



WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

STATIONS	Time Table No. 28 January 11, 1959										Distance from Council Bluffs
	9 Streamliner Passenger Daily	17 Passenger Daily	105 Streamliner Passenger Daily	111 Streamliner Passenger Daily	27 Mail and Express Daily	7 Passenger Daily	5 Mail and Express Daily	101 Streamliner Passenger Daily	103 Streamliner Passenger Daily		
CO. BLUFFS						9.25				0.0	
OMAHA				11.45	10.30	10.15	10.00	2.15	2.00	2.8	
GRAND ISLAND			1.55	1.30	1.15	12.45	4.15	4.00	146.9		
C.T. M.T. NORTH PLATTE			3.50 2.55	4.15 3.30	3.45 2.55	3.05 2.15	8.00 5.05	5.45 4.50	284.1		
JULESBURG			4.07						365.3		
SIDNEY				5.45	5.10	4.35	6.49	6.34	407.5		
KANSAS CITY	9.40	8.30							.....		
DENVER	8.15 8.45	6.40 7.10	7.45	7.30					562.5		
CHEYENNE				8.00 8.50	7.15 7.30	6.30 6.45	8.35 8.45	8.20 8.30	509.5		
LARAMIE	11.55	10.22	10.50	10.30	9.10	8.20	10.05	9.50	566.0		
RAWLINS	1.55	12.35	12.35	12.50	11.30	10.45	11.59	11.51	682.8		
GREEN RIVER	4.30 4.40	3.00 3.45	2.40 2.45	3.40 4.00	2.30 3.25	1.30 2.00	2.20 2.25	2.05 2.10	817.0		
GRANGER		4.20	3.15						847.2		
OGDEN	8.30			8.00	7.15	6.00	5.45	5.35	992.6		
(992.6)											
Thru Time From Omaha..... (23.50) (20.50) (7.30) (8.45) (22.30) (22.00) (21.00) (16.30) (16.35) ..... Thru Time From Omaha											
Average speed per hour..... 51.2 56.2 57.4 63.8 44.0 45.0 47.1 59.6 59.9 ..... Average speed per hour											

C. H. BURNETT  
General Manager

O. A. DURRANT  
General Superintendent

H. E. SHUMWAY  
Gen. Supt. Transportation

### FIRST SUBDIVISION, GRAND ISLAND TO NORTH PLATTE, AND BRANCHES

A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, Nebr.  
 I. E. BALL, Asst. Chief Train Dispatcher..... Grand Island, Nebr.  
 C. F. DEWHIRST, Asst. Chief Train Dispatcher..... Grand Island, Nebr.

### SECOND SUBDIVISION

A. R. SUTHERLAND, Chief Train Dispatcher..... North Platte, Nebr.  
 J. P. RYAN, Asst. Chief Train Dispatcher..... North Platte, Nebr.  
 O. E. BEESON, Asst. Chief Train Dispatcher..... North Platte, Nebr.

### THIRD SUBDIVISION

J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.  
 F. C. HAUNSTEIN, Asst. Chief Train Dispatcher..... Denver, Colo.  
 B. L. SIVERS, 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.....	836.14
Total.....	1495.74

T. F. SHANAHAN, Superintendent..... Omaha, Nebr.  
 W. H. ANDERSON, Asst. Superintendent..... Omaha, Nebr.  
 R. W. McSPADEN, Asst. Superintendent..... Gering, Nebr.  
 L. O. POPE, Terminal Superintendent..... Omaha, Nebr.  
 W. F. GRIFFIN, Asst. Superintendent Safety and Courtesy..... Omaha, Nebr.  
 H. G. HAGGLUND, Terminal Superintendent..... Co. Bluffs, Iowa  
 J. A. McCULLOUGH, Asst. Terminal Superintendent..... Co. Bluffs, Iowa  
 W. R. TUEL, Trainmaster..... Grand Island, Nebr.  
 J. E. GUYNAN, Terminal Superintendent..... North Platte, Nebr.  
 W. E. MILLER, Asst. Terminal Superintendent..... North Platte, Nebr.  
 R. W. HOLLAND, Trainmaster..... North Platte, Nebr.  
 V. BAYNE, Trainmaster..... Sidney, Nebr.  
 R. J. DUNN, Master Mechanic..... Co. Bluffs, Iowa  
 E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Iowa  
 S. E. CHADD, Road Foreman of Engines..... Co. Bluffs, Iowa  
 S. F. McWILLIAMS, Road Foreman of Engines..... North Platte, Nebr.  
 P. C. LOOMIS, Road Foreman of Engines..... North Platte, Nebr.  
 L. C. WALLACE, Road Foreman of Engines..... North Platte, Nebr.  
 C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.  
 W. F. HART, Division Engineer..... Omaha, Nebr.  
 O. L. KOVAR, 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.  
 F. R. LANGLEY, Asst. Chief Train Dispatcher..... Omaha, Nebr.

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

STATIONS	Time Table No. 28 January 11, 1959										
	106 Streamliner Passenger	112 Streamliner Passenger	10 Streamliner Passenger	28 Mail and Express	104 Streamliner Passenger	102 Streamliner Passenger	18 Passenger	6 Mail and Express	8 Passenger		
CO. BLUFFS	0.0									6.10	
OMAHA	2.8	1.00		6.15	2.30	2.50		5.25	7.00		
GRAND ISLAND	146.9	10.50		3.20	12.20	12.40		2.50	4.10		
C.T. M.T. NORTH PLATTE	284.1	8.55 7.50		12.15 10.45	10.28 9.23	10.48 9.43		12.25 11.15	1.25 12.15		
JULESBURG	365.2	6.43									
SIDNEY	407.5			8.05	7.37	7.57		9.17	10.05		
KANSAS CITY	.....		7.00					10.30			
DENVER	562.5	3.30	3.45	6.35 6.00				9.15 8.45			
CHEYENNE	509.5			5.30 5.10	6.10 6.00	6.30 6.20		7.35 7.15	8.15 8.00		
LARAMIE	566.0	12.31	2.35	3.40	4.45	5.11	5.25	5.45	6.20		
RAWLINS	682.8	10.46	12.40	1.25	2.58	3.25	3.10	3.25	3.40		
GREEN RIVER	817.0	8.30 8.25	10.20 10.05	10.45 10.30	12.40 12.35	1.05 12.55	12.35 12.05	12.45 12.20	1.00 12.35		
GRANGER	847.2	7.55						11.30			
OGDEN	992.6		6.45	7.00	9.20	9.40		8.30	8.45		
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Thru Time From Omaha..... (7.35) (8.15) (23.15) (22.15) (16.10) (16.10) (22.00) (19.55) (21.15)											
Average speed per hour..... 56.8 67.8 52.3 44.6 61.2 61.2 53.6 49.7 46.8											

### 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
7	Any station 1st and 2nd subdivi- sion.....		North of Granger or Ogden or beyond.	8	Any station 1st and 2nd subdivi- sion.....	Cheyenne or beyond.	
	Any station 2nd subdivision.....	Omaha or beyond.			Any station 2nd subdivision.....		Omaha or beyond.
101	Fremont..... Columbus..... Kearney.....		Sacramento or beyond.	102	Kearney..... Columbus..... Fremont.....	Sacramento or beyond.	
103	Fremont..... Kearney.....		San Bernardino or beyond.	104	Kearney..... Columbus..... Fremont.....	San Bernardino or beyond.	
111	Fremont..... Ogallala..... Ft. Morgan.....	Chicago..... Omaha or beyond..... Points where scheduled to stop.....	Denver or beyond. Denver or beyond.	112	Ft. Morgan..... Ogallala..... Fremont.....	Denver or beyond..... Denver or beyond..... Denver or beyond.....	Points where scheduled to stop. Omaha or beyond. Chicago.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight (71, 73, 75, 237, 233), and Distance from Council Bluffs.

Time-Table No. 28

January 11, 1959

STATIONS

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

Station list for Westward First Subdivision Second Class, including Council Bluffs, Omaha, Summit, Weco, Lane, Elkhorn, Waterloo, Valley, Meroer, Fremont, Ames, North Bend, Rogers, Schuyler, Richland, Columbus, Duncanson, Gardiner, Silver Creek, Havens, Olarks, Central City, Chapman, Grand Island, Alda, Wood River, Shelton, Gibbon, Optic, Kearney, Odessa, Elm Creek, Overton, Lexington, Darr, Cozad, Gothenburg, Vroman, Brady, Maxwell, Gannett, and North Platte.

Thru Time and Average speed per hour information for the second class schedule.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply on First Subdivision. 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 24.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Car Capacity, Time Freight (111, 27, 7, 5, 101, 103), and Distance from Council Bluffs.

Time-Table No. 28

January 11, 1959

STATIONS

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

Station list for Westward First Subdivision First Class, including Council Bluffs, Omaha, Summit, Weco, Lane, Elkhorn, Waterloo, Valley, Meroer, Fremont, Ames, North Bend, Rogers, Schuyler, Richland, Columbus, Duncanson, Gardiner, Silver Creek, Havens, Olarks, Central City, Chapman, Grand Island, Alda, Wood River, Shelton, Gibbon, Optic, Kearney, Odessa, Elm Creek, Overton, Lexington, Darr, Cozad, Gothenburg, Vroman, Brady, Maxwell, Gannett, and North Platte.

Thru Time and Average speed per hour information for the first class schedule.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply on First Subdivision. 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. No. 5 reduce speed to 60 miles per hour passing mail crane at Cozad. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

**FIRST SUBDIVISION EASTWARD**

Time-Table No. 28

January 11, 1959

**FIRST CLASS**

Mile Post	FIRST CLASS					
	28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger
0.0		A 6.10PM				
2.8	A 6.15AM	5.55	A 7.00PM	A 1.00AM	A 2.30AM	A 2.50AM
5.2	6.05	5.15	6.50	12.50	2.20	2.40
14.1	5.56	5.08	6.40	12.43	2.13	2.33
17.1	5.52	5.04	6.36	12.40	2.10	2.30
21.7	f 5.48	4.59	6.32	12.36	2.06	2.26
24.5	f 5.45	4.56	6.29	12.33	2.03	2.23
28.0	s 5.42	4.52	6.25	12.30	2.00	2.20
34.3	5.34	4.46	6.18	12.25	1.55	2.15
38.2						
39.3	s 5.25	s 4.40	s 6.10	12.21	1.51	2.11
40.0						
44.8						
46.3	f 5.10	4.25	5.55	12.13	1.43	2.03
54.4	f 5.02	4.18	5.47	12.07	1.37	1.57
61.4	f 4.54	4.12	5.39	12.02AM	1.32	1.52
68.7	s 4.47	4.06	f 5.32	11.56PM	1.26	1.46
76.9	f 4.38	3.58	5.24	11.50	1.20	1.40
83.8						
84.5	s 4.30	s 3.51	s 5.16	s 11.43	1.13	1.33
92.2	f 4.14	3.40	5.04	11.33	1.03	1.23
96.5	4.09	3.35	4.59	11.30	1.00	1.20
102.3	f 4.04	3.30	4.54	11.26	1.26	1.16
107.9	3.59	3.25	4.49	11.22	1.22	1.12
118.6	f 3.54	3.20	4.44	11.18	1.24	1.08
124.3						
124.9	s 3.44	3.10	f 4.34	11.09	1.23	1.29
135.1	3.32	3.01	4.22	11.00	1.23	1.25
146.5						
146.9	3.20	2.50	4.10	10.50	12.20	12.40
164.5	3.05	2.40	4.00	10.49	12.19	12.39
164.5	2.49	2.27	3.48	10.38	12.10	12.30
169.9	f 2.39	2.20	3.40	10.32	12.04AM	12.24
176.0	f 2.23	2.09	3.25	10.21	11.53	12.13
180.2	2.19	2.05	3.20	10.18	11.50	12.10
189.1	s 2.10	s 1.55	s 3.10	s 10.10	11.42	12.02AM
198.3	f 1.54	1.42	2.59	10.02	11.34	11.54PM
204.6	f 1.47	1.37	2.53	9.58	11.30	11.50
213.3	f 1.37	1.30	2.45	9.51	11.24	11.44
224.4	s 1.25	1.20	s 2.33	9.43	11.16	11.36
232.6	1.14	1.13	2.23	9.37	11.10	11.30
238.2	s 1.08	1.08	f 2.18	9.32	11.05	11.25
248.8	s 12.53	12.59	f 2.05	9.23	10.57	11.18
264.5	12.44	12.54	1.57	9.19	10.52	11.12
261.5	f 12.37	12.48	1.50	9.14	10.47	11.07
270.6	f 12.29	12.40	1.41	9.07	10.40	11.00
278.5	12.22	12.33	1.33	9.01	10.34	10.54
284.1	12.15AM	12.25PM	1.25PM	8.55PM	10.28PM	10.48PM

BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS

Double Track

Thru Time to Omaha ..... (6.00)  
Average speed per hour ..... 46.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply on First Subdivision.  
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.  
No. 6 reduce speed to 60 miles per hour passing mail crane at Cozad.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**FIRST SUBDIVISION EASTWARD**

Time-Table No. 28

January 11, 1959

**SECOND CLASS**

Mile Post	74	234	72	76	238	Car Capacity of Sidings, etc. See Rule 6 (A) Page 24.
	Time Freight	Local Freight	Time Freight	Local Freight	Local Freight	
0.0	A 6.50AM	A 3.15PM	A 10.15PM			DF WCITYOPZ
2.8	6.35	2.55	10.00			DFXWITOPZ
5.2	6.05	2.35	9.35			XIP
14.1	5.55	2.15	9.25			ES94 XP
17.1	5.50	f 2.05	9.20			XP
21.7		s 1.55				CS73 XP
24.5		s 1.30				CS84 P
28.0	5.35AM	s 1.00	9.05PM			WS175XYPWO ES165 ES90
34.3		f 12.01PM				CS81 P
38.2						I
39.3		s 11.50AM				WS99 ES172 PZ
40.0						I
44.8						IP
46.3		f 10.50				CS82 P
54.4		s 10.20				CS150 XP
61.4		s 9.50				CS82 P
68.7		s 9.20				WS130 X ES123 WP
76.9		f 8.20				CS118 P
83.8						
84.5		s 8.00				WS143 XWTO ES125 YPZ
92.2		s 7.20				CS119 P
96.5		f 6.50				CS82 P
102.3		s 6.40				CS119 XP
107.9		f 6.00				CS82 P
118.6		s 5.39				CS82 XP
124.3						
124.9		5.00AM		A 6.55AM		WS113 X ES119 WYP
135.1				s 6.40		CS150 P
146.5						I
146.9				6.20AM	A 2.00PM	XWCZTYOP
164.5					f 1.15	CS82 XYP
169.9					s 12.45	WS117 X ES48 P
176.0					s 12.15PM	CS82 XP
180.2					s 11.45AM	WS130 XWI ES70 YP
189.1					f 11.20	CS150 P
198.3					11.00AM	WS132 XWO ES116 YPZ
204.6						CS83 P
213.3						CS130 XP
224.4						CS83 P
232.6						WS115 XWY ES119 ZP
238.2						CS83 P
248.8						CS150 ZXP
264.5						WS126 XWO ES123 YP
261.5						CS82 P
270.6						CS83 P
278.5						CS119 XP
284.1						CS83 P

BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS

Double Track

Thru Time ..... (1.15)  
Average speed per hour ..... 22.4

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply on First Subdivision.  
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.

**WESTWARD SECOND SUBDIVISION**

**SECOND CLASS**

Car Capacity of Seating, etc. See Rule 6 (A) Page 24.	353					245		241		97		93		Distance from Council Bluffs
	Mixed					Local Freight		Local Freight		Local Freight		Mixed		
	Daily					Daily Except Sunday		Daily Except Sunday		Daily		Daily		
DF XWCZTYOP							7.00AM	6.35AM	5.00AM	284.1				
							7.10	6.45	5.10	289.2				
CS 84 P										290.5				
WS 72 XP						s 7.25	s 7.01	f 5.20		296.9				
CS 119 XWYP						f 7.35	A 7.10AM	A 5.25AM		300.7				
40 X										301.8				
CS 121 P						f 7.45				303.4				
CS 82 P						f 7.55				307.9				
CS 121 P						s 8.20				315.5				
5 P						f 8.32				321.7				
CS 88 P						f 8.45				327.7				
WS 102 WS 120 ES 122 XWCP						s 9.45				334.8				
CS 125 P						s 10.10				343.9				
10										349.1				
CS 132 P						s 10.35				353.9				
CS 83 P						f 10.45				359.3				
XWCYYP WS 125 ES 121						11.45				365.3				
CS 90 P						f 11.55AM				370.6				
CS 123 WP						s 12.25PM				380.3				
WS 111 ES 74 XP						s 12.50				389.7				
XP						f 1.02				396.3				
CS 125 P						1.15				401.0				
WXCOPY						8.30AM	A 1.30PM			407.5				
CS 94 YP						f 8.45				415.5				
WS 121 XWP ES 70						f 9.15				426.4				
8 PX										430.8				
CS 125 P						s 9.35				435.4				
27 PX										439.9				
CS 133 XWP						s 10.15				444.5				
12										451.1				
CS 125 P						s 10.45				456.6				
CS 125 XWCYP						A 11.30AM				466.7				
10										472.0				
CS 94 XWYP						3.35PM				477.5				
WS 62 XP						f 3.45				483.2				
CS 96 WP						f 3.55				489.7				
WS 62 XP						f 4.05				495.9				
WS 117 XP ES 125						f 4.15				501.2				
DF XWCZTYOP						A 4.30PM				509.5				

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

**Time-Table No. 28**

January 11, 1959

**STATIONS**

DN-R NORTH PLATTE NY	YL NO
5.1	5.1
WEST NORTH PLATTE	YL WN
1.3	1.3
BIRDWOOD	4.5
D HERSEY OF	6.4
3.8	3.8
O'FALLONS	3.8
1.1	1.1
VARNER	1.6
D SUTHERLAND SU	4.5
4.5	4.5
DEXTER	7.6
D PAXTON PN	6.2
6.2	6.2
KORTY	6.0
6.0	6.0
ROSCOE	7.1
DN OGALLALA GT	9.1
9.1	9.1
D BRULE RU	5.2
5.2	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
5.4	5.4
BARTON	6.0
DN JULESBURG JB	5.3
5.3	5.3
WEIR	9.7
D OHAPPELL OQ	9.4
9.4	9.4
D LODGE POLE GP	6.6
6.6	6.6
D SUNOL UN	4.7
4.7	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
8.0	8.0
BROWNSON	10.9
D POTTER PR	4.4
4.4	4.4
JACINTO	4.6
D DIX DX	4.5
4.5	4.5
OWASOO	4.6
DN KIMBALL KB	6.6
6.6	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
10.1	10.1
DN PINE BLUFFS UF	5.3
5.3	5.3
TRAOY	5.5
D EGBERT GX	5.7
5.7	5.7
D BURNS UX	6.5
6.5	6.5
HILLSDALE	6.2
DURHAM	5.3
AROHER	8.3
DN-R CHEYENNE YL OY	8.3

Double Track

(225.4)

(0.55) (3.00) (6.30) (0.35) (0.25) ..... Thru Time  
35.0 19.8 19.0 28.5 39.8 ..... Average speed per hour

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

Rules 251 to 254 Inclusive apply on Second Subdivision.

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

**WESTWARD SECOND SUBDIVISION**

**FIRST CLASS**

TATION	7						5		101		103		27		111		Distance from Council Bluffs
	Passenger						Mail and Express		Streamliner Passenger		Streamliner Passenger		Mail and Express		Streamliner Passenger		
	Daily						Daily		Daily		Daily		Daily		Daily		
							2.55PM	2.15PM	5.05AM	4.50AM	3.30AM	2.55AM	284.1				
							3.03	2.23	5.13	4.58	3.37	3.02	289.2				
													290.5				
							3.09	2.30	5.18	5.03	3.42	3.07	296.9				
							3.12	2.33	5.21	5.06	3.45	3.10	300.7				
													301.8				
							3.14	2.36	5.23	5.08	f 3.47	3.12	303.4				
							3.18	2.42	5.26	5.11	3.51	3.15	307.9				
							3.25	2.49	5.32	5.17	f 3.58	3.21	315.5				
							3.31	2.55	5.37	5.22	4.04	3.26	321.7				
							3.37	3.01	5.42	5.27	4.10	3.31	327.7				
							s 3.46	3.08	5.48	5.33	s 4.20	3.38	334.8				
							3.55	3.17	5.55	5.40	f 4.29	3.45	343.9				
													349.1				
							4.04	3.27	6.03	5.48	f 4.38	3.53	353.9				
							4.09	3.32	6.07	5.52	4.43	3.57	359.3				
							f 4.17	3.38	6.12	5.57	s 4.53	Af 4.07AM	365.3				
							4.22	3.43	6.16	6.01	4.59		370.6				
							4.31	3.52	6.24	6.09	f 5.08		380.3				
							4.40	4.01	6.31	6.16	f 5.17		389.7				
							4.46	4.08	6.36	6.21	5.23		396.3				
							4.50	4.13	6.40	6.25	5.27		401.0				
							5.00	4.25	6.48	6.33	5.35		407.5				
							5.10	4.35	6.49	6.34	5.45		415.5				
							5.20	4.45	6.58	6.43	5.54		426.4				
							5.31	4.56	7.08	6.53	f 6.04		430.8				
													435.4				
							5.40	5.05	7.16	7.01	f 6.18		439.9				
													444.5				
							f 5.52	5.14	7.24	7.09	s 6.35		451.1				
													456.6				
							6.03	5.26	7.34	7.19	f 6.47		466.7				
							6.14	5.36	7.44	7.29	f 6.58		472.0				
													477.5				
							6.26	5.47	7.55	7.40	f 7.10		483.2				
							6.33	5.53	8.01	7.46	f 7.17		489.7				
							6.40	6.00	8.08	7.53	7.25		495.9				
							6.47	6.06	8.15	8.00	7.33		501.2				
							6.54	6.12	8.22	8.07	7.40		509.5				
							A 7.15PM	A 6.30PM	A 8.35AM	A 8.20AM	A 8.00AM						

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

**Time-Table No. 28**

January 11, 1959

**STATIONS**

DN-R NORTH PLATTE NY	YL NO
5.1	5.1
WEST NORTH PLATTE	YL WN
1.3	1.3
BIRDWOOD	6.4
D HERSEY OF	3.8
3.8	3.8
O'FALLONS	1.1
1.1	1.1
VARNER	1.6
D SUTHERLAND SU	4.5
4.5	4.5
DEXTER	7.6
D PAXTON PN	6.2
6.2	6.2
KORTY	6.0
6.0	6.0
ROSCOE	7.1
DN OGALLALA GT	9.1
9.1	9.1
D BRULE RU	5.2
5.2	5.2
MEGEATH	4.8
D BIG SPRINGS GS	5.4
5.4	5.4
BARTON	6.0
DN JULESBURG JB	5.3
5.3	5.3
WEIR	9.7
D OHAPPELL OQ	9.4
9.4	9.4
D LODGE POLE GP	6.6
6.6	6.6
D SUNOL UN	4.7
4.7	4.7
COLTON	6.5
DN-R SIDNEY YL OD	8.0
8.0	8.0
BROWNSON	10.9
D POTTER PR	4.4
4.4	4.4
JACINTO	4.6
D DIX DX	4.5
4.5	4.5
OWASOO	4.6
DN KIMBALL KB	6.6
6.6	6.6
OLIVER	5.5
D BUSHNELL BN	10.1
10.1	10.1
DN PINE BLUFFS UF	5.3
5.3	5.3
TRAOY	5.5
D EGBERT GX	5.7
5.7	5.7
D BURNS UX	6.5
6.5	6.5
HILLSDALE	6.2
DURHAM	5.3
AROHER	8.3
DN-R CHEYENNE YL OY	8.3

Double Track

(225.4)

(4.20) (4.15) (3.30) (3.30) (4.30) (1.12) ..... Thru Time  
52.0 53.0 64.4 64.4 50.0 67.6 ..... Average speed per hour

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

Rules 251 to 254 Inclusive apply on Second Subdivision.

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

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 28**

January 11, 1959

**FIRST CLASS**

Mile Post	FIRST CLASS						STATIONS
	6 Mail and Express	8 Passenger	112 Streamliner Passenger	28 Mail and Express	104 Streamliner Passenger	102 Streamliner Passenger	

Mile Post	FIRST CLASS						STATIONS
	6 Mail and Express	8 Passenger	112 Streamliner Passenger	28 Mail and Express	104 Streamliner Passenger	102 Streamliner Passenger	
284.1	A 11.15AM	A 12.15PM	A 7.50PM	A 10.45PM	9.23PM	A 9.43PM	DN-R NORTH PLATTE NY 5.1 YL NO
289.2	11.04	12.01PM	7.40	10.27	9.11	9.31	WEST NORTH PLATTE 1.3 YL WN
290.5							BIRDWOOD 6.4
296.9	10.58	11.52AM	7.34	10.20	9.06	9.26	D HERSHEY OF 3.8
300.7	10.55	11.48	7.31	10.16	9.03	9.23	O'FALLONS 1.1
301.8							VARNER 1.6
303.4	10.53	f 11.45	7.29	f 10.13	9.01	9.21	D SUTHERLAND SU 4.5
307.9	10.49	11.41	7.26	10.08	8.58	9.18	DEXTER 7.6
315.5	10.42	f 11.34	7.20	f 10.00	8.52	9.12	D PAXTON PN 6.2
321.7	10.37	11.28	7.16	9.54	8.47	9.07	KORTY 6.0
327.7	10.31	11.22	7.12	f 9.46	8.42	9.02	ROSCOE 7.1
334.8	10.24	s 11.15	7.07	s 9.35	8.36	8.56	DN OGALLALA GT 9.1
343.9	10.15	f 11.05	6.59	f 9.20	8.29	8.49	D BRULE RU 5.2
349.1							MEGEATH 4.8
353.9	10.07	f 10.56	6.52	f 9.09	8.22	8.42	D BIG SPRINGS GS 5.4
359.3	10.02	10.50	6.48	9.03	8.17	8.37	BARTON 6.0
365.3	9.56	f 10.45	s 6.43PM	s 8.55	8.12	8.32	DN JULESBURG JB 5.3
370.6	9.50	10.37		8.47	8.07	8.27	WEIR 9.7
380.3	9.42	f 10.31		f 8.37	8.00	8.20	D OHAPPELL OQ 9.4
389.7	9.33	f 10.22		f 8.27	7.53	8.13	D LODGE POLE GP 6.6
396.3	9.28	10.16		f 8.20	7.48	8.08	D SUNOL UN 4.7
401.0	9.24	10.12		8.15	7.44	8.04	COLTON 6.5
407.5	9.17	10.05		8.05	7.37	7.57	DN-R SIDNEY YL OD 8.0
415.5	8.56	9.44		7.17	7.28	7.48	BROWNSON 10.9
426.4	8.47	9.35		f 7.07	7.19	7.39	D POTTER PR 4.4
430.8							JACINTO 4.6
435.4	8.40	9.26		f 6.57	7.12	7.32	D DIX DX 4.5
439.9							OWASCO 4.6
444.5	8.33	f 9.17		s 6.47	7.05	7.25	DN KIMBALL KB 6.6
451.1							OLIVER 5.5
456.6	8.23	9.05		s 6.34	6.56	7.16	D BUSHNELL BN 10.1
466.7	8.14	8.55		s 6.22	6.48	7.08	DN PINE BLUFFS UF 5.3
472.0							TRACY 5.5
477.5	8.04	8.45		f 6.09	6.38	6.58	D EGBERT GX 5.7
483.2	7.59	8.40		6.02	6.34	6.54	D BURNS UX 6.5
489.7	7.54	8.35		5.55	6.29	6.49	HILLSDALE 6.2
495.9	7.49	8.30		5.48	6.24	6.44	DURHAM 5.3
501.2	7.44	8.25		5.41	6.19	6.39	ARONER 8.3
509.5	7.35AM	8.15AM		5.30PM	6.10PM	6.30PM	DN-R CHEYENNE YL OY (225.4)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (3.40) (4.00) (1.07) (5.15) (3.13) (3.13)  
Average speed per hour..... 61.5 56.4 72.7 42.6 69.9 69.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply on Second Subdivision.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 28**

January 11, 1959

**SECOND CLASS**

Mile Post	SECOND CLASS					STATIONS	Car Capacity of Sidings, etc. See Rule 6 (A), page 24.
	242 Local Freight	354 Mixed	246 Local Freight	98 Local Freight	94 Mixed		

Mile Post	SECOND CLASS					STATIONS	Car Capacity of Sidings, etc. See Rule 6 (A), page 24.
	242 Local Freight	354 Mixed	246 Local Freight	98 Local Freight	94 Mixed		
284.1	A 1.00PM			A 4.50PM	A 7.00PM		DF XWCZTYOP
289.2	12.50			4.40	6.48		P
290.5							CS 84 P
296.9	s 12.35			f 4.30	f 6.38		WS 72 XP
300.7	f 12.25			4.22PM	6.30PM		CS 119 XWYP
301.8							40 X
303.4	s 12.15PM						CS 121 P
307.9	f 11.55AM						CS 82 P
315.5	s 11.34						CS 121 P
321.7	f 11.15						5 P
327.7	f 11.00						CS 83 P
334.8	s 10.45						WS122 WS120 ES138 XWCP
343.9	s 9.50						CS 125 P
349.1							10
353.9	s 9.25						CS 132 P
359.3	f 8.55						CS 83 P
365.3	s 8.45						XWCYOP WS125 ES121
370.6	f 7.55						CS 90 P
380.3	s 7.45						CS 123 WP
389.7	s 7.30						WS 111 ES 74 XP
396.3	f 7.20						XP
401.0	f 7.10						CS 125 P
407.5	7.00AM		A 3.30PM				WXCOYP
415.5			f 2.50				CS 94 YP
426.4			s 2.25				WS 121 XWP ES 70
430.8							8 PX
435.4			s 1.55				CS 125 P
439.9							27 PX
444.5			s 1.30				CS 133 XWP
451.1							12
456.6			s 12.50				CS 125 P
466.7			12.30PM				CS126 XWCYOP
472.0							10
477.5		A 8.50AM					CS 94 XWYP
483.2		s 8.40					WS 62 XP
489.7		s 8.31					CS 96 WP
495.9		f 8.23					WS 62 XP
501.2		f 8.15					WS 117 ES 125 DF
509.5		8.05AM					DF XWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (6.00) (0.45) (3.00) (0.28) (0.30)  
Average speed per hour..... 20.6 43.7 19.8 35.6 30.8

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply on Second Subdivision.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				THIRD SUBDIVISION		EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	FIRST CLASS		Distance from Julesburg	Time-Table No. 28		FIRST CLASS		Mile Post		
	111	33		January 11, 1959		34	112			
	Streamliner Passenger	C. B. & Q. Passenger				C. B. & Q. Passenger	Streamliner Passenger			
		Daily	Daily	STATIONS						
80	WCYP	f 4.07AM	0.0	DN	JULESBURG YL JB	0.0	As 6.42PM			
75	ZP	4.15	7.1	D	7.1 OVID VI	7.1	6.33			
73	WP	4.21	14.6	D	7.5 SEDGWICK ZD	14.6	6.27			
29			19.0		4.4 DORSEY	19.0				
95	P	4.28	23.1		4.1 RED LION	23.1	6.20			
29	P		25.8		2.7 MARCOTT	25.8				
95	WP	4.33	30.1	D	4.3 CROOK OK	30.1	6.15			
22			34.2		4.1 TOBIN	34.2				
73	P	4.40	38.8		4.6 PROCTOR	38.8	6.09			
12	F		41.1		2.3 POWELL	41.1				
22			42.2		1.1 GRIFF	42.2				
94	P	4.45	45.6	D	3.4 ILIFF F	45.6	6.03			
16			50.1		4.5 FORD	50.1				
77	P	4.51	53.5		3.4 HAYFORD	53.5	5.57			
	AIP		57.2		0.3 C. B. & Q. CROSSING	57.2				
189	WCTZP	4.57 5.00	57.5	DN-R	4.2 STERLING YL ST	57.5	A 2.20AM 5.53 5.51			
72	P	5.08	61.7		2.4 HALL	61.7				
23			66.8	D	2.7 ATWOOD OD	64.1	f 2.09	5.44		
74	P	5.13	70.2	D	3.4 BETFLAND	66.8	f 2.02	5.40		
10			72.1		1.9 MERRINO MI	70.2				
143	P	5.18	76.0		3.9 BETA	72.1				
41	P		78.4		2.4 MESSEX	76.0	1.56	5.35		
52	F	5.22	81.0	DN	2.6 BALZAO	78.4	f 1.50AM	5.31		
24			83.8		1.8 UNION UN	81.0				
94	WP	5.27	87.0		1.9 COOPER	82.8				
53	F	5.32	89.8		4.2 SNYDER	87.0		5.26		
21			96.9		6.8 DODD	93.8		5.21		
100	WP	5.36	98.6		1.7 HURLEY	96.9				
35	P	5.42	106.0	DN	7.4 FT. MORGAN FX	98.6		5.17		
79	P	5.44	109.0	D	3.0 NARROWS	106.0		5.11		
22	P	5.48	114.2		5.2 WELDONA DN	109.0		5.09		
78	P	5.51	117.7		3.5 GOODRICH	114.2		5.05		
14	F		121.4		3.7 ORCHARD	117.7		5.02		
53	F	5.57	124.8		3.4 SUBLETTE	121.4				
50	P	6.02	130.2		5.4 MASTERS	124.8		4.56		
121	WP	6.07	135.4		5.2 CANTON	130.2		4.52		
16	P		139.1		3.7 HARDIN	135.4		4.48		
78	P	6.13	143.1	D	4.0 KUNEE	139.1				
27			147.2		4.1 KERSEY KR	143.1		4.42		
56	WTYP	A 6.20AM	151.1	DN-R	3.9 AUBURN	147.2				
					3.9 LASALLE YL DY	151.1		4.35PM		
					(151.1)		Daily	Daily		

(2.13) (0.35) ..... Thru Time ..... (0.30) (2.07)  
 68.4 40.3 ..... Average speed per hour ..... 47.0 71.3

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 72.  
 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 24.	SECOND CLASS			Distance from Valley	Time-Table No. 28		Mile Post	SECOND CLASS			
	71	73	75		January 11, 1959			74	72	76	
	Freight	Freight	Local Freight					Freight	Freight	Local Freight	
		Daily	Daily	Tuesday Thursday Saturday	STATIONS						
WCYP		10.25PM	1.30PM	6.30AM	0.0	DN-R	VALLEY YL V	0.0	A 5.20AM	A 8.50PM	A 1.15PM
AI					5.8		5.8 C. B. & Q. CROSSING	5.8			
28	P	10.40	1.45	s 6.45	6.8		0.5 YUTAN YN	6.8	5.10	8.40	s 1.00
106	YP	10.50	1.55	s 7.00	11.6	D	5.3 MEAD AD	11.6	5.00	8.30	s 12.50
64	P	11.10	2.07	s 7.15	18.9	D	7.3 WAHOO W	18.9	4.45	8.15	s 12.30
					19.6		0.7 C. & N. W. and C. B. & Q. CROSSINGS	19.6			
78	P	11.25	2.22	s 7.30	26.3	D	6.7 WESTON WN	26.3	4.35	8.05	s 12.15
99	P	11.35PM	2.34	f 7.40	38.2		6.9 TOUHY	38.2	4.23	7.53	f 12.01PM
96	WYP	12.01AM	2.44	A 7.50AM	37.8	DN	4.1 VALPARAISO YL VO	37.8	4.15	7.45	11.50AM
26					41.8		4.5 AGNEW	41.8			
33	P	12.18	2.58		46.5	D	4.7 RAYMOND RM	46.5	3.59	7.28	
101	P	12.30	3.08		52.7		6.2 GARRATT	52.7	3.48	7.18	
4					55.8		2.6 WEST LINCOLN	55.8			
					56.5		1.2 C. B. & Q. CROSSING	56.5			
94	TXP	12.55	3.18		57.1	DN	0.6 LINCOLN YL EN	57.1	3.40	7.10	
					57.4		0.8 C. B. & Q. CROSSING	57.4			
					59.0		1.8 C. B. & Q. CROSSING	59.0			
180	P	1.18	3.31		65.4		6.4 JAMAICA	65.4	3.20	6.50	
					68.2		2.8 HANLON	68.2			
81	P	1.33	3.46		74.7		6.5 PRINCETON	74.7	3.05	6.35	
78	P	1.43	3.53		79.5	D	4.8 OORTLAND RD	79.5	2.55	6.25	
94	P	1.58	4.08		88.9	D	9.4 PICKRELL IK	88.9	2.43	6.13	
WTYP		A 2.15AM	A 4.25PM		96.8	DN-R	7.9 BEATRICE YL BX	96.8	2.30AM	6.00PM	Monday Wednesday Friday
							(96.8)		Daily	Daily	
		(3.50)	(2.55)	(1.20)			..... Thru Time .....		(2.50)	(2.50)	(1.2)
		25.2	33.2	28.0			..... Average speed per hour .....		34.2	34.2	26.3
Westward trains are superior to trains of the same class in the opposite direction.—See rule 72. At Linco'n, trains using C. B. & Q. passenger station 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

WESTWARD				OLD MAIN LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	SECOND CLASS			Distance from Council Bluffs	Time-Table No. 28		Mile Post	SECOND CLASS			
	71	73	75		January 11, 1959			74	72	76	
	Freight	Freight	Local Freight					Freight	Freight	Local Freight	
		Daily	Daily	Tuesday Thursday Saturday	STATIONS						
XIP				5.2	DN	SUMMIT YL SU	5.2				
XWP				6.4		1.2 SOUTH OMAHA YL	6.4				
XIP				11.9		5.5 GILMORE YL	11.9				
73	P			16.8	D	4.9 PAPILLION PO	16.8				
AIP				19.2		2.4 MO. PAC. CROSSING	19.2				
P				22.5	D	3.8 MILLARD YL MD	22.5				
XP				26.1		3.6 LANE YL	26.1				
						20.9					

..... Thru Time .....

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
 Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

WESTWARD				STROMSBURG BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 28 January 11, 1959				SECOND CLASS					
75				STATIONS				76					
Local Freight				Mile Post				Local Freight					
Tuesday Thursday Saturday				Distance from Valparaiso				Mile Post					
WYP			8.00AM	0.0	DN-R	VALPARAISO	YL VO	0.0	A11.35AM				
16			f 8.20	7.4		7.4		7.4	f 11.06				
28			s 8.40	13.5	D	BRAINARD	BD	13.5	s 10.50				
				15.0		O. & N. W. CROSSING		15.0					
32	W		s 9.10	23.2	D	DAVID CITY	DV	23.2	s 10.25				
				23.5		O. B. & Q. CROSSING		23.5					
31			s 9.45	33.3	D	RISING CITY	RN	33.3	s 9.40				
36			s 10.05	40.1	D	SHELBY	SH	40.1	s 9.20				
7			s 10.25	47.5	D	OSCEOLA	OZ	47.5	s 8.55				
9	W		s 10.50	52.9	D	STROMSBURG	S	52.9	s 8.25				
				56.8		DURANT		56.8					
25			s 11.15	63.0	D	POLK	PK	63.0	s 7.50				
21			s 11.30	68.3	D	HORDVILLE	HV	68.3	s 7.30				
22			s 11.45	73.8		HEBER		73.8	f 7.10				
				75.3		O. B. & Q. CROSSING		75.3					
WYP			A11.55AM	75.9	DN-R	CENTRAL CITY	YL CI	75.9	7.05AM				
						(75.9)			Monday Wednesday Friday				

(3.55) ..... Thru Time ..... (4.30)  
19.4 ..... Average speed per hour ..... 16.8

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 28 January 11, 1959				SECOND CLASS					
79				STATIONS				80					
Mixed				Mile Post				Mixed					
Daily Except Sunday				Distance from Genoa				Mile Post					
40	WY		12.32PM	0.0	D-R	GENOA	YL G	0.0	A 4.45PM				
20				9.3		MEROHISTON		9.3					
38			s 1.08	13.7	D	FULLERTON	FU	13.7	s 4.17				
21			s 1.33	23.1		BELGRADE		23.1	s 3.53				
26	W		s 1.52	30.3	D	CEDAR RAPIDS	OD	30.3	s 3.35				
36			s 2.13	36.6	D	PRIMROSE	P	36.6	f 3.19				
38	WY		A 2.40PM	44.3	D-R	SPALDING	YL SG	44.3	3.00PM				
						(44.3)			Daily Except Sunday				

(2.08) ..... Thru Time ..... (1.45)  
20.8 ..... Average speed per hour ..... 25.3

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

WESTWARD				NORFOLK BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 28 January 11, 1959				SECOND CLASS					
79				STATIONS				82					
Mixed				Mile Post				Mixed					
Daily Except Sunday				Distance from Columbus				Mile Post					
WCTYPZ			11.40AM	0.0	DN-R	COLUMBUS	YL O	0.0	A 1.25PM	A 5.35PM	A 11.00PM		
20			11.50AM	4.2		SHELDONVILLE		4.2	1.10	5.23	f 10.47		
8	YP		A 12.02PM	9.4	E	OCONEE	YL	9.4	1.02PM	5.10PM	f 10.35		
29				14.7	D	PLATTE CENTER	PO	14.7			s 10.20		
36				20.3		TARNOV		20.3					
				25.1		O. & N. W. CROSSING		25.1					
56	W			25.7	D	HUMPHREY	HX	25.7			s 9.40		
38	W			35.4	D	MADISON	MA	35.4			s 9.02		
31				40.9		ENOLA		40.9					
				48.7		O. & N. W. CROSSING		48.7					
				50.2		O. & N. W. CROSSING		50.2					
WZTP				50.4	D-R	NORFOLK	YL KN	50.4			8.00PM		
						(50.4)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		

(0.22) ..... Thru Time ..... (0.23)  
25.6 ..... Average speed per hour ..... 24.5

(0.25) ..... Thru Time ..... (0.25)  
22.6 ..... Average speed per hour ..... 22.6

(3.20) ..... Thru Time ..... (3.00)  
15.1 ..... Average speed per hour ..... 16.8

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

WESTWARD				ALBION BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 28 January 11, 1959				SECOND CLASS				
79				STATIONS				82				
Mixed				Mile Post				Mixed				
Daily Except Sunday				Distance from Oconee				Mile Post				
20	YP		12.02PM	0.0	R	OCONEE	YL	0.0	A 1.02PM	A 5.10PM		
5				2.0		MILL SPUR		2.0				
			s 12.13	4.8	D	MONROE	MN	4.8	s 12.50	s 5.00		
40	WYP		A 12.29PM	11.3	D-R	GENOA	YL G	11.3	s 12.29PM	4.45PM		
56				22.3	D	ST. EDWARD	ST	22.3	s 11.55			
28	WYP			33.7	D-R	ALBION	YL A	33.7	11.30AM			
						(33.7)			Daily Except Sunday	Daily Except Sunday		

(0.27) ..... Thru Time ..... (1.32)  
25.1 ..... Average speed per hour ..... 22.0

(2.20) ..... Thru Time ..... (0.25)  
14.4 ..... Average speed per hour ..... 27.1

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

WESTWARD				ORD — LOUP CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 28				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.				January 11, 1959				Mile Post					
				STATIONS									
		283	83					84	284				
		Mixed	Mixed					Mixed	Mixed				
		Monday Wed., Fri.	Tuesday Thurs., Sat.										
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM				
I				0.4		O. B. & Q. CROSSING	0.4						
11				2.5		OAREY	2.5						
19		s 10.30	s 9.28	11.1	D	ST. LIBORY BY	11.1	s 4.42	s 4.42				
39	WYP	s 11.15	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	s 4.20				
19		s 11.40AM		30.2	D	DANNEBROG DB	3.3		s 3.50				
11	W	s 12.05PM		40.5	D	BOELUS HW	18.6		s 3.20				
31		f 12.25		47.7		ROOKVILLE	25.8		f 2.55				
33	WY	A 1.00PM		60.9	D-R	LOUP CITY YL OP	38.0		2.30PM				
27			s 10.20	30.7	D	ELBA EB	30.7	s 3.55					
25			s 10.35	36.8		COTESFIELD	36.8	s 3.41					
			10.50	44.5		SCOTIA JUNCTION	44.5	3.23					
20			s 11.00	45.7	D	SCOTIA SK	45.7	s 3.14					
			11.15	44.5		SCOTIA JUNCTION	44.5	3.07					
31	W		s 11.35AM	48.8	D	NORTH LOUP NU	48.8	s 2.57					
3				58.5		SAUNDERS	58.5						
				60.7		O. B. & Q. CROSSING	60.7						
34	WY		A 12.10PM	61.0	D-R	ORD YL RD	61.0	2.30PM					
						(61.0)		Tuesday Thurs., Sat.	Monday Wed., Fri.				
		(3.00)	(3.10)			..... Thru Time.....		(2.45)	(2.45)				
		20.3	19.3			..... Average speed per hour.....		22.2	22.1				

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

WESTWARD				HASTINGS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 28				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.				January 11, 1959				Mile Post					
				STATIONS									
WYPCZ				0.0	DN-R	HASTINGS YL AN	0.0						
180	P			12.7		HAYLAND	12.7						
85	P			20.2		DENMAN	20.2						
180	WYP			28.1	DN-R	GIBBON GB	28.1						
	I					(28.1)							

At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

WESTWARD				KEARNEY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 28				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.				January 11, 1959				Mile Post					
				STATIONS									
								84	284				
								Mixed	Mixed				
PWYCY				9.00AM	0.0	DN-R	KEARNEY YL KR	0.0	A 9.20PM	A 11.50AM			
12				f 9.12	5.5	GLENWOOD PARK	5.5	f 8.34	f 11.19				
19				s 9.24	10.1	RIVERDALE	10.1	s 8.22	s 11.07				
27				s 9.41	16.8	AMHERST HB	16.8	s 8.00	s 10.50				
32	W			s 10.06	26.8	MILLER	26.8	s 7.35	s 10.26				
38				s 10.20	32.5	SUMNER SU	32.5	s 7.15	s 10.10				
28				s 10.40	40.4	EDDYVILLE VD	40.4	s 6.57	s 9.50				
40				s 11.13	52.1	OCONTO BS	52.1	s 6.28	s 9.30				
27	WY			s 12.30PM	65.5	CALLAWAY CA	65.5	s 5.45	s 8.55				
9				f 12.55	75.8	FINOHVILLE	75.8	f 5.00	f 8.30				
38	W			s 1.30	83.1	ARNOLD AD	83.1	s 4.45	s 8.15				
10				f 2.10	94.6	HOAGLAND	94.6	f 4.18	f 7.48				
15				f 2.30	99.2	GANDY	99.2	f 4.08	f 7.38				
22	WY			A 2.55PM	102.4	STAPLETON YL SN	102.4	4.00PM	7.30AM				
						(102.4)		Wednesday Friday	Sunday				
				(5.55)	17.3	..... Thru Time.....		(5.20)	(4.20)				
						..... Average speed per hour.....		19.2	23.6				

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 28 January 11, 1959	SECOND CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	97 Local Freight Daily	93 Mixed Daily	Distances from O'Fallon.		STATIONS	Mile Post	98 Local Freight	94 Mixed			
				R	O'FALLONS YL	0.0	A 4.20PM	A 6.25PM			
15	f 7.20	f 5.35	2.8		OOKER	2.8	f 3.58	f 6.13			
41 P	f 7.41	s 5.48	12.8	D	SARBEN AK	12.8	f 3.30	s 5.58			
40	f 7.58	f 5.57	19.6		NEVENS	19.6	f 3.15	f 5.48			
12			24.8		BROGANVILLE	24.8					
42 WP	f 8.20	s 6.11	28.4		KEYSTONE	28.4	f 2.55	s 5.36			
11			30.7		KINGSLEY	30.7					
42 P	f 8.35	f 6.21	34.9	D	MARTIN SA	34.9	f 2.30	f 5.24			
42 P	f 8.50	s 6.31	41.2		LEMOYNE	41.2	f 2.15	s 5.14			
25	f 9.05	f 6.40	46.8		BELMAR	46.8	f 2.05	f 5.03			
44	f 9.14	f 6.48	51.7		RUTHTON	51.7	f 1.55	f 4.55			
41 YP	s 9.45	s 7.02	59.8	D	LEWELLEN YL W	59.8	s 1.40	s 4.44			
41 WP	s 10.35	s 7.21	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.21			
40 P	s 11.20	s 7.43	86.4	D	LISCO OO	86.4	f 12.25PM	s 3.53			
46 P	s 11.45AM	s 8.07	100.4	D	BROADWATER BR	100.4	f 11.45AM	s 3.30			
19	f 12.03PM	f 8.20	109.6		TOWERS	109.6	f 11.20	f 3.12			
195 WPY	s 12.35	s 8.30	114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05			
AI	12.40	8.33	115.5		O. B. & Q. CROSSING	115.5	10.50	2.57			
11	f 12.55	f 8.40	121.8		MOHLER	121.8	f 10.40	f 2.46			
33 P	f 1.01	s 8.50	126.7	D	SOUTH BAYARD OR	126.7	f 10.32	s 2.39			
51	f 1.10	s 8.59	132.1		McGREW	132.1	f 10.23	s 2.29			
30 P	f 1.20	s 9.09	137.9	D	MELBETA MB	137.9	f 10.13	s 2.19			
70 DWYZPT	A 1.35PM	A 9.30AM	145.9	DN-R	GERING YL G	145.9	10.01AM	2.00PM			
					(145.9)		Daily	Daily			
	(6.20) 23.1	(4.00) 36.5			..... Thru Time.....		(6.19) 23.1	(4.25) 33.0			
					..... Average speed per hour.....						

WESTWARD				GERING BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 28 January 11, 1959	SECOND CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distances from Gering	STATIONS	Mile Post		98 Local Freight	94 Mixed					
DWYZPT				0.0	DN-R	GERING YL G	0.0				
17				5.4		MATHERS YL	5.4				
27				6.0		MOON YL	6.0				
				7.0		ROUBADEAU YL	7.0				
18				8.4		HILLIKER YL	8.4				
18				9.8		RIFORD YL	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 72.

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
SECOND CLASS				Time-Table No. 28 January 11, 1959	SECOND CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily		Distances from O'Fallon	STATIONS	Mile Post	354 Mixed	60 Local Freight	94 Mixed	
					DN-R	GERING YL G	145.9	A10.40AM	A 1.50PM		
14	f 9.46	f 6.10	150.5		OOSTIN	150.5	f 10.28	f 1.34			
20 P	f 9.49	f 6.15	152.3	D	HAIG HA	152.3	f 10.25	f 1.30			
24	f 9.55	f 6.25	155.8	D	SOUTH MITCHELL MI	155.8	f 10.20	f 1.21			
32	f 9.58	f 6.30	157.1		PELTON	157.1	f 10.15	f 1.14			
70 P	f 10.06 <sup>00</sup>	f 6.45	162.1	D	SOUTH MORRELL MO	162.1	f 10.06 <sup>00</sup>	f 1.06			
16	f 10.09	f 6.50	164.2		JOYCE	164.2	f 9.52	f 1.01			
51 WYP	s 10.15	s 9.45 <sup>00</sup>	167.9	DN	LYMAN YL MU	167.9	s 9.45 <sup>00</sup>	s 12.56			
21	f 10.19	f 9.50	170.1		CANAL	170.1	f 9.20	f 12.49			
51 P	f 10.25	f 10.07	173.7	D	HUNTLEY HU	173.7	f 9.13	f 12.41			
25	f 10.30	f 10.17	177.0		HOLLY	177.0	f 9.06	f 12.33			
51 YP	12.45PM	10.40 <sup>50</sup> 10.45	181.6	D-R	YODER YL DR	181.6	A11.45AM	9.00 8.46 12.25 12.15 <sup>50</sup>			
51 P	f 10.55	s 12.35	188.1	D	VETERAN VN	188.1	s 8.33	f 12.03PM			
8	f 11.00	f 12.40	191.5		HELDT	191.5	f 8.26	f 11.57AM			
10	f 11.07	f 12.50	196.1		OOTTIER	196.1	f 8.19	f 11.50			
51 WYP	A 11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON YL RI	200.6	8.10AM	11.45AM			
14	f 12.55		185.3		GOODLAND	185.3	f 11.32				
26	f 1.01		187.6		FONDA	187.6	f 11.27				
51 PW	s 1.10		192.4	D	HAWK SPRINGS HK	192.4	s 11.15				
31	f 1.18		194.7		DUROO	194.7	f 11.01				
19	f 1.30		200.8		WYROSS	200.8	f 10.50				
51 PWY	s 1.45		203.8	D	LA GRANGE GA	203.8	s 10.45				
10	f 1.57		210.7		TREMAIN	210.7	f 10.20				
51 P	s 2.35		222.5	D	ALBIN AB	222.5	s 9.55				
51	f 2.55		229.7		LINDBERGH	229.7	f 9.35				
WPY	A 3.25PM		244.8	DN-R	EGBERT YL GX	244.8	9.10AM				
					(98.4)		Daily	Daily	Daily		
	(2.40) 23.5	(1.35) 34.5	(7.00) 7.8		..... Thru Time.....		(2.35) 24.3	(2.30) 21.9	(2.05) 26.3		
					..... Average speed per hour.....						

WESTWARD				LYMAN BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 28 January 11, 1959	SECOND CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distances from Lyman	STATIONS	Mile Post		98 Local Freight	94 Mixed					
				0.0	DN	LYMAN MU YL	0.0				
18	2.8	SEARS YL	2.8								
6	3.3	SIDING NO. 1 YL	3.3								
17	4.6	HARTMAN YL	4.6								
22	6.4	STEGALL YL	6.4								
						(6.4)					

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



SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Diesel locomotives in road service.			55	Brownson, on government tracks.			10
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.			5
				Cheyenne passenger sheds.	10	10	5
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts — <b>Korty</b> 323.5 and 324.4	70	60	50	Between Mile Posts — <b>Cheyenne</b> 509.1 and 508.7	40	40	25
<b>Julesburg</b> 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
<b>Brownson</b> 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
<b>Bushnell</b> 456.9 and 457.2	80	70	50	<b>Archer</b> 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	<b>Durham</b> 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	<b>Hillsdale</b> 486.5 and 486.2	70	60	50
<b>Pine Bluffs</b> 466.8 and 467.3	50	40	40	<b>Tracy</b> 467.3 and 466.8	50	40	40
<b>Burns</b> 486.2 and 486.5	70	60	50	<b>Pine Bluffs</b> 466.6 and 466.2	60	50	50
<b>Hillsdale</b> 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
<b>Durham</b> 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
<b>Archer</b> 502.2 and 503.0	60	50	40	<b>Potter</b> 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	<b>Weir</b> 366.1 and 365.4	60	50	50
508.7 and 509.1	40	40	25	<b>Roscoe</b> 324.4 and 323.5	70	60	50
<b>Cheyenne</b>				<b>North Platte</b>			

THIRD SUBDIVISION

Maximum speed.	79	70	50	<b>LaSalle</b> Between M. P. 149.6 and 150.7	50	40	25
Diesel locomotives in road service.			55	Between M. P. 150.7 and 150.9	30	30	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
Freight engines not otherwise shown.		50		<b>Sterling</b> , 3900 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.			20

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
<b>Beatrice Branch</b> Maximum speed.	50	45	<b>Norfolk Branch</b> Maximum speed:		
5000 class and MacArthur type engines on curves.	35	35	Between Columbus and Oconee.		35
Between Miles Posts — <b>Valley</b> 0.1 and 0.3	15	15	Between Oconee and M.P. 16.		25
3.8 and 4.0	35	35	Between M.P. 16 and Norfolk.		30
3.8 and 4.0, with 5000 class and MacArthur type engines.	25	25	Trains handling outfit cars.		20
<b>Yutan</b> 6.4 and 7.7	35	35	Columbus, over wye switches.		15
6.4 and 7.7, with 5000 class and MacArthur type engines.	25	25	On curve at M.P. 1.75.		25
<b>Mead</b> Between U. P. yard and Neb. Ordinance classification yard.		15	<b>Albion Branch</b> Maximum speed:		30
Wahoo, city track.		6	Trains handling outfit cars.		20
19.1 and 19.5	35	35	<b>Cedar Rapids Branch</b> Maximum speed:		30
19.1 and 19.5, with 5000 class and MacArthur type engines.	25	25	Between Genoa and M.P. 11.		30
<b>Weston</b> 30.2 and 30.5	35	35	Between M.P. 11 and Spalding.		25
30.2 and 30.5, with 5000 class and MacArthur type engines.	25	25	Trains handling outfit cars.		20
31.6 and 31.9	35	35	<b>Ord — Loup City Branch</b> Maximum speed:		25
31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	Between Grand Island and St. Libory.		10
<b>Touhy</b> 36.0 and 37.4	25	25	Between St. Libory and Ord.		30
<b>Garratt</b> 56.3 and 57.5	15	15	Between St. Paul and Loup City.		30
<b>Lincoln</b> C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Trains handling outfit cars.		20
<b>Pickrell</b> 96.5 and 97.3	15	15	<b>Hastings Branch</b> Maximum speed.	70	50
Beatrice, Allers Grain Company spur.		5	Diesel locomotives in road service.	30	55
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Over Bridge 21.35.	30	30
<b>Stromsburg Branch</b> Maximum speed:	35	25	Gibbon, west of east wye switch.		15
Between Valparaiso and Brainard.			<b>Kearney Branch</b> Between Kearney and Callaway:	25	25
Between Brainard and Hordville.	40	30	Steam trains.	25	25
Between Hordville and Central City.	35	25	Diesel locomotives in road service.	30	30
Trains handling outfit cars.		20	Between Callaway and Stapleton:	30	30
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	Steam trains.	30	30
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Diesel locomotives in road service.	30	30
			Trains handling outfit cars.		20
			<b>North Platte Branch</b> Maximum speed.	45	45
			5000 class engines.	35	35
			Over Bridge 18.30.		35
			Oshkosh, over First Street Crossing.		15
			<b>North Platte Cut-off</b> Maximum speed.	45	45
			5000 class engines.	35	35
			On curves between Yoder and So. Torrington.		35
			On curves between M.P. 25.42 and M.P. 31.25.		30
			Through tunnel between Albin and Tremain.		20
			<b>Lyman Branch</b>		20
			<b>Gering Branch</b>		20
			<b>Sears Branch</b>		20

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Seymour.....	8.9	70—XP	Both	Alfalfa Center.....	194.1	44—XP	Both
Behlen.....	80.25	40—XP	Both	Josselyn.....	217.9	31—XP	Both
Paddock.....	128.5	20	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	272.9	15	West
Kearney Air Base.....	185.9	WS 40—XP	Both	Beck.....	280.5	10	West

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

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—coaling station
- D—diesel oil station
- F—turbine fuel station
- I—interlocking
- O—fuel oil station
- 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

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.....	Roundhouse	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	West Yard Office	North Platte.....	Hump Yard Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Union Station Telegraph Office	North Platte.....	East End Yardmen's Room
Omaha.....	Tower "B"	Julesburg.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Telegraph Office
Omaha.....	Yardmen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
South Omaha.....	Yard Office	Cheyenne.....	Conductor's Room Passenger Station
Valley.....	Telegraph Office	Cheyenne.....	Yard Office
Columbus.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Enginemen's Washroom	Sterling.....	Dispatcher's Office
Grand Island.....	Dispatcher's Office	La Salle.....	Telegraph Office
Grand Island.....	Telegraph Office	Lincoln.....	Telegraph Office
Grand Island.....	Yard Office	Beatrice.....	Telegraph Office
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	NAME	TITLE	PLACE
A. McDermott	District Surgeon	Omaha, Nebr.	E. R. Core	Surgeon	Kimball, Nebr.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	V. D. Norall	Surgeon	Lexington, Nebr.
J. S. Benwell	District Surgeon	Denver, Colo.	R. F. Moeller	Surgeon	Lincoln, Nebr.
R. J. Smith	Surgeon	Albion, Nebr.	E. R. Pearson	Surgeon	Lupton, Colo.
W. T. Wildhaber	Surgeon	Beatrice, Nebr.	W. L. Wilkinson	Surgeon	La Salle, Colo.
R. W. Taylor	Oculist and Aurist	Beatrice, Nebr.	W. H. Berrick	Surgeon	Madison, Nebr.
J. W. Wells	Surgeon	Brighton, Colo.	C. R. Watson	Surgeon	Mitchell, Nebr.
M. L. Chaloupka	Surgeon	Callaway, Nebr.	G. B. Salter	Surgeon	Norfolk, Nebr.
E. T. Zikmund	Surgeon	Central City, Nebr.	O. C. Kreymborg	Surgeon	North Platte, Nebr.
R. R. Douglas	Surgeon	Clarks, Nebr.	Wm. B. Niehus	Surgeon	North Platte, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	A. J. Callaghan	Surgeon	North Platte, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	H. H. Walker	Oculist and Aurist	North Platte, Nebr.
L. G. Howard	Oculist and Aurist	Council Bluffs, Ia.	G. F. Waltemath	Surgeon	North Platte, Nebr.
A. L. Nielson	Surgeon	Council Bluffs, Ia.	R. T. Takenaga	Surgeon	North Platte, Nebr.
A. M. Pedersen	Surgeon	Council Bluffs, Ia.	H. A. Blackstone	Surgeon	Northport, Nebr.
G. M. McArdle	Surgeon	Council Bluffs, Ia.	Wm. J. Russum	Surgeon	Omaha, Nebr.
P. D. Pedersen	Surgeon	Council Bluffs, Ia.	C. F. Bantin	Surgeon	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	M. W. Barry	Surgeon	Omaha, Nebr.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	F. T. Lovely	Shop Surgeon	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	J. K. Muldoon	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	R. T. Mauer	Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	R. A. Moser	Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	J. R. McCaslin	Surgeon	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	R. H. Rasgorshek	Oculist and Aurist	Omaha, Nebr.
J. B. Kile	Surgeon	Eddyville, Nebr.	J. L. McFee	Surgeon	Ogallala, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	C. J. Miller	Surgeon	Ord, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	Don E. Baca	Surgeon	Papillion, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	H. Dey Myers	Surgeon	Schuyler, Nebr.
L. E. Imes	Surgeon	Grand Island, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
C. H. Maggione	Surgeon	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	F. E. Palmer	Oculist and Aurist	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
J. J. Hanigan	Surgeon	Hallam, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
O. A. Kostal	Surgeon	Hastings, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
C. L. Kleager	Surgeon	Hastings, Nebr.	Leo Keenan	Surgeon	Torrington Wyo.
H. P. Linton	Surgeon	Julesburg, Colo.	Ivan M. French	Surgeon	Wahoo, Nebr.
B. R. Bancroft	Surgeon	Kearney, Nebr.	C. E. Wiltse	Surgeon	Wood River, Nebr.
S. O. Staley	Surgeon	Kearney, Nebr.			
F. L. Richards	Oculist and Aurist	Kearney, Nebr.			
M. B. Wilcox	Oculist and Aurist	Kearney, Nebr.			
A. H. Shamberg	Surgeon	Kimball, Nebr.			