



EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO OCT. 27, 1968

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE

No. 40

**Effective Sunday,
June 22, 1969**

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

Safety Gains

Where Courtesy Reigns

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

							Distance from Council Bluffs	Time-Table No. 40 June 22, 1969	
9	17	105	111	5	103	STATIONS			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	0.0	CO. BLUFFS		
		11.50		12.01	2.55	2.8	OMAHA		
		2.50		2.40	5.05	146.9	GRAND ISLAND		
		5.35 4.55		5.00 4.20	7.10 6.15	284.1	C.T. M.T. NORTH PLATTE		
			6.01			365.3	JULESBURG		
		7.15		6.35	7.59	407.5	SIDNEY		
	8.00	8.00				.....	KANSAS CITY	
	6.45 7.15	6.10 6.40		9.15		562.5	DENVER		
	9.30 10.45	8.45 9.00	9.15 10.30	8.30 9.00	9.45 10.45	509.5	CHEYENNE		
	12.08	10.25	11.53	10.25	12.08	566.0	LARAMIE		
	1.55	12.30	1.40	12.30	1.55	682.8	RAWLINS		
	4.15 4.25	3.00 3.30	4.00 4.10	3.00 3.15	4.15 4.25	817.0	GREEN RIVER		
		4.05	4.40			847.2	GRANGER		
	8.00			6.45	8.00	992.6	OGDEN		
						(992.6)			

Heavy Figures Indicate PM
Light Figures Indicate AM

(25.00)	(21.05)	(17.50)	(4.25)	(17.44)	(18.05)	.....	Thru Time
49.2	51.4	47.0	63.0	55.8	54.7	.....	Average speed per hour

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

O. A. DURRANT
General Manager

J. E. Petersen, Superintendent..... Omaha, Neb.
W. A. RIDGE, Assistant Superintendent..... Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent..... Council Bluffs, Ia.
A. L. O'NEILL, JR., Asst. Terminal Supt...... Council Bluffs, Ia.
R. M. WOOD, Asst. Terminal Supt...... Council Bluffs, Ia.
B. L. SANDERS, Terminal Trainmaster..... Omaha, Neb.
R. W. McSPADDEN, Asst. Supt. Safety and Courtesy..... Omaha, Neb.
M. L. BUTLER, Trainmaster..... Council Bluffs, Ia.
E. C. MAY, Trainmaster..... Grand Island, Neb.
D. E. MOORE, Terminal Trainmaster..... Grand Island, Neb.
J. E. GUYNAN, Supt. Bailey Yard..... North Platte, Neb.
G. B. RECTOR, Asst. Supt. Bailey Yard..... North Platte, Neb.
H. E. MEYEN, Terminal Trainmaster..... North Platte, Neb.
C. F. PUTMAN, Terminal Trainmaster..... North Platte, Neb.
W. E. MILLER, Trainmaster..... North Platte, Neb.
W. E. HENKE, Assistant Superintendent..... Sidney, Neb.
W. H. ANDERSON, Assistant Superintendent..... Gering, Neb.
C. T. ARMSTSONG, General Master Mechanic..... Cheyenne, Wyo.
K. O. BRAKE, Road Foreman of Engines..... Council Bluffs, Ia.
S. E. CHADD, Road Foreman of Engines..... Council Bluffs, Ia.
P. N. HANSEN, Road Foreman of Engines..... Grand Island, Neb.
P. C. LOOMIS, Road Foreman of Engines..... North Platte, Neb.
L. C. WALLACE, Road Foreman of Engines..... North Platte, Neb.
C. A. TUENGE, Jr. Road Foreman of Engines..... North Platte, Neb.
C. H. JOHNSON, Road Foreman of Engines..... Cheyenne, Wyo.
J. M. LONGSDORF, Division Engineer..... Omaha, Neb.
F. A. MUSBACH, General Roadmaster..... Omaha, Neb.

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

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

THIRD SUBDIVISION
J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.
C. J. EXLINE, Asst. Chief Train Dispatcher..... Denver, Colo.
J. H. STORRS, Asst. Chief Train Dispatcher..... Denver, Colo.

MILEAGE
 Main Line 659.60
 Branches 826.34
 Total 1485.94

FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES
E. P. MERTEN, Chief Train Dispatcher..... Omaha, Neb.
S. W. FLETCHER, Asst. Chief Train Dispatcher..... Omaha, Neb.
J. D. MANNON, Asst. Chief Train Dispatcher..... Omaha, Neb.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

							Mile Post	Time-Table No. 40 June 22, 1969					
106	112	104	10	18	6	STATIONS							
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								
						0.0	CO. BLUFFS						
						2.8	OMAHA						
						146.9	GRAND ISLAND						
C.T. M.T.						284.1	NORTH PLATTE						
						365.3	JULESBURG						
						407.5	SIDNEY						
						KANSAS CITY						
						562.5	DENVER						
						509.5	CHEYENNE						
						566.0	LARAMIE						
						682.8	RAWLINS						
						817.0	GREEN RIVER						
						847.2	GRANGER						
						992.6	OGDEN						
						(992.6)							

Thru Time (15.45) (4.30) (17.25) (23.40) (22.35) (19.45)
 Average speed per hour 53.6 61.9 56.8 52.0 48.0 50.1

Heavy Figures Indicate PM
Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
5	Any station 1st and 2nd subdivision		North of Granger or Ogden or beyond.	6	Any station 1st and 2nd subdivision	Cheyenne or beyond.	
	Any station 2nd subdivision	Omaha or beyond.			Any station 2nd subdivision		Omaha or beyond.
103	Fremont, Columbus, Kearney		Las Vegas or beyond. Reno or beyond.	104	Kearney, Columbus, Fremont	Las Vegas or beyond. Reno or beyond.	
111	Ogallala, Ft. Morgan	Omaha or beyond. Points where scheduled to stop.	Denver or beyond. Denver or beyond.	112	Ft. Morgan, Ogallala	Denver or beyond. Denver or beyond.	Points where scheduled to stop. Omaha or beyond.

WESTWARD										SECOND SUBDIVISION							Time-Table No. 40
SECOND CLASS										FIRST CLASS							June 22, 1969
										STATIONS							
										DN-R NORTH PLATTE YL NO							
										WEST NORTH PLATTE YL							
										BIRDWOOD							
										HERSHEY OF							
										O'FALLONS							
										VARNER							
										SUTHERLAND SU							
										PAXTON PN							
										KORTY							
										ROSCOE							
										OGALLALA GT							
										BRULE RU							
										BIG SPRINGS GS							
										BARTON							
										JULESBURG JB							
										CHAPPELL OQ							
										LODGE POLE							
										SUNOL							
										COLTON							
										DN-R SIDNEY YL OD							
										BROWNSON							
										POTTER PR							
										JACINTO							
										DIX DX							
										OWASCO							
										KIMBALL KB							
										OLIVER							
										BUSHNELL BN							
										PINE BLUFFS UF							
										TRACY							
										EGBERT							
										BURNS UX							
										HILLSDALE							
										DURHAM							
										ARCHER							
										DN-R CHEYENNE YL OY							
										(225.4)							

Thru Time (1.00) (0.25) (4.10) (3.30) (4.20) (1.10)
Average speed per hour 32.0 39.8 54.1 64.4 52.0 69.6

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

WESTWARD										SECOND SUBDIVISION							Time-Table No. 40
SECOND CLASS										FIRST CLASS							June 22, 1969
										STATIONS							
										DN-R NORTH PLATTE YL NO							
										WEST NORTH PLATTE YL							
										BIRDWOOD							
										HERSHEY OF							
										O'FALLONS							
										VARNER							
										SUTHERLAND SU							
										PAXTON PN							
										KORTY							
										ROSCOE							
										OGALLALA GT							
										BRULE RU							
										BIG SPRINGS GS							
										BARTON							
										JULESBURG JB							
										CHAPPELL OQ							
										LODGE POLE							
										SUNOL							
										COLTON							
										DN-R SIDNEY YL OD							
										BROWNSON							
										POTTER PR							
										JACINTO							
										DIX DX							
										OWASCO							
										KIMBALL KB							
										OLIVER							
										BUSHNELL BN							
										PINE BLUFFS UF							
										TRACY							
										EGBERT							
										BURNS UX							
										HILLSDALE							
										DURHAM							
										ARCHER							
										DN-R CHEYENNE YL OY							
										(225.4)							

Thru Time (3.45) (1.20) (4.00) (3.30) (0.40) (0.49)
Average speed per hour 60.1 60.9 56.3 64.4 43.7 20.3

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 inclusive apply on Second Subdivision.
For conditional stops to discharge or pick up passengers. — See Page 3.

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST CLASS			Distance from Julesburg	Time-Table No. 40			Mile Post	FIRST CLASS		
	111				June 22, 1969				112		
	Passenger				STATIONS				Passenger		
			Daily								
81	YIP		6.01 AM	0.0	DN	JULESBURG	YL JB	0.0	A	5.54 PM	
63	ZP		6.07	7.1	D	7.1 OVID	VI	7.1		5.43	
60	P		6.13	14.6		7.5 SEDGWICK		14.6		5.36	
22				19.0		4.4 DORSEY		19.0			
81	P		6.20	23.1		4.1 RED LION		23.1		5.29	
78	P		6.26	30.1		7.0 CROOK		30.1		5.23	
22				34.2		4.1 TOBIN		34.2			
55	P		6.33	38.8		4.6 PROCTOR		38.8		5.16	
8	P			41.1		2.3 POWELL		41.1			
21				42.2		1.1 GRIFF		42.2			
78	P		6.39	45.6		3.4 ILIFF		45.6		5.10	
15				50.1		4.5 FORD		50.1			
	AIP			57.2		7.1 C. B. & Q. CROSSING		57.2			
149	TZP		6.49 6.51	57.5	DN-R	0.3 STERLING	YL ST	57.5		4.58 4.55	
62	P		6.58	64.1		6.6 ATWOOD		64.1		4.48	
62	P		7.03	70.2		6.1 MERINO		70.2		4.43	
122	P		7.08	76.0		5.8 MESSEX		76.0		4.38	
35	P			78.4		2.4 BALZAC		78.4			
46	P		7.12	81.0		2.6 UNION		81.0		4.34	
80	P		7.17	87.0		6.0 SNYDER		87.0		4.29	
43	P		7.23	93.8		6.8 DODD		93.8		4.23	
16				96.9		3.1 HURLEY		96.9			
83	P		7.29	98.6	D	1.7 FT. MORGAN	FX	98.6		4.19	
32	P		7.35	106.0		7.4 NARROWS		106.0		4.12	
62	P		7.38	109.0		3.0 WELDONA		109.0		4.09	
19	P		7.42	114.2		5.2 GOODRICH		114.2		4.05	
66	P		7.45	117.7		3.5 ORCHARD		117.7		4.02	
39	P		7.51	124.8		7.1 MASTERS		124.8		3.56	
103	P		8.00	135.4		10.6 HARDIN		135.4		3.47	
14	P			139.1		3.7 KUNER		139.1			
66	P		8.06	143.1		4.0 KERSEY		143.1		3.41	
21				147.2		4.1 AUBURN		147.2			
49	DYP		A 8.15 AM	151.1	DN-R	3.9 LASALLE	YL DY	151.1		3.33 PM	
						(151.1)				Daily	

BLOCK SIGNALS

(2.14) Thru Time (2.21)
67.6 Average speed per hour 64.3

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

WESTWARD				BEATRICE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Valley	Time-Table No. 40			Mile Post	SECOND CLASS		
	73				June 22, 1969				74		
	Freight				STATIONS				Freight		
			Daily								
	DYP		6.30 PM	0.0	DN-R	VALLEY	YL V	0.0	A	5.20 AM	8.50 PM
	AI			5.8		5.8 C. B. & Q. CROSSING		5.8			
20	P		6.45	6.3		0.5 YUTAN		6.3		5.10	1.00
85	YP		6.55	11.6	D	5.3 MEAD	AD	11.6		5.00	12.50
54	P		7.07	18.9		7.3 WAHOO		18.9		4.45	12.30
				19.6		6.7 C. & N. W. and C. B. & Q. CROSSINGS		19.6			
68	P		7.22	28.3	D	6.9 WESTON	WN	28.3		4.35	12.15
16	P		7.34	33.2		6.9 TOUHY		33.2		4.23	12.01 PM
83	YP		7.45 72	37.3	D	4.1 VALPARAISO	VO	37.3		4.15	11.50 AM
21	P			41.8		4.5 AGNEW		41.8			
29	P		7.58	46.5		4.7 RAYMOND		46.5		3.59	7.28
101	P		8.01	47.8		1.3 GARRATT		47.8		3.55 71	7.25
4				55.3		7.5 WEST LINCOLN		55.3			
	I			56.5		0.7 C. B. & Q. CROSSING		56.5			
25	ZP		8.18	57.1	DN	0.6 LINCOLN	YL SN	57.1		3.40	7.10
	I			57.4		0.3 C. B. & Q. CROSSING		57.4			
	I			59.0		1.6 C. B. & Q. CROSSING		59.0			
109	P		8.31	65.4		6.4 JAMAICA		65.4		3.20	6.50
19	P		8.46	74.7		9.3 PRINCETON		74.7		3.05	6.35
62	P		8.53	79.5	D	4.8 CORTLAND	RD	79.5		2.55	6.25
71	P		9.08	88.9		9.4 PICKRELL		88.9		2.43	6.13
	ZP		A 9.25 PM	96.8	DN-R	7.9 BEATRICE	YL BX	96.8		2.30 AM	6.00 PM
						(96.8)				Daily	Tuesday Thursday Saturday

(2.55) (1.20) (3.50) Thru Time (2.50) (1.25) (2.50)
33.2 28.0 25.2 Average speed per hour 34.2 26.3 34.2

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

WESTWARD				ALBION BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Oconee	Time-Table No. 40			Mile Post	SECOND CLASS		
	81				June 22, 1969				80		
	Mixed				STATIONS				Mixed		
			Tuesday Thursday Saturday								
14	YP		8.22 AM	0.0	R	OCONEE	YL	0.0	A	1.30 PM	1.42 PM
7				2.0		2.0 MILL SPUR		2.0			
	P		8.33	4.3	D	2.3 MONROE	MN	4.3		1.20	1.30
30	YP		8.49	11.3	D-R	7.0 GENOA	YL G	11.3		1.05 PM	1.09
45	P		9.55	22.3	D	11.0 ST. EDWARD	ST	22.3		12.35	
20	YP		A 10.45 AM	33.7	D-R	11.4 ALBION	YL A	33.7		12.10 PM	
						(33.7)				Monday Wednesday Friday	Tuesday Thursday Saturday

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

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

WESTWARD STROMSBURG BRANCH EASTWARD				WESTWARD ORD—LOUP CITY BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Valparaiso	Time-Table No. 40		Mile Post	SECOND CLASS	Distance from Grand Island	Time-Table No. 40		Mile Post
	75		June 22, 1969			76		June 22, 1969		
	Local Freight Monday Wednesday Friday		STATIONS			Local Freight		STATIONS		
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A	11.35AM		
15	8.20	7.4		LOMA		7.4		11.06		
20	8.40	13.5	D	BRAINARD	BD	13.5		10.50		
28	9.10	23.2	D	DAVID CITY	DV	23.2		10.25		
		23.5		C. B. & Q. CROSSING		23.5				
28	9.45	33.3	D	RISING CITY	RN	33.3		9.40		
30	10.05	40.1	D	SHELBY	SH	40.1		9.20		
16	10.25	47.5	D	OSCEOLA	OZ	47.5		8.55		
9	10.50	52.9	D	STROMSBURG	S	52.9		8.25		
		56.8		DURANT		56.8				
44	11.16	63.0	D	POLK	PK	63.0		7.50		
21	11.30	68.5		HORDVILLE		68.5		7.30		
18	11.45	73.8		HEBER		73.8		7.10		
		75.3		C. B. & Q. CROSSING		75.3				
YP	11.55AM	75.9	DN-R	CENTRAL CITY	YL OI	75.9		7.05AM		
				(75.9)				Tuesday Thursday Saturday		
(3.55)				Thru Time		(4.30)				
19.4				Average speed per hour		16.8				

WESTWARD CEDAR RAPIDS BRANCH EASTWARD				WESTWARD OLD MAIN LINE EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Genoa	Time-Table No. 40		Mile Post	SECOND CLASS	Distance from Council Bluffs	Time-Table No. 40		Mile Post
	79		June 22, 1969			80		June 22, 1969		
	Mixed Monday Wednesday Friday		STATIONS			Mixed		STATIONS		
30	PY	8.52AM	0.0	D-R	GENOA	YL G	0.0	A	1.05PM	
17			9.3		MERCHISTON		9.3			
32	P	9.28	13.7	D	FULLERTON	FU	13.7	s	12.37	
14		9.53	23.1		BELGRADE		23.1	s	12.13PM	
20	P	10.13	30.3	D	CEDAR RAPIDS	CD	30.3	s	11.55AM	
31	P	10.34	36.6		PRIMROSE		36.6	f	11.39	
33	PY	11.00AM	44.3	D-R	SPALDING	YL SG	44.3		11.20AM	
					(44.3)				Monday Wednesday Friday	
(2.08)				Thru Time		(1.45)				
20.8				Average speed per hour		25.3				

On single track westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
 Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
 For stations not shown on schedule pages. — See Page 18.

WESTWARD				NORFOLK BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Columbus	Time-Table No. 40		Mile Post	SECOND CLASS						
	81	79	321		June 22, 1969			312	80	82				
	Mixed Tuesday Thursday Saturday	Mixed Monday Wednesday Friday	Mixed Daily Except Sunday		STATIONS			Mixed	Mixed	Mixed				
DYPZ	8.00AM	8.00AM	5.00AM	0.0	DN-R	COLUMBUS	YL C	0.0	A	12.01PM	A	1.55PM	A	2.05PM
18	8.10	8.10	5.10	4.2		SHELDONVILLE		4.2	f	11.50AM		1.43		1.50
7	8.22AM	8.22AM	5.20	9.4	R	OCONEE	YL	9.4	f	11.40		1.30PM		1.42PM
20			5.35	14.7	D	PLATTE CENTER	PC	14.7	s	11.25				
27				20.3		TARNOV		20.3						
47			5.55	25.7	D	HUMPHREY	HX	25.7	s	11.05				
25			6.10	35.4	D	MADISON	MA	35.4	s	10.50				
24				40.9		ENOLA		40.9						
				48.7		C. & N. W. CROSSING		48.7						
				50.2		C. & N. W. CROSSING		50.2						
			7.00AM	50.4	D-R	NORFOLK	YL KN	50.4		10.00AM				
						(50.4)				Daily Except Sunday		Monday Wednesday Friday		Tuesday Thursday Saturday
	(0.22)	(0.22)	(2.00)			Thru Time		(2.01)		(0.25)		(0.23)		
	25.6	25.6	25.2			Average speed per hour		25.0		22.6		24.5		

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

WESTWARD				KEARNEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Kearney	Time-Table No. 40		Mile Post	SECOND CLASS					
	95	June 22, 1969			96	June 22, 1969							
	Mixed Monday Wednesday Friday	STATIONS			Mixed	STATIONS							
PYZ			9.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A	9.20PM			
12			9.15	5.5		GLENWOOD PARK		5.5	f	8.45			
17			9.30	10.1		RIVERDALE		10.1	s	8.30			
23			9.50	16.8		AMHERST		16.8	s	8.05			
27			10.15	26.3		MILLER		26.3	s	7.40			
32			10.30	32.5		SUMNER		32.5	s	7.20			
10			10.53	40.4		EDDYVILLE		40.4	s	6.57			
36			11.25AM	52.1		OCONTO		52.1	s	6.28			
24			12.30PM	65.5	D	CALLAWAY	CA	65.5	s	5.45			
33			1.30	83.1	D	ARNOLD	AD	83.1	s	4.55			
11			2.10	94.6		HOAGLAND		94.6	f	4.20			
14			2.30	99.2		GANDY		99.2	f	4.08			
20	Y		2.55PM	102.4	D-R	STAPLETON	YL SN	102.4		4.00PM			
						(102.4)				Monday Wednesday Friday			
	(5.55)					Thru Time		(5.20)					
	17.3					Average speed per hour		19.2					

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 40				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	YP	93		Distance from O'Fallons	June 22, 1969		Mile Post	94		Distance from O'Fallons	Mile Post
		Mixed	Daily		Mixed	Daily					
		STATIONS									
		6.00AM	0.0	O'FALLONS	YL	0.0	6.01PM				
14		f 6.05	2.8	2.8 COKER		2.8	f 5.50				
35		s 6.18	12.8	10.0 SARBEN		12.8	s 5.35				
37		f 6.27	19.6	6.8 NEVENS		19.6	f 5.25				
11			24.8	5.2 BROGANVILLE		24.8					
39		s 6.41	28.4	3.6 KEYSTONE		28.4	s 5.15				
37		f 6.51	34.9	6.5 MARTIN		34.9	f 5.03				
		s 7.01	41.2	6.3 LEMOYNE		41.2	f 4.53				
24		f 7.10	46.8	5.6 BELMAR		46.8	f 4.46				
39		f 7.18	51.7	4.9 RUTHTON		51.7	f 4.39				
34	Y	s 7.32	59.3D	7.6 LEWELLEN	YL	59.3	s 4.30				
33		s 7.51	70.8D	11.5 OSHKOSH	YL	70.8	s 4.10				
33		s 8.12	86.4	15.6 LISCO		86.4	s 3.45				
36		s 8.34	100.4	14.0 BROADWATER		100.4	s 3.24				
18		f 8.47	109.6	9.2 TOWERS		109.6	f 3.11				
102	Y	s 8.57	114.1D	4.5 NORTHPORT	YL	114.1	s 3.05				
	AI	9.00	115.5	1.4 C. B. & Q. CROSSING		115.5	2.57				
12		f 9.09	121.8	6.3 MOHLER		121.8	f 2.46				
14		s 9.18	126.7	4.9 SOUTH BAYARD		126.7	s 2.39				
41		s 9.27	132.1	5.4 McGREW		132.1	s 2.29				
26		s 9.37	137.9	5.8 MELBETA		137.9	s 2.19				
61	DYZPT	A 9.55AM	145.9D-R	8.0 GERING	YL	145.9	2.00PM				
				(145.9)			Daily				
		(3.55)		.....Thru Time.....		(4.01)					
		37.6		.....Average speed per hour.....		36.3					

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

WESTWARD				GIBBON CUT - OFF				EASTWARD			
SECOND CLASS				Time-Table No. 40				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	YPZ	93		Distance from Hastings	June 22, 1969		Mile Post	94		Distance from Hastings	Mile Post
		Mixed	Daily		Mixed	Daily					
		STATIONS									
		0.0	0.0	DN-R	HASTINGS	YL AN	0.0				
114	P		12.7	12.7	HAYLAND		12.7				
31	P		20.2	20.2	DENMAN		20.2				
121	YPI		28.1	28.1	DN-R	GIBBON	GB	28.1			
					(28.1)						

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
SECOND CLASS				Time-Table No. 40				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	DZYPT	353		Distance from O'Fallons	June 22, 1969		Mile Post	94		Distance from O'Fallons	Mile Post
		Freight	Daily		Freight	Mixed					
		STATIONS									
				10.05AM	145.9D-R	GERING	YL	145.9	A 1.50PM		
15				f 10.11	150.5	4.6 COSTIN		150.5	f 1.40		
27				f 10.14	152.3	1.8 HAIG		152.3	f 1.36		
25				f 10.20	155.8	3.5 SOUTH MITCHELL		155.8	f 1.30		
29				f 10.23	157.1	1.3 PELTON		157.1	f 1.26		
37	P			f 10.31	162.1D	5.0 SOUTH MORRILL		162.1	f 1.19		
18				f 10.34	164.2	2.1 JOYCE		164.2	f 1.14		
44	YP			s 10.40	167.9D	3.7 LYMAN	YL	167.9	s 1.09		
21				f 10.44	170.1	2.2 CANAL		170.1	f 1.04		
51				f 10.50	173.7	4.6 HUNTLEY		173.7	f 12.58		
35				f 10.55	177.0	3.3 HOLLY		177.0	f 12.53		
51	YP			12.01PM	181.6D-R	4.6 YODER	YL	181.6	A 11.45AM	12.45	12.35
51	P			f 11.20	188.1	6.5 VETERAN		188.1	f 12.23		
8				f 11.25	191.5	3.4 HELDT		191.5	f 12.17		
16				f 11.32	196.1	4.6 COTTIER		196.1	f 12.10		
51	YP			A 11.40AM	200.6D-R	50. TORRINGTON	YL	200.6		12.05PM	
14				12.10	185.3	3.7 GOODLAND		59.0	11.32		
26				12.15	187.6	2.3 FONDA		56.7	11.27		
51				12.25	192.4D	4.8 HAWK SPRINGS		51.9	11.15		
31				12.29	194.7	2.3 DUROC		49.6	11.01		
51	Y			12.42	203.8D	9.1 LA GRANGE		40.5	10.45		
19				12.52	210.7	6.9 TREMAIN		33.6	10.20		
51				1.25	222.5D	11.8 ALBIN		21.8	9.55		
				1.40	229.7	7.2 LINDBERGH		14.6	9.35		
	Y			A 2.11PM	244.3	14.6 EGBERT	YL	0.0	9.10AM		
						(98.4)			Daily	Daily	
		(2.10)		.....Thru Time.....		(1.35)		(2.35)		(1.45)	
		28.9		.....Average speed per hour.....		34.5		24.3		31.3	

WESTWARD				LYMAN BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 40				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	YP	93		Distance from Lyman	June 22, 1969		Mile Post	94		Distance from Lyman	Mile Post
		Freight	Daily		Freight	Mixed					
		STATIONS									
		0.0	0.0	DN-R	LYMAN	YL MU	0.0				
18			2.8	2.8	SEARS	YL	2.8				
17			4.6	4.6	1.8 HARTMAN	YL	4.6				
22			6.4	6.4	1.8 STEGALL	YL	6.4				
					(6.4)						

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	90	70	When more than 50% of the tonnage is gravel, ore or grain.		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.		40 35
Passenger trains handling 6 cars or less, except Trains Nos. 105 and 106.	70		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).		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 using No. 14 turn-outs.	25	20	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 other cross-overs or turn-outs.	15	15	Jordan spreaders and other machines of spreader type, when in operation.		15
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	20	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
Within yard limits protected by continuous block signal system.	60	35	Trains handling U.P. ore cars series 26000-26499, loaded or empty.		50
Within yard limits not protected by continuous block signal system.	50	25	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
Diesel road freight locomotives, except GP 7 Units Nos. 100 to 129 inclusive.	75		Wye tracks except those portions used as main track or siding.	6	6
GP 7 Units Nos. 100 to 129 inclusive.	65	65			
Gas turbine locomotives.	75				
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.	25	25			
FIRST SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Fremont, within city limits.	30	25	Grand Island, on east and west legs of wye.		10
Fremont, while using C. & N. W. trackage.	10	10	Grand Island, on scale track and east yard runaround track.		5
Ames, freight train moving over C. & N.W. crossing.		50	Buda, all airfield trackage.		10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40
Central City, within city limits.	60	45	Lexington, from Main street to 1500 feet east on scale track.		10
Central City, on east leg of wye.		10	Lexington, on third and fourth tracks north, east of depot.		5
Grand Island, freight trains entering and moving through yard tracks.		5	Cozad, on Armour & Co. spur tracks.		5
Grand Island, initial switch of, and on curve of, inbound leads to roundhouse, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing.		5	Gothenburg wye.		5
Grand Island when entering or leaving CB&Q transfer track.	10	10			
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			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 259.8 and 258.1	70	55
15.9 and 16.2	80	55	Kearney 189.2 and 189.0	40	25
Lane 18.1 and 18.4	70	55	Waterloo 23.2 and 22.8	70	55
19.4 and 19.8	70	55	22.6 and 22.2	60	45
Elkhorn 21.9 and 22.1	70	55	22.1 and 21.9	70	55
22.2 and 22.6	60	45	Elkhorn 19.8 and 19.4	70	55
22.8 and 23.2	70	55	18.4 and 18.1	70	55
Gothenburg 258.1 and 258.5	70	55	Lane 16.2 and 15.9	80	55
Maxwell 281.1 and 281.9	80	55	14.7 and 14.2	80	55
North Platte			Seymour 5.6 and 5.2	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 — North Platte 284.0 and 289.5	45	35	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Korty 323.5 and 324.5	70	55	503.0 and 502.2	60	45
Julesburg 365.2 and 366.2	60	50	Archer 498.2 and 497.7	70	55
Brownson 422.6 and 423.5	70	55	Durham 494.0 and 493.8	70	55
Bushnell 456.7 and 457.3	70	55	Hillsdale 486.5 and 486.2	70	55
462.8 and 462.9	80	55	Tracy 470.4 and 469.7	80	55
466.2 and 466.6	60	50	467.3 and 466.6	60	50
Pine Bluffs 466.6 and 467.3	60	50	Pine Bluffs 466.6 and 466.2	60	50
Burns 486.2 and 486.5	70	55	462.9 and 462.8	80	55
Hillsdale 493.8 and 494.0	70	55	457.2 and 456.9	80	55
Durham 497.7 and 498.2	70	55	Potter 423.5 and 422.6	70	55
Archer 502.2 and 503.0	60	45	Chappell 366.2 and 365.2	60	50
505.8 and 506.3	80	55	Roscoe 324.5 and 323.5	70	55
Cheyenne			291.5 and 284.0 North Platte	45	35
THIRD SUBDIVISION					
Maximum speed.	79	60	Sterling Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.		20
Light engines.		45	LaSalle Between M. P. 149.6 and 150.7	50	30
Ovid Sugar Company yard		5	Between M. P. 150.7 and 150.9	30	25
			Between M. P. 150.9 and 151.1	50	30

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Beatrice Branch Maximum speed.	50	45	Albion Branch Maximum speed.		30
Between Mile Posts — Valley 0.1 and 0.3	15	15	Trains handling outfit cars.		20
3.8 and 4.0	35	35	Cedar Rapids Branch Maximum speed: Between Genoa and M. P. 11.		30
M. P. 5.8 C. B. & Q. crossing between home signals of automatic interlocking.	20	20	Between M. P. 11 and Spalding.		25
Yutan 6.4 and 7.7	35	35	Trains handling outfit cars.		20
Mead Between U. P. yard and Neb. Ordinance classification yard.		15	Ord — Loup City Branch Maximum speed:		20
Wahoo, city track.		6	Carey, all airfield trackage.		10
19.1 and 19.5	35	35	Gibbon Cut-off Maximum speed.	70	65
Weston 30.2 and 30.5	35	35	M. P. 20.20 to M. P. 21.80.	60	55
31.6 and 31.9	35	35	Westward trains M. P. 26.8 to M. P. 27.2.	25	25
Touhy 36.0 and 37.4	25	25	Kearney Branch Maximum speed.		25
Garratt 56.3 and 57.5	15	15	Trains handling outfit cars.		20
Lincoln C. B. & Q. Crossing, M. P. 59.0, through interlocking limits.	35	25	North Platte Branch Maximum speed.	50	50
Pickrell 96.5 and 97.3	15	15	Over Bridge 18.30.	35	35
Beatrice, Allers Grain Company spur.		5	Oshkosh, over First Street Crossing.	15	15
Beatrice, on Kilpatrick track.		5	Between Mile Posts — Lisco 92.5 and 94.0	45	45
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Northport , M. P. 115.5 C. B. & Q. crossing between home signals of automatic interlocking.	20	20
Diesel Locomotives 131, 132, 135, 137.	20	20	North Platte Cut-off Maximum speed.	45	45
Between Valparaiso and Brainard.	35	25	On curves between Yoder and So. Torrington.	35	35
Brainard, over public crossing.	5	5	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Between Brainard and Hordville.	40	30	Through tunnel between Albin and Tremain.	20	20
Between Hordville and Central City.	35	25	Lyman Branch		20
Trains handling outfit cars.		20	Sears Branch		20
			Norfolk Branch Maximum speed: Between Columbus and Oconee.		35
			Between Oconee and M. P. 16.		25
			Between M. P. 16 and Norfolk.		30
			Trains handling outfit cars.		20
			On curve at M. P. 1.75.		25
			M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	58—XP	Both	Trued.....	209.3	13	East
Woody.....	11.7	227—XP	Both	Josselyn.....	217.9	ES 25—XP	Both
Nasco.....	12.2	36—P	West	Willow Island.....	243.2	ES 49—XP	Both
Moval.....	31.19	98—P	East	Keith.....	272.9	13	West
Moorman.....	79.28	28	West	Beck.....	280.5	8	West
Behlen.....	80.25	34—XP	Both	Beatrice Branch			
Doulom.....	80.87	16	West	Wahpco.....	14.74	14	West
Gulfoil.....	115.87	10	West	Krumel.....	17.4	10	East
Paddock.....	128.5	18	West	Cedar Rapids Branch			
Buda.....	184.3	ES 65—XP	Both	Stockyard Siding.....	22.2	10	Both
Kearney Air Base.....	185.9	WS 50—XP	Both				
Alfa Center.....	194.1	ES 30—X	Both				

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

6. The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

6 (A). The following letters placed in column with station name in time-table indicate:

- D—day operator
- N—night operator
- DN—day and night operator
- R—train register
- YL—yard limits

The following letters placed in columns provided in time-table indicate:

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

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

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