

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE No. 5

Effective Saturday, June 11, 1949

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

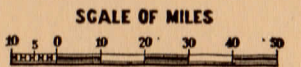
Be Careful Today

FOR EMPLOYEES ONLY



MAP OF THE
NEBRASKA DIVISION

CORRECTED TO JUNE 7, 1948



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (3, 85, 1, 15, 17, 37, 5, 23, 27, 11, 9, 101, 103, 105, 111), passenger types (Passenger, Stream-liner), and time-table details (No. 5, June 11, 1949). Includes a 'Distance from Council Bluffs' column and 'STATIONS' list from CO. BLUFFS to OGDEN.

H. E. SHUMWAY
General Manager

V. W. SMITH
General Superintendent

A. D. HANSON
Genl. Supt. Transportation

J. E. MULICK, Superintendent... Omaha, Nebr.
T. F. SHANAHAN, Asst. Superintendent... Omaha, Nebr.
F. P. FLESHER, Asst. Superintendent... Gering, Nebr.
E. RUF, Terminal Superintendent... Omaha, Nebr.
A. A. HAUSSENER, Terminal Superintendent... Co. Bluffs, Iowa
J. E. GUYNAN, Terminal Superintendent... North Platte, Nebr.
C. B. HURD, Trainmaster... Grand Island, Nebr.
W. E. HENKE, Trainmaster... North Platte, Nebr.
E. F. DEARDEN, Trainmaster... North Platte, Nebr.
O. J. ROBINSON, Master Mechanic... Co. Bluffs, Iowa
E. P. LEE, Road Foreman of Engines... Co. Bluffs, Iowa
S. F. McWILLIAMS, Road Foreman of Engines... North Platte, Nebr.
T. R. BRITT, Road Foreman of Engines... North Platte, Nebr.
P. C. LOOMIS, Road Foreman of Engines... North Platte, Nebr.
H. L. FERGUSON, Road Foreman of Engines... Cheyenne, Wyo.
W. F. HART, Division Engineer... Omaha, Nebr.
L. T. FERGUSON, General Roadmaster... Omaha, Nebr.

FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES
C. A. LAUGHLIN, Chief Train Dispatcher... Omaha, Nebr.
E. P. MERTEN, Asst. Chief Train Dispatcher... Omaha, Nebr.
L. F. DEWHIRST, Asst. Chief Train Dispatcher... Omaha, Nebr.

FIRST SUBDIVISION, GRAND ISLAND TO NORTH PLATTE, AND BRANCHES
A. E. HACKMAN, Chief Train Dispatcher... Grand Island, Nebr.
F. C. JOHNSON, Asst. Chief Train Dispatcher... Grand Island, Nebr.
C. F. DEWHIRST, Asst. Chief Train Dispatcher... Grand Island, Nebr.

SECOND SUBDIVISION
W. D. DEAKINS, Chief Train Dispatcher... North Platte, Nebr.
E. M. PROUTY, Asst. Chief Train Dispatcher... North Platte, Nebr.
A. R. SUTHERLAND, Asst. Chief Train Dispatcher... North Platte, Nebr.

THIRD SUBDIVISION
C. A. VICK ROY, Chief Train Dispatcher... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher... Denver, Colo.
K. G. PRICE, Asst. Chief Train Dispatcher... Denver, Colo.

NORTH PLATTE BRANCH AND CUT-OFF
R. W. McSPADDEN, Chief Train Dispatcher... Gering, Nebr.

MILEAGE table with columns for Main Line (659.60), Branches (858.33), and Total (1517.93).

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (12, 112, 28, 10, 4, 2, 104, 102, 106, 38, 18, 6, 24, 86, 16), passenger types (Passenger, Stream-liner, Mail and Express), and time-table details (No. 5, June 11, 1949). Includes a 'Mile Post' column and 'STATIONS' list from CO. BLUFFS to OGDEN.

Summary table with columns for 'Thru Time To Omaha' and 'Average speed per hour' for various stations.

ON THE FIRST AND SECOND SUBDIVISIONS:
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.
The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.
Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.
When instructed by train dispatcher to clear a train or trains, the following will govern:
Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first-class trains must be cleared not less than ten minutes by second-class and extra trains.

WESTWARD CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS EASTWARD

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and corresponding stations for both directions.

WESTWARD FIRST SUBDIVISION

Table with columns for Car Capacity, Second Class (71, 547, 73, 75, 237, 239, 233), First Class (3), and Time-Table No. 5 (June 11, 1949). Includes sub-columns for Time Freight, Motor Passenger, Local Freight, and Passenger.

Main schedule table for Westward First Subdivision. Rows list stations (e.g., CXWITYOPZ, XWITOPZ, XIP, ES77, XP, CS84, etc.) with departure times and distances from Council Bluffs. Includes 'BLOCK SIGNALS' and 'Double Track' markers.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3. Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

WESTWARD FIRST SUBDIVISION

Table with columns for First Class (85, 1, 15, 5, 23, 27, 101, 103, 105, 111) and Time-Table No. 5 (June 11, 1949). Includes sub-columns for Passenger, Mail and Express, Streamliner Passenger, and Streamliner Passenger.

Main schedule table for Westward First Subdivision. Rows list stations (e.g., R COUNCIL BLUFFS YL, DN-R OMAHA YL YD, DN SUMMIT YL SU, etc.) with departure times and distances from Council Bluffs. Includes 'BLOCK SIGNALS' and 'Double Track' markers.

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FIRST SUBDIVISION EASTWARD

Time-Table No. 5

June 11, 1949

STATIONS

Mile Post	FIRST CLASS									
	4	16	6	24	112	28	104	102	106	2
	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
0.0			A 6.30PM							
2.8	A 6.30AM	A 7.20AM	6.15 5.40	A 7.50PM	A 1.35AM	A 3.10AM	A 2.40AM	A 2.50AM	A 3.05AM	A 3.50AM
5.2	6.14	7.06	5.25	7.35	1.28	2.55	2.33	2.42	2.52	3.36
13.6	6.03	6.56	5.17	7.25	1.20	2.47	2.25	2.34	2.44	3.28
17.1	5.59	6.51	5.13	7.20	1.17	2.43	2.22	2.30	2.40	3.24
21.7	5.54	f 6.46	5.08	7.14	1.13	2.39	2.17	2.25	2.35	3.20
24.5	5.51	f 6.42	5.05	7.10	1.09	2.36	2.13	2.21	2.31	3.17
28.0	5.47	s 6.37	5.01	7.05	1.06	2.33	2.10	2.18	2.28	3.14
34.8	5.40		4.55	6.56	1.01	2.28	2.05	2.12	2.22	3.08
38.2										
39.3	s 5.32	s 6.22	s 4.49	s 6.49	12.57	2.23	2.00	2.07	2.17	3.03
40.0										
44.8										
46.3	5.20	f 6.11	4.34	6.34	12.51	2.14	1.52	1.59	2.08	2.54
54.4	5.11	f 6.03	4.27	6.25	12.45	2.07	1.46	1.53	2.02	2.46
61.4	5.04	f 5.54	4.21	6.18	12.40	2.01	1.41	1.48	1.57	2.39
68.7	f 4.57	s 5.46	4.15	s 6.11	12.35	1.51 ¹⁰²⁻¹⁰⁶ 1.35 ¹⁰⁴	1.35 ²⁸	1.42 ²⁸	1.51 ²⁸	2.32
76.9	4.47	f 5.36	4.07	6.01	12.29	1.24	1.29	1.36	1.45	2.24
83.8										
84.5	s 4.37	s 5.28	s 4.00	s 5.52	s 12.23	1.17	1.22	1.29	1.38	2.15
92.2	4.23	f 5.08	3.49	5.40	12.14	1.09	1.15	1.22	1.31	2.06
96.5	4.18	5.03	3.45	5.36	12.11	1.05	1.12	1.19	1.28	2.02
102.3	4.13	f 4.58	3.40	5.31	12.07	1.00	1.08	1.15	1.24	1.57
107.9	4.07	4.51	3.35	5.26	12.03AM	12.55	1.04	1.11	1.20	1.52
113.6	4.01	f 4.46	3.30	5.22	11.59PM	12.50	1.00	1.07	1.16	1.47
124.3										
124.9	f 3.47	s 4.35	3.20	f 5.11	11.51	12.40	12.50	12.58	1.08	1.37
135.1	3.35	4.22	3.11	5.00	11.46	12.31	12.42	12.51	1.01	1.27
146.5										
146.9	3.20 3.10	4.10 4.00	3.00 2.50	4.45 4.35	11.35 11.34	12.20 12.10AM	12.31 12.30	12.40 12.39	12.50 12.49	1.15 1.05
154.5	2.57	3.45	2.36	4.21	11.24	11.57PM	12.20	12.29	12.39	12.52
162.3	2.50	f 3.35	2.29	4.11	11.19	11.51	12.14	12.23	12.34	12.46
169.9	2.43	f 3.27	2.21	4.03	11.13	11.44	12.08	12.17	12.28	12.39
176.0	2.38	f 3.20	2.15	3.56	11.09	11.39	12.04	12.12	12.23	12.34
180.2	2.34	3.15	2.11	3.51	11.06	11.35	12.01AM	12.09	12.20	12.30
189.1	s 2.20	s 3.05	s 2.01	s 3.40	s 10.59	11.27	11.53PM	12.01AM	12.13	12.22
198.3	2.05	2.51	1.47	3.24	10.52	11.18	11.45	11.53PM	12.05	12.13
204.6	1.59	f 2.45	1.41	3.18	10.48	11.13	11.41	11.49	12.01AM	12.08
213.3	1.50	f 2.35	1.33	3.09	10.42	11.06	11.35	11.43	11.54PM	12.01AM
224.4	f 1.37	s 2.23	1.23	f 2.57	10.34	10.57	11.27	11.35	11.46	11.52PM
232.5	1.25	2.11	1.16	2.45	10.28	10.51	11.21	11.29	11.40	11.44
238.2	f 1.19	s 2.05	1.11	f 2.39	10.24	10.45	11.17	11.25	11.36	11.40
248.8	f 1.03	s 1.50	1.01	f 2.22	10.17	10.36	11.09	11.17	11.28	11.31
254.5	12.54	1.42	12.55	2.13	10.13	10.31	11.04	11.12	11.22	11.26
261.5	12.47	f 1.35	12.48	2.06	10.08	10.25	10.59	11.07	11.17	11.20
270.6	12.38	f 1.26	12.40	1.57	10.01	10.18	10.52	11.00	11.10	11.13
278.5	12.30	1.18	12.33	1.49	9.55	10.12	10.46	10.54	11.04	11.07
284.1	12.20AM	1.10AM	12.25PM	1.40PM	9.50PM	10.05PM	10.40PM	10.48PM	10.58PM	11.00PM

BLOCK SIGNALS

Double Track

Thru Time to Omaha (6.10) (6.10) (5.15) (6.10) (3.45) (5.05) (4.00) (4.02) (4.07) (4.50)
Average speed per hour 45.6 45.6 53.6 45.6 75.0 55.3 70.3 69.7 68.3 58.2

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For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

FIRST SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 5

June 11, 1949

STATIONS

Mile Post	SECOND CLASS							Car Capacity of Seating, etc. See Rule 6 (A), Page 25.
	86	72	234	76	74	548	240	
	Passenger	Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight
0.0	A 4.35AM	A 2.00AM	A 3.15PM		A 8.30AM			XWCITYOPZ
2.8	4.20	1.54	2.55		8.15			XWITOPZ
5.2	4.10	1.10	2.35		7.45			XIP
13.6	4.05	12.50	2.15		7.20			EB77 XP
17.1	4.00	12.40	f 2.05		7.10			XP
21.7	3.58		s 1.55					CS84 XP
24.5	3.53		s 1.30					CS84 P
28.0	3.45	12.15AM	s 1.00		6.45AM			WS144XYPWC ES165 ES90
34.3			f 12.01PM					CS81 P
38.2								I
39.3	3.39		s 11.50AM					WS99 X ES172 WPZ
40.0								I
44.8								IP
46.3	3.29		f 10.50					CS82 P
54.4	3.21		s 10.20					CS119 XP
61.4	3.14		s 9.50					CS82 P
68.7	3.07		s 9.20					WS116 X ES123 WP
76.9	2.58		f 8.20					CS118 P
83.8								I
84.5	2.49		s 8.00					WS143 XWTC ES125 YPZ
92.2	2.38		s 7.20					CS119 P
96.5	2.33		f 6.50					CS82 P
102.3	2.28		s 6.40					CS119 XWP
107.9	2.23		f 6.00					CS82 P
113.6	2.18		s 5.39					CS82 XP
124.3								I
124.9	2.08		5.00AM	A 6.55AM	A 7.40AM			WS113 X ES119 WYP
135.1	1.57		s 6.40		f 7.18			CS119 P
146.5								I
146.9	1.45 1.35							XWCZTYOP
154.5	1.22							s 1.45 CS82 XYP
162.3	1.16							s 1.30 WS117 XW ES48 P
169.9	1.09							s 1.00 CS82 XP
176.0	1.04							s 12.30 WS112 XW ES70 YP
180.2	1.00							f 12.01PM CS82 P
189.1	12.52							A 12.50PM WS122 XWC ES118 YZF
198.3	12.43							s 12.20 CS83 P
204.6	12.38							s 12.01PM CS119 WP
213.3	12.31							s 11.30AM CS83 P
224.4	12.21							s 10.45 WS120 XWY ES119 ZP
232.5	12.14							s 10.00 CS83 P
238.2	12.09AM							s 9.45 CS83 XWP
248.8	11.59PM							s 9.00 WS125 XWC ES130 YF
254.5	11.54							f 8.20 CS83 P
261.5	11.47							s 8.05 CS83 WP
270.6	11.39							s 7.30 CS119 P
278.5	11.32							f 7.12 CS83 P
284.1	11.25PM Daily							7.00AM Daily Ex. Sat. Tue. Thu. Sat. XWCZTYOP

BLOCK SIGNALS

Double Track

Thru Time to Omaha (5.10) (5.10) (4.15) (5.10) (3.45) (4.55) (3.50) (3.52) (3.57) (4.50)
Average speed per hour 54.4 54.4 61.0 54.4 75.0 55.3 70.3 69.7 68.3 58.2

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WESTWARD SECOND SUBDIVISION

SECOND CLASS

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS						Distance from Council Bluffs	Time-Table No. 5		STATIONS	FIRST CLASS
	353	243	245	97	241	93		June 11, 1949			5
	Mixed	Local Freight	Local Freight	Local Freight	Local Freight	Mixed					Mail and Express
	Daily	Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily Except Sunday	Daily			Daily		
XWCZYTOP				6.50AM	6.35AM	6.25AM	284.1	DN-R NORTH PLATTE NY		2.15PM	
CS84 P				7.02 f	6.50	6.34	290.5	BIRDWOOD		2.24	
WS 72 XP				7.15 s	7.08 s	6.43	296.9	HERSHEY OF		2.30	
CS 119 XWYP				A 7.30AM f	7.15	A 6.55AM	300.7	O'FALLONS FA		2.33	
CS 121 XP					s 7.25		303.4	SUTHERLAND SU		2.35	
CS 82 P					f 7.35		307.9	DEXTER		2.39	
CS 121 XP					s 7.55		315.5	PAXTON PN		2.46	
WS 74 XP					f 8.05		321.7	KORTY		2.52	
CS 83 P					f 8.15		327.7	ROSCOE RO		2.58	
WS122 WS120 ES138 XWCP					s 8.45		334.8	OGALLALA YL GT		3.07	
CS 84 P					s 9.05		343.9	BRULE RU		3.17	
CS 132 WP					s 9.30		353.9	BIG SPRINGS GS		3.27	
CS 83 P					f 9.40		359.3	BARTON		3.32	
XWCYYP WS109 ES121		8.30AM			A 10.00AM		365.3	JULESBURG YL JB		3.42	
CS 90 P		f 8.45					370.6	WEIR		3.49	
CS 123 WP		s 9.25					380.3	CHAPPELL OQ		3.59	
WS 111 ES 78 XP		s 10.00					389.7	LODGE POLE GP		4.08	
XP		s 10.20					396.3	SUNOL UN		4.15	
CS 94 P		f 10.35					401.0	COLTON		4.19	
XWCTYP		A 11.00AM	8.10AM				407.5	SIDNEY YL OD		4.25	
CS 94 YP			f 8.23				415.5	BROWNSON		4.35	
WS 121 XWP ES 70			s 8.56				426.4	POTTER PR		4.45	
CS 94 P			f 9.15				435.4	DIX DX		5.04	
CS 133 XWP			s 9.45				444.5	KIMBALL KB		5.13	
CS 84 WP			f 10.20				456.6	BUSHNELL BN		5.23	
CS107 XWCYP			s 10.59				466.7	PINE BLUFFS YL UF		5.34	
CS 94 XWYP		3.55PM	f 11.45AM				477.5	EGBERT GX		5.44	
WS 62 XP		f 4.05	f 12.15PM				483.2	BURNS UX		5.50	
CS 96 WP		f 4.18	f 12.40				489.7	HILLSDALE HD		5.59	
WS 62 XP		f 4.30	12.54				495.9	DURHAM		6.08	
WS 117 XP ES 125		f 4.40	f 1.07				501.2	ARCHER		6.18	
XWCZYTOP		A 4.55PM	A 1.30PM				509.5	CHEYENNE YL OY		A 6.35PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(1.00) 32.0 (2.30) 16.9 (5.20) 19.1 (0.40) 24.9 (3.25) 23.8 (0.30) 33.2 Thru Time (4.20) 52.0
Average Speed per hour

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WESTWARD SECOND SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	FIRST CLASS										Distance from Council Bluffs	Time-Table No. 5	
	23	27	101	103	105	3	111	85	1	15		June 11, 1949	
	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	1.10PM	9.50AM	6.11AM	5.56AM	5.40AM	3.50AM	3.40AM	2.00AM	1.30AM	1.00AM	284.1	DN-R NORTH PLATTE NY	
	1.19	9.59	6.19	6.04	5.48	4.00	3.47	2.13	1.38	1.11	290.5	BIRDWOOD	
	1.26	10.05	6.24	6.09	5.53	4.07	3.52	2.20	1.43	1.18	296.9	HERSHEY OF	
	1.30	10.09	6.27	6.12	5.56	4.11	3.55	2.23	1.46	1.22	300.7	O'FALLONS FA	
	1.33	10.11	6.29	6.14	5.58	4.14	3.57	2.25	1.48	f 1.26	303.4	SUTHERLAND SU	
	1.37	10.15	6.32	6.17	6.01	4.19	4.01	2.30	1.52	1.31	307.9	DEXTER	
	1.44	10.23	6.38	6.22	6.07	4.27	4.07	2.35	2.00	f 1.39	315.5	PAXTON PN	
	1.50	10.28	6.43	6.28	6.12	4.33	4.12	2.40	2.05	1.45	321.7	KORTY	
	1.56	10.34	6.48	6.33	6.17	4.40	4.16	2.45	2.11	f 1.51	327.7	ROSCOE RO	
	f 2.07	10.44	6.54	6.39	6.24	s 4.52	4.23	2.55	2.22	s 2.03	334.8	OGALLALA YL GT	
	2.17	10.53	7.01	6.46	6.31	5.04	4.30	3.04	2.31	f 2.13	343.9	BRULE RU	
	2.29	11.02	7.09	6.54	6.39	f 5.17	4.38	3.13	2.42	f 2.24	353.9	BIG SPRINGS GS	
	2.34	11.07	7.13	6.58	6.43	5.24	4.42	3.18	2.47	2.30	359.3	BARTON	
	f 2.44	11.14	7.18	7.03	6.48	s 5.40	A f 4.50AM	A 3.25AM	2.54	A 2.40AM	365.3	JULESBURG YL JB	
	2.52	11.21	7.22	7.07	6.52	5.47			3.01		370.6	WEIR	
	3.03	11.31	7.31	7.16	7.01	f 6.00			3.11		380.3	CHAPPELL OQ	
	3.13	11.41	7.38	7.23	7.08	f 6.11			3.21		389.7	LODGE POLE GP	
	3.19	11.47	7.43	7.28	7.13	f 6.18			3.27		396.3	SUNOL UN	
	3.24	11.52AM	7.46	7.31	7.16	6.22			3.31		401.0	COLTON	
	3.40	12.01PM	7.54	7.39	7.24	6.35			3.40		407.5	SIDNEY YL OD	
	3.50	12.10	7.55	7.40	7.25	6.50			3.50		415.5	BROWNSON	
	4.01	12.20	8.04	7.49	7.34	7.02			4.00		426.4	POTTER PR	
	4.12	12.31	8.14	7.59	7.44	f 7.16			4.11		435.4	DIX DX	
	4.21	12.40	8.22	8.07	7.52	f 7.29			4.20		444.5	KIMBALL KB	
	f 4.32	12.49	8.30	8.15	8.00	s 7.41			4.29		456.6	BUSHNELL BN	
	4.45	1.01	8.41	8.26	8.11	s 8.11 ¹⁰⁵			4.41		466.7	PINE BLUFFS YL UF	
	4.58	1.13	8.50	8.35	8.20	s 8.25			4.53		477.5	EGBERT GX	
	5.13	1.27	9.01	8.46	8.31	f 8.37			5.07		483.2	BURNS UX	
	5.24	1.35	9.07	8.52	8.37	f 8.44 ¹⁰³ 9.10 ¹⁰¹			5.15		489.7	HILLSDALE HD	
	5.35	1.44	9.14	8.59	8.44	f 9.20			5.24		495.9	DURHAM	
	5.45	1.52	9.21	9.06	8.51	9.30			5.32		501.2	ARCHER	
	5.55	2.03	9.28	9.13	8.58	9.37			5.43		509.5	CHEYENNE YL OY	
	A 6.15PM	A 2.20PM	A 9.40AM	A 9.25AM	A 9.10AM	A 9.55AM			A 6.00AM				

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(5.05) 44.3 (4.30) 50.1 (3.29) 64.7 (3.29) 64.7 (3.30) 64.4 (0.05) 37.1 (1.10) 69.2 (1.25) 57.3 (4.30) 50.1 (1.40) 44.3 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 S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See Instructions on Page 3. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 25.

SECOND SUBDIVISION EASTWARD

Time-Table No. 5

June 11, 1949

FIRST CLASS

6	24	112	28	4	2	104	102	106	86
Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger

STATIONS

Mile Post

STATIONS	Mile Post	6	24	112	28	4	2	104	102	106	86
DN-R NORTH PLATTE NY 6.4	284.1	A 11.15AM	A 12.30PM	A 8.47PM	A 8.55PM	A 11.05PM	A 9.30PM	A 9.37PM	A 9.45PM	A 9.55PM	A 10.10PM
BIRDWOOD 6.4	290.5	11.01	12.16	8.37	8.47	10.48	9.21	9.27	9.35	9.45	9.59
D HERSHEY OF 8.8	296.9	10.55	12.09	8.32	8.42	10.42	9.16	9.22	9.30	9.40	9.54
DN O'FALLONS FA 2.7	300.7	10.52	12.05	8.29	8.39	10.38	9.13	9.19	9.27	9.37	9.51
D SUTHERLAND SU 4.5	303.4	10.50 ²⁴²	f 12.02PM	8.27	8.37	10.36	9.11	9.17	9.25	9.35	9.49
DEXTER 7.6	307.9	10.46	11.57AM	8.24	8.33	10.31	9.07	9.14	9.22	9.32	9.45
D PAXTON PN 6.2	315.5	10.39	f 11.50	8.18	8.27	10.24	9.01	9.08	9.16	9.26	9.39
KORTY 6.0	321.7	10.33	11.44	8.14	8.22	10.18	8.56	9.03	9.11	9.21	9.34
D ROSCOE RO 7.1	327.7	10.27	11.38	8.10	8.17	10.12	8.51	8.59	9.07	9.17	9.29
DN OGALLALA YL GT 9.1	334.8	10.20	f 11.31	8.05	8.11	f 10.04	8.45	8.54	9.02	9.12	9.21
D BRULE RU 10.0	343.9	10.11	f 11.22	7.58	8.02	9.49	8.37	8.46	8.54	9.04	9.11
D BIG SPRINGS GS 5.4	353.9	10.02	f 11.11	7.51	7.53	9.39	8.29	8.39	8.45	8.55	9.02
BARTON 6.0	359.3	9.57	f 11.05	7.47	7.49	9.31	8.25	8.35	8.41	8.51	8.56
DN JULESBURG YL JB 5.3	365.3	9.51	f 11.00	s 7.42PM	7.44	s 9.23	8.20	8.31	8.36	8.46	8.50PM
WEIR 9.7	370.6	9.45	10.54		7.37	9.13	8.16	8.26	8.31	8.41	
D CHAPPELL OQ 9.4	380.3	9.36	f 10.46		7.29	f 9.03	8.08	8.18	8.23	8.33	
D LODGE POLE GF 6.6	389.7	9.27	f 10.37		7.21	f 8.54	8.00	8.11	8.16	8.26	
D SUNOL UN 4.7	396.3	9.21	10.31		7.16	f 8.48	7.55	8.06	8.11	8.21	
COLTON 6.5	401.0	9.17	10.27		7.12	8.43	7.51	8.02	8.07	8.17	
DN-R SIDNEY YL OD 8.0	407.5	9.10	10.20		7.05	8.35	7.45	8.00	8.10	8.10	
BROWNSON 10.9	415.5	8.49	9.59		6.43	8.12	7.26	7.46	7.51	8.01	
DN POTTER PR 9.0	426.4	8.39	9.49		6.33	f 7.59	7.17	7.37	7.43	7.53	
D DIX DX 9.1	435.4	8.31	9.41		6.26	7.47 ¹⁰²⁻¹⁰⁶ f 7.26 ¹⁰⁴	7.09	7.31 ⁴	7.37 ⁴	7.47 ⁴	
DN KIMBALL KB 12.1	444.5	8.23	f 9.32		6.19	s 7.09	7.01	7.24	7.30	7.40	
D BUSHNELL BN 10.1	456.6	8.12	9.20		6.08	s 6.51 ²	6.51 ⁴	7.15	7.21	7.31	
DN PINE BLUFFS YL UF 10.8	466.7	8.01	9.10		5.59	s 6.38	6.42	7.07	7.14	7.24	
D EGBERT GX 5.7	477.5	7.49	9.00		5.49	f 6.23	6.33	6.57	7.06	7.16	
D BURNS UX 6.5	483.2	7.44	8.55		5.44	6.16	6.27	6.53	7.02	7.12	
D HILLSDALE HD 6.2	489.7	7.38	8.50 ²⁴⁶		5.39	6.10	6.21	6.48	6.57	7.07	
DURHAM 5.3	495.9	7.32	8.45		5.33	6.03	6.15	6.42	6.52	7.02	
ARCHER 8.3	501.2	7.27	8.40		5.28	5.57	6.10	6.38	6.48	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.15AM	8.30AM		5.20PM	5.45PM	6.00PM	6.30PM	6.40PM	6.50PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time.....	(4.00)	(4.00)	(1.05)	(3.35)	(5.20)	(3.30)	(3.07)	(3.05)	(3.05)	(1.20)
Average speed per hour.....	56.4	56.4	74.9	62.9	42.3	64.4	72.3	73.1	73.1	60.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages—See page 25.

SECOND SUBDIVISION EASTWARD

Time-Table No. 5

June 11, 1949

SECOND CLASS

242	246	354	244	98	94			
Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed			

STATIONS

Mile Post

STATIONS	Mile Post	242	246	354	244	98	94			
DN-R NORTH PLATTE NY 6.4	284.1	A 11.45AM				A 4.50PM	A 7.35PM			XWCZTYOP
BIRDWOOD 6.4	290.5	f 11.30				4.39	7.19			CS84 P
D HERSHEY OF 3.8	296.9	s 11.20				f 4.30	f 7.30			WS 72 XP
DN O'FALLONS FA 2.7	300.7	f 11.05				4.22PM	7.05PM			CS 119 XWYP
D SUTHERLAND SU 4.5	303.4	s 10.50 ⁶								CS 121 XP
DEXTER 7.6	307.9	f 10.15								CS 82 P
D PAXTON PN 6.2	315.5	s 10.00								CS 121 XP
KORTY 6.0	321.7	f 9.35								WS 74 XP
D ROSCOE RO 7.1	327.7	f 9.15								CS 83 P
DN OGALLALA YL GT 9.1	334.8	s 9.00								WS122 WS120 ES138 XWCP
D BRULE RU 10.0	343.9	s 8.15								CS 84 P
D BIG SPRINGS GS 5.4	353.9	s 7.50								CS 132 WP
BARTON 6.0	359.3	f 7.25								CS 83 P
DN JULESBURG YL JB 5.3	365.3	7.15AM			A 2.30PM					XWCIYP WS109 ES121
WEIR 9.7	370.6				f 2.05					CS 90 P
D CHAPPELL OQ 9.4	380.3				s 1.45					CS 123 WP
D LODGE POLE GF 6.6	389.7				s 1.10					WS 111 ES 78 XP
D SUNOL UN 4.7	396.3				f 12.55					XP
COLTON 6.5	401.0				f 12.43					CS 94 P
DN-R SIDNEY YL OD 8.0	407.5		A 1.30PM		12.30PM					XWCTYP
BROWNSON 10.9	415.5		f 12.55							CS 94 YP
DN POTTER PR 9.0	426.4		s 12.30PM							WS 121 XWP ES 70
D DIX DX 9.1	435.4		s 11.59AM							CS 94 P
DN KIMBALL KB 12.1	444.5		s 11.35							CS 133 XWP
D BUSHNELL BN 10.1	456.6		s 10.55							CS 84 WP
DN PINE BLUFFS YL UF 10.3	466.7		s 9.55							CS107 XWCYP
D EGBERT GX 5.7	477.5		f 9.20	A 9.15AM						CS 94 XWYP
D BURNS UX 6.5	483.2		s 9.05	s 9.00						WS 62 XP
D HILLSDALE HD 6.2	489.7		f 8.50 ²⁴	s 8.45						CS 96 WP
DURHAM 5.3	495.9		s 8.05	f 8.35						WS 62 XP
ARCHER 8.3	501.2		f 7.55	f 8.29						WS 117 ES 125
DN-R CHEYENNE YL OY (225.4)	509.5		7.35AM	8.15AM						XWCZTYOP
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time.....	(1.39)	(4.30)	(5.55)	(1.00)	(2.00)	(0.28)	(0.30)
Average Speed per hour.....	49.2	18.0	17.2	32.0	21.0	35.6	33.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages—See page 25.

WESTWARD				NORFOLK BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 5				SECOND CLASS						
				June 11, 1949										
				STATIONS										
WCTYPZ	11.40AM	6.20AM	1.40AM	0.0	DN-R	COLUMBUS YL	O	0.0	A	3.00PM	A	5.15PM	A	11.30PM
20	11.50AM	6.28	1.50	4.2		SHELDONVILLE		4.2		2.49		5.08		f 11.17
8 YP	A 12.02PM	A 6.38AM	f 2.00	9.4	R	OCONEE YL		9.4		2.40PM		5.00PM		f 11.05
29			f 2.30	14.7	D	PLATTE CENTER	PO	14.7						s 10.50
56 W			s 3.17	25.1		C. & N. W. CROSSING		25.1						
15			f 3.23	29.1	D	HUMPHREY	HX	29.1						s 10.10
33 W			s 3.55	35.4	D	MADISON	MA	35.4						f 9.46
				48.7		O. & N. W. CROSSING		48.7						s 9.32
WCZTYP			A 5.00AM	50.4	D-R	NORFOLK YL	KN	50.4						8.30PM
	(0.22)	(0.18)	(3.20)							(0.20)	(0.15)	(3.00)		
	25.6	31.3	15.1							28.2	37.6	16.8		

Westward trains are superior to trains of the same class in the opposite direction, except No. 312 is superior to No. 321.—See Rule S-72.
Track at Norfolk is used jointly with C. St. P. M. & O.
For stations not shown on schedule pages—See page 25.

WESTWARD				ALBION BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 5				SECOND CLASS						
				June 11, 1949										
				STATIONS										
20 YP		12.02PM	6.38AM	0.0	R	OCONEE YL		0.0	A	2.40PM	A	5.00PM		
15		12.13	s 6.48	4.3	D	MONROE	MN	4.3		s 2.30		s 4.50		
40 WYP		A 12.29PM	s 7.10	11.3	D-R	GENOA YL	G	11.3		s 2.15		4.35PM		
56			s 7.55	22.3	D	ST. EDWARD	ST	22.3		s 1.35				
28 WYP			A 8.50AM	33.7	D-R	ALBION YL	A	33.7		1.10PM				
	(0.27)	(2.12)								(1.30)	(0.25)			
	25.1	15.3								22.5	27.1			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages—See page 25.

WESTWARD				ORD BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 5				SECOND CLASS						
				June 11, 1949										
				STATIONS										
WTYPOCZ			10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL	GE	0.0	A	5.15PM	A	5.15PM	
I					0.4		C. B. & Q. CROSSING		0.4					
11 Y					2.5		CAREY		2.5					
19 P			s 10.30	s 9.28	11.1	D	ST. LIBORY	RY	11.1	s	4.42	s	4.42	
39 WYPC			A 10.50AM	s 9.55	21.9	D-R	ST. PAUL YL	SP	21.9	s	4.20		4.20PM	
27				s 10.20	30.7	D	ELBA	EB	30.7	s	3.48			
25 P				s 10.35	36.8		COTESFIELD		36.8	s	3.41			
W				10.50	44.5		SCOTIA JUNCTION		44.5		3.23			
20				s 11.00	45.7	D	SCOTIA	SK	45.7	s	3.14			
W				11.15	44.5		SCOTIA JUNCTION		44.5		3.07			
31				s 11.35AM	48.8	D	NORTH LOUP	NU	48.8	s	2.57			
					60.7		C. B. & Q. CROSSING		60.7					
34 WY				A 12.10PM	61.0	D-R	ORD YL	RD	61.0		2.30PM			
							(61.0)							
			(0.50)	(3.10)							(2.45)	(0.55)		
			26.3	19.3							22.2	23.9		

WESTWARD				LOUP CITY BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 5				SECOND CLASS						
				June 11, 1949										
				STATIONS										
WYPC			11.15AM	0.0	D-R	ST. PAUL YL	SP	0.0	A	4.05PM				
19			s 11.40AM	8.3	D	DANNEBROG	DB	8.3	s	3.50				
11 WY			s 12.05PM	18.6	D-R	BOELUS YL	HW	18.6	s	3.20				
31			f 12.25	25.8		ROCKVILLE		25.8	f	2.55				
33 WYP			A 1.00PM	39.0	D-R	LOUP CITY YL	OP	39.0		2.30PM				
							(39.0)							
			(1.45)								(1.35)			
			22.3								24.6			

WESTWARD				HASTINGS BRANCH				EASTWARD						
SECOND CLASS				Time-Table No. 5				SECOND CLASS						
				June 11, 1949										
				STATIONS										
WYPCZ				0.0	DN-R	HASTINGS YL	AN	0.0						
96				7.3		NEWMAROH		7.3						
86 P				12.7	D	HAYLAND	HA	12.7						
95 P				20.2		DENMAN		20.2						
WB114 WYP				28.1	DN-R	GIBBON YL	GB	28.1						
EB71 RCSI							(28.1)							

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
At Hastings trains are governed by Kansas Division Time-Table and Special Rules.
For stations not shown on schedule pages—See page 25.

WESTWARD				KEARNEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 5				SECOND CLASS			
	95		519			June 11, 1949				518		96	
	Mixed	Motor Passenger	Motor Passenger	Motor Passenger		STATIONS				Motor Mixed	Mixed		
	Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday						Mile Post				
WYCZ	9.00AM	4.05PM	5.00AM	0.0	DN-R	KEARNEY	YL	KE	0.0	A11.59AM	A 9.20PM		
12	f 9.12	f 4.15	f 5.10	5.5		GLENWOOD PARK			5.5	f11.43	f 8.32		
19 P	s 9.19	s 4.22	s 5.17	10.1		RIVERDALE			10.1	s11.35	s 8.22		
27	s 9.30	s 4.33	s 5.28	16.8	D	AMHERST		HR	16.8	s11.23	s 8.00		
13 W	f 9.52	f 4.43	f 5.38	22.7		WATERTOWN			22.7	f11.12	f 7.41		
32	s10.06	s 4.50	s 5.45	28.3	D	MILLER		MR	28.3	s11.05	s 7.33		
38	s10.20	s 5.02	s 5.57	32.5	D	SUMNER		SU	32.5	s10.53	s 7.15		
28	s10.40 ⁵¹⁸	s 5.14	s 6.09	40.4	D	EDDYVILLE		VD	40.4	s10.40 ⁹⁵	s 6.59		
40	s11.13	s 5.34	s 6.30	52.1	D	OCONTO		BS	52.1	s10.19	s 6.28		
14	f11.27AM	f 5.47	f 6.46	59.1		LODI			59.1	f10.03	f 6.14		
27 WYP	s12.30PM	s 6.00 ⁹⁸	s 6.57	65.5	D	CALLAWAY		CA	65.5	s 9.52	s 6.00 ⁵¹⁹		
9	f12.55	f 6.17	f 7.12	75.8		FINCHVILLE			75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.30	s 7.24	83.1	D	ARNOLD		AD	83.1	s 9.20	s 4.45		
5 P	s 1.55	f 6.45	s 7.35	90.6		LOGAN			90.6	s 9.07	f 4.26		
10	f 2.10	f 6.55	f 7.42	94.6		HOAGLAND			94.6	f 9.00	f 4.18		
15 P	f 2.30	s 7.04	s 7.49	99.2		GANDY			99.2	s 8.50	f 4.08		
22 WYC	A 2.55PM	A 7.15PM	A 8.00AM	102.4	D-R	STAPLETON		YL SN	102.4	8.45AM	4.00PM		
										Daily Except Monday	Sunday Wednesday Friday		
	(5.55) 17.3	(3.10) 32.3	(3.00) 34.1							(3.14) 31.7	(5.20) 19.2		

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	SECOND CLASS		FIRST CLASS		Distance from O'Fallons	Time-Table No. 5				SECOND CLASS			
	97		93			June 11, 1949				98		94	
	Local Freight	Mixed	Local Freight	Mixed		STATIONS				Local Freight	Mixed		
	Daily	Daily			Mile Post					Mile Post			
WYP		7.30AM	6.55AM	0.0	DN-R	O'FALLONS	YL	FA	0.0	A 4.20PM	A 7.00PM		
15	f 7.35	f 7.00		2.8		COCKER			2.8	f 3.58	f 6.45		
41 P	f 7.56	s 7.15		12.8	D	SARBEN		AK	12.8	f 3.30	s 6.29		
40	f 8.13	f 7.25		19.6		NEVENS			19.6	f 3.15	f 6.19		
42 WP	f 8.35	s 7.40		28.4		KEYSTONE			28.4	f 2.55	f 6.07		
42 P	f 8.50	f 7.50		34.9	D	MARTIN		SA	34.9	f 2.30	f 5.55		
42 P	f 9.05	s 8.00		41.2		LEMOYNE			41.2	f 2.15	s 5.45		
25	f 9.20	f 8.09		46.8		BELMAR			46.8	f 2.05	f 5.34		
44	f 9.29	f 8.18		51.7		RUTHTON			51.7	f 1.55	f 5.26		
41 WCYP	s10.00	s 8.32		59.3	D	LEWELLEN		YL W	59.3	s 1.40	s 5.15		
41 P	s10.50	s 8.54		70.8	D	OSHKOSH		YL OX	70.8	s 1.05	s 4.52		
40 WP	s11.35	s 9.19		86.4	D	LISCO		CO	86.4	f12.25PM	s 4.24		
37	f11.53 ⁹⁸	f 9.33		95.4		FINLEY			95.4	f11.53 ⁹⁷	f 4.10		
46	s12.15PM	s 9.43		100.4	D	BROADWATER		BR	100.4	f11.40	s 4.01		
19	f12.34	f10.01		109.6		TOWERS			109.6	f11.20	f 3.43		
195 WCTP	s 1.15	s10.11		114.1	D	NORTHPORT		YL NP	114.1	f11.12	s 3.36		
AI	1.19	10.14		115.5		O. B. & Q. CROSSING			115.5	11.08	3.28		
11	f 1.30	f10.24		121.8		MOHLER			121.8	f10.58	f 3.17		
38 P	f 1.40	s10.40 ⁹⁸		126.7	D	SOUTH BAYARD		OR	126.7	f10.40 ⁹³	s 3.10		
51	f 1.50	s10.50		182.1	D	McGREW		MO	182.1	f10.28	s 2.59		
30 P	f 2.04	s11.00		187.9	D	MELBETA		MB	187.9	f10.18	s 2.50		
70 WCYZP	A 2.20PM	A11.15AM		145.9	DN-R	GERING		YL G	145.9	10.01AM	2.30PM		
										Daily	Daily		
	(6.50) 21.4	(4.20) 33.6								(6.19) 23.1	(4.30) 32.4		

WESTWARD				GERING BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS		Distance from Gering	Time-Table No. 5				SECOND CLASS			
	97		93			June 11, 1949				98		94	
	STATIONS												
				Mile Post					Mile Post				
				0.0	DN-R	GERING	YL	G	0.0				
17				5.4		MATHERS			5.4				
27				6.0		MOON			6.0				
				7.0		ROUBADEAU			7.0				
18				8.4		HILLIKER			8.4				
18				9.8		RIFORD			9.8				

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 94 and 98 are superior to No. 97.—See Rule S-72. For stations not shown on schedule pages—See page 25.

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	SECOND CLASS			Distance from O'Fallons	Time-Table No. 5				Mile Post	SECOND CLASS				
	353 Mixed Daily	93 Mixed Daily	59 Mixed Daily		June 11, 1949					354 Mixed	60 Mixed	94 Mixed		
	STATIONS				STATIONS					STATIONS				
72 WYP		11.30AM	6.00AM	145.9	DN-R	GERING	YL	G	145.9	A10.30AM	A	2.20PM		
14		f11.36	f 6.10	150.5		4.6	COSTIN		150.5	f10.17	f	2.04		
30		s11.39	f 6.15	152.3	D	1.8	HAIG	HA	152.3	f10.14	s	1.58		
24 P		s11.45	f 6.25	155.8	D	3.5	SOUTH MITCHELL	MI	155.8	f10.08	s	1.48		
32		f11.48	f 6.30	157.1		1.3	PELTON		157.1	f10.05	f	1.41		
42		f11.52	f 6.35	159.5		2.4	BAILEYVUE		159.5	f10.01	f	1.37		
30 P		s11.56	f 6.45	162.1	D	2.6	SOUTH MORRILL	BI	162.1	f 9.56	s	1.33		
18		f11.59AM	f 6.50	164.2		2.1	JOYCE		164.2	f 9.52	f	1.28		
51 WYP		s12.05PM	s 9.45 ⁵⁰	167.9	DN	3.7	LYMAN	YL MU	167.9	s 9.45 ⁵⁰	s	1.23		
21		f12.09	f 9.50	170.1		2.2	OANAL		170.1	f 9.20	f	1.16		
14		f12.13	f 9.57	172.8		2.7	STEBBINS		172.8	f 9.15	f	1.12		
51 P		s12.15	f10.07	173.7	D	0.9	HUNTLEY	HU	173.7	f 9.13	s	1.10		
35		f12.20	f10.17	177.0		3.8	HOLLY		177.0	f 9.06	f	1.03		
51 WCYP	12.55PM	A12.30PM	10.35AM 12.50PM	181.6	D-R	4.6	YODER	YL DR	181.6	A11.45AM	9.00 8.50	12.55PM		
51 P		s 1.01		188.1	D	6.5	VETERAN	VN	188.1	s 8.37				
8		f 1.06		191.5		3.4	HELDT		191.5	f 8.30				
16		f 1.16		196.1		4.6	COTTIER		196.1	f 8.19				
51 WYP		A 1.30PM		200.6	D-R	4.5	SO. TORRINGTON	YL RI	200.6	8.10AM				
14		f 1.06		185.3		3.7	GOODLAND		185.3	f11.37				
26		f 1.12		187.6		2.3	FONDA		187.6	f11.32				
51 W		s 1.21		192.4	D	4.8	HAWK SPRINGS	HK	192.4	s11.20				
31		f 1.29		194.7		2.3	DUROO		194.7	f11.07				
19		f 1.44		200.8		6.1	WYOCROSS		200.8	f10.56				
51 WY		s 1.55		203.8	D	3.0	LA GRANGE	GA	203.8	s10.51				
19		f 2.11		210.7		6.9	TREMAIN		210.7	f10.25				
51 WF		s 2.41		222.5	D	11.8	ALBIN	AB	222.5	s10.00				
51 W		f 3.01		229.7	D	7.2	LINDBERGH	BG	229.7	s 9.45				
		A 3.45PM		244.3	DN-R	14.6	EGBERT	YL GX	244.3	9.20AM				
		(2.50) 22.1	(1.00) 35.7	(7.30) 7.3		(98.4)				Daily (2.25) 25.9	Daily (2.20) 23.4	Daily (1.25) 24.8		
	 Thru Time Average speed per hour							

WESTWARD LYMAN BRANCH EASTWARD				WESTWARD SEARS BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	Distance from Lyman	Time-Table No. 5		Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	Distance from Sears	Time-Table No. 5		Mile Post
		June 11, 1949					June 11, 1949		
		STATIONS				STATIONS			
	0.0	DN	LYMAN YL MU	0.0			SEARS	0.0	
18	2.8		2.8 SEARS	2.8		0.0	1.2 BELLINGER	1.2	
6	3.3		0.5 SIDING NO. 1	3.3	5	1.2	1.6 JANISE	2.8	
17	4.6		1.3 HARTMAN	4.6	17	2.8			
22	6.4		1.8 STEGALL	6.4					
			(6.4)				(2.8)		

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

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

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

When a "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.
On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psg.	Frt.		Str.	De-Psgr.	Psg.	Frt.
Maximum speed.	90	80	80	50	Trains handling loaded wooden Hart convertible cars.				35
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels:				
When caboose is handled in train consisting of passenger train equipment.			50		On straight track.				30
7000 class engines.			75	50	On curves.				25
3800 and 3900 class engines.			60	50	Passing fueling stations.	50	50	40	25
5000 and 9000 class engines.			50	50	Within yard limits protected by continuous block signal system.	60	50	50	25
4000 class engines.			45	45	When yard limits not protected by continuous block signal system.	50	40	40	25
MacArthur type engines with 63-inch drivers.			55	50	When using cross-overs or turn-outs:				
MacArthur type engines with 57-inch drivers.			35	35	9000 class engines;				
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Forward movement			10	10
0-6-0 and 0-8-0 type yard engines.			20	20	Back-up movement			6	6
Steam engines running backward.			20	20	All other classes of engines;				
Diesel-electric locomotives in road or helper service:					Forward movement	15	15	15	15
Backing up shoving a train. (Speed of train being helped will govern).					Back-up movement	10	10	10	10
Backing up pulling train	40	40	40	40	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	20	20
Backing up light.	40	40	40	40	On wye tracks.	15	15	15	15
Light engines.				45	Jordan spreaders and other machines of spreader type, when in operation.				15
Trains handling scale test cars.				30	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20
When more than 50% of the tonnage is gravel.				40					

OLD MAIN LINE									
Between Gilmore and Lane.									
							50	35	

FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Waterloo, seed house spur.				5	Buda, all airfield trackage.				10
Fremont, within city limits.			20	15					
Fremont, on F. S. Y. & L. Co. tracks.				15	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	40	25					
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Grand Island, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets.	20	20	20	20	Lexington, 2200 class engines on third and fourth tracks north, east of depot.				5
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Cozad, on Armour & Co. spur tracks.				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	Gothenburg wye.				5
					North Platte, ice house No. 2 track				5
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts— Summit 5.2 and 5.6	25	25	25	25	Between Mile Posts— North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2 Summit	25	25	25	25

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Brownson, on government tracks.				10	Hillsdale, 5000 class and heavier engines on industry track.				5
North Platte, ice house No. 2 track				5	ON EASTWARD TRACK				
ON WESTWARD TRACK					Between Mile Posts—				
Korty 323.5 and 324.4	70	60	60	50	Cheyenne 509.1 and 508.7	40	40	40	25
Brownson 422.6 and 423.5	70	60	60	50	506.3 and 505.8	80	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	503.0 and 502.2	60	50	50	40
Smeed 462.8 and 462.9	80	70	70	50	Archer 498.2 and 497.7	70	60	60	50
Burns 486.2 and 486.5	70	60	60	50	Durham 494.0 and 493.8	70	60	60	50
Hillsdale 493.8 and 494.0	70	60	60	50	Hillsdale 486.5 and 486.2	70	60	60	50
Durham 497.7 and 498.2	70	60	60	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
Archer 502.2 and 503.0	60	50	50	40	Smeed 457.2 and 456.9	80	70	70	50
505.8 and 506.3	80	70	70	50	Potter 423.5 and 422.6	70	60	60	50
508.7 and 509.1	40	40	40	25	Roscoe 324.4 and 323.5	70	60	60	50
Cheyenne					North Platte				

THIRD SUBDIVISION

Maximum speed.	90	75	70	50	Light engines.				45	45
With C. B. & Q. 5200 and 5500 class engines.			45	45	LaSalle Between M. P. 149.6 and 150.7 Between M. P. 150.7 and 150.9 Between M. P. 150.9 and 151.1	50 30 50	50 30 50	40 30 40	25 25 25	
Freight engines not otherwise shown.			50		Sterling, 3900 class engines on coal chute track.					5
					Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick					20

BRANCHES

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Hastings Branch Maximum speed.		50
Between Brainard and Hordville.	40	30	Over Bridge 21.35.		30
Between Hordville and Central City.	35	25	Gibbon, west of east wye switch.		15
2800 class engines.	30	30	Kearney Branch Between Kearney and M.P.42: Steam trains.	40	30
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5	Motor trains.	40	40
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between M.P. 42 and M.P. 57.25: Steam trains.	25	25
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Motor trains.	35	25
Between Oconee and M.P. 16.		25	Between M.P. 57.25 and Callaway: Steam trains.	40	30
Between M.P. 16 and Norfolk.		30	Motor trains.	40	40
Columbus, over wye switches.		15	Between Callaway and Stapleton: Steam trains.	45	35
On curve at M.P. 1.75.		25	Motor trains.	45	45
Albion Branch Maximum speed:		30	North Platte Branch Maximum speed.		45
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	5000, 7000 and 9000 class engines		35
Between M.P. 11 and Spalding.		25	Over Bridge 18.30.		35
Over Bridge 12.96.		25	Oshkosh, over First Street Crossing		15
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	North Platte Cut-Off Maximum speed.		45
Carey, all air field trackage.		10	Between Yoder and Creighton.		35
Between St. Libory and Ord.		30	On curves between Yoder and So. Torrington		35
Loup City Branch.		30	On curves between M.P. 25.42 and M.P. 31.25		30
			Through tunnel between Albin and Tremain.		20
			Lyman Branch.		20
			Gering Branch.		20
			Sears Branch.		20

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection
First Subdivision				Beatrice Branch			
Paddock.....	128.5	8	West	Agnew.....	41.8	28	Both
Buda.....	184.3	ES 73—XP	Both	West Lincoln.....	55.3	4	West
Kearney Air Base.....	185.9	WS 40—XP	Both	Hanlon.....	68.2	31	Both
Alfalfa Center.....	194.1	44—XP	Both	Stromsburg Branch			
Josselyn.....	217.9	24—XP	Both	Durant.....	56.8	23	Both
Willow Island.....	243.2	63—XP	Both	Sand Pit Spur.....	73.4	15	West
Keith.....	274.6	7—X	Both	Norfolk Branch			
Beck.....	280.5	10	West	Tarnov.....	20.3	36	Both
Second Subdivision				Enola.....	40.9	31	Both
Varner.....	301.8	40—X	Both	Albion Branch			
Jacinto.....	430.8	8—X	East	Mill Spur.....	2.0	5	East
Megeath.....	349.1	17—X	East	Woodville.....	18.8	9	East
Owasco.....	439.9	27—PX	Both	Cedar Rapids Branch			
Oliver.....	451.1	12	East	Kent.....	5.3	12	Both
Tracy.....	472.0	10	East	Merchiston.....	9.3	20	Both
Third Subdivision				Ord Branch			
Dorsey.....	19.0	29	Both	Weeks Spur.....	43.1	5	East
Marcott.....	25.8	29—P	Both	Saunders.....	58.5	3	East
Tobin.....	34.2	22	Both	North Platte Branch			
Powell.....	41.1	12—P	Both	Broganville.....	24.8	12	Both
Griff.....	42.2	22	Both	Kingsley.....	30.7	11	Both
Ford.....	50.1	16	Both				
Beetland.....	66.8	23	Both				
Beta.....	72.1	10	Both				
Balzac.....	78.4	41	Both				
Cooper.....	82.8	24	Both				
Hurley.....	96.9	21	Both				
Sublette.....	121.4	14—P	Both				
Kuner.....	139.1	16—P	Both				
Auburn.....	147.2	27	Both				

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6A)

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.
 6(A). The following letters placed in column with station name in time-table indicate:
 D—day operator
 N—night operator
 DN—day and night operator
 R—train register
 YL—yard limits

- The following letters placed in columns provided in time-table indicate:
 C—coal
 I—interlocking
 O—oil
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
 Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding
 RCS—remote control switch

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs	Passenger Depot Waiting Room	North Platte	Engine Dispatcher's Office
Council Bluffs	Yard Office	North Platte	Enginemen's Washroom, Passenger Station
Council Bluffs	Roundhouse	North Platte	Hump Yard Locker Room
Council Bluffs	Yardmen's Locker Room	North Platte	Yardmen's Locker Room
Council Bluffs	West Yard Office	North Platte	East End Yardmen's Room
Omaha	Dispatcher's Office	Julesburg	Telegraph Office
Omaha	Union Station Telegraph Office	Sidney	Telegraph Office
Omaha	Tower "B"	Sidney	Engineer's Locker Room
Omaha	Enginemen's Washroom, 15th Street	Cheyenne	Dispatcher's Office
Omaha	Yardmen's Washroom, 15th Street	Cheyenne	Telegraph Office
Omaha	Yardmen's Washroom, Davenport Street	Cheyenne	Conductor's Room Passenger Station
Omaha	Enginemen's Washroom, Davenport Street	Cheyenne	Yard Office
South Omaha	Yard Office	Cheyenne	Engine Dispatcher's Office
Valley	Telegraph Office	Valparaiso	Telegraph Office
Columbus	Telegraph Office	Sterling	Telegraph Office
Central City	Telegraph Office	La Salle	Telegraph Office
Grand Island	Dispatcher's Office	Lincoln	Telegraph Office
Grand Island	Telegraph Office	Beatrice	Telegraph Office
Grand Island	Yard Office	Beatrice	Roundhouse
Grand Island	Enginemen's Washroom, Passenger Station	Norfolk	Telegraph Office
Grand Island	Roundhouse	Hastings	Yard Office
Kearney	Telegraph Office	Stapleton	Telegraph Office
Kearney	Roundhouse	Gering	Dispatcher's Office
Lexington	Telegraph Office	Gering	Telegraph Office
North Platte	Dispatcher's Office	Gering	Roundhouse
North Platte	Telegraph Office	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	TERRITORY	NAME	TITLE	PLACE	TERRITORY
D. L. Gamette	Medical Director	Los Angeles, Cal.		John L. McFee	Surgeon	Ogallala, Nebr.	Sutherland to Julesburg.
Lynn T. Hall	Dist. Md. Officer	Omaha, Nebr.	Omaha District	H. P. Linton	Surgeon	Julesburg, Colo.	Ogallala to Lodge Pole and Julesburg to Sterling.
A. L. Nielson	Surgeon	Co. Bluffs, Ia.	Council Bluffs.	A. C. Colman	Surgeon	Chappell, Nebr.	Julesburg to Sidney.
M. J. Carey	Surgeon	Co. Bluffs, Ia.	Council Bluffs.	R. E. Roche	Surgeon	Sidney, Nebr.	Lodge Pole to Kimball.
J. D. Bisgard	Surgeon	Omaha, Nebr.	Omaha.	C. B. Dorwart	Surgeon	Sidney, Nebr.	Lodge Pole to Kimball.
E. A. Connolly	Surgeon	Omaha, Nebr.	Omaha.	E. R. Core	Surgeon	Kimball, Nebr.	Sidney to Cheyenne.
C. F. Bantin	Surgeon	Omaha, Nebr.	Omaha.	M. L. Morris	Surgeon	Pine Bluffs, Wyo.	Kimball to Cheyenne.
R. T. Mauer	Hospital Surgeon	Omaha, Nebr.	Omaha.	W. A. Bunten	Dist. Surgeon	Cheyenne, Wyo.	Cheyenne and vicinity.
A. McDermott	Surgeon	Omaha, Nebr.	Omaha.	G. W. Koford	Surgeon	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.
O. C. Nickum	Shop Surgeon	Omaha, Nebr.	Omaha.	R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne.
R. A. Moser	Shop Surgeon	Omaha, Nebr.	Omaha.	E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.
M. W. Barry	Surgeon	Omaha, Nebr.	Omaha.	R. B. Stump	Oculist & Aurist	Cheyenne Wyo.	Cheyenne.
F. C. Nelson	Surgeon	Omaha, Nebr.	Benson.	F. E. Magrath	Surgeon	Cheyenne, Wyo.	Cheyenne.
J. J. O'Hearn	Surgeon	Omaha, Nebr.	Omaha to Papillion.	R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.
S. McCleneghan	Surgeon	Omaha, Nebr.	Florence.	F. E. Palmer	Surgeon	Sterling, Colo.	Ilif to Merino.
J. G. Bartek	Surgeon	Omaha, Nebr.	Omaha.	A. F. Williams	Surgeon	Ft. Morgan, Colo.	Sterling to Weldona.
C. Rubendall	Oculist & Aurist	Omaha, Nebr.	Omaha.	W. L. Wilkinson	Surgeon	La Salle, Colo.	LaSalle to Kersey
J. C. Davis	Oculist & Aurist	Omaha, Nebr.	Omaha.	C. W. Way	Surgeon	Wahoo, Nebr.	Yutan to Weston.
J. F. Finegan	Oculist	Omaha, Nebr.	Omaha.	J. S. Welch	Surgeon	Lincoln, Nebr.	Valparaiso to Cortland.
Don E. Baca	Surgeon	Papillion, Nebr.	Papillion and vicinity	W. T. Wildhaber	Surgeon	Beatrice, Nebr.	Cortland to Barneston.
C. L. Marsh	Surgeon	Valley, Nebr.	Waterloo to Fremont and Valley to Yutan.	L. J. Ekeler	Surgeon	DavidCity, Nebr.	Valparaiso to Polk.
C. G. Moore	Surgeon	Fremont, Nebr.	Valley to North Bend.	Richard Delfs	Surgeon	Shelby Nebr.	Shelby Nebr.
F. G. Kolouch	Surgeon	Schuyler, Nebr.	North Bend to Columbus.	H. S. Eklund	Surgeon	Oceola Nebr.	Oceola and Vicinity
W. R. Neumarker	Surgeon	Columbus, Nebr.	Schuyler to Silver Creek and Columbus to Oconee.	A. A. Bald	Surgeon	Pl. Center, Nebr.	Oconee to Humphrey.
R. C. Anderson	Surgeon	Columbus, Nebr.	Columbus to Central City.	H. R. Palmteer	Surgeon	Madison Nebr.	Madison Nebr. and Vicinity
R. R. Douglas	Surgeon	Clarks, Nebr.	Clarks to Chapman and Central City to Polk.	G. B. Salter	Surgeon	Norfolk, Nebr.	Oconee to Norfolk.
A. D. Brown	Surgeon	Cent. City, Nebr.	Central City to Polk.	Homer Davis	Surgeon	Genoa, Nebr.	Norfolk to St. Edward and Genoa to Fullerton.
E. T. Zickman	Surgeon	Cent. City, Nebr.	Central City to Polk.	J. E. Davis	Surgeon	Albion, Nebr.	Genoa to Albion.
R. D. Martin	Oculist	Gr. Island, Nebr.	Gr. Island.	E. R. Slavik	Surgeon	Fullerton, Nebr.	Genoa to Belgrade.
E. G. Johnson	Surgeon	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	M. O. Arnold	Surgeon	St. Paul, Nebr.	St. Libory to Scotia and St. Paul to Dannebrog.
C. H. Maggiore	Surgeon	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. J. Miller	Surgeon	Ord, Nebr.	St. Paul to Ord.
W. H. Hombach	Surgeon	Gr. Island, Nebr.	Chapman to Wood River and Gr. Island to St. Paul.	C. G. Amick	Surgeon	Loup City, Nebr.	Dannebrog to Loup City.
H. H. Rodman	Surgeon	Gibbon, Nebr.	Shelton to Kearney.	J. B. Kile	Surgeon	Eddyville, Nebr.	Kearney to Stapleton.
Bancroft & Staley	Surgeon	Kearney, Nebr.	Shelton to Elm Creek and Kearney to Amherst.	J. E. Dunn	Surgeon	Arnold, Nebr.	Callaway to Stapleton.
V. D. Norall	Surgeon	Lexington, Nebr.	Overton to Cozad.	E. F. Carr	Surgeon	Stapleton, Nebr.	Arnold to Stapleton.
L. H. Fochtman	Surgeon	Cozad, Nebr.	Lexington to Gothenburg.	O. A. Kostal	Surgeon	Hastings, Nebr.	Gibbon to Hastings.
Bert W. Pyle	Surgeon	Goth'burg, Nebr.	Cozad to Brady Island.	W. G. Seng	Surgeon	Oshkosh, Nebr.	Oshkosh to Northport.
A. L. Schneider	Surgeon	Brady Is. Nebr.	Gothenburg to No. Platte.	H. A. Blackstone	Surgeon	Bridgeport, Nebr.	So. Bayard to Broadwater.
T. J. Kerr	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.	W. C. Harvey	Surgeon	Gering, Nebr.	Northport to Gering.
O. C. Kreymborg	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.	C. R. Watson	Surgeon	So. Mit'ell, Nebr.	Gering to Lyman.
A. E. Reeves	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.	Leo Keenan	Surgeon	Torrington, Wyo.	Lyman to South Torrington.
G. F. Waltemath	Surgeon	No. Platte, Nebr.	Brady Island to Sutherland.				
H. H. Walker	Oculist & Aurist	No. Platte, Nebr.	North Platte.				
H. E. Moore	Surgeon	Suth'land, Nebr.	North Platte to Ogallala.				