, Asst. Superintendent
- R. W. McFADDEN**, Asst. Superintendent
- E. G. POPE**, General Superintendent
- R. G. MURPHY**, Transportation
- A. A. HAUBERT**, General Superintendent
- G. J. THOMPSON**, General Superintendent
- J. E. GUYMAN**, General Superintendent
- G. E. HURD**, Transportation
- W. E. HENCK**, Transportation
- E. E. BRADLEY**, Transportation
- R. F. WYDEN**, Master Mechanic
- R. E. LEE**, Road Foreman of Engines
- R. E. McWILLIAMS**, Road Foreman of Engines
- T. R. BRITT**, Road Foreman of Engines
- P. G. LOMON**, Road Foreman of Engines
- A. T. McCARTIN**, Road Foreman of Engines
- R. A. McCRAY**, Road Foreman of Engines
- C. E. SUITS**, Road Foreman of Engines
- W. F. HART**, Division Engineer
- O. L. ROYAL**, General Superintendent

- FIRST SUBDIVISION, GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**
- A. E. HACKMAN**, Chief Train Dispatcher, Grand Island, Neb.
- E. D. JOHNSON**, Asst. Chief Train Dispatcher, Grand Island, Neb.
- G. E. DEWURSE**, Asst. Chief Train Dispatcher, Grand Island, Neb.
- SECOND SUBDIVISION**
- A. E. SUTHERLAND**, Chief Train Dispatcher, North Platte, Neb.
- J. E. RYAN**, Asst. Chief Train Dispatcher, North Platte, Neb.
- O. B. BRESLIN**, Asst. Chief Train Dispatcher, North Platte, Neb.
- THIRD SUBDIVISION**
- D. A. VICK ROY**, Chief Train Dispatcher, Denver, Colo.
- L. E. CRITCHFIELD**, Asst. Chief Train Dispatcher, Denver, Colo.
- P. BARRETT**, Asst. Chief Train Dispatcher, Denver, Colo.
- NORTH PLATTE BRANCH AND CUT-OFF**
- L. G. CLARK**, Chief Train Dispatcher, Gering, Neb.

MILEAGE	
Main Line	850.00
Branches	358.25
Total	1208.25

- FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES**
- G. A. LAUGHLIN**, Chief Train Dispatcher, Omaha, Neb.
- L. M. HERRK**, Asst. Chief Train Dispatcher, Omaha, Neb.
- S. W. FLITCHER**, Asst. Chief Train Dispatcher, Omaha, Neb.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time Table No. 17 January 10, 1954														Mile Post	STATIONS
112	12	108	10	28	104	102	106	38	18	24	6	86			
Stream-liner Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger			
														0.0	CO. BLUFFS
														2.8	OMAHA
														148.9	GRAND ISLAND
C.T. M.T.														284.1	NORTH PLATTE
														385.3	JULESBURG
														407.5	SIDNEY
															KANSAS CITY
														562.5	DENVER
														509.5	CHEYENNE
														566.0	LARAMIE
														682.8	RAWLINS
														817.0	GREEN RIVER
														847.2	GRANGER
														992.6	OGDEN
															(992.6)

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 50.5 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	Any Station	Omaha or beyond.		24	Any Station	Colorado Points.	
23	Any Station	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.		28	Kearney	Pocastello 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.	West of Ogden.	28	Fremont		
27	Kimball	Sleeping car passengers from Omaha or points east.		86	Ogallala		
85	Any Station		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.
101	Columbus			86	Any Station		Sleeping car passengers Omaha or beyond.
103-107	Fremont		East Los Angeles or beyond.	102	Kearney		
105	Fremont		Pendleton or beyond.	104-108	Columbus	Sacramento or beyond.	
111	Fremont	Chicago.	Denver or beyond.	106	Fremont	East Los Angeles or beyond.	
	Ft. Morgan	Omaha and east.		106	Columbus		
				112	Fremont		Omaha and east.
					Ft. Morgan		Chicago.

WESTWARD FIRST SUBDIVISION SECOND CLASS Time-Table No. 17 January 10, 1954. Table with columns for stations and times (71, 73, 75, 237, 239, 233).

WESTWARD FIRST SUBDIVISION FIRST CLASS Time-Table No. 17 January 10, 1954. Table with columns for stations and times (11, 107, 23, 5, 103, 101, 27, 105, 111).

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72. Rules 251 to 254 inclusive apply on First Subdivision.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72. Rules 251 to 254 inclusive apply on First Subdivision.

WESTWARD SECOND SUBDIVISION										Distance from Council Bluffs	Time-Table No. 17 January 10, 1954	STATIONS
SECOND CLASS												
353	245	243	97	241	93							
Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed							
Daily	Tues. Thurs. Sat.	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily							
XWCZTYOP						6.50AM	6.35AM	5.00AM	284.1	DN-R NORTH PLATTE YL NO 5.1 NY		
P						7.02	6.45	5.10	289.2	DN WEST NORTH PLATTE YL WN 1.3		
CS 84									290.5	BIRDWOOD 6.4		
WS 72 XP						7.15	7.08	5.20	296.9	D HERSHEY OF 3.8		
CS 110 XWYP						A 7.30AM	f 7.15	A 5.25AM	300.7	DN O'FALLONS FA 1.8		
40 X									301.8	VARNER 1.6		
CS 121 P							s 7.25		303.4	D SUTHERLAND SU 4.5		
CS 82 P							f 7.35		307.9	DEXTER 7.6		
CS 121 P							s 7.55		315.5	D PAXTON PN 6.2		
P							f 8.05		321.7	KORTY 6.0		
CS 83 P							f 8.15		327.7	D ROSCOE RO 7.1		
WS 122 WS 120 ES 133 XWCP							s 8.45		334.8	DN OGALLALA YL GT 9.1 RU		
CS 125 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 8.0		
XWCZYP 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 CHAPPELL OQ 9.4		
WS 111 ES 78 XP						s 9.15			389.7	D LODGE POLE GP 4.7		
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	OWASCO 6.6		
CS 133 XWP						s 10.15			444.5	DN KIMBALL KB 5.5		
12									451.1	OLIVER 10.1		
CS 125 WP						s 10.45			456.6	D BUSHNELL BN 5.3		
CS 125 XWCP						s 11.30			466.7	DN PINE BLUFFS YL UF 5.3		
10									472.0	TRAOY 5.5		
CS 94 XWYP						3.35PM	f 11.55AM		477.5	D EGBERT GX 5.7		
WS 82 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 83 XP						f 4.05	12.54		495.9	DURHAM 8.3		
WS 117 ES 125						f 4.15	f 1.07		501.2	AROHER 8.3		
XWCZTYOP						A 4.30PM	A 1.30PM		509.5	DN-R CHEYENNE YL OY (225.4)		

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 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	STATIONS
FIRST CLASS												
107	23	5	103	27	101	105	111	11	85			
Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	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 YL NO 5.1 NY	
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 YL WN 1.3	
										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 1.8	
										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	f 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 ¹¹	s 4.38 ¹¹¹	s 4.25	334.8	DN OGALLALA YL GT 9.1 RU	
8.44	4.01	3.02	6.53	7.00	6.34	5.19	4.45	f 4.50	4.35	348.9	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 8.0	
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		s 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 CHAPPELL 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 4.7	
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 ¹¹		6.04 ¹⁰⁸		401.0	COLTON 6.5	
9.36	5.10	4.02	7.45	8.09	7.27	6.12		6.15		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	
10.02	5.53	4.42	8.11	8.52	7.53	6.38		f 6.58		439.9	OWASCO 6.6	
										444.5	DN KIMBALL KB 5.5	
10.10	f 6.05	4.51	8.19	9.04	8.01	6.46		s 7.10		451.1	OLIVER 10.1	
										456.6	D BUSHNELL BN 5.3	
10.20	6.18	5.02	8.29	9.17	8.11	6.56		f 7.23		466.7	DN PINE BLUFFS YL UF 5.3	
10.29	6.30	5.12	8.38	9.29	8.21	7.06		f 7.35		472.0	TRAOY 5.5	
										477.5	D EGBERT GX 5.7	
10.39	6.45	5.23	8.48	9.43	8.31	7.16		f 7.50		483.2	D BURNS UX 6.5	
10.45	6.53	5.29	8.54	9.50	8.37	7.22		f 7.58		489.7	HILLSDALE 6.2	
10.51	7.02	5.36	9.00	9.58	8.44	7.29		f 8.07		495.9	DURHAM 8.3	
10.58	7.10	5.42	9.07	10.05	8.51	7.36		8.14		501.2	AROHER 8.3	
11.06	7.18	5.48	9.14	10.13	8.59	7.44		8.23		509.5	DN-R CHEYENNE YL OY (225.4)	
A 11.17PM	A 7.35PM	A 6.05PM	A 9.25AM	A 10.30AM	A 9.10AM	A 7.55AM		A 8.40AM				

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(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	48.3	66.0	66.0	64.9	45.8	57.3		..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 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				
		FIRST CLASS										
Time-Table No. 17 January 10, 1954		6	24	108	112	28	12	104	102	106	86	Mile Post
STATIONS		Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
	DN-R NORTH PLATTE YL NO 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 YL WN 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 6.4	290.5										
	D HERSEY OF 7.8	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 6.0	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 4.8	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 9.9	359.3	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 8.6	389.7	10.02	f 10.37	5.02		7.38	f 9.02	8.05	8.17	8.27	
	SUNOL UN 4.7	396.8	9.56	10.31	4.57		7.33	f 8.56	8.00	8.12	8.22	
	COLTON 6.5	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 9.35	10.20 10.10	4.47 4.46		7.22 7.12	8.45 8.35	7.50 7.49	8.02 8.01	8.12 8.11	
	BROWNSON 10.9	415.5	9.24	9.59	4.38		7.01	8.25	7.41	7.53	8.03	
	DN POTTER PR 4.4	426.4	9.14	9.49	4.29		6.52	f 8.15	7.33	7.44	7.54	
	JACOINTO 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	
	OWASOO 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	
	TRAOY 5.5	472.0										
	D EGBERT GX 6.7	477.5	8.27	9.00	3.50		6.09	f 6.48	6.54	7.05	7.15	
	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	
	ARCHER 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	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(3.50)	(4.00)	(3.03)	(1.05)	(3.33)	(4.35)	(2.58)	(3.03)	(3.08)	(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				
		SECOND CLASS										
Time-Table No. 17 January 10, 1954		242	354	246	244	98	94					Mile Post
STATIONS		Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Mixed					
	DN-R NORTH PLATTE YL NO 5.1	284.1	A 11.15AM			A 4.50PM	A 7.00PM					
	DN WEST NORTH PLATTE YL WN 1.3	289.2	11.05			4.40	6.48					
	BIRDWOOD 6.4	290.5										
	D HERSEY OF 7.8	296.9	s 10.55			f 4.30	s 6.38					
	DN O'FALLONS FA 1.1	300.7	f 10.30			4.22PM	6.30PM					
	VARNER 1.6	301.8										
	D SUTHERLAND SU 4.5	303.4	s 10.15									
	DEXTER 7.6	307.9	f 9.55									
	D PAXTON PN 6.2	315.5	s 9.45									
	KORTY 6.0	321.7	f 9.20									
	D ROSCOE RO 7.1	327.7	f 9.10									
	DN OGALLALA YL GT 9.1	334.8	s 9.00									
	D BRULE RU 4.8	343.9	s 8.15									
	MEGEATH 4.8	349.1										
	D BIG SPRINGS GS 5.4	353.9	s 7.50									
	BARTON 9.9	359.3	f 7.25									
	DN JULESBURG YL JB 5.3	365.2	7.15AM			A 12.15PM						
	WEIR 9.7	370.6				f 11.59AM						
	D OHAPPELL OQ 9.4	380.3				s 11.45						
	D LODGE POLE GP 8.6	389.7				s 11.30						
	SUNOL UN 4.7	396.8				f 11.20						
	COLTON 6.5	401.0				f 11.10						
	DN-R SIDNEY YL OD 8.0	407.5				A 1.40PM	11.00AM					
	BROWNSON 10.9	415.5				f 1.05						
	DN POTTER PR 4.4	426.4				s 12.40						
	JACOINTO 4.6	430.8										
	D DIX DX 4.5	435.4				s 12.09PM						
	OWASOO 4.6	439.9										
	DN KIMBALL KB 6.6	444.5				s 11.45AM						
	OLIVER 5.5	451.1										
	D BUSHNELL BN 10.1	456.6				s 11.05						
	DN PINE BLUFFS YL UF 5.3	466.7				s 10.40						
	TRAOY 5.5	472.0										
	D EGBERT GX 6.7	477.5				A 8.50AM	f 9.45					
	BURNS UX 6.5	483.2				s 8.40	s 9.30					
	HILLSDALE 6.2	489.7				s 8.31	f 9.20					
	DURHAM 5.3	495.9				f 8.23	f 9.09					
	ARCHER 8.3	501.2				f 8.15	f 9.00					
	DN-R CHEYENNE YL OY (225.4)	509.5				8.05AM	8.45AM					
			Daily Except Monday	Daily	Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday	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	38.8	35.6	30.8					

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

WESTWARD		THIRD SUBDIVISION				Distance from Julesburg	Time-Table No. 17	
SECOND CLASS		FIRST CLASS					January 10, 1954	
Car Capacity of Seating, etc. See Rule 6 (A), page 25.		71	85	111	301		STATIONS	
		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	
76	ZP		f 5.25	5.18		7.1	D OVID VI	
78	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	
29	P					25.8	MARCOTT	
95	WP		f 5.47	5.36		30.1	DN CROOK OK	
22						34.2	TOBIN	
72	P		f 5.55	5.43		38.8	PROCTOR	
12	P					41.1	POWELL	
22						42.2	GRIFF	
94	P		f 6.01	5.48		45.6	D ILLIFF F	
10						50.1	FORD	
77	F		6.08	5.54		53.5	HAYFORD	
	IP					57.2	C. B. & Q. CROSSING	
169	IWCTZP		1.00PM	6.15 6.25	6.00 6.05	57.5	DN-R STERLING YL ST	
						61.7	HALL	
72	P		1.14	f 6.33	6.13	f 2.58	D ATWOOD OD	
23						66.8	BETTLAND	
74	P		1.27	f 6.39	6.19	f 3.06	D MERINO MI	
10						72.1	BETA	
143	P		1.36	f 6.45	6.24	3.14	MESSEX	
41						78.4	BALZAC	
52	F		A 2.00PM	f 6.50	6.29	A 3.25AM	DN UNION UN	
24						81.0	COOPER	
94	WP			f 6.55	6.34		D SNYDER SN	
53	F			7.02	6.40		DODD	
21						98.9	HURLEY	
100	WCF			f 7.07	6.44		DN FT. MORGAN FX	
35	F			7.14	6.50		NARROWS	
79	P			f 7.17	6.52		D WELDONA DN	
22	P			f 7.22	6.57		GOODRICH	
78	F			f 7.25	7.00		ORCHARD	
14	P					121.4	SUBLETTE	
53	P			f 7.32	7.06		MASTERS	
50	P			7.37	7.11		CANTON	
121	WP			f 7.42	7.16		HARDIN	
16	P					139.1	KUNER	
78	P			f 7.49	7.22		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)
23.5 55.6 64.8 40.3

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

(151.1)

THIRD SUBDIVISION		EASTWARD				Distance from Julesburg	Time-Table No. 17	
FIRST CLASS		SECOND CLASS					January 10, 1954	
Mile Post		112	86	302	250		72	STATIONS
		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight		
		Daily	Daily	Daily	Daily	Daily		
0.0	DN JULESBURG YL JB	As 6.27PM	A 9.50PM					
7.1	D OVID VI	6.18	9.38					
14.6	D SEDGWICK ZD	6.12	9.29					
19.0	DORSEY							
23.1	RED LION	6.05	9.20					
25.8	MARCOTT							
30.1	DN CROOK OK	6.00	9.13					
34.2	TOBIN							
38.8	PROCTOR	5.53	9.03					
41.1	POWELL							
42.2	GRIFF							
45.6	D ILLIFF F	5.48	8.56					
50.1	FORD							
53.5	HAYFORD	5.41	8.47					
57.2	C. B. & Q. CROSSING							
57.5	DN-R STERLING YL ST	5.37 5.35	8.42 8.33	A 11.45PM	A 10.15PM	A 11.59PM		
61.7	HALL							
64.1	D ATWOOD OD	5.28	8.25	f 11.28	9.55	11.43		
66.8	BETTLAND							
70.2	D MERINO MI	5.23	8.19	f 11.21	9.46	11.33		
72.1	BETA							
76.0	MESSEX	5.19	8.13	f 11.15	9.38	11.21		
78.4	BALZAC							
81.0	DN UNION UN	5.15	8.08	f 11.07PM	9.31	11.09PM		
82.8	COOPER							
87.0	D SNYDER SN	5.10	8.02		9.24			
98.8	DODD	5.05	7.55		9.15			
98.9	HURLEY							
98.6	DN FT. MORGAN FX	5.01	7.49		9.08			
106.0	NARROWS	4.55	7.42		8.57			
109.0	D WELDONA DN	4.53	7.39		8.52			
114.2	GOODRICH	4.49	7.34		8.45			
117.7	ORCHARD	4.46	7.31		8.40			
121.4	SUBLETTE							
124.8	MASTERS	4.40	7.24		8.30			
130.2	CANTON	4.36	7.19		8.18			
135.4	HARDIN	4.32	7.14		8.10			
139.1	KUNER							
143.1	D KERSEY KR	4.25	7.06		7.55			
147.2	AUBURN							
151.1	DN-R LASALLE YL SA	4.18PM	6.57PM		7.40PM			

.....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

(151.1)

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 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				
		71	73	Distance from Valley	STATIONS		Mile Post	74	72			
		Freight Daily	Freight Daily			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						
28	P	10.40	1.45	6.3	D	O. B. & Q. CROSSING YUTAN YN	6.3	5.27	11.05			
106	YP	10.50 ⁷²	1.55	11.8	D	MEAD AD	11.8	5.17	10.50 ⁷¹			
64	WP	11.10	2.07	18.9	D	WAHOO W	18.9	5.03	10.25			
				19.6		O. & N. W. and O. B. & Q. CROSSINGS	19.6					
78	P	11.25	2.22	26.3	D	WESTON WN	26.3	4.48	10.10			
20	P	11.35PM	2.34	33.2		TOUHY	33.2	4.35	9.55			
96	WCYP	12.01AM	2.44	37.3	DN	VALPARAISO YL VO	37.3	4.25	9.40			
28				41.8		AGNEW	41.8					
33	P	12.18	2.58	46.5	D	RAYMOND RM	46.5	3.59	9.15			
101	P	12.30	3.08	52.7		GARRATT	52.7	3.48	9.05			
4				55.3		WEST LINCOLN	55.3					
	I			56.5		O. B. & Q. CROSSING	56.5					
24	WTZP	12.55	3.18	57.1	DN	LINCOLN YL SN	57.1	3.40	8.50			
	I			57.4		O. B. & Q. CROSSING	57.4					
	I			59.0		O. B. & Q. CROSSING	59.0					
130	P	1.18	3.31	65.4		JAMAICA	65.4	3.18	8.05			
				68.2		HANLON	68.2					
21	P	1.33	3.46	74.7		PRINCETON	74.7	3.03	7.49			
73	WP	1.43	3.53	79.5	D	OORTLAND 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			
				(3.50) 25.2Thru Time..... .....Average speed per hour.....				(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			
		233	Distance from Council Bluffs	STATIONS		Mile Post					
		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					
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					
				(1.05) 18.9Thru Time..... .....Average speed per hour.....				(1.35) 28.0		

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			
		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		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	68.5	s 7.30				
			73.4		SAND PIT SPUR	73.4					
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				
				(4.20) 17.5	.....Thru Time..... .....Average speed per hour.....				(4.30) 16.8		

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 17 January 10, 1954				SECOND CLASS			
		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		KENT	5.3					
20			9.3		MEROHISTON	9.3					
38		s 1.08	13.7	D	FULLERTON FU	13.7	s 4.05				
21		s 1.33	23.1	D	BELGRADE BL	23.1	s 3.45				
26	W	s 1.52	30.3	D	CEDAR RAPIDS 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				
				(2.08) 20.8	.....Thru Time..... .....Average speed per hour.....				(1.35) 28.0		

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

WESTWARD			NORFOLK BRANCH			EASTWARD			
SECOND CLASS			Time-Table No. 17			SECOND CLASS			
			January 10, 1954						
			STATIONS						
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 YP	A 12.02PM	A 7.45AM	f 2.00	9.4	R OCOONEE YL	9.4	1.02PM	5.00PM	f 10.35
20			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 W			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 W			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)				
	(0.22)	(0.25)	(3.20)		..... Thru Time	(0.23)	(0.15)	(3.00)	
	25.6	22.6	15.1		..... Average speed per hour	24.5	37.6	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. 17			SECOND CLASS		
			January 10, 1954					
			STATIONS					
20 YP		12.02PM	7.45AM	0.0	R OCOONEE 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	11.3	D-R GENOA YL G	11.3	s 12.29PM	4.35PM
0				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		38.7	D-R ALBION YL A	38.7	11.30AM	
					(38.7)			
	(0.27)	(2.20)			..... Thru Time	(1.32)	(0.25)	
	25.1	14.4			..... Average speed per hour	22.0	27.1	

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

WESTWARD			ORD BRANCH			EASTWARD		
SECOND CLASS			Time-Table No. 17			SECOND CLASS		
			January 10, 1954					
			STATIONS					
WTYPCZ		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		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)			
	(0.50)	(3.10)			..... Thru Time	(2.45)	(0.55)	
	26.3	19.3			..... Average speed per hour	22.2	23.9	

WESTWARD			LOUP CITY BRANCH			EASTWARD		
SECOND CLASS			Time-Table No. 17			SECOND CLASS		
			January 10, 1954					
			STATIONS					
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	ROOKVILLE	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)				..... Thru Time	(1.35)		
	22.3				..... Average speed per hour	24.6		

WESTWARD			HASTINGS BRANCH			EASTWARD		
SECOND CLASS			Time-Table No. 17			SECOND CLASS		
			January 10, 1954					
			STATIONS					
WYPCZ				0.0	DN-R HASTINGS YL AN	0.0		
180 P				12.7	D HAYLAND HA	13.7		
35 P				20.2	DENMAN	20.2		
180 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				
SECOND CLASS				FIRST CLASS				SECOND CLASS				
				Time-Table No. 17								
				January 10, 1954								
				STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	WYP	95	519	517	Distance from Kearney	Time-Table No. 17		Mile Post	518	96		
						95	519						517	518	96
		Mixed	Motor Passenger	Motor Passenger		Time-Table No. 17	Time-Table No. 17		Motor Mixed	Mixed		
		Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday		Time-Table No. 17	Time-Table No. 17					
		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 6.7 HR	16.8	s 11.23	s 8.00		
	13	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN 5.9	22.7	f 11.12	f 7.41		
	32 WP	s 10.06	s 4.25	s 5.45	26.3	D	MILLER 3.8 MR	26.3	s 11.05	s 7.33		
	38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER 6.2 SU	32.5	s 10.53	s 7.15		
	28 P	s 10.40 ⁸¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE 7.9 VD	40.4	s 10.40 ⁹⁵	s 6.59		
	40	s 11.13	s 5.15	s 6.30	52.1	D	OOONTO 11.7 BS	52.1	s 10.19	s 6.28		
	14	f 11.27AM	f 5.28	f 6.46	59.1		LODI 7.0	59.1	f 10.03	f 6.14		
	27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	OALLAWAY 6.4 OA	65.5	s 9.52	s 5.45 ⁵¹⁹		
	9	f 12.55	f 6.05	f 7.12	75.8		FINOHVILLE 10.3	75.8	f 9.31	f 5.00		
	38 WP	s 1.30	s 6.15	s 7.24	83.1	D	ARNOLD 7.3 AD	83.1	s 9.20	s 4.45		
	5 P	f 1.55	f 6.27	f 7.35	90.6		LOGAN 7.5	90.6	f 9.07	f 4.26		
	10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND 4.0	94.6	f 9.00	f 4.18		
	15 P	f 2.30	f 6.43	f 7.49	99.2		GANDY 4.6	99.2	f 8.50	f 4.08		
	22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON 3.2 YL SN	102.4	8.45AM	4.00PM		
							(102.4)		Daily Except Monday	Sunday Wednesday Friday		
		(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			.....Thru Time.....		(3.14) 31.7	(5.20) 19.2		
							.....Average speed per hour.....					
Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.												
Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.												

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS				SECOND CLASS				SECOND CLASS			
				Time-Table No. 17							
				January 10, 1954							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	WYP	97	93	Distance from O'Fallon.	Time-Table No. 17		Mile Post	98	94		
					97	93						98	94
		Local Freight	Mixed		Time-Table No. 17	Time-Table No. 17		Local Freight	Mixed		
		Daily Except Sunday	Daily		Time-Table No. 17	Time-Table No. 17					
		7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM		
	15	f 7.35	f 5.35	2.8		OOKER 2.8	2.8	f 3.58	f 6.13		
	41 P	f 7.56	s 5.48	12.8	D	SARBEN 10.0 AK	12.8	f 3.30	s 5.58		
	40	f 8.13	f 5.57	19.6		NEVENS 6.8	19.6	f 3.15	f 5.48		
	12			24.8		BROGANVILLE 5.2	24.8				
	42 WP	f 8.35	s 6.11	28.4		KEYSTONE 3.6	28.4	f 2.55	s 5.36		
	11			30.7		KINGSLEY 2.3	30.7				
	42 P	f 8.50	f 6.21	34.9	D	MARTIN 4.2 SA	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 7.6 YL W	59.3	s 1.40	s 4.44		
	41 P	s 10.50	s 7.21	70.8	D	OSHKOSH 11.5 YL OX	70.8	s 1.05	s 4.21		
	40 WP	s 11.35	s 7.43	86.4	D	LISOO 15.6 CO	86.4	f 12.25PM	s 3.53		
	37	f 11.53AM	f 7.56	95.4		FINLEY 9.0	95.4	f 11.53AM	f 3.39		
	46	s 12.05PM	s 8.07	100.4	D	BROADWATER 5.0 BR	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		
	196 WCTP	s 12.50	s 8.30	114.1	D	NORTHPORT 4.5 YL NP	114.1	f 11.12	s 3.05		
	AI	12.55	8.33	115.5		C. B. & Q. CROSSING 1.4	115.5	10.50	2.57		
	11	f 1.05	f 8.40	121.8		MOHLER 6.3	121.8	f 10.40	f 2.46		
	33 P	f 1.15	s 8.50	126.7	D	SOUTH BAYARD 4.9 OR	126.7	f 10.32	s 2.39		
	51	f 1.25	s 8.59	132.1		MCGREW 5.4	132.1	f 10.23	s 2.29		
	30 P	f 1.35	s 9.09	137.9	D	MELBETA 5.8 MB	137.9	f 10.13	s 2.19		
	70 WCYZP	A 1.45PM	A 9.30AM	145.9	DN-R	GERING 8.0 YL G	145.9	10.01AM	2.00PM		
						(145.9)		Daily Except Sunday	Daily		
		(6.15) 34.3	(4.00) 36.5			.....Thru Time.....		(6.19) 23.1	(4.25) 33.0		
						.....Average speed per hour.....					

WESTWARD				GERING BRANCH				EASTWARD			
				Time-Table No. 17							
				January 10, 1954							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	WYP	97	93	Distance from Gering	Time-Table No. 17		Mile Post	98	94		
					97	93						98	94
		Local Freight	Mixed		Time-Table No. 17	Time-Table No. 17		Local Freight	Mixed		
		Daily Except Sunday	Daily		Time-Table No. 17	Time-Table No. 17					
				0.0	DN-R	GERING YL G	0.0				
	17			5.4		MATHERS 5.4 YL	5.4				
	27			6.0		MOON 0.6 YL	6.0				
				7.0		ROUBADEAU 1.0 YL	7.0				
	18			8.4		HILLIKER 1.4 YL	8.4				
	18			9.8		RIFORD 1.4 YL	9.8				
						(9.8)					
Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule S-72.											

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 17 January 10, 1954	Mile Post	SECOND CLASS						
	353	93	59				354	60	94				
	Mixed	Mixed	Mixed				Mixed	Mixed	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	6.10	150.5		4.8 COSTEN	150.5		f 10.28	f 1.34		
30		s	9.49	6.15	152.3	D	1.8 HAIG HA	152.3		f 10.25	s 1.30		
24		s	9.55	6.25	155.8	D	8.5 SOUTH MITCHELL MI	155.8		f 10.20	s 1.21		
32		f	9.58	6.30	157.1		1.3 PELTOM	157.1		f 10.15	f 1.14		
55	P	s	10.06 ⁶⁰	6.45	162.1	D	5.0 SOUTH MORRILL MO	162.1		f 10.06 ⁹³	s 1.06		
18		f	10.09	6.50	164.2		2.1 JOYCE	164.2		f 9.52	f 1.01		
51	WYP	s	10.15	9.45 ⁶⁰	167.9	DN	3.7 LYMAN YL MU	167.9		s 9.45 ⁵⁹	s 12.56		
21		f	10.19	9.50	170.1		2.2 CANAL	170.1		f 9.20	f 12.49		
14		f	10.23	9.57	172.8		3.7 STEBBINS	172.8		f 9.15	f 12.44		
51	P	s	10.25	10.07	173.7	D	0.9 HUNTLEY HU	173.7		f 9.13	s 12.41		
35		f	10.30	10.17	177.0		3.3 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	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.46	12.25 12.15 ⁵⁹		
51	P	s	10.55	12.35	188.1	D	8.5 VETERAN VN	69.2		s 8.33	s 12.03PM		
8		f	11.00	12.40	191.5		3.4 HELDT	72.6		f 8.26	f 11.57AM		
16		f	11.07	12.50	196.1		4.6 COTTIER	77.2		f 8.19	f 11.50		
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	4.5 SO TORRINGTON YL RI	81.7		8.10AM	11.45AM		
14		f	12.55		185.3		3.7 GOODLAND	59.0	f 11.32				
26		f	1.01		187.6		2.3 FONDA	56.7	f 11.27				
51	W	s	1.10		192.4	D	4.8 HAWK SPRINGS HK	51.9	s 11.15				
31		f	1.18		194.7		2.3 DUROC	49.6	f 11.01				
19		f	1.30		200.8		6.1 WYROSS	43.5	f 10.50				
51	WY	s	1.45		203.8	D	3.0 LA GRANGE GA	40.5	s 10.45				
19		f	1.57		210.7		6.9 TREMAM	33.6	f 10.20				
51	WF	s	2.35		222.5	D	11.8 ALBIN AB	21.8	s 9.55				
51		f	2.55		229.7		7.2 LINDBERGH	14.6	f 9.35				
	W	A	3.25PM		244.3	DN-R	14.6 EGBERT YL GX	0.0	9.10AM				
				(2.40)	(1.35)	(7.00)					(2.35)	(2.30)	(2.05)
				23.5	34.5	7.8					24.3	21.9	26.3
.....Average speed per hour.....													

WESTWARD				LYMAN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 17 January 10, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 17 January 10, 1954		Mile Post		
		STATIONS					STATIONS				
	0.0	DN	LYMAN MU YL	0.0	0.0		SEARS YL	0.0			
			2.8 SEARS YL				1.2 BELLINGER YL				
18	2.8		0.5 SIDING NO. 1 YL	3.3	5	1.2	1.8 JANISE YL	2.8			
6	3.8		1.3 HARTMAN YL	4.6	17	2.8					
17	4.6		1.8 STEGALL YL	6.4							
22	6.4										
(6.4)											

WESTWARD				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 17 January 10, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 17 January 10, 1954		Mile Post		
		STATIONS					STATIONS				
	0.0	DN	LYMAN MU YL	0.0	0.0		SEARS YL	0.0			
			2.8 SEARS YL				1.2 BELLINGER YL				
18	2.8		0.5 SIDING NO. 1 YL	3.3	5	1.2	1.8 JANISE YL	2.8			
6	3.8		1.3 HARTMAN YL	4.6	17	2.8					
17	4.6		1.8 STEGALL YL	6.4							
22	6.4										
(6.4)											

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.	Psg.	Frnt.		Str.	Psg.	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 10 6 5 15 15 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				
FIRST SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	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— Summit 5.2 and 5.6	25	25	25	Between Mile Posts— 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.	Psg.	Fr.		Str.	Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5				
Sidney, freight trains entering and moving through yard tracks.			5	Hillsdale, 5000 class and heavier engines on industry track.			5
Brownson, on government tracks.			10				
ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts— Korty 323.5 and 324.4	70	60	50	Between Mile Posts— Cheyenne 509.1 and 508.7	40	40	25
Brownson 422.6 and 423.5	70	60	50	506.3 and 505.8	80	70	50
Bushnell 456.9 and 457.2	80	70	50	503.0 and 502.2	60	50	40
462.8 and 462.9	80	70	50	Archer 498.2 and 497.7	70	60	50
Burns 486.2 and 486.5	70	60	50	Durham 494.0 and 493.8	70	60	50
Hillsdale 493.8 and 494.0	70	60	50	Hillsdale 486.5 and 486.2	70	60	50
Durham 497.7 and 498.2	70	60	50	Pine Bluffs 462.9 and 462.8	80	70	50
Archer 502.2 and 503.0	60	50	40	457.2 and 456.9	80	70	50
505.8 and 506.3	80	70	50	Potter 423.5 and 422.6	70	60	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			
THIRD SUBDIVISION							
Maximum speed.	79	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.7 and 150.9	30	30	25
Freight engines not otherwise shown.		50		Between M. P. 150.9 and 151.1	50	40	25
Light engines.		45	45	Sterling, 3900 class engines on coal chute track.			5
				Over Bridge 59.24 trains handling C.B. & Q. wrecking derrick.			20
BRANCHES							
Beatrice Branch Maximum speed.	50	45		Mead Between U. P. yard and Nebr. Ordinance classification yard.			15
5000, 9000 class and MacArthur type engines on curves.	35	35		Wahoo, city track.			6
Between Mile Posts— Valley 0.1 and 0.3	15	15		19.1 and 19.5	35	35	
3.8 and 4.0	35	35		19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25	
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25		Weston 30.2 and 30.5	35	35	
Yutan 6.4 and 7.7	35	35		30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.	25	25	
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25		31.6 and 31.9	35	35	
				31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.	25	25	

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
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
Alfalfa 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.	P. I. Richards	Dentist and Aurist	Kearney, Nebr.
G. T. Allhand	Oculist	Omaha, Nebr.	M. B. Wilson	Oculist and Aurist	Kearney, Nebr.
C. F. Bantin	Surgeon	Omaha, Nebr.	A. H. Shamburg	Surgeon	Kimball, Nebr.
M. W. Barry	Surgeon	Omaha, Nebr.	E. R. Cies	Surgeon	Kimball, Nebr.
J. G. Bartak	Surgeon	Omaha, Nebr.	V. D. Norall	Surgeon	Lexington, Nebr.
J. D. Bigard	Surgeon	Omaha, Nebr.	J. B. Walsh	Surgeon	Lincoln, Nebr.
E. A. Conally	Surgeon	Omaha, Nebr.	C. G. Amick	Surgeon	Leop City, Nebr.
F. D. Demabus	Surgeon	Omaha, Nebr.	P. L. Garner	Surgeon	Madison, Nebr.
J. G. Davis	Oculist and Aurist	Omaha, Nebr.	G. B. Salfes	Surgeon	Norfolk, Nebr.
J. C. Filkins	Oculist and Aurist	Omaha, Nebr.	T. J. Kerr	Surgeon	North Platte, Nebr.
John R. Kleys	Surgeon	Omaha, Nebr.	O. C. Kopynsky	Surgeon	North Platte, Nebr.
H. J. Kwapiszski	Surgeon	Omaha, Nebr.	Wm. B. Salsbery	Surgeon	North Platte, Nebr.
S. McClenaghan	Surgeon	Omaha, Nebr.	J. V. Carroll	Surgeon	North Platte, Nebr.
C. A. Welwood	Surgeon	Omaha, Nebr.	H. H. Walker	Oculist and Aurist	North Platte, Nebr.
J. K. Muldenn	Surgeon	Omaha, Nebr.	G. F. Wetherill	Surgeon	North Platte, Nebr.
L. T. Master	Hospital Surgeon	Omaha, Nebr.	R. T. Johnson	Surgeon	North Platte, Nebr.
R. A. Messer	Shop Surgeon	Omaha, Nebr.	S. K. Ince	Surgeon	Ogallala, Nebr.
A. V. Murphy	Surgeon	Omaha, Nebr.	J. L. Mohr	Surgeon	Ogallala, Nebr.
P. C. Nelson	Surgeon	Omaha, Nebr.	H. S. Elwood	Surgeon	Osceola, Nebr.
O. C. Nickum	Shop Surgeon	Omaha, Nebr.	C. J. Miller	Surgeon	Ord, Nebr.
S. A. Swenson	Surgeon	Omaha, Nebr.	Don E. Latta	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. Kralovich	Surgeon	Schuyler, Nebr.
E. H. Raszarszak	Oculist and Aurist	Omaha, Nebr.	H. F. Baum	Surgeon	Shelley, Nebr.
E. T. Smith	Aurist	Omaha, Nebr.	J. E. Schuchman	Surgeon	Shelton, Nebr.
J. O'Neil	Aurist	Omaha, Nebr.	E. F. Carr	Surgeon	Stanton, Nebr.
W. M. Fitch	Surgeon	Omaha, Nebr.	R. J. Fox	Surgeon	Spanning, Nebr.
J. E. Dinn	Surgeon	Omaha, Nebr.	G. L. Moran	Surgeon	Valley, Nebr.
W. T. Wildhaber	Surgeon	Omaha, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
L. W. Taylor	Oculist and Aurist	Omaha, Nebr.	Ervin King	Surgeon	Wood River, Nebr.
A. L. Schmeider	Surgeon	Omaha, Nebr.			
W. L. Chaloupka	Surgeon	Omaha, Nebr.	W. A. Burston	District Surgeon	Cheyenne, Wyo.
A. D. Brown	Surgeon	Omaha, Nebr.	R. C. Bramble	Surgeon	Cheyenne, Wyo.
E. A. Zickman	Surgeon	Omaha, Nebr.	G. V. Houton	Surgeon	Cheyenne, Wyo.
R. B. Douglas	Surgeon	Omaha, Nebr.	F. O. Sisk	Surgeon	Cheyenne, Wyo.
H. C. Anderson	Surgeon	Omaha, Nebr.	R. W. Newman	Surgeon	Cheyenne, Wyo.
W. R. Neunmarker	Surgeon	Omaha, Nebr.	R. D. Hinton	Oculist and Aurist	Cheyenne, Wyo.
H. G. Howard	Oculist and Aurist	Omaha, Nebr.	G. M. Mendenhall	Oculist	Cheyenne, Wyo.
W. G. Giles	Oculist	Omaha, Nebr.	R. J. Williams	Surgeon	Cheyenne, Wyo.
A. E. Nielsen	Surgeon	Omaha, Nebr.	R. B. Handwerker	Surgeon	Cheyenne, Wyo.
A. M. Pederson	Surgeon	Omaha, Nebr.	R. F. Wilson	Surgeon	Cheyenne, Wyo.
G. M. McArdle	Surgeon	Omaha, Nebr.	M. J. May	Surgeon	Flaco Bluffs, Wyo.
J. D. Pedersen	Surgeon	Omaha, Nebr.	H. S. Moore	Surgeon	Northbrook, Nebr.
R. J. Smith	Surgeon	Omaha, Nebr.	O. F. Johnson	Surgeon	Sidney, Nebr.
C. H. Sheets	Surgeon	Omaha, Nebr.	B. H. Hays	Surgeon	Sidney, Nebr.
J. J. Hester	Surgeon	Omaha, Nebr.	H. A. Hays	Surgeon	Stapleton, Nebr.
J. B. Kilo	Surgeon	Omaha, Nebr.	W. G. Hays	Surgeon	Union, Nebr.
L. C. Reeder	Surgeon	Omaha, Nebr.	W. C. Hays	Surgeon	Union, Nebr.
J. C. Maly	Surgeon	Omaha, Nebr.	F. Y. Van	Surgeon	Union, Nebr.
K. R. Daltus	Surgeon	Omaha, Nebr.	H. C. Scott	Surgeon	Union, Nebr.
Scott W. Fyle	Surgeon	Omaha, Nebr.	G. T. Scott	Surgeon	Union, Nebr.
L. E. Ince	Surgeon	Omaha, Nebr.	Leslie	Surgeon	Union, Nebr.
E. G. Johnson	Surgeon	Omaha, Nebr.	Wm. H. Gray	District Surgeon	Denver, Colo.
K. F. McDermott	Surgeon	Omaha, Nebr.	H. E. Jones	Surgeon	Denver, Colo.
G. H. Maguire	Oculist	Omaha, Nebr.	L. W. Jones	Surgeon	Denver, Colo.
R. D. Martin	Oculist	Omaha, Nebr.	R. V. Jones	Surgeon	Denver, Colo.
J. A. Proffitt	Surgeon	Omaha, Nebr.	A. F. Wilson	Surgeon	St. Mary, Colo.
J. J. Hanigan	Surgeon	Omaha, Nebr.	W. L. Williams	Surgeon	St. Mary, Colo.
O. A. Koetal	Surgeon	Omaha, Nebr.			