

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION TIME-TABLE No. 31

Effective Wednesday,
June 1, 1960

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

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

| 9 Streamliner Passenger Daily | 17 Passenger Daily | 105 Streamliner Passenger Daily | 111 Streamliner Passenger Daily | 27 Mail and Express Daily | 7 Passenger Daily | 5 Mail and Express Daily | 107 Streamliner Passenger Daily | 103 Streamliner Passenger Daily | 101 Streamliner Passenger Daily | Distance from Council Bluffs | Time Table No. 31 June 1, 1960 | STATIONS |
|--|--------------------------|--|--|------------------------------------|-------------------------|-----------------------------------|--|--|--|---------------------------------|-----------------------------------|--------------|
| | | | | | | | | | | | | |
| | | | | | | 9.25 | | | | 0.0 | | CO. BLUFFS |
| | | | 11.55 | 10.15 | 10.15 | 10.00 | 2.35 | 2.20 | 2.05 | 2.8 | | OMAHA |
| | | | 2.10 | 1.15 | 1.20 | 12.50 | 4.35 | 4.20 | 4.05 | 146.9 | | GRAND ISLAND |
| | | | 4.05 3.10 | 4.00 3.30 | 4.00 3.15 | 3.15 2.30 | 6.25 5.30 | 6.10 5.15 | 5.55 5.00 | 284.1 | C.T. M.T. | NORTH PLATTE |
| | | | 4.20 | | | | | | | 365.3 | | JULESBURG |
| | | | | 5.55 | 5.40 | 4.55 | 7.14 | 6.59 | 6.44 | 407.5 | | SIDNEY |
| | | | | | | | | | | | | KANSAS CITY |
| 9.25 | 7.45 | | | | | | | | | 562.5 | | DENVER |
| 7.50 8.30 | 5.55 6.30 | 8.00 | 7.35 | | | | | | | 509.5 | | CHEYENNE |
| | 8.30 | | | 8.00 9.15 | 7.45 9.00 | 6.55 7.15 | 9.00 9.10 | 8.45 8.55 | 8.30 8.40 | 566.0 | | LARAMIE |
| 11.40 | | 10.50 | | 10.55 | 10.35 | 8.55 | 10.30 | 10.15 | 10.00 | 682.8 | | RAWLINS |
| 1.55 | | 12.35 | | 1.20 | 12.45 | 11.20 | 12.14 | 11.59 | 11.45 | 817.0 | | GREEN RIVER |
| 4.25 4.35 | 4.10 | 2.40 2.50 | | 4.00 4.15 | 3.15 3.45 | 2.00 2.20 | 2.25 2.35 | 2.10 2.20 | 1.55 2.05 | 847.2 | | GRANGER |
| | 4.45 | 3.20 | | | | | | | | 922.6 | | OGDEN |
| 8.25 | | | | 8.10 | 7.30 | 6.15 | 6.00 | 5.45 | 5.30 | (992.6) | | (992.6) |
| (24.00) 50.6 | (22.00) 49.2 | (7.20) 58.7 | (8.40) 64.6 | (22.55) 43.1 | (22.15) 44.5 | (21.15) 46.5 | (16.25) 60.2 | (16.25) 60.2 | (16.25) 60.2 | Thru Time From Omaha | | |
| Average speed per hour | | | | | | | | | | | | |

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

T. F. SHANAHAN, Superintendent..... Omaha, Neb.
W. H. ANDERSON, Asst. Superintendent..... Omaha, Neb.
R. W. McSPADEN, Asst. Superintendent..... Gering, Neb.
M. L. MASON, Trainmaster..... Omaha, Neb.
J. A. McCULLOUGH, Terminal Superintendent..... Omaha, Neb.
W. F. GRIFFIN, Asst. Superintendent Safety and Courtesy..... Omaha, Neb.
H. G. HAGGLUND, Terminal Superintendent..... Co. Bluffs, Ia.
A. L. O'NEILL, Jr., Asst. Terminal Superintendent..... Co. Bluffs, Ia.
R. E. IRION, Trainmaster..... Grand Island, Neb.
J. E. GUYNAN, Terminal Superintendent..... North Platte, Neb.
W. E. MILLER, Asst. Terminal Superintendent..... North Platte, Neb.
R. W. HOLLAND, Trainmaster..... North Platte, Neb.
V. BAYNE, Trainmaster..... Sidney, Neb.
R. J. DUNN, Master Mechanic..... Co. Bluffs, Ia.
E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Ia.
S. E. CHADD, Road Foreman of Engines..... Co. Bluffs, Ia.
P. N. HANSEN, Road Foreman of Engines..... Grand Island, Neb.
L. P. LEECH, Road Foreman of Engines..... North Platte, Neb.
P. C. LOOMIS, Road Foreman of Engines..... North Platte, Neb.
L. C. WALLACE, Road Foreman of Engines..... North Platte, Neb.
C. H. SUTTS, Road Foreman of Engines..... Cheyenne, Wyo.
F. G. SCHURMAN, Division Engineer..... Omaha, Neb.
O. L. KOVAR, General Roadmaster..... Omaha, Neb.

**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.
F. R. LANGLEY, Asst. Chief Train Dispatcher..... Omaha, Neb.

**FIRST SUBDIVISION,
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**
A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, Neb.
I. E. BALL, Asst. Chief Train Dispatcher..... Grand Island, Neb.
C. F. DEWHIRST, Asst. Chief Train Dispatcher..... Grand Island, Neb.

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

THIRD SUBDIVISION
J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.
B. L. SIVERS, Asst. Chief Train Dispatcher..... Denver, Colo.
H. D. MEAD, Asst. Chief Train Dispatcher..... Denver, Colo.

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

MILEAGE

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

| Time Table No. 31 June 1, 1960 | Miles Per Hour | 106 Streamliner Passenger | 112 Streamliner Passenger | 10 Streamliner Passenger | 28 Mail and Express | 104 Streamliner Passenger | 102 Streamliner Passenger | 108 Streamliner Passenger | 18 Passenger | 6 Mail and Express | 8 Passenger | STATIONS |
|-----------------------------------|----------------------|---------------------------------|---------------------------------|--------------------------------|---------------------------|---------------------------------|---------------------------------|---------------------------------|-----------------|--------------------------|----------------|--------------|
| | | | | | | | | | | | | |
| | 0.0 | | | | | | | | | | | CO. BLUFFS |
| | 2.8 | | 12.30 | | 6.30 | 2.30 | 2.45 | 3.00 | | | | OMAHA |
| | 146.9 | | 10.20 | | 3.35 | 12.20 | 12.35 | 12.50 | | | | GRAND ISLAND |
| C.T. M.T. | 284.1 | | 8.25 7.20 | | 12.40 11.10 | 10.25 9.20 | 10.40 9.35 | 10.55 9.50 | | | | NORTH PLATTE |
| | 365.3 | | 6.13 | | | | | | | | | JULESBURG |
| | 407.5 | | | | 8.40 | 7.33 | 7.48 | 8.03 | | | | SIDNEY |
| | | | | | | | | | 11.00 | | | KANSAS CITY |
| | 562.5 | 2.50 | 3.15 | | 6.50 6.15 5.40 | | | | 10.10 9.40 | | | DENVER |
| | 509.5 | | | | 6.40 5.30 | 6.05 5.55 | 6.20 6.10 | 6.35 6.25 | 7.30 | 7.25 6.55 | 7.50 7.25 | CHEYENNE |
| | 566.0 | 11.54 | | 2.30 | 3.40 | 4.40 | 4.55 | 5.10 | | 5.25 | 5.55 | LARAMIE |
| | 682.8 | 10.11 | | 12.37 | 1.23 | 2.56 | 3.11 | 3.26 | | 3.00 | 3.30 | RAWLINS |
| | 817.0 | 8.05 7.55 | | 10.15 10.05 | 10.45 10.30 | 12.45 12.35 | 1.00 12.50 | 1.15 1.05 | 11.40 | 12.25 12.05 | 12.45 12.30 | GREEN RIVER |
| | 847.2 | 7.25 | | | | | | | 11.05 | | | GRANGER |
| | 922.6 | | | | 6.45 | 7.00 | 9.20 | 9.35 | 9.50 | 8.30 | 8.45 | OGDEN |
| | (992.6) | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | (992.6) |
| Thru Time From Omaha..... | | (7.25) | (8.15) | (23.05) | (22.30) | (16.10) | (16.10) | (16.10) | (22.55) | (20.15) | (21.15) | |
| Average speed per hour..... | | 58.0 | 67.8 | 52.7 | 44.0 | 61.2 | 61.2 | 61.2 | 47.3 | 48.8 | 46.8 | |

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

| WESTWARD | | FIRST SUBDIVISION | | | | | Distance from Council Bluffs | Time-Table No. 31 | |
|--|--|-------------------|--------------|----------------------|-------------------|-------------------|------------------------------|-------------------------|--|
| | | SECOND CLASS | | | | | | June 1, 1960 | |
| Car Capacity of Seating, etc. See Rule 6 (A), Page 24. | | 71 | 73 | 75 | 237 | 233 | Block Signal | STATIONS | |
| | | Time Freight | Time Freight | Local Freight | Local Freight | Local Freight | | June 1, 1960 | |
| | | Daily | Daily | Tuesday Thurs., Sat. | Daily except Sun. | Monday Wed., Fri. | | | |
| DF CXWITYOPZ | | 11.30PM | 5.00PM | | | 6.30AM | 0.0 | COUNCIL BLUFFS YL | |
| DFXWITOPE | | 11.45PM | 5.15 | | | 6.40 | 2.8 | DN-R OMAHA YL US | |
| XIP | | 12.01AM | 5.45 | | | 7.00 | 5.2 | DN SUMMIT YL SU | |
| ES94 XP | | 12.10 | 5.55 | | | 7.14 | 14.1 | WECO | |
| XP | | 12.20 | 6.00 | | | 7.20 | 17.1 | LANE | |
| CS73 XF | | | | | | 7.30 | 21.7 | D ELKHORN KH | |
| CS84 P | | | | | | 7.40 | 24.5 | D WATERLOO WO | |
| WS175 XYPW | | A12.45AM | A 6.15PM | | | 8.40 | 28.0 | DN VALLEY YL V | |
| ES165 ES90 | | | | | | 8.50 | 34.3 | MERCER | |
| CS81 P | | | | | | 9.15 | 38.2 | O. & N. W. CROSSING | |
| WS99 X | | | | | | 9.15 | 39.3 | DN FREMONT YL FN | |
| ES172 PE | | | | | | | 40.0 | C. B. & Q. CROSSING | |
| IF | | | | | | 9.24 | 44.8 | O. & N. W. CROSSING | |
| CS82 P | | | | | | 9.24 | 46.3 | AMES | |
| CS150 XP | | | | | | 9.38 | 54.4 | D NORTH BEND NB | |
| CS82 P | | | | | | 10.10 | 61.4 | D ROGERS DJ | |
| WS130 X | | | | | | 11.24 | 68.7 | DN SCHUYLER SO | |
| ES123 WP | | | | | | 11.52AM | 76.9 | D RIOHLAND BZ | |
| CS118 P | | | | | | 12.30PM | 84.5 | DN COLUMBUS YL O | |
| WS145 XWTC | | | | | | 12.50 | 92.2 | DUNCAN | |
| ES125 YPE | | | | | | 1.20 | 102.3 | D SILVER CREEK SI | |
| CS119 P | | | | | | 1.30 | 107.9 | HAVENS | |
| CS82 P | | | | | | 2.00 | 118.6 | D OLARKS OX | |
| CS82 XP | | | | | | | 124.3 | O. B. & Q. CROSSING | |
| WS118 X | | | 12.05PM | | | 2.30PM | 124.9 | DN CENTRAL CITY OI | |
| ES119 WYP | | | | | | | 135.1 | D OHAPMAN OP | |
| CS150 P | | | | | | | 146.5 | O. B. & Q. CROSSING | |
| XWQZTYOP | | | A12.45PM | | | 7.05AM | 146.9 | DN-R GRAND ISLAND GE YL | |
| CS82 XYP | | | | | | 7.20 | 154.5 | ALDA | |
| WS117 X | | | | | | 7.40 | 162.5 | D WOOD RIVER WR | |
| ES48 P | | | | | | 8.00 | 169.9 | D SHELTON ST | |
| CS82 XP | | | | | | 8.30 | 176.0 | DN GIBSON GB | |
| WS130 XI | | | | | | 9.15 | 180.2 | OPTIO | |
| ES70 YP | | | | | | 10.00AM | 189.1 | DN KEARNEY YL KR | |
| CS150 P | | | | | | | 198.3 | D ODESSA DZ | |
| WS123 XWO | | | | | | | 204.6 | D ELM CREEK QR | |
| ES118 YEP | | | | | | | 213.3 | D OVERTON OV | |
| CS83 P | | | | | | | 224.4 | DN LEXINGTON UM | |
| CS180 XP | | | | | | | 232.5 | DARR | |
| CS83 P | | | | | | | 238.2 | D COZAD CO | |
| WS115 XWY | | | | | | | 248.8 | DN GOTHENBURG BU | |
| ES110 EP | | | | | | | 261.5 | D BRADY BI | |
| CS83 P | | | | | | | 270.6 | D MAXWELL MX | |
| CS119 XP | | | | | | | 278.8 | GANNETT | |
| CS83 P | | | | | | | 284.1 | DN-R NORTH PLATTE YL NO | |
| DFXWQZTYOP | | | | | | | | (284.1) | |

(1.15) 22.4 (1.15) 22.4 (0.40) 33.0 (2.55) 14.5 (8.00) 15.6
 Thru Time
 Average speed per hour

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

| WESTWARD | | FIRST SUBDIVISION | | | | | | | Distance from Council Bluffs | Time-Table No. 31 | |
|--|--|-----------------------|------------------|-------------|------------------|-----------------------|-----------------------|-----------------------|------------------------------|---|--|
| | | FIRST CLASS | | | | | | | | June 1, 1960 | |
| Car Capacity of Seating, etc. See Rule 6 (A), Page 24. | | 111 | 27 | 7 | 5 | 107 | 103 | 101 | Block Signal | STATIONS | |
| | | Streamliner Passenger | Mail and Express | Passenger | Mail and Express | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | | June 1, 1960 | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| | | | | | 9.25AM | | | | 0.0 | COUNCIL BLUFFS YL | |
| | | 11.55PM | 10.15PM | 10.15AM | 10.00 | 2.35AM | 2.20AM | 2.05AM | 2.8 | DN-R OMAHA YL US | |
| | | 12.01AM | 10.22 | 10.22 | 10.07 | 2.40 | 2.25 | 2.10 | 5.2 | DN SUMMIT YL SU | |
| | | 12.08 | 10.31 | 10.30 | 10.16 | 2.47 | 2.32 | 2.17 | 14.1 | WECO | |
| | | 12.11 | 10.34 | 10.34 | 10.19 | 2.50 | 2.35 | 2.20 | 17.1 | LANE | |
| | | 12.15 | 10.38 | 10.39 | 10.24 | 2.54 | 2.39 | 2.24 | 21.7 | D ELKHORN KH | |
| | | 12.18 | 10.41 | 10.43 | 10.27 | 2.57 | 2.42 | 2.27 | 24.5 | D WATERLOO WO | |
| | | 12.21 | f 10.45 | 10.47 | 10.31 | 3.00 | 2.45 | 2.30 | 28.0 | DN VALLEY YL V | |
| | | 12.26 | 10.51 | 10.53 | 10.36 | 3.04 | 2.49 | 2.34 | 34.3 | MERCER | |
| | | | | | | | | | 38.2 | O. & N. W. CROSSING | |
| | | 12.32 | s 11.00 | s 11.05 | s 10.48 | 3.08 | 2.53 | 2.38 | 39.3 | DN FREMONT YL FN | |
| | | | | | | | | | 40.0 | C. B. & Q. CROSSING | |
| | | | | | | | | | 44.8 | O. & N. W. CROSSING | |
| | | 12.38 | 11.10 | 11.13 | 10.55 | 3.13 | 2.58 | 2.43 | 45.3 | AMES | |
| | | 12.44 | f 11.17 | 11.20 | 11.02 | 3.19 | 3.04 | 2.49 | 54.4 | D NORTH BEND NB | |
| | | 12.49 | 11.24 | 11.27 | 11.08 | 3.24 | 3.09 | 2.54 | 61.4 | D ROGERS DJ | |
| | | 12.54 | f 11.33 | f 11.34 | 11.14 | 3.29 | 3.14 | 2.59 | 68.7 | DN SCHUYLER SO | |
| | | 12.59 | 11.41 | 11.42 | 11.22 | 3.35 | 3.20 | 3.05 | 76.9 | D RIOHLAND BZ | |
| | | | | | | | | | 83.8 | O. B. & Q. CROSSING | |
| | | s 1.09 | s 11.57PM | s 11.59AM | s 11.36 | 3.41 | 3.26 | 3.11 | 84.6 | DN COLUMBUS YL O | |
| | | 1.16 | 12.05AM | 12.09PM | 11.46 | 3.47 | 3.32 | 3.17 | 92.2 | DUNCAN | |
| | | 1.24 | 12.15 | 12.19 | 11.55 | 3.54 | 3.39 | 3.24 | 102.3 | D SILVER CREEK SI | |
| | | 1.28 | 12.20 | 12.24 | 11.59AM | 3.58 | 3.43 | 3.28 | 107.9 | HAVENS | |
| | | 1.32 | 12.25 | 12.29 | 12.05PM | 4.02 | 3.47 | 3.32 | 118.6 | D OLARKS OX | |
| | | | | | | | | | 124.3 | O. B. & Q. CROSSING | |
| | | 1.42 | s 12.37 | f 12.43 | 12.16 | 4.12 | 3.57 | 3.42 | 124.9 | DN CENTRAL CITY OI | |
| | | 1.52 | 12.49 | 12.54 | 12.26 | 4.22 | 4.07 | 3.52 | 135.1 | D OHAPMAN OP | |
| | | | | | | | | | 146.5 | O. B. & Q. CROSSING | |
| | | 2.09 | 1.10 | 1.20 | 12.40 | 4.34 | 4.19 | 4.04 | 146.9 | DN-R GRAND ISLAND GE YL | |
| | | 2.10 | 1.15 | 1.20 | 12.50 | 4.35 | 4.20 | 4.05 | 146.9 | ALDA | |
| | | 2.18 | 1.23 | 1.29 | 12.58 | 4.42 | 4.27 | 4.12 | 154.5 | D WOOD RIVER WR | |
| | | 2.23 | f 1.29 | 1.36 | 1.05 | 4.48 | 4.33 | 4.18 | 162.3 | D SHELTON ST | |
| | | 2.29 | f 1.36 | 1.43 | 1.11 | 4.54 | 4.39 | 4.24 | 169.9 | DN GIBSON GB | |
| | | 2.34 | f 1.41 | 1.49 | 1.16 | 4.58 | 4.43 | 4.28 | 176.0 | OPTIO | |
| | | 2.37 | 1.44 | 1.53 | 1.20 | 5.01 | 4.46 | 4.31 | 180.2 | DN KEARNEY YL KR | |
| | | s 2.45 | s 1.53 | s 2.02 | s 1.28 | 5.09 | 4.54 | 4.39 | 189.1 | D ODESSA DZ | |
| | | 2.56 | f 2.10 | 2.17 | 1.44 | 5.17 | 5.02 | 4.47 | 198.3 | D ELM CREEK QR | |
| | | 3.01 | f 2.16 | 2.23 | 1.50 | 5.22 | 5.07 | 4.52 | 204.6 | D OVERTON OV | |
| | | 3.07 | f 2.23 | 2.31 | 1.58 | 5.29 | 5.14 | 4.59 | 213.3 | DN LEXINGTON UM | |
| | | 3.16 | s 2.40 | f 2.42 | 2.08 | 5.37 | 5.22 | 5.07 | 224.4 | DARR | |
| | | 3.22 | 2.48 | 2.52 | 2.15 | 5.43 | 5.28 | 5.13 | 232.5 | D COZAD CO | |
| | | 3.26 | s 2.58 | f 2.59 | 2.20 | 5.47 | 5.32 | 5.17 | 238.2 | DN GOTHENBURG BU | |
| | | 3.34 | s 3.14 | f 3.10 | 2.31 | 5.54 | 5.39 | 5.24 | 248.8 | D BRADY BI | |
| | | 3.44 | f 3.27 | 3.26 | 2.43 | 6.05 | 5.50 | 5.35 | 261.5 | D MAXWELL MX | |
| | | 3.51 | f 3.36 | 3.36 | 2.51 | 6.12 | 5.57 | 5.42 | 270.6 | GANNETT | |
| | | 3.57 | 3.44 | 3.44 | 2.58 | 6.17 | 6.02 | 5.47 | 278.8 | DN-R NORTH PLATTE YL NO | |
| | | A 4.05AM | A 4.00AM | A 4.00PM | A 3.15PM | A 6.25AM | A 6.10AM | A 5.55AM | 284.1 | (284.1) | |
| | | (4.10) 67.5 | (5.45) 48.9 | (5.45) 48.9 | (5.15) 53.6 | (3.50) 73.3 | (3.50) 73.3 | (3.50) 73.3 | | 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 72.
 Rules 251 to 254 inclusive apply on First Subdivision.
 Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
 No. 5 reduce speed to 60 miles per hour passing mail crane at Cozad.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 24.

FIRST SUBDIVISION EASTWARD

Time-Table No. 31
June 1, 1960

| STATIONS | Mile Post | FIRST CLASS | | | | | | |
|-------------------------|-----------|------------------------|-----------------------|----------------|------------------------------|------------------------------|------------------------------|------------------------------|
| | | 28 Mail and Express | 6 Mail and Express | 8 Passenger | 112 Streamliner Passenger | 104 Streamliner Passenger | 102 Streamliner Passenger | 108 Streamliner Passenger |
| R COUNCIL BLUFFS YL | 0.0 | | A 6.30PM | | | | | |
| DN-R OMAHA YL US | 2.8 | A 6.30AM | 6.15 | A 7.00PM | A 12.30AM | A 2.30AM | A 2.45AM | A 3.00AM |
| DN SUMMIT YL SU | 5.2 | 6.20 | 5.33 | 6.45 | 12.20 | 2.20 | 2.35 | 2.50 |
| WECO | 14.1 | 6.11 | 5.26 | 6.33 | 12.13 | 2.13 | 2.28 | 2.43 |
| LANE | 17.1 | 6.07 | 5.22 | 6.29 | 12.10 | 2.10 | 2.25 | 2.40 |
| D ELKHORN KH | 21.7 | f 6.03 | 5.16 | 6.24 | 12.06 | 2.06 | 2.21 | 2.36 |
| D WATERLOO WO | 24.5 | f 6.00 | 5.12 | 6.21 | 12.03AM | 2.03 | 2.18 | 2.33 |
| DN VALLEY YL V | 28.0 | s 5.57 | 5.09 | 6.17 | 11.59PM | 2.00 | 2.15 | 2.30 |
| MEROER | 34.3 | 5.49 | 5.01 | 6.09 | 11.55 | 1.55 | 2.10 | 2.25 |
| O. & N. W. CROSSING | 38.2 | | | | | | | |
| DN FREMONT YL FN | 39.3 | s 5.40 | s 4.55 | s 6.01 | 11.51 | 1.51 | 2.06 | 2.21 |
| O. B. & Q. CROSSING | 40.0 | | | | | | | |
| O. & N. W. CROSSING | 44.8 | | | | | | | |
| AMES | 46.3 | f 5.25 | 4.37 | 5.45 | 11.43 | 1.43 | 1.58 | 2.13 |
| D NORTH BEND NB | 54.4 | f 5.17 | 4.30 | 5.37 | 11.37 | 1.37 | 1.52 | 2.07 |
| D ROGERS DJ | 61.4 | f 5.09 | 4.23 | 5.29 | 11.32 | 1.32 | 1.47 | 2.02 |
| DN SCHUYLER SO | 68.7 | s 5.02 | 4.17 | f 5.22 | 11.26 | 1.26 | 1.41 | 1.56 |
| D RICHLAND BZ | 76.9 | f 4.53 | 4.09 | 5.13 | 11.20 | 1.20 | 1.35 | 1.50 |
| O. B. & Q. CROSSING | 83.8 | | | | | | | |
| DN COLUMBUS YL O | 84.5 | s 4.45 | s 4.02 | s 5.05 | 11.13 | 1.13 | 1.28 | 1.43 |
| DUNCAN | 92.2 | f 4.29 | 3.47 | 4.52 | 11.03 | 1.03 | 1.18 | 1.33 |
| D SILVER CREEK SI | 102.3 | f 4.19 | 3.39 | 4.42 | 10.56 | 1.05 | 1.11 | 1.26 |
| HAVENS | 107.9 | 4.14 | 3.34 | 4.36 | 10.52 | 1.05 | 1.07 | 1.22 |
| D OLARKS OX | 118.6 | f 4.09 | 3.30 | 4.31 | 10.48 | 1.03 | 1.03 | 1.18 |
| O. B. & Q. CROSSING | 124.3 | | | | | | | |
| DN CENTRAL CITY OI | 124.9 | s 3.59 | 3.21 | f 4.21 | 10.39 | 1.23 | 12.54 | 1.09 |
| D CHAPMAN OP | 135.1 | 3.47 | 3.11 | 4.12 | 10.30 | 1.23 | 12.45 | 1.00 |
| O. B. & Q. CROSSING | 146.5 | | | | | | | |
| DN-R GRAND ISLAND GE YL | 146.9 | 3.35 | 3.00 | 4.00 | 10.20 | 1.20 | 12.35 | 12.50 |
| ALDA | 154.5 | 3.20 | 2.50 | 3.50 | 10.19 | 1.19 | 12.34 | 12.49 |
| D WOOD RIVER WR | 162.3 | 3.05 | 2.33 | 3.33 | 10.08 | 1.08 | 12.23 | 12.38 |
| D SHELTON ST | 169.9 | f 2.58 | 2.26 | 3.26 | 10.02 | 12.02AM | 12.17 | 12.32 |
| DN GIBBON GB | 176.0 | f 2.46 | 2.13 | 3.12 | 9.51 | 11.51 | 12.06 | 12.21 |
| OPTIO | 180.2 | 2.43 | 2.08 | 3.07 | 9.48 | 11.48 | 12.03AM | 12.18 |
| DN KEARNEY YL KR | 189.1 | s 2.35 | s 1.55 | s 2.55 | s 9.40 | 11.40 | 11.55PM | 12.10 |
| D ODESSA DZ | 198.3 | f 2.16 | 1.45 | 2.44 | 9.32 | 11.32 | 11.47 | 12.02AM |
| D ELM CREEK QR | 204.6 | f 2.10 | 1.40 | 2.38 | 9.28 | 11.28 | 11.43 | 11.58PM |
| D OVERTON OV | 213.3 | f 2.02 | 1.32 | 2.29 | 9.21 | 11.21 | 11.36 | 11.51 |
| DN LEXINGTON UM | 224.4 | s 1.50 | 1.22 | s 2.17 | 9.13 | 11.13 | 11.28 | 11.43 |
| DARR | 232.5 | 1.39 | 1.15 | 2.07 | 9.07 | 11.07 | 11.22 | 11.37 |
| D COZAD OO | 238.2 | s 1.33 | 1.10 | f 2.00 | 9.02 | 11.02 | 11.17 | 11.32 |
| DN GOTHENBURG BU | 248.8 | s 1.18 | 1.01 | f 1.45 | 8.53 | 10.53 | 11.08 | 11.23 |
| D BRADY BI | 261.5 | f 1.02 | 12.49 | 1.30 | 8.44 | 10.44 | 10.59 | 11.14 |
| D MAXWELL MX | 270.6 | f 12.54 | 12.41 | 1.21 | 8.37 | 10.37 | 10.52 | 11.07 |
| GANNETT | 278.5 | 12.47 | 12.34 | 1.13 | 8.31 | 10.31 | 10.46 | 11.01 |
| DN-R NORTH PLATTE YL NO | 284.1 | 12.40AM | 12.25PM | 1.05PM | 8.25PM | 10.25PM | 10.40PM | 10.55PM |

Thru Time to Omaha (5.50) (5.20) (5.55) (4.05) (4.05) (4.05) (4.05)
Average speed per hour 48.2 52.7 47.5 68.8 68.8 68.8 68.8

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

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 31
June 1, 1960

| STATIONS | Mile Post | SECOND CLASS | | | | | Car Capacity of Sidings, etc. See Rule 6 (A) Page 24. |
|-------------------------|-----------|--------------------|----------------------|--------------------|---------------------|----------------------|---|
| | | 74 Time Freight | 234 Local Freight | 72 Time Freight | 76 Local Freight | 238 Local Freight | |
| R COUNCIL BLUFFS YL | 0.0 | A 6.50AM | A 3.15PM | A 10.15PM | | | DF XWCITYOPZ |
| DN-R OMAHA YL US | 2.8 | 6.35 | 2.55 | 10.00 | | | DFXWITOPE |
| DN SUMMIT YL SU | 5.2 | 6.05 | 2.35 | 9.35 | | | XIP |
| WECO | 14.1 | 5.55 | 2.15 | 9.25 | | | ES94 XP |
| LANE | 17.1 | 5.50 | f 2.05 | 9.20 | | | XP |
| D ELKHORN KH | 21.7 | | s 1.55 | | | | CS73 XP |
| D WATERLOO WO | 24.5 | | s 1.30 | | | | CS84 P |
| DN VALLEY YL V | 28.0 | 5.35AM | s 1.00 | 9.05PM | | | WS175 XYPW ES165 ES90 |
| MEROER | 34.3 | | f 12.01PM | | | | CS81 P |
| O. & N. W. CROSSING | 38.2 | | | | | | I |
| DN FREMONT YL FN | 39.3 | | s 11.50AM | | | | WS99 X BS172 PZ |
| O. B. & Q. CROSSING | 40.0 | | | | | | I |
| O. & N. W. CROSSING | 44.8 | | | | | | IP |
| AMES | 46.3 | | f 10.50 | | | | CS82 P |
| D NORTH BEND NB | 54.4 | | s 10.20 | | | | CS150 XP |
| D ROGERS DJ | 61.4 | | s 9.50 | | | | CS82 P |
| DN SCHUYLER SO | 68.7 | | s 9.20 | | | | WS130 X ES123 WF |
| D RICHLAND BZ | 76.9 | | f 8.20 | | | | CS118 P |
| O. B. & Q. CROSSING | 83.8 | | | | | | |
| DN COLUMBUS YL O | 84.5 | | s 8.00 | | | | WS143 XWTC ES125 YPZ |
| DUNCAN | 92.2 | | s 7.20 | | | | CS119 P |
| D SILVER CREEK SI | 102.3 | | s 6.40 | | | | CS119 XP |
| HAVENS | 107.9 | | f 6.00 | | | | CS82 P |
| D OLARKS OX | 118.6 | | s 5.39 | | | | CS82 XP |
| O. B. & Q. CROSSING | 124.3 | | | | | | |
| DN CENTRAL CITY OI | 124.9 | | 5.00AM | A 6.55AM | | | WS113 X ES119 WYP |
| D CHAPMAN OP | 135.1 | | | s 6.40 | | | CS150 P |
| O. B. & Q. CROSSING | 146.5 | | | | | | I |
| DN-R GRAND ISLAND GE YL | 146.9 | | | 6.20AM | A 2.00PM | | XWCZTYOP |
| ALDA | 154.5 | | | f 1.15 | | | CS82 XYP |
| D WOOD RIVER WR | 162.3 | | | s 12.45 | | | WS117 X ES48 P |
| D SHELTON ST | 169.9 | | | s 12.15PM | | | CS82 XP |
| DN GIBBON GB | 176.0 | | | s 11.45AM | | | WS130 XI ES70 YF |
| OPTIO | 180.2 | | | f 11.20 | | | CS150 P |
| DN KEARNEY YL KR | 189.1 | | | 11.00AM | | | WS123 XWO ES119 YZP |
| D ODESSA DZ | 198.3 | | | | | | CS83 P |
| D ELM CREEK QR | 204.6 | | | | | | CS130 XP |
| D OVERTON OV | 213.3 | | | | | | CS83 P |
| DN LEXINGTON UM | 224.4 | | | | | | WS115 XWY ES119 ER |
| DARR | 232.5 | | | | | | P CS83 |
| D COZAD OO | 238.2 | | | | | | CS150 ZXP |
| DN GOTHENBURG BU | 248.8 | | | | | | WS125 XWO ES123 YF |
| D BRADY BI | 261.5 | | | | | | CS83 P |
| D MAXWELL MX | 270.6 | | | | | | CS11 |
| GANNETT | 278.5 | | | | | | CS83 P |
| DN-R NORTH PLATTE YL NO | 284.1 | | | | | | DFXWCZTYOP |

Thru Time (1.15) (10.15) (1.10) (0.35) (3.00)
Average speed per hour 22.4 12.2 24.0 37.7 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

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

WESTWARD SECOND SUBDIVISION

SECOND CLASS

| Car Capacity of Seating, etc. See Rule 6 (A) Page 24. | STATIONS | | | | | Distance from Council Bluffs | Time-Table No. 31 | |
|---|----------|---------------------|---------------------|---------------|----------|------------------------------|----------------------|--|
| | 353 | 245 | 241 | 97 | 93 | | June 1, 1960 | |
| | Mixed | Local Freight | Local Freight | Local Freight | Mixed | | | |
| | Daily | Daily Except Sunday | Daily Except Sunday | Daily | Daily | | STATIONS | |
| DF XWCZYOP | | | 7.00AM | 6.35AM | 5.35AM | 284.1 | DN-R NORTH PLATTE NY | |
| CS 84 P | | | 7.10 | 6.45 | 5.45 | 289.2 | WEST NORTH PLATTE | |
| WB 72 XP | | | | | | 290.5 | BIRDWOOD | |
| CS 119 YP | | | s 7.25 | s 7.01 | f 5.55 | 296.9 | D HERSHEY OF | |
| 40 | | | f 7.35 | A 7.10AM | A 6.00AM | 300.7 | O'FALLONS | |
| CS 121 P | | | | | | 301.8 | VARNER | |
| CS 121 P | | | f 7.45 | | | 308.4 | D SUTHERLAND SU | |
| 5 P | | | s 8.20 | | | 315.5 | D PAXTON PN | |
| CS 88 P | | | f 8.32 | | | 321.7 | KORTY | |
| WS 122 WS 120 ES 128 XWCP | | | f 8.45 | | | 327.7 | ROSCOE | |
| CS 125 P | | | s 9.45 | | | 334.8 | DN OGALLALA GT | |
| 10 | | | s 10.10 | | | 343.9 | D BRULE RU | |
| CS 123 P | | | | | | 349.1 | MEGEATH | |
| CS 88 P | | | s 10.35 | | | 353.9 | D BIG SPRINGS GS | |
| XWCYYP WS 125 ES 121 | | | f 10.45 | | | 359.3 | BARTON | |
| CS 90 P | | | 11.45 | | | 365.3 | DN JULESBURG JB | |
| CS 123 WP | | | f 11.55AM | | | 370.6 | WEIR | |
| WS 111 ES 74 XP | | | s 12.25PM | | | 380.8 | D CHAPPELL OQ | |
| CS 125 P | | | s 12.50 | | | 389.7 | D LODGE POLE GP | |
| WXCOYP | | 8.30AM | A 1.30PM | | | 401.0 | SUNOL | |
| CS 94 YP | | f 8.45 | | | | 407.5 | COLTON | |
| WS 121 XWP ES 70 | | f 9.15 | | | | 415.5 | DN-R SIDNEY YL OD | |
| CS 125 P | | s 9.35 | | | | 426.4 | BROWNSON | |
| CS 125 P | | s 10.15 | | | | 430.8 | D POTTER PR | |
| CS 125 P | | s 10.45 | | | | 434.5 | JACINTO | |
| CS 125 XWOYP | | A 11.30AM | | | | 435.4 | D DIX DX | |
| CS 94 XWYP | | 3.10PM | | | | 439.9 | OWASCO | |
| WS 82 XP | | f 3.20 | | | | 444.5 | DN KIMBALL KB | |
| CS 96 WP | | f 3.30 | | | | 451.1 | OLIVER | |
| WS 82 XP | | f 3.40 | | | | 456.6 | D BUSHNELL BN | |
| WS 117 XP ES 125 | | f 3.50 | | | | 466.7 | DN PINE BLUFFS UF | |
| DF XWCZYOP | | A 4.10PM | | | | 472.0 | TRAOY | |
| | | | | | | 477.5 | D EGBERT GX | |
| | | | | | | 483.2 | D BURNS UX | |
| | | | | | | 489.7 | HILLSDALE | |
| | | | | | | 495.9 | DURHAM | |
| | | | | | | 501.2 | ARCHER | |
| | | | | | | 509.5 | DN-R CHEYENNE YL OY | |

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(1.00) (3.00) (6.30) (0.35) (0.25) Thru Time
32.0 19.8 19.0 28.5 39.8 Average speed per hour

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

WESTWARD SECOND SUBDIVISION

FIRST CLASS

| Distance from Council Bluffs | STATIONS | | | | | | | | Time-Table No. 31 | |
|------------------------------|-----------|------------------|-----------------------|-----------------------|-----------------------|------------------|-----------------------|-----------------|----------------------|--|
| | 7 | 5 | 107 | 103 | 101 | 27 | 111 | June 1, 1960 | | |
| | Passenger | Mail and Express | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Mail and Express | Streamliner Passenger | | | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | STATIONS | | |
| | 3.15PM | 2.30PM | 5.30AM | 5.15AM | 5.00AM | 3.30AM | 3.10AM | 284.1 | DN-R NORTH PLATTE NY | |
| | 3.23 | 2.38 | 5.37 | 5.22 | 5.07 | 3.38 | 3.17 | 289.2 | WEST NORTH PLATTE | |
| | | | | | | | | 290.5 | BIRDWOOD | |
| | 3.30 | 2.45 | 5.42 | 5.27 | 5.12 | 3.45 | 3.22 | 296.9 | D HERSHEY OF | |
| | 3.33 | 2.48 | 5.45 | 5.30 | 5.15 | 3.48 | 3.25 | 300.7 | O'FALLONS | |
| | | | | | | | | 301.8 | VARNER | |
| | 3.36 | 2.51 | 5.47 | 5.32 | 5.17 | f 3.51 | 3.27 | 308.4 | D SUTHERLAND SU | |
| | 3.48 | 3.05 | 5.56 | 5.41 | 5.26 | f 4.03 | 3.36 | 315.5 | D PAXTON PN | |
| | 3.54 | 3.11 | 6.01 | 5.46 | 5.31 | f 4.09 | 3.41 | 321.7 | KORTY | |
| | 4.00 | 3.17 | 6.06 | 5.51 | 5.36 | 4.15 | 3.46 | 327.7 | ROSCOE | |
| | s 4.10 | 3.25 | 6.12 | 5.57 | 5.42 | s 4.25 | 3.53 | 334.8 | DN OGALLALA GT | |
| | 4.20 | 3.35 | 6.19 | 6.04 | 5.49 | f 4.35 | 4.00 | 343.9 | D BRULE RU | |
| | | | | | | | | 349.1 | MEGEATH | |
| | 4.30 | 3.45 | 6.27 | 6.12 | 5.57 | f 4.45 | 4.08 | 353.9 | D BIG SPRINGS GS | |
| | 4.35 | 3.50 | 6.31 | 6.16 | 6.01 | 4.50 | 4.12 | 359.3 | BARTON | |
| | f 4.43 | 3.56 | 6.36 | 6.21 | 6.05 | s 5.01 | A f 4.20AM | 365.3 | DN JULESBURG JB | |
| | 4.49 | 4.02 | 6.40 | 6.25 | 6.09 | 5.07 | | 370.6 | WEIR | |
| | 4.58 | 4.12 | 6.48 | 6.33 | 6.18 | f 5.16 | | 380.8 | D CHAPPELL OQ | |
| | 5.07 | 4.22 | 6.55 | 6.40 | 6.25 | f 5.25 | | 389.7 | D LODGE POLE GP | |
| | 5.14 | 4.29 | 7.00 | 6.45 | 6.30 | 5.32 | | 396.8 | SUNOL | |
| | 5.19 | 4.35 | 7.04 | 6.49 | 6.34 | 5.37 | | 401.0 | COLTON | |
| | 5.30 | 4.45 | 7.13 | 6.58 | 6.43 | 5.45 | | 407.5 | DN-R SIDNEY YL OD | |
| | 5.40 | 4.55 | 7.14 | 6.59 | 6.44 | 5.55 | | 415.5 | BROWNSON | |
| | 6.02 | 5.16 | 7.33 | 7.18 | 7.03 | f 6.15 | | 426.4 | D POTTER PR | |
| | | | | | | | | 430.8 | JACINTO | |
| | 6.11 | 5.25 | 7.41 | 7.26 | 7.11 | f 6.25 | | 435.4 | D DIX DX | |
| | | | | | | | | 439.9 | OWASCO | |
| | s 6.23 | 5.35 | 7.49 | 7.34 | 7.19 | s 6.40 | | 444.5 | DN KIMBALL KB | |
| | | | | | | | | 451.1 | OLIVER | |
| | 6.35 | 5.48 | 7.59 | 7.44 | 7.29 | f 6.52 | | 456.6 | D BUSHNELL BN | |
| | 6.45 | 5.58 | 8.09 | 7.54 | 7.39 | f 7.03 | | 466.7 | DN PINE BLUFFS UF | |
| | | | | | | | | 472.0 | TRAOY | |
| | 6.57 | 6.10 | 8.20 | 8.05 | 7.50 | f 7.15 | | 477.5 | D EGBERT GX | |
| | 7.04 | 6.16 | 8.26 | 8.11 | 7.56 | f 7.21 | | 483.2 | D BURNS UX | |
| | 7.11 | 6.23 | 8.32 | 8.17 | 8.02 | 7.28 | | 489.7 | HILLSDALE | |
| | 7.18 | 6.30 | 8.38 | 8.23 | 8.08 | 7.35 | | 495.9 | DURHAM | |
| | 7.25 | 6.36 | 8.44 | 8.29 | 8.14 | 7.41 | | 501.2 | ARCHER | |
| | A 7.45PM | A 6.55PM | A 9.00AM | A 8.45AM | A 8.30AM | A 8.00AM | | 509.5 | DN-R CHEYENNE YL OY | |

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.30) (4.25) (3.30) (3.30) (3.30) (4.30) (1.10) Thru Time
50.0 51.0 64.4 64.4 64.4 50.0 69.6 Average speed per hour

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 31

June 1, 1960

FIRST CLASS

| STATIONS | Mile Post | FIRST CLASS | | | | | | | | |
|--------------------------------|-----------|-----------------------|----------------|------------------------------|------------------------------|------------------------------|------------------------------|--------------|--|--|
| | | 6 Mail and Express | 8 Passenger | 112 Streamliner Passenger | 104 Streamliner Passenger | 102 Streamliner Passenger | 108 Streamliner Passenger | | | |
| DN-R NORTH PLATTE NY 5.1 | 284.1 | A11.15AM | A11.55AM | A 7.20PM | A 9.20PM | A 9.35PM | A 9.50PM | A11.10PM | | |
| WEST NORTH PLATTE 1.3 | 289.2 | 11.02 | 11.40 | 7.10 | 9.08 | 9.23 | 9.38 | 10.52 | | |
| BIRDWOOD 6.4 | 290.5 | | | | | | | | | |
| D HERSEY OF 8.8 | 296.9 | 10.56 | 11.32 | 7.04 | 9.02 | 9.17 | 9.32 | 10.44 | | |
| O'FALLONS 1.1 | 300.7 | 10.53 | 11.28 | 7.01 | 8.59 | 9.14 | 9.29 | 10.40 | | |
| VARNER 1.6 | 301.8 | | | | | | | | | |
| D SUTHERLAND SU 12.1 | 303.4 | 10.51 | f11.25 | 6.59 | 8.57 | 9.12 | 9.27 | f10.37 | | |
| D PAXTON PN 6.2 | 315.5 | 10.40 | f11.14 | 6.50 | 8.48 | 9.03 | 9.18 | f10.24 | | |
| KORTY 6.0 | 321.7 | 10.35 | 11.08 | 6.46 | 8.43 | 8.58 | 9.13 | 10.17 | | |
| ROSCOE 7.1 | 327.7 | 10.29 | 11.02 | 6.42 | 8.38 | 8.53 | 9.08 | f10.10 | | |
| DN OGALLALA GT 9.1 | 334.8 | 10.22 | s10.55 | 6.37 | 8.32 | 8.47 | 9.02 | s10.02 | | |
| D BRULE RU 4.8 | 343.9 | 10.13 | f10.45 | 6.29 | 8.25 | 8.40 | 8.55 | f 9.50 | | |
| MEGEATH 5.4 | 349.1 | | | | | | | | | |
| D BIG SPRINGS GS 6.0 | 353.9 | 10.05 | f10.36 | 6.22 | 8.18 | 8.33 | 8.48 | f 9.40 | | |
| BARTON 6.8 | 359.3 | 10.00 | 10.30 | 6.18 | 8.13 | 8.28 | 8.43 | 9.34 | | |
| DN JULESBURG JB 5.3 | 365.3 | 9.54 | f10.25 | s 6.13PM | 8.08 | 8.23 | 8.38 | s 9.28 | | |
| WEIR 9.7 | 370.6 | 9.48 | 10.19 | | 8.03 | 8.18 | 8.33 | 9.20 | | |
| D CHAPPELL OQ 9.4 | 380.8 | 9.40 | f10.11 | | 7.56 | 8.11 | 8.26 | f 9.10 | | |
| D LODGE POLE GP 6.6 | 389.7 | 9.31 | f10.02 | | 7.49 | 8.04 | 8.19 | f 9.01 | | |
| SUNOL 4.7 | 396.8 | 9.26 | 9.56 | | 7.44 | 7.59 | 8.14 | f 8.53 | | |
| COLTON 6.5 | 401.0 | 9.22 | 9.52 | | 7.40 | 7.55 | 8.10 | 8.48 | | |
| DN-R SIDNEY YL OD 8.0 | 407.5 | 9.15 9.05 | 9.45 9.35 | | 7.33 7.32 | 7.48 7.47 | 8.03 8.02 | 8.40 8.30 | | |
| BROWNSON 10.9 | 415.5 | 8.51 | 9.22 | | 7.23 | 7.38 | 7.53 | 8.18 | | |
| D POTTER PR 4.4 | 426.4 | 8.41 | 9.12 | | 7.14 | 7.29 | 7.44 | f 8.08 | | |
| JACINTO 4.6 | 430.8 | | | | | | | | | |
| D DIX DX 4.5 | 435.4 | 8.33 | 9.03 | | 7.07 | 7.22 | 7.37 | f 7.58 | | |
| OWASCO 4.6 | 439.9 | | | | | | | | | |
| DN KIMBALL KB 6.6 | 444.5 | 8.25 | s 8.53 | | 7.00 | 7.15 | 7.30 | s 7.48 | | |
| OLIVER 5.5 | 451.1 | | | | | | | | | |
| D BUSHNELL BN 10.1 | 456.6 | 8.14 | 8.40 | | 6.51 | 7.06 | 7.21 | s 7.35 | | |
| DN PINE BLUFFS UF 5.3 | 466.7 | 8.05 | 8.30 | | 6.43 | 6.58 | 7.13 | s 7.23 | | |
| TRAOY 5.5 | 472.0 | | | | | | | | | |
| D EGBERT GX 5.7 | 477.5 | 7.55 | 8.20 | | 6.33 | 6.48 | 7.03 | f 7.11 | | |
| D BURNS UX 6.5 | 483.2 | 7.50 | 8.15 | | 6.29 | 6.44 | 6.59 | 7.06 | | |
| HILLSDALE 6.2 | 489.7 | 7.45 | 8.10 | | 6.24 | 6.39 | 6.54 | 7.00 | | |
| DURHAM 5.3 | 495.9 | 7.40 | 8.05 | | 6.19 | 6.34 | 6.49 | 6.55 | | |
| AROHER 8.3 | 501.2 | 7.35 | 8.00 | | 6.14 | 6.29 | 6.44 | 6.50 | | |
| DN-R CHEYENNE YL OY (225.4) | 509.5 | 7.25AM | 7.50AM | | 6.05PM | 6.20PM | 6.35PM | 6.40PM | | |

| | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (3.50) | (4.05) | (1.07) | (3.15) | (3.15) | (3.15) | (4.30) |
| Average speed per hour..... | 58.8 | 55.2 | 72.7 | 69.4 | 69.4 | 69.4 | 50.0 |

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 31

June 1, 1960

SECOND CLASS

| STATIONS | Mile Post | SECOND CLASS | | | | | | | | Car Capacity of Seating, etc. See Rule 6 (A), page 24. |
|--------------------------------|-----------|----------------------|--------------|----------------------|---------------------|-------------|--|--|--|--|
| | | 242 Local Freight | 354 Mixed | 246 Local Freight | 98 Local Freight | 94 Mixed | | | | |
| DN-R NORTH PLATTE NY 5.1 | 284.1 | A 1.00PM | | | A 4.15PM | A 6.30PM | | | | DF XWCZTYOP |
| WEST NORTH PLATTE 1.3 | 289.2 | 12.50 | | | 3.58 | 6.16 | | | | P |
| BIRDWOOD 6.4 | 290.5 | | | | | | | | | CS 84 P |
| D HERSEY OF 8.8 | 296.9 | s12.35 | | | f 3.46 | f 6.06 | | | | WS 72 XP |
| O'FALLONS 1.1 | 300.7 | f12.25 | | | 3.40PM | 6.01PM | | | | CS 119 YP |
| VARNER 1.6 | 301.8 | | | | | | | | | 40 |
| D SUTHERLAND SU 12.1 | 303.4 | s 12.15PM | | | | | | | | CS 121 P |
| D PAXTON PN 6.2 | 315.5 | s 11.34 | | | | | | | | CS 121 P |
| KORTY 6.0 | 321.7 | f11.15 | | | | | | | | 5 P |
| ROSCOE 7.1 | 327.7 | f11.00 | | | | | | | | CS 88 P |
| DN OGALLALA GT 9.1 | 334.8 | s 10.45 | | | | | | | | WS122 WS120 ES128 XWCP |
| D BRULE RU 4.8 | 343.9 | s 9.50 | | | | | | | | CS 125 P |
| MEGEATH 5.4 | 349.1 | | | | | | | | | 10 |
| D BIG SPRINGS GS 6.0 | 353.9 | s 9.25 | | | | | | | | CS 122 P |
| BARTON 6.8 | 359.3 | f 8.55 | | | | | | | | CS 83 P |
| DN JULESBURG JB 5.3 | 365.3 | s 8.45 | | | | | | | | XWCYYP WS125 ES121 |
| WEIR 9.7 | 370.6 | f 7.55 | | | | | | | | CS 90 P |
| D CHAPPELL OQ 9.4 | 380.8 | s 7.45 | | | | | | | | CS 123 WP |
| D LODGE POLE GP 6.6 | 389.7 | s 7.30 | | | | | | | | WS 111 ES 74 XP |
| SUNOL 4.7 | 396.8 | f 7.20 | | | | | | | | XP |
| COLTON 6.5 | 401.0 | f 7.10 | | | | | | | | CS 125 P |
| DN-R SIDNEY YL OD 8.0 | 407.5 | 7.00AM | | | A 3.30PM | | | | | WXCOYP |
| BROWNSON 10.9 | 415.5 | | | | f 2.50 | | | | | CS 94 YP WS 121 XWP ES 70 |
| D POTTER PR 4.4 | 426.4 | | | | s 2.25 | | | | | 8 PX |
| JACINTO 4.6 | 430.8 | | | | | | | | | CS 125 P |
| D DIX DX 4.5 | 435.4 | | | | s 1.55 | | | | | 27 PX |
| OWASCO 4.6 | 439.9 | | | | | | | | | CS 133 XWP |
| DN KIMBALL KB 6.6 | 444.5 | | | | s 1.30 | | | | | 12 |
| OLIVER 5.5 | 451.1 | | | | | | | | | CS 125 P |
| D BUSHNELL BN 10.1 | 456.6 | | | | s 12.50 | | | | | CS125 XWCYP |
| DN PINE BLUFFS UF 5.3 | 466.7 | | | | 12.30PM | | | | | 10 |
| TRAOY 5.5 | 472.0 | | | | | | | | | CS 94 XWYP |
| D EGBERT GX 5.7 | 477.5 | | A 8.50AM | | | | | | | WS 82 XP |
| D BURNS UX 6.5 | 483.2 | | s 8.40 | | | | | | | CS 96 WP |
| HILLSDALE 6.2 | 489.7 | | s 8.31 | | | | | | | WS 82 XP |
| DURHAM 5.3 | 495.9 | | f 8.23 | | | | | | | WS 117 XP ES 125 |
| AROHER 8.3 | 501.2 | | f 8.15 | | | | | | | DF XWCZTYOP |
| DN-R CHEYENNE YL OY (225.4) | 509.5 | | 8.05AM | | | | | | | |

| | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|
| Thru Time..... | (6.00) | (0.45) | (3.00) | (0.35) | (0.29) |
| Average speed per hour..... | 20.6 | 43.7 | 19.8 | 27.9 | 34.3 |

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 revenue passengers. — See Page 3.

| WESTWARD | | | | THIRD SUBDIVISION | | | | EASTWARD | | | | |
|----------|-------|-----------------------|----------------------|---------------------|---------------------|----|-------|----------------------|-----------------------|----------------------------------|--------------|--|
| | | FIRST CLASS | | Time-Table No. 31 | | | | FIRST CLASS | | | | |
| | | 111 | 33 | June 1, 1960 | | | | 34 | 112 | | | |
| | | Streamliner Passenger | C. B. & Q. Passenger | | | | | C. B. & Q. Passenger | Streamliner Passenger | | | |
| | | Daily | Daily | STATIONS | | | | | | | | |
| 80 | WYIP | f 4.20AM | | DN | JULESBURG | YL | JB | 0.0 | | As | 6.12PM | |
| 75 | ZP | 4.26 | | D | OVID | VI | 7.1 | | | | 6.04 | |
| 73 | P | 4.32 | | D | SEDGWICK | ZD | 14.6 | | | | 5.58 | |
| 29 | | | | | DORSEY | | 19.0 | | | | | |
| 95 | F | 4.39 | | | RED LION | | 23.1 | | | | 5.51 | |
| 20 | P | | | | MARCOIT | | 25.8 | | | | | |
| 95 | P | 4.45 | | D | OROOK | OK | 30.1 | | | | 5.46 | |
| 22 | | | | | TOBIN | | 34.2 | | | | | |
| 72 | F | 4.52 | | | PROCTOR | | 38.8 | | | | 5.39 | |
| 12 | F | | | | POWELL | | 41.1 | | | | | |
| 22 | | | | | GRIFF | | 42.2 | | | | | |
| 94 | P | 4.57 | | | LILIF | | 45.6 | | | | 5.34 | |
| 16 | | | | | FOLD | | 50.1 | | | | | |
| 77 | F | 5.03 | | | HAYFORD | | 53.5 | | | | 5.28 | |
| | AIP | | | | C. B. & Q. CROSSING | | 57.2 | | | | | |
| 100 | IWTZP | 5.07 5.09 | 4.35AM | DN-R | STERLING | YL | ST | 57.5 | A2.20AM | | 5.24 5.22 | |
| 14 | | | | | HALL | | 61.7 | | | | | |
| 72 | F | 5.15 | f 4.43 | D | ATWOOD | OD | 64.1 | | f 2.09 | | 5.14 | |
| 28 | | | | | BEEFLAND | | 66.8 | | | | | |
| 74 | F | 5.20 | f 4.51 | | MERINO | | 70.2 | | f 2.02 | | 5.09 | |
| 10 | | | | | BETA | | 72.1 | | | | | |
| 143 | P | 5.25 | 4.59 | | MESSEX | | 76.0 | | 1.56 | | 5.04 | |
| 41 | P | | | | BALZAO | | 78.4 | | | | | |
| 52 | F | 5.29 | A 5.10AM | DN | UNION | UN | 81.0 | | f 1.50AM | | 5.00 | |
| 24 | | | | | COOPER | | 82.8 | | | | | |
| 94 | P | 5.34 | | | SNYDER | | 87.0 | | | | 4.55 | |
| 58 | F | 5.39 | | | DODD | | 93.8 | | | | 4.50 | |
| 21 | | | | | HURLEY | | 96.9 | | | | | |
| 100 | WP | 5.44 | | D | FT. MORGAN | FX | 98.6 | | | | 4.46 | |
| 35 | P | 5.50 | | | NARROWS | | 106.0 | | | | 4.40 | |
| 79 | P | 5.53 | | D | WELDONA | DN | 109.0 | | | | 4.37 | |
| 22 | F | 5.57 | | | GOODRICH | | 114.2 | | | | 4.33 | |
| 78 | F | 6.00 | | | ORCHARD | | 117.7 | | | | 4.30 | |
| 14 | F | | | | SUBLETTE | | 121.4 | | | | | |
| 58 | F | 6.06 | | | MASTERS | | 124.8 | | | | 4.24 | |
| 50 | P | 6.10 | | | CANTON | | 130.2 | | | | 4.20 | |
| 121 | P | 6.14 | | | HARDIN | | 135.4 | | | | 4.16 | |
| 16 | F | | | | KUNER | | 139.1 | | | | | |
| 78 | P | 6.20 | | | KERSEY | | 143.1 | | | | 4.10 | |
| 27 | | | | | AUBURN | | 147.2 | | | | | |
| 56 | WTYP | A 6.27AM | | DN-R | LASALLE | YL | DY | 151.1 | | | 4.03PM | |
| | | (2.07) 71.3 | (0.35) 40.3 |Thru Time..... | | | | (0.30) 47.0 | (2.09) 70.2 |Average speed per hour..... | | |

Westward trains are superior to trains of the same class in the opposite direction, except that No. 112 is superior to westward trains of the same class.—See Rule 72.

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

| WESTWARD | | | | BEATRICE BRANCH | | | | EASTWARD | | | | | |
|----------|------|----------------|---------------------------------|-------------------|---------------------|------|-------------------------------------|--------------|----------------|----------------|----------------|----------------------------------|----------|
| | | SECOND CLASS | | Time-Table No. 31 | | | | SECOND CLASS | | | | | |
| | | 73 | 75 | June 1, 1960 | | | | 74 | 76 | 72 | | | |
| | | Freight | Local Freight | | | | | Freight | Local Freight | Freight | | | |
| | | Daily | Tuesday Thursday Saturday | STATIONS | | | | | | | | | |
| | WCYP | 6.30PM | 6.30AM | 1.55AM | 0.0 | DN-R | VALLEY | YL | V | 0.0 | A 5.20AM | A 1.15PM | A 8.50PM |
| | AI | | | | 5.8 | | C. B. & Q. CROSSING | | | 5.8 | | | |
| 23 | P | 6.45 | s 6.45 | 2.10 | 6.8 | | YUTAN | YN | | 6.8 | 5.10 | s 1.00 | 8.40 |
| 106 | YP | 6.55 | s 7.00 | 2.20 | 11.6 | D | MEAD | AD | | 11.6 | 5.00 | s 12.50 | 8.30 |
| 94 | P | 7.07 | s 7.15 | 2.40 | 18.9 | D | WAHOO | W | | 18.9 | 4.45 | s 12.30 | 8.15 |
| | | | | | 19.6 | | O. & N. W. and O. B. & Q. CROSSINGS | | | 19.6 | | | |
| 78 | P | 7.22 | s 7.30 | 2.55 | 20.8 | D | WESTON | WN | | 20.8 | 4.35 | s 12.15 | 8.05 |
| 90 | P | 7.34 | f 7.40 | 3.05 | 33.2 | | TOUHY | | | 33.2 | 4.23 | f 12.01PM | 7.53 |
| 96 | WYP | 7.45 72 | A 7.50AM | 3.18 | 37.8 | D | VALPARAISO | YL | VO | 37.8 | 4.15 | 11.50AM | 7.45 73 |
| | | | | | 41.8 | | AGNEW | | | 41.8 | | | |
| 88 | P | 7.58 | | 3.34 | 46.5 | D | RAYMOND | RM | | 46.5 | 3.59 | | 7.28 |
| 101 | P | 8.08 | | 3.48 74 | 52.7 | | GARRATT | | | 52.7 | 3.48 71 | | 7.18 |
| 4 | | | | | 55.8 | | WEST LINCOLN | | | 55.8 | | | |
| | I | | | | 56.5 | | C. B. & Q. CROSSING | | | 56.5 | | | |
| 84 | TZP | 8.18 | | 4.25 | 57.1 | DN | LINCOLN | YL | SN | 57.1 | 3.40 | | 7.10 |
| | I | | | | 57.4 | | O. B. & Q. CROSSING | | | 57.4 | | | |
| | I | | | | 59.0 | | O. B. & Q. CROSSING | | | 59.0 | | | |
| 112 | P | 8.31 | | 4.48 | 65.4 | | JAMAICA | | | 65.4 | 3.20 | | 6.50 |
| | | | | | 68.2 | | HANLON | | | 68.2 | | | |
| 21 | P | 8.46 | | 5.03 | 74.7 | | PRINOTON | | | 74.7 | 3.05 | | 6.35 |
| 78 | P | 8.53 | | 5.13 | 79.5 | D | ORTLAND | RD | | 79.5 | 2.55 | | 6.25 |
| 84 | P | 9.08 | | 5.28 | 86.9 | D | PICKRELL | IK | | 86.9 | 2.43 | | 6.13 |
| | WTZP | A 9.25PM | | A 5.45AM | 96.8 | DN-R | BEATRICE | YL | BX | 96.8 | 2.30AM | Monday Wednesday Friday | 6.00PM |
| | | (2.55) 33.2 | (1.20) 28.0 | (3.50) 25.2 |Thru Time..... | | | | (2.50) 34.2 | (1.25) 26.3 | (2.50) 34.2 |Average speed per hour..... | |

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

| WESTWARD | | | | OLD MAIN LINE | | | | EASTWARD | | | | | |
|----------|-----|--------------|--|---------------------|----|-------------------|----|--------------|--|----------------------------------|--|--|--|
| | | SECOND CLASS | | Time-Table No. 31 | | | | SECOND CLASS | | | | | |
| | | | | June 1, 1960 | | | | | | | | | |
| | | | | STATIONS | | | | | | | | | |
| | XIP | | | 5.2 | DN | SUMMIT | YL | SU | | 5.2 | | | |
| | XWP | | | 6.4 | | SOUTH OMAHA | YL | | | 6.4 | | | |
| | XIP | | | 11.9 | | GILMORE | YL | | | 11.9 | | | |
| 72 | P | | | 16.8 | D | PAPILLION | PO | | | 16.8 | | | |
| | AIP | | | 19.2 | | MO. PAC. CROSSING | | | | 19.2 | | | |
| | P | | | 22.5 | D | MILLARD | YL | MD | | 22.5 | | | |
| | XP | | | 26.1 | | LANE | YL | | | 26.1 | | | |
| | | | |Thru Time..... | | | | | |Average speed per hour..... | | | |

On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.

| WESTWARD | | | | STROMSBURG BRANCH | | | | EASTWARD | | | | |
|--|-----|---|---------------------------------|-----------------------------------|------|------|----------------------------------|--------------|-------------------------------|--|--|--|
| SECOND CLASS | | | | Time-Table No. 31 June 1, 1960 | | | | SECOND CLASS | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 24. | | | | Distance from Valparaiso | | | | Mile Post | | | | |
| | 75 | | | | 76 | | | | Local Freight | | | |
| | | | Tuesday Thursday Saturday | STATIONS | | | | | | | | |
| | WYP | | | 8.00AM | 0.0 | D-R | VALPARAISO YL VO | 0.0 | A11.35AM | | | |
| | 16 | | | f 8.20 | 7.4 | | 7.4 LOMA | 7.4 | f11.06 | | | |
| | 28 | | | s 8.40 | 13.5 | D | 1.5 BRAINARD BD | 13.5 | s10.50 | | | |
| | | | | | 15.0 | | 8.2 O. & N. W. CROSSING | 15.0 | | | | |
| | 32 | W | | s 9.10 | 23.2 | D | 0.3 DAVID CITY DV | 23.2 | s10.25 | | | |
| | | | | | 23.5 | | 9.8 O. B. & Q. CROSSING | 23.5 | | | | |
| | 31 | | | s 9.45 | 33.3 | D | 6.8 RISING CITY RN | 33.3 | s 9.40 | | | |
| | 36 | | | s10.05 | 40.1 | D | 7.4 SHELBY SH | 40.1 | s 9.20 | | | |
| | 7 | | | s10.25 | 47.5 | D | 5.4 OSOEOLA OZ | 47.5 | s 8.55 | | | |
| | 9 | W | | s10.50 | 52.9 | D | 3.9 STROMSBURG S | 52.9 | s 8.25 | | | |
| | | | | | 56.8 | | 6.2 DURANT | 56.8 | | | | |
| | 35 | | | s11.15 | 63.0 | D | 5.5 POLK PK | 63.0 | s 7.50 | | | |
| | 21 | | | s11.30 | 68.3 | | 5.3 HORDVILLE | 68.3 | s 7.30 | | | |
| | 22 | | | s11.45 | 73.8 | | 1.5 HEBER | 73.8 | f 7.10 | | | |
| | | | | | 75.3 | | 0.6 O. B. & Q. CROSSING | 75.3 | | | | |
| | WYP | | | A11.55AM | 75.9 | DN-R | 0.8 CENTRAL CITY YL OI | 75.9 | 7.05AM | | | |
| | | | | | | | (75.9) | | Monday Wednesday Friday | | | |
| | | | | (3.55) 19.4 | | |Thru Time..... | | (4.30) 16.8 | | | |
| | | | | | | |Average speed per hour..... | | | | | |
| Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. | | | | | | | | | | | | |

| WESTWARD | | | | CEDAR RAPIDS BRANCH | | | | EASTWARD | | | | |
|--|----|----|-------------------------------|-----------------------------------|------|-----|----------------------------------|--------------|-------------------------------|--|--|--|
| SECOND CLASS | | | | Time-Table No. 31 June 1, 1960 | | | | SECOND CLASS | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 24. | | | | Distance from Genoa | | | | Mile Post | | | | |
| | 79 | | | | 80 | | | | Mixed | | | |
| | | | Monday Wednesday Friday | STATIONS | | | | | | | | |
| | 40 | WY | | 8.52AM | 0.0 | D-R | GENOA YL G | 0.0 | A 1.05PM | | | |
| | 30 | | | | 9.8 | | 9.8 MEROHISTON | 9.8 | | | | |
| | 38 | | | s 9.28 | 18.7 | D | 4.4 FULLERTON FU | 18.7 | s12.37 | | | |
| | 21 | | | s 9.53 | 23.1 | | 9.4 BELGRADE | 23.1 | s12.13PM | | | |
| | 26 | W | | s10.13 | 30.8 | D | 7.2 CEDAR RAPIDS OD | 30.8 | s11.55AM | | | |
| | 36 | | | s10.34 | 36.6 | D | 6.3 PRIMROSE P | 36.6 | f11.39 | | | |
| | 38 | WY | | A11.00AM | 44.3 | D-R | 7.7 SPALDING YL SG | 44.3 | 11.20AM | | | |
| | | | | | | | (44.3) | | Monday Wednesday Friday | | | |
| | | | | (2.08) 20.8 | | |Thru Time..... | | (1.45) 25.3 | | | |
| | | | | | | |Average speed per hour..... | | | | | |
| Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. | | | | | | | | | | | | |

| WESTWARD | | | | NORFOLK BRANCH | | | | EASTWARD | | | | |
|---|-----|----|---------------------------------|-----------------------------------|------|------|----------------------------------|--------------|---------------------------|-------------------------------|---------------------------------|--|
| SECOND CLASS | | | | Time-Table No. 31 June 1, 1960 | | | | SECOND CLASS | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 24. | | | | Distance from Columbus | | | | Mile Post | | | | |
| | 81 | | | | 82 | | | | 82 | | | |
| | | | Tuesday Thursday Saturday | STATIONS | | | | | | | | |
| | 20 | YP | | 8.00AM | 0.0 | DN-R | COLUMBUS YL C | 0.0 | A12.01PM | A 1.55PM | A 2.05PM | |
| | 20 | | | 8.10 | 4.2 | | 4.2 SHELDONVILLE | 4.2 | f11.50AM | 1.43 | 1.50 | |
| | 8 | YP | | A 8.22AM | 9.4 | R | 5.2 OCOREE YL | 9.4 | f11.40 | 1.30PM | 1.42PM | |
| | 29 | | | | 14.7 | D | 5.3 PLATIE CENTER PO | 14.7 | s11.25 | | | |
| | 36 | | | | 20.3 | | 5.6 TARNOV | 20.3 | | | | |
| | | | | | 25.1 | | 4.8 O. & N. W. CROSSING | 25.1 | | | | |
| | 56 | W | | | 25.7 | D | 0.6 HUMPHREY HX | 25.7 | s11.05 | | | |
| | 33 | W | | | 35.4 | D | 9.7 MADISON MA | 35.4 | s10.50 | | | |
| | 31 | | | | 40.9 | | 5.5 ENOLA | 40.9 | | | | |
| | | | | | 48.7 | | 7.8 O. & N. W. CROSSING | 48.7 | | | | |
| | | | | | 50.2 | | 1.5 O. & N. W. CROSSING | 50.2 | | | | |
| | WTP | | | | 50.4 | D-R | 0.2 NORFOLK YL KN | 50.4 | 10.00AM | | | |
| | | | | | | | (50.4) | | Daily Except Sunday | Monday Wednesday Friday | Tuesday Thursday Saturday | |
| | | | | (0.22) 25.6 | | |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. St. P. M. & O. | | | | | | | | | | | | |

| WESTWARD | | | | ALBION BRANCH | | | | EASTWARD | | | | |
|--|----|-----|---------------------------------|-----------------------------------|------|-----|----------------------------------|--------------|-------------------------------|---------------------------------|--|--|
| SECOND CLASS | | | | Time-Table No. 31 June 1, 1960 | | | | SECOND CLASS | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 24. | | | | Distance from Ocoree | | | | Mile Post | | | | |
| | 81 | | | | 82 | | | | 82 | | | |
| | | | Tuesday Thursday Saturday | STATIONS | | | | | | | | |
| | 20 | YP | | 8.22AM | 0.0 | R | OCONEE YL | 0.0 | A 1.30PM | A 1.42PM | | |
| | 5 | | | | 2.0 | | 2.0 MILL SPUR | 2.0 | | | | |
| | | | | s 8.33 | 4.8 | D | 2.3 MONROE MN | 4.8 | s 1.20 | s 1.30 | | |
| | 40 | WYP | | s 8.49 | 11.8 | D-R | 7.0 GENOA YL G | 11.8 | 1.05PM | s 1.09 | | |
| | 56 | | | s 9.55 | 22.8 | D | 11.0 ST. EDWARD ST | 22.8 | | s12.35 | | |
| | 28 | WYP | | A10.45AM | 33.7 | D-R | 11.4 ALBION YL A | 33.7 | | 12.10PM | | |
| | | | | | | | (33.7) | | Monday Wednesday Friday | Tuesday Thursday Saturday | | |
| | | | | (2.23) 14.2 | | |Thru Time..... | | (0.25) 27.1 | (1.32) 22.0 | | |
| | | | | | | |Average speed per hour..... | | | | | |
| Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. | | | | | | | | | | | | |

| WESTWARD | | | | NORFOLK BRANCH | | | | EASTWARD | | | | |
|---|-----|----|---------------------------------|-----------------------------------|------|------|----------------------------------|--------------|---------------------------|-------------------------------|---------------------------------|--|
| SECOND CLASS | | | | Time-Table No. 31 June 1, 1960 | | | | SECOND CLASS | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 24. | | | | Distance from Columbus | | | | Mile Post | | | | |
| | 81 | | | | 82 | | | | 82 | | | |
| | | | Tuesday Thursday Saturday | STATIONS | | | | | | | | |
| | 20 | YP | | 8.00AM | 0.0 | DN-R | COLUMBUS YL C | 0.0 | A12.01PM | A 1.55PM | A 2.05PM | |
| | 20 | | | 8.10 | 4.2 | | 4.2 SHELDONVILLE | 4.2 | f11.50AM | 1.43 | 1.50 | |
| | 8 | YP | | A 8.22AM | 9.4 | R | 5.2 OCOREE YL | 9.4 | f11.40 | 1.30PM | 1.42PM | |
| | 29 | | | | 14.7 | D | 5.3 PLATIE CENTER PO | 14.7 | s11.25 | | | |
| | 36 | | | | 20.3 | | 5.6 TARNOV | 20.3 | | | | |
| | | | | | 25.1 | | 4.8 O. & N. W. CROSSING | 25.1 | | | | |
| | 56 | W | | | 25.7 | D | 0.6 HUMPHREY HX | 25.7 | s11.05 | | | |
| | 33 | W | | | 35.4 | D | 9.7 MADISON MA | 35.4 | s10.50 | | | |
| | 31 | | | | 40.9 | | 5.5 ENOLA | 40.9 | | | | |
| | | | | | 48.7 | | 7.8 O. & N. W. CROSSING | 48.7 | | | | |
| | | | | | 50.2 | | 1.5 O. & N. W. CROSSING | 50.2 | | | | |
| | WTP | | | | 50.4 | D-R | 0.2 NORFOLK YL KN | 50.4 | 10.00AM | | | |
| | | | | | | | (50.4) | | Daily Except Sunday | Monday Wednesday Friday | Tuesday Thursday Saturday | |
| | | | | (0.22) 25.6 | | |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. St. P. M. & O. | | | | | | | | | | | | |

| WESTWARD | | | | ORD — LOUP CITY BRANCH | | | | EASTWARD | | | | | |
|--------------|-----|-----------|-----------|------------------------|------|--------------------|------|--------------|----------|----------------------------------|--------|--|--|
| SECOND CLASS | | | | Time-Table No. 31 | | | | SECOND CLASS | | | | | |
| | | 283 | 83 | June 1, 1960 | | | | | | 84 | 284 | | |
| | | Mixed | Mixed | | | | | | | Mixed | Mixed | | |
| | | Monday | Saturday | STATIONS | | | | Mile Post | | | | | |
| WTYPCZ | | 10.00AM | 9.00AM | 0.0 | DN R | GRAND ISLAND YL GE | 0.0 | A | 5.15PM | A | 5.15PM | | |
| | | | | 0.4 | | C B & Q CROSSING | 0.4 | | | | | | |
| | | | | 2.5 | | OAREY | 2.5 | | | | | | |
| 11 | | | | 11.1 | D | ST. LIBORY RY | 11.1 | s | 4.42 | s | 4.42 | | |
| 10 | | s 10.30 | s 9.28 | 21.9 | D-R | ST. PAUL YL SP | 21.9 | s | 4.20 | s | 4.20 | | |
| 30 | WYP | s 11.15 | s 9.55 | 30.2 | D | DANNEBROG DB | 30.2 | s | 3.50 | s | 3.50 | | |
| 10 | | s 11.40AM | | 40.5 | D | BOELUS HW | 40.5 | s | 3.20 | s | 3.20 | | |
| 11 | W | s 12.05PM | | 47.7 | | ROCKVILLE | 47.7 | f | 2.55 | f | 2.55 | | |
| 81 | | f 12.25 | | 60.9 | D-R | LOUP CITY YL OP | 60.9 | | 2.30PM | | 2.30PM | | |
| 33 | WY | A 1.00PM | | 80.7 | D | ELBA EB | 80.7 | s | 3.55 | s | 3.55 | | |
| 27 | | | s 10.20 | 86.8 | | COTESFIELD | 86.8 | s | 3.41 | s | 3.41 | | |
| 25 | | | s 10.35 | 44.5 | | SCOTIA JUNCTION | 44.5 | s | 3.23 | s | 3.23 | | |
| | | | 10.50 | 45.7 | D | SCOTIA SK | 45.7 | s | 3.14 | s | 3.14 | | |
| 20 | | | s 11.00 | 44.5 | D | SCOTIA JUNCTION | 44.5 | s | 3.07 | s | 3.07 | | |
| | | | 11.15 | 48.8 | D | NORTH LOUP NU | 48.8 | s | 2.57 | s | 2.57 | | |
| 31 | W | | s 11.35AM | 58.5 | | SAUNDERS | 58.5 | | | | | | |
| 3 | | | | 80.7 | | C. B. & Q CROSSING | 80.7 | | | | | | |
| 34 | WY | | A 12.10PM | 61.0 | D-R | ORD YL RD | 61.0 | | 2.30PM | | 2.30PM | | |
| | | | | | | (61.0) | | | Saturday | | Monday | | |
| | | (3.00) | (3.10) |Thru Time..... | | | | (2.45) | (2.45) |Average speed per hour..... | | | |
| | | 20.3 | 19.3 | | | | | 22.2 | 22.1 | | | | |

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

| WESTWARD | | | | HASTINGS BRANCH | | | | EASTWARD | | | | | |
|--------------|-----|--|--|---------------------|------|----------------|------|----------------------------------|--|--|--|--|--|
| SECOND CLASS | | | | Time-Table No. 31 | | | | SECOND CLASS | | | | | |
| | | | | June 1, 1960 | | | | | | | | | |
| | | | | STATIONS | | | | Mile Post | | | | | |
| WYPCZ | | | | 0.0 | DN-R | HASTINGS YL AN | 0.0 | | | | | | |
| 130 | P | | | 12.7 | | HAYLAND | 12.7 | | | | | | |
| 35 | P | | | 20.2 | | DENMAN | 20.2 | | | | | | |
| 130 | WYP | | | 28.1 | DN-R | GIBBON GB | 28.1 | | | | | | |
| | | | | | | (28.1) | | | | | | | |
| | | | |Thru Time..... | | | |Average speed per hour..... | | | | | |
| | | | | | | | | | | | | | |

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

| WESTWARD | | | | KEARNEY BRANCH | | | | EASTWARD | | | | | | |
|--------------|----|--|--|-------------------|---------------------|-----------------|---------------|--------------|-----------|--------|----------------------------------|---------|--|--|
| SECOND CLASS | | | | Time-Table No. 31 | | | | SECOND CLASS | | | | | | |
| | | | | June 1, 1960 | | | | | | 96 | 196 | | | |
| | | | | STATIONS | | | | Mile Post | | Mixed | | Mixed | | |
| PWYCZ | | | | 9.00AM | 0.0 | DN-R | KEARNEY YL KB | 0.0 | A | 9.20PM | A | 11.50AM | | |
| | | | | | | 5.5 | | | | | | | | |
| 12 | | | | f 9.12 | 5.5 | GLENWOOD PARK | 5.5 | f | 8.34 | f | 11.19 | | | |
| 10 | | | | s 9.24 | 10.1 | RIVERDALE | 10.1 | s | 8.22 | s | 11.07 | | | |
| 27 | | | | s 9.41 | 16.8 | AMHERST HB | 16.8 | s | 8.00 | s | 10.50 | | | |
| 32 | W | | | s 10.06 | 26.8 | MILLER | 26.8 | s | 7.35 | s | 10.26 | | | |
| 38 | | | | s 10.20 | 32.5 | SUMNER SU | 32.5 | s | 7.15 | s | 10.10 | | | |
| 28 | | | | s 10.40 | 40.4 | EDDYVILLE VD | 40.4 | s | 6.57 | s | 9.50 | | | |
| 40 | | | | s 11.13AM | 52.1 | OCONTO BS | 52.1 | s | 6.28 | s | 9.30 | | | |
| 27 | WY | | | s 12.30PM | 65.5 | CALLAWAY OA | 65.5 | s | 5.45 | s | 8.55 | | | |
| 38 | W | | | s 1.30 | 83.1 | ARNOLD AD | 83.1 | s | 4.45 | s | 8.15 | | | |
| 10 | | | | f 2.10 | 94.6 | HOAGLAND | 94.6 | f | 4.18 | f | 7.48 | | | |
| 15 | | | | f 2.30 | 99.2 | GANDY | 99.2 | f | 4.08 | f | 7.38 | | | |
| 22 | WY | | | A 2.55PM | 102.4 | STAPLETON YL SN | 102.4 | | 4.00PM | | 7.30AM | | | |
| | | | | | | (102.4) | | | Wednesday | | Sunday | | | |
| | | | | (5.55) |Thru Time..... | | | | (5.20) | (4.20) |Average speed per hour..... | | | |
| | | | | 17.3 | | | | | 19.2 | 23.6 | | | | |

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. 31 | | | | SECOND CLASS | | | |
| | | | | June 1, 1960 | | | | | | | |
| | | | | STATIONS | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 24. | 97 Local Freight Daily | 93 Mixed Daily | Distance from O'Fallon | Mile Post | | 98 Local Freight | 94 Mixed | | | | |
| YP | 7.15AM | 6.00AM | 0.0 | R | O'FALLONS YL | 0.0 | A | 3.35PM | A | 6.01PM | |
| 15 | f 7.20 | f 6.05 | 2.8 | | 2.8 | f 3.20 | f 5.50 | | | | |
| 41 P | f 7.41 | s 6.18 | 12.8 | | 10.0 | f 3.01 | s 5.35 | | | | |
| 40 | f 7.58 | f 6.27 | 19.6 | | 6.8 | f 2.45 | f 5.25 | | | | |
| 13 | | | 24.8 | | 5.2 | | | | | | |
| 42 WP | f 8.20 | s 6.41 | 28.4 | | 3.8 | f 2.32 | s 5.15 | | | | |
| 11 | | | 30.7 | | 2.3 | | | | | | |
| 42 P | f 8.35 | f 6.51 | 34.9 | D | MARTIN SA | 34.9 | f 2.20 | f 5.03 | | | |
| 42 P | f 8.50 | s 7.01 | 41.2 | | 4.2 | f 2.05 | f 4.53 | | | | |
| 25 | f 9.05 | f 7.10 | 46.8 | | 6.3 | f 1.55 | f 4.46 | | | | |
| 44 | f 9.14 | f 7.18 | 51.7 | | 5.6 | f 1.45 | f 4.39 | | | | |
| 41 YP | s 9.45 | s 7.32 | 59.3 | D | LEWELLEN YL W | 59.3 | s 1.35 | s 4.30 | | | |
| 41 WP | s 10.35 | s 7.51 | 70.8 | D | OSHKOSH YL OX | 70.8 | s 1.05 | s 4.10 | | | |
| 40 P | s 11.20 | s 8.12 | 86.4 | D | LISCO OO | 86.4 | f 12.15PM | s 3.45 | | | |
| 46 P | s 11.45AM | s 8.34 | 100.4 | D | BROADWATER BR | 100.4 | f 11.45AM | s 3.24 | | | |
| 19 | f 12.03PM | f 8.47 | 109.6 | | 9.2 | f 11.20 | f 3.11 | | | | |
| 196 WPY | s 12.35 | s 8.57 | 114.1 | D | NORTHPORT YL NP | 114.1 | f 11.12 | s 3.05 | | | |
| AI | 12.40 | 9.00 | 115.5 | | 1.4 | 10.50 | 2.57 | | | | |
| 11 | f 12.55 | f 9.09 | 121.8 | | 6.3 | f 10.40 | f 2.46 | | | | |
| 83 P | f 1.01 | s 9.18 | 126.7 | D | SOUTH BAYARD OR | 126.7 | f 10.32 | s 2.39 | | | |
| 51 | f 1.10 | s 9.27 | 132.1 | | 4.9 | f 10.23 | s 2.29 | | | | |
| 80 P | f 1.20 | s 9.37 | 137.9 | | 5.4 | f 10.13 | s 2.19 | | | | |
| 70 DWYZPT | A 1.35PM | A 9.55AM | 145.9 | DN-R | GERING YL G | 145.9 | 10.00AM | 2.00PM | | | |
| | (6.20) | (3.55) | | | (145.9) | | Daily | Daily | | | |
| | 23.1 | 37.6 | | | | (5.35) | (4.01) | | | | |
| | | | | | | 26.1 | 36.3 | | | | |

| WESTWARD | | | | GERING BRANCH | | | | EASTWARD | | | |
|--|--|--|----------------------|-------------------|-------------|-----|--|----------|--|--|--|
| | | | | Time-Table No. 31 | | | | | | | |
| | | | | June 1, 1960 | | | | | | | |
| | | | | STATIONS | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 24. | | | Distance from Gering | Mile Post | | | | | | | |
| DWYZPT | | | 0.0 | DN-R | GERING YL G | 0.0 | | | | | |
| 17 | | | 5.4 | | 5.4 | | | | | | |
| 27 | | | 6.0 | | 6.0 | | | | | | |
| | | | 7.0 | | 7.0 | | | | | | |
| 18 | | | 8.4 | | 8.4 | | | | | | |
| 18 | | | 9.8 | | 9.8 | | | | | | |
| | | | | | (9.8) | | | | | | |

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

| WESTWARD | | | | NORTH PLATTE CUT-OFF | | | | EASTWARD | | | |
|--|-----------------------|------------------------------|------------------------|------------------------|---------------------|--------|----------------------|-----------------------|----------------|-----------------------|----------|
| SECOND CLASS | | | | Time-Table No. 31 | | | | SECOND CLASS | | | |
| | | | | June 1, 1960 | | | | | | | |
| | | | | STATIONS | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 24. | 353 Mixed Daily | 93 Mixed Daily | 59 Local Freight Daily | Distance from O'Fallon | Mile Post | | 354 Mixed | 60 Local Freight | 94 Mixed | | |
| DWYZPT | | | 10.05AM | 6.00AM | 145.9 | DN-R | GERING YL G | 145.9 | | A10.45AM | A 1.50PM |
| 14 | f 10.11 | f 6.10 | 150.5 | | 4.6 | | | | | f 10.33 | f 1.40 |
| 80 P | f 10.14 | f 6.15 | 152.8 | D | HAIG HA | 152.8 | f 10.30 | f 1.36 | | | |
| 94 | f 10.20 | f 6.25 | 155.8 | D | SOUTH MITCHELL MI | 155.8 | f 10.25 | f 1.30 | | | |
| 82 | f 10.23 ⁶⁰ | f 6.30 | 157.1 | | 1.8 | | | | | f 10.23 ⁹³ | f 1.26 |
| 70 P | f 10.31 | f 6.45 | 162.1 | D | SOUTH MORRILL MO | 162.1 | f 10.06 | f 1.19 | | | |
| 18 | f 10.34 | f 6.50 | 164.2 | | 5.0 | | | | | f 9.52 | f 1.14 |
| 51 YP | s 10.40 | s 9.45 ⁶⁰ | 167.9 | DN | LYMAN YL MU | 167.9 | s 9.45 ⁹⁰ | s 1.09 | | | |
| 21 | f 10.44 | f 9.50 | 170.1 | | 2.1 | | | | | f 9.20 | f 1.04 |
| 51 P | f 10.50 | f 10.07 | 173.7 | D | HUNTLEY HU | 173.7 | f 9.13 | f 12.58 | | | |
| 35 | f 10.55 | f 10.17 | 177.0 | | 3.7 | | | | | f 9.06 | f 12.53 |
| 51 YP | 12.40PM | 11.05 ⁵⁹ 11.10 | 181.6 | D-R | YODER YL DR | 181.6 | A11.45AM | 9.00 8.46 | 12.45 12.35 | | |
| 51 P | f 11.20 | s 12.23 ⁹⁴ | 188.1 | D | VETERAN VN | 188.1 | s 8.33 | f 12.23 ⁵⁹ | | | |
| 8 | f 11.25 | f 12.33 | 191.5 | | 2.2 | | | | | f 8.26 | f 12.17 |
| 16 | f 11.32 | f 12.43 | 196.1 | | 4.6 | | | | | f 8.19 | f 12.10 |
| 51 WYP | A 11.40AM | A 12.55PM | 200.6 | D-R | SO TORRINGTON YL RI | 200.6 | 8.10AM | 12.05PM | | | |
| 14 | f 12.50 | | 185.8 | | 4.5 | | | | | | |
| 86 | f 12.55 | | 187.6 | | 3.7 | | | | | f 11.32 | |
| 51 P | s 1.05 | | 192.4 | D | HAWK SPRINGS HK | 192.4 | s 11.15 | | | | |
| 31 | f 1.10 | | 194.7 | | 2.8 | | | | | f 11.27 | |
| 19 | f 1.20 | | 200.8 | | 4.8 | | | | | f 11.15 | |
| 51 PY | s 1.30 | | 208.8 | D | LA GRANGE GA | 208.8 | s 10.45 | | | | |
| 19 | f 1.42 | | 210.7 | | 2.3 | | | | | f 11.01 | |
| 51 P | s 2.15 | | 222.5 | D | ALBIN AB | 222.5 | s 9.55 | | | | |
| 51 | f 2.30 | | 229.7 | | 6.1 | | | | | f 10.50 | |
| WPY | A 3.01PM | | 244.8 | DN-R | EGBERT YL GX | 244.8 | 9.10AM | | | | |
| | (2.21) | (1.35) | (6.55) | | (98.4) | | Daily | Daily | Daily | | |
| | 26.8 | 34.5 | 9.1 | | | (2.35) | (2.35) | (1.45) | | | |
| | | | | | | 24.3 | 21.1 | 31.3 | | | |

| WESTWARD | | | | LYMAN BRANCH | | | | EASTWARD | | | |
|--|---------------------|-----------|-------------|-------------------|--|--|--|----------|--|--|--|
| | | | | Time-Table No. 31 | | | | | | | |
| | | | | June 1, 1960 | | | | | | | |
| | | | | STATIONS | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 24. | Distance from Lyman | Mile Post | | | | | | | | | |
| 18 | 2.8 | DN | LYMAN MU YL | 0.0 | | | | | | | |
| 17 | 4.6 | | SEARS YL | 2.8 | | | | | | | |
| 22 | 6.4 | | HARTMAN YL | 4.6 | | | | | | | |
| | | | 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, and Nos. 60 and 94 are superior to No. 59.—See Rule 72.

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

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

When diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

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

GENERAL

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

OLD MAIN LINE

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---------------------------|----------------|-------|------|----------|----------------|-------|------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Between Gilmore and Lane. | | 20 | 20 | | | | |

FIRST SUBDIVISION

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|-------|------|---|----------------|-------|------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Diesel locomotives in road service. | | | 55 | Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing. | | | 5 |
| Waterloo, seed house spur. | | | 5 | Grand Island, on east and west legs of wye. | | | 10 |
| Fremont, within city limits. | | 20 | 15 | Grand Island, on scale track and east yard run-around track. | | | 5 |
| Ames, freight train moving over C. & N. W. crossing. | | | 50 | Buda, all airfield trackage. | | | 10 |
| Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive. | 60 | 40 | 25 | Lexington, between second street crossing east and first street crossing west of passenger depot. | 60 | 40 | 25 |
| Central City, within city limits. | 60 | 60 | 55 | 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, on Kansas Division, Fourth Subdivision main track between Walnut and Eddy Streets. | 20 | 20 | 20 | Cozad, on Amour & Co. spur tracks. | | | 5 |
| Grand Island, freight trains entering and moving through yard tracks. | | | 5 | Gothenburg wye. | | | 5 |

ON WESTWARD TRACK

| Between Mile Posts — | Str. | Psgr. | Frt. |
|----------------------------------|------|-------|------|
| Summit 5.2 and 5.6 | 25 | 25 | 25 |
| Weco 14.2 and 14.7 | 80 | 70 | 50 |
| 15.9 and 16.2 | 80 | 70 | 50 |
| Lane 18.1 and 18.4 | 70 | 60 | 50 |
| 19.4 and 19.8 | 70 | 60 | 50 |
| Elkhorn 21.9 and 22.1 | 70 | 60 | 50 |
| 22.2 and 22.6 | 60 | 50 | 40 |
| 22.8 and 23.2 | 70 | 60 | 50 |
| Vroman 258.1 and 258.5 | 70 | 60 | 50 |
| Beck 281.1 and 281.9 | 80 | 70 | 50 |
| North Platte | | | |

ON EASTWARD TRACK

| Between Mile Posts — | Str. | Psgr. | Frt. |
|--|------|-------|------|
| North Platte 281.9 and 281.1 | 80 | 70 | 50 |
| Brady 259.8 and 258.1 | 70 | 60 | 50 |
| Kearney 189.2 and 189.0 | 40 | 40 | 25 |
| Waterloo 23.2 and 22.8 | 70 | 60 | 50 |
| 22.6 and 22.2 | 60 | 50 | 40 |
| 22.1 and 21.9 | 70 | 60 | 50 |
| Elkhorn 19.8 and 19.4 | 70 | 60 | 50 |
| 18.4 and 18.1 | 70 | 60 | 50 |
| Lane 16.2 and 15.9 | 80 | 70 | 50 |
| 14.7 and 14.2 | 80 | 70 | 50 |
| Seymour 5.6 and 5.2 | 25 | 25 | 25 |
| Summit | | | |

| SECOND SUBDIVISION | | | | | | | |
|---|----------------|-------|-----|--|----------------|-------|-----|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| Diesel locomotives in road service. | | | 55 | Brownson, on government tracks. | | | 10 |
| Big Springs, over highway crossing when using siding. | 5 | 5 | 5 | Hillsdale, on industry track. | | | 5 |
| | | | | Cheyenne passenger sheds. | 10 | 10 | 5 |
| ON WESTWARD TRACK | | | | ON EASTWARD TRACK | | | |
| Between Mile Posts — Korty 323.5 and 324.4 | 70 | 60 | 50 | Between Mile Posts — Cheyenne 509.1 and 508.7 | 40 | 40 | 25 |
| Julesburg 365.4 and 366.1 | 60 | 50 | 50 | 506.3 and 505.8 | 80 | 70 | 50 |
| Brownson 422.6 and 423.5 | 60 | 60 | 50 | 503.0 and 502.2 | 60 | 50 | 40 |
| Bushnell 456.9 and 457.2 | 80 | 70 | 50 | Archer 498.2 and 497.7 | 70 | 60 | 50 |
| 462.8 and 462.9 | 80 | 70 | 50 | Durham 494.0 and 493.8 | 70 | 60 | 50 |
| 466.2 and 466.6 | 60 | 50 | 50 | Hillsdale 486.5 and 486.2 | 70 | 60 | 50 |
| Pine Bluffs 466.8 and 467.3 | 50 | 40 | 40 | Tracy 467.3 and 466.8 | 50 | 40 | 40 |
| Burns 486.2 and 486.5 | 70 | 60 | 50 | Pine Bluffs 466.6 and 466.2 | 60 | 50 | 50 |
| Hillsdale 493.8 and 494.0 | 70 | 60 | 50 | 462.9 and 462.8 | 80 | 70 | 50 |
| Durham 497.7 and 498.2 | 70 | 60 | 50 | 457.2 and 456.9 | 80 | 70 | 50 |
| Archer 502.2 and 503.0 | 60 | 50 | 40 | Potter 423.5 and 422.6 | 60 | 60 | 50 |
| 505.8 and 506.3 | 80 | 70 | 50 | Weir 366.1 and 365.4 | 60 | 50 | 50 |
| 508.7 and 509.1 | 40 | 40 | 25 | Roscoe 324.4 and 323.5 | 70 | 60 | 50 |
| Cheyenne | | | | North Platte | | | |
| THIRD SUBDIVISION | | | | | | | |
| Maximum speed. | 79 | 70 | 50 | LaSalle Between M. P. 149.6 and 150.7 | 50 | 40 | 25 |
| Diesel locomotives in road service. | | | 55 | Between M. P. 150.7 and 150.9 | 30 | 30 | 25 |
| With C. B. & Q. 5200 and 5500 class engines. | | 45 | 45 | Between M. P. 150.9 and 151.1 | 50 | 40 | 25 |
| Freight engines not otherwise shown. | | 50 | | Sterling , 3900 class engines on coal chute track. | | | 5 |
| Light engines. | | 45 | 45 | Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick. | | | 20 |

| BRANCHES | | | | | |
|--|----------------|-----|--|----------------|-----|
| Location | Miles Per Hour | | Location | Miles Per Hour | |
| | Psgr. | Fr. | | Psgr. | 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: | | 30 |
| Yutan 6.4 and 7.7 | 35 | 35 | Between M.P. 11 and Spalding. | | 25 |
| Mead Between U. P. yard and Neb. Ordinance classification yard. | | 15 | Trains handling outfit cars. | | 20 |
| Wahoo , city track. | | 6 | Ord — Loup City Branch Maximum speed: | | 25 |
| 19.1 and 19.5 | 35 | 35 | Between Grand Island and St. Libory. | | 10 |
| Weston 30.2 and 30.5 | 35 | 35 | Carey, all airfield trackage. | | 30 |
| 31.6 and 31.9 | 35 | 35 | Between St. Libory and Ord. | | 30 |
| Touhy 36.0 and 37.4 | 25 | 25 | Between St. Paul and Loup City. | | 30 |
| 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 | Hastings Branch Maximum speed. | 70 | 50 |
| Pickrell 96.5 and 97.3 | 15 | 15 | Diesel locomotives in road service. | | 55 |
| Beatrice, Allers Grain Company spur. | | 5 | Over Bridge 21.35. | 30 | 30 |
| Beatrice, on Kilpatrick track. | | 5 | Gibbon, west of east wye switch. | | 15 |
| Stromsburg Branch Maximum speed: | | | Kearney Branch Diesel locomotives in road service. | 30 | 30 |
| Diesel Locomotives 1291 to 1295 inclusive. | 25 | 25 | Trains handling outfit cars. | | 20 |
| Between Valparaiso and Brainard. | 35 | 25 | North Platte Branch Maximum speed. | 50 | 50 |
| Between Brainard and Hordville. | 40 | 30 | Over Bridge 18.30. | | 35 |
| Between Hordville and Central City. | 35 | 25 | Oshkosh, over First Street Crossing. | | 15 |
| Trains handling outfit cars. | | 20 | Between Mile Posts — Lisco 92.5 and 94.0. | 45 | 45 |
| Norfolk Branch Maximum speed: | | | North Platte Cut-off Maximum speed. | 45 | 45 |
| Between Columbus and Oconee. | | 35 | On curves between Yoder and So. Torrington. | | 35 |
| Between Oconee and M.P. 16. | | 25 | On curves between M.P. 25.42 and M.P. 31.25. | | 30 |
| Between M.P. 16 and Norfolk. | | 30 | Through tunnel between Albin and Tremain. | | 20 |
| Trains handling outfit cars. | | 20 | Lyman Branch | | 20 |
| Columbus, over wye switches. | | 15 | Gering Branch | | 20 |
| On curve at M.P. 1.75. | | 25 | Sears Branch | | 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 | 70-XP | Both | Josselyn..... | 217.9 | 31-XP | Both |
| Inco..... | 12.2 | 24-P | West | Willow Island..... | 243.2 | 63-XP | Both |
| Behlen..... | 80.25 | 40-XP | Both | Keith..... | 272.9 | 15 | West |
| Paddock..... | 128.5 | 20 | West | Beck..... | 280.5 | 10 | West |
| Buda..... | 184.3 | ES 73-XP | Both | Beatrice Branch | | | |
| Kearney Air Base..... | 185.9 | WS 40-XP | Both | Krumel..... | 17.4 | 11 | East |
| Alfalfa Center..... | 194.1 | 44-XP | Both | | | | |
| Trued..... | 209.3 | 16 | East | | | | |

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

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

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

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

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

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

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

| Time per Mile | Mile per Hour | Time per Mile | Mile per Hour | Time per Mile | Mile per Hour | Time per Mile | Mile per Hour | Time per Mile | Mile per Hour |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 30" | 120. | 43" | 83.7 | 56" | 64.2 | 1' 9" | 52.1 | 2' | 30. |
| 31" | 116.1 | 44" | 81.8 | 57" | 63.1 | 1' 10" | 51.4 | 2' 15" | 28.6 |
| 32" | 112.5 | 45" | 80. | 58" | 62. | 1' 11" | 50.7 | 2' 30" | 24. |
| 33" | 109.1 | 46" | 78.3 | 59" | 61. | 1' 12" | 50. | 2' 45" | 21.8 |
| 34" | 105.9 | 47" | 76.6 | 1' | 60. | 1' 15" | 48. | 3' | 20. |
| 35" | 102.9 | 48" | 75. | 1' 1" | 59. | 1' 20" | 45. | 3' 30" | 17.1 |
| 36" | 100. | 49" | 73.5 | 1' 2" | 58. | 1' 25" | 42.3 | 4' | 15. |
| 37" | 97.3 | 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..... | Freight Conductor's Register Room, Yard Office |
| Council Bluffs..... | Roundhouse | North Platte..... | Engine Dispatcher's Office |
| Council Bluffs..... | Yardmen's Locker Room | North Platte..... | Enginemen's Washroom, Passenger Station |
| Council Bluffs..... | West Yard Office | North Platte..... | Hump Yard Locker Room |
| Omaha..... | Dispatcher's Office | North Platte..... | Yardmen's Locker Room |
| Omaha..... | Union Station Telegraph Office | North Platte..... | East End Yardmen's Room |
| Omaha..... | Tower "B" | Julesburg..... | Telegraph Office |
| Omaha..... | Enginemen's Washroom, 15th Street | Sidney..... | Telegraph Office |
| Omaha..... | Yardmen's Washroom, 15th Street | Sidney..... | Engineer's Locker Room |
| Omaha..... | Yardmen's Washroom, Davenport Street | Cheyenne..... | Dispatcher's Office |
| Omaha..... | Enginemen's Washroom, Davenport Street | Cheyenne..... | Telegraph Office |
| South Omaha..... | Yard Office | Cheyenne..... | Conductor's Room Passenger Station |
| Valley..... | Telegraph Office | Cheyenne..... | Yard Office |
| Columbus..... | Telegraph Office | Cheyenne..... | Engine Dispatcher's Office |
| Columbus..... | Enginemen's Washroom | Sterling..... | Telegraph Office |
| Grand Island..... | Dispatcher's Office | La Salle..... | Telegraph Office |
| Grand Island..... | Telegraph Office | Lincoln..... | Telegraph Office |
| Grand Island..... | Yard Office | Beatrice..... | Telegraph Office |
| Grand Island..... | Enginemen's Washroom, Passenger Station | Norfolk..... | Telegraph Office |
| Grand Island..... | Roundhouse | Hastings..... | Yard Office |
| Kearney..... | Telegraph Office | Stapleton..... | Telegraph Office |
| Kearney..... | Roundhouse | Gering..... | Dispatcher's Office |
| Lexington..... | Telegraph Office | Gering..... | Telegraph Office |
| North Platte..... | Dispatcher's Office | Gering..... | Roundhouse |
| North Platte..... | Telegraph Office | South Torrington..... | Telegraph Office |

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

| NAME | TITLE | PLACE | NAME | TITLE | PLACE |
|---------------------|---------------------|---------------------|---------------------|---------------------|-----------------------|
| A. McDermott..... | District Surgeon.. | Omaha, Nebr. | E. R. Core..... | Surgeon..... | Kimball, Nebr. |
| W. A. Bunten..... | District Surgeon.. | Cheyenne, Wyo. | V. D. Norall..... | Surgeon..... | Lexington, Nebr. |
| J. S. Benwell..... | District Surgeon.. | Denver, Colo. | R. F. Moeller..... | Surgeon..... | Lincoln, Nebr. |
| R. J. Smith..... | Surgeon..... | Albion, Nebr. | E. R. Pearson..... | Surgeon..... | Lupton, Colo. |
| W. T. Wildhaber.... | Surgeon..... | Beatrice, Nebr. | W. L. Wilkinson.... | Surgeon..... | La Salle, Colo. |
| R. W. Taylor..... | Oculist and Aurist. | Beatrice, Nebr. | W. H. Berrick..... | Surgeon..... | Madison, Nebr. |
| J. W. Wells..... | Surgeon..... | Brighton, Colo. | C. R. Watson..... | Surgeon..... | Mitchell, Nebr. |
| M. L. Chaloupka.... | Surgeon..... | Callaway, Nebr. | G. B. Salter..... | Surgeon..... | Norfolk, Nebr. |
| E. T. Zikmund..... | Surgeon..... | Central City, Nebr. | O. C. Kreymborg.... | Surgeon..... | North Platte, Nebr. |
| R. R. Douglas..... | Surgeon..... | Clarks, Nebr. | Wm. B. Niehus..... | Surgeon..... | North Platte, Nebr. |
| R. C. Anderson..... | Surgeon..... | Columbus, Nebr. | A. J. Callaghan.... | Surgeon..... | North Platte, Nebr. |
| H. D. Kuper..... | Surgeon..... | Columbus, Nebr. | H. H. Walker..... | Oculist and Aurist. | North Platte, Nebr. |
| L. G. Howard..... | Oculist and Aurist. | Council Bluffs, Ia. | G. F. Waltemath.... | Surgeon..... | North Platte, Nebr. |
| A. L. Nielson..... | Surgeon..... | Council Bluffs, Ia. | R. T. Takenaga.... | Surgeon..... | North Platte, Nebr. |
| A. M. Pedersen..... | Surgeon..... | Council Bluffs, Ia. | H. A. Blackstone.. | Surgeon..... | Northport, Nebr. |
| G. M. McArdle..... | Surgeon..... | Council Bluffs, Ia. | C. F. Bantin..... | Surgeon..... | Omaha, Nebr. |
| P. D. Pedersen..... | Surgeon..... | Council Bluffs, Ia. | M. W. Barry..... | Surgeon..... | Omaha, Nebr. |
| R. C. Gramlich..... | Surgeon..... | Cheyenne, Wyo. | J. G. Bartek..... | Surgeon..... | Omaha, Nebr. |
| G. H. Joder..... | Surgeon..... | Cheyenne, Wyo. | J. C. Davis..... | Aurist..... | Omaha, Nebr. |
| G. W. Koford..... | Surgeon..... | Cheyenne, Wyo. | J. K. Muldoon..... | Surgeon..... | Omaha, Nebr. |
| L. E. McGonigle.... | Surgeon..... | Cheyenne, Wyo. | R. T. Mauer..... | Surgeon..... | Omaha, Nebr. |
| E. W. Newman..... | Oculist..... | Cheyenne, Wyo. | R. A. Moser..... | Surgeon..... | Omaha, Nebr. |
| T. L. Johnson..... | Oculist..... | Cheyenne, Wyo. | J. R. McCaslin.... | Surgeon..... | Omaha, Nebr. |
| R. B. Stump..... | Oculist and Aurist. | Cheyenne, Wyo. | H. W. McFadden, Sr. | Shop Surgeon..... | Omaha, Nebr. |
| L. J. Stadnick..... | Oculist..... | Cheyenne, Wyo. | J. J. O'Hearn..... | Surgeon..... | Omaha, Nebr. |
| R. I. Williams..... | Aurist..... | Cheyenne, Wyo. | R. H. Rasgorshek.. | Oculist and Aurist. | Omaha, Nebr. |
| C. E. Hranac..... | Surgeon..... | Cozad, Nebr. | J. L. McFee..... | Surgeon..... | Ogallala, Nebr. |
| D. L. Larson..... | Surgeon..... | Chappell, Nebr. | C. J. Miller..... | Surgeon..... | Ord, Nebr. |
| L. J. Ekeler..... | Surgeon..... | David City, Nebr. | W. G. Seng..... | Surgeon..... | Oshkosh, Nebr. |
| J. B. Kille..... | Surgeon..... | Eddyville, Nebr. | Don E. Baca..... | Surgeon..... | Papillion, Nebr. |
| R. C. Reeder..... | Surgeon..... | Fremont, Nebr. | M. L. Morris..... | Surgeon..... | Pine Bluffs, Wyo. |
| J. C. Maly..... | Surgeon..... | Fullerton, Nebr. | H. Dey Myers..... | Surgeon..... | Schuyler, Nebr. |
| P. E. Woodward.... | Surgeon..... | Ft. Morgan, Colo. | J. E. Nordstrom... | Surgeon..... | Shelton, Nebr. |
| K. R. Dalton..... | Surgeon..... | Genoa, Nebr. | R. J. Fox..... | Surgeon..... | Spalding, Nebr. |
| Bert W. Pyle..... | Surgeon..... | Gothenburg, Nebr. | H. E. Moore..... | Surgeon..... | Sutherland, Nebr. |
| L. M. Adams..... | Surgeon..... | Grand Island, Nebr. | C. B. Dorwart..... | Surgeon..... | Sidney, Nebr. |
| E. G. Johnson..... | Surgeon..... | Grand Island, Nebr. | J. E. Thayer..... | Surgeon..... | Sidney, Nebr. |
| K. F. McDermott.... | Surgeon..... | Grand Island, Nebr. | F. E. Palmer..... | Oculist and Aurist. | Sterling, Colo. |
| C. H. Magglore.... | Surgeon..... | Grand Island, Nebr. | L. W. Anderson.... | Surgeon..... | Sterling, Colo. |
| J. A. Proffitt..... | Oculist and Aurist. | Grand Island, Nebr. | R. W. Ludwick.... | Surgeon..... | Sterling, Colo. |
| W. C. Harvey..... | Surgeon..... | Gering, Nebr. | C. R. Watson..... | Surgeon..... | South Mitchell, Nebr. |
| W. C. Harvey, Jr... | Surgeon..... | Gering, Nebr. | Leo Keenan..... | Surgeon..... | Torrington Wyo. |
| J. J. Hanigan..... | Surgeon..... | Hallam, Nebr. | Ivan M. French.... | Surgeon..... | Wahoo, Nebr. |
| O. A. Kostal..... | Surgeon..... | Hastings, Nebr. | | | |
| C. L. Kleager..... | Surgeon..... | Hastings, Nebr. | | | |
| H. P. Linton..... | Surgeon..... | Julesburg, Colo. | | | |
| B. R. Bancroft.... | Surgeon..... | Kearney, Nebr. | | | |
| S. O. Staley..... | Surgeon..... | Kearney, Nebr. | | | |
| F. L. Richards..... | Oculist and Aurist. | Kearney, Nebr. | | | |
| M. B. Wilcox..... | Oculist and Aurist. | Kearney, Nebr. | | | |
| A. H. Shamberg.... | Surgeon..... | Kimball, Nebr. | | | |