

UNION PACIFIC RAILROAD COMPANY
Eastern District



Nebraska Division

TIME-TABLE
No. 144

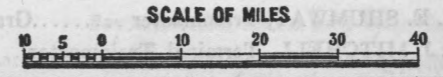
Effective Monday,
March 8, 1937

at 12:01 A. M. Central Time



MAP OF THE
NEBRASKA DIVISION
UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB., FEB. 1, 1937



FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

| SECOND CLASS AND MANIFEST TRAINS | | | | | | | | FIRST CLASS | | | | | | | | | | Distance from Council Bluffs | Time Table No. 144 March 8, 1937 | | | | |
|----------------------------------|---------------|--------------|--------|---------|--------|------------|--------------|--------------|--------------------|--------------|--------------|--------------------------|--------------|--------------------|--------------|----------------------------|----------------------------|------------------------------|-------------------------------------|--------------------------|----------------------------|-----------------|------------|
| 231 K.C.D. | M.K.C. K.C.D. | K.C.N. | M.C.B. | C.B.N. | Colo. | 319 Mixed | 21 Passenger | 21 Passenger | 5 Mail and Express | 15 Passenger | 27 Passenger | 717 Challenger Passenger | 17 Passenger | 9 Mail and Express | 37 Passenger | 111 Stream-liner Passenger | 101 Stream-liner Passenger | | | 1 Stream-liner Passenger | 103 Stream-liner Passenger | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | ★See Note | ★See Note | ★See Note | ★See Note | 0.0 | CO. BLUFFS | |
| 6.00 | | | 11.30 | 11.30 | 8.45 | | | | | | | | | 9.50 | | | | | | | | 2.8 | C.T. OMAHA |
| 6.15 | | | 11.45 | 11.45 | 9.00 | | | | | | | | | | | 2.10 | 2.00 | 2.00 | 2.00 | | 2.8 | VALLEY | |
| | | | | | | | | | | | | | | | | 2.35 | 2.25 | 2.25 | 2.25 | | 28.0 | VALPARAISO | |
| | | | | | | | | | | | | | | | | | | | | | 65.3 | BEATRICE | |
| | | | | | | | | | | | | | | | | | | | | | 124.8 | KANSAS CITY | |
| | 11.30 | 9.00 | | | | | | 5.30 | | | | | | | | | | | | | 310.5 | FREMONT | |
| | | | | | | | | 12.07 | | 5.25 | 11.32 | 11.20 | 11.12 | 11.07 | | 2.44 | 2.34 | 2.34 | 2.34 | | 39.3 | COLUMBUS | |
| | | | | | | | | 12.57 | | 6.35 | 12.22 | 12.11 | 12.04 | 11.57 | | 3.21 | 3.11 | 3.11 | 3.11 | | 84.5 | CENTRAL CITY | |
| | | | | | | | | 1.41 | | 7.40 | 1.08 | 12.56 | 12.49 | 12.42 | | 3.51 | 3.41 | 3.41 | 3.41 | | 124.9 | GRAND ISLAND | |
| 11.15 | Hast'gs 8.40 | Hast'gs 6.25 | 4.05 | 5.20 | 1.50 | | | 2.15 | | 8.30 | 1.42 | 1.32 | 1.23 | 1.15 | | 4.11 | 4.01 | 4.01 | 4.01 | | 146.9 | KEARNEY | |
| 11.45 | | | 4.30 | 6.00 | 2.15 | | | 3.10 | | 9.45 | 2.35 | 2.27 | 2.15 | 2.10 | | 4.45 | 4.35 | 4.35 | 4.35 | | 189.1 | M.T. NO. PLATTE | |
| 3.30 C | 12.45 C | 11.35 C | 8.40 C | 11.15 C | 6.35 C | | | 4.15 | 5.30 | 11.50 | 3.35 | 3.20 | 3.10 | 3.00 | | 5.10 | 4.56 | 4.56 | 4.56 | | 284.1 | JULESBURG | |
| 3.30 | 12.15 | 11.20 | 8.20 | 11.00 | 6.00 | | | 6.20 | 7.20 | 1.45 | 5.10 | 4.57 | 4.45 | 4.35 | | 6.17 | 6.03 | 6.03 | 6.03 | | 365.3 | DENVER | |
| 5.40 | | | | | 8.20 | | | | | | | | | | | | | | | | | 562.5 | SIDNEY |
| 5.50 | | | | | 8.30 | | | | | | | | | | | | | | | | | 509.5 | CHEYENNE |
| 11.30 | (155) 6.30 | | | | 4.00 | Mfst. 6.05 | 7.30 8.00 | | | 7.00 | | | | | 5.45 | (8.10) 69.5 | | | | | | 519.0 | LARAMIE |
| | 3.50 | 5.15 | 12.25 | 4.45 | | | | 7.45 | 8.28 | | 6.13 | 5.57 | 5.42 | 5.32 | | 6.40 | 6.40 | 6.40 | 6.40 | | 407.5 | BORIE | |
| | 4.05 | 5.40 | 12.40 | 5.00 | | | | 10.45 | 10.50 | | 8.35 | 8.15 | 8.00 | 7.45 | | 8.25 | 8.25 | 8.25 | 8.25 | | 519.0 | RAWLINS | |
| | 7.10 | 10.00 | 4.30 | 9.30 | | | 9.05 | 11.10 | 11.25 | | 8.45 | 8.30 | 8.15 | 8.00 | | 8.35 | 8.35 | 8.35 | 8.35 | | 566.0 | ROCK SPRINGS | |
| | 8.15 | | 5.30 | C.K.C. | | | 10.45 | 11.49 | | | 9.04 | 8.48 | 8.33 | 8.18 | 7.55 | 8.51 | 8.51 | 8.51 | 8.51 | | 682.8 | GREEN RIVER | |
| | 11.45 | | | 9.00 | | | 1.30 | 1.12 | 12.55 | | 10.40 | 10.09 | 9.57 | 9.42 | 9.20 | 10.05 | 10.05 | 10.05 | 10.05 | | 817.0 | GRANGER | |
| | 12.10 | | | 9.25 | | | 6.20 | 4.02 | 3.22 | | 1.30 | 12.39 | 12.30 | 12.19 | 11.47 | 11.52 | 11.52 | 11.52 | 11.52 | | 847.2 | EVANSTON | |
| | 3.40 | | | 1.25 | | | 10.15 | 6.29 | (25) 5.39 | | 3.55 | 3.04 | 2.55 | 2.47 | 2.04 | (7) | 1.40 | 1.40 | 1.40 | | 917.2 | ECHO | |
| | 3.55 | | | 1.40 | | | 11.00 | 6.52 | 7.45 | | 4.20 | 3.25 | 3.20 | 3.12 | 2.25 | 3.35 | 1.57 | 1.57 | 1.57 | | 952.7 | OGDEN | |
| | 8.00 | | | 6.10 | | | 11.45 | 7.10 | 8.30 | | 4.35 | 3.40 | 4.10 | 3.30 | 2.35 | 4.17 | 2.30 | 2.30 | 2.30 | | 992.6 | | |
| | 8.30 | | | 6.45 | | | 12.40 | 7.51 | 8.30 | | 5.14 | 4.22 | 5.00 | 4.12 | 3.09 | 6.07 | 3.45 | | | | | | |
| | | | | | | | 3.10 | 9.35 | 8.15 | | 6.53 | 6.15 | | 5.57 | 4.40 | 7.00 | 4.31 | | | | | | |
| | | | | | | | 4.31 | 10.29 | 9.04 | | 7.51 | 7.10 | | 6.55 | 5.29 | 8.10 | 5.20 | | | | | | |
| | 3.00 | | 2.00 | | | | 6.20 | 11.50 | 10.05 | | 9.05 | 8.15 | | 8.05 | 6.30 | 8.10 | 5.20 | | | | | | |

(18.30) (40.30) (54.00) (39.30) (51.30) (20.15) (24.15) (31.20) (12.25) (16.35) (15.35) (23.20) (22.40) (19.35) (22.45) (12.45) (4.35) (16.20) (13.30) (16.20) Thru Time.
 C—Central Time M—Mountain Time Light figures AM: Heavy figures PM, Average speed per hour

★Note.—No. 1 leaves Omaha only on the 5th, 11th, 17th, 23rd and 29th of each month.
 No. 101 leaves Omaha only on the 6th, 12th, 18th, 24th and 30th of each month.
 No. 103 leaves Omaha only on the 1st, 7th, 13th, 19th and 25th of each month.

MILEAGE NEBRASKA DIVISION
 Main Line..... 286.2
 Branches..... 578.4
 Total..... 864.6

N. A. WILLIAMS, General Manager
G. L. WHIPPLE, General Superintendent Transportation
J. E. MULICK, Superintendent... Omaha, Nebr.
A. E. STODDARD, Assistant Supt. Omaha, Nebr.
H. E. SHUMWAY, Trainmaster Grand Island, Nebr.
F. J. MITCHELL, Terminal Trainmaster, Omaha, Nebr.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

| 27 Passenger Daily | 717 Challenger Passenger Daily | 17 Passenger Daily | 9 Mail and Express Daily | 539 Motor Pass. Daily | 111 Streamliner Passenger Daily | 101 Streamliner Passenger ★See Note Below | 1 Streamliner Passenger ★See Note Below | 103 Streamliner Passenger ★See Note Below |
|--------------------------|---|--------------------------|-----------------------------------|-----------------------------|--|---|---|---|
| | | | 9.50AM | 7.17AM | | | | |
| 10.45AM | 10.35AM | 10.25AM | 10.20AM | 7.32 8.00AM | 2.10AM | 2.00AM | 2.00AM | 2.00AM |
| 10.52AM | 10.41AM | 10.32AM | 10.27AM | 8.06AM | 2.14AM | 2.04AM | 2.04AM | 2.04AM |
| 10.56 | 10.45 | 10.36 | 10.31 | | 2.17 | 2.07 | 2.07 | 2.07 |
| 11.01 | 10.50 | 10.41 | 10.36 | | 2.21 | 2.11 | 2.11 | 2.11 |
| | | | | 8.09AM | | | | |
| | | | | 8.23AM | | | | |
| Via | Lane | Cut- | Off | | Via | Lane | Cut- | Off |
| | | | | 8.30 | | | | |
| | | | | f 8.34 | | | | |
| | | | | 8.39 | | | | |
| 11.05 | 10.54 | 10.45 | 10.40 | f 8.44 | 2.25 | 2.15 | 2.15 | 2.15 |
| 11.10 | 10.59 | 10.50 | 10.45 | s 8.52 | 2.29 | 2.19 | 2.19 | 2.19 |
| 11.13 | 11.02 | 10.53 | 10.48 | s 8.57 | 2.32 | 2.22 | 2.22 | 2.22 |
| 11.18 | 11.05 | 10.58 | 10.53 | s 9.03 | 2.35 | 2.25 | 2.25 | 2.25 |
| 11.24 | 11.11 | 11.04 | 10.59 | f 9.12 | 2.40 | 2.30 | 2.30 | 2.30 |
| | | | | | | | | |
| f 11.32 | s 11.20 | s 11.12 | s 11.07 | s 9.25 | 2.44 | 2.34 | 2.34 | 2.34 |
| | | | | | | | | |
| | | | | | | | | |
| 11.40 | 11.28 | 11.20 | 11.15 | s 9.34 | 2.50 | 2.40 | 2.40 | 2.40 |
| 11.48 | 11.36 | 11.29 | 11.23 | s 9.45 | 2.57 | 2.47 | 2.47 | 2.47 |
| 11.50 | 11.38 | 11.31 | 11.25 | f 9.48 | | | | |
| 11.55AM | 11.43 | 11.36 | 11.30 | s 9.55 | 3.03 | 2.53 | 2.53 | 2.53 |
| 12.03PM | 11.51 | 11.45 | 11.38 | s 10.07 | 3.09 | 2.59 | 2.59 | 2.59 |
| 12.08 | 11.56AM | 11.49 | 11.43 | 10.13 | | | | |
| 12.12 | 12.01PM | 11.53AM | 11.47 | s 10.18 | 3.15 | 3.05 | 3.05 | 3.05 |
| | | | | | | | | |
| f 12.22 | s 12.11 | s 12.04PM | s 11.57AM | s 10.30 10.35 | 3.21 | 3.11 | 3.11 | 3.11 |
| 12.35 | 12.24 | 12.17 | 12.10PM | f 10.50 | 3.27 | 3.17 | 3.17 | 3.17 |
| 12.39 | 12.28 | 12.21 | 12.14 | 10.56 | | | | |
| 12.45 | 12.34 | 12.27 | 12.20 | s 11.03 | 3.34 | 3.24 | 3.24 | 3.24 |
| 12.51 | 12.39 | 12.32 | 12.25 | f 11.10 | 3.38 | 3.28 | 3.28 | 3.28 |
| 12.56 | 12.44 | 12.37 | 12.30 | s 11.18 | 3.42 | 3.32 | 3.32 | 3.32 |
| 1.01 | 12.49 | 12.42 | 12.35 | f 11.25 | 3.46 | 3.36 | 3.36 | 3.36 |
| | | | | | | | | |
| 1.08 | f 12.56 | 12.49 | 12.42 | s 11.35 | 3.51 | 3.41 | 3.41 | 3.41 |
| 1.12 | 1.00 | 12.52 | 12.45 | 11.41 | | | | |
| 1.18 | 1.06 | 12.58 | 12.51 | f 11.51 | 3.59 | 3.49 | 3.49 | 3.49 |
| 1.24 | 1.14 | 1.04 | 12.57 | 11.59AM | 4.03 | 3.53 | 3.53 | 3.53 |
| | | | | | | | | |
| A 1.35PM | A 1.25PM | A 1.15PM | A 1.08PM | A 12.15PM | s 4.11AM | s 4.01AM | s 4.01AM | s 4.01AM |
| | | | | | A | A | A | A |

| Distance from Council Bluffs |
|---------------------------------------|
| 0.0 |
| 2.8 |
| 5.2 |
| 8.9 |
| 13.6 |
| 6.4 |
| 11.9 |
| 16.8 |
| 19.2 |
| 22.5 |
| 17.1 |
| 21.7 |
| 24.5 |
| 28.0 |
| 34.3 |
| 38.2 |
| 39.3 |
| 40.0 |
| 44.8 |
| 46.3 |
| 54.4 |
| 56.4 |
| 61.4 |
| 68.7 |
| 78.0 |
| 76.9 |
| 83.8 |
| 84.5 |
| 92.2 |
| 96.5 |
| 102.3 |
| 107.9 |
| 113.6 |
| 119.1 |
| 124.3 |
| 124.9 |
| 128.5 |
| 135.1 |
| 140.7 |
| 146.5 |
| 146.9 |

Time-Table No. 144
March 8, 1937

STATIONS

| | | |
|------|------------------------|----|
| R | COUNCIL BLUFFS | |
| | 2.8 | |
| DN-R | OMAHA | Yd |
| | 2.4 | |
| DN | SUMMIT | Su |
| | 3.7 | |
| | SEYMOUR | |
| | 4.7 | |
| | SARPY | |
| | 5.6 | |
| | 1.2 | |
| | SOUTH OMAHA | S: |
| | 5.5 | |
| R | GILMORE | |
| | 4.9 | |
| D | PAPILLION | Po |
| | 2.4 | |
| | PORTAL | |
| | 3.3 | |
| D | MILLARD | Md |
| | 3.6 | |
| DN | LANE | Cj |
| | 4.6 | |
| D | ELKHORN | Kh |
| | 2.8 | |
| D | WATERLOO | Wo |
| | 3.5 | |
| DN | VALLEY | V |
| | 6.3 | |
| | MEROER | |
| | 3.9 | |
| | F. S. Y. & L. CROSSING | |
| | 1.1 | |
| DN | FREMONT | Fn |
| | 0.7 | |
| | C. B. & Q. CROSSING | |
| | 4.8 | |
| | C. & N. W. CROSSING | |
| | 1.5 | |
| | AMES | |
| | 8.1 | |
| D | NORTH BEND | Nb |
| | 2.0 | |
| | BAY STATE | |
| | 5.0 | |
| D | ROGERS | Dj |
| | 7.3 | |
| DN | SCHUYLER | So |
| | 4.3 | |
| | LAMBERT | |
| | 3.9 | |
| D | RIOHLAND | Bz |
| | 6.9 | |
| | C. B. & Q. CROSSING | |
| | 0.7 | |
| DN | COLUMBUS | C |
| | 7.7 | |
| D | DUNCAN | Dq |
| | 4.9 | |
| | GARDINER | |
| | 5.3 | |
| D | SILVER CREEK | Sy |
| | 5.6 | |
| | HAVENS | |
| | 5.7 | |
| D | OLARKS | Cx |
| | 5.5 | |
| | THUMMEL | |
| | 5.2 | |
| | C. B. & Q. CROSSING | |
| | 0.6 | |
| DN | CENTRAL CITY | Ci |
| | 3.6 | |
| | PADDOCK | |
| | 6.6 | |
| D | CHAPMAN | Cp |
| | 5.6 | |
| | LOCKWOOD | |
| | 5.8 | |
| | C. B. & Q. CROSSING | |
| | 0.4 | |
| DN-R | GRAND ISLAND | Ge |

(2.50) 50.8 (2.50) 50.8 (2.50) 50.8 (2.48) 51.4 (4.15) 34.1 (2.01) 71.4 (2.01) 71.4 (2.01) 71.4 (2.01) 71.4

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

★Note.—Nos. 1, 101, and 103 will run only on the following dates:
 No. 1 due to leave Omaha on the 5th, 11th, 17th, 23rd and 29th of each month;
 No. 101 due to leave Omaha on the 6th, 12th, 18th, 24th and 30th of each month;
 No. 103 due to leave Omaha on the 1st, 7th, 13th, 19th and 25th of each month;

The time of Nos. 1, 101, 103 and 111, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:
 The time of Nos. 1, 101 and 103, need not be cleared by No. 111;
 The time of No. 111 need not be cleared by Nos. 1, 101, and 103.

In Council Bluffs, Omaha, and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.

Time-Table No. 144
March 8, 1937

STATIONS

| | | | | | | |
|---------------|-----------------------------------|---------------------|-----------|--------------|---------|----|
| Block Signals | COUNCIL BLUFFS | | | Double Track | | |
| | DN-R | OMAHA | Yd | | | |
| | DN | SUMMIT | Su | | | |
| | | SEYMOUR | | | | |
| | | SARPY | | | | |
| | Block Signals | SOUTH OMAHA | | | DM Trk. | |
| | | R | GILMORE | | | |
| | | D | PAPILLION | | | Po |
| | | | PORTAL | | | |
| | | D | MILLARD | | | Md |
| DN | | LANE | Cj | | | |
| D | | ELKHORN | Kh | | | |
| D | | WATERLOO | Wo | | | |
| DN | | VALLEY | V | | | |
| | | MERCER | | | | |
| Block Signals | F. S. Y. & L. CROSSING | | | Double Track | | |
| | DN | FREMONT | Fm | | | |
| | | O. B. & Q. CROSSING | | | | |
| | | O. & N. W. CROSSING | | | | |
| | | AMES | | | | |
| | D | NORTH BEND | Nb | | | |
| | D | BAY STATE | | | | |
| | D | ROGERS | Dj | | | |
| | DN | SCHUYLER | Sc | | | |
| | | LAMBERT | | | | |
| Block Signals | RIEHLAND | | | Double Track | | |
| | D | RIEHLAND | Bs | | | |
| | | O. B. & Q. CROSSING | | | | |
| | DN | COLUMBUS | C | | | |
| | D | DUNCAN | Dq | | | |
| | | GARDINER | | | | |
| | D | SILVER CREEK | Sy | | | |
| | | HAVENS | | | | |
| | D | OLARKS | Cx | | | |
| | | THUMMEL | | | | |
| Block Signals | O. B. & Q. CROSSING | | | Double Track | | |
| | DN | CENTRAL CITY | Ci | | | |
| | | PADDOCK | | | | |
| | D | CHAPMAN | Cp | | | |
| | | LOCKWOOD | | | | |
| | | O. B. & Q. CROSSING | | | | |
| | DN-R | GRAND ISLAND | Gi | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

(146.9)

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

| Distance from Ogden | FIRST CLASS | | | | | | | |
|---------------------|-----------------|----------------|---------------------|----------------|--------------------|--------------|--------------|--------------------------|
| | 12 Passenger | 14 Passenger | 540 Motor Passenger | 16 Passenger | 6 Mail and Express | 28 Passenger | 18 Passenger | 818 Challenger Passenger |
| 992.6 | A 8.15AM | A 8.55AM | A 10.30AM | A 3.35PM | 6.05PM | | | |
| 989.8 | 8.00 7.50AM | 8.40 8.30AM | 10.15 10.10AM | 3.20 3.10PM | 5.50 5.40 | A 7.40PM | A 8.00PM | A 8.05PM |
| 987.4 | 7.35AM | 8.15AM | 10.01AM | 2.55PM | 5.25PM | 7.25PM | 7.45PM | 7.50PM |
| 983.7 | 7.30 | 8.10 | | 2.48 | 5.20 | 7.19 | 7.39 | 7.44 |
| 979.0 | 7.24 | 8.04 | | 2.40 | 5.15 | 7.11 | 7.31 | 7.36 |
| 995.2 | | | s 9.57AM | | | | | |
| 989.7 | | | s 9.45AM | | | | | |
| 984.8 | Via Lane | Cut-Off | s 9.38 | | Via | Lane | Cut- | Off |
| 982.4 | | | f 9.33 | | | | | |
| 979.1 | | | s 9.28 | | | | | |
| 975.5 | 7.20 | 8.00 | f 9.22 | 2.34 | 5.11 | 7.05 | 7.25 | 7.32 |
| 970.9 | 7.15 | 7.54 | f 9.17 | f 2.26 | 5.06 | 6.59 | 7.19 | 7.26 |
| 968.1 | 7.12 | 7.51 | f 9.12 | f 2.22 | 5.03 | 6.55 | 7.15 | 7.23 |
| 964.6 | 7.08 | 7.46 | s 9.05 | s 2.16 | 4.59 | 6.50 | 7.10 | 7.18 |
| 968.3 | 7.01 | 7.39 | f 8.55 | 2.08 | 4.53 | 6.43 | 7.03 | 7.12 |
| 954.4 | | | | | | | | |
| 953.3 | s 6.55 | s 7.33 | s 8.48 | s 2.00 | f 4.47 | f 6.35 | s 6.55 | f 7.05 |
| 952.6 | | | | | | | | |
| 947.8 | | | | | | | | |
| 946.3 | 6.44 | 7.21 | f 8.36 | f 1.47 | 4.37 | 6.25 | 6.45 | 6.55 |
| 938.2 | 6.36 | 7.13 | s 8.25 | s 1.37 | 4.30 | 6.16 | 6.36 | 6.46 |
| 936.2 | 6.34 | 7.11 | f 8.22 | 1.35 | 4.28 | 6.14 | 6.34 | 6.44 |
| 931.2 | 6.29 | 7.06 | s 8.16 | f 1.29 | 4.23 | 6.08 | 6.28 | 6.38 |
| 923.9 | f 6.21 | 6.58 | s 8.07 | s 1.20 | 4.16 | f 6.00 | 6.20 | 6.30 |
| 919.6 | 6.15 | 6.53 | 8.01 | 1.14 | 4.11 | 5.54 | 6.14 | 6.24 |
| 915.7 | 6.12 | 6.49 | s 7.56 | f 1.10 | 4.08 | 5.50 | 6.10 | 6.20 |
| 908.8 | | | | | | | | |
| 908.1 | s 6.03 | s 6.40 | s 7.45 7.30 | s 1.00 | s 4.00 | s 5.40 | s 6.00 | f 6.10 |
| 900.4 | 5.48 | 6.25 | f 7.14 | f 12.43 | 3.47 | 5.24 | 5.44 | 5.55 |
| 896.1 | 5.44 | 6.21 | 7.08 | 12.39 | 3.43 | 5.19 | 5.39 | 5.51 |
| 890.3 | 5.38 | 6.15 | s 7.01 | f 12.32 | 3.38 | 5.13 | 5.33 | 5.45 |
| 884.7 | 5.32 | 6.09 | f 6.53 | f 12.26 | 3.33 | 5.06 | 5.26 | 5.39 |
| 879.0 | 5.26 | 6.03 | s 6.45 | f 12.19 | 3.28 | 4.59 | 5.19 | 5.33 |
| 873.5 | 5.20 | 5.56 | f 6.38 | 12.12 | 3.23 | 4.52 | 5.12 | 5.26 |
| 868.3 | | | | | | | | |
| 867.7 | 5.14 | f 5.50 | s 6.30 | s 12.05PM | 3.17 | f 4.45 | 5.05 | 5.20 |
| 864.1 | 5.09 | 5.45 | 6.23 | 11.58AM | 3.13 | 4.40 | 5.00 | 5.15 |
| 857.5 | 5.03 | 5.39 | f 6.15 | f 11.50 | 3.07 | 4.34 | 4.54 | 5.09 |
| 851.9 | 4.58 | 5.33 | 6.08 | 11.43 | 3.02 | 4.28 | 4.48 | 5.03 |
| 846.1 | | | | | | | | |
| 845.7 | 4.50AM | 5.25AM | 6.00AM | 11.35AM | 2.55PM | 4.20PM | 4.40PM | 4.55PM |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

W. B.—Westward Siding Thru Time—Based on Omaha (3.00) (3.05) (4.10) (3.35) (2.45) (3.20) (3.20) (3.10)
 E. B.—Eastward Siding Average speed per hour..... 48.0 46.7 36.7 40.2 52.4 43.2 43.2 45.5
 A—Automatic Crossing Signal.

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
 *Note.—Nos. 2, 102, and 104 will run only on the following dates:
 No. 2 due to leave Grand Island on the 2nd, 8th, 14th, 20th, and 26th, of each month;
 No. 102 due to leave Grand Island on the 3rd, 9th, 15th, 21st, and 27th, of each month;
 No. 104 due to leave Grand Island on the 4th, 10th, 16th, 22nd, and 28th, of each month.
 In Council Bluffs, Omaha, and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.
 The time of Nos. 2, 102, 104, and 112, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:
 The time of Nos. 2, 102, and 104, need not be cleared by No. 112.
 The time of No. 112 need not be cleared by Nos. 2, 102, and 104.

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 144
March 8, 1937

STATIONS

| | | | |
|-----------------------|-----|----|--------------|
| COUNCIL BLUFFS | | | Double Track |
| DN-R | 2.8 | Yd | |
| | 2.4 | | |
| DN | 3.7 | Sa | |
| | 4.7 | | |
| SEYMOUR | | | Double Track |
| | 3.5 | | |
| | 3.5 | | |
| SOUTH OMAHA | | | Dbl. Trk. |
| R | 5.5 | Sa | |
| | 4.9 | | |
| D | 2.4 | Po | Double Track |
| | 3.3 | | |
| D | 3.6 | Md | Double Track |
| | 4.6 | | |
| DN | 2.8 | Cj | Double Track |
| D | 2.8 | Kh | |
| D | 3.5 | We | Double Track |
| DN | 6.3 | V | |
| | 3.9 | | Double Track |
| | 1.1 | | |
| DN | 0.7 | Fa | Double Track |
| | 4.8 | | |
| | 1.5 | | Double Track |
| D | 8.1 | Nb | |
| | 2.0 | | Double Track |
| D | 5.0 | Dj | |
| DN | 7.3 | Se | Double Track |
| | 3.9 | | |
| D | 6.9 | Ba | Double Track |
| DN | 0.7 | C | |
| D | 7.7 | Dq | Double Track |
| | 4.3 | | |
| D | 5.8 | Sy | Double Track |
| | 5.6 | | |
| D | 5.7 | Cx | Double Track |
| | 5.5 | | |
| | 5.2 | | Double Track |
| DN | 0.6 | Cl | |
| | 6.6 | | Double Track |
| D | 5.6 | Cp | |
| | 5.8 | | Double Track |
| DN-R | 0.4 | Ge | |

| 112 Streamliner Passenger | 2 Streamliner Passenger | 102 Streamliner Passenger | 104 Streamliner Passenger |
|---------------------------------|-------------------------------|---------------------------------|---------------------------------|
| ★See Note | | | |
| A 1.25AM | A 1.35AM | A 1.35AM | A 1.35AM |
| 1.17AM | 1.27AM | 1.27AM | 1.27AM |
| 1.13 | 1.23 | 1.23 | 1.23 |
| 1.09 | 1.19 | 1.19 | 1.19 |
| Via | Lane | Cut-Off | Off |
| 1.06 | 1.16 | 1.16 | 1.16 |
| 1.01 | 1.11 | 1.11 | 1.11 |
| 12.57 | 1.07 | 1.07 | 1.07 |
| 12.54 | 1.04 | 1.04 | 1.04 |
| 12.49 | 12.59 | 12.59 | 12.59 |
| 12.44 | 12.54 | 12.54 | 12.54 |
| 12.37 | 12.47 | 12.47 | 12.47 |
| 12.30 | 12.40 | 12.40 | 12.40 |
| 12.25 | 12.35 | 12.35 | 12.35 |
| 12.19 | 12.29 | 12.29 | 12.29 |
| 12.13 | 12.23 | 12.23 | 12.23 |
| 12.06AM | 12.16 | 12.16 | 12.16 |
| 11.53PM | 12.03AM | 12.03AM | 12.03AM |
| 11.49 | 11.59PM | 11.59PM | 11.59PM |
| 11.45 | 11.55 | 11.55 | 11.55 |
| 11.37 | 11.47 | 11.47 | 11.47 |
| 11.30 | 11.40 | 11.40 | 11.40 |
| 11.26 | 11.36 | 11.36 | 11.36 |
| 11.20PM | 11.30PM | 11.30PM | 11.30PM |
| Daily | ★See Note Below | ★See Note Below | ★See Note Below |
| (2.05) 69.2 | (2.05) 69.2 | (2.05) 69.2 | (2.05) 69.2 |

| Distance from Ogden | 528 Motor Pass. | 72 Freight | 70 Freight | 234 Local Freight |
|---------------------------|-------------------------|-----------------------------|-------------------------|----------------------|
| 992.6 | A 10.10AM | A 2.50AM | A 6.00AM | A 10.05AM |
| 989.8 | 9.55 9.45AM | 2.20AM | 5.30AM | 9.50AM |
| 987.4 | 9.30AM | 1.50AM | 5.00AM | 9.40AM |
| 983.7 | 9.23 | | | 9.33 |
| 979.0 | 9.17 | | | 9.17 |
| 995.2 | | | | |
| 989.7 | | | | |
| 984.8 | Via | Lane | Cut-Off | |
| 982.4 | | | | |
| 979.1 | | | | |
| 975.5 | 9.11 | | | f 8.59 |
| 970.9 | s 9.04 | | | s 8.50 |
| 968.1 | s 9.00 | | | s 8.30 |
| 964.6 | 8.54AM | 12.20AM | 4.00AM | s 8.20 |
| 958.3 | Daily (0.51) 29.6 | Daily (2.00) 12.6 | Daily (1.30) 16.8 | 7.45 |
| 954.4 | | | | |
| 953.3 | | | | s 7.33 |
| 952.6 | | | | |
| 947.8 | | | | |
| 946.3 | | | | s 7.05 |
| 938.2 | | | | s 6.36 |
| 936.2 | | | | 6.23 |
| 931.2 | | | | s 6.15 |
| 923.9 | | | | s 6.00 |
| 919.6 | | | | 5.46 |
| 915.7 | | | | s 5.40 |
| 908.8 | | 236 Local Freight | | |
| 908.1 | | A 11.30AM | | 5.25AM |
| 900.4 | | f 11.05 | | |
| 896.1 | | 10.50 | | |
| 890.3 | | s 10.33 | | |
| 884.7 | | 10.10 | | |
| 879.0 | | s 9.57 | | |
| 873.5 | 548 | 9.42 | 76 | |
| 868.3 | Motor Pass. | | Local Freight | |
| 867.7 | A 5.21AM | 9.30AM | A 3.30PM | |
| 864.1 | f 5.14 | | 3.20 | |
| 857.5 | f 5.06 | | s 3.07 | |
| 851.9 | f 5.00 | | 2.52 | |
| 846.1 | | | | |
| 845.7 | 4.51AM | | 2.45PM | |
| | Daily | Daily Ex. Sun. | Daily Ex. Sat. | Daily Ex. Sun. |
| | (0.30) 44.0 | (2.00) 30.2 | (0.45) 29.2 | (4.25) 18.5 |

No. 28 will stop at any station to let off revenue passengers from Ogden or beyond, No. 18 from Granger or beyond, or from California, No. 14 from stations west or south of Cheyenne.
 No. 12 will stop at any station to let off revenue passengers from Colorado.
 No. 14 will stop at any station to let off revenue passengers from stations west of Grand Island.
 No. 818 will stop at any station to let off revenue passengers from Ogden or beyond or from north of Granger and stop at Central City and Schuyler for revenue coach or tourist car passengers.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 ★Note.—Nos. 2, 102, and 104 will run only on the following dates:
 No. 2 due to leave Grand Island on the 2nd, 8th, 14th, 20th, and 26th, of each month;
 No. 102 due to leave Grand Island on the 3rd, 9th, 15th, 21st, and 27th, of each month;
 No. 104 due to leave Grand Island on the 4th, 10th, 16th, 22nd, and 28th, of each month.
 In Council Bluffs, Omaha, and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.

WESTWARD

SECOND SUBDIVISION

| Length of sidings in feet and loca- tion of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | | | | | Distance from Council Bluffs | Time-Table No. 144 March 8, 1937 | | FIRST |
|--|--------------|----------|---------------------------|---------------------------|---------------------------|-------|---------------------------------|-------------------------------------|--------|-----------|
| | | 231 | 519 | 239 | 237 | | | STATIONS | | 15 |
| | | Freight | Motor Passenger | Mixed | Mixed | | | | | Passenger |
| | | Daily | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | | | | Daily | |
| WFTYOP | | 11.45PM | | | 8.30AM | 146.9 | DN-R GRAND ISLAND Ge | | 8.30PM | |
| 3,994 P | | | | | f 8.50 | 154.6 | D ALDA Da | f 8.40 | | |
| WB5,641 EB3,321 WP | | | | | s 9.20 | 162.3 | D WOOD RIVER Wr | s 8.51 | | |
| 4,012 P | | | | | s 9.50 | 169.9 | D SHELTON Hn | s 9.02 | | |
| WB5,497 W1 EB3,505 YP | | | 1.00PM | | s 10.20 | 178.0 | DN GIBBON Gb | s 9.11 | | |
| 3,999 P | | | f 1.06 | | f 10.30 | 180.2 | OPTIC | 9.16 | | |
| 3,563 P | | | f 1.12 | | s 10.40 | 184.3 | BUDA | 9.20 | | |
| WB9,360 WF EB5,739 YOP | | 1.00AM | A 1.30PM | 6.00AM | A 11.00AM | 189.1 | DN KEARNEY Kr | s 9.45 | | |
| 3,283 P | | | | f 6.10 | | 194.1 | ALFALFA CENTER | 9.53 | | |
| 4,041 P | | | | f 6.20 | | 198.3 | D ODESSA Dz | f 9.58 | | |
| 5,745 WP | | | | s 6.45 | | 204.6 | D ELM CREEK Cr | s 10.06 | | |
| 1,036 | | | | f 6.55 | | 208.4 | SIMONDS | 10.11 | | |
| 4,038 P | | | | s 7.05 | | 213.3 | D OVERTON Ov | s 10.18 | | |
| 1,113 P | | | | f 7.15 | | 217.9 | JOSELYN | 10.24 | | |
| WB5,765 WY EB5,750 OP | | | | s 8.15 | | 224.4 | DN LEXINGTON Um | s 10.40 | | |
| 4,055 P | | | | f 8.30 | | 232.5 | DARR | 10.51 | | |
| 376 | | | | | | 236.2 | JOVIAN | | | |
| 4,039 WP | | | | s 8.59 | | 238.2 | D COZAD Co | s 10.59 | | |
| 2,043 P | | | | f 9.15 | | 243.2 | WILLOW ISLAND | 11.05 | | |
| WB6,046 WF EB4,055 YP | | | | s 10.00 | | 248.8 | DN GOTHENBURG Bu | s 11.25 | | |
| 4,043 P | | | | 10.13 | | 254.5 | VROMAN | 11.33 | | |
| 4,043 WP | | | | s 10.35 | | 261.5 | D BRADY ISLAND Bi | s 11.43 | | |
| 593 P | | | | f 10.45 | | 266.6 | HINDREY | 11.50 | | |
| 5,754 P | | | | s 11.05 | | 270.6 | D MAXWELL Mx | s 11.57PM | | |
| 396 | | | | 11.15 | | 274.6 | KEITH | 12.05AM | | |
| 4,046 P | | | | f 11.25 | | 278.5 | GANNETT | 12.10 | | |
| 423 | | | | f 11.30 | | 280.5 | BEOK | 12.15 | | |
| WFTYOP | | A 3.30AM | | A 11.59AM | | 284.1 | DN-R NORTH PLATTE No | A 12.30AM | | |

(3.45) (0.30) (5.59) (2.30)Thru Time
36.6 26.2 15.3 16.3 Average speed per hour

W. B.—Westward Siding
E. B.—Eastward Siding

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

*Note.—Nos. 1, 101, and 103 will run only on the following dates:

- No. 1 due to leave Grand Island on the 5th, 11th, 17th, 23rd, and 29th, of each month;
- No. 101 due to leave Grand Island on the 6th, 12th, 18th, 24th, and 30th, of each month;
- No. 103 due to leave Grand Island on the 1st, 7th, 13th, 19th, and 25th, of each month.

The time of Nos. 1, 101, 103 and 111, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:

- The time of Nos. 1, 101, and 103, need not be cleared by No. 111;
- The time of No. 111 need not be cleared by Nos. 1, 101, and 103.

WESTWARD

SECOND SUBDIVISION

| CLASS | | | | | | | | | Distance from Council Bluffs |
|-----------------|-----------------------------|-----------------|-----------------------|------------------------------|------------------------------|----------------------------|------------------------------|-----------------|------------------------------|
| FIRST CLASS | | | | | | | | | |
| 27 Passenger | 717 Challenger Passenger | 17 Passenger | 9 Mail and Express | 111 Streamliner Passenger | 101 Streamliner Passenger | 1 Streamliner Passenger | 103 Streamliner Passenger | 21 Passenger | |
| Daily | Daily | Daily | Daily | Daily | ★See Note Below | ★See Note Below | ★See Note Below | Daily | |
| 1.42PM | 1.32PM | 1.23PM | 1.15PM | 4.11AM | 4.01AM | 4.01AM | 4.01AM | 2.15AM | 146.9 |
| 1.50 | 1.40 | 1.31 | 1.23 | 4.18 | 4.08 | 4.08 | 4.08 | f 2.23 | 154.5 |
| 1.58 | 1.48 | 1.39 | 1.31 | 4.24 | 4.14 | 4.14 | 4.14 | f 2.32 | 162.3 |
| 2.06 | 1.56 | 1.47 | 1.39 | 4.30 | 4.20 | 4.20 | 4.20 | f 2.42 | 169.9 |
| 2.12 | 2.02 | 1.53 | 1.45 | 4.35 | 4.25 | 4.25 | 4.25 | f 2.49 | 176.0 |
| 2.16 | 2.07 | 1.58 | 1.50 | 4.38 | 4.28 | 4.28 | 4.28 | 2.55 | 180.2 |
| 2.20 | 2.11 | 2.02 | 1.54 | 4.41 | 4.31 | 4.31 | 4.31 | 2.59 | 184.3 |
| f 2.35 | s 2.27 | s 2.15 | s 2.10 | s 4.45 | 4.35 | 4.35 | 4.35 | s 3.10 | 189.1 |
| 2.41 | 2.33 | 2.21 | 2.16 | 4.50 | 4.40 | 4.40 | 4.40 | 3.16 | 194.1 |
| 2.45 | 2.37 | 2.25 | 2.20 | 4.53 | 4.43 | 4.43 | 4.43 | f 3.20 | 198.3 |
| 2.51 | 2.43 | 2.31 | 2.26 | 4.58 | 4.48 | 4.48 | 4.48 | f 3.27 | 204.6 |
| 2.54 | 2.46 | 2.34 | 2.29 | 5.01 | 4.51 | 4.51 | 4.51 | 3.31 | 208.4 |
| 2.59 | 2.51 | 2.39 | 2.34 | 5.04 | 4.54 | 4.54 | 4.54 | f 3.36 | 213.3 |
| 3.03 | 2.55 | 2.43 | 2.38 | 5.07 | 4.57 | 4.57 | 4.57 | 3.41 | 217.9 |
| f 3.10 | s 3.02 | 2.49 | 2.44 | 5.12 | 5.02 | 5.02 | 5.02 | f 3.50 | 224.4 |
| 3.18 | 3.10 | 2.57 | 2.52 | 5.19 | 5.09 | 5.09 | 5.09 | 3.59 | 232.5 |
| | | | | | | | | | 236.2 |
| f 3.24 | f 3.15 | 3.02 | 2.57 | 5.23 | 5.14 | 5.14 | 5.14 | f 4.05 | 238.2 |
| 3.30 | 3.21 | 3.07 | 3.02 | 5.27 | 5.18 | 5.18 | 5.18 | 4.12 | 243.2 |
| f 3.38 | f 3.28 | 3.14 | 3.09 | 5.31 | 5.23 | 5.23 | 5.23 | f 4.24 | 248.8 |
| 3.46 | 3.35 | 3.21 | 3.15 | 5.36 | 5.28 | 5.28 | 5.28 | 4.31 | 254.5 |
| 3.53 | 3.42 | 3.28 | 3.22 | 5.42 | 5.34 | 5.34 | 5.34 | f 4.39 | 261.5 |
| 3.58 | 3.47 | 3.33 | 3.27 | 5.46 | 5.38 | 5.38 | 5.38 | 4.44 | 266.6 |
| 4.03 | 3.51 | 3.38 | 3.31 | 5.49 | 5.41 | 5.41 | 5.41 | f 4.49 | 270.6 |
| 4.08 | 3.55 | 3.43 | 3.35 | 5.52 | 5.44 | 5.44 | 5.44 | 4.54 | 274.6 |
| 4.13 | 4.00 | 3.48 | 3.40 | 5.55 | 5.47 | 5.47 | 5.47 | 4.56 | 278.5 |
| 4.16 | 4.03 | 3.51 | 3.42 | 5.57 | 5.49 | 5.49 | 5.49 | 4.59 | 280.5 |
| A 4.25PM | A 4.10PM | A 4.00PM | A 3.50PM | A 6.02AM | A 5.55AM | A 5.55AM | A 5.55AM | A 5.05AM | 284.1 |
| | | | | ★See Note | | | | | |

Time-Table No. 144

March 8, 1937

STATIONS

| | |
|-------------------|----|
| DN-R GRAND ISLAND | Go |
| 7.6 | |
| D ALDA | Da |
| 7.8 | |
| D WOOD RIVER | Wr |
| 7.6 | |
| D SHELTON | Hn |
| 6.1 | |
| DN GIBBON | Gb |
| 4.2 | |
| OPTIO | |
| 4.1 | |
| BUDA | |
| 4.8 | |
| DN KEARNEY | Kr |
| 5.0 | |
| ALFALFA CENTER | |
| 4.2 | |
| D ODESSA | Ds |
| 6.3 | |
| D ELM CREEK | Cr |
| 2.8 | |
| SIMONDS | |
| 4.9 | |
| D OVERTON | Ov |
| 4.6 | |
| JOSELYN | |
| 6.5 | |
| DN LEXINGTON | Um |
| 8.1 | |
| DARR | |
| 3.7 | |
| JOVIAN | |
| 2.0 | |
| D COZAD | Co |
| 5.0 | |
| WILLOW ISLAND | |
| 5.6 | |
| DN GOTHENBURG | Bu |
| 5.7 | |
| VROMAN | |
| 7.0 | |
| D BRADY ISLAND | Bi |
| 5.1 | |
| HINDREY | |
| 4.0 | |
| D MAXWELL | Mx |
| 4.0 | |
| KEITH | |
| 3.9 | |
| GANNETT | |
| 3.0 | |
| BECK | |
| 3.6 | |
| DN-R NORTH PLATTE | No |

Block Signals

Double Track

(137.2)

(2.43) 50.5 (2.38) 52.1 (2.37) 52.4 (2.35) 52.4 (1.51) 74.2 (1.54) 72.2 (1.54) 72.2 (1.54) 72.2 (2.50) 48.4 Thru Time
 Average speed per hour

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

★Note.—Nos. 1, 101, and 103 will run only on the following dates:
 No. 1 due to leave Grand Island on the 5th, 11th, 17th, 23rd, and 29th, of each month;
 No. 101 due to leave Grand Island on the 6th, 12th, 18th, 24th, and 30th, of each month;
 No. 103 due to leave Grand Island on the 1st, 7th, 13th, 19th, and 25th, of each month.
 The time of Nos. 1, 101, 103 and 111, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:
 The time of Nos. 1, 101, and 103, need not be cleared by No. 111;
 The time of No. 111 need not be cleared by Nos. 1, 101, and 103.

No. 15 will stop at any station to pick up revenue passengers for stations in Colorado west of Julesburg at which train is scheduled to stop.
 No. 17 will stop at any station to pick up revenue standard sleeper passengers for Pocatello, Salt Lake or Los Angeles.
 No. 27 will stop at Wood River to pick up revenue passengers for Ogden and beyond.
 No. 717 will stop at any station for revenue coach or tourist car passengers for Ogden and beyond or for north of Granger.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 144

March 8, 1937

FIRST CLASS

| STATIONS | Distance from Ogden | FIRST CLASS | | | | | | | | |
|----------------------|---------------------|--------------|--------------|--------------|--------------------|--------------|--------------|--------------------------|---------------------------|-------------------------|
| | | 12 Passenger | 14 Passenger | 16 Passenger | 6 Mail and Express | 28 Passenger | 18 Passenger | 818 Challenger Passenger | 112 Streamliner Passenger | 2 Streamliner Passenger |
| DN-R GRAND ISLAND Ge | 845.7 | A 4.45AM | A 5 18AM | A 11.15AM | A 2.50PM | A 4.15PM | A 4.35PM | A 4.50PM | A _S 11.20PM | A _S 11.30PM |
| D ALDA Da | 838.1 | 4.31 | 5.01 | †10.58 | 2.38 | 3.59 | 4.19 | 4.34 | 11.12 | 11.22 |
| D WOOD RIVER Wr | 830.3 | 4.23 | 4.51 | †10.46 | 2.30 | 3.49 | 4.09 | 4.24 | 11.06 | 11.16 |
| D SHELTON Hn | 822.7 | 4.16 | 4.42 | †10.35 | 2.23 | 3.40 | 4.00 | 4.16 | 11.00 | 11.10 |
| DN GIBBON Gb | 816.6 | 4.10 | 4.34 | †10.26 | 2.17 | 3.33 | 3.53 | 4.09 | 10.56 | 11.06 |
| OPTIO | 812.4 | 4.06 | 4.28 | 10.20 | 2.13 | 3.28 | 3.48 | 4.04 | 10.53 | 11.03 |
| BUDA | 808.9 | 4.03 | 4.24 | 10.15 | 2.10 | 3.24 | 3.44 | 4.00 | 10.50 | 11.00 |
| DN KEARNEY Kr | 803.5 | 3.55 | 4.15 | †10.05 | 2.03 | 3.15 | 3.34 | 3.50 | 10.46 | 10.56 |
| ALFALFA CENTER | 798.5 | 3.47 | 4.05 | 9.55 | 1.56 | 3.04 | 3.24 | 3.41 | 10.41 | 10.51 |
| D ODESSA Ds | 794.3 | 3.43 | 4.01 | † 9.50 | 1.52 | 3.00 | 3.20 | 3.37 | 10.38 | 10.48 |
| D ELM CREEK Cr | 788.0 | 3.37 | 3.55 | † 9.42 | 1.46 | 2.54 | 3.14 | 3.31 | 10.34 | 10.44 |
| SIMONDS | 784.2 | 3.34 | 3.51 | 9.37 | 1.43 | 2.50 | 3.10 | 3.27 | 10.31 | 10.41 |
| D OVERTON Ov | 779.3 | 3.30 | 3.47 | † 9.32 | 1.39 | 2.46 | 3.06 | 3.23 | 10.28 | 10.38 |
| JOSSELYN | 774.7 | 3.26 | 3.42 | 9.25 | 1.35 | 2.41 | 3.01 | 3.18 | 10.25 | 10.35 |
| DN LEXINGTON Um | 768.9 | 3.19 | 3.35 | † 9.18 | 1.28 | 2.34 | 2.54 | 3.11 | 10.20 | 10.30 |
| DARR | 760.1 | 3.11 | 3.25 | † 9.07 | 1.20 | 2.25 | 2.45 | 3.02 | 10.13 | 10.23 |
| JOVIAN | 756.4 | | | | | | | | | |
| D COZAD Co | 754.4 | 3.05 | 3.20 | † 9.00 | 1.14 | 2.20 | 2.40 | 2.57 | 10.09 | 10.19 |
| WILLOW ISLAND | 749.4 | 3.00 | 3.14 | † 8.53 | 1.09 | 2.13 | 2.33 | 2.50 | 10.06 | 10.16 |
| DN GOTHENBURG Gs | 743.8 | 2.55 | 3.08 | † 8.47 | 1.04 | 2.07 | 2.27 | 2.44 | 10.02 | 10.12 |
| VEOMAN | 738.1 | 2.49 | 3.01 | 8.37 | 12.58 | 1.59 | 2.19 | 2.36 | 9.58 | 10.07 |
| D BRADY ISLAND Bi | 731.1 | 2.42 | 2.54 | † 8.29 | 12.51 | 1.52 | 2.12 | 2.29 | 9.52 | 10.01 |
| HINDBREY | 726.0 | 2.37 | 2.49 | 8.23 | 12.46 | 1.47 | 2.07 | 2.24 | 9.49 | 9.58 |
| D MAXWELL Mx | 722.0 | 2.34 | 2.45 | † 8.17 | 12.43 | 1.43 | 2.03 | 2.20 | 9.46 | 9.55 |
| KEITH | 718.0 | 2.29 | 2.41 | 8.12 | 12.39 | 1.39 | 1.59 | 2.16 | 9.43 | 9.52 |
| GANNETT | 714.1 | 2.26 | 2.37 | 8.08 | 12.36 | 1.35 | 1.55 | 2.12 | 9.40 | 9.49 |
| BECK | 712.1 | 2.24 | 2.35 | 8.06 | 12.34 | 1.33 | 1.53 | 2.10 | 9.38 | 9.47 |
| DN-R NORTH PLATTE No | 708.5 | 2.20AM | 2.30AM | 8.00AM | 12.30PM | 1.28PM | 1.48PM | 2.05PM | 9.35PM | 9.44PM |
| (137.2) | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | ★See Note Below |

| | | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (2.25) | (2.48) | (3.15) | (2.20) | (2.47) | (2.47) | (2.45) | (1.45) | (1.46) |
| Average speed per hour..... | 56.8 | 49.0 | 42.2 | 58.8 | 49.3 | 49.3 | 49.8 | 78.4 | 77.7 |

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

★Note.—Nos. 2, 102, and 104 will run only on the following dates:

No. 2 due to leave North Platte on the 2nd, 8th, 14th, 20th, and 26th, of each month;

No. 102 due to leave North Platte on the 3rd, 9th, 15th, 21st, and 27th, of each month;

No. 104 due to leave North Platte on the 4th, 10th, 16th, 22nd, and 28th, of each month.

The time of Nos. 2, 102, 104, and 112, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:

The time of Nos. 2, 102, and 104, need not be cleared by No. 112;

The time of No. 112 need not be cleared by Nos. 2, 102, and 104.

No. 28 will stop at Gothenburg, Cozad and Lexington to let off or pick up revenue passengers

No. 28 will stop at any station to let off revenue passengers from Ogden and beyond.

No. 18 will stop at any station to let off revenue passengers from north of Granger or from California.

No. 12 will stop at any station to let off revenue passengers from Colorado.

No. 16 will stop at any station to let off revenue passengers.

No. 14 will stop at any station to let off revenue passengers and stop at any station to pick up revenue passengers.

No. 818 will stop at any station to let off revenue passengers from Ogden and beyond or from north of Granger, and stop at Gothenburg, Cozad and Lexington for revenue coach or tourist car passengers.

SECOND SUBDIVISION

EASTWARD

| FIRST CLASS | | Length of sidings in feet and location of water, fuel, interlocking plants, signaling stations, scales and telephones. | Time-Table No. 144 March 8, 1937 | | Distance from Ogden | SECOND CLASS | | | Time Inspectors are located as shown below: The Ball Railroad Time Service, Chicago, Ill. R. V. Owens, General Supervisor of Time Service, Omaha. |
|------------------------------|------------------------------|--|-------------------------------------|-------|---------------------|------------------------|----------------------|-------------------------------------|---|
| 102 Streamliner Passenger | 104 Streamliner Passenger | | STATIONS | | | 518 Motor Passenger | 240 Local Freight | 238 Local Freight | |
| A _s 11.30PM | A _s 11.30PM | WFTYOP | DN-E GRAND ISLAND Ge | 845.7 | | | A 3.30PM | Council Bluffs..... C. R. Chaffee | |
| 11.22 | 11.22 | 3,994 P | D ALDA Da | 838.1 | | | f 2.38 | Omaha..... L. Borsheim | |
| 11.16 | 11.16 | WB5,641 EB3,321 WP | D WOOD RIVER Wr | 830.3 | | | s 2.10 | Fremont..... H. G. Anderson | |
| 11.10 | 11.10 | 4,012 P | D SHELTON Ha | 822.7 | | | s 1.40 | Fremont..... Grover Spangler | |
| 11.06 | 11.06 | WB5,497 EB3,505 WI YP | DN GIBBON Gb | 816.6 | A 10.59AM | | s 1.10 | Columbus..... L. J. Schrunck | |
| 11.03 | 11.03 | 3,999 P | OPTIC | 812.4 | 10.51 | | f 12.46 | Central City..... George Schafer | |
| 11.00 | 11.00 | 3,563 P | BUDA | 808.3 | f 10.45 | | f 12.40 | Grand Island..... C. E. Waterman | |
| 10.56 | 10.56 | WB9,360 EB 5739 WF YOP | DN KEARNEY Kr | 803.5 | 10.35AM | A 5.50PM | 12.30PM | Grand Island..... Myers Jewelry Co. | |
| 10.51 | 10.51 | 3,283 P | ALFALFA CENTER | 798.5 | | | f 5.37 | Kearney..... J. G. McKee | |
| 10.48 | 10.48 | 4,041 P | D ODESSA Ds | 794.3 | | | f 5.30 | North Platte..... Harry Dixon | |
| 10.44 | 10.44 | 5,745 WP | D ELM CREEK Qr | 788.0 | | | s 5.15 | Lincoln..... Harris Sartor Co. | |
| 10.41 | 10.41 | 1,036 | SIMONDS | 784.2 | | | f 4.58 | Beatrice..... K. C. Koons | |
| 10.38 | 10.38 | 4,038 P | D OVERTON Ov | 779.3 | | | f 4.50 | Genoa..... W. E. Fleming | |
| 10.35 | 10.35 | 1,113 P | JOSSELYN | 774.7 | | | f 4.25 | St. Paul..... R. L. Schumacher | |
| 10.30 | 10.30 | WB5765 EB 5750 WY OF | DN LEXINGTON Um | 768.2 | | | s 4.15 | Hastings..... W. J. Breckenridge | |
| 10.23 | 10.23 | 4,055 P | DARR | 760.1 | | | f 3.25 | | |
| | | 376 | JOVIAN | 756.4 | | | s 3.15 | | |
| 10.19 | 10.19 | 4,039 WP | D OOZAD Co | 754.4 | | | s 3.15 | | |
| 10.16 | 10.16 | 2,048 P | WILLOW ISLAND | 749.4 | | | f 2.58 | | |
| 10.12 | 10.12 | WB6,046 EB 4055 WF YP | DN GOTHENBURG Bu | 743.8 | | | s 2.49 12.40 | | |
| 10.07 | 10.07 | 4,043 P | VROMAN | 738.1 | | | f 12.20 | | |
| 10.01 | 10.01 | 4,048 WP | D BRADY ISLAND Bi | 731.1 | | | s 12.05PM | | |
| 9.58 | 9.58 | 593 P | HINDBEY | 726.0 | | | f 11.40AM | | |
| 9.55 | 9.55 | 5,754 P | D MAXWELL Mx | 723.0 | | | s 11.30 | | |
| 9.52 | 9.52 | 296 | KEITH | 718.0 | | | 11.17 | | |
| 9.49 | 9.49 | 4,046 P | GANNETT | 714.1 | | | f 11.12 | | |
| 9.47 | 9.47 | 428 | BEOK | 712.1 | | | 11.08 | | |
| 9.44PM | 9.44PM | WFTYOP | DN-N NORTH PLATTE No | 708.5 | | | 11.00AM | | |
| ★See Note Below | ★See Note Below | | (137.2) | | Daily Except Sunday | Daily Except Saturday | Daily Except Sunday | | |
| (1.46) 77.7 | (1.46) 77.7 | | Thru Time..... | | (0.24) 32.7 | (6.50) 13.9 | (3.00) 14.0 | | |

W. B.—Westward Siding
E. B.—Eastward Siding.

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

★Note.—Nos. 2, 102, and 104 will run only on the following dates:

No. 2 due to leave North Platte on the 2nd, 8th, 14th, 20th, and 26th, of each month;

No. 102 due to leave North Platte on the 3rd, 9th, 15th, 21st, and 27th, of each month;

No. 104 due to leave North Platte on the 4th, 10th, 16th, 22nd, and 28th, of each month.

The time of Nos. 2, 102, 104, and 112, must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains, except as follows:

The time of Nos. 2, 102, and 104, need not be cleared by No. 112;

The time of No. 112 need not be cleared by Nos. 2, 102, and 104.

WESTWARD

BEATRICE BRANCH

| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | FIRST CLASS | | | Distance from Valley | Time-Table No. 144 March 8, 1937 | | | |
|--|--------------|---------------------|-------------|-----------------|-----------|----------------------|-------------------------------------|----------|--------------------------------------|----|
| | 71 | 73 | | 527 | 106 | | 548 | STATIONS | | |
| | Freight | Mixed | | Motor Passenger | Passenger | | Motor Passenger | | | |
| | Daily | Daily Except Sunday | | Daily | Daily | | Daily | | | |
| WFYP | 10.15PM | 9.25AM | | 2.40PM | | | 0.0 | DN-R | VALLEY | V |
| AP | | | | | | | 5.8 | | O. B. & Q. CROSSING | |
| 1,747 P | 10.35 | 9.40 | | 2.55 | | | 6.3 | D | YUTAN | Yn |
| 1,310 P | 11.05 | 9.55 | | 3.12 | | | 11.6 | D | MEAD | Ad |
| 3,181 WP | 11.30 | 10.25 | | 3.24 | | | 18.9 | D | WAHOO | W |
| | | | | | | | 19.6 | | C. & N. W. and C. B. & Q. CROSSING'S | |
| 3,796 P | 11.50PM | 10.45 | | 3.39 | | | 26.3 | D | WESTON | Wn |
| 1,773 P | 12.10AM | 11.05 | | 3.52 | | | 33.2 | | TOUHY | |
| 4,653 WFYP | 12.45 | 11.35 | | 4.00 4.10 | | 7.45AM | 37.3 | DN-R | VALPARAISO | Vo |
| 1,311 P | 12.55 | 11.50AM | | 4.16 | | 7.52 | 41.8 | | AGNEW | |
| 1,078 P | 1.10 | 12.05PM | | 4.24 | | 7.59 | 46.5 | D | RAYMOND | Rm |
| 3,334 P | 1.22 | 12.20 | | 4.31 | | 8.08 | 52.7 | | GARRATT | |
| | | | | | | | 55.3 | | WEST LINCOLN | |
| I | | | | | | | 56.5 | | O. B. & Q. CROSSING | |
| 1,478WFTOP | 1.50 | A 12.40PM | | A 4.40PM | 8.30AM | A 8.20AM | 57.1 | DN-R | LINCOLN | Sn |
| I | | | | | | | 57.4 | | O. B. & Q. CROSSING | |
| I | | | | | | | 59.0 | | O. B. & Q. CROSSING | |
| 3,734 P | 2.15 | | | | 8.42 | | 65.4 | | JAMAICA | |
| 1,357 P | 2.25 | | | | 8.46 | | 68.2 | | HANLON | |
| 1,151 P | 2.45 | | | | 8.56 | | 74.7 | | PRINCETON | |
| 3,507 WP | 3.00 | | | | 9.03 | | 79.5 | D | COETLAND | Rd |
| 3,900 P | 3.23 | | | | 9.17 | | 88.9 | D | PICKRELL | Ik |
| WTOP | A 3.45AM | | | | A 9.30AM | | 96.8 | DN-R | BEATRICE | Bx |

(5.30) 17.6 (3.15) 17.6 (3.00) 28.5 (1.00) 39.7 (6.35) 33.9 Thru Time
 Average speed per hour

A—Automatic Crossing Signal

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

Except that No. 547 is superior to No. 527.

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.

BEATRICE BRANCH

EASTWARD

| Length of sidings in feet and loca- tion of water, fuel, interlocking plants, turning stations, scales and telephones. | Time-Table No. 144 March 8, 1937 | | | | Distance from Beatrice | FIRST CLASS | | | SECOND CLASS | | |
|--|-------------------------------------|------|--------------------------------------|----|---------------------------|---------------------------|---------------------------|------------------|---------------|---------------------------|---------------|
| | STATIONS | | | | | 528 Motor Passenger | 547 Motor Passenger | 105 Passenger | 70 Freight | 74 Mixed | 72 Freight |
| | WFYP | DN-R | VALLEY | V | | 96.8 | A 8.52AM | | | A 4.00AM | A 4.00PM |
| | AP | | O. B. & Q. CROSSING | | 91.0 | | | | | | |
| 1,747 | PD | | YUTAN | Yn | 90.5 | 8.40 | | | 3.42 | 3.35 | 11.20 |
| 1,310 | PD | | MEAD | Ad | 85.2 | 8.31 | | | 3.30 | 3.12 | 11.05 |
| 3,181 | WPD | | WAHOO | W | 77.9 | 8.19 | | | 3.15 | 2.50 | 10.50 |
| | | | C. & N. W. and C. B. & Q. CROSSING'S | | 77.2 | | | | | | |
| 3,796 | PD | | WESTON | Wn | 70.5 | 8.07 | | | 2.59 | 2.20 | 10.35 |
| 1,773 | P | | TOUHY | | 63.6 | 7.55 | | | 2.45 | 1.50 | 10.20 |
| 4653 | WFYP | DN-R | VALPARAISO | Vo | 59.5 | 7.45 7.40 | A 4.05PM | | 2.30 | 1.35 | 10.05 |
| 1,211 | P | | AGNEW | | 55.0 | 7.29 | 3.58 | | 2.17 | 12.55 | 9.22 |
| 1,678 | PD | | RAYMOND | Rm | 50.3 | 7.23 | 3.50 | | 2.10 | 12.40 | 9.15 |
| 3,234 | P | | GARRATT | | 44.1 | 7.16 | 3.42 | | 2.01 | 12.20 | 9.05 |
| | | | WEST LINCOLN | | 41.5 | | | | | | |
| | I | | O. B. & Q. CROSSING | | 40.3 | | | | | | |
| 1,478 | WFPD | DN-R | LINCOLN | Sn | 39.7 | 7.10AM | 3.35PM | A 9.15PM | 1.50 | 12.05PM | 8.50 |
| | I | | O. B. & Q. CROSSING | | 39.4 | | | | | | |
| | I | | O. B. & Q. CROSSING | | 37.8 | | | | | | |
| 3,734 | P | | JAMAICA | | 31.4 | | 9.01 | | 1.22 | | 8.05 |
| 1,357 | P | | HANLON | | 28.6 | | 8.57 | | 1.18 | | 8.00 |
| 1,151 | P | | PRINCETON | | 22.1 | | 8.48 | | 1.08 | | 7.49 |
| 3,597 | WPD | | CORTLAND | Rd | 17.3 | | 8.41 | | 12.59 | | 7.41 |
| 3,960 | PD | | PICKRELL | Ik | 7.9 | | 8.27 | | 12.45 | | 7.25 |
| | WTOP | DN-R | BEATRICE | Bx | 0.0 | | 8.15PM | | 12.30AM | | 7.00PM |
| | | | (96.8) | | | Daily | Daily | Daily | Daily | Daily Except Sunday | Daily |
| Thru Time..... | | | | | (1.42) | (0.30) | (1.00) | | (3.30) | (3.55) | (4.40) |
| Average speed per hour..... | | | | | 33.6 | 39.6 | 39.7 | | 27.6 | 15.0 | 20.7 |

A—Automatic Crossing Signal

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

Except that No. 547 is superior to No. 527.

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

STROMSBURG BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.

| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | FIRST CLASS | | Distance from Valparaiso | Time-Table No. 144 March 8, 1937 | | | Distance from Central City | FIRST CLASS | | SECOND CLASS |
|--|--------------|----------------|-------------|------------------------|--------------------------|-------------------------------------|----------|--------------------|----------------------------|------------------------|----------------|--------------|
| | WFYP | 75 Mixed | 4.40AM | 547 Motor Passenger | | 5.05 | STATIONS | | | 548 Motor Passenger | 76 Mixed | |
| | | Daily Ex. Sun. | | | | | Daily | DN-R VALPARAISO Vv | | | | 75.9 |
| | | f 5.00 | | f 4.36 | 7.4 | 7.4 LOMA | | | 68.5 | f 7.21 | f 7.35 | |
| 1,484 | | s 5.15 | | s 4.46 | 13.5 | 6.1 BRAINARD Bd | | | 62.4 | s 7.11 | s 7.20 | |
| | | | | | 15.0 | 1.5 C & N. W. CROSSING | | | 60.9 | | | |
| 1,379 | | f 5.21 | | f 4.52 | 17.7 | 2.7 YANKA | | | 58.2 | f 7.04 | f 7.00 | |
| | | | | | 23.8 | 5.1 O. & N. W. CROSSING | | | 53.1 | | | |
| 1,133 | W | s 5.35 | | s 5.05 | 23.2 | 0.4 DAVID CITY Dv | | | 52.7 | s 6.55 | s 6.45 | |
| | | | | | 23.5 | 0.3 O. B. & Q. CROSSING | | | 52.4 | | | |
| 1,388 | | f 5.44 | | f 5.12 | 27.9 | 4.4 FOLLY | | | 48.0 | f 6.40 | f 6.20 | |
| 1,494 | W | s 5.59 | | s 5.23 | 33.2 | 5.4 RISING CITY Rr | | | 42.6 | s 6.30 | s 6.05 | |
| 1,811 | | s 6.17 | | s 5.36 | 40.1 | 6.8 SHELBY Sh | | | 35.8 | s 6.17 | s 5.36 | |
| 481 | | s 6.45 | | s 5.51 | 47.5 | 7.4 OSCEOLA Or | | | 28.4 | s 6.04 | s 5.15 | |
| 561 | WT | s 7.15 | | s 6.03 | 52.9 | 5.4 STROMSBURG S | | | 23.0 | s 5.55 | s 5.00 | |
| | | | | | 53.2 | 0.3 O. B. & Q. JOT. | | | 22.7 | | | |
| 2,043 | | f 7.30 | | f 6.10 | 56.8 | 3.6 DURANT | | | 19.1 | f 5.49 | f 4.40 | |
| 2,061 | | s 7.52 | | s 6.21 | 63.0 | 6.2 POLK Pk | | | 12.9 | s 5.41 | s 4.27 | |
| 1,936 | | s 8.02 | | s 6.33 | 68.5 | 5.5 HORDVILLE Hv | | | 7.4 | s 5.33 | s 4.05 | |
| 1,230 | | f 8.16 | | f 6.42 | 73.8 | 5.3 HEBER | | | 2.1 | f 5.25 | f 3.45 | |
| | I | | | | 75.3 | 1.5 O. B. & Q. CROSSING | | | 0.6 | | | |
| WFYP | | A 8.40AM | | A 6.50PM | 75.9 | 0.6 DN-R CENTRAL CITY Cl | | | 0.0 | 5.21AM | 3.40PM | |
| | | | | | | (75.9) | | | | Daily | Daily Ex. Sat. | |

(4.00) 18.9 Thru Time (2.20) (4.20)
 (2.35) 29.3 Average speed per hour 32.5 17.5

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
 C. B. & Q. trains use U. P. main track between C. B. & Q. Junction and Stromsburg.

WESTWARD

LOUP CITY BRANCH

EASTWARD

| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | FIRST CLASS | Distance from St. Paul | Time-Table No. 144 March 8, 1937 | | | Distance from Loup City | FIRST CLASS | SECOND CLASS | | |
|--|--------------|---------------------|---------------------|------------------------|-------------------------------------|-----------------------|------|-------------------------|------------------------|---------------------|---------------------|--|
| | WFYP | 287 Mixed | 87 Mixed | | 503 Motor Passenger | STATIONS | | | 504 Motor Passenger | 288 Mixed | 88 Mixed | |
| | | Daily Except Sunday | Daily Except Sunday | | Daily Except Sunday | D-R ST. PAUL Sp | 39.0 | | A 10.25AM | A 5.20PM | | |
| 1,960 | | s 6.05 | s 3.07 | 8.3 | 8.3 DANNEBROG Db | | | 30.7 | s 10.01 | s 4.55 | | |
| 227 | | | f 3.19 | 13.2 | 4.9 KENYON | | | 25.8 | f 9.49 | | | |
| 562 | WY | 2.25PM | s 6.35 | s 3.29 | 19.6 | 5.4 BOELUS Hw | | | 20.4 | s 9.40 | A 8.45AM s 4.28 | |
| 1,620 | | f 2.40 | s 6.50 | s 3.43 | 25.8 | 7.2 ROCKVILLE Rv | | | 13.2 | s 9.26 | f 8.30 s 4.12 | |
| 509 | | 2.54 | 7.05 | f 3.57 | 32.9 | 7.1 AUSTIN | | | 6.1 | f 9.12 | f 8.15 3.57 | |
| 1,725 | WFYP | A 3.10PM | A 7.25AM | A 4.10PM | 39.0 | 6.1 DN-R LOUP CITY Op | | | 0.0 | 9.00AM | 8.00AM 3.40PM | |
| | | | | | | (39.0) | | | | Daily Except Sunday | Daily Except Sunday | |

(0.45) 27.3 Thru Time (1.25) (0.45) (1.40)
 (1.40) 23.4 Average speed per hour 27.5 27.3 23.4

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

WESTWARD

NORFOLK BRANCH

| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | | | | FIRST CLASS | | Distance from Columbus | Time-Table No. 144 | |
|--|---------------------|----------------|---------------------|---------------------|----------------|-----------------|---------------------|------------------------|--------------------|------------------------------|
| | 79 | 129 | 77 | 81 | 521 | 523 | 529 | | March 8, 1937 | |
| | Mixed | Motor Mixed | Mixed | Mixed | Mixed | Motor Passenger | Motor Passenger | | STATIONS | |
| | Daily Except Sunday | Sunday | Daily Except Sunday | Daily Except Sunday | Daily | Daily | Daily Except Sunday | | | |
| WFTYOP | 1.10PM | 1.05PM | 7.40AM | 7.00AM | 5.00AM | 7.00PM | 1.05PM | 0.0 | DN-R | COLUMBUS C |
| 1,050 | 1.20 | f 1.13 | f 7.50 | 7.10 | 5.10 | 7.08 | f 1.13 | 4.2 | | SHELDONVILLE |
| 1,028 YP | A 1.30PM | s 1.20 | s 8.00 | A 7.25AM | A 5.20AM | A 7.17PM | s 1.20 | 9.4 | R | OCONEE |
| 1,484 W | | s 1.28 | s 8.20 | | | | s 1.28 | 14.7 | D | PLATTE CENTER PC |
| 1,069 P | | s 1.36 | s 8.33 | | | | s 1.36 | 20.3 | | TARNOV |
| | | | | | | | | 25.1 | | O. & N. W. CROSSING |
| 2,840 W | | s 1.44 | s 8.55 | | | | s 1.44 | 26.7 | D | HUMPHREY Hr |
| 1,925 | | f 1.49 | s 9.03 | | | | f 1.49 | 29.1 | | PECK |
| 1,045 W | | s 2.02 | s 9.20 | | | | s 2.02 | 35.4 | D | MADISON Ma |
| 1,386 P | | f 2.11 | f 9.35 | | | | f 2.11 | 40.9 | | ENOLA |
| 804 | | f 2.17 | f 9.45 | | | | f 2.17 | 45.1 | | WARNERVILLE |
| | | | | | | | | 48.7 | | O. & N. W. CROSSING |
| | | | | | | | | 50.2 | | O. & N. W. CROSSING |
| WFTOP | | A 2.40PM | A 10.15AM | | | | A 2.40PM | 50.4 | D-R | NORFOLK Kn |
| | | | | | | | | | | (50.4) |
| | (0.20) 28.2 | (1.35) 31.8 | (2.35) 19.5 | (0.25) 22.5 | (0.20) 28.2 | (0.17) 33.1 | (1.35) 31.8 | | | Thru Time |
| | | | | | | | | | | Average speed per hour |

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

No. 521 is superior to No. 522.

Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD

ALBION BRANCH

| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | | | | FIRST CLASS | Distance from Oconee | Time-Table No. 144 | |
|--|---------------------|---------------------|----------------|-----------------|---------------|-------------|------------------------------|--------------------|--|
| | 79 | 81 | 521 | 523 | March 8, 1937 | | | | |
| | Mixed | Mixed | Mixed | Motor Passenger | STATIONS | | | | |
| | Daily Except Sunday | Daily Except Sunday | Daily | Daily | | | | | |
| YP | 1.30PM | 7.25AM | 5.20AM | 7.17PM | 0.0 | R | OCONEE | | |
| 852 | s 1.40 | s 7.40 | s 5.32 | s 7.25 | 4.3 | D | MONROE Mn | | |
| 1,937 WFYP | A 1.55PM | s 8.00 | A 5.55AM | s 7.39 | 11.3 | D-R | GENOA G | | |
| 646 | | f 8.12 | | f 7.54 | 18.8 | | WOODVILLE | | |
| 2,635 | | s 8.30 | | s 8.03 | 22.3 | D | ST. EDWARD St | | |
| 1,280 | | s 8.45 | | f 8.14 | 27.3 | | BOONE | | |
| 1,507 WYP | | A 9.05AM | | A 8.30PM | 33.7 | D-R | ALBION A | | |
| | | | | | | | (33.7) | | |
| | (0.25) 27.1 | (1.40) 20.2 | (0.35) 19.7 | (1.18) 27.7 | | | Thru Time | | |
| | | | | | | | Average speed per hour | | |

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

No. 521 is superior to No. 522.

NORFOLK BRANCH

EASTWARD

| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | Time-Table 144 | | Distance from Norfolk | FIRST CLASS | | | SECOND CLASS | | | | |
|--|-----------------------------|----------------------------|-----------------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------|----------|---------------------|
| | March 8, 1937 | | | 524 | 522 | 530 | 78 | 82 | 130 | 180 | 80 |
| | STATIONS | | | Motor Passenger | Motor Passenger | Motor Passenger | Mixed | Mixed | Motor Mixed | Mixed | Mixed |
| | WFTYOP | DN-R COLUMBUS C | 50.4 | A 7.40AM | A 11.20AM | A 5.35PM | A 3.00PM | A 3.25PM | A 5.35PM | A 6.00PM | A 7.00PM |
| | 1,050 | 4.2 SHELDONVILLE | 46.2 | f 7.33 | 11.06 | f 5.26 | f 2.47 | 3.14 | f 5.26 | f 5.45 | 6.48 |
| | 1,028 | 5.2 YPR OCONEE | 41.0 | 7.25AM | 10.55AM | s 5.18 | s 2.35 | 3.05PM | f 5.18 | 5.35PM | 6.38PM |
| | 1,484 | 5.3 W PLATTE CENTER P | 35.7 | | | s 5.08 | s 2.15 | | s 5.08 | | |
| | 1,669 | 5.6 P TARNOV | 30.1 | | | s 4.57 | s 1.58 | | s 4.57 | | |
| | | 4.8 C. & N. W. CROSSING | 25.3 | | | | | | | | |
| | 2,840 | 0.6 W D HUMPHREY H | 24.7 | | | s 4.47 | s 1.44 | | s 4.47 | | |
| | 1,025 | 3.4 PEEK | 21.8 | | | f 4.41 | f 1.20 | | f 4.41 | | |
| | 1,645 | 6.3 W D MADISON M | 15.0 | | | s 4.30 | s 1.05 | | s 4.30 | | |
| | 1,886 | 5.5 P ENOLA | 9.5 | | | f 4.20 | s 12.43 | | f 4.20 | | |
| | 804 | 4.2 I WARNERVILLE | 5.3 | | | f 4.13 | f 12.30 | | f 4.13 | | |
| | | 3.6 O. & N. W. CROSSING | 1.7 | | | | | | | | |
| | | 1.5 O. & N. W. CROSSING | 0.8 | | | | | | | | |
| | WFTOP | 0.2 D-R NORFOLK Kn | 0.0 | | | 4.00PM | 12.15PM | | 4.00PM | | |
| | | (50.4) | | Daily | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Sunday | Sunday | Daily Except Sunday |
| | Thru Time..... | | (0.15) | (0.25) | (1.35) | (2.45) | (0.20) | (1.35) | (0.25) | (0.22) | |
| | Average speed per hour..... | | 37.6 | 22.5 | 31.8 | 18.3 | 28.2 | 31.8 | 22.5 | 25.6 | |

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

No. 521 is superior to No. 522.

Track at Norfolk is used jointly with C. St. P. M. & O.

ALBION BRANCH

EASTWARD

| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | Time-Table No. 144 | | Distance from Albion | FIRST CLASS | | | SECOND CLASS | | |
|--|-----------------------------|-------------------------|----------------------|-----------------|---------------------|--------|---------------------|----------|---------------------|
| | March 8, 1937 | | | 524 | 522 | | 82 | 180 | 80 |
| | STATIONS | | | Motor Passenger | Motor Passenger | | Mixed | Mixed | Mixed |
| | YPR | OCONEE | 33.7 | A 7.25AM | A 10.55AM | | A 3.05PM | A 5.35PM | A 6.38PM |
| | 852 | 4.3 D MONROE Mn | 29.4 | s 7.17 | s 10.44 | | s 2.55 | f 5.25 | s 6.30 |
| | 1,937 | 7.0 WFYP GENOA G | 22.4 | s 7.07 | 10.30AM | | s 2.40 | 5.05PM | 6.15PM |
| | 646 | 7.5 WOODVILLE | 14.9 | f 6.54 | | | f 2.10 | | |
| | 2,685 | 3.5 D ST. EDWARD St. | 11.4 | s 6.48 | | | s 2.00 | | |
| | 1,230 | 5.0 BOONE | 6.4 | s 6.40 | | | s 1.44 | | |
| | 1,507 | 6.4 WYP D-R ALBION A | 0.0 | 6.30AM | | | 1.30PM | | |
| | | (33.7) | | Daily | Daily Except Sunday | | Daily Except Sunday | Sunday | Daily Except Sunday |
| | Thru Time..... | | (0.55) | (0.25) | | (1.35) | (0.30) | (0.23) | |
| | Average speed per hour..... | | 36.7 | 27.1 | | 21.2 | 22.6 | 28.6 | |

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

No. 521 is superior to No. 522.

WESTWARD

CEDAR RAPIDS BRANCH

EASTWARD

| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | Distance from Genoa | Time-Table No. 144 March 8, 1937 | | Distance from Spalding | FIRST CLASS | SECOND CLASS | |
|--|--------------|---------------------|---------------------|-------------------------------------|-----------------------------------|------------------------|------------------------|----------------|---------------------|
| | | 79 Mixed | | 521 Mixed | | | 522 Motor Passenger | 180 Mixed | 80 Mixed |
| | | Daily Except Sunday | | Daily | | | | | |
| 1,937 WFY | | 2.00PM | 6.05AM | 0.0 | D-R GENOA G | 44.3 | A 10.28AM | A 5.05PM | A 6.10PM |
| 510 | f | 2.10 | f 6.16 | 5.3 | 5.3 KENT | 89.0 | f 10.17 | f 4.48 | f 6.00 |
| 865 | f | 2.17 | f 6.24 | 9.3 | 4.0 MERCHISTON | 35.0 | f 10.10 | f 4.40 | f 5.52 |
| 1,188 | s | 2.30 | s 6.40 | 13.7 | 4.4 D FULLERTON Fu | 30.6 | s 10.02 | s 4.30 | s 5.43 |
| 1,034 | s | 2.55 | s 7.10 | 23.1 | 9.4 D BELGRADE Bl | 21.2 | s 9.43 | s 4.00 | s 5.18 |
| 1,302 W | s | 3.15 | s 7.45 | 30.3 | 7.2 D CEDAR RAPIDS Cd | 14.0 | s 9.28 | s 3.40 | s 5.02 |
| 1,830 | s | 3.35 | s 8.00 | 36.6 | 6.3 D PRIMROSE P | 7.7 | s 9.15 | f 3.18 | f 4.42 |
| 1,576 WFY | A | 4.00PM | A 8.25AM | 44.3 | 7.7 D-R SPALDING Sg | 0.0 | 9.00AM | 3.00PM | 4.25PM |
| | | | | | (44.3) | | Daily Except Sunday | Sunday | Daily Except Sunday |
| | | (2.00) 22.1 | (2.20) 19.0 | | Thru Time..... | | (1.28) 30.2 | (2.05) 21.2 | (1.45) 25.3 |
| | | | | | Average speed per hour..... | | | | |

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
No. 521 is superior to No. 522.

WESTWARD

HASTINGS BRANCH

EASTWARD

| Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | Distance from Hastings | Time-Table No. 144 March 8, 1937 | | Distance from Gibbon | SECOND CLASS | |
|--|--------------|------------------------|------------------------|-------------------------------------|------------------------|----------------------|--------------|--|
| | | 519 Motor Passenger | | | 518 Motor Passenger | | | |
| | | Daily Except Sunday | | | | | | |
| WFYOP | | 12.10PM | 0.0 | DN-R HASTINGS An | 23.1 | A 11.55AM | | |
| 4,649 | f | 12.24 | 7.3 | 7.3 NEWMAROH | 30.8 | f 11.39 | | |
| I | | | 10.8 | 3.5 MO. PAC. CROSSING | 17.3 | | | |
| 4,189 W | s | 12.32 | 12.7 | 1.9 D HAYLAND Ha | 15.4 | s 11.30 | | |
| 4,638 P | s | 12.47 | 20.2 | 7.5 DENMAN | 7.9 | s 11.14 | | |
| WB5,496 WYP EB3,505 I | A | 1.00PM | 23.1 | 7.9 DN-R GIBBON Gb | 0.0 | 10.59AM | | |
| | | | | (23.1) | | Daily Except Sunday | | |
| | | (0.50) 33.7 | | Thru Time..... | | (0.56) 30.1 | | |
| | | | | Average speed per hour..... | | | | |

Trains are governed by Kansas Division time-table while using their tracks at Hastings.
Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Except that No. 518 is superior to No. 519.

Railroad Surgeons are located as shown below:

| NAME | TITLE | PLACE | TERRITORY | NAME | TITLE | PLACE | TERRITORY |
|-------------------|---------------------|---------------------|----------------------|--------------------|--------------|---------------------|-------------------------|
| John E. Nilsson. | Chief Surgeon... | Omaha, Nebr..... | | O. H. Magaret.... | Surgeon..... | Papillion, Nebr.... | So. Omaha to Millard |
| C. R. Kennedy... | District Surgeon... | Omaha, Nebr..... | | J. J. Fessler..... | Surgeon..... | Millard, Nebr..... | Papillion to Elkhorn. |
| M. L. Tinley..... | Surgeon..... | Co. Bluffs, Ia..... | Co. Bluffs to Omaha. | T. N. Burke..... | Surgeon..... | Elkhorn, Nebr..... | Millard to Valley. |
| M. A. Tinley..... | Surgeon..... | Co. Bluffs, Ia..... | Co. Bluffs to Omaha. | G. A. Harris..... | Surgeon..... | Valley, Nebr..... | Waterloo to Fremont |
| M. J. Carey..... | Local Surgeon..... | Co. Bluffs, Ia..... | Co. Bluffs. | | | | and Valley to Fremont |
| R. T. Maurer..... | Hospital Surgeon... | Omaha, Nebr..... | Omaha. | C. G. Moore..... | Surgeon..... | Fremont, Nebr.... | Valley to No. Bend. |
| L. T. Hall..... | Local Surgeon..... | Omaha, Nebr..... | Omaha. | L. H. Sixta..... | Surgeon..... | Schuyler, Nebr.... | North Bend to |
| J. J. Freymann... | Local Surgeon..... | Omaha, Nebr..... | Omaha. | | | | Columbus. |
| H. F. Staubits... | Local Surgeon..... | Omaha, Nebr..... | Omaha. | Evans, Evans & | Surgeon..... | Columbus, Nebr... | Schuyler to Silver |
| D. W. Vanderhoof | Shop Surgeon..... | Omaha, Nebr..... | Omaha. | Evans..... | Surgeon..... | Columbus, Nebr... | Creek and Columbus to |
| C. Rubendall.... | Oculist and | | | F. H. Morrow.... | | | Oconee. |
| | Aurist..... | Omaha, Nebr..... | Omaha. | R. R. Douglas.... | Surgeon..... | Clarks, Nebr..... | Silver Creek to Central |
| Wherry & Haney. | Oculists and | | | | | | City. |
| | Aurists..... | Omaha, Nebr..... | Omaha. | J. E. Benton..... | Surgeon..... | Central City, Neb. | Clarks to Chapman |
| Clarence Bantin.. | Surgeon..... | Omaha, Nebr..... | Omaha. | | | | and Central City to |
| H. E. Eggers..... | Pathologist..... | Omaha, Nebr..... | Omaha. | E. G. Johnson.... | Surgeon..... | Gr. Island, Nebr... | Polk. |
| F. C. Nelson..... | Local Surgeon..... | Omaha, Nebr..... | Benson. | | | | Chapman to Wood |
| J. J. O'Hearn.... | Surgeon..... | Omaha, Nebr..... | Omaha to Papillion. | | | | River and Gr. Island |
| H. H. Avery..... | Local Surgeon..... | Omaha, Nebr..... | Florence. | | | | to St. Paul. |

Continued on Page 19.

WESTWARD

KEARNEY BRANCH

EASTWARD

| Length of siding in feet and loca- tion of water, fuel, interlocking plants, turning stations, scales and telephones. | SECOND CLASS | | FIRST CLASS | | Distance from Kearney | Time-Table No. 144 | | | Distance from Stapleton | SECOND CLASS | |
|---|---------------------------|---------------------------|-------------|-----------------|--------------------------|----------------------|-----|-------|----------------------------|-----------------------------|----------------|
| | 95 | 519 | 517 | March 8, 1937 | | | 518 | 96 | | | |
| | | | | Mixed | | Motor Passenger | | | | Motor Passenger | Motor Mixed |
| | Daily Except Sunday | Daily Except Sunday | Sunday | STATIONS | | | | | | | |
| WFYO | 4.45AM | 4.00PM | 6.30AM | 0.0 | DN-R | KEARNEY | Kr | 102.4 | A 10.00AM | A 9.20PM | |
| 1,363 | f 4.58 | f 4.10 | f 6.40 | 5.5 | | 5.5 GLENWOOD PARK | | 96.9 | f 9.36 | f 8.25 | |
| 1,036 | P s 5.07 | s 4.17 | s 6.48 | 10.1 | | 4.6 RIVERDALE | | 92.3 | s 9.28 | s 8.10 | |
| 1,354 | s 5.30 | s 4.28 | s 7.00 | 16.8 | D | 6.7 AMHERST | Hr | 85.6 | s 9.16 | s 7.50 | |
| 654 | W f 5.42 | f 4.38 | f 7.11 | 22.7 | | 5.9 WATERTOWN | | 79.7 | f 9.05 | f 7.30 | |
| 1,621 | s 5.56 | s 4.45 | s 7.18 | 26.3 | D | 3.6 MILLER | Mr | 76.1 | s 8.59 | s 7.20 | |
| 1,955 | s 6.10 | s 4.57 | s 7.30 | 32.5 | D | 6.2 SUMNER | Su | 69.9 | s 8.47 | s 7.00 | |
| 1,354 | s 6.32 | s 5.09 | s 7.45 | 40.4 | D | 7.9 EDDYVILLE | Vd | 62.0 | s 8.32 | s 6.40 | |
| 1,094 | W f 6.42 | f 5.17 | f 7.55 | 45.9 | | 5.5 LOMAX | | 56.5 | f 8.22 | f 6.15 | |
| 2,063 | s 7.03 | s 5.29 | s 8.11 | 52.1 | D | 6.2 OCONTO | Ba | 50.3 | s 8.11 | s 6.00 | |
| 766 | f 7.17 | f 5.42 | f 8.23 | 59.1 | | 7.0 LODI | | 43.3 | f 7.58 | f 5.42 | |
| 594 | WFYP s 7.45 | s 5.56 | s 8.36 | 65.5 | D | 6.4 CALLAWAY | Ca | 36.9 | s 7.45 | s 5.25 | |
| 1,932 | P s 8.40 | f 6.08 | f 8.47 | 73.1 | | 7.6 MILLDALE | | 29.3 | f 7.25 | f 5.06 | |
| 1,048 | f 8.45 | f 6.13 | f 8.52 | 75.8 | | 3.7 FINCHVILLE | | 26.6 | f 7.20 | f 5.00 | |
| 2,049 | WP s 9.45 | s 6.26 | s 9.04 | 83.1 | D | 7.3 ARNOLD | Ad | 19.3 | s 7.06 | s 4.45 | |
| 2,053 | P s 10.10 | f 6.40 | s 9.17 | 90.6 | | 7.5 LOGAN | | 11.8 | s 6.51 | f 4.26 | |
| 556 | f 10.30 | f 6.50 | f 9.24 | 94.6 | | 4.0 HOAGLAND | | 7.8 | f 6.44 | f 4.18 | |
| 819 | P f 10.50 | f 6.59 | s 9.32 | 99.2 | | 4.6 GANDY | | 3.2 | s 6.37 | f 4.08 | |
| 2,051 | WFY A 11.30AM | A 7.10PM | A 9.40AM | 102.4 | D-R | 3.2 STAPLETON | Sn | 0.0 | 6.30AM | 4.00PM | |
| | | | | | | (102.4) | | | Daily | Daily Except Saturday | |

(6.45)
15.1

(3.10)
32.3

(3.10)
32.3

..... Thru Time

(3.30)
29.2

(5.20)
19.2

..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Except that No. 518 is superior to No. 95.

No. 95 will wait at Kearney for mail from No. 111.

Continued.

Railroad Surgeons are located as shown below:

| NAME | TITLE | PLACE | TERRITORY | NAME | TITLE | PLACE | TERRITORY |
|-------------------|--------------------|---------------------|---|--------------------|--------------|-------------------------|---|
| F. D. Ryder..... | Surgeon..... | Gr. Island, Nebr... | Chapman to Wood River and Gr. Island to St. Paul. | Fred W. Buckley. | Surgeon..... | Beatrice, Nebr.... | Cortland to Barneston. |
| A. T. Hubbell.... | Surgeon..... | Wood River, Nebr. | Alda to Shelton. | J. H. Downing... | Surgeon..... | Rising City, Nebr. | David City to Osceola. |
| Chas. Lucas..... | Surgeon..... | Shelton, Nebr.... | Wood River to Kearney. | F. B. Slusser..... | Surgeon..... | Polk, Nebr..... | Stromsburg to Central City. |
| Gibbons & Hart.. | Surgeon..... | Kearney, Nebr.... | Shelton to Elm Creek and Kearney to Amherst. | A. A. Bald..... | Surgeon..... | Platte Center, Nebr.... | Oconee to Humphrey. |
| V. D. Norall..... | Surgeon..... | Lexington, Nebr... | Overton to Cosad. | P. H. Salter..... | Surgeon..... | Norfolk, Nebr..... | Oconee to Norfolk. |
| L. H. Fochtman.. | Surgeon..... | Cosad, Nebr..... | Lexington to Gothenburg. | Davis & Newton.. | Surgeon..... | Genoa, Nebr..... | Norfolk to St. Edward and Genoa to Fullerton. |
| W. J. Birkhofer.. | Surgeon..... | Gothenburg, Nebr. | Cosad to Brady Isl'd. | J. W. B. Smith... | Surgeon..... | Albion, Nebr..... | Genoa to Albion. |
| A. L. Schneider.. | Surgeon..... | Brady Isl'd, Nebr. | Gothenburg to North Platte. | F. W. Johnson... | Surgeon..... | Fullerton, Nebr... | Genoa to Belgrade. |
| C. E. Kennon.... | Surgeon..... | Maxwell, Nebr.... | Brady Island to North Platte | A. L. Bartlett... | Surgeon..... | Spaulding, Nebr... | Belgrade to Spaulding. |
| T. J. Kerr..... | Surgeon..... | No. Platte, Nebr... | Brady Island to Sutherland. | M. O. Arnold..... | Surgeon..... | St. Paul, Nebr.... | St. Libory to Scotia and St. Paul to Dannebrog. |
| C. A. Selby..... | Surgeon..... | No. Platte, Nebr... | Brady Island to Sutherland. | C. J. Miller..... | Surgeon..... | Ord, Nebr..... | St. Paul to Ord. |
| C. W. Way..... | Surgeon..... | Wahoo, Nebr..... | Yutan to Weston. | P. M. Pederson... | Surgeon..... | Dannebrog, Nebr... | St. Paul to Rockville |
| J. W. Hervert.... | Surgeon..... | Valparaiso, Nebr... | Wahoo to Raymond and Valparaiso to Brainard. | C. G. Amick..... | Surgeon..... | Loup City, Nebr... | Dannebrog to Loup City. |
| J. S. Welch..... | Surgeon..... | Lincoln, Nebr.... | Valparaiso to Cortland. | J. B. Kille..... | Surgeon..... | Eddyville, Nebr... | Kearney to Stapleton. |
| O. W. Everett.... | Local Surgeon..... | Lincoln, Nebr.... | Lincoln, Nebr. | F. A. Burnham... | Surgeon..... | Callaway, Nebr... | Sumner to Oconto. |
| A. Lee..... | Surgeon..... | Pickrell, Nebr.... | Cortland to Blue Springs. | E. F. Carr..... | Surgeon..... | Arnold, Nebr.... | Callaway to Stapleton. |
| | | | | C. B. Calbreath.. | Surgeon..... | Stapleton, Nebr... | Arnold to Stapleton. |
| | | | | | | Hastings, Nebr... | Gibbon to Hastings. |