

UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 7

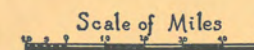
Effective Sunday
April 30, 1950

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

Be Careful Today

FOR EMPLOYEES ONLY

EASTERN DISTRICT
NEBRASKA DIVISION
 CORRECTED TO AUG. 1, 1949



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (11, 3, 15, 85, 1, 17, 37, 5, 23, 27, 9, 103, 101, 105, 111) and rows for time-table details including passenger types, distances, and arrival/departure times.

H. E. SHUMWAY General Manager

V. W. SMITH General Superintendent

A. D. HANSON Genl. Supt. Transportation

- List of personnel including J. E. MULICK, Superintendent; T. F. SHANAHAN, Asst. Superintendent; R. W. McSPADEN, Asst. Superintendent; E. RUF, Terminal Superintendent; A. A. HAUSSENER, Terminal Superintendent; J. E. GUYNAN, Terminal Superintendent; C. B. HURD, Trainmaster; W. E. HENKE, Trainmaster; E. F. DEARDEN, Trainmaster; O. J. ROBINSON, Master Mechanic; E. P. LEE, Road Foreman of Engines; S. F. McWILLIAMS, Road Foreman of Engines; T. R. BRITT, Road Foreman of Engines; P. C. LOOMIS, Road Foreman of Engines; C. H. SUITS, Road Foreman of Engines; W. F. HART, Division Engineer; L. T. FERGUSON, General Roadmaster.

FIRST SUBDIVISION, OMAHA TO GRAND ISLAND, AND BRANCHES

- C. A. LAUGHLIN, Chief Train Dispatcher; E. P. MERTEN, Asst. Chief Train Dispatcher; L. F. DEWHIRST, Asst. Chief Train Dispatcher.

- FIRST SUBDIVISION, GRAND ISLAND TO NORTH PLATTE, AND BRANCHES: A. E. HACKMAN, Chief Train Dispatcher; F. C. JOHNSON, Asst. Chief Train Dispatcher; C. F. DEWHIRST, Asst. Chief Train Dispatcher.

- SECOND SUBDIVISION: E. M. PROUTY, Chief Train Dispatcher; A. R. SUTHERLAND, Asst. Chief Train Dispatcher; O. E. BEEESON, Asst. Chief Train Dispatcher.

- THIRD SUBDIVISION: C. A. VICK ROY, Chief Train Dispatcher; E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher; S. G. TWEDT, Asst. Chief Train Dispatcher.

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

MILEAGE table showing Main Line (659.60), Branches (858.33), and Total (1517.93).

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (12, 112, 28, 10, 4, 2, 104, 102, 106, 38, 18, 24, 6, 86, 16) and rows for time-table details including passenger types, distances, and arrival/departure times.

ON THE FIRST AND SECOND SUBDIVISIONS:

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.

When instructed by train dispatcher to clear a train or trains, the following will govern: Nos. 101, 102, 103, 104, 105, 106, 111 and 112 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first-class trains must be cleared not less than ten minutes by second-class and extra trains.

WESTWARD CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS EASTWARD

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

WESTWARD FIRST SUBDIVISION

Car Capacity of Stages, etc. See Rule 6 (A), Page 26.	SECOND CLASS							Distance from Council Bluffs	Time-Table No. 7	
	71	547	73	75	237	239	233		April 30, 1950	
	Time Freight Daily	Motor Passenger Daily	Time Freight Daily	Local Freight Tuesday, Thurs., Sat.	Local Freight Mon. Wed. Fri.	Local Freight Mon. Wed., Fri.	Local Freight Monday Wed., Fri.		STATIONS	

Train No.	71	547	73	75	237	239	233	Distance from Council Bluffs	STATIONS
OXWITYOPZ	8.00PM		12.01PM				5.30AM	0.0	R COUNCIL BLUFFS YL
XWITOPZ	8.15		12.15				5.40	2.8	DN-R OMAHA YL YD
XIP	8.30		12.45				5.59AM	5.2	DN SUMMIT YL SU
ES77 XP	8.40		12.55				7.06AM	13.6	DN SARP YL
XP	8.50		1.00				7.06AM	17.1	LANE
CS84 XP							7.20	21.7	D ELKHORN KH
CS84 P							7.40	24.5	D WATERLOO WO
WS144XYPWC ES165 ES90	A 9.15PM		A 1.15PM				8.40	28.0	DN VALLEY YL V
CS81 P							8.50	34.3	MERCER
I								38.2	F. S. Y. & L. CROSSING
WS99 X ES172 WPZ							9.15	39.3	DN FREMONT YL FN
I								40.0	O. B. & Q. CROSSING
IP								44.8	O. & N. W. CROSSING
CS82 P							9.25	46.3	AMES
CS119 XP							9.50	54.4	D NORTH BEND NB
CS82 P							10.20	61.4	D ROGERS DJ
WS116 X ES123 WP							10.35	68.7	DN SCHUYLER SO
CS118 P							11.10	76.9	D RIOHILL BZ
I								83.8	O. B. & Q. CROSSING
WS143 XWTC ES125 YPZ							12.30PM	84.5	DN COLUMBUS YL O
CS119 P							12.50	92.2	D DUNOAN DQ
CS82 P							12.56	96.5	GARDNER
CS119 XWP							1.20	102.3	DN SILVER CREEK SI
CS82 P							1.30	107.9	HAVENS
CS82 XP							2.00	113.6	D OLARKS OX
I								124.3	O. B. & Q. CROSSING
WS113 X ES119 WYP		5.45PM		9.50AM			2.30PM	124.9	DN CENTRAL CITY OI
CS119 P		f 6.00		s 10.15				135.1	D OHAPMAN OP
I								146.5	O. B. & Q. CROSSING
XWCZTYOP		A 6.25PM		A 10.45AM		7.30AM		146.9	DN-R GRAND ISLAND GE YL
CS82 XYP					f 8.05			154.5	ALDA
WS117 XW ES48 P					s 8.39			162.3	D WOOD RIVER WR
CS82 XP					s 9.05			169.9	D SHELTON ST
WS112 XWI ES70 YP					s 9.40			176.0	DN GIBSON GB
CS82 P					f 9.55			180.2	OPTIC
WS122 XWC ES118 YZP					s 10.35			189.1	DN KEARNEY YL KR
CS83 P					s 10.45			198.3	D ODESSA DZ
CS119 WP					s 11.00			204.6	D ELM CREEK QR
CS83 P					s 11.30AM			213.3	D OVERTON OV
WS120 XWY ES119 ZP					A 12.01PM	7.30AM		224.4	DN LEXINGTON UM
CS83 P					f 7.45			232.5	DARR
CS83 XWP					s 8.30			238.2	D COZAD OO
WS125 XWC ES130 YP					s 9.30			248.8	DN GOTTEBURG BU
CS83 P					9.45			254.5	VROMAN
CS83 WP					s 10.00			261.5	D BRADY ISLAND BI
CS119 P					s 10.15			270.6	D MAXWELL MX
CS83 P					f 10.29			278.5	GANNETT
XWCZTYOP					A 11.00AM			284.1	DN-R NORTH PLATTE YL NO

.....Thru Time.....
Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
 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.
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WESTWARD FIRST SUBDIVISION

Car Capacity of Stages, etc. See Rule 6 (A), Page 26.	FIRST CLASS										Distance from Council Bluffs	Time-Table No. 7	
	3	85	1	5	23	27	103	101	105	111		April 30, 1950	
	Passenger Daily	Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily		STATIONS	

Train No.	3	85	1	5	23	27	103	101	105	111	Distance from Council Bluffs	STATIONS
				9.20AM							0.0	R COUNCIL BLUFFS YL
				9.55	9.30AM	5.45AM	3.10AM	2.55AM	2.35AM	12.40AM	2.8	DN-R OMAHA YL YD
	10.00PM	9.35PM	9.25PM	10.02	9.37	5.52	3.15	3.00	2.40	12.45	5.2	DN SUMMIT YL SU
	10.07	9.42	9.32	10.09	9.45	6.01	3.22	3.07	2.47	12.52	13.6	DN SARP YL
	10.16	9.51	9.41	10.14	9.49	6.05	3.25	3.10	2.50	12.55	17.1	LANE
	10.20	9.55	9.45	10.19	9.53	6.09	3.29	3.14	2.54	12.59	21.7	D ELKHORN KH
	10.24	9.59	9.49	10.22	9.57	6.12	3.32	3.17	2.57	1.02	24.5	D WATERLOO WO
	f 10.28	10.02	9.52	10.26	10.00	6.17	3.35	3.20	3.00	1.05	28.0	DN VALLEY YL V
	s 10.35	10.07	9.57	10.31	10.06	6.23	3.39	3.24	3.04	1.10	34.3	MERCER
	10.41	10.13	10.03	10.31	10.06	6.23	3.39	3.24	3.04	1.10	38.2	F. S. Y. & L. CROSSING
	s 10.59	10.19	10.09	s 10.43	s 10.16	6.29	3.43	3.28	3.08	1.15	39.3	DN FREMONT YL FN
											40.0	O. B. & Q. CROSSING
											44.8	O. & N. W. CROSSING
	11.07	10.27	10.17	10.51	10.24	6.37	3.48	3.33	3.13	1.21	46.3	AMES
	f 11.17	10.34	10.24	10.58	10.31	6.44	3.54	3.39	3.19	1.27	54.4	D NORTH BEND NB
	11.24	10.40	10.30	11.04	10.38	6.50	3.59	3.44	3.24	1.32	61.4	D ROGERS DJ
	s 11.33	10.46	10.36	11.10 ²³³	f 10.47 ²³³	6.56	4.04	3.49	3.29	1.37	68.7	DN SCHUYLER SO
	11.41	10.53	10.43	11.18	10.55	7.03	4.10	3.55	3.35	1.43	76.9	D RIOHILL BZ
											83.8	O. B. & Q. CROSSING
	s 11.59PM	11.01	10.51	s 11.32	s 11.08	7.11	4.16	4.01	3.41	s 1.52	84.5	DN COLUMBUS YL O
	f 12.10AM	11.09	10.59	11.43	11.18	7.19	4.22	4.07	3.47	1.59	92.2	D DUNOAN DQ
	12.15	11.13	11.03	11.47	11.23	7.23	4.25	4.10	3.50	2.03	96.5	GARDNER
	f 12.23	11.19	11.09	11.52	11.28	7.29	4.29	4.14	3.54	2.07	102.3	DN SILVER CREEK SI
	12.28	11.24	11.14	11.57AM	11.33	7.34	4.33	4.18	3.58	2.11	107.9	HAVENS
	f 12.35	11.29	11.19	12.02PM	11.38	7.39	4.37	4.22	4.02	2.15	113.6	D OLARKS OX
											124.3	O. B. & Q. CROSSING
	s 12.49	11.39	11.29	12.12	f 11.52AM	7.50	4.46	4.32	4.12	2.25	124.9	DN CENTRAL CITY OI
	1.01	11.49PM	11.39	12.22	12.02PM	8.00	4.56	4.42	4.22	2.34	135.1	D OHAPMAN OP
											146.5	O. B. & Q. CROSSING
	1.15	12.07AM	11.55PM	12.35	12.15	8.15	5.09	4.54	4.34	2.46	146.9	DN-R GRAND ISLAND GE YL
	f 1.30	12.15AM	12.05AM	12.45	12.25	8.25	5.10	4.55	4.35	2.47	154.5	ALDA
	f 1.39	12.22	12.12	12.52	12.33	8.32	5.17	5.02	4.42	2.56	162.3	D WOOD RIVER WR
	f 1.46	12.29	12.19	12.59	12.40	8.39 ²³⁷	5.23	5.08	4.48	3.02	169.9	D SHELTON ST
	f 1.53	12.35	12.25	1.05	12.46	8.45	5.29	5.14	4.54	3.08	176.0	DN GIBSON GB
	f 1.59	12.41	12.31	1.10	12.51	8.51	5.33	5.18	4.58	3.13	180.2	OPTIC
	2.03	12.45	12.35	1.14	12.55	8.55	5.36	5.21	5.01	3.16	189.1	DN KEARNEY YL KR
	s 2.25	12.54	12.44	s 1.30	s 1.07	9.04	5.44	5.29	5.09	s 3.25	198.3	D ODESSA DZ
	f 2.35	1.04	12.54	1.39	1.16	9.14	5.51	5.36	5.16	3.34	204.6	D ELM CREEK QR
	f 2.41	1.10	1.00	1.44	1.21	9.20	5.56	5.41	5.21	3.38	213.3	D OVERTON OV
	f 2.50	1.18	1.08	1.52	1.29	9.28	6.02	5.47	5.27	3.45	213.3	D OVERTON OV
	s 3.07	1.28	1.18	2.02	s 1.41	9.38	6.10	5.55	5.35	3.54	224.4	DN LEXINGTON UM
	3.16	1.35	1.25	2.10	1.49	9.45	6.16	6.01	5.41	4.00	232.5	DARR
	s 3.28	1.40	1.30	2.15	f 1.56	9.50	6.20	6.05	5.45	4.04	238.2	D COZAD OO
	s 3.45	1.50	1.40	2.25	f 2.09	10.00	6.28	6.13	5.53	4.12	248.8	DN GOTTEBURG BU
	3.52	1.56	1.46	2.31	2.15	10.06	6.32	6.17	5.57	4.17	254.5	VROMAN
	f 3.59	2.03	1.53	2.38	2.22	10.13	6.37	6.22	6.02	4.23	261.5	D BRADY ISLAND BI
	f 4.09	2.12	2.02	2.47	2.30	10.22	6.44	6.29	6.09	4.30	270.6	D MAXWELL MX
	4.16	2.19	2.09	2.54	2.37	10.29 ²³⁹	6.49	6.34	6.14	4.36	278.5	GANNETT
	A 4.30AM	A 2.30AM	A 2.20AM	A 3.05PM	A 2.50PM	A 10.40AM	A 6.55AM	A 6.40AM	A 6.20AM	A 4.45AM	284.1	DN-R NORTH PLATTE YL NO

.....Thru Time from Omaha.....
Average speed per hour.....

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 7
April 30, 1950

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS									
		4	6	24	112	28	104	102	106	2	86
		Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
R COUNCIL BLUFFS YL	0.0		A 6.50PM								
DN-R OMAHA YL YD	2.8	A 7.00AM	6.35 6.05	A 7.50PM	A 1.35AM	A 3.10AM	A 2.40AM	A 2.50AM	A 3.05AM	A 3.50AM	A 4.15AM
DN SUMMIT YL SU	5.2	6.49	5.50	7.35	1.28	2.55	2.33	2.42	2.52	3.36	4.01
SARPY	8.4	6.40	5.42	7.25	1.20	2.46	2.25	2.34	2.44	3.28	3.53
LANE	11.1	6.36	5.38	7.20	1.16	2.42	2.22	2.30	2.40	3.24	3.49
D ELKHORN KH	17.1	f 6.31	5.33	7.14	1.12	2.38	2.17	2.25	2.35	3.20	3.45
D WATERLOO WO	24.5	f 6.27	5.30	7.10	1.08	2.34	2.13	2.21	2.31	3.17	3.42
DN VALLEY YL V	28.0	s 6.23	5.26	7.04	1.05	2.30 ¹⁰⁶¹⁰² 2.10 ¹⁰⁴	2.10 ²⁸	2.18 ²⁸	2.28 ²⁸	3.14	3.39
MEROER	34.8	6.16	5.20	6.56	12.59	2.03	2.05	2.12	2.22	3.08	3.33
F. S. Y. & L. CROSSING	38.2										
DN FREMONT YL FN	39.3	s 6.08	s 5.14	s 6.49	12.55	1.58	2.00	2.07	2.17	3.03	3.28
C. B. & Q. CROSSING	40.0										
C. & N. W. CROSSING	44.8										
AMES	46.8	f 5.54	4.59	6.34	12.49	1.50	1.52	1.59	2.08	2.54	3.19
D NORTH BEND NB	54.4	f 5.45	4.52	6.25	12.43	1.43	1.46	1.53	2.02	2.46	3.11
D ROGERS DJ	61.4	f 5.37	4.46	6.18	12.37	1.36	1.41	1.48	1.57	2.39	3.04
DN SCHUYLER SO	68.7	s 5.30	4.40	s 6.11	12.32	1.30	1.35	1.42	1.51	2.32	2.57
D RIOHLLAND BZ	76.9	f 5.20	4.32	6.01	12.26	1.23	1.29	1.36	1.45	2.24	2.49
C. B. & Q. CROSSING	83.8										
DN COLUMBUS YL O	84.5	s 5.10	s 4.25	s 5.52	s 12.19	1.15	1.22	1.29	1.38	2.15	2.40
D DUNCAN DQ	92.2	f 4.51	4.14	5.40	12.09	1.05	1.15	1.22	1.31	2.06	2.31
GARDNER	96.5	4.46	4.10	5.36	12.06	1.00	1.12	1.19	1.28	2.02	2.27
DN SILVER CREEK SI	102.3	f 4.41	4.05	5.31	12.02AM	12.55	1.08	1.15	1.24	1.57	2.22
HAVENS	107.9	4.33	4.00	5.26	11.58PM	12.50	1.04	1.11	1.20	1.52	2.17
D OLARKS OX	113.6	f 4.27	3.55	5.22	11.53	12.45	1.00	1.07	1.16	1.47	2.12
C. B. & Q. CROSSING	124.3										
DN CENTRAL CITY OI	124.9	s 4.13	3.45	f 5.11	11.45	12.35	12.50	12.58	1.08	1.37	2.02
D CHAPMAN OP	135.1	3.57	3.36	5.00	11.37	12.26	12.42	12.51	1.00	1.27	1.52
C. B. & Q. CROSSING	146.5										
DN-R GRAND ISLAND GE YL	146.9	3.45 3.35	3.25 3.15	4.45 4.35	11.27 11.26	12.15 12.05AM	12.31 12.30	12.40 12.39	12.50 12.49	1.15 1.05	1.40 1.30
ALDA	154.5	3.18	3.02	4.21	11.17	11.52PM	12.19	12.29	12.39	12.52	1.17
D WOOD RIVER WR	162.3	f 3.09	2.55	4.11	11.11	11.46	12.13	12.23	12.34	12.46	1.11
D SHELTON ST	169.9	f 3.01	2.48	4.03	11.06	11.39	12.07	12.17	12.28	12.39	1.04
DN GIBBON GB	176.0	f 2.54	2.42	3.56	11.02	11.34	12.02AM	12.12	12.23	12.34	12.59
OPTIC	180.2	2.50	2.38	3.51	10.59	11.30	11.59PM	12.09	12.20	12.30	12.55
DN KEARNEY YL KR	189.1	s 2.40	s 2.28	s 3.40	s 10.50	11.22	11.51	12.01AM	12.13	12.22	12.47
D ODESSA DZ	198.3	f 2.26	2.15	3.24	10.41	11.13	11.43	11.53PM	12.05	12.13	12.38
D ELM CREEK QR	204.6	f 2.20	2.09	3.18	10.37	11.08	11.39	11.49	12.01AM	12.08	12.33
D OVERTON OV	213.3	f 2.10	2.02	3.09	10.31	11.01	11.33	11.43	11.54PM	12.01AM	12.26
DN LEXINGTON UM	224.4	s 1.58	1.52	f 2.57	10.23	10.52	11.25	11.35	11.46	11.52PM	12.17
DARR	232.5	1.48	1.45	2.45	10.17	10.46	11.19	11.29	11.40	11.44	12.09
D COZAD OO	238.2	s 1.42	1.40	f 2.39	10.13	10.40	11.15	11.25	11.36	11.40	12.05AM
DN GOTHENBURG BU	248.8	s 1.27	1.30	f 2.22	10.05	10.31	11.07	11.17	11.28	11.31	11.56PM
VROMAN	254.5	1.19	1.25	2.13	10.00	10.26	11.02	11.12	11.22	11.26	11.51
D BRADY ISLAND BI	261.5	f 1.12	1.18	2.06	9.55	10.20	10.57	11.07	11.17	11.20	11.45
D MAXWELL MX	270.6	f 1.04	1.10	1.57	9.48	10.13	10.50	11.00	11.10	11.13	11.38
GANNETT	278.5	12.57	1.03	1.49	9.42	10.07	10.44	10.54	11.04	11.07	11.32
DN-R NORTH PLATTE YL NO	284.1	12.50AM	12.55PM	1.40PM	9.37PM	10.00PM	10.38PM	10.48PM	10.58PM	11.00PM	11.25PM

BLOCK SIGNALS

Double Track

Thru Time to Omaha (6.10) (5.10) (6.10) (3.58) (5.10) (4.02) (4.02) (4.07) (4.50) (4.50)
Average speed per hour 45.6 54.4 45.6 70.9 54.4 69.7 69.7 68.3 58.2 58.2

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FIRST SUBDIVISION EASTWARD

Time-Table No. 7
April 30, 1950

SECOND CLASS

STATIONS	Mile Post	SECOND CLASS							Car Capacity of Seating, etc. See Rule 6 (A), Page 25.
		72	234	76	74	548	240	238	
		Time Freight	Local Freight	Local Freight	Time Freight	Motor Passenger	Local Freight	Local Freight	
R COUNCIL BLUFFS YL	0.0	A 2.00AM	A 3.15PM		A 8.30AM				XWCITYOPZ
DN-R OMAHA YL YD	2.8	1.54	2.55		8.15				XWITOPZ
DN SUMMIT YL SU	5.2	1.10	2.35		7.45				XIP
SARPY	8.4	12.50	2.15		7.20				ES77 XP
LANE	11.1	12.40	f 2.05		7.10				XP
D ELKHORN KH	17.1		s 1.55						CS84 XP
D WATERLOO WO	24.5		s 1.30						CS84 P
DN VALLEY YL V	28.0	12.15AM	s 1.00		6.45AM				WS144XPWC ES165 ES90
MEROER	34.8		f 12.01PM						CS81 P
F. S. Y. & L. CROSSING	38.2								X
DN FREMONT YL FN	39.3		s 11.50AM						WS99 X ES172 WPZ
C. B. & Q. CROSSING	40.0								I
C. & N. W. CROSSING	44.8								IP
AMES	46.8		f 10.50						CS82 P
D NORTH BEND NB	54.4		s 10.20						CS119 XP
D ROGERS DJ	61.4		s 9.50						CS82 P
DN SCHUYLER SO	68.7		s 9.20						WS116 X ES123 WP
D RIOHLLAND BZ	76.9		f 8.20						CS118 P
C. B. & Q. CROSSING	83.8								I
DN COLUMBUS YL O	84.5		s 8.00						WS143 XWC ES125 YPZ
D DUNCAN DQ	92.2		s 7.20						CS119 P
GARDNER	96.5		f 6.50						CS82 P
DN SILVER CREEK SI	102.3		s 6.40						CS119 XWP
HAVENS	107.9		f 6.00						CS82 P
D OLARKS OX	113.6		s 5.39						CS82 XP
C. B. & Q. CROSSING	124.3								I
DN CENTRAL CITY OI	124.9		5.00AM		A 6.55AM		A 7.40AM		WS113 X ES119 WYP
D CHAPMAN OP	135.1		s 6.40				f 7.18		CS119 P
C. B. & Q. CROSSING	146.5								I
DN-R GRAND ISLAND GE YL	146.9				6.20AM		7.00AM		A11.00AM XWCZTYOP
ALDA	154.5								f 10.40 CS82 XYP
D WOOD RIVER WR	162.3								s 10.20 WS117 XW ES48 P
D SHELTON ST	169.9								s 10.00 CS82 XP
DN GIBBON GB	176.0								s 9.30 WS112 XWI ES70 YP
OPTIC	180.2								f 9.15 CS82 P
DN KEARNEY YL KR	189.1								s 9.00 WS122 XWC ES118 YZP
D ODESSA DZ	198.3								s 8.15 CS83 P
D ELM CREEK QR	204.6								s 8.00 CS119 WP
D OVERTON OV	213.3								s 7.45 CS83 P
DN LEXINGTON UM	224.4						A 9.00AM		WS120 XWY ES119 ZP
DARR	232.5								f 8.45 CS83 P
D COZAD OO	238.2								s 8.30 CS83 XWP
DN GOTHENBURG BU	248.8								s 8.15 WS125 XWC ES130 YP
VROMAN	254.5								7.55 CS83 P
D BRADY ISLAND BI	261.5								f 7.45 CS83 WP
D MAXWELL MX	270.6								f 7.30 CS119 P
GANNETT	278.5								f 7.15 CS83 P
DN-R NORTH PLATTE YL NO	284.1						7.00AM		XWCZTYOP

BLOCK SIGNALS

Double Track

Thru Time to Omaha (1.45) (10.15) (0.35) (1.45) (0.40) (2.00) (3.30)
Average speed per hour 16.0 12.2 37.7 16.0 33.0 29.8 22.1

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

WESTWARD SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS						Distance from Council Bluffs	Time-Table No. 7		FIRST CLASS	
	353	245	243	97	241	93		April 30, 1950		5	Mail and Express
								STATIONS			

Train No.	Class	353	245	243	97	241	93	Distance from Council Bluffs	Station	Time
XWCZTYOP					6.50AM	6.35AM	5.00AM	284.1	DN-R NORTH PLATTE NY	2.15PM
P					7.02	f 6.50	5.09	289.2	DN WEST NORTH PLATTE	2.24
WS 72 XP					7.15	s 7.08	5.19	296.9	D HERSHEY OF	2.30
CS 119 XWYP				A 7.30AM	f 7.15	A 5.25AM		300.7	DN O'FALLONS FA	2.33
CS 121 XP					s 7.25			303.4	D SUTHERLAND SU	2.35
CS 82 P					f 7.35			307.9	D DEXTER	2.39
CS 121 XP					s 7.55			315.5	D PAXTON PN	2.46
XP					f 8.05			321.7	D KORTY	2.52
CS 83 P					f 8.15			327.7	D ROSCOE RO	2.58
WS122 WS120 ES138 XWCP					s 8.45			334.8	DN OGALLALA YL GT	3.07
CS 84 P					s 9.05			343.9	D BRULE RU	3.16
CS 132 WP					s 9.30			353.9	D BIG SPRINGS GS	3.26
CS 83 P					f 9.40			359.3	D BARTON	3.31
XWCYYP WS109 ES121			8.00AM		A 10.00AM			365.3	DN JULESBURG YL JB	3.39
CS 90 P			f 8.15					370.6	D WEIR	3.45
CS 123 WP			s 8.45					380.3	D OHAPPELL OQ	3.55
WS 111 ES 78 XP			s 9.15					389.7	D LODGE POLE GP	4.04
XP			s 9.45					396.3	D SUNOL UN	4.10
CS 94 P			f 9.55					401.0	D COLTON	4.15
XWCYYP			8.10AM	A 10.05AM				407.5	DN-R SIDNEY YL OD	4.25
CS 94 YP			f 8.23					415.5	D BROWNSON	4.35
WS 121 XWP ES 70			s 8.56					426.4	DN POTTER PR	4.45
CS 94 P			f 9.15					435.4	D DIX DX	4.57
CS 133 XWP			s 9.45					444.5	DN KIMBALL KB	5.06
CS 84 WP			f 10.20					456.6	D BUSHNELL BN	5.15
CS 107 XWCYYP			s 10.59					466.7	DN PINE BLUFFS YL UF	5.27
CS 94 XWYP			3.55PM	f 11.45AM				477.5	D EGBERT GX	5.37
WS 62 XP			f 4.05	f 12.15PM				483.2	D BURNS UX	5.50
CS 96 WP			f 4.18	f 12.40				489.7	D HILLSDALE	5.58
WS 62 XP			f 4.30	12.54				495.9	D DURHAM	6.07
WS 117 ES 125 XP			f 4.40	f 1.07				501.2	D ARCHER	6.15
XWCZTYOP			A 4.55PM	A 1.30PM				509.5	DN-R CHEYENNE YL OY	6.23

(225.4) Thru Time..... (4.20) Average speed per hour..... 52.0

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

WESTWARD SECOND SUBDIVISION

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 7	
23	27	103	101	105	3	15	111	85	1		April 30, 1950	
											STATIONS	

Train No.	Class	23	27	103	101	105	3	15	111	85	1	Distance from Council Bluffs	Station	Time
	Passenger	2.00PM	9.50AM	6.00AM	5.45AM	5.25AM	4.05AM	3.55AM	3.50AM	2.00AM	1.30AM	284.1	DN-R NORTH PLATTE NY	2.15PM
	Passenger	2.09	9.59	6.07	5.52	5.32	4.14	4.05	3.56	2.09	1.38	289.2	DN WEST NORTH PLATTE	2.24
	Streamliner Passenger	2.15	10.05	6.12	5.57	5.37	4.21	4.11	4.02	2.16	1.43	296.9	D HERSHEY OF	2.30
	Streamliner Passenger	2.18	10.09	6.15	6.00	5.40	4.25	4.14	4.05	2.19	1.46	300.7	DN O'FALLONS FA	2.33
	Streamliner Passenger	2.21	10.11	6.17	6.02	5.42	f 4.28	f 4.16	4.07	2.21	1.48	303.4	D SUTHERLAND SU	2.35
	Streamliner Passenger	2.25	10.15	6.20	6.05	5.45	4.33	4.21	4.11	2.25	1.52	307.9	D DEXTER	2.39
	Streamliner Passenger	2.32	10.23	6.26	6.11	5.51	f 4.41	f 4.29	4.17	2.32	2.00	315.5	D PAXTON PN	2.46
	Streamliner Passenger	2.38	10.28	6.31	6.16	5.56	4.47	4.35	4.22	2.38	2.05	321.7	D KORTY	2.52
	Streamliner Passenger	2.44	10.34	6.36	6.21	6.01	4.53	f 4.41	4.26	2.44	2.11	327.7	D ROSCOE RO	2.58
	Streamliner Passenger	f 2.52	10.44	6.42	6.27	6.07	s 5.02	s 4.50	4.33	2.50	2.22	334.8	DN OGALLALA YL GT	3.07
	Streamliner Passenger	3.02	10.53	6.49	6.34	6.14	f 5.12	f 5.00	4.40	3.00	2.31	343.9	D BRULE RU	3.16
	Streamliner Passenger	3.12	11.02	6.57	6.42	6.22	f 5.22	f 5.10	4.48	3.10	2.42	353.9	D BIG SPRINGS GS	3.26
	Streamliner Passenger	3.17	11.07	7.01	6.46	6.26	5.27	5.15	4.52	3.15	2.47	359.3	D BARTON	3.31
	Streamliner Passenger	f 3.24	11.14	7.06	6.51	6.31	s 5.35	A 5.25AM	A f 5.00AM	A 3.25AM	2.54	365.3	DN JULESBURG YL JB	3.39
	Streamliner Passenger	3.30	11.21	7.10	6.55	6.35	5.41				3.01	370.6	D WEIR	3.45
	Streamliner Passenger	3.40	11.31	7.18	7.03	6.43	f 5.53				3.11	380.8	D OHAPPELL OQ	3.55
	Streamliner Passenger	3.50	11.41	7.25	7.10	6.50	f 6.03				3.21	389.7	D LODGE POLE GP	4.04
	Streamliner Passenger	3.56	11.47	7.30	7.15	6.55	f 6.10				3.27	396.3	D SUNOL UN	4.10
	Streamliner Passenger	4.00	11.52AM	7.34	7.19	6.59	6.15				3.31	401.0	D COLTON	4.15
	Streamliner Passenger	4.10	12.01PM	7.42	7.27	7.07	6.25				3.40	407.5	DN-R SIDNEY YL OD	4.25
	Streamliner Passenger	4.20	12.10	7.43	7.28	7.08	6.40				3.50	415.5	D BROWNSON	4.35
	Streamliner Passenger	4.31	12.20	7.52	7.37	7.17	6.51				4.00	416.5	DN POTTER PR	4.45
	Streamliner Passenger	4.43	12.31	8.01	7.46	7.27	f 7.03				4.11	426.4	D DIX DX	4.57
	Streamliner Passenger	4.52	12.40	8.08	7.53	7.34	f 7.13				4.20	435.4	DN KIMBALL KB	5.06
	Streamliner Passenger	f 5.02	12.49	8.16	8.01	7.42	s 7.25				4.29	444.5	D BUSHNELL BN	5.15
	Streamliner Passenger	5.15	1.01	8.26	8.11	7.53	f 7.37				4.41	456.6	DN PINE BLUFFS YL UF	5.27
	Streamliner Passenger	5.26	1.13	8.36	8.21	8.03	f 7.50				4.53	466.7	D EGBERT GX	5.37
	Streamliner Passenger	5.39	1.27	8.46	8.31	8.13	f 8.02				5.07	477.5	D BURNS UX	5.50
	Streamliner Passenger	5.47	1.35	8.52	8.37	8.19	f 8.10				5.15	483.2	D HILLSDALE	5.58
	Streamliner Passenger	5.56	1.44	8.59	8.44	8.26	f 8.18				5.24	489.7	D DURHAM	6.07
	Streamliner Passenger	6.04	1.52	9.06	8.51	8.33	8.27				5.32	495.9	D ARCHER	6.15
	Streamliner Passenger	6.12	2.03	9.14	8.59	8.41	8.36	8.14	8.10	8.10	5.43	501.2	DN-R CHEYENNE YL OY	6.23
	Streamliner Passenger	A 6.25PM	A 2.20PM	A 9.25AM	A 9.10AM	A 8.52AM	A 9.40AM				A 6.00AM	509.5		

(225.4) Thru Time..... (4.20) Average speed per hour..... 52.0

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1950

FIRST CLASS

6	24	112	28	2	4	104	102	106	16
Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger

Mile Post

STATIONS	Mile Post	6	24	112	28	2	4	104	102	106	16
DN-R NORTH PLATTE NY YL NO 5.1	284.1	A11.45AM	A12.30PM	A 8.32PM	A 8.50PM	A 9.28PM	A11.00PM	A 9.33PM	A 9.43PM	A 9.53PM	A11.35PM
DN WEST NORTH PLATTE 7.7	289.2	11.33	12.17	8.23	8.39	9.17	10.48	9.24	9.34	9.44	11.20
D HERSHEY OF 8.8	296.9	11.27	12.09	8.17	8.33	9.11	10.42	9.18	9.28	9.38	11.11
DN O'FALLONS FA 2.7	300.7	11.24	12.05	8.14	8.30	9.08	10.38	9.15	9.25	9.35	11.08
D SUTHERLAND SU 4.5	303.4	11.22	f12.02PM	8.12	8.28	9.06	10.34	9.13	9.23	9.33	f11.05
D DEXTER 7.6	307.9	11.18	11.57AM	8.09	8.24	9.03	10.26	9.10	9.20	9.31	10.59
D PAXTON PN 8.2	315.5	11.11	f11.50	8.03	8.18	8.57	10.18	9.04	9.14	9.24	f10.50
D KORTY 6.0	321.7	11.06	11.44	7.59	8.13	8.52	10.09	8.59	9.09	9.19	10.43
D ROSCOE RO 7.1	327.7	11.00	11.38	7.55	8.08	8.46	10.03	8.55	9.05	9.15	f10.36
DN OGALLALA YL GT 9.1	334.8	10.53	f11.31	7.50	8.01	8.40	f 9.55	8.50	9.00	9.10	s10.29
D BRULE RU 10.0	343.9	10.44	f11.22	7.43	7.52	8.32	9.43	8.42	8.52	9.02	f10.18
D BIG SPRINGS GS 5.4	353.9	10.36	f11.11	7.36	7.44	8.24	9.32	8.35	8.45	8.55	f10.08
D BARTON 6.0	359.3	10.31	11.05	7.32	7.40	8.20	9.25	8.31	8.41	8.51	10.02
DN JULESBURG YL JB 5.3	365.3	10.25	f11.00	s 7.27PM	7.35	8.15	s 9.18	8.26	8.36	8.46	9.55PM
D WEIR 9.7	370.6	10.20	10.54		7.30	8.11	9.09	8.21	8.31	8.41	
D CHAPPELL OQ 9.4	380.3	10.11	f10.46		7.23	8.03	f 8.59	8.14	8.24	8.34	
D LODGE POLE GP 6.6	389.7	10.02	f10.37		7.15	7.55	f 8.48	8.07	8.17	8.27	
D SUNOL UN 4.7	396.8	9.56	10.31		7.10	7.50	f 8.41	8.02	8.12	8.22	
DN-R SIDNEY YL OD 8.0	407.5	9.45	10.20		7.06	7.46	8.37	7.58	8.08	8.18	
D BROWNSON 10.9	415.5	9.24	9.59		6.42	7.24	8.10	7.43	7.53	8.03	
DN POTTER PR 9.0	426.4	9.14	9.49		6.32	7.14	f 7.58	7.34	7.44	7.54	
D DIX DX 9.1	435.4	9.06	9.41		6.25	7.07	f 7.48 ¹⁰⁶ 7.23 ¹⁰⁴¹⁰²	7.28 ⁴	7.38 ⁴	7.48 ⁴	
DN KIMBALL KB 12.1	444.5	8.58	f 9.32		6.17	7.00	s 7.14	7.22	7.32	7.42	
D BUSHNELL BN 10.1	456.6	8.47	9.20		6.06	6.49	f 7.00	7.13	7.23	7.33	
DN PINE BLUFFS YL UF 10.8	466.7	8.38	9.10		5.56	6.40	f 6.50	7.05	7.15	7.25	
D EGBERT GX 5.7	477.5	8.27	9.00 ²⁴⁶		5.46	6.30	f 6.38	6.55	7.05	7.15	
D BURNS UX 6.5	483.2	8.22	8.55		5.41	6.25	6.32	6.51	7.01	7.11	
HILLSDALE 6.2	489.7	8.17	8.50 ³⁵⁴		5.35	6.20	6.26	6.47	6.57	7.07	
DURHAM 5.3	495.9	8.12	8.45		5.29	6.14	6.20	6.42	6.52	7.02	
ARCHER 8.3	501.2	8.07	8.40		5.24	6.09	6.15	6.38	6.48	6.58	
DN-R CHEYENNE YL OY (225.4)	509.5	7.55AM	8.30AM		5.15PM	6.00PM	6.05PM	6.30PM	6.40PM	6.50PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time.....	(3.50)	(3.50)	(1.05)	(3.35)	(3.28)	(4.55)	(3.03)	(3.03)	(3.03)	(1.40)
Average speed per hour.....	58.1	58.1	74.9	62.9	65.0	45.2	73.9	73.9	73.9	48.7

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

SECOND SUBDIVISION EASTWARD

FIRST CLASS 86

Time-Table No. 7

April 30, 1950

SECOND CLASS

242	246	354	244	98	94			Car Capacity of Seating, etc. See Page 6 (A), Page 30.
Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Mixed			

Mile Post

STATIONS	Mile Post	242	246	354	244	98	94		
DN-R NORTH PLATTE NY YL NO 5.1	284.1	A11.15AM				A 4.50PM	A 7.00PM		XWCZTYP
DN WEST NORTH PLATTE 7.7	289.2	f11.05				4.40	6.48		P
D HERSHEY OF 8.8	296.9	s10.55				f 4.30	f 6.38		WS 73 XP
DN O'FALLONS FA 2.7	300.7	f10.30				4.22PM	6.30PM		CS 110 XWYP
D SUTHERLAND SU 4.5	303.4	s10.15							CS 121 XP
D DEXTER 7.6	307.9	f 9.55							CS 83 P
D PAXTON PN 6.2	315.5	s 9.45							CS 121 XP
D KORTY 6.0	321.7	f 9.20							XP
D ROSCOE RO 7.1	327.7	f 9.10							CS 83 P
DN OGALLALA YL GT 9.1	334.8	s 9.00							WS122 WS120 ES138 XWCP
D BRULE RU 10.0	343.9	s 8.15							CS 84 P
D BIG SPRINGS GS 5.4	353.9	s 7.50							CS 132 WP
D BARTON 6.0	359.3	f 7.25							CS 83 P
DN JULESBURG YL JB 5.3	365.3	7.15AM				A12.15PM			XWCYYP WS109 ES121
D WEIR 9.7	370.6					f11.59AM			CS 90 P
D CHAPPELL OQ 9.4	380.3					s11.45			CS 123 WP
D LODGE POLE GP 6.6	389.7					s11.30			WS 111 ES 73 XP
D SUNOL UN 4.7	396.8					f11.20			XP
DN-R SIDNEY YL OD 8.0	407.5					f11.10			CS 94 P
D BROWNSON 10.9	415.5					A 1.30PM	11.00AM		XWCTYP
DN POTTER PR 9.0	426.4					f12.55			CS 84 YP
D DIX DX 9.1	435.4					s12.30PM			WS 121 XWP ES 70
DN KIMBALL KB 12.1	444.5					s11.59AM			CS 94 P
D BUSHNELL BN 10.1	456.6					s11.35			CS 133 XWP
DN PINE BLUFFS YL UF 10.8	466.7					s10.55			CS 84 WP
D EGBERT GX 5.7	477.5					s 9.55			CS107 XWCYP
D BURNS UX 6.5	483.2					f 9.00 ²⁴	A 9.15AM		CS 94 XWYP
HILLSDALE 6.2	489.7					s 8.40	s 9.00		WS 62 XP
DURHAM 5.3	495.9					f 8.32	s 8.50 ²⁴		CS 96 WP
ARCHER 8.3	501.2					s 8.22	f 8.35		WS 62 XP
DN-R CHEYENNE YL OY (225.4)	509.5					f 8.14	f 8.29		WS 117 XP ES 125
						8.00AM	8.15AM		XWCZTYP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Daily	(225.4)	Daily Except Monday	(4.00)	Mon. Wed. Friday	(5.30)	Daily	(1.00)	Daily Except Sunday	(1.15)	Daily	(0.28)	Daily	(0.30)
Thru Time.....	69.0	Average Speed per hour.....	20.3		18.5		32.0		33.3		35.6		30.8

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

WESTWARD THIRD SUBDIVISION

Car Capacity of Siding, etc. See Rule 8 (A), Page 2b.	SECOND CLASS				FIRST CLASS				Distance from Julesburg	Time-Table No. 7			
	455		71		15		111			85		301	
	Time Freight	C. B. & Q. Freight	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	C. B. & Q. Passenger		April 30, 1950		STATIONS	
80 WCYIP					5.30AM	f 5.00AM			3.25AM			0.0	
75 ZP					f 5.38		5.08		3.35			7.1	
73 WP					f 5.45		5.14		3.42			14.6	
95 P					f 5.53		5.21		3.50			23.1	
86 WP					f 6.01		5.26		3.57			30.1	
72 P					f 6.10		5.33		4.05			38.8	
94 P					f 6.17		5.38		4.11			45.6	
77 P							6.25		4.18			53.5	
IP												57.2	
169 IWCTZP		6.00PM	1.00PM		6.31	5.51	6.40	5.56	4.25	4.35	2.50AM	57.5	
												61.7	
72 P		6.28 ¹¹²	1.14		f 6.48		6.04		4.45	f 2.58		64.1	
74 P		6.37	1.27		f 6.54		6.10		4.51	f 3.06		70.2	
143 P		6.45	1.36		f 6.59		6.16		4.57	3.14		76.0	
52 P		6.52	A 2.00PM		f 7.04		6.21		5.02	A 3.25AM		81.0	
94 WP		7.12 ⁸⁶			f 7.09		6.27		5.08			87.0	
53 P		7.21					7.15		6.34			93.8	
100 WCP		7.44 ¹⁶			f 7.21		6.39		5.20			98.6	
35 P		7.54					7.29		6.46			106.0	
79 P		7.59			f 7.32		6.49		5.30			109.0	
23 P		8.06			f 7.37		6.54		5.35			114.2	
78 P		8.12			f 7.40		6.57		5.39			117.7	
53 P		8.25 ²⁵⁰			f 7.46		7.03		5.46			124.8	
50 P		8.32					7.50		7.08			130.2	
121 WP		8.40			f 7.54		7.13		5.56			135.4	
78 P		8.51			f 8.01		7.20		6.03			143.1	
56 WCTYP		A 9.00PM			A 8.10AM	A 7.28AM	A 6.15AM					151.1	

(3.00) (1.00) (2.40) (2.28) (2.50) (0.35) Thru Time
 31.2 23.5 56.7 61.3 53.3 40.3 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 S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
 For conditional stops to discharge or pick up revenue passengers—See Page 3.
 For stations not shown on schedule pages—See page 25.

THIRD SUBDIVISION EASTWARD

Time-Table No. 7	Mile Post	FIRST CLASS				SECOND CLASS	
		112	86	16	302	250	72
		Streamliner Passenger	Passenger	Passenger	C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight
DN JULESBURG YL JB	0.0	As 7.27PM	A 8.50PM	A 9.50PM			
D OVID VI	7.1	7.18	8.37	s 9.40			
D SEDGWIOK ZD	14.6	7.12	8.30	s 9.30			
RED LION	23.1	7.05	8.22	f 9.21			
DN OROOK OK	30.1	7.00	8.16	s 9.13			
PROCTOR	38.8	6.53	8.08	f 9.03			
D ILIFF F	45.6	6.48	8.02	s 8.56			
HAYFORD	53.5	6.41	7.55	8.46			
O. B. & Q. CROSSING	57.2						
DN-R STERLING YL ST	57.5	6.37	7.50	8.40	A 11.45PM	A 10.10PM	
HALL	61.7	6.35	7.40	8.30		A 11.59PM	
D ATWOOD OD	64.1	6.28 ⁴⁵⁵	7.32	f 8.20	f 11.28	9.50 11.43	
D MERINO MI	70.2	6.23	7.27	f 8.13	f 11.21	9.41 11.33	
MESSEX	76.0	6.19	7.22	f 8.07	f 11.15	9.33 11.21	
DN UNION UN	81.0	6.15	7.17	f 8.02	f 11.07PM	9.26 10.59PM	
D SNYDER SN	87.0	6.10	7.12 ⁴⁵⁵	f 7.56		9.19	
DODD	93.8	6.05	7.06	7.49		9.10	
DN FT. MORGAN FX	98.6	6.01	7.02	f 7.44 ⁴⁵⁵		9.03	
NARROWS	106.0	5.55	6.55	7.35		8.52	
D WELDONA DN	109.0	5.53	6.52	f 7.30		8.47	
GOODRICH	114.2	5.49	6.47	f 7.23		8.40	
ORCHARD	117.7	5.46	6.44	f 7.18		8.35	
MASTERS	124.8	5.40	6.37	f 7.10		8.25 ⁴⁵⁵	
OANTON	130.2	5.36	6.32	7.03		8.18	
HARDIN	135.4	5.32	6.27	f 6.56		8.10	
D KERSEY KR	143.1	5.25	6.20	f 6.46		7.55	
DN-R LASALLE YL SA	151.1	5.18PM	6.10PM	6.35PM		7.40PM	
(151.1)		Daily	Daily	Daily	Daily	Daily	

Thru Time..... (2.09) (2.40) (3.15) (0.38) (2.30) (1.00)
 Average speed per hour..... 70.3 56.7 46.5 37.1 39.4 23.5

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 S-72. The time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 85, 86, 301 and 302 and not less than fifteen minutes by second-class and extra trains.
 For conditional stops to discharge or pick up revenue passengers—See Page 3.
 For stations not shown on schedule pages—See page 25.

WESTWARD				BEATRICE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS		Distance from Valley	Time-Table No. 7		Mile Post	FIRST CLASS		SECOND CLASS	
	71	73				547	74		72			
	Freight Daily	Freight Daily				Motor Passenger Daily	Freight		Freight			
WCYP	10.25PM	1.30PM			0.0	DN-R	VALLEY YL V	0.0		A 5.40AM	A 11.15PM	
AI					5.8		5.8					
28 P	10.40	1.45			6.3	D	YUTAN YN	6.3		5.27	11.05	
100 YP	10.50 72	1.55			11.6	D	MEAD AD	11.6		5.17	10.50 71	
64 WP	11.10	2.07			18.9	D	WAHOO W	18.9		5.03	10.25	
					19.6		C. & N.W. and O.B. & Q. CROSSINGS	19.6				
78 P	11.25	2.22			26.3	D	WESTON WN	26.3		4.48	10.10	
80 P	11.35PM	2.34			33.2		TOUHY	33.2		4.35	9.55	
96 WCYP	12.01AM	2.44	10.15AM		37.8	DN-R	VALPARAISO YL VO	37.8	A 3.10PM	4.25	9.40	
83 P	12.18	2.58	f 10.30		46.5	D	RAYMOND RM	46.5	f 2.59	4.09	9.15	
101 P	12.30	3.08	10.40		52.7		GARRATT	52.7	2.52	3.58	9.05	
					56.5		C. B. & Q. CROSSING	56.5				
24 WTZP	12.55	3.18	A 10.55AM		57.1	DN-R	LINCOLN YL SN	57.1	2.45PM	3.50	8.50	
					57.4		C. B. & Q. CROSSING	57.4				
					59.0		C. B. & Q. CROSSING	59.0				
62 P	1.18	3.31			65.4		JAMAIOA	65.4		3.18	8.05	
21 P	1.33	3.46			74.7		PRINCETON	74.7		3.03	7.49	
73 WP	1.43	3.53			79.5	D	OORTLAND RD	79.5		2.56	7.41	
84 P	1.58	4.08			88.9	D	PICKRELL IK	88.9		2.43	7.25	
CWTZP	A 2.15AM	A 4.25PM			96.8	DN-R	BEATRICE YL BX	96.8		2.30AM	7.00PM	
							(96.8)		Daily	Daily	Daily	

(3.50) 25.2 (2.55) 33.2 (0.40) 29.7 Thru Time (0.25) 47.5 (3.10) 30.5 (4.15) 22.8
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See rule S-72.
 At Lincoln, first class trains use C. B. & Q. passenger station and are governed by C. B. & Q. Time-Table and Rules while using their tracks between Hall Tower and Baird Tower.
 For stations not shown on schedule pages—See page 25.

WESTWARD				OLD MAIN LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		Distance from Council Bluffs	Time-Table No. 7		Mile Post	SECOND CLASS		Distance from Genoa	SECOND CLASS	
				80							
				Mixed							
XIP			233								
			Local Freight								
			Monday Wed., Fri.								
XWP				6.00AM	5.2	DN	SUMMIT YL SU	5.2			
XIP				6.10	6.4		SOUTH OMAHA YL	6.4			
72 P				f 6.20	11.9	R	GILMORE YL	11.9			
				f 6.35	16.8	D	PAPILLION PO	16.8			
AIP					19.2		MO. PAC. CROSSING	19.2			
P				f 6.55	22.5	D	MILLARD MD	22.5			
XP				A 7.05AM	26.1		LANE	26.1			
					20.9			20.9			

(1.05) 18.9 Thru Time
 Average speed per hour
 On single track westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Time shown for No. 233 at Summit and South Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Summit and Gilmore.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				STROMSBURG BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS		Distance from Valparaiso	Time-Table No. 7		Mile Post	FIRST CLASS		SECOND CLASS	
	75	547				548	76					
	Mixed Tuesday Thursday Saturday	Motor Passenger Daily				Motor Passenger	Mixed					
WCYP	5.00AM	3.15PM			0.0	DN-R	VALPARAISO YL VO	0.0	A 10.10AM		A 11.35AM	
16	f 5.20	f 3.30			7.4		LOMA	7.4	f 9.53		f 11.02	
28	s 5.40	s 3.40			18.5	D	BRAINARD BD	18.5	s 9.42		s 10.50	
					15.0		O. & N. W. CROSSING	15.0				
22 W	s 6.10	s 4.00			23.2	D	DAVID CITY DV	23.2	s 9.25		s 10.25	
					28.5		C. B. & Q. CROSSING	28.5				
31	s 6.45	s 4.13			33.3	D	RISING CITY RN	33.3	s 9.04		s 9.40	
36	s 7.05	s 4.26			40.1	D	SHELBY SH	40.1	s 8.50		s 9.20	
7	s 7.34	s 4.41			47.5	D	OSCEOLA OZ	47.5	s 8.34		s 8.55	
9 W	s 8.25 ⁵⁴⁸	s 4.53			52.9	D	STROMSBURG S	52.9	s 8.25 ⁷⁵		s 8.25 ⁵⁴⁸	
35	s 8.40	s 5.11			63.0	D	POLK PK	63.0	s 8.05		s 7.50	
21	s 8.55	s 5.23			68.5	D	HORDVILLE HV	68.5	s 7.54		s 7.30	
22	s 9.10	f 5.32			78.8		HEBER	78.8	f 7.45		f 7.10	
					75.3		C. B. & Q. CROSSING	75.3				
WYP	A 9.20AM	A 5.40PM			75.9	DN-R	CENTRAL CITY YL OI	75.9	7.40AM		7.05AM	
							(75.9)		Daily		Monday Wednesday Friday	

(4.20) 17.5 (2.25) 31.4 Thru Time (2.30) 30.3 (4.30) 18.8
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages—See page 25.

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25.	SECOND CLASS		Distance from Genoa	Time-Table No. 7		Mile Post	SECOND CLASS		Distance from Council Bluffs	SECOND CLASS	
				79							
				Mixed Daily Except Sunday							
40 WY				12.32PM	0.0	D-R	GENOA YL G	0.0	A 4.35PM		
88				s 1.08	18.7	D	FULLERTON FU	18.7	s 4.05		
21				s 1.33	23.1	D	BELGRADE BL	23.1	s 3.45		
26 W				s 1.52	30.8	D	CEDAR RAPIDS OD	30.8	s 3.30		
36				s 2.13	36.6	D	PRIMROSE P	36.6	f 3.15		
38 WY				A 2.40PM	44.3	D-R	SPALDING YL SG	44.3	3.00PM		
							(44.3)		Daily Except Sunday		

(2.08) 20.8 Thru Time (1.55) 28.0
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 For stations not shown on schedule pages—See page 25.

WESTWARD				NORFOLK BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
WCTYPZ		11.40AM	6.20AM	1.40AM	0.0	DN-R	COLUMBUS YL O	0.0	A 3.00PM	A 5.15PM	A 11.30PM		
20		11.50AM	6.30	1.50	4.2		SHELDONVILLE	4.2	2.49	5.08	f 11.17		
8	YP	A 12.02PM	A 6.45AM	f 2.00	9.4	R	OCONEE YL	9.4	2.40PM	5.00PM	f 11.05		
29				f 2.30	14.7	D	PLATTE CENTER PO	14.7			s 10.50		
					25.1		O. & N. W. CROSSING	25.1					
56	W			s 3.17	25.7	D	HUMPHREY HX	25.7			s 10.10		
15				f 3.23	29.1		PEOK	29.1			f 9.46		
33	W			s 3.55	35.4	D	MADISON MA	35.4			s 9.32		
	I				48.7		O. & N. W. CROSSING	48.7					
					50.2		O. & N. W. CROSSING	50.2					
	WCZTYP			A 5.00AM	50.4	D-R	NORFOLK YL KN	50.4			8.30PM		
							(50.4)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		

(0.22, 25.6) (0.25, 22.6) (3.20, 15.1) Thru Time (0.20) 28.2 (0.15) 37.6 (3.00) 16.8
 Average speed per hour.....

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

WESTWARD				ALBION BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
20	YP			12.02PM	6.45AM	0.0	R	OCONEE YL	0.0	A 2.40PM	A 5.00PM		
				12.13	s 7.00	4.3	D	MONROE MN	4.3	s 2.30	s 4.50		
40	WYP			A 12.29PM	s 7.30	11.3	D-R	GENOA YL G	11.3	s 2.15	4.35PM		
56					s 8.15	22.3	D	ST. EDWARD ST	22.3	s 1.35			
28	WYP			A 9.05AM		33.7	D-R	ALBION YL A	33.7	1.10PM			
							(33.7)		Daily Except Sunday	Daily Except Sunday			

(0.27) 25.1 (2.20) 14.4 Thru Time (1.30) 22.5 (0.25) 27.1
 Average speed per hour.....

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

WESTWARD				ORD BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
WTYPOCZ				10.00AM	9.00AM	0.0	DN-R	GRAND ISLAND YL GE	0.0	A 5.15PM	A 5.15PM		
I						0.4		C. B. & Q. CROSSING	0.4				
11	Y					2.5		CAREY	2.5				
19	P			s 10.30	s 9.28	11.1	D	ST. LIBORY RY	11.1	s 4.42	s 4.42		
19	WYP			A 10.50AM	s 9.55	21.9	D-R	ST. PAUL YL SP	21.9	s 4.20	4.20PM		
27					s 10.20	30.7	D	ELBA EB	30.7	s 3.48			
25	P				s 10.35	36.8		OOTESFIELD	36.8	s 3.41			
	W				10.50	44.5		SCOTIA JUNCTION	44.5	3.23			
20					s 11.00	45.7	D	SCOTIA SK	45.7	s 3.14			
	W				11.15	44.5		SCOTIA JUNCTION	44.5	3.07			
31					s 11.35AM	48.8	D	NORTH LOUP NU	48.8	s 2.57			
						60.7		C. B. & Q. CROSSING	60.7				
34	WY				A 12.10PM	61.0	D-R	ORD YL RD	61.0	2.30PM			
							(61.0)						
							(0.50) 26.3 (3.10) 19.3						
						 Thru Time (2.45) (0.65)						
						 Average speed per hour..... 22.2 23.9						

WESTWARD				LOUP CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
WYP				11.15AM	0.0	D-R	ST. PAUL YL SP	0.0	A 4.05PM				
19				s 11.40AM	8.3	D	DANNEBROG DB	8.3	s 3.50				
11	W			s 12.05PM	18.6	D	BOELUS HW	18.6	s 3.20				
31				f 12.25	25.8		ROCKVILLE	25.8	f 2.55				
33	WYP			A 1.00PM	39.0	D-R	LOUP CITY YL OP	39.0	2.30PM				
							(39.0)		Monday Wednesday Friday				
							(1.45) 22.3						
						 Thru Time (1.35) 24.6						
						 Average speed per hour.....						

WESTWARD				HASTINGS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 7				SECOND CLASS					
				April 30, 1950									
				STATIONS									
WYPCZ					0.0	DN-R	HASTINGS YL AN	0.0					
96					7.3		NEWMAROH	7.3					
86	P				12.7	D	HAYLAND HA	12.7					
95	P				20.2		DENMAN	20.2					
WB114 WYP					28.1	DN-R	GIBBON YL GB	28.1					
EB71 RCSI							(28.1)						
							(28.1)						
						 Thru Time (28.1)						
						 Average speed per hour.....						

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

WESTWARD				KEARNEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		FIRST CLASS		Distance from Kearney	Time-Table No. 7				SECOND CLASS			
	95	519	517	April 30, 1950				518	96				
				Mixed		Motor Passenger	Motor Passenger					Mile Post	Motor Mixed
Tuesday, Thursday, Saturday	Daily Ex. Sat. and Sunday	Sunday	STATIONS										
WYCZ	9.00AM	3.40PM	5.00AM	0.0	DN-R	KEARNEY	YL	KR	0.0	A11.59AM	A 9.20PM		
12	f 9.12	f 3.50	f 5.10	5.5		GLENWOOD PARK			5.5	f11.43	f 8.32		
19 P	s 9.19	s 3.57	s 5.17	10.1		RIVERDALE			10.1	s11.35	s 8.22		
27	s 9.30	s 4.08	s 5.28	16.8	D	AMHERST		HR	16.8	s11.23	s 8.00		
18 W	f 9.52	f 4.18	f 5.38	22.7		WATERTOWN			22.7	f11.12	f 7.41		
22	s10.06	s 4.25	s 5.45	26.3	D	MILLER		ME	26.3	s11.05	s 7.33		
38	s10.20	s 4.37	s 5.57	32.5	D	SUMNER		SU	32.5	s10.53	s 7.15		
28	s10.40 ⁵¹⁸	s 4.49	s 6.09	40.4	D	EDDYVILLE		VD	40.4	s10.40 ⁹⁵	s 6.59		
40	s11.13	s 5.09	s 6.30	52.1	D	OCONTO		BS	52.1	s10.19	s 6.28		
14	f11.27AM	f 5.22	f 6.46	59.1		LODI			59.1	f10.03	f 6.14		
27 WYP	s12.30PM	s 5.35 ⁹⁶	s 6.57	65.5	D	OALLAWAY		OA	65.5	s 9.52	s 5.35 ⁵¹⁹		
9	f12.55	f 5.52	f 7.12	75.8		FINCHVILLE			75.8	f 9.31	f 5.00		
38 WP	s 1.30	s 6.05	s 7.24	83.1	D	ARNOLD		AD	83.1	s 9.20	s 4.45		
5 P	s 1.55	f 6.20	s 7.35	90.6		LOGAN			90.6	s 9.07	f 4.26		
10	f 2.10	f 6.30	f 7.42	94.6		HOAGLAND			94.6	f 9.00	f 4.18		
15 P	f 2.30	s 6.39	s 7.49	99.2		GANDY			99.2	s 8.50	f 4.08		
22 WYC	A 2.55PM	A 6.50PM	A 8.00AM	102.4	D-R	STAPLETON		YL SN	102.4	8.45AM	4.00PM		
	(5.55)	(3.10)	(3.00)			(102.4)				(3.14)	(5.20)		
	17.3	32.3	34.1							31.7	19.2		

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.	SECOND CLASS		Distance from O'Fallons	Time-Table No. 7				SECOND CLASS					
	97	93		April 30, 1950				98	94				
				Local Freight	Mixed	Local Freight	Mixed						
Daily	Daily	STATIONS				Mile Post							
WYP		7.30AM	5.30AM	0.0	DN-R	O'FALLONS	YL	FA	0.0	A 4.20PM	A 6.25PM		
15		f 7.35	f 5.35	2.8		COCKER			2.8	f 3.58	f 6.13		
41 P		f 7.56	s 5.48	12.8	D	SARBEN		AK	12.8	f 3.30	s 5.58		
40		f 8.13	f 5.57	19.6		NEVENS			19.6	f 3.15	f 5.48		
42 WP		f 8.35	s 6.11	28.4		KEYSTONE			28.4	f 2.55	s 5.36		
42 P		f 8.50	f 6.21	34.9	D	MARTIN		SA	34.9	f 2.30	f 5.24		
42 P		f 9.05	s 6.31	41.2		LEMOYNE			41.2	f 2.15	s 5.14		
25		f 9.20	f 6.40	46.8		BELMAR			46.8	f 2.05	f 5.03		
44		f 9.29	f 6.48	51.7		BUTHTON			51.7	f 1.55	f 4.55		
41 WCYP		s10.00	s 7.02	59.8	D	LEWELLEN		YL W	59.8	s 1.40	s 4.44		
41 P		s10.50	s 7.21	70.8	D	OSHKOSH		YL OX	70.8	s 1.05	s 4.21		
40 WP		s11.35	s 7.43	86.4	D	LISCO		OO	86.4	f12.25PM	s 3.53		
37		⁹⁸ f11.53AM	f 7.56	95.4		FINLEY			95.4	⁹⁷ f11.53AM	f 3.39		
46		s12.15PM	s 8.07	100.4	D	BROADWATER		BR	100.4	f11.40	s 3.30		
19		f12.34	f 8.20	109.6		TOWERS			109.6	f11.20	f 3.12		
195 WCTP		s 1.15	s 8.30	114.1	D	NORTHPORT		YL NP	114.1	f11.12	s 3.05		
AI		1.19	8.33	115.5		O. B. & Q. CROSSING			115.5	11.08	2.57		
11		f 1.30	f 8.40	121.8		MOHLER			121.8	f10.58	f 2.46		
38 P		f 1.40	s 8.50	126.7	D	SOUTH BAYARD		OR	126.7	f10.40	s 2.39		
51		f 1.50	s 8.59	132.1	D	MCGREW		MO	132.1	f10.28	s 2.29		
30 P		f 2.19 ⁹⁴	s 9.09	137.9	D	MELBETA		MB	137.9	f10.18	s 2.19 ⁹⁷		
76 WCYZP		A 2.35PM	A 9.30AM	145.9	DN-R	GERING		YL G	145.9	10.01AM	2.00PM		
		(7.05)	(4.00)			(145.9)				Daily	Daily		
		20.6	36.5							(6.19)	(4.25)		
										23.1	33.0		

WESTWARD				GERING BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), page 25.			Distance from Gering	Time-Table No. 7								
	April 30, 1950				STATIONS							
	Mile Post											
			0.0	DN-R	GERING	YL	G	0.0				
17			5.4		MATHERS			5.4				
27			6.0		MOON			6.0				
			7.0		ROUBADEAU			7.0				
18			8.4		HILLIKER			8.4				
18			9.8		RIFORD			9.8				
			(9.8)									

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 25	SECOND CLASS			Distance from O'Fallons	Time-Table No. 7 April 30, 1950	Mile Post	SECOND CLASS								
	353 Mixed Daily	93 Mixed Daily	59 Mixed Daily				354 Mixed	60 Mixed	94 Mixed						
STATIONS															
72	WYP		9.40AM	6.00AM	145.9	DN-R	GERING	YL	G	145.9	A10.30AM	A	1.50PM		
14		f	9.46	6.10	150.5		OOSTIN			150.5	f	10.17	f	1.34	
30		s	9.49	6.15	152.3	D	HAIG		HA	152.3	f	10.14	s	1.30	
24	P	s	9.55	6.25	155.8	D	SOUTH MITCHELL		MI	155.8	f	10.10	s	1.21	
32		f	9.58	6.30	157.1		PELTON			157.1	f	10.05	f	1.14	
42		f	10.02 ⁶⁰	6.35	159.5		BAILEYVUE			159.5	f	10.02 ⁹³	f	1.10	
30	P	s	10.06	6.45	162.1	D	SOUTH MORRILL		BI	162.1	f	9.56	s	1.06	
18		f	10.09	6.50	164.2		JOYCE			164.2	f	9.52	f	1.01	
51	WYP	s	10.15	9.45 ⁶⁰	167.9	DN	LYMAN	YL	MU	167.9	s	9.45 ⁵⁹	s	12.56	
21		f	10.19	9.50	170.1		CANAL			170.1	f	9.20	f	12.49	
14		f	10.23	9.57	172.8		STEBBINS			172.8	f	9.15	f	12.44	
51	P	s	10.25	10.07	173.7	D	HUNTLEY		HU	173.7	f	9.13	s	12.41	
35		f	10.30	10.17	177.0		HOLLY			177.0	f	9.06	f	12.33	
51	WCYP		12.55PM	10.40 ⁹³ 10.45 ⁵⁹	181.6	D-R	YODER	YL	DR	181.6	A11.45AM	9.00 8.50	12.25 12.15 ⁵⁹		
51	P	s	10.55	12.35	188.1	D	VETERAN		VN	188.1	s	8.37	s	12.03PM	
8		f	11.00	12.40	191.8		HELDT			191.8	f	8.30	f	11.57AM	
16		f	11.07	12.50	196.1		COYTIER			196.1	f	8.19	f	11.50	
51	WYP		A11.15AM	A 1.00PM	200.6	D-R	SO. TORRINGTON	YL	RI	200.6		8.10AM	11.45AM		
14		f	1.06		185.3		GOODLAND			185.3	f	11.37			
26		f	1.12		187.6		FONDA			187.6	f	11.32			
51	W	s	1.21		192.4	D	HAWK SPRINGS		HK	192.4	s	11.20			
31		f	1.29		194.7		DUROC			194.7	f	11.07			
19		f	1.44		200.8		WYROSS			200.8	f	10.56			
51	WY	s	1.55		203.8	D	LA GRANGE		GA	203.8	s	10.51			
19		f	2.11		210.7		TREMAIN			210.7	f	10.25			
51	WF	s	2.41		222.5	D	ALBIN		AB	222.5	s	10.00			
51		f	3.01		229.7		LINDBERGH			229.7	f	9.45			
	W	A	3.45PM		244.3	DN-R	EGBERT	YL	GX	244.3		9.20AM			
				(2.50) 22.1	(1.35) 34.5	(7.00) 7.8	Thru Time.....				(2.25) 25.9	(2.20) 23.4	(2.05) 26.3		
				Average speed per hour.....											

WESTWARD		LYMAN BRANCH		EASTWARD	
Time-Table No. 7 April 30, 1950					
STATIONS					
	0.0	DN	LYMAN	MU	0.0
18	2.8		SEARS		2.8
6	3.3		SIDING NO. 1		3.3
17	4.6		HARTMAN		4.6
22	6.4		STEGALL		6.4
(6.4)					

WESTWARD		SEARS BRANCH		EASTWARD	
Time-Table No. 7 April 30, 1950					
STATIONS					
	0.0		SEARS		0.0
5	1.2		BELLINGER		1.2
17	2.8		JANISE		2.8
(2.8)					

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

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

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

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

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

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour				
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.	
Maximum speed.	90	80	80	50	Trains handling loaded wooden Hart convertible cars.					35
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels:					
When caboose is handled in train consisting of passenger train equipment.			50		On straight track.					30
7000 class engines.			75	50	On curves.					25
3800 and 3900 class engines.			60	50	Passing fueling stations.	50	50	40		25
5000 and 9000 class engines.			50	50	Within yard limits protected by continuous block signal system.	60	50	50		25
4000 class engines.			45	45	When yard limits not protected by continuous block signal system.	50	40	40		25
MacArthur type engines with 63-inch drivers.			55	50	When using cross-overs or turn-outs:					
MacArthur type engines with 57-inch drivers.			35	35	9000 class engines;					
Mallet, Consolidation and Ten Wheeler type engines.			35	35	Forward movement				10	10
0-6-0 and 0-8-0 type yard engines.			20	20	Back-up movement				6	6
Steam engines running backward.			20	20	800 class engines with 14 wheel tender;				5	5
Diesel-electric locomotives in road or helper service:					Back-up movement					
Backing up shoving a train. (Speed of train being helped will govern).					All other classes of engines;					
Backing up pulling train	40	40	40	40	Forward movement	15	15	15	15	15
Backing up light.					Back-up movement	10	10	10	10	10
Light engines.				45	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20	20
Trains handling scale test cars.				30	On wye tracks.	15	15	15	15	15
When more than 50% of the tonnage is gravel.				40	Jordan spreaders and other machines of spreader type, when in operation.					15
					Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20	20	20

OLD MAIN LINE					
Between Gilmore and Lane.			50	35	

FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Between Gibbon and North Platte with Diesel-electric locomotive.				55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of round-house leads just east of C.B.&Q. crossing.				5
Waterloo, seed house spur.				5					
Fremont, within city limits.			20	15	Grand Island, 2200 class engines on scale track and east yard run-around track.				5
Fremont, on F. S. Y. & L. Co. tracks.				15	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	40	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	40	25
Central City, within city limits	60	50	50	50	Lexington, 2200 class and heavier engines from Main street to 1500 feet east on scale track.				10
Central City, 2200 class engines on east leg of wye.				5	Lexington, 2200 class engines 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	20	Cozad, on Armour & Co. spur tracks.				5
Grand Island, 1900 class and heavier engines on east and west legs of wye.				5	Gothenburg wye.				5
ON WESTWARD TRACK Between Mile Posts— Summit 5.2 and 5.6	25	25	25	25	ON EASTWARD TRACK Between Mile Posts— North Platte 281.9 and 281.1	80	70	70	50
Sarpy 14.2 and 14.7	80	70	70	50	Brady Island 258.5 and 258.1	70	60	60	50
15.9 and 16.2	80	70	70	50	Kearney 189.2 and 189.0	40	40	40	25
Lane 18.1 and 18.4	70	60	60	50	Waterloo 23.2 and 22.8	70	60	60	50
19.4 and 19.8	70	60	60	50	22.6 and 22.2	60	50	50	40
Elkhorn 21.9 and 22.1	70	60	60	50	22.1 and 21.9	70	60	60	50
22.2 and 22.6	60	50	50	40	Elkhorn 19.8 and 19.4	70	60	60	50
22.8 and 23.2	70	60	60	50	18.4 and 18.1	70	60	60	50
Vroman 258.1 and 258.5	70	60	60	50	Lane 16.2 and 15.9	80	70	70	50
Beck 281.1 and 281.9	80	70	70	50	14.7 and 14.2	80	70	70	50
North Platte					Seymour 5.6 and 5.2 Summit	25	25	25	25

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Brownson, on government tracks.				10	Hillsdale, 5000 class and heavier engines on industry track.				5
ON WESTWARD TRACK Between Mile Posts— Korty 323.5 and 324.4	70	60	60	50	ON EASTWARD TRACK Between Mile Posts— Cheyenne 509.1 and 508.7	40	40	40	25
Brownson 422.6 and 423.5	70	60	60	50	506.3 and 505.8	80	70	70	50
Bushnell 456.9 and 457.2	80	70	70	50	503.0 and 502.2	60	50	50	40
Smeed 462.8 and 462.9	80	70	70	50	Archer 498.2 and 497.7	70	60	60	50
Burns 486.2 and 486.5	70	60	60	50	Durham 494.0 and 493.8	70	60	60	50
Hillsdale 493.8 and 494.0	70	60	60	50	Hillsdale 486.5 and 486.2	70	60	60	50
Durham 497.7 and 498.2	70	60	60	50	Pine Bluffs 462.9 and 462.8	80	70	70	50
Archer 502.2 and 503.0	60	50	50	40	Smeed 457.2 and 456.9	80	70	70	50
505.8 and 506.3	80	70	70	50	Potter 423.5 and 422.6	70	60	60	50
508.7 and 509.1	40	40	40	25	Roscoe 324.4 and 323.5	70	60	60	50
Cheyenne					North Platte				

THIRD SUBDIVISION

Maximum speed.	79	75	70	50	Light engines.				45	45
With C. B. & Q. 5200 and 5500 class engines.			45	45	LaSalle Between M. P. 149.6 and 150.7	50	50	40	25	
					Between M. P. 150.7 and 150.9	30	30	30	25	
					Between M. P. 150.9 and 151.1	50	50	40	25	
Freight engines not otherwise shown.			50		Sterling, 3900 class engines on coal chute track.					5
					Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick					20

BRANCHES

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Hastings Branch Maximum speed.		50
Between Brainard and Hordville.	40	30	Over Bridge 21.35.		30
Between Hordville and Central City.	35	25	Gibbon, west of east wye switch.		15
2800 class engines.	30	30	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Trains with 400 class engines.	40 40 25	30 40 25
Valparaiso, over Bridge 0.34, with Mac-Arthur type, 5000 and 9000 class engines.	5	5	Between Callaway and Stapleton: Steam trains. Motor trains. Trains with 400 class engines.	45 45 30	35 45 30
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	North Platte Branch Maximum speed.		45
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	5000, 7000 and 9000 class engines		35
Between Oconee and M.P. 16.		25	Over Bridge 18.30.		35
Between M.P. 16 and Norfolk.		30	Oshkosh, over First Street Crossing		15
Columbus, over wye switches.		15	North Platte Cut-Off Maximum speed.		45
On curve at M.P. 1.75.		25	5000, 7000 and 9000 Class Engines.		35
Albion Branch Maximum speed:		30	On curves between Yoder and So. Torrington		35
Cedar Rapids Branch. Maximum speed: Between Genoa and M.P. 11.		30	On curves between M.P. 25.42 and M.P. 31.25		30
Between M.P. 11 and Spalding.		25	Through tunnel between Albin and Tremain.		20
Over Bridge 12.96.		25	Lyman Branch.		20
Ord Branch Maximum speed: Between Grand Island and St. Libory.		25	Gering Branch.		20
Carey, all air field trackage.		10	Sears Branch.		20
Between St. Libory and Ord.		30			
Loup City Branch.		30			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc See Rule 6(A) Page 25	Switch Connection
Paddock.....	128.5	8	West	Agnew.....	41.8	28	Both
Buda.....	184.3	ES 73-XP	Both	West Lincoln.....	55.3	4	West
Kearney Air Base.....	185.9	WS 40-XP	Both	Hanlon.....	68.2	31	Both
Alfa Center.....	194.1	44-XP	Both	Stromsburg Branch			
Josselyn.....	217.9	24-XP	Both	Durant.....	56.8	23	Both
Willow Island.....	243.2	63-XP	Both	Sand Pit Spur.....	73.4	15	West
Keith.....	274.6	7-X	Both	Norfolk Branch			
Beck.....	280.5	10	West	Tarnov.....	20.3	36	Both
Second Subdivision				Enola.....	40.9	31	Both
Birdwood.....	290.5	CS-84	Both	Albion Branch			
Varner.....	301.8	40-X	Both	Mill Spur.....	2.0	5	East
Jacinto.....	430.8	8-X	East	Woodville.....	18.8	9	East
Megeath.....	349.1	17-X	East	Cedar Rapids Branch			
Owasco.....	439.9	27-PX	Both	Kent.....	5.3	12	Both
Oliver.....	451.1	12	East	Merchiston.....	9.3	20	Both
Tracy.....	472.0	10	East	Ord Branch			
Third Subdivision				Weeks Spur.....	43.1	5	East
Dorsey.....	19.0	29	Both	Saunders.....	58.5	3	East
Marcott.....	25.8	29-P	Both	North Platte Branch			
Tobin.....	34.2	22	Both	Broganville.....	24.8	12	Both
Powell.....	41.1	12-P	Both	Kingsley.....	30.7	11	Both
Griff.....	42.2	22	Both				
Ford.....	50.1	16	Both				
Beetland.....	66.8	23	Both				
Beta.....	72.1	10	Both				
Balzac.....	78.4	41	Both				
Cooper.....	82.8	24	Both				
Hurley.....	96.9	21	Both				
Sublette.....	121.4	14-P	Both				
Kuner.....	139.1	16-P	Both				
Auburn.....	147.2	27	Both				

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

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.
- 6(A). The following letters placed in column with station name in time-table indicate:
 D—day operator
 N—night operator
 DN—day and night operator
 R—train register
 YL—yard limits
- The following letters placed in columns provided in time-table indicate:
 C—coal
 I—interlocking
 O—oil
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
- Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding
 RCS—remote control switch

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs	Passenger Depot Waiting Room	North Platte	Engine Dispatcher's Office
Council Bluffs	Yard Office	North Platte	Enginemen's Washroom, Passenger Station
Council Bluffs	Roundhouse	North Platte	Hump Yard Locker Room
Council Bluffs	Yardmen's Locker Room	North Platte	Yardmen's Locker Room
Council Bluffs	West Yard Office	North Platte	East End Yardmen's Room
Omaha	Dispatcher's Office	Julesburg	Telegraph Office
Omaha	Union Station Telegraph Office	Sidney	Telegraph Office
Omaha	Tower "B"	Sidney	Engineer's Locker Room
Omaha	Enginemen's Washroom, 15th Street	Cheyenne	Dispatcher's Office
Omaha	Yardmen's Washroom, 15th Street	Cheyenne	Telegraph Office
Omaha	Yardmen's Washroom, Davenport Street	Cheyenne	Conductor's Room Passenger Station
Omaha	Enginemen's Washroom, Davenport Street	Cheyenne	Yard Office
South Omaha	Yard Office	Cheyenne	Engine Dispatcher's Office
Valley	Telegraph Office	Valparaiso	Telegraph Office
Columbus	Telegraph Office	Sterling	Telegraph Office
Central City	Telegraph Office	La Salle	Telegraph Office
Grand Island	Dispatcher's Office	Lincoln	Telegraph Office
Grand Island	Telegraph Office	Beatrice	Telegraph Office
Grand Island	Yard Office	Beatrice	Roundhouse
Grand Island	Enginemen's Washroom, Passenger Station	Norfolk	Telegraph Office
Grand Island	Roundhouse	Hastings	Yard Office
Kearney	Telegraph Office	Stapleton	Telegraph Office
Kearney	Roundhouse	Gering	Dispatcher's Office
Lexington	Telegraph Office	Gering	Telegraph Office
North Platte	Dispatcher's Office	Gering	Roundhouse
North Platte	Telegraph Office	South Torrington	Telegraph Office
North Platte	Freight Conductor's Register Room, Yard Office		

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

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