



**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**NEBRASKA DIVISION  
TIME-TABLE  
No. 26**

**Effective Sunday,  
June 1, 1958**

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**

*Timetable 25 eff 15 Sept 57  
27 21 Sept 58*

WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

											Distance from Council Bluffs	Time Table No. 26 June 1, 1958	
27	9	17	107	7	5	103	101	105	111				
Mail and Express	Stream-liner Passenger	Passenger	Stream-liner Passenger	Passenger	Mail and Express	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			5.30	10.05	9.55	8.15	2.55	1.15	12.45	2.8		OMAHA	
1.30			7.31	1.05	12.40	5.15	4.55	3.20	2.55	148.0		GRAND ISLAND	
4.15 3.50			8.15 8.20	3.35 2.45	2.55 2.05	7.00 6.05	6.40 5.45	5.10 4.15	4.50 3.55	384.1		NORTH PLATTE	
									5.10	385.8		JULESBURG	
6.45			9.57	4.57	4.12	7.45	7.28	5.58		407.5		SIDNEY	
	8.40	8.30										KANSAS CITY	
	8.05 8.35	8.30 7.00							8.30	583.5		DENVER	
8.00 8.30			11.35 11.45	7.00 7.15	8.05 8.20	9.35 9.45	9.15 9.25	7.40 7.50		509.5		CHEYENNE	
10.10	11.55	10.18	12.59	9.00	8.05	11.01	10.48	9.10		585.0		LARAMIE	
12.30	1.54	12.28	2.45	11.45	10.45	12.55	12.41	11.05		632.9		RAWLINS	
3.35 4.01	4.20 4.40	2.50 3.45	4.55 5.05	2.30 3.15	1.15 1.45	3.15 3.25	3.00 3.10	1.25 1.35		817.0		GREEN RIVER	
		4.20					2.05			847.3		GRANGER	
8.00	8.30		8.15	7.00	5.50	6.45	8.30			922.6		OGDEN	

(22.30) (23.50) (26.50) (15.45) (21.55) (20.55) (18.30) (16.35) (13.50) (8.45) ..... Thru Time From Omaha  
 44.0 51.3 58.3 52.8 45.3 47.3 59.5 59.9 51.3 53.3 ..... Average speed per hour

**C. H. BURNETT**  
General Manager

**O. A. DURRANT**  
General Superintendent

**H. E. SHUMWAY**  
Gen. Supt. Transportation

**T. F. SHANAHAN**, Superintendent..... Omaha, Nebr.  
**W. H. ANDERSON**, Asst. Superintendent..... Omaha, Nebr.  
**R. W. McSPADDEN**, Asst. Superintendent..... Gering, Nebr.  
**L. O. POPE**, Terminal Superintendent..... Omaha, Nebr.  
**W. F. GRIFFIN**, Asst. Superintendent Safety and Courtesy..... Omaha, Nebr.  
**H. G. HAGGLUND**, Terminal Superintendent..... Co. Bluffs, Iowa  
**J. A. McCULLOUGH**, Asst. Terminal Superintendent..... Co. Bluffs, Iowa  
**W. R. TUEL**, Trainmaster..... Grand Island, Nebr.  
**J. E. GUYNAN**, Terminal Superintendent..... North Platte, Nebr.  
**W. E. MILLER**, Asst. Terminal Superintendent..... North Platte, Nebr.  
**R. W. HOLLAND**, Trainmaster..... North Platte, Nebr.  
**Y. BAYNE**, Trainmaster..... Sidney, Nebr.  
**R. J. DUNN**, Master Mechanic..... Co. Bluffs, Iowa  
**E. P. LEE**, Road Foreman of Engines..... Co. Bluffs, Iowa  
**S. E. CHADD**, 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.  
**L. C. WALLACE**, 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,  
GRAND ISLAND TO NORTH PLATTE, AND BRANCHES**  
**A. E. HACKMAN**, Chief Train Dispatcher..... Grand Island, Nebr.  
**L. E. BALL**, Asst. Chief Train Dispatcher..... Grand Island, Nebr.  
**C. F. DEWHIRST**, 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.

**FIRST SUBDIVISION,  
OMAHA TO GRAND ISLAND, AND BRANCHES**  
**C. A. LAUGHELLIN**, Chief Train Dispatcher..... Omaha, Nebr.  
**H. K. LOHR**, Asst. Chief Train Dispatcher..... Omaha, Nebr.  
**F. R. LANGLEY**, Asst. Chief Train Dispatcher..... Omaha, Nebr.

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

# CONDENSED TIME-TABLE

EASTWARD

		FIRST CLASS																		
Time Table No. 26 June 1, 1958		108	112	10	28	104	102	106	18	6	8									
STATIONS		Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger									
CO. BLUFFS	0.0										6.10									
OMAHA	2.8	11.35	12.30		6.30	2.30	2.50	3.00		5.25	7.00									
GRAND ISLAND	148.9	9.26	10.26		3.35	12.20	12.40	12.55		2.50	4.10									
C.T. M.T. NORTH PLATTE	284.1	7.33 6.23	8.39 7.34		12.30 11.00	10.28 9.23	10.48 9.43	11.03 9.58		12.25 11.15	1.25 12.15									
JULESBURG	365.8		6.27																	
SIDNEY	407.5	4.47			8.55	7.37	7.57	8.12		9.17	10.05									
KANSAS CITY	.....				7.05					10.30										
DENVER	582.5		3.30		6.40 6.05					9.15 8.45										
CHEYENNE	509.5	3.25 3.15			7.00 5.50	6.10 6.00	6.30 6.20	6.45 6.35		7.35 7.15	8.15 8.00									
LARAMIE	566.0	2.07		2.43	4.25	4.50	5.12	5.25	5.25	5.45	6.20									
RAWLINS	682.8	12.15		12.50	1.55	2.55	3.25	3.35	3.10	3.25	3.40									
GREEN RIVER	817.0	10.00 9.50		10.30 10.10	11.05 10.45	12.35 12.25	1.05 12.55	1.15 1.00	12.35 12.05	12.45 12.20	1.00 12.35									
GRANGER	847.2							12.27	11.30											
OGDEN	922.6	6.40		6.50	7.10	9.10	9.40			8.30	8.45									
(922.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									

Thru Time From Omaha..... (15.55) (8.00) (23.15) (22.20) (18.20) (16.10) (13.33) (22.00) (19.55) (21.15)  
 Average speed per hour..... 62.2 70.0 52.3 45.1 60.6 61.2 62.5 53.8 49.7 46.8

## CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
7	Any station 1st and 2nd subdivision.....		North of Granger or Ogden or beyond.	8	Any station 1st and 2nd subdivision.....	Cheyenne or beyond.....	
	Any station 2nd subdivision.....	Omaha or beyond.....			Any station 2nd subdivision.....		Omaha or beyond.
101	Fremont.....	}	Sacramento or beyond.	102	Kearney.....	}	Sacramento or beyond.
	Columbus.....			104	Kearney.....		
	Kearney.....			106	Kearney.....		
103	Fremont.....	}	East Los Angeles or beyond.	108	Kearney.....	}	East Los Angeles or beyond.
	Columbus.....			112	Ft. Morgan.....		
	Kearney.....				Ogallala.....		
105	Fremont.....	}	Pendleton or beyond.		Fremont.....		Denver.....
	Columbus.....						
	Kearney.....						
107	Fremont.....	}	Chicago or beyond.....				
	Columbus.....						
	Kearney.....						
111	Fremont.....	}	Chicago.....				
	Ogallala.....						
	Ft. Morgan.....						



**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 26**

June 1, 1958

**STATIONS**

Mile Post	FIRST CLASS								
	28	6	8	108	112	104	102	106	
	Mail and Express	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
0.0	A 6.10PM								
2.8	A 6.30AM	5:55 5:25	A 7.00PM	A 11.35PM	A 12.30AM	A 2.30AM	A 2.50AM	A 3.00AM	
5.2	6.20	5.15	6.50	11.26	12.24	2.20	2.40	2.53	
14.1	6.11	5.08	6.40	11.19	12.17	2.13	2.33	2.46	
17.1	6.07	5.04	6.36	11.16	12.14	2.10	2.30	2.43	
21.7	f 6.03	4.59	6.32	11.12	12.10	2.06	2.26	2.40	
24.8	f 6.00	4.56	6.29	11.09	12.07	2.03	2.23	2.37	
28.0	s 5.57	4.52	6.25	11.06	12.04AM	2.00	2.20	2.34	
34.8	s 5.49	4.46	6.18	11.01	11.59PM	1.55	2.15	2.29	
38.2									
39.2	s 5.40	s 4.40	s 6.10	10.57	11.55	1.51	2.11	2.25	
40.0									
44.8									
46.2	f 5.25	4.25	5.55	10.49	11.46	1.43	2.03	2.17	
54.4	f 5.17	4.18	5.47	10.43	11.40	1.37	1.57	2.11	
61.4	f 5.09	4.12	5.39	10.38	11.35	1.32	1.52	2.06	
68.7	s 5.02	4.06	f 5.32	10.32	11.30	1.26	1.46	2.00	
70.9	f 4.53	3.58	5.24	10.21	11.24	1.20	1.40	1.54	
83.8									
84.8	s 4.45	s 3.51	s 5.16	10.19	11.17	1.13	1.33	1.47	
92.2	f 4.29	3.40	5.04	10.09	11.07	1.03	1.23	1.37	
96.6	f 4.24	3.35	4.59	11.04	11.00	1.00	1.20		
102.8	f 4.19	3.30	4.54	10.02	11.00	12.56	1.16	1.30	
107.9	f 4.14	3.25	4.49	10.56	12.52	1.12			
113.0	f 4.09	3.20	4.44	9.54	10.52	12.48	1.08	1.22	
124.8									
124.9	s 3.59	3.10	f 4.34	9.45	10.44	12.39	12.59	1.14	
135.1	3.47	3.01	4.22	9.36	10.36	12.30	12.50	1.05	
146.5									
146.9	3:35 3:20	2:50 2:40	4:10 4:00	9:26 9:25	10:26 10:25	12:20 12:19	12:40 12:39	12:55 12:54	
154.6	3.04	2.27	3.48	9.14	10.16	12.10	12.30	12.45	
162.3	f 2.54	2.20	3.40	9.08	10.10	12.04AM	12.24	12.39	
169.9	f 2.45	2.14	3.32	9.02	10.05	11.58PM	12.18	12.33	
176.0	f 2.38	2.09	3.25	8.57	10.01	11.53	12.13	12.28	
180.2	2.34	2.05	3.20	8.54	9.58	11.50	12.10	12.25	
189.1	s 2.25	s 1.55	s 3.10	8.46	9.50	11.42	12.02AM	12.17	
198.3	f 2.09	1.42	2.59	8.38	9.42	11.34	11.54PM	12.10	
204.6	f 2.02	1.37	2.53	8.34	9.38	11.30	11.50	12.06AM	
213.2	f 1.52	1.30	2.45	8.28	9.32	11.24	11.44	11.59PM	
224.4	s 1.40	1.20	f 2.33	8.20	9.24	11.16	11.36	11.51	
232.5	1.29	1.13	2.23	8.14	9.18	11.10	11.30	11.45	
238.2	s 1.23	1.08	f 2.18	8.10	9.14	11.05	11.25	11.40	
248.8	s 1.08	12.59	f 2.05	8.02	9.06	10.57	11.18	11.32	
254.5	12.59	12.54	1.57	7.57	9.02	10.52	11.12	11.27	
261.5	f 12.52	12.48	1.50	7.52	8.56	10.47	11.07	11.22	
270.6	f 12.44	12.40	1.41	7.45	8.50	10.40	11.00	11.15	
278.5	12.37	12.33	1.33	7.39	8.44	10.34	10.54	11.09	
284.1	12.30AM	12.25PM	1.25PM	7.33PM	8.39PM	10.28PM	10.48PM	11.03PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time to Omaha (6.00) (5.00) (5.35) (4.02) (3.51) (4.02) (3.57)  
 Average speed per hour 46.9 56.3 50.4 69.7 73.1 69.7 71.2

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

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

**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 26**

June 1, 1958

**STATIONS**

Mile Post	SECOND CLASS				
	74	234	72	76	238
	Time Freight	Local Freight	Time Freight	Local Freight	Local Freight
0.0	A 6.50AM	A 3.15PM	A 10.15PM		
2.8	6.35	2.55	10.00		
5.2	6.05	2.35	9.35		
14.1	5.55	2.15	9.25		
17.1	5.50	f 2.05	9.20		
21.7		s 1.55			
24.8		s 1.30			
28.0	5.35AM	s 1.00	9.05PM		
34.8		f 12.01PM			
38.2					
39.2		s 11.50AM			
40.0					
44.8					
46.2		f 10.50			
54.4		s 10.20			
61.4		s 9.50			
68.7		s 9.20			
70.9		f 8.20			
83.8					
84.8		s 8.00			
92.2		s 7.20			
96.6		f 6.50			
102.8		s 6.40			
107.9		f 6.00			
113.0		s 5.39			
124.8					
124.9		5.00AM	A 6.55AM		
135.1		s 6.40			
146.5					
146.9			6.20AM	A 2.00PM	
154.6				f 1.15	
162.3				s 12.45	
169.9				s 12.15PM	
176.0				s 11.45AM	
180.2				f 11.20	
189.1				11.00AM	
198.3					
204.6					
213.2					
224.4					
232.5					
238.2					
248.8					
254.5					
261.5					
270.6					
278.5					
284.1					

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time to Omaha (1.15) (10.15) (1.10) (9.35) (3.00)  
 Average speed per hour 22.4 12.2 24.0 37.7 14.1

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

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

**WESTWARD SECOND SUBDIVISION**

**SECOND CLASS**

Car Capacity of Seating, etc. See Rule 6 (A) Page 24.					353	245	241	97	93	Distance from Council Bluffs
					Mixed	Local Freight	Local Freight	Local Freight	Mixed	
					Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	

**Time-Table No. 26**

June 1, 1958

**STATIONS**

DP XWCZTYOP											284.1
											289.2
											290.5
CS 84 P											296.9
WB 72 XP											300.7
CS 119 XWYP											301.8
40 X											303.4
CS 121 P											307.9
CS 82 P											315.5
CS 121 P											321.7
5 P											327.7
CS 83 P											334.8
WB 122 WB 120 CS 118 XWCP											343.9
CS 125 P											349.1
10											353.9
CS 132 P											359.3
CS 83 P											365.3
WB 125 WB 121 CS 90 P											370.6
CS 123 WP											380.3
WB 111 CS 74 XP											389.7
XP											396.3
CS 125 P											401.0
XWCOYP											407.5
CS 94 YP											415.5
WB 121 XWP CS 79											426.4
6 PK											430.8
CS 125 P											435.4
27 PK											439.9
CS 133 XWP											444.5
12											451.1
CS 125 P											456.6
CS 125 XWCP											466.7
10											472.0
CS 94 XWYP											477.5
WB 62 XP											483.2
CS 86 WP											489.7
WB 62 XP											495.9
WB 117 XP CS 135											501.2
DP XWCZTYOP											509.5

(0.55) 35.0 (3.00) 19.8 (6.30) 19.0 (0.35) 28.5 (0.25) 39.8 ..... 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 SECOND SUBDIVISION**

**FIRST CLASS**

											Distance from Council Bluffs								
												107	7	5	103	101	105	111	27
												Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express

**Time-Table No. 26**

June 1, 1958

**STATIONS**

												284.1
												289.2
												290.5
												296.9
												300.7
												301.8
												303.4
												307.9
												315.5
												321.7
												327.7
												334.8
												343.9
												349.1
												353.9
												359.3
												365.3
												370.6
												380.3
												389.7
												396.3
												401.0
												407.5
												415.5
												426.4
												430.8
												435.4
												439.9
												444.5
												451.1
												456.6
												466.7
												472.0
												477.5
												483.2
												489.7
												495.9
												501.2
												509.5

(3.15) 69.4 (4.15) 53.0 (4.00) 55.4 (3.30) 64.4 (3.30) 64.4 (3.25) 66.0 (1.15) 65.4 (4.30) 50.0 ..... 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. 26**

June 1, 1958

**FIRST CLASS**

STATIONS	Mile Post	6	8	108	112	104	102	106	28
		Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY 5.1	284.1	A 11.15AM	A 12.15PM	A 6.28PM	A 7.34PM	9.23PM	A 9.43PM	A 9.58PM	A 11.00PM
WEST NORTH PLATTE 1.3	289.2	11.04	12.01PM	6.19	7.24	9.11	9.31	9.46	10.50
BIRDWOOD 1.8	290.5								
D HERSHEY OF 6.4	296.9	10.58	11.52AM	6.13	7.18	9.06	9.26	9.41	10.44
O'FALLONS 1.1	300.7	10.55	11.48	6.10	7.15	9.03	9.23	9.38	10.41
VARNER 1.6	301.8								
D SUTHERLAND SU 4.5	308.4	10.53	f 11.45	6.08	7.13	9.01	9.21	9.36	f 10.38
DEXTER 7.6	307.9	10.49	11.41	6.05	7.10	8.58	9.18	9.33	10.33
D PAXTON PN 6.2	315.5	10.42	f 11.34	5.59	7.04	8.52	9.12	9.27	f 10.26
KORTY 6.0	321.7	10.37	11.28	5.54	7.00	8.47	9.07	9.22	10.20
ROSCOE 7.1	327.7	10.31	11.22	5.50	6.56	8.42	9.02	9.17	f 10.14
DN OGALLALA GT 9.1	334.8	10.24	s 11.15	5.45	6.51	8.36	8.56	9.11	s 10.07
D BRULE RU 5.2	343.9	10.15	f 11.05	5.37	6.43	8.29	8.49	9.04	f 9.57
MEGATH 4.8	349.1								
D BIG SPRINGS GS 5.4	353.9	10.07	f 10.56	5.30	6.36	8.22	8.42	8.57	f 9.47
BARTON 6.0	359.3	10.02	10.50	5.26	6.32	8.17	8.37	8.52	9.41
DN JULESBURG JB 5.3	365.3	9.56	f 10.45	5.21	s 6.27PM	8.12	8.32	8.47	s 9.36
WEIR 9.7	370.6	9.50	10.37	5.16		8.07	8.27	8.42	9.29
D OHAPPELL OQ 9.4	380.3	9.42	f 10.31	5.09		8.00	8.20	8.35	f 9.21
D LODGE POLE GP 6.6	389.7	9.33	f 10.22	5.02		7.53	8.13	8.28	f 9.12
D SUNOL UN 4.7	396.3	9.28	10.16	4.57		7.48	8.08	8.23	f 9.06
COLTON 8.5	401.0	9.24	10.12	4.53		7.44	8.04	8.19	9.02
DN-R SIDNEY YL OD 8.0	407.5	9.07	10.02	4.46		7.37	7.57	8.12	8.55
BROWNSON 10.9	415.5	8.56	9.44	4.38		7.28	7.48	8.03	8.34
D POTTER PR 4.4	426.4	8.47	9.35	4.29		7.19	7.39	7.54	f 8.24
JACINTO 4.6	430.8								
D DIX DX 4.5	435.4	8.40	9.26	4.23		7.12	7.32	7.47	f 8.14
OWASOO 4.6	439.9								
DN KIMBALL KB 6.6	444.5	8.33	f 9.17	4.17		7.05	7.25	7.40	s 8.05
OLIVER 5.5	451.1								
D BUSHNELL BN 10.1	456.6	8.23	9.05	4.08		6.56	7.16	7.31	s 7.52
DN FINE BLUFFS UF 5.8	466.7	8.14	8.55	4.00		6.48	7.08	7.23	s 7.40
TRACY 5.5	472.0								
D EGBERT GX 5.7	477.5	8.04	8.45	3.50		6.38	6.58	7.13	f 7.29
D BURNS UX 6.5	483.2	7.59	8.40	3.46		6.34	6.54	7.09	7.24
HILLSDALE 6.2	489.7	7.54	8.35	3.42		6.29	6.49	7.04	7.19
DURHAM 5.3	495.9	7.49	8.30	3.37		6.24	6.44	6.59	7.14
ARCHER 8.3	501.2	7.44	8.25	3.33		6.19	6.39	6.54	7.09
DN-R CHEYENNE YL OY (225.4)	509.5	7.35AM	8.15AM	3.25PM		6.10PM	6.30PM	6.45PM	7.00PM

Thru Time..... (3.40) (4.00) (3.03) (1.07) (3.13) (3.13) (3.13) (4.00)  
Average speed per hour..... 61.5 56.4 73.9 72.7 69.9 69.9 69.9 56.4

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. 26**

June 1, 1958

**SECOND CLASS**

STATIONS	Mile Post	242	354	246	98	94
		Local Freight	Mixed	Local Freight	Local Freight	Mixed

Car Capacity of Sidings, etc. See Rule 6 (A), page 24.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DN-R NORTH PLATTE NY 5.1	284.1	A 1.00PM			A 4.50PM	A 7.00PM
WEST NORTH PLATTE 1.3	289.2	12.50			4.40	6.48
BIRDWOOD 1.8	290.5					
D HERSHEY OF 6.4	296.9	s 12.35			f 4.30	s 6.38
O'FALLONS 1.1	300.7	f 12.25			4.22PM	6.30PM
VARNER 1.6	301.8					
D SUTHERLAND SU 4.5	308.4	s 12.15PM				
DEXTER 7.6	307.9	f 11.55AM				
D PAXTON PN 6.2	315.5	s 11.34				
KORTY 6.0	321.7	f 11.15				
ROSCOE 7.1	327.7	f 11.00				
DN OGALLALA GT 9.1	334.8	s 10.45				
D BRULE RU 5.2	343.9	s 9.50				
MEGATH 4.8	349.1					
D BIG SPRINGS GS 5.4	353.9	s 9.25				
BARTON 6.0	359.3	f 8.55				
DN JULESBURG JB 5.3	365.3	s 8.45				
WEIR 9.7	370.6	f 7.55				
D OHAPPELL OQ 9.4	380.3	s 7.45				
D LODGE POLE GP 6.6	389.7	s 7.30				
D SUNOL UN 4.7	396.3	f 7.20				
COLTON 8.5	401.0	f 7.10				
DN-R SIDNEY YL OD 8.0	407.5	7.00AM		A 3.30PM		
BROWNSON 10.9	415.5			f 2.50		
D POTTER PR 4.4	426.4			s 2.25		
JACINTO 4.6	430.8					
D DIX DX 4.5	435.4			s 1.55		
OWASOO 4.6	439.9					
DN KIMBALL KB 6.6	444.5			s 1.30		
OLIVER 5.5	451.1					
D BUSHNELL BN 10.1	456.6			s 12.50		
DN PINE BLUFFS UF 5.8	466.7			12.30PM		
TRACY 5.5	472.0					
D EGBERT GX 5.7	477.5		A 8.50AM			
D BURNS UX 6.5	483.2		s 8.40			
HILLSDALE 6.2	489.7		s 8.31			
DURHAM 5.3	495.9		f 8.23			
ARCHER 8.3	501.2		f 8.15			
DN-R CHEYENNE YL OY (225.4)	509.5		8.05AM			

Thru Time..... (6.00) (0.45) (1.15) (0.28) (0.30)  
Average speed per hour..... 20.6 43.7 33.8 35.6 30.8

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply on 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. 26 June 1, 1958	Mile Post	FIRST CLASS		SECOND CLASS		
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	71	111	301			302	112	72		
	C. B. & Q. Freight	Streamliner Passenger	C. B. & Q. Passenger			C. B. & Q. Passenger	Streamliner Passenger	C. B. & Q. Freight		
	Daily	Daily	Daily							
STATIONS										
80	WCYP		f 5.10AM		0.0	DN JULESBURG YL JB	0.0	As 6.27PM		
76	ZP		5.18		7.1	D OVID VI	7.1	6.18		
78	WP		5.24		14.6	D SEDGWICK ZD	14.6	6.12		
20					19.0	DORSEY	19.0			
95	F		5.31		23.1	RED LION	23.1	6.05		
99	F				25.8	MARCOTT	25.8			
95	WP		5.36		30.1	D CROOK OK	30.1	6.00		
23					34.2	TOBIN	34.2			
79	F		5.43		38.8	PROCTOR	38.8	5.53		
13	F				41.1	POWELL	41.1			
29					42.2	GRIFF	42.2			
94	P		5.48		45.6	D ILIFF F	45.6	5.48		
10					50.1	FORD	50.1			
77	P		5.54		53.5	HAYFORD	53.5	5.41		
	AIP				57.2	C. B. & Q. CROSSING	57.2			
100	IWCTZP	1.00PM	6.00 6.05	5.05AM	57.5	DN-R STERLING YL ST	57.5	A 2.20AM 5.37 5.35	A 11.59PM	
					61.7	HALL	61.7			
78	P	1.14	6.13	f 5.13	64.1	D ATWOOD OD	64.1	f 2.09	5.28 11.43	
20					66.8	BETLAND	66.8			
74	P	1.27	6.19	f 5.21	70.2	D MERINO MI	70.2	f 2.02	5.23 11.33	
10					72.1	BETA	72.1			
149	F	1.36	6.24	5.29	76.0	MESSEK	76.0	5.19	11.21	
41	P				78.4	BALZAO	78.4			
88	P	A 2.00PM	6.29	A 5.40AM	81.0	DN UNION UN	81.0	f 1.50AM	5.15 11.09PM	
24					82.8	OOPKE	82.8			
94	WP		6.34		87.0	SNYDER	87.0	5.10		
53	F		6.40		88.8	DODD	88.8	5.05		
91					96.9	HURLEY	96.9			
109	WP		6.44		98.6	DN FT. MORGAN FX	98.6	5.01		
35	F		6.50		106.0	NARROWS	106.0	4.55		
79	P		6.52		109.0	D WELDONA DN	109.0	4.53		
22	F		6.57		114.2	GOODRICH	114.2	4.49		
78	F		7.00		117.7	ORHARD	117.7	4.46		
14	F				121.4	SUBLETTE	121.4			
88	F		7.06		124.8	MASTERS	124.8	4.40		
50	F		7.11		130.2	CANTON	130.2	4.36		
121	WP		7.16		135.4	HARDIN	135.4	4.32		
16	F				139.1	KUMER	139.1			
78	F		7.22		143.1	D KERSEY KR	143.1	4.26		
27					147.2	AUBURN	147.2			
56	WCYFP	A 7.30AM			151.1	DN-R LASALLE YL DY	151.1	4.20PM		
						(151.1)		Daily	Daily	

BLOCK SIGNALS

(1.00)	(2.20)	(0.35)	..... Thru Time.....	(0.30)	(2.07)	(0.50)
23.5	64.8	40.3	..... Average speed per hour.....	47.0	71.4	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		75 Local Freight		Time-Table No. 26 June 1, 1958	Mile Post	SECOND CLASS		SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	71	73	75			74	72	76			
	Freight	Freight	Local Freight			Freight	Freight	Local Freight			
	Daily	Daily	Tuesday Thursday Saturday								
STATIONS											
WCYP		10.25PM	1.30PM	6.30AM	0.0	DN-R VALLEY YL V	0.0	A 5.20AM	A 8.50PM	A 1.15PM	
AI					5.8	C. B. & Q. CROSSING	5.8				
28	P	10.40	1.45	s 6.45	6.3	YUTAN YN	6.3	5.10	8.40	s 1.00	
106	YP	10.50	1.55	s 7.00	11.6	D MEAD AD	11.6	5.00	8.30	s 12.50	
94	P	11.10	2.07	s 7.15	18.9	D WAHOO W	18.9	4.45	8.15	s 12.30	
					19.6	O. & N. W. and C. B. & Q. CROSSINGS	19.6				
76	P	11.25	2.22	s 7.30	26.3	D WESTON WN	26.3	4.35	8.05	s 12.15	
29	P	11.35PM	2.34	f 7.40	38.2	TOUHY	38.2	4.23	7.53	f 12.01PM	
96	WYP	12.01AM	2.44	A 7.50AM	37.3	DN VALPARAISO YL VO	37.3	4.15	7.45	11.50AM	
					41.8	AGNEW	41.8				
33	P	12.18	2.58		46.5	D RAYMOND RM	46.5	3.59	7.28		
101	P	12.30	3.08		52.7	GARRATT	52.7	3.48	7.18		
4					55.3	WEST LINCOLN	55.3				
					56.5	C. B. & Q. CROSSING	56.5				
24	TEP	12.55	3.18		57.1	DN LINCOLN YL SN	57.1	3.40	7.10		
					57.4	C. B. & Q. CROSSING	57.4				
					59.0	C. B. & Q. CROSSING	59.0				
130	P	1.18	3.31		65.4	JAMAIOA	65.4	3.20	6.50		
					68.2	HANLON	68.2				
21	P	1.33	3.46		74.7	PRINCETON	74.7	3.05	6.35		
78	P	1.43	3.53		79.5	D OORTLAND RD	79.5	2.55	6.25		
84	P	1.58	4.08		85.9	D PICKRELL IK	85.9	2.43	6.13		
WTZP		A 2.15AM	A 4.25PM		96.8	DN-R BEATRICE YL BX	96.8	2.30AM	6.00PM	Monday Wednesday Friday	
						(96.8)		Daily	Daily	(1.25) 26.3	

(3.50)	(2.55)	(1.20)	..... Thru Time.....	(2.50)	(2.50)	(1.25)
25.2	33.2	28.0	..... Average speed per hour.....	34.2	34.2	26.3

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

WESTWARD				OLD MAIN LINE				EASTWARD			
SECOND CLASS		75 Local Freight		Time-Table No. 26 June 1, 1958	Mile Post	SECOND CLASS		SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), page 24.	71	73	75			74	72	76			
	Freight	Freight	Local Freight			Freight	Freight	Local Freight			
	Daily	Daily	Tuesday Thursday Saturday								
STATIONS											
XIP					5.2	DN SUMMIT YL SU	5.2				
XWP					6.4	SOUTH OMAHA YL	6.4				
XIP					11.9	GILMORE YL	11.9				
72	P				16.8	D PAPILLION PO	16.8				
AIP					19.2	MO. PAC. CROSSING	19.2				
P					22.5	D MILLARD MD	22.5				
XP					26.1	LANE YL	26.1				

BLOCK SIGNALS

(1.00)	(2.20)	(0.35)	..... Thru Time.....	(0.30)	(2.07)	(0.50)
23.5	64.8	40.3	..... Average speed per hour.....	47.0	71.4	28.2

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

WESTWARD				STROMSBURG BRANCH				EASTWARD					
SECOND CLASS				Distance from Valparaiso	Time-Table No. 26 June 1, 1958				SECOND CLASS				
75					Mile Post	76							
Local Freight Tuesday Thursday Saturday						Local Freight							
STATIONS				STATIONS									
WYP			8.00AM	0.0	DN-R	VALPARAISO	YL VO	0.0	A11.35AM				
			f 8.20	7.4		7.4		f 11.06					
28			s 8.40	13.5	D	BRAINARD	BD	13.5	s 10.50				
				15.0		O. & N. W. CROSSING		15.0					
32	W		s 9.10	23.2	D	DAVID CITY	DV	23.2	s 10.25				
				23.5		O. B. & G. CROSSING		23.5					
31			s 9.45	33.8	D	RISING CITY	RN	33.8	s 9.40				
36			s 10.05	40.1	D	SHELBY	SH	40.1	s 9.20				
7			s 10.25	47.5	D	OSCEOLA	OZ	47.5	s 8.55				
9	W		s 10.50	53.9	D	STROMSBURG	S	53.9	s 8.25				
				56.8		DURANT		56.8					
35			s 11.15	63.0	D	POLK	PK	63.0	s 7.50				
21			s 11.30	68.8	D	HORDVILLE	HV	68.8	s 7.30				
22			s 11.45	73.8		HEBER		73.8	f 7.10				
				75.8		O. B. & G. CROSSING		75.8					
WYP			A11.55AM	75.9	DN-R	CENTRAL CITY	YL OI	75.9	7.05AM				
						(75.9)			Monday Wednesday Friday				

(3.55) Thru Time.....  
19.4 .....Average speed per hour.....

(4.30)  
16.8

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

WESTWARD				CEDAR RAPIDS BRANCH				EASTWARD					
SECOND CLASS				Distance from Genoa	Time-Table No. 26 June 1, 1958				SECOND CLASS				
79					Mile Post	80							
Mixed Daily Except Sunday						Mixed							
STATIONS				STATIONS									
40	WY		12.32PM	0.0	D-R	GENOA	YL G	0.0	A 4.45PM				
20				9.8		MERCHESTON		9.8					
38			s 1.08	13.7	D	FULLETON	FU	13.7	s 4.17				
21			s 1.33	23.1		BELGRADE		23.1	s 3.53				
26	W		s 1.52	30.3	D	CEDAR RAPIDS	OD	30.3	s 3.35				
30			s 2.13	36.6	D	PRIMROSE	P	36.6	f 3.19				
38	WY		A 2.40PM	44.3	D-R	SPALDING	YL SG	44.3	3.00PM				
						(44.3)			Daily Except Sunday				

(2.08) Thru Time.....  
20.3 .....Average speed per hour.....

(1.45)  
25.3

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

WESTWARD				NORFOLK BRANCH				EASTWARD					
SECOND CLASS				Distance from Columbus	Time-Table No. 26 June 1, 1958				SECOND CLASS				
79					Mile Post	82							
Mixed Daily Except Sunday						Mixed							
STATIONS				STATIONS									
WCTYPZ			11.40AM	0.0	DN-R	COLUMBUS	YL O	0.0	A 1.25PM	A 5.35PM	A 11.00PM		
20			11.50AM	4.2		4.2		4.2	1.10	5.23	10.47		
8	YP		A 12.02PM	9.4	R	5.2	OCONEE	YL	9.4	1.02PM	5.10PM	10.35	
29				14.7	D	5.3	PLATTE CENTER	PO	14.7			10.20	
36				20.3		5.6	TARNOV		20.3				
				25.1		4.8	O. & N. W. CROSSING		25.1				
56	W			25.7	D	0.6	HUMPHREY	HX	25.7			9.40	
33	W			35.4	D	9.7	MADISON	MA	35.4			9.02	
31				40.9		5.5	ENOLA		40.9				
				48.7		7.8	O. & N. W. CROSSING		48.7				
				50.2		1.5	C. & N. W. CROSSING		50.2				
WCZTP				50.4	D-E	0.2	NORFOLK	YL KN	50.4			8.00PM	
						(50.4)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		

(0.22) Thru Time.....  
25.6 .....Average speed per hour.....

(0.25)  
22.6

(3.20)  
15.1

(0.23) Thru Time.....  
24.5 .....Average speed per hour.....

(0.25)  
22.0

(3.00)  
16.8

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				Distance from Genoa	Time-Table No. 26 June 1, 1958				SECOND CLASS				
79					Mile Post	82							
Mixed Daily Except Sunday						Mixed							
STATIONS				STATIONS									
20	YP		12.02PM	0.0	R	3.0	OCONEE	YL	0.0	A 1.02PM	A 5.10PM		
5				2.0		2.3	MILL SPUR		2.0				
			s 12.13	4.8	D	7.0	MONROE	MN	4.8	s 12.50	s 5.00		
40	WYP		A 12.29PM	11.3	D-R	7.0	GENOA	YL G	11.3	s 12.29PM	4.45PM		
56				22.3	D	11.0	ST. EDWARD	ST	22.3	s 11.55			
28	WYP		A 10.05AM	33.7	D-R	11.4	ALBION	YL A	33.7	11.30AM			
						(33.7)			Daily Except Sunday	Daily Except Sunday			

(0.27) Thru Time.....  
25.1 .....Average speed per hour.....

(2.20)  
14.4

(1.33) Thru Time.....  
22.0 .....Average speed per hour.....

(0.25)  
27.1

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				Distance from Grand Island	Time-Table No. 26				SECOND CLASS				
					Mile Post	June 1, 1958							
						STATIONS							
		283	83					84	284				
		Mixed	Mixed					Mixed	Mixed				
		Monday Wed., Fri.	Tuesday Thurs., Sat.										
WTYPCZ		10.00AM	9.00AM	0.0	DN-B	GRAND ISLAND	YL GE	0.0	A 5.15PM	A 5.15PM			
I				0.4		O. B. & Q. CROSSING		0.4					
11				2.5		CAREY		2.5					
19		s 10.30	s 9.28	11.1	D	ST. LIBORY	RY	11.1	s 4.42	s 4.42			
30	WYP	s 11.15	s 9.55	21.9	D-R	ST. PAUL	YL SP	21.9	s 4.20	s 4.20			
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	WY	A 1.00PM		60.9	D-E	LOUP CITY	YL OP	60.9		2.30PM			
27			s 10.20	30.7	D	ELBA	EB	30.7	s 3.55				
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				
8				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)			Tuesday Thurs., Sat.	Monday Wed., Fri.			
		(8.00) 20.3	(8.10) 19.3			..... Thru Time.....			(2.45) 22.2	(2.45) 22.1			
						..... Average speed per hour.....							

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

WESTWARD				HASTINGS BRANCH				EASTWARD					
				Distance from Hastings	Time-Table No. 26								
					Mile Post	June 1, 1958							
						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 I			28.1	DN-E	GIBBON	GB	28.1					
						(28.1)							

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

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

WESTWARD				KEARNEY BRANCH				EASTWARD					
SECOND CLASS				Distance from Kearney	Time-Table No. 26				SECOND CLASS				
					Mile Post	June 1, 1958							
						STATIONS							
			95					96	196				
			Mixed					Mixed	Mixed				
			Tuesday, Thursday Saturday										
WYCE			9.00AM	0.0	DN-R	KEARNEY	YL KB	0.0	A 9.20PM	A 11.50AM			
12			f 9.12	5.5		GLENWOOD PARK		5.5	f 8.34	f 11.19			
19	P		s 9.24	10.1		RIVERDALE		10.1	s 8.22	s 11.07			
37	P		s 9.41	16.8	D	AMHERST	HB	16.8	s 8.00	s 10.50			
32	WP		s 10.06	26.2		MILLER		26.2	s 7.35	s 10.26			
25	P		s 10.20	32.5	D	SUMNER	SU	32.5	s 7.15	s 10.10			
23	P		s 10.40	40.4	D	EDDYVILLE	VD	40.4	s 6.57	s 9.50			
40			s 11.13	52.1	D	OCONTO	BS	52.1	s 6.28	s 9.30			
27	WYP		s 12.30PM	65.5	D	CALLAWAY	CA	65.5	s 5.45	s 8.55			
9			f 12.55	75.8		FINCHVILLE		75.8	f 5.00	f 8.30			
28	WP		s 1.30	83.1	D	ARNOLD	AD	83.1	s 4.45	s 8.15			
10			f 2.10	94.6		HOAGLAND		94.6	f 4.18	f 7.48			
15	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)			Wednesday Friday	Sunday			
			(5.55) 17.3			..... Thru Time.....			(5.20) 19.2	(4.20) 23.6			
						..... Average speed per hour.....							

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD				
SECOND CLASS				Distance from O'Fallons	Time-Table No. 26				SECOND CLASS			
					June 1, 1958							
					STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	97 Local Freight Daily	93 Mixed Daily		Mile Post	98 Local Freight	94 Mixed		Mile Post	98 Local Freight	94 Mixed		
WYP	7.15AM	5.30AM	0.0	R	O'FALLONS YL			0.0	A 4.20PM	A 6.25PM		
15	f 7.20	f 5.35	2.8		2.8 COCKER			2.8	f 3.58	f 6.13		
41 P	f 7.41	s 5.48	12.8	D	12.8 SARBEN AK			12.8	f 3.30	s 5.58		
40	f 7.58	f 5.57	19.6		19.6 NEVENS			19.6	f 3.15	f 5.48		
13			24.8		24.8 BROGANVILLE			24.8				
43 WP	f 8.20	s 6.11	28.4		28.4 KEYSTONE			28.4	f 2.55	s 5.36		
11			30.7		30.7 KINGSLEY			30.7				
48 P	f 8.35	f 6.21	34.9	D	34.9 MARTIN SA			34.9	f 2.30	f 5.24		
42 P	f 8.50	s 6.31	41.8		41.8 LEMOYNE			41.8	f 2.15	s 5.14		
25	f 9.05	f 6.40	46.8		46.8 BELMAR			46.8	f 2.05	f 5.03		
44	f 9.14	f 6.48	51.7		51.7 BUTTONTON			51.7	f 1.55	f 4.55		
41 YP	s 9.45	s 7.02	59.8	D	59.8 LEWELLEN YL W			59.8	s 1.40	s 4.44		
41 WP	s 10.35	s 7.21	70.8	D	70.8 OSHKOSH YL OK			70.8	s 1.05	s 4.21		
40 P	s 11.20	s 7.43	86.4	D	86.4 LISCO OO			86.4	f 12.25PM	s 3.53		
46	s 11.45AM	s 8.07	100.4	D	100.4 BROADWATER BR			100.4	f 11.45 AM	s 3.30		
19	f 12.03PM	f 8.20	109.6		109.6 TOWERS			109.6	f 11.20	f 3.12		
198 WPY	s 12.35	s 8.30	114.1	D	114.1 NORTHPORT YL NP			114.1	f 11.12	s 3.05		
AI	12.40	8.33	115.5		115.5 C. B. & Q. CROSSING			115.5	10.50	2.57		
11	f 12.55	f 8.40	121.8		121.8 MOHLER			121.8	f 10.40	f 2.46		
88 P	f 1.01	s 8.50	126.7	D	126.7 SOUTH BAYARD OB			126.7	f 10.32	s 2.39		
51	f 1.10	s 8.59	128.1		128.1 MCGREW			128.1	f 10.23	s 2.29		
80 P	f 1.20	s 9.09	137.9	D	137.9 MELBETA MB			137.9	f 10.13	s 2.19		
70 DOWCYZPT	A 1.35PM	A 9.30AM	145.9	DN-R	145.9 GERING YL G			145.9	10.01AM	2.00PM		
					(145.9)				Daily	Daily		
	(6.20) 34.3	(4.00) 36.5			.....Thru Time.....				(6.19) 23.1	(4.35) 33.0		
					.....Average speed per hour.....							

WESTWARD				GERING BRANCH				EASTWARD				
				Distance from Gering	Time-Table No. 26							
					June 1, 1958							
					STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Mile Post				Mile Post				
DOWCYZPT				0.0	DN-R	GERING YL G		0.0				
17				5.4		5.4 MATHERS YL		5.4				
27				6.0		6.0 MOON YL		6.0				
				7.0		7.0 ROUBADEAU YL		7.0				
18				8.4		8.4 HILLIKER YL		8.4				
18				9.8		9.8 RIFORD YL		9.8				
						(9.8)						

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

WESTWARD				NORTH PLATTE CUT-OFF				EASTWARD				
SECOND CLASS				Distance from O'Fallons	Time-Table No. 26				SECOND CLASS			
					June 1, 1958							
					STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.	353 Mixed Daily	93 Mixed Daily	59 Local Freight Daily	Mile Post	354 Mixed	60 Local Freight	94 Mixed	Mile Post	354 Mixed	60 Local Freight	94 Mixed	
72 DOWCYZPT			9.40AM	145.9	DN-R	GERING YL G		145.9		A 10.40AM	A 1.50PM	
14			f 9.46	150.5		4.6 OOSTIN		150.5		f 10.28	f 1.34	
30			s 9.49	152.3	D	1.8 HAIG HA		152.3		f 10.25	s 1.30	
24			s 9.55	155.8	D	2.5 SOUTH MITCHELL MI		155.8		f 10.20	s 1.21	
22			f 9.58	157.1		1.3 FELTON		157.1		f 10.15	f 1.14	
70 P			s 10.06 AM	162.1	D	5.0 SOUTH MORRILL MO		162.1		f 10.06 AM	s 1.06	
16			f 10.09	164.2		2.1 JOYCE		164.2		f 9.52	f 1.01	
81 WYP			s 10.15	167.9	DN	3.7 LYMAN YL MU		167.9		s 9.45 AM	s 12.56	
81			f 10.19	170.1		2.2 CANAL		170.1		f 9.20	f 12.49	
81 P			s 10.25	173.7	D	4.6 HUNTLEY HU		173.7		f 9.13	s 12.41	
25			f 10.30	177.0		3.8 HOLLY		177.0		f 9.06	f 12.33	
51 WCYP	12.45PM	10.40 AM	10.35 AM	181.6	D-R	4.6 YODER YL DR		181.6	A 11.45AM	9.00	12.25	
51 P			s 10.55	188.1	D	6.5 VETERAN VN		188.1		s 8.33	s 12.03 PM	
8			f 11.00	191.5		3.4 HELDT		191.5		f 8.26	f 11.57 AM	
10			f 11.07	196.1		4.6 COTTIER		196.1		f 8.19	f 11.50	
81 OWYP			A 11.15AM	200.6	D-R	4.5 SO TORRINGTON YL RI		200.6		8.10 AM	11.45 AM	
14			f 12.55	185.3		3.7 GOODLAND		185.3		f 11.32		
30			f 1.01	187.6		2.3 FONDA		187.6		f 11.27		
51 W			s 1.10	192.4	D	4.8 HAWK SPRINGS HK		192.4		s 11.15		
81			f 1.18	194.7		3.3 DUBOC		194.7		f 11.01		
19			f 1.30	200.8		6.1 WYROSS		200.8		f 10.50		
51 WY			s 1.45	208.8	D	3.0 LA GRANGE GA		208.8		s 10.45		
19			f 1.57	210.7		6.9 TREMAIN		210.7		f 10.20		
51 W			s 2.35	222.5	D	11.8 ALBIN AB		222.5		s 9.55		
81			f 2.55	229.7		7.2 LINDBERGH		229.7		f 9.35		
WPY	A 3.25PM			244.8	DN-R	14.6 EGBERT YL GX		244.8		9.10 AM		
						(24.4)			Daily	Daily	Daily	
	(2.40) 22.5	(1.35) 24.5	(7.00) 7.8			.....Thru Time.....			(3.85) 24.3	(2.90) 31.9	(2.05) 26.5	
						.....Average speed per hour.....						

WESTWARD				LYMAN BRANCH				EASTWARD				
				Distance from Lyman	Time-Table No. 26							
					June 1, 1958							
					STATIONS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 24.				Mile Post				Mile Post				
				0.0	DN	LYMAN MU YL		0.0				
18				2.8		2.8 SEARS YL		2.8				
6				3.3		0.5 SIDING NO. 1 YL		3.3				
17				4.6		1.3 HARTMAN YL		4.6				
23				6.4		1.8 STEGALL YL		6.4				
						(6.4)						

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

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

- Designation "Str."** — Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.  
**Designation "Psgr."** — Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.  
**Designation "Frt."** — Train with freight cars; train with caboose only; locomotive without cars.
- When diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.  
 When a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	80	50	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
Inspection bus cars.		40	40				20
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. On curves.			30 25
When yard limits not protected by continuous block signal system.	50	40	25				
Passing fueling stations located within yard limits.	50	40	25	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Passing fueling stations located outside yard limits.	50	40	40	Trains handling scale test cars.			30
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	Trains handling U.P. ore cars series 8000, 8499, loaded or empty. Trains handling air-dump cars.			45 35
1500 class diesel road freight locomotives.		55	55	When using No. 14 turn-outs.	25	20	20
Other than 1500 class diesel road freight locomotives.		60	55	When using other cross-overs or turn-outs: 800 class engines: Back-up movement. All other classes of engines: Forward movement. Back-up movement.		5	5
3800 and 3900 class engines.		60	50		15	15	15
5000 class engines.		50	50		10	10	10
4000 class engines.		45	45	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
MacArthur type engines with 63-inch drivers.		55	50	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movements over the crossing.	20	20	20
MacArthur type engines with 57-inch drivers.		35	35	On wye tracks.	15	15	15
Mallet, Consolidation and Ten Wheeler type engines.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
0-6-0 type yard engines.		20	20	Wedge snow plows 01, 02, 03, 04, 05, 06, 07, 08, 014, 015, 020, 021, 022 and 023.			25
Steam engines running backward.		20	20				
Light engines.			45				

**OLD MAIN LINE**

Location	Miles Per Hour			Location	Miles Per Hour					
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.			
Between Gilmore and Lane.		20	20							
<b>FIRST SUBDIVISION</b>										
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							
Fremont, within city limits.		20	15	Grand Island, 1900 class and heavier engines on east and west legs of wye.			5			
Fremont, on F. S. Y. & L. Co. tracks.			15	Grand Island, 2200 class engines on scale track and east yard run-around track.			5			
Ames, freight train moving over C. & N. W. crossing.			50	Buda, all airfield trackage.			10			
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.	60	40	25	Lexington, between second street crossing east and first street crossing west of passenger depot.	60	40	25			
Central City, within city limits.	60	60	55	Lexington, 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 Sub-division main track between Walnut and Eddy Streets.	20	20	20	Cozad, on Amour & Co. spur tracks.			5			
Grand Island, freight trains entering and moving through yard tracks.			5	Gothenburg wye.			5			
				Gothenburg passing fueling station.			40			
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>						
Between Mile Posts —				Between Mile Posts —						
<b>Summit</b> 5.2 and 5.6				25	25	25	<b>North Platte</b> 281.9 and 281.1	80	70	50
<b>Weco</b> 14.2 and 14.7				80	70	50	<b>Brady</b> 259.8 and 258.1	70	60	50
15.9 and 16.2				80	70	50	<b>Kearney</b> 189.2 and 189.0	40	40	25
<b>Lane</b> 18.1 and 18.4				70	60	50	<b>Waterloo</b> 23.2 and 22.8	70	60	50
19.4 and 19.8				70	60	50	22.6 and 22.2	60	50	40
<b>Elkhorn</b> 21.9 and 22.1				70	60	50	22.1 and 21.9	70	60	50
22.2 and 22.6				60	50	40	<b>Elkhorn</b> 19.8 and 19.4	70	60	50
22.8 and 23.2				70	60	50	18.4 and 18.1	70	60	50
<b>Vroman</b> 258.1 and 258.5				70	60	50	<b>Lane</b> 16.2 and 15.9	80	70	50
<b>Beck</b> 281.1 and 281.9				80	70	50	14.7 and 14.2	80	70	50
<b>North Platte</b>							<b>Seymour</b> 5.6 and 5.2 <b>Summit</b>	25	25	25

**SECOND SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Diesel locomotives in road service.			55	Brownson, on government tracks.			10
Big Springs, over highway crossing when using siding.	5	5	5	Hillsdale, 5000 class and heavier engines on industry track.			5
				Cheyenne passenger sheds.	10	10	5
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts — <b>Korty</b> 323.5 and 324.4	70	60	50	Between Mile Posts — <b>Cheyenne</b> 509.1 and 508.7	40	40	25
<b>Julesburg</b> 365.4 and 366.1	60	50	50	506.3 and 505.8	80	70	50
<b>Brownson</b> 422.6 and 423.5	60	60	50	503.0 and 502.2	60	50	40
<b>Bushnell</b> 456.9 and 457.2	80	70	50	<b>Archer</b> 498.2 and 497.7	70	60	50
462.8 and 462.9	80	70	50	<b>Durham</b> 494.0 and 493.8	70	60	50
466.2 and 466.6	60	50	50	<b>Hillsdale</b> 486.5 and 486.2	70	60	50
<b>Pine Bluffs</b> 466.8 and 467.3	50	40	40	<b>Tracy</b> 467.3 and 466.8	50	40	40
<b>Burns</b> 486.2 and 486.5	70	60	50	<b>Pine Bluffs</b> 466.6 and 466.2	60	50	50
<b>Hillsdale</b> 493.8 and 494.0	70	60	50	462.9 and 462.8	80	70	50
<b>Durham</b> 497.7 and 498.2	70	60	50	457.2 and 456.9	80	70	50
<b>Archer</b> 502.2 and 503.0	60	50	40	<b>Potter</b> 423.5 and 422.6	60	60	50
505.8 and 506.3	80	70	50	<b>Weir</b> 366.1 and 365.4	60	50	50
508.7 and 509.1	40	40	25	<b>Roscoe</b> 324.4 and 323.5	70	60	50
<b>Cheyenne</b>				<b>North Platte</b>			

**THIRD SUBDIVISION**

Maximum speed.	79	70	50	<b>LaSalle</b> 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		<b>Sterling</b> , 3900 class engines on coal chute track.			5
Light engines.		45	45	Over Bridge 59.24 trains handling C. B. & Q. wrecking derrick.			20

**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
<b>Beatrice Branch</b> Maximum speed.	50	45	<b>Norfolk Branch</b> Maximum speed:		
5000 class and MacArthur type engines on curves.	35	35	Between Columbus and Oconee.		35
Between Miles Posts — <b>Valley</b> 0.1 and 0.3	15	15	Between Oconee and M.P. 16.		25
3.8 and 4.0	35	35	Between M.P. 16 and Norfolk.		30
3.8 and 4.0, with 5000 class and MacArthur type engines.	25	25	Trains handling outfit cars.		20
<b>Yutan</b> 6.4 and 7.7	35	35	Columbus, over wye switches.		15
6.4 and 7.7, with 5000 class and MacArthur type engines.	25	25	On curve at M.P. 1.75.		25
<b>Mead</b> Between U. P. yard and Neb. Ordinance classification yard.		15	<b>Albion Branch</b> Maximum speed:		
Wahoo, city track.		6	Trains handling outfit cars.		20
19.1 and 19.5	35	35	<b>Cedar Rapids Branch</b> Maximum speed:		
19.1 and 19.5, with 5000 class and MacArthur type engines.	25	25	Between Genoa and M.P. 11.		30
<b>Weston</b> 30.2 and 30.5	35	35	Between M.P. 11 and Spalding.		25
30.2 and 30.5, with 5000 class and MacArthur type engines.	25	25	Trains handling outfit cars.		20
31.6 and 31.9	35	35	<b>Ord — Loup City Branch</b> Maximum speed:		
31.6 and 31.9, with 5000 class and MacArthur type engines.	25	25	Between Grand Island and St. Libory.		25
<b>Touhy</b> 36.0 and 37.4	25	25	Carey, all airfield trackage.		10
<b>Garratt</b> 56.3 and 57.5	15	15	Between St. Libory and Ord.		30
<b>Lincoln</b> C. B. & Q. Crossing, M.P. 59.0, through interlocking limits.	35	25	Between St. Paul and Loup City.		30
<b>Pickrell</b> 96.5 and 97.3	15	15	Trains handling outfit cars.		20
Beatrice, Allers Grain Company spur.		5	<b>Hastings Branch</b> Maximum speed.		
Beatrice, 1900 class and heavier engines on Kilpatrick track.		5	Diesel locomotives in road service.	70	50
<b>Stromsburg Branch</b> Maximum speed:	35	25	Diesel locomotives in road service.	30	30
Between Brainard and Hordville.	40	30	Over Bridge 21.35.	30	30
Between Hordville and Central City.	35	25	Gibbon, west of east wye switch.		15
Trains handling outfit cars.		20	<b>Kearney Branch</b> Between Kearney and Callaway:		
2800 class engines.	30	30	Steam trains.	25	25
Valparaiso, over Bridge 0.34, with MacArthur type, and 5000 class engines.	5	5	Diesel locomotives in road service.	25	25
Between M.P. 73.6 and Central City with 1900 class and heavier engines.	10	10	Between Callaway and Stapleton:		
			Steam trains.	30	30
			Diesel locomotives in road service.	30	30
			Trains handling outfit cars.		20
			<b>North Platte Branch</b> Maximum speed.	45	45
			5000 class engines.	35	35
			Over Bridge 18.30.		35
			Oshkosh, over First Street Crossing.		15
			<b>North Platte Cut-off</b> Maximum speed.	45	45
			5000 class engines.	35	35
			On curves between Yoder and So. Torrington.		35
			On curves between M.P. 25.42 and M.P. 31.25.		30
			Through tunnel between Albin and Tremain.		20
			<b>Lyman Branch</b>		20
			<b>Gering Branch</b>		20
			<b>Sears Branch</b>		20

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection	Location	Mile Post	Car Capacity, etc. See Rule 6(A) Below	Switch Connection
<b>First Subdivision</b>				<b>First Subdivision (Cont.)</b>			
Seymour.....	8.9	70—XP	Both	Alfalfa Center.....	194.1	44—XP	Both
Behlen.....	80.25	40—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

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

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

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