



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE

No. 24

Effective Sunday,
April 14, 1957

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

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

												Distance from Council Bluffs
11	27	9	17	107	7	5	103	101	105	111		
Mail and Express	Mail and Express	Stream-liner Passenger	Passenger	Stream-liner Passenger	Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
							9.20					0.0
		10.30		5.30	10.05	9.55	3.10	2.55	1.10	12.45		3.8
		1.30		7.31	1.05	12.40	5.10	4.55	3.15	2.55	146.9	
		4.15 3.30		9.15 8.20	3.35 2.45	2.55 2.05	6.55 6.00	6.40 5.45	5.05 4.10	4.50 3.55	284.1	C.T. M.T.
										5.10	385.3	
		5.45		9.57	4.57	4.12	7.44	7.29	5.53		407.5	
			9.40	8.30							.....
			8.05 8.35	6.30 7.00						8.30	562.5	
		8.00 8.30		11.35 11.45	7.00 7.15	6.05 6.20	9.30 9.40	9.15 9.25	7.35 7.45		509.5	
		10.10	11.55	10.16	12.59	9.00	8.05	11.01	10.46	9.10	569.0	
		12.30	1.54	12.28	2.45	11.45	10.45	12.56	12.41	11.05	682.6	
	5.00	3.35	4.20 4.40	2.50 3.45	4.55 5.05	2.30 3.15	1.15 1.45	3.15 3.25	3.00 3.10	1.25 1.35	817.0	
	5.35			4.20					2.05		847.2	
			8.30		8.15	7.00	5.50	6.45	6.30		992.6	

Time Table No. 24
April 14, 1957

STATIONS

- CO. BLUFFS**
- OMAHA**
- GRAND ISLAND**
- NORTH PLATTE**
- JULESBURG**
- SIDNEY**
- KANSAS CITY**
- DENVER**
- CHEYENNE**
- LARAMIE**
- RAWLINS**
- GREEN RIVER**
- GRANGER**
- OGDEN**

(0.35) (18.05) (23.50) (20.50) (15.45) 21.55 (20.55) (16.35) (16.35) (13.55) (8.45)
51.8 45.0 51.2 56.2 62.5 (45.3) 47.3 59.7 59.7 60.7 63.8

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

C. H. BURNETT
General Manager

H. E. SHUMWAY
Gen. Supt. Transportation

O. A. DURRANT
General Superintendent

- W. E. ROSS**, Superintendent..... Omaha, Nebr.
W. H. ANDERSON, Asst. Superintendent..... Omaha, Nebr.
R. W. McSPADDEN, Asst. Superintendent..... Gering, Nebr.
L. O. POPE, Terminal Superintendent..... Omaha, Nebr.
T. S. DAVIS, Asst. Superintendent Safety and Courtesy..... Omaha, Nebr.
W. P. JOHNSON, Terminal Superintendent..... Co. Bluffs, Iowa
J. A. McCULLOUGH, Asst. Terminal Superintendent..... Co. Bluffs, Iowa
D. E. MOORE, Trainmaster..... Grand Island, Nebr.
J. E. GUYNAN, Terminal Superintendent..... North Platte, Nebr.
R. L. MURDOCK, Asst. Terminal Superintendent..... North Platte, Nebr.
R. W. HOLLAND, Trainmaster..... North Platte, Nebr.
H. I. MARKLE Jr., Trainmaster..... Sidney, Nebr.
R. J. DUNN, Master Mechanic..... Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Iowa
S. E. CHADD, Road Foreman of Engines..... Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman of Engines..... North Platte, Nebr.
T. R. BRITT, Road Foreman of Engines..... North Platte, Nebr.
P. C. LOOMIS, Road Foreman of Engines..... North Platte, Nebr.
A. T. McCASLIN, Road Foreman of Engines..... North Platte, Nebr.
C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.
W. F. HART, Division Engineer..... Omaha, Nebr.
O. L. KOVAR, General Roadmaster..... Omaha, Nebr.

- FIRST SUBDIVISION,
OMAHA TO GRAND ISLAND, AND BRANCHES**
- C. A. LAUGHLIN**, Chief Train Dispatcher..... Omaha, Nebr.
L. M. HEREK, Asst. Chief Train Dispatcher..... Omaha, Nebr.
F. R. LANGLEY, Asst. Chief Train Dispatcher..... Omaha, Nebr.

- FIRST SUBDIVISION,
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**
- A. E. HACKMAN**, Chief Train Dispatcher..... Grand Island, Nebr.
I. E. BALL, Asst. Chief Train Dispatcher..... Grand Island, Nebr.
V. BAYNE, Asst. Chief Train Dispatcher..... Grand Island, Nebr.

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

- THIRD SUBDIVISION**
- C. A. VICK ROY**, Chief Train Dispatcher..... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher..... Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher..... Denver, Colo.

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

MILEAGE

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

CONDENSED TIME-TABLE

EASTWARD

Time Table No. 24 April 14, 1957		FIRST CLASS											
		Mile Post	12	112	108	10	28	104	102	106	18	6	8
STATIONS		Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger	
CO. BLUFFS		0.0									6.10		
OMAHA		2.8		12.30	11.35		6.45	2.30	2.50	3.05		5.25	7.00
GRAND ISLAND		146.9		10.26	9.26		3.50	12.20	12.40	12.55		2.50	4.10
C.T. M.T.	NORTH PLATTE	284.1		8.39 7.34	7.33 6.28		12.45 11.15	10.28 9.23	10.48 9.43	11.03 9.58		12.25 11.15	1.25 12.15
JULESBURG		305.3		6.27									
SIDNEY		407.5			4.47		9.10	7.42	8.02	8.17		9.17	10.05
KANSAS CITY		.....				7.05					10.30		
DENVER		562.5		3.30		6.40 6.05					9.15 8.45		
CHEYENNE		509.5			3.25 3.15		7.15 6.00	6.20 6.10	6.40 6.30	6.55 6.45		7.35 7.15	8.15 8.00
LARAMIE		566.0			2.07	2.43	4.35	4.50	5.12	5.25	5.25	5.45	6.20
RAWLINS		682.8			12.16	12.50	2.05	2.55	3.25	3.35	3.10	3.25	3.40
GREEN RIVER		817.0	9.35		10.00 9.50	10.30 10.10	11.15	12.35 12.25	1.05 12.55	1.15 1.00	12.35 12.05	12.45 12.20	1.00 12.35
GRANGER		847.2	9.00							12.27	11.30		
OGDEN		982.6			6.40	6.50		9.10	9.40			8.30	8.45
(992.6)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time From Omaha.....		(0.35)	(8.00)	(15.55)	(23.15)	(18.30)	(16.20)	(16.10)	(13.38)	(22.00)	(19.55)	(21.15)	
Average speed per hour.....		51.8	70.0	62.2	62.3	44.0	60.6	61.2	61.9	53.6	49.7	46.8	

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
7	Any station 1st and 2nd subdivision.....		North of Granger or Ogden or beyond.	8	Any station 1st and 2nd subdivision.....	Cheyenne or beyond.....	
	Any station 2nd subdivision.....	Omaha or beyond.....			Any station 2nd subdivision.....		Omaha or beyond.
101	Fremont..... Columbus..... Kearney.....		Sacramento or beyond.	102	Kearney..... Columbus..... Fremont.....	Sacramento or beyond.	
103	Fremont..... Columbus..... Kearney.....		East Los Angeles or beyond.	104	Kearney..... Columbus..... Fremont.....	East Los Angeles or beyond.	
105	Fremont..... Columbus..... Kearney.....		Pendleton or beyond.	106	Kearney..... Columbus..... Fremont.....	Pendleton or beyond.	
107	Fremont..... Columbus..... Kearney.....	Chicago or beyond.....	East Los Angeles or beyond.	108	Kearney..... Columbus..... Fremont.....	East Los Angeles or beyond.	Chicago or beyond.
111	Fremont..... Ogallala..... Ft. Morgan.....	Chicago..... Omaha or beyond..... Points where scheduled to stop.	Denver or beyond. Denver or beyond Points where scheduled to stop.	112	Ft. Morgan..... Ogallala..... Fremont.....	Points where scheduled to stop. Denver or beyond. Denver.....	Points where scheduled to stop. Omaha or beyond. Chicago.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Seating, etc. See Page 24.	SECOND CLASS							Distance from Council Bluffs	Time-Table No. 24						
	71		73		75		239		237		233		April 14, 1957		
	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight		Local Freight	Local Freight	Local Freight	STATIONS			
	Daily	Daily	Tuesday Thurs., Sat.	Monday Wed., Fri.	Monday Wed., Fri.	Monday Wed., Fri.	Monday Wed., Fri.								
DF OKWITYOPZ		8.00PM	12.01PM					6.30AM	0.0	[COUNCIL BLUFFS YL]					
DFXWITOPZ		8.15	12.15					6.40	2.8	DN-R OMAHA YL US					
XIP		8.30	12.45					A 7.00	5.2	DN SUMMIT YL SU					
ES94 XP		8.40	12.55					7.14	14.1	WECO					
XP		8.50	1.00					7.20	17.1	LANE					
OS73 XP								s 7.30	21.7	D ELKHORN KH					
C884 P								s 7.40	24.5	D WATERLOO WO					
WB176 XYPWQ		A 9.15PM	A 1.15PM					s 8.40	28.0	DN VALLEY YL V					
ES166 ES90								f 8.50	34.3	MERCER					
OS81 P									38.2	F. S. Y. & L. CROSSING					
l									39.3	DN FREMONT YL FN					
WB99 X								s 9.15	40.0	O. B. & Q. CROSSING					
ES172 WPZ									44.8	O. & N. W. CROSSING					
l									46.3	AMES					
IP								f 9.24	54.4	D NORTH BEND NB					
OS82 P								s 9.38	61.4	D ROGERS DJ					
OS119 XP								s 10.10	67.7	DN SCHUYLER SO					
OS82 P								s 11.24	76.9	D RICHLAND BZ					
WB130 X								f 11.52AM	88.8	O. B. & Q. CROSSING					
ES122 WP									84.5	DN COLUMBUS YL O					
OS118 P								s 12.30PM	92.3	DUNAN					
WB149 XWTC								f 12.56	96.5	GARDINER					
ES126 YPZ								s 1.20	102.3	DN SILVER CREEK SI					
OS119 P								f 1.30	107.9	HAVENS					
OS82 P								s 2.00	118.0	D OLARKS OK					
OS82 XP									124.3	O. B. & Q. CROSSING					
WB113 X				9.50AM				A 2.30PM	124.9	DN CENTRAL CITY OI					
ES119 WYP				s 10.15					135.1	D CHAPMAN OP					
OS119 P									146.5	O. B. & Q. CROSSING					
l				A 10.45AM				8.30AM	146.9	DN-R GRAND ISLAND GE YL					
XWCZTYOP								f 9.00	154.5	ALDA					
OS82 XYP								s 10.10	163.3	D WOOD RIVER WR					
WB117 XW								s 10.35	169.9	D SHELTON ST					
ES48 P								s 11.10	176.0	DN GIBSON GB					
OS82 XP								f 11.25	180.2	OPTIC					
WB120 XWI								s 11.55AM	189.1	DN KEARNEY YL KR					
ES70 YP								s 12.30PM	193.3	D ODESSA DZ					
OS82 P								s 1.00	204.6	D ELM CREEK QR					
WB122 XWO								s 1.30	213.3	D OVERTON OV					
ES115 YSP								8.30AM	224.4	DN LEXINGTON UM					
OS83 P								f 9.00	233.5	DER					
OS83 F								s 9.30	238.2	D GOZAD OO					
OS83 ZXWP								s 10.00	243.8	DN GOTHENBURG BU					
WB126 XWO								10.30	254.5	VROMAN					
ES180 YP								s 11.00	261.5	D BEADY BI					
OS83 F								s 11.30	270.6	D MAXWELL MK					
OS83 P								11.45AM	278.5	GANNETT					
DFXWCZTYOP								A 12.01PM	284.1	DN-R NORTH PLATTE YLNO					

STATIONS

Distance from Council Bluffs

Street Signal

Double Track

Block Signals and Automatic Cab Signals

Thru Time.....

Average speed per hour.....

(1.15) 22.4 (1.14) 22.8 (0.56) 24.0 (3.31) 17.1 (5.30) 14.1 (8.00) 15.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.
 For stations not shown on schedule pages—See page 24.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Time-Table No. 24

April 14, 1957

	27	107	7	5	103	101	105	111	Distance from Council Bluffs
	Mail and Express	Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
				9.20AM					0.0
	10.30PM	5.30PM	10.05AM	9.55	3.10AM	2.55AM	1.10AM	12.45AM	2.8
	10.37	5.35	10.12	10.02	3.15	3.00	1.15	12.51	5.2
	10.46	5.42	10.20	10.10	3.22	3.07	1.22	12.58	14.1
	10.50	5.45	10.24	10.14	3.25	3.10	1.26	1.01	17.1
	10.53	5.49	10.29	10.19	3.29	3.14	1.30	1.05	21.7
	f10.56	5.52	10.33	10.22	3.32	3.17	1.33	1.08	24.6
	f11.00	5.55	10.37	10.26	3.35	3.20	1.36	1.11	28.0
	11.06	5.59	10.43	10.31	3.39	3.24	1.40	1.16	34.3
									38.2
	s11.15	6.04	s10.55	s10.43	3.43	3.28	1.45	1.22	39.3
									40.0
									44.3
	11.25	6.09	11.03	10.50	3.48	3.33	1.50	1.28	46.3
	f11.32	6.15	11.10	10.57	3.54	3.39	1.56	1.34	54.4
	11.39	6.20	11.17	11.03	3.59	3.44	2.01	1.39	61.4
	f11.48	6.25	f11.24	11.09	4.04	3.49	2.06	1.44	68.7
	11.56PM	6.31	11.32	11.17	4.10	3.55	2.12	1.50	76.9
									83.8
	s12.12AM	6.37	s11.47	s11.31	4.16	4.01	2.20	s1.59	84.5
	f12.22	6.42	11.57AM	11.41	4.22	4.07	2.26	2.06	89.3
	12.27		12.02PM	11.45	4.25	4.10	2.30	2.10	96.6
	f12.32	6.50	12.07	11.50	4.29	4.14	2.34	2.14	102.3
	12.37		12.12	11.54	4.33	4.18	2.38	2.18	107.9
	f12.42	6.58	12.17	11.59AM	4.37	4.22	2.42	2.22	113.6
									124.3
	s12.54	7.08	f12.29	12.09PM	4.47	4.32	2.52	2.32	124.0
	1.04	7.18	12.40	12.19	4.57	4.42	3.02	2.42	133.1
									140.8
	1.15	7.30	12.55	12.30	5.09	4.54	3.14	2.54	140.9
	f1.30	7.31	1.03	12.40	5.10	4.55	3.15	2.55	146.9
	1.38	7.37	1.13	12.47	5.17	5.02	3.22	3.03	154.5
	f1.44	7.43	1.20	12.54	5.23	5.08	3.28	3.09	162.3
	f1.51	7.49	1.27	1.00	5.29	5.14	3.34	3.15	169.9
	f1.56	7.54	1.32	1.05	5.33	5.18	3.38	3.20	176.0
	1.59	7.57	1.36	1.09	5.36	5.21	3.41	3.23	180.2
	s2.08	8.04	s1.45	s1.17	5.44	5.29	3.49	s3.33	189.1
	f2.25	8.11	1.59	1.33	5.51	5.36	3.57	3.41	198.3
	f2.30	8.16	2.05	1.38	5.56	5.41	4.02	3.46	204.6
	f2.37	8.22	2.13	1.46	6.02	5.47	4.09	3.52	213.3
	s2.54	8.30	f2.23	1.55	6.10	5.55	4.17	4.01	224.4
	3.02	8.36	2.33	2.02	6.16	6.01	4.23	4.07	232.6
	s3.14	8.40	f2.39	2.07	6.20	6.05	4.27	4.11	238.3
	s3.30	8.48	f2.49	2.17	6.28	6.13	4.34	4.19	248.8
	3.36	8.52	2.57	2.22	6.32	6.17	4.40	4.23	254.5
	f3.43	8.57	3.05	2.29	6.37	6.22	4.45	4.29	261.5
	f3.52	9.03	3.15	2.37	6.44	6.29	4.52	4.36	270.0
	4.00	9.08	3.23	2.44	6.49	6.34	4.57	4.42	278.5
	A4.15AM	A9.15PM	A3.35PM	A2.55PM	A6.55AM	A6.40AM	A5.05AM	A4.50AM	284.1

Block Signals and Automatic Cab Signals

Double Track

COUNCIL BLUFFS YL

DN-R OMAHA YL US

DN SUMMIT YL SU

WEO

LANE

ELKHORN KH

D WATERLOO WO

DN VALLEY YL V

MEROER

F. S. Y. & L. CROSSING

DN FREMONT YL FN

O. B. & Q. CROSSING

O. & N. W. CROSSING

AMES

D NORTH BEND NB

D ROGERS DJ

DN SCHUYLER SO

D RIOHILL BZ

O. B. & Q. CROSSING

DN COLUMBUS YL O

DUNOAN

GARDNER

DN SILVER CREEK SI

HAVENS

D OLARKS OX

O. B. & Q. CROSSING

DN CENTRAL CITY CI

D CHAPMAN OP

O. B. & Q. CROSSING

DN-R GRAND ISLAND GI YL

ALDA

D WOOD RIVER WR

D SHELTON ST

DN GIBSON GB

OPTO

DN KEARNEY YL KR

D ODESSA DZ

D ELM CREEK QR

D OVERTON OV

DN LEXINGTON UM

DARR

D COZAD OO

DN GOTHENBURG BU

VROMAN

D BRADY BI

D MAXWELL MX

GANNETT

DN-R NORTH PLATTE YL NO

(5.45) 48.9 (3.45) 75.0 (5.30) 51.1 (5.00) 66.3 (3.45) 75.0 (3.45) 75.0 (3.55) 71.8 (4.05) 68.9

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 No. 5 reduce speed to 60 miles per hour passing mail crane at Cozad.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 24

April 14, 1957

FIRST CLASS

STATIONS	Mile Post	28	6	8	108	112	104	102	106	
		Mail and Express	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
R COUNCIL BLUFFS YL	0.0		A 6.10PM							
DN-R OMAHA YL US	2.8	A 6.45AM	5.55 5.25	A 7.00PM	A11.35PM	A12.30AM	A 2.30AM	A 2.50AM	A 3.05AM	
DN SUMMIT YL BU	5.2	6.35	5.15	6.50	11.26	12.24	2.20	2.40	2.55	
WECO	14.1	6.26	5.08	6.40	11.19	12.17	2.13	2.33	2.48	
LANE	17.1	6.22	5.04	6.36	11.16	12.14	2.10	2.30	2.45	
D ELKHORN KH	21.7	f 6.18	4.59	6.32	11.12	12.10	2.06	2.26	2.41	
D WATERLOO WO	24.5	f 6.15	4.56	6.29	11.09	12.07	2.03	2.23	2.38	
DN VALLEY YL V	28.0	s 6.12	4.52	6.25	11.06	12.04AM	2.00	2.20	2.35	
MEHOER	24.8		4.46	6.18	11.01	11.59PM	1.55	2.15	2.30	
F. S. Y. & L. CROSSING	38.2									
DN FREMONT YL FN	39.5	s 5.55	s 4.40	s 6.10	10.57	11.55	1.51	2.11	2.26	
O. B. & Q. CROSSING	40.0									
O. & N. W. CROSSING	44.8									
AMES	46.8	f 5.40	4.25	5.55	10.49	11.46	1.43	2.03	2.18	
D NORTH BEND NB	54.4	f 5.32	4.18	5.47	10.43	11.40	1.37	1.57	2.12	
D ROGERS DJ	61.4	f 5.24	4.12	5.39	10.38	11.35	1.32	1.52	2.07	
DN SCHUYLER SO	68.7	s 5.17	4.06	f 5.32	10.32	11.30	1.26	1.46	2.01	
D RIOHARD BZ	74.9	f 5.08	3.58	5.24	10.21	11.24	1.20	1.40	1.55	
O. B. & Q. CROSSING	83.8									
DN COLUMBUS YL O	84.5	s 5.00	s 3.51	s 5.16	10.19	s11.17	1.13	1.33	1.48	
DUNCAN	92.2	f 4.44	3.40	5.04	10.09	11.07	1.03	1.23	1.38	
GARDINER	95.0	4.39	3.35	4.59		11.04	1.00	1.20	1.35	
DN SILVER CREEK SI	102.8	f 4.34	3.30	4.54	10.02	11.00	12.56	1.16	1.31	
HAVENS	107.0	4.29	3.25	4.49		10.56	12.52	1.12	1.27	
D OLARKS OX	113.0	f 4.24	3.20	4.44	9.54	10.52	12.48	1.08	1.23	
O. B. & Q. CROSSING	124.5									
DN CENTRAL CITY OI	134.0	s 4.14	3.10	f 4.34	9.45	10.44	12.39	12.59	1.14	
D CHAPMAN OP	135.1	4.02	3.01	4.22	9.36	10.36	12.30	12.50	1.05	
O. B. & Q. CROSSING	140.0									
DN-R GRAND ISLAND OI YL	140.0	3.50 3.35	2.50 2.40	4.10 4.00	9.26 9.25	10.26 10.25	12.20 12.19	12.40 12.39	12.55 12.54	
ALDA	154.8	3.19	2.27	3.48	9.14	10.16	12.10	12.30	12.45	
D WOOD RIVER WR	162.8	f 3.09	2.20	3.40	9.08	10.10	12.04AM	12.24	12.39	
D SHELTON ST	169.0	f 3.00	2.14	3.32	9.02	10.05	11.58PM	12.18	12.33	
DN GIBSON OB	175.0	f 2.53	2.09	3.25	8.57	10.01	11.53	12.13	12.28	
OPTIC	190.2	2.49	2.05	3.20	8.54	9.58	11.50	12.10	12.25	
DN KEARNEY YL KE	189.1	s 2.39	s 1.55	s 3.10	8.46	s 9.50	11.42	12.02AM	12.17	
D ODESSA DZ	188.8	f 2.24	1.42	2.59	8.38	9.42	11.34	11.54PM	12.10	
D ELM CREEK QR	204.0	f 2.17	1.37	2.53	8.34	9.38	11.30	11.50	12.06AM	
D OVERTON OV	213.8	f 2.07	1.30	2.45	8.28	9.32	11.24	11.44	11.59PM	
DN LEXINGTON UM	224.4	s 1.55	1.20	f 2.33	8.20	9.24	11.16	11.36	11.51	
DARR	232.8	1.44	1.13	2.23	8.14	9.18	11.10	11.30	11.45	
D COZAD OO	238.2	s 1.38	1.08	f 2.18	8.10	9.14	11.05	11.25	11.40	
DN GOTHENBURG BU	249.8	s 1.23	12.59	f 2.05	8.02	9.06	10.57	11.18	11.32	
VROAN	264.5	1.14	12.54	1.57	7.57	9.02	10.52	11.12	11.27	
D BRADY BI	261.8	f 1.07	12.48	1.50	7.52	8.56	10.47	11.07	11.22	
D MAXWELL MX	270.6	f12.59	12.40	1.41	7.45	8.50	10.40	11.00	11.15	
GANNETT	278.5	12.52	12.33	1.33	7.39	8.44	10.34	10.54	11.09	
DN-R NORTH PLATTE YL NO	284.1	12.45AM	12.25PM	1.25PM	7.33PM	8.39PM	10.28PM	10.48PM	11.03PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double or Three or more tracks

Double Track

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

(5.00) 50.3 (5.35) 50.4 (4.02) 69.7 (3.51) 73.1 (4.02) 69.7 (4.02) 69.7 (4.02) 69.7

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
No. 6 reduce speed to 60 miles per hour passing mail crane at Cozad.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 24

April 14, 1957

SECOND CLASS

Car Capacity of Seating, etc. See Rule 6 (A), Page 24.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Block Signals	Stations	Mile Post
RCOUNCIL BLUFFS YL		0.0
DN-R OMAHA YL US		2.8
DN SUMMIT YL SU		5.3
WECO		8.9
LANE		3.0
D ELKHORN KH		4.6
D WATERLOO WO		2.5
DN VALLEY YL V		3.6
MEROER		6.3
F. S. Y. & L. CROSSING		3.9
DN FREMONT YL FN		1.1
O. B. & Q. CROSSING		0.7
O. & N. W. CROSSING		4.8
AMES		1.5
D NORTH BEND NB		3.1
D ROGERS DJ		7.0
DN SCHUYLER SO		7.8
D RICHLAND BZ		8.2
O. B. & Q. CROSSING		6.9
DN COLUMBUS YL O		0.7
DUNOAN		7.7
GARDINER		4.3
DN SILVER CREEK SI		5.8
HAVENS		4.9
D OLARKS OX		5.7
O. B. & Q. CROSSING		10.7
DN CENTRAL CITY OI		0.6
D CHAPMAN OP		10.2
O. B. & Q. CROSSING		11.4
DN-R GRAND ISLAND GE YL		0.4
ALDA		7.6
D WOOD RIVER WR		7.8
D SHELTON ST		7.6
DN GIBBON GB		8.1
OPTIC		4.2
DN KEARNEY YL KE		3.0
D ODESSA DZ		9.2
D ELM CREEK QR		8.3
D OVERTON OV		8.7
DN LEXINGTON UM		11.1
DARR		8.1
D COZAD CO		5.7
DN GOTHENBURG BU		10.6
VROMAN		5.7
D BRADY BI		7.0
D MAXWELL MX		9.1
GANNETT		7.9
DN-R NORTH PLATTE YL NO		5.0

Mile Post	74	234	72	76	240	238	Car Capacity
	Time Freight	Local Freight	Time Freight	Local Freight	Local Freight	Local Freight	of Seating, etc. See Rule 6 (A), Page 24.
0.0	A 6.50AM	A 3.15PM	A 10.15PM				DF XWOITTOPS
2.8	6.35	2.55	10.00				DF XWITOPS
5.3	6.05	2.35	9.35				XIP
14.1	5.55	2.15	9.25				ES94 XP
17.1	5.50	f 2.05	9.20				XP
21.7		s 1.55					CS73 XP
24.5		s 1.30					CS84 F
28.0	5.35AM	s 1.00	9.05PM				WB175KYPWC ES165 ES90
24.3		f 12.01PM					CS81 P
32.2							I
39.2		s 11.50AM					WS99 X ES172 WPK
40.0							I
44.8							IP
46.9		f 10.50					CS82 P
54.4		s 10.20					CS119 XP
61.4		s 9.50					CS82 P
68.7		s 9.20					WB130 X ES123 WP
76.9		f 8.20					CS118 P
83.8							
84.5		s 8.00					WB148 XWTO ES125 YPK
92.2		s 7.20					CS119 P
98.0		f 6.50					CS82 P
102.2		s 6.40					CS119 XWP
107.9		f 6.00					CS82 P
113.6		s 5.39					CS82 XP
124.2							
124.9		5.00AM		A 6.55AM			WB118 X ES119 WYP
135.1				s 6.40			CS119 P
146.5							I
146.9				6.20AM	A 1.30PM		XWCZTYOP
154.5					f 1.00		CS82 XYP
162.2					s 12.30		WB117 XW ES45 P
169.9					s 12.01PM		CS82 XP
176.0					s 11.30AM		WB120 XW ES70 YP
180.2					f 11.00		CS82 P
189.1					10.30		WB122 XW ES118 YPK
198.8					s 10.00		CS82 F
204.0					s 9.30		CS120 XWP
213.8					s 9.00		CS82 P
224.4					A 10.30AM	8.30AM	WB120 XW ES119 YP
232.5					f 10.00		CS82 P
238.2					s 9.30		CS82 ZXWP
248.8					s 9.00		WB125 XW ES120 YP
254.5					8.30		CS82 P
261.5					s 8.15		CS82 P
270.6					s 7.45		CS119 XP
278.5					7.15		CS82 P
284.1					7.00AM		DFXWCZTYOP

Double Track

..... Thru Time.....
..... Average speed per hour.....

Daily	Tue. Thu. Sat.	Daily	Mon. Wed. Fri.	Tue. Thu. Sat.	Tue. Thu. Sat.
(1.15)	(10.15)	(1.10)	(0.25)	(3.30)	(3.00)
22.4	12.2	24.0	37.7	17.2	14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

Time-Table No. 24

April 14, 1957

Car Capacity of Seating, etc. See Rule 6 (A) Page 24.

353	245	241	97	93
Mixed	Local Freight	Local Freight	Local Freight	Mixed
Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily

Distance from Council Bluffs

STATIONS

DF XWCZTYOP					7.00AM	6.35AM	5.00AM	284.1		
					7.10	6.45	5.10	289.2		
CS 84 P								290.5		
WS 72 XP				s	7.25	s	7.01	s	5.20	296.9
CS 110 XWYP				f	7.35	A	7.10AM	A	5.25AM	300.7
40 X								301.8		
CS 121 P				f	7.45			303.4		
CS 82 P				f	7.55			307.9		
CS 121 P				s	8.20			315.5		
5 P				f	8.32			321.7		
CS 82 P				f	8.45			327.7		
WS 122 WS 120 ES 125 XWCP				s	9.45			334.8		
CS 125 P				s	10.10			343.9		
10								349.1		
CS 123 WP				s	10.35			353.9		
CS 83 P				f	10.45			359.3		
XWCIYP WS 125 ES 121					11.45			365.3		
CS 90 P				f	11.55AM			370.6		
CS 123 WP				s	12.25PM			380.3		
WS 111 ES 74 XP				s	12.50			389.7		
XP				f	1.02			396.3		
CS 125 P					1.15			401.0		
XWCOYP					8.30AM	A	1.30PM	407.5		
CS 94 YP				f	8.45			415.5		
WS 121 XWF ES 79				f	9.15			426.4		
8 PX								430.8		
CS 125 P				s	9.35			435.4		
27 PX								439.9		
CS 123 XWF				s	10.15			444.5		
12				s	10.45			456.6		
CS 125 WP				A	11.30AM			466.7		
CS 125 XWCP								472.0		
10								477.5		
CS 94 XWYP					3.35PM			483.2		
WS 62 XP				f	3.45			489.7		
CS 98 WF				f	3.55			495.9		
WS 62 XP				f	4.05			501.2		
WS 117 XP ES 125				f	4.15			509.5		
DF XWCZTYOP				A	4.30PM					

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R	NORTH PLATTE	YL NO	5.1
DN	WEST NORTH PLATTE	YL WN	1.3
	BIRDWOOD		6.4
D	HERSHEY	OF	3.8
	O'FALLONS		1.1
	VARNER		1.6
D	SUTHERLAND	SU	4.5
	DEXTER		7.0
D	PAXTON	PN	6.2
	KORTY		6.0
	ROSCOE		7.1
DN	OGALLALA	YL GT	9.1
D	BRULE	RU	5.2
	MERGEATH		4.8
D	BIG SPRINGS	GS	5.4
	BARTON		6.0
DN	JULESBURG	YL JB	5.3
	WEIR		9.7
D	CHAPPELL	CQ	9.4
D	LODGE POLE	GP	6.6
D	SUNOL	UN	4.7
	COLTON		6.5
DN-R	SIDNEY	YL OD	8.0
	BROWNSON		10.9
DN	POTTER	PR	4.4
	JACINTO		4.6
D	DIX	DX	4.5
	OWASCO		4.0
DN	KIMBALL	KB	6.6
	OLIVER		5.5
D	BUSHNELL	BN	10.1
DN	PINE BLUFFS	YL UF	5.3
	TRACY		5.5
D	EGBERT	GX	5.7
D	BURNS	UX	6.5
	HILLSDALE		6.2
	DURHAM		5.3
	ARCHER		8.3
DN-R	CHEYENNE	YL OY	

Double Track

(225.4)

(0.55)	(3.00)	(6.30)	(0.35)	(0.25)
35.0	19.8	19.0	28.5	39.8

..... 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 Second Subdivision.

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

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 24

April 14, 1957

STATIONS

	107 Streamliner Passenger	7 Passenger	5 Mail and Express	103 Streamliner Passenger	101 Streamliner Passenger	105 Streamliner Passenger	111 Streamliner Passenger	27 Mail and Express	Distance from Council Bluffs
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	8.20PM	2.45PM	2.05PM	6.00AM	5.45AM	4.10AM	3.55AM	3.30AM	294.1
	8.27	2.52	2.12	6.08	5.53	4.17	4.03	3.37	299.2
	8.32	2.58	2.18	6.13	5.58	4.22	4.08	3.42	306.8
	8.35	3.01	2.21	6.16	6.01	4.25	4.11	3.45	300.7
	8.37	3.03	2.23	6.18	6.03	4.27	4.13	f 3.47	308.4
	8.40	3.07	2.27	6.21	6.06	4.30	4.18	3.51	307.9
	8.45	3.14	2.34	6.27	6.12	4.36	4.24	f 3.58	315.8
	8.49	3.20	2.40	6.32	6.17	4.41	4.30	4.04	321.7
	8.54	3.26	2.46	6.37	6.22	4.46	4.35	f 4.10	327.7
	9.00	f 3.34	2.53	6.43	6.28	4.52	4.41	s 4.20	334.8
	9.07	3.43	3.02	6.50	6.35	4.59	4.48	f 4.29	343.9
	9.14	3.52	3.10	6.58	6.43	5.07	4.55	f 4.38	358.8
	9.18	3.57	3.15	7.02	6.47	5.11	4.59	4.43	359.8
	9.22	f 4.04	3.21	7.07	6.52	5.16	A f 5.10AM	s 4.53	365.9
	9.26	4.10	3.27	7.11	6.56	5.20		4.59	370.0
	9.34	4.19	3.36	7.19	7.04	5.28		f 5.08	380.8
	9.41	4.28	3.45	7.26	7.11	5.35		f 5.17	389.7
	9.46	4.34	3.51	7.31	7.16	5.40		f 5.23	396.8
	9.50	4.38	3.55	7.35	7.20	5.44		5.27	401.0
	9.56	4.47	4.02	7.43	7.28	5.52		5.35	407.5
	9.57	4.57	4.12	7.44	7.29	5.53		5.35	407.5
	10.05	5.07	4.22	7.53	7.38	6.02		5.54	415.5
	10.14	5.18	4.33	8.03	7.48	6.11		f 6.04	426.4
	10.21	5.27	4.42	8.11	7.56	6.18		f 6.18	435.4
	10.29	f 5.39	4.51	8.19	8.04	6.26		s 6.35	444.8
	10.39	5.50	5.02	8.29	8.14	6.36		f 6.47	456.6
	10.48	6.01	5.12	8.39	8.24	6.46		f 6.58	466.7
	10.58	6.13	5.23	8.50	8.35	6.56		f 7.10	477.5
	11.03	6.20	5.29	8.56	8.41	7.02		f 7.17	483.9
	11.09	6.27	5.36	9.03	8.48	7.09		f 7.25	489.7
	11.16	6.34	5.42	9.10	8.55	7.16		7.33	495.9
	11.24	6.41	5.48	9.17	9.02	7.24		7.40	501.2
	A 11.35PM	A 7.00PM	A 6.05PM	A 9.30AM	A 9.15AM	A 7.35AM		A 8.00AM	509.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-E NORTH PLATTE	YL NO
5.1	5.1
DN WEST NORTH PLATTE	YL WN
7.0	7.0
BIRDWOOD	1.8
HERSELY	6.4
OF	8.8
O'FALLONS	8.8
VARNER	1.1
SUTHERLAND	1.0
DU	4.5
DEXTER	4.5
DN FAXTON	7.0
PN	6.2
KORTY	6.2
ROSCOE	6.0
OGALLALA	7.1
YL GT	9.1
DN BRULE	8.1
BU	8.2
MEGATH	8.2
DN BIG SPRINGS	8.5
QB	8.4
BARTON	8.4
DN JULESBURG	6.0
YL JB	6.0
WEIR	5.5
CHAPPELL	9.7
OQ	9.4
DN LODGE POLE	9.4
GP	9.4
DN HUNOL	4.7
UN	4.7
COLTON	4.7
DN-E SIDNEY	6.5
YL OD	6.5
BROWNSON	8.0
10.9	10.9
DN POTTER	4.4
PR	4.4
JACINTO	4.4
DN DIX	4.6
DX	4.6
OWASCO	4.5
DN KIMBALL	4.6
KB	4.6
OLIVER	6.0
BUSHNELL	5.5
DN BUSHNELL	10.1
BM	10.1
DN PINE BLUFFS	5.8
YL UF	5.8
TRACY	5.8
DN EGBERT	5.7
QX	5.7
DN BURNS	6.5
UX	6.5
HILLSDALE	6.2
DURHAM	6.2
DN DURHAM	5.8
UX	5.8
ARCHEL	8.8
DN-E CHEYENNE	8.8
YL OY	8.8

Double Track

(3.15) 69.4 (4.15) 53.0 (4.00) 55.4 (3.30) 64.4 (3.30) 64.4 (8.25) 66.0 (1.15) 65.4 (4.30) 50.0

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 24

April 14, 1957

FIRST CLASS

STATIONS	Mile Post	6	8	108	112	104	102	106	28
		Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express
DN-B NORTH PLATTE NY 5.1	284.1	A11.15AM	A12.15PM	A 6.28PM	A 7.34PM	A 9.23PM	A 9.43PM	A 9.58PM	A11.15PM
DN WEST NORTH PLATTE 1.8	289.2	11.04	12.01PM	6.19	7.24	9.14	9.34	9.49	11.05
BIRDWOOD 6.4	290.5								
D HERSHEY OF 8.8	296.9	10.58	11.52AM	6.13	7.18	9.08	9.28	9.43	10.59
O'FALLONS 1.1	800.7	10.55	11.48	6.10	7.15	9.05	9.25	9.40	10.55
VARNER 1.6	801.8								
D SUTHERLAND SU 4.5	803.4	10.53	f11.45	6.08	7.13	9.03	9.23	9.38	f10.52
DEXTER 7.6	807.9	10.49	11.41	6.05	7.10	9.00	9.20	9.35	10.47
D PAXTON PN 6.2	815.5	10.42	f11.34	5.59	7.04	8.54	9.14	9.29	f10.40
KORTY 6.0	821.7	10.37	11.28	5.54	7.00	8.49	9.09	9.24	10.34
ROSCOE 7.1	827.7	10.31	11.22	5.50	6.56	8.45	9.05	9.20	f10.28
DN OGALLALA YL OT 9.1	884.8	10.24	f11.15	5.45	6.51	8.40	9.00	9.15	s10.21
D BIRLE RU 5.2	848.9	10.15	f11.05	5.37	6.43	8.32	8.52	9.07	f10.11
MECKATH 4.8	849.1								
D BIG SPRINGS GS 5.4	853.9	10.07	f10.56	5.30	6.36	8.25	8.45	9.00	f10.01
BARTON 6.0	859.8	10.02	10.50	5.26	6.32	8.21	8.41	8.56	9.55
DN JULESBURG YL JB 5.8	865.2	9.56	f10.45	5.21	s 6.27PM	8.16	8.36	8.51	s 9.50
WEIR 9.7	870.5	9.50	10.37	5.16		8.11	8.31	8.46	9.43
D CHAPPELL OQ 8.4	880.8	9.42	f10.31	5.09		8.04	8.24	8.39	f 9.36
D LODGE POLE OP 8.6	889.7	9.33	f10.22	5.02		7.57	8.17	8.32	f 9.27
D SUNOL UN 4.7	896.8	9.28	10.16	4.57		7.52	8.12	8.27	f 9.21
COLTON 9.5	401.0	9.24	10.12	4.53		7.48	8.08	8.23	9.17
DN-B SIDNEY YL OD 8.0	407.5	9.17	10.05	4.47		7.42	8.02	8.17	9.10
BROWNSON 10.9	415.3	8.56	9.44	4.38		7.41	8.01	8.16	9.00
D POTTER PR 4.4	426.4	8.47	9.35	4.29		7.33	7.53	8.08	8.49
JACINTO 4.8	430.8					7.24	7.44	7.59	f 8.39
D DIX DX 4.5	435.4	8.40	9.26	4.23		7.18	7.38	7.53	f 8.29
OWASCO 4.0	439.9								
DN KIMBALL KB 6.6	444.8	8.33	f 9.17	4.17		7.12	7.32	7.47	s 8.20
OLIVER 6.5	451.1								
D BUSHNELL BN 10.1	456.6	8.23	9.05	4.08		7.03	7.23	7.38	s 8.07
DN PINE BLUFFS YL UF 5.8	466.7	8.14	8.55	4.00		6.55	7.15	7.30	s 7.55
TRAOY 6.5	472.0								
D EGBERT OX 5.7	477.5	8.04	8.45	3.50		6.45	7.05	7.20	f 7.43
D BURNS UX 6.5	483.8	7.59	8.40	3.46		6.41	7.01	7.16	7.38
HILLSDALE 8.2	489.7	7.54	8.35	3.42		6.37	6.57	7.12	7.33
DURHAM 5.8	495.9	7.49	8.30	3.37		6.32	6.52	7.07	7.28
ARONER 8.3	501.2	7.44	8.25	3.33		6.28	6.48	7.03	7.24
DN-B CHEYENNE YL OY (225.4)	609.5	7.35AM	8.15AM	3.25PM		6.20PM	6.40PM	6.55PM	7.15PM
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

Thru Time.....	(3.40)	(4.00)	(3.03)	(1.07)	(3.03)	(3.03)	(3.03)	(4.00)
Average speed per hour.....	61.5	56.4	73.9	72.7	73.9	73.9	73.9	55.4

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

Rules 251 to 254 inclusive apply on Second Subdivision.

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 24

April 14, 1957

SECOND CLASS

Mile Post		242	354	246	98	94				Car Capacity of Sidings, etc. See Rule 6 (A), page 24.
		Local Freight	Mixed	Local Freight	Local Freight	Mixed				
	STATIONS									
284.1	DN-R NORTH PLATTE NY 5.1	A 1.00PM			A 4.50PM	A 7.00PM				DP XWCZTYP
289.2	DN WEST NORTH PLATTE 1.3	12.50			4.40	6.48				P
290.5	BIRDWOOD 6.4									CS 84 P
296.9	D HERSHEY OF 3.8	s 12.35			f 4.30	s 6.38				WB 72 XP
300.7	O'FALLONS 1.1	f 12.25			4.22PM	6.30PM				CS 110 XWYP
301.8	VARNER 1.6									40 X
303.4	D SUTHERLAND SU 4.5	s 12.15PM								CS 121 P
307.9	DEXTER 7.6	f 11.55AM								CS 82 P
315.5	D PATON PN 6.2	s 11.34								CS 121 P
321.7	KORTY 6.0	f 11.15								5 P
327.7	ROSCOE 7.1	f 11.00								CS 83 P
334.8	DN OGALLALA YL GT 9.1	s 10.45								WB 123 WB 130 EB 125 XWCP
343.9	D BRULE RU 5.2	s 9.50								CS 126 P
349.1	MEGEATH 4.8									10
353.9	D BIG SPRINGS GS 5.4	s 9.25								CS 122 WP
359.3	BARTON 6.0	f 8.55								CS 85 P
365.3	DN JULESBURG YL JB 5.3	s 8.45								XWCJYP WB 125 EB 121
370.6	WEIR 9.7	f 7.55								CS 90 P
380.3	D OHAPPELL CQ 9.4	s 7.45								CS 122 WP
389.7	D LODGE POLE GP 6.6	s 7.30								WB 111 EB 74 XP
396.3	D SUNOL UN 4.7	f 7.20								XP
401.0	COTTON 6.5	f 7.10								CS 125 P
407.5	DN-R SIDNEY YL OD 8.0	7.00AM		A 3.30PM						XWCOYP
415.5	BROWNSON 10.9			f 2.50						CS 84 YP WB 121 XWP EB 70
426.4	D POTTER PR 4.4			s 2.25						8 PX
430.8	JACINTO 4.6									CS 125 P
435.4	D DIX DX 4.5			s 1.55						17 PX
439.9	OWASCO 4.6									CS 122 XWP
444.5	DN KIMBALL KB 6.6			s 1.30						12
451.1	OLIVER 5.5									CS 125 WP
456.6	D BUSHNELL BN 10.1			s 12.50						CS 125 XWCP
466.7	DN PINE BLUFFS YL UF 5.3			12.30PM						10
472.0	TRACY 5.5									CS 94 XWYP
477.5	D EGBERT GX 5.7		A 8.50AM							WB 62 XP
483.2	D BURNS UX 6.5		s 8.40							CS 95 WP
489.7	HILLSDALE 6.2		s 8.31							WB 62 XP
495.9	DURHAM 5.3		f 8.23							WB 117 XP EB 125
501.2	ARCHER 8.3		f 8.15							DP XWCZTYP
509.5	DN-R CHEYENNE YL OY		8.05AM							

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Tracks

(225.4)

Thru Time.....	(6.00)	(0.45)	(1.15)	(0.28)	(0.30)
Average speed per hour.....	20.6	43.7	33.8	35.6	30.8

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

Rules 251 to 254 Inclusive apply on Second Subdivision.

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

WESTWARD

THIRD SUBDIVISION

EASTWARD

Car Capacity of Stages (A), See Rule 72, page 24.	SECOND CLASS			FIRST CLASS			Distance from Julesburg	Time-Table No. 24 April 14, 1957	Mile Post	FIRST CLASS		SECOND CLASS			
		71	111	301		302				112	72				
		C. B. & Q. Freight	Streamliner Passenger	C. B. & Q. Passenger		C. B. & Q. Passenger				Streamliner Passenger	C. B. & Q. Freight				
	Daily	Daily	Daily		STATIONS										
80	WCYIP		f 5.10AM				0.0	DN	JULESBURG	YL JB	0.0		As 6.27PM		
75	ZP		5.18				7.1	D	7.1	OVID	VI	7.1	6.18		
73	WP		5.24				14.6	D	7.5	SEDGWICK	ZD	14.6	6.12		
29							19.0		4.4	DORSEY		19.0			
95	F			5.31			23.1		4.1	RED LION		23.1	6.05		
29	F						25.8		2.7	MARCOFF		25.8			
95	WP			5.36			30.1	D	4.3	CROOK	OK	30.1	6.00		
23							34.2		4.1	TOBIN		34.2			
72	F			5.43			38.8		4.6	PROCTOR		38.8	5.53		
12	F						41.1		2.8	POWELL		41.1			
29							42.2		1.1	GRIFF		42.2			
64	F			5.48			45.6	D	8.4	ILIFF	F	45.6	5.48		
16							50.1		4.5	FORD		50.1			
77	F			5.54			53.5		8.4	HAYFORD		53.5	5.41		
	AIP						57.2		8.7	C. B. & Q. CROSSING		57.2			
100	IWOTZP	1.00PM	6.00 6.05		5.05AM		57.5	DN-R	0.3	STERLING	YL ST	57.5	A 2.20AM 5.37 5.35		A 11.59PM
							61.7		4.2	HALL		61.7			
73	F	1.14	6.13	f 5.13			64.1	D	2.4	ATWOOD	OD	64.1	f 2.09	5.28	11.43
23							66.8		2.7	BETLAND		66.8			
74	F	1.27	6.19	f 5.21			70.2	D	8.4	MERINO	MI	70.2	f 2.02	5.23	11.33
10							72.1		1.9	BETA		72.1			
143	F	1.36	6.24	5.29			76.0		8.9	MESSEK		76.0	5.19	11.21	
41	F						78.4		2.4	BALZAO		78.4			
82	F	A 2.00PM	6.29	A 5.40AM			81.0	DN	1.8	UNION	UN	81.0	f 1.50AM	5.15	11.09PM
34							83.8		4.2	OOOPER		83.8			
64	WP		6.34				87.0		6.8	SNYDER		87.0	5.10		
58	F		6.40				93.8		3.1	DODD		93.8	5.05		
21							96.9		1.7	HURLEY		96.9			
100	WP		6.44				98.6	DN	7.4	FT. MORGAN	FX	98.6	5.01		
55	F		6.50				106.0		3.0	NARROWS		106.0	4.55		
78	F		6.52				109.0	D	5.2	WELDONA	DN	109.0	4.53		
23	F		6.57				114.2		8.5	GOODRICH		114.2	4.49		
78	F		7.00				117.7		2.4	OROHARD		117.7	4.46		
14	F						121.4		3.7	SUBLETTE		121.4			
53	F		7.06				124.8		3.4	MASTERS		124.8	4.40		
50	F		7.11				130.2		5.4	CANTON		130.2	4.36		
121	WP		7.16				135.4		5.2	HARDIN		135.4	4.32		
19	F						139.1		4.0	KUNER		139.1			
79	F		7.22				143.1	D	4.1	KERSEY	KR	143.1	4.26		
27							147.2		3.9	AUBURN		147.2			
56	WCTYP	A 7.30AM					151.1	DN-R		LASALLE	YL DY	151.1	4.20PM		
									(151.1)				Daily	Daily	Daily

BLOCK SIGNALS

(1.00) 23.5 (2.20) 64.8 (0.35) 40.3 Thru Time (0.30) 47.0 (2.07) 71.4 (0.50) 28.2
 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 72.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

BEATRICE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24	SECOND CLASS				Distance from Valley	Time-Table No. 24 April 14, 1957				Mile Post	SECOND CLASS			
	71		73			STATIONS					74		72	
	Freight Daily	Freight Daily	Freight Daily	Freight Daily		Freight Daily	Freight Daily	Freight Daily	Freight Daily					
WCYP		10.25PM	1.30PM	0.0	DN-R	VALLEY	YL	V	0.0	A	5.20AM	A	8.50PM	
AI				5.8		5.8	O. B. & Q. CROSSING		5.8					
28 P		10.40	1.45	6.8		0.5	YUTAN	YN	6.8		5.10		8.40	
106 YP		10.50	1.55	11.6	D	5.3	MEAD	AD	11.6		5.00		8.30	
04 P		11.10	2.07	18.9	D	7.3	WAHOO	W	18.9		4.45		8.15	
				19.6		0.7	O. & N. W. and O. B. & Q. CROSSINGS		19.6					
78 P		11.25	2.22	26.8	D	6.7	WESTON	WN	26.8		4.35		8.05	
20 P		11.35PM	2.34	38.2		6.9	TOUHY		38.2		4.23		7.53	
96 WOYP		12.01AM	2.44	37.8	DN	4.1	VALPARAISO	YL VD	37.8		4.15		7.45	
88				41.8		4.5	AGNEW		41.8					
88 P		12.18	2.58	46.5	D	4.7	RAYMOND	RM	46.5		3.59		7.28	
101 P		12.30	3.08	52.7		6.2	GARRATT		52.7		3.48		7.18	
4				55.8		2.6	WEST LINCOLN		55.8					
I				55.5		1.2	O. B. & Q. CROSSING		55.5					
24 WTZP		12.55	3.18	57.1	DN	0.6	LINCOLN	YL SN	57.1		3.40		7.10	
I				57.4		0.8	O. B. & Q. CROSSING		57.4					
I				59.0		1.6	O. B. & Q. CROSSING		59.0					
180 P		1.18	3.31	65.4		0.4	JAMAIOA		65.4		3.20		6.50	
				68.2		2.8	HANLON		68.2					
31 P		1.33	3.46	74.7		6.5	PRINCETON		74.7		3.05		6.35	
78 P		1.43	3.53	79.5	D	4.8	COBTLAND	RD	79.5		2.55		6.25	
84 P		1.58	4.08	88.9	D	9.4	PICKRELL	IK	88.9		2.43		6.13	
CWTZP		A 2.15AM	A 4.25PM	96.8	DN-R	7.9	BEATRICE	YL BX	96.8		2.30AM		6.00PM	
						(96.8)					Daily		Daily	
		(3.50)	(2.55)			26.2	33.2				(2.50)		(2.50)	
								.....Thru Time.....			34.2		34.2
								.....Average speed per hour.....					

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

WESTWARD

OLD MAIN LINE

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24					Distance from Council Bluffs	Time-Table No. 24 April 14, 1957				Mile Post				
						STATIONS								
XIP					5.3	DN	SUMMIT	YL	SU	5.3				
XWP					6.4		1.2	SOUTH OMAHA	YL	6.4				
XIP					11.9		5.5	GILMORE	YL	11.9				
72 P					16.8	D	4.9	PAPILLION	PO	16.8				
AIP					19.2		2.4	MO. PAC. CROSSING		19.2				
P					22.5	D	3.3	MILLARD	MD	22.5				
XP					26.1		3.6	LANE		26.1				
							20.9							

.....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.
Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

WESTWARD

STROMSBURG BRANCH

EASTWARD

SECOND CLASS

Time-Table No. 24

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.

75

April 14, 1957

76

Local Freight
Tuesday
Thursday
Saturday

Distance from Valparaiso

Mile Post

Local Freight

STATIONS

WCYP			5.00AM	0.0	DN-R	VALPARAISO	YL	VO	0.0	A11.35AM		
16			f 5.20	7.4		7.4			7.4	f 11.02		
23			s 5.40	18.5	D	6.1			18.5	s 10.50		
				15.0		1.5			15.0			
22	W		s 6.10	28.2	D	8.2			28.2	s 10.25		
				28.5		0.8			28.5			
31			s 6.45	38.8	D	9.8			38.8	s 9.40		
36			s 7.05	40.1	D	6.8			40.1	s 9.20		
7			s 7.34	47.5	D	7.4			47.5	s 8.55		
9	W		s 8.25	58.9	D	5.4			58.9	s 8.25		
				56.8		8.9			56.8			
35			s 8.40	63.0	D	6.2			63.0	s 7.50		
21			s 8.55	68.8	D	5.5			68.8	s 7.30		
22			s 9.10	73.8		5.3			73.8	f 7.10		
				75.8		1.5			75.8			
				75.8		0.6			75.8			
WYP			A 9.20AM	75.9	DN-R	0.6			75.9	7.05AM		
										Monday Wednesday Friday		

(4.20)
17.5

..... Thru Time.....
..... Average speed per hour.....

(4.30)
16.8

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

WESTWARD

CEDAR RAPIDS BRANCH

EASTWARD

SECOND CLASS

Time-Table No. 24

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.

79

April 14, 1957

80

Mixed
Daily
Except
Sunday

Distance from Genoa

Mile Post

Mixed

STATIONS

WY			12.32PM	0.0	D-R	GENOA	YL	G	0.0	A 4.45PM		
12				5.3		5.3			5.3			
20				9.3		4.0			9.3			
						4.4						
23			s 1.08	18.7	D	9.4			18.7	s 4.17		
31			s 1.33	23.1		7.2			23.1	s 3.53		
28	W		s 1.52	30.8	D	6.8			30.8	s 3.35		
26			s 2.13	36.6	D	7.7			36.6	f 3.19		
28	WY		A 2.40PM	44.3	D-R	7.7			44.3	3.00PM		
										Daily Except Sunday		

(2.08)
20.8

..... Thru Time.....
..... Average speed per hour.....

(1.45)
25.3

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

WESTWARD

NORFOLK BRANCH

EASTWARD

Car Capacity of Stations, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distances from Columbus	Time-Table No. 24 April 14, 1957	Miles Post	SECOND CLASS		
	79	81	321				82	80	312
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday						
WCZYPZ	11.40AM	7.20AM	1.40AM	0.0	DN-R COLUMBUS YL O	0.0	A 1.25PM	A 5.35PM	A 11.00PM
20	11.50AM	7.30	1.50	4.2	4.2 SHELDONVILLE	4.2	1.10	5.23	f 10.47
8 YP	A 12.02PM	A 7.45AM	f 2.00	9.4	9.4 B OCONEE YL	9.4	1.02PM	5.10PM	f 10.35
28			f 2.30	14.7	14.7 D PLATTE CENTER PO	14.7			s 10.20
36				20.3	20.3 TARNOV	20.3			
				25.1	25.1 O. & N. W. CROSSING	25.1			
56 W			s 3.17	25.7	25.7 D HUMPHREY HX	25.7			s 9.40
16			f 3.23	29.1	29.1 PEOK	29.1			f 9.16
38 W			s 3.55	35.4	35.4 D MADISON MA	35.4			s 9.02
41				40.9	40.9 ENOLA	40.9			
				48.7	48.7 O. & N. W. CROSSING	48.7			
				50.2	50.2 O. & N. W. CROSSING	50.2			
WCZYP			A 5.00AM	50.4	50.4 D-R 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..... Average speed per hour.....		(0.23) 24.5	(0.25) 22.6	(3.00) 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 72.
Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD

ALBION BRANCH

EASTWARD

Car Capacity of Stations, etc. See Rule 6 (A), Page 24.	SECOND CLASS		Distances from Oconee	Time-Table No. 24 April 14, 1957	Miles Post	SECOND CLASS		
	79	81				82	80	
	Mixed	Mixed				Mixed	Mixed	
	Daily Except Sunday	Daily Except Sunday						
20 YP		12.02PM	7.45AM	0.0	0.0 B OCONEE YL	0.0	A 1.02PM	A 5.10PM
5				2.0	2.0 MILL SPUR	2.0		
		s 12.13	s 8.00	4.8	4.8 D MONROE MN	4.8	s 12.50	s 5.00
40 WYP		A 12.29PM	s 8.30	11.8	11.8 D-R GENOA YL O	11.8	s 12.29PM	79 4.45PM
50			s 9.15	23.8	23.8 D ST. EDWARD ST	23.8	s 11.55	
28 WYP			A 10.05AM	33.7	33.7 D-R ALBION YL A	33.7	11.30AM	
					(33.7)		Daily Except Sunday	Daily Except Sunday
	(0.27) 25.1	(3.20) 14.4			..... Thru Time..... Average speed per hour.....		(1.32) 22.0	(0.35) 27.1

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

WESTWARD

ORD — LOUP CITY BRANCH

EASTWARD

SECOND CLASS

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	283		83		Distance from Grand Island	Time-Table No. 24		Mile Post	84		284	
	Mixed	Mixed	Mixed	Mixed		April 14, 1957	Mixed		Mixed	Mixed	Mixed	
	Mon., Wed., Fri.	Tues., Thurs., Sat.				STATIONS						
WTYPCZ			10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A	5.15PM	A	5.15PM
I					0.4		O. B. & Q. CROSSING	0.4				
11					2.5		OALEY	2.5				
10			s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s	4.42	s	4.42
30 WYP			s 11.15	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s	4.20	s	4.20PM
10			s 11.40AM		30.2	D	DANNEBROG DB	30.2				s 3.50
11 W			s 12.05PM		40.5	D	BOELUS HW	18.6				s 3.20
11			f 12.25		47.7		ROCKVILLE	25.8				f 2.55
33 W			A 1.00PM		60.9	D-R	LOUP CITY YL OP	39.0				2.30PM
27				s 10.20	30.7	D	ELBA EB	30.7	s	3.48		
35				s 10.35	36.8		COTESFIELD	36.8	s	3.41		
				10.50	44.5		SCOTIA JUNCTION	44.5		3.23		
30				s 11.00	45.7	D	SCOTIA SK	45.7	s	3.14		
				11.15	44.5		SCOTIA JUNCTION	44.5		3.07		
31 W				s 11.35AM	48.8	D	NORTH LOUP NU	48.8	s	2.57		
3					58.5		SAUNDERS	58.5				
					60.7		O. B. & Q. CROSSING	60.7				
34 WY				A 12.10PM	61.0	D-R	ORD YL RD	61.0		2.30PM		
							(61.0)					
			(3.00)	(3.10)			.....Thru Time.....			(2.45)		(2.45)
			20.3	19.3			.....Average speed per hour.....			22.2		22.1

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

WESTWARD

HASTINGS BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), page 24.					Distance from Hastings	Time-Table No. 24		Mile Post				
						April 14, 1957						
						STATIONS						
WYPCZ					0.0	DN-R	HASTINGS YL AN	0.0				
130 P					12.7		HAYLAND	12.7				
85 P					20.2		DENMAN	20.2				
130 WYP					28.1	DN-R	GIBBON GB	28.1				
I							(28.1)					

.....Thru Time.....
Average speed per hour.....

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

WESTWARD

KEARNEY BRANCH

EASTWARD

SECOND CLASS

Time-Table No. 24

SECOND CLASS

Car Capacity
of Seating, etc.
See Rate & (A),
Page 24.

95

Mixed

Tuesday,
Thursday
Saturday

Distance from
Kearney

April 14, 1957

Mile
Post

96

Mixed

196

Mixed

STATIONS

WYCE			9.00AM	0.0	DN-B	KEARNEY	YL	KB	0.0	A 9.20PM	A11.50AM		
13			f 9.12	5.5		5.5			5.5	f 8.32	f11.10		
19	P		s 9.19	10.1		GLENWOOD PARK	4.6		10.1	s 8.22	s10.50		
27	P		s 9.30	16.8	D	RIVERDALE	6.7		16.8	s 8.00	s10.35		
13			f 9.52	22.7		AMHERST	5.9	HR	22.7	f 7.41	f10.25		
22	WP		s 10.06	26.8		WATERTOWN	8.6		26.8	s 7.33	s10.15		
25	P		s 10.20	32.5	D	MILLER	6.2		32.5	s 7.15	s10.00		
28	P		s 10.40	40.4	D	SUMNER	7.9	SU	40.4	s 6.59	s 9.45		
40			s 11.13	53.1	D	EDDYVILLE	11.7	VD	53.1	s 6.28	s 9.30		
27	WYP		s 12.30PM	65.5	D	OCONTO	13.4	DS	65.5	s 5.45	s 9.00		
9			f 12.55	76.8		CALLAWAY	10.8	OA	76.8	f 5.00	f 8.30		
28	WP		s 1.30	83.1	D	FINCHVILLE	7.8		83.1	s 4.45	s 8.15		
10			f 2.10	94.6		ARNOLD	11.5	AD	94.6	f 4.18	f 7.48		
15	P		f 2.30	99.2		HOAGLAND	4.6		99.2	f 4.08	f 7.38		
22	FWYC		A 2.55PM	102.4	D-B	GANDY	3.2	SN	102.4	4.00PM	7.30AM		
						STAPLETON				Wednesday Friday	Sunday		

(102.4)

(5.55)
17.3

.....Thru Time.....
.....Average speed per hour.....

(5.20)
19.2

(4.20)
23.6

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

WESTWARD

NORTH PLATTE BRANCH

EASTWARD

Car Capacity of Sidings, etc., See Rule 6 (A), Page 24.	SECOND CLASS			Distance from O'Fallon.	Time-Table No. 24 April 14, 1957		Mile Post	SECOND CLASS		
		97 Local Freight	93 Mixed		STATIONS			98 Local Freight	94 Mixed	
		Daily	Daily							
WYP		7.15AM	5.30AM	0.0	R	O'FALLONS	YL	0.0	A 4.20PM	A 6.25PM
16		f 7.20	f 5.35	2.8		2.8 COCKER		2.8	f 3.58	f 6.13
41	P	f 7.41	s 5.48	12.8	D	10.0 SARBEN	AK	12.8	f 3.30	s 5.58
40		f 7.58	f 5.57	19.6		6.8 NEVENS		19.6	f 3.15	f 5.48
12				24.8		5.2 BROGANVILLE		24.8		
43	WP	f 8.20	s 6.11	28.4		3.6 KEYSTONE		28.4	f 2.55	s 5.36
11				30.7		2.3 KINGSLEY		30.7		
43	P	f 8.35	f 6.21	34.9	D	4.2 MARTIN	SA	34.9	f 2.30	f 5.24
43	P	f 8.50	s 6.31	41.2		8.8 LEMOYNE		41.2	f 2.15	s 5.14
25		f 9.05	f 6.40	45.8		5.6 BELMAR		45.8	f 2.05	f 5.03
44		f 9.14	f 6.48	51.7		4.9 RUTHTON		51.7	f 1.55	f 4.55
41	WCYP	s 9.45	s 7.02	59.8	D	7.6 LEWELLEN	YL W	59.8	s 1.40	s 4.44
41	P	s 10.35	s 7.21	70.8	D	11.5 OSHKOSH	YL OX	70.8	s 1.05	s 4.21
40	WP	s 11.20	s 7.43	85.4	D	15.6 LISCO	OO	85.4	f 12.25PM	s 3.53
37		f 11.35	f 7.56	95.4		9.0 FINLEY		95.4	f 11.55AM	f 3.39
40		s 11.45 ⁹⁸ AM	s 8.07	100.4	D	5.0 BROADWATER	BR	100.4	f 11.45 ⁹⁷	s 3.30
10		f 12.03PM	f 8.20	109.6		9.8 TOWERS		109.6	f 11.20	f 3.12
105	WPY	s 12.35	s 8.30	114.1	D	4.5 NORTHPORT	YL NP	114.1	f 11.12	s 3.05
	AI	12.40	8.33	115.5		1.4 O. B. & Q. CROSSING		115.5	10.50	2.57
11		f 12.55	f 8.40	121.8		6.8 MOHLER		121.8	f 10.40	f 2.46
38	P	f 1.01	s 8.50	125.7	D	4.9 SOUTH BAYARD	OR	125.7	f 10.32	s 2.39
51		f 1.10	s 8.59	133.1		5.4 MOOREW		133.1	f 10.23	s 2.29
30	P	f 1.20	s 9.09	137.9	D	5.8 MELBETA	MB	137.9	f 10.13	s 2.19
76 DOWCYZPT		A 1.35PM	A 9.30AM	145.9	DN-B	8.0 GERING	YL G	145.9	10.01AM	2.00PM
						(145.9)			Daily	Daily
		(6.20) 34.3	(4.00) 36.5			..... Thru Time.....			(6.19) 23.1	(4.25) 33.0
						..... Average speed per hour.....				

WESTWARD

GERING BRANCH

EASTWARD

Car Capacity of Sidings, etc., See Rule 6 (A), Page 24.				Distance from Gering	Time-Table No. 24 April 14, 1957		Mile Post			
					STATIONS					
DOWCYZPT				0.0	DN-B	GERING	YL G	0.0		
17				5.4		5.4 MATHERS	YL	5.4		
17				6.0		0.6 MOON	YL	6.0		
				7.0		1.0 ROUBADEAU	YL	7.0		
18				8.4		1.4 HILLIKER	YL	8.4		
18				9.8		1.4 RIFORD	YL	9.8		
						(9.8)				

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

WESTWARD

NORTH PLATTE CUT-OFF

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 24			Mile Post	SECOND CLASS		
	353	93	59		April 14, 1957				354	60	94
	Mixed Daily	Mixed Daily	Local Freight Daily		STATIONS				Mixed	Local Freight	Mixed
72DOOZWYPT		9.40AM	6.00AM	145.9	DN-R	GERING	YL G	145.9	A10.40AM	A 1.50PM	
14		f 9.46	f 6.10	150.5		OOSTIN		150.5	f 10.28	f 1.34	
20		s 9.49	f 6.15	152.2	D	HAIG	HA	152.2	f 10.25	s 1.30	
24		s 9.55	f 6.25	153.9	D	SOUTH MITCHELL	MI	153.9	f 10.20	s 1.21	
22		f 9.58	f 6.30	157.1		FELTON		157.1	f 10.15	f 1.14	
70 P		s 10.06 ⁶⁰	f 6.45	159.1	D	SOUTH MORRILL	MO	159.1	f 10.06 ⁶⁰	s 1.06	
18		f 10.09	f 6.50	164.2		JOYOK		164.2	f 9.52	f 1.01	
51 WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	LYMAN	YL MU	167.9	s 9.45 ⁶⁰	s 12.56	
31		f 10.19	f 9.50	170.1		CANAL		170.1	f 9.20	f 12.49	
51 P		s 10.25	f 10.07	173.7	D	HUNTLEY	HU	173.7	f 9.13	s 12.41	
25		f 10.30	f 10.17	177.0		HOLLY		177.0	f 9.06	f 12.33	
51 WOYP	12.45PM	10.40 ⁶⁰ 10.45	10.35AM ⁶⁰ 12.15PM ⁶⁴	181.6	D-R	YODER	YL DR	181.6	A11.45AM	9.00 8.46 12.25 12.15 ⁶⁰	
51 P		s 10.55	s 12.35	188.1	D	VETERAN	VN	188.1	s 8.33	s 12.03PM	
8		f 11.00	f 12.40	191.5		HELDT		191.5	f 8.26	f 11.57AM	
16		f 11.07	f 12.50	196.1		COTTIER		196.1	f 8.19	f 11.50	
51 OWYP		A 11.15AM	A 1.00PM	200.6	D-R	SO TORRINGTON	YL RI	200.6	8.10AM	11.45AM	
14		f 12.55		185.5		GOODLAND		185.5	f 11.32		
26		f 1.01		187.6		FONDA		187.6	f 11.27		
51 W		s 1.10		192.4	D	HAWK SPRINGS	HK	192.4	s 11.15		
31		f 1.18		194.7		DUBOO		194.7	f 11.01		
19		f 1.30		200.8		WYROSS		200.8	f 10.50		
51 WY		s 1.45		203.8	D	LA GRANGE	GA	203.8	s 10.45		
19		f 1.57		210.7		TREMAIN		210.7	f 10.20		
51 WC		s 2.35		222.5	D	ALBIN	AB	222.5	s 9.55		
51		f 2.55		229.7		LINDBERGH		229.7	f 9.35		
WPY		A 3.25PM		244.8	DN-R	ROBERT	YL OX	244.8	9.10AM		
				(98.4)Thru Time.....				Daily	Daily	Daily
				(2.40) 23.5					(2.85) 24.3	(3.20) 21.9	(3.05) 28.3
				(1.35) 34.5							
				(7.00) 7.8							
			Average speed per hour.....							

WESTWARD		LYMAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Lyman	Time-Table No. 24		Mile Post	
		April 14, 1957			
		STATIONS			
	0.0	DN	LYMAN MU YL	0.0	
	2.8		SEARS YL	2.8	
18	2.8		SIDING NO. 1 YL	2.8	
	4.6		HARTMAN YL	4.6	
17	6.4		STEGALL YL	6.4	
(6.4)					

WESTWARD		SEARS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	Distance from Sears	Time-Table No. 24		Mile Post	
		April 14, 1957			
		STATIONS			
	0.0		SEARS YL	0.0	
5	1.2		BELLINGER YL	1.2	
17	2.8		JANISE YL	2.8	
(2.8)					

Westward trains are superior to trains of the same class in the opposite direction, except that No. 254 is superior to No. 253, and Nos. 60 and 94 are superior to No. 59.—See Rule 72.

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

- Designation "Str."** —Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
- When diesel 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.

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	When more than 50% of the tonnage is gravel.			40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 3-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Inspection bus cars.		40	40	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			20
When caboose is handled in train consisting of passenger train equipment		60		Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			30 25
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
When yard limits not protected by continuous block signal system.	50	40	25	Trains handling scale test cars.			30
Passing fueling stations.	50	40	25	Train handling U. P. ore cars series 8000 8499, loaded or empty. Trains handling air-dump cars.			45 35
Diesel 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	When using No. 14 turn-outs.	25	20	20
1500 class diesel road freight locomotives.		55	55	When using other cross-overs or turn-outs: 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			5 15 10
Other than 1500 class diesel road freight locomotives.		60	55	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.			20
3800 and 3900 class engines.		60	50	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
5000 class engines.		50	50	On wye tracks.	15	15	15
4000 class engines.		45	45	Jordan spreaders and other machines of spreader type, when in operation.			15
MacArthur type engines with 63-inch drivers.		55	50	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
MacArthur type engines with 57-inch drivers.		35	35				
Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 type yard engines.		20	20				
Steam engines running backward.		20	20				
Light engines.			45				

OLD MAIN LINE

Between Gilmore and Lane.

50 35

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Diesel locomotives in road service.			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	Grand Island, 1900 class and heavier engines on east and west legs of wye.			5
Fremont, within city limits.		20	15	Grand Island, 2200 class engines on scale track and east yard run-around track.			5
Fremont, on F. S. Y. & L. Co. tracks			15	Buda, all airfield trackage.			10
Ames, freight train moving over C.&N.W crossing.			50	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.			10
Central City, within city limits.	60	60	55	Lexington, 2200 class engines on third and fourth tracks north, east of depot.			5
Central City, 2200 class engines on east leg of wye.			5	Cosad, on Armour & Co. spur tracks.			5
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	Gothenburg wye.			5
Grand Island, freight trains entering and moving through yard tracks.			5				
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Summit 5.2 and 5.6	25	25	25	Between Mile Posts— North Platte 281.9 and 281.1	80	70	50
Weco 14.2 and 14.7	80	70	50	Brady 258.5 and 258.1	70	60	50
15.9 and 16.2	80	70	50	Kearney 189.2 and 189.0	40	40	25
Lane 18.1 and 18.4	70	60	50	Waterloo 23.2 and 22.8	70	60	50
19.4 and 19.8	70	60	50	22.6 and 22.2	60	50	40
Elkhorn 21.9 and 22.1	70	60	50	22.1 and 21.9	70	60	50
22.2 and 22.6	60	50	40	Elkhorn 19.8 and 19.4	70	60	50
22.8 and 23.2	70	60	50	18.4 and 18.1	70	60	50
Vroman 258.1 and 258.5	70	60	50	Lane 16.2 and 15.9	80	70	50
Beek 281.1 and 281.9	80	70	50	14.7 and 14.2	80	70	50
North Platte				Seymour 5.6 and 5.2 Summit	25	25	25

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Diesel locomotives in road service.			55	Hillsdale, 5000 class and heavier engines on industry track.			5
Big Springs, over highway crossing when using siding.	5	5	5				
Brownson, on government tracks.			10	Cheyenne passenger sheds.	10	10	5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Korty 323.5 and 324.4	70	60	50	Between Mile Posts— Cheyenne 509.1 and 508.7	40	40	25
Brownson 422.6 and 423.5	60	60	50	506.3 and 505.8	80	70	50
Bushnell 456.9 and 457.2	80	70	50	503.0 and 502.2	60	50	40
462.8 and 462.0	80	70	50	Archer 498.2 and 497.7	70	60	50
Burns 480.2 and 486.5	70	60	50	Durham 494.0 and 493.8	70	60	50
Hillsdale 493.8 and 494.0	70	60	50	Hillsdale 486.5 and 486.2	70	60	50
Durham 497.7 and 498.2	70	60	50	Pine Bluffs 462.9 and 462.8	80	70	50
Archer 502.2 and 503.0	60	50	40	457.2 and 456.9	80	70	50
505.8 and 506.3	80	70	50	Potter 423.5 and 422.6	60	60	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Oheyenne				North Platte			

THIRD SUBDIVISION

Maximum speed.	70	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
Diesel locomotives in road service.			55	Between M. P. 150.7 and 150.9	30	30	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
Freight engines not otherwise shown.		50		Sterling, 3000 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C.B.&Q. wrecking derrick.			20

BRANCHES

Beatrice Branch Maximum speed.	50	45	Mead Between U. P. yard and Nebr. Ordinance classification yard.			15
5000 class and MacArthur type engines on curves.	35	35	Wahoo, city track.			6
Between Mile Posts— Valley 0.1 and 0.3	15	15	19.1 and 19.5	35	35	
3.8 and 4.0	35	35	19.1 and 19.5, with 5000 class and MacArthur type engines.	25	25	
3.8 and 4.0, with 5000 class and MacArthur type engines.	25	25	Weston 30.2 and 30.5	35	35	
Yutan 6.4 and 7.7	35	35	30.2 and 30.5, with 5000 class and MacArthur type engines.	25	25	
6.4 and 7.7, with 5000 class and MacArthur type engines.	25	25	31.6 and 31.9	35	35	
			31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Touhy 36.0 and 37.4	25	25	Ord—Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
Garratt 56.3 and 57.5	15	15	Carey, all airfield trackage.		10
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Libory and Ord.		30
Pickrell 96.5 and 97.3	15	15	Between St. Paul and Loup City.		30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Hastings Branch Maximum speed. Diesel locomotives in road service.	70	50 55
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Over Bridge 21.35.	30	30
Between Brainard and Hordville.	40	30	Gibbon, west of east wye switch.		15
Between Hordville and Central City.	35	25	Kearney Branch Between Kearney and Callaway: Steam trains. Diesel locomotives in road service.	25 25	25 25
Trains handling outfit cars.		20			
2800 class engines.	30	30	Between Callaway and Stapleton: Steam trains. Diesel locomotives in road service.	30 30	30 30
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	Trains handling outfit cars.		20
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	North Platte Branch Maximum speed.	45	45
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	5000 class engines.	35	35
Between Oconee and M.P. 16.		25	Over Bridge 18.30.		35
Between M.P. 16 and Norfolk.		30	Oshkosh, over First Street Crossing.		15
Trains handling outfit cars.		20	North Platte Cut-off Maximum speed.	45	45
Columbus, over wye switches.		15	5000 class engines.	35	35
On curve at M.P. 1.75.		25	On curves between Yoder and So. Torrington.		35
Albion Branch Maximum speed:		30	On curves between M.P. 25.42 and M.P. 31.25.		30
Trains handling outfit cars.		20	Through tunnel between Albin and Tremala.		20
Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30	Lyman Branch.		20
Between M.P. 11 and Spalding.		25	Gering Branch.		20
Trains handling outfit cars.		20	Sears Branch.		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection
First Subdivision				First Subdivision(Cont.)			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	27—XP	Both
Paddock.....	128.5	20	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
Alfalfa Center.....	194.1	44—XP	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:

- C—coaling station
- D—diesel oil station
- F—turbine fuel station
- I—interlocking
- O—fuel oil station
- P—dispatcher's telephone
- T—turntable
- W—water
- X—cross-over
- Y—wye
- Z—track scales
- AI—automatic interlocking signals
- CS—center siding
- ES—eastward siding
- WS—westward siding

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.8	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
A. McDermott	District Surgeon	Omaha, Nebr.	M. B. Wilcox	Oculist and Aurist.	Kearney, Nebr.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	A. H. Shamberg	Surgeon	Kimball, Nebr.
J. S. Benwell	District Surgeon	Denver, Colo.	E. R. Core	Surgeon	Kimball, Nebr.
R. J. Smith	Surgeon	Albion, Nebr.	V. D. Norall	Surgeon	Lexington, Nebr.
W. M. Fitch	Surgeon	Albion, Nebr.	E. R. Pearson	Surgeon	Lupton, Colo.
W. T. Wildhaber	Surgeon	Beatrice, Nebr.	W. L. Wilkinson	Surgeon	La Salle, Colo.
R. W. Taylor	Oculist and Aurist.	Beatrice, Nebr.	F. L. Garner	Surgeon	Madison, Nebr.
J. W. Wells	Surgeon	Brighton, Colo.	C. R. Watson	Surgeon	Mitchell, Nebr.
M. L. Chaloupka	Surgeon	Callaway, Nebr.	G. B. Salter	Surgeon	Norfolk, Nebr.
A. D. Brown	Surgeon	Central City, Nebr.	O. C. Kreyborg	Surgeon	North Platte, Nebr.
E. T. Zikmund	Surgeon	Central City, Nebr.	Wm. B. Niehus	Surgeon	North Platte, Nebr.
R. R. Douglas	Surgeon	Clarks, Nebr.	A. J. Callaghan	Surgeon	North Platte, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	H. H. Walker	Oculist and Aurist.	North Platte, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	G. F. Waltemath	Surgeon	North Platte, Nebr.
L. G. Howard	Oculist and Aurist.	Council Bluffs, Ia.	R. T. Takenaga	Surgeon	North Platte, Nebr.
A. L. Nielson	Surgeon	Council Bluffs, Ia.	H. A. Blackstone	Surgeon	Northport, Nebr.
A. M. Pedersen	Surgeon	Council Bluffs, Ia.	Wm. J. Russum	Surgeon	Omaha, Nebr.
G. M. McArdle	Surgeon	Council Bluffs, Ia.	C. F. Bantio	Surgeon	Omaha, Nebr.
P. D. Pedersen	Surgeon	Council Bluffs, Ia.	M. W. Barry	Surgeon	Omaha, Nebr.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	J. G. Bartek	Surgeon	Omaha, Nebr.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. B. Dolezal	Oculist	Omaha, Nebr.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	L. F. Tribulato	Shop Surgeon	Omaha, Nebr.
E. W. Newman	Oculist	Cheyenne, Wyo.	J. K. Muldoon	Surgeon	Omaha, Nebr.
R. B. Stump	Oculist and Aurist.	Cheyenne, Wyo.	R. T. Mauer	Surgeon	Omaha, Nebr.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	R. A. Moser	Surgeon	Omaha, Nebr.
R. I. Williams	Aurist	Cheyenne, Wyo.	F. C. Nelson	Surgeon	Omaha, Nebr.
C. E. Hranack	Surgeon	Cozad, Nebr.	O. C. Nickum	Shop Surgeon	Omaha, Nebr.
D. L. Larson	Surgeon	Chappell, Nebr.	J. J. O'Hearn	Surgeon	Omaha, Nebr.
L. J. Ekeler	Surgeon	David City, Nebr.	R. H. Rasgorshek	Oculist and Aurist.	Omaha, Nebr.
J. B. Kilo	Surgeon	Eddyville, Nebr.	J. L. McFee	Surgeon	Ogallala, Nebr.
R. C. Reeder	Surgeon	Fremont, Nebr.	C. J. Miller	Surgeon	Ord, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	Don E. Baca	Surgeon	Papillon, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	M. O. Arnold	Surgeon	St. Paul, Nebr.
L. E. Imes	Surgeon	Grand Island, Nebr.	F. G. Kolouch	Surgeon	Schuyler, Nebr.
E. G. Johnson	Surgeon	Grand Island, Nebr.	J. E. Nordstrom	Surgeon	Shelton, Nebr.
K. F. McDermott	Surgeon	Grand Island, Nebr.	R. J. Fox	Surgeon	Spalding, Nebr.
C. H. Maggiore	Surgeon	Grand Island, Nebr.	H. E. Moore	Surgeon	Sutherland, Nebr.
J. A. Proffitt	Oculist and Aurist.	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
W. C. Harvey	Surgeon	Gering, Nebr.	F. E. Palmer	Oculist and Aurist.	Sterling, Colo.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	L. W. Anderson	Surgeon	Sterling, Colo.
J. J. Hanigan	Surgeon	Hallam, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
O. A. Kostal	Surgeon	Hastings, Nebr.	C. R. Watson	Surgeon	South Mitchell, Nebr.
C. L. Kleager	Surgeon	Hastings, Nebr.	Leo Keenan	Surgeon	Torrington, Wyo.
H. P. Linton	Surgeon	Julesburg, Colo.	C. L. Marsh	Surgeon	Valley Nebr.
B. R. Bancroft	Surgeon	Kearney, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
S. O. Staley	Surgeon	Kearney, Nebr.	C. E. Wiltse	Surgeon	Wood River, Nebr.
F. L. Richards	Oculist and Aurist.	Kearney, Nebr.			

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WYOMING

SOUTH DAKOTA

NEBRASKA

COLORADO

KANSAS



SOTERRINGTON
 COTTIER
 HELDT
 VETERAN
 YODER
 GOODLAND
 FONDA
 HAWKSPRING
 DUROC
 WYCKOS
 LAGRANGE
 TREMAIN
 ALBIN
 LINDERBERG
 CHEYENNE
 SUTHERLAND
 BURNHAM
 HILLCREST
 BURNS
 EGBERT
 PINE BLUFFS
 NUNN
 BRIGGSDALE
 GALETON
 GREELEY
 ST. VRAIN
 BOULDER
 BRIGHTON
 DENVER
 BUICK
 HUGO
 CHEYENNE WELLS
 COLBY
 OAKLEY
 KAN. DIV.