



UNION PACIFIC RAILROAD COMPANY

Eastern District



**NEBRASKA DIVISION
TIME-TABLE
No. 42**

**Effective Sunday,
December 7, 1969**

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

**Safety Gains
Where Courtesy Reigns**

FOR EMPLOYEES ONLY

Timetable 41 eff 7 Sept 69
43 eff 26 Apr 70

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

						Distance from Council Bluffs	Time-Table No. 42 December 7, 1969	
							STATIONS	
117	9	17	105	111	103			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily			
						0.0	CO. BLUFFS	
			2.55		2.55	2.8	OMAHA	
			5.05		5.05	146.9	GRAND ISLAND	
			7.10 6.25		7.10 6.25	284.1	C.T. M.T. NORTH PLATTE	
				7.55		365.3	JULESBURG	
				8.10	8.10	407.5	SIDNEY	
	8.00	8.00				.....	KANSAS CITY
	8.00	6.45 7.15			11.30	562.5	DENVER	
		9.30 10.25	7.20 7.40	9.45 10.25	9.45 10.25	509.5	CHEYENNE	
		11.48	9.15	11.48	11.48	566.0	LARAMIE	
		1.37	11.20	1.37	1.37	682.8	RAWLINS	
	4.00 4.25	1.35 1.45	4.00 4.35	4.00 4.25	4.00 4.25	817.0	GREEN RIVER	
		2.20	5.05			847.2	GRANGER	
		8.15			8.15	992.6	OGDEN	
						(992.6)		

Heavy Figures Indicate PM
Light Figures Indicate AM

(13.00)	(25.15)	(9.05)	(15.10)	(5.00)	(18.20)	.....	Thru Time
49.3	49.1	49.0	55.7	55.7	54.0	.....	Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

FIRST SUBDIVISION

GRAND ISLAND TO NORTH PLATTE, AND BRANCHES
A. J. WONKA, Chief Train Dispatcher..... North Platte, Neb.
W. E. ROSS, Asst. Chief Train Dispatcher..... North Platte, Neb.
C. F. DEWHIRST, Asst. Chief Train Dispatcher..... North Platte, Neb.
R. J. TETLEY, Asst. Chief Train Dispatcher..... North Platte, Neb.

SECOND SUBDIVISION

NORTH PLATTE BRANCH AND CUT-OFF
A. J. WONKA, Chief Dispatcher..... North Platte, Neb.
S. C. WALLACE, Asst. Chief Dispatcher..... North Platte, Neb.
J. B. BILLINGS, Asst. Chief Dispatcher..... North Platte, Neb.

THIRD SUBDIVISION

J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.
J. E. MASON, Asst. Chief Train Dispatcher..... Denver, Colo.
J. H. STORRS, Asst. Chief Train Dispatcher..... Denver, Colo.

MILEAGE

Main Line	659.60
Branches	826.34
Total	1485.94

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.
J. D. MANNON, Asst. Chief Train Dispatcher..... Omaha, Neb.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 42 December 7, 1969		Mile Post	FIRST CLASS											
			106	112	104	10	18	118						
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger						
STATIONS														
CO. BLUFFS	0.0													
OMAHA	2.8	3.15		3.15										
GRAND ISLAND	146.9	12.45		12.45										
C.T. M.T. NORTH PLATTE	284.1	10.25 9.10	8.45	10.25 9.10										
JULESBURG	365.3		7.22											
SIDNEY	407.5	7.15		7.15										
KANSAS CITY	.....				9.15		10.00							
DENVER	562.5		4.00		8.45 8.15	1.30	8.00							
CHEYENNE	509.5	5.40 5.10		5.40 5.10	6.00 5.10	11.10 10.50								
LARAMIE	566.0	3.50		3.50	3.50	9.30								
RAWLINS	682.8	2.06		2.06	2.06	7.30								
GREEN RIVER	817.0	11.50 11.30		11.50 11.40	11.50 11.40	4.45 4.35								
GRANGER	847.2	11.00				4.00								
OGDEN	992.6			8.35	8.35									
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily							

Thru Time..... (15.15) (4.45) (17.40) (23.40) (9.30) (13.00)
Average speed per hour..... 55.4 58.6 56.1 52.0 46.9 49.3

Heavy Figures Indicate PM
Light Figures Indicate AM

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
111	Ft. Morgan.....	Points where scheduled to stop.....	Denver or beyond.	112	Ft. Morgan.....	Denver or beyond.....	Points where scheduled to stop.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		WESTWARD				FIRST SUBDIVISION				Distance from Council Bluffs		Time-Table No. 42 December 7, 1969		STATIONS		Block Signals or more tracks		
		SECOND CLASS		FIRST CLASS		105 Passenger Daily	103 Passenger Daily	STATIONS										
		71 Time Freight Daily	73 Time Freight Daily	105 Passenger Daily	103 Passenger Daily			DN-R COUNCIL BLUFFS YL	US									
DFXIYPZ		11.30 PM	5.00 PM					0.0	DN-R COUNCIL BLUFFS YL	US								
DFXITPZ		11.45 PM	5.15			2.55 AM	2.55 AM	2.8	N-R OMAHA YL US	US								DFXITPZ
XIP		12.01 AM	5.45			3.01	3.01	5.2	DN SUMMIT YL SU	SU								XIP
ES 167	XP	12.10	5.55			3.08	3.08	14.1	WECO									ES 167 XP
	XP	12.20	6.00			3.11	3.11	17.1	LANE									XP
CS 66	XP					3.15	3.15	21.7	ELKHORN									CS 66 XP
	P					3.18	3.18	24.5	WATERLOO									P
WS 147	XYP	A 12.45 AM	A 6.15 PM			3.21	3.21	28.0	DN VALLEY YL V	V								WS 147 XYP
ES 165	ES 82					3.26	3.26	34.3	MERCOER									ES 165 ES 82
CS 71	P							38.2	C. & N. W. CROSSING									CS 71 P
	I							39.3	DN FREMONT YL FN	FN								WS 82 X
WS 82	X					s 3.30	s 3.30	40.0	C. B. & Q. CROSSING									ES 143 PZ
ES 143	PZ							44.8	C. & N. W. CROSSING									ES 143 PZ
	IP							46.3	AMES									IP
CS 73	P					3.35	3.35	46.3	D NORTH BEND NB	NB								CS 73 P
CS 140	XP					3.41	3.41	54.4	ROGERS									CS 140 XP
CS 72	P					3.46	3.46	61.4	DN SCHUYLER SC	SC								CS 72 P
WS 119	X					3.51	3.51	68.7	RICHLAND									WS 119 X
ES 104	P					3.57	3.57	76.9	C. B. & Q. CROSSING									ES 104 P
CS 102	P							83.8	DN COLUMBUS YL C	C								CS 102 P
	I							84.5	DUNCAN									I
WS 123	X					s 4.07	s 4.07	84.5	SILVER CREEK									WS 123 X
ES 114	YPZ					4.14	4.14	92.2	HAVENS									ES 114 YPZ
CS 103	P					4.22	4.22	102.3	CLARKS OX	OX								CS 103 P
CS 100	P					4.27	4.27	107.9	C. B. & Q. CROSSING									CS 100 P
WS 16	P					4.32	4.32	113.6	DN CENTRAL CITY CI	CI								WS 16 P
CS 69	P							124.3	D CHAPMAN CP	CP								CS 69 P
	I							124.9	C. B. & Q. CROSSING									I
WS 95	X					4.41	4.41	124.9	DN-R GRAND ISLAND YL GE	GE								WS 95 X
ES 99	YP					4.49	4.49	135.1	ALDA									ES 99 YP
CS 139	P							146.5	D WOOD RIVER WR	WR								CS 139 P
	I							146.9	D SHELTON ST	ST								I
DXZYP						5.04	5.04	146.9	DN GIBBON GB	GB								DXZYP
	XYP					5.05	5.05	154.5	OPTIC									XYP
WS 103	X					5.12	5.12	154.5	DN KEARNEY YL KR	KR								WS 103 X
ES 44	P					5.19	5.19	162.3	D ODESSA DZ	DZ								ES 44 P
CS 69	XP					5.26	5.26	169.9	D ELM CREEK QR	QR								CS 69 XP
WS 114	XI					5.31	5.31	176.0	D OVERTON OV	OV								WS 114 XI
ES 63	YP					5.35	5.35	180.2	DN LEXINGTON UM	UM								ES 63 YP
CS 140	P							180.2	DARR									CS 140 P
WS 159	X					s 5.43	s 5.43	189.1	D COZAD OO	OO								WS 159 X
ES 99	YZP					5.52	5.52	198.3	DN GOTHENBURG BU	BU								ES 99 YZP
CS 70	P					5.57	5.57	204.6	D BRADY BI	BI								CS 70 P
CS 117	XP					6.05	6.05	213.3	MAXWELL									CS 117 XP
CS 68	P					f 6.15	f 6.15	224.4	DN-R NORTH PLATTE YL NO	NO								CS 68 P
WS 103	XY					6.22	6.22	232.5										WS 103 XY
ES 108	ZP					6.27	6.27	238.2										ES 108 ZP
CS 72	XP					6.36	6.36	248.8										CS 72 XP
CS 135	ZXP					6.47	6.47	261.5										CS 135 ZXP
WS 110	X					6.55	6.55	270.6										WS 110 X
ES 112	YP					A 7.10 AM	A 7.10 AM	284.1										ES 112 YP
CS 69	P							284.1										CS 69 P
CS 102	XP							284.1										CS 102 XP
DFXZTYP								284.1										DFXZTYP

(1.15)
22.4

(1.15)
22.4

(4.15)
66.2

(4.15)
66.2

..... 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 stations not shown on schedule pages — See Page 18.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		FIRST SUBDIVISION				EASTWARD				Distance from Council Bluffs		Time-Table No. 42 December 7, 1969		STATIONS		Block Signals or more tracks		
		FIRST CLASS		SECOND CLASS		74 Time Freight Daily	72 Time Freight Daily	STATIONS										
		104 Passenger	106 Passenger	74 Time Freight Daily	72 Time Freight Daily			DN-R COUNCIL BLUFFS YL	US									
DFXIYPZ						A 6.50 AM	A 10.15 PM											DFXIYPZ
DFXITPZ						6.35	10.00											DFXITPZ
XIP						6.05	9.35											XIP
ES 167	XP					5.55	9.25											ES 167 XP
	XP					5.50	9.20											XP
CS 66	XP																	CS 66 XP
	P																	P
WS 147	XYP					5.35 AM	9.05 PM											WS 147 XYP
ES 165	ES 82																	ES 165 ES 82
CS 71	P																	CS 71 P
	I																	I
WS 82	X					s 2.17	s 2.17											WS 82 X
ES 143	PZ																	ES 143 PZ
	IP																	IP
CS 73	P					2.06	2.06											CS 73 P
CS 140	XP					2.00	2.00											CS 140 XP
CS 72	P					1.55	1.55											CS 72 P
WS 119	X					1.50	1.50											WS 119 X
ES 104	P					1.43	1.43											ES 104 P
CS 102	P																	CS 102 P
	I																	I
WS 123	X					s 1.36	s 1.36											WS 123 X
ES 114	YPZ					1.25	1.25											ES 114 YPZ
CS 103	P					1.18	1.18											CS 103 P
CS 100	P					1.14	1.14											CS 100 P
WS 16	P					1.10	1.10											WS 16 P
CS 69	P																	CS 69 P
	I																	I
WS 95	X					1.02	1.02											WS 95 X
ES 99	YP					12.54	12.54											ES 99 YP
CS 139	P																	CS 139 P
	I																	I
DXZYP						12.45	12.45											DXZYP
	XYP																	

		WESTWARD				THIRD SUBDIVISION				EASTWARD			
		FIRST CLASS				Time-Table No. 42				FIRST CLASS			
		111				December 7, 1969				112			
		Passenger								Passenger			
		Daily				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		Distance from Julesburg				Mile Post							
81	YIP			7.55 AM	0.0	DN	JULESBURG	YL JB	0.0	A	7.20 PM		
63	ZP			8.03	7.1	D	7.1 OVID	VI	7.1		7.11		
60	P			8.09	14.6		7.5 SEDGWICK		14.6		7.04		
22					19.0		4.4 DORSEY		19.0				
81	P			8.17	23.1		4.1 RED LION		23.1		6.57		
78	P				30.1		7.0 CROOK		30.1		6.51		
22					34.2		4.1 TOBIN		34.2				
55	P			8.31	38.8		4.6 PROCTOR		38.8		6.44		
8	P				41.1		2.3 POWELL		41.1				
78	P			8.37	45.6		4.5 ILLIFF		45.6		6.38		
15					50.1		4.5 FORD		50.1				
	AIP				57.2		7.1 C. B. & Q. CROSSING		57.2				
149	TZP			8.49 8.53	57.5	DN-R	0.3 STERLING	YL ST	57.5		6.27 6.25		
62	P			9.01	64.1		3.6 ATWOOD		64.1		6.17		
62	P			9.06	70.2		6.1 MERINO		70.2		6.12		
122	P			9.11	76.0		5.8 MESSEX		76.0		6.07		
46	P			9.15	81.0		5.0 UNION		81.0		6.03		
80	P			9.20	87.0		6.0 SNYDER		87.0		5.58		
43	P			9.26	93.8		6.8 DODD		93.8		5.52		
16					96.9		3.1 HURLEY		96.9				
83	P			9.30	98.6	D	7.7 FT. MORGAN	FX	98.6		5.48		
32	P			9.37	106.0		7.4 NARROWS		106.0		5.41		
62	P			9.40	109.0		3.0 WELDONA		109.0		5.38		
19	P			9.45	114.2		5.2 GOODRICH		114.2		5.33		
66	P			9.49	117.7		3.5 ORCHARD		117.7		5.30		
39	P			9.55	124.8		7.1 MASTERS		124.8		5.24		
103	P			10.04	135.4		10.6 HARDIN		135.4		5.15		
14	P				139.1		3.7 KUNER		139.1				
66	P			10.11	143.1		4.0 KERSEY		143.1		5.08		
21					147.2		4.1 AUBURN		147.2				
49	DYP			A 10.19 AM	151.1	DN-R	3.9 LASALLE	YL DX	151.1		4.59 PM		
							(151.1)				Daily		

(2.24)Thru Time..... (2.21)
62.9Average speed per hour..... 64.3

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

		WESTWARD				BEATRICE BRANCH				EASTWARD							
		SECOND CLASS				Time-Table No. 42				SECOND CLASS							
		73				December 7, 1969				74							
		Freight								Freight							
		Daily				STATIONS											
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		Distance from Valley				Mile Post											
	DYP			6.30 PM	6.30 AM	1.55 AM	0.0	DN-R	VALLEY	YL V	0.0	A	5.20 AM	A	1.15 PM	A	8.50 PM
	AI						5.8		5.8 C. B. & Q. CROSSING		5.8						
29	P			6.45	6.45	2.10	6.3		0.5 YUTAN		6.3		5.10	1.00	8.40		
85	YP			6.55	7.00	2.20	11.6	D	5.3 MEAD	AD	11.6		5.00	12.50	8.30		
54	P			7.07	7.15	2.40	18.9		7.3 WAHOO		18.9		4.45	12.30	8.15		
							19.6		0.7 C. & N. W. and C. B. & Q. CROSSINGS		19.6						
68	P			7.22	7.30	2.55	26.3		6.7 WESTON		26.3		4.35	12.15	8.05		
16	P			7.34	7.40	3.05	33.2		6.9 TOUHY		33.2		4.23	12.01 PM	7.53		
88	YP			7.45 72	A 7.50 AM	3.18	37.3	D	4.1 VALPARAISO	VO	37.3		4.15	11.50 AM	7.45 73		
21	P						41.8		4.5 AGNEW		41.8						
29	P			7.58		3.34	46.5		4.7 RAYMOND		46.5		3.59		7.28		
101	P			8.01		3.55 74	47.8		1.3 GARRATT		47.8		3.55 71		7.25		
4							55.3		7.5 WEST LINCOLN		55.3						
	I						56.5		1.2 C. B. & Q. CROSSING		56.5						
25	ZP			8.18		4.25	57.1	DN	0.6 LINCOLN	YL SN	57.1		3.40		7.10		
	I						57.4		1.6 C. B. & Q. CROSSING		57.4						
	I						59.0		6.4 C. B. & Q. CROSSING		59.0						
109	P			8.31		4.48	65.4		6.4 JAMAICA		65.4		3.20		6.50		
19	P			8.46		5.03	74.7		9.3 PRINCETON		74.7		3.05		6.35		
62	P			8.53		5.13	79.5	D	4.8 CORTLAND	RD	79.5		2.55		6.25		
71	P			9.08		5.28	88.9		9.4 PICKRELL		88.9		2.43		6.13		
	ZP			A 9.25 PM		A 5.45 AM	96.8	DN-R	7.9 BEATRICE	YL BX	96.8		2.30 AM		6.00 PM		
									(96.8)				Daily	Tuesday Thursday Saturday	Daily		
				(2.55) 33.2	(1.20) 28.0	(3.50) 25.2			.....Thru Time.....				(2.50) 34.2	(1.25) 26.3	(2.50) 34.2	

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
At Lincoln, trains and engines are governed by Operating Rules, Time-Table and Special Instructions of CB&Q R. R. while using their tracks between Hall Tower and Baird Tower.

		WESTWARD				ALBION BRANCH				EASTWARD						
		SECOND CLASS				Time-Table No. 42				SECOND CLASS						
		81				December 7, 1969				80						
		Mixed								Mixed						
		Tuesday Thursday Saturday				Monday Wednesday Friday										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		Distance from Oconee				Mile Post										
14	YP			8.22 AM	8.22 AM	0.0	R	OCONEE	YL	0.0	A	1.30 PM	A	1.42 PM		
7						2.0		2.0 MILL SPUR		2.0						
	P			s 8.33	s 8.33	4.3	D	2.3 MONROE	MN	4.3	s	1.20	s	1.30		
30	YP			s 8.49	A 8.49 AM	11.3	D-R	7.0 GENOA	YL G	11.3		1.05 PM	s	1.09		
45	P			s 9.55		22.3	D	11.0 ST. EDWARD	ST	22.3			s	12.35		
20	YP			A 10.45 AM		33.7	D-R	11.4 ALBION	YL A	33.7				12.10 PM		
								(33.7)				Monday Wednesday Friday	Tuesday Thursday Saturday			

(2.23)Thru Time..... (0.27)
14.2Average speed per hour..... 25.1 (0.25) (1.32)
27.1 22.0

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
For Stations not shown on schedule pages — See Page 18.

WESTWARD STROMSBURG BRANCH				EASTWARD				WESTWARD ORD—LOUP CITY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Valparaiso	Time-Table No. 42				Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Grand Island	Time-Table No. 42				Mile Post	
	75		December 7, 1969								76	December 7, 1969				
	Local Freight Monday Wednesday Friday		STATIONS								Local Freight	STATIONS				
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A11.35AM	DYPZ	0.0	DN-R	GRAND ISLAND	YL GE	0.0			
15	8.20	7.4		LOMA		7.4	11.06	I	0.4		C. B. & Q. CROSSING		0.4			
20	P 8.40	13.5	D	BRAINARD	BD	13.5	10.50	11	2.5		CAREY	YL	2.5			
28	P 9.10	23.2	D	DAVID CITY	DV	23.2	10.25	17	11.1		ST. LIBORY		11.1			
		23.5		C. B. & Q. CROSSING		23.5		31	PY 21.9	D	ST. PAUL	YL SP	21.9			
28	P 9.45	33.3	D	RISING CITY	RN	33.3	9.40				DANNEBROG	DB	8.3			
30	P 10.05	40.1	D	SHELBY	SH	40.1	9.20	8	P 30.2	D	BOELUS		18.6			
16	P 10.25	47.5	D	OSCEOLA	OZ	47.5	8.55	28			ROCKVILLE		25.8			
9	P 10.50	52.9	D	STROMSBURG	S	52.9	8.25	29	PY 60.9	D-R	LOUP CITY	YL OP	39.0			
		56.8		DURANT		56.8					ELBA		30.7			
44	P 11.15	63.0	D	POLK	PK	63.0	7.50	23	P 30.7		COTESFIELD		36.8			
21	11.30	68.5		HORDVILLE		68.5	7.30	24			SCOTIA JUNCTION		44.5			
18	11.45	73.8		HEBER		73.8	7.10	18	P 45.7	D	SCOTIA	SK	45.7			
		75.3		C. B. & Q. CROSSING		75.3					SCOTIA JUNCTION		44.5			
YP	A11.55AM	75.9	DN-R	CENTRAL CITY	YL CI	75.9	7.05AM	29	P 48.8	D	NORTH LOUP	NU	48.8			
				(75.9)				10			SAUNDERS		58.5			
											C. B. & Q. CROSSING		60.7			
								29	PY 61.0	D-R	ORD	YL RD	61.0			
											(61.0)					
	(3.55)			.....Thru Time.....			(4.30)								
	19.4			.....Average speed per hour.....			16.8								

WESTWARD CEDAR RAPIDS BRANCH				EASTWARD				WESTWARD OLD MAIN LINE				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Genoa	Time-Table No. 42				Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Council Bluffs	Time-Table No. 42				Mile Post	
	79		December 7, 1969								80	December 7, 1969				
	Mixed Monday Wednesday Friday		STATIONS								Mixed	STATIONS				
30	PY 8.52AM	0.0	D-R	GENOA	YL G	0.0	A 1.05PM	XIP	5.2	DN	SUMMIT	YL SU	5.2			
17		9.3		MERCHISTON		9.3		X	6.4		SOUTH OMAHA	YL	6.4			
32	P s 9.28	13.7	D	FULLERTON	FU	13.7	s12.37	XI	11.1		GILMORE JCT.	YL	11.1			
14	s 9.53	23.1		BELGRADE		23.1	s12.13PM		11.9		GILMORE	YL	11.9			
20	P s10.13	30.3	D	CEDAR RAPIDS	CD	30.3	s11.55AM		16.8		PAPILLION		16.8			
31	P s10.34	36.6		PRIMROSE		36.6	f11.39	AI	19.2		MO. PAC. CROSSING		19.2			
33	PY A11.00AM	44.3	D-R	SPALDING	YL SG	44.3	11.20AM		22.5	D	MILLARD	YL MD	22.5			
				(44.3)				XP	26.1		LANE	YL	26.1			
											(20.9)					
	(2.08)			.....Thru Time.....			(1.45)								
	20.8			.....Average speed per hour.....			25.3								

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.
 For stations not shown on schedule pages. — See Page 18.

WESTWARD				NORFOLK BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Columbus	Time-Table No. 42				Mile Post	SECOND CLASS		
	81	79	321		December 7, 1969					312	80	82
	Mixed	Mixed	Mixed		STATIONS					Mixed	Mixed	Mixed
DYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS	YL C	0.0	A12.01PM	A 1.55PM	A 2.05PM	
18	8.10	8.10	5.10	4.2		SHELDONVILLE		4.2	f11.50AM	1.43	1.50	
7	YP A 8.22AM	A 8.22AM	f 5.20	9.4	R	OCONEE	YL	9.4	f11.40	1.30PM	1.42PM	
20	P		f 5.35	14.7	D	PLATTE CENTER	PC	14.7	s11.25			
27				20.3		TARNOV		20.3				
47	P		s 5.55	25.7	D	HUMPHREY	HX	25.7	s11.05			
25	P		s 6.10	35.4	D	MADISON	MA	35.4	s10.50			
24				40.9		ENOLA		40.9				
	I			48.7		C. & N. W. CROSSING		48.7				
				50.2		C. & N. W. CROSSING		50.2				
	YZP		A 7.00AM	50.4	D-R	NORFOLK	YL KN	50.4	10.00AM			
						(50.4)			Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday	
	(0.22)	(0.22)	(2.00)			.....Thru Time.....			(2.01)	(0.25)	(0.23)
	25.6	25.6	25.2			.....Average speed per hour.....			25.0	22.6	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 & NW

WESTWARD				KEARNEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Kearney	Time-Table No. 42				Mile Post	SECOND CLASS		
	95	December 7, 1969				96						
	Mixed Monday Wednesday Friday	STATIONS				Mixed						
PYZ			9.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A 9.20PM			
12			f 9.15	5.5		GLENWOOD PARK		5.5	f 8.45			
17			s 9.30	10.1		RIVERDALE		10.1	s 8.30			
23			s 9.50	16.8		AMHERST		16.8	s 8.05			
27			s10.15	26.3		MILLER		26.3	s 7.40			
32			s10.30	32.5		SUMNER		32.5	s 7.20			
10			s10.53	40.4		EDDYVILLE		40.4	s 6.57			
36			s11.25AM	52.1		OCONTO		52.1	s 6.28			
24			s12.30PM	65.5	D	CALLAWAY	CA	65.5	s 5.45			
33			s 1.30	83.1	D	ARNOLD	AD	83.1	s 4.55			
11			f 2.10	94.6		HOAGLAND		94.6	f 4.20			
14			f 2.30	99.2		GANDY		99.2	f 4.08			
20	Y		A 2.55PM	102.4	D-R	STAPLETON	YL SN	102.4	4.00PM			
						(102.4)			Monday Wednesday Friday			
			(5.55)			.....Thru Time.....			(5.20)		
			17.3			.....Average speed per hour.....			19.2		

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. 42 December 7, 1969				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	93		Mile Post	STATIONS	94		Mile Post	STATIONS	94	
		Mixed	Daily			Mixed	Mixed				
		Daily	Daily			Mixed	Mixed				
YP		7.00AM	0.0	0.0	O'FALLONS	6.15PM		0.0			
14		f 7.05	2.8	2.8	COKER	f 6.10		2.8			
		s 7.18	12.8	12.8	SARBEN	s 5.55		12.8			
37		f 7.27	19.6	19.6	NEVENS	f 5.45		19.6			
11			24.8	24.8	BROGANVILLE			24.8			
		s 7.40	28.4	28.4	KEYSTONE	s 5.35		28.4			
		f 7.50	34.9	34.9	MARTIN	f 5.25		34.9			
		s 8.00	41.2	41.2	LEMOYNE	f 5.15		41.2			
24		f 8.08	46.8	46.8	BELMAR	f 5.07		46.8			
		f 8.16	51.7	51.7	RUTHON	f 5.00		51.7			
34	Y	s 8.30	59.3D	59.3	LEWELLEN	s 4.50		59.3	YL		
33		s 8.50	70.8D	70.8	OSHKOSH	s 4.30		70.8	YL		
33		s 9.10	86.4	86.4	LISCO	s 4.10		86.4			
36		s 9.30	100.4	100.4	BROADWATER	s 3.50		100.4			
18		f 9.45	109.6	109.6	TOWERS	f 3.37		109.6			
102	Y	s 9.55	114.1D	114.1	NORTHPORT	s 3.30		114.1	YL		
	AI	9.58	115.5	115.5	C. B. & Q. CROSSING	3.23		115.5			
12		f 10.07	121.8	121.8	MOHLER	f 3.15		121.8			
14		s 10.14	126.7	126.7	SOUTH BAYARD	s 3.08		126.7			
41		s 10.23	132.1	132.1	MCGREW	s 3.00		132.1			
26		s 10.33	137.9	137.9	MELBETA	s 2.50		137.9			
61	DYZPT	A 10.45AM	145.9D-R	145.9	GERING	2.35PM		145.9	YL		
					(145.9)					Daily	
		(3.45)	Thru Time	(3.40)				(3.40)			
		38.9	Average speed per hour	39.7				39.7			

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

WESTWARD				GIBBON CUT - OFF				EASTWARD			
SECOND CLASS				Time-Table No. 42 December 7, 1969				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Hastings	93		Mile Post	STATIONS	94		Mile Post	STATIONS	94	
		Mixed	Daily			Mixed	Mixed				
		Daily	Daily			Mixed	Mixed				
YPZ			0.0	0.0	DN-R HASTINGS	YL AN	0.0	0.0			
114	P		12.7	12.7	HAYLAND		12.7				
31	P		20.2	20.2	DENMAN		20.2				
121	YPI		28.1	28.1	DN-R GIBBON	GB	28.1				
					(28.1)						

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
SECOND CLASS				Time-Table No. 42 December 7, 1969				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallons	353		Mile Post	STATIONS	94		Mile Post	STATIONS	354	
		Freight	Mixed			Freight	Mixed			Freight	Mixed
		Daily	Daily			Freight	Mixed			Freight	Mixed
DZYPT			10.55AM	145.9	GERING	YL	145.9				
15			f 11.01	150.5	COSTIN		150.5			f 2.10	
			f 11.04	152.3	HAIG		152.3			f 2.06	
25			f 11.10	155.8	SOUTH MITCHELL		155.8			f 2.01	
29			f 11.13	157.1	PELTON		157.1			f 1.58	
37	P		f 11.20	162.1	SOUTH MORRILL		162.1			f 1.50	
18			f 11.24	164.2	JOYCE		164.2			f 1.46	
44	YP		s 11.30	167.9	LYMAN	YL	167.9			s 1.40	
21			f 11.34	170.1	CANAL		170.1			f 1.33	
51			f 11.40	173.7	HUNTLEY		173.7			f 1.27	
35			f 11.45	177.0	HOLLY		177.0			f 1.22	
51	YP		12.05PM	181.6	YODER	YL	181.6			11.15AM	1.15
										1.05	
51	P		12.10	188.1	VETERAN		188.1			f 12.57	
16			f 12.20	196.1	COTTIER		196.1			f 12.48	
51	YP		A 12.30PM	200.6	SO. TORRINGTON	YL	200.6			12.40PM	
14			12.12	185.3	GOODLAND		185.3			11.07	
26			12.17	187.6	FONDA		187.6			11.02	
51			f 12.25	192.4	HAWK SPRINGS		192.4			f 10.55	
31			12.30	194.7	DUROC		194.7			10.50	
51	Y		s 12.45	203.8	LA GRANGE		203.8			s 10.35	
19			12.55	210.7	TREMAIN		210.7			10.20	
51			s 1.15	222.5	ALBIN		222.5			s 10.00	
			f 1.30	229.7	LINDBERGH		229.7			f 9.45	
	Y		A 1.50PM	244.3	EGBERT	YL	244.3			9.25AM	
					(98.4)					Daily	Daily
			(1.45)	Thru Time	(1.50)			(1.50)			
			35.8	Average speed per hour	34.2			34.2			

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

WESTWARD				LYMAN BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 42 December 7, 1969				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Lyman	93		Mile Post	STATIONS	94		Mile Post	STATIONS	94	
		Mixed	Daily			Mixed	Mixed				
		Daily	Daily			Mixed	Mixed				
YP	0.0	D		0.0	LYMAN	YL MU	0.0				
18	2.8			2.8	SEARS	YL	2.8				
17	4.6			4.6	HARTMAN	YL	4.6				
22	6.4			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. — See Rule 72.

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

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

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour		
	Psgr.	Frt.		Psgr.	Frt.	
Maximum speed.	90	70	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	
When any car of a passenger train is equipped with friction bearings.	80				35	
Passenger trains handling 6 cars or less except No. 105 and No. 106.	70				20	
All regularly assigned locals.		50				
All work trains.		50		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines—tangent track. On main lines—curves. On branch lines.		35
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30				25
When using No. 20 turn-outs, unless a different speed is specified.	40	40				25
When using No. 14 turn-outs.	25	20				35
When using other turn-outs.	15	15				15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20		Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Within yard limits protected by continuous block signal system.	60	35	Trains handling continuous welded rail or continuous lengths of jointed rail. On unrestricted track. On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		40	
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			10	
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65	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 or Baldwin type.		35	
Other road freight locomotives.	75				45	
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50		45		
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling ore cars UP 26000-26499 inclusive, loaded or empty.		50	
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling specially equipped cars for company wheels and axles, UP 99000-99014 inclusive and UP 99500-99962.		50	
Wye tracks, except those portions used as main track or siding.	6	6	Trains handling company scrap.		50	
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 per cent.		35	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50	

OLD MAIN LINE

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Between Gilmore and Lane.	25	25			
FIRST SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Fremont, within city limits.	30	25	Grand Island, on east and west legs of wye.		10
Fremont, while using C. & N. W. trackage.		6	Grand Island, on scale track and east yard runaround 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	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40
Central City, within city limits.	60	45	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, freight trains entering and moving through yard tracks.		5	Cozad, on Armour & Co. spur tracks.		5
Grand Island, initial switch of, and on curve of, inbound leads to roundhouse, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing.		5	Gothenburg wye.		5
Grand Island when entering or leaving CB&Q transfer track.	10	10			
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — Summit 5.2 and 5.6	25	25	Between Mile Posts — North Platte 281.9 and 281.1	80	55
Weco 14.2 and 14.7	80	55	Brady 259.8 and 258.1	70	55
15.9 and 16.2	80	55	Kearney 189.2 and 189.0	40	25
Lane 18.1 and 18.4	70	55	Waterloo 23.2 and 22.8	70	55
19.4 and 19.8	70	55	22.6 and 22.2	60	45
Elkhorn 21.9 and 22.1	70	55	22.1 and 21.9	70	55
22.2 and 22.6	60	45	Elkhorn 19.8 and 19.4	70	55
22.8 and 23.2	70	55	18.4 and 18.1	70	55
Gothenburg 258.1 and 258.5	70	55	Lane 16.2 and 15.9	80	55
Maxwell 281.1 and 281.9	80	55	14.7 and 14.2	80	55
North Platte			Seymour 5.6 and 5.2 Summit	25	25

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on industry tracks. Straight track. Curves.		10 5
			Hillsdale, on industry track.		5
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — North Platte 284.0 and 289.5	45	35	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Korty 323.5 and 324.5	70	55	503.0 and 502.2	60	45
Julesburg 365.2 and 366.2	60	50	Archer 498.2 and 497.7	70	55
Brownson 422.6 and 423.5	70	55	Durham 494.0 and 493.8	70	55
Bushnell 456.7 and 457.3	70	55	Hillsdale 486.5 and 486.2	70	55
462.8 and 462.9	80	55	Tracy 470.4 and 469.7	80	55
466.2 and 466.6	60	50	467.3 and 466.6	60	50
Pine Bluffs 466.6 and 467.3	60	50	Pine Bluffs 466.6 and 466.2	60	50
Burns 486.2 and 486.5	70	55	462.9 and 462.8	80	55
Hillsdale 493.8 and 494.0	70	55	457.2 and 456.9	80	55
Durham 497.7 and 498.2	70	55	Potter 423.5 and 422.6	70	55
Archer 502.2 and 503.0	60	45	Chappell 366.2 and 365.2	60	50
505.8 and 506.3	80	55	Roscoe 324.5 and 323.5	70	55
Cheyenne			291.5 and 284.0 North Platte	45	35

THIRD SUBDIVISION

Maximum speed.	79	60	Sterling Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.		20
Light engines.		45			
Ovid Sugar Company yard		5	LaSalle Between M. P. 149.6 and 150.7 Between M. P. 150.7 and 150.9 Between M. P. 150.9 and 151.1	50 30 50	30 25 30

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
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: Between Genoa and M. P. 11.		30
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between M. P. 11 and Spalding.		25
Yutan 6.4 and 7.7	35	35	Trains handling outfit cars.		20
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Ord — Loup City Branch Maximum speed:		20
Wahoo, city track.		6	Carey, all airfield trackage.		10
19.1 and 19.5	35	35	Gibbon Cut-off Maximum speed.	70	65
Weston 30.2 and 30.5	35	35	M. P. 20.20 to M. P. 21.80.	60	55
31.6 and 31.9	35	35	Westward trains M. P. 26.8 to M. P. 27.2.	25	25
Touhy 36.0 and 37.4	25	25	Kearney Branch Maximum speed.		25
Garratt 56.3 and 57.5	15	15	Arnold to Stapleton		15
Lincoln C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	Trains handling outfit cars.		20
Pickrell 96.5 and 97.3	15	15	North Platte Branch Maximum speed.	50	50
Beatrice, Allers Grain Company spur.		5	Over Bridge 18.30.	35	35
Beatrice, on Kilpatrick track.		5	Oshkosh, over First Street Crossing.	15	15
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Between Mile Posts — Lisco 92.5 and 94.0	45	45
Diesel Locomotives 131, 132, 135, 137.	20	20	Northport , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Between Valparaiso and Brainard.	35	25	North Platte Cut-off Maximum speed.	45	45
Brainard, over public crossing.	5	5	On curves between Yoder and So. Torrington.	35	35
Between Brainard and Hordville.	40	30	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Between Hordville and Central City.	35	25	Through tunnel between Albin and Tremain.	20	20
Trains handling outfit cars.		20	Lyman Branch		20
			Sears Branch		20
			Norfolk Branch Maximum speed: Between Columbus and Oconee.		35
			Between Oconee and M. P. 16.		25
			Between M. P. 16 and Norfolk.		30
			Trains handling outfit cars.		20
			On curve at M. P. 1.75.		25
			M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	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	58—XP	Both	Trued.....	209.3	13	East
Woody.....	11.7	227—XP	Both	Josselyn.....	217.9	ES 25—XP	Both
Nasco.....	12.2	36—P	West	Willow Island.....	243.2	ES 49—XP	Both
Moval.....	31.19	98—P	East	Keith.....	272.9	13	West
Moorman.....	79.28	28	West	Beck.....	280.5	8	West
Behlen.....	80.25	34—XP	Both	Beatrice Branch			
Doulom.....	80.87	16	West	Wahpco.....	14.74	14	West
Gulfoil.....	115.87	10	West	Krumel.....	17.4	10	East
Paddock.....	128.5	18	West	Cedar Rapids Branch			
Buda.....	184.3	ES 65—XP	Both	Stockyard Siding	22.2	10	Both
Kearney Air Base.....	185.9	WS 50—X	Both				
Alfalfa Center.....	194.1	ES 30—X	Both				

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:

- 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
- 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.....	Dieselhouse Register Room	North Platte.....	Ticket Office, Passenger Station
Omaha.....	Trainmen's Locker Room, Union Station	North Platte.....	Hump Yard Locker Room
Omaha.....	Union Station Telegraph Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Tower "B."	North Platte.....	East End Yardmen's Room
Omaha.....	Enginemen's and Yardmen's Washroom, Omaha Shop	Julesburg.....	Telegraph Office
South Omaha.....	Yard Office	Sidney.....	Telegraph Office
Valley.....	Telegraph Office	Sidney.....	Engineer's Locker Room
Fremont.....	Telegraph Office	Cheyenne.....	Dispatcher's Office
Columbus.....	Telegraph Office	Cheyenne.....	Telegraph Office
Columbus.....	Enginemen's Washroom	Cheyenne.....	Conductor's Room Passenger Station
Grand Island.....	Telegraph Office	Cheyenne.....	Yard Office
Grand Island.....	Yard Office	Cheyenne.....	Engine Dispatcher's Office
Grand Island.....	Walnut Street Carmen's Shanty	Sterling.....	Telegraph Office
Grand Island.....	Roundhouse	La Salle.....	Telegraph Office
Kearney.....	Telegraph Office	Beatrice.....	Telegraph Office
Lexington.....	Telegraph Office	Hastings.....	Yard Office
North Platte.....	Dispatcher's Office	Gering.....	Telegraph Office
North Platte.....	Telegraph Office	Gering.....	Roundhouse
North Platte.....	Freight Conductor's Register Room, Yard Office	South Torrington.....	Telegraph Office
North Platte.....	Engine Dispatchers' Office		

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
E. A. Connolly....	District Surgeon.	Omaha, Nebr.	V. D. Norall.....	Surgeon	Lexington, Nebr.
W. A. Bunten....	District Surgeon.	Cheyenne, Wyo.	R. F. Moeller.....	Surgeon	Lincoln, Nebr.
J. S. Benwell....	District Surgeon.	Denver, Colo.	W. P. Ordelheide..	Surgeon	La Salle, Colo.
R. J. Smith.....	Surgeon	Albion, Nebr.	W. H. Berrick.....	Surgeon	Madison, Nebr.
W. T. Wildhaber..	Surgeon	Beatrice, Nebr.	R. A. Hoagland....	Surgeon	Mitchell, Nebr.
R. W. Taylor....	Oculist and Aurist.	Beatrice, Nebr.	G. B. Salter.....	Surgeon	Norfolk, Nebr.
M. L. Chaloupka..	Surgeon	Callaway, Nebr.	O. C. Kreymsborg..	Surgeon	North Platte, Nebr.
E. T. Zikmund....	Surgeon	Central City, Nebr.	G. F. Waltemath..	Surgeon	North Platte, Nebr.
T. Nakamura....	Surgeon	Chappell, Nebr.	R. T. Takenaga....	Surgeon	North Platte, Nebr.
R. C. Anderson...	Surgeon	Columbus, Nebr.	H. A. Blackstone..	Surgeon	Northport, Nebr.
H. D. Kuper.....	Surgeon	Columbus, Nebr.	M. W. Barry.....	Surgeon	Omaha, Nebr.
A. M. Pedersen...	Surgeon	Council Bluffs, Ia.	Don E. Baca.....	Surgeon	Omaha, Nebr.
A. G. West.....	Surgeon	Council Bluffs, Ia.	J. C. Davis.....	Aurist	Omaha, Nebr.
G. H. Joder.....	Surgeon	Cheyenne, Wyo.	R. T. Mauer.....	Surgeon	Omaha, Nebr.
J. E. Hartsaw....	Surgeon	Cheyenne, Wyo.	V. W. Meyers....	Surgeon	Omaha, Nebr.
T. L. Johnson....	Oculist	Cheyenne, Wyo.	D. H. Bendorf....	Surgeon	Omaha, Nebr.
J. G. Haller.....	Surgeon	Cheyenne, Wyo.	J. J. O'hearn....	Surgeon	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.	R. H. Rasgorshek.	Oculist and Aurist.	Omaha, Nebr.
L. J. Stadnick...	Oculist	Cheyenne, Wyo.	M. F. Quinlan....	Surgeon	Omaha, Nebr.
R. I. Williams...	Aurist	Cheyenne, Wyo.	E. H. Gainnell...	Surgeon	Omaha, Nebr.
C. E. Hranac....	Surgeon	Cozad, Nebr.	J. F. McLeay....	Surgeon	Omaha, Nebr.
L. J. Ekeler.....	Surgeon	David City, Nebr.	J. J. Fitzpatrick..	Ophthalmologist	Omaha, Nebr.
R. C. Reeder....	Surgeon	Fremont, Nebr.	A. V. Murphy....	Surgeon	Omaha, Nebr.
J. C. Maly.....	Surgeon	Fullerton, Nebr.	W. W. Spencer...	Surgeon	Ogallala, Nebr.
P. E. Woodward..	Surgeon	Ft. Morgan, Colo.	W. G. Seng.....	Surgeon	Oshkosh, Nebr.
K. R. Dalton....	Surgeon	Genoa, Nebr.	M. L. Morris....	Surgeon	Pine Bluffs, Wyo.
Bert W. Pyle....	Surgeon	Gothenburg, Nebr.	J. E. Stoetzel...	Surgeon	Pine Bluffs, Wyo.
L. M. Adams....	Surgeon	Grand Island, Nebr.	M. D. Mathews...	Surgeon	St. Paul, Nebr.
C. H. Maggiore...	Surgeon	Grand Island, Nebr.	H. Dey Myers....	Surgeon	Schuyler, Nebr.
J. A. Proffitt...	Oculist and Aurist.	Grand Island, Nebr.	R. J. Fox.....	Surgeon	Spalding, Nebr.
W. C. Harvey....	Surgeon	Gering, Nebr.	C. B. Dorwart...	Surgeon	Sidney, Nebr.
W. C. Harvey, Jr..	Surgeon	Gering, Nebr.	J. E. Thayer....	Surgeon	Sidney, Nebr.
J. J. Hanigan....	Surgeon	Hallam, Nebr.	R. W. Ludwick...	Surgeon	Sterling, Colo.
O. A. Kostal....	Surgeon	Hastings, Nebr.	J. E. Elliff.....	Ophthalmologist	Sterling, Colo.
C. L. Kleager....	Surgeon	Hastings, Nebr.	R. B. Maxwell...	Surgeon	Sutherland, Nebr.
H. P. Linton....	Surgeon	Julesburg, Colo.	C. R. Watson....	Surgeon	South Mitchell, Nebr.
B. R. Bancroft...	Surgeon	Kearney, Nebr.	Leo Keenan....	Surgeon	Torrington, Wyo.
S. O. Staley....	Surgeon	Kearney, Nebr.	L. B. Morgan....	Ophthalmologist	Torrington, Wyo.
A. H. Shamberg..	Surgeon	Kimball, Nebr.	Ivan M. French...	Surgeon	Wahoo, Nebr.
E. R. Core.....	Surgeon	Kimball, Nebr.			