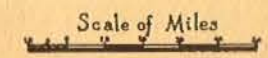


EASTERN DISTRICT
 NEBRASKA DIVISION
 CORRECTED TO OCT. 27, 1968



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 43

Effective Sunday,
April 26, 1970

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

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

						Distance from Council Bluffs	Time-Table No. 43 April 26, 1970	
117	9	17	111	105	103		STATIONS	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily			
						0.0	CO. BLUFFS	
						2.8	OMAHA	
						146.9	GRAND ISLAND	
						284.1	C.T. M.T.	NORTH PLATTE
						365.3	JULESBURG	
						407.5	SIDNEY	
						562.5	KANSAS CITY	
						509.5	DENVER	
						566.0	CHEYENNE	
						682.8	LARAMIE	
						817.0	RAWLINS	
						847.2	GREEN RIVER	
						992.6	GRANGER	
						992.6	OGDEN	
							(992.6)	

Heavy Figures Indicate PM
Light Figures Indicate AM

(14.00)	(25.50)	(9.05)	(4.49)	(15.15)	(18.35)	.....	Thru Time
45.8	47.8	49.0	57.8	55.4	53.5	.....	Average speed per hour

O. A. DURRANT
General Manager

S. D. GATCHELL
General Superintendent

J. E. PETERSEN, Superintendent.....Omaha, Nebr.
W. A. RIDGE, Assistant Superintendent.....Omaha, Nebr.
R. M. WOOD, Terminal Superintendent.....Council Bluffs, Ia.
R. W. McSPADDEN, Asst. Terminal Supt.....Council Bluffs, Ia.
B. L. SANDERS, Terminal Trainmaster.....Omaha, Nebr.
W. M. HOMAN, Terminal Trainmaster.....Council Bluffs, Ia.
W. J. BARRY, Trainmaster.....Omaha, Nebr.
R. J. RAIRIGH, Asst. Supt. Safety and Courtesy.....Omaha, Nebr.
A. L. O'NEILL, Trainmaster.....Grand Island, Nebr.
D. E. MOORE, Terminal Trainmaster.....Grand Island, Nebr.
J. E. GUYNAN, Supt. Bailey Yard.....North Platte, Nebr.
G. B. RECTOR, Asst. Supt. Bailey Yard.....North Platte, Nebr.
H. E. MEYEN, Terminal Trainmaster.....North Platte, Nebr.
G. F. BAKER, Terminal Trainmaster.....North Platte, Nebr.
C. F. PUTMAN, Terminal Trainmaster.....North Platte, Nebr.
M. L. BUTLER, Asst. Superintendent.....North Platte, Nebr.
M. E. MERRITT, Trainmaster.....Sidney, Nebr.
W. H. ANDERSON, Assistant Superintendent.....Gering, Nebr.
C. T. ARMSTRONG, 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, Nebr.
P. C. LOOMIS, Road Foreman of Engines.....North Platte, Nebr.
L. C. WALLACE, Road Foreman of Engines.....North Platte, Nebr.
K. K. KILLHAM, Road Foreman of Engines.....North Platte, Nebr.
C. H. JOHNSON, Road Foreman of Engines.....Cheyenne, Wyo.
J. M. LONGSDORF, Division Engineer.....Omaha, Nebr.
F. A. MUSBACH, General Roadmaster.....Omaha, Nebr.

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.

J. BOWEN
Gen. Supt. Transportation

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 Train Dispatcher.....North Platte, Neb.
S. C. WALLACE, Asst. Chief Train Dispatcher.....North Platte, Neb.
J. B. BILLINGS, Asst. Chief Train Dispatcher.....North Platte, Neb.

THIRD SUBDIVISION
J. F. BARRETT, Chief Train Dispatcher.....Denver, Colo.
J. E. MASON, Asst. Chief Train Dispatcher.....Denver, Colo.
K. R. SNYDER, Asst. Chief Train Dispatcher.....Denver, Colo.

MILEAGE
 Main Line 659.60
 Branches 826.34
 Total 1485.94

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 43 April 26, 1970		Mile Post	104	106	112	10	18	118										
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger										
CO. BLUFFS		0.0																
OMAHA		2.8	3.15	3.15														
GRAND ISLAND		146.9	12.25	12.25														
C.T. M.T.	NORTH PLATTE	284.1	9.40 8.25	9.40 8.25	8.00													
JULESBURG		365.3			6.40													
SIDNEY		407.5	6.30	6.30														
KANSAS CITY		.....				8.30												
DENVER		562.5			3.15	8.00 7.30	1.30	8.00										
CHEYENNE		509.5	4.55 4.25	4.55 4.25		5.15 4.25		11.10 10.50										
LARAMIE		566.0						9.30										
RAWLINS		682.8						7.30										
GREEN RIVER		817.0	11.05 10.45	11.05 10.50		11.05 10.45		4.45 4.35										
GRANGER		847.2		10.20				4.00										
OGDEN		992.6	7.30			7.30												
(992.6)			Daily	Daily	Daily	Daily	Daily	Daily	Daily									

Thru Time (18.45) (15.55) (4.45) (24.00) (9.30) (14.00)
 Average speed per hour 52.8 53.0 58.6 51.2 46.9 45.8

Heavy Figures Indicate PM
Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
111	Ft. Morgan.....	Points where scheduled to stop.....	Denver or beyond.	112	Ft. Morgan.....	Denver or beyond.....	Points where scheduled to stop.

WESTWARD FIRST SUBDIVISION

Table with columns for Car Capacity, Second Class (71, 73), First Class (105, 103), and Distance from Council Bluffs. Rows list various train services and stations.

Time-Table No. 43

April 26, 1970

STATIONS

Vertical list of stations from Council Bluffs to North Platte with mile markers.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time and Average speed per hour information.

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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 43

April 26, 1970

STATIONS

Vertical list of stations from Council Bluffs to North Platte with mile markers.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time and Average speed per hour information.

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.

WESTWARD		SECOND SUBDIVISION						EASTWARD	
		SECOND CLASS		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	DFXZTYP	93	353	111	105	103	Distance from Council Bluffs	Time-Table No. 43	
		Mixed	Freight	Passenger	Passenger	Passenger		April 26, 1970	
		Daily	Monday Wednesday Friday	Daily	Daily	Daily		STATIONS	
		7.15 AM		7.10 AM	7.05 AM	7.05 AM	284.1	DN-R NORTH PLATTE	YL NO
WS 64	XP	f 7.32		7.25	7.18	7.18	296.9	D HERSHEY	OF
CS 103	YP	A 7.40 AM		7.28	7.21	7.21	300.7	O'FALLONS	
WS 40							301.8	VARNER	
CS 100	P			7.31	7.23	7.23	303.4	D SUTHERLAND	SU
CS 104	P			7.40	7.32	7.32	315.5	D PAXTON	PN
WS 5	P						321.7	KORTY	
CS 73	P			7.50	7.42	7.42	327.7	ROSCOE	
WS 103 WS 103 ES 110	XP			f 8.00	f 7.48	f 7.48	334.8	DN OGALLALA	GT
CS 112	P			8.09	7.57	7.57	343.9	D BRULE	RU
CS 113	P			8.18	8.04	8.04	353.9	D BIG SPRINGS	GS
ES 25	P						358.3	EAST BARTON	
WS 100 ES 102	XYP			A 8.30 AM	f 8.14	f 8.14	365.3	DN JULESBURG	JB
CS 102	P				8.27	8.27	380.3	D CHAPPELL	CQ
WS 95 ES 61	XP				8.34	8.34	389.7	LODGE POLE	
WS 30	XP						396.3	SUNOL	
CS 115	P				8.43	8.43	401.0	COLTON	
	XYP				8.49	8.49	407.5	DN-R SIDNEY	CD
CS 81	YP				8.58	8.58	415.5	BROWNSON	
WS 106 ES 60	XP				9.07	9.07	426.4	D POTTER	PR
ES 11	PX						430.8	JACINTO	
CS 112	P				9.15	9.15	435.4	D DIX	DX
WS 24	PX						439.9	OWASCO	
CS 116	XP				f 9.23	f 9.23	444.5	DN KIMBALL	KB
ES 9							451.1	OLIVER	
CS 114	P				9.33	9.33	456.6	D BUSHNELL	BN
	XP				f 9.42	f 9.42	466.7	DN PINE BLUFFS	UF
ES 12							472.0	TRACY	
CS 45	YP		2.45 PM		9.51	9.51	477.5	EGBERT	
WS 55	XP		s 2.55		9.57	9.57	483.2	D BURNS	UX
CS 96	P		3.05		10.03	10.03	489.7	HILLSDALE	
WS 51	P						495.9	DURHAM	
WS 104 ES 109	XP		3.20		10.13	10.13	501.2	ARCHER	
	DFXZTYP		A 3.35 PM		A 10.25 AM	A 10.25 AM	509.5	DN-R CHEYENNE	YL CY
								(225.4)	

(0.25) (0.50) (1.20) (3.20) (3.20) Thru Time
39.8 38.6 60.9 67.7 67.7 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.

WESTWARD		SECOND SUBDIVISION						EASTWARD	
		SECOND CLASS		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	DFXZTYP	112	104	106				354	94
		Passenger	Passenger	Passenger				Freight	Mixed
		Daily	Daily	Daily				Monday Wednesday Friday	Daily
		8.00 PM	8.25 PM	8.25 PM				A 7.30 PM	
WS 64	XP	f 7.46	8.09	8.09				f 7.05	WS 64 XP
CS 103	YP	A 7.43	8.06	8.06				6.55 PM	CS 103 YP
WS 40									WS 40
CS 100	P	7.40	8.03	8.03					CS 100 P
CS 104	P	7.30	7.53	7.53					CS 104 P
WS 5	P								WS 5 P
CS 73	P	7.19	7.43	7.43					CS 73 P
WS 103 WS 103 ES 110	XP	f 7.10	f 7.36	f 7.36					WS 103 WS 103 ES 110 XP
CS 112	P	6.59	7.28	7.28					CS 112 P
CS 113	P	6.50	7.20	7.20					CS 113 P
ES 25	P								ES 25 P
WS 100 ES 102	XYP	6.40 PM	f 7.10	f 7.10					WS 100 ES 102
CS 102	P		6.55	6.55					CS 102 P
WS 95 ES 61	XP		6.46	6.46					WS 95 ES 61 XP
WS 30	XP								WS 30 XP
CS 115	P		6.37	6.37					CS 115 P
	XYP		6.30	6.30					XYP
CS 81	YP		6.20	6.20					CS 81 YP
WS 106 ES 60	XP		6.10	6.10					WS 106 ES 60 XP
ES 11	PX								ES 11 PX
CS 112	P		6.03	6.03					CS 112 P
WS 24	PX								WS 24 PX
CS 116	XP		f 5.55	f 5.55					CS 116 XP
ES 9									ES 9
CS 114	P		5.45	5.45					CS 114 P
	XP		f 5.35	f 5.35					XP
ES 12									ES 12
CS 45	YP		5.25	5.25			A 10.00 AM		CS 45 YP
WS 55	XP		5.20	5.20			s 9.50		WS 55 XP
CS 96	P		5.15	5.15			9.40		CS 96 P
WS 51	P								WS 51 P
WS 104 ES 109	XP		5.05	5.05			9.28		WS 104 ES 109 XP
	DFXZTYP		4.55 PM	4.55 PM			9.15 AM		DFXZTYP
			Daily	Daily			Monday Wednesday Friday	Daily	

Thru Time (1.20) (3.30) (3.30) (0.45) (0.35)
Average speed per hour 60.9 64.4 64.4 42.7 28.6

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.

WESTWARD					THIRD SUBDIVISION					EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST CLASS				Distance from Julesburg	Time-Table No. 43					Mile Post	FIRST CLASS			
	111					April 26, 1970						112			
	Passenger					STATIONS						Passenger			
Daily															
81	YIP			8.31 AM	0.0	DN	JULESBURG	YL JB	0.0	A	6.39 PM				
63	ZP			8.39	7.1	D	7.1 OVID	VI	7.1		6.30				
60	P			8.45	14.6		7.5 SEDGWICK		14.6		6.23				
22					19.0		4.4 DORSEY		19.0						
81	P			8.53	23.1		4.1 RED LION		23.1		6.16				
78	P			8.59	30.1		7.0 CROOK		30.1		6.10				
22					34.2		4.1 TOBIN		34.2						
55	P				38.8		4.6 PROCTOR		38.8						
8	P				41.1		2.3 POWELL		41.1						
78	P			9.13	45.6		4.5 ILIFF		45.6		5.57				
15					50.1		4.5 FORD		50.1						
	AIP				57.2		7.1 B-N CROSSING		57.2						
149	TZP			9.25	57.5	DN-R	0.3 STERLING	YL ST	57.5		5.45				
				9.29			6.6 ATWOOD		64.1		5.32				
62	P			9.37	64.1		6.1 MERINO		70.2		5.27				
62	P			9.42	70.2		5.8 MESSEX		76.0		5.22				
122	P			9.47	76.0		5.0 UNION		81.0		5.17				
46	P			9.51	81.0		6.0 SNYDER		87.0		5.12				
80	P			9.56	87.0		6.8 DODD		93.8		5.06				
43	P			10.02	93.8		3.1 HURLEY		96.9						
16					96.9		1.7 FT. MORGAN	FX	98.6		5.02				
83	P			10.06	98.6	D	7.4 NARROWS		106.0						
32	P				106.0		3.0 WEDONA		109.0		4.52				
62	P			10.17	109.0		5.2 GOODRICH		114.2						
19	P				114.2		3.5 ORCHARD		117.7		4.45				
66	P			10.27	117.7		7.1 MASTERS		124.8		4.39				
39	P			10.33	124.8		10.6 HARDIN		135.4		4.30				
103	P			10.41	135.4		3.7 KUNER		139.1						
14	P				139.1		4.0 KERSEY		143.1		4.23				
66	P			10.48	143.1		4.1 AUBURN		147.2						
21					147.2		3.9 LASALLE	YL DY	151.1		4.14 PM				
49	DYP			A 10.56 AM	151.1	DN-R									
							(151.1)				Daily				
				(2.25)			.....Thru Time.....		(2.25)					
				62.5			.....Average speed per hour.....		62.5					

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. 43					Mile Post	SECOND CLASS			
	73					April 26, 1970						74			
	Freight					STATIONS						Freight			
Daily															
	DYP			6.30 PM	0.0	DN-R	VALLEY	YL V	0.0	A	5.20 AM	A	1.15 PM	A	8.50 PM
	AI				5.8		5.8 B-N CROSSING		5.8						
29	P			6.45	6.3		0.5 YUTAN		6.3		5.10		1.00		8.40
85	YP			6.55	11.6	D	5.3 MEAD		AD	11.6	5.00		12.50		8.30
54	P			7.07	18.9		7.3 WAHOO			18.9	4.45		12.30		8.15
					19.6		0.7 C. & N. W. and B-N CROSSINGS			19.6					
68	P			7.22	26.3		6.7 WESTON			26.3	4.35		12.15		8.05
16	P			7.34	33.2		6.9 TOUHY			33.2	4.23		12.01 PM		7.53
83	YP			7.45 72	37.3	D	4.1 VALPARAISO		VO	37.3	4.15		11.50 AM		7.45 73
21	P				41.8		4.5 AGNEW			41.8					
29	P			7.58	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		1.2 B-N 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 B-N CROSSING			57.4					
	I				59.0		1.6 B-N 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		Daily
				(2.55)			.....Thru Time.....		(2.50)		(1.25)		(2.50)		
				33.2			.....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. 43					Mile Post	SECOND CLASS			
	81					April 26, 1970						80			
	Mixed					STATIONS						Mixed			
Tuesday Thursday Saturday															
14	YP			8.22 AM	0.0	R	OONEE	YL	0.0	A	1.30 PM	A	1.42 PM		
7					2.0		2.0 MILL SPUR		2.0						
	P			s 8.33	4.3	D	2.3 MONROE		MN	4.3	s 1.20	s	1.30		
30	YP			s 8.49	11.3	D-R	7.0 GENOA		YL G	11.3	1.05 PM	s	1.09		
45	P			s 9.55	22.3	D	11.0 ST. EDWARD		ST	22.3	s	12.35			
20	YP			A 10.45 AM	33.7	D-R	11.4 ALBION		YL A	33.7			12.10 PM		
							(33.7)				Monday Wednesday Friday		Tuesday Thursday Saturday		
				(2.23)			.....Thru Time.....		(0.25)		(1.32)			
				14.2			.....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. 43		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Grand Island	Time-Table No. 43		Mile Post			
	75 Local Freight Monday Wednesday Friday		April 26, 1970						April 26, 1970					
		STATIONS				STATIONS								
YP	8.00AM	0.0	D-R	VALPARAISO	YL VO	0.0	A	11.35AM	DYPZ	0.0	DN-R	GRAND ISLAND	YL GE	0.0
15	8.20	7.4		LOMA		7.4	11.06	I	0.4		DN-R	B-N CROSSING		0.4
20	P 8.40	13.5	D	BRAINARD	BD	13.5	10.50	11	2.5			CAREY	YL	2.5
28	P 9.10	23.2	D	DAVID CITY	DV	23.2	10.25	17	11.1			ST. LIBORY		11.1
		23.5		B-N CROSSING		23.5		31	PY 21.9	D		ST. PAUL	YL SP	21.9
28	P 9.45	33.3	D	RISING CITY	RN	33.3	9.40					DANNEBROG		8.3
30	P 10.05	40.1	D	SHELBY	SH	40.1	9.20					BOELUS		18.6
16	P 10.25	47.5	D	OSCEOLA	OZ	47.5	8.55					ROCKVILLE		25.8
9	P 10.50	52.9	D	STROMSBURG	S	52.9	8.25					LOUP CITY	YL	39.0
		56.8		DURANT		56.8						ELBA		30.7
44	P 11.15	63.0	D	POLK	PK	63.0	7.50					COTESFIELD		36.8
21	11.30	68.5		HORDVILLE		68.5	7.30					SCOTIA JUNCTION		44.5
18	11.45	73.8		HEBER		73.8	7.10					SCOTIA		45.7
		75.3		B-N CROSSING		75.3						SCOTIA JUNCTION		44.5
YP	A 11.55AM	75.9	DN-R	CENTRAL CITY	YL CI	75.9	7.05AM					NORTH LOUP		48.8
				(75.9)			Tuesday Thursday Saturday					SAUNDERS		58.5
	(3.55) 19.4			.....Thru Time.....			(4.30) 16.8					B-N CROSSING		60.7
				.....Average speed per hour.....								ORD	YL	61.0
												(61.0)		

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. 43		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Council Bluffs	Time-Table No. 43		Mile Post			
	79 Mixed Monday Wednesday Friday		April 26, 1970						April 26, 1970					
		STATIONS				STATIONS								
30	PY 8.52AM	0.0	D-R	GENOA	YL G	0.0	A	1.05PM	XIP	5.2	DN	SUMMIT	YL SU	5.2
17		9.3		MERCHISTON		9.3			X	6.4		SOUTH OMAHA	YL	6.4
32	P s 9.28	13.7	D	FULLERTON	FU	13.7	s	12.37	XI	11.1		GILMORE JCT.	YL	11.1
14	s 9.53	23.1		BELGRADE		23.1	s	12.13PM		11.9		GILMORE	YL	11.9
20	P s 10.13	30.3	D	CEDAR RAPIDS	CD	30.3	s	11.55AM		16.8		PAPILLION		16.8
31	P s 10.34	36.6		PRIMROSE		36.6	f	11.39	AI	19.2		MO. PAC. CROSSING		19.2
33	PY A 11.00AM	44.3	D-R	SPALDING	YL SG	44.3	11.20AM		XP	26.1	D	MILLARD	YL MD	22.5
				(44.3)			Monday Wednesday Friday					LANE	YL	26.1
	(2.08) 20.8			.....Thru Time.....			(1.45) 25.3					(20.9)		
				.....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.
 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. 43		Mile Post	SECOND CLASS						
	81 Mixed Tuesday Thursday Saturday	79 Mixed Monday Wednesday Friday	321 Mixed Daily Except Sunday		April 26, 1970			312 Mixed	80 Mixed	82 Mixed				
		STATIONS				STATIONS								
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	1.50AM		1.43		1.50
7	YP A 8.22AM	A 8.22AM	f 5.20	9.4	R	OCONEE	YL	9.4	f	1.40		1.30PM		1.42PM
20	P		f 5.35	14.7	D	PLATE CENTER	PC	14.7	s	1.25				
27				20.3		TARNOV		20.3						
47	P		s 5.55	25.7	D	HUMPHREY	HX	25.7	s	1.05				
25	P		s 6.10	35.4	D	MADISON	MA	35.4	s	10.50				
24				40.9		ENOLA		40.9						
	I			48.7		C. & N. W. CROSSING		48.7						
				50.2		C. & N. W. CROSSING		50.2						
YZP			A 7.00AM	50.4	D-R	NORFOLK	YL KN	50.4		10.00AM				
						(50.4)				Daily Except Sunday		Monday Wednesday Friday		Tuesday Thursday Saturday
	(0.22) 25.6	(0.22) 25.6	(2.00) 25.2			.....Thru Time.....				(2.01) 25.0		(0.25) 22.6		(0.23) 24.5
						.....Average 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 & NW

WESTWARD		KEARNEY BRANCH			EASTWARD									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Kearney	Time-Table No. 43		Mile Post	SECOND CLASS						
	95 Mixed Monday Wednesday Friday	April 26, 1970			96 Mixed									
		STATIONS				STATIONS								
PYZ			9.00AM	0.0	DN-R	KEARNEY	YL KR	0.0	A	9.20PM				
12			f 9.15	5.5		GLENWOOD PARK		5.5	f	8.45				
17			s 9.30	10.1		RIVERDALE		10.1	s	8.30				
23			s 9.50	16.8		AMHERST		16.8	s	8.05				
27			s 10.15	26.3		MILLER		26.3	s	7.40				
32			s 10.30	32.5		SUMNER		32.5	s	7.20				
10			s 10.53	40.4		EDDYVILLE		40.4	s	6.57				
36			s 11.25AM	52.1		OCONTO		52.1	s	6.28				
24			s 12.30PM	65.5	D	CALLAWAY	CA	65.5	s	5.45				
33			s 1.30	83.1		ARNOLD		83.1	s	4.55				
11			f 2.10	94.6		HOAGLAND		94.6	f	4.20				
14			f 2.30	99.2		GANDY		99.2	f	4.08				
20	Y		A 2.55PM	102.4		STAPLETON	YL	102.4		4.00PM				
						(102.4)				Monday Wednesday Friday				
	(5.55) 17.3					.....Thru Time.....				(5.20) 19.2				
						.....Average 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	70	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40 35 20
When any car of a passenger train is equipped with friction bearings.	80		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines—tangent track. On main lines—curves. On branch lines.		35 25 25
Passenger trains handling 6 cars or less except No. 105 and No. 106.	70		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power (Slower speed must be observed where conditions require.)		35
All regularly assigned locals.		50	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
All work trains.		50	Trains handling continuous welded rail or continuous lengths of jointed rail. On unrestricted track. On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		40 10
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	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
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Trains handling ore cars UP 26000-26499 inclusive, loaded or empty.		50
When using No. 14 turn-outs.	25	20	Trains handling specially equipped cars for company wheels and axles, UP 99000-99014 inclusive and UP 99500-99962.		50
When using other turn-outs.	15	15	Trains handling company scrap.		50
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
Within yard limits protected by continuous block signal system.	60	35	Unit Coal Trains.		50
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65			
Other road freight locomotives.	75				
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50			
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30			
When multiple unit engine is controlled from other than leading unit.	30	30			
Wye tracks, except those portions used as main track or siding.	6	6			
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 per cent.		35			

OLD MAIN LINE

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Between Gilmore and Lane.	25	25			
Between home signals, Missouri Pacific crossing, M.P. 19.2	20	20			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Fremont, within city limits.	30	25	Grand Island, on east and west legs of wye.		10
Fremont, while using C. & N. W. trackage.		6	Grand Island, on scale track and east yard runaround track.		5
Ames, C. & N.W. crossing.	50	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 B-N crossing.		5	Gothenburg wye.		5
Grand Island when entering or leaving B-N transfer track.	10	10			

ON WESTWARD TRACK

Between Mile Posts —	Psgr.	Frt.
Summit 5.2 and 5.6	25	25
Weco 14.2 and 14.7	80	55
15.9 and 16.2	80	55
Lane 18.1 and 18.4	70	55
19.4 and 19.8	70	55
Elkhorn 21.9 and 22.1	70	55
22.2 and 22.6	60	45
22.8 and 23.2	70	55
Gothenburg 258.1 and 258.5	70	55
Maxwell 281.1 and 281.9	80	55
North Platte		

ON EASTWARD TRACK

Between Mile Posts —	Psgr.	Frt.
North Platte 281.9 and 281.1	80	55
Brady 259.8 and 258.1	70	55
Kearney 189.2 and 189.0	40	25
Waterloo 23.2 and 22.8	70	55
22.6 and 22.2	60	45
22.1 and 21.9	70	55
Elkhorn 19.8 and 19.4	70	55
18.4 and 18.1	70	55
Lane 16.2 and 15.9	80	55
14.7 and 14.2	80	55
Seymour 5.6 and 5.2 Summit	25	25

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on industry tracks. Straight track. Curves.		10 5
			Hillsdale, on industry track.		5
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — North Platte 284.0 and 289.5	45	35	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Korty 323.5 and 324.5	70	55	503.0 and 502.2	60	45
Brownson 422.6 and 423.5	70	55	Archer 498.2 and 497.7	70	55
Bushnell 456.7 and 457.3	70	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	76	55	457.2 and 456.0	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	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 B-N wrecking derrick.		20
Light engines.		45			
Ovid Sugar Company yard		5	LaSalle Between M. P. 149.6 and 150.7 Between M. P. 150.7 and 150.9 Between M. P. 150.9 and 151.1	50 30 50	30 25 30

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
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 B-N 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	Between M.P. 26.8 and M. P. 28.1.	40	40
Touhy 36.0 and 37.4	25	25	Kearney Branch Maximum speed.		25
Garratt 56.3 and 57.5	15	15	Arnold to Stapleton		15
Lincoln B-N Crossing, M. P. 59.0, through interlocking limits.	35	25	Trains handling outfit cars.		20
Pickrell 96.5 and 97.3	15	15	North Platte Branch Maximum speed.	50	50
Beatrice, Allers Grain Company spur.		5	Over Bridge 18.30.	35	35
Beatrice, on Kilpatrick track.		5	Oshkosh, over First Street Crossing.	15	15
Stromsburg Branch Maximum speed: Diesel Locomotives 1291 to 1295 inclusive.	25	25	Between Mile Posts — Lisco 92.5 and 94.0	45	45
Diesel Locomotives 131, 132, 135, 137.	20	20	Northport , M. P. 115.5 B-N crossing between home signals of automatic interlocking.	20	20
Between Valparaiso and Brainard.	35	25	Gering , over 10th St. Crossing.	10	10
Brainard, over public crossing.	5	5	North Platte Cut-off Maximum speed.	45	45
Between Brainard and Hordville.	40	30	On curves between Yoder and So. Torrington.	35	35
Between Hordville and Central City.	35	25	On curves between M. P. 25.42 and M. P. 31.25.	30	30
Trains handling outfit cars.		20	Through tunnel between Albin and Tremain.	20	20
Between home signals at B-N crossing, M. P. 75.3.	20	20	Lyman Branch		20
			Sears Branch		20
			Norfolk Branch Maximum speed: Between Columbus and Oconee.		35
			Between Oconee and M. P. 16.		25
			Between M. P. 16 and Norfolk.		30
			Trains handling outfit cars.		20
			On curve at M. P. 1.75.		25
			M. P. 48.7 C. & N. W. crossing between home signals of interlocking.	20	20

STATIONS NOT SHOWN ON SCHEDULE PAGES

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

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

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.

6 (A). The following letters placed in column with station name in time-table indicate:
 D—day operator
 N—night operator
 DN—day and night operator
 R—train register
 YL—yard limits

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

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

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

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