



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 35

Effective Sunday,
April 28, 1963

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

Table with columns for stations (OO. BLUFFS, OMAHA, GRAND ISLAND, etc.) and times for various train numbers (9, 17, 105, 111, 27, 7, 5, 103). Includes a 'Mile Post' column and a 'Thru Time From Omaha' row at the bottom.

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

List of personnel including T. F. SHANAHAN, Superintendent, and various road foremen and dispatchers.

FIRST SUBDIVISION, GRAND ISLAND TO NORTH PLATTE, AND BRANCHES. A. E. HACKMAN, Chief Train Dispatcher.

SECOND SUBDIVISION, NORTH PLATTE BRANCH AND CUT-OFF. A. R. SUTHERLAND, Chief Train Dispatcher.

THIRD SUBDIVISION. J. F. BARRETT, Chief Train Dispatcher.

FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES. E. P. MERTEN, Chief Train Dispatcher.

MILEAGE table showing Main Line (659.60), Branches (836.14), and Total (1495.74).

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (OO. BLUFFS, OMAHA, GRAND ISLAND, etc.) and times for various train numbers (106, 112, 10, 104, 28, 18, 6, 8). Includes a 'Mile Post' column and a 'Thru Time From Omaha' row at the bottom.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table with columns for WESTWARD and EASTWARD, detailing discharge and pick-up passenger stops for various trains (7, 103, 111, 8, 104, 112).

WESTWARD

FIRST SUBDIVISION

Table with columns for Car Capacity, Class (Second Class, First Class), Time (Daily, Freight, Local), and Stations (Council Bluffs, Omaha, Summit, etc.). Includes sub-tables for 'Block Signals and Automatic Cab Signals' and 'Double Track'.

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.

FIRST SUBDIVISION

EASTWARD

Table with columns for Car Capacity, Class (First Class, Second Class), Time (Daily, Freight, Local), and Stations (Council Bluffs, Omaha, Summit, etc.). Includes sub-tables for 'Block Signals and Automatic Cab Signals' and 'Double Track'.

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.

WESTWARD SECOND SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 35

April 28, 1963

STATIONS

Table with columns for station names and arrival/departure times for various train classes (Mixed, Passenger).

Summary table showing average speeds per hour for different train classes.

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. No. 5 reduce speed to 60 miles per hour passing mail crane at Ogallala. For conditional stops to discharge or pick up passengers. — See Page 3.

SECOND SUBDIVISION EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 35

April 28, 1963

STATIONS

Table with columns for station names and arrival/departure times for various train classes (Mixed, Passenger).

Summary table showing average speeds per hour for different train classes.

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. No. 6 reduce speed to 60 miles per hour passing mail crane at Ogallala. For conditional stops to discharge or pick up passengers. — See Page 3.

WESTWARD STROMSBURG BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 4 (A), Page 18.	SECOND CLASS	Distance from Valparaiso	Time-Table No. 35 April 28, 1963	Mile Post	SECOND CLASS		
	75 Local Freight				76 Local Freight		
	Tuesday Thursday Saturday						
YP	8.00AM	0.0	D-R VALPARAISO YL VO	0.0	A11.35AM		
16	f 8.20	7.4	7.4 LOMA	7.4	f11.06		
28	P 8.40	12.5	D BRAINARD BD	12.5	s10.50		
32	P 9.10	23.2	D DAVID CITY DV	23.2	s10.25		
		23.5	O. B. & Q. CROSSING	23.5			
31	P 9.45	23.8	D RISING CITY RN	23.8	s 9.40		
16	P 10.05	40.1	D SHELBY SH	40.1	s 9.20		
7	P 10.25	47.5	D OSCEOLA OZ	47.5	s 8.55		
8	P 10.50	52.9	D STROMSBURG S	52.9	s 8.25		
		56.8	DURANT	56.8			
35	P 11.15	63.0	D POLK PK	63.0	s 7.50		
21	s11.30	68.4	HORDVILLE	68.4	s 7.30		
22	s11.45	73.8	HEBER	73.8	f 7.10		
		75.8	O. B. & Q. CROSSING	75.8			
YP	A11.55AM	75.9	DN-R CENTRAL CITY YL OI	75.9	7.05AM		
			(75.9)				
					Monday Wednesday Friday		
	(3.55) 19.4	.....	Thru Time.....	(4.30) 16.8	.....	Average speed per hour.....	

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

WESTWARD CEDAR RAPIDS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 4 (A), Page 18.	SECOND CLASS	Distance from Genoa	Time-Table No. 35 April 28, 1963	Mile Post	SECOND CLASS		
	79 Mixed				80 Mixed		
	Monday Wednesday Friday						
40	PY 8.52AM	0.0	D-R GENOA YL G	0.0	A 1.05PM		
20		9.8	MERCHISTON	9.8			
38	P 9.28	13.7	O FULLERTON YU	13.7	s12.37		
21	s 9.53	23.1	BELGRADE	23.1	s12.13PM		
26	P 10.13	30.8	D CEDAR RAPIDS OD	30.8	s11.55AM		
78	P 10.34	36.6	D PRIMROSE P	36.6	f11.39		
85	PY A11.00AM	44.8	D-R SPALDING YL SG	44.8	11.20AM		
			(44.8)				
					Monday Wednesday Friday		
	(2.08) 20.8	.....	Thru Time.....	(1.45) 25.3	.....	Average speed per hour.....	

WESTWARD OLD MAIN LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 4 (A), Page 18.	Distance from Council Bluffs	Time-Table No. 35 April 28, 1963	Mile Post	STATIONS			
XIP	5.2	DN SUMMIT YL SU	5.2				
XP	8.4	SOUTH OMAHA YL	8.4				
XIP	11.9	GILMORE YL	11.9				
72	P 16.6	D PAPILLION PC	16.6				
AIP	19.2	MO. PAC. CROSSING	19.2				
P	22.5	D MILLARD YL MD	22.5				
XP	26.1	LANE YL	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				NORFOLK BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 4 (A), Page 18.	SECOND CLASS			Distance from Columbus	Time-Table No. 35 April 28, 1963	Mile Post	SECOND CLASS						
	81 Mixed	79 Mixed	321 Mixed				312 Mixed	80 Mixed	82 Mixed				
	Tuesday Thursday Saturday		Monday Wednesday Friday	Daily Except Sunday									
DTYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R COLUMBUS YL O	0.0	A12.01PM	A 1.55PM	A 2.05PM				
20	8.10	8.10	5.10	4.2	SHELDONVILLE	4.2	f11.50AM	1.43	1.50				
8	Y P A 8.22AM	A 8.22AM	f 5.20	9.4	OCONEE YL	9.4	f11.40	1.30PM	1.42PM				
28	P		f 5.35	14.7	PLATTE CENTER PO	14.7	s11.25						
30				20.8	TARNOV	20.8							
56	P		s 5.55	25.7	HUMPHREY HX	25.7	s11.05						
32	P		s 6.10	35.4	MADISON MA	35.4	s10.50						
31				40.9	ENOLA	40.9							
				48.7	O. & N. W. CROSSING	48.7							
STP			A 7.00AM	50.4	D-R NORFOLK YL KH	50.4	10.00AM			Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday	
							(50.4)						
		(0.22) 25.6	(0.22) 25.6	(2.00) 25.2Thru Time.....			(2.01) 25.0	(0.25) 22.6	(0.23) 24.5Average speed per hour.....		

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

WESTWARD				KEARNEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 4 (A), Page 18.	SECOND CLASS			Distance from Kearney	Time-Table No. 35 April 28, 1963	Mile Post	SECOND CLASS					
	95 Mixed	96 Mixed	196 Mixed									
	Tuesday Thursday Saturday											
PYZ			9.00AM	0.0	DN-R KEARNEY YL KR	0.0	A 9.20PM	A11.50AM				
12			f 9.12	5.5	GLENWOOD PARK	5.5	f 8.34	f11.19				
19			s 9.24	10.1	RIVERDALE	10.1	s 8.22	s11.07				
27			s 9.41	16.8	AMHERST HR	16.8	s 8.00	s10.50				
32			s10.06	26.8	MILLER	26.8	s 7.35	s10.26				
35			s10.20	32.5	SUMNER SU	32.5	s 7.15	s10.10				
28			s10.40	40.4	EDDYVILLE	40.4	s 6.57	s 9.50				
40			s11.13AM	52.1	OCONTO BS	52.1	s 6.28	s 9.30				
27			s12.30PM	65.5	OALLAWAY OA	65.5	s 5.45	s 8.55				
38			s 1.30	83.1	ARNOLD AD	83.1	s 4.45	s 8.15				
10			f 2.10	94.6	HOAGLAND	94.6	f 4.18	f 7.48				
15			f 2.30	99.2	GANDY	99.2	f 4.08	f 7.38				
22	Y		A 2.55PM	102.4	D-R STAPLETON YL SN	102.4	4.00PM	7.30AM				
							(102.4)	Wednesday Friday	Sunday			
		(5.55) 17.3Thru Time.....	(5.20) 19.2	(4.20) 23.6Average speed per hour.....					

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

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

Designation "Psgr." —Train with Diesel locomotive and all passenger train equipment.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

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

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

GENERAL

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

OLD MAIN LINE

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Between Gilmore and Lane.	35	35			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Waterloo, seed house spur.		5	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing.		5
Fremont, within city limits.	30	25	Grand Island, on east and west legs of wye.		10
Fremont, while using C. & N. W. trackage.	10	10	Grand Island, on scale track and east yard run-around track.		5
Ames, freight train moving over C. & N.W. crossing.		50	Buda, all airfield trackage.		10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	25
Central City, within city limits.	60	45	Lexington, from Main street to 1500 feet east on scale track.		10
Central City, on east leg of wye.		10	Lexington, on third and fourth tracks north, east of depot.		5
Grand Island, freight trains entering and moving through yard tracks.		5	Cozad, on Armour & Co. spur tracks.		5
			Gothenburg wye.		5

ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			Between Mile Posts —		
Summit 5.2 and 5.6	25	25	North Platte 281.9 and 281.1	80	55
Weco 14.2 and 14.7	80	55	Brady 258.5 and 258.1	70	55
15.9 and 16.2	80	55	Kearney 189.2 and 189.0	40	25
Lane 18.1 and 18.4	70	55	Waterloo 23.2 and 22.8	70	55
19.4 and 19.8	70	55	22.6 and 22.2	60	45
Elkhorn 21.9 and 22.1	70	55	22.1 and 21.9	70	55
22.2 and 22.6	60	45	Elkhorn 19.8 and 19.4	70	55
22.8 and 23.2	70	55	18.4 and 18.1	70	55
Gothenburg 258.1 and 258.5	70	55	Lane 16.2 and 15.9	80	55
Maxwell 281.1 and 281.9	80	55	14.7 and 14.2	80	55
North Platte			Seymour 5.6 and 5.2	25	25
			Summit		

SECOND SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on government tracks.		10
			Hillsdale, on industry track.		5
			Cheyenne passenger sheds.	10	5
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — Korty 323.5 and 324.4	70	55	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Julesburg 365.4 and 366.1	60	50	503.0 and 502.2	60	45
Brownson 422.6 and 423.5	70	55	Archer 498.2 and 497.7	70	55
Bushnell 456.9 and 457.2	80	55	Durham 494.0 and 493.8	70	55
462.8 and 462.9	80	55	Hillsdale 486.5 and 486.2	70	55
466.2 and 466.6	60	50	Tracy 470.4 and 469.7	80	55
Pine Bluffs 466.6 and 467.3	60	50	467.3 and 466.6	60	50
Burns 486.2 and 486.5	70	55	Pine Bluffs 466.6 and 466.2	60	50
Hillsdale 493.8 and 494.0	70	55	462.9 and 462.8	80	55
Durham 497.7 and 498.2	70	55	457.2 and 456.9	80	55
Archer 502.2 and 503.0	60	45	Potter 423.5 and 422.6	70	55
505.8 and 506.3	80	55	Chappell 366.1 and 365.4	60	50
Cheyenne			Roscoe 324.4 and 323.5	70	55
			North Platte		
THIRD SUBDIVISION					
Maximum speed.	70	60	LaSalle Between M. P. 149.6 and 150.7	50	30
Light engines.		45	Between M. P. 150.7 and 150.9	30	25
			Between M. P. 150.9 and 151.1	50	30
			Sterling , M. P. 57.2, C. B. & Q. crossing, between home signals of automatic interlocking.	20	20
			Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.		20

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed.		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed: Between Genoa and M. P. 11.		30
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between M. P. 11 and Spalding.		25
Yutan 6.4 and 7.7	35	35	Trains handling outfit cars.		20
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Ord — Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
Wahoo , city track.		6	Carey, all airfield trackage.		10
19.1 and 19.5	35	35	Between St. Libory and Ord.		30
Weston 30.2 and 30.5	35	35	Between St. Paul and Loup City.		30
31.6 and 31.9	35	35	Trains handling outfit cars.		20
Touhy 36.0 and 37.4	25	25	Hastings Branch Maximum speed.	70	60
Garratt 56.3 and 57.5	15	15	Westward trains M. P. 26.8 to M. P. 27.2.	25	25
Lincoln C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	Kearney Branch Maximum speed.	30	30
Pickrell 96.5 and 97.3	15	15	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	North Platte Branch Maximum speed.	50	50
Beatrice, on Kilpatrick track.		5	Over Bridge 18.30.	35	35
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Oshkosh, over First Street Crossing.	15	15
Between Valparaiso and Brainard.	35	25	Between Mile Posts — Lisco 92.5 and 94.0.	45	45
Brainard , over public crossing.	5	5	Northport , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Between Brainard and Hordville.	40	30	North Platte Cut-off Maximum speed.	45	45
Between Hordville and Central City.	35	25	On curves between Yoder and So. Torrington.	35	35
Trains handling outfit cars.		20	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Through tunnel between Albin and Tremain.	20	20
Between Oconee and M. P. 16.		25	Lyman Branch		20
Between M. P. 16 and Norfolk.		30	Gering Branch		20
Trains handling outfit cars.		20	Sears Branch		20
On curve at M. P. 1.75.		25			
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Foxley.....	6.9	2—XP	West	Trued.....	209.3	16	East
		23—XP	East	Josselyn.....	217.9	31—XP	Both
Seymour.....	8.9	70—XP	Both	Willow Island.....	243.2	63—XP	Both
Ipcow.....	12.2	24—P	West	Keith.....	272.9	15	West
Moyal.....	31.19	100—P	East	Beak.....	280.5	10	West
Behlen.....	80.25	40—XP	Both				
Havens.....	107.9	15—P	Both	Beatrice Branch			
Paddock.....	128.5	20	West	Krumel.....	17.4	11	East
Buda.....	184.3	ES 73—XP	Both				
Kearney Air Base.....	185.9	WS 40—XP	Both	Cedar Rapids Branch			
Alfalfa Center.....	194.1	44—XP	Both	Siding No. 1.....	22.2	10	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—cabling 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"	28.6
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"	97.8	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott.....	District Surgeon..	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
W. A. Bunten.....	District Surgeon..	Cheyenne, Wyo.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
J. S. Benwell.....	District Suregon..	Denver, Colo.	R. F. Moeller.....	Surgeon.....	Lincoln, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	W. P. Ordelleide ..	Surgeon.....	La Salle, Colo.
W. T. Wildhaber...	Surgeon.....	Beatrice, Nebr.	W. H. Berriek.....	Surgeon.....	Madison, Nebr.
R. W. Taylor.....	Oculist and Aurist..	Beatrice, Nebr.	C. R. Watson.....	Surgeon.....	Mitchell, Nebr.
M. L. Chaloupka...	Surgeon.....	Callaway, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
E. T. Zikmund.....	Surgeon.....	Central City, Nebr.	O. C. Kreymborg...	Surgeon.....	North Platte, Nebr.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.	N. Chick.....	Surgeon.....	North Platte, Nebr.
R. C. Anderson.....	Surgeon.....	Columbus, Nebr.	A. J. Callaghan...	Surgeon.....	North Platte, Nebr.
H. D. Kuper.....	Surgeon.....	Columbus, Nebr.	H. H. Walker.....	Oculist and Aurist..	North Platte, Nebr.
J. V. Treynor.....	Aurist.....	Council Bluffs, Ia.	G. F. Waltemath...	Surgeon.....	North Platte, Nebr.
A. M. Dean.....	Oculist.....	Council Bluffs, Ia.	R. T. Takenaga...	Surgeon.....	North Platte, Nebr.
A. M. Pedersen.....	Surgeon.....	Council Bluffs, Ia.	H. A. Blackstone...	Surgeon.....	Northport, Nebr.
G. M. McArdle.....	Surgeon.....	Council Bluffs, Ia.	C. F. Bantin.....	Surgeon.....	Omaha, Nebr.
P. D. Pedersen.....	Surgeon.....	Council Bluffs, Ia.	M. W. Barry.....	Surgeon.....	Omaha, Nebr.
R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.	J. G. Bartek.....	Surgeon.....	Omaha, Nebr.
G. H. Joder.....	Surgeon.....	Cheyenne, Wyo.	J. C. Davis.....	Aurist.....	Omaha, Nebr.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.	R. T. Maurer.....	Surgeon.....	Omaha, Nebr.
L. E. McGonigle...	Surgeon.....	Cheyenne, Wyo.	D. H. Bendorf.....	Surgeon.....	Omaha, Nebr.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.	H.W.McFadden, Sr.	Shop Surgeon.....	Omaha, Nebr.
T. L. Johnson.....	Oculist.....	Cheyenne, Wyo.	J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist..	Cheyenne, Wyo.	T. D. Boler.....	Surgeon.....	Omaha, Nebr.
L. J. Stadnick.....	Oculist.....	Cheyenne, Wyo.	F. C. Hill.....	Shop Surgeon.....	Omaha, Nebr.
R. I. Williams.....	Aurist.....	Cheyenne, Wyo.	R. H. Rasgorshek..	Oculist and Aurist..	Omaha, Nebr.
C. E. Hranae.....	Surgeon.....	Cozad, Nebr.	E. A. Nachman.....	Oculist.....	Omaha, Nebr.
D. L. Larson.....	Surgeon.....	Chappell, Nebr.	L. C. Bevilacqua...	Shop Surgeon.....	Omaha, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	R. C. Chase.....	Surgeon.....	Ogallala, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
P. E. Woodward...	Surgeon.....	Ft. Morgan, Colo.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	M. D. Mathews.....	Surgeon.....	St. Paul, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	H. Dey Myers.....	Surgeon.....	Schuyler, Nebr.
L. M. Adams.....	Surgeon.....	Grand Island, Nebr.	R. J. Fox.....	Surgeon.....	Spalding, Nebr.
E. G. Johnson.....	Surgeon.....	Grand Island, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
K. F. McDermott...	Surgeon.....	Grand Island, Nebr.	C. B. Dorwart.....	Surgeon.....	Sidney, Nebr.
C. H. Maggiore.....	Surgeon.....	Grand Island, Nebr.	J. E. Thayer.....	Surgeon.....	Sidney, Nebr.
J. A. Proffitt.....	Oculist and Aurist..	Grand Island, Nebr.	K. A. Ohme.....	Surgeon.....	South Mitchell, Nebr.
W. C. Harvey.....	Surgeon.....	Gering, Nebr.	L. W. Anderson...	Surgeon.....	Sterling, Colo.
W. C. Harvey, Jr...	Surgeon.....	Gering, Nebr.	R. W. Ludwick.....	Surgeon.....	Sterling, Colo.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	J. E. Elliff.....	Ophthalmologist...	Sterling, Colo.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	E. A. Elliff.....	Oculist and Aurist..	Sterling, Colo.
C. L. Kleager.....	Surgeon.....	Hastings, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
H. P. Linton.....	Surgeon.....	Julesburg, Colo.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
B. R. Bancroft.....	Surgeon.....	Kearney, Nebr.	L. B. Morgan.....	Ophthalmologist...	Torrington, Wyo.
S. O. Staley.....	Surgeon.....	Kearney, Nebr.	Ivan M. French....	Surgeon.....	Wahoo, Nebr.
F. L. Richards.....	Oculist and Aurist..	Kearney, Nebr.			
M. B. Wilcox.....	Oculist and Aurist..	Kearney, Nebr.			
A. H. Shamberg...	Surgeon.....	Kimball, Nebr.			