



UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 14

Effective Sunday
November 23, 1952

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

Safety Is
No Accident

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

CONDENSED TIME-TABLE

FIRST CLASS

FIRST CLASS

Time-Table No. 14 November 23, 1952. Table with 14 columns for stations and 14 rows for passenger classes. Includes times and distances from Council Bluffs.

Time-Table No. 14 November 23, 1952. Table with 14 columns for stations and 14 rows for passenger classes. Includes times and distances from Council Bluffs.

Personnel list including General Manager E. Hicks, Superintendent J. E. Mulick, and various dispatchers and engineers.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table detailing conditional stops for revenue passengers westward and eastward, listing train numbers and destinations.

MILEAGE table showing Main Line (659.60) and Branches (858.33) totaling 1517.93.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight, Local Freight, and Stations. Includes rows for various train numbers and times.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72. Rules 251 to 254 inclusive apply on First Subdivision.

Time-Table No. 14 November 23, 1952

STATIONS

Vertical list of stations including R COUNCIL BLUFFS YL, DN-R OMAHA YL US, DN SUMMIT YL SU, SARPYP, LANE, ELKHORN KH, WATERLOO WO, VALLEY YL V, MEROER, F. S. Y. & L. CROSSING, DN FREMONT YL FN, O. B. & Q. CROSSING, O. & N. W. CROSSING, AMES, NORTH BEND NB, ROGERS DJ, SCHUYLER SO, RIOHLEND BZ, COLUMBUS YL O, DUNOAN DQ, GARDINER, SILVER OREEK SI, HAVENS, OLARKS OX, DN CENTRAL CITY OI, OHAPMAN OP, DN-R GRAND ISLAND GE YL, ALDA, WOOD RIVER WR, SHELTON ST, GIBSON GB, OPTIO, KEARNEY YL KR, ODESSA DZ, ELM OREEK QB, OVERTON OV, LEXINGTON UM, DARR, COZAD OO, GOTTENBURG BU, VROMAN, BRADY ISLAND BI, MAXWELL MX, GANNETT, DN-R NORTH PLATTE YL NO.

Block Signals and Automatic Cab Signals, Double Track

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Main table with columns for Passenger, Mail and Express, Streamliner Passenger, and Stations. Includes rows for various train numbers and times.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72. Rules 251 to 254 inclusive apply on First Subdivision.

Time-Table No. 14 November 23, 1952

STATIONS

Vertical list of stations including R COUNCIL BLUFFS YL, DN-R OMAHA YL US, DN SUMMIT YL SU, SARPYP, LANE, ELKHORN KH, WATERLOO WO, VALLEY YL V, MEROER, F. S. Y. & L. CROSSING, DN FREMONT YL FN, O. B. & Q. CROSSING, O. & N. W. CROSSING, AMES, NORTH BEND NB, ROGERS DJ, SCHUYLER SO, RIOHLEND BZ, COLUMBUS YL O, DUNOAN DQ, GARDINER, SILVER OREEK SI, HAVENS, OLARKS OX, DN CENTRAL CITY OI, OHAPMAN OP, DN-R GRAND ISLAND GE YL, ALDA, WOOD RIVER WR, SHELTON ST, GIBSON GB, OPTIO, KEARNEY YL KR, ODESSA DZ, ELM OREEK QB, OVERTON OV, LEXINGTON UM, DARR, COZAD OO, GOTTENBURG BU, VROMAN, BRADY ISLAND BI, MAXWELL MX, GANNETT, DN-R NORTH PLATTE YL NO.

Block Signals and Automatic Cab Signals, Double Track

Time-Table No. 14
November 23, 1952

		FIRST SUBDIVISION								EASTWARD	
		FIRST CLASS									
		12	6	24	112	28	104	102	106	2	
		Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
Block Signals and Automatic Cab Signals	R COUNCIL BLUFFS YL	0.0	A 6.50PM								
	DN-R OMAHA YL US	2.8	A 7.00AM	A 7.50PM	A 2.05AM	A 3.35AM	A 2.40AM	A 2.50AM	A 3.00AM	A 4.05AM	
	DN SUMMIT YL SU	5.2	6.49	7.35	1.58	3.25	2.33	2.42	2.52	3.55	
	BARPY	8.6	6.40	5.42	7.25	1.50	3.17	2.25	2.34	2.44	3.47
	LANE	10.0	6.36	5.38	7.20	1.46	3.13	2.22	2.30	2.40	3.43
	D ELKHORN KH	11.7	f 6.31	5.33	7.14	1.42	3.09	2.17	2.25	2.35	3.39
	D WATERLOO WO	14.6	f 6.27	5.30	7.10	1.38	3.05	2.13	2.21	2.31	3.35
	DN VALLEY YL V	18.0	s 6.23	5.26	7.04	1.35	3.01	2.10	2.18	2.28	3.31
	MERCER	18.8	6.16	5.20	6.56	1.29	2.56	2.05	2.12	2.22	3.26
	F. S. Y. & L. CROSSING	18.9									
	DN FREMONT YL FN	19.3	s 6.08	s 5.14	s 6.49	1.25	2.52	2.00	2.07	2.17	3.22
	O. B. & Q. CROSSING	19.6									
	O. & N. W. CROSSING	20.0									
	AMES	20.8	f 5.54	4.59	6.34	1.19	2.42	1.52	1.59	2.08	3.12
	D NORTH BEND NB	21.4	f 5.45	4.52	6.25	1.13	2.34	1.46	1.53	2.02	3.04
	D ROGERS DJ	21.9	f 5.37	4.46	6.18	1.07	2.27	1.41	1.48	1.57	2.57
	DN SOHUYLER SO	22.3	s 5.30	4.40	s 6.11	1.02	2.20	1.35	1.42	1.51	2.50
	D RIOHARD BZ	22.8	f 5.20	4.32	6.01	1.25	2.52	2.00	2.07	2.17	3.22
	O. B. & Q. CROSSING	23.2									
	DN COLUMBUS YL O	24.0	s 5.10	s 4.25	s 5.52	s 12.49	2.05	1.22	1.29	1.38	2.35
	D DUNCAN DQ	24.8	f 4.51	4.14	5.40	12.39	1.54	1.15	1.22	1.31	2.26
	GARDNER	25.2	4.46	4.10	5.36	12.36	1.50	1.12	1.19	1.28	2.22
	DN SILVER CREEK SI	25.6	f 4.41	4.05	5.31	12.32	1.46	1.08	1.15	1.24	2.17
	HAVENS	26.0	4.33	4.00	5.26	12.28	1.42	1.04	1.11	1.20	2.12
	D OLARKS OX	26.4	f 4.27	3.55	5.22	12.23	1.38	1.25	1.07	1.16	2.07
	O. B. & Q. CROSSING	26.8									
	DN CENTRAL CITY CI	27.2	s 4.15	3.45	f 5.11	12.15	1.30	12.50	12.58	1.08	1.57
	D CHAPMAN OP	27.6	4.02	3.36	5.00	12.07AM	1.21	12.42	12.51	1.00	1.47
O. B. & Q. CROSSING	28.0										
DN-R GRAND ISLAND GE	28.4	3.50	3.25	4.45	11.57PM	1.10	12.31	12.40	12.50	1.35	
ALDA	28.8	3.35	3.15	4.35	11.56	1.00	12.30	12.39	12.49	1.25	
D WOOD RIVER WR	29.2	3.18	3.02	4.21	11.47	12.19 ¹⁰²	12.19 ¹⁰⁴	12.29 ²⁸	12.39 ²⁸	1.12	
D SHELTON ST	29.6	f 3.09	2.55	4.11	11.41	12.05AM	12.13	12.23	12.33	1.05	
DN GIBBON GB	30.0	f 3.00	2.48	4.03	11.36	11.58PM	12.07	12.17	12.27	1.25	
OPTIO	30.4	f 2.53	2.42	3.56	11.32	11.52	12.02AM	12.12	12.22	1.52	
DN KEARNEY YL KR	30.8	2.49	2.38	3.51	11.29	11.48	11.59PM	12.09	12.19	1.24	
D ODESSA DZ	31.2	s 2.39	s 2.28	s 3.40	11.20	11.42	11.51	12.01AM	12.11	1.24	
D ELM CREEK QR	31.6	f 2.24	2.15	3.24	11.11	11.34	11.43	11.53PM	12.03AM	1.20	
D OVERTON OV	32.0	f 2.17	2.09	3.18	11.07	11.29	11.39	11.49	11.59PM	1.25	
DN LEXINGTON UM	32.4	f 2.07	2.02	3.09	11.01	11.21	11.33	11.43	11.53	1.21	
DARR	32.8	s 1.55	1.52	f 2.57	10.53	11.13	11.25	11.35	11.45	1.20	
D COZAD OO	33.2	1.44	1.45	2.45	10.47	11.06	11.19	11.29	11.39	1.19	
DN GOTHENBURG BU	33.6	s 1.38	1.40	f 2.39	10.43	11.02	11.15	11.25	11.35	1.15	
VROMAN	34.0	s 1.23	1.30	f 2.22	10.35	10.54	11.07	11.17	11.27	1.16	
D BRADY ISLAND BI	34.4	1.14	1.25	2.13	10.30	10.49	11.02	11.12	11.22	1.14	
D MAXWELL MX	34.8	f 1.07	1.18	2.06	10.25	10.43	10.57	11.07	11.17	1.13	
GANNETT	35.2	f 12.59	1.10	1.57	10.18	10.36	10.50	11.00	11.10	1.12	
DN-R NORTH PLATTE YL NO	35.6	12.52	1.03	1.49	10.12	10.30	10.44	10.54	11.04	1.12	
	36.0	12.45AM	12.55PM	1.40PM	10.07PM	10.23PM	10.38PM	10.48PM	10.58PM	1.15PM	
	36.4	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time to Omaha
Average speed per hour.....

(6.15)	(5.10)	(6.10)	(5.58)	(5.13)	(4.02)	(4.02)	(4.02)	(4.02)	(4.60)
45.0	54.4	45.0	70.9	34.5	69.7	69.7	69.7	69.7	58.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72. 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 25.

Time-Table No. 14
November 23, 1952

		FIRST SUBDIVISION						EASTWARD			Car Capacity of Sidings, etc. See Rule 6 (A) See Page 25.
		SECOND CLASS									
		72	234	76	74	240	238				
		Time Freight	Local Freight	Local Freight	Time Freight	Local Freight	Local Freight				
Block Signals and Automatic Cab Signals	R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM	A 8.30AM						XWCITYOPZ
	DN-R OMAHA YL US	2.8	1.54	2.55	8.15						XWITOPEZ
	DN SUMMIT YL SU	5.2	1.10	2.35	7.45						XIP
	BARPY	8.6	12.50	2.15	7.20						ES77 XP
	LANE	10.0	12.40	f 2.05	7.10						XP
	D ELKHORN KH	11.7	s 1.55								CB84 XP
	D WATERLOO WO	14.6	s 1.30								CB84 F
	DN VALLEY YL V	18.0	12.15AM	s 1.00	6.45AM						WB144XYPWO EB165 E890
	MERCER	18.8		f 12.01PM							CB81 F
	F. S. Y. & L. CROSSING	18.9									
	DN FREMONT YL FN	19.3		s 11.50AM							WB890 X EB172 WPE
	O. B. & Q. CROSSING	19.6									
	O. & N. W. CROSSING	20.0									
	AMES	20.8	f 10.50								CB82 F
	D NORTH BEND NB	21.4	s 10.20								CB119 XP
	D ROGERS DJ	21.9	s 9.50								CB82 F
	DN SOHUYLER SO	22.3	s 9.20								WB130 X EB123 WF
	D RIOHARD BZ	22.8	f 8.20								CB118 F
	O. B. & Q. CROSSING	23.2									
	DN COLUMBUS YL O	24.0	s 8.00								WB143 XWTO EB125 YPZ
	D DUNCAN DQ	24.8	s 7.20								CB119 F
	GARDNER	25.2	f 6.50								CB82 F
	DN SILVER CREEK SI	25.6	s 6.40								CB119 XWF
	HAVENS	26.0	f 6.00								CB82 F
	D OLARKS OX	26.4	s 5.39								CB82 XP
	O. B. & Q. CROSSING	26.8									
	DN CENTRAL CITY CI	27.2		5.00AM	6.55AM						WB119 X EB119 WYF
	D CHAPMAN OP	27.6		s 6.40							CB119 F
O. B. & Q. CROSSING	28.0										
DN-R GRAND ISLAND GE	28.4										
ALDA	28.8			6.20AM						A 2.00PM XWQETYOP	
D WOOD RIVER WR	29.2			f 1.30						CB82 XYP	
D SHELTON ST	29.6			s 1.00						WB117 XW EB48 F	
DN GIBBON GB	30.0			s 12.30PM						CB82 XP	
OPTIO	30.4			s 11.59AM						WB130 XWI EB70 YF	
DN KEARNEY YL KR	30.8			f 11.15						CB82 F	
D ODESSA DZ	31.2			A 1.30PM	s 11.00AM					WB122 XWC EB119 YEF	
D ELM CREEK QR	31.6			s 1.00						CB82 F	
D OVERTON OV	32.0			s 12.30PM						CB130 XWF	
DN LEXINGTON UM	32.4			s 11.50AM						CB82 F	
DARR	32.8			s 11.30						WB120 XWY EB119 YF	
D COZAD OO	33.2			f 10.30						CB82 F	
DN GOTHENBURG BU	33.6			s 10.00						CB82 XWF	
VROMAN	34.0			s 8.15						WB125 XWO EB130 YF	
D BRADY ISLAND BI	34.4			f 7.55						CB82 F	
D MAXWELL MX	34.8			f 7.45						CB82 WF	
GANNETT	35.2			f 7.30						CB119 XP	
DN-R NORTH PLATTE YL NO	35.6			7.15						CB82 F	
	36.0			7.00AM						XWQETYOP	
	36.4	Daily	Tue. Thu. Sat.	Mon. Wed. Fri.	Daily	Daily Ex. Sun.	Daily Ex. Sun.				

Thru Time to Omaha
Average speed per hour.....

(1.45)	(10.15)	(0.35)	(1.45)	(6.30)	(3.00)
16.0	12.2	37.7	16.0	14.6	14.1

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WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Station, and Time-Table No. 14. Includes rows for stations like XWCZYOP, CS 84, WS 72, etc.

Time-Table No. 14
November 23, 1952

STATIONS

Vertical list of station names and codes including DN-R NORTH PLATTE NY, WEST NORTH PLATTE, BIRDWOOD, etc.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

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

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

Main table for First Class with columns for Mail and Express, Passenger, Streamliner Passenger, etc., and rows for stations like 5, 23, 27, 103, etc.

Time-Table No. 14
November 23, 1952

STATIONS

Vertical list of station names and codes including DN-R NORTH PLATTE NY, WEST NORTH PLATTE, BIRDWOOD, etc.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(4.20) 52.0 (4.45) 47.5 (4.40) 48.3 (3.25) 66.0 (3.25) 66.0 (3.25) 66.0 (1.15) 64.9 (4.55) 45.8 (1.25) 57.3 (4.25) 51.0

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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. 14 November 23, 1952

Table with columns for stations, mile post, and train classes (6, 24, 112, 28, 2, 12, 104, 102, 106, 86) showing departure and arrival times for various routes.

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 14 November 23, 1952

Table with columns for stations, mile post, and second class train types (242, 354, 246, 244, 98, 94) showing departure and arrival times for various routes.

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

WESTWARD		THIRD SUBDIVISION				Distance from Julesburg	Time-Table No. 14	
SECOND CLASS		FIRST CLASS					November 23, 1952	
Car Capacity of Seating, etc. See Rule 6 (A), page 25.		71	85	111	301		STATIONS	
		C. B. & Q. Freight	Passenger	Streamliner Passenger	C. B. & Q. Passenger	DN	JULESBURG YL JB	
		Daily	Daily	Daily	Daily			
80	WCYIP		5.15AM	f 5.10AM		0.0	DN JULESBURG YL JB	
76	ZP		f 5.25	5.18		7.1	D OVID VI	
78	WP		f 5.32	5.24		14.6	D SEDGWICK ZD	
29						19.0	DORSEY	
95	P		f 5.40	5.31		23.1	RED LION	
29	P					25.8	MARCOTT	
95	WP		f 5.47	5.36		30.1	DN OROOK OK	
22						34.2	TOBIN	
72	P		f 5.55	5.43		38.8	PROCTOR	
12	P					41.1	POWELL	
22						42.2	GRIFF	
94	P		f 6.01	5.48		45.6	D ILIFF F	
16						50.1	FORD	
77	P		6.08	5.54		53.5	HAYFORD	
	IP					57.2	O. B. & Q. CROSSING	
106	IWCTZP		1.00PM	6.15 6.25	6.00 6.05	2.50AM	57.5	DN-R STERLING YL ST
						61.7	HALL	
72	P		1.14	f 6.33	6.13	f 2.58	D ATWOOD OD	
23						66.8	BETTLAND	
74	P		1.27	f 6.39	6.19	f 3.06	D MERRINO MI	
10						72.1	BETA	
143	P		1.36	f 6.45	6.24	3.14	MESSEX	
41						78.4	BALZAO	
52	P		A 2.00PM	f 6.50	6.29	A 3.25AM	DN UNION UN	
24						82.8	COOPER	
94	WP			f 6.55	6.34		D SNYDER SN	
53	P			7.02	6.40		DODD	
21						96.9	HURLEY	
100	WCP			f 7.07	6.44		DN FT. MORGAN FX	
35	P			7.14	6.50		NARROWS	
79	P			f 7.17	6.52		D WELDONA DN	
22	P			f 7.22	6.57		GOODRICH	
78	P			f 7.25	7.00		ORCHARD	
14	P					121.4	SUBLETTE	
53	P			f 7.32	7.06		MASTERS	
50	P			7.37	7.11		CANTON	
121	WP			f 7.42	7.16		HARDIN	
16	P					139.1	KUNER	
78	P			f 7.49	7.22		D KERSEY KR	
27						147.2	AUBURN	
56	WCTYP		A 7.58AM	A 7.30AM		151.1	DN-R LASALLE YL SA	

(1.00) 23.5 (2.43) 55.6 (2.20) 64.8 (0.35) 40.3 Thru Time
Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.— See Rule S-72.
The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION		EASTWARD				
Time-Table No. 14		FIRST CLASS		SECOND CLASS		
November 23, 1952		112	86	302	250	72
STATIONS		Streamliner Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight
DN	JULESBURG YL JB	0.0	As 7.57PM	A 9.50PM		
D	OVID VI	7.1	7.48	9.38		
D	SEDGWICK ZD	14.6	7.42	9.29		
	DORSEY	19.0				
	RED LION	23.1	7.35	9.20		
	MARCOTT	25.8				
DN	OROOK OK	30.1	7.30	9.13		
	TOBIN	34.2				
	PROCTOR	38.8	7.23	9.03		
	POWELL	41.1				
	GRIFF	42.2				
D	ILIFF F	45.6	7.18	8.56		
	FORD	50.1				
	HAYFORD	53.5	7.11	8.47		
	O. B. & Q. CROSSING	57.2				
DN-R	STERLING YL ST	57.5	7.07 7.05	8.42 8.33	A 11.45PM	A 10.15PM A 11.59PM
	HALL	61.7				
D	ATWOOD OD	64.1	6.58	8.25	f 11.28	9.55 11.43
	BETTLAND	66.8				
D	MERRINO MI	70.2	6.53	8.19	f 11.21	9.46 11.33
	BETA	72.1				
	MESSEX	76.0	6.49	8.13	f 11.15	9.38 11.21
	BALZAO	78.4				
DN	UNION UN	81.0	6.45	8.08	f 11.07PM	9.31 11.09PM
	COOPER	82.8				
D	SNYDER SN	87.0	6.40	8.02		9.24
	DODD	93.8	6.35	7.55		9.15
	HURLEY	96.9				
DN	FT. MORGAN FX	98.6	6.31	7.49		9.08
	NARROWS	106.0	6.25	7.42		8.57
D	WELDONA DN	109.0	6.23	7.39		8.52
	GOODRICH	114.2	6.19	7.34		8.45
	ORCHARD	117.7	6.16	7.31		8.40
	SUBLETTE	121.4				
	MASTERS	124.8	6.10	7.24		8.30
	CANTON	130.2	6.06	7.19		8.18
	HARDIN	135.4	6.02	7.14		8.10
	KUNER	139.1				
D	KERSEY KR	143.1	5.55	7.06		7.55
	AUBURN	147.2				
DN-R	LASALLE YL SA	151.1	5.48PM	6.57PM		7.40PM

Thru Time (2.00) (2.53) (0.38) (2.35) (0.50)
Average speed per hour 70.3 52.4 37.1 36.2 28.2

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.— See Rule S-72.
The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				BEATRICE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 14				SECOND CLASS			
				November 23, 1952							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		71		Distance from Valley	STATIONS	Mile Post	74		72		
		Freight Daily	Freight Daily				Freight	Freight			
WCYP		10.25PM	1.30PM	0.0	DN-B VALLEY YL V	0.0	A 5.40AM	A 11.15PM			
AI				5.8	5.8 O. B. & Q. CROSSING	5.8					
28 P		10.40	1.45	6.3	D YUTAN YN	6.3	5.27	11.05			
100 YP		10.50 ⁷²	1.55	11.6	D MEAD AD	11.6	5.17	10.50 ⁷¹			
64 WP		11.10	2.07	18.9	D WAHOO W	18.9	5.03	10.25			
				19.6	O. & N.W. and O. B. & Q. CROSSINGS	19.6					
78 P		11.25	2.22	26.3	D WESTON WN	26.3	4.48	10.10			
20 P		11.35PM	2.34	33.2	TOUHY	33.2	4.35	9.55			
96 WCYP		12.01AM	2.44	37.3	DN VALPARAISO YL VO	37.3	4.25	9.40			
				41.8	4.5 AGNEW	41.8					
28 P		12.18	2.58	46.5	D RAYMOND RM	46.5	3.59	9.15			
101 P		12.30	3.08	52.7	GARRATT	52.7	3.48	9.05			
4 I				55.3	WEST LINCOLN	55.3					
				56.5	O. B. & Q. CROSSING	56.5					
94 WZP		12.55	3.18	57.1	DN LINCOLN YL SN	57.1	3.40	8.50			
				57.4	O. B. & Q. CROSSING	57.4					
				59.0	O. B. & Q. CROSSING	59.0					
130 P		1.18	3.31	65.4	JAMAICA	65.4	3.18	8.05			
				68.2	HANLON	68.2					
21 P		1.33	3.46	74.7	PRINCETON	74.7	3.03	7.49			
78 WP		1.43	3.53	79.5	D OORTLAND RD	79.5	2.56	7.41			
84 P		1.58	4.08	88.9	D PICKRELL IK	88.9	2.43	7.25			
CWTZP		A 2.15AM	A 4.25PM	96.8	DN-B BEATRICE YL BX	96.8	2.30AM	7.00PM			

..... Thru Time (3.50) (2.55)
 Average speed per hour 29.2 33.2

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

WESTWARD
SECOND CLASS
OLD MAIN LINE
EASTWARD

WESTWARD				BEATRICE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 14				SECOND CLASS			
				November 23, 1952							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		233		Distance from Council Bluffs	STATIONS	Mile Post	79		80		
		Local Freight	Monday Wed., Fri.				Mixed	Daily Except Sunday			
XIP		6.00AM		5.2	DN SUMMIT YL SU	5.2	12.32PM	0.0	D-R GENOA YL G	0.0	A 4.35PM
XWP		6.10		6.4	1.2 SOUTH OMAHA YL	6.4		5.8	KENT	5.8	
XIP		f 6.20		11.9	5.5 GILMORE YL	11.9		9.3	MEROMISTON	9.3	
72 P		f 6.35		16.8	R PAPHILLION PO	16.8	s 1.08	13.7	D FULLERTON FU	13.7	s 4.05
AIP				19.2	4.9 MO. PAC. CROSSING	19.2	s 1.33	23.1	D BELGRADE BL	23.1	s 3.45
P		f 6.55		22.5	2.4 MILLARD MD	22.5	s 1.52	30.8	D CEDAR RAPIDS OD	30.8	s 3.30
XP		A 7.05AM		26.1	3.3 LANE	26.1	s 2.13	36.6	D PRIMROSE P	36.6	f 3.15
				20.9			A 2.40PM	44.8	D-R SPALDING YL SG	44.8	3.00PM

..... Thru Time (1.08) 18.9
 Average speed per hour 23.6 28.0

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

WESTWARD				STROMSBURG BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 14				SECOND CLASS			
				November 23, 1952							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		75		Distance from Valparaiso	STATIONS	Mile Post	76				
		Local Freight	Tuesday Thursday Saturday				Local Freight				
WCYP		5.00AM		0.0	DN-R VALPARAISO YL VO	0.0	A 11.35AM				
				7.4	7.4 LOMA	7.4	f 11.02				
16		f 5.20		18.5	D BRAINARD BD	18.5	s 10.50				
28		s 5.40		15.0	O. & N. W. CROSSING	15.0					
				23.2	8.2 DAVID CITY DV	23.2	s 10.25				
32 W		s 6.10		23.5	O. B. & Q. CROSSING	23.5					
				33.3	9.8 RISING CITY RN	33.3	s 9.40				
21		s 6.45		40.1	D SHELBY SH	40.1	s 9.20				
26		s 7.05		47.5	D OSOREOLA OZ	47.5	s 8.55				
7		s 7.34		52.9	D STROMSBURG	52.9	s 8.25				
9 W		s 8.25		56.8	3.9 DURANT	56.8					
				63.0	6.2 POLK PK	63.0	s 7.50				
35		s 8.40		68.5	D HORDVILLE HV	68.5	s 7.30				
21		s 8.55		73.4	4.9 SAND PIT SPUR	73.4					
				73.8	0.4 HEBER	73.8	f 7.10				
23		s 9.10		75.3	O. B. & Q. CROSSING	75.3					
WYP		A 9.20AM		75.9	0.6 DN-R CENTRAL CITY YL OI	75.9	7.05AM				
				(75.9)			Monday Wednesday Friday				

..... Thru Time (4.20) (4.30)
 Average speed per hour 17.5 16.8

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

WESTWARD
SECOND CLASS
CEDAR RAPIDS BRANCH
EASTWARD

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 14				SECOND CLASS			
				November 23, 1952							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.		79		Distance from Genoa	STATIONS	Mile Post	80				
		Mixed	Daily Except Sunday				Mixed				
40 WY		12.32PM		0.0	D-R GENOA YL G	0.0	A 4.35PM				
12				5.8	KENT	5.8					
20				9.3	MEROMISTON	9.3					
28		s 1.08		13.7	D FULLERTON FU	13.7	s 4.05				
21		s 1.33		23.1	D BELGRADE BL	23.1	s 3.45				
26 W		s 1.52		30.8	D CEDAR RAPIDS OD	30.8	s 3.30				
36		s 2.13		36.6	D PRIMROSE P	36.6	f 3.15				
38 WY		A 2.40PM		44.8	D-R SPALDING YL SG	44.8	3.00PM				

..... Thru Time (2.08) (1.35)
 Average speed per hour 20.8 28.0

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD			NORFOLK BRANCH			EASTWARD		
	SECOND CLASS			Time-Table No. 14			SECOND CLASS		
	79	81	321	November 23, 1952			82	80	312
	Mixed	Mixed	Mixed	Distance from Columbus	STATIONS	Mile Post	Mixed	Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				Mixed	Mixed	Mixed
WCTYPZ	11.40AM	7.20AM	1.40AM	0.0	DN-R COLUMBUS YL O	0.0	A 1.25PM	A 5.15PM	A 11.00PM
30	11.50AM	7.30	1.50	4.2	4.2 SHELDONVILLE	4.2	1.10	5.08	f 10.47
8 YP	A 12.02PM	A 7.45AM	f 2.00	9.4	5.2 OCONEE YL	9.4	1.02PM	5.00PM	f 10.35
29			f 2.30	14.7	5.8 PLATTE CENTER PO	14.7			s 10.20
38				20.8	5.6 TARNOV	20.8			
				25.1	4.8 O. & N. W. CROSSING	25.1			
56 W			s 3.17	25.7	0.6 HUMPHREY HX	25.7			s 9.40
15			f 3.23	29.1	3.4 PEOK	29.1			f 9.16
33 W			s 3.55	35.4	6.8 MADISON MA	35.4			s 9.02
31				40.9	5.5 ENOLA	40.9			
I				48.7	7.8 O. & N. W. CROSSING	48.7			
WCZYP			A 5.00AM	50.4	1.5 O. & N. W. CROSSING	50.2			
				50.4	0.2 NORFOLK YL KN	50.4			8.00PM
					(50.4)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
	(0.22) 25.6	(0.25) 22.6	(3.20) 15.1		..... Thru Time.....		(0.23) 24.5	(0.15) 37.6	(8.00) 16.8

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	WESTWARD		ALBION BRANCH		EASTWARD			
	SECOND CLASS		Time-Table No. 14		SECOND CLASS			
	79	81	November 23, 1952		82	80		
	Mixed	Mixed	Distance from Oconee	STATIONS	Mile Post	Mixed	Mixed	
	Daily Except Sunday	Daily Except Sunday				Mixed	Mixed	
20 YP		12.02PM	7.45AM	0.0	R OCONEE YL	0.0	A 1.02PM	A 5.00PM
5				2.0	2.0 MILL SPUR	2.0		
		12.13	s 8.00	4.8	2.3 MONROE MN	4.8	s 12.50	s 4.50
40 WYP		A 12.29PM	s 8.30	11.8	7.0 GENOA YL G	11.8	s 12.29PM	4.35PM
9				18.0	6.7 WOODVILLE	18.0		
56			s 9.15	22.3	4.3 ST. EDWARD ST	22.3	s 11.55	
28 WYP		A 10.05AM		33.7	11.4 ALBION YL A	33.7	11.30AM	
					(33.7)		Daily Except Sunday	Daily Except Sunday
	(0.27) 25.1	(2.20) 14.4			..... Thru Time.....		(1.32) 22.0	(0.25) 27.1

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

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	WESTWARD		ORD BRANCH		EASTWARD			
	SECOND CLASS		Time-Table No. 14		SECOND CLASS			
	283	83	November 23, 1952		84	284		
	Mixed	Mixed	Distance from Grand Island	STATIONS	Mile Post	Mixed	Mixed	
	Mon., Wed., Fri.	Tues., Thurs., Sat.				Mixed	Mixed	
WTYPOCZ		10.00AM	9.00AM	0.0	DN-R GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM
I				0.4	0.4 O. B. & Q. CROSSING	0.4		
11 Y				2.5	2.1 OAREY	2.5		
19		s 10.30	s 9.28	11.1	8.6 ST. LIBORY RY	11.1	s 4.42	s 4.42
39 WYP		A 10.50AM	s 9.55	21.9	10.8 ST. PAUL YL SP	21.9	s 4.20	4.20PM
27			s 10.20	30.7	8.8 ELBA EB	30.7	s 3.48	
25			s 10.35	36.8	6.1 COTESFIELD	36.8	s 3.41	
5				43.1	6.3 WEEKS SPUR	43.1		
W			10.50	44.5	1.4 SCOTIA JUNCTION	44.5	3.23	
20			s 11.00	45.7	1.2 SCOTIA SK	45.7	s 3.14	
W			11.15	44.5	1.2 SCOTIA JUNCTION	44.5	3.07	
31			s 11.35AM	48.8	4.3 NORTH LOUP NU	48.8	s 2.57	
3				58.5	9.7 SAUNDERS	58.5		
34 WY			A 12.10PM	61.0	2.2 O. B. & Q. CROSSING	61.0	2.30PM	
					0.3 ORD YL RD			
					(61.0)			
		(0.50) 26.3	(3.10) 19.3		..... Thru Time.....		(2.45) 22.2	(0.55) 23.9
					..... Average speed per hour.....			

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	WESTWARD		LOUP CITY BRANCH		EASTWARD		
	SECOND CLASS		Time-Table No. 14		SECOND CLASS		
	283	284	November 23, 1952		284		
	Mixed	Mixed	Distance from St. Paul	STATIONS	Mile Post	Mixed	
	Monday Wednesday Friday					Mixed	
WY		11.15AM	0.0	D-R ST. PAUL YL SP	0.0	A 4.05PM	
19		s 11.40AM	8.3	8.3 DANNEBROG DB	8.3	s 3.50	
11 W		s 12.05PM	18.6	10.3 BOELUS HW	18.6	s 3.20	
31		f 12.25	25.8	7.2 ROCKVILLE	25.8	f 2.55	
33 W		A 1.00PM	39.0	13.2 LOUP CITY YL OP	39.0	2.30PM	
				(39.0)		Monday Wednesday Friday	
		(1.45) 22.3				(1.35) 24.6	
						..... Average speed per hour.....	

Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	WESTWARD		HASTINGS BRANCH		EASTWARD	
	SECOND CLASS		Time-Table No. 14		SECOND CLASS	
	November 23, 1952		STATIONS		Mile Post	
WYPCZ				0.0	DN-R HASTINGS YL AN	0.0
96				7.3	7.3 NEWMAROH	7.3
130 P				12.7	5.4 HAYLAND HA	12.7
95 P				20.2	7.5 DENMAN	20.2
165 WYP RCSI				28.1	7.9 GIBBON YL GB	28.1
					(28.1)	
					..... Thru Time.....	
					..... Average speed per hour.....	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
At Hastings trains are governed by Kansas Division Time-Table and Special Rules.

WESTWARD				KEARNEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 14 November 23, 1952				SECOND CLASS	
	95 Mixed Tuesday, Thursday Saturday	519 Motor Passenger Daily Ex. Sat. and Sunday	517 Motor Passenger Sunday	STATIONS		Mile Post	518 Motor Mixed	96 Mixed			
									518	96	
	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY YL KB	0.0	A 11.59AM	A 9.20PM		
WYZ	f 9.12	f 3.50	f 5.10	5.5		5.5 OLENWOOD PARK	5.5	f 11.43	f 8.32		
12	s 9.19	s 3.57	s 5.17	10.1		4.6 RIVERDALE	10.1	s 11.35	s 8.22		
19 P	s 9.30	s 4.08	s 5.28	16.8	D	5.9 AMHERST HR	16.8	s 11.23	s 8.00		
27 P	f 9.52	f 4.18	f 5.38	22.7		3.6 WATERTOWN	22.7	f 11.12	f 7.41		
18 W	s 10.06	s 4.25	s 5.45	28.3	D	6.2 MILLER MR	28.3	s 11.05	s 7.33		
22 P	s 10.20	s 4.37	s 5.57	32.5	D	7.9 SUMNER SU	32.5	s 10.53	s 7.15		
28 P	s 10.40 ⁵¹⁸	s 4.50	s 6.09	40.4	D	11.7 EDDYVILLE VD	40.4	s 10.40 ⁹⁵	s 6.59		
40	s 11.13	s 5.15	s 6.30	52.1	D	7.0 OCOONTO BS	52.1	s 10.19	s 6.28		
14	f 11.27AM	f 5.28	f 6.46	59.1		8.4 LODI	59.1	f 10.03	f 6.14		
27 WYP	s 12.30PM	s 5.45 ⁹⁶	s 6.57	65.5	D	10.3 CALLAWAY OA	65.5	s 9.52	s 5.45 ⁵¹⁹		
9	f 12.55	f 6.05	f 7.12	75.8		7.3 FINCHVILLE	75.8	f 9.31	f 5.00		
26 WP	s 1.30	s 6.15	s 7.24	83.1	D	7.5 ARNOLD AD	83.1	s 9.20	s 4.45		
8 P	s 1.55	f 6.27	s 7.35	90.6		4.0 LOGAN	90.6	s 9.07	f 4.26		
10	f 2.10	f 6.35	f 7.42	94.6		3.6 HOAGLAND	94.6	f 9.00	f 4.18		
15 P	f 2.30	s 6.43	s 7.49	99.2		3.2 GANDY	99.2	s 8.50	f 4.08		
22 PWYO	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON YL SN	102.4	8.45AM	4.00PM		
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1			(102.4)		Daily Except Monday	Sunday Wednesday Friday		
						..... Thru Time.....	(3.14)	(5.20)			
						..... Average speed per hour.....	31.7	19.2			

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from O'Fallons	Time-Table No. 14 November 23, 1952				SECOND CLASS	
	97 Local Freight Daily	93 Mixed Daily	STATIONS	Mile Post		98 Local Freight	94 Mixed				
								98	94		
		7.30AM	5.30AM	0.0	DN-R	O'FALLONS YL YA	0.0	A 4.20PM	A 6.25PM		
15		f 7.35	f 5.35	2.8		2.8 OOKER	2.8	f 3.58	f 6.13		
41 P		f 7.56	s 5.48	12.8	D	10.0 SARBEN AK	12.8	f 3.30	s 5.58		
46		f 8.13	f 5.57	19.6		6.8 NEVENS	19.6	f 3.15	f 5.48		
12				24.8		5.2 BROGANVILLE	24.8				
42 WP		f 8.35	s 6.11	28.4		3.0 KEYSTONE	28.4	f 2.55	s 5.36		
11				30.7		2.3 KINGSLEY	30.7				
42 P		f 8.50	f 6.21	34.9	D	4.2 MARTIN BA	34.9	f 2.30	f 5.24		
43 P		f 9.05	s 6.31	41.2		6.3 LEMOYNE	41.2	f 2.15	s 5.14		
25		f 9.20	f 6.40	46.8		5.6 BELMAR	46.8	f 2.05	f 5.03		
44		f 9.29	f 6.48	51.7		4.9 RUTHTON	51.7	f 1.55	f 4.55		
41 WCYP		s 10.00	s 7.02	59.3	D	7.6 LEWELLEN YL W	59.3	s 1.40	s 4.44		
41 P		s 10.50	s 7.21	70.8	D	11.5 OSHKOSH YL OX	70.8	s 1.05	s 4.21		
40 WP		s 11.35	s 7.43	86.4	D	15.6 LIBCO OO	86.4	f 12.25PM	s 3.53		
37		f 11.53 ⁹⁸ AM	f 7.56	95.4		9.0 FINLEY	95.4	f 11.53 ⁹⁷ AM	f 3.39		
46		s 12.05PM	s 8.07	100.4	D	5.0 BROADWATER BR	100.4	f 11.40	s 3.30		
19		f 12.20	f 8.20	109.6		9.2 TOWERS	109.6	f 11.20	f 3.12		
195 WCTP		s 12.50	s 8.30	114.1	D	4.5 NORTHPORT YL NP	114.1	f 11.12	s 3.05		
	AI	12.55	8.33	115.5		1.4 O. B. & Q. CROSSING	115.5	10.50	2.57		
11		f 1.05	f 8.40	121.8		6.3 MOHLER	121.8	f 10.40	f 2.46		
25 P		f 1.15	s 8.50	126.7	D	4.9 SOUTH BAYARD OR	126.7	f 10.32	s 2.39		
81		f 1.25	s 8.59	132.1		5.4 MCGREW	132.1	f 10.23	s 2.29		
20 P		f 1.35	s 9.09	137.9	D	5.8 MELBETA MB	137.9	f 10.13	s 2.19		
78 WCYZP		A 1.45PM	A 9.30AM	145.9	DN-R	8.0 GERING YL G	145.9	10.01AM	2.00PM		
		(6.15) 34.3	(4.00) 35.5			(145.9)		Daily	Daily		
						..... Thru Time.....	(6.19)	(4.25)			
						..... Average Speed per hour.....	23.1	33.0			

WESTWARD				GERING BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 14 November 23, 1952				SECOND CLASS	
	STATIONS	Mile Post									
			98	94							
				0.0	DN-R	GERING YL G	0.0				
17				5.4		5.4 MATHERS	5.4				
27				6.0		0.6 MOON	6.0				
				7.0		1.0 ROUHADAU	7.0				
18				8.4		1.4 HILLIKER	8.4				
18				9.8		1.4 RIFORD	9.8				
				(9.8)							

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	WESTWARD			NORTH PLATTE CUT-OFF			EASTWARD		
	SECOND CLASS			Distance from O'Fallons	Time-Table No. 14 November 23, 1952	Mile Post	SECOND CLASS		
	353 Mixed Daily	93 Mixed Daily	59 Mixed Daily				354 Mixed	60 Mixed	94 Mixed
72 WYP		9.40AM	6.00AM	145.9	DN-R GERING YL G	145.9	A10.30AM	A 1.50PM	
14		f 9.46	f 6.10	150.5	4.6 OOSTIN	150.5	f 10.17	f 1.34	
20		s 9.49	f 6.15	152.3	1.8 HAIG HA	152.3	f 10.14	s 1.30	
24 P		s 9.55	f 6.25	155.8	3.5 SOUTH MITCHELL MI	155.8	f 10.10	s 1.21	
23		f 9.58	f 6.30	157.1	1.3 PELTON	157.1	f 10.05	f 1.14	
42		f 10.02 ⁶⁰	f 6.35	159.5	2.4 BAILEYVUE	159.5	f 10.02 ⁹³	f 1.10	
20 P		s 10.06	f 6.45	162.1	2.6 SOUTH MORRILL MO	162.1	f 9.51	s 1.06	
18		f 10.09	f 6.50	164.2	2.1 JOYCE	164.2	f 9.47	f 1.01	
51 WYP		s 10.15	s 9.40 ⁶⁰	167.9	8.7 LYMAN YL MU	167.9	s 9.40 ⁵⁹	s 12.56	
21		f 10.19	f 9.50	170.1	2.2 OANAL	170.1	f 9.20	f 12.49	
14		f 10.23	f 9.57	172.8	2.7 STEBBINS	172.8	f 9.15	f 12.44	
51 P		s 10.25	f 10.07	178.7	0.9 HUNTLEY HU	178.7	f 9.13	s 12.41	
25		f 10.30	f 10.17	177.0	3.3 HOLLY	177.0	f 9.06	f 12.33	
51 WCYP	12.55PM	10.40 ⁵⁹	10.35AM ⁹³	181.6	4.6 YODER YL DR	181.6	A11.45AM	9.00	12.25 ⁵⁹
51 P		s 10.55	s 12.35	188.1	6.5 VETERAN VN	188.1	s 8.33	s 12.03PM	
8		f 11.00	f 12.40	191.5	3.4 HELDT	191.5	f 8.26	f 11.57AM	
16		f 11.07	f 12.50	196.1	4.8 COTTIER	196.1	f 8.19	f 11.50	
51 WYP	A 11.15AM	A 1.00PM		200.6	4.5 SO. TORRINGTON YL RI	200.6	8.10AM	11.45AM	
14		f 1.06		185.8	3.7 GOODLAND	185.8	f 11.37		
20		f 1.12		187.6	2.3 FONDA	187.6	f 11.32		
51 W		s 1.21		192.4	4.8 HAWK SPRINGS HK	192.4	s 11.20		
21		f 1.29		194.7	2.8 DUROO	194.7	f 11.07		
19		f 1.44		200.8	6.1 WYOCROSS	200.8	f 10.56		
51 WY		s 1.55		208.8	3.0 LA GRANGE GA	208.8	s 10.51		
19		f 2.11		210.7	8.9 TREMAIN	210.7	f 10.25		
51 WF		s 2.41		222.5	11.8 ALBIN AB	222.5	s 10.00		
51		f 3.01		229.7	7.2 LINDBERGH	229.7	s 9.45		
51 W		A 3.45PM		244.8	14.6 DN-R EGBERT YL OX	244.8	9.20AM		
					(98.4)		Daily	Daily	Daily
					Thru Time.....		(2.25)	(3.20)	(2.05)
					Average speed per hour.....		25.9	23.4	24.3

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	WESTWARD		LYMAN BRANCH		EASTWARD		Mile Post
	Time-Table No. 14 November 23, 1952						
	STATIONS						
	0.0	DN	LYMAN	MU	0.0		
18	2.8		SEARS		2.8		
6	3.3		SIDING NO. 1		3.3		
17	4.6		HARTMAN		4.6		
22	6.4		STEGALL		6.4		
(6.4)							

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	WESTWARD		SEARS BRANCH		EASTWARD		Mile Post
	Time-Table No. 14 November 23, 1952						
	STATIONS						
	0.0		SEARS		0.0		
5	1.2		BELLINGER		1.2		
17	2.8		JANISE		2.8		
(2.8)							

Westward trains are superior to trains of the same class in the opposite direction, except that No. 354 is superior to No. 353, and Nos. 60 and 94 are superior to No. 59.—See Rule 8-72.

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

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

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

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

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

When a "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frnt.		Str.	De-Psgr.	Psgr.	Frnt.
Maximum speed	90	80	80	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				40
Inspection bus cars									35
When caboose is handled in train consisting of passenger train equipment.					Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.				
Within yard limits protected by continuous block signal system.	60	50	50	25					
When yard limits not protected by continuous block signal system.	50	40	40	25	Trains handling scale test cars.				
Passing fueling stations.	50	50	40	25					
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	40	Trains handling C.N.W., C.M.St.P.& P. or G.N. jeep ore cars				
1500 class Diesel-electric road freight locomotives.		50	50	50		When using cross-overs or turn-outs: 9000 class engines; Forward movement Back-up movement 800 class engines; Back-up movement All other classes of engines; Forward movement Back-up movement			
Diesel-electric yard switch locomotives in road service.		35	35	35			15	15	15	15
7000 and 7800 class engines.			75	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.				
3800 and 3900 class engines.			60	50					
5000 and 9000 class engines.			50	50	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.				
4000 class engines.			45	45			20	20	20	20
MacArthur type engines with 63-inch drivers.			55	50	On wye tracks.				
MacArthur type engines with 57-inch drivers.			35	35			15	15	15	15
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Jordan spreaders and other machines of spreader type, when in operation.				
0-6-0 and 0-8-0 type yard engines.			20	20					
Steam engines running backward.			20	20	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 020, 021, 022 and 023.				
Light engines.				45					
When more than 50% of the tonnage is gravel.				40					25

OLD MAIN LINE

Between Gilmore and Lane.			50	35					
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FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.				5
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Grand Island, 1900 class and heavier engines on east and west legs of wye.				5
Fremont, on F. S. Y. & L. Co. tracks.				15	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25	Buda, all airfield trackage.				10
Central City, within city limits	60	50	50	50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, freight trains entering and moving through yard tracks.				5	Cozad, on Armour & Co. spur tracks.				5
					Gothenburg wye.				5

ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Summit 5.2 and 5.6	25	25	25	25	North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2	25	25	25	25
					Summit				

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Big Springs, over highway crossing when using siding.	5	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.				
Sidney, freight trains entering and moving through yard tracks.				5					5
Brownson, on government tracks.				10					
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Korty 323.5 and 324.4	70	60	60	50	Cheyenne 509.1 and 508.7	40	40	40	25
Brownson 422.6 and 423.5	70	60	60	50	506.3 and 505.8	80	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	503.0 and 502.2	60	50	50	40
462.8 and 462.9	80	70	70	50	Archer 498.2 and 497.7	70	60	60	50
Burns 486.2 and 486.5	70	60	60	50	Durham 494.0 and 493.8	70	60	60	50
Hillsdale 493.8 and 494.0	70	60	60	50	Hillsdale 486.5 and 486.2	70	60	60	50
Durham 497.7 and 498.2	70	60	60	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
Archer 502.2 and 503.0	60	50	50	40	457.2 and 456.9	80	70	70	50
505.8 and 506.3	80	70	70	50	Potter 423.5 and 422.8	70	60	60	50
508.7 and 509.1	40	40	40	25	Roscoe 324.4 and 323.5	70	60	60	50
Cheyenne					North Platte				

THIRD SUBDIVISION

Maximum speed.	70	75	70	50	Light engines.				45	45
With C. B. & Q. 5200 and 5500 class engines.			45	45	LaSalle Between M. P. 149.6 and 150.7	50	50	40	25	
Freight engines not otherwise shown.			50		Between M. P. 150.7 and 150.9	30	30	30	25	
					Between M. P. 150.9 and 151.1	50	50	40	25	
					Sterling, 3900 class engines on coal chute track.					5
					Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick					20

BRANCHES

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Loup City Branch.		30
Between Brainard and Hordville.	40	30	Trains handling outfit cars		20
Between Hordville and Central City.	35	25	Hastings Branch Maximum speed.	70	50
Trains handling outfit cars		20	Over Bridge 21.35.	30	30
2800 class engines.	30	30	Gibbon, west of east wye switch.		15
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5	Kearney Branch Between Kearney and Callaway: Steam trains.	40	30
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Motor trains.	40	40
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Trains with 400 class engines.	25	25
Between Oconee and M.P. 16.		25	Between Callaway and Stapleton: Steam trains.	45	35
Between M.P. 16 and Norfolk.		30	Motor trains.	45	45
Trains handling outfit cars		20	Trains with 400 class engines.	30	30
Columbus, over wye switches.		15	Trains handling outfit cars		20
On curve at M.P. 1.75.		25	North Platte Branch Maximum speed.		45
Alblon Branch Maximum speed:	30		5000, 7000 and 9000 class engines		35
Trains handling outfit cars		20	Over Bridge 18.30.		35
Oedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	Oshkosh, over First Street Crossing		15
Between M.P. 11 and Spalding.		25	North Platte Out-Off Maximum speed.		45
Trains handling outfit cars		20	5000, 7000 and 9000 Class Engines.		35
Over Bridge 12.96.		25	On curves between Yoder and So. Torrington		35
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	On curves between M.P. 25.42 and M.P. 31.25		30
Carey, all air field trackage.		10	Through tunnel between Albin and Tremain.		20
Between St. Libory and Ord.		30	Lyman Branch.		20
Trains handling outfit cars		20	Gering Branch.		20
			Sears Branch.		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

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

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6A)

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.
- 6(A). The following letters placed in column with station name in time-table indicate:
 D —day operator
 N —night operator
 DN—day and night operator
 R —train register
 YL—yard limits
- The following letters placed in columns provided in time-table indicate:
 C—coal
 I —interlocking
 O—oil
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
- Y —wye
 Z —track scales
 AI —automatic interlocking signals
 CS —center siding
 ES —eastward siding
 WS —westward siding
 RCS—remote control switch

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
D. L. Gamette.....	Medical Director..	Los Angeles, Cal.	M. B. Wilcox.....	Oculist and Aurist..	Kearney, Nebr.
A. McDermott.....	Dist. Mod. Officer..	Omaha, Nebr.	R. K. McReynolds..	Surgeon.....	Kenesaw, Nebr.
G. T. Alliband.....	Oculist.....	Omaha, Nebr.	A. H. Shamberg....	Surgeon.....	Kimball, Nebr.
C. F. Bantin.....	Surgeon.....	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
M. W. Barry.....	Surgeon.....	Omaha, Nebr.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
J. G. Bartek.....	Surgeon.....	Omaha, Nebr.	J. S. Welch.....	Surgeon.....	Lincoln, Nebr.
J. D. Bisgard.....	Surgeon.....	Omaha, Nebr.	C. G. Amick.....	Surgeon.....	Loup City, Nebr.
E. A. Connolly.....	Surgeon.....	Omaha, Nebr.	F. L. Garner.....	Surgeon.....	Madison, Nebr.
J. C. Davis.....	Oculist and Aurist..	Omaha, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
J. C. Filkins.....	Oculist and Aurist..	Omaha, Nebr.	T. J. Kerr.....	Surgeon.....	North Platte, Nebr.
John R. Kleyla.....	Surgeon.....	Omaha, Nebr.	O. C. Kreymborg....	Surgeon.....	North Platte, Nebr.
H. J. Kwapiszeski..	Surgeon.....	Omaha, Nebr.	Wm. B. Niehus.....	Surgeon.....	North Platte, Nebr.
S. McCleneghan....	Surgeon.....	Omaha, Nebr.	A. E. Reeves.....	Surgeon.....	North Platte, Nebr.
C. A. Wolvoord.....	Surgeon.....	Omaha, Nebr.	H. H. Walker.....	Oculist and Aurist..	North Platte, Nebr.
R. T. Mauer.....	Hospital Surgeon...	Omaha, Nebr.	G. F. Waltemath....	Surgeon.....	North Platte, Nebr.
R. A. Moser.....	Shop Surgeon.....	Omaha, Nebr.	R. T. Takenaga....	Surgeon.....	North Platte, Nebr.
A. V. Murphy.....	Surgeon.....	Omaha, Nebr.	S. K. Imes.....	Surgeon.....	Ogallala, Nebr.
F. C. Nelson.....	Surgeon.....	Omaha, Nebr.	J. L. McFee.....	Surgeon.....	Ogallala, Nebr.
O. C. Nickum.....	Shop Surgeon.....	Omaha, Nebr.	H. S. Eklund.....	Surgeon.....	Osceola, Nebr.
S. A. Swenson.....	Surgeon.....	Omaha, Nebr.	C. J. Miller.....	Surgeon.....	Ord, Nebr.
J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
R. H. Rasgorshak..	Oculist and Aurist..	Omaha, Nebr.	M. O. Arnold.....	Surgeon.....	St. Paul, Nebr.
T. T. Smith.....	Aurist.....	Omaha, Nebr.	F. G. Kolouch.....	Surgeon.....	Schuyler, Nebr.
J. J. O'Neil.....	Aurist.....	Omaha, Nebr.	Richard Delfs....	Surgeon.....	Shelby, Nebr.
W. M. Fitch.....	Surgeon.....	Albion, Nebr.	C. E. Wiltse.....	Surgeon.....	Shelton, Nebr.
J. E. Dunn.....	Surgeon.....	Arnold, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
W. T. Wildhaber....	Surgeon.....	Beatrice, Nebr.	E. F. Carr.....	Surgeon.....	Stapleton, Nebr.
R. W. Taylor.....	Oculist and Aurist..	Beatrice, Nebr.	C. L. Marsh.....	Surgeon.....	Valley, Nebr.
A. L. Schneider....	Surgeon.....	Brady Island, Nebr.	Ivan M. French....	Surgeon.....	Wahoo, Nebr.
M. L. Chaloupka....	Surgeon.....	Callaway, Nebr.	Ervin King.....	Surgeon.....	Wood River, Nebr.
A. D. Brown.....	Surgeon.....	Central City, Nebr.	W. A. Buntan.....	District Surgeon..	Cheyenne, Wyo.
E. T. Zickman.....	Surgeon.....	Central City, Nebr.	R. C. Gramlich....	Surgeon.....	Cheyenne, Wyo.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.	G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.
R. C. Anderson....	Surgeon.....	Columbus, Nebr.	F. E. Magrath.....	Surgeon.....	Cheyenne, Wyo.
W. R. Neumarker....	Surgeon.....	Columbus, Nebr.	R. D. Paul.....	Surgeon.....	Cheyenne, Wyo.
L. G. Howard.....	Oculist and Aurist..	Council Bluffs, Ia.	E. W. Newman.....	Oculist.....	Cheyenne, Wyo.
W. C. Giles.....	Oculist.....	Council Bluffs, Ia.	R. B. Stump.....	Oculist and Aurist..	Cheyenne, Wyo.
A. L. Nielson.....	Surgeon.....	Council Bluffs, Ia.	G. W. Marbry.....	Oculist.....	Cheyenne, Wyo.
A. M. Pederson.....	Surgeon.....	Council Bluffs, Ia.	R. I. Williams....	Aurist.....	Cheyenne, Wyo.
G. M. McArdle.....	Surgeon.....	Council Bluffs, Ia.	A. C. Colman.....	Surgeon.....	Chappell, Nebr.
C. H. Sheets.....	Surgeon.....	Cozad, Nebr.	H. P. Linton.....	Surgeon.....	Julesburg, Colo.
L. J. Ekeker.....	Surgeon.....	David City, Nebr.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	Jason B. Roche....	Surgeon.....	Sidney, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	C. B. Dorwart....	Surgeon.....	Sidney, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	H. A. Blackstone..	Surgeon.....	Bridgeport, Nebr.
L. E. Imes.....	Surgeon.....	Grand Island, Nebr.	W. C. Harvey, Sr..	Surgeon.....	Gering, Nebr.
E. G. Johnson.....	Surgeon.....	Grand Island, Nebr.	W. C. Harvey, Jr..	Surgeon.....	Gering, Nebr.
K. F. McDermott....	Surgeon.....	Grand Island, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
C. H. Maggiore....	Surgeon.....	Grand Island, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
R. D. Martin.....	Oculist.....	Grand Island, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
J. A. Proffitt.....	Oculist.....	Grand Island, Nebr.	Wm. M. Greig.....	District Surgeon..	Denver, Colo.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	F. E. Palmer.....	Surgeon.....	Sterling, Colo.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	T. M. Rogers.....	Surgeon.....	Sterling, Colo.
Bancroft and Staley	Surgeon.....	Kearney, Nebr.	A. F. Williams....	Surgeon.....	Ft. Morgan, Coln.
R. F. Johnston.....	Surgeon.....	Kearney, Nebr.	W. L. Wilkinson....	Surgeon.....	La Salle, Colo.
F. L. Richards.....	Oculist and Aurist..	Kearney, Nebr.			