



UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION
TIME-TABLE
No. 22

Effective Sunday,
April 29, 1956

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

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

FIRST CLASS										Distance from Council Bluffs	Time Table No. 22 April 29, 1956	
11	27	9	17	5	103	101	105	111			STATIONS	
Passenger	Passenger	Stream-liner Passenger	Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
				9.20						0.0	CO. BLUFFS	
	10.30			9.55	3.10	2.55	1.10	12.55		2.8	OMAHA	
	1.40			12.40	5.10	4.55	3.15	3.00	146.9		GRAND ISLAND	
	4.30 3.45			2.55 2.05	6.55 6.00	6.40 6.45	5.05 4.10	4.50 3.55	284.1		C.T. M.T. NORTH PLATTE	
								5.10	365.3		JULESBURG	
	6.32			4.12	7.44	7.29	5.53		407.5		SIDNEY	
		8.40	8.00						.....		KANSAS CITY	
		8.05 8.35	6.30 7.00					8.30	562.5		DENVER	
	8.45 9.10			6.05 6.20	9.30 9.40	9.15 9.25	7.35 7.45		509.5		CHEYENNE	
	10.50	11.55	10.20	8.05	11.01	10.46	9.10		566.0		LARAMIE	
	1.15	1.54	12.35	10.45	12.56	12.41	11.05		682.8		RAWLINS	
	5.00	3.45 4.10	4.20 4.40	3.00 3.45	1.30 2.00	3.15 3.25	3.00 3.10	1.25 1.35	817.0		GREEN RIVER	
	5.35		4.20				2.05		847.2		GRANGER	
	8.45	8.30		5.50	6.45	6.30			992.6		OGDEN	
											(992.6)	

(0.35) (23.15) (23.50) (21.20) (20.55) (16.35) (16.35) (13.55) (8.35) Thru Time From Omaha
 51.5 42.6 51.2 50.2 47.3 59.7 59.7 60.7 65.2 Average speed per hour

E. H. BAILEY
General Manager

G. A. CUNNINGHAM
General Superintendent

H. E. SHUMWAY
Gen. Supt. Transportation

- J. E. MULICK, Superintendent..... Omaha, Nebr.
- O. A. DURRANT, Asst. Superintendent..... Omaha, Nebr.
- R. W. McSPADDEN, Asst. Superintendent..... Gering, Nebr.
- L. O. POPE, Terminal Superintendent..... Omaha, Nebr.
- D. E. MOORE, Safety and Courtesy Representative..... Grand Island, Nebr.
- A. A. HAUSSENER, Terminal Superintendent..... Co. Bluffs, Iowa
- C. B. HURD, Trainmaster..... Grand Island, Nebr.
- J. E. GUYNAN, Terminal Superintendent..... North Platte, Nebr.
- E. F. DEARDEN, Trainmaster..... North Platte, Nebr.
- W. E. HENKE, Trainmaster..... Sidney, Nebr.
- R. J. DUNN, Master Mechanic..... Co. Bluffs, Iowa
- E. P. LEE, Road Foreman of Engines..... Co. Bluffs, Iowa
- S. F. McWILLIAMS, Road Foreman of Engines..... North Platte, Nebr.
- T. R. BRITT, Road Foreman of Engines..... North Platte, Nebr.
- P. C. LOOMIS, Road Foreman of Engines..... North Platte, Nebr.
- A. T. McCASLIN, Road Foreman of Engines..... North Platte, Nebr.
- E. A. McCRAW, Road Foreman of Engines..... North Platte, Nebr.
- C. H. SUITS, Road Foreman of Engines..... Cheyenne, Wyo.
- W. F. HART, Division Engineer..... Omaha, Nebr.
- O. L. KOVAR, General Roadmaster..... Omaha, Nebr.

- FIRST SUBDIVISION,
OMAHA TO GRAND ISLAND, AND BRANCHES**
- C. A. LAUGHLIN, Chief Train Dispatcher..... Omaha, Nebr.
 - L. M. HEREK, Asst. Chief Train Dispatcher..... Omaha, Nebr.
 - F. R. LANGLEY, Asst. Chief Train Dispatcher..... Omaha, Nebr.

- FIRST SUBDIVISION,
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**
- A. E. HACKMAN, Chief Train Dispatcher..... Grand Island, Nebr.
 - I. E. BALL, Asst. Chief Train Dispatcher..... Grand Island, Nebr.
 - V. BAYNE, Asst. Chief Train Dispatcher..... Grand Island, Nebr.

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

- THIRD SUBDIVISION**
- C. A. VICK ROY, Chief Train Dispatcher..... Denver, Colo.
 - E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher..... Denver, Colo.
 - J. F. BARRETT, Asst. Chief Train Dispatcher..... Denver, Colo.

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

MILEAGE

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS										Mile Post	Time Table No. 22 April 29, 1956	
112	12	10	28	104	102	106	18	6			STATIONS	
Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
										0.0	CO. BLUFFS	6.10
	12.30			7.00	2.30	2.50	3.05			2.8	OMAHA	5.25
	10.25			3.50	12.20	12.40	12.55			146.9	GRAND ISLAND	2.50
C.T. M.T.	8.37 7.32			12.45 11.15	10.28 9.23	10.48 9.43	11.03 9.58			284.1	C.T. M.T. NORTH PLATTE	12.25 11.15
	6.27									365.3	JULESBURG	
				9.10	7.42	8.02	8.17			407.5	SIDNEY	9.17
								10.30		.....	KANSAS CITY	
	3.30							9.15 8.45		562.5	DENVER	
				7.15 6.00	6.20 6.10	6.40 6.30	6.55 6.45		7.35 7.15	509.5	CHEYENNE	
				2.38	4.35	4.50	5.12	5.25	5.45	566.0	LARAMIE	5.45
				12.45	2.05	2.55	3.25	3.35	3.10	682.8	RAWLINS	3.25
				10.25 10.15	11.15 10.45	12.35 12.25	1.05 1.00	1.15 11.45	12.35 12.20	817.0	GREEN RIVER	12.45 12.20
		9.45								847.2	GRANGER	
		9.10						12.27	11.10	992.6	OGDEN	
				6.45	7.00	9.10	9.40		8.30		(992.6)	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

Thru Time From Omaha..... (8.00) (0.35) (23.20) (23.00) (16.20) (16.10) (13.38) (22.20) (19.55)
 Average speed per hour..... 70.0 51.8 52.2 43.0 60.6 61.2 61.9 47.9 49.7

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
101	Fremont..... Columbus..... Kearney.....	.....	Sacramento or beyond.	102	Kearney..... Columbus..... Fremont.....	.....	Sacramento or beyond.
103	Fremont..... Columbus..... Kearney.....	.....	East Los Angeles or beyond.	104	Kearney..... Columbus..... Fremont.....	.....	East Los Angeles or beyond.
105	Fremont..... Columbus..... Kearney.....	.....	Pendleton or beyond.	106	Kearney..... Columbus..... Fremont.....	.....	Pendleton or beyond.
111	Fremont..... Ft. Morgan.....	Chicago..... Points where scheduled to stop.	Denver or beyond. Points where scheduled to stop.	112	Ft. Morgan..... Fremont.....	Points where scheduled to stop. Denver.....	Points where scheduled to stop. Chicago.

WESTWARD FIRST SUBDIVISION

Car Capacity of Bluffs, etc. See Rule 72, Page 22.	SECOND CLASS						Distance from Council Bluffs	Time-Table No. 22	
	71	73	75	239	237	233		April 29, 1956	
	Time Freight Daily	Time Freight Daily	Local Freight Tuesday Thurs., Sat.	Local Freight Monday Wed., Fri.	Local Freight Monday Wed., Fri.	Local Freight Monday Wed., Fri.		STATIONS	
DF CXWITYOPZ	8.00PM	12.01PM				6.30AM	0.0	R COUNCIL BLUFFS YL	
DFXWITOPZ	8.15	12.15				6.40	2.8	DN-B OMAHA YL US	
XIP	8.30	12.45				7.00	5.2	DN SUMMIT YL SU	
ES77 XP	8.40	12.55				7.14	13.6	SARPY	
XP	8.50	1.00				7.20	17.1	LANE	
CS73 XP						7.30	21.7	D ELKHORN KH	
CS84 P						7.40	24.6	D WATERLOO WO	
WB175 XYPWO ES165 ES90	9.15PM	1.15PM				8.40	28.0	DN VALLEY YL V	
CS81 P						8.50	34.3	MEROER	
WB99 X ES172 WPE						9.15	39.2	F. S. Y. & L. CROSSING	
IP							40.0	DN FREMONT YL FN	
CS83 P						9.24	44.8	O. B. & Q. CROSSING	
CS119 XP						9.38	46.3	O. & N. W. CROSSING	
CS82 P						10.10	46.8	AMES	
WB130 X ES123 WP						11.24	54.4	D NORTH BEND NB	
CS118 P						11.52AM	58.7	D ROGERS DJ	
WB143 XWTC ES125 YPE						12.30PM	68.7	DN SCHUYLER SO	
CS119 P						12.50	76.9	D RIOHLAND BZ	
CS82 P						12.56	83.8	O. B. & Q. CROSSING	
CS119 XWP						1.20	84.6	DN COLUMBUS YL O	
CS82 P						1.30	92.2	DUNCAN	
CS82 XP						2.00	96.5	GARDINER	
WB113 X ES119 WYP		9.50AM				2.30PM	102.3	DN SILVER CREEK SI	
CS119 P		10.15					107.9	HAVENS	
XWCTYOP		10.45AM				8.30AM	119.6	D OLARKS OX	
CS82 XYP						9.00	124.3	O. B. & Q. CROSSING	
WB117 XW ES48 P						10.10	124.9	DN CENTRAL CITY OI	
CS82 XP						10.35	135.1	D OHAPMAN OP	
WB130 XWI ES70 YP						11.10	146.5	O. B. & Q. CROSSING	
CS82 P						11.25	146.9	DN-R GRAND ISLAND GE YL	
WB133 XWO ES118 YEP						11.55AM	154.5	ALDA	
CS83 P						12.30PM	162.3	D WOOD RIVER WR	
CS130 XWP						1.00	169.9	D SHELTON ST	
CS83 P						1.30	176.0	DN GIBBON GB	
WB130 XWY ES119 EP						2.00PM	180.2	OPTIC	
CS83 P						9.00	189.1	DN KEARNEY YL KR	
CS83 XWP						9.30	198.2	D ODESSA DZ	
WB135 XWO ES130 YP						10.00	204.6	D ELM CREEK QR	
CS83 P						10.30	213.3	D OVERTON OV	
CS83 WP						11.00	224.4	DN LEXINGTON UM	
CS119 XP						11.30	232.5	DARR	
CS83 P						11.45AM	238.2	D OOAD OO	
DFXWCZTYOP						12.01PM	248.8	DN GOTHENBURG BU	
							254.5	VROMAN	
							261.5	D BRADY BI	
							270.6	D MAXWELL MX	
							278.5	GANNETT	
							284.1	DN-R NORTH PLATTE YL NO	

(1.15) 22.4 (1.14) 22.8 (0.85) 24.0 (3.31) 17.1 (5.30) 14.1 (8.00) 15.6
..... Thru Time.....
..... Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 22.

WESTWARD FIRST SUBDIVISION

Distance from Council Bluffs	FIRST CLASS						Distance from Council Bluffs	Time-Table No. 22	
	27	5	103	101	105	111		April 29, 1956	
	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily		STATIONS	
		9.20AM				0.0	R COUNCIL BLUFFS YL		
	10.30PM	9.55	3.10AM	2.55AM	1.10AM	12.55AM	2.8	DN-B OMAHA YL US	
	10.37	10.02	3.15	3.00	1.15	1.00	5.2	DN SUMMIT YL SU	
	10.46	10.10	3.22	3.07	1.22	1.07	13.6	SARPY	
	10.50	10.14	3.25	3.10	1.26	1.10	17.1	LANE	
	10.53	10.19	3.29	3.14	1.30	1.14	21.7	D ELKHORN KH	
	f10.56	10.22	3.32	3.17	1.33	1.17	24.6	D WATERLOO WO	
	f11.00	10.26	3.35	3.20	1.36	1.20	28.0	DN VALLEY YL V	
	11.06	10.31	3.39	3.24	1.40	1.25	34.3	MEROER	
							38.2	F. S. Y. & L. CROSSING	
	s11.16	s10.43	3.43	3.28	1.45	1.30	39.2	DN FREMONT YL FN	
							40.0	O. B. & Q. CROSSING	
							44.8	O. & N. W. CROSSING	
	11.25	10.50	3.48	3.33	1.50	1.36	46.8	AMES	
	f11.32	10.57	3.54	3.39	1.56	1.42	54.4	D NORTH BEND NB	
	11.39	11.03	3.59	3.44	2.01	1.47	61.4	D ROGERS DJ	
	f11.48	11.09	4.04	3.49	2.06	1.52	68.7	DN SCHUYLER SO	
	11.56PM	11.17	4.10	3.55	2.12	1.58	76.9	D RIOHLAND BZ	
							83.8	O. B. & Q. CROSSING	
	s12.15AM	s11.31	4.16	4.01	2.20	s 2.05	84.6	DN COLUMBUS YL O	
	f12.25	11.41	4.22	4.07	2.26	2.12	92.2	DUNCAN	
	12.30	11.45	4.25	4.10	2.30	2.16	96.5	GARDINER	
	f12.35	11.50	4.29	4.14	2.34	2.20	102.3	DN SILVER CREEK SI	
	12.40	11.54	4.33	4.18	2.38	2.24	107.9	HAVENS	
	f12.45	11.59AM	4.37	4.22	2.42	2.27	119.6	D OLARKS OX	
							124.3	O. B. & Q. CROSSING	
	s12.57	12.09PM	4.47	4.32	2.52	2.38	124.9	DN CENTRAL CITY OI	
	1.07	12.19	4.57	4.42	3.02	2.48	135.1	D OHAPMAN OP	
							146.5	O. B. & Q. CROSSING	
	1.25	12.30	5.09	4.54	3.14	2.59	146.9	DN-R GRAND ISLAND GE YL	
	1.40	12.40	5.10	4.55	3.15	3.00	154.5	ALDA	
	1.48	12.47	5.17	5.02	3.22	3.08	162.3	D WOOD RIVER WR	
	f 1.55	12.54	5.23	5.08	3.28	3.14	169.9	D SHELTON ST	
	f 2.02	1.00	5.29	5.14	3.34	3.20	176.0	DN GIBBON GB	
	f 2.07	1.05	5.33	5.18	3.38	3.24	180.2	OPTIC	
	2.11	1.09	5.36	5.21	3.41	3.27	189.1	DN KEARNEY YL KR	
	s 2.19	s 1.25	5.44	5.29	3.49	s 3.36	198.2	D ODESSA DZ	
	f 2.38	1.33	5.51	5.36	3.57	3.44	204.6	D ELM CREEK QR	
	f 2.43	1.38	5.56	5.41	4.02	3.49	213.3	D OVERTON OV	
	f 2.50	1.46	6.02	5.47	4.09	3.55	224.4	DN LEXINGTON UM	
	s 3.08	1.55	6.10	5.55	4.17	4.03	232.5	DARR	
	3.16	2.02	6.16	6.01	4.23	4.09	238.2	D OOAD OO	
	s 3.28	2.07	6.20	6.05	4.27	4.13	248.8	DN GOTHENBURG BU	
	s 3.45	2.17	6.28	6.13	4.34	4.21	254.5	VROMAN	
	3.51	2.22	6.32	6.17	4.40	4.25	261.5	D BRADY BI	
	f 3.58	2.29	6.37	6.22	4.45	4.31	270.6	D MAXWELL MX	
	f 4.07	2.37	6.44	6.29	4.52	4.38	278.5	GANNETT	
	4.15	2.44	6.49	6.34	4.57	4.44	284.1	DN-R NORTH PLATTE YL NO	

(6.00) 46.9 (5.00) 50.3 (3.45) 75.0 (3.45) 75.0 (3.55) 71.8 (3.55) 71.8
..... Thru Time from Omaha
..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 22.

FIRST SUBDIVISION EASTWARD

Time-Table No. 22
April 29, 1956

STATIONS

Mile Post	FIRST CLASS					
	28	6	112	104	102	106
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
0.0		A 6.10PM				
2.8	A 7.00AM	5.25	A 12.30AM	A 2.30AM	A 2.50AM	A 3.05AM
5.2	6.49	5.15	12.24	2.20	2.40	2.55
12.6	6.40	5.08	12.17	2.13	2.33	2.48
17.1	6.36	5.04	12.14	2.10	2.30	2.45
21.7	f 6.31	4.59	12.10	2.06	2.26	2.41
24.8	f 6.27	4.56	12.07	2.03	2.23	2.38
28.0	s 6.23	4.52	12.04AM	2.00	2.20	2.35
24.3	6.16	4.46	11.59PM	1.55	2.15	2.30
38.2						
39.3	s 6.08	s 4.40	11.55	1.51	2.11	2.26
40.0						
44.8						
46.3	f 5.54	4.25	11.46	1.43	2.03	2.18
54.4	f 5.45	4.18	11.40	1.37	1.57	2.12
61.4	f 5.37	4.12	11.35	1.32	1.52	2.07
68.7	s 5.30	4.06	11.30	1.26	1.46	2.01
78.9	f 5.20	3.58	11.24	1.20	1.40	1.55
83.8						
84.5	s 5.10	s 3.51	s 11.17	1.13	1.33	1.48
92.2	f 4.51	3.40	11.07	1.03	1.23	1.38
96.5	4.46	3.35	11.04	1.00	1.20	1.35
102.3	f 4.41	3.30	11.00	12.56	1.16	1.31
107.9	4.33	3.25	10.56	12.52	1.12	1.27
113.6	f 4.27	3.20	10.52	12.48	1.08	1.23
124.3						
124.9	s 4.15	3.10	10.44	12.39	12.59	1.14
135.1	4.02	3.01	10.35	12.30	12.50	1.05
146.5						
146.9	3.50	2.50	10.25	12.20	12.40	12.55
144.8	3.19	2.27	10.15	12.10	12.30	12.45
162.3	f 3.09	2.20	10.09	12.04AM	12.24	12.39
169.9	f 3.00	2.14	10.04	11.58PM	12.18	12.33
176.0	f 2.53	2.09	10.00	11.53	12.13	12.28
180.2	2.49	2.05	9.57	11.50	12.10	12.25
189.1	s 2.39	s 1.55	s 9.49	11.42	12.02AM	12.17
198.3	f 2.24	1.42	9.41	11.34	11.54PM	12.10
204.6	f 2.17	1.37	9.37	11.30	11.50	12.06AM
213.3	f 2.07	1.30	9.31	11.24	11.44	11.59PM
224.4	s 1.55	1.20	9.23	11.16	11.36	11.51
232.5	1.44	1.13	9.17	11.10	11.30	11.45
238.2	s 1.38	1.08	9.13	11.05	11.25	11.40
248.8	s 1.23	12.59	9.05	10.57	11.18	11.32
254.5	1.14	12.54	9.01	10.52	11.12	11.27
261.5	f 1.07	12.48	8.55	10.47	11.07	11.22
270.6	f 12.59	12.40	8.48	10.40	11.00	11.15
278.5	12.52	12.33	8.42	10.34	10.54	11.09
284.1	12.45AM	12.25PM	8.37PM	10.28PM	10.48PM	11.03PM

Thru Time to Omaha (6.15) (5.00) (3.53) (4.02) (4.02) (4.02)
Average speed per hour 45.0 56.3 72.4 69.7 69.7 69.7

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
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FIRST SUBDIVISION EASTWARD

Time-Table No. 22
April 29, 1956

STATIONS

Mile Post	SECOND CLASS					
	74	234	72	76	240	238
	Time Freight	Local Freight	Time Freight	Local Freight	Local Freight	Local Freight
0.0	A 6.50AM	A 3.15PM	A 11.15PM			
2.8	6.35	2.55	11.00			
5.2	6.05	2.35	10.35			
13.6	5.55	2.15	10.25			
17.1	5.50	f 2.05	10.20			
21.7		s 1.55				
24.8		s 1.30				
28.0	5.35AM	s 1.00	10.05PM			
24.3		f 12.01PM				
38.2						
39.3		s 11.50AM				
40.0						
44.8						
46.3		f 10.50				
54.4		s 10.20				
61.4		s 9.50				
68.7		s 9.20				
78.9		f 8.20				
83.8						
84.5		s 8.00				
92.2		s 7.20				
96.5		f 6.50				
102.3		s 6.40				
107.9		f 6.00				
113.6		s 5.39				
124.3						
124.9		5.00AM	A 6.55AM			
135.1			s 6.40			
146.5						
146.9				6.20AM	A 1.30PM	
144.8					f 1.00	
162.3					s 12.30	
169.9					s 12.01PM	
176.0					s 11.30AM	
180.2					f 11.00	
189.1					10.30	
198.3					s 10.00	
204.6					s 9.30	
213.3					s 9.00	
224.4				A 10.30AM	8.30AM	
232.5					f 10.00	
238.2					s 9.30	
248.8					s 9.00	
254.5					8.30	
261.5					s 8.15	
270.6					s 7.45	
278.5					7.15	
284.1					7.00AM	

Thru Time (1.15) (10.15) (1.10) (0.35) (3.30) (3.00)
Average speed per hour 22.4 12.2 24.0 37.7 17.2 14.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply on First Subdivision.
Time shown at Council Bluffs and Omaha is for information only. Trains are governed by Bridge Subdivision Time-Table and Special Rules while using Bridge Subdivision tracks between Council Bluffs and Summit.
For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages—See page 22.

WESTWARD										SECOND SUBDIVISION										Time-Table No. 22																																																																					
SECOND CLASS					FIRST CLASS					Distance from Council Bluffs	STATIONS																																																																														
241	97	93	5	103	101	105	111	27																																																																																	
Local Freight	Local Freight	Mixed	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger																																																																																	
Mon. Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily																																																																																	
DF XWCZYOP	6.45AM	6.35AM	5.00AM	2.05PM	6.00AM	5.45AM	4.10AM	3.55AM	3.45AM	284.1	DN-R NORTH PLATTE NY	5.1	DN WEST NORTH PLATTE	1.3	BIRDWOOD	1.8	D HERSHEY OF	2.1	DN O'FALLONS FA	2.6	VARNER	3.1	D SUTHERLAND SU	3.6	DEXTER	4.1	D PAXTON PN	4.6	KORTY	5.1	D ROSCOE RO	5.6	DN OGALLALA YL GT	6.1	D BRULE RU	6.6	MEGATH	7.1	D BIG SPRINGS GS	7.6	BARTON	8.1	DN JULESBURG YL JB	8.6	WEIR	9.1	D CHAPPELL OQ	9.6	D LODGE POLE GP	10.1	D SUNOL UN	10.6	COLTON	11.1	DN-R SIDNEY YL OD	11.6	BROWNSON	12.1	DN POTTER PR	12.6	JACINTO	13.1	D DIX DX	13.6	OWASOO	14.1	DN KIMBALL KB	14.6	OLIVER	15.1	D BUSHNELL BN	15.6	DN PINE BLUFFS YL UF	16.1	TRACY	16.6	D EGBERT GX	17.1	D BURNS UX	17.6	HILLSDALE	18.1	DURHAM	18.6	ARCHER	19.1	DN-R CHEYENNE YL OY	19.6	(225.4)

Thru Time Average speed per hour

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

SECOND SUBDIVISION										EASTWARD										Time-Table No. 22																																																																					
FIRST CLASS					SECOND CLASS					Distance from Council Bluffs	STATIONS																																																																														
6	112	104	102	106	28	242	98	94																																																																																	
Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Local Freight	Local Freight	Mixed																																																																																	
Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. Sat.	Daily	Daily Except Sunday																																																																																	
284.1	A 11.15AM	A 7.32PM	A 9.23PM	A 9.43PM	A 9.58PM	A 11.15PM	A 11.15AM	A 4.50PM	A 7.00PM	284.1	DN-R NORTH PLATTE NY	5.1	DN WEST NORTH PLATTE	1.3	BIRDWOOD	1.8	D HERSHEY OF	2.1	DN O'FALLONS FA	2.6	VARNER	3.1	D SUTHERLAND SU	3.6	DEXTER	4.1	D PAXTON PN	4.6	KORTY	5.1	D ROSCOE RO	5.6	DN OGALLALA YL GT	6.1	D BRULE RU	6.6	MEGATH	7.1	D BIG SPRINGS GS	7.6	BARTON	8.1	DN JULESBURG YL JB	8.6	WEIR	9.1	D CHAPPELL OQ	9.6	D LODGE POLE GP	10.1	D SUNOL UN	10.6	COLTON	11.1	DN-R SIDNEY YL OD	11.6	BROWNSON	12.1	DN POTTER PR	12.6	JACINTO	13.1	D DIX DX	13.6	OWASOO	14.1	DN KIMBALL KB	14.6	OLIVER	15.1	D BUSHNELL BN	15.6	DN PINE BLUFFS YL UF	16.1	TRACY	16.6	D EGBERT GX	17.1	D BURNS UX	17.6	HILLSDALE	18.1	DURHAM	18.6	ARCHER	19.1	DN-R CHEYENNE YL OY	19.6	(225.4)

Thru Time Average speed per hour

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

WESTWARD				THIRD SUBDIVISION		EASTWARD						
SECOND CLASS		FIRST CLASS		Time-Table No. 22 April 29, 1956	Mile Post	FIRST CLASS		SECOND CLASS				
71	111	301	112			302	250	72				
C. B. & Q. Freight	Streamliner Passenger	C. B. & Q. Passenger	Streamliner Passenger			C. B. & Q. Passenger	Time Freight	C. B. & Q. Freight				
STATIONS				STATIONS								
80	WCYP		f 5.10AM	0.0	DN	JULESBURG YL JB	0.0	As 6.27PM				
75	ZP		5.18	7.1	D	OVID VI	7.1	6.18				
73	WP		5.24	14.6	D	SEDGWICK ZD	14.6	6.12				
20				19.0		DORSEY	19.0					
96	P		5.31	23.1		RED LION	23.1	6.05				
20	P			25.8		MARCOIT	25.8					
95	WP		5.36	30.1	D	OROOK OK	30.1	6.00				
22				34.2		TOBIN	34.2					
72	F		5.43	38.8		PROCTOR	38.8	5.53				
12	F			41.1		POWELL	41.1					
22				42.2		GRIFF	42.2					
94	F		5.48	45.6	D	ILIFF Y	45.6	5.48				
10				50.1		FORD	50.1					
77	F		5.54	53.5		HAYFORD	53.5	5.41				
	AIP			57.2		O. B. & Q. CROSSING	57.2					
100	IWCTZP	1.00PM	6.00 6.05	5.05AM	57.5	DN-R	STERLING YL ST	57.5	5.37 5.35	A 11.45PM	A 10.15PM	A 11.59PM
				61.7		HALL	61.7					
73	P	1.14	6.13	f 5.13	64.1	D	ATWOOD OD	64.1	5.28	f 11.28	9.55	11.43
22				66.8		BETLAND	66.8					
74	F	1.27	6.19	f 5.21	70.2	D	MERRINO MI	70.2	5.23	f 11.21	9.46	11.33
10				72.1		BETA	72.1					
143	F	1.36	6.24	5.29	76.0		MESSEX	76.0	5.19	f 11.15	9.38	11.21
41	F			78.4		BALZAO	78.4					
52	P	A 2.00PM	6.29	A 5.40AM	81.0	DN	UNION UN	81.0	5.15	f 11.07PM	9.31	11.09PM
24				82.8		OOOPER	82.8					
94	WP		6.34		87.0	D	SNYDER SN	87.0	5.10		9.24	
53	F		6.40		93.8		DODD	93.8	5.05		9.15	
21				95.9		HURLEY	95.9					
100	WP		6.44		98.6	DN	FT. MORGAN FX	98.6	5.01		9.08	
25	P		6.50		104.0		NARROWS	104.0	4.55		8.57	
79	F		6.52		109.0	D	WELDONA DN	109.0	4.53		8.52	
23	F		6.57		114.2		GOODRICH	114.2	4.49		8.45	
78	F		7.00		117.7		ORHARD	117.7	4.46		8.40	
14	F			121.4		SUNLETTE	121.4					
43	P		7.06		124.8		MASTERS	124.8	4.40		8.30	
50	F		7.11		130.2		OSANTON	130.2	4.36		8.18	
121	WP		7.16		135.4		HARDIN	135.4	4.32		8.10	
16	F			139.1		KUNER	139.1					
78	F		7.22		143.1	D	KERSEY KR	143.1	4.25		7.55	
27				147.2		AUBURN	147.2					
56	WCYTP	A 7.30AM		151.1	DN-R	LASALLE YL SA	151.1	4.18PM			7.40PM	

(1.00) (2.20) (0.35) Thru Time..... (2.09) (0.38) (2.35) (0.50)
 23.5 64.8 40.3 Average speed per hour..... 70.3 37.1 36.2 28.2

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

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

WESTWARD				BEATRICE BRANCH				EASTWARD					
SECOND CLASS		71		73		Time-Table No. 22 April 29, 1956		SECOND CLASS		74		72	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22	Distance from Council Bluffs	Freight Daily	Freight Daily	Distance from Valley	Freight Daily	Freight Daily	STATIONS	Mile Post	Freight	Freight	Freight	Freight	
WCYP			10.25PM	1.30PM	0.0	DN-R	VALLEY YL V	0.0	A 5.20AM	A 9.50PM			
AI					5.8		O. B. & Q. CROSSING	5.8					
28	P		10.40	1.45	6.3		YUTAN YN	6.3	5.10	9.40			
106	YP		10.50	1.55	11.6	D	MEAD AD	11.6	5.00	9.30			
04	WP		11.10	2.07	18.9	D	WAHOO W	18.9	4.45	9.15			
					19.6		O. & N. W. and O. B. & Q. CROSSINGS	19.6					
78	P		11.25	2.22	26.3	D	WESTON WN	26.3	4.35	9.05			
90	P		11.35PM	2.34	33.2		TOUHY	33.2	4.23	8.53			
96	WCYP		12.01AM	2.44	37.3	DN	VALPARAISO YL VO	37.3	4.15	8.45			
28					41.8		AGNEW	41.8					
33	P		12.18	2.58	46.5	D	RAYMOND RM	46.5	3.59	8.28			
101	P		12.30	3.08	52.7		GARRATT	52.7	3.48	8.18			
4					55.3		WEST LINCOLN	55.3					
	I				56.5		O. B. & Q. CROSSING	56.5					
94	WTZP		12.55	3.18	57.1	DN	LINCOLN YL SN	57.1	3.40	8.10			
	I				57.4		O. B. & Q. CROSSING	57.4					
	I				59.0		O. B. & Q. CROSSING	59.0					
130	P		1.18	3.31	65.4		JAMAICA	65.4	3.20	7.50			
					68.2		HANLON	68.2					
21	P		1.33	3.46	74.7		PRINCETON	74.7	3.05	7.35			
73	P		1.43	3.53	79.5	D	ORTLAND RD	79.5	2.55	7.25			
94	P		1.58	4.08	88.9	D	PICKRELL IK	88.9	2.43	7.13			
	CWTZP		A 2.15AM	A 4.25PM	96.8	DN-R	BEATRICE YL BX	96.8	2.30AM	7.00PM			

WESTWARD				OLD MAIN LINE				EASTWARD					
SECOND CLASS		71		73		Time-Table No. 22 April 29, 1956		SECOND CLASS		74		72	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22	Distance from Council Bluffs	Freight Daily	Freight Daily	Distance from Council Bluffs	Freight Daily	Freight Daily	STATIONS	Mile Post	Freight	Freight	Freight	Freight	
XIP				5.2	DN	SUMMIT YL SU	5.2						
XWP				6.4		SOUTH OMAHA YL	6.4						
XIP				11.9		GILMORE YL	11.9						
72	P			16.8	D	PAPILLION PO	16.8						
AIP				19.2		MO. PAC. CROSSING	19.2						
P				22.5	D	MILLARD MD	22.5						
XP				26.1		LANE	26.1						

WESTWARD				STROMSBURG BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 22				SECOND CLASS					
				April 29, 1956									
				STATIONS									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22.			75	Distance from Valparaiso			76	Mile Post					
			Local Freight				Local Freight						
			Tuesday Thursday Saturday										
WCYP			5.00AM	0.0	DN-R VALPARAISO YL VO	0.0	A11.35AM						
			f 5.20	7.4	7.4 LOMA	7.4	f11.02						
16					6.1 BRAINARD BD	13.5	s10.50						
23			s 5.40	13.5	1.5 O. & N. W. CROSSING	15.0							
					8.2 DAVID CITY DV	23.2	s10.25						
33	W		s 6.10	23.2	0.3 O. B. & Q. CROSSING	23.5							
					9.8 RISING CITY RN	33.3	s 9.40						
31			s 6.45	33.3	6.8 SHELBY SH	40.1	s 9.20						
36			s 7.05	40.1	7.4 OSOEOLA OZ	47.5	s 8.55						
7			s 7.34	47.5	5.4 STROMSBURG S	52.9	s 8.25						
9	W		s 8.25	52.9	3.9 DURANT	56.8							
					6.2 POLK PK	63.0	s 7.50						
35			s 8.40	63.0	5.5 HORDVILLE HV	68.5	s 7.30						
21			s 8.55	68.5	5.3 HEBER	73.8	f 7.10						
22			s 9.10	73.8	1.5 O. B. & Q. CROSSING	75.8							
					0.6 CENTRAL CITY YL OI	75.9	7.05AM						
WYP			A 9.20AM	75.9			Monday Wednesday Friday						
					(75.9)								
			(4.20) Thru Time.....				(4.30) Thru Time.....						
			17.5 Average speed per hour.....				16.8 Average speed per hour.....						

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 22				SECOND CLASS					
				April 29, 1956									
				STATIONS									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22.			79	Distance from Genoa			80	Mile Post					
			Mixed				Mixed						
			Daily Except Sunday										
40	WY		12.32PM	0.0	D-R GENOA YL G	0.0	A 4.45PM						
					5.3 KENT	5.3							
12				5.3	4.0 MEROHISTON	9.3							
30				9.3	4.4 FULLERTON FU	13.7	s 4.17						
38			s 1.08	13.7	9.4 BELGRADE BL	23.1	s 3.53						
31			s 1.33	23.1	7.2 CEDAR RAPIDS OD	30.8	s 3.35						
36	W		s 1.52	30.8	6.3 PRIMROSE P	36.6	f 3.19						
36			s 2.13	36.6	7.7 SPALDING YL SG	44.8	3.00PM						
38	WY		A 2.40PM	44.8			Daily Except Sunday						
					(44.8)								
			(2.08) Thru Time.....				(1.45) Thru Time.....						
			20.8 Average speed per hour.....				25.3 Average speed per hour.....						

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

WESTWARD				NORFOLK BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 22				SECOND CLASS					
				April 29, 1956									
				STATIONS									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22.			79	Distance from Columbus			81	Mile Post					
			Mixed				Mixed						
			Daily Except Sunday				Daily Except Sunday						
WCTYPE			11.40AM	0.0	DN-R COLUMBUS YL O	0.0	A 1.25PM						
			f 11.50AM	4.2	4.2 SHELDONVILLE	4.2	1.10						
20					5.2 OCONEE YL	9.4	1.02PM						
8	YP		A12.02PM	9.4	5.3 PLATTE CENTER PO	14.7							
					5.6 TARNOV	20.3							
29			f 2.00	14.7	4.8 O. & N. W. CROSSING	25.1							
					0.6 HUMPHREY HX	25.7							
36					3.4 PEOK	29.1	f 9.16						
56	W		s 3.17	25.7	6.3 MADISON MA	35.4	s 9.02						
15			f 3.23	29.1	5.5 ENOLA	40.9							
33	W		s 3.55	35.4	7.8 O. & N. W. CROSSING	48.7							
					1.5 O. & N. W. CROSSING	50.2							
31					0.2 NORFOLK YL KN	50.4	8.00PM						
WCZTYP			A 5.00AM	50.4			Daily Except Sunday						
					(50.4)								
			(0.22) Thru Time.....				(0.23) Thru Time.....						
			25.6 Average speed per hour.....				24.5 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 72. Track at Norfolk is used jointly with C. St. P. M. & O.

WESTWARD				ALBION BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 22				SECOND CLASS					
				April 29, 1956									
				STATIONS									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22.			79	Distance from Genoa			81	Mile Post					
			Mixed				Mixed						
			Daily Except Sunday				Daily Except Sunday						
20	YP		12.02PM	0.0	D-R OCONEE YL	0.0	A 1.02PM						
					2.0 MILL SPUR	2.0							
5					2.3 MONROE MN	4.3	s 12.50						
			s 12.13	4.3	7.0 GENOA YL G	11.3	s 12.29PM						
40	WYP		A12.29PM	11.3	11.0 ST. EDWARD ST	22.3	s 11.55						
					11.4 ALBION YL A	33.7	11.30AM						
56			s 8.30	11.3									
28	WYP		A10.05AM	33.7			Daily Except Sunday						
					(33.7)								
			(0.27) Thru Time.....				(1.32) Thru Time.....						
			25.1 Average speed per hour.....				22.0 Average speed per hour.....						

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

WESTWARD		ORD — LOUP CITY BRANCH				EASTWARD	
SECOND CLASS		Time-Table No. 22				SECOND CLASS	
		April 29, 1956					
		STATIONS					
WTYPCZ		10.00AM	9.00AM	0.0	DN-R GRAND ISLAND YL GE	0.0	A 5.15PM A 5.15PM
I				0.4	O. B. & Q. CROSSING	0.4	
11				2.5	OAREY	2.5	
19		s 10.30	s 9.28	11.1	D ST. LIBORY RY	11.1	s 4.42 s 4.42
39 WYP		s 11.15	s 9.55	21.9	D-R ST. PAUL YL SP	21.9	s 4.20 s 4.20PM
19		s 11.40AM		30.2	D DANNEBROG DB	30.2	s 3.50
11 W		s 12.05PM		40.5	D BOELUS HW	40.5	s 3.20
31		f 12.25		47.7	ROCKVILLE	47.7	f 2.55
33 W		A 1.00PM		60.9	D-R LOUP CITY YL OP	60.9	2.30PM
27			s 10.20	30.7	D ELBA EB	30.7	s 3.48
25			s 10.35	36.8	COTESFIELD	36.8	s 3.41
			10.50	44.5	SCOTIA JUNCTION	44.5	3.23
20			s 11.00	45.7	D SCOTIA SK	45.7	s 3.14
			11.15	44.5	SCOTIA JUNCTION	44.5	3.07
31 W			s 11.35AM	48.8	D NORTH LOUP NU	48.8	s 2.57
3				58.5	SAUNDERS	58.5	
				60.7	O. B. & Q. CROSSING	60.7	
34 WY			A 12.10PM	61.0	D-R ORD YL RD	61.0	2.30PM
					(61.0)		
		(3.00)	(3.10)		..... Thru Time.....	(2.45)	(2.45)
		20.3	19.3		..... Average speed per hour.....	22.2	22.1

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

WESTWARD		HASTINGS BRANCH				EASTWARD	
SECOND CLASS		Time-Table No. 22				SECOND CLASS	
		April 29, 1956					
		STATIONS					
WYPCZ				0.0	DN-R HASTINGS YL AN	0.0	
130 P				12.7	HAYLAND	12.7	
35 P				20.2	DENMAN	20.2	
130 WYP				28.1	DN-R GIBBON YL GB	28.1	
					(28.1)		
					..... Thru Time.....		
					..... Average speed per hour.....		

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

WESTWARD		KEARNEY BRANCH				EASTWARD	
SECOND CLASS		Time-Table No. 22				SECOND CLASS	
		April 29, 1956					
		STATIONS					
WYCF				9.00AM	0.0	DN-R KEARNEY YL KR	0.0
12			f 9.12	5.5	GLENWOOD PARK	5.5	f 8.32 f 11.10
19 P			s 9.19	10.1	RIVERDALE	10.1	s 8.22 s 10.50
27 P			s 9.30	16.8	D AMHERST HR	16.8	s 8.00 s 10.35
13			f 9.52	22.7	WATERTOWN	22.7	f 7.41 f 10.25
32 WP			s 10.06	26.8	MILLER	26.8	s 7.33 s 10.15
38 P			s 10.20	32.5	D SUMNER SU	32.5	s 7.15 s 10.00
28 P			s 10.40	40.4	D EDDYVILLE VD	40.4	s 6.59 s 9.45
40			s 11.13	52.1	D OCONTO BS	52.1	s 6.28 s 9.30
7			f 11.27AM	59.1	LODI	59.1	f 6.14 f 9.15
27 WYP			s 12.30PM	66.5	D CALLAWAY OA	66.5	s 5.45 s 9.00
9			f 12.55	75.8	FINCHVILLE	75.8	f 5.00 f 8.30
38 WP			s 1.30	83.1	D AENOLD AD	83.1	s 4.45 s 8.15
			f 1.55	90.6	LOGAN	90.6	f 4.26 f 7.56
10			f 2.10	94.6	HOAGLAND	94.6	f 4.18 f 7.48
15 P			f 2.30	99.2	GANDY	99.2	f 4.08 f 7.38
22 FWYC			A 2.55PM	102.4	D-R STAPLETON YL SN	102.4	4.00PM 7.30AM
					(102.4)		
			(5.55)		..... Thru Time.....	(5.20)	(4.20)
			17.3		..... Average speed per hour.....	19.2	23.6

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

Wednesday Friday Sunday

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS				Distances from O'Fallon	Time-Table No. 22 April 29, 1956	Mile Post	SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22.	97 Local Freight Daily		93 Mixed Daily				98 Local Freight	94 Mixed			
WYP		7.15AM	5.30AM	0.0	DN-R	O'FALLONS	YL FA	0.0	A 4.20PM	A 6.25PM	
15		f 7.20	f 5.35	2.8		2.8	OOKER		f 3.58	f 6.13	
41	P	f 7.41	s 5.48	12.8	D	10.0	SARBEN	AK	f 3.30	s 5.58	
40		f 7.58	f 5.57	19.6		6.8	NEVENS		f 3.15	f 5.48	
12				24.8		5.2	BROGANVILLE				
42	WP	f 8.20	s 6.11	28.4		3.6	KEYSTONE		f 2.55	s 5.36	
11				30.7		2.3	KINGSLEY				
42	P	f 8.35	f 6.21	34.9	D	4.2	MARTIN	SA	f 2.30	f 5.24	
42	P	f 8.50	s 6.31	41.2		6.3	LEMOYNE		f 2.15	s 5.14	
25		f 9.05	f 6.40	46.8		5.6	BELMAR		f 2.05	f 5.03	
44		f 9.14	f 6.48	51.7		4.9	RUTHTON		f 1.55	f 4.55	
41	WCYP	s 9.45	s 7.02	59.3	D	7.6	LEWELLEN	YL W	s 1.40	s 4.44	
41	P	s 10.35	s 7.21	70.8	D	11.5	OSHKOSH	YL OX	s 1.05	s 4.21	
40	WP	s 11.20	s 7.43	86.4	D	15.6	LISCO	CO	f 12.25PM	s 3.53	
37		f 11.35	f 7.56	95.4		9.0	FINLEY		f 11.55AM	f 3.39	
46		s 11.45 ⁹⁸ AM	s 8.07	100.4	D	5.0	BROADWATER	BR	f 11.45 ⁹⁷	s 3.30	
19		f 12.03PM	f 8.20	109.6		9.2	TOWERS		f 11.20	f 3.12	
195	WPY	s 12.35	s 8.30	114.1	D	4.5	NORTHPORT	YL NP	f 11.12	s 3.05	
	AI	12.40	8.33	115.5		1.4	O. B. & Q. CROSSING		10.50	2.57	
11		f 12.55	f 8.40	121.8		6.3	MOHLER		f 10.40	f 2.46	
33	P	f 1.01	s 8.50	126.7	D	4.9	SOUTH BAYARD	OR	f 10.32	s 2.39	
51		f 1.10	s 8.59	132.1		5.4	McGREW		f 10.23	s 2.29	
30	P	f 1.20	s 9.09	137.9	D	5.8	MELBETA	MB	f 10.13	s 2.19	
70	OWCYPZ	A 1.35PM	A 9.30AM	145.9	DN-R	8.0	GERING	YL G	10.01AM	2.00PM	
						(145.9)			Daily	Daily	
		(6.20) 34.3	(4.00) 36.5			..... Thru Time.....			(6.19) 23.1	(4.25) 33.0	
						..... Average speed per hour.....					

WESTWARD				GERING BRANCH				EASTWARD			
				Distances from Gering	Time-Table No. 22 April 29, 1956	Mile Post					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22.											
OWCYPZ				0.0	DN-R	GERING	YL G	0.0			
17				5.4		5.4	MATHERS	YL			
27				6.0		0.6	MOON	YL			
				7.0		1.0	ROUBADEAU	YL			
18				8.4		1.4	HILLIKER	YL			
18				9.8		1.4	RIFORD	YL			
						(9.8)					

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD				
SECOND CLASS				Distances from O'Fallon	Time-Table No. 22 April 29, 1956	Mile Post	SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22.	353 Mixed Daily		93 Mixed Daily				59 Local Freight Daily	354 Mixed	60 Local Freight		94 Mixed	
72	OCZWYP		9.40AM	6.00AM	145.9	DN-R	GERING	YL G	145.9	A 10.40AM	A 1.50PM	
14			f 9.46	f 6.10	150.5		4.6	OOSTIN		f 10.28	f 1.34	
30			s 9.49	f 6.15	152.3	D	1.8	HAIG	HA	f 10.25	s 1.30	
24			s 9.55	f 6.25	155.8	D	3.5	SOUTH MITCHELL	MI	f 10.20	s 1.21	
32			f 9.58	f 6.30	157.1		1.3	PELTON		f 10.15	f 1.14	
70	P		s 10.06 ⁶⁰	f 6.45	162.1	D	5.0	SOUTH MORRILL	MO	f 10.06 ⁶³	s 1.06	
18			f 10.09	f 6.50	164.2		2.1	JOYCE		f 9.52	f 1.01	
51	WYP		s 10.15	s 9.45 ⁶⁰	167.9	DN	3.7	LYMAN	YL MU	s 9.45 ⁵⁹	s 12.56	
21			f 10.19	f 9.50	170.1		2.2	CANAL		f 9.20	f 12.49	
51	P		s 10.25	f 10.07	173.7	D	4.6	HUNTLEY	HU	f 9.13	s 12.41	
35			f 10.30	f 10.17	177.0		3.3	HOLLY		f 9.06	f 12.33	
51	WCYP	12.45PM	10.40 ⁵⁹ 10.45	10.35AM ⁶³ 12.15PM ⁶⁴	181.6	D-R	4.8	YODER	YL DR	A 11.45AM	9.00 8.46 12.15 ⁵⁹	
51	P		s 10.55	s 12.35	188.1	D	6.5	VETERAN	VN	s 8.33	s 12.03PM	
8			f 11.00	f 12.40	191.5		3.4	HELDY		f 8.26	f 11.57AM	
10			f 11.07	f 12.50	196.1		4.6	COTTIER		f 8.19	f 11.50	
51	WYP		A 11.15AM	A 1.00PM	200.6	D-R	4.5	SO TORRINGTON	YL RI	8.10AM	11.45AM	
14			f 12.55		185.3		3.7	GOODLAND		f 11.32		
26			f 1.01		187.6		2.3	FONDA		f 11.27		
51	W		s 1.10		192.4	D	4.8	HAWK SPRINGS	HK	s 11.15		
31			f 1.18		194.7		2.8	DUROO		f 11.01		
19			f 1.30		200.8		6.1	WYROSS		f 10.50		
51	WY		s 1.45		208.8	D	3.0	LA GRANGE	GA	s 10.45		
19			f 1.57		210.7		6.9	TREMAIN		f 10.20		
51	WC		s 2.35		222.5	D	11.8	ALBIN	AB	s 9.55		
51			f 2.55		229.7		7.2	LINDBERGH		f 9.35		
	WPY	A 3.25PM			244.3	DN-R	14.6	EGBERT	YL GX	9.10AM		
							(98.4)			Daily	Daily	
		(2.40) 23.5	(1.35) 34.5	(7.00) 7.8			..... Thru Time.....			(2.35) 24.3	(2.30) 21.9
							..... Average speed per hour.....			(2.05) 26.3	

WESTWARD				LYMAN BRANCH				EASTWARD			
				Distances from Lyman	Time-Table No. 22 April 29, 1956	Mile Post					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22.											
				0.0	DN	LYMAN	MU YL	0.0			
18				2.8		2.8	SEARS	YL			
6				3.3		0.5	SIDING NO. 1	YL			
17				4.6		1.3	HARTMAN	YL			
22				6.4		1.8	STEGALL	YL			
						(6.4)					

WESTWARD				SEARS BRANCH				EASTWARD			
				Distances from Sears	Time-Table No. 22 April 29, 1956	Mile Post					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 22.											
				0.0		0.0	SEARS	YL	0.0		
5				1.2		1.2	BELLINGER	YL	1.2		
17				2.8		1.6	JANISE	YL	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 72.

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	When more than 50% of the tonnage is gravel.			40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
Inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			30 25
When caboose is handled in train consisting of passenger train equipment		60		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling scale test cars.			30
When yard limits not protected by continuous block signal system.	50	40	25	Train handling U. P. ore cars series 8000 8499, loaded or empty.			45
Passing fueling stations.	50	40	25	When using No. 14 turn-outs.	25	20	20
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40 40	When using other cross-overs or turn-outs: 9000 class engines: Forward movement Back-up movement 800 class engines: Back-up movement All other classes of engines: Forward movement Back-up movement			10 6 5 15 10 15 10 15 10
1500 class diesel road freight locomotives.		55	55	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
Other than 1500 class diesel road freight locomotives.		60	55	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
3800 and 3900 class engines.		60	50	On wye tracks.	15	15	15
5000 and 9000 class engines.		50	50	Jordan spreaders and other machines of spreader type, when in operation.			15
4000 class engines.		45	45	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-Q type yard engines.		20	20				
Steam engines running backward.		20	20				
Light engines.			45				

OLD MAIN LINE

Between Gilmore and Lane.		50	35				
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FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Diesel locomotives in road service.			55	Grand Island, initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C.B.&Q. crossing.			5
Waterloo, seed house spur.			5	Grand Island, 1900 class and heavier engines on east and west legs of wye.			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	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25
Central City, within city limits.	60	60	55	Lexington, 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	Cosad, on Armour & Co. spur tracks.			5
Grand Island, freight trains entering and moving through yard tracks.			5	Gothenburg wye.			5

ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts—			Between Mile Posts—		
Summit 5.2 and 5.6	25	25	North Platte 281.9 and 281.1	80	70 50
Sarpy 14.2 and 14.7	80	70 50	Brady 258.5 and 258.1	70	60 50
15.9 and 16.2	80	70 50	Kearney 189.2 and 189.0	40	40 25
Lane 18.1 and 18.4	70	60 50	Waterloo 23.2 and 22.8	70	60 50
19.4 and 19.8	70	60 50	22.6 and 22.2	60	50 40
Elkhorn 21.9 and 22.1	70	60 50	22.1 and 21.9	70	60 50
22.2 and 22.6	60	50 40	Elkhorn 19.8 and 19.4	70	60 50
22.8 and 23.2	70	60 50	18.4 and 18.1	70	60 50
Vroman 258.1 and 258.5	70	60 50	Lane 16.2 and 15.9	80	70 50
Beck 281.1 and 281.9	80	70 50	14.7 and 14.2	80	70 50
North Platte			Seymour 5.6 and 5.2 Summit	25	25 25

SECOND SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Diesel locomotives in road service.			55				
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.			5
Sidney, freight trains entering and moving through yard tracks.			5				
Brownson, on government tracks.			10				
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Korty 323.5 and 324.4	70	60	50	Between Mile Posts— Cheyenne 509.1 and 508.7	40	40	25
Brownson 422.6 and 423.5	70	60	50	506.3 and 505.8	80	70	50
Bushnell 456.9 and 457.2	80	70	50	503.0 and 502.2	60	50	40
462.8 and 462.9	80	70	50	Archer 498.2 and 497.7	70	60	50
Burns 486.2 and 486.5	70	60	50	Durham 494.0 and 493.8	70	60	50
Hillsdale 493.8 and 494.0	70	60	50	Hillsdale 486.5 and 486.2	70	60	50
Durham 497.7 and 498.2	70	60	50	Pine Bluffs 462.9 and 462.8	80	70	50
Archer 502.2 and 503.0	60	50	40	457.2 and 456.9	80	70	50
505.8 and 506.3	80	70	50	Potter 423.5 and 422.6	70	60	50
508.7 and 509.1	40	40	25	Roscoe 324.4 and 323.5	70	60	50
Cheyenne				North Platte			
THIRD SUBDIVISION							
Maximum speed.	79	70	50	LaSalle Between M. P. 149.6 and 150.7	50	40	25
Diesel locomotives in road service.			55	Between M. P. 150.7 and 150.9	30	30	25
With C. B. & Q. 5200 and 5500 class engines.		45	45	Between M. P. 150.9 and 151.1	50	40	25
Freight engines not otherwise shown.		50		Sterling , 3900 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C.B.&Q. wrecking derrick.			20
BRANCHES							
Beatrice Branch Maximum speed.	50	45		Mead Between U. P. yard and Nebr. Ordinance classification yard.			15
5000, 9000 class and MacArthur type engines on curves.	35	35		Wahoo , city track.			6
Between Mile Posts— Valley 0.1 and 0.3	15	15		19.1 and 19.5	35	35	
3.8 and 4.0	35	35		19.1 and 19.5, 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		Weston 30.2 and 30.5	35	35	
Yutan 6.4 and 7.7	35	35		30.2 and 30.5, with 5000 and 9000 class and MacArthur type engines.	25	25	
6.4 and 7.7, with 5000 and 9000 class and MacArthur type engines.	25	25		31.6 and 31.9	35	35	
				31.6 and 31.9, with 5000 and 9000 class and MacArthur type engines.	25	25	

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Touhy 36.0 and 37.4	25	25	Ord—Loup City Branch Maximum speed: Between Grand Island and St. Libory.		25
Garratt 56.3 and 57.5	15	15	Carey, all airfield trackage.		10
Lincoln C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Libory and Ord.		30
Pickrell 96.5 and 97.3	15	15	Between St. Paul and Loup City.		30
Beatrice, Allers Grain Company spur.		5	Trains handling outfit cars.		20
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Hastings Branch Maximum speed. Diesel locomotives in road service.	70	50 55
Stromsburg Branch Maximum speed: Between Valparaiso and Brainard.	35	25	Over Bridge 21.35.	30	30
Between Brainard and Hordville.	40	30	Gibbon, west of east wye switch.		15
Between Hordville and Central City.	35	25	Kearney Branch Between Kearney and Callaway: Steam trains. Motor trains. Diesel locomotives in road service.	25 40 25	25 35 25
Trains handling outfit cars.		20	Between Callaway and Stapleton: Steam trains. Motor trains Diesel locomotives in road service.	30 45 30	30 35 30
2800 class engines.	30	30	Trains handling outfit cars.		20
Valparaiso, over Bridge 0.34, with MacArthur type, 5000 and 9000 class engines.	5	5	North Platte Branch Maximum speed.	45	45
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	5000 and 9000 class engines.	35	35
Norfolk Branch Maximum speed: Between Columbus and Oconee.		35	Over Bridge 18.30.		35
Between Oconee and M.P. 16.		25	Oshkosh, over First Street Crossing.		15
Between M.P. 16 and Norfolk.		30	North Platte Cut-off Maximum speed.	45	45
Trains handling outfit cars.		20	5000 and 9000 class engines.	35	35
Columbus, over wye switches.		15	On curves between Yoder and So. Torrington.		35
On curve at M.P. 1.75.		25	On curves between M.P. 25.42 and M.P. 31.25.		30
Albion Branch Maximum speed:		30	Through tunnel between Albin and Tremain.		20
Trains handling outfit cars.		20	Lyman Branch.		20
Cedar Rapids Branch Maximum speed: Between Genoa and M.P. 11.		30	Gering Branch.		20
Between M.P. 11 and Spalding.		25	Sears Branch.		20
Trains handling outfit cars.		20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Page 25	Switch Connection
First Subdivision				First Subdivision (Cont.)			
Seymour.....	8.9	70—XP	Both	Josselyn.....	217.9	27—XP	Both
Paddock.....	128.5	20	West	Willow Island.....	243.2	63—XP	Both
Buda.....	184.3	ES 73—XP	Both	Keith.....	274.6	7—X	Both
Kearney Air Base.....	185.9	WS 40—XP	Both	Beck.....	280.5	10	West
Alfa Center.....	194.1	44—XP	Both				

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

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

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW

Council Bluffs.....	Passenger Depot Waiting Room	North Platte.....	Freight Conductor's Register Room, Yard Office
Council Bluffs.....	Yard Office	North Platte.....	Engine Dispatcher's Office
Council Bluffs.....	Roundhouse	North Platte.....	Enginemen's Washroom, Passenger Station
Council Bluffs.....	Yardmen's Locker Room	North Platte.....	Hump Yard Locker Room
Council Bluffs.....	West Yard Office	North Platte.....	Yardmen's Locker Room
Omaha.....	Dispatcher's Office	North Platte.....	East End Yardmen's Room
Omaha.....	Union Station Telegraph Office	Julesburg.....	Telegraph Office
Omaha.....	Tower "B"	Sidney.....	Telegraph Office
Omaha.....	Enginemen's Washroom, 15th Street	Sidney.....	Engineer's Locker Room
Omaha.....	Yardmen's Washroom, 15th Street	Cheyenne.....	Dispatcher's Office
Omaha.....	Yardmen's Washroom, Davenport Street	Cheyenne.....	Telegraph Office
Omaha.....	Enginemen's Washroom, Davenport Street	Cheyenne.....	Conductor's Room Passenger Station
South Omaha.....	Yard Office	Cheyenne.....	Yard Office
Valley.....	Telegraph Office	Cheyenne.....	Engine Dispatcher's Office
Columbus.....	Telegraph Office	Valparaiso.....	Telegraph Office
Columbus.....	Enginemen's Washroom	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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
A. McDermott.....	District Surgeon..	Omaha, Nebr.	E. R. Core.....	Surgeon.....	Kimball, Nebr.
W. A. Bunten.....	District Surgeon..	Cheyenne, Wyo.	V. D. Norall.....	Surgeon.....	Lexington, Nebr.
J. S. Benwell.....	District Surgeon..	Denver, Colo.	J. S. Welch.....	Surgeon.....	Lincoln, Nebr.
R. J. Smith.....	Surgeon.....	Albion, Nebr.	E. R. Pearson.....	Surgeon.....	Lupton, Colo.
W. M. Fitch.....	Surgeon.....	Albion, Nebr.	F. V. Vesely.....	Surgeon.....	Lewellen, Nebr.
W. T. Wildhaber.....	Surgeon.....	Beatrice, Nebr.	W. L. Wilkinson.....	Surgeon.....	La Salle, Colo.
R. W. Taylor.....	Oculist and Aurist.	Beatrice, Nebr.	F. L. Garner.....	Surgeon.....	Madison, Nebr.
J. W. Wells.....	Surgeon.....	Brighton, Colo.	C. R. Watson.....	Surgeon.....	Mitchell, Nebr.
M. L. Chaloupka.....	Surgeon.....	Callaway, Nebr.	G. B. Salter.....	Surgeon.....	Norfolk, Nebr.
A. D. Brown.....	Surgeon.....	Central City, Nebr.	O. C. Kreymsborg..	Surgeon.....	North Platte, Nebr.
E. T. Zikmund.....	Surgeon.....	Central City, Nebr.	Wm. B. Niehus.....	Surgeon.....	North Platte, Nebr.
R. R. Douglas.....	Surgeon.....	Clarks, Nebr.	A. J. Callaghan.....	Surgeon.....	North Platte, Nebr.
R. C. Anderson.....	Surgeon.....	Columbus, Nebr.	H. H. Walker.....	Oculist and Aurist.	North Platte, Nebr.
H. D. Kuper.....	Surgeon.....	Columbus, Nebr.	G. F. Waltemath.....	Surgeon.....	North Platte, Nebr.
L. G. Howard.....	Oculist and Aurist.	Council Bluffs, Ia.	R. T. Takenaga.....	Surgeon.....	North Platte, Nebr.
A. L. Nielson.....	Surgeon.....	Council Bluffs, Ia.	H. A. Blackstone.....	Surgeon.....	Northport, Nebr.
A. M. Pedersen.....	Surgeon.....	Council Bluffs, Ia.	G. T. Alliband.....	Oculist.....	Omaha, Nebr.
G. M. McArdle.....	Surgeon.....	Council Bluffs, Ia.	Ben Slutsky.....	Surgeon.....	Omaha, Nebr.
P. D. Pedersen.....	Surgeon.....	Council Bluffs, Ia.	C. F. Bantin.....	Surgeon.....	Omaha, Nebr.
C. H. Sheets.....	Surgeon.....	Cozad, Nebr.	M. W. Barry.....	Surgeon.....	Omaha, Nebr.
R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.	J. G. Bartek.....	Surgeon.....	Omaha, Nebr.
J. D. Shingle.....	Surgeon.....	Cheyenne, Wyo.	J. C. Davis.....	Aurist.....	Omaha, Nebr.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.	J. B. Dolezal.....	Oculist.....	Omaha, Nebr.
L. E. McGonigle.....	Surgeon.....	Cheyenne, Wyo.	J. H. Maynard.....	Shop Surgeon.....	Omaha, Nebr.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.	J. K. Muldoon.....	Surgeon.....	Omaha, Nebr.
R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.	R. T. Mauer.....	Surgeon.....	Omaha, Nebr.
L. J. Stadnick.....	Oculist.....	Cheyenne, Wyo.	R. A. Moser.....	Surgeon.....	Omaha, Nebr.
R. I. Williams.....	Aurist.....	Cheyenne, Wyo.	F. C. Nelson.....	Surgeon.....	Omaha, Nebr.
R. B. Rundquist.....	Surgeon.....	Chappell, Nebr.	O. C. Nickum.....	Shop Surgeon.....	Omaha, Nebr.
L. J. Ekeler.....	Surgeon.....	David City, Nebr.	S. A. Swenson.....	Shop Surgeon.....	Omaha, Nebr.
J. B. Kile.....	Surgeon.....	Eddyville, Nebr.	J. J. O'Hearn.....	Surgeon.....	Omaha, Nebr.
R. C. Reeder.....	Surgeon.....	Fremont, Nebr.	R. H. Rasgorshek..	Oculist and Aurist.	Omaha, Nebr.
J. C. Maly.....	Surgeon.....	Fullerton, Nebr.	C. V. Cornelius.....	Surgeon.....	Ogallala, Nebr.
P. E. Woodward.....	Surgeon.....	Ft. Morgan, Colo.	J. L. McFee.....	Surgeon.....	Ogallala, Nebr.
K. R. Dalton.....	Surgeon.....	Genoa, Nebr.	C. J. Miller.....	Surgeon.....	Ord, Nebr.
Bert W. Pyle.....	Surgeon.....	Gothenburg, Nebr.	W. G. Seng.....	Surgeon.....	Oshkosh, Nebr.
L. E. Imes.....	Surgeon.....	Grand Island, Nebr.	Don E. Baca.....	Surgeon.....	Papillion, Nebr.
E. G. Johnson.....	Surgeon.....	Grand Island, Nebr.	M. L. Morris.....	Surgeon.....	Pine Bluffs, Wyo.
K. F. McDermott.....	Surgeon.....	Grand Island, Nebr.	M. O. Arnold.....	Surgeon.....	St. Paul, Nebr.
C. H. Maggiore.....	Surgeon.....	Grand Island, Nebr.	F. G. Kolouch.....	Surgeon.....	Schuyler, Nebr.
J. A. Proffitt.....	Oculist and Aurist.	Grand Island, Nebr.	J. E. Nordstrom.....	Surgeon.....	Shelton, Nebr.
W. C. Harvey.....	Surgeon.....	Gering, Nebr.	R. J. Fox.....	Surgeon.....	Spaulding, Nebr.
W. C. Harvey, Jr.....	Surgeon.....	Gering, Nebr.	H. E. Moore.....	Surgeon.....	Sutherland, Nebr.
J. J. Hanigan.....	Surgeon.....	Hallam, Nebr.	C. B. Dorwart.....	Surgeon.....	Sidney, Nebr.
O. A. Kostal.....	Surgeon.....	Hastings, Nebr.	B. H. Grimm.....	Surgeon.....	Sidney, Nebr.
C. L. Kleager.....	Surgeon.....	Hastings, Nebr.	F. E. Palmer.....	Oculist and Aurist.	Sterling, Colo.
H. P. Linton.....	Surgeon.....	Julesburg, Colo.	L. W. Anderson.....	Surgeon.....	Sterling, Colo.
B. R. Bancroft.....	Surgeon.....	Kearney, Nebr.	R. W. Ludwick.....	Surgeon.....	Sterling, Colo.
S. O. Staley.....	Surgeon.....	Kearney, Nebr.	C. R. Watson.....	Surgeon.....	South Mitchell, Nebr.
F. L. Richards.....	Oculist and Aurist.	Kearney, Nebr.	Leo Keenan.....	Surgeon.....	Torrington, Wyo.
M. B. Wilcox.....	Oculist and Aurist.	Kearney, Nebr.	C. L. Marsh.....	Surgeon.....	Valley Nebr.
A. H. Shamberg.....	Surgeon.....	Kimball, Nebr.	Ivan M. French.....	Surgeon.....	Wahoo, Nebr.
			C. T. Witse.....	Surgeon.....	Wood River, Nebr.