



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 40

Effective Sunday,
June 22, 1969

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

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

						9	17	105	111	5	103	Distance from Council Bluffs	Time-Table No. 40 June 22, 1969							
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger									
						Daily	Daily	Daily	Daily	Daily	Daily									
													STATIONS							
													0.0	CO. BLUFFS						
													11.50	OMAHA						
													2.50	GRAND ISLAND						
													5.35 4.55	4.50	5.00 4.20	7.10 6.15	284.1	C.T. M.T.	NORTH PLATTE	
													6.01				365.3		JULESBURG	
													7.15				407.5		SIDNEY	
													8.00	8.00			.....		KANSAS CITY	
													6.45 7.15	6.10 6.40		9.15	562.5		DENVER	
													9.30 10.45	8.45 9.00	9.15 10.30		8.30 9.00	9.45 10.45	509.5	CHEYENNE
													12.08	10.25	11.53		10.25	12.08	566.0	LARAMIE
													1.55	12.30	1.40		12.30	1.55	682.8	RAWLINS
													4.15 4.25	3.00 3.30	4.00 4.10		3.00 3.15	4.15 4.25	817.0	GREEN RIVER
														4.05	4.40				847.2	GRANGER
													8.00				6.45	8.00	992.6	OGDEN
																			(992.6)	

Heavy Figures Indicate PM
Light Figures Indicate AM

(25.00)	(21.05)	(17.50)	(4.25)	(17.44)	(18.05)	.....	Thru Time
49.2	51.4	47.6	63.0	55.8	54.7	.....	Average speed per hour

J. BOWEN
Gen. Supt. Transportation

O. A. DURRANT
General Manager

S. D. GATCHELL
General Superintendent

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

FIRST SUBDIVISION

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

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

MILEAGE

Main Line	659.60
Branches	826.34
Total	1485.94

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

		106	112	104	10	18	6													
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger													
		Daily	Daily	Daily	Daily	Daily	Daily													
		STATIONS																		
CO. BLUFFS	0.0																			
OMAHA	2.8	1.30		3.00			2.45													
GRAND ISLAND	146.9	11.05		12.35			12.11													
C.T. M.T.	NORTH PLATTE	284.1	8.55 7.30	7.15	10.25 9.10		9.45 8.25													
JULESBURG	365.3		5.55																	
SIDNEY	407.5	5.20		7.15			6.25													
KANSAS CITY	.....				9.15	8.30														
DENVER	562.5		2.45		8.45 8.15	7.45 7.00														
CHEYENNE	509.5	3.30 3.00		5.40 5.10	6.00 5.10	4.30 4.00	4.40 4.00													
LARAMIE	566.0	1.30		3.50	3.50	2.45	2.45													
RAWLINS	682.8	11.40		2.06	2.06	12.55	12.55													
GREEN RIVER	817.0	9.25 9.15		11.50 11.45	11.50 11.45	10.15 9.30	10.15 9.45													
GRANGER	847.2	8.45				8.55														
OGDEN	992.6			9.35	8.35	6.00														
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily													

Thru Time

(15.45)	(4.30)	(17.25)	(23.40)	(22.35)	(19.45)	.....	Heavy Figures Indicate PM
53.6	61.9	56.8	52.0	48.0	50.1	.....	Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		WESTWARD						FIRST SUBDIVISION			Distance from Council Bluffs	Time-Table No. 40	
		SECOND CLASS			FIRST CLASS			June 22, 1969		STATIONS			
		71 Time Freight	73 Time Freight		105 Passenger	5 Passenger	103 Passenger						
		Daily	Daily	Daily	Daily	Daily							
DFXIYPZ		11.30PM	5.00PM				0.0	DN-R COUNCIL BLUFFS YL					
DFXITPZ		11.45PM	5.15		11.50PM	12.01PM	2.8	N-R OMAHA YL US					
XIP		12.01AM	5.45		11.56PM	12.07	5.2	DN SUMMIT YL SU					
ES 167 XP		12.10	5.55		12.03AM	12.14	14.1	WECO					
XP		12.20	6.00		12.06	12.17	17.1	LANE					
CS 66 XP					12.10	12.21	21.7	ELKHORN					
P					12.13	12.24	24.5	WATERLOO					
WS 147 XYP		A 12.45AM	A 6.15PM		f 12.16	12.28	28.0	VALLEY YL V					
ES 165 ES 82								MERCER					
CS 71 P					12.21	12.33	34.3	C. & N. W. CROSSING					
I							38.2	FREMONT YL FN					
WS 82 X					s 12.31	s 12.40	39.3	C. B. & Q. CROSSING					
ES 143 PZ							40.0	C. & N. W. CROSSING					
I							44.8	AMES					
IP							46.3	NORTH BEND NB					
CS 73 P					12.38	12.47	46.3	ROGERS					
CS 140 XP					f 12.44	12.54	54.4	SCHUYLER SC					
CS 72 P					12.49	1.00	61.4	RICHLAND					
WS 119 X					f 12.58	f 1.07	68.7	C. B. & Q. CROSSING					
ES 104 P					1.06	1.15	76.9	COLUMBUS YL C					
CS 102 P							83.8	DUNCAN					
I					s 1.24	s 1.26	84.5	SILVER CREEK					
WS 123 X					1.32	1.35	92.2	HAVENS					
ES 114 YPZ							102.3	CLARKS OX					
CS 103 P					1.42	1.44	107.9	C. B. & Q. CROSSING					
CS 100 P					1.47	1.49	107.9	CENTRAL CITY CI					
WS 16 P					1.53	1.55	113.6	CHAPMAN OP					
CS 69 P							124.3	C. B. & Q. CROSSING					
I					s 2.09	f 2.06	124.9	GRAND ISLAND YL GE					
WS 95 X					2.20	2.15	135.1	ALDA					
ES 99 YP							146.5	WOOD RIVER WR					
CS 139 P							146.5	SHELTON ST					
I							146.9	GIBBON GB					
DXZYYP					2.35	2.30	146.9	OPTIC					
					2.50	2.40	154.5	KEARNEY YL KR					
XYP					2.58	2.49	154.5	ODESSA DZ					
WS 103 X					f 3.04	2.56	162.3	ELM CREEK QR					
ES 44 P					f 3.11	3.03	169.9	OVERTON OV					
CS 69 XP					f 3.16	3.08	176.0	LEXINGTON UM					
WS 114 XI					f 3.16	3.08	176.0	DARR					
ES 63 YP					3.20	3.12	180.2	COZAD CO					
CS 140 P					s 3.32	s 3.20	189.1	GOTHEBURG BU					
WS 159 X					f 3.49	3.33	198.3	BRADY BI					
ES 99 YZP					f 3.55	3.39	204.6	MAXWELL					
CS 70 P					f 4.02	3.46	213.3	NORTH PLATTE YL NO					
CS 117 XP					s 4.21	f 3.57	224.4						
CS 68 P					4.32	4.06	232.5						
WS 103 XY					s 4.42	f 4.12	238.2						
ES 108 ZP					s 4.59	f 4.22	248.8						
CS 72 XP					f 5.11	4.35	261.5						
CS 135 ZXP					f 5.20	4.45	270.6						
WS 110 X					A 5.35AM	A 5.00PM	284.1						
ES 112 YP					A 7.10AM								
CS 69 P													
CS 102 XP													
DFXZTYP													

(1.15) (1.15) (5.45) (4.59) (4.15)
 22.4 22.4 49.4 57.0 66.2

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. 103 reduce speed to 25 miles per hour passing through Columbus to discharge newspapers.
 For conditional stops to discharge or pick up revenue passengers. — See Page 3.
 For stations not shown on schedule pages — See Page 18.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.		FIRST SUBDIVISION						EASTWARD			Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	
		FIRST CLASS			SECOND CLASS			Time-Table No. 40		STATIONS		
		6 Passenger	106 Passenger	104 Passenger	74 Time Freight	72 Time Freight						
		Daily	Daily	Daily	Daily	Daily						
					A 6.50AM	A 10.15PM						
DFXIYPZ					6.35	10.00					DFXITPZ	
DFXITPZ					6.05	9.35					XIP	
XIP					2.30	1.16	2.45					
ES 167 XP					2.19	*1.04	2.31				ES 167 XP	
XP					2.16	1.01	2.24				XP	
CS 66 XP					2.12	f 12.57	2.19				CS 66 XP	
P					2.09	f 12.54	2.16				P	
WS 147 XYP					2.05	s 12.51	2.12				WS 147 XYP	
ES 165 ES 82											ES 165 ES 82	
CS 71 P					1.59	12.45	2.06				CS 71 P	
I											I	
WS 82 X					s 1.53	s 12.39	2.01				WS 82 X	
ES 143 PZ											ES 143 PZ	
I											I	
IP											IP	
CS 73 P					1.43	f 12.31	1.52				CS 73 P	
CS 140 XP					1.36	f 12.25	1.46				CS 140 XP	
CS 72 P					1.30	f 12.19	1.41				CS 72 P	
WS 119 X					f 1.24	s 12.14	1.36				WS 119 X	
ES 104 P					1.16	f 12.08	1.30				ES 104 P	
CS 102 P											CS 102 P	
I											I	
WS 123 X					s 1.08	s 12.01AM	1.23				WS 123 X	
ES 114 YPZ											ES 114 YPZ	
CS 103 P					12.56	f 11.48PM	1.14				CS 103 P	
CS 100 P					12.48	f 11.41	1.07				CS 100 P	
WS 16 P					12.43	11.37	1.03				WS 16 P	
CS 69 P					12.39	f 11.33	12.59				CS 69 P	
I											I	
WS 95 X					f 12.30	s 11.24	12.51				WS 95 X	
ES 99 YP					12.20	11.15	12.44				ES 99 YP	
CS 139 P											CS 139 P	
I											I	
DXZYYP					12.11	11.05	12.35				DXZYYP	
					12.01PM	10.55	12.30					
XYP					11.45AM	10.47	12.20				XYP	
WS 103 X					11.37	f 10.41	12.13				WS 103 X	
ES 44 P					11.30	f 10.35	12.06				ES 44 P	
CS 69 XP					11.25	f 10.30	12.01AM				CS 69 XP	
WS 114 XI					11.19	10.26	11.56PM				WS 114 XI	
ES 63 YP					s 11.12	s 10.19	11.47				ES 63 YP	
CS 140 P					11.02	f 10.09	11.38				CS 140 P	
WS 159 X					10.57	f 10.05	11.33				WS 159 X	
ES 99 YZP					10.51	f 9.58	11.27				ES 99 YZP	
CS 70 P					10.42	s 9.48	11.18				CS 70 P	
CS 117 XP					10.34	9.40	11.11				CS 117 XP	
CS 68 P					f 10.28	s 9.36	11.05				CS 68 P	
WS 103 XY					f 10.18	s 9.26	10.57				WS 103 XY	
ES 108 ZP					10.06	f 9.14	10.46				ES 108 ZP	
CS 72 XP					9.58	f 9.07	10.39				CS 72 XP	
CS 135 ZXP					9.45AM	8.55PM	10.25PM				CS 135 ZXP	
WS 110 X											WS 110 X	
ES 112 YP											ES 112 YP	
CS 69 P											CS 69 P	
CS 102 XP											CS 102 XP	
DFXZTYP											DFXZTYP	

Thru Time (5.00) (4.35) (4.35) (1.15) (1.10)
 Average speed per hour 56.8 61.4 61.4 22.4 24.0

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 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 18.

WESTWARD				THIRD SUBDIVISION				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	FIRST CLASS			Distance from Julesburg	Time-Table No. 40			Mile Post	FIRST CLASS				
	111				112								
	Passenger	Daily			Passenger	Daily							
STATIONS													
81	YIP		6.01 AM	0.0	DN	JULESBURG	YL JB	0.0	A	5.54 PM			
63	ZP		6.07	7.1	D	7.1 OVID	VI	7.1		5.43			
60	P		6.13	14.6		7.5 SEDGWICK		14.6		5.36			
22				19.0		4.4 DORSEY		19.0					
81	P		6.20	23.1		4.1 RED LION		23.1		5.29			
78	P		6.26	30.1		7.0 CROOK		30.1		5.23			
22				34.2		4.6 TOBIN		34.2					
55	P		6.33	38.8		2.3 PROCTOR		38.8		5.16			
8	P			41.1		1.1 POWELL		41.1					
21				42.2		3.4 GRIFF		42.2					
78	P		6.39	45.6		4.5 ILLIFF		45.6		5.10			
15				50.1		7.1 FORD		50.1					
	AIP			57.2		0.3 C. B. & Q. CROSSING		57.2					
149	TZP		6.49 6.51	57.5	DN-R	STERLING	YL ST	57.5		4.58 4.55			
62	P		6.58	64.1		6.6 ATWOOD		64.1		4.48			
62	P		7.03	70.2		6.1 MERINO		70.2		4.43			
122	P		7.08	76.0		5.8 MESSEX		76.0		4.38			
35	P			78.4		2.4 BALZAC		78.4					
46	P		7.12	81.0		2.6 UNION		81.0		4.34			
80	P		7.17	87.0		6.0 SNYDER		87.0		4.29			
43	P		7.23	93.8		6.8 DODD		93.8		4.23			
16				96.9		3.1 HURLEY		96.9					
83	P		7.29	98.6	D	1.7 FT. MORGAN	FX	98.6		4.19			
32	P		7.35	106.0		7.4 NARROWS		106.0		4.12			
62	P		7.38	109.0		3.0 WELDONA		109.0		4.09			
19	P		7.42	114.2		5.2 GOODRICH		114.2		4.05			
66	P		7.45	117.7		3.5 ORCHARD		117.7		4.02			
39	P		7.51	124.8		7.1 MASTERS		124.8		3.56			
103	P		8.00	135.4		10.6 HARDIN		135.4		3.47			
14	P			139.1		3.7 KUNER		139.1					
66	P		8.06	143.1		4.0 KERSEY		143.1		3.41			
21				147.2		4.1 AUBURN		147.2					
49	DYP		A 8.15 AM	151.1	DN-R	3.9 LASALLE	YL DY	151.1		3.33 PM			
(151.1)													
Daily													
				(2.14) Thru Time.....				(2.21)				
				67.6 Average speed per hour.....				64.3				

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

WESTWARD				BEATRICE BRANCH				EASTWARD								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Valley	Time-Table No. 40			Mile Post	SECOND CLASS							
	73				74				76							
	Freight	Local Freight	Freight		Freight	Local Freight	Freight		Freight	Local Freight	Freight					
STATIONS																
	DYP		6.30 PM	6.30 AM	1.55 AM	0.0	DN-R	VALLEY	YL V	0.0	A	5.20 AM	A	1.15 PM	A	8.50 PM
	AI					5.8		5.8 C. B. & Q. CROSSING		5.8						
29	P		6.45	6.45	2.10	6.3		0.5 YUTAN		6.3		5.10		1.00		8.40
85	YP		6.55	7.00	2.20	11.6	D	5.3 MEAD	AD	11.6		5.00		12.50		8.30
54	P		7.07	7.15	2.40	18.9		7.3 WAHOO		18.9		4.45		12.30		8.15
						19.6		0.7 C. & N. W. and O. B. & Q. CROSSINGS		19.6						
68	P		7.22	7.30	2.55	26.3	D	6.7 WESTON	WN	26.3		4.35		12.15		8.05
16	P		7.34	7.40	3.05	33.2		6.9 TOUHY		33.2		4.23		12.01 PM		7.53
83	YP		7.45 72	A 7.50 AM	3.18	37.3	D	4.1 VALPARAISO	VO	37.3		4.15		11.50 AM		7.45 73
21	P					41.8		4.5 AGNEW		41.8						
29	P		7.58		3.34	46.5		4.7 RAYMOND		46.5		3.59				7.28
101	P		8.01		3.55 74	47.8		7.5 GARRATT		47.8		3.55 71				7.25
4						55.3		1.2 WEST LINCOLN		55.3						
	I					56.5		0.6 C. B. & Q. CROSSING		56.5						
25	ZP		8.18		4.25	57.1	DN	0.3 LINCOLN	YL SN	57.1		3.40				7.10
	I					57.4		1.6 C. B. & Q. CROSSING		57.4						
	I					59.0		1.6 C. B. & Q. CROSSING		59.0						
109	P		8.31		4.48	65.4		6.4 JAMAICA		65.4		3.20				6.50
19	P		8.46		5.03	74.7		9.3 PRINCETON		74.7		3.05				6.35
62	P		8.53		5.13	79.5	D	4.8 CORTLAND	RD	79.5		2.55				6.25
71	P		9.08		5.28	88.9		9.4 PICKRELL		88.9		2.43				6.13
	ZP		A 9.25 PM		A 5.45 AM	96.8	DN-R	7.9 BEATRICE	YL BX	96.8		2.30 AM				6.00 PM
(96.8)																
				(2.55)	(1.20)	(3.50)	..... Thru Time.....				(2.50)	(1.25)	(2.50)			
				33.2	28.0	25.2	..... Average speed per hour.....				34.2	26.3	34.2			

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

WESTWARD				ALBION BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS			Distance from Oconee	Time-Table No. 40			Mile Post	SECOND CLASS				
	81				82								
	Mixed	Mixed			Mixed	Mixed							
STATIONS													
14	YP		8.22 AM	8.22 AM	0.0	R	OCONEE	YL	0.0	A	1.30 PM	A	1.42 PM
7					2.0		2.0 MILL SPUR		2.0				
	P		s 8.33	s 8.33	4.3	D	2.3 MONROE	MN	4.3	s	1.20	s	1.30
30	YP		s 8.49	A 8.49 AM	11.3	D-R	7.0 GENOA	YL G	11.3		1.05 PM	s	1.09
45	P		s 9.55		22.3	D	11.0 ST. EDWARD	ST	22.3			s	12.35
20	YP		A 10.45 AM		33.7	D-R	11.4 ALBION	YL A	33.7				12.10 PM
(33.7)													
				(2.23)	(0.27)	..... Thru Time.....				(0.25)	(1.32)		
				14.2	25.1	..... Average speed per hour.....				27.1	22.0		

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

WESTWARD STROMSBURG BRANCH EASTWARD				WESTWARD ORD—LOUP CITY BRANCH EASTWARD							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Valparaiso	Time-Table No. 40		Mile Post	SECOND CLASS	Distance from Grand Island	Time-Table No. 40		Mile Post	
	75		June 22, 1969			76		June 22, 1969			
	Local Freight		STATIONS			Local Freight		STATIONS			
	YP 8.00AM	0.0	D-R	VALPARAISO YL VO	0.0	A 11.35AM		DYPZ 0.0	DN-R	GRAND ISLAND YL GE	0.0
15	8.20	7.4		LOMA	7.4	11.06		I 0.4		C. B. & Q. CROSSING	0.4
20	P 8.40	13.5	D	BRAINARD BD	13.5	10.50	11	2.5		CAREY YL	2.5
28	P 9.10	23.2	D	DAVID CITY DV	23.2	10.25	17	11.1		ST. LIBORY	11.1
		23.5		C. B. & Q. CROSSING	23.5		31	PY 21.9	D	ST. PAUL YL SP	21.9
28	P 9.45	33.3	D	RISING CITY RN	33.3	9.40					
30	P 10.05	40.1	D	SHELBY SH	40.1	9.20	8	P 30.2	D	DANNEBROG DB	8.3
16	P 10.25	47.5	D	OSCEOLA OZ	47.5	8.55		P 40.5		BOELUS	18.6
9	P 10.50	52.9	D	STROMSBURG S	52.9	8.25	28	47.7		ROCKVILLE	25.8
		56.8		DURANT	56.8		29	PY 60.9	D-R	LOUP CITY YL OP	39.0
44	P 11.15	63.0	D	POLK PK	63.0	7.50					
21	11.30	68.5		HORDVILLE	68.5	7.30	23	P 30.7		ELBA	30.7
18	11.45	73.8		HEBER	73.8	7.10	24	36.8		COTESFIELD	36.8
		75.3		C. B. & Q. CROSSING	75.3			44.5		SCOTIA JUNCTION	44.5
YP	A 11.55AM	75.9	DN-R	CENTRAL CITY YL CI	75.9	7.05AM	18	P 45.7	D	SCOTIA SK	45.7
				(75.9)				44.5		SCOTIA JUNCTION	44.5
							29	P 48.8	D	NORTH LOUP NU	48.8
							10	58.5		SAUNDERS	58.5
								60.7		C. B. & Q. CROSSING	60.7
							29	PY 61.0	D-R	ORD YL RD	61.0
											(61.0)
	(3.55)			Thru Time		(4.30)					
	19.4			Average speed per hour		16.8					

WESTWARD CEDAR RAPIDS BRANCH EASTWARD				WESTWARD OLD MAIN LINE EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 18.	SECOND CLASS	Distance from Genoa	Time-Table No. 40		Mile Post	SECOND CLASS	Distance from Council Bluffs	Time-Table No. 40		Mile Post
	79		June 22, 1969			80		June 22, 1969		
	Mixed		STATIONS			Mixed		STATIONS		
30	PY 8.52AM	0.0	D-R	GENOA YL G	0.0	A 1.05PM	XIP 5.2	DN	SUMMIT YL SU	5.2
17		9.3		MERCHISTON	9.3		X 6.4		SOUTH OMAHA YL	6.4
32	P s 9.28	13.7	D	FULLERTON FU	13.7	s 12.37	XI 11.1		GILMORE JCT. YL	11.1
14	s 9.53	23.1		BELGRADE	23.1	s 12.13PM			GILMORE YL	11.9
20	P s 10.13	30.3	D	CEDAR RAPIDS CD	30.3	s 11.55AM	64		PAPILLION	16.8
31	P s 10.34	36.6		PRIMROSE	36.6	f 11.39	AI 19.2		MO. PAC. CROSSING	19.2
33	PY A 11.00AM	44.3	D-R	SPALDING YL SG	44.3	f 11.20AM	XP 26.1	D	MILLARD YL MD	22.5
				(44.3)					LANE YL	26.1
										(20.9)
	(2.08)			Thru Time		(1.45)				
	20.8			Average speed per hour		25.3				

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

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

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	90	70	When more than 50% of the tonnage is gravel, ore or grain.		40
When any car of a passenger train is equipped with friction bearings.	80		Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40
Passenger trains handling 6 cars or less, except Trains Nos. 105 and 106.	70		Derricks with 4-wheel trucks.		35
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with).		20
When using No. 14 turn-outs.	25	20	Trains handling scale test cars, wedge plows or Company roadway machines on their own wheels (except wrecking derricks): On main line;		30
When using other cross-overs or turn-outs.	15	15	On branch lines.		20
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Within yard limits protected by continuous block signal system.	60	35	Jordan spreaders and other machines of spreader type, when in operation.		15
Within yard limits not protected by continuous block signal system.	50	25	Trains handling diesel units dead in train: Yard switch units of any type;		35
Diesel road freight locomotives, except GP 7 Units Nos. 100 to 129 inclusive.	75		Foreign line, government, export or commercial diesel units other than yard switch type;		45
GP 7 Units Nos. 100 to 129 inclusive.	65	65	Union Pacific road-switch units of Alco or Baldwin type.		45
Gas turbine locomotives.	75		Trains handling U.P. ore cars series 26000-26499, loaded or empty.		50
Diesel yard switch locomotives in road service: 1000 - 1100 class;	35	35	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
1800 class.	50	50	Wye tracks except those portions used as main track or siding.	6	6
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30			

OLD MAIN LINE

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Between Gilmore and Lane.	25	25			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Fremont, within city limits.	30	25	Grand Island, on east and west legs of wye.		10
Fremont, while using C. & N. W. trackage.	10	10	Grand Island, on scale track and east yard runaround track.		5
Ames, freight train moving over C. & N.W. crossing.		50	Buda, all airfield trackage.		10
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40
Central City, within city limits.	60	45	Lexington, from Main street to 1500 feet east on scale track.		10
Central City, on east leg of wye.		10	Lexington, on third and fourth tracks north, east of depot.		5
Grand Island, freight trains entering and moving through yard tracks.		5	Cozad, on Armour & Co. spur tracks.		5
Grand Island, initial switch of, and on curve of, inbound leads to roundhouse, and on sharp curves of roundhouse leads just east of C. B. & Q. crossing.		5	Gothenburg wye.		5
Grand Island when entering or leaving CB&Q transfer track.	10	10			

ON WESTWARD TRACK

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

ON EASTWARD TRACK

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

SECOND SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Big Springs, over highway crossing when using siding.	5	5	Brownson, on government tracks.		10
			Hillsdale, on industry track.		5
			Cheyenne passenger sheds.	10	5
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — North Platte 284.0 and 289.5	45	35	Between Mile Posts — Cheyenne 506.3 and 505.8	80	55
Korty 323.5 and 324.5	70	55	503.0 and 502.2	60	45
Julesburg 365.2 and 366.2	60	50	Archer 498.2 and 497.7	70	55
Brownson 422.6 and 423.5	70	55	Durham 494.0 and 493.8	70	55
Bushnell 456.7 and 457.3	70	55	Hillsdale 486.5 and 486.2	70	55
462.8 and 462.9	80	55	Tracy 470.4 and 469.7	80	55
466.2 and 466.6	60	50	467.3 and 466.6	60	50
Pine Bluffs 466.6 and 467.3	60	50	Pine Bluffs 466.6 and 466.2	60	50
Burns 486.2 and 486.5	70	55	462.9 and 462.8	80	55
Hillsdale 493.8 and 494.0	70	55	457.2 and 456.9	80	55
Durham 497.7 and 498.2	70	55	Potter 423.5 and 422.6	70	55
Archer 502.2 and 503.0	60	45	Chappell 366.2 and 365.2	60	50
505.8 and 506.3	80	55	Roscoe 324.5 and 323.5	70	55
Cheyenne			291.5 and 284.0 North Platte	45	35
THIRD SUBDIVISION					
Maximum speed.	79	60	Sterling Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.		20
Light engines.		45	LaSalle Between M. P. 149.6 and 150.7	50	30
Ovid Sugar Company yard		5	Between M. P. 150.7 and 150.9	30	25
			Between M. P. 150.9 and 151.1	50	30

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

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

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

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

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

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

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

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

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

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

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

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

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