



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 10

Effective Sunday
April 29, 1951

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

Be Careful Today

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (111, 85, 11, 1, 17, 37, 5, 23, 9, 103, 101, 105, 27) and times. Includes 'Time-Table No. 10' and 'April 29, 1951'.

(8.40) (5.30) (20.35) (20.15) (10.30) (32.05) (21.25) (22.55) (23.25) (16.05) (16.10) (13.25) (20.38) Thru Time From Omaha
Average speed per hour

H. E. SHUMWAY
General Manager

E. H. BAILEY
General Superintendent

A. D. HANSON
Genl. Supt. Transportation

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

- FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES
C. A. LAUGHLIN, Chief Train Dispatcher... Omaha, Nebr.
H. K. LOHR, 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
E. M. PROUTY, Chief Train Dispatcher... North Platte, Nebr.
A. R. SUTHERLAND, Asst. Chief Train Dispatcher... North Platte, Nebr.
O. E. BEESON, Asst. Chief Train Dispatcher... North Platte, Nebr.
THIRD SUBDIVISION
C. A. VICK ROY, Chief Train Dispatcher... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher... Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher... Denver, Colo.
NORTH PLATTE BRANCH AND CUT-OFF
F. G. CLARK, Chief Train Dispatcher... Gering, Nebr.

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

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (112, 12, 28, 10, 2, 104, 102, 106, 38, 18, 24, 6, 86) and times. Includes 'Time-Table No. 10' and 'April 29, 1951'.

Thru Time From Omaha... (8.05) (20.45) (19.25) (24.05) (19.20) (15.55) (15.55) (13.18) (27.05) (9.40) (23.35) (20.35) (5.15)
Average speed per hour

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

WESTWARD FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS								Distances from Council Bluffs	Time-Table No. 10	
	71	547	73	75	237	239	233	April 29, 1951			
	Time Freight Daily	Motor Passenger Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Daily except Sun.	Local Freight Daily except Sun.	Local Freight Monday Wed., Fri.	STATIONS			
CXWITYOPZ		8.00PM		12.01PM			5.30AM	0.0	R COUNCIL BLUFFS YL	Double or three or more tracks	
XWITOPZ		8.15		12.15			5.40	2.8	DN-R OMAHA YL YD		
XIP		8.30		12.45			A 5.59AM	5.2	DN SUMMIT YL SU		
ES77 XP		8.40		12.55			Via Old Main Line 7.06AM	18.6	SARPY		
XP		8.50		1.00				17.1	LANE		
C884 XP							s 7.20	21.7	D ELKHORN KH		
C884 P							s 7.40	24.5	D WATERLOO WO		
WS144 XYPWC ES165 ES90		A 9.15PM		A 1.15PM			s 8.40	28.0	DN VALLEY YL V		
C881 P							f 8.50	34.3	MEROER		
I								38.2	F. S. Y. & L. CROSSING		
WS99 X ES172 WPZ							s 9.15	39.3	DN FREMONT YL FN		
I								40.0	O. B. & Q. CROSSING		
IP								44.8	O. & N. W. CROSSING		
C882 P							f 9.24 ²³	46.3	AMES		
C8119 XP							s 9.38	54.4	D NORTH BEND NB		
C882 P							s 10.10	61.4	D ROGERS DJ		
WS130 X ES125 WP							s 11.10 ⁵	68.7	DN SCHUYLER SO		
C8118 P							f 11.40AM	76.9	D RIOHILL BZ		
								83.8	O. B. & Q. CROSSING		
WS143 XWTC ES125 YPZ							s 12.30PM	84.8	DN COLUMBUS YL O		
C8119 P							s 12.50	92.2	D DUNCAN DQ		
C882 P							f 12.56	96.5	GARDINER		
C8119 XWP							s 1.20	102.3	DN SILVER OREEK SI		
C882 P							f 1.30	107.9	HAVENS		
C882 XP							s 2.00	113.6	D OLARKS OX		
								124.3	O. B. & Q. CROSSING		
WS113 X ES119 WYP		5.45PM		9.50AM			A 2.30PM	124.9	DN CENTRAL CITY OI		
C8119 P		f 6.00		s 10.15				135.1	D OHAPMAN OP		
								146.5	O. B. & Q. CROSSING		
XWCZTYOP		A 6.25PM		A 10.45AM		7.30AM		146.9	DN-R GRAND ISLAND GE YL		
C882 XYP						f 8.05		154.5	ALDA		
WS117 XW ES48 P						s 8.39		162.3	D WOOD RIVER WR		
C882 XP						s 9.05		169.9	D SHELTON ST		
WS130 XWI ES70 YP						s 9.40		176.0	DN GIBBON GB		
C882 P						f 9.55		180.2	OPTIO		
WS122 XWC ES118 YZF				A 10.15AM		7.00AM		189.1	DN KEARNEY YL KR		
C883 P				s 7.30				198.3	D ODESSA DZ		
CB130 WP				s 8.00				204.6	D ELM OREEK QR		
C883 P				s 8.30				213.3	D OVERTON OV		
WS120 XWY ES119 ZP				s 11.30				224.4	DN LEXINGTON UM		
C883 P						f 11.59AM		232.5	DARE		
C883 XWP						s 12.30PM		238.2	D OOZAD OO		
WS125 XWC ES130 YP						s 1.00		248.8	DN GOTHENBURG BU		
C883 P						1.15		254.5	VROMAN		
C883 WP						s 1.30		261.5	D BRADY ISLAND BI		
C8119 P						s 1.54 ²³		270.6	D MAXWELL MX		
C883 P						2.15		278.5	GANNETT		
XWCZTYOP						A 2.30PM		284.1	DN-R NORTH PLATTE YL NO		

(1.15) 22.4 (0.40) 33.0 (1.14) 22.8 (0.55) 24.0 (2.45) 15.3 (7.30) 12.7 (9.00) 13.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

WESTWARD FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	FIRST CLASS									Distances from Council Bluffs	Time-Table No. 10	
	111	11	1	5	23	103	101	105	27		April 29, 1951	
	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Passenger Daily		STATIONS	
				9.20AM						0.0	R COUNCIL BLUFFS YL	Double or three or more tracks
	11.50PM	9.30PM	9.25PM	9.55	8.20AM	2.10AM	1.55AM	1.40AM	12.55AM	2.8	DN-R OMAHA YL YD	
	11.55PM	9.37	9.32	10.02	8.28	2.15	2.00	1.45	1.02	5.2	DN SUMMIT YL SU	
	12.02AM	9.46	9.41	10.09	8.38	2.22	2.07	1.52	1.11	13.6	SARPY	
	12.05	9.50	9.45	10.14	8.42	2.25	2.10	1.55	1.15	17.1	LANE	
	12.09	9.54	9.49	10.19	8.46	2.29	2.14	1.59	1.19	21.7	D ELKHORN KH	
	12.12	f 9.58	9.52	10.22	8.50	2.32	2.17	2.02	1.23	24.5	D WATERLOO WO	
	12.15	s 10.05	9.57	10.26	8.54	2.35	2.20	2.05	1.27	28.0	DN VALLEY YL V	
	12.20	10.11	10.03	10.31	9.01	2.39	2.24	2.09	1.33	34.3	MEROER	
										38.2	F. S. Y. & L. CROSSING	
	12.25	s 10.30	10.09	s 10.43	s 9.16	2.43	2.28	2.13	1.39	39.3	DN FREMONT YL FN	
										40.0	O. B. & Q. CROSSING	
										44.8	O. & N. W. CROSSING	
	12.31	10.38	10.17	10.51	9.24 ²³³	2.48	2.33	2.18	1.47	46.3	AMES	
	12.37	f 10.47	10.24	10.58	9.31	2.54	2.39	2.24	1.55	54.4	D NORTH BEND NB	
	12.42	10.54	10.30	11.04	9.38	2.59	2.44	2.29	2.01	61.4	D ROGERS DJ	
	12.47	s 11.03	10.36	11.10 ²³³	f 9.48	3.04	2.49	2.34	2.07	68.7	DN SCHUYLER SO	
	12.53	11.11	10.43	11.18	9.56	3.10	2.55	2.40	2.14	76.9	D RIOHILL BZ	
										83.8	O. B. & Q. CROSSING	
	s 1.02	s 11.29	10.51	s 11.32	s 10.12	3.16	3.01	2.46	2.22	84.5	DN COLUMBUS YL O	
	1.09	f 11.40	10.59	11.43	10.22	3.22	3.07	2.52	2.30	92.2	D DUNCAN DQ	
	1.13	11.45	11.03	11.47	10.27	3.25	3.10	2.55	2.34	96.5	GARDINER	
	1.17	f 11.53	11.09	11.52	10.32	3.29	3.14	2.59	2.40	102.3	DN SILVER OREEK SI	
	1.21	11.58PM	11.14	11.57AM	10.37	3.33	3.18	3.03	2.45	107.9	HAVENS	
	1.25	f 12.05AM	11.19	12.02PM	10.42	3.37	3.22	3.07	2.50	113.6	D OLARKS OX	
										124.3	O. B. & Q. CROSSING	
	1.35	s 12.19	11.29	12.12	f 10.55	3.46	3.32	3.17	3.00	124.9	DN CENTRAL CITY OI	
	1.44	12.30	11.39	12.22	11.05	3.56	3.42	3.27	3.10	135.1	D OHAPMAN OP	
										146.5	O. B. & Q. CROSSING	
	1.56	12.45	11.55PM	12.35	11.20	4.09	3.54	3.39	3.22	146.9	DN-R GRAND ISLAND GE YL	
	1.57	1.00	12.05AM	12.45	11.30	4.10	3.55	3.40	3.32	154.5	ALDA	
	2.06	f 1.09	12.12	12.52	11.40	4.17	4.02	3.47	3.40	162.3	D WOOD RIVER WR	
	2.12	f 1.16	12.19	12.59	11.48	4.23	4.08	3.53	3.46	169.9	D SHELTON ST	
	2.18	f 1.23	12.25	1.05	11.55AM	4.29	4.14	3.59	3.52	169.9	D SHELTON ST	
	2.23	f 1.29	12.31	1.10	12.01PM	4.33	4.18	4.03	3.57	176.0	DN GIBBON GB	
	2.26	1.33	12.35	1.14	12.05	4.36	4.21	4.06	4.01	180.2	OPTIO	
	s 2.35	s 1.55	12.44	s 1.30	s 12.18	4.44	4.29	4.14 ²⁷	4.14 ¹⁰⁵	189.1	DN KEARNEY YL KR	
	2.44	f 2.05	12.54	1.39	12.29	4.51	4.36	4.21	4.26	198.3	D ODESSA DZ	
	2.48	f 2.12	1.00	1.44	12.35	4.56	4.41	4.26	4.31	204.6	D ELM OREEK QR	
	2.55	f 2.21	1.08	1.52	12.44	5.02	4.47	4.32	4.38	213.3	D OVERTON OV	
	3.04	s 2.39	1.18	2.02	s 12.57	5.10	4.55	4.40	4.48	224.4	DN LEXINGTON UM	
	3.10	2.49	1.25	2.10	1.08	5.16	5.01	4.46	4.55	232.5	DARE	
	3.14	s 3.01	1.30	2.15	f 1.16	5.20	5.05 ²⁷	4.50	5.05 ¹⁰¹	238.2	D OOZAD OO	
	3.22	s 3.16	1.40	2.25	f 1.30	5.28	5.13	4.58	5.18	248.8	DN GOTHENBURG BU	
	3.27	3.22	1.46	2.31	1.37	5.32	5.17	5.02	5.23	254.5	VROMAN	
	3.33 ¹¹	f 3.33 ¹¹¹	1.53	2.38	1.45	5.37	5.22	5.07	5.30	261.5	D BRADY ISLAND BI	
	3.40	f 3.50	2.02	2.47	1.54 ²³⁹	5.44	5.29	5.14	5.38	270.6	D MAXWELL MX	
	3.46	3.59	2.09	2.54	2.01	5.49 ²⁷	5.34	5.19	5.49 ¹⁰³	278.5	GANNETT	
	A 3.55AM	A 4.10AM	A 2.20AM	A 3.05PM	A 2.15PM	A 5.55AM	A 5.40AM	A 5.25AM	A 6.10AM	284.1	DN-R NORTH PLATTE YL NO	

(4.05) 68.9 (6.40) 42.2 (4.55) 57.2 (5.10) 54.4 (5.55) 47.5 (3.45) 75.0 (3.45) 75.0 (3.45) 75.0 (5.15) 53.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 10

April 29, 1951

STATIONS

FIRST CLASS

Mile Post	12	6	24	112	104	102	28	106	2
Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger

R COUNCIL BLUFFS YL	0.0		A 6.50PM							
DN-R OMAHA YL YD	2.8	A 7.00AM	6.35	A 7.50PM	A 12.35AM	A 1.40AM	A 1.50AM	A 2.50AM	A 3.00AM	A 3.50AM
DN SUMMIT YL SU	5.2	6.49	5.50	7.35	12.28	1.33	1.42	2.39	2.52	3.36
SARPY	8.4	6.40	5.42	7.25	12.20	1.25	1.34	2.31	2.44	3.28
LANE	13.6	6.36	5.38	7.20	12.16	1.22	1.30	2.27	2.40	3.24
ELKHORN KH	21.7	f 6.31	5.33	7.14	12.12	1.17	1.25	2.23	2.35	3.20
WATERLOO WO	24.5	f 6.27	5.30	7.10	12.08	1.13	1.21	2.19	2.31	3.17
VALLEY YL V	28.0	s 6.23	5.26	7.04	12.05AM	1.10	1.18	2.15	2.28	3.14
MEROER	34.3	6.16	5.20	6.56	11.59PM	1.05	1.12	2.09	2.22	3.08
F. S. Y. & L. CROSSING	38.2									
FREMONT YL FN	39.8	s 6.08	s 5.14	s 6.49	11.55	1.00	1.07	2.04	2.17	3.03
O. B. & Q. CROSSING	40.0									
O. & N. W. CROSSING	44.8									
AMES	46.3	f 5.54	4.59	6.34	11.49	12.52	12.59	1.55	2.08	2.54
NORTH BEND NB	54.4	f 5.45	4.52	6.25	11.43	12.46	12.53	1.47	2.02	2.46
ROGERS DJ	61.4	f 5.37	4.46	6.18	11.37	12.41	12.48	1.40	1.57	2.39
SCHUYLER SO	68.7	s 5.30	4.40	s 6.11	11.32	12.35	12.42	1.32	1.51	2.32
RICHLAND BZ	76.9	f 5.20	4.32	6.01	11.26	12.29	12.36	1.23	1.45	2.24
O. B. & Q. CROSSING	83.8									
COLUMBUS YL O	84.5	s 5.10	s 4.25	s 5.52	s 11.19	12.22	12.29	1.15	1.38	2.15
DUNCAN DQ	92.2	f 4.51	4.14	5.40	11.09	12.15	12.22	1.05	1.31	2.06
GARDINER	96.5	4.46	4.10	5.36	11.06	12.12	12.19	1.00	1.28	2.02
SILVER CREEK SI	102.3	f 4.41	4.05	5.31	11.02	12.08	12.15	12.55	1.24	1.57
HAVENS	107.9	4.33	4.00	5.26	10.58	12.04AM	12.11	12.50	1.20	1.52
CLARKS OX	113.6	f 4.27	3.55	5.22	10.53	11.59PM	12.07AM	12.45	1.16	1.47
O. B. & Q. CROSSING	124.3									
CENTRAL CITY OI	124.9	s 4.15	3.45	f 5.11	10.45	11.50	11.58PM	12.35	1.08	1.37
CHAPMAN OP	135.1	4.02	3.36	5.00	10.37	11.42	11.51	12.26	1.00	1.27
O. B. & Q. CROSSING	146.5									
GRAND ISLAND GE YL	146.9	3.50	3.25	4.45	10.27	11.31	11.40	12.15	12.50	1.15
ALDA	164.5	3.18	3.02	4.21	10.17	11.19	11.29	11.53PM	12.39	1.05
WOOD RIVER WR	162.3	f 3.09	2.55	4.11	10.11	11.13	11.23	11.45	12.34	1.24
SHELTON ST	169.9	f 3.00	2.48	4.03	10.06	11.07	11.17	11.38	12.28	1.39
GIBBON GB	176.0	f 2.53	2.42	3.56	10.02	11.02	11.12	11.32	12.23	1.34
OPTIC	180.2	2.49	2.38	3.51	9.59	10.59	11.09	11.28	12.20	1.30
KEARNEY YL KR	189.1	s 2.39	s 2.28	s 3.40	s 9.50	10.51	11.01	11.20	12.13	1.22
ODESSA DZ	198.3	f 2.24	2.15	3.24	9.41	10.43	10.53	11.09	12.05	1.23
ELM CREEK QR	204.6	f 2.17	2.09	3.18	9.37	10.39	10.49	11.04	12.01AM	12.08
OVERTON OV	213.3	f 2.07	2.02	3.09	9.31	10.33	10.43	10.56	11.54PM	12.01AM
LEXINGTON UM	224.4	s 1.55	1.52	f 2.57	9.23	10.25	10.35	10.46	11.46	11.52PM
DARR	232.5	1.44	1.45	2.45	9.17	10.19	10.29	10.39	11.40	11.44
COZAD CO	238.2	s 1.38	1.40	f 2.39	9.13	10.15	10.25	10.33	11.36	11.40
GOTHEBURG BU	248.8	s 1.23	1.30	f 2.22	9.05	10.07	10.17	10.23	11.28	11.31
VROMAN	254.5	1.14	1.25	2.13	9.00	10.02	10.12	10.18	11.22	11.26
BRADY ISLAND BI	261.5	f 1.07	1.18	2.06	8.55	9.57	10.07	10.12	11.17	11.20
MAXWELL MX	270.6	f 12.59	1.10	1.57	8.48	9.50	10.00	10.04	11.10	11.13
GANNETT	278.5	12.52	1.03	1.49	8.42	9.44	9.54	9.57	11.04	11.07
NORTH PLATTE YL NO	284.1	12.45AM	12.55PM	1.40PM	8.37PM	9.38PM	9.48PM	9.50PM	10.58PM	11.00PM

Thru Time to Omaha (6.15) (5.10) (6.10) (3.58) (4.02) (4.02) (5.00) (4.02) (4.50)
 Average speed per hour 45.0 54.4 45.6 70.9 69.7 69.7 56.3 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.
 On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

Time-Table No. 10

April 29, 1951

STATIONS

SECOND CLASS

Mile Post	72	234	76	74	548	240	238
Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight	

R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM	A 8.30AM				XWCITYOPZ
DN-R OMAHA YL YD	2.8	1.54	2.55	8.15				XWITOPZ
DN SUMMIT YL SU	5.2	1.10	2.35	7.45				XIP
SARPY	8.4	12.50	2.15	7.20				ES77 XP
LANE	13.6	12.40	f 2.05	7.10				XP
ELKHORN KH	21.7		s 1.55					C884 XP
WATERLOO WO	24.5		s 1.30					C884 P
VALLEY YL V	28.0	12.15AM	s 1.00	6.45AM				WS144XPYWC ES165 ES90
MEROER	34.3		f 12.01PM					C881 P
F. S. Y. & L. CROSSING	38.2							I
FREMONT YL FN	39.8		s 11.50AM					WS99 X ES172 WPZ
O. B. & Q. CROSSING	40.0							I
O. & N. W. CROSSING	44.8							IP
AMES	46.3		f 10.50					C882 P
NORTH BEND NB	54.4		s 10.20					C8119 XP
ROGERS DJ	61.4		s 9.50					C882 P
SCHUYLER SO	68.7		s 9.20					WS130 X ES123 WP
RICHLAND BZ	76.9		f 8.20					C8118 P
O. B. & Q. CROSSING	83.8							
COLUMBUS YL O	84.5		s 8.00					WS143 XWTC ES125 YPZ
DUNCAN DQ	92.2		s 7.20					C8119 P
GARDINER	96.5		f 6.50					C882 P
SILVER CREEK SI	102.3		s 6.40					C8119 XWP
HAVENS	107.9		f 6.00					C882 P
CLARKS OX	113.6		s 5.39					C882 XP
O. B. & Q. CROSSING	124.3							
CENTRAL CITY OI	124.9		5.00AM	A 6.55AM	A 7.40AM			WS113 X ES119 WYP
CHAPMAN OP	135.1			s 6.40	f 7.18			C8119 P
O. B. & Q. CROSSING	146.5							I
GRAND ISLAND GE YL	146.9			6.20AM	7.00AM	A 2.00PM		XWCZTYOP
ALDA	154.5					f 1.30		C882 XYP
WOOD RIVER WR	162.3					s 1.00		WS117 XW ES48 P
SHELTON ST	169.9					s 12.30PM		C882 XP
GIBBON GB	176.0					s 11.59AM		WS130 XWI ES70 YP
OPTIC	180.2					f 11.15		C882 P
KEARNEY YL KR	189.1					A 1.30PM	s 11.00AM	WS122 XWC ES118 YZP
ODESSA DZ	198.3					s 1.00		C883 P
ELM CREEK QR	204.6					s 12.30PM		C8130 WP
OVERTON OV	213.3					s 11.50AM		C883 P
LEXINGTON UM	224.4					s 11.30		WS120 XWY ES119 ZP
DARR	232.5					f 10.30		C883 P
COZAD CO	238.2					s 10.00		C883 XWP
GOTHEBURG BU	248.8					s 8.15		WS125 XWC ES130 YP
VROMAN	254.5					f 7.55		C883 P
BRADY ISLAND BI	261.5					f 7.45		C883 WP
MAXWELL MX	270.6					f 7.30		C8119 P
GANNETT	278.5					7.15		C883 P
NORTH PLATTE YL NO	284.1					7.00AM		XWCZTYOP

..... Thru Time (1.45) (10.15) (0.35) (1.45) (0.40) (6.30) (3.00)
 Average speed per hour 16.0 12.2 37.7 16.0 33.0 14.6 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 On First Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Stations (353, 245, 243, 97, 241, 93), and Distance from Council Bluffs.

Time-Table No. 10

April 29, 1951

STATIONS

Main table for Westward Second Subdivision Second Class, listing train numbers, times, and distances.

(1.00) 32.0 (5.00) 20.4 (2.05) 20.3 (0.40) 24.9 (3.25) 23.8 (0.25) 39.8

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

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Table with columns for Mail and Express, Passenger, Streamliner Passenger, and Distance from Council Bluffs.

Time-Table No. 10

April 29, 1951

STATIONS

Main table for Westward Second Subdivision First Class, listing train numbers, times, and distances.

(4.20) 52.0 (4.45) 47.5 (4.30) 50.1 (3.25) 66.0 (3.25) 66.0 (3.25) 66.0 (1.25) 57.3 (5.05) 44.3 (1.10) 69.2 (4.30) 50.1

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 10

April 29, 1951

FIRST CLASS

6	24	112	28	104	102	2	12	106	86
Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger

Mile Post	STATIONS	6	24	112	28	104	102	2	12	106	86
284.1	DN-R NORTH PLATTE NY 5.1	A11.45AM	A12.30PM	A 7.32PM	A 8.20PM	A 8.33PM	A 8.43PM	A 9.45PM	A11.00PM	A 9.53PM	A11.15PM
289.2	DN WEST NORTH PLATTE 1.3	11.33	12.17	7.23	8.07	8.24	8.34	9.32	10.48	9.44	11.03
290.5	BIRDWOOD 6.4										
296.9	D HERSHEY OF 3.8	11.27	12.09	7.17	8.01	8.18	8.28	9.26	10.42	9.38	10.56
300.7	DN O'FALLONS FA 1.1	11.24	12.05	7.14	7.58	8.15	8.25	9.23	10.38	9.35	10.53
301.8	VARNER 1.6										
303.4	D SUTHERLAND SU 4.5	11.22	f12.02PM	7.12	7.56	8.13	8.23	9.21	f10.34	9.33	10.51
307.9	DEXTER 7.6	11.18	11.57AM	7.09	7.53	8.10	8.20	9.18	10.26	9.30	10.47
315.5	D PAXTON PN 6.2	11.11	f11.50	7.03	7.47	8.04	8.14	9.12	f10.18	9.24	10.41
321.7	KORTY 6.0	11.06	11.44	6.59	7.42	7.59	8.09	9.07	10.09	9.19	10.35
327.7	D ROSCOE RO 7.1	11.00	11.38	6.55	7.36	7.55	8.05	9.01	f10.03	9.15	10.29
334.8	DN OGALLALA YL GT 9.1	10.53	s11.31	6.50	7.30	7.50	8.00	8.55	s 9.55	9.10	10.23
343.9	D BRULE RU 5.2	10.44	f11.21	6.43	7.22	7.42	7.52	8.47	f 9.43	9.02	10.14
349.1	MEGEATH 4.8										
353.9	D BIG SPRINGS GS 5.4	10.36	f11.11	6.36	7.14	7.35	7.45	8.39	f 9.32	8.55	10.06
359.3	BARTON 6.0	10.31	11.05	6.32	7.10	7.31	7.41	8.35	9.25	8.51	10.01
365.3	DN JULESBURG YL JB 5.3	10.25	f11.00	s 6.27PM	7.05	7.26	7.36	8.30	s 9.18	8.46	9.55PM
370.6	WEIR 9.7	10.20	10.54		7.01	7.21	7.31	8.26	9.09	8.41	
380.3	D CHAPPELL CQ 9.4	10.11	f10.46		6.53	7.14	7.24	8.18	f 8.59	8.34	
389.7	D LODGE POLE GP 6.6	10.02	f10.37		6.45	7.07	7.17	8.10	f 8.48	8.27	
396.3	D SUNOL UN 4.7	9.56	10.31		6.40	7.02	7.12	8.05	f 8.41	8.22	
401.0	COLTON 6.5	9.52	10.27		6.36	6.58	7.08	8.01	8.37	8.18	
407.5	DN-R SIDNEY YL OD 8.0	9.45	10.20		6.30	6.52	7.02	7.55	8.30	8.12	
415.5	BROWNSON 10.9	9.35	10.10		6.22	6.51	7.01	7.47	8.20	8.11	
426.4	DN POTTER PR 4.4	9.24	9.59		6.14	6.43	6.53	7.39	8.10	8.03	
430.8	JACINTO 4.6	9.14	9.49		6.04	6.34	6.44	7.29	f 8.00	7.54	
435.4	D DIX DX 4.5	9.06	9.41		5.57	6.28	6.38	7.22	f 7.48 ¹⁰⁶	7.48 ¹²	
439.9	OWASCO 4.6										
444.5	DN KIMBALL KB 6.6	8.58	f 9.32		5.50	6.22	6.32	7.15	s 7.33	7.42	
451.1	OLIVER 5.5										
456.6	D BUSHNELL BN 10.1	8.47	9.20		5.39	6.13	6.23	7.04	s 7.17	7.33	
466.7	DN PINE BLUFFS YL UF 5.3	8.38	9.10		5.30	6.05	6.15	6.55	s 7.05	7.25	
472.0	TRACY 5.5										
477.5	D EGBERT GX 5.7	8.27	9.00		5.20	5.55	6.05	6.45	f 6.53	7.15	
483.2	D BURNS UX 6.5	8.22	8.55		5.15	5.51	6.01	6.40	6.47	7.11	
489.7	HILLSDALE 6.2	8.17	8.50 ³⁵⁴		5.10	5.47	5.57	6.35	6.41	7.07	
495.9	D DURHAM 5.3	8.12	8.45		5.04	5.42	5.52	6.29	6.35	7.02	
501.2	ARCHER 8.3	8.07	8.40		4.59	5.38	5.48	6.24	6.30	6.58	
509.5	DN-R CHEYENNE YL OY (225.4)	7.55AM	8.30AM		4.50PM	5.30PM	5.40PM	6.15PM	6.20PM	6.50PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time.....	(3.50)	(4.00)	(1.05)	(3.30)	(3.03)	(3.03)	(3.80)	(4.40)	(3.03)	(1.20)
Average speed per hour.....	58.1	56.4	74.9	64.4	73.9	73.9	64.4	45.2	73.9	69.0

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 10

April 29, 1951

SECOND CLASS

242	246	354	244	98	94					
Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed					

Mile Post	STATIONS	242	246	354	244	98	94						
284.1	DN-R NORTH PLATTE NY 5.1	A11.15AM				A 4.50PM	A 7.00PM						XWCZTYOP
289.2	DN WEST NORTH PLATTE 1.3	11.05				4.40	6.48						P
290.5	BIRDWOOD 6.4												CS 84
296.9	D HERSHEY OF 3.8	s10.55				f 4.30	s 6.38						WS 72 XP
300.7	DN O'FALLONS FA 1.1	f10.30				4.22PM	6.30PM						CS 119 XWYP
301.8	VARNER 1.6												40 X
303.4	D SUTHERLAND SU 4.5	s10.15											CS 121 XP
307.9	DEXTER 7.6	f 9.55											CS 82 P
315.5	D PAXTON PN 6.2	s 9.45											CS 121 XP
321.7	KORTY 6.0	f 9.20											XP
327.7	D ROSCOE RO 7.1	f 9.10											CS 83 P
334.8	DN OGALLALA YL GT 9.1	s 9.00											WS122 WS120 ES138 XWCP
343.9	D BRULE RU 5.2	s 8.15											CS 125 P
349.1	MEGEATH 4.8												17 X
353.9	D BIG SPRINGS GS 5.4	s 7.50											CS 132 WP
359.3	BARTON 6.0	f 7.25											CS 83 P
365.3	DN JULESBURG YL JB 5.3	7.15AM			A12.15PM								XWCZTYOP WS125 ES121
370.6	WEIR 9.7				f11.59AM								CS 90 P
380.3	D CHAPPELL CQ 9.4				s11.45								CS 123 WP
389.7	D LODGE POLE GP 6.6				s11.30								WS 111 ES 78 XP
396.3	D SUNOL UN 4.7				f11.20								XP
401.0	COLTON 6.5				f11.10								CS 125 P
407.5	DN-R SIDNEY YL OD 8.0	A 1.30PM			11.00AM								XWCZTYOP
415.5	BROWNSON 10.9	f12.55											CS 94 YP
426.4	DN POTTER PR 4.4	s12.30PM											WS 121 XWP ES 70
430.8	JACINTO 4.6												8 X
435.4	D DIX DX 4.5	s11.59AM											CS 125 P
439.9	OWASCO 4.6												27 PX
444.5	DN KIMBALL KB 6.6	s11.35											CS 133 XWP
451.1	OLIVER 5.5												12
456.6	D BUSHNELL BN 10.1	s10.55											CS 125 WP
466.7	DN PINE BLUFFS YL UF 5.3	s10.30											CS125 XWCZTYOP
472.0	TRACY 5.5												10
477.5	D EGBERT GX 5.7	f 9.35	A 9.15AM										CS 94 XWYP
483.2	D BURNS UX 6.5	s 9.20	s 9.00										WS 62 XP
489.7	HILLSDALE 6.2	f 9.10	s 8.50 ²⁴										CS 96 WP
495.9	D DURHAM 5.3	f 8.59	f 8.35										WS 62 XP
501.2	ARCHER 8.3	f 8.50	f 8.29										WS 117 XP ES 125
509.5	DN-R CHEYENNE YL OY (225.4)	8.35AM	8.15AM										XWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time.....	(4.00)	(4.55)	(1.00)	(1.15)	(0.28)	(0.30)
Average speed per hour.....	20.3	20.7	32.0	33.8	35.6	30.8

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

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	Time-Table No. 10				Distance from Julesburg
	April 29, 1951				
	71 C. B. & Q. Freight Daily	85 Passenger Daily	111 Streamliner Passenger Daily	301 C. B. & Q. Passenger Daily	
80 WCYIP		5.15AM	f 4.10AM	0.0	
75 ZP		f 5.25	4.18	7.1	
73 WP		f 5.32	4.24	14.6	
29				19.0	
95 P		f 5.40	4.31	23.1	
29 P				25.8	
95 WP		f 5.47	4.36	30.1	
22				34.2	
72 P		f 5.55	4.43	38.8	
12 P				41.1	
22				42.2	
94 P		f 6.01	4.48	45.6	
16				50.1	
77 P		6.08	4.54	53.5	
IP				57.2	
169 IWCTZP	1.00PM	6.15 6.25	5.00 5.05	57.5	
72 P		1.14	f 6.35	61.7	
23			5.13	64.1	
74 P		1.27	f 6.41	66.8	
10			5.19	70.2	
143 P		1.36	f 6.47	72.1	
41			5.24	76.0	
52 P	A 2.00PM	f 6.52	5.29	78.4	
24			A 3.25AM	81.0	
94 WP		f 6.58	5.34	82.8	
53 P		7.05	5.40	87.0	
21				88.8	
100 WCP		f 7.10	5.44	93.8	
35 P			5.50	96.9	
79 P		f 7.20	5.52	98.6	
22 P		f 7.25	5.57	106.0	
78 P		f 7.29	6.00	109.0	
14 P				114.2	
53 P		f 7.36	6.06	117.7	
50 P		7.41	6.11	121.4	
121 WP		f 7.46	6.16	124.8	
16 P				130.2	
78 P		f 7.53	6.22	135.4	
27				139.1	
56 WCTYP	A 8.03AM	A 6.30AM		143.1	
				147.2	
				151.1	

Time-Table No. 10

April 29, 1951

STATIONS

DN	JULESBURG	YL	JB
D	7.1	OVID	VI
D	7.5	SEDGWICK	ZD
	4.4	DORSEY	
	4.1	RED LION	
	2.7	MARCOTT	
DN	4.3	CROOK	OK
	4.1	TOBIN	
	4.6	PROCTOR	
	2.3	POWELL	
	1.1	GRIFF	
D	3.4	ILIFF	F
	4.5	FORD	
	3.4	HAYFORD	
	3.7	C. B. & Q. CROSSING	
	0.3		
DN-R	STERLING	YL	ST
	4.2	HALL	
D	2.4	ATWOOD	OD
	2.7	BETTLAND	
D	3.4	MERINO	MI
	1.9	BETA	
	3.9	MESSEX	
	2.4	BALZAC	
DN	2.6	UNION	UN
	1.8	COOPER	
D	4.2	SNYDER	SN
	6.8	DODD	
	3.1	HURLEY	
DN	1.7	FT. MORGAN	FX
	7.4	NARROWS	
D	3.0	WELDONA	DN
	5.2	GOODRICH	
	3.5	ORCHARD	
	3.7	SUBLETTE	
	3.4	MASTERS	
	5.4	CANTON	
	5.2	HARDIN	
	3.7	KUNER	
D	4.0	KERSEY	KR
	4.1	AUBURN	
DN-R	3.9	LASALLE	YL SA

BLOCK SIGNALS

(151.1)

..... Thru Time
Average speed per hour

(1.00) 23.5 (2.48) 54.0 (2.20) 64.8 (0.35) 40.3

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.— See Rule S-72.

The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 10

April 29, 1951

STATIONS

Mile Post	FIRST CLASS			SECOND CLASS	
	112 Streamliner Passenger	86 Passenger	302 C. B. & Q. Passenger	250 Time Freight	72 C. B. & Q. Freight
0.0	As 6.27PM	A 9.50PM			
7.1	6.18	9.38			
14.6	6.12	9.29			
19.0					
23.1	6.05	9.20			
25.8					
30.1	6.00	9.13			
34.2					
38.8	5.53	9.03			
41.1					
42.2					
45.6	5.48	8.56			
50.1					
53.5	5.41	8.47			
57.2					
57.5	5.37 5.35	8.42 8.33	A 11.45PM	A 10.15PM	A 11.59PM
61.7					
64.1	5.28	8.25	f 11.28	9 55	11.43
66.8					
70.2	5.23	8.19	f 11.21	9.46	11.33
72.1					
76.0	5.19	8.13	f 11.15	9.38	11.21
78.4					
81.0	5.15	8.08	f 11.07PM	9.31	11.09PM
82.8					
87.0	5.10	8.02		9.24	
93.8	5.05	7.55		9.15	
96.9					
98.6	5.01	7.49		9.08	
106.0	4.55	7.42		8.57	
109.0	4.53	7.39		8.52	
114.2	4.49	7.34		8.45	
117.7	4.46	7.31		8.40	
121.4					
124.8	4.40	7.24		8.30	
130.2	4.36	7.19		8.18	
135.4	4.32	7.14		8.10	
139.1					
143.1	4.25	7.06		7.55	
147.2					
151.1	4.18PM	6.57PM		7.40PM	

BLOCK SIGNALS

(151.1)

..... Thru Time
Average speed per hour

(2.09) 70.3 (2.53) 52.4 (0.38) 37.1 (2.35) 36.2 (0.50) 28.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.— See Rule S-72.

The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS	Distance from Valley	Time-Table No. 10 April 29, 1951				Mile Post	FIRST CLASS		SECOND CLASS	
	71	73	548		STATIONS	547	74	72		Freight	Freight		
	Freight Daily	Freight Daily	Motor Passenger Daily			Motor Passenger	Freight	Freight					
WCYP	10.25PM	1.30PM		0.0	DN-R	VALLEY	YL V	0.0	A	5.40AM	A	11.15PM	
AI				5.8		C. B. & Q. CROSSING		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	
90 P	11.35PM	2.34		33.2		TOUHY		33.2		4.35		9.55	
96 WCYP	12.01AM	2.44	10.15AM	37.3	DN-R	VALPARAISO	YL VO	37.3	A	3.10PM		4.25 9.40	
				41.8		AGNEW		41.8					
33 P	12.18	2.58	f 10.30	46.5	D	RAYMOND	RM	46.5	f	2.59		3.59 9.15	
101 P	12.30	3.08	10.40	52.7		GARRATT		52.7	2.52			3.48 9.05	
				55.3		WEST LINCOLN		55.3					
				56.5		C. B. & Q. CROSSING		56.5					
24 WTZP	12.55	3.18	A 10.50AM	57.1	DN-R	LINCOLN	YL SN	57.1	2.45PM			3.40 8.50	
				57.4		C. B. & Q. CROSSING		57.4					
				59.0		C. B. & Q. CROSSING		59.0					
62 P	1.18	3.31		65.4		JAMAICA		65.4				3.18 8.05	
				68.2		HANLON		68.2					
21 P	1.33	3.46		74.7		PRINCETON		74.7				3.03 7.49	
73 WP	1.43	3.53		79.5	D	OORTLAND	RD	79.5		2.56		7.41	
84 P	1.58	4.08		88.9	D	PICKRELL	IK	88.9		2.43		7.25	
CWTZP	A 2.15AM	A 4.25PM		96.8	DN-R	BEATRICE	YL BX	96.8		2.30AM		7.00PM	
						(96.8)			Daily	Daily	Daily		
	(3.50) 25.2	(2.55) 33.2	(0.35) 23.9						(0.25) 47.5	(3.10) 30.5	(4.15) 22.8		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.

WESTWARD				OLD MAIN LINE				EASTWARD					
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. 10 April 29, 1951				Mile Post	FIRST CLASS		SECOND CLASS	
	STATIONS				BLOCK SIGNALS	SUMMIT YL SU	SOUTH OMAHA YL	GILMORE YL		PAPILLION PO	MO. PAC. CROSSING	MILLARD MD	LANE
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	E	GILMORE	YL	11.9					
72 P			f 6.35	16.8	D	PAPILLION	PO	16.8					
AIP				19.2		MO. PAC. CROSSING		19.2					
P			f 6.55	22.5	D	MILLARD	MD	22.5					
XP			A 7.05AM	26.1		LANE		26.1					
						20.9							
			(1.05) 18.9										

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Time shown for No. 233 at Summit and South Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				STROMSBURG BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS	Distance from Valparaiso	Time-Table No. 10 April 29, 1951				Mile Post	FIRST CLASS		SECOND CLASS	
	75	547	76		STATIONS	548	76	Freight		Freight			
	Mixed Tuesday Thursday Saturday	Motor Passenger Daily	Mixed			Motor Passenger	Mixed						
WCYP		5.00AM	3.15PM	0.0	DN-R	VALPARAISO	YL VO	0.0	A	10.10AM		A	11.35AM
16		f 5.20	f 3.30	7.4		LOMA		7.4	f	9.53		f	11.02
28		s 5.40	s 3.40	18.5	D	BRAINARD	BD	18.5	s	9.42		s	10.50
				15.0		C. & N. W. CROSSING		15.0					
32 W		s 6.10	s 4.00	23.2	D	DAVID CITY	DV	23.2	s	9.25		s	10.25
				23.5		C. B. & Q. CROSSING		23.5					
31		s 6.45	s 4.13	33.3	D	RISING CITY	RN	33.3	s	9.04		s	9.40
36		s 7.05	s 4.26	40.1	D	SHELBY	SH	40.1	s	8.50		s	9.20
7		s 7.34	s 4.41	47.5	D	OSOEOLA	OZ	47.5	s	8.34		s	8.55
9 W		s 8.25 ⁵⁴⁸	s 4.53	52.9	D	STROMSBURG	S	52.9	s	8.25 ⁷⁵ ₇₆		s	8.25 ⁵⁴⁸
00				56.8		DURANT		56.8					
35		s 8.40	s 5.11	63.0	D	POLK	PK	63.0	s	8.05		s	7.50
21		s 8.55	s 5.23	68.5	D	HORDVILLE	HV	68.5	s	7.54		s	7.30
00				73.4		SAND PIT SPUR		73.4					
22		s 9.10	f 5.32	73.8		HEBER		73.8	f	7.45		f	7.10
				75.3		C. B. & Q. CROSSING		75.3					
WYP		A 9.20AM	A 5.40PM	75.9	DN-R	CENTRAL CITY	YL OI	75.9		7.40AM			7.05AM
						(75.9)			Daily				Monday Wednesday Friday
		(4.20) 17.5	(2.25) 31.4							(2.30) 30.3			(4.30) 16.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		79 Mixed Daily Except Sunday	Distance from Genoa	Time-Table No. 10 April 29, 1951				Mile Post	FIRST CLASS		SECOND CLASS	
	STATIONS				GENOA YL G	KENT	MERCHESTON	FULLERTON FU		BELGRADE BL	CEDAR RAPIDS OD	PRIMROSE P	SPALDING YL SG
40 WY			12.32PM	0.0	D-R	GENOA	YL G	0.0	A	4.35PM			
12				5.3		KENT		5.3					
20				9.3		MERCHESTON		9.3					
38			s 1.08	13.7	D	FULLERTON	FU	13.7	s	4.05			
21			s 1.33	23.1	D	BELGRADE	BL	23.1	s	3.45			
26 W			s 1.52	30.3	D	CEDAR RAPIDS	OD	30.3	s	3.30			
36			s 2.13	36.6	D	PRIMROSE	P	36.6	f	3.15			
38 WY			A 2.40PM	44.3	D-R	SPALDING	YL SG	44.3		3.00PM			
						(44.3)			Daily Except Sunday				
			(2.08) 20.8							(1.35) 28.0			

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

WESTWARD				NORFOLK BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 10				SECOND CLASS					
				April 29, 1951									
				STATIONS									
WCTYPZ	11.40AM	6.20AM	1.40AM	0.0	DN-R	COLUMBUS	YL O	0.0	A12.25PM	A 5.15PM	A11.30PM		
20	11.50AM	6.30	1.50	4.2		SHELDONVILLE		4.2	12.10	5.08	f11.17		
8 YP	A12.02PM	A 6.45AM	f 2.00	9.4	R	OCONEE	YL	9.4	12.02PM	5.00PM	f11.05		
29			f 2.30	14.7	D	PLATTE CENTER	PO	14.7			s10.50		
36				20.3		TARNOV		20.3					
				25.1		O. & N. W. CROSSING		25.1					
50 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		
31				40.9		ENOLA		40.9					
				48.7		O. & N. W. CROSSING		48.7					
				50.2		O. & N. W. CROSSING		50.2					
WCZYP			A 5.00AM	50.4	D-R	NORFOLK	YL KN	50.4			8.30PM		
						(50.4)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1	..... Thru Time.....				(0.23) 24.5	(0.15) 37.6	(3.00) 16.8	..... Average speed per hour.....		

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

WESTWARD				ALBION BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 10				SECOND CLASS				
				April 29, 1951								
				STATIONS								
20 YP		12.02PM	6.45AM	0.0	R	OCONEE	YL	0.0	A12.02PM	A 5.00PM		
5				2.0		MILL SPUR		2.0				
		12.13	s 7.00	4.3	D	MONROE	MN	4.3	s11.50	s 4.50		
40 WYP		A12.29PM	s 7.30	11.3	D-R	GENOA	YL G	11.3	s11.30	4.35PM		
9				18.0		WOODVILLE		18.0				
50			s 8.15	22.3	D	ST. EDWARD	ST	22.3	s10.55			
28 WYP		A 9.05AM		33.7	D-R	ALBION	YL A	33.7	10.30AM			
						(33.7)			Daily Except Sunday	Daily Except Sunday		
	(0.27) 25.1	(2.20) 14.4	..... Thru Time.....				(1.32) 22.0	(0.25) 27.1	..... Average speed per hour.....			

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

WESTWARD				ORD BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 10				SECOND CLASS				
				April 29, 1951								
				STATIONS								
WTYPOCZ		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		s10.30	s 9.28	11.1	D	ST. LIBORY	RY	11.1	s 4.42	s 4.42		
39 WYP		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		COTESFIELD		36.8	s 3.41			
5				43.1		WEEKS SPUR		43.1				
			10.50	44.5		SCOTIA JUNCTION		44.5	3.23			
20			s11.00	45.7	D	SCOTIA	SK	45.7	s 3.14			
			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		C. B. & Q. CROSSING		60.7				
34 WY			A12.10PM	61.0	D-R	ORD	YL RD	61.0	2.30PM			
						(61.0)			Tue., Thurs. Sat.,	Mon., Wed., Fri.		
	(0.50) 26.3	(3.10) 19.3	..... Thru Time.....				(2.45) 22.2	(0.55) 23.9	..... Average speed per hour.....			

WESTWARD				LOUP CITY BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 10				SECOND CLASS				
				April 29, 1951								
				STATIONS								
WYP			11.15AM	0.0	D-R	ST. PAUL	YL SP	0.0	A 4.05PM			
19			s11.40AM	8.3	D	DANEBROG	DB	8.3	s 3.50			
11 W			s12.05PM	18.6	D	BOELUS	HW	18.6	s 3.20			
31			f12.25	25.8		ROCKVILLE		25.8	f 2.55			
33 WP			A 1.00PM	39.0	D-R	LOUP CITY	YL OP	39.0	2.30PM			
						(39.0)			Monday Wednesday Friday			
	(1.45) 22.3	..... Thru Time.....				(1.35) 24.6	..... Average speed per hour.....					

WESTWARD				HASTINGS BRANCH				EASTWARD				
				Time-Table No. 10								
				April 29, 1951								
				STATIONS								
WYPCZ				0.0	DN-R	HASTINGS	YL AN	0.0				
96				7.3		NEWMAROH		7.3				
86 P				12.7	D	HAYLAND	HA	12.7				
95 P				20.2		DENMAN		20.2				
WB130 WYP EB71 RCSI				28.1	DN-R	GIBBON	YL GB	28.1				
						(28.1)						
	..... Thru Time.....				..... 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. 10 April 29, 1951				Mile Post	SECOND CLASS	
	95 Mixed Tuesday, Thursday, Saturday	519 Motor Passenger Daily Ex. Sat. and Sunday	517 Motor Passenger Sunday	STATIONS		518 Motor Mixed	96 Mixed					
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R KEARNEY YL KR	0.0	A 11.59AM	A 9.20PM				
12	f 9.12	f 3.50	f 5.10	5.5	5.5		f 11.43	f 8.32				
19 P	s 9.19	s 3.57	s 5.17	10.1	GLENWOOD PARK 4.6	5.5	s 11.35	s 8.22				
27	s 9.30	s 4.08	s 5.28	16.8	RIVERDALE 6.7	10.1	s 11.23	s 8.00				
13 W	f 9.52	f 4.18	f 5.38	22.7	D AMHERST HR 5.9	16.8	f 11.12	f 7.41				
22	s 10.06	s 4.25	s 5.45	26.3	WATERTOWN 3.6	22.7	s 11.05	s 7.33				
28	s 10.20	s 4.37	s 5.57	32.5	D MILLER MR 6.2	26.3	s 10.53	s 7.15				
28	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D SUMNER SU 7.9	32.5	s 10.40 ⁹⁵	s 6.59				
40	s 11.13	s 5.15	s 6.30	52.1	D EDDYVILLE VD 11.7	40.4	s 10.19	s 6.28				
14	f 11.27AM	f 5.28	f 6.46	59.1	D OONTO BS 7.0	52.1	f 10.03	f 6.14				
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	LODI 6.4	59.1	s 9.52	s 5.45 ⁵¹⁹				
9	f 12.55	f 6.05	f 7.12	75.8	D CALLAWAY OA 10.3	65.5	f 9.31	f 5.00				
26 WP	s 1.30	s 6.15	s 7.24	83.1	FINCHVILLE 7.3	75.8	s 9.20	s 4.45				
5 P	s 1.55	f 6.27	s 7.35	90.6	D ARNOLD AD 7.5	83.1	s 9.07	f 4.26				
10	f 2.10	f 6.35	f 7.42	94.6	LOGAN 4.0	90.6	f 9.00	f 4.18				
15 P	f 2.30	s 6.43	s 7.49	99.2	HOAGLAND 4.6	94.6	s 8.50	f 4.08				
22 WYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D GANDY 3.2	99.2	A 8.45AM	4.00PM				
					STAPLETON YL SN	102.4						
					(102.4)		Daily Except Monday	Sunday Wednesday Friday				

(5.55) 17.3 (3.10) 32.3 (3.00) 34.1Thru Time..... (3.14) 31.7 (5.20) 19.2
Average speed per hour.....
 Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.
 Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.

WESTWARD				GERING BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 10 April 29, 1951				Mile Post.	SECOND CLASS	
	95 Mixed Tuesday, Thursday, Saturday	519 Motor Passenger Daily Ex. Sat. and Sunday	517 Motor Passenger Sunday	STATIONS		518 Motor Mixed	96 Mixed					
17				0.0	DN-R GERING YL G	0.0						
27				5.4	MATHERS 0.6	5.4						
				6.0	MOON 1.0	6.0						
				7.0	ROUBADEAU 1.4	7.0						
18				8.4	HILLIKER 1.4	8.4						
18				9.8	RIFORD 1.4	9.8						
					(9.8)							

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. 10 April 29, 1951				Mile Post	SECOND CLASS	
	95 Mixed Tuesday, Thursday, Saturday	519 Motor Passenger Daily Ex. Sat. and Sunday	517 Motor Passenger Sunday	STATIONS		518 Motor Mixed	96 Mixed					
15				0.0	DN-R O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM				
41 P	f 7.35	f 5.35	f 7.35	2.8	2.8		f 3.58	f 6.13				
40	f 7.56	s 5.48	f 7.56	12.8	D COCKER 10.0	12.8	f 3.30	s 5.58				
12	f 8.13	f 5.57	f 8.13	19.6	SARBEN 6.8	19.6	f 3.15	f 5.48				
45 WP				24.8	NEVENS 5.2	24.8						
11	f 8.35	s 6.11	f 8.35	28.4	BROGANVILLE 3.6	28.4	f 2.55	s 5.36				
42 P				30.7	KEYSTONE 2.3	30.7						
42 P	f 8.50	f 6.21	f 8.50	34.9	D KINGSLEY 4.2	34.9	f 2.30	f 5.24				
25	f 9.05	s 6.31	f 9.05	41.2	MARTIN 6.8	41.2	f 2.15	s 5.14				
44	f 9.20	f 6.40	f 9.20	46.8	D LEMOYNE 5.6	46.8	f 2.05	f 5.03				
41 WCYP	f 9.29	f 6.48	f 9.29	51.7	BELMAR 4.9	51.7	f 1.55	f 4.55				
41 P	s 10.00	s 7.02	s 10.00	59.3	D RUTHTON 7.6	59.3	s 1.40	s 4.44				
40 WP	s 10.50	s 7.21	s 10.50	70.8	D LEWELLEN YL W 11.5	70.8	s 1.05	s 4.21				
37	s 11.35	s 7.43	s 11.35	86.4	D OSHKOSH YL OX 15.6	86.4	f 12.25PM	s 3.53				
46	⁹⁸ f 11.53AM	f 7.56	⁹⁸ f 11.53AM	95.4	LISCO 9.0	95.4	⁹⁷ f 11.53AM	f 3.39				
19	s 12.15PM	s 8.07	s 12.15PM	100.4	D FINLEY 5.0	100.4	f 11.40	s 3.30				
195 WCTP	f 12.34	f 8.20	f 12.34	109.6	D BROADWATER BR 9.2	109.6	f 11.20	f 3.12				
AI	s 1.15	s 8.30	s 1.15	114.1	TOWERS 4.5	114.1	f 11.12	s 3.05				
11	1.19	8.33	1.19	115.5	D NORTHPORT YL NP 1.4	115.5	11.08	2.57				
38 P	f 1.30	f 8.40	f 1.30	121.8	C. B. & Q. CROSSING 6.8	121.8	f 10.58	f 2.46				
51	f 1.40	s 8.50	f 1.40	126.7	D MOHLER 4.9	126.7	f 10.40	s 2.39				
30 P	f 1.50	s 8.59	f 1.50	132.1	D SOUTH BAYARD OR 5.4	132.1	f 10.28	s 2.29				
70 WCYZP	f 2.19 ⁹⁴	s 9.09	f 2.19 ⁹⁴	137.9	D McGREW MO 5.8	137.9	f 10.18	s 2.19 ⁹⁷				
	A 2.35PM	A 9.30AM	A 2.35PM	145.9	D MELBETA MB 8.0	145.9	10.01AM	2.00PM				
					GERING YL G							
					(145.9)		Daily	Daily				

(7.05) 20.6 (4.00) 36.5Thru Time..... (6.19) 23.1 (4.25) 33.0
Average Speed per hour.....

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. 10 April 29, 1951				Mile Post.	SECOND CLASS	
	95 Mixed Tuesday, Thursday, Saturday	519 Motor Passenger Daily Ex. Sat. and Sunday	517 Motor Passenger Sunday	STATIONS		518 Motor Mixed	96 Mixed					
17				0.0	DN-R GERING YL G	0.0						
27				5.4	MATHERS 0.6	5.4						
				6.0	MOON 1.0	6.0						
				7.0	ROUBADEAU 1.4	7.0						
18				8.4	HILLIKER 1.4	8.4						
18				9.8	RIFORD 1.4	9.8						
					(9.8)							

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

WESTWARD

NORTH PLATTE CUT-OFF

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 10 April 29, 1951	Mile Post	SECOND CLASS		
	353	93	59				354	60	94
	Mixed Daily	Mixed Daily	Mixed Daily				Mixed	Mixed	Mixed
72 WYP		9.40AM	6.00AM	145.9	DN-R	GERING YL G	145.9	A10.30AM	A 1.50PM
14		f 9.46	f 6.10	150.5		4.6 COSTIN	150.5	f 10.17	f 1.34
30		s 9.49	f 6.15	152.3	D	1.8 HAIG HA	152.3	f 10.14	s 1.30
24 P		s 9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	f 10.10	s 1.21
32		f 9.58	f 6.30	157.1		1.3 PELTON	157.1	f 10.05	f 1.14
42		f 10.02 ⁶⁰	f 6.35	159.5		2.4 BAILEYVUE	159.5	f 10.02 ⁹³	f 1.10
30 P		s 10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL MO	162.1	f 9.56	s 1.06
18		f 10.09	f 6.50	164.2		2.1 JOYOE	164.2	f 9.52	f 1.01
51 WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 ⁵⁹	s 12.56
21		f 10.19	f 9.50	170.1		2.2 OANAL	170.1	f 9.20	f 12.49
14		f 10.23	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f 12.44
51 P		s 10.25	f 10.07	173.7	D	0.9 HUNTLEY HU	173.7	f 9.13	s 12.41
25		f 10.30	f 10.17	177.0		3.3 HOLLY	177.0	f 9.06	f 12.33
51 WCYP	12.55PM	10.40 ⁵⁹ 10.45	10.35AM ⁹³ 12.15PM ⁹⁴	181.6	D-R	4.6 YODER YL DR	181.6	A 11.45AM	9.00 8.50 12.25 12.15 ⁵⁹
51 P		s 10.55	s 12.35	188.1	D	6.5 VETERAN VN	188.1	s 8.37	s 12.03PM
8		f 11.00	f 12.40	191.5		3.4 HELDT	191.5	f 8.30	f 11.57AM
16		f 11.07	f 12.50	196.1		4.6 COTTIER	196.1	f 8.19	f 11.50
51 WYP		A 11.15AM	A 1.00PM	200.6	D-R	4.5 SO. TORRINGTON YL RI	200.6	8.10AM	11.45AM
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 WYROSS	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		7.2 LINDBERGH	229.7	s 9.45	
W		A 3.45PM		244.8	DN-R	14.6 EGBERT YL GX	244.8	9.20AM	

(2.50) (1.35) (7.00) Thru Time (2.25) (2.20) (2.05)
 22.1 34.5 7.8 Average speed per hour 25.9 23.4 26.3

WESTWARD LYMAN BRANCH EASTWARD

Time-Table No. 10
April 29, 1951

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Mile Post	STATIONS
	0.0	0.0	DN LYMAN MU
18	2.8	2.8	SEARS
6	3.3	3.3	0.5 SIDING NO. 1
17	4.6	4.6	1.3 HARTMAN
22	6.4	6.4	1.8 STEGALL

(6.4)

WESTWARD SEARS BRANCH EASTWARD

Time-Table No. 10
April 29, 1951

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Mile Post	STATIONS
	0.0	0.0	SEARS
5	1.2	1.2	BELLINGER
17	2.8	2.8	1.6 JANISE

(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 "City of Denver" train 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	Trains handling wrecking derricks:				
Inspection bus cars.			40	40	Derricks with 6-wheel trucks				40
When caboose is handled in train consisting of passenger train equipment.			50		Derricks with 4-wheel trucks				35
7000 class engines.			75	50	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				
3800 and 3900 class engines.			60	50	Trains handling company roadway machines on their own wheels, except wrecking derricks:				
5000 and 9000 class engines.			50	50	On straight track.				30
4000 class engines.			45	45	On curves.				25
MacArthur type engines with 63-inch drivers.			55	50	Passing fueling stations.	50	50	40	25
MacArthur type engines with 57-inch drivers.			35	35	Within yard limits protected by continuous block signal system.	60	50	50	25
Mallet, Consolidation and Ten Wheeler type engines.			35	35	When yard limits not protected by continuous block signal system.	50	40	40	25
0-6-0 and 0-8-0 type yard engines.			20	20	When using cross-overs or turn-outs:				
Steam engines running backward.			20	20	9000 class engines;				
Diesel-electric locomotives in road or helper service:					Forward movement				10
Backing up shoving a train. (Speed of train being helped will govern).					Back-up movement				6
Backing up pulling train					800 class engines with 14 wheel tender;				
Backing up light.	40	40	40	40	Back-up movement				5
				40	All other classes of engines;				
				40	Forward movement	15	15	15	15
				40	Back-up movement	10	10	10	10
Light engines.				45	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
Trains handling scale test cars.				30	On wye tracks.	15	15	15	15
When more than 50% of the tonnage is gravel.				40	Jordan spreaders and other machines of spreader type, when in operation.				15
Trains handling loaded wooden Hart convertible cars.				35	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	35				
---------------------------	--	--	----	----	--	--	--	--

FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.				5
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
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, within city limits	60	50	50	50					
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
					Gothenburg wye.				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	70	60	60	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	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	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.
Big Springs, over highway crossing when using siding.	5	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.				5
Brownson, on government tracks.				10					
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts— Korty 323.5 and 324.4	70	60	60	50	Between Mile Posts— Cheyenne 509.1 and 508.7	40	40	40	25
Brownson 422.6 and 423.5	70	60	60	50	506.3 and 505.8	80	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	503.0 and 502.2	60	50	50	40
Smeed 462.8 and 462.9	80	70	70	50	Archer 498.2 and 497.7	70	60	60	50
Burns 486.2 and 486.5	70	60	60	50	Durham 494.0 and 493.8	70	60	60	50
Hillsdale 493.8 and 494.0	70	60	60	50	Hillsdale 486.5 and 486.2	70	60	60	50
Durham 497.7 and 498.2	70	60	60	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
Archer 502.2 and 503.0	60	50	50	40	Smeed 457.2 and 456.9	80	70	70	50
505.8 and 506.3	80	70	70	50	Potter 423.5 and 422.6	70	60	60	50
508.7 and 509.1	40	40	40	25	Roscoe 324.4 and 323.5	70	60	60	50
Cheyenne					North Platte				

THIRD SUBDIVISION

Maximum speed.	79	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	
					Between M. P. 150.7 and 150.9	30	30	30	25	
					Between M. P. 150.9 and 151.1	50	50	40	25	
					Sterling, 3900 class engines on coal chute track.					5
Freight engines not otherwise shown.			50		Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick					20

BRANCHES

Beatrice Branch Maximum speed.	50	45	Weston 30.2 and 30.5	35	35
5000, 9000 class and MacArthur type engines on curves.	35	35	30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.	25	25
Between Mile Posts— Valley 0.1 and 0.3	15	15	31.6 and 31.9	35	35
3.8 and 4.0	35	35	31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.	25	25
3.8 and 4.0, with 5000 and 9000 class and MacArthur type engines.	25	25	Touhy 36.0 and 37.4	25	25
Yutan 6.4 and 7.7	35	35	Garratt 56.3 and 57.5	15	15
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25	Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits	35	25
Mead Between U. P. yard and Nebr. Ordinance classification yard.		8	Pickrell 96.5 and 97.3	15	15
Wahoo, city track.		6	Beatrice, Allers Grain Company spur.		5
19.1 and 19.5	35	35	Beatrice, 1900 class and heavier engines on Kilpatrick track.		5
19.1 and 19.5, with 5000 and 9000 class and MacArthur type engines.	25	25			

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Loup City Branch.		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	Hastings Branch Maximum speed.		50
Trains handling outfit cars		20	Over Bridge 21.35.		30
2800 class engines.	30	30	Gibbon, west of east wye switch.		15
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Trains with 400 class engines.	40 40 25	30 40 25
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton: Steam trains. Motor trains. Trains with 400 class engines.	45 45 30	35 45 30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Trains handling outfit cars		20
Between Oconee and M.P. 16.		25	North Platte Branch Maximum speed.		45
Between M.P. 16 and Norfolk.		30	5000, 7000 and 9000 class engines		35
Trains handling outfit cars		20	Over Bridge 18.30.		35
Columbus, over wye switches.	15		Oshkosh, over First Street Crossing		15
On curve at M.P. 1.75.	25		North Platte Cut-Off Maximum speed.		45
Albion Branch Maximum speed:		30	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	On curves between M.P. 25.42 and M.P. 31.25		30
Between M.P. 11 and Spalding.		25	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars		20	Lyman Branch.		20
Over Bridge 12.96.		25	Gering Branch.		20
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Sears Branch.		20
Carey, all air field trackage.		10			
Between St. Libory and Ord.		30			
Trains handling outfit cars		20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection
First Subdivision				First Subdivision(Cont.)			
Paddock.....	128.5	8	West	Josseyln.....	217.9	24-XP	Both
Buda.....	184.3	ES 73-XP	Both	Willow Island.....	243.2	63-XP	Both
Kearney Air Base.....	185.9	WS 40-XP	Both	Keith.....	274.6	7-X	Both
Alfalfa Center.....	194.1	44-XP	Both	Beck.....	280.5	10	West

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.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Yard Office	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Roundhouse	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Hump Yard Locker Room
Council Bluffs.....	West Yard Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	East End Yardmen's Room
Omaha.....	Union Station Telegraph Office	Julesburg.....	Telegraph Office
Omaha.....	Tower "B"	Sidney.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Conductor's Room Passenger Station
South Omaha.....	Yard Office	Cheyenne.....	Yard Office
Valley.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Valparaiso.....	Telegraph Office
Columbus.....	Enginemen's Washroom	Sterling.....	Telegraph Office
Central City.....	Telegraph Office	La Salle.....	Telegraph Office
Grand Island.....	Dispatcher's Office	Lincoln.....	Telegraph Office
Grand Island.....	Telegraph Office	Beatrice.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Roundhouse
Grand Island.....	Enginemen's Washroom, Passenger Station	Norfolk.....	Telegraph Office
Grand Island.....	Roundhouse	Hastings.....	Yard Office
Kearney.....	Telegraph Office	Stapleton.....	Telegraph Office
Kearney.....	Roundhouse	Gering.....	Dispatcher's Office
Lexington.....	Telegraph Office	Gering.....	Telegraph Office
North Platte.....	Dispatcher's Office	Gering.....	Roundhouse
North Platte.....	Telegraph Office	South Torrington.....	Telegraph Office

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
D. L. Gamette..	Medical Director	Los Angeles, Cal.	System.	F. L. Richards..	Oculist & Aurist.	Kearney, Nebr...	Kearney.
Lynn T. Hall...	Dist. Md. Officer	Omaha, Nebr...	East to, and including Council Bluffs.	M. B. Wilcox...	Oculist & Aurist.	Kearney, Nebr...	Kearney.
			West to, and including North Platte.	A. H. Shamburg.	Surgeon.....	Kimball, Nebr...	Kimball, Nebr.
			South to, but not including Marysville.	V. D. Norall....	Surgeon.....	Lexington, Nebr.	Overton to Cozad.
				J. S. Welch.....	Surgeon.....	Lincoln, Nebr...	Valparaiso to Cortland.
G. T. Alliband..	Oculist.....	Omaha, Nebr...		C. G. Amick....	Surgeon.....	Loup City, Nebr.	Danabrog to Loup City.
C. F. Bantin....	Surgeon.....	Omaha, Nebr...		H. R. Palmteer..	Surgeon.....	Madison, Nebr...	Madison, Nebr and vicinity.
M. W. Barry....	Surgeon.....	Omaha, Nebr...		R. K. Reynolds..	Surgeon.....	No. Bend, Nebr.	North Bend, Nebr.
J. G. Bartek....	Surgeon.....	Omaha, Nebr...		G. B. Salter....	Surgeon.....	Norfolk, Nebr.	Ocoonee to Norfolk.
J. D. Bisgard..	Surgeon.....	Omaha, Nebr...		T. J. Kerr.....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
E. A. Connolly..	Surgeon.....	Omaha, Nebr...		O. C. Kreymsborg	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
J. C. Davis.....	Oculist & Aurist.	Omaha, Nebr...		Wm. B. Niehus..	Surgeon.....	No. Platte, Nebr.	Between North Platte, Brady Is. & Sutherland.
John R. Kleyla..	Surgeon.....	Omaha, Nebr...		A. E. Reeves....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
S. McCleneghan.	Surgeon.....	Omaha, Nebr...		H. H. Walker....	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
A. McDermott...	Surgeon.....	Omaha, Nebr...		G. F. Walthemath	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
R. T. Mauer....	Hospital Surgeon	Omaha, Nebr...		R. T. Takenaga..	Surgeon.....	No. Platte, Nebr.	North Platte.
R. A. Moser....	Shop Surgeon...	Omaha, Nebr...		S. K. Imes.....	Surgeon.....	Ogallala, Nebr..	Ogallala and vicinity.
A. V. Murphy....	Surgeon.....	Omaha, Nebr...		H. S. Eklund....	Surgeon.....	Osceola, Nebr...	Osceola and vicinity.
F. C. Nelson....	Surgeon.....	Omaha, Nebr...		C. J. Miller....	Surgeon.....	Ord, Nebr.....	St. Paul to Ord.
O. C. Nickum....	Shop Surgeon...	Omaha, Nebr...		Don E. Baca....	Surgeon.....	Papillion, Nebr..	Papillion and vicinity.
S. A. Swenson...	Surgeon.....	Omaha, Nebr...		M. O. Arnold...	Surgeon.....	St. Paul, Nebr...	St. Libory to Scotia and St. Paul to Danabrog.
J. J. O'Hearn...	Surgeon.....	Omaha, Nebr...		F. G. Kolouch...	Surgeon.....	Schuyler, Nebr..	North Bend to Columbus
R. H. Rasgorahak	Oculist & Aurist.	Omaha, Nebr...		Richard Delfs...	Surgeon.....	Shelby, Nebr...	Shelby, Nebr.
T. T. Smith....	Aurist.....	Omaha, Nebr...		C. E. Wiltse...	Surgeon.....	Shelton, Nebr...	Shelton
J. J. O'Neil....	Aurist.....	Omaha, Nebr...		B. H. Grimm....	Surgeon.....	Sidney, Nebr...	Sidney, Nebr.
J. Allen Davis..	Aurist.....	Omaha, Nebr...		E. F. Carr.....	Surgeon.....	Stapleton, Nebr..	Arnold to Stapleton.
M. M. Greenberg	Oculist.....	Omaha, Nebr...		C. L. Marsh....	Surgeon.....	Valley, Nebr...	Waterloo to Fremont and Valley to Yutan.
J. E. Davis....	Surgeon.....	Albion, Nebr...		Ivan M. French..	Surgeon.....	Wahoo, Nebr...	Yutan and Weston, Nebr.
H. Sydow.....	Surgeon.....	Albion, Nebr...		Ervin King....	Surgeon.....	Wood Rr., Nebr..	Wood River and vicinity.
J. F. Dunn....	Surgeon.....	Arnold, Nebr...		W. A. Buntent...	Dist. Surgeon...	Cheyenne, Wyo..	East to, but not including North Platte.
W. T. Wildhaber	Surgeon.....	Beatrice, Nebr..					West to, but not including Rock Springs.
A. L. Schneider..	Surgeon.....	Brady Is., Nebr.					South to, but not including Warren.
A. D. Brown....	Surgeon.....	Cent. City, Nebr.					
E. T. Zickman...	Surgeon.....	Cent. City, Nebr.					
R. R. Douglas...	Surgeon.....	Clarks, Nebr...		R. C. Gramlich..	Surgeon.....	Cheyenne, Wyo.	Cheyenne.
R. C. Anderson..	Surgeon.....	Columbus, Nebr.		G. W. Koford...	Surgeon.....	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr
W. R. Neumarker	Surgeon.....	Columbus, Nebr.		F. E. Magrath...	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
M. J. Carey....	Surgeon.....	Co. Bluffs, Ia...		E. W. Newman...	Oculist.....	Cheyenne, Wyo..	Cheyenne.
L. G. Howard...	Oculist & Aurist.	Co. Bluffs, Ia...		R. B. Stump....	Oculist & Aurist.	Cheyenne, Wyo..	Cheyenne.
A. L. Nielson...	Surgeon.....	Co. Bluffs, Ia...		G. W. Marbry...	Oculist.....	Cheyenne, Wyo..	Cheyenne.
A. M. Pederson..	Surgeon.....	Co. Bluffs, Ia...		R. I. Williams..	Aurist.....	Cheyenne, Wyo.	Cheyenne.
L. H. Pochtman..	Surgeon.....	Cozad, Nebr...		A. C. Colman...	Surgeon.....	Chappell, Nebr..	Julesburg to Sidney.
L. J. Ekeler....	Surgeon.....	David City, Nebr.		H. P. Linton...	Surgeon.....	Julesburg, Colo..	Ogallala to Lodge Pole and Julesburg to Sterling.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.		E. R. Core.....	Surgeon.....	Kimball, Nebr...	Sidney to Cheyenne.
R. C. Reeder...	Surgeon.....	Fremont, Nebr..		John L. McFee..	Surgeon.....	Ogallala, Nebr..	Sutherland to Julesburg.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.		M. L. Morris...	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
Homer Davis...	Surgeon.....	Genoa, Nebr...		H. E. Moore....	Surgeon.....	Suth'land, Nebr..	North Platte to Ogallala.
W. C. Harvey, Jr.	Surgeon.....	Gering, Nebr...		H. A. Blackstone	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
H. H. Rodman...	Surgeon.....	Gibbon, Nebr...		W. C. Harvey...	Surgeon.....	Gering, Nebr...	Northport to Gering.
Bert W. Pyle...	Surgeon.....	Goth'burg, Nebr.		W. G. Seng....	Surgeon.....	Oshkosh, Nebr...	Oshkosh to Northport.
L. E. Imes.....	Surgeon.....	Gr. Island, Nebr.		Jason B. Roche..	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
E. G. Johnson...	Surgeon.....	Gr. Island, Nebr.		C. B. Dorwart..	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
K. F. McDermott	Surgeon.....	Gr. Island, Nebr.		C. R. Watson...	Surgeon.....	So. Mit'ell, Nebr.	Gering to Lyman.
C. H. Maggiore..	Surgeon.....	Gr. Island, Nebr.		Leo Keenan...	Surgeon.....	Torrington, Wyo.	Lyman to So. Torrington.
R. D. Martin...	Oculist.....	Gr. Island, Nebr.		Wm. M. Greig...	Dist. Surgeon...	Denver, Colo...	North to, and including Warren.
J. A. Proffitt...	Oculist.....	Gr. Island, Nebr.					East to, but not including Ellis.
J. J. Hanigan...	Surgeon.....	Hallam, Nebr...					East to, but not including Plainville.
O. A. Kostal...	Surgeon.....	Hastings, Nebr..		F. E. Palmer....	Surgeon.....	Sterling, Colo...	East to, and including Ovid.
Bancroft & Staley	Surgeon.....	Kearney, Nebr...		T. M. Rogers...	Surgeon.....	Sterling, Colo...	Iliff to Merino.
				A. F. Williams..	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
				W. L. Wilkinson.	Surgeon.....	La Salle, Colo...	La Salle to Kersey.