



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 3

Effective Monday,
September 13, 1948

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

MAP OF THE
NEBRASKA DIVISION

CORRECTED TO JUNE 7, 1948

SCALE OF MILES
 0 10 20 30 40 50

Be Careful Today

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (3, 1, 15, 37, 17, 5, 23, 21, 27, 11, 9, 101, 103, 105, 111) and rows for time-table details including passenger types and distances.

(23.45) (20.10) (12.55) (32.05) (10.45) (22.00) (25.20) (22.45) (20.18) (0.35) (13.50) (16.10) (16.15) (13.30) (8.20) Thru Time From Omaha
41.7 49.1 43.3 37.9 40.1 45.0 39.1 43.5 48.8 51.8 54.0 61.2 60.9 62.5 67.2 Average speed per hour

H. E. SHUMWAY
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.
W. E. HENKE, Trainmaster... Grand Island, Nebr.
E. F. DEARDEN, Trainmaster... North Platte, Nebr.
O. J. ROBINSON, Master Mechanic... Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engines... Co. Bluffs, Iowa
E. A. McCRAW, Road Foreman of Engines... North Platte, Nebr.
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.
H. L. FERGUSON, Road Foreman of Engines... Cheyenne, Wyo.
W. F. HART, Division Engineer... Omaha, Nebr.
L. T. FERGUSON, General Roadmaster... Omaha, 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.

- 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.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher... Denver, Colo.
B. L. SIVERS, Asst. Chief Train Dispatcher... Denver, Colo.

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

MILEAGE

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

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (12, 4, 28, 10, 2, 112, 104, 102, 106, 38, 24, 18, 22, 6, 16) and rows for time-table details including passenger types and distances.

Thru Time To Omaha... (0.37) (23.25) (19.15) (13.15) (19.20) (7.35) (16.00) (15.55) (13.00) (28.00) (23.30) (9.32) (23.35) (20.40) (12.45)
Average speed per hour... 48.3 42.3 51.4 56.3 51.2 73.8 62.8 62.2 65.0 43.5 42.1 45.2 41.9 47.9 43.9

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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table with columns for WESTWARD and EASTWARD, and rows for Train, At, Discharge Passengers From, Pick Up Passengers Destined To.

FIRST SUBDIVISION EASTWARD

Time-Table No. 3
September 13, 1948

STATIONS	Mile Post	FIRST CLASS									
		4	16	6	24	22	112	28	104	102	2
		Passenger	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
R COUNCIL BLUFFS YL	0.0			A 6.30PM							
DN-R OMAHA YL YD	2.8	A 6.30AM	A 6.50AM	6.15 5.40	A 7.30PM	A 7.50PM	A 1.35AM	A 3.00AM	A 2.40AM	A 2.50AM	A 4.15AM
DN SUMMIT YL SU	5.2	6.14	6.36	5.25	7.15	7.35	1.28	2.45	2.33	2.42	4.01
SARPY	8.4	6.03	6.26	5.17	7.05	7.22	1.20	2.37	2.25	2.34	3.53
LANE	8.5	5.59	6.21	5.13	7.00	7.16	1.17	2.33	2.22	2.30	3.49
D ELKHORN KH	17.1	5.54	f 6.16	5.08	6.54	7.10	1.13	2.28	2.17	2.25	3.45
D WATERLOO WO	21.7	5.51	f 6.12	5.05	6.50	7.06	1.09	2.25	2.13	2.21	3.42
DN VALLEY YL V	24.5	5.47	s 6.07	5.01	6.45	7.01	1.06	2.21	2.10	2.18	3.39
MERCER	28.0	5.40	5.58	4.55	6.36	6.51	1.01	2.15	2.05	2.12	3.34
F. S. Y. & L. CROSSING	34.3										
DN FREMONT YL FN	38.2	s 5.32	s 5.52	s 4.49	s 6.29	f 6.43	12.57	2.10	2.00	2.07	3.29
O. B. & Q. CROSSING	39.3										
O. & N. W. CROSSING	40.0										
AMES	44.8										
D NORTH BEND NB	46.3	5.20	f 5.41	4.34	6.14	6.27	12.51	2.01	1.52	1.58	3.20
D ROGERS DJ	54.4	5.11	f 5.33	4.27	6.05	6.17	12.45	1.54	1.46	1.52	3.13
DN SCHUYLER SO	61.4	5.04	f 5.24	4.21	5.57	6.09	12.40	1.48	1.41	1.47	3.07
D RIOHLAND BZ	68.7	f 4.57	s 5.16	4.15	s 5.49	6.01	12.35	1.42 ¹⁰² 1.35 ¹⁰⁴	1.35 ²⁸	1.41 ²⁸	3.01
O. B. & Q. CROSSING	82.2	4.47	f 5.06	4.07	5.39	5.51	12.29	1.24	1.29	1.34	2.54
DN COLUMBUS YL C	83.8										
D DUNCAN DQ	84.5	s 4.37	s 4.58	s 4.00	s 5.29	f 5.41	s 12.23	1.17	1.22	1.27	2.45
GARDNER	92.2	4.23	f 4.38	3.49	5.16	5.28	12.14	1.09	1.15	1.20	2.36
DN SILVER CREEK SI	96.5	4.18	f 4.28	3.40	5.07	5.19	12.11	1.05	1.12	1.17	2.32
HAVENS	102.3	4.13	f 4.28	3.40	5.07	5.19	12.07	1.00	1.08	1.13	2.27
D CLARKS OX	107.9	4.07	4.21	3.35	5.02	5.14	12.03AM	12.55	1.04	1.09	2.22
O. B. & Q. CROSSING	113.6	4.01	f 4.16	3.30	4.58	5.10	11.59PM	12.50	1.00	1.05	2.17
DN CENTRAL CITY YL OI	124.3										
D OHAPMAN OP	124.9	f 3.47	s 4.05	3.20	f 4.46	4.58	11.51	12.40	12.51	12.56	2.07
O. B. & Q. CROSSING	135.1	3.35	3.52	3.11	4.35	4.47	11.46	12.31	12.44	12.49	1.57
DN-R GRAND ISLAND GE YL	146.5										
D ALDA DA	146.9	3.20 3.10	3.40 3.30	3.00 2.50	4.20 4.10	4.32 4.22	11.34 11.33	12.20 12.10AM	12.33 12.32	12.38 12.37	1.45 1.38
D WOOD RIVER WR	154.5	2.57	3.15	2.36	3.54	4.06	11.24	11.57PM	12.20	12.26	1.25
D SHELTON ST	162.3	2.50	f 3.05	2.29	3.44	3.56	11.19	11.51	12.15	12.21	1.17
DN GIBBON GB	169.9	2.43	f 2.57	2.21	3.36	3.48	11.13	11.44	12.09	12.15	1.11
OPTIC	176.0	2.38	f 2.50	2.15	3.29	3.41	11.09	11.39	12.05	12.10	1.06
DN KEARNEY YL KR	180.2	2.34	2.45	2.11	3.24	3.36	11.06	11.35	12.02AM	12.07AM	1.02
D ODESSA DZ	189.1	s 2.20	s 2.35	s 2.01	s 3.10	s 3.22	s 10.59	11.27	11.54PM	11.59PM	12.54
D ELM CREEK QR	198.3	2.05	2.21	1.49	2.54	3.06	10.52	11.18	11.46	11.52	12.45
D OVERTON OV	204.6	1.59	f 2.15	1.43	2.48	3.00	10.48	11.13	11.42	11.48	12.40
DN LEXINGTON UM	213.3	1.50	f 2.05	1.36	2.40	2.52	10.42	11.06	11.36	11.42	12.30 ¹⁰⁶
DARR	224.4	f 1.37	s 1.53	1.26	f 2.28	2.40	10.34	10.57	11.28	11.34	12.16
D COZAD OO	232.5	1.25	1.41	1.19	2.15	2.28	10.28	10.51	11.22	11.28	12.10
DN GOTHENBURG BU	238.2	f 1.19	s 1.35	1.14	f 2.09	2.22	10.24	10.45	11.18	11.24	12.06AM
VROMAN	248.8	f 1.03	s 1.20	1.04	f 1.52	2.07	10.17	10.36	11.10	11.17	11.57PM
D BRADY ISLAND BI	254.5	12.54	1.12	12.58	1.43	1.58	10.13	10.31	11.04	11.12	11.52
D MAXWELL MX	261.5	12.47	f 1.05	12.52	1.36	1.51	10.08	10.25	10.59	11.07	12.46
GANNETT	270.6	12.38	f 12.56	12.44	1.27	1.42	10.01	10.18	10.52	11.00	11.38
DN-R NORTH PLATTE YL NO	278.5	12.30	12.48	12.38	1.19	1.34	9.55	10.12	10.46	10.54	11.31
(284.1)	284.1	12.20AM	12.40AM	12.30PM	1.10PM	1.25PM	9.50PM	10.05PM	10.40PM	10.48PM	11.25PM

BLOCK SIGNALS

Double Track

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

(6.10)	(6.10)	(5.10)	(6.20)	(6.25)	(3.45)	(4.55)	(4.00)	(4.02)	(4.50)
45.6	45.6	54.4	44.4	43.8	75.0	57.2	70.3	69.7	58.2

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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 3
September 13, 1948

STATIONS	Mile Post	SECOND CLASS							Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	
		72	76	256	234	74	254	358		258
		Time Freight	Local Freight	Time Freight	Local Freight	Time Freight	Time Freight	Time Freight	Time Freight	
R COUNCIL BLUFFS YL	0.0	A 2.00AM		A 1.15PM	A 3.15PM	A 8.30AM	A 9.30PM		A 11.30PM	XWCITYOPZ
DN-R OMAHA YL YD	2.8	1.45			2.55	8.15				XWITOPZ
DN SUMMIT YL SU	5.2	1.10		12.45PM	2.35	7.45	9.00		10.30	XIP
SARPY	8.4	12.50			2.15	7.20				ES77 XP
LANE	8.5	12.40			f 2.05	7.10				CS68 XP
D ELKHORN KH	17.1				s 1.55					CS84 XP
D WATERLOO WO	21.7				s 1.30					CS84 P
DN VALLEY YL V	24.5	12.15AM			s 1.00	6.45AM				WS144XYPWC ES165 ES90
MERCER	28.0	Daily			f 12.01PM	Daily				CS81 P
F. S. Y. & L. CROSSING	34.3	(1.45) 16.0				(1.45) 16.0				I
DN FREMONT YL FN	38.2				s 11.50AM					WS99 X ES172 WPZ
O. B. & Q. CROSSING	39.3									I
O. & N. W. CROSSING	40.0									IP
AMES	44.8									
D NORTH BEND NB	46.3				f 10.50					CS82 P
D ROGERS DJ	54.4				s 10.20					CS119 XP
DN SCHUYLER SO	61.4				f 9.50					CS82 P
D RIOHLAND BZ	68.7				s 9.20					WS116 X ES123 WP
O. B. & Q. CROSSING	82.2				f 8.20					CS118 P
DN COLUMBUS YL C	83.8									I
D DUNCAN DQ	84.5					8.00				WS143 XWTC ES125 YPZ
GARDNER	92.2				s 7.20					CS119 P
DN SILVER CREEK SI	96.5				f 6.50					CS82 P
HAVENS	102.3					6.40				CS119 XWP
D CLARKS OX	107.9	548			f 6.00					CS82 P
O. B. & Q. CROSSING	113.6	Motor Passenger			s 5.39					CS82 XP
DN CENTRAL CITY YL OI	124.3									I
D OHAPMAN OP	124.9	A 6.40AM	A 6.55AM		5.00AM	238				WS113 X ES119 WYP
O. B. & Q. CROSSING	135.1	f 6.18	s 6.40							CS119 P
DN-R GRAND ISLAND GE YL	146.5									I
D ALDA DA	146.9	6.00AM	6.20AM	9.15AM	(10.15) 12.2	A 2.15PM	3.45 3.30PM		5.40 5.25	XWCZTYOP
D WOOD RIVER WR	154.5		Monday Wed. Fri.			s 1.45				CS82 XYP
D SHELTON ST	162.3		356			s 1.30				WS117 XW ES48 P
DN GIBBON GB	169.9		Time Freight			s 1.00				CS82 XP
OPTIC	176.0	A 6.00AM				s 12.30		A 3.20PM		WS112 XW ES70 YP
DN KEARNEY YL KR	180.2					Local Freight				CS82 P
D ODESSA DZ	189.1				A 12.50PM	11.00AM				WS122 XWC ES113 YZP
D ELM CREEK QR	198.3				f 12.20					CS83 P
D OVERTON OV	204.6				s 12.01PM					CS119 WP
DN LEXINGTON UM	213.3				s 11.30AM					CS83 P
DARR	224.4				s 10.45					WS120 XWY ES119 ZP
D COZAD OO	232.5				f 10.00					CS83 P
DN GOTHENBURG BU	238.2				f 9.45					CS83 XWP
VROMAN	248.8				s 9.00					WS125 XWC ES130 YP
D BRADY ISLAND BI	254.5				f 8.20					CS83 P
D MAXWELL MX	261.5				s 8.05					CS83 WP
GANNETT	270.6				f 7.30					CS119 P
DN-R NORTH PLATTE YL NO	278.5				f 7.12					CS83 P
(284.1)	284.1	Daily	2.30AM	5.00AM	7.00AM		11.30AM	12.01PM	12.40PM	XWCZTYOP

BLOCK SIGNALS

Double Track

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

(3.47)	(0.40)	(3.30)	(8.15)	(5.
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WESTWARD SECOND SUBDIVISION

SECOND CLASS

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

Time-Table No. 3
September 13, 1948

FIRST CLASS

23
Passenger
Daily

STATIONS

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	s 6.43		296.9
CS 110 XWYP					A 7.30AM	f 7.15	A 6.55AM		300.7
CS 121 XP						s 7.25			303.4
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		A 10.00AM			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
						s 10.20			396.3
CS 94 P						f 10.35			401.0
XWCZTYOP	12.15AM	2.45PM	8.10AM	A 11.00AM				7.25 8.05	407.5
CS 94 YP			f 8.23	(2.30) 16.9					415.5
WS 121 XWP ES 70			s 8.56						426.4
CS 94 P			f 9.15						435.4
				9.24					439.9
CS 133 XWP			s 9.45	353					444.5
CS 84 WP			s 10.20	Mixed					456.6
CS107 XWCYP			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 XP ES 125			f 1.07	f 4.40					501.2
XWCZTYOP	A 4.30AM	A 7.20PM	A 1.30PM	A 4.55PM				A 11.30AM	509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Yl NO	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	6.2
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 CHAPPELL OQ	9.4
D LODGE POLE GP	6.6
D SUNOL UN	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
DN POTTER PR	9.0
D DIX DX	4.5
OWASOO	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	

(225.4)

2.35PM
2.45
2.52
2.56
2.59
3.04
3.11
3.17
3.23
f 3.35
3.45
3.56
4.02
f 4.12
4.20
4.31
4.43
4.52
4.58
5.15
5.25
5.37
5.50
6.00
6.05
f 6.11
6.24
6.38
6.46
6.53
7.04
7.15
7.26
7.35
A 7.50PM

(8.30) 26.5	(9.25) 23.9	(5.20) 19.1	(1.00) 32.0	(0.40) 24.9	(3.25) 23.8	(0.30) 33.2	(7.30) 30.1 Thru Time	(5.15) 42.9
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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

5	21	27	101	103	105	3	111	1	15	Distance from Council Bluffs
Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Time-Table No. 3
September 13, 1948

STATIONS

2.01PM	1.10PM	9.50AM	6.12AM	6.02AM	5.14AM	3.50AM	3.40AM	1.35AM	1.00AM	284.1
2.09	1.19	9.58	6.19	6.09	5.21	4.00	3.47	1.43	1.11	290.5
2.15	1.26	10.03	6.24	6.14	5.26	4.07	3.52	1.48	1.18	296.9
2.18	1.30	10.06	6.27	6.17	5.29	4.11	3.55	1.51	1.22	300.7
2.20	1.33	10.08	6.29	6.19	5.31	4.14	3.57	1.53	f 1.26	303.4
2.24	1.37	10.12	6.32	6.22	5.34	4.19	4.01	1.57	1.31	307.9
2.31	1.44	10.20	6.38	6.28	5.40	4.27	4.07	2.05	f 1.39	315.5
2.37	1.50	10.25	6.43	6.33	5.45	4.33	4.12	2.10	1.45	321.7
2.43	1.56	10.31	6.48	6.38	5.50	4.40	4.16	2.16	f 1.51	327.7
2.53	2.07	10.42	6.54	6.44	5.57	s 4.52	4.23	2.27	s 2.03	334.8
3.02	2.17	10.53	7.01	6.51	6.04	5.04	4.30	2.38	f 2.13	343.9
										349.1
3.12	2.29	11.02	7.09	6.59	6.12	f 5.17	4.38	2.47	f 2.24	353.9
3.17	2.34	11.07	7.13	7.03	6.16	5.24	4.42	2.52	2.30	359.3
3.27	2.44	11.14	7.18	7.08	6.21	s 5.40	A 4.50AM	2.59	A s 2.40AM	365.3
3.34	2.52	11.21	7.22	7.12	6.25	5.47		3.06		370.6
3.44	3.03	11.31	7.31	7.21	6.34	f 6.02		3.16		380.3
3.53	3.13	11.41	7.38	7.28	6.41	f 6.16		3.26		389.7
4.00	3.19	11.47	7.43	7.33	6.46	f 6.29		3.32		396.3
4.04	3.24	11.52AM	7.46	7.36	6.49	6.35		3.37		401.0
4.16	3.40	12.03PM	7.54	7.44	6.57	6.58	6.45 ¹⁰⁵	3.48		407.5
4.26	3.50	12.13	7.55	7.45	6.58	7.00	7.00	3.58		415.5
4.35	4.01	12.23	8.04	7.54	7.07	7.17		4.08		426.4
4.46	4.12	12.33	8.14	8.04	7.17	f 7.31		4.18		435.4
4.56	4.21	12.42	8.22	8.12	7.25	f 7.44		4.27		439.9
5.01	4.26	12.46	8.26	8.16	7.29	7.49		4.31		444.5
5.06	4.32	12.50	8.30	8.20	7.33	s 7.56		4.35		456.6
5.17	4.45	1.01	8.41	8.31	7.44	s 8.17		4.46		466.7
5.28	4.58	1.13	8.50	8.40	7.53	s 8.40 ¹⁰³		4.58		472.0
5.35	5.06	1.20	8.55	8.45	7.58	8.50		5.05		477.5
5.42	5.13	1.27	9.01	8.51	8.04	f 9.01 ¹⁰¹		5.12		483.2
5.50	5.24	1.35	9.07	8.57	8.10	f 9.12		5.20		489.7
5.59	5.35	1.44	9.14	9.04	8.17	f 9.25		5.29		495.9
6.08	5.45	1.52	9.21	9.11	8.24	9.38		5.37		501.2
6.18	5.55	2.03	9.28	9.18	8.31	9.50		5.48		509.5
A 6.35PM	A 6.15PM	A 2.20PM	A 9.41AM	A 9.30AM	A 8.43AM	A 10.10AM		A 6.05AM		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Yl NO	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	6.2
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 CHAPPELL OQ	9.4
D LODGE POLE GP	6.6
D SUNOL UN	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
BROWNSON	10.9
DN POTTER PR	9.0
D DIX DX	4.5
OWASOO	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	

(225.4)

(4.34) 49.4	(5.05) 44.3	(4.30) 50.1	(3.29) 64.7	(3.28) 65.0	(3.29) 64.7	(6.20) 35.6	(1.10) 69.2	(4.30) 50.1	(1.40) 44.3 Thru Time
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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. 3 September 13, 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	2 Passenger	106 Streamliner Passenger
STATIONS											
DN-R NORTH PLATTE NY 6.4	284.1	A11.20AM	A11.59AM	A12.15PM	A 8.47PM	A 8.55PM	A11.05PM	A 9.37PM	A 9.45PM	A10.15PM	A10.35PM
BIRDWOOD 6.4	290.5	11.09	11.44	11.59AM	8.37	8.47	10.46	9.27	9.35	10.02	10.27
D HERSHEY OF 3.8	296.9	11.03	11.36	11.52	8.32	8.42	10.38	9.22	9.30	9.57	10.23
DN O'FALLONS FA 2.7	300.7	11.00	11.32	11.48	8.29	8.39	10.34	9.19	9.27	9.54	10.20
D SUTHERLAND SU 4.5	308.4	10.58 ²⁴²	f11.29	11.45	8.27	8.37	10.31	9.17	9.25	9.52	10.18
DEXTER 7.6	307.9	10.54	11.23	11.40	8.24	8.33	10.26	9.14	9.22	9.48	10.15
D PAXTON PN 6.2	315.5	10.47	f11.14	11.32	8.18	8.27	10.19	9.08	9.16	9.42	10.09
KORTY 6.0	321.7	10.41	11.07	11.26	8.14	8.22	10.12	9.03	9.11	9.37	10.04
D ROSCOE RO 7.1	327.7	10.36	11.00	11.19	8.10	8.17	10.05	8.59	9.07	9.32	10.00
DN OGALLALA YL GT 9.1	334.8	10.29	f10.53	11.12	8.05	8.11	f 9.55 ¹⁰⁶	8.54	9.02	9.26	9.55 ⁴
D BRULE RU 5.2	343.9	10.20	f10.42	11.01	7.58	8.02	9.36	8.46	8.54	9.17	9.48
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.11	f10.32	10.52	7.51	7.53	9.26	8.39	8.45	9.08	9.41
BARTON 6.0	359.3	10.06	10.26	10.47	7.47	7.49	9.18	8.35	8.41	9.04	9.37
DN JULESBURG YL JB 5.3	365.3	10.00	f10.19	f10.41	s 7.42PM	7.44	s 9.10	8.31	8.36	8.59	9.32
WEIR 9.7	370.6	9.54	10.12	10.35		7.35	9.00	8.26	8.31	8.55	9.27
D CHAPPELL OQ 9.4	380.3	9.45	f10.02	10.26		7.27	f 8.50	8.18	8.23	8.47	9.19
D LODGE POLE GP 6.6	389.7	9.37	f 9.52	10.17		7.19	f 8.41	8.11	8.16	8.39	9.12
D SUNOL UN 4.7	396.3	9.31	9.46	10.11		7.14	f 8.35	8.06	8.11	8.34	9.07
COLTON 6.5	401.0	9.27	9.42	10.07		7.10	8.30 ²	8.02	8.07	8.30 ⁴	9.03
DN-R SIDNEY YL OD 8.0	407.5	9.20 9.10	9.35 9.25	10.00 9.50		7.03 6.57	8.15 8.05	7.57 7.56	8.02 8.01	8.24 8.17	8.58 8.57
BROWNSON 10.9	415.5	8.59	9.12	9.37		6.45	7.51 ¹⁰² 7.40 ¹⁰⁴	7.46 ⁴	7.51 ⁴	8.07	8.47
DN POTTER PR 9.0	426.4	8.49	9.01	9.26		6.35	f 7.25	7.37	7.43	7.58	8.38
D DIX DX 4.5	435.4	8.41	8.52	9.17		6.28	f 7.12	7.31	7.37	7.50	8.31
OWASOO 4.6	439.9	8.37	8.48	9.13		6.23	7.04	7.28	7.34	7.46	8.28
DN KIMBALL KB 12.1	444.5	8.33	f 8.43	f 9.08		6.19	s 6.57	7.24	7.30	7.42	8.24
D BUSHNELL BN 10.1	456.6	8.22	8.31	8.56		6.08	s 6.41	7.15	7.21	7.32	8.16
DN PINE BLUFFS YL UF 5.3	466.7	8.11	8.20	8.45		5.59	s 6.28	7.07	7.14	7.23	8.08
TRACY 5.5	472.0	8.04	8.13	8.38		5.54	6.19	7.02	7.10	7.18	8.05
D EGBERT GX 5.7	477.5	7.59	8.08	8.33		5.49	f 6.13	6.57	7.06	7.14	8.01
D BURNS UX 6.5	483.2	7.54	8.02	8.27		5.44	6.06	6.53	7.02	7.08	7.57
D HILLSDALE HD 6.2	489.7	7.48	7.55	8.20 ²⁴⁶		5.39	6.00	6.48	6.57	7.02	7.52
DURHAM 5.3	495.9	7.42	7.48	8.13		5.33	5.53	6.42	6.52	6.56	7.47
ARCHER 8.3	501.2	7.37	7.42	8.07		5.28	5.47	6.38	6.48	6.51	7.43
DN-R CHEYENNE YL OY (225.4)	509.5	7.25AM	7.30AM	7.55AM		5.20PM	5.35PM	6.30PM	6.40PM	6.41PM	7.35PM
		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)	(3.34)	(3.00)
Average speed per hour.....		57.5	50.3	52.0	75.0	62.9	41.0	72.3	73.1	63.2	75.1

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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																	
FIRST CLASS		Time-Table No. 3 September 13, 1948	SECOND CLASS														
16 Passenger			258 Time Freight	254 Time Freight	242 Local Freight	246 Local Freight	244 Local Freight	98 Local Freight	94 Mixed	256 Time Freight	Capacity of Sidings, etc. See Rule 6 (A), Page 26.						
STATIONS																	
Mile Post																	
A 11.30PM		DN-R NORTH PLATTE NY 6.4	284.1	A9.40AM	A8.00AM	A11.45AM											XWCZTYOP
11.14		BIRDWOOD 6.4	290.5			f11.30											CS84 P
11.06		D HERSHEY OF 3.8	296.9			s11.20											WS 72 XP
11.03		DN O'FALLONS FA 2.7	300.7			f11.05											CS 119 XWYP
f 11.00		D SUTHERLAND SU 4.5	308.4			s10.58 ⁶											CS 121 XP
10.54		DEXTER 7.6	307.9			f10.15											CS 82 P
f 10.45		D PAXTON PN 6.2	315.5			s10.00											CS 121 XP
10.38		KORTY 6.0	321.7			f 9.35											WS 74 XP
f 10.31		D ROSCOE RO 7.1	327.7			f 9.15											CS 83 P
s 10.24		DN OGALLALA YL GT 9.1	334.8			s 9.00											WS122 WS120 ES138 XWCP
f 10.13		D BRULE RU 5.2	343.9			s 8.15											CS 84 P
		MEGEATH 4.8	349.1			f 7.57											
f 10.03		D BIG SPRINGS GS 5.4	353.9			s 7.50											CS 132 WP
9.57		BARTON 6.0	359.3			f 7.25											CS 83 P
s 9.50PM		DN JULESBURG YL JB 5.3	365.3			7.15AM											XWCIYP WS109 ES121
		WEIR 9.7	370.6														CS 90 P
		D CHAPPELL OQ 9.4	380.3			s 1.45											CS 123 WP
		D LODGE POLE GP 6.6	389.7			s 1.10											WS 111 ES 78 XWP
		D SUNOL UN 4.7	396.3			f12.55											XP
		COLTON 6.5	401.0			f12.43											CS 94 P
		DN-R SIDNEY YL OD 8.0	407.5	4.30 4.15	4.45 4.30		A 1.30PM	12.30PM					11.15PM 11.00				XWCTYP
		BROWNSON 10.9	415.5			f12.55											CS 94 YP
		DN POTTER PR 9.0	426.4			s12.30PM											WS 121 XWP ES 70
		D DIX DX 4.5	435.4			s11.59AM											CS 94 P
		OWASOO 4.6	439.9			f11.45											PX
		DN KIMBALL KB 12.1	444.5			s11.35											CS 133 XWP
		D BUSHNELL BN 10.1	456.6			s10.55											CS 84 WP
		DN PINE BLUFFS YL UF 5.3	466.7			s 9.55											CS107 XWCYP
		TRACY 5.5	472.0			f 9.17											
		D EGBERT GX 5.7	477.5			f 9.07	A 9.15AM										CS 94 XWYP
		D BURNS UX 6.5	483.2			s 8.55	s 9.00										WS 62 XP
		D HILLSDALE HD 6.2	489.7			f 8.20 ²²	s 8.45										CS 96 WP
		DURHAM 5.3	495.9			s 8.05	f 8.35										WS 62 XP
		ARCHER 8.3	501.2			f 7.55	f 8.29										WS 117 XP ES 125
		DN-R CHEYENNE YL OY (225.4)	509.5	12.35AM	1.30AM		7.35AM	8.15AM									8.00PM XWCZTYOP
Daily				Daily	Daily		Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
(1.40)		Thru Time.....		(9.05)	(8.30)	(4.30)	(5.55)	(1.00)	(0.28)	(0.30)	(6.30)						
44.3		Average Speed per hour.....		24.8	34.7	18.0	17.2	32.0	35.6	33.2	34.7						

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

Time-Table No. 3

September 13, 1948

STATIONS

Car Capacity of Seating, etc. See Rule 9(A), Page 2b.	SECOND CLASS			FIRST CLASS			Distance from Julesburg	STATIONS
	455	477	71	111	15	301		
	Time Freight	Time Freight	C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily		
80 WCYIP	6.30PM	9.15AM		4.50AM	s 2.45AM		0.0	DN JULESBURG YL JB
75 ZP	6.45	9.30		4.57	f 2.56		7.1	7.1 OVID VI
73 WP	6.55	9.45		5.03	f 3.07		14.6	7.5 SEDGWICK ZD
P				4.4			19.0	4.4 DORSEY
95 P	7.22 ¹¹²	10.00		5.09	f 3.17		23.1	4.1 RED LION
P				2.7			25.8	2.7 MARCOTT
95 WP	7.34	10.12		5.14	f 3.26 ²⁴⁸		30.1	4.3 D CROOK OK
72 P	7.49	10.24		5.20	f 3.36		38.8	8.7 PROCTOR
P				2.3			41.1	2.3 POWELL
94 P	8.02	10.35		5.25	f 3.46		45.6	4.5 D ILIFF F
77 P	8.25 ¹⁶	10.50		5.31	3.56		53.5	7.9 HAYFORD
IP				3.7			57.2	3.7 C. B. & Q. CROSSING
169 IWCTZP	9.00	11.15AM	12.01PM	5.36	4.02	3.35AM	57.5	0.3 DN-R STERLING YL ST
	9.40	12.15PM		5.37	4.15		61.7	4.2 HALL
72 P	10.00 ²⁵⁰	12.28	12.15	5.44	f 4.25	f 3.43	64.1	2.4 D ATWOOD OD
				2.7			66.8	2.7 BEETLAND
74 P	10.15	12.41	12.28	5.49	f 4.35	f 3.51	70.2	3.4 D MERINO MI
143 P	10.23 ⁷²	12.51	12.37	5.53	f 4.41	3.59	76.0	5.8 MESSEX
P				2.4			78.4	2.4 BALZAO
52 P	10.30	1.05	A 1.01PM	5.57	f 4.47	A 4.10AM	81.0	2.6 DN UNION UN
				1.8			82.8	1.8 COOPER
94 WP	10.38	1.15		6.01	f 4.55		87.0	4.2 D SNYDER SN
58 P	10.47	1.25		6.06	5.03		93.8	6.8 DODD
100 WCP	10.55	1.35		6.11	s 5.12		98.6	4.8 DN FT. MORGAN FX
35 P	11.05	1.50		6.17	5.21		106.0	7.4 NARROWS
79 P	11.10	1.55		6.19	f 5.26		109.0	3.0 D WELDONA DN
22 P	11.18	2.04		6.24	f 5.33		114.2	5.2 GOODRICH
78 P	11.25	2.15		6.27	f 5.38		117.7	3.5 ORCHARD
P				3.7			121.4	3.7 SUBLETTE
53 P	11.34	2.27		6.32	f 5.47		124.8	3.4 MASTERS
50 P	11.41	2.35		6.36	5.54		130.2	5.4 CANTON
121 WP	11.52 ²⁴⁸ PM	2.43		6.40	f 6.01		135.4	5.2 HARDIN
P				3.7			139.1	3.7 KUNER
78 P	12.10AM	2.58		6.46	f 6.11		143.1	4.0 D KERSEY KR
				4.1			147.2	4.1 AUBURN
56 WCTYP	A 12.40AM	A 3.20PM		A s 6.57AM	A s 6.20AM		151.1	3.9 DN-R LASALLE YL SA
								(151.1)

(6.10) (6.05) (1.00) (2.07) (3.35) (0.35) Thru Time
24.5 24.8 23.5 71.4 42.2 40.3 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, 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, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 3

September 13, 1948

STATIONS

Time-Table No. 3	September 13, 1948	Mile Post	FIRST CLASS			SECOND CLASS		
			302	112	16	250	72	248
			C. B. & Q. Passenger	Streamliner Passenger	Passenger	Time Freight	C. B. & Q. Freight	Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily
DN JULESBURG YL JB	0.0		A s 7.42PM	A s 9.45PM	A 12.15AM		A 4.40AM	
7.1								
D OVID VI	7.1		7.33	s 9.25	11.59PM		4.16	
7.5								
D SEDGWICK ZD	14.6		7.28	s 9.15	11.50		4.00	
4.4								
DORSEY	19.0							
4.1								
RED LION	23.1		7.22 ⁴⁵⁵	f 9.05	11.39		3.41	
2.7								
MARCOTT	25.8							
4.3								
D CROOK OK	30.1		7.17	s 8.55	11.30		3.26 ¹⁵	
8.7								
PROCTOR	38.8		7.11	f 8.44	11.19		3.05	
2.3								
POWELL	41.1							
4.5								
D ILIFF F	45.6		7.06	s 8.35	11.10		2.50	
7.9								
HAYFORD	53.5		7.00	8.25 ⁴⁵⁵	11.00		2.40	
3.7								
C. B. & Q. CROSSING	57.2							
0.3								
DN-R STERLING YL ST	57.5		A 1.40AM	6.57	8.18	10.50	2.30	
4.2				6.55	8.06	10.20	A 11.00PM	2.00
HALL	61.7							
2.4								
D ATWOOD OD	64.1		f 1.23	6.48	f 7.58	10.00 ⁴⁵⁵	10.45	1.29
2.7								
BEETLAND	66.8							
3.4								
D MERINO MI	70.2		f 1.16	6.43	f 7.50	9.50	10.35	1.21
5.8								
MESSEX	76.0		f 1.10	6.39	f 7.41	9.43	10.23 ⁴⁵⁵	1.14
2.4								
BALZAO	78.4							
2.6								
DN UNION UN	81.0		f 1.02AM	6.35	f 7.35	9.37	10.01PM	1.07
1.8								
COOPER	82.8							
4.2								
D SNYDER SN	87.0			6.31	f 7.28	9.29		12.55
6.8								
DODD	93.8			6.26	7.18	9.21		12.46
4.8								
DN FT. MORGAN FX	98.6			6.22	f 7.11	9.15		12.40
7.4								
NARROWS	106.0			6.17	7.01	9.06		12.31
3.0								
D WELDONA DN	109.0			6.15	f 6.56	9.02		12.27
5.2								
GOODRICH	114.2			6.11	f 6.49	8.56		12.20
3.5								
ORCHARD	117.7			6.08	f 6.44	8.51		12.15
3.7								
SUBLETTE	121.4							
3.4								
MASTERS	124.8			6.03	f 6.35	8.42		12.06AM
5.4								
CANTON	130.2			5.59	6.28	8.35		11.59PM
5.2								
HARDIN	135.4			5.55	f 6.22	8.29		11.52 ⁴⁵⁵
3.7								
KUNER	139.1							
4.0								
D KERSEY KR	143.1			5.49	f 6.12	8.20		11.42
4.1								
AUBURN	147.2							
3.9								
DN-R LASALLE YL SA	151.1			5.43PM	6.02PM	8.10PM		11.30PM

Thru Time..... (0.38) (1.59) (3.43) (4.05) (0.59) (5.10)
Average speed per hour..... 37.1 76.2 40.7 37.0 23.6 29.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class, 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, 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. 3		Mile Post	FIRST CLASS	SECOND CLASS		
	71	73	548		547	74		72			
	Freight	Freight	Motor Passenger		Motor Passenger	Freight		Freight			
	Daily	Daily	Daily		September 13, 1948						
	STATIONS										
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	O. B. & Q. CROSSING	6.3		5.27	11.05	
100 YP	10.50 ⁷²	1.55		11.6	D	YUTAN YN	11.6		5.17	10.50 ⁷¹	
64 WP	11.10	2.07		18.9	D	MEAD AD	18.9		5.03	10.25	
				19.6		19.6					
78 P	11.25	2.22		26.3	D	WAHOO W	26.3		4.48	10.10	
20 P	11.35PM	2.34		26.3	D	O. & N. W. and O. B. & Q. CROSSINGS	26.3		4.48	10.10	
96 WCYP	12.01AM	2.44	9.15AM	33.2		33.2			4.35	9.55	
23 P	12.10	2.51	f 9.22	37.3	DN-R	WESTON WN	37.3	A 4.05PM	4.25	9.40	
33 P	12.18	2.58	f 9.30	41.8		41.8	f 3.58		4.16	9.22	
101 P	12.30	3.08	9.40	46.5	D	AGNEW	46.5	f 3.50	4.09	9.15	
				52.7		52.7	3.42		3.58	9.05	
24 WTZP	12.55	3.18	A 9.55AM	56.5		56.5					
I				57.1	DN-R	RAYMOND RM	57.1	3.35PM	3.50	8.50	
I				57.4		57.4					
62 P	1.18	3.31		59.0		59.0					
26 P	1.23	3.36		65.4		65.4			3.18	8.05	
21 P	1.33	3.46		68.2		68.2			3.12	8.00	
73 WP	1.43	3.53		74.7		74.7			3.03	7.49	
84 P	1.58	4.08		79.5	D	JAMAICA	79.5		2.56	7.41	
CWTZP	A 2.15AM	A 4.25PM		88.9	D	HANLON	88.9		2.43	7.25	
				96.8	DN-R	PRINOTON	96.8		2.30AM	7.00PM	
						(96.8)		Daily	Daily	Daily	

WESTWARD				OLD MAIN LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		233 Local Freight	Distance from Council Bluffs	Time-Table No. 3		Mile Post	BLOCK SIGNALS	FIRST CLASS	SECOND CLASS	
					522	80					
					Motor Passenger	Mixed					
					September 13, 1948						
	STATIONS										
XIP			6.00AM	5.2	DN	SUMMIT YL SU	5.2				
XWP			6.10	6.4		1.2					
XIP			f 6.20	11.9		SOUTH OMAHA YL	11.9				
72 P			f 6.35	16.8	R	GILMORE YL	16.8				
AIP				19.2		5.5					
40 P			f 6.55	22.5	D	PAPILLION PO	22.5				
CS88 XP			A 7.05AM	26.1		4.9					
						2.4					
						MO. PAC. CROSSING					
						3.3					
						MILLARD MD					
						3.6					
						LANE					
						26.1					
						20.9					

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. 3		Mile Post	FIRST CLASS	SECOND CLASS		
	75	547	548		76						
	Mixed	Motor Passenger	Motor Passenger		Mixed						
	Tuesday	Daily	Daily		September 13, 1948						
	STATIONS										
WCYP	5.00AM	4.15PM	0.0	0.0	DN-R	VALPARAISO YL VO	0.0	A 9.10AM		A 11.35AM	
16	f 5.20	f 4.36	7.4	7.4		7.4		f 8.53		f 11.02	
28	s 5.40	s 4.46	13.5	13.5	D	LOMA		s 8.42		s 10.50	
				15.0		6.1					
32 W	s 6.10	s 5.05	23.2	23.2	D	BRAINARD BD		s 8.25		s 10.25	
				23.5		1.5					
				27.9		O. & N. W. CROSSING					
31	f 6.30	f 5.12	33.3	33.3	D	DAVID CITY DV		f 8.11		f 9.55	
36	s 6.45	s 5.23	40.1	40.1	D	C. B. & Q. CROSSING		s 8.04		s 9.40	
7	s 7.05	s 5.36	47.5	47.5	D	FOLEY		s 7.50		s 9.20	
9 W	s 7.34 ⁵⁴⁸	s 5.51	52.9	52.9	D	6.8		s 7.34 ⁷⁵		s 8.55	
17	f 8.15	f 6.10	56.8	56.8	D	SHELBY SH		s 7.25		s 8.40	
35	s 8.35	s 6.21	63.0	63.0	D	OSOEOLA OZ		f 7.15		f 8.10	
21	s 8.55	s 6.33	68.5	68.5	D	STROMSBURG S		s 7.05		s 7.50	
22	f 9.10	f 6.42	73.8	73.8	D	DURANT		s 6.54		s 7.30	
I			75.3	75.3	D	POLK PK		f 6.45		f 7.10	
WYP	A 9.20AM	A 6.50PM	75.9	75.9	D	HEBER		6.40AM		7.05AM	
					DN-R	5.3		Daily		Monday	
						O. B. & Q. CROSSING				Wednesday	
						0.6				Friday	
						(75.9)					

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		Distance from Genoa	Time-Table No. 3		Mile Post	FIRST CLASS	SECOND CLASS			
	79	521		522	80						
	Mixed	Motor Mixed		Motor Passenger	Mixed						
	Daily	Daily		September 13, 1948							
	STATIONS										
40 WY	12.32PM	5.40AM	0.0	0.0	D-R	GENOA YL G	0.0	A 9.13AM		A 4.35PM	
8	f 12.44	f 5.49	5.3	5.3		5.3		f 9.01		f 4.21	
17	f 12.52	f 5.56	9.8	9.8		4.0		f 8.54		f 4.13	
38	s 1.08	s 6.03	18.7	18.7	D	MEROHISTON		s 8.45		s 4.05	
21	s 1.33	s 6.22	23.1	23.1	D	FULLERTON FU		s 8.24		s 3.45	
26 W	s 1.53	s 6.37	30.8	30.8	D	BELGRADE BL		s 8.09		s 3.30	
36	s 2.13	s 6.47	36.6	36.6	D	CEDAR RAPIDS OD		s 7.50		f 3.15	
38 WY	A 2.40PM	A 7.05AM	44.3	44.3	D	PRIMROSE P		7.30AM		3.00PM	
					DN-R	SPALDING YL SG		Daily		Daily	
						(44.3)		Daily		Daily	

WESTWARD					NORFOLK BRANCH					EASTWARD					
SECOND CLASS					Distance from Columbus	Time-Table No. 3 September 13, 1948					First Class	SECOND CLASS			
79	81	521	321	522		82	80	312	Motor Passenger	Mixed	Mixed	Mixed			
Mixed	Mixed	Motor Mixed	Mixed	Mile Post		Mixed	Mixed	Mixed							
STATIONS					Mile Post	STATIONS					Mile Post	STATIONS			
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	Y P 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	
20				f 2.30	14.7	D	PLATTE CENTER	PO		14.7				s10.50	
33	P			f 2.45	20.3		TARNOV			20.3				f10.25	
					25.1		O. & N. W. CROSSING			25.1					
56	W			s 3.17	25.7	D	HUMPHREY	HX		25.7				s10.10	
15				f 3.23	29.1		PECK			29.1				f 9.46	
33	W			s 3.55	35.4	D	MADISON	MA		35.4				s 9.32	
27	P			f 4.10	40.9		ENOLA			40.9				s 8.57	
	I				48.7		O. & N. W. CROSSING			48.7					
					50.2		O. & N. W. CROSSING			50.2					
WCZTYP				A 5.00AM	50.4	D-R	NORFOLK	YL	KN	50.4				8.30PM	
							(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							(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					Distance from Oconee	Time-Table No. 3 September 13, 1948					First Class	SECOND CLASS		
79	81	521		522		82	80	Motor Passenger	Mixed	Mixed				
Mixed	Mixed	Motor Mixed		Mile Post		Mixed	Mixed							
STATIONS					Mile Post	STATIONS					Mile Post	STATIONS		
20	Y P	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							(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					Distance from Grand Island	Time-Table No. 3 September 13, 1948					SECOND CLASS					
283	83			84		284										
Mixed	Mixed			Mixed		Mixed										
STATIONS					Mile Post	STATIONS					Mile Post	STATIONS				
WTYPCZ			10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND	YL	GE	0.0	A 5.15PM	A 5.15PM				
I					0.4		C. B. & Q. CROSSING			0.4						
11	Y				2.5		CAREY			2.5						
19	P		s 10.30	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				s 10.20	30.7	D	ELBA	EB		30.7	s 3.48					
25	P			s 10.35	36.8		OOTSFIELD			36.8	s 3.41					
1					43.1		WEEKS SPUR			43.1						
	W			10.50	44.5		SCOTIA JUNCTION			44.5	3.23					
20				s 11.00	45.7	D	SCOTIA	SK		45.7	s 3.14					
	W			11.15	44.5		SCOTIA JUNCTION			44.5	3.07					
31				s 11.35AM	48.8	D	NORTH LOUP	NU		48.8	s 2.57					
3					58.5		SAUNDERS			58.5						
					60.7		C. B. & Q. CROSSING			60.7						
34	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)	(0.55)			
											Average speed per hour.....	22.2	23.9			

WESTWARD LOUP CITY BRANCH					EASTWARD					WESTWARD PLEASANTON BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 3 September 13, 1948					SECOND CLASS					Time-Table No. 3 September 13, 1948				
283	284				284														
Mixed	Mixed				Mixed														
STATIONS					Mile Post	STATIONS					Mile Post	STATIONS							
WYPC	11.15AM	D-R	ST. PAUL	YL	SP	0.0	A 4.05PM			11	WY	D-R	BOELUS	YL	HW	0.0			
19	s 11.40AM	D	DANNEBROG	DB		8.8	s 3.50				I		C. B. & Q. CROSSING			8.8			
11	WY	s 12.05PM	D-R	BOELUS	YL	HW	18.6	s 3.20		5			SOUTH RAVENNA			12.4			
31		f 12.25		ROCKVILLE		25.8	f 2.55			8			POOLE			15.5			
33	WYP	A 1.00PM	D-R	LOUP CITY	YL	OP	39.0	2.30PM		34	WY	D-R	PLEASANTON	YL	PN	22.1			
				(39.0)				Monday Wednesday Friday					(22.1)						
	(1.45) 22.3							Thru Time.....	(1.35) 24.6										
								Average speed per hour.....											

WESTWARD					HASTINGS BRANCH					EASTWARD						
SECOND CLASS					Distance from Hastings	Time-Table No. 3 September 13, 1948					SECOND CLASS					
359	355	357		356		358										
Time Frt.	Time Frt.	Time Frt.		Time Frt.		Time Frt.										
STATIONS					Mile Post	STATIONS					Mile Post	STATIONS				
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		NEWMARCH			7.3							
86	P			12.7	D	HAYLAND	HA		12.7							
95	P			20.2		DENMAN			20.2							
WB114 EB71	WYP RCSI	A11.05PM	A10.20PM	A 9.35PM	28.1	DN-R	GIBBON	YL	GB	28.1	6.00AM	3.30PM				
							(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			
											Average speed per hour.....					

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

WESTWARD				KEARNEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 3 September 13, 1948				SECOND CLASS	
	95 Mixed	519 Motor Passenger	517 Motor Passenger	Mile Post		518 Motor Mixed	96 Mixed	STATIONS		Mile Post	
								Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday		Sunday
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		GLENWOOD PARK 5.5	5.5	f 11.43	f 8.32		
19 P	s 9.19	s 4.22	s 5.17	10.1		RIVERDALE 4.6	10.1	s 11.35	s 8.22		
27	s 9.30	s 4.33	s 5.28	16.8	D	AMHERST HR 6.7	16.8	s 11.23	s 8.00		
13 W	f 9.52	f 4.43	f 5.38	22.7		WATERTOWN 5.9	22.7	f 11.12	f 7.41		
32	s 10.06	s 4.50	s 5.45	26.3	D	MILLER MR 3.6	26.3	s 11.05	s 7.33		
38	s 10.20	s 5.02	s 5.57	32.5	D	SUMNER SU 6.2	32.5	s 10.53	s 7.15		
28	s 10.40 ⁵¹⁸	s 5.14	s 6.09	40.4	D	EDDYVILLE VD 7.9	40.4	s 10.40 ⁹⁵	s 6.59		
	f 10.52	f 5.22	f 6.18	45.9		LOMAX 5.5	45.9	f 10.28	f 6.40		
40	s 11.13	s 5.34	s 6.30	52.1	D	OOONTO BS 6.2	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.47	f 6.46	59.1		LODI 7.0	59.1	f 10.03	f 6.14		
27 WYP	s 12.30PM	s 6.00 ⁹⁶	s 6.57	65.5	D	CALLAWAY OA 6.4	65.5	s 9.52	s 6.00 ⁵¹⁹		
9	f 12.55	f 6.17	f 7.12	75.8		FINOHVILLE 10.3	75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.30	s 7.24	83.1	D	ARNOLD AD 7.3	83.1	s 9.20	s 4.45		
5 P	s 1.55	f 6.45	s 7.35	90.6		LOGAN 7.5	90.6	s 9.07	f 4.26		
10	f 2.10	f 6.55	f 7.42	94.6		HOAGLAND 4.0	94.6	f 9.00	f 4.18		
15 P	f 2.30	s 7.04	s 7.49	99.2		GANDY 4.6	99.2	s 8.50	f 4.08		
22 WYC	A 2.55PM	A 7.15PM	A 8.00AM	102.4	D-R	STAPLETON YL SN 3.2	102.4	8.45AM	4.00PM		
						(102.4)		Daily Except Monday	Sunday Wednesday Friday		
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			.....Thru Time.....		(3.14) 31.7	(5.20) 19.2	

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		Distance from O'Fallons	Time-Table No. 3 September 13, 1948				SECOND CLASS			
	97 Local Freight	93 Mixed		Mile Post	98 Local Freight	94 Mixed	STATIONS				
							Daily	Daily			
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		OOKER 2.8	2.8	f 3.58	f 6.45		
41 P		f 7.56	s 7.15	12.8	D	SARBEN AK 10.0	12.8	f 3.30	s 6.29		
40		f 8.13	f 7.25	19.6		NEVENS 6.8	19.6	f 3.15	f 6.19		
8		f 8.24	f 7.33	24.8		BROGANVILLE 5.2	24.8	f 3.05	f 6.12		
42 WP		f 8.35	s 7.40	28.4		KEYSTONE 3.6	28.4	f 2.55	f 6.07		
6				30.7		KINGSLEY 2.3	30.7				
42 P		f 8.50	f 7.50	34.9	D	MARTIN SA 4.2	34.9	f 2.30	f 5.55		
42 P		f 9.05	s 8.00	41.2		LEMOYNE 6.3	41.2	f 2.15	s 5.45		
25		f 9.20	f 8.09	46.8		BELMAR 5.6	46.8	f 2.05	f 5.34		
44		f 9.29	f 8.18	51.7		RUTHTON 4.9	51.7	f 1.55	f 5.26		
41 WCYP		s 10.00	s 8.32	59.3	D	LEWELLEN YL W 7.8	59.3	s 1.40	s 5.15		
41 P		s 10.50	s 8.54	70.8	D	OSHKOSH YL OX 11.5	70.8	s 1.05	s 4.52		
40 WP		s 11.35	s 9.19	86.4	D	LISCO OO 15.6	86.4	f 12.25PM	s 4.24		
37		⁹⁸ f 11.53AM	f 9.33	95.4		FINLEY 9.0	95.4	⁹⁷ f 11.53AM	f 4.10		
46		s 12.15PM	s 9.43	100.4	D	BROADWATER BR 5.0	100.4	f 11.40	s 4.01		
19		f 12.34	f 10.01	109.6		TOWERS 9.2	109.6	f 11.20	f 3.43		
196 WCTP		s 1.15	s 10.11	114.1	D	NORTHPORT YL NP 4.5	114.1	f 11.12	s 3.36		
AI		1.19	10.14	115.5		O. B. & Q. CROSSING 1.4	115.5	11.08	3.28		
11		f 1.30	f 10.24	121.8		MOHLER 6.3	121.8	f 10.58	f 3.17		
38 P		f 1.40	s 10.40 ⁹⁸	126.7	D	SOUTH BAYARD OR 4.9	126.7	s 10.40 ⁹⁸	s 3.10		
51		f 1.50	s 10.50	132.1	D	McGREW MO 5.4	132.1	f 10.28	s 2.59		
30 P		f 2.04	s 11.00	137.9	D	MELBETA MB 5.8	137.9	f 10.18	s 2.50		
70 WCYP		A 2.20PM	A 11.15AM	145.9	DN-R	GERING YL G 8.0	145.9	10.01AM	2.30PM		
						(145.9)		Daily	Daily		
		(6.50) 21.4	(4.20) 33.6			.....Thru Time.....		(6.19) 23.1	(4.30) 32.4	

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				HASTINGS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		Distance from Hastings	Time-Table No. 3 September 13, 1948				SECOND CLASS			
	95 Mixed	519 Motor Passenger		Mile Post	518 Motor Mixed	96 Mixed	STATIONS				
							Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday		
WYCZ	9.00AM	4.05PM	5.00AM	0.0	DN-R	HASTINGS YL KR	0.0	A11.59AM	A 9.20PM		
12	f 9.12	f 4.15	f 5.10	5.5		GLENWOOD PARK 5.5	5.5	f 11.43	f 8.32		
19 P	s 9.19	s 4.22	s 5.17	10.1		RIVERDALE 4.6	10.1	s 11.35	s 8.22		
27	s 9.30	s 4.33	s 5.28	16.8	D	AMHERST HR 6.7	16.8	s 11.23	s 8.00		
13 W	f 9.52	f 4.43	f 5.38	22.7		WATERTOWN 5.9	22.7	f 11.12	f 7.41		
32	s 10.06	s 4.50	s 5.45	26.3	D	MILLER MR 3.6	26.3	s 11.05	s 7.33		
38	s 10.20	s 5.02	s 5.57	32.5	D	SUMNER SU 6.2	32.5	s 10.53	s 7.15		
28	s 10.40 ⁵¹⁸	s 5.14	s 6.09	40.4	D	EDDYVILLE VD 7.9	40.4	s 10.40 ⁹⁵	s 6.59		
	f 10.52	f 5.22	f 6.18	45.9		LOMAX 5.5	45.9	f 10.28	f 6.40		
40	s 11.13	s 5.34	s 6.30	52.1	D	OOONTO BS 6.2	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.47	f 6.46	59.1		LODI 7.0	59.1	f 10.03	f 6.14		
27 WYP	s 12.30PM	s 6.00 ⁹⁶	s 6.57	65.5	D	CALLAWAY OA 6.4	65.5	s 9.52	s 6.00 ⁵¹⁹		
9	f 12.55	f 6.17	f 7.12	75.8		FINOHVILLE 10.3	75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.30	s 7.24	83.1	D	ARNOLD AD 7.3	83.1	s 9.20	s 4.45		
5 P	s 1.55	f 6.45	s 7.35	90.6		LOGAN 7.5	90.6	s 9.07	f 4.26		
10	f 2.10	f 6.55	f 7.42	94.6		HOAGLAND 4.0	94.6	f 9.00	f 4.18		
15 P	f 2.30	s 7.04	s 7.49	99.2		GANDY 4.6	99.2	s 8.50	f 4.08		
22 WYC	A 2.55PM	A 7.15PM	A 8.00AM	102.4	D-R	STAPLETON YL SN 3.2	102.4	8.45AM	4.00PM		
						(102.4)		Daily Except Monday	Sunday Wednesday Friday		
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			.....Thru Time.....		(3.14) 31.7	(5.20) 19.2	

Westward trains are superior to trains of the same class in the opposite direction, except that 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		Distance from Gering	Time-Table No. 3 September 13, 1948				SECOND CLASS			
	97 Local Freight	93 Mixed		Mile Post	98 Local Freight	94 Mixed	STATIONS				
							Daily	Daily			
WYP		7.30AM	6.55AM	0.0	DN-R	GERING YL G	0.0	A 4.20PM	A 7.00PM		
17		f 7.35	f 7.00	5.4		MATHERS 5.4	5.4	f 3.58	f 6.45		
27		f 7.56	s 7.15	6.0		MOON 0.6	6.0	f 3.30	s 6.29		
		f 8.13	f 7.25	7.0		ROUBADEAU 1.0	7.0	f 3.15	f 6.19		
		f 8.24	f 7.33	8.4		HILLIKER 1.4	8.4	f 3.05	f 6.12		
		f 8.35	s 7.40	9.8		RIFORD 1.4	9.8	f 2.55	f 6.07		
						(9.8)		Daily	Daily		
		(6.50) 21.4	(4.20) 33.6			.....Thru Time.....		(6.19) 23.1	(4.30) 32.4	

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. 3 September 13, 1948			Mile Post	SECOND CLASS		
	353	93	59		354	60	94				
	Mixed Daily	Mixed Daily	Mixed Daily		Mixed	Mixed	Mixed				
72 WYP		11.30AM	6.00AM	145.9	DN-R	GERING YL G	145.9	A10.30AM	A 2.20PM		
14		f11.36	f 6.10	150.5		4.6 COSTIN	150.5	f10.17	f 2.04		
30		s11.39	s 6.15	152.3	D	1.8 HAIG HA	152.3	s10.14	s 1.58		
24 P		s11.45	s 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	s10.08	s 1.48		
32		f11.48	f 6.30	157.1		1.3 PELTON	157.1	f10.05	f 1.41		
42		f11.52	f 6.35	159.5		2.4 BAILEYVUE	159.5	f10.01	f 1.37		
30 P		s11.56	s 6.45	162.1	D	2.6 SOUTH MORRILL BI	162.1	s 9.56	s 1.33		
18		f11.59AM	f 6.50	164.2		2.1 JOYCE	164.2	f 9.52	f 1.28		
51 WYP		s12.05PM	s 9.45 ⁸⁰	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 ⁵⁹	s 1.23		
21		f12.09	f 9.50	170.1		2.2 CANAL	170.1	f 9.20	f 1.16		
14		f12.13	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f 1.12		
51 P		s12.15	s10.07	173.7	D	0.9 HUNTLEY HU	173.7	s 9.13	s 1.10		
35		f12.20	f10.17	177.0		3.3 HOLLY	177.0	f 9.06	f 1.03		
51 WCYP	12.55PM	A12.30PM	10.35AM 12.50PM	181.6	D-R	4.6 YODER YL DR	181.6	A11.45AM	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 OOTTIER	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	f11.37			
28		f 1.12		187.6		2.3 FONDA	187.6	f11.32			
51 W		s 1.21		192.4	D	4.8 HAWK SPRINGS HK	192.4	s11.20			
31		f 1.29		194.7		2.3 DUROO	194.7	f11.07			
19		f 1.44		200.8		6.1 WYOROSS	200.8	f10.56			
51 WY		s 1.55		203.8	D	3.0 LA GRANGE GA	203.8	s10.51			
19		f 2.11		210.7		6.9 TREMAIN	210.7	f10.25			
51 WF		s 2.41		222.5	D	11.8 ALBIN AB	222.5	s10.00			
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			
		(2.50)	(1.00)	(7.30)		(98.4)		Daily	Daily	Daily	
		22.1	35.7	7.3		..... Thru Time.....		(2.25)	(2.20)	(1.25)	
						..... Average speed per hour.....		25.9	23.4	24.8	

WESTWARD				LYMAN BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	Distance from Lyman	Time-Table No. 3 September 13, 1948			Mile Post	WESTWARD			SEARS BRANCH			Mile Post
		STATIONS				STATIONS						
		0.0	DN	LYMAN YL MU		0.0						
18	2.8	2.8 SEARS	2.8									
6	3.3	0.5 SIDING NO. 1	3.3									
17	4.6	1.3 HARTMAN	4.6									
22	6.4	1.8 STEGALL	6.4									
		(6.4)										

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

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:
Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "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 "Frtn." —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 "Frtn." must not be exceeded.
Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psg.	Frtn.		Str.	De-Psgr.	Psg.	Frtn.
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).					Back-up movement	10	10	10	10
Backing up pulling train	40	40	40	40	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.				

OLD MAIN LINE									
Between Gilmore and Lane.	50	50	50	35					

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	Buda, all airfield trackage.				10
Fremont, on F. S. Y. & L. Co. tracks.				15	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Cozad, on Armour & Co. spur tracks.				5
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Gothenburg wye.				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	North Platte, ice house No. 2 track				5
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts— Summit 5.2 and 5.6	25	25	25	25	Between Mile Posts— 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 Summit	25	25	25	25

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				
ON WESTWARD TRACK					Between Mile Posts— Cheyenne				
Between Mile Posts— Korty 323.5 and 324.4	75	65	65	50	509.1 and 508.7	40	40	40	25
324.6 and 324.8	85	70	70	50	506.3 and 505.8	80	70	70	50
Roscoe 331.5 and 331.9	85	70	70	50	503.0 and 502.2	60	60	60	45
332.5 and 332.8	80	70	70	50	Archer 498.2 and 497.7	70	65	65	50
Ogallala 336.2 and 336.7	80	70	70	50	Durham 494.0 and 493.8	70	65	65	50
Julesburg 369.3 and 370.1	80	70	70	50	Hillsdale 486.5 and 486.2	70	65	65	50
Weir 371.0 and 371.6	80	70	70	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
376.9 and 377.3 Lodge Pole	80	70	70	50	Smeed 457.2 and 456.9	80	70	70	50
Sidney 409.6 and 410.1	85	70	70	50	Potter 423.5 and 422.6	70	60	60	45
Brownson 422.0 and 422.3	85	70	70	50	422.3 and 422.0	85	70	70	50
422.6 and 423.5	70	60	60	45	Brownson 410.1 and 409.6	85	70	70	50
Oliver 453.5 and 453.8	85	70	70	50	Sidney				
455.8 and 456.4	80	70	70	50	Brule 336.7 and 336.2	80	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	Ogallala 332.8 and 332.5	85	70	70	50
Smeed 462.8 and 462.9	80	70	70	50	331.9 and 331.5	85	70	70	50
Pine Bluffs 469.7 and 470.4	85	70	70	50	Roscoe 324.4 and 323.5	75	65	65	50
Egbert 481.0 and 481.3	85	70	70	50	North Platte				
Burns 486.2 and 486.5	70	65	65	50	THIRD SUBDIVISION				
487.1 and 487.7	85	70	70	50	Maximum speed.	90	75	70	50
Hillsdale 493.8 and 494.0	70	65	65	50	Light engines.				45
Durham 497.7 and 498.2	70	65	65	50	LaSalle Between M. P. 149.6 and 150.7	50	50	40	25
499.2 and 500.0	85	70	70	50	Between M. P. 150.7 and 150.9	30	30	30	25
Archer 502.2 and 503.0	60	60	60	45	Between M. P. 150.9 and 151.1	50	50	40	25
505.8 and 506.3	80	70	70	50	Sterling , 3900 class engines on coal chute track.				5
508.7 and 509.1	40	40	40	25	Freight engines not otherwise shown.			50	

BRANCHES

Location	Miles Per Hour				Location	Miles Per Hour				
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.	
Beatrice Branch Maximum speed.	50	50	50	45	Stromsburg Branch—Cont. Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.			5	5	
5000 and 9000 class and MacArthur type engines.			35	35		Between M.P. 73.6 and Central City with 1900 class and heavier engines.			10	10
Between Mile Posts— Valley 0.1 and 0.3	15	15	15	15	Norfolk Branch Maximum speed, with motor trains.			45		
3.8 and 4.0	35	35	35	35		Maximum speed, steam trains: Between Columbus and Oconee.			40	35
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.				25	25	Between Oconee and M.P. 16.			35	25
Yutan 6.4 and 7.7	35	35	35	35	Between M.P. 16 and Norfolk.			35	30	
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.				25	25	Columbus, over wye switches.			15	15
Mead Between U. P. yard and Nebr. Ordinance classification yard.				8	On curve at M.P. 1.75.			25	25	
Wahoo, city track.				6	Albion Branch Maximum speed: Motor trains. Steam trains.			45	30	
19.1 and 19.5	35	35	35	35	Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.			35	30	
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.				25		25	Between M.P. 11 and Spalding.			35	25
Weston 30.2 and 30.5	35	35	35	35	Over Bridge 12.96.			25	25	
30.2 and 30.5, 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
31.6 and 31.9	35	35	35	35	Between St. Libory and Ord.			35	30	
31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.				25	25	Loup City Branch.			35	30
Touhy 36.0 and 37.4	30	30	25	25	Pleasanton Branch.			30	30	
Garratt 56.3 and 57.5	15	15	15	15	Hastings Branch Maximum speed. With green fruit, manifest and stock trains.	60	60	60	45	
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.....	35	35	35	25	Over Bridge 21.35.	30	30	30	30	
					Gibbon, west of east wye switch.	15	15	15	15	
Pickrell 96.5 and 97.3	15	15	15	15	Kearney Branch Between Kearney and M.P.42: Steam trains. Motor trains.			40	30	
Beatrice, Allers Grain Company spur.				5	Between M.P. 42 and M.P. 57.25: Steam trains. Motor trains.			25	25	
Beatrice, 1900 class and heavier engines on Kilpatrick track.				5	Between M.P. 57.25 and Callaway: Steam trains. Motor trains.			40	30	
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.				35	25	Between Callaway and Stapleton: Steam trains. Motor trains.			45	35
Between Brainard and Hordville.				40	30			45	45	
Between Hordville and Central City.				35	25					
2800 class engines.				30	30					

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. Officer.	Omaha, Nebr.		G. F. Waltemath	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland
M. A. Tinley....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs to Omaha.	H. H. Walker...	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
M. J. Carey....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	H. E. Moore....	Surgeon.....	Suth'land, Nebr.	North Platte to Ogallala.
R. E. Tinley....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs	John L. McFee..	Surgeon.....	Ogallala, Nebr..	Sutherland to Julesburg.
L. G. Howard...	Oculist & Aurist.	Co. Bluffs, Ia...	Council Bluffs.	H. P. Linton....	Surgeon.....	Julesburg, Colo..	Ogallala to Lodge Pole and Julesburg to Sterling.
J. D. Bisgard...	Surgeon.....	Omaha, Nebr....	Omaha.	A. C. Colman...	Surgeon.....	Chappell, Nebr..	Julesburg to Sidney.
E. A. Connolly..	Surgeon.....	Omaha, Nebr....	Omaha.	R. E. Roche...	Surgeon.....	Sidney, Nebr....	Lodge Pole to Kimball.
C. F. Bantin....	Surgeon.....	Omaha, Nebr....	Omaha.	C. B. Dorwart..	Surgeon.....	Sidney, Nebr....	Lodge Pole to Kimball.
R. T. Mauer....	Hospital Surgeon	Omaha, Nebr....	Omaha.	E. R. Core....	Surgeon.....	Kimball, Nebr..	Sidney to Cheyenne.
A. McDermott..	Surgeon.....	Omaha, Nebr....	Omaha.	M. L. Morris...	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
A. W. Lempke...	Surgeon.....	Omaha, Nebr....	Omaha.	W. A. Buntent..	Dist. Surgeon..	Cheyenne, Wyo..	Cheyenne and vicinity.
O. C. Nickum...	Shop Surgeon..	Omaha, Nebr....	Omaha.	G. W. Koford...	Surgeon.....	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.
R. A. Moser....	Shop Surgeon..	Omaha, Nebr....	Omaha.	R. C. Gramlich..	Surgeon.....	Cheyenne, Wyo.	Cheyenne.
R. L. Traynor..	Surgeon.....	Omaha, Nebr....	Omaha.	E. W. Newman..	Oculist.....	Cheyenne, Wyo.	Cheyenne.
M. W. Barry....	Surgeon.....	Omaha, Nebr....	Omaha.	H. Brook Webb..	Surgeon.....	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. Bartek....	Surgeon.....	Omaha, Nebr....	Omaha.	A. F. Williams...	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
A. V. Murphy...	Surgeon.....	Omaha, Nebr....	Omaha.	W. L. Wilkinson.	Surgeon.....	La Salle, Colo..	LaSalle to Kersey
C. Rubendall...	Oculist & Aurist.	Omaha, Nebr....	Omaha.	C. W. Way.....	Surgeon.....	Wahoo, Nebr....	Yutan to Weston.
J. C. Davis....	Oculist & Aurist.	Omaha, Nebr....	Omaha.	J. S. Welch....	Surgeon.....	Lincoln, Nebr..	Valparaiso to Cortland.
J. F. Finegan...	Oculist.....	Omaha, Nebr....	Omaha.	F.T.Schowengerdt	Surgeon.....	Cortland, Nebr..	Beatrice to Lincoln.
Don E. Baca....	Surgeon.....	Papillion, Nebr.	Papillion and vicinity	W. T. Wildhaber	Surgeon.....	Beatrice, Nebr..	Cortland to Barneston.
G. A. Harris....	Surgeon.....	Valley, Nebr....	Waterloo to Fremont and Valley to Yutan.	L. J. Ekeler....	Surgeon.....	DavidCity, Nebr.	Valparaiso to Polk.
C. G. Moore....	Surgeon.....	Fremont, Nebr..	Valley to North Bend.	A. A. Bald.....	Surgeon.....	Pl. Center, Nebr.	Oconee to Humphrey.
F. G. Kolouch...	Surgeon.....	Schuyler, Nebr..	North Bend to Columbus.	G. B. Salter....	Surgeon.....	Norfolk, Nebr..	Oconee to Norfolk.
W.R. Neumarker	Surgeon.....	Columbus, Nebr.	(Schuyler to Silver Creek and Columbus to Oconee.	Homer Davis...	Surgeon.....	Genoa, Nebr....	Norfolk to St. Edward and Genoa to Fullerton.
R. C. Anderson..	Surgeon.....	Columbus, Nebr.	Silver Creek to Central City.	John S. McNeil..	Surgeon.....	Albion, Nebr....	Genoa to Albion.
R. R. Douglas...	Surgeon.....	Clarks, Nebr....	Clarks to Chapman and Central City to Polk.	M. O. Arnold...	Surgeon.....	St. Paul, Nebr..	St. Libory to Scotia and St. Paul to Dannebrog.
A. D. Brown....	Surgeon.....	Cent. City, Nebr.	Grand Island.	C. J. Miller....	Surgeon.....	Ord, Nebr.....	St. Paul to Ord.
R. D. Martin...	Oculist.....	Gr. Island, Nebr.	(Chapman to Wood River and Gr. Island to St. Paul.	C. G. Amick....	Surgeon.....	Loup City, Nebr.	Dannebrog to Loup City.
E. G. Johnson...	Surgeon.....	Gr. Island, Nebr.	Shelton to Elm Creek and Kearney to Amherst.	J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	Kearney to Stapleton.
C. H. Maggiore..	Surgeon.....	Kearney, Nebr..	Overton to Cozad.	J. E. Dunn....	Surgeon.....	Arnold, Nebr...	Callaway to Stapleton.
Bancroft&Staley	Surgeon.....	Kearney, Nebr..	Lexington to Gothenburg.	E. F. Carr....	Surgeon.....	Stapleton, Nebr.	Arnold to Stapleton.
V. D. Norall....	Surgeon.....	Lexington, Nebr.	Cozad to Brady Island.	O. A. Kostal...	Surgeon.....	Hastings, Nebr..	Gibbon to Hastings.
L. H. Fochtman.	Surgeon.....	Cozad, Nebr....	Gothenburg to No. Platte.	W. G. Seng....	Surgeon.....	Oshkosh, Nebr..	Oshkosh to Northport.
Bert W. Pyle....	Surgeon.....	Goth'burg, Nebr.	Brady Is. Nebr..	H. A. Blackstone	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
A. L. Schneider.	Surgeon.....	Brady Is. Nebr..	No. Platte, Nebr.	W. C. Harvey...	Surgeon.....	Gering, Nebr....	Northport to Gering.
T. J. Kerr.....	Surgeon.....	No. Platte, Nebr.	No. Platte, Nebr.	C. R. Watson...	Surgeon.....	So. Mit'all, Nebr.	Gering to Lyman.
O. C. Kreymborg	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.	Leo Keenan....	Surgeon.....	Torrington, Wyo.	Lyman to South Torrington.
A. E. Reeves....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.				