



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 11

Effective Sunday
June 17, 1951

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

Be Careful Today

FOR EMPLOYEES ONLY

Timetable 10 eff 29 Apr 51
 12 30 Sept 51

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 11														Distance from Council Bluffs	June 17, 1951													
STATIONS															0.0	CO. BLUFFS												
111	11	85	1	17	37	5	23	9	103	101	105	27	Passenger			112	12	28	10	2	104	102	106	38	18	24	6	86
Stream-liner	Passenger	Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger	Stream-liner	Stream-liner	Stream-liner	Passenger	Passenger	Stream-liner	Passenger	Passenger	Passenger	Passenger	Stream-liner	Stream-liner	Stream-liner	Passenger	Passenger	Passenger	Mail and Express	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
							9.20							0.0												6.50		
	11.50	9.45	9.35	9.25			9.55	8.20		2.10	1.55	1.40	12.55	2.8												7.50	6.05	4.10
	1.57	1.10	12.20	12.05			12.45	11.30		4.10	3.55	3.40	3.32	146.9												4.45	3.25	1.40
	3.55	4.10	2.30	2.20			3.05	2.15		5.55	5.40	5.25	6.10	284.1	C.T.											1.40	12.55	11.25
	3.00	3.35	1.50	1.30			2.15	1.25		5.00	4.45	4.30	5.20	284.1	M.T.											12.30	11.45	10.70
	4.10		3.20											365.3														8.50
		6.00		3.50			4.35	3.55		6.43	6.28	6.13	7.40	407.5														
							11.30																				
														562.5	Ar													
														509.5	Lv													
														519.0														
														566.0														
														682.8														
														817.0														
														847.2														
														992.6														

(8.40) (20.20) (10.45) (20.15) (10.25) (32.05) (21.25) (22.55) (23.25) (16.05) (16.10) (13.25) (20.38)Thru Time From Omaha
 69.2 41.5 52.1 48.9 41.4 37.9 46.2 43.2 52.0 61.6 61.2 62.9 47.9Average 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. McSPADDEN, 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,
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.

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.

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

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 11,

June 17, 1951

STATIONS

FIRST CLASS

Time-Table No. 11,														Mile Post	June 17, 1951														
STATIONS															0.0	CO. BLUFFS													
112	12	28	10	2	104	102	106	38	18	24	6	86	Passenger			112	12	28	10	2	104	102	106	38	18	24	6	86	
Stream-liner	Passenger	Passenger	Passenger	Passenger	Stream-liner	Stream-liner	Stream-liner	Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger	Stream-liner	Passenger	Passenger	Passenger	Passenger	Stream-liner	Stream-liner	Stream-liner	Passenger	Passenger	Passenger	Mail and Express	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
														0.0													6.50		
														2.8	12.35	6.45	2.50										7.50	6.05	4.10
														146.9	10.27	3.15	12.15										4.45	3.25	1.40
C.T.														284.1	8.37	12.15	9.50										1.40	12.55	11.25
M.T.														284.1	7.32	10.45	8.20										12.30	11.45	10.70
														365.3	6.27														8.50
														407.5		8.30	6.30										10.20	9.45	
																												
														562.5	Ar														
														509.5	Lv														
														519.0															
														566.0															
														682.8															
														817.0															
														847.2															
														992.6															

Thru Time From Omaha.....(8.05) (20.30) (19.25) (23.05) (19.20) (15.55) (15.55) (13.18) (27.05) (9.40) (23.35) (20.35) (10.10)
 Average speed per hour.....69.2 41.2 51.0 52.7 51.2 62.2 62.2 63.5 45.3 44.6 42.0 48.1 55.1

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Fremont.....	East of Council Bluffs arriving on this train.....	Salt Lake City or beyond.	2	Kearney.....	Salt Lake City or South...	C. & N. W. points east of Council Bluffs.
23	Columbus.....			12	Fremont.....		
23	Kearney.....	Omaha or beyond.		24	Any Station 1st & 2nd Subdivision..	Colorado Points.	
23	2nd Subdivision..	Sleeping car passengers.	North of Granger or Ogden or beyond.	24	Any Station.....	Cheyenne or beyond.	
27	Any Station.....			24	2nd Subdivision..		Omaha or beyond.
27	Fremont.....	East of Council Bluffs arriving Omaha on this train.....	West of Ogden.	28	Kearney.....	Pocatello or west of Ogden.	C. & N. W. points east of Council Bluffs.
27	Columbus.....	Points east of Council Bluffs.		28	Columbus.....		Points east of Council Bluffs where scheduled to stop.
85	Ogallala.....			28	Fremont.....		
101	Any Station 1st & 2nd Subdivision..		Points west of Julesburg.	86	Ogallala.....		
101	Fremont.....		Oakland or beyond.	102	Any Station		
101	Columbus.....			102	3rd Subdivision..		Points east of Julesburg.
101	Kearney.....			102	Kearney.....		
101	Fremont.....			102	Columbus.....	Oakland or beyond.	
103	Columbus.....		Los Angeles or beyond.	104	Fremont.....		
103	Kearney.....			104	Kearney.....	Los Angeles or beyond.	
105	Fremont.....			106	Columbus.....		
105	Columbus.....		Pendleton or beyond.	106	Fremont.....	Pendleton or beyond.	
	Kearney.....			112	Fremont.....	Denver.....	Chicago.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

	71	547	73	75	237	239	233
Time Freight	Daily	Daily	Daily	Tuesday Thurs., Sat.	Daily except Sun.	Daily except Sun.	Monday Wed., Fri.
Motor Passenger	Daily	Daily	Daily				

Distance from Council Bluffs

Time-Table No. 11
June 17, 1951
STATIONS

CXWITYOPZ			8.00PM				12.01PM					5.30AM	0.0
XWITOPZ			8.15				12.15					5.40	2.8
XIP			8.30				12.45					A 5.59AM	5.2
ES77 XP			8.40				12.55					Via Old Main Line	13.6
XP			8.50				1.00					7.06AM	17.1
CS84 XP												s 7.20	21.7
CS84 P												s 7.40	24.6
WS144XYPWC												s 8.40	28.0
ES105 ES90			A 9.15PM				A 1.15PM					f 8.50	34.3
CS81 P												f 8.50	34.3
I												s 9.15	39.3
WS99 X												s 9.15	39.3
ES172 WPZ												s 9.15	39.3
I													40.0
IP													44.8
CS82 P												f 9.24 ²³	46.3
CS119 XP												s 9.38	54.4
CS82 P												s 10.10	61.4
WS130 X												s 11.10 ⁵	68.7
ES123 WP												f 11.40AM	76.9
CS118 P												f 11.40AM	76.9
WS143 XWTC												s 12.30PM	84.5
ES125 YPZ												s 12.50	92.2
CS119 P												f 12.56	96.6
CS82 P												s 1.20	102.3
CS119 XWP												f 1.30	107.9
CS82 P												s 2.00	118.6
CS82 XP												s 2.00	118.6
WS118 X							5.45PM				9.50AM	A 2.30PM	124.9
ES119 WYP							f 6.00				s 10.15		136.1
CS119 P													146.6
XWCZTYOP							A 6.25PM				A 10.45AM	7.30AM	146.9
CS82 XYP												f 8.05	154.6
WS117 XW												s 8.39	162.8
ES46 P												s 9.05	169.9
CS82 XP												s 9.40	176.0
WS130 XWI												f 9.55	180.2
ES70 YP													189.1
CS82 P												A 10.15AM	189.1
WS132 XWO												s 7.30	198.2
ES118 YZP												s 8.00	204.6
CS82 P												s 8.30	213.3
CS130 XWP												s 11.30	224.4
CS82 P												f 11.59AM	232.5
WS120 XWY												s 12.30PM	238.2
ES119 ZP												s 1.00	248.8
CS82 P												s 1.15	254.5
CS82 XWP												s 1.30	261.5
WS126 XWO												s 1.54 ²³	270.6
ES130 YP												2.15	278.5
CS82 P												A 2.30PM	284.1
XWCZTYOP													284.1

R COUNCIL BLUFFS YL	2.8
DN-R OMAHA YL US	2.4
DN SUMMIT YL SU	8.4
SARPY	3.5
LANE	4.6
ELKHORN KH	2.8
WATERLOO WO	3.5
VALLEY YL V	6.3
MEROER	3.9
F. S. Y. & L. CROSSING	1.1
FREMONT YL FN	0.7
O. B. & Q. CROSSING	4.8
O. & N. W. CROSSING	1.5
AMES	1.1
NORTH BEND NB	7.0
ROGERS DJ	7.3
SCHUYLER SO	8.2
RIOHLAND BZ	6.9
O. B. & Q. CROSSING	0.7
COLUMBUS YL C	7.7
DUNOAN DQ	4.3
GARDINER	5.8
SILVER CREEK SI	5.6
HAVENS	5.7
CLARKS OX	10.7
O. B. & Q. CROSSING	0.6
CENTRAL CITY OI	10.2
OHAPMAN OP	11.4
O. B. & Q. CROSSING	0.4
DN-R GRAND ISLAND GE	7.6
ALDA	7.8
WOOD RIVER WR	7.6
SHELTON ST	8.1
GIBBON GB	8.2
OPTIO	8.9
KEARNEY YL KR	9.2
ODESSA DZ	6.3
ELM CREEK QR	8.7
OVERTON OV	11.1
LEXINGTON UM	8.1
DARR	5.7
COZAD OO	10.6
GOTHEBURG BU	5.7
VROMAN	7.0
BRADY ISLAND BI	9.1
MAXWELL MX	7.9
GANNETT	5.6
DN-R NORTH PLATTE YL NO	(284.1)

(1.15)	(0.40)	(1.14)	(0.55)	(2.45)	(7.30)	(9.00) Thru Time.....
22.4	33.0	22.8	24.0	15.3	12.7	13.9 Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
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

FIRST CLASS

	111	11	85	1	5	23	103	101	105	27
Streamliner Passenger	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Passenger	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Mail and Express	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Distance from Council Bluffs

Time-Table No. 11
June 17, 1951
STATIONS

11.50PM	9.45PM	9.35PM	9.25PM	9.55	8.20AM	2.10AM	1.55AM	1.40AM	12.55AM	0.0
11.55PM	9.52	9.42	9.32	10.02	8.28	2.15	2.00	1.45	1.02	2.8
12.02AM	10.01	9.51	9.41	10.09	8.38	2.22	2.07	1.52	1.11	5.2
12.05	10.05	9.55	9.45	10.14	8.42	2.25	2.10	1.55	1.15	13.6
12.09	10.09	9.59	9.49	10.19	8.46	2.29	2.14	1.59	1.19	17.1
12.12	f 10.13	10.02	9.52	10.22	8.50	2.32	2.17	2.02	1.23	21.7
12.15	s 10.20	10.07	9.57	10.26	8.54	2.35	2.20	2.05	1.27	24.6
12.20	10.26	10.14	10.03	10.31	9.01	2.39	2.24	2.09	1.33	28.0
12.25	s 10.45	s 10.21	10.09	s 10.43	s 9.16	2.43	2.28	2.13	1.39	34.3
12.31	10.53	10.27	10.17	10.51	9.24 ²³³	2.48	2.33	2.18	1.47	38.2
12.37	f 11.02	10.37	10.24	10.58	9.31	2.54	2.39	2.24	1.55	39.3
12.42	11.09	10.43	10.30	11.04	9.38	2.59	2.44	2.29	2.01	40.0
12.47	s 11.18	10.50	10.36	11.10 ²³³	f 9.48	3.04	2.49	2.34	2.07	44.8
12.53	11.26	10.58	10.43	11.18	9.56	3.10	2.55	2.40	2.14	46.3
s 1.02	s 11.44	s 11.07	10.51	s 11.32	s 10.12	3.16	3.01	2.46	2.22	54.4
1.09	f 11.54	11.17	10.59	11.43	10.22	3.22	3.07	2.52	2.30	61.4
1.13	11.59PM	11.22	11.03	11.47	10.27	3.25	3.10	2.55	2.34	68.7
1.17	f 12.05AM	11.27	11.09	11.52	10.32	3.29	3.14	2.59	2.40	76.9
1.21	12.07	11.32	11.14	11.57AM	10.37	3.33	3.18	3.03	2.45	83.8
1.25	f 12.16	11.37	11.19	12.02PM	10.42	3.37	3.22	3.07	2.50	88.8
1.35	s 12.30	11.47	11.29	12.12	f 10.55	3.46	3.32	3.17	3.00	92.2
1.44	12.40	11.57PM	11.39	12.22	11.05	3.56	3.42	3.27	3.10	96.6
1.56	12.55	12.10AM	11.55PM	12.35	11.20	4.09	3.54	3.39	3.22	102.3
1.57	1.10	12.20AM	12.05AM	12.45	11.30	4.10	3.55	3.40	3.32	107.9
2.06	1.18	12.27	12.12	12.52	11.40	4.17	4.02	3.47	3.40	118.6
2.12	f 1.25	12.34	12.19	12.59	11.48	4.23	4.08	3.53	3.46	124.3
2.18	f 1.32	12.40	12.25	1.05	11.55AM	4.29	4.14	3.59	3.52	129.9
2.23	f 1.37	12.46	12.31	1.10	12.01PM	4.33	4.18	4.03	3.57	136.1
2.26	1.41	12.50	12.35	1.14	12.05	4.36	4.21	4.06	4.01	146.6
s 2.35	s 2.05	s 12.59	12.44	s 1.30	s 12.18	4.44	4.29	4.14 ²⁷	4.14 ¹⁰⁵	154.6
2.44	f 2.14	1.08	12.54	1.39	12.29	4.51	4.36	4.21	4.26	162.8
2.48	f 2.20	1.14	1.00	1.44	12.35	4.56	4.41	4.26	4.31	169.9
2.55	f 2.28	1.22	1.08	1.52	12.44	5.02	4.47	4.32	4.38	176.0
3.04	s 2.45	1.31	1.18	2.02	s 12.57	5.10	4.55	4.40	4.48	180.2
3.10	2.54	1.38	1.25	2.10	1.08	5.16	5.01	4.46	4.55	189.1
3.14	s 3.06	1.45	1.30	2.15	f 1.16	5.20	5.05 ²⁷	4.50	5.05 ¹⁰¹	198.2
3.22 ¹¹	s 3.22 ¹¹¹	1.54	1.40	2.25	f 1.30	5.28	5.13	4.58	5.18	204.6
3.27	3.30	1.59	1.46	2.31	1.37	5.32	5.17	5.02	5.23	213.3
3.33	f 3.37	2.06	1.53	2.38	1.45	5.37	5.22	5.07	5.30	224.4
3.40	f 3.46	2.14	2.02	2.47	1.54 ²³⁹	5.44	5.29	5.14	5.38	232.5
3.46	3.54	2.21	2.09	2.54	2.01	5.49 ²⁷	5.34	5.19	5.49 ¹⁰³	238.2
A 3.55AM	A 4.10AM	A 2.30AM	A 2.20AM	A 3.05PM	A 2.15PM	A 5.55AM	A 5.40AM	A 5.25AM	A 6.10AM	248.8
(4.05)	(6.25)	(4.55)	(4.55)	(5.10)	(5.55)	(3.45)	(3.45)	(3.45)	(5.15)	254.5
68.9	43.8	57.2	57.2	54.4	47.5	75.0	75.0	75.0	53.6	261.5

R COUNCIL BLUFFS YL	2.8
DN-R OMAHA YL US	2.4
DN SUMMIT YL SU	8.4
SARPY	3.5
LANE	4.6
ELKHORN KH	2.8
WATERLOO WO	3.5
VALLEY YL V	6.3
MEROER	3.9
F. S. Y. & L. CROSSING	1.1
FREMONT YL FN	0.7
O. B. & Q. CROSSING	4.8
O. & N. W. CROSSING	1.5
AMES	1.1
NORTH BEND NB	7.0
ROGERS DJ	7.3
SCHUYLER SO	8.2
RIOHLAND BZ	6.9
O. B. & Q. CROSSING	0.7
COLUMBUS YL C	7.7
DUNOAN DQ	4.3
GARDINER	5.8
SILVER CREEK SI	5.6
HAVENS	5.7
CLARKS O	

FIRST SUBDIVISION EASTWARD

Time-Table No. 11
June 17, 1951

Mile Post	FIRST CLASS									
	12	6	24	112	104	102	28	106	2	86
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger

BLOCK SIGNALS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

R COUNCIL BLUFFS YL	0.0
DN-R OMAHA YL US	2.8
DN SUMMIT YL SU	5.2
SARPY	8.4
LANE	13.6
D ELKHORN KH	17.1
D WATERLOO WO	21.7
DN VALLEY YL V	24.5
MERCER	28.0
F. S. Y. & L. CROSSING	34.3
DN FREMONT YL FN	38.2
C. B. & Q. CROSSING	39.3
O. & N. W. CROSSING	40.0
AMES	44.8
D NORTH BEND NB	46.3
D ROGERS DJ	54.4
DN SCHUYLER SO	61.4
D RICHLAND BZ	68.7
O. B. & Q. CROSSING	76.9
DN COLUMBUS YL O	83.8
D DUNCAN DQ	84.5
GARDINER	92.2
DN SILVER CREEK SI	96.5
HAVENS	102.3
D OLARKS OX	107.9
C. B. & Q. CROSSING	118.6
DN CENTRAL CITY OI	124.3
D CHAPMAN OP	124.9
O. B. & Q. CROSSING	135.1
DN-R GRAND ISLAND GE YL	140.5
ALDA	146.9
D WOOD RIVER WR	154.5
D SHELTON ST	162.3
DN GIBBON GB	169.9
OPTIO	176.0
DN KEARNEY YL KR	180.2
D ODESSA DZ	189.1
D ELM CREEK QR	198.3
D OVERTON OV	204.6
DN LEXINGTON UM	213.3
DARR	224.4
D COZAD OO	232.5
DN GOTHENBURG BU	238.2
VROMAN	248.8
D BRADY ISLAND BI	254.5
D MAXWELL MX	261.5
GANNETT	270.6
DN-R NORTH PLATTE YL NO	278.5

0.0		A 6.50PM									
2.8	A 6.45AM	6.35	A 7.50PM	A 12.35AM	A 1.40AM	A 1.50AM	A 2.50AM	A 3.00AM	A 3.50AM	A 4.10AM	
5.2	6.35	5.50	7.35	12.28	1.33	1.42	2.39	2.52	3.36	4.01	
8.4	6.25	5.42	7.25	12.20	1.25	1.34	2.31	2.44	3.28	3.53	
13.6	6.20	5.38	7.20	12.16	1.22	1.30	2.27	2.40	3.24	3.49	
17.1	f 6.16	5.33	7.14	12.12	1.17	1.25	2.23	2.35	3.20	3.45	
21.7	f 6.12	5.30	7.10	12.08	1.13	1.21	2.19	2.31	3.17	3.42	
24.5	s 6.08	5.26	7.04	12.05AM	1.10	1.18	2.15	2.28	3.14	3.39	
28.0	s 5.57	5.20	6.56	11.59PM	1.05	1.12	2.09	2.22	3.08	3.33	
34.3											
38.2											
39.3	s 5.49	s 5.14	s 6.49	11.55	1.00	1.07	2.04	2.17	3.03	s 3.28	
40.0											
44.8											
46.3	f 5.34	4.59	6.34	11.49	12.52	12.59	1.55	2.08	2.54	3.19	
54.4	f 5.25	4.52	6.25	11.43	12.46	12.53	1.47	2.02	2.46	3.11	
61.4	f 5.15	4.46	6.18	11.37	12.41	12.48	1.40	1.57	2.39	3.04	
68.7	s 5.05	4.40	s 6.11	11.32	12.35	12.42	1.32	1.51	2.32	2.57	
76.9	f 4.53	4.32	6.01	11.26	12.29	12.36	1.23	1.45	2.24	2.49	
83.8											
84.5	s 4.42	s 4.25	s 5.52	s 11.19	12.22	12.29	1.15	1.38	2.15	s 2.40	
92.2	f 4.18	4.14	5.40	11.09	12.15	12.22	1.05	1.31	2.06	2.31	
96.5	4.11	4.10	5.36	11.06	12.12	12.19	1.00	1.28	2.02	2.27	
102.3	f 4.05	4.05	5.31	11.02	12.08	12.15	12.55	1.24	1.57	2.22	
107.9	3.57	4.00	5.26	10.58	12.04AM	12.11	12.50	1.20	1.52	2.17	
118.6	f 3.51	3.55	5.22	10.53	11.59PM	12.07AM	12.45	1.16	1.47	2.12	
124.3											
124.9	s 3.39	3.45	f 5.11	10.45	11.50	11.58PM	12.35	1.08	1.37	2.02	
135.1	3.27	3.36	5.00	10.37	11.42	11.51	12.26	1.00	1.27	1.52	
140.5											
146.9	3.15	3.25	4.45	10.27	11.31	11.40	12.15	1.15	1.40	1.40	
154.5	2.55	3.15	4.35	10.26	11.30	11.39	12.05AM	1.05	1.30	1.30	
162.3	2.42	3.02	4.21	10.17	11.19	11.29	11.53PM	12.39	12.52	1.17	
169.9	f 2.34	2.55	4.11	10.11	11.13	11.23	11.45	12.34	12.46	1.11	
176.0	f 2.27	2.48	4.03	10.06	11.07	11.17	11.38	12.28	12.39	1.04	
180.2	f 2.20	2.42	3.56	10.02	11.02	11.12	11.32	12.23	12.34	12.59	
189.1	2.16	2.38	3.51	9.59	10.59	11.09	11.28	12.20	12.30	12.55	
198.3	s 2.06	s 2.28	s 3.40	s 9.50	10.51	11.01	11.20	12.13	12.22	s 12.47	
204.6	f 1.51	2.15	3.24	9.41	10.43	10.53	11.09	12.05	12.13	12.38	
213.3	f 1.45	2.09	3.18	9.37	10.39	10.49	11.04	12.01AM	12.08	12.33	
224.4	f 1.36	2.02	3.09	9.31	10.33	10.43	10.56	11.54PM	12.01AM	12.26	
232.5	s 1.24	1.52	f 2.57	9.23	10.25	10.35	10.46	11.46	11.52PM	12.17	
238.2	1.13	1.45	2.45	9.17	10.19	10.29	10.39	11.40	11.44	12.09	
248.8	s 1.07	1.40	f 2.39	9.13	10.15	10.25	10.33	11.36	11.40	12.05AM	
254.5	12.52	1.30	f 2.22	9.05	10.07	10.17	10.23	11.28	11.31	11.56PM	
261.5	12.43	1.25	2.13	9.00	10.02	10.12	10.18	11.22	11.26	11.51	
270.6	f 12.36	1.18	2.06	8.55	9.57	10.07	10.12	11.17	11.20	11.45	
278.5	f 12.28	1.10	1.57	8.48	9.50	10.00	10.04	11.10	11.13	11.38	
284.1	12.22	1.03	1.49	8.42	9.44	9.54	9.57	11.04	11.07	11.32	
284.1	12.15AM	12.55PM	1.40PM	8.37PM	9.38PM	9.48PM	9.50PM	10.58PM	11.00PM	11.25PM	

Thru Time to Omaha (6.30) (5.10) (6.10) (3.58) (4.02) (4.02) (5.00) (4.02) (4.50) (4.45)

Average speed per hour 43.3 54.4 45.6 70.9 69.7 69.7 56.3 69.7 58.2 59.2

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. 11
June 17, 1951

Mile Post	SECOND CLASS							Car Capacity of Stages, etc. See Rule 6 (A), Page 26.
	72	234	76	74	548	240	238	
	Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight	

BLOCK SIGNALS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

R COUNCIL BLUFFS YL	0.0
DN-R OMAHA YL US	2.8
DN SUMMIT YL SU	5.2
SARPY	8.4
LANE	13.6
D ELKHORN KH	17.1
D WATERLOO WO	21.7
DN VALLEY YL V	24.5
MERCER	28.0
F. S. Y. & L. CROSSING	34.3
DN FREMONT YL FN	38.2
C. B. & Q. CROSSING	39.3
O. & N. W. CROSSING	40.0
AMES	44.8
D NORTH BEND NB	46.3
D ROGERS DJ	54.4
DN SCHUYLER SO	61.4
D RICHLAND BZ	68.7
O. B. & Q. CROSSING	76.9
DN COLUMBUS YL O	83.8
D DUNCAN DQ	84.5
GARDINER	92.2
DN SILVER CREEK SI	96.5
HAVENS	102.3
D OLARKS OX	107.9
C. B. & Q. CROSSING	118.6
DN CENTRAL CITY OI	124.3
D CHAPMAN OP	124.9
O. B. & Q. CROSSING	135.1
DN-R GRAND ISLAND GE YL	140.5
ALDA	146.9
D WOOD RIVER WR	154.5
D SHELTON ST	162.3
DN GIBBON GB	169.9
OPTIO	176.0
DN KEARNEY YL KR	180.2
D ODESSA DZ	189.1
D ELM CREEK QR	198.3
D OVERTON OV	204.6
DN LEXINGTON UM	213.3
DARR	224.4
D COZAD OO	232.5
DN GOTHENBURG BU	238.2
VROMAN	248.8
D BRADY ISLAND BI	254.5
D MAXWELL MX	261.5
GANNETT	270.6
DN-R NORTH PLATTE YL NO	278.5

0.0	A 2.00AM	A 3.15PM		A 8.30AM						XWCITYOPZ
2.8	1.54	2.55		8.15						XWITOPZ
5.2	1.10	2.35		7.45						XIP
8.4	12.50	2.15		7.20						ES77 XP
13.6	12.40	f 2.05		7.10						XP
17.1		s 1.55								CS84 XP
21.7		s 1.30								CS84 P
24.5	12.15AM	s 1.00		6.45AM						WS144XPWP
28.0		f 12.01PM								ES165 ES90
34.3										CS81 P
38.2										I
39.3		s 11.50AM								WS90 X
40.0										ES172 WPZ
44.8										I
46.3		f 10.50								IP
54.4		s 10.20								CS82 P
61.4		s 9.50								CS82 P
68.7		s 9.20								WS130 X
76.9		f 8.20								ES123 WP
83.8										CS118 P
84.5		s 8.00								WS143 XWTC
92.2		s 7.20								ES125 YPZ
96.5		f 6.50								CS119 P
102.3		s 6.40								CS82 P
107.9		f 6.00								CS119 XWP
118.6		s 5.39								CS82 P
124.3										CS82 XP
124.9		5.00AM	A 6.55AM		A 7.40AM					WS113 X
135.1		s 6.40			f 7.18					ES119 WYP
140.5										I
146.9			6.20AM		7.00AM			A 2.00PM		XWCITYOP
154.5								f 1.30		CS82 XYP
162.3								s 1.00		WS117 XW
169.9								s 12.30PM		ES48 P
176.0								s 11.59AM		CS82 XP
180.2								f 11.15		WS130 XWI
189.1								s 11.00AM		ES70 YP
198.3								A 1.30PM		CS82 P
204.6								s 1.00		WS122 XWC
213.3								s 12.30PM		ES118 YZP
224.4								s 11.50AM		CS83 P
232.5								s 11.30		CS130 XWP
238.2								f 10.30		CS83 P
248.8								s 10.00		CS83 XWP
254.5								s 8.15		WS125 XWC
261.5								f 7.55		ES130 YP
270.6								f 7.45		CS83 P
278.5								f 7.30		CS83 WP
284.1								7.00AM		CS119 XP

Thru Time (1.45) (10.15) (0.35) (1.45) (0.40) (6.30) (3.00)

Average speed per hour 16.0 1

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Station, Class (353, 245, 243, 97, 241, 93), and Distance from Council Bluffs. Includes train numbers like XWCZTYOP, CS 84, WS 72, etc.

Time-Table No. 11

June 17, 1951

STATIONS

Station list for Time-Table No. 11, including DN-R NORTH PLATTE NY, WEST NORTH PLATTE, BIRDWOOD, etc.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

.....Thru TimeAverage speed per hour

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, and Distance from Council Bluffs. Includes train numbers like 5, 23, 27, 103, 101, 105, 11, 111, 85, 1.

Time-Table No. 11

June 17, 1951

STATIONS

Station list for Time-Table No. 11, including DN-R NORTH PLATTE NY, WEST NORTH PLATTE, BIRDWOOD, etc.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

.....Thru TimeAverage speed per hour

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.

Time-Table No. 11 June 17, 1951	SECOND SUBDIVISION EASTWARD										
	FIRST CLASS										
	6	24	112	28	104	102	2	12	106	86	
STATIONS	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	
DN-R NORTH PLATTE YL NO 5.1	284.1	A11.45AM	A12.30PM	A 7.32PM	A 8.20PM	A 8.33PM	A 8.43PM	A 9.45PM	A10.45PM	A 9.53PM	A10.10PM
DN WEST NORTH PLATTE YL WN 1.3	289.2	11.33	12.17	7.23	8.07	8.24	8.34	9.32	10.34	9.44	9.58
BIRDWOOD 6.4	290.5										
D HERSHEY OF 3.8	296.9	11.27	12.09	7.17	8.01	8.18	8.28	9.26	10.28	9.38	9.51
DN O'FALLONS FA 1.1	300.7	11.24	12.05	7.14	7.58	8.15	8.25	9.23	10.25	9.35	9.48
VARNER 1.6	301.8										
D SUTHERLAND SU 4.5	303.4	11.22	f12.02PM	7.12	7.56	8.13	8.23	9.21	f10.22	9.33	9.46
D DEXTER 7.6	307.9	11.18	11.57AM	7.09	7.53	8.10	8.20	9.18	10.17	9.30	9.42
D PAXTON PN 6.2	315.5	11.11	f11.50	7.03	7.47	8.04	8.14	9.12	f10.10	9.24	9.36
KORTY 6.0	321.7	11.06	11.44	6.59	7.42	7.59	8.09	9.07	10.03	9.19	9.30
D ROSCOE RO 7.1	327.7	11.00	11.38	6.55	7.36	7.55	8.05	9.01	f 9.57	9.15	9.24
DN OGALLALA YL GT 5.2	334.8	10.53	s11.31	6.50	7.30	7.50	8.00	8.55	s 9.50	9.10	9.18
D BRULE RU 4.8	343.9	10.44	f11.21	6.43	7.22	7.42	7.52	8.47	f 9.38	9.02	9.09
MEGEATH 9.7	349.1										
D BIG SPRINGS GS 5.4	353.9	10.36	f11.11	6.36	7.14	7.35	7.45	8.39	f 9.28	8.55	9.01
BARTON 6.0	359.3	10.31	11.05	6.32	7.10	7.31	7.41	8.35	9.22	8.51	8.56
DN JULESBURG YL JB 5.3	365.3	10.25	f11.00	s 6.27PM	7.05	7.26	7.36	8.30	s 9.15	8.46	8.50PM
WEIR 9.7	370.6	10.20	10.54		7.01	7.21	7.31	8.26	9.06	8.41	
D CHAPPELL OQ 9.4	380.3	10.11	f10.46		6.53	7.14	7.24	8.18	f 8.57	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f10.37		6.45	7.07	7.17	8.10	f 8.47	8.27	
D SUNOL UN 4.7	396.3	9.56	10.31		6.40	7.02	7.12	8.05	f 8.41	8.22	
COLTON 6.5	401.0	9.52	10.27		6.36	6.58	7.08	8.01	8.37	8.18	
DN-R SIDNEY YL OD 8.0	407.5	9.45	10.20		6.30	6.52	7.02	7.55	8.30	8.12	
BROWNSON 10.9	415.5	9.24	9.59		6.22	6.51	7.01	7.47	8.20	8.11	
DN POTTER PR 4.4	426.4	9.14	9.49		6.14	6.43	6.53	7.39	8.10	8.03	
JACINTO 4.6	430.8				6.04	6.34	6.44	7.29	f 8.00	7.54	
D DIX DX 4.5	435.4	9.06	9.41		5.57	6.28	6.38	7.22	f 7.48 ¹⁰⁶	7.48 ¹²	
OWASCO 4.6	439.9										
DN KIMBALL KB 5.5	444.5	8.58	f 9.32		5.50	6.22	6.32	7.15	s 7.33	7.42	
OLIVER 10.1	451.1				5.39	6.13	6.23	7.04	s 7.17	7.33	
D BUSHNELL BN 5.3	456.6	8.47	9.20		5.30	6.05	6.15	6.55	s 7.05	7.25	
DN PINE BLUFFS YL UF 5.3	466.7	8.38	9.10								
TRACY 5.5	472.0										
D EGBERT GX 5.7	477.5	8.27	9.00		5.20	5.55	6.05	6.45	f 6.53	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		5.15	5.51	6.01	6.40	6.47	7.11	
HILLSDALE 6.2	489.7	8.17	8.50 ³⁵⁴		5.10	5.47	5.57	6.35	6.41	7.07	
DURHAM 5.3	495.9	8.12	8.45		5.04	5.42	5.52	6.29	6.35	7.02	
ARCHER 8.3	501.2	8.07	8.40		4.59	5.38	5.48	6.24	6.30	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM		4.50PM	5.30PM	5.40PM	6.15PM	6.20PM	6.50PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (3.50) (4.00) (1.05) (3.30) (3.03) (3.03) (3.30) (4.25) (3.03) (1.20)
Average speed per hour..... 58.1 56.4 74.9 64.4 73.9 73.9 64.4 51.4 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.

Time-Table No. 11 June 17, 1951	SECOND SUBDIVISION EASTWARD									
	SECOND CLASS									
	242	246	354	244	98	94				
STATIONS	Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed				Car Capacity of Sidings, etc. See Rule 6 (A), page 25.
DN-R NORTH PLATTE YL NO 5.1	284.1	A11.15AM			A 4.50PM	A 7.00PM				XWCZTYOP
DN WEST NORTH PLATTE YL WN 1.3	289.2	11.05			4.40	6.48				P
BIRDWOOD 6.4	290.5									CS 84
D HERSHEY OF 3.8	296.9	s10.55			f 4.30	s 6.38				WS 72 XP
DN O'FALLONS FA 1.1	300.7	f10.30			4.22PM	6.30PM				CS 119 XWYP
VARNER 1.6	301.8									40 X
D SUTHERLAND SU 4.5	303.4	s10.15								CS 121 P
D DEXTER 7.6	307.9	f 9.55								CS 82 P
D PAXTON PN 6.2	315.5	s 9.45								CS 121 P
KORTY 6.0	321.7	f 9.20								P
D ROSCOE RO 7.1	327.7	f 9.10								CS 83 P
DN OGALLALA YL GT 5.2	334.8	s 9.00								WS122 WS120 ES138 XWCP
D BRULE RU 4.8	343.9	s 8.15								CS 125 P
MEGEATH 9.7	349.1									17
D BIG SPRINGS GS 5.4	353.9	s 7.50								CS 132 WP
BARTON 6.0	359.3	f 7.25								CS 83 P
DN JULESBURG YL JB 5.3	365.3	7.15AM			A12.15PM					XWCZTYOP WS125 ES121
WEIR 9.7	370.6				f11.59AM					CS 90 P
D CHAPPELL OQ 9.4	380.3				s11.45					CS 123 WP
D LODGE POLE GP 6.6	389.7				s11.30					WS 111 ES 75 XP
D SUNOL UN 4.7	396.3				f11.20					XP
COLTON 6.5	401.0				f11.10					CS 125 P
DN-R SIDNEY YL OD 8.0	407.5		A 1.30PM		11.00AM					XWCTYP
BROWNSON 10.9	415.5		f12.55							CS 94 YP
DN POTTER PR 4.4	426.4		s12.30PM							WS 121 XWP ES 70
JACINTO 4.6	430.8									8 X
D DIX DX 4.5	435.4		s11.59AM							CS 125 P
OWASCO 4.6	439.9									27 PX
DN KIMBALL KB 5.5	444.5		s11.35							CS 133 XWP
OLIVER 10.1	451.1									12
D BUSHNELL BN 5.3	456.6		s10.55							CS 125 WP
DN PINE BLUFFS YL UF 5.3	466.7		s10.30							CS125 XWCYP
TRACY 5.5	472.0									10
D EGBERT GX 5.7	477.5		f 9.35	A 9.15AM						CS 94 XWYP
D BURNS UX 6.5	483.2		s 9.20	s 9.00						WS 62 XP
HILLSDALE 6.2	489.7		f 9.10	s 8.50 ²⁴						CS 96 WP
DURHAM 5.3	495.9		f 8.59	f 8.35						WS 62 XP
ARCHER 8.3	501.2		f 8.50	f 8.29						WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5		8.35AM	8.15AM						XWCZTYOP
		Daily Except Monday	Daily Except Saturday	Daily	Daily Except Sunday	Daily	Daily			

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				EASTWARD	
SECOND CLASS		FIRST CLASS				SECOND CLASS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		71	111	85	301	Distance from Julesburg	Time-Table No. 11 June 17, 1951
		C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger		
		Daily	Daily	Daily	Daily		STATIONS
80	WCYIP		f 4.10AM	3.20AM		0.0	DN JULESBURG YL JB
75	ZP		4.18	f 3.30		7.1	D OVID VI
73	WP		4.24	f 3.39		14.6	D SEDGWICK ZD
29						19.0	DORSEY
95	P		4.31	f 3.48		23.1	RED LION
29	P					25.8	MARCOTT
95	WP		4.36	f 3.56		30.1	DN CROOK OK
22						34.2	TOBIN
72	P		4.43	f 4.05		38.8	PROCTOR
12	P					41.1	POWELL
22						42.2	GRIFF
94	P		4.48	f 4.12		45.6	D ILIFF F
16						50.1	FORD
77	P		4.54	4.20		53.5	HAYFORD
	IP					57.2	C. B. & Q. CROSSING
169	IWCTZP	1.00PM	5.00	4.25	2.50AM	57.5	DN-R STERLING YL ST
			5.05	4.35		61.7	HALL
72	P	1.14	5.13	f 4.43	f 2.58	64.1	D ATWOOD OD
23						66.8	BETTLAND
74	P	1.27	5.19	f 4.50	f 3.06	70.2	D MERINO MI
10						72.1	BETA
143	P	1.36	5.24	f 4.55	3.14	76.0	MESSEX
41						78.4	BALZAC
52	P	A 2.00PM	5.29	f 5.01	A 3.25AM	81.0	DN UNION UN
24						82.8	COOPER
94	WP		5.34	f 5.07		87.0	D SNYDER SN
53	P		5.40	5.14		93.8	DODD
21						96.9	HURLEY
100	WCP		5.44	f 5.20		98.6	DN FT. MORGAN FX
35	P		5.50	5.29		106.0	NARROWS
79	P		5.52	f 5.32		109.0	D WELDONA DN
22	P		5.57	f 5.37		114.2	GOODRICH
78	P		6.00	f 5.40		117.7	ORCHARD
14	P					121.4	SUBLETTE
53	P		6.06	f 5.47		124.8	MASTERS
50	P		6.11	5.52		130.2	CANTON
121	WP		6.16	f 5.57		135.4	HARDIN
16	P					139.1	KUNER
78	P		6.22	f 6.05		143.1	D KERSEY KR
27						147.2	AUBURN
56	WCTYP	A 6.30AM	A 6.14AM			151.1	DN-R LASALLE YL SA

BLOCK SIGNALS

(1.00) (2.20) (2.54) (0.35) Thru Time
23.5 64.8 52.1 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.—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		THIRD SUBDIVISION				EASTWARD	
SECOND CLASS		FIRST CLASS				SECOND CLASS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.		71	111	85	301	Distance from Julesburg	Time-Table No. 11 June 17, 1951
		C. B. & Q. Freight	Streamliner Passenger	Passenger	C. B. & Q. Passenger		
		Daily	Daily	Daily	Daily		STATIONS
80	WCYIP		f 4.10AM	3.20AM		0.0	DN JULESBURG YL JB
75	ZP		4.18	f 3.30		7.1	D OVID VI
73	WP		4.24	f 3.39		14.6	D SEDGWICK ZD
29						19.0	DORSEY
95	P		4.31	f 3.48		23.1	RED LION
29	P					25.8	MARCOTT
95	WP		4.36	f 3.56		30.1	DN CROOK OK
22						34.2	TOBIN
72	P		4.43	f 4.05		38.8	PROCTOR
12	P					41.1	POWELL
22						42.2	GRIFF
94	P		4.48	f 4.12		45.6	D ILIFF F
16						50.1	FORD
77	P		4.54	4.20		53.5	HAYFORD
	IP					57.2	C. B. & Q. CROSSING
169	IWCTZP	1.00PM	5.00	4.25	2.50AM	57.5	DN-R STERLING YL ST
			5.05	4.35		61.7	HALL
72	P	1.14	5.13	f 4.43	f 2.58	64.1	D ATWOOD OD
23						66.8	BETTLAND
74	P	1.27	5.19	f 4.50	f 3.06	70.2	D MERINO MI
10						72.1	BETA
143	P	1.36	5.24	f 4.55	3.14	76.0	MESSEX
41						78.4	BALZAC
52	P	A 2.00PM	5.29	f 5.01	A 3.25AM	81.0	DN UNION UN
24						82.8	COOPER
94	WP		5.34	f 5.07		87.0	D SNYDER SN
53	P		5.40	5.14		93.8	DODD
21						96.9	HURLEY
100	WCP		5.44	f 5.20		98.6	DN FT. MORGAN FX
35	P		5.50	5.29		106.0	NARROWS
79	P		5.52	f 5.32		109.0	D WELDONA DN
22	P		5.57	f 5.37		114.2	GOODRICH
78	P		6.00	f 5.40		117.7	ORCHARD
14	P					121.4	SUBLETTE
53	P		6.06	f 5.47		124.8	MASTERS
50	P		6.11	5.52		130.2	CANTON
121	WP		6.16	f 5.57		135.4	HARDIN
16	P					139.1	KUNER
78	P		6.22	f 6.05		143.1	D KERSEY KR
27						147.2	AUBURN
56	WCTYP	A 6.30AM	A 6.14AM			151.1	DN-R LASALLE YL SA

BLOCK SIGNALS

(1.00) (2.20) (2.54) (0.35) Thru Time
23.5 64.8 52.1 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.—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. 11		Mile Post	FIRST CLASS		SECOND CLASS	
	71	73	548			June 17, 1951			547	74	72	
	Freight Daily	Freight Daily	Motor Passenger 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	A11.15PM
AI					5.8		5.8	5.8				
28 P	10.40	1.45			6.3	D	O. B. & Q. CROSSING	6.3			5.27	11.05
106 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	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			33.2		33.2	33.2			4.35	9.55
96 WCYP	12.01AM	2.44		10.15AM	37.3	DN-R	C. & N.W. and O.B. & Q. CROSSINGS	37.3	A 3.10PM		4.25	9.40
28					41.8		41.8	41.8				
38 P	12.18	2.58		f 10.30	46.5	D	WESTON WN	46.5	f 2.59		3.59	9.15
101 P	12.30	3.08		10.40	52.7		52.7	52.7	2.52		3.48	9.05
4					55.3		55.3	55.3				
I					56.5		56.5	56.5				
24 WTZP	12.55	3.18		A 10.50AM	57.1	DN-R	TOUHY	57.1	2.45PM		3.40	8.50
I					57.4		57.4	57.4				
I					59.0		59.0	59.0				
62 P	1.18	3.31			65.4		65.4	65.4			3.18	8.05
21 P	1.33	3.46			74.7		74.7	74.7			3.03	7.49
73 WP	1.43	3.53			79.5	D	RAYMOND RM	79.5			2.56	7.41
84 P	1.58	4.08			88.9	D	GARRATT	88.9			2.43	7.25
CWTZP	A 2.15AM	A 4.25PM			96.8	DN-R	WEST LINCOLN	96.8			2.30AM	7.00PM

(3.50) (2.55) (0.35) Thru Time (0.25) (3.10) (4.15)
 25.2 33.2 33.9 Average speed per hour 47.5 30.5 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		Distance from Council Bluffs	Time-Table No. 11		Mile Post	FIRST CLASS		SECOND CLASS		
	233			June 17, 1951			79		80		
	Local Freight	Monday Wed., Fri.		Mixed	Daily Except Sunday		Mixed	Mixed			
XIP		6.00AM	5.2	DN	SUMMIT YL SU	5.2					
XWP		6.10	6.4		SOUTH OMAHA YL	6.4					
XIP		f 6.20	11.9	R	GILMORE YL	11.9					
72 P		f 6.35	16.8	D	PAPILLION PO	16.8					
AIP			19.2		MO. PAC. CROSSING	19.2					
P		f 6.55	22.5	D	MILLARD MD	22.5					
XP		A 7.05AM	26.1		LANE	26.1					

(1.05) Thru Time (2.08) Thru Time (1.85)
 18.9 Average speed per hour 20.8 Average speed per hour 28.0

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

WESTWARD				STROMSBURG BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		Distance from Valparaiso	Time-Table No. 11		Mile Post	FIRST CLASS		SECOND CLASS		
	75	547		June 17, 1951			548	76			
	Mixed	Motor Passenger		STATIONS			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		7.4	7.4	f 9.53	f 11.02	
28		s 5.40		s 3.40	18.5	D	LOMA	18.5	s 9.42	s 10.50	
					15.0		15.0	15.0			
32 W		s 6.10		s 4.00	23.2	D	BRAINARD BD	23.2	s 9.25	s 10.25	
					23.5		23.5	23.5			
31		s 6.45		s 4.13	33.8	D	C. & N. W. CROSSING	33.8	s 9.04	s 9.40	
36		s 7.05		s 4.26	40.1	D	DAVID CITY DV	40.1	s 8.50	s 9.20	
7		s 7.34		s 4.41	47.5	D	O. B. & Q. CROSSING	47.5	s 8.34	s 8.55	
9 W		s 8.25 ⁵⁴⁸		s 4.53	52.9	D	RISING CITY RN	52.9	s 8.25 ⁷⁵	s 8.25 ⁵⁴⁸	
00					56.8		56.8	56.8			
35		s 8.40		s 5.11	63.0	D	OSOEOLA OZ	63.0	s 8.05	s 7.50	
21		s 8.55		s 5.23	68.5	D	SHELBY SH	68.5	s 7.54	s 7.30	
00					73.4		73.4	73.4			
22		s 9.10		f 5.32	73.8	D	HORDVILLE HV	73.8	f 7.45	f 7.10	
					75.8		75.8	75.8			
WYP		A 9.20AM		A 5.40PM	75.9	DN-R	SAND PIT SPUR	75.9	7.40AM	7.05AM	

(4.20) (2.25) Thru Time (2.30) (4.30)
 17.5 31.4 Average speed per hour 30.3 16.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 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		Distance from Genoa	Time-Table No. 11		Mile Post	FIRST CLASS		SECOND CLASS		
	79			June 17, 1951			80		80		
	Mixed	Daily Except Sunday		Mixed	Mixed						
40 WY				12.32PM	0.0	D-R	GENOA YL G	0.0	A 4.35PM		
12					5.3		5.3	5.3			
20					9.3		9.3	9.3			
38				s 1.08	18.7	D	MERCHISTON	18.7	s 4.05		
21				s 1.33	23.1	D	FULLERTON FU	23.1	s 3.45		
26 W				s 1.52	30.8	D	BELGRADE BL	30.8	s 3.30		
36				s 2.13	36.6	D	CEDAR RAPIDS OD	36.6	f 3.15		
38 WY				A 2.40PM	44.3	D-R	PRIMROSE P	44.3	3.00PM		

(2.08) Thru Time (1.85)
 20.8 Average speed per hour 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				Distance from Columbus	Time-Table No. 11				SECOND CLASS										
					June 17, 1951														
					STATIONS														
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	79		81		Mile Post	82		80		312		Distance from Grand Island	Time-Table No. 11		SECOND CLASS				
	Mixed		Mixed			Mixed		Mixed		Mixed			Mixed		84		284		
Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Mon., Wed., Fri.		Tues., Thurs., Sat.		Mixed		Mixed	
WCTYPZ	11.40AM	6.20AM	1.40AM	0.0	DN-R	COLUMBUS	YL	O	0.0	A12.25PM	A 5.15PM	A11.00PM							
	11.50AM	6.30	1.50	4.2		SHELDONVILLE			4.2	12.10	5.08	f10.47							
20						5.2													
8 YP	A12.02PM ⁸²	A 6.45AM	f 2.00	9.4	R	OCONEE	YL		9.4	12.02PM ⁷⁹	5.00PM	f10.35							
						5.3													
29			f 2.30	14.7	D	PLATTE CENTER	PO		14.7			s10.20							
						5.6													
36				20.3		TARNOV			20.3										
						4.8													
56 W			s 3.17	25.7	D	HUMPHREY	HX		25.7			s 9.40							
						3.4													
15			f 3.23	29.1		PEOK			29.1			f 9.16							
						6.3													
38 W			s 3.55	35.4	D	MADISON	MA		35.4			s 9.02							
						5.5													
31				40.9		ENOLA			40.9										
						7.8													
				48.7		O. & N. W. CROSSING			48.7										
						1.5													
				50.2		O. & N. W. CROSSING			50.2										
						0.2													
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK	YL	KN	50.4			8.00PM							
						(50.4)													
	(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.....					Average speed per hour.....					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				Distance from Oconee	Time-Table No. 11				SECOND CLASS										
					June 17, 1951														
					STATIONS														
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	79		81		Mile Post	82		80		312		Distance from Grand Island	Time-Table No. 11		SECOND CLASS				
	Mixed		Mixed			Mixed		Mixed		Mixed			Mixed		84		284		
Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Mon., Wed., Fri.		Tues., Thurs., Sat.		Mixed		Mixed	
20 YP			12.02PM ⁸²	6.45AM	0.0	R	OCONEE	YL	0.0	A12.02PM ⁷⁹	A 5.00PM								
					2.0		MILL SPUR		2.0										
5			12.13	s 7.00	4.3	D	MONROE	MN	4.3	s 11.50	s 4.50								
						2.3													
40 WYP			A12.20PM	s 7.30	11.3	D-R	GENOA	YL	G	11.3	s 11.30	4.35PM							
						7.0													
9					18.0		WOODVILLE		18.0										
						6.7													
56				s 8.15	22.3	D	ST. EDWARD	ST	22.3	s 10.55									
						4.3													
28 WYP			A 9.05AM	33.7	D-R	ALBION	YL	A	33.7	10.30AM									
						11.4													
						(33.7)													
	(0.27) 25.1	(2.20) 14.4				Thru Time.....			(1.32) 22.0	(0.25) 27.1									
	Average speed per hour.....					Average speed per hour.....					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				Distance from Grand Island	Time-Table No. 11				SECOND CLASS						
					June 17, 1951										
					STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	283		83		Mile Post	84		284		Distance from Grand Island	Time-Table No. 11		SECOND CLASS		
	Mixed		Mixed			Mixed		Mixed			Mixed		84		284
Monday, Wednesday, Friday		Tuesday, Thursday, Saturday		Monday, Wednesday, Friday		Tuesday, Thursday, Saturday		Monday, Wednesday, Friday		Tuesday, Thursday, Saturday		Monday, Wednesday, Friday		Tuesday, Thursday, Saturday	
WTYPOCZ			10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND	YL	GE	0.0	A 5.15PM	A 5.15PM			
					0.4		C. B. & Q. CROSSING			0.4					
I					2.5		OAREY			2.5					
11 Y					11.1	D	ST. LIBORY	RY		11.1	s 4.42	s 4.42			
			s 10.30	s 9.28			8.6								
19					21.9	D-R	ST. PAUL	YL	SP	21.9	s 4.20	4.20PM			
			A10.50AM	s 9.55			10.8								
39 WYP					30.7	D	ELBA	EB		30.7	s 3.48				
							8.8								
27					36.8		OOTESFIELD			36.8	s 3.41				
							6.1								
25					43.1		WEEKS SPUR			43.1					
							1.4								
5					44.5		SCOTIA JUNCTION			44.5	3.23				
							1.2								
20 W					45.7	D	SCOTIA	SK		45.7	s 3.14				
							1.2								
					44.5		SCOTIA JUNCTION			44.5	3.07				
							4.3								
31 W					48.8	D	NORTH LOUP	NU		48.8	s 2.57				
							9.7								
3					58.5		SAUNDERS			58.5					
							2.2								
					60.7		C. B. & Q. CROSSING			60.7					
							0.3								
34 WY					61.0	D-R	ORD	YL	RD	61.0	2.30PM				
							(61.0)								
							(61.0)								
	(0.50) 26.3	(3.10) 19.3				Thru Time.....			(2.45) 22.2	(0.55) 23.9					
	Average speed per hour.....					Average speed per hour.....					Average speed per hour.....				

WESTWARD				LOUP CITY BRANCH				EASTWARD							
SECOND CLASS				Distance from St. Paul	Time-Table No. 11				SECOND CLASS						
					June 17, 1951										
					STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	283		83		Mile Post	84		284		Distance from Grand Island	Time-Table No. 11		SECOND CLASS		
	Mixed		Mixed			Mixed		Mixed			Mixed		84		284
Monday, Wednesday, Friday		Tuesday, Thursday, Saturday		Monday, Wednesday, Friday		Tuesday, Thursday, Saturday		Monday, Wednesday, Friday		Tuesday, Thursday, Saturday		Monday, Wednesday, Friday		Tuesday, Thursday, Saturday	
WY			11.15AM	0.0	D-R	ST. PAUL	YL	SP	0.0	A 4.05PM					
					8.3	D	DANNEBROG	DB	8.3	s 3.50					
19			s 11.40AM				10.3								
					18.6	D	BOELUS	HW	18.6	s 3.20					
11 W			s 12.05PM				7.2								
					25.8		ROCKVILLE		25.8	f 2.55					
31			f 12.25				13.2								
					39.0	D-R	LOUP CITY	YL	OP	39.0	2.30PM				
			A 1.00PM				(39.0)								
							(39.0)								
							(39.0)								
	(1.45) 22.3					Thru Time.....			(1.35) 24.6						
	Average speed per hour.....					Average speed per hour.....					Average speed per hour.....				

WESTWARD				HASTINGS BRANCH				EASTWARD							
SECOND CLASS				Distance from Hastings	Time-Table No. 11				SECOND CLASS						
					June 17, 1951										
					STATIONS										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	283		83		Mile Post	84		284		Distance from Grand Island	Time-Table No. 11		SECOND CLASS		
	Mixed		Mixed			Mixed		Mixed			Mixed		84		284
Monday, Wednesday, Friday		Tuesday, Thursday, Saturday		Monday, Wednesday, Friday		Tuesday, Thursday, Saturday		Monday, Wednesday, Friday		Tuesday, Thursday, Saturday		Monday, Wednesday, Friday		Tuesday, Thursday, Saturday	

WESTWARD				KEARNEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 11				SECOND CLASS			
	95	519	517	June 17, 1951				518	96				
				STATIONS									
Mixed		Motor Passenger	Motor Passenger					Motor Mixed	Mixed				
Tuesday, Thursday, Saturday		Daily Ex. Sat. and Sunday											
WYZC	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 11.59AM	A 9.20PM				
12	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK	5.5	f 11.43	f 8.32				
10 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE	10.1	s 11.35	s 8.22				
27 P	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST HR	16.8	s 11.23	s 8.00				
13 W	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN	22.7	f 11.12	f 7.41				
32 P	s 10.06	s 4.25	s 5.45	26.3	D	MILLER MR	26.3	s 11.05	s 7.33				
38 P	s 10.20	s 4.37	s 5.57	32.5	D	SUMNER SU	32.5	s 10.53	s 7.15				
28 P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	EDDYVILLE VD	40.4	s 10.40 ⁹⁵	s 6.59				
40	s 11.13	s 5.15	s 6.30	52.1	D	OCONTO BS	52.1	s 10.19	s 6.28				
14	f 11.27AM	f 5.28	f 6.46	59.1		LODI	59.1	f 10.03	f 6.14				
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	CALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹				
9	f 12.55	f 6.05	f 7.12	75.8		FINCHVILLE	75.8	f 9.31	f 5.00				
38 WP	s 1.30	s 6.15	s 7.24	83.1	D	ARNOLD AD	83.1	s 9.20	s 4.45				
5 P	s 1.55	f 6.27	s 7.35	90.6		LOGAN	90.6	s 9.07	f 4.26				
10	f 2.10	f 6.35	f 7.42	94.6		HOAGLAND	94.6	f 9.00	f 4.18				
15 P	f 2.30	s 6.43	s 7.49	99.2		GANDY	99.2	s 8.50	f 4.08				
22 PWYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4	8.45AM	4.00PM				
						(102.4)		Daily Except Monday	Sunday Wednesday Friday				
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1		Thru Time.....		(3.14) 31.7	(5.20) 19.2				

Westward trains are superior to trains of the same class in the opposite direction, except that No. 518 is superior to No. 95.—See Rule S-72.
Second-class and extra trains must clear time of opposing first-class trains not less than ten minutes.

WESTWARD				NORTH PLATTE BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6 (A), page 26.	SECOND CLASS		97		93		Distance from O'Fallons	Time-Table No. 11				SECOND CLASS			
	97	93	June 17, 1951					98	94						
			STATIONS												
Local Freight		Mixed						Local Freight	Mixed						
Daily		Daily													
WYP	7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL FA	0.0	A 4.20PM	A 6.25PM							
15	f 7.35	f 5.35	2.8		OOKER	2.8	f 3.58	f 6.13							
41 P	f 7.56	s 5.48	12.8	D	SABEN AK	12.8	f 3.30	s 5.58							
40	f 8.13	f 5.57	19.6		NEVENS	19.6	f 3.15	f 5.48							
12			24.8		BROGANVILLE	24.8									
42 WP	f 8.35	s 6.11	28.4		KEYSTONE	28.4	f 2.55	s 5.36							
11			30.7		KINGSLEY	30.7									
42 P	f 8.50	f 6.21	34.9	D	MARTIN SA	34.9	f 2.30	f 5.24							
42 P	f 9.05	s 6.31	41.2		LEMOYNE	41.2	f 2.15	s 5.14							
25	f 9.20	f 6.40	46.8		BELMAR	46.8	f 2.05	f 5.03							
44	f 9.29	f 6.48	51.7		RUTHTON	51.7	f 1.55	f 4.55							
41 WCYP	s 10.00	s 7.02	59.3	D	LEWELLEN YL W	59.3	s 1.40	s 4.44							
41 P	s 10.50	s 7.21	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21							
40 WP	s 11.35	s 7.43	86.4	D	LISOO OO	86.4	f 12.25PM	s 3.53							
37	f 11.53AM ⁹⁸	f 7.56	95.4		FINLEY	95.4	f 11.53AM ⁹⁷	f 3.39							
46	s 12.15PM	s 8.07	100.4	D	BROADWATER BR	100.4	f 11.40	s 3.30							
19	f 12.34	f 8.20	109.6		TOWERS	109.6	f 11.20	f 3.12							
195 WCTP	s 1.15	s 8.30	114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05							
AI	1.19	8.33	115.5		C. B. & Q. CROSSING	115.5	11.08	2.57							
11	f 1.30	f 8.40	121.8		MOHLER	121.8	f 10.58	f 2.46							
38 P	f 1.40	s 8.50	126.7	D	SOUTH BAYARD OR	126.7	f 10.40	s 2.39							
51	f 1.50	s 8.59	132.1	D	McGREW MO	132.1	f 10.28	s 2.29							
30 P	f 2.19 ⁹⁴	s 9.09	137.9	D	MELBETA MB	137.9	f 10.18	s 2.19 ⁹⁷							
70 WCYZP	A 2.35PM	A 9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM							
					(145.9)		Daily	Daily							
	(7.05) 20.6	(4.00) 36.5		Thru Time.....		(6.19) 23.1	(4.25) 33.0							

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 26.					Distance from Gering	Time-Table No. 11							
	June 17, 1951					98	94						
	STATIONS												
				0.0	DN-R	GERING YL G	0.0						
17				5.4		MATHEWS	5.4						
27				6.0		MOON	6.0						
				7.0		ROUBADEAU	7.0						
18				8.4		HILLIKER	8.4						
18				9.8		RIFORD	9.8						
						(9.8)							

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. 11 June 17, 1951	Mile Post	SECOND CLASS				
	353 Mixed Daily	93 Mixed Daily	59 Mixed Daily				354 Mixed	60 Mixed	94 Mixed		
72 WYP		9.40AM	6.00AM	145.9	DN-B	GERING YL G	145.9	A10.30AM	A 1.50PM		
14		f 9.46	f 6.10	150.5		4.6 COOSTIN	150.5	f10.17	f 1.34		
30		s 9.49	f 6.15	152.3	D	1.8 HAIG HA	152.3	f10.14	s 1.30		
24 P		s 9.55	f 6.25	155.8	D	3.5 SOUTH MITCHELL MI	155.8	f10.10	s 1.21		
32		f 9.58	f 6.30	157.1		1.3 PELTON	157.1	f10.05	f 1.14		
42		f10.02 ⁶⁰	f 6.35	159.5		2.4 BAILEYVUE	159.5	f10.02 ⁹³	f 1.10		
30 P		s10.06	f 6.45	162.1	D	2.6 SOUTH MORRILL MO	162.1	f 9.56	s 1.06		
18		f10.09	f 6.50	164.2		2.1 JOYOE	164.2	f 9.52	f 1.01		
51 WYP		s10.15	s 9.45 ⁶⁰	167.9	DN	3.7 LYMAN YL MU	167.9	s 9.45 ⁵⁹	s12.56		
21		f10.19	f 9.50	170.1		2.2 CANAL	170.1	f 9.20	f12.49		
14		f10.23	f 9.57	172.8		2.7 STEBBINS	172.8	f 9.15	f12.44		
51 P		s10.25	f10.07	178.7	D	0.9 HUNTLEY HU	178.7	f 9.13	s12.41		
35		f10.30	f10.17	177.0		3.3 HOLLY	177.0	f 9.06	f12.33		
51 WCYP	12.55PM	10.40 ⁵⁹ 10.45	10.35 ^{AM93} 12.15 ^{PM94}	181.6	D-B	4.6 YODER YL DR	181.6	A11.45AM	9.00 8.50	12.25 12.15 ⁵⁰	
51 P		s10.55	s12.35	188.1	D	6.5 VETERAN VN	69.2	s 8.37	s12.03PM		
8		f11.00	f12.40	191.5		3.4 HELDT	72.6	f 8.30	f11.57AM		
16		f11.07	f12.50	196.1		4.6 OTTIER	77.2	f 8.19	f11.50		
51 WYP		A11.15AM	A 1.00PM	200.6	D-B	4.5 SO. TORRINGTON YL RI	81.7	8.10AM	11.45AM		
14		f 1.06		185.3		3.7 GOODLAND	59.0	f11.37			
26		f 1.12		187.6		2.3 FONDA	58.7	f11.32			
51 W		s 1.21		192.4	D	4.8 HAWK SPRINGS HK	51.9	s11.20			
31		f 1.29		194.7		2.8 DUROC	49.6	f11.07			
19		f 1.44		200.8		6.1 WYOROSS	48.5	f10.56			
51 WY		s 1.55		203.8	D	3.0 LA GRANGE GA	40.5	s10.51			
19		f 2.11		210.7		6.9 TREMAIN	33.8	f10.25			
51 WF		s 2.41		222.5	D	11.8 ALBIN AB	21.8	s10.00			
51		f 3.01		229.7		7.2 LINDBERGH	14.6	s 9.45			
W		A 3.45PM		244.3	DN-B	14.6 EGBERT YL GX	0.0	9.20AM			
				(98.4)					Daily	Daily	Daily
				(2.50) 22.1	(1.35) 34.5	(7.00) 7.8 Thru Time	(2.25) 25.9	(2.20) 23.4	(2.05) 26.3 Average speed per hour

WESTWARD				LYMAN BRANCH				EASTWARD				WESTWARD				SEARS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 11 June 17, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 11 June 17, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Lyman	Time-Table No. 11 June 17, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	Distance from Sears	Time-Table No. 11 June 17, 1951		Mile Post				
		STATIONS					STATIONS					STATIONS					STATIONS						
	0.0	DN	LYMAN	MU	0.0																		
	2.8		2.8 SEARS		2.8																		
	6		0.5 SIDING NO. 1		3.3																		
	17		1.3 HARTMAN		4.6																		
	22		1.8 STEGALL		6.4																		
				(6.4)					(2.8)														

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

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Psgr." —Train with steam locomotive and all passenger train equipment.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a "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.

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed	90	80	80	50	When more than 50% of the tonnage is gravel.				40
Inspection bus cars			40	40	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				40 35
When caboose is handled in train consisting of passenger train equipment.			50		Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				30 25
Within yard limits protected by continuous block signal system.	60	50	50	25	Trains handling scale test cars.				30
When yard limits not protected by continuous block signal system.	50	40	40	25	When using cross-overs or turn-outs: 9000 class engines; Forward movement Back-up movement 800 class engines with 14 wheel tender; Back-up movement All other classes of engines; Forward movement Back-up movement				10 6 5 15 15 15 10
Passing fueling stations.	50	50	40	25	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
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	40	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
7000 and 7800 class engines.			75	50	On wye tracks.	15	15	15	15
3800 and 3900 class engines.			60	50	Jordan spreaders and other machines of spreader type, when in operation.				15
5000 and 9000 class engines.			50	50					
4000 class engines.			45	45					
MacArthur type engines with 63-inch drivers.			55	50					
MacArthur type engines with 57-inch drivers.			35	35					
Mallet, Consolidation and Ten Wheeler type engines.			35	35					
0-6-0 and 0-8-0 type yard engines.			20	20					
Steam engines running backward.			20	20					
Light engines.				45					

OLD MAIN LINE									
Between Gilmore and Lane.			50	35					

FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	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	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
ON WESTWARD TRACK Between Mile Posts— Summit 5.2 and 5.6	25	25	25	25	ON EASTWARD TRACK 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 Between Mile Posts— Korty 323.5 and 324.4	70	60	60	50	ON EASTWARD TRACK 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
Freight engines not otherwise shown.			50		Between M. P. 150.9 and 151.1	50	50	40	25
					Sterling, 3900 class engines on coal chute track.				5
					Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick				20

BRANCHES

Beatrice Branch Maximum speed.	50	45	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.	Frt.		Psg.	Frt.
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.	40	30
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Motor trains.	40	40
			Trains with 400 class engines.	25	25
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Between Callaway and Stapleton: Steam trains.	45	35
Between Oconee and M.P. 16.		25	Motor trains.	45	45
Between M.P. 16 and Norfolk.		30	Trains with 400 class engines.	30	30
Trains handling outfit cars		20	Trains handling outfit cars		20
Columbus, over wye switches.		15	North Platte Branch Maximum speed.		45
On curve at M.P. 1.75.		25	5000, 7000 and 9000 class engines		35
Albion Branch Maximum speed:		30	Over Bridge 18.30.		35
Trains handling outfit cars		20	Oshkosh, over First Street Crossing		15
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	North Platte Cut-Off Maximum speed.		45
Between M.P. 11 and Spalding.		25	5000, 7000 and 9000 Class Engines.		35
Trains handling outfit cars		20	On curves between Yoder and So. Torrington		35
Over Bridge 12.96.		25	On curves between M.P. 25.42 and M.P. 31.25		30
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Through tunnel between Albin and Tremain.		20
Carey, all air field trackage.		10	Lyman Branch.		20
Between St. Libory and Ord.		30	Gering Branch.		20
Trains handling outfit cars		20	Sears Branch.		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
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	Beek.....	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' 1"	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 2"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 3"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 4"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 5"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 6"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 7"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 8"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4		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.
G. T. Alliband..	Oculist.....	Omaha, Nebr...	Omaha.	J. S. Welch.....	Surgeon.....	Lincoln, Nebr...	Valparaiso to Cortland.
C. F. Bantin....	Surgeon.....	Omaha, Nebr...	Omaha.	C. G. Amick....	Surgeon.....	Loup City, Nebr...	Dannebrog to Loup City.
M. W. Barry....	Surgeon.....	Omaha, Nebr...	Omaha.	H. R. Palmteer..	Surgeon.....	Madison, Nebr...	Madison, Nebr and vicinity.
J. G. Bartek....	Surgeon.....	Omaha, Nebr...	Omaha.	R. K. Reynolds..	Surgeon.....	No. Bend, Nebr.	North Bend, Nebr.
J. D. Bisgard...	Surgeon.....	Omaha, Nebr...	Omaha.	G. B. Salter....	Surgeon.....	Norfolk, Nebr.	Oconee to Norfolk.
E. A. Connolly..	Surgeon.....	Omaha, Nebr...	Omaha.	T. J. Kerr.....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
J. C. Davis.....	Oculist & Aurist.	Omaha, Nebr...	Omaha.	O. C. Kreymborg	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
John R. Kleyla..	Surgeon.....	Omaha, Nebr...	Omaha.	Wm. B. Niehus..	Surgeon.....	No. Platte, Nebr.	Between North Platte, Brady Is. & Sutherland.
S. McCleneghan.	Surgeon.....	Omaha, Nebr...	Florence.	A. E. Reeves....	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
A. McDermott..	Surgeon.....	Omaha, Nebr...	Omaha.	H. H. Walker....	Oculist & Aurist.	No. Platte, Nebr.	North Platte.
R. T. Maurer....	Hospital Surgeon	Omaha, Nebr...	Omaha.	G. F. Waltmuth	Surgeon.....	No. Platte, Nebr.	Brady Island to Sutherland.
R. A. Moser....	Shop Surgeon..	Omaha, Nebr...	Omaha.	R. T. Takenaga..	Surgeon.....	No. Platte, Nebr.	North Platte.
A. V. Murphy....	Surgeon.....	Omaha, Nebr...	Omaha.	S. K. Imes.....	Surgeon.....	Ogallala, Nebr...	Ogallala and vicinity.
F. C. Nelson....	Surgeon.....	Omaha, Nebr...	Omaha.	H. S. Eklund....	Surgeon.....	Osceola, Nebr...	Osceola and vicinity.
O. C. Nickum...	Shop Surgeon..	Omaha, Nebr...	Benson.	C. J. Miller....	Surgeon.....	Ord, Nebr.....	St. Paul to Ord.
S. A. Swenson..	Surgeon.....	Omaha, Nebr...	Omaha.	Don E. Baca....	Surgeon.....	Papillion, Nebr..	Papillion and vicinity.
J. J. O'Hearn...	Surgeon.....	Omaha, Nebr...	(Omaha Shops Dispensary)	M. O. Arnold...	Surgeon.....	St. Paul, Nebr..	St. Libory to Scotia and St. Paul to Dannebrog.
R. H. Rasgorahak	Oculist & Aurist.	Omaha, Nebr...	Omaha to Papillion.	F. G. Kolouch...	Surgeon.....	Schuyler, Nebr..	North Bend to Columbus
T. T. Smith....	Aurist.....	Omaha, Nebr...	Omaha, Nebr.	Richard Delfs..	Surgeon.....	Shelby, Nebr...	Shelby, Nebr.
J. J. O'Neil....	Aurist.....	Omaha, Nebr...	Omaha, Nebr.	C. E. Wiltse...	Surgeon.....	Shelton, Nebr...	Shelton
J. Allen Davis..	Aurist.....	Omaha, Nebr...	Omaha.	B. H. Grimm....	Surgeon.....	Sidney, Nebr...	Sidney, Nebr.
M. M. Greenberg	Oculist.....	Omaha, Nebr...	Omaha.	E. F. Carr.....	Surgeon.....	Stapleton, Nebr..	Arnold to Stapleton.
J. E. Davis....	Surgeon.....	Albion, Nebr...	Albion to Albion.	C. L. Marsh....	Surgeon.....	Valley, Nebr...	Waterloo to Fremont and Valley to Yutan.
H. Sydow.....	Surgeon.....	Albion, Nebr...	Albion to Genoa.	Ivan M. French.	Surgeon.....	Wahoo, Nebr...	Yutan and Weston, Nebr.
J. E. Dunn....	Surgeon.....	Arnold, Nebr..	Callaway to Stapleton.	Ervin King....	Surgeon.....	Wood Rr., Nebr.	Wood River and vicinity.
W. T. Wildhaber	Surgeon.....	Beatrice, Nebr..	Cortland to Barneston.	W. A. Buntan...	Dist. Surgeon..	Cheyenne, Wyo..	East to, but not including North Platte.
A. L. Schneider..	Surgeon.....	Brady Is., Nebr.	Gothenburg to No. Platte.				West to, but not including Rock Springs.
A. D. Brown....	Surgeon.....	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.				South to, but not including Warren.
E. T. Zickman..	Surgeon.....	Cent. City, Nebr.	Clarks to Chapman and Central City to Polk.	R. C. Gramlich..	Surgeon.....	Cheyenne, Wyo.	Cheyenne.
R. R. Douglas...	Surgeon.....	Clarks, Nebr...	Silver Creek to Central City.	G. W. Koford...	Surgeon.....	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr
R. C. Anderson..	Surgeon.....	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	F. E. Magrath..	Surgeon.....	Cheyenne, Wyo..	Cheyenne.
W.R. Neumarker	Surgeon.....	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	E. W. Newman..	Oculist.....	Cheyenne, Wyo..	Cheyenne.
M. J. Carey....	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	R. B. Stump...	Oculist & Aurist.	Cheyenne, Wyo..	Cheyenne.
L. G. Howard...	Oculist & Aurist.	Co. Bluffs, Ia...	Council Bluffs.	G. W. Marby...	Oculist.....	Cheyenne, Wyo..	Cheyenne.
A. L. Nielson...	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	R. I. Williams..	Aurist.....	Cheyenne, Wyo.	Cheyenne.
A. M. Pederson.	Surgeon.....	Co. Bluffs, Ia...	Council Bluffs.	A. C. Colman...	Surgeon.....	Chappell, Nebr..	Julesburg to Sidney.
L. H. Fochtman.	Surgeon.....	Cozad, Nebr...	Lexington to Gothenburg.	H. P. Linton...	Surgeon.....	Julesburg, Colo..	Ogallala to Lodge Pole and Julesburg to Sterling.
L. J. Ekeler....	Surgeon.....	David City, Nebr.	Valparaiso to Polk.	E. R. Core....	Surgeon.....	Kimball, Nebr...	Sidney to Cheyenne.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	Kearney to Stapleton.	John L. McFee..	Surgeon.....	Ogallala, Nebr..	Sutherland to Julesburg.
R. C. Reeder...	Surgeon.....	Fremont, Nebr..	Valley and North Bend.	M. L. Morris...	Surgeon.....	Pine Bluffs, Wyo.	Kimball to Cheyenne.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	Fullerton.	H. E. Moore...	Surgeon.....	Suth'land, Nebr..	North Platte to Ogallala.
Homer Davis...	Surgeon.....	Genoa, Nebr...	Norfolk to St. Edward and Genoa to Fullerton.	H. A. Blackstone	Surgeon.....	Bridgeport, Nebr.	So. Bayard to Broadwater.
W. C. Harvey, Jr.	Surgeon.....	Gering, Nebr...	Gering, Nebr.	W. C. Harvey...	Surgeon.....	Gering, Nebr...	Northport to Gering.
H. H. Rodman..	Surgeon.....	Gibbon, Nebr..	Shelton to Kearney.	W. G. Seng....	Surgeon.....	Oshkosh, Nebr..	Oshkosh to Northport.
Bert W. Pyle...	Surgeon.....	Goth'burg, Nebr.	Cozad to Brady Island.	Jason B. Roche..	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
L. E. Imes.....	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. B. Dorwart..	Surgeon.....	Sidney, Nebr...	Lodge Pole and Kimball.
E. G. Johnson..	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. R. Watson...	Surgeon.....	So. Mit'ell, Nebr.	Gering to Lyman.
K. F. McDermott	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	Leo Keenan...	Surgeon.....	Torrington, Wyo.	Lyman to So. Torrington.
C. H. Maggiore.	Surgeon.....	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	Wm. M. Greig..	Dist. Surgeon..	Denver, Colo...	North to, and including Warren.
R. D. Martin...	Oculist.....	Gr. Island, Nebr.	Grand Island.				East to, but not including Ellis.
J. A. Proffitt...	Oculist.....	Gr. Island, Nebr.	Grand Island.				East to, but not including Plainville.
J. J. Hanigan...	Surgeon.....	Hallam, Nebr...	Cortland, Nebr. and surrounding territory.	F. E. Palmer....	Surgeon.....	Sterling, Colo...	East to, and including Ovid.
O. A. Kostal...	Surgeon.....	Hastings, Nebr..	Gibbon to Hastings.	T. M. Rogers...	Surgeon.....	Sterling, Colo...	Bliff to Merino.
Banoroff & Staley	Surgeon.....	Kearney, Nebr...	Shelton to Elm Creek and Kearney to Amherst.	A. F. Williams..	Surgeon.....	Ft. Morgan, Colo.	Sterling to Weldona.
				W. L. Wilkinson.	Surgeon.....	La Salle, Colo...	La Salle to Kersey.