

UNION PACIFIC RAILROAD COMPANY

Eastern District



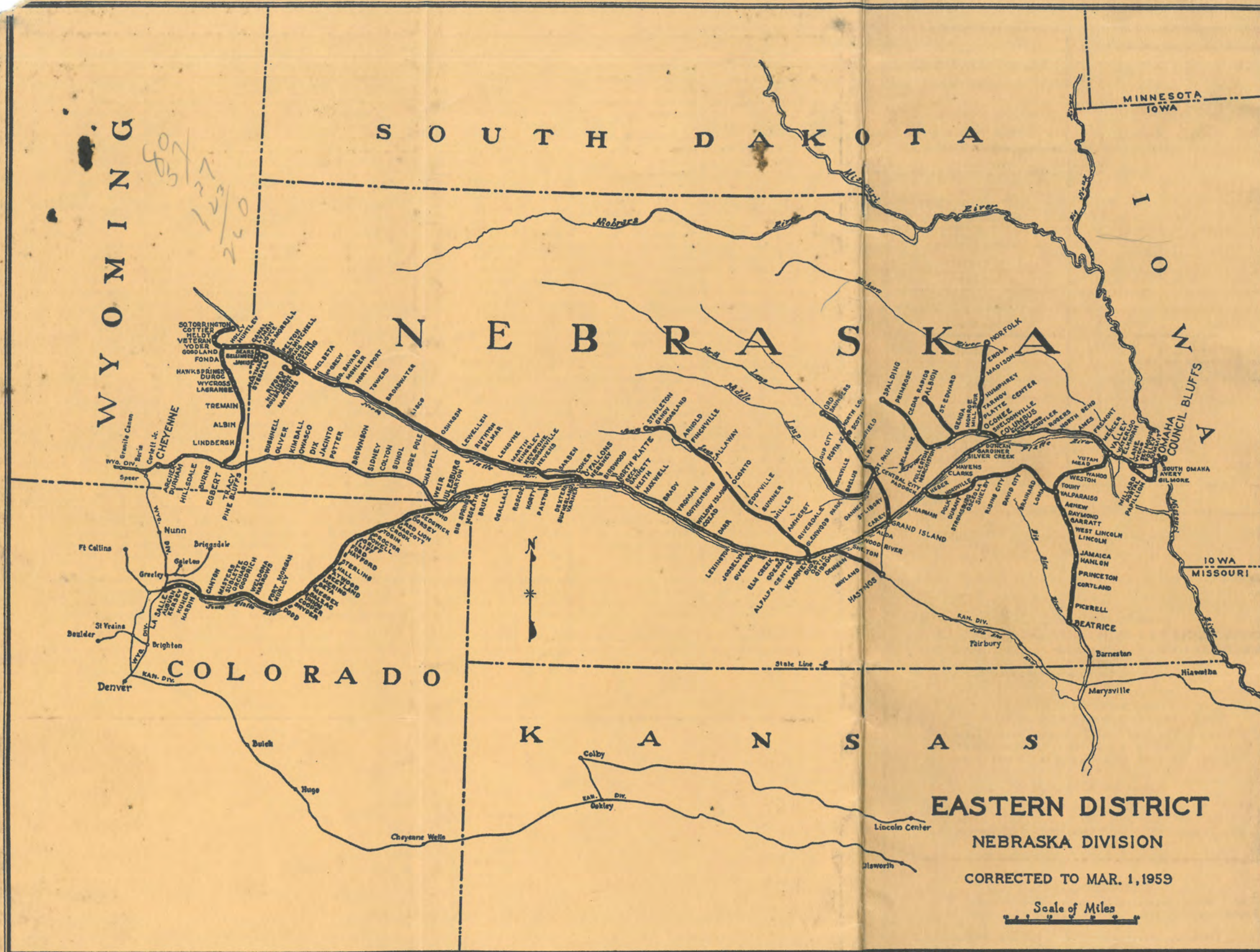
NEBRASKA DIVISION TIME-TABLE No. 35

Effective Sunday,
April 28, 1963

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

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

		9	17	105	111	27	7	5	103	Distance from Council Bluffs	Time-Table No. 35 April 28, 1963	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
								9.55		0.0	CO. BLUFFS	
					11.35	11.00	10.45	10.30	2.45	2.8	OMAHA	
					1.50	1.55	1.50	1.20	4.50	146.9	GRAND ISLAND	
					3.50	4.45	4.30	3.45	6.45	284.1	C.T. M.T. NORTH PLATTE	
					2.55	4.00	3.45	3.00	5.50	365.3	JULESBURG	
					4.11					407.6	SIDNEY	
						6.25	6.10	5.25	7.34		KANSAS CITY	
		9.20	7.30								DENVER	
		7.50	6.10	8.05	7.40					562.6	CHEYENNE	
		8.20	6.45			8.30	8.15	7.25	9.20	509.6	LARAMIE	
			8.50			8.55	9.20	7.45	9.30	566.0	RAWLINS	
		11.25		10.55	Ar 10.25	10.55	9.25	10.50	10.50	682.8	GREEN RIVER	
		1.20		12.50		1.05	11.50	12.37	12.37	817.0	GRANGER	
		3.25	4.30	3.05		3.35	2.30	2.50	2.50	847.2	OGDEN	
		3.55	5.05	3.15		4.05	2.50	3.00	3.00	992.6	(992.6)	
		7.00		3.45			7.50	6.45	6.40			
		(22.40)	(22.35)	(7.40)	(9.05)	(12.25)	(22.05)	(21.15)	(16.55)		Thru Time From Omaha	
		52.1	47.4	56.2	61.0	45.3	44.8	46.5	58.5		Average speed per hour	

C. H. BURNETT
General Manager

H. E. SHUMWAY
Gen. Supt. Transportation

O. A. DURRANT
General Superintendent

T. F. SHANAHAN, Superintendent. Omaha, Neb.
W. H. ANDERSON, Asst. Superintendent. Omaha, Neb.
J. A. McCULLOUGH, Terminal Superintendent. Omaha, Neb.
M. L. BUTLER, Asst. Supt. 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. GUYANAN, Terminal Superintendent. North Platte, Neb.
W. E. MILLER, Asst. Terminal Superintendent. North Platte, Neb.
H. C. MAY, Trainmaster. North Platte, Neb.
W. E. HENKE, Asst. Superintendent. Sidney, Neb.
F. G. CLARK, Trainmaster. Gering, Neb.
C. T. ARMSTRONG, Master Mechanic. Cheyenne, Wyo.
K. O. BRAKE, Road Foreman of Engines. Co. Bluffs, Ia.
S. E. CHADD, Terminal Road Foreman of Engines. Omaha, Neb.
P. N. HANSEN, Road Foreman of Engines. Grand Island, Neb.
P. C. LOOMIS, Road Foreman of Engines. North Platte, Neb.
L. C. WALLACE, Road Foreman of Engines. North Platte, Neb.
C. H. SUITS, Road Foreman of Engines. Cheyenne, Wyo.
D. MacDONALD, Division Engineer. Omaha, Neb.
O. L. KOVAR, General Roadmaster. 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
 NORTH PLATTE BRANCH AND CUT-OFF**
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.

**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.

MILEAGE
 Main Line 659.60
 Branches 836.14
 Total 1495.74

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

		106	112	10	104	28	18	6	8	Time-Table No. 35 April 28, 1963	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	CO. BLUFFS									6.30	
	OMAHA		1.40		3.10	7.00				5.45	7.00
	GRAND ISLAND		11.25		12.55	3.55				2.55	4.00
C.T. M.T.	NORTH PLATTE		9.25 8.20		10.55 9.50	1.00 11.30				12.10 11.00	1.05 11.55
	JULESBURG		7.00								
	SIDNEY				7.56	9.10				8.55	9.45
	KANSAS CITY						9.05			11.10	
	DENVER	562.6	3.30	3.50						10.15 9.45	
	CHEYENNE	509.6				6.25 6.15	7.10 6.45	7.35		7.00 6.30	7.50 7.00
	LARAMIE	566.0	12.32		4.50	4.55	5.25			5.10	5.40
	RAWLINS	682.8	10.48		2.46	3.01				2.55	3.30
	GREEN RIVER	817.0	8.35 8.25		12.35 12.25	12.50 12.40				11.30	12.15 11.55
	GRANGER	847.2	7.55							10.55	
	OGDEN	992.6				9.10	9.25			8.30	8.45
	(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	Thru Time From Omaha		(7.35)	(8.50)	(22.55)	(16.45)	(12.35)	(23.15)	(20.15)	(21.15)	
	Average speed per hour		56.7	63.4	53.5	56.8	44.7	46.0	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.
103	Fremont		Las Vegas or beyond.	104	Kearney	Las Vegas or beyond.	
	Columbus		Reno or beyond.		Columbus	Reno or beyond.	
	Kearney				Fremont		
111	Fremont	Chicago	Denver or beyond.	112	Ft. Morgan	Denver or beyond	Points where scheduled to stop.
	Lexington	Omaha or beyond	Denver or beyond.		Ogallala	Denver or beyond	Omaha or beyond.
	Ogallala	Points where scheduled to stop.	Denver or beyond.		Lexington	Denver or beyond	Omaha or beyond.
	Ft. Morgan				Fremont	Denver or beyond	Chicago.

WESTWARD									SECOND SUBDIVISION									Time-Table No. 35
SECOND CLASS			FIRST CLASS						Distances from Council Bluffs	Time-Table No. 35								
			353	93	7	5	103	27		111	April 28, 1963							
			Mixed	Mixed	Passenger	Passenger	Passenger	Passenger		Passenger	STATIONS							
			Daily	Daily	Daily	Daily	Daily	Daily	Daily									
DFXZTYP				5.35AM	3.45PM	3.00PM	5.50AM	4.00AM	2.55AM	284.1	DN-R NORTH PLATTE NY							
				5.45	3.53	3.08	5.57	4.08	3.02	289.2	WEST NORTH PLATTE NY							
CS 84 P										290.5	BIRDWOOD							
WS 72 XP				f 5.55	4.00	3.15	6.02	4.15	3.07	296.9	D HERSHEY OF							
CS 119 YP				A 6.00AM	4.03	3.18	6.05	4.18	3.10	300.7	O'FALLONS							
40										301.8	VARNER							
CS 121 P					4.06	3.21	6.07	f 4.21	3.12	303.4	D SUTHERLAND SU							
CS 121 P					4.18	3.35	6.16	f 4.33	3.22	315.5	D PAXTON PN							
8										321.7	KORTY							
CS 83 P					4.30	3.47	6.26	4.45	3.33	327.7	ROSCOE							
WS 122 WS 120				s 4.40	3.55	6.32	s 4.55	3.40	334.8	DN OGALLALA GT								
ES 135 XP					4.50	4.05	6.39	f 5.05	3.48	343.9	D BRULE RU							
CS 125 P										349.1	MCGEATH							
10					5.00	4.15	6.47	f 5.15	3.56	353.9	D BIG SPRINGS GS							
CS 132 P										359.8	BARTON							
12										365.8	DN JULESBURG JB							
WS 125 XI YP				f 5.13	4.26	6.56	s 5.30	A f 4.10AM	365.8	D OHAPPELL OQ								
CS 123 P					5.28	4.42	7.08	f 5.46	369.8	D LODGE POLE GP								
WS 111 XI					5.37	4.52	7.15	f 5.55	389.7	SUNOL								
ES 74 XP					5.44	4.58	7.20	6.02	396.8	COLTON								
CS 126 P					5.49	5.03	7.24	6.07	401.0	DN-R SIDNEY YL OD								
XYP					6.00	5.15	7.33	6.15	407.5	BROWNSON								
CS 94 YP					6.10	5.25	7.34	6.25	415.5	D POTTER PR								
WS 121 XP					6.20	5.35	7.43	6.35	426.4	JACINTO								
ES 70 XP					6.32	5.46	7.53	f 6.45	430.8	D DIX DX								
8 PX									435.4	OWASCO								
CS 125 P					6.41	5.55	8.01	f 6.55	439.9	DN KIMBALL KB								
27 PX									444.5	OLIVER								
8 133 XJ					s 6.53	6.05	8.09	s 7.10	444.5	D BUSHNELL BN								
12									451.1	DN PINE BLUFFS UF								
CS 125 P					7.05	6.18	8.19	f 7.22	456.6	TRACY								
CS 126 XP					7.15	6.28	8.29	f 7.33	466.7	D EGBERT GX								
10									472.0	D BURNS UX								
CS 94 XYP									477.5	HILLSDALE								
WS 62 XP					3.10PM	7.27	6.40	8.40	f 7.45	483.2	DUBHAM							
CS 98 P					f 3.20	7.34	6.46	8.46	f 7.51	489.7	ARCHEE							
WS 62 XP					f 3.30	7.41	6.53	8.52	7.58	495.9	DN-R CHEYENNE YL OY							
WS 117 XP					f 3.40	7.48	7.00	8.58	8.05	501.2								
ES 125 XP					f 3.50	7.55	7.06	9.04	8.11	509.5								
DFXZTYP					A 4.10PM	A 8.15PM	A 7.25PM	A 9.20AM	A 8.30AM	509.5								

(1.00)	(0.25)	(4.30)	(4.25)	(3.30)	(4.30)	(1.15)	Thru Time
32.0	39.8	50.0	51.0	64.4	50.0	85.0	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.
 No. 5 reduce speed to 60 miles per hour passing mail crane at Ogallala.
 For conditional stops to discharge or pick up passengers. — See Page 3.

SECOND SUBDIVISION										Time-Table No. 35
										April 28, 1963
										STATIONS
DN-R NORTH PLATTE NY	284.1	A 11.00AM	A 11.55AM	A 8.20PM	A 9.50PM	A 11.30PM		A 6.30PM		DFXZTYP
WEST NORTH PLATTE NY	289.2	10.46	11.40	8.10	9.38	11.16		6.16		P
BIRDWOOD	290.5									CS 84 P
D HERSHEY OF	296.9	10.40	11.32	8.04	9.32	11.08		f 6.06		WS 72 XP
O'FALLONS	300.7	10.36	11.28	8.01	9.29	11.04		6.01PM		CS 119 YP
VARNER	301.8									40
D SUTHERLAND SU	308.4	10.34	f 11.25	7.59	9.27	f 11.01				CS 121 P
D PAXTON PN	315.5	10.23	f 11.14	7.49	9.17	f 10.49				CS 121 P
KORTY	321.7									5 P
ROSCOE	327.7	10.11	11.02	7.38	9.05	f 10.37				CS 83 P
DN OGALLALA GT	334.8	10.04	s 10.55	7.31	8.59	s 10.30				WS 122 WS 120
D BRULE RU	343.9	9.55	f 10.45	7.21	8.51	f 10.17				ES 135 XP
MCGEATH	349.1									10
D BIG SPRINGS GS	353.9	9.46	f 10.36	7.12	8.43	f 10.07				CS 132 P
BARTON	359.8									12 P
DN JULESBURG JB	365.8	9.35	s 10.25	s 7.00PM	8.33	s 9.55				WS 125 XI YP
D OHAPPELL OQ	380.8	9.21	f 10.11		8.20	f 9.37				CS 123 P
D LODGE POLE GP	389.7	9.12	f 10.02		8.12	f 9.28				WS 111
SUNOL	396.8	9.06	9.56		8.07	f 9.22				ES 74 XP
COLTON	401.0	9.02	9.52		8.03	9.17				CS 125 P
DN-R SIDNEY YL OD	407.5	8.55	9.45		7.56	9.10				XYP
BROWNSON	415.5	8.45	9.35		7.55	9.00				
D POTTER PR	426.4	8.30	9.22		7.45	8.46				CS 94 YP
JACINTO	430.8	8.20	9.12		7.35	f 8.36				WS 121 XP
D DIX DX	435.4	8.10	9.03		7.28	f 8.28				ES 70 XP
OWASCO	439.9									8 PX
DN KIMBALL KB	444.5	8.01	s 8.53		7.21	s 8.20				CS 125 P
OLIVER	451.1									27 PX
D BUSHNELL BN	456.6	7.50	8.40		7.12	s 8.04				CS 132 XP
DN PINE BLUFFS UF	466.7	7.40	8.30		7.04	s 7.52				12
TRACY	472.0									CS 125 P
D EGBERT GX	477.5	7.30	8.20		6.54	f 7.40		A 8.50AM		CS 94 XYP
D BURNS UX	483.2	7.25	8.15		6.49	7.35		s 8.40		WS 62 XP
HILLSDALE	489.7	7.20	8.10		6.44	7.30		s 8.31		CS 98 P
DUBHAM	495.9	7.15	8.05		6.39	7.25		f 8.23		WS 62 XP
ARCHEE	501.2	7.10	8.00		6.34	7.20		f 8.15		WS 117 XP
DN-R CHEYENNE YL OY	509.5	7.00AM	7.50AM		6.25PM	7.10PM		8.05AM		ES 125 XP
		Daily	Daily		Daily	Daily		Daily		DFXZTYP

Thru Time.....	(4.00)	(4.05)	(1.20)	(3.25)	(4.20)	(0.40)	(0.29)
Average speed per hour.....	56.1	55.2	60.9	66.0	52.0	43.7	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.
 No. 6 reduce speed to 60 miles per hour passing mail crane at Ogallala.
 For conditional stops to discharge or pick up passengers. — See Page 3.

WESTWARD				THIRD SUBDIVISION				EASTWARD			
		FIRST CLASS		Time-Table No. 35		FIRST CLASS					
		111	33	April 28, 1963		34	112				
		Passenger	C. B. & Q. Passenger			C. B. & Q. Passenger	Passenger				
		Daily	Daily	STATIONS							
Car Capacity of Seating, etc. See Rule 6 (A), page 18.			Distance from Julesburg			Mile Post					
80	YIP	f 4.11AM	0.0	DN	JULESBURG YL JB	0.0	As 6.59PM				
75	ZP	4.18	7.1	D	7.1 OVID VI	7.1	6.48				
73	P	4.24	14.6		7.5 SEDGWICK	14.6	6.41				
29			19.0		4.4 DORSEY	19.0					
95	P	4.31	23.1		4.1 RED LION	23.1	6.34				
95	P	4.37	30.1	D	7.0 OROOK OK	30.1	6.28				
22			34.2		4.1 TOBIN	34.2					
	P	4.44	38.8		7.0 PROCTOR	38.8	6.21				
12	F		41.1		2.3 POWELL	41.1					
22			42.2		1.1 GRIFF	42.2					
94	F	4.50	45.6		3.4 ILIFF	45.6	6.15				
10			50.1		4.5 FORD	50.1					
	AI		57.2		7.1 O. B. & Q. CROSSING	57.2					
100	TZF	5.03	57.5	DN-R	0.3 STERLING YL ST	57.5	A 2.10AM	6.03			
73	P	5.12	64.1	D	6.8 ATWOOD OD	64.1	f 1.59	5.53			
28			68.8		2.7 BEETLAND	68.8					
74	F	5.17	70.2		3.4 MERINO	70.2	f 1.52	5.48			
143	F	5.22	76.0		5.8 MESSEK	76.0	1.46	5.43			
41	P		78.4		2.4 BALZAO	78.4					
62	F	5.26	81.0	D	8.8 UNION UN	81.0	f 1.40AM	5.39			
24			83.8		4.2 COOPER	82.8					
94	P	5.31	87.0		4.2 SNYDER	87.0		5.34			
88	F	5.37	93.8		6.8 DODD	93.8		5.28			
21			96.9		3.1 HURLEY	96.9					
100	F	5.42	98.6	D	1.7 FT. MORGAN FX	98.6		5.24			
35	F	5.48	106.0		7.4 NARROWS	106.0		5.17			
79	P	5.51	109.0		2.0 WILDONA	109.0		5.14			
23	F	5.55	114.2		3.9 GOODRICH	114.2		5.10			
78	F	5.58	117.7		3.5 ORCHARD	117.7		5.07			
23	P	6.04	124.8		7.1 MASTERS	124.8		5.01			
121	F	6.12	125.4		10.6 HARDIN	125.4		4.52			
16	P		129.1		3.7 KUNER	129.1					
78	P	6.18	143.1		4.0 KERSEY	143.1		4.46			
27			147.2		4.1 AUBURN	147.2					
66	DYP	A 6.26AM	151.1	DN-R	3.9 LASALLE YL DY	151.1		4.38PM			
					(151.1)		Daily	Daily			

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.

(2.15)	(0.25)	..... Thru Time.....	(0.20)	(2.21)
67.2	57.6	..... Average speed per hour.....	47.0	64.3

WESTWARD				BEATRICE BRANCH				EASTWARD			
		SECOND CLASS		Time-Table No. 35		SECOND CLASS					
		73	75	71	April 28, 1963		74	76	72		
		Freight	Local Freight	Freight	STATIONS		Freight	Local Freight	Freight		
		Daily	Tuesday, Thursday, Saturday	Daily							
Car Capacity of Seating, etc. See Rule 6 (A), page 18.					Distance from Valley		Mile Post				
	YP	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	5.8 O. B. & Q. CROSSING	5.8				
28	P	6.45	s 6.45	2.10	6.3	0.5 YUTAN	6.3	5.10	s 1.00	8.40	
106	YP	6.55	s 7.00	2.20	11.6	5.3 MEAD AD	11.6	5.00	s 12.50	8.30	
94	P	7.07	s 7.15	2.40	18.9	7.3 WAHOO	18.9	4.45	s 12.30	8.15	
					19.6	0.7 O. & N. W. and O. B. & Q. CROSSINGS	19.6				
75	P	7.22	s 7.30	2.55	26.3	6.7 WESTON WN	26.3	4.35	s 12.15	8.05	
80	P	7.34	f 7.40	3.05	33.2	6.9 TOUHY	33.2	4.23	f 12.01PM	7.53	
96	YP	7.45 ⁷²	A 7.50AM	3.18	37.3	4.1 VALPARAISO VO	37.3	4.15	11.50AM	7.45 ⁷³	
25	P				41.8	4.5 AGNEW	41.8				
28	P	7.58		3.34	46.5	4.7 RAYMOND RM	46.5	3.59		7.28	
101	P	8.08		3.48 ⁷⁴	52.7	6.2 GARRATT	52.7	3.48 ⁷¹		7.18	
4					55.3	2.6 WEST LINCOLN	55.3				
	I				56.5	1.2 O. B. & Q. CROSSING	56.5				
84	EP	8.18		4.25	57.1	0.6 DN LINCOLN YL SN	57.1	3.40		7.10	
	I				57.4	0.8 O. B. & Q. CROSSING	57.4				
	I				59.0	1.6 O. B. & Q. CROSSING	59.0				
112	P	8.31		4.48	65.4	6.4 JAMAICA	65.4	3.20		6.50	
	P				66.2	2.8 HANLON	66.2				
81	P	8.46		5.03	74.7	6.5 PRINCETON	74.7	3.05		6.35	
78	P	8.53		5.13	79.5	4.8 D OORTLAND RD	79.5	2.55		6.25	
84	P	9.08		5.28	88.9	9.4 D PICKRELL IK	88.9	2.43		6.13	
	EP	A 9.25PM		A 5.45AM	96.8	7.9 DN-R BEATRICE YL BX	96.8	2.30AM	Monday Wednesday Friday	6.00PM	
						(96.8)		Daily		Daily	
		(2.55)	(1.20)	(3.50)		..... Thru Time.....	(2.50)	(1.25)	(2.50)	
		33.2	28.0	25.2		..... Average speed per hour.....	34.2	26.3	34.2	

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

At Lincoln, trains and engines are governed by Operating Rules, Time Table and special instructions of CB&Q R. R. while using their tracks between Hall Tower and Baird Tower.

WESTWARD				ALBION BRANCH				EASTWARD			
		SECOND CLASS		Time-Table No. 35		SECOND CLASS					
		81	79	April 28, 1963		80	82				
		Mixed	Mixed	STATIONS		Mixed	Mixed				
		Tuesday Thursday Saturday	Monday Wednesday Friday								
Car Capacity of Seating, etc. See Rule 6 (A), page 18.				Distance from Oconee		Mile Post					
20	YP	8.22AM	8.22AM	0.0	B	OCONEE YL	0.0	A 1.30PM	A 1.42PM		
5				2.0		2.0 MILL SPUR	2.0				
	P	s 8.33	s 8.33	4.3	D	2.3 MONBOE MN	4.3	s 1.20	s 1.30		
40	YP	s 8.49	A 8.49AM	11.8	D-R	7.0 GENOA YL G	11.8	1.05PM	s 1.09		
56	P	s 9.55		22.3	D	11.0 ST. EDWARD ST	22.3		s 12.35		
28	YP	A 10.45AM		33.7	D-R	11.4 ALBION YL A	33.7		12.10PM		
						(33.7)		Monday Wednesday Friday	Tuesday Thursday Saturday		
		(2.23)	(0.27)			..... Thru Time.....	(0.25)	(1.22)		
		14.2	25.1			..... Average speed per hour.....	27.1	22.0		

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 35				SECOND CLASS			
				April 28, 1963							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallon.	93	Mile Post	94	Mile Post	93	Mile Post	94	Mile Post	93	Mile Post
		Mixed		Mixed		Mixed		Mixed		Mixed	
		Daily		Daily		Daily		Daily		Daily	
YP		6.00AM	0.0	R O'FALLONS YL	0.0	A 6.01PM					
		2.8		2.8							
15		f 6.05	2.8	OOKER	2.8	f 5.50					
		10.0		10.0							
41	P	s 6.18	12.8	SARBEN	12.8	s 5.35					
		6.8		6.8							
40		f 6.27	19.6	NEVENS	19.6	f 5.25					
		5.2		5.2							
12			24.8	BROGANVILLE	24.8						
		8.6		8.6							
42	P	s 6.41	28.4	KEYSTONE	28.4	s 5.15					
		6.5		6.5							
42	P	f 6.51	34.9	MARTIN SA	34.9	f 5.03					
		6.3		6.3							
	P	s 7.01	41.2	LEMOYNE	41.2	f 4.53					
		5.6		5.6							
25		f 7.10	46.8	BELMAR	46.8	f 4.46					
		4.9		4.9							
44		f 7.18	51.7	RUTHTON	51.7	f 4.39					
		7.6		7.6							
41	YP	s 7.32	59.8	LEWELLEN YL W	59.8	s 4.30					
		11.5		11.5							
41	P	s 7.51	70.8	OSHKOSH YL OX	70.8	s 4.10					
		15.6		15.6							
40	P	s 8.12	86.4	LISCO OO	86.4	s 3.45					
		14.0		14.0							
40	P	s 8.34	100.4	BROADWATER BR	100.4	s 3.24					
		9.2		9.2							
19		f 8.47	109.6	TOWERS	109.6	f 3.11					
		4.5		4.5							
196	FY	s 8.57	114.1	NORTHPORT YL NP	114.1	s 3.05					
		1.4		1.4							
	AI	9.00	115.5	O. B. & Q. CROSSING	115.5	2.57					
		6.3		6.3							
11		f 9.09	121.8	MOHLER	121.8	f 2.46					
		4.9		4.9							
88	P	s 9.18	126.7	SOUTH BAYARD	126.7	s 2.39					
		5.4		5.4							
51	P	s 9.27	132.1	McGREW	132.1	s 2.29					
		5.8		5.8							
80	P	s 9.37	137.9	MELBETA	137.9	s 2.19					
		8.0		8.0							
70	DYZPT	A 9.55AM	145.9	D-R GERING YL G	145.9	2.00PM					
				(145.9)		Daily					
		(3.55)		.....Thru Time.....		(4.01)					
		37.6		.....Average speed per hour.....		36.3					

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

WESTWARD				GERING BRANCH				EASTWARD			
				Time-Table No. 35							
				April 28, 1963							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Gering		Mile Post		Distance from Gering		Mile Post		Distance from Gering		Mile Post
DYZPT	0.0	DN-R	GERING YL G	0.0							
		5.4		5.4							
17	5.4		MATHERS YL	5.4							
		0.6		0.6							
27	6.0		MOON YL	6.0							
		1.0		1.0							
	7.0		ROUBADEAU YL	7.0							
		1.4		1.4							
18	8.4		HILLIKER YL	8.4							
		1.4		1.4							
18	9.8		RIFORD YL	9.8							
			(9.8)								

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

WESTWARD				HASTINGS BRANCH				EASTWARD			
				Time-Table No. 35							
				April 28, 1963							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from Hastings		Mile Post		Distance from Hastings		Mile Post		Distance from Hastings		Mile Post
YPZ	0.0	DN-R	HASTINGS YL AN	0.0							
		12.7		12.7							
130	P		HAYLAND	12.7							
		20.2		20.2							
85	P		DENMAN	20.2							
		28.1		28.1							
180	Y P		DN-R GIBBON GB	28.1							
			(28.1)								
			.....Thru Time.....								
			.....Average speed per hour.....								

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD			
SECOND CLASS				Time-Table No. 35				SECOND CLASS			
				April 28, 1963							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	Distance from O'Fallon	353	Mile Post	93	Mile Post	354	Mile Post	94	Mile Post	353	Mile Post
		Mixed		Mixed		Mixed		Mixed		Mixed	
		Daily		Daily		Daily		Daily		Daily	
DYZPT				10.05AM	145.9	D-R	GERING YL G	145.9	A 1.50PM		
				4.8				4.8			
14				f 10.11	150.5		OOSTIN	150.5	f 1.40		
				1.8				1.8			
30	P			f 10.14	152.8	D	HAIG HA	152.8	f 1.36		
				8.5				8.5			
24				f 10.20	155.8		SOUTH MITCHELL	155.8	f 1.30		
				1.3				1.3			
82				f 10.23	157.1		PELTON	157.1	f 1.26		
				5.0				5.0			
70	P			f 10.31	162.1	D	SOUTH MORRELL MO	162.1	f 1.19		
				2.1				2.1			
18				f 10.34	164.2		JOYCE	164.2	f 1.14		
				3.7				3.7			
51	YP			s 10.40	167.9	D	LYMAN YL MU	167.9	s 1.09		
				2.2				2.2			
21				f 10.44	170.1		OANAL	170.1	f 1.04		
				4.6				4.6			
51	P			f 10.50	173.7		HUNTLEY	173.7	f 12.58		
				3.3				3.3			
38				f 10.55	177.0		HOLLY	177.0	f 12.53		
				4.6				4.6			
51	YP			12.40PM	181.6	D-R	YODER YL DE	181.6	A 11.45AM	12.45	
				11.10				11.10		12.35	
51	P			f 11.20	188.1	D	VETERAN VN	188.1	f 12.23		
				3.4				3.4			
8				f 11.25	191.5		HELDT	191.5	f 12.17		
				4.6				4.6			
10				f 11.32	196.1		OOTTIER	196.1	f 12.10		
				4.5				4.5			
51	YP			A 11.40AM	200.6	D-R	SO TORRINGTON YL RI	200.6	12.05PM		
				8.7				8.7			
14				f 12.50	186.8		GOODLAND	186.8	f 11.32		
				2.3				2.3			
20				f 12.55	187.6		FONDA	187.6	f 11.27		
				4.8				4.8			
51	P			s 1.05	192.4	D	HAWK SPRINGS HK	192.4	s 11.15		
				2.3				2.3			
31				f 1.10	194.7		DUROO	194.7	f 11.01		
				9.1				9.1			
51	PY			s 1.30	203.8	D	LA GRANGE GA	203.8	s 10.45		
				6.9				6.9			
19				f 1.42	210.7		TREMAIN	210.7	f 10.20		
				11.8				11.8			
51	P			s 2.15	222.5	D	ALBIN AB	222.5	s 9.55		
				7.2				7.2			
51				f 2.30	229.7		LINDBERGH	229.7	f 9.35		
				14.6				14.6			
	PY			A 3.01PM	244.8	D-R	EGBERT YL GX	244.8	9.10AM		
							(98.4)		Daily	Daily	
				(3.21)			.....Thru Time.....		(2.35)	(1.45)	
				26.8			.....Average speed per hour.....		24.3	31.3	

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

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

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

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

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

GENERAL

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

OLD MAIN LINE

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

FIRST SUBDIVISION

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

ON WESTWARD TRACK

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

ON EASTWARD TRACK

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

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on government tracks.		10
			Hillsdale, on industry track.		5
			Cheyenne passenger sheds.	10	5
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — Korty 323.5 and 324.4	70	55	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Julesburg 365.4 and 366.1	60	50	503.0 and 502.2	60	45
Brownson 422.6 and 423.5	70	55	Archer 498.2 and 497.7	70	55
Bushnell 456.9 and 457.2	80	55	Durham 494.0 and 493.8	70	55
462.8 and 462.9	80	55	Hillsdale 486.5 and 486.2	70	55
466.2 and 466.6	60	50	Tracy 470.4 and 469.7	80	55
Pine Bluffs 466.6 and 467.3	60	50	467.3 and 466.6	60	50
Burns 486.2 and 486.5	70	55	Pine Bluffs 466.6 and 466.2	60	50
Hillsdale 493.8 and 494.0	70	55	462.9 and 462.8	80	55
Durham 497.7 and 498.2	70	55	457.2 and 456.9	80	55
Archer 502.2 and 503.0	60	45	Potter 423.5 and 422.6	70	55
505.8 and 506.3	80	55	Chappell 366.1 and 365.4	60	50
Cheyenne			Roscoe 324.4 and 323.5	70	55
			North Platte		

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	LaSalle Between M. P. 149.6 and 150.7	50	30
Light engines.		45	Between M. P. 150.7 and 150.9	30	25
			Between M. P. 150.9 and 151.1	50	30
			Sterling , M. P. 57.2, C. B. & Q. crossing, between home signals of automatic interlocking.	20	20
			Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.		20

BRANCHES

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Foxley.....	6.9	2—XP	West	Trued.....	209.3	16	East
		23—XP	East	Josselyn.....	217.9	31—XP	Both
Seymour.....	8.9	70—XP	Both	Willow Island.....	243.2	63—XP	Both
Ipcu.....	12.2	24—P	West	Keith.....	272.9	15	West
Moval.....	31.19	100—P	East	Beck.....	280.5	10	West
Behlen.....	80.25	40—XP	Both	Beatrice Branch			
Havens.....	107.9	15—P	Both	Krumel.....	17.4	11	East
Paddock.....	128.5	20	West	Cedar Rapids Branch			
Buda.....	184.3	ES 73—XP	Both	Siding No. 1.....	22.2	10	Both
Kearney Air Base.....	185.9	WS 40—XP	Both				
Alfalfa Center.....	194.1	44—XP	Both				

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

6. The following letters placed before figures of a schedule indicate:
- s—regular stop;
 - f—flag stop to receive or discharge traffic;
 - A—arrive.
- 6 (A). The following letters placed in column with station name in time-table indicate:
- D—day operator
 - N—night operator
 - DN—day and night operator
 - R—train register
 - YL—yard limits
- The following letters placed in columns provided in time-table indicate:
- C—cooling 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"	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.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Roundhouse	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	West Yard Office	North Platte.....	Hump Yard Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Union Station Telegraph Office	North Platte.....	East End Yardmen's Room
Omaha.....	Tower "B"	Julesburg.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Telegraph Office
Omaha.....	Yardmen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
South Omaha.....	Yard Office	Cheyenne.....	Conductor's Room Passenger Station
Valley.....	Telegraph Office	Cheyenne.....	Yard Office
Fremont.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Sterling.....	Telegraph Office
Columbus.....	Enginemen's Washroom	La Salle.....	Telegraph Office
Grand Island.....	Dispatcher's Office	Lincoln.....	Telegraph Office
Grand Island.....	Telegraph Office	Beatrice.....	Telegraph Office
Grand Island.....	Yard Office	Norfolk.....	Telegraph Office
Grand Island.....	Enginemen's Washroom, Passenger Station	Hastings.....	Yard Office
Grand Island.....	Roundhouse	Stapleton.....	Telegraph Office
Kearney.....	Telegraph Office	Gering.....	Dispatcher's Office
Kearney.....	Roundhouse	Gering.....	Telegraph Office
Lexington.....	Telegraph Office	Gering.....	Roundhouse
North Platte.....	Dispatcher's Office	South Torrington.....	Telegraph Office
North Platte.....	Telegraph Office		

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

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