

UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION

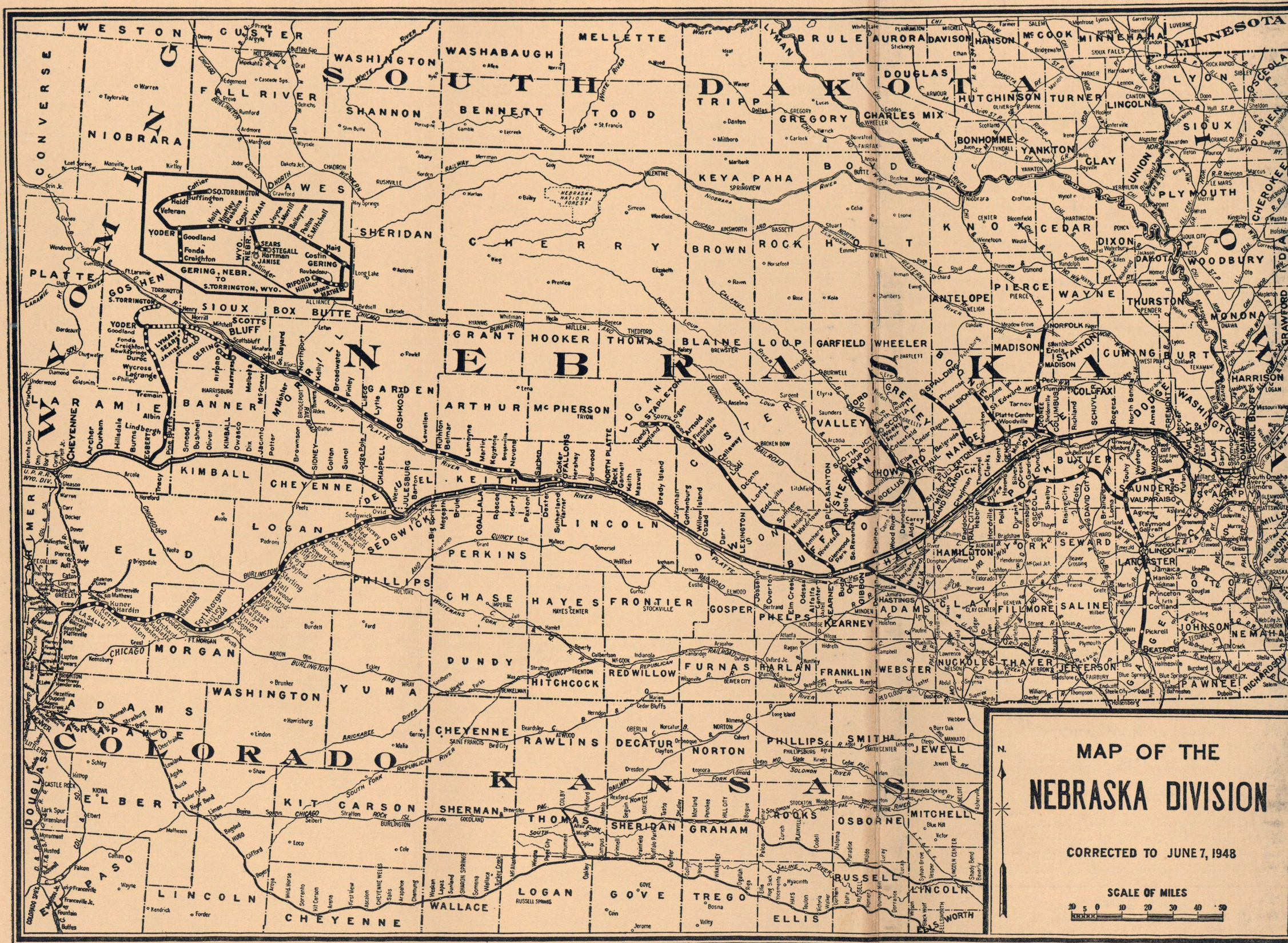
TIME-TABLE
No. 2

Effective Sunday,
June 20, 1948

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

Be Careful Today

FOR EMPLOYEES ONLY



MAP OF THE
NEBRASKA DIVISION

CORRECTED TO JUNE 7, 1948

SCALE OF MILES
 0 5 10 20 30 40 50

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with 16 columns for stations (3, 15, 1, 53, 37, 17, 5, 23, 21, 27, 11, 9, 101, 103, 105, 111) and 1 row for time-table details (Time-Table No. 2, June 20, 1948, STATIONS).

(23.45) 41.7 (5.50) 47.7 (20.10) 49.1 (13.45) 40.7 (32.05) 37.9 (10.45) 40.1 (22.00) 45.0 (25.20) 39.1 (22.45) 43.5 (20.18) 48.8 (0.35) 51.8 (13.50) 54.0 (16.10) 61.2 (16.15) 60.9 (13.30) 62.5 (8.20) 67.2 Thru Time From Omaha Average speed per hour

A. E. STODDARD General Manager

E. HICKS General Superintendent

A. D. HANSON Genl. Supt. Transportation

- J. E. MULICK, Superintendent... Omaha, Nebr. T. F. SHANAHAN, Asst. Superintendent... Omaha, Nebr. C. E. BRETERNITZ, Asst. Superintendent... North Platte, Nebr. F. P. FLESHER, Asst. Superintendent... Gering, Nebr. E. RUF, Terminal Superintendent... Omaha, Nebr. A. A. HAUSSENER, Terminal Superintendent... Co. Bluffs, Iowa J. M. MANN, Trainmaster... Omaha, Nebr. E. F. DEARDEN, Trainmaster... Grand Island, Nebr. O. J. ROBINSON, Master Mechanic... Co. Bluffs, Iowa E. P. LEE, Road Foreman of Engines... Co. Bluffs, Iowa R. D. BURGHARDT, Road Foreman of Engines... Co. Bluffs, Iowa S. F. McWILLIAMS, Road Foreman of Engines... North Platte, Nebr. T. R. BRITT, Road Foreman of Engines... North Platte, Nebr. P. C. LOOMIS, Road Foreman of Engines... North Platte, Nebr. C. H. SUITS, Road Foreman of Engines... Cheyenne, Wyo. W. F. HART, Division Engineer... Omaha, Nebr. L. T. FERGUSON, General Roadmaster... Omaha, Nebr.

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

- SECOND SUBDIVISION, W. D. DEAKINS, Chief Train Dispatcher... North Platte, Nebr. E. M. PROUTY, Asst. Chief Train Dispatcher... North Platte, Nebr. F. M. PUTMAN, Asst. Chief Train Dispatcher... North Platte, Nebr.

- THIRD SUBDIVISION C. A. VICK ROY, Chief Train Dispatcher... Denver, Colo. F. R. JENKINS, Asst. Chief Train Dispatcher... Denver, Colo. B. L. SIVERS, Asst. Chief Train Dispatcher... Denver, Colo.

NORTH PLATTE BRANCH AND CUT-OFF R. W. McSPADEN, Chief Train Dispatcher... Gering, Nebr.

FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES C. A. LAUGHLIN, Chief Train Dispatcher... Omaha, Nebr. E. P. MERTEN, Asst. Chief Train Dispatcher... Omaha, Nebr. W. L. WADE, Asst. Chief Train Dispatcher... Omaha, Nebr.

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with 16 columns for stations (12, 4, 28, 10, 16, 2, 112, 104, 102, 106, 38, 24, 18, 22, 6, 54) and 1 row for time-table details (Time-Table No. 2, June 20, 1948, STATIONS).

Thru Time To Omaha... (0.37) 48.3 (23.25) 42.3 (19.15) 51.4 (13.15) 56.3 (4.55) 56.6 (19.20) 51.2 (7.35) 73.8 (16.00) 62.8 (15.55) 62.2 (13.00) 65.0 (28.00) 43.5 (23.30) 42.1 (9.32) 45.2 (23.35) 41.9 (20.40) 47.9 (13.20) 42.0

ON THE FIRST AND SECOND SUBDIVISIONS: The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained. The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with. Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99. When instructed by train dispatcher to clear a train or trains, the following will govern: Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first-class trains must be cleared not less than ten minutes by second-class and extra trains. Rule D-83 will apply to all trains.

Table with 8 columns: WESTWARD, Train, At, Discharge Passengers From, Pick Up Passengers Destined To, Train, At, Discharge Passengers From, Pick Up Passengers Destined To. EASTWARD. Rows include stations like Fremont, Kearney, Valley, Columbus, Lexington, Cozad, Gothenburg, Ogallala, Julesburg, Any Station, North of Granger, Any Station, Fremont, Columbus, Kearney, Any Station, Julesburg.

WESTWARD FIRST SUBDIVISION

Car Capacity of Stages, Etc. See Rule (A), Page 25.	SECOND CLASS								Distance from Council Bluffs	Time-Table No. 2		FIRST CLASS	
	359	547	261	71	259	73	255	233		June 20, 1948			3
	Time Freight	Motor Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Local Freight		STATIONS				Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wed., Fri.			Daily		
CXWITYOPZ			10.00PM	8.00PM	6.00PM	12.01PM	10.00AM	5.30AM	0.0	R COUNCIL BLUFFS YL			
XWITOPZ				8.15		12.15		5.40	2.8	DN-R OMAHA YL YD	11.00PM		
XIP			10.30	8.30	6.30	12.45	10.30	5.59AM	5.2	DN SUMMIT YL SU	11.07		
ES77 XP				8.40		12.55		Via Old Main Line	13.6	SARPY	11.16		
CS68 XP				8.50		1.00		7.06AM	17.1	LANE	11.20		
CS84 XP								s 7.20	21.7	ELKHORN KH	11.24		
CS84 P								s 7.40	24.5	WATERLOO WO	11.27		
WS144XYPWC ES165 ES90			A 9.15PM			A 1.15PM		s 8.40	28.0	DN VALLEY YL V	11.32		
CS81 P				(1.15)		(1.14)		f 8.50	34.3	MERCER	11.38		
I				22.4		22.8			38.2	F. S. Y. & L. CROSSING			
WS99 X ES172 WPZ								s 9.15	39.3	DN FREMONT YL FN	11.47		
I									40.0	C. B. & Q. CROSSING			
IP									44.8	C. & N. W. CROSSING			
CS82 P								f 9.25	46.3	AMES	11.55PM		
CS119 XP								s 9.50	54.4	D NORTH BEND NB	12.02AM		
CS82 P								f 10.10	61.4	D ROGERS DJ	12.08		
WS116 X ES123 WP								s 11.45AM	68.7	DN SCHUYLER SC	f 12.16		
ES118 P								f 12.01PM	76.9	D RICHLAND BZ	12.23		
I									83.8	C. B. & Q. CROSSING			
WS143 XWTC ES125 YPZ								s 12.30	84.5	DN COLUMBUS YL C	12.38		
CS119 P								s 12.50	92.2	D DUNCAN DQ	12.47		
CS82 P								f 12.56	96.5	GARDINER	12.51		
CS119 XWP				75				s 1.20	102.3	DN SILVER CREEK SI	12.57		
CS82 P				Local Freight				f 1.30	107.9	HAVENS	1.03		
CS82 XP				Tuesday Thurs., Sat.				s 2.00	113.6	D CLARKS OX	1.07		
I									124.3	C. B. & Q. CROSSING			
WS113 X CS119 WYP			6.55PM	9.50AM				A 2.30PM	124.9	DN CENTRAL CITY YL CI	f 1.20		
CS119 P			f 7.10	10.15				(9.00) 13.9	135.1	D CHAPMAN OP	1.30		
I									146.5	C. B. & Q. CROSSING			
XWCZTYOP			A 7.30PM	3.25AM	A 10.45AM	10.45	11.00PM	7.30AM	3.00PM	146.9	DN-R GRAND ISLAND GE YL	1.45	
CS82 XYP			355	3.40	357			s 8.05	154.5	D ALDA DA	2.03		
WS117 XW ES48 P			Time Freight		Time Freight			s 8.39	162.3	D WOOD RIVER WR	2.10		
CS82 XP			Daily		Daily			s 9.05	169.9	D SHELTON ST	2.17		
WS112 XWI ES70 YP			11.15PM	10.20PM	9.45PM			s 9.40	176.0	DN GIBBON GB	2.24		
CS82 P								f 9.55	180.2	OPTIO	2.28		
WS122 XWC ES113 YZP								A 10.35AM	189.1	DN KEARNEY YL KR	s 2.44		
CS83 P								s 6.30	198.3	D ODESSA DZ	2.54		
CS119 WP								s 6.50	204.6	D ELM CREEK QR	2.59		
CS83 P								s 7.05	213.3	D OVERTON OV	3.06		
WS120 XWY ES119 ZP								s 8.15	224.4	DN LEXINGTON UM	s 3.18		
CS83 P								s 8.30	232.5	D DARR	3.26		
CS83 XWP								s 8.59	238.2	D COZAD CO	s 3.31		
WS125 XWC ES130 YP								s 10.00	248.8	DN GOTHENBURG BU	s 3.43		
CS83 P								10.13	254.5	VROMAN	3.50		
CS83 WP								s 10.35	261.5	D BRADY ISLAND BI	3.57		
CS119 P								s 11.05	270.6	D MAXWELL MX	4.06		
CS83 P								f 11.25	278.5	GANNETT	4.14		
XWCZTYOP	A 3.00AM	A 2.15AM	A 9.25AM	A 1.30AM	A 3.30AM			A 8.00PM	A 11.59AM	284.1	DN-R NORTH PLATTE YL NO	A 4.25AM	
	(3.45) 28.8	(3.55) 27.6	(11.25) 24.6	(3.45) 28.8	(9.30) 29.6	(3.05) 13.7	(10.00) 28.1	(5.49) 16.3			(5.25) 51.9		

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.

WESTWARD FIRST SUBDIVISION

Car Capacity of Stages, Etc. See Rule (A), Page 25.	FIRST CLASS										Distance from Council Bluffs	Time-Table No. 2					
	1	53	5	23	21	27	101	103	105	111		June 20, 1948		3			
	Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger		STATIONS			Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily				
			8.50AM													R COUNCIL BLUFFS YL	
	9.25PM	7.30PM	9.25	9.10AM	8.30AM	5.45AM	3.25AM	3.10AM	2.20AM	12.40AM	0.0				2.8	DN-R OMAHA YL YD	11.00PM
	9.32	7.36	9.32	9.17	8.38	5.52	3.30	3.15	2.25	12.45	5.2				5.2	DN SUMMIT YL SU	11.07
	9.41	7.44	9.40	9.26	8.46	6.01	3.37	3.22	2.32	12.52	13.6				13.6	SARPY	11.16
	9.45	7.48	9.44	9.30	8.50	6.05	3.40	3.25	2.35	12.55	17.1				17.1	LANE	11.20
	9.49	7.52	9.49	9.35	8.55	6.09	3.44	3.29	2.39	12.59	21.7				21.7	ELKHORN KH	11.24
	9.52	f 7.55	9.52	9.38	8.58	6.12	3.47	3.32	2.42	1.02	24.5				24.5	WATERLOO WO	11.27
	9.57	s 8.01	9.56	9.42	9.01	6.17	3.50	3.35	2.45	1.05	28.0				28.0	DN VALLEY YL V	11.32
	10.03	8.07	10.01	9.49	9.07	6.23	3.54	3.40	2.50	1.10	34.3				34.3	MERCER	11.38
											38.2				38.2	F. S. Y. & L. CROSSING	
	10.09	s 8.25	s 10.07	s 9.59	9.15 ²³³	6.29	3.58	3.44	2.54	1.14	39.3				39.3	DN FREMONT YL FN	11.47
											40.0				40.0	C. B. & Q. CROSSING	
											44.8				44.8	C. & N. W. CROSSING	
	10.17	8.32	10.15	10.08	9.24	6.37	4.03	3.50	3.00	1.20	46.3				46.3	AMES	11.55PM
	10.24	f 8.41	10.22	10.16	9.32	6.44	4.09	3.56	3.06	1.26	54.4				54.4	D NORTH BEND NB	12.02AM
	10.30	8.48	10.28 ²³³	10.23 ²³³	9.39	6.50	4.14	4.01	3.11	1.31	61.4				61.4	D ROGERS DJ	12.08
	10.36	f 8.55	10.35 ²³	f 10.35 ⁵	9.46	6.56	4.19	4.06	3.16	1.36	68.7				68.7	DN SCHUYLER SC	f 12.16
	10.43	9.04	10.43	10.46	9.54	7.03	4.25	4.12	3.22	1.43	76.9				76.9	D RICHLAND BZ	12.23
											83.8				83.8	C. B. & Q. CROSSING	
	10.51	s 9.21	s 10.54	s 10.58	10.03	7.11	4.31	4.18	3.28	s 1.51	84.5				84.5	DN COLUMBUS YL C	12.38
	10.59	f 9.32	11.06	11.10	10.12	7.19	4.37	4.25	3.35	1.58	92.2				92.2	D DUNCAN DQ	12.47
	11.03	9.37	11.10	11.15	10.16	7.23	4.40	4.28	3.38	2.02	96.5				96.5	GARDINER	12.51
	11.09	f 9.43	11.16	11.21	10.22	7.29	4.44	4.32	3.42	2.06	102.3				102.3	DN SILVER CREEK SI	12.57
	11.15	9.49	11.21	11.26	10.27	7.34	4.48	4.36	3.46	2.10	107.9				107.9	HAVENS	1.03
	11.19	f 9.56	11.26	11.32	10.32	7.39	4.52	4.40	3.50	2.14	113.6				113.6	D CLARKS OX	1.07
											124.3				124.3	C. B. & Q. CROSSING	
	11.31	s 10.12	11.39	f 11.48	10.45	7.50	5.02	4.50	4.00	2.24	124.9				124.9	DN CENTRAL CITY YL CI	f 1.20
	11.41	10.22	11.49AM	11.59AM	10.56	8.00	5.10	4.58	4.08	2.33	135.1				135.1	D CHAPMAN OP	1.30
											146.5				146.5	C. B. & Q. CROSSING	
	11.58PM	10.40	12.08PM	12.20PM	11.15	8.15	5.22	5.10	4.20	2.45	146.9				146.9	DN-R GRAND ISLAND GE YL	1.45
	12.08AM	10.50	12.18	12.30	11.25	8.25	5.23	5.11	4.21	2.46	154.5				154.5	D ALDA DA	1.55
	12.15	f 11.00	12.26	12.39	11.33	8.32	5.30	5.18	4.28	2.53	162.3				162.3	D WOOD RIVER WR	2.03
	12.21	f 11.08	12.34	12.47	11.40	8.39 ²³⁷	5.36	5.24	4.34	2.59	169.9				169.9	D SHELTON ST	2.10
	12.28	f 11.15	12.41	12.55	11.48	8.45	5.42	5.30	4.40	3.05	176.0				176.0	DN GIBBON GB	2.17
	12.34	f 11.20	12.47	1.01	11.54	8.51	5.46	5.34	4.44	3.09	180.2				180.2	OPTIO	2.24
	12.38	11.25	12.51	1.06	11.58AM	8.55	5.49	5.37	4.47	3.12	180.2				180.2	DN KEARNEY YL KR	2.28
	12.46	s 11.50PM	s 1.07	s 1.25	s 12.11PM	9.04	5.57	5.45	4.55	s 3.21	189.1				189.1	D ODESSA DZ	s 2.44
	12.54	f 12.01AM	1.19	1.36	12.21												

FIRST SUBDIVISION EASTWARD

Time-Table No. 2

June 20, 1948

Table with columns for stations (R Council Bluffs, Omaha, Summit, Sarpy, Lane, Elk Horn, Waterloo, Valley, Mercer, F.S.Y. & L. Crossing, Fremont, C.B. & Q. Crossing, C. & N.W. Crossing, Ames, North Bend, Rogers, Schuyler, Richland, Columbus, Duncan, Gardiner, Silver Creek, Havens, Clarks, Central City, Chapman, Grand Island, Alda, Wood River, Shelton, Gibbon, Optic, Kearney, Odessa, Elm Creek, Overton, Lexington, Darr, Cozad, Gothenburg, Vroman, Brady Island, Maxwell, Gannett, North Platte) and rows for time intervals (0.0 to 284.1). Includes 'FIRST CLASS' and 'Passenger' labels.

BLOCK SIGNALS

Double Track

Double Track

Thru Time to Omaha... Average speed per hour... On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 2

June 20, 1948

Table with columns for stations (R Council Bluffs, Omaha, Summit, Sarpy, Lane, Elk Horn, Waterloo, Valley, Mercer, F.S.Y. & L. Crossing, Fremont, C.B. & Q. Crossing, C. & N.W. Crossing, Ames, North Bend, Rogers, Schuyler, Richland, Columbus, Duncan, Gardiner, Silver Creek, Havens, Clarks, Central City, Chapman, Grand Island, Alda, Wood River, Shelton, Gibbon, Optic, Kearney, Odessa, Elm Creek, Overton, Lexington, Darr, Cozad, Gothenburg, Vroman, Brady Island, Maxwell, Gannett, North Platte) and rows for time intervals (0.0 to 284.1). Includes 'FIRST CLASS', 'SECOND CLASS', 'Passenger', 'Freight', 'Local Freight', and 'Motor Passenger' labels.

BLOCK SIGNALS

Double Track

Double Track

(3.47) Thru Time to Omaha... Average speed per hour... On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.

XWCITYOPZ, XWITOPZ, XIP, ES77 XP, CS68 XP, CS84 XP, CS84 P, WS144XYPWC, ES165 ES90, CS81 P, WS99, ES172 WPZ, IP, CS82 P, CS119 XP, CS82 P, WS116 X, ES123 WP, ES118 P, WS143 XWTC, ES125 YPZ, CS119 P, CS82 P, CS119 XWP, CS82 P, WS113 X, CS119 WYP, CS119 P, XWCZTYOP, CS82 XYP, WS117 XW, ES48 P, CS82 XP, WS112 XWI, ES70 YP, CS82 P, WS122 XWC, ES118 YPZ, CS83 P, CS119 WP, CS83 P, WS120 XWY, ES119 ZP, CS83 P, CS83 XWP, WS125 XWC, ES130 YP, CS83 P, CS83 WP, CS119 P, CS83 P, XWCZTYOP

WESTWARD SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Seating, etc. See Rule 6 (A), Page 2b.	255	261	245	243	97	241	93	259	Distance from Council Bluffs
	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight	Mixed	Time Freight	
	Daily	Daily	Tuesday Thursday Saturday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	
XWCZTYOP	8.00PM	9.55AM			6.50AM	6.35AM	6.25AM	4.00AM	284.1
CS84 P					7.02 f	6.50	6.34		290.5
WS 72 XP					7.15 s	7.08	s6.43		296.9
CS 119 XWYP					A7.30AM f	7.15	A6.55AM		300.7
CS 121 XP						s 7.25			308.4
CS 82 P						f 7.35			307.9
CS 121 XP						s 7.55			315.5
WS 74 XP						f 8.05			321.7
CS 83 P						f 8.15			327.7
WS122 WS120 ES138 XWCP						s 8.45			334.8
CS 84 P						s 9.05			343.9
						f 9.13			349.1
CS 132 WP						s 9.30			353.9
CS 83 P						f 9.40			359.3
XWCIYP WS109 ES121				8.30AM		A10.00AM			365.3
CS 90 P				f 8.45					370.6
CS 123 WP				s 9.25					380.3
WS 111 ES 78 XWP				s 10.00					389.7
XP				s 10.20					396.3
CS 94 P				f 10.35					401.0
XWCZTYOP	12.15AM 12.30	2.45PM 3.00	8.10AM	A11.00AM				7.25 8.05	407.5
CS 94 YP			f 8.23	(2.30) 13.9					415.5
WS 121 XWP ES 70			s 8.56						426.4
CS 94 P			f 9.15						435.4
XP			9.24						439.9
CS 133 XWP			s 9.45	353					444.5
CS 84 WP			s 10.20	Mixed					456.6
CS107 XWYCP			s 10.59	Daily					466.7
			11.35						472.0
CS 94 XWYP			f 11.45AM	3.55PM					477.5
WS 62 XP			f 12.15PM	f 4.05					483.2
CS 96 WP			f 12.40	f 4.18					489.7
WS 62 XP			12.54	f 4.30					495.9
WS 117 ES 125			f 1.07	f 4.40					501.2
XWCZTYOP	A4.30AM	A7.20PM	A 1.30PM	A 4.55PM				A 11.30AM	509.5

Time-Table No. 2

June 20, 1948

STATIONS

DN-R NORTH PLATTE NY
6.4 BIRDWOOD
6.4 D HERSHEY OF
3.8 DN O'FALLONS FA
2.7 D SUTHERLAND SU
4.5 DEXTER
7.6 D PAXTON PN
8.2 KORTY
6.0 D ROSCOE RO
7.1 DN OGALLALA YL GT
9.1 D BRULE RU
5.2 MEGEATH
4.8 D BIG SPRINGS GS
5.4 BARTON
6.0 DN JULESBURG YL JB
5.3 WEIR
9.7 D OHAPPELL OQ
9.4 D LODGE POLE GP
6.6 D SUNOL UN
4.7 COLTON
6.5 DN-R SIDNEY YL OD
8.0 D BROWNSON BW
10.9 DN POTTER PR
9.0 D DIX DX
4.5 OWASCO
4.6 DN KIMBALL KB
12.1 D BUSHNELL BN
10.1 DN PINE BLUFFS YL UF
5.3 TRACY
5.5 D EGBERT GX
5.7 D BURNS UX
6.5 D HILLSDALE HD
6.2 DURHAM
5.3 ARCHER
8.3 DN-R CHEYENNE YL OY

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

FIRST CLASS	
23	5
Passenger	Mail and Express
Daily	Daily

2.35PM	2.01PM
2.45	2.09
2.52	2.15
2.56	2.18
2.59	2.20
3.04	2.24
3.11	2.31
3.17	2.37
3.23	2.43
f 3.35	2.53
3.45	3.02
3.56	3.12
4.02	3.17
f 4.12	3.27
4.20	3.34
4.31	3.44
4.43	3.53
4.52	4.00
4.58	4.04
5.15	4.16
5.25	4.26
5.37	4.35
5.50	4.46
6.00	4.56
6.05	5.01
f 6.11	5.06
6.24	5.17
6.38	5.28
6.46	5.35
6.53	5.42
7.04	5.50
7.15	5.59
7.26	6.08
7.35	6.18
A 7.50PM	A6.35PM

(225.4)

(8.30) (9.25) (5.20) (1.00) (0.40) (3.25) (0.30) (7.30)Thru Time..... (5.15) (4.34)
26.5 23.9 19.1 32.0 24.9 23.8 33.2 30.1Average Speed per hour..... 42.9 49.4

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

21	27	101	103	105	3	111	15	1	53	Distance from Council Bluffs
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
1.10PM	9.50AM	6.12AM	6.02AM	5.14AM	3.50AM	3.40AM	1.40AM	1.35AM	1.00AM	284.1
1.19	9.58	6.19	6.09	5.21	4.00	3.47	1.49	1.43	1.09	290.5
1.26	10.03	6.24	6.14	5.26	4.07	3.52	1.56	1.48	1.16	296.9
1.30	10.06	6.27	6.17	5.29	4.11	3.55	2.00	1.51	1.20	300.7
1.33	10.08	6.29	6.19	5.31	4.14	3.57	2.03	1.53	f 1.25	303.4
1.37	10.12	6.32	6.22	5.34	4.19	4.01	2.07	1.57	1.30	307.9
1.44	10.20	6.38	6.28	5.40	4.27	4.07	2.14	2.05	f 1.39	315.5
1.50	10.25	6.43	6.33	5.45	4.33	4.12	2.20	2.10	1.46	321.7
1.56	10.31	6.48	6.38	5.50	4.40	4.16	2.26	2.16	f 1.53	327.7
2.07	10.42	6.54	6.44	5.57	s 4.52	4.23	2.37	2.27	s 2.04	334.8
2.17	10.53	7.01	6.51	6.04	5.04	4.30	2.47	2.38	f 2.15	343.9
										349.1
2.29	11.02	7.09	6.59	6.12	f 5.17	4.38	2.57	2.47	f 2.27	353.9
2.34	11.07	7.13	7.03	6.16	5.24	4.42	3.02	2.52	2.34	359.3
2.44	11.14	7.18	7.08	6.21	s 5.40	A 4.50AM	A 3.10AM	2.59	As 2.50AM	365.3
2.52	11.21	7.22	7.12	6.25	5.47			3.06		370.6
3.03	11.31	7.31	7.21	6.34	f 6.02			3.16		380.3
3.13	11.41	7.38	7.28	6.41	f 6.16			3.26		389.7
3.19	11.47	7.43	7.33	6.46	f 6.29			3.32		396.3
3.24	11.52AM	7.46	7.36	6.49	6.35			3.37		401.0
3.40	12.03PM	7.54	7.44	6.57 ³	6.45 ¹⁰⁵			3.48		407.5
3.50	12.13	7.55	7.45	6.58	7.00			3.58		407.5
4.01	12.23	8.04	7.54	7.07	7.17			4.08		415.5
4.12	12.33	8.14	8.04	7.17	f 7.31			4.18		426.4
4.21	12.42	8.22	8.12	7.25	f 7.44			4.27		435.4
4.26	12.46	8.26	8.16	7.29	7.49			4.31		439.9
4.32	12.50	8.30	8.20	7.33	s 7.56			4.35		444.5
4.45	1.01	8.41	8.31	7.44	s 8.17			4.46		456.6
4.58	1.13	8.50	8.40 ³	7.53	s 8.40 ¹⁰³			4.58		466.7
5.06	1.20	8.55	8.45	7.58	8.50			5.05		472.0
5.13	1.27	9.01 ³	8.51	8.04	f 9.01 ¹⁰¹			5.12		477.5
5.24	1.35	9.07	8.57	8.10	f 9.12			5.20		483.2
5.35	1.44	9.14	9.04	8.17	f 9.25			5.29		489.7
5.45	1.52	9.21	9.11	8.24	9.38			5.37		495.9
5.55	2.03	9.28	9.18	8.31	9.50			5.48		501.2
A 6.15PM	A 2.20PM	A 9.41AM	A 9.30AM	A 8.43AM	A 10.10AM			A 6.05AM		509.5

DN-R NORTH PLATTE NY
6.4 BIRDWOOD
6.4 D HERSHEY OF
3.8 DN O'FALLONS FA
2.7 D SUTHERLAND SU
4.5 DEXTER
7.6 D PAXTON PN
8.2 KORTY
6.0 D ROSCOE RO
7.1 DN OGALLALA YL GT
9.1 D BRULE RU
5.2 MEGEATH
4.8 D BIG SPRINGS GS
5.4 BARTON
6.0 DN JULESBURG YL JB
5.3 WEIR
9.7 D OHAPPELL OQ
9.4 D LODGE POLE GP
6.6 D SUNOL UN
4.7 COLTON
6.5 DN-R SIDNEY YL OD
8.0 D BROWNSON BW
10.9 DN POTTER PR
9.0 D DIX DX
4.5 OWASCO
4.6 DN KIMBALL KB
12.1 D BUSHNELL BN
10.1 DN PINE BLUFFS YL UF
5.3 TRACY
5.5 D EGBERT GX
5.7 D BURNS UX
6.5 D HILLSDALE HD
6.2 DURHAM
5.3 ARCHER
8.3 DN-R CHEYENNE YL OY

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(5.05) (4.30) (3.29) (3.28) (3.29) (6.20) (1.10) (1.30) (4.30) (1.50)Thru Time.....
44.3 50.1 64.7 65.0 64.7 35.6 69.2 54.1 50.1 44.3Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD

Time-Table No. 2 June 20, 1948	Mile Post	FIRST CLASS									
		6 Mail and Express	24 Passenger	22 Passenger	112 Streamliner Passenger	28 Passenger	4 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	16 Passenger	2 Passenger
STATIONS											
DN-R NORTH PLATTE NY	284.1	A11.20AM	A11.59AM	A12.15PM	A 8.47PM	A 8.55PM	A11.05PM	A 9.37PM	A 9.45PM	A 10.00PM	A10.10PM
BIRDWOOD	290.5	11.09	11.44	11.59AM	8.37	8.47	10.46	9.27	9.35	9.49	10.02
D HERSHEY OF	296.9	11.03	11.36	11.52	8.32	8.42	10.38	9.22	9.30	9.43	9.57
DN O'FALLONS FA	300.7	11.00	11.32	11.48	8.29	8.39	10.34	9.19	9.27	9.39	9.54
D SUTHERLAND SU	303.4	10.58 ²⁴²	f11.29	11.45	8.27	8.37	10.31	9.17	9.25	9.37	9.52
DEXTER	307.9	10.54	11.23	11.40	8.24	8.33	10.26	9.14	9.22	9.32	9.48
D PAXTON PN	315.5	10 47	f11.14	11.32	8.18	8.27	10.19	9.08	9.16	9.26	9.42
KORTY	321.7	10.41	11.07	11.26	8.14	8.22	10.12	9.03	9.11	9.21	9.37
D ROSCOE RO	327.7	10.36	11.00	11.19	8.10	8.17	10.05	8.59	9.07	9.15	9.32
DN OGALLALA YL GT	334.8	10.29	f10.53	11.12	8.05	8.11	f 9.55 ¹⁰⁶	8.54	9.02	9.09	9.26
D BRULE RU	343.9	10.20	f10.42	11.01	7.58	8.02	9.36	8.46	8.54	8.59	9.17
MEGEATH	349.1										
D BIG SPRINGS GS	353.9	10.11	f10.32	10.52	7.51	7.53	9.26	8.39	8.45	8.51	9.08
BARTON	359.3	10.06	10.26	10.47	7.47	7.49	9.18	8.35	8.41	8.47	9.04
DN JULESBURG YL JB	365.3	10.00	f10.19	f10.41	s 7.42PM	7.44	s 9.10	8.31	8.36	8.40PM	8.59
WEIR	370.6	9.54	10.12	10.35		7.35	9.00	8.26	8.31		8.55
D CHAPPELL OQ	380.3	9.45	f10.02	10.26		7.27	f 8.50	8.18	8.23		8.47
D LODGE POLE GP	389.7	9.37	f 9.52	10.17		7.19	f 8.41	8.11	8.16		8.39
D SUNOL UN	396.3	9.31	9.46	10.11		7.14	f 8.35	8.06	8.11		8.34
COLTON	401.0	9.27	9.42	10.07		7.10	8.30 ²	8.02	8.07		8.30 ⁴
DN-R SIDNEY YL OD	407.5	9.20	9.35	10.00	7.03	8.15	7.57	8.02	8.02	8.24	8.24
BROWNSON BW	415.5	8.59	9.12	9.37	6.45	7.51 ¹⁰²	7.40 ¹⁰⁴	7.46 ⁴	7.51 ⁴		8.07
DN POTTER PR	426.4	8.49	9.01	9.26		6.35	f 7.25	7.37	7.43		7.58
D DIX DX	435.4	8.41	8.52	9.17		6.28	f 7.12	7.31	7.37		7.50
OWASCO	439.9	8.37	8.48	9.13		6.23	7.04	7.28	7.34		7.46
DN KIMBALL KB	444.5	8.33	f 8.43	f 9.08		6.19	s 6.57	7.24	7.30		7.42
D BUSHNELL BN	456.6	8.22	8.31	8.56		6.08	s 6.41	7.15	7.21		7.32
DN PINE BLUFFS YL UF	466.7	8.11	8.20	8.45		5.59	s 6.28	7.07	7.14		7.23
TRACY	472.0	8.04	8.13	8.38		5.54	6.19	7.02	7.10		7.18
D EGBERT GX	477.5	7.59	8.08	8.33		5.49	f 6.13	6.57	7.06		7.14
D BURNS UX	483.2	7.54	8.02	8.27		5.44	6.06	6.53	7.02		7.08
D HILLSDALE HD	489.7	7.48	7.55	8.20 ²⁴⁶		5.39	6.00	6.48	6.57		7.02
DURHAM	495.9	7.42	7.48	8.13		5.33	5.53	6.42	6.52		6.56
AROHER	501.2	7.37	7.42	8.07		5.28	5.47	6.38	6.48		6.51
DN-R CHEYENNE YL OY	509.5	7.25AM	7.30AM	7.55AM		5.20PM	5.35PM	6.30PM	6.40PM		6.41PM
(225.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(3.55)	(4.29)	(4.20)	(1.05)	(3.35)	(5.30)	(3.07)	(3.05)	(1.20)	(3.29)
Average speed per hour.....	57.5	50.3	52.0	75.0	62.9	41.0	72.3	73.1	60.1	64.7

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD

Time-Table No. 2 June 20, 1948	Mile Post	SECOND CLASS										Car Capacity of Seating, etc. See Rule 6 (A), Page 25.
		106 Streamliner Passenger	54 Passenger	258 Time Freight	254 Time Freight	242 Local Freight	246 Local Freight	244 Local Freight	98 Local Freight	94 Mixed	256 Time Freight	
STATIONS												
A10.35PM												
10.27	11.05											
10.23	10.57											
10.20	10.53											
10.18	f 10.50											
10.15	10.44											
10.09	f 10.35											
10.04	10.28											
10.00	f 10.21											
9.55 ⁴	s 10.14											
9.48	f 10.03											
9.41	f 9.53											
9.37	9.47											
9.32	s 9.40PM											
9.27												
9.19												
9.12												
9.07												
9.03												
8.58												
8.57												
8.47												
8.38												
8.31												
8.28												
8.24												
8.16												
8.08												
8.05												
8.01												
7.57												
7.52												
7.47												
7.43												
7.35PM												
Daily	Daily											

(3.00)	(1.40)											
75.1	44.3											

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD THIRD SUBDIVISION

SECOND CLASS				FIRST CLASS				Distance from Julesburg
	455	477	71	111	15	53	301	
	Time Freight	Time Freight	C. B. & Q. Freight	Streamliner Passenger	Passenger	Passenger	C. B. & Q. Passenger	

Time-Table No. 2

June 20, 1948

STATIONS

80	WCYIP		6.30PM	9.15AM		4.50AM	3.10AM	s 2.55AM		0.0
75	ZP		6.45	9.30		4.57	3.20	f 3.06		7.1
73	WP		6.55	9.45		5.03	3.29	f 3.17		14.6
	P									19.0
95	P		7.22 ¹¹²	10.00		5.09	3.38 ²⁴⁸	f 3.29 ²⁴⁸		23.1
	P									25.8
95	WP		7.34	10.12		5.14	3.46	f 3.39		30.1
72	P		7.56 ¹⁶	10.24		5.20	3.55	f 3.49		38.8
	P									41.1
94	P		8.23 ⁵⁴	10.35		5.25	4.04	f 3.59		45.6
77	P		8.38	10.50		5.31	4.12 ⁵³	4.12 ¹⁵		53.5
	IP									57.2
169	WCTZP		9.00	11.15AM	12.01PM	5.36	4.17	4.20		57.5
			9.40	12.15PM		5.37	4.22	4.30	3.35AM	
										61.7
72	P		10.00 ²⁵⁰	12.28	12.15	5.44	4.30	f 4.39	f 3.43	64.1
										66.8
74	P		10.15	12.41	12.28	5.49	4.37	f 4.48	f 3.51	70.2
143	P		10.23 ⁷²	12.51	12.37	5.53	4.44	f 4.55	3.59	76.0
	P									78.4
52	P		10.30	1.05	A 1.01PM	5.57	4.52	f 5.01	A 4.10AM	81.0
										82.8
94	WP		10.38	1.15		6.01	4.58	f 5.09		87.0
53	P		10.47	1.25		6.06	5.06	5.17		93.8
100	WCP		10.55	1.35		6.11	5.13	s 5.25		98.6
35	P		11.05	1.50		6.17	5.21	5.34		106.0
79	P		11.10	1.55		6.19	5.25	f 5.39		109.0
22	P		11.18	2.04		6.24	5.31	f 5.46		114.2
78	P		11.25	2.15		6.27	5.36	f 5.50		117.7
	P									121.4
53	P		11.34	2.27		6.32	5.45	f 5.59		124.8
50	P		11.41	2.35		6.36	5.52	6.07		130.2
121	WP		11.52 ²⁴⁸ PM	2.43		6.40	5.59	f 6.14		135.4
	P									139.1
78	P		12.10AM	2.58		6.46	6.07	f 6.23		143.1
										147.2
56	WCTYP		A 12.40AM	A 3.20PM		A s 6.57AM	A s 6.15AM	A s 6.32AM		151.1

BLOCK SIGNALS

DN	JULESBURG	YL	JB	7.1
D	OID	VI		7.5
D	SEDGWICK	ZD		4.4
	DORSEY			4.1
	RED LION			2.7
	MARCOTT			4.3
D	CROOK	OK		8.7
	PROCTOR			2.3
	POWELL			4.5
D	ILIFF	F		7.9
	HAYFORD			3.7
	O. B. & Q. CROSSING			0.3
DN-R	STERLING	YL	ST	4.2
	HALL			2.4
D	ATWOOD	OD		2.7
	BETLAND			3.4
D	MERINO	MI		5.8
	MESSEX			2.4
	BALZAC			2.6
DN	UNION	UN		1.8
	COOPER			4.2
D	SNYDER	SN		6.8
	DODD			4.8
DN	FT. MORGAN	FM		7.4
	NARROWS			3.0
D	WELDONA	DN		5.2
	GOODRICH			3.5
	ORCHARD			3.7
	SUBLETTE			3.4
	MASTERS			5.4
	CANTON			5.2
	HARDIN			3.7
	KUNER			4.0
D	KERSEY	KR		4.1
	AUBURN			3.9
DN-R	LASALLE	YL	SA	

(151.1)

(6.10) 24.5 (6.05) 24.8 (1.00) 23.5 (2.07) 71.4 (3.05) 49.0 (3.37) 41.8 (0.35) 40.3 Thru Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to No. 71.—See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 53, 54, 301 and 302 and not less than fifteen minutes by second-class and extra trains. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION EASTWARD

FIRST CLASS				SECOND CLASS		
302	54	112	16	250	72	248
C. B. & Q. Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	C. B. & Q. Freight	Time Freight

Time-Table No. 2

June 20, 1948

STATIONS

DN	JULESBURG	YL	JB	0.0		As 9.35PM	As 7.42PM	A 8.40PM	A 12.15AM		A 4.40AM
D	OID	VI		7.1		s 9.14	7.33	8.29	11.59PM		4.16
D	SEDGWICK	ZD		14.6		s 9.03	7.28	8.21	11.50		4.00
	DORSEY			19.0							
	RED LION			23.1		f 8.52	7.22 ⁴⁵⁵	8.12	11.39		3.38 ¹⁵ 3.29 ⁵³
	MARCOTT			25.8							
D	CROOK	OK		30.1		s 8.43	7.17	8.05	11.30		3.17
	PROCTOR			38.8		f 8.32	7.11	7.56 ⁴⁵⁵	11.19		3.05
	POWELL			41.1							
D	ILIFF	F		45.6		s 8.23 ⁴⁵⁵	7.06	7.49	11.10		2.50
	HAYFORD			53.5		8.12	7.00	7.40	11.00		2.40
	O. B. & Q. CROSSING			57.2							
DN-R	STERLING	YL	ST	57.5		A 1.40AM	8.05	6.57	7.35	10.50	2.30
	HALL			61.7			7.55	6.55	7.29	10.20	A 11.00PM
D	ATWOOD	OD		64.1		f 1.23	f 7.45	6.48	7.20	10.00 ⁴⁵⁵	10.45
	BETLAND			66.8							1.29
D	MERINO	MI		70.2		f 1.16	f 7.36	6.43	7.15	9.50	10.35
	MESSEX			76.0		f 1.10	f 7.27	6.39	7.09	9.43	10.23 ⁴⁵⁵
	BALZAC			78.4							1.14
DN	UNION	UN		81.0		f 1.02AM	f 7.20	6.35	7.04	9.37	10.01PM
	COOPER			82.8							1.07
D	SNYDER	SN		87.0		f 7.12	6.31	6.59	9.29		12.55
	DODD			93.8			7.02	6.26	6.53	9.21	12.46
DN	FT. MORGAN	FM		98.6		f 6.55	6.22	6.49	9.15		12.40
	NARROWS			106.0			6.45	6.17	6.42	9.06	12.31
D	WELDONA	DN		109.0		f 6.39 ¹⁶	6.15	6.39 ⁵⁴	9.02		12.27
	GOODRICH			114.2		f 6.26	6.11	6.35	8.56		12.20
	ORCHARD			117.7		f 6.20	6.08	6.32	8.51		12.15
	SUBLETTE			121.4							
	MASTERS			124.8		f 6.10	6.03	6.26	8.42		12.06AM
	CANTON			130.2			6.03	5.59	6.21	8.35	11.59PM
	HARDIN			135.4		f 5.55 ¹¹²	5.55 ⁵⁴	6.17	8.29		11.52 ⁴⁵⁵
	KUNER			139.1							
D	KERSEY	KR		143.1		f 5.41	5.49	6.10	8.20		11.42
	AUBURN			147.2							
DN-R	LASALLE	YL	SA	151.1			5.30PM	5.43PM	6.00PM	8.10PM	11.30PM

(151.1)

Thru Time..... (0.38) 37.1 (4.05) 37.0 (1.59) 76.2 (2.40) 56.7 (4.05) 37.0 (0.59) 23.6 (5.10) 29.2 Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, and No. 250 is superior to No. 71.—See Rule S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 53, 54, 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			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS	Distance from Valley	Time-Table No. 2		Mile Post	FIRST CLASS	SECOND CLASS		
	71	73	548 Motor Passenger Daily		June 20, 1948			547 Motor Passenger	74	72	
	Freight Daily	Freight Daily			STATIONS			Freight	Freight		
WCYP	10.25PM	1.30PM		0.0	DN-R	VALLEY YL V	0.0		A 5.40AM	A 11.15PM	
AIP				5.8		5.8					
28 P	10.40	1.45		6.3	D	YUTAN YN	6.3		5.27	11.05	
100 YP	10.50 72	1.55		11.6	D	MEAD AD	11.6		5.17	10.50 71	
64 WP	11.10	2.07		18.9	D	WAHOO W	18.9		5.03	10.25	
				19.6		C. & N.W. and C.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	9.15AM	37.3	DN-R	VALPARAISO YL VO	37.3	A 4.05PM	4.25	9.40	
23 P	12.10	2.51	f 9.22	41.8		AGNEW	41.8	f 3.58	4.16	9.22	
33 P	12.18	2.58	f 9.30	46.5	D	RAYMOND RM	46.5	f 3.50	4.09	9.15	
101 P	12.30	3.08	9.40	52.7		GARRATT	52.7	3.42	3.58	9.05	
I				56.5		C. B. & Q. CROSSING	56.5				
24 WTZP	12.55	3.18	A 9.55AM	57.1	DN-R	LINCOLN YL SN	57.1	3.35PM	3.50	8.50	
I				57.4		C. B. & Q. CROSSING	57.4				
I				59.0		C. B. & Q. CROSSING	59.0				
62 P	1.18	3.31		65.4		JAMAICA	65.4		3.18	8.05	
26 P	1.23	3.36		68.2		HANLON	68.2		3.12	8.00	
21 P	1.33	3.46		74.7		PRINCETON	74.7		3.03	7.49	
73 WP	1.43	3.53		79.5	D	OORTLAND RD	79.5		2.56	7.41	
84 P	1.58	4.08		88.9	D	PICKRELL IK	88.9		2.43	7.25	
CWTZP	A 2.15AM	A 4.25PM		96.8	DN-R	BEATRICE YL BX	96.8		2.30AM	7.00PM	
						(96.8)		Daily	Daily	Daily	

(3.50) (2.55) (0.40) Thru Time (0.30) (3.10) (4.15)
 25.2 33.2 29.7 Average speed per hour 39.6 30.5 22.8

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			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		233 Local Freight Monday Wed., Fri.	Distance from Council Bluffs	Time-Table No. 2		Mile Post	BLOCK SIGNALS	Double Track	FIRST CLASS	SECOND CLASS
	June 20, 1948				STATIONS					522 Motor Passenger	80 Mixed
	STATIONS										
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				
40 P			f 6.55	22.5	D	MILLARD MD	22.5				
CS68 XP			A 7.05AM	26.1		LANE	26.1				
				20.9			20.9				

(1.05) Thru Time (1.43)
 18.9 Average speed per hour 26.1 (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.

WESTWARD				STROMSBURG BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS	Distance from Valparaiso	Time-Table No. 2		Mile Post	FIRST CLASS	SECOND CLASS		
	75	547	June 20, 1948		548	76					
	Mixed Tuesday Thursday Saturday	Motor Passenger Daily	STATIONS		Motor Passenger	Mixed					
WCYP	5.00AM	4.15PM	0.0	DN-R	VALPARAISO YL VO	0.0	A 9.10AM		A 11.35AM		
16	f 5.20	f 4.36	7.4		LOMA	7.4	f 8.53		f 11.02		
28	s 5.40	s 4.46	13.5	D	BRAINARD BD	13.5	s 8.42		s 10.50		
			15.0		O. & N. W. CROSSING	15.0					
32 W	s 6.10	s 5.05	23.2	D	DAVID CITY DV	23.2	s 8.25		s 10.25		
			23.5		C. B. & Q. CROSSING	23.5					
	f 6.30	f 5.12	27.9		FOLEY	27.9	f 8.11		f 9.55		
31	s 6.45	s 5.23	33.3	D	RISING CITY RN	33.3	s 8.04		s 9.40		
36	s 7.05	s 5.36	40.1	D	SHELBY SH	40.1	s 7.50		s 9.20		
7	s 7.34 ⁵⁴⁸	s 5.51	47.5	D	OSCEOLA OZ	47.5	s 7.34 ⁷⁵		s 8.55		
9 W	s 8.00	s 6.03	52.9	D	STROMSBURG S	52.9	s 7.25		s 8.40		
17	f 8.15	f 6.10	58.8		DURANT	58.8	f 7.15		f 8.10		
35	s 8.35	s 6.21	63.0	D	POLK PK	63.0	s 7.05		s 7.50		
21	s 8.55	s 6.33	68.5	D	HORDVILLE HV	68.5	s 6.54		s 7.30		
22	f 9.10	f 6.42	73.8		HEBER	73.8	f 6.45		f 7.10		
I			75.3		O. B. & Q. CROSSING	75.3					
WYP	A 9.20AM	A 6.50PM	75.9	DN-R	CENTRAL CITY YL OI	75.9	6.40AM		7.05AM		
					(75.9)		Daily		Monday Wednesday Friday		

(4.20) (2.35) Thru Time (2.30) (4.30)
 17.5 29.3 Average speed per hour 30.3 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			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		79 Mixed Daily Except Sunday	521 Motor Mixed Daily	Distance from Genoa	Time-Table No. 2		Mile Post	FIRST CLASS	SECOND CLASS	
	June 20, 1948					STATIONS			522 Motor Passenger	80 Mixed	
	STATIONS										
40 WY			12.32PM	5.40AM	0.0	D-R	GENOA YL G	0.0	A 9.13AM	A 4.35PM	
8			f 12.44	f 5.49	5.3		KENT	5.3	f 9.01	f 4.21	
17			f 12.52	f 5.56	9.3		MEROHISTON	9.3	f 8.54	f 4.13	
38			s 1.08	s 6.03	13.7	D	FULLERTON FU	13.7	s 8.45	s 4.05	
21			s 1.33	s 6.22	23.1	D	BELGRADE BL	23.1	s 8.24	s 3.45	
26 W			s 1.53	s 6.37	30.3	D	CEDAR RAPIDS OD	30.3	s 8.09	s 3.30	
36			s 2.13	s 6.47	36.6	D	PRIMROSE P	36.6	s 7.50	f 3.15	
38 WY			A 2.40PM	A 7.05AM	44.3	D-R	SPALDING YL SG	44.3	7.30AM	3.00PM	
							(44.3)		Daily Except Sunday	Daily	

(2.08) (1.25) Thru Time (1.43) (1.35)
 20.8 31.0 Average speed per hour 26.1 28.0

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

WESTWARD				NORFOLK BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 2				SECOND CLASS				
79	81	521	321	June 20, 1948				522	82	80	312	
Mixed	Mixed	Motor Mixed	Mixed					Motor Passenger	Mixed	Mixed	Mixed	
Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	STATIONS				Mile Post				
WCTYPZ	11.40AM	6.50AM	5.00AM	1.40AM	0.0	DN-R	COLUMBUS YL O	0.0	A10.00AM	A 3.20PM	A 5.15PM	A11.30PM
20	11.50AM	6.58	5.08	1.50	4.2		SHELDONVILLE	4.2	9.46	3.09	5.08	f11.17
8	A12.02PM	A 7.08AM	A 5.17AM	f 2.00	9.4	R	OCONEE YL	9.4	9.37AM	3.00PM	5.00PM	f11.05
29				f 2.30	14.7	D	PLATTE CENTER PO	14.7				s10.50
33				f 2.45	20.3		TARNOV	20.3				f10.25
56				s 3.17	25.7	D	O. & N. W. CROSSING	25.1				
15				f 3.23	29.1		HUMPHREY HX	25.7				s10.10
33				s 3.55	35.4	D	PECK	29.1				f 9.46
27				f 4.10	40.9	D	MADISON MA	35.4				s 9.32
					48.7		ENOLA	40.9				s 8.57
					50.2		O. & N. W. CROSSING	48.7				
WCZTYP				A 5.00AM	50.4	D-R	NORFOLK YL KN	50.4				8.30PM
							(50.4)		Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday
	(0.22) 25.6	(0.18) 31.3	(0.17) 33.1	(3.20) 15.1	..... Thru Time.....				(0.23) 24.5	(0.20) 28.2	(0.15) 37.6	(3.00) 16.8

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule S-72.
No. 521 is superior to No. 522.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 2				FIRST CLASS			
79	81	521	June 20, 1948				522	82	80		
Mixed	Mixed	Motor Mixed					Motor Passenger	Mixed	Mixed		
Daily Except Sunday	Daily Except Sunday	Daily	STATIONS				Mile Post				
20	YP	12.02PM	7.08AM	5.17AM	0.0	R	OCONEE YL	0.0	A 9.37AM	A 3.00PM	A 5.00PM
15		12.13	s 7.18	s 5.26	4.3	D	MONROE MN	4.3	s 9.29	s 2.50	s 4.50
40	WYP	A12.29PM	s 7.40	A 5.38AM	11.3	D-R	GENOA YL G	11.3	9.15AM	s 2.35	4.35PM
5			f 7.52		18.8		WOODVILLE	18.8		f 2.05	
56			s 8.10		22.3	D	ST. EDWARD ST	22.3		s 1.55	
15			s 8.25		27.3		BOONE	27.3		s 1.42	
28	WYP	A 8.50AM			33.7	D-R	ALBION YL A	33.7		1.30PM	
							(33.7)		Daily Except Sunday	Daily Except Sunday	Daily
		(0.27) 25.1	(1.42) 19.8	(0.21) 32.3	..... Thru Time.....				(0.22) 30.8	(1.30) 22.5	(0.25) 27.1

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

WESTWARD				ORD BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 2				SECOND CLASS			
283	83	June 20, 1948				84	284				
Mixed	Mixed					Mixed	Mixed				
Mon., Wed., Fri.	Tues., Thurs., Sat.	STATIONS				Mile Post					
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	P	s10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s 4.42	s 4.42		
30	WYPC	A10.50AM	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	4.20PM		
27			s10.20	30.7	D	ELBA EB	30.7	s 3.48			
25	P		s10.35	36.8		OOTESFIELD	36.8	s 3.41			
1				43.1		WEEKES SPUR	43.1				
	W		10.50	44.5		SCOTIA JUNCTION	44.5	3.23			
20			s11.00	45.7	D	SCOTIA SK	45.7	s 3.14			
	W		11.15	44.5		SCOTIA JUNCTION	44.5	3.07			
31			s11.35AM	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				
24	WY		A12.10PM	61.0	D-R	ORD YL RD	61.0	2.30PM			
						(61.0)		Tue., Thur., Sat.	Mon., Wed., Fri.		
		(0.50) 26.3	(3.10) 19.3	..... Thru Time.....				(2.45) 22.2	(0.55) 23.9	

WESTWARD LOUP CITY BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 2			
283	June 20, 1948				284		
Mixed					Mixed		
Monday Wednesday Friday	STATIONS				Mile Post		
WYPC	11.15AM	D-R	ST. PAUL YL SP	0.0	A 4.05PM		
10	s11.40AM	D	DANNEBROG DB	8.3	s 3.50		
11	WY	s12.05PM	D-R BOELUS YL HW	18.6	s 3.20		
31		f12.25	ROCKVILLE	25.8	f 2.55		
33	WYP	A 1.00PM	D-R LOUP CITY YL OP	39.0	2.30PM		
			(39.0)		Monday Wednesday Friday		
	(1.45) 22.3 Thru Time.....				(1.35) 24.6	

WESTWARD PLEASANTON BRANCH				EASTWARD			
Time-Table No. 2				Time-Table No. 2			
June 20, 1948				June 20, 1948			
STATIONS				STATIONS			
Mile Post				Mile Post			
11	WY	D-R	BOELUS YL HW	0.0			
	I		C. B. & Q. CROSSING	8.8			
5			SOUTH RAVENNA	12.4			
8			POOLE	15.5			
34	WY	D-R	PLEASANTON YL PN	22.1			
			(22.1)				
		..... Thru Time.....					
		..... Average speed per hour.....					

WESTWARD				HASTINGS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 2				SECOND CLASS			
359	355	357	June 20, 1948				356	358			
Time Frt.	Time Frt.	Time Frt.					Time Frt.	Time Frt.			
Daily	Daily	Daily	STATIONS				Mile Post				
WYPCZ	10.15PM	9.30PM	8.45PM	0.0	DN-R	HASTINGS YL AN	0.0	A 6.45AM	A 4.15PM		
96				7.3		NEWMAROH	7.3				
86	P			12.7	D	HAYLAND HA	12.7				
95	P			20.2		DENMAN	20.2				
WB114 WYP	A11.05PM	A10.20PM	A 9.35PM	28.1	DN-R	GIBBON YL GB	28.1	6.00AM	3.30PM		
EB71 RCSI						(28.1)		Daily	Daily		
	(0.50) 33.7	(0.50) 33.7	(0.50) 33.7	..... Thru Time.....				(0.45) 37.5	(0.45) 37.5	

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

WESTWARD				KEARNEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 2 June 20, 1948				SECOND CLASS		
	95	519	517	Mile Post		518	96	STATIONS		Mile Post	518	96
								Mixed	Motor Passenger				Motor Mixed	Mixed
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Motor Passenger	Motor Passenger									
WYCZ	9.00AM	4.05PM	5.00AM	0.0	DN-R	KEARNEY	YL	KR	0.0	A11.59AM	A 9.20PM	
12	f 9.12	f 4.15	f 5.10	5.5		5.5	GLENWOOD PARK		5.5	f11.43	f 8.32	
19 P	s 9.19	s 4.22	s 5.17	10.1		10.1	RIVERDALE		10.1	s11.35	s 8.22	
27	s 9.30	s 4.33	s 5.28	16.8	D	16.8	AMHERST	HR	16.8	s11.23	s 8.00	
13 W	f 9.52	f 4.43	f 5.38	22.7		22.7	WATERTOWN		22.7	f11.12	f 7.41	
32	s 10.06	s 4.50	s 5.45	26.3	D	26.3	MILLER	MR	26.3	s11.05	s 7.33	
38	s 10.20	s 5.02	s 5.57	32.5	D	32.5	SUMNER	SU	32.5	s10.53	s 7.15	
28	s 10.40 ⁵¹⁸	s 5.14	s 6.09	40.4	D	40.4	EDDYVILLE	VD	40.4	s10.40 ⁹⁵	s 6.59	
	f 10.52	f 5.22	f 6.18	45.9		45.9	LOMAX		45.9	f10.28	f 6.40	
40	s 11.13	s 5.34	s 6.30	52.1	D	52.1	OOONTO	BS	52.1	s10.19	s 6.28	
14	f 11.27AM	f 5.47	f 6.46	59.1		59.1	LODI		59.1	f10.03	f 6.14	
27 WYP	s 12.30PM	s 6.00 ⁹⁶	s 6.57	65.5	D	65.5	CALLAWAY	OA	65.5	s 9.52	s 6.00 ⁵¹⁹	
9	f 12.55	f 6.17	f 7.12	75.8		75.8	FINCHVILLE		75.8	f 9.31	f 5.00	
35 WP	s 1.30	s 6.30	s 7.24	83.1	D	83.1	ARNOLD	AD	83.1	s 9.20	s 4.45	
5 P	s 1.55	f 6.45	s 7.35	90.6		90.6	LOGAN		90.6	s 9.07	f 4.26	
10	f 2.10	f 6.55	f 7.42	94.6		94.6	HOAGLAND		94.6	f 9.00	f 4.18	
15 P	f 2.30	s 7.04	s 7.49	99.2		99.2	GANDY		99.2	s 8.50	f 4.08	
22 WYC	A 2.55PM	A 7.15PM	A 8.00AM	102.4	D-R	102.4	STAPLETON	YL	SN	8.45AM	4.00PM	
							(102.4)			Daily Except Monday	Sunday Wednesday Friday	

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.

WESTWARD				HASTINGS BRANCH				WESTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Hastings	Time-Table No. 2 June 20, 1948				SECOND CLASS		
	388	386	387	Mile Post		387	386	STATIONS		Mile Post	387	386
								Mixed	Motor Passenger				Motor Mixed	Mixed
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Motor Passenger	Motor Passenger									
WYCZ	9.00AM	4.05PM	5.00AM	0.0	DN-R	HASTINGS	YL	G	0.0	A11.59AM	A 9.20PM	
12	f 9.12	f 4.15	f 5.10	5.5		5.5	GLENWOOD PARK		5.5	f11.43	f 8.32	
19 P	s 9.19	s 4.22	s 5.17	10.1		10.1	RIVERDALE		10.1	s11.35	s 8.22	
27	s 9.30	s 4.33	s 5.28	16.8	D	16.8	AMHERST	HR	16.8	s11.23	s 8.00	
13 W	f 9.52	f 4.43	f 5.38	22.7		22.7	WATERTOWN		22.7	f11.12	f 7.41	
32	s 10.06	s 4.50	s 5.45	26.3	D	26.3	MILLER	MR	26.3	s11.05	s 7.33	
38	s 10.20	s 5.02	s 5.57	32.5	D	32.5	SUMNER	SU	32.5	s10.53	s 7.15	
28	s 10.40 ⁵¹⁸	s 5.14	s 6.09	40.4	D	40.4	EDDYVILLE	VD	40.4	s10.40 ⁹⁵	s 6.59	
	f 10.52	f 5.22	f 6.18	45.9		45.9	LOMAX		45.9	f10.28	f 6.40	
40	s 11.13	s 5.34	s 6.30	52.1	D	52.1	OOONTO	BS	52.1	s10.19	s 6.28	
14	f 11.27AM	f 5.47	f 6.46	59.1		59.1	LODI		59.1	f10.03	f 6.14	
27 WYP	s 12.30PM	s 6.00 ⁹⁶	s 6.57	65.5	D	65.5	CALLAWAY	OA	65.5	s 9.52	s 6.00 ⁵¹⁹	
9	f 12.55	f 6.17	f 7.12	75.8		75.8	FINCHVILLE		75.8	f 9.31	f 5.00	
35 WP	s 1.30	s 6.30	s 7.24	83.1	D	83.1	ARNOLD	AD	83.1	s 9.20	s 4.45	
5 P	s 1.55	f 6.45	s 7.35	90.6		90.6	LOGAN		90.6	s 9.07	f 4.26	
10	f 2.10	f 6.55	f 7.42	94.6		94.6	HOAGLAND		94.6	f 9.00	f 4.18	
15 P	f 2.30	s 7.04	s 7.49	99.2		99.2	GANDY		99.2	s 8.50	f 4.08	
22 WYC	A 2.55PM	A 7.15PM	A 8.00AM	102.4	D-R	102.4	STAPLETON	YL	SN	8.45AM	4.00PM	
							(102.4)			Daily Except Monday	Sunday Wednesday Friday	

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 BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from O'Fallons	Time-Table No. 2 June 20, 1948				SECOND CLASS			
	97	93	98	94		Mile Post	97	93	STATIONS		Mile Post	98	94
									Local Freight	Mixed			
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Motor Passenger	Motor Passenger										
WYP	7.30AM	6.55AM	0.0	DN-R	O'FALLONS	YL	FA	0.0	A 4.20PM	A 7.00PM			
15	f 7.35	f 7.00	2.8		2.8	COOKER		2.8	f 3.58	f 6.45			
41 P	f 7.56	s 7.15	12.8	D	12.8	SARBEN	AK	12.8	f 3.30	s 6.29			
40	f 8.13	f 7.25	19.6		19.6	NEVENS		19.6	f 3.15	f 6.19			
8	f 8.24	f 7.33	24.8		24.8	BROGANVILLE		24.8	f 3.05	f 6.12			
42 WP	f 8.35	s 7.40	28.4		28.4	KEYSTONE		28.4	f 2.55	f 6.07			
6			30.7		30.7	KINGSLEY		30.7					
42 P	f 8.50	f 7.50	34.9	D	34.9	MARTIN	SA	34.9	f 2.30	f 5.55			
42 P	f 9.05	s 8.00	41.2		41.2	LEMOYNE		41.2	f 2.15	s 5.45			
25	f 9.20	f 8.09	46.8		46.8	BELMAR		46.8	f 2.05	f 5.34			
44	f 9.29	f 8.18	51.7		51.7	RUTHTON		51.7	f 1.55	f 5.26			
41 WCYP	s 10.00	s 8.32	59.3	D	59.3	LEWELLEN	YL	W	s 1.40	s 5.15			
41 P	s 10.50	s 8.54	70.8	D	70.8	OSHKOSH	YL	OX	s 1.05	s 4.52			
40 WP	s 11.35	s 9.19	86.4	D	86.4	LISCO	OO	86.4	f 12.25PM	s 4.24			
37	f 11.53 ⁹⁸ AM	f 9.33	95.4		95.4	FINLEY		95.4	f 11.53 ⁹⁷ AM	f 4.10			
46	s 12.15PM	s 9.43	100.4	D	100.4	BROADWATER	BR	100.4	f 11.40	s 4.01			
19	f 12.34	f 10.01	109.6		109.6	TOWERS		109.6	f 11.20	f 3.43			
195 WCTP	s 1.15	s 10.11	114.1	D	114.1	NORTHPORT	YL	NP	f 11.12	s 3.36			
	1.19	10.14	115.5		115.5	C. B. & Q. CROSSING		115.5	11.08	3.28			
11	f 1.30	f 10.24	121.8		121.8	MOHLER		121.8	f 10.58	f 3.17			
38 P	f 1.40	s 10.40 ⁹⁸	126.7	D	126.7	SOUTH BAYARD	OR	126.7	s 10.40 ⁹³	s 3.10			
51	f 1.50	s 10.50	132.1	D	132.1	MCGREW	MO	132.1	f 10.28	s 2.59			
30 P	f 2.04	s 11.00	137.9	D	137.9	MELBETA	MB	137.9	f 10.18	s 2.50			
70 WCYZP	A 2.20PM	A 11.15AM	145.9	DN-R	145.9	GERING	YL	G	10.01AM	2.30PM			
						(145.9)			Daily	Daily			

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				GERING BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 2 June 20, 1948				SECOND CLASS		
	387	386	387	Mile Post		387	386	STATIONS		Mile Post	387	386
								Mixed	Motor Passenger				Motor Mixed	Mixed
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Motor Passenger	Motor Passenger									
WYCZ	9.00AM	4.05PM	5.00AM	0.0	DN-R	GERING	YL	G	0.0	A11.59AM	A 9.20PM	
17	f 9.12	f 4.15	f 5.10	5.4		5.4	MATHERS		5.4	f11.43	f 8.32	
27	s 9.19	s 4.22	s 5.17	6.0		6.0	MOON		6.0	s11.35	s 8.22	
	f 9.30	f 4.33	f 5.28	7.0		7.0	ROUBADEAU		7.0	f11.23	f 8.00	
18	f 9.52	f 4.43	f 5.38	8.4		8.4	HILLIKER		8.4	f11.12	f 7.41	
18	s 10.06	s 4.50	s 5.45	9.8		9.8	RIFORD		9.8	s11.05	s 7.33	
							(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. 2 June 20, 1948				Mile Post	SECOND CLASS		
	353 Mixed Daily	93 Mixed Daily	59 Mixed Daily		STATIONS					354 Mixed	60 Mixed	94 Mixed
72 WYP		11.30AM	6.00AM	145.9	DN-R	GERING YL G		145.9	A 10.30AM	A 2.20PM		
14		f 11.36	f 6.10	150.5		4.6 COSTIN		150.5	f 10.17	f 2.04		
30		s 11.39	s 6.15	152.3	D	1.8 HAIG HA		152.3	s 10.14	s 1.58		
24 P		s 11.45	s 6.25	155.8	D	3.5 SOUTH MITCHELL MI		155.8	s 10.08	s 1.48		
32		f 11.48	f 6.30	157.1		1.3 PELTON		157.1	f 10.05	f 1.41		
42		f 11.52	f 6.35	159.5		2.4 BAILEYVUE		159.5	f 10.01	f 1.37		
30 P		s 11.56	s 6.45	162.1	D	2.6 SOUTH MORRILL BI		162.1	s 9.56	s 1.33		
18		f 11.59AM	f 6.50	164.2		2.1 JOYCE		164.2	f 9.52	f 1.28		
51 WYP		s 12.05PM	s 9.45 ⁶⁰	167.9	DN	3.7 LYMAN YL MU		167.9	s 9.45 ⁵⁰	s 1.23		
21		f 12.09	f 9.50	170.1		2.2 CANAL		170.1	f 9.20	f 1.16		
14		f 12.13	f 9.57	172.8		2.7 STEBBINS		172.8	f 9.15	f 1.12		
51 P		s 12.15	s 10.07	173.7	D	0.9 HUNTLEY HU		173.7	s 9.13	s 1.10		
35		f 12.20	f 10.17	177.0		3.3 HOLLY		177.0	f 9.06	f 1.03		
51 WCYP	12.55PM	A 12.30PM	10.35AM 12.50PM	181.6	D-R	4.6 YODER YL DR		181.6	A 11.45AM	9.00 8.50	12.55PM	
51 P			s 1.01	188.1	D	6.5 VETERAN VN		188.1	s 8.37			
8			f 1.06	191.5		3.4 HELDT		191.5	f 8.30			
14			f 1.11	193.6		2.1 BUFFINGTON		193.6	f 8.25			
70			f 1.16	196.1		2.5 COTTIER		196.1	f 8.19			
51 WYP			A 1.30PM	200.6	D-R	4.5 SO. TORRINGTON YL RI		200.6	8.10AM			
14		f 1.06		185.3		3.7 GOODLAND		185.3	f 11.37			
26		f 1.12		187.6		2.3 FONDA		187.6	f 11.32			
51 W		s 1.21		192.4	D	4.8 HAWK SPRINGS HK		192.4	s 11.20			
31		f 1.29		194.7		2.3 DUROC		194.7	f 11.07			
19		f 1.44		200.8		6.1 WYOCROSS		200.8	f 10.56			
51 WY		s 1.55		203.8	D	3.0 LA GRANGE GA		203.8	s 10.51			
19		f 2.11		210.7		6.9 TREMAIN		210.7	f 10.25			
51 WF		s 2.41		222.5	D	11.8 ALBIN AB		222.5	s 10.00			
51		f 3.01		229.7	D	7.2 LINDBERGH BG		229.7	s 9.45			
W		A 3.45PM		244.8	DN-R	14.6 EGBERT YL GX		244.8	9.20AM			
				(98.4)					Daily	Daily	Daily	
				(2.50) 22.1					(2.25) 25.9	(2.20) 23.4	(1.25) 24.8	
				(1.00) 35.7					Thru Time.....			
				(7.30) 7.3					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. 2 June 20, 1948		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	Distance from Sears	Time-Table No. 2 June 20, 1948		Mile Post		
		STATIONS					STATIONS				
	0.0	DN	LYMAN YL MU	0.0		0.0	SEARS	0.0			
18	2.8		2.8 SEARS	2.8		0.0	1.2 BELLINGER	1.2			
6	3.3		0.5 SIDING NO. 1	3.3	5	1.2	1.6 JANISE	2.8			
17	4.6		1.3 HARTMAN	4.6	17	2.8					
22	6.4		1.8 STEGALL	6.4							
				(6.4)					(2.8)		

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

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:
Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
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 specified under "Frt." must not be exceeded.
Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed.	90	80	80	50	When more than 50% of the tonnage is gravel.				40
Inspection bus cars.			40	40	Trains handling loaded wooden Hart convertible cars.				35
When caboose is handled in train consisting of passenger train equipment.			50		Trains handling company roadway machines on their own wheels:				
7000 class engines.			75	50	On straight track.				30
3800 and 3900 class engines.			60	50	On curves.				25
5000 and 9000 class engines.			50	50	Passing fueling stations.	50	50	40	25
4000 class engines.			45	45	Within yard limits.	60	50	50	25
MacArthur type engines with 63-inch drivers.			55	50	When using cross-overs or turn-outs:				
MacArthur type engines with 57-inch drivers.			35	35	9000 class engines;				
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Forward movement				10
0-6-0 and 0-8-0 type yard engines.			20	20	Back-up movement				6
Steam engines running backward.			20	20	All other classes of engines;				
Diesel-electric locomotives in road or helper service:					Forward movement	15	15	15	15
Backing up shoving a train. (Speed of train being helped will govern).	40	40	40	40	Back-up movement	10	10	10	10
Backing up pulling train					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.				
Backing up light.					On wye tracks.	20	20	20	20
Light engines.				45	Jordan spreaders and other machines of spreader type, when in operation.				15
Trains handling scale test cars.				30	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20

OLD MAIN LINE

Between Gilmore and Lane.	50	50	50	35
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FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Waterloo, seed house spur.				5	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Fremont, within city limits.			20	15					
Fremont, on F. S. Y. & L. Co. tracks.				15	Buda, all airfield trackage.				10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Cozad, on Armour & Co. spur tracks.				5
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	Gothenburg wye.				5
					North Platte, ice house No. 2 track				5
ON WESTWARD TRACK Between Mile Posts—					ON EASTWARD TRACK Between Mile Posts—				
Summit 5.2 and 5.6	25	25	25	25	North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	75	65	65	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	75	65	65	50	Grand Island 143.1 and 142.9	80	70	70	50
19.4 and 19.8	75	65	65	50	Duncan 87.5 and 87.0	80	70	70	50
Elkhorn 21.9 and 22.1	75	65	65	50	Waterloo 23.2 and 22.8	75	65	65	50
22.2 and 22.6	60	60	60	40	22.6 and 22.2	60	60	60	40
22.8 and 23.2	75	65	65	50	22.1 and 21.9	75	65	65	50
Columbus 87.0 and 87.5	80	70	70	50	Elkhorn 19.8 and 19.4	75	65	65	50
Grand Island					18.4 and 18.1	75	65	65	50
Vroman 258.1 and 258.5	75	65	65	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2	25	25	25	25
					Summit				

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Brownson, on government tracks.				10	Hillsdale, 5000 class and heavier engines on industry track.				5
North Platte , ice house No. 2 track				5	ON EASTWARD TRACK Between Mile Posts—				
ON WESTWARD TRACK Between Mile Posts—					Cheyenne 509.1 and 508.7	40	40	40	25
Korty 323.5 and 324.4	75	65	65	50	506.3 and 505.8	80	70	70	50
324.6 and 324.8	85	70	70	50	503.0 and 502.2	60	60	60	45
Roscoe 331.5 and 331.9	85	70	70	50	Archer 498.2 and 497.7	70	65	65	50
332.5 and 332.8	80	70	70	50	Durham 494.0 and 493.8	70	65	65	50
Ogallala 336.2 and 336.7	80	70	70	50	Hillsdale 486.5 and 486.2	70	65	65	50
Julesburg 369.3 and 370.1	80	70	70	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
Weir 371.0 and 371.6	80	70	70	50	Smeed 457.2 and 456.9	80	70	70	50
376.9 and 377.3	80	70	70	50	Potter 423.5 and 422.6	70	60	60	45
Lodge Pole					422.3 and 422.0	85	70	70	50
Sidney 409.6 and 410.1	85	70	70	50	Brownson 410.1 and 409.6	85	70	70	50
Brownson 422.0 and 422.3	85	70	70	50	Sidney				
422.6 and 423.5	70	60	60	45	Brule 336.7 and 336.2	80	70	70	50
Oliver 453.5 and 453.8	85	70	70	50	Ogallala 332.8 and 332.5	85	70	70	50
455.8 and 456.4	80	70	70	50	331.9 and 331.5	85	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	Roscoe 324.4 and 323.5	75	65	65	50
Smeed 462.8 and 462.9	80	70	70	50	North Platte				
Pine Bluffs 469.7 and 470.4	85	70	70	50					
Egbert 481.0 and 481.3	85	70	70	50					
Burns 486.2 and 486.5	70	65	65	50					
487.1 and 487.7	85	70	70	50					
Hillsdale 493.8 and 494.0	70	65	65	50					
Durham 497.7 and 498.2	70	65	65	50					
499.2 and 500.0	85	70	70	50					
Archer 502.2 and 503.0	60	60	60	45					
505.8 and 506.3	80	70	70	50					
508.7 and 509.1	40	40	40	25					
Cheyenne									

THIRD SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour				
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.	
Maximum speed.	90	75	70	50	Light engines.				45	45
With C. B. & Q. 5200 and 5500 class engines.			45	45	LaSalle Between M. P. 149.6 and 150.7	50	50	40	25	
Freight engines not otherwise shown.			50		Between M. P. 150.7 and 150.9	30	30	30	25	
					Between M. P. 150.9 and 151.1	50	50	40	25	

BRANCHES

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Beatrice Branch Maximum speed. 5000 and 9000 class and MacArthur type engines.	50	50	50	45	Stromsburg Branch—Cont. Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.			5	5
Between Mile Posts— Valley 0.1 and 0.3	15	15	15	15	Between M.P. 73.6 and Central City with 1900 class and heavier engines.			10	10
3.8 and 4.0	35	35	35	35	Norfolk Branch Maximum speed, with motor trains.			45	
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.			25	25	Maximum speed, steam trains: Between Columbus and Oconee.			40	35
Yutan 6.4 and 7.7	35	35	35	35	Between Oconee and M.P. 16.			35	25
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.			25	25	Between M.P. 16 and Norfolk.			35	30
Wahoo, city track.				6	Columbus, over wye switches.			15	15
19.1 and 19.5	35	35	35	35	On curve at M.P. 1.75.			25	25
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.			25	25	Albion Branch Maximum speed: Motor trains. Steam trains.			45 35	30
Weston 30.2 and 30.5	35	35	35	35	Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.			35	30
30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.			25	25	Between M.P. 11 and Spalding.			35	25
31.6 and 31.9	35	35	35	35	Over Bridge 12.96.			25	25
31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.			25	25	Ord Branch Maximum speed: Between Grand Island and St. Libory. Carey, all air field trackage.			35	25 10
Touhy 36.0 and 37.4	30	30	25	25	Between St. Libory and Ord.			35	30
Garratt 56.3 and 57.5	15	15	15	15	Loup City Branch.			35	30
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.....	35	35	35	25	Pleasanton Branch.			30	30
Pickrell 96.5 and 97.3	15	15	15	15	Hastings Branch Maximum speed. With green fruit, manifest and stock trains.	60	60	60	45 50
Beatrice, Allers Grain Company spur.				5	Over Bridge 21.35.	30	30	30	30
Beatrice, 1900 class and heavier engines on Kilpatrick track.				5	Gibbon, west of east wye switch.	15	15	15	15
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.			35	25	Kearney Branch Between Kearney and M.P.28: Steam trains. Motor trains.			40 40	30 40
Between Brainard and Hordville.			40	30	Between M.P. 28 and M.P. 57.25: Steam trains. Motor trains.			25 35	25 25
Between Hordville and Central City.			35	25	Between M.P. 57.25 and Callaway: Steam trains. Motor trains.			40 40	30 40
2800 class engines.			30	30	Between Callaway and Stapleton: Steam trains. Motor trains.			45 45	35 45

BRANCHES

North Platte Branch Maximum speed.	50	50	50	45	Between Yoder and Creighton.	35	35	35	35
2800 and 2900 class engines.			45	45	On curves between Yoder and So. Torrington	35	35	35	35
MacArthur type engines with 63-inch drivers			45	45	On curves between M.P. 25.42 and M.P. 31.25	30	30	30	30
5000, 7000 and 9000 class engines	35	35	35	35	Through tunnel between Albin and Tremain.	20	20	20	20
Over Bridge 18.30.	35	35	35	35	Lyman Branch.			20	20
North Platte Cut-Off Maximum speed.	50	45	45	45	Gering Branch.			20	20
					Sears Branch.			20	20

SYMBOLS AND ABBREVIATIONS (Rules 6 and (6A))

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 telephone
 - 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"	26.6
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.....	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	Julesburg.....	Telegraph Office
Council Bluffs.....	West Yard Office	Sidney.....	Telegraph Office
Omaha.....	Dispatcher's Office	Sidney.....	Engineer's Locker Room
Omaha.....	Union Station Telegraph Office	Cheyenne.....	Dispatcher's Office
Omaha.....	Tower "B"	Cheyenne.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Cheyenne.....	Conductor's Room Passenger Station
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Yard Office
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Engine Dispatcher's Office
Omaha.....	Enginemen's Washroom, Davenport Street	Valparaiso.....	Telegraph Office
South Omaha.....	Yard Office	Sterling.....	Telegraph Office
Valley.....	Telegraph Office	La Salle.....	Telegraph Office
Columbus.....	Telegraph Office	Lincoln.....	Telegraph Office
Central City.....	Telegraph Office	Beatrice.....	Telegraph Office
Grand Island.....	Dispatcher's Office	Beatrice.....	Roundhouse
Grand Island.....	Telegraph Office	Norfolk.....	Telegraph Office
Grand Island.....	Yard Office	St. Paul.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	Hastings.....	Yard Office
Grand Island.....	Roundhouse	Stapleton.....	Telegraph Office
Kearney.....	Telegraph Office	Gering.....	Dispatcher's Office
Kearney.....	Roundhouse	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	TERRITORY	NAME	TITLE	PLACE	TERRITORY
Lynn T. Hall....	Dist. Md. Direct.	Omaha, Nebr.		W. A. Day.....	Surgeon.....	Julesburg, Colo.	Ogallala to Lodge Pole and Julesburg to Sterling.
M. A. Tinley....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs to Omaha.	A. C. Colman....	Surgeon.....	Chappell, Nebr.	Julesburg to Sidney.
M. J. Carey....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	R. E. Roche....	Surgeon.....	Sidney, Nebr....	Lodge Pole to Kimball.
R. E. Tinley....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs	C. B. Dorwart...	Surgeon.....	Sidney, Nebr....	Lodge Pole to Kimball.
J. D. Bigard....	Surgeon.....	Omaha, Nebr....	Omaha.	E. R. Core.....	Surgeon.....	Kimball, Nebr..	Sidney to Cheyenne.
E. A. Connolly..	Surgeon.....	Omaha, Nebr....	Omaha.	M. L. Morris....	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
C. F. Bantin....	Surgeon.....	Omaha, Nebr....	Omaha.	W. A. Bunten...	Dist. Surgeon..	Cheyenne, Wyo..	Cheyenne.
R. T. Mauer....	Hospital Surgeon	Omaha, Nebr....	Omaha.	J. D. Shingle...	Consultant Surg.	Cheyenne, Wyo.	Cheyenne.
A. McDermott...	Surgeon.....	Omaha, Nebr....	Omaha.	G. W. Koford...	Surgeon.....	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.
O. C. Nickum...	Shop Surgeon..	Omaha, Nebr....	Omaha.	R. C. Gramlich..	Surgeon.....	Cheyenne, Wyo.	Cheyenne.
R. A. Moser....	Shop Surgeon..	Omaha, Nebr....	Omaha.	H. B. Webb....	Surgeon.....	Cheyenne, Wyo..	Cheyenne to Carr.
M. W. Barry....	Surgeon.....	Omaha, Nebr....	Omaha.	E. W. Newman...	Oculist.....	Cheyenne, Wyo.	Cheyenne.
F. C. Nelson....	Surgeon.....	Omaha, Nebr..	Benson.	R. I. Williams...	Aurist.....	Cheyenne, Wyo..	Cheyenne.
J. J. O'Hearn...	Surgeon.....	Omaha, Nebr..	Omaha to Papillion.	Verne Adler....	Aurist.....	Cheyenne, Wyo.	Cheyenne.
S. McCleneghan.	Surgeon.....	Omaha, Nebr....	Florence.	F. E. Palmer....	Surgeon.....	Sterling, Colo...	Iliff to Merino.
J. G. Bartak....	Surgeon.....	Omaha, Nebr..	Omaha.	A. F. Williams...	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
C. Rubendall...	Oculist & Aurist.	Omaha, Nebr..	Omaha.	W. L. Wilkinson.	Surgeon.....	La Salle, Colo...	LaSalle to Kersey
J. C. Davis....	Oculist & Aurist.	Omaha, Nebr..	Omaha.	C. W. Way.....	Surgeon.....	Wahoo, Nebr....	Yutan to Weston.
J. F. Finegan...	Oculist.....	Omaha, Nebr..	Omaha.	J. S. Welch....	Surgeon.....	Lincoln, Nebr..	Valparaiso to Cortland.
G. A. Harris....	Surgeon.....	Valley, Nebr....	Waterloo to Fremont and Valley to Yutan.	F.T.Schowengerdt	Surgeon.....	Cortland, Nebr..	Beatrice to Lincoln.
C. G. Moore....	Surgeon.....	Fremont, Nebr..	Valley to North Bend.	W. T. Wildhaber	Surgeon.....	Beatrice, Nebr..	Cortland to Barneston.
F. G. Kolouch...	Surgeon.....	Schuyler, Nebr..	North Bend to Columbus.	L. J. Ekeler....	Surgeon.....	David City, Nebr.	Valparaiso to Polk.
W. R. Neumarker	Surgeon.....	Columbus, Nebr.	(Schuyler to Silver Creek and Columbus to Oconee.	A. A. Bald.....	Surgeon.....	Pl. Center, Nebr.	Oconee to Humphrey.
R. C. Anderson..	Surgeon.....	Columbus, Nebr.	Silver Creek to Central City.	G. B. Salter....	Surgeon.....	Norfolk, Nebr..	Oconee to Norfolk.
R. R. Douglas...	Surgeon.....	Clarks, Nebr....	Clarks to Chapman and Central City to Polk.	Homer Davis...	Surgeon.....	Genoa, Nebr....	Norfolk to St. Edward and Genoa to Fullerton.
A. D. Brown....	Surgeon.....	Cent. City, Nebr.		J. W. B. Smith..	Surgeon.....	Albion, Nebr....	Genoa to Albion.
R. D. Martin...	Oculist.....	Gr. Island, Nebr.	Grand Island.	H. E. King.....	Surgeon.....	Fullerton, Nebr..	Genoa to Belgrade.
E. G. Johnson...	Surgeon.....	Gr. Island, Nebr.	(Chapman to Wood River and Gr. Island to St. Paul.	M. O. Arnold...	Surgeon.....	St. Paul, Nebr..	St. Libory to Scotia and St. Paul to Dannebrog.
C. H. Maggiore..	Surgeon.....	Gr. Island, Nebr.		C. J. Miller....	Surgeon.....	Ord, Nebr.....	St. Paul to Ord.
Bancroft & Staley	Surgeon.....	Kearney, Nebr..	Kearney to Elm Creek and Kearney to Amherst.	C. G. Amick....	Surgeon.....	Loup City, Nebr.	Dannebrog to Loup City.
V. D. Norall....	Surgeon.....	Lexington, Nebr.	Overton to Cozad.	J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	Kearney to Stapleton.
L. H. Fochtman.	Surgeon.....	Cozad, Nebr....	Lexington to Gothenburg.	J. E. Dunn....	Surgeon.....	Arnold, Nebr....	Callaway to Stapleton.
Bert W. Pyle....	Surgeon.....	Goth'burg, Nebr.	Cozad to Brady Island.	E. F. Carr.....	Surgeon.....	Stapleton, Nebr.	Arnold to Stapleton.
A. L. Schneider..	Surgeon.....	Brady Is. Nebr..	Gothenburg to No. Platte.	O. A. Kostal...	Surgeon.....	Hastings, Nebr..	Gibbon to Hastings.
T. J. Kerr.....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.	W. G. Seng....	Surgeon.....	Oshkosh, Nebr..	Oshkosh to Northport.
O. C. Kreymborg	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.	H. A. Blackstone	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
A. E. Reeves....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.	W. C. Harvey...	Surgeon.....	Gering, Nebr....	Northport to Gering.
G. F. Waltemath	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.	C. R. Watson...	Surgeon.....	So. Mit'ell, Nebr.	Gering to Lyman.
H. H. Walker...	Oculist & Aurist.	No. Platte, Nebr.	North Platte.	Leo Keenan....	Surgeon.....	Torrington, Wyo.	Lyman to South Torrington.
H. E. Moore....	Surgeon.....	Suth'land, Nebr.	North Platte to Ogallala.				
H. A. Vandiver..	Surgeon.....	Ogallala, Nebr.	Sutherland to Julesburg.				