

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE

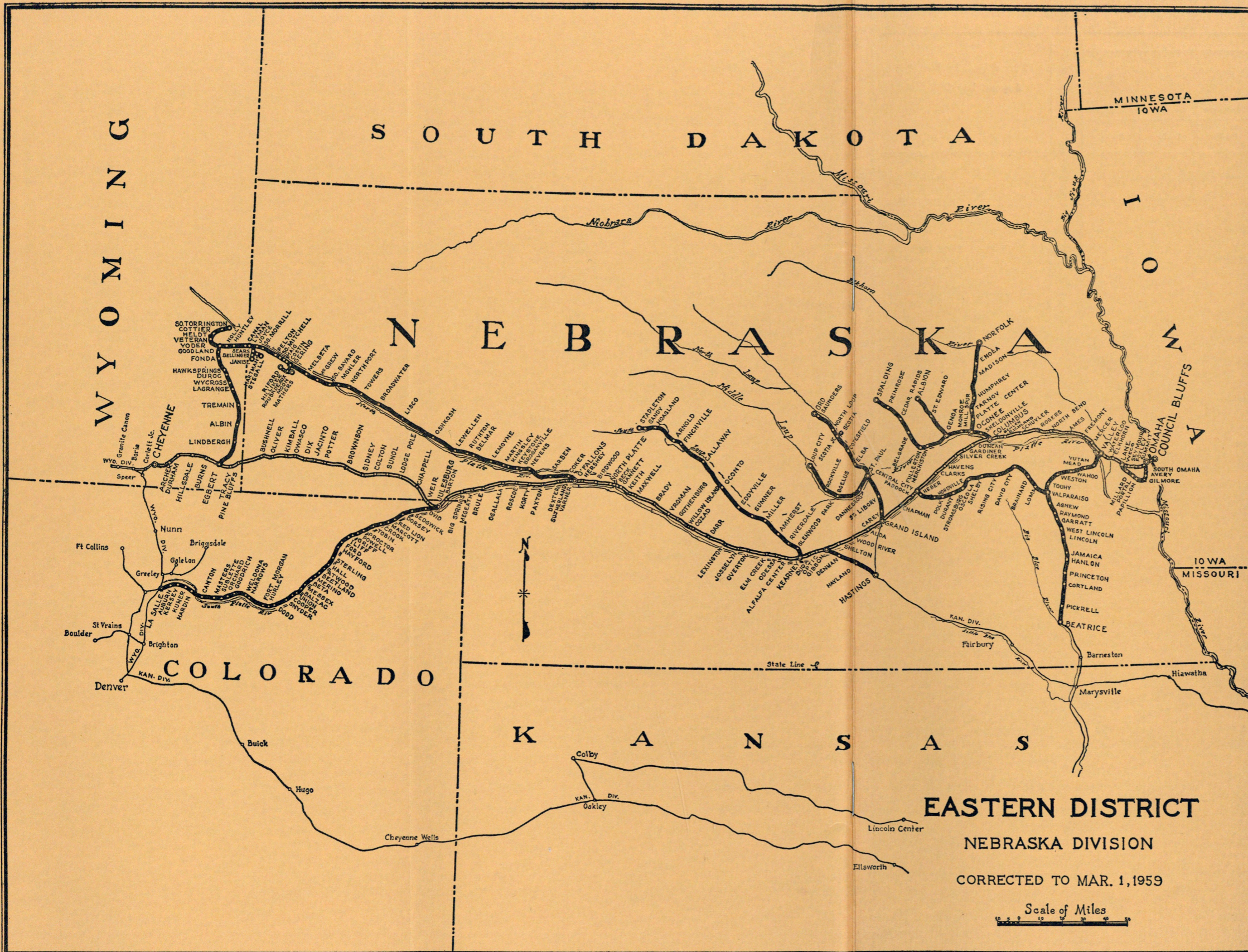
No. 32

Effective Sunday,
September 25, 1960

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

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time Table No. 32 September 25, 1960									Distance from Council Bluffs	STATIONS
9	17	105	111	27	7	5	103			
Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Streamliner Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
						9.25		0.0	CO. BLUFFS	
			11.30	11.00	10.15	10.00	2.45	2.8	OMAHA	
			1.45	1.55	1.20	12.50	4.50	146.9	GRAND ISLAND	
			3.45 2.50	4.45 4.00	4.00 3.15	3.15 2.30	6.45 5.50	284.1	C.T. NORTH PLATTE M.T.	
			4.06					365.3	JULESBURG	
				6.25	5.40	4.55	7.34	407.5	SIDNEY	
								.....	KANSAS CITY
	9.20	7.30						562.5	DENVER	
	7.50 8.20	5.55 6.30	8.05	7.35				569.5	CHEYENNE	
		8.30		8.30 8.55	7.45 9.00	6.55 7.15	9.20 9.30	566.0	LARAMIE	
	11.25		10.55	Ar 10.25	10.35	8.55	10.50	682.8	RAWLINS	
	1.20		12.50		12.45	11.20	12.37	817.0	GREEN RIVER	
	3.25 3.35	4.10	3.05 3.15		3.15 3.45	2.00 2.20	2.50 3.00	847.2	GRANGER	
	7.00	4.45	3.45				7.30	992.6	OGDEN	
							6.40	(992.6)		
	(22.40) 52.1	(22.15) 48.1	(7.40) 56.2	(9.05) 61.0	(21.00) 47.1	(22.15) 44.5	(21.15) 46.5	(16.55) 58.5	Thru Time From Omaha Average speed per hour	

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

T. F. SHANAHAN, Superintendent Omaha, Neb.
W. H. ANDERSON, Asst. Superintendent Omaha, Neb.
R. W. McSPADDEN, Asst. Superintendent Gering, Neb.
M. L. MASON, Trainmaster Omaha, Neb.
J. A. McCULLOUGH, Terminal Superintendent Omaha, Neb.
W. F. GRIFFIN, Asst. Superintendent Safety and Courtesy Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent Co. Bluffs, Ia.
A. L. O'NEILL, Jr., Asst. Terminal Superintendent Co. Bluffs, Ia.
R. E. IRION, Trainmaster Grand Island, Neb.
J. E. GUYNAN, Terminal Superintendent North Platte, Neb.
W. E. MILLER, Asst. Terminal Superintendent North Platte, Neb.
R. W. HOLLAND, Trainmaster North Platte, Neb.
V. BAYNE, Trainmaster Sidney, Neb.
R. J. DUNN, Master Mechanic Co. Bluffs, Ia.
E. P. LEE, Road Foreman of Engines Co. Bluffs, Ia.
S. E. CHADD, Road Foreman of Engines Co. Bluffs, Ia.
P. N. HANSEN, Road Foreman of Engines Grand Island, Neb.
P. C. LOOMIS, Road Foreman of Engines North Platte, Neb.
L. C. WALLACE, Road Foreman of Engines North Platte, Neb.
C. H. SUITS, Road Foreman of Engines Cheyenne, Wyo.
F. G. SCHURMAN, Division Engineer Omaha, Neb.
O. L. KOVAR, General Roadmaster Omaha, Neb.

**FIRST SUBDIVISION,
OMAHA TO GRAND ISLAND, AND BRANCHES**
E. P. MERTEN, Chief Train Dispatcher Omaha, Neb.
S. W. FLETCHER, Asst. Chief Train Dispatcher Omaha, Neb.
F. R. LANGLEY, Asst. Chief Train Dispatcher Omaha, Neb.

**FIRST SUBDIVISION,
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**
A. E. HACKMAN, Chief Train Dispatcher Grand Island, Neb.
I. E. BALL, Asst. Chief Train Dispatcher Grand Island, Neb.
C. F. DEWHIRST, Asst. Chief Train Dispatcher Grand Island, Neb.

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

THIRD SUBDIVISION
J. F. BARRETT, Chief Train Dispatcher Denver, Colo.
B. L. SIVERS, Asst. Chief Train Dispatcher Denver, Colo.
H. D. MEAD, Asst. Chief Train Dispatcher Denver, Colo.

NORTH PLATTE BRANCH AND CUT-OFF
F. G. CLARK, Chief Train Dispatcher Gering, Neb.

MILEAGE

Main Line.....	659.60
Branches.....	836.14
Total.....	1495.74

CONDENSED TIME-TABLE

EASTWARD

Time Table No. 32 September 25, 1960									Miles per hour	STATIONS
106	112	104	10	28	18	6	8			
Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
								0.0	CO. BLUFFS	
								2.8	OMAHA	
								146.9	GRAND ISLAND	
C.T. M.T.								284.1	NORTH PLATTE	
								365.3	JULESBURG	
								407.5	SIDNEY	
								.....	KANSAS CITY
								562.5	DENVER	
								569.5	CHEYENNE	
								566.0	LARAMIE	
								682.8	RAWLINS	
								817.0	GREEN RIVER	
								847.2	GRANGER	
								992.6	OGDEN	
								(992.6)		
	(7.40) 56.2	(8.40) 63.9	(16.45) 56.8	(22.50) 53.2	(20.35) 48.1	(23.15) 46.0	(20.15) 48.8	(21.15) 46.8	Thru Time From Omaha Average speed per hour	

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 subdivision.....	.....	North of Granger or Ogden or beyond.	8	Any station 1st and 2nd subdivision.....	Cheyenne or beyond.	.....
	Any station 2nd subdivision.....	Omaha or beyond.	.....		Any station 2nd subdivision.....	.....	Omaha or beyond.
103	Fremont.....	} San Bernardino or beyond. Reno or beyond.	}	104	Kearney.....	} San Bernardino or beyond. Reno or beyond.	}
	Columbus.....			104	Columbus.....		
	Kearney.....				Fremont.....		
111	Fremont.....	Chicago.....	Denver or beyond.	112	Ft. Morgan.....	Denver or beyond.....	Points where scheduled to stop. Omaha or beyond. Chicago.
	Ogallala.....	Omaha or beyond.....	Denver or beyond.		Ogallala.....	Denver or beyond.....	
	Ft. Morgan.....	Points where scheduled to stop.....	Denver or beyond.		Fremont.....	Denver or beyond.....	

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Time-Table No. 32 September 25, 1960					Distance from Council Bluffs	STATIONS
	71	73	75	237	233		
	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight		
	Daily	Daily	Tuesday Thurs., Sat.	Daily except Sun.	Monday Wed., Fri.		
DF OXWITYOPE	11.30PM	5.00PM			6.30AM	0.8	(COUNCIL BLUFFS) YL
DFXWITOPZ	11.45PM	5.15			6.40	2.8	DN-R OMAHA YL US
XIP	12.01AM	5.45			7.00	5.2	DN SUMMIT YL SU
ES94 XP	12.10	5.55			7.14	14.1	WECO
XP	12.20	6.00			7.20	17.1	LANE
OS73 XP					7.30	21.7	ELKHORN KH
OS84 P					7.40	24.5	WATERLOO WO
WS175 XYPW ES165 ES90	A12.45AM	A 6.15PM			8.40	28.0	VALLEY YL V
OS81 P					8.50	34.3	MEROER
I						38.2	O. & N. W. CROSSING
WS90 X ES172 P2					9.15	39.3	FREMONT YL FN
I						40.0	O. B. & Q. CROSSING
IP						44.8	O. & N. W. CROSSING
OS82 P					9.24	46.3	AMES
OS150 XP					9.38	54.4	NORTH BEND NB
OS82 P					10.10	61.4	ROGERS DJ
WS120 X ES128 WF					11.24	68.7	SCHUYLER SO
OS118 P					11.52AM	76.9	RIOHAND BZ
						88.8	O. B. & Q. CROSSING
WS148 XWTC ES125 YP2					12.30PM	84.5	COLUMBUS YL O
OS119 P					12.50	92.2	DUNCAN
OS119 XP					1.20	102.3	SILVER CREEK SI
OS82 P					1.30	107.9	HAVENS
OS82 XP					2.00	118.6	OLARKS OX
						124.3	O. B. & Q. CROSSING
WS118 X ES119 WYP			12.05PM		A 2.30PM	124.9	CENTRAL CITY OI
OS150 P			s 12.25			135.1	OHAPMAN OP
I						146.5	O. B. & Q. CROSSING
XWCTYOP			A12.45PM		7.05AM	146.9	GRAND ISLAND GE YL
OS82 XYP					f 7.20	154.5	ALDA
WS117 X ES94 P					s 7.40	162.3	WOOD RIVER WR
OS82 XP					s 8.00	169.9	SHELTON ST
WS130 XI ES90 YP					s 8.30	176.0	GIBBON GB
OS150 P					f 9.15	180.2	OPTIO
WS122 XWO ES118 Y2P					A10.00AM	189.1	KEARNEY YL KR
OS83 P						198.3	ODESSA DZ
OS120 XP						204.6	ELM CREEK QR
OS83 P						213.3	OVERTON OV
WS115 XWY ES119 2P						224.4	LEXINGTON UM
OS83 P						232.6	DARE
OS150 ZXP						238.2	COZAD OO
WS125 XW ES123 YP						248.8	GOTHEBURG BU
OS83 P						261.5	BRADY BI
OS119 XP						270.6	MAXWELL MX
OS83 P						278.5	GANNETT
DFXWCTYOP						284.1	DN-R NORTH PLATTE YL NO

(1.15) (1.15) (0.40) (2.55) (8.00)
22.4 22.4 33.0 14.5 15.6
..... Thru Time
..... 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 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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Time-Table No. 32 September 25, 1960					Distance from Council Bluffs	STATIONS
	111	27	7	5	103		
	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily		
				9.25AM		0.0	(COUNCIL BLUFFS) YL
	11.30PM	11.00PM	10.15AM	10.00	2.45AM	2.8	DN-R OMAHA YL US
	11.36	11.06	10.22	10.07	2.50	5.2	DN SUMMIT YL SU
	11.43	11.14	10.30	10.16	2.57	14.1	WECO
	11.46	11.17	10.34	10.19	3.00	17.1	LANE
	11.50	11.21	10.39	10.24	3.04	21.7	ELKHORN KH
	11.53	11.24	10.43	10.27	3.07	24.5	WATERLOO WO
	11.56PM	f 11.28	10.47	10.31	3.10	28.0	VALLEY YL V
	12.01AM	11.34	10.53	10.36	3.14	34.3	MEROER
						38.2	O. & N. W. CROSSING
	12.07	s 11.43	s 11.05	s 10.48	3.18	39.3	FREMONT YL FN
						40.0	O. B. & Q. CROSSING
						44.8	O. & N. W. CROSSING
	12.13	11.52	11.13	10.55	3.23	46.3	AMES
	12.19	f 11.59PM	11.20	11.02	3.29	54.4	NORTH BEND NB
	12.24	12.06AM	11.27	11.08	3.34	61.4	ROGERS DJ
	12.29	f 12.15	f 11.34	11.14	3.39	68.7	SCHUYLER SO
	12.35	12.23	11.42	11.22	3.45	76.9	RIOHAND BZ
						88.8	O. B. & Q. CROSSING
	s 12.44	s 12.38	s 11.59AM	s 11.36	3.51	84.5	COLUMBUS YL O
	12.51	12.46	12.09PM	11.46	3.58	92.2	DUNCAN
	12.59	12.55	12.19	11.55	4.06	102.3	SILVER CREEK SI
	1.04	1.00	12.24	11.59AM	4.10	107.9	HAVENS
	1.09	1.05	12.29	12.05PM	4.15	113.6	OLARKS OX
						124.3	O. B. & Q. CROSSING
	1.21	s 1.17	f 12.43	12.16	4.26	124.9	CENTRAL CITY OI
	1.33	1.29	12.54	12.26	4.37	135.1	OHAPMAN OP
						146.5	O. B. & Q. CROSSING
	1.44	1.40	1.20	12.40	4.49	146.9	GRAND ISLAND GE YL
	1.45	1.55	1.20	12.50	4.50	154.5	ALDA
	1.53	2.03	1.29	12.58	4.57	162.3	WOOD RIVER WR
	1.58	f 2.09	1.36	1.05	5.03	169.9	SHELTON ST
	2.04	f 2.16	1.43	1.11	5.09	176.0	GIBBON GB
	2.09	f 2.21	1.49	1.16	5.13	180.2	OPTIO
	2.12	2.25	1.53	1.20	5.16	189.1	KEARNEY YL KR
	s 2.22	s 2.34	s 2.02	s 1.28	5.25	198.3	ODESSA DZ
	2.33	f 2.51	2.17	1.44	5.34	204.6	ELM CREEK QR
	2.38	f 2.57	2.23	1.50	5.39	213.3	OVERTON OV
	2.44	f 3.04	2.31	1.58	5.46	224.4	LEXINGTON UM
	2.53	s 3.21	f 2.42	2.08	5.55	232.6	DARE
	2.59	3.29	2.52	2.15	6.01	238.2	COZAD OO
	3.03	s 3.39	f 2.59	2.20	6.05	248.8	GOTHEBURG BU
	3.11	s 3.56	f 3.10	2.31	6.12	261.5	BRADY BI
	3.21	f 4.10	3.26	2.43	6.23	270.6	MAXWELL MX
	3.28	f 4.19	3.36	2.51	6.30	278.5	GANNETT
	3.34	4.27	3.44	2.58	6.36	284.1	DN-R NORTH PLATTE YL NO

(4.15) (5.45) (5.45) (5.15) (4.00)
66.2 48.9 48.9 53.6 70.3
..... Thru Time from Omaha
..... 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 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. 32
September 25, 1960

FIRST CLASS

Mile Post	FIRST CLASS				
	28 Mail and Express	6 Mail and Express	8 Passenger	112 Streamliner Passenger	104 Streamliner Passenger
0.0		A 6.30PM			
2.8	A 7.45AM	6.15 5.45	A 7.00PM	A 3.25AM	A 3.40AM
5.2	7.35	5.33	6.45	3.15	3.30
14.1	7.25	5.26	6.33	3.07	3.22
17.1	7.21	5.22	6.29	3.03	3.18
21.7	f 7.16	5.16	6.24	2.59	3.14
24.5	f 7.12	5.12	6.21	2.56	3.11
28.0	s 7.08	5.09	6.17	2.52	3.07
34.3	6.57	5.01	6.09	2.46	3.01
39.3	s 6.48	s 4.55	s 6.01	2.41	2.56
40.0					
44.8					
46.3	f 6.33	4.37	5.45	2.33	2.48
54.4	f 6.25	4.30	5.37	2.27	2.42
61.4	f 6.17	4.23	5.29	2.22	2.37
68.7	s 6.10	4.17	f 5.22	2.16	2.31
76.9	f 5.59	4.09	5.13	2.10	2.25
83.8					
84.5	s 5.50	s 4.02	s 5.05	s 2.03	2.18
92.2	f 5.34	3.47	4.52	1.53	2.08
102.3	f 5.24	3.39	4.42	1.46	2.01
107.9	5.19	3.34	4.36	1.42	1.57
118.6	f 5.14	3.30	4.31	1.38	1.53
124.3					
124.9	s 5.04	3.21	f 4.21	1.29	1.44
135.1	4.52	3.11	4.12	1.20	1.35
146.5					
146.9	4.40 4.20	3.00 2.50	4.00 3.50	1.10 1.09	1.25 1.24
154.5	4.07	2.33	3.33	1.56	1.11
162.3	f 4.01	2.26	3.26	1.50	1.05
169.9	f 3.55	2.19	3.19	1.44	1.25
176.0	f 3.49	2.13	3.12	1.39	1.25
180.2	3.46	2.08	3.07	1.35	1.25
189.1	s 3.38	s 1.55	s 2.55	s 1.27	1.24
198.3	f 3.19	1.45	2.44	1.19	1.24
204.6	f 3.14	1.40	2.38	1.15	1.23
213.3	f 3.06	1.32	2.29	1.08AM	1.23
224.4	s 2.54	1.22	s 2.17	11.59PM	1.15
232.5	2.41	1.15	2.07	11.53	1.09
238.2	s 2.35	1.10	f 2.00	11.49	12.04AM
248.8	s 2.20	1.01	f 1.45	11.40	11.55PM
261.5	f 2.07	1.29	1.30	11.30	11.45
270.6	f 1.59	1.24	1.21	11.23	11.38
278.5	1.53	1.24	1.13	11.17	11.32
284.1	1.45AM	12.25PM	1.05PM	11.10PM	11.25PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Block Signals

Double or three or more tracks

Double Track

Thru Time to Omaha (6.00) (5.20) (5.55) (4.15) (4.15)
Average speed per hour 46.9 52.7 47.5 66.2 66.2

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Rules 251 to 254 inclusive apply on First Subdivision.
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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.

For stations not shown on schedule pages—See page 24.

FIRST SUBDIVISION EASTWARD

Time-Table No. 32
September 25, 1960

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 XWCITYOPZ
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			EB94 XP
17.1	5.50	f 2.05	9.20			XP
21.7		s 1.55				CB73 XP
24.5		s 1.30				CB84 P
28.0	5.35AM	s 1.00	9.05PM			WB175 XYPW EB165 EB90
34.3		f 12.01PM				CB81 P
38.2						I
39.3		s 11.50AM				WB99 X EB172 PZ
40.0						I
44.8						IP
46.3		f 10.50				CB82 P
54.4		s 10.20				CB150 XP
61.4		s 9.50				CB82 P
68.7		s 9.20				WB130 X EB123 WP
76.9		f 8.20				CB118 P
83.8						
84.5		s 8.00				WB143 XWTC EB125 YPZ
92.2		s 7.20				CB119 P
102.3		s 6.40				CB119 XP
107.9		f 6.00				CB82 P
118.6		s 5.39				CB82 XP
124.3						
124.9		5.00AM	A 6.55AM			WB115 X EB119 WYP
135.1		s 6.40				CB150 P
146.5						I
146.9			6.20AM	A 2.00PM		XWCZTYOP
154.5			f 1.15			CB82 XYP
162.3			s 12.45			WB117 X EB45 P
169.9			s 12.15PM			CB82 XP
176.0			s 11.45AM			WB180 XI EB70 YP
180.2			f 11.20			CB150 P
189.1			11.00AM			WB122 XWC EB115 YZP
198.3						CB83 P
204.6						CB180 XP
213.3						CB82 P
224.4						WB115 XWV EB118 BP
232.5						P CB82
238.2						CB150 ZXP
248.8						WB125 XW EB123 YP
261.5						CB82 P
270.6						CB11
278.5						CB82 P
284.1						DFXWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Block Signals

Double or three or more tracks

Double Track

Thru Time..... (1.15) (10.15) (1.10) (0.35) (3.00)
Average speed per hour..... 22.4 12.2 24.0 37.7 14.1

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 SECOND SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS					Distance from Council Bluffs
	353	245	241	97	93	
	Mixed	Local Freight	Local Freight	Local Freight	Mixed	
	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
DF XWCZTYOP			7.00AM	6.35AM	5.35AM	284.1
CS 84 P			7.10	6.45	5.45	289.2
WS 72 XP			s 7.25	s 7.01	f 5.55	290.5
CS 119 YP			f 7.35	A 7.10AM	A 6.00AM	296.9
40						300.7
CS 121 P			f 7.45			301.8
CS 121 P			s 8.20			303.4
5 P			f 8.32			315.5
CS 89 P			f 8.45			321.7
WS 123 WS 120 ES 128 XWCP			s 9.45			327.7
CS 125 P			s 10.10			334.8
10						343.9
CS 122 P			s 10.35			349.1
CS 88 P			f 10.45			353.9
WS 125 WS 121 ES 121			11.45			359.3
CS 90 P			f 11.55AM			365.3
CS 123 WP			s 12.25PM			370.6
WS 111 ES 74 XP			s 12.50			380.8
CS 125 P			f 1.02			389.7
WXCOYP			1.15			396.3
CS 94 YP			8.30AM	A 1.30PM		401.0
WS 121 XWP ES 70			f 8.45			407.5
CS 125 P			s 9.35			415.5
27 PX						426.4
CS 123 XWP			s 10.15			430.8
12						434.4
CS 125 P			s 10.45			439.9
CS 125 XWCYP			A 11.30AM			444.5
10						451.1
CS 94 XWYP			3.10PM			456.6
WS 62 XP			f 3.20			466.7
CS 96 WP			f 3.30			472.0
WS 62 XP			f 3.40			477.5
WS 117 XP ES 126			f 3.50			483.2
DF XWCZTYOP			A 4.10PM			489.7

Time-Table No. 32
September 25, 1960

STATIONS

DN-R NORTH PLATTE NY	YL NO	5.1
WEST NORTH PLATTE	YL WN	1.3
BIRDWOOD		6.4
D HERSHEY OF		8.8
O'FALLONS		1.1
VARNER		1.6
D SUTHERLAND SU		12.1
D PAXTON PN		6.2
KORTY		6.0
ROSCOE		7.1
DN OGALLALA GT		9.1
D BRULE RU		5.2
MEGEATH		4.8
D BIG SPRINGS GS		5.4
BARTON		6.0
DN JULESBURG JB		5.8
WEIR		9.7
D CHAPPELL OQ		9.4
D LODGE POLE GP		6.6
SUNOL		4.7
COLTON		6.5
DN-R SIDNEY YL OD		8.0
BROWNSON		10.9
D POTTER PR		4.4
JACINTO		4.6
D DIX DX		4.5
OWASCO		4.6
DN KIMBALL KB		6.8
OLIVER		5.5
D BUSHNELL BN		10.1
DN PINE BLUFFS UF		5.3
TRACY		5.5
D EGBERT GX		5.7
D BURNS UX		6.2
HILLSDALE		5.8
DURHAM		5.3
AROHER		8.3
DN-R CHEYENNE YL OY		

(225.4)

(1.00) (3.00) (6.30) (0.35) (0.25) Thru Time
32.0 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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	FIRST CLASS					Distance from Council Bluffs		
	7	5	103	27	111			
	Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger			
	Daily	Daily	Daily	Daily	Daily			
			3.15PM	2.30PM	5.50AM	4.00AM	2.50AM	284.1
			3.23	2.38	5.57	4.08	2.57	289.2
			3.30	2.45	6.02	4.15	3.02	290.5
			3.33	2.48	6.05	4.18	3.05	296.9
								300.7
								301.8
			3.36	2.51	6.07	f 4.21	3.07	303.4
			3.48	3.05	6.16	f 4.33	3.17	315.5
			3.54	3.11	6.21	4.39	3.23	321.7
			4.00	3.17	6.26	4.45	3.28	327.7
			s 4.10	3.25	6.32	s 4.55	3.35	334.8
			4.20	3.35	6.39	f 5.05	3.43	343.9
								349.1
			4.30	3.45	6.47	f 5.15	3.51	353.9
			4.35	3.50	6.51	5.20	3.56	359.3
			f 4.43	3.56	6.56	s 5.30	Af 4.05AM	365.3
			4.49	4.02	7.00	5.36		370.6
			4.58	4.12	7.08	f 5.46		380.8
			5.07	4.22	7.15	f 5.55		389.7
			5.14	4.29	7.20	6.02		396.3
			5.19	4.35	7.24	6.07		401.0
			5.30	4.45	7.33	6.15		407.5
			5.40	4.55	7.34	6.25		415.5
			6.02	5.16	7.53	f 6.45		426.4
								430.8
			6.11	5.25	8.01	f 6.55		434.4
								439.9
								444.5
			s 6.23	5.35	8.09	s 7.10		451.1
								456.6
			6.35	5.48	8.19	f 7.22		466.7
			6.45	5.58	8.29	f 7.33		472.0
								477.5
			6.57	6.10	8.40	f 7.45		483.2
			7.04	6.16	8.46	f 7.51		489.7
			7.11	6.23	8.52	7.58		495.9
			7.18	6.30	8.58	8.05		501.2
			7.25	6.36	9.04	8.11		509.5
			A 7.45PM	A 6.55PM	A 9.20AM	A 8.30AM		

(4.30) (4.25) (3.30) (4.30) (1.15) Thru Time
50.0 51.0 64.4 50.0 65.0 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. 32
September 25, 1960

FIRST CLASS

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

STATIONS	Mile Post	FIRST CLASS									
		6	8	112	104	28					
DN-R NORTH PLATTE NY 5.1	284.1	A11.15AM	A11.55AM	A10.05PM	A10.20PM	A12.25AM					
WEST NORTH PLATTE 1.3	289.2	11.02	11.40	9.53	10.08	12.08AM					
BIRDWOOD 6.4	290.5										
D HERSHEY OF 8.8	296.9	10.56	11.32	9.47	10.02	11.59PM					
O'FALLONS 1.1	300.7	10.53	11.28	9.44	9.59	11.56					
VARNER 1.6	301.8										
D SUTHERLAND SU 12.1	308.4	10.51	f11.25	9.42	9.57	f11.53					
D PAXTON PN 6.2	315.5	10.40	f11.14	9.33	9.47	f11.40					
KORTY 6.0	321.7	10.35	11.08	9.29	9.41	11.32					
ROSCOE 7.1	327.7	10.29	11.02	9.24	9.35	f11.26					
DN OGALLALA GT 9.1	334.8	10.22	s10.55	9.18	9.29	s11.18					
D BRULE RU 5.2	348.9	10.13	f10.45	9.10	9.21	f11.06					
MEGEATH 4.8	349.1										
D BIG SPRINGS GS 5.4	353.9	10.05	f10.36	9.02	9.13	f10.56					
BARTON 6.0	359.8	10.00	10.30	8.57	9.08	10.50					
DN JULESBURG JB 5.3	365.3	9.54	f10.25	s 8.51PM	9.03	s10.44					
WEIR 9.7	370.6	9.48	10.19		8.58	10.34					
D OHAPPELL OQ 9.4	380.8	9.40	f10.11		8.50	f10.24					
D LODGE POLE GP 6.6	389.7	9.31	f10.02		8.42	f10.15					
SUNOL 4.7	396.3	9.26	9.56		8.37	f10.08					
COLTON 6.5	401.0	9.22	9.52		8.33	10.03					
DN-B SIDNEY YL OD 8.0	407.5	9.15 9.05	9.45 9.35		8.26 8.25	9.55 9.45					
BROWNSON 10.9	415.5	8.51	9.22		8.15	9.33					
D POTTER PR 4.4	426.4	8.41	9.12		8.05	f 9.23					
JACINTO 4.6	430.8										
D DIX DX 4.5	435.4	8.33	9.03		7.58	f 9.13					
OWASCO 4.6	439.9										
DN KIMBALL KB 6.6	444.5	8.25	s 8.53		7.51	s 9.03					
OLIVER 5.5	451.1										
D BUSHNELL BN 10.1	456.6	8.14	8.40		7.42	s 8.50					
DN PINE BLUFFS UF 5.3	466.7	8.05	8.30		7.34	s 8.37					
TRACY 5.5	472.0										
D EGBERT GX 5.7	477.5	7.55	8.20		7.24	f 8.25					
D BURNS UX 6.5	483.2	7.50	8.15		7.19	8.20					
HILLSDALE 6.2	489.7	7.45	8.10		7.14	8.15					
DURHAM 5.3	495.9	7.40	8.05		7.09	8.10					
ARCHER 8.3	501.2	7.35	8.00		7.04	8.05					
DN-B CHEYENNE YL OY (225.4)	509.5	7.25AM	7.50AM		6.55PM	7.55PM					

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (3.50) (4.05) (1.14) (3.25) (4.30)
Average speed per hour..... 58.8 55.2 65.8 66.0 50.0

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. 32
September 25, 1960

SECOND CLASS

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

STATIONS	Mile Post	SECOND CLASS										Car Capacity of Seating, etc. See Rule 6 (A), page 24.
		242	354	246	98	94						
DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.15PM	A 6.30PM						DF XWCZTYOP
WEST NORTH PLATTE 1.3	289.2	12.50			3.58	6.16						P
BIRDWOOD 6.4	290.5											CS 84 P
D HERSHEY OF 8.8	296.9	s12.35			f 3.46	f 6.06						WS 72 XP
O'FALLONS 1.1	300.7	f12.25			3.40PM	6.01PM						CS 119 YP
VARNER 1.6	301.8											40
D SUTHERLAND SU 12.1	308.4	s12.15PM										CS 121 P
D PAXTON PN 6.2	315.5	s11.34										CS 121 P
KORTY 6.0	321.7	f11.15										5 P
ROSCOE 7.1	327.7	f11.00										CS 88 P
DN OGALLALA GT 9.1	334.8	s10.45										WS122 WS120 ES138 XWCP
D BRULE RU 5.2	343.9	s 9.50										CS 125 P
MEGEATH 4.8	349.1											10
D BIG SPRINGS GS 5.4	353.9	s 9.25										CS 132 P
BARTON 6.0	359.8	f 8.55										CS 83 P
DN JULESBURG JB 5.3	365.3	s 8.45										XWCYIP WS125 ES121
WEIR 9.7	370.6	f 7.55										CS 90 P
D OHAPPELL OQ 9.4	380.8	s 7.45										CS 123 WP
D LODGE POLE GP 6.6	389.7	s 7.30										WS 111 ES 74 XP
SUNOL 4.7	396.3	f 7.20										XP
COLTON 6.5	401.0	f 7.10										CS 125 P
DN-R SIDNEY YL OD 8.0	407.5	7.00AM			A 3.30PM							WXCOPY
BROWNSON 10.9	415.5				f 2.50							CS 94 YP
D POTTER PR 4.4	426.4				s 2.25							WS 121 XWP ES 70
JACINTO 4.6	430.8											8 PX
D DIX DX 4.5	435.4				s 1.55							CS 125 P
OWASCO 4.6	439.9											27 PX
DN KIMBALL KB 6.6	444.5				s 1.30							CS 133 XWP
OLIVER 5.5	451.1											12
D BUSHNELL BN 10.1	456.6				s12.50							CS 125 P
DN PINE BLUFFS UF 5.3	466.7				12.30PM							CS125 XWCYP
TRACY 5.5	472.0											10
D EGBERT GX 5.7	477.5				A 8.50AM							CS 94 XWYP
D BURNS UX 6.5	483.2				s 8.40							WS 62 XP
HILLSDALE 6.2	489.7				s 8.31							CS 96 WP
DURHAM 5.3	495.9				f 8.23							WS 62 XP
ARCHER 8.3	501.2				f 8.15							WS 117 XP ES 125
DN-R CHEYENNE YL OY (225.4)	509.5				8.05AM							DF XWCZTYOP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time..... (6.00) (0.45) (3.00) (0.35) (0.29)
Average speed per hour..... 20.6 43.7 19.8 27.9 34.3

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				STROMSBURG BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 32 September 25, 1960				SECOND CLASS					
75				STATIONS				76					
Local Freight				Mile Post				Local Freight					
Tuesday Thursday Saturday				Distance from Valparaiso				Mile Post					
WYP			8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A11.35AM				
			f 8.20	7.4		LOMA		7.4	f 11.06				
16			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	33.8	D	RISING CITY	RN	33.8	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					
35			s 11.15	63.0	D	POLK	PK	63.0	s 7.50				
21			s 11.30	68.8		HORDVILLE		68.8	s 7.30				
22			s 11.45	73.8		HEBER		73.8	f 7.10				
				75.8		O. B. & Q. CROSSING		75.8					
WYP			A11.55AM	75.9	DN-R	CENTRAL CITY	YL OI	75.9	7.05AM				
						(75.9)			Monday Wednesday Friday				
			(3.55) 19.4			..... Thru Time..... Average speed per hour.....		(4.30) 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. 32 September 25, 1960				SECOND CLASS					
79				STATIONS				80					
Mixed				Mile Post				Mixed					
Monday Wednesday Friday				Distance from Genoa				Mile Post					
40	WY		8.52AM	0.0	D-R	GENOA	YL G	0.0	A 1.05PM				
20				9.8		MEROHISTON		9.8					
38			s 9.28	18.7	D	FULLERTON	FU	18.7	s 12.37				
21			s 9.53	23.1		BELGRADE		23.1	s 12.13PM				
26	W		s 10.13	30.8	D	CEDAR RAPIDS	OD	30.8	s 11.55AM				
36			s 10.34	36.6	D	PRIMROSE	P	36.6	f 11.39				
38	WY		A11.00AM	44.8	D-R	SPALDING	YL SG	44.8	11.20AM				
						(44.8)			Monday Wednesday Friday				
			(2.08) 20.8			..... Thru Time..... Average speed per hour.....		(1.45) 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. 32 September 25, 1960				SECOND CLASS					
81				STATIONS				312					
Mixed				Mile Post				Mixed					
Tuesday Thursday Saturday				Distance from Columbus				Mile Post					
WCTYPZ			8.00AM	0.0	DN-R	COLUMBUS	YL O	0.0	A12.01PM	A 1.55PM	A 2.05PM		
20			8.10	4.2		SHELDONVILLE		4.2	f 11.50AM	1.43	1.50		
8	YP		A 8.22AM	9.4	R	OCONEE	YL	9.4	f 11.40	1.30PM	1.42PM		
20				14.7	D	PLATTE CENTER	PO	14.7	s 11.25				
36				20.8		TARNOV		20.8					
				25.1		O. & N. W. CROSSING		25.1					
56	W			25.7	D	HUMPHREY	HX	25.7	s 11.05				
33	W			35.4	D	MADISON	MA	35.4	s 10.50				
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	10.00AM				
						(50.4)			Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday		
			(0.22) 25.6			..... Thru Time..... Average speed per hour.....		(2.01) 25.0		(0.25) 22.6	(0.23) 24.5		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 32 September 25, 1960				SECOND CLASS				
81				STATIONS				80				
Mixed				Mile Post				Mixed				
Tuesday Thursday Saturday				Distance from Oconee				Mile Post				
20	YP		8.22AM	0.0	R	OCONEE	YL	0.0	A 1.30PM	A 1.42PM		
5				2.0		MILL SPUR		2.0				
			s 8.33	4.8	D	MONROE	MN	4.8	s 1.20	s 1.30		
40	WYP		s 8.49	11.8	D-R	GENOA	YL G	11.8	1.05PM	s 1.09		
56			s 9.55	22.8	D	ST. EDWARD	ST	22.8	s 12.35			
28	WYP		A10.45AM	33.7	D-R	ALBION	YL A	33.7		12.10PM		
						(33.7)			Monday Wednesday Friday	Tuesday Thursday Saturday		
			(2.23) 14.2			..... Thru Time..... Average speed per hour.....		(0.25) 27.1		(1.32) 22.0		

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. 32				SECOND CLASS					
				September 25, 1960									
				STATIONS									
WTYPCZ		10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A	5.15PM	A	5.15PM		
I				0.4		O. B. & Q. CROSSING	0.4						
11				2.5		OAREY	2.5						
19		s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s	4.42	s	4.42		
89	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	30.2	s	3.50	s	3.50		
11	W	s 12.05PM		40.5	D	BOELUS HW	40.5	s	3.20	s	3.20		
81		f 12.25		47.7		ROCKVILLE	47.7	f	2.55	f	2.55		
83	WY	A 1.00PM		60.9	D-R	LOUP CITY YL OP	60.9				2.30PM		
27			s 10.20	80.7	D	ELBA EB	80.7	s	3.55	s	3.55		
26			s 10.35	86.8		COTESFIELD	86.8	s	3.41	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	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	s	2.57		
8				58.5		SAUNDERS	58.5						
				60.7		O. B. & Q. CROSSING	60.7						
84	WY		A 12.10PM	61.0	D-R	ORD YL RD	61.0		2.30PM				
						(61.0)						Saturday	Monday
		(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. 32				SECOND CLASS					
				September 25, 1960									
				STATIONS									
WYPCZ				0.0	DN-R	HASTINGS YL AN	0.0						
130	P			12.7		HAYLAND	12.7						
25	P			20.2		DENMAN	20.2						
130	WYP			28.1	DN-R	GIBBON GB	28.1						
						(28.1)							

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

WESTWARD				KEARNEY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 32				SECOND CLASS					
				September 25, 1960									
				STATIONS									
PWYCZ			9.00AM	0.0	DN-R	KEARNEY YL KB	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	D	AMHERST HB	16.8	s	8.00	s	10.50		
32	W		s 10.06	26.3		MILLER	26.3	s	7.35	s	10.26		
38			s 10.20	32.5	D	SUMNER SU	32.5	s	7.15	s	10.10		
28			s 10.40	40.4	D	EDDYVILLE VD	40.4	s	6.57	s	9.50		
40			s 11.13AM	52.1	D	OCONTO BS	52.1	s	6.28	s	9.30		
27	WY		s 12.30PM	65.5	D	OALLAWAY OA	65.5	s	5.45	s	8.55		
38	W		s 1.30	83.1	D	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	D R	STAPLETON YL SN	102.4		4.00PM		7.30AM		
						(102.4)			Wednesday		Sunday		
			(5.55)	..... Thru Time				(5.20)	(4.20)				
			17.3	..... 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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	WESTWARD				NORTH PLATTE BRANCH				EASTWARD				
	SECOND CLASS				Distances from O'Fallon	Time-Table No. 32 September 25, 1960				SECOND CLASS			
		97 Local Freight Daily	93 Mixed Daily			98 Local Freight Daily	94 Mixed Daily						
	YP	7.15AM	6.00AM	0.0	R	O'FALLONS YL	0.0	A 3.35PM	A 6.01PM				
15		f 7.20	f 6.05	2.8		OOKER	2.8	f 3.20	f 5.50				
41	P	f 7.41	s 6.18	12.8		SARBEN	12.8	f 3.01	s 5.35				
40		f 7.58	f 6.27	19.6		NEVENS	19.6	f 2.45	f 5.25				
12				24.8		BROGANVILLE	24.8						
42	WP	f 8.20	s 6.41	28.4		KEYSTONE	28.4	f 2.32	s 5.15				
11				30.7		KINGSLEY	30.7						
42	P	f 8.35	f 6.51	34.9	D	MARTIN SA	34.9	f 2.20	f 5.03				
42	P	f 8.50	s 7.01	41.2		LEMOYNE	41.2	f 2.05	f 4.53				
25		f 9.05	f 7.10	46.8		BELMAR	46.8	f 1.55	f 4.46				
44		f 9.14	f 7.18	51.7		RUTHTON	51.7	f 1.45	f 4.39				
41	YP	s 9.45	s 7.32	59.8	D	LEWELLEN YL W	59.8	s 1.35	s 4.30				
41	WP	s 10.35	s 7.51	70.8	D	OSHKOSH YL OX	70.8	s 1.05	s 4.10				
40	P	s 11.20	s 8.12	86.4	D	LISCO OO	86.4	f 12.15PM	s 3.45				
46	P	s 11.45AM ⁹⁸	s 8.34	100.4	D	BROADWATER BR	100.4	f 11.45AM ⁹⁷	s 3.24				
19		f 12.03PM	f 8.47	109.6		TOWERS	109.6	f 11.20	f 3.11				
196	WPY	s 12.35	s 8.57	114.1	D	NORTHPORT YL NP	114.1	f 11.12	s 3.05				
	AI	12.40	9.00	115.5		O. B. & Q. CROSSING	115.5	10.50	2.57				
11		f 12.55	f 9.09	121.8		MOHLER	121.8	f 10.40	f 2.46				
83	P	f 1.01	s 9.18	126.7	D	SOUTH BAYARD OR	126.7	f 10.32	s 2.39				
51		f 1.10	s 9.27	132.1		McGREW	132.1	f 10.23	s 2.29				
30	P	f 1.20	s 9.37	137.9		MELBETA	137.9	f 10.13	s 2.19				
70	DWYZPT	A 1.35PM	A 9.55AM	145.9	DN-R	GERING YL G	145.9	10.00AM	2.00PM				
		(6.20) 23.1	(3.55) 37.6			(145.9)		(5.35) 26.1	(4.01) 36.3				

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	WESTWARD				GERING BRANCH				EASTWARD				
	SECOND CLASS				Distances from Gering	Time-Table No. 32 September 25, 1960				SECOND CLASS			
	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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD				
	SECOND CLASS				Distances from O'Fallon	Time-Table No. 32 September 25, 1960				SECOND CLASS			
		353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily		354 Mixed	60 Local Freight	94 Mixed					
77	DZWIPT		10.05AM	6.00AM	145.9	DN-R	GERING YL G	145.9		A10.45AM	A 1.50PM		
14			f 10.11	f 6.10	150.5		COSTIN	150.5		f 10.33	f 1.40		
30	P		f 10.14	f 6.15	152.3	D	HAIG HA	152.3		f 10.30	f 1.36		
24			f 10.20	f 6.25	155.8	D	SOUTH MITCHELL MI	155.8		f 10.25	f 1.30		
82			f 10.23 ⁶⁰	f 6.30	157.1		PELTON	157.1		f 10.23 ⁹³	f 1.26		
70	P		f 10.31	f 6.45	162.1	D	SOUTH MORRILL MO	162.1		f 10.06	f 1.19		
18			f 10.34	f 6.50	164.2		JOYCE	164.2		f 9.52	f 1.14		
51	YP		s 10.40	s 9.45 ⁶⁰	167.9	DN	LYMAN YL MU	167.9		s 9.45 ⁶⁰	s 1.09		
21			f 10.44	f 9.50	170.1		CANAL	170.1		f 9.20	f 1.04		
51	P		f 10.50	f 10.07	173.7	D	HUNTLEY HU	173.7		f 9.13	f 12.58		
35			f 10.55	f 10.17	177.0		HOLLY	177.0		f 9.06	f 12.53		
51	YP	12.40PM	11.05 ⁵⁹ 11.10	10.35AM ⁹³ 12.05PM	181.6	D-R	YODER YL DR	181.6	A11.45AM	9.00 8.46	12.45 12.35		
51	P		f 11.20	s 12.23 ⁹⁴	188.1	D	VETERAN VN	188.1		s 8.33	f 12.23 ⁵⁹		
8			f 11.25	f 12.33	191.5		HELDT	191.5		f 8.26	f 12.17		
16			f 11.32	f 12.43	196.1		COTTIER	196.1		f 8.19	f 12.10		
51	WYP		A11.40AM	A12.55PM	200.6	D-R	SO TORRINGTON YL RI	200.6		8.10AM	12.05PM		
14			f 12.50		196.3		GOODLAND	196.3		f 11.32			
26			f 12.55		197.6		FONDA	197.6		f 11.27			
51	P		s 1.05		192.4	D	HAWK SPRINGS HK	192.4		s 11.15			
31			f 1.10		194.7		DUROO	194.7		f 11.01			
19			f 1.20		200.8		WYROSS	200.8		f 10.50			
51	PY		s 1.30		208.8	D	LA GRANGE GA	208.8		s 10.45			
19			f 1.42		210.7		TREMAIN	210.7		f 10.20			
51	P		s 2.15		222.5	D	ALBIN AB	222.5		s 9.55			
51			f 2.30		229.7		LINDBERGH	229.7		f 9.35			
	WPY		A 3.01PM		244.3	DN-R	EGBERT YL GX	244.3		9.10AM			
			(2.21) 26.8	(1.35) 34.5	(6.55) 9.1		(98.4)			(2.35) 24.3	(2.35) 21.1	(1.45) 31.8	

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	WESTWARD				LYMAN BRANCH				EASTWARD				
	SECOND CLASS				Distances from Lyman	Time-Table No. 32 September 25, 1960				SECOND CLASS			
					0.0	DN	LYMAN MU YL	0.0					
18					2.8		SEARS YL	2.8					
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.

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

- Designation "Str."** — Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "Psgr."** — Train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Frnt."** — Train with freight cars; train with caboose only; locomotive without cars.
- When a freight engine is used in passenger service on a branch line, the speed under "Frnt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	80	55	When leading unit at front of train is gas turbine or car body type unit backing up;	30	30	30
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Multiple unit engine when controlled from other than leading unit.	30	30	30
When caboose is handled in train consisting of passenger train equipment.		60		When more than 50% of the tonnage is gravel or ore.			40
When using No. 14 turn-outs.	25	25	20	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
When using other cross-overs or turn-outs.	15	15	15				
Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20				
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.			30 20
Within yard limits not protected by continuous block signal system.	50	40	25				
Passing fueling stations located within yard limits.	50	40	25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Passing fueling stations located outside yard limits.	50	40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel road freight and road-switch locomotives;	65	65					
Gas turbine locomotives;	65	65		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Steam engines.		45	45				
Steam engines running backward.		20	20	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks - Morse type.			35 45 45
Diesel yard switch locomotives in road service: 1000 - 1100 class; 1800 class.	35 50	35 50	35 50	Trains handling U.P. ore cars series 8000 - 8499 or 26000 - 26499, loaded or empty.			45
				On wye tracks.	15	15	15

OLD MAIN LINE

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Between Gilmore and Lane.	20	20	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Waterloo, seed house spur.			5	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing.			5
Fremont, within city limits.		20	15	Grand Island, on east and west legs of wye.			10
Fremont, while using C. & N. W. trackage	10	10	10	Grand Island, on scale track and east yard run-around track.			5
Ames, freight train moving over C. & N. W. crossing.			50	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	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Central City, within city limits.	60	60	55	Lexington, from Main street to 1500 feet east on scale track.			10
Central City, on east leg of wye.			10	Lexington, on third and fourth tracks north, east of depot.			5
Grand Island, on Kansas Division, Fourth Sub-division main track between Walnut and Eddy Streets.	20	20	20	Cozad, on Amour & Co. spur tracks.			5
Grand Island, freight trains entering and moving through yard tracks.			5	Gothenburg wye.			5

ON WESTWARD TRACK

Between Mile Posts —	Str.	Psgr.	Frnt.
Summit 5.2 and 5.6	25	25	25
Weco 14.2 and 14.7	80	70	50
15.9 and 16.2	80	70	50
Lane 18.1 and 18.4	70	60	50
19.4 and 19.8	70	60	50
Elkhorn 21.9 and 22.1	70	60	50
22.2 and 22.6	60	50	40
22.8 and 23.2	70	60	50
Vroman 258.1 and 258.5	70	60	50
Beck 281.1 and 281.9	80	70	50
North Platte			

ON EASTWARD TRACK

Between Mile Posts —	Str.	Psgr.	Frnt.
North Platte 281.9 and 281.1	80	70	50
Brady 259.8 and 258.1	70	60	50
Kearney 189.2 and 189.0	40	40	25
Waterloo 23.2 and 22.8	70	60	50
22.6 and 22.2	60	50	40
22.1 and 21.9	70	60	50
Elkhorn 19.8 and 19.4	70	60	50
18.4 and 18.1	70	60	50
Lane 16.2 and 15.9	80	70	50
14.7 and 14.2	80	70	50
Seymour 5.6 and 5.2	25	25	25
Summit			

SECOND SUBDIVISION

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

THIRD SUBDIVISION

Maximum speed.	79	70	55	LaSalle Between M.P. 149.6 and 150.7	50	40	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.7 and 150.9	30	30	25
Light engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
				Sterling , M. P. 57.2, C. B. & Q. crossing, between home signals of automatic interlocking.	20	20	20
				Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.			20

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed:		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed:		30
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between Genoa and M.P. 11.		30
Yutan 6.4 and 7.7	35	35	Between M.P. 11 and Spalding.		25
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Trains handling outfit cars.		20
Wahoo, city track.		6	Ord — Loup City Branch Maximum speed:		25
19.1 and 19.5	35	35	Between Grand Island and St. Libory.		25
Weston 30.2 and 30.5	35	35	Carey, all airfield trackage.		10
31.6 and 31.9	35	35	Between St. Libory and Ord.		30
Touhy 36.0 and 37.4	25	25	Between St. Paul and Loup City.		30
Garratt 56.3 and 57.5	15	15	Trains handling outfit cars.		20
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Hastings Branch Maximum speed.	70	55
Pickrell 96.5 and 97.3	15	15	Over Bridge 21.35.	30	30
Beatrice, Allers Grain Company spur.		5	Gibbon, west of east wye switch.		15
Beatrice, on Kilpatrick track.		5	Kearney Branch Maximum speed	30	30
Stromsburg Branch Maximum speed:			Trains handling outfit cars.		20
Diesel Locomotives 1291 to 1295 inclusive.	25	25	North Platte Branch Maximum speed.	50	50
Between Valparaiso and Brainard.	35	25	Over Bridge 18.30.		35
Between Brainard and Hordville.	40	30	Oshkosh, over First Street Crossing.		15
Between Hordville and Central City.	35	25	Between Mile Posts — Lisco 92.5 and 94.0.	45	45
Trains handling outfit cars.		20	Northport , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Norfolk Branch Maximum speed:			North Platte Cut-off Maximum speed.	45	45
Between Columbus and Oconee.		35	On curves between Yoder and So. Torrington.		35
Between Oconee and M.P. 16.		25	On curves between M.P. 25.42 and M.P. 31.25.		30
Between M.P. 16 and Norfolk.		30	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars.		20	Lyman Branch		20
On curve at M.P. 1.75.		25	Gering Branch		20
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20	Sears Branch		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
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	31—XP	Both
Ipcó.....	12.2	24—P	West	Willow Island.....	243.2	63—XP	Both
Behlen.....	80.25	40—XP	Both	Keith.....	272.9	15	West
Paddock.....	128.5	20	West	Beck.....	280.5	10	West
Buda.....	184.3	ES 73—XP	Both	Beatrice Branch			
Kearney Air Base.....	185.9	WS 40—XP	Both	Krumel.....	17.4	11	East
Alfalpa Center.....	194.1	44—XP	Both				
Trued.....	209.3	16	East				

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.....	Telegraph 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
Kearney.....	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.	C. F. Bantin	Surgeon	Omaha, Nebr.
P. D. Pedersen	Surgeon	Council Bluffs, Ia.	M. W. Barry	Surgeon	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
G. H. Joder	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. K. Muldoon	Surgeon	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	R. T. Maurer	Surgeon	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	R. A. Moser	Surgeon	Omaha, Nebr.
T. L. Johnson	Oculist	Cheyenne, Wyo.	J. R. McCaslin	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	H. W. McFadden, Sr.	Shop Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	R. H. Rasgorshek	Oculist and Aurist	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	J. L. McFee	Surgeon	Ogallala, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	C. J. Miller	Surgeon	Ord, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
R. G. Reeder	Surgeon	Fremont, Nebr.	Don E. Baca	Surgeon	Papillion, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	H. Dey Myers	Surgeon	Schuyler, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
L. M. Adams	Surgeon	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
C. H. Maggiora	Surgeon	Grand Island, Nebr.	F. E. Palmer	Oculist and Aurist	Sterling, Colo.
J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
W. C. Harvey	Surgeon	Gering, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
J. J. Hanigan	Surgeon	Hallam, Nebr.	Leo Keenan	Surgeon	Torrington, Wyo.
O. A. Kostal	Surgeon	Hastings, Nebr.	L. B. Morgan	Ophthalmologist	Torrington, Wyo.
C. L. Kleager	Surgeon	Hastings, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
H. P. Linton	Surgeon	Julesburg, Colo.			
B. R. Bancroft	Surgeon	Kearney, 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.			