

DIVISION OFFICERS

J. L. KENDALL...Superintendent.....Falls City, Neb.
F. T. MAHONEY..Terminal Superintendent...Kansas City, Mo.
C. H. DUNAWAY.Assistant Superintendent.....Atchison, Kan.
Atchison, Omaha, Lincoln,
Talmage, Crete, and St.
Joseph Subdivs.
F. A. ROBERSON.Trainmaster.....Concordia, Kan.
Concordia, Downs, Wash-
ington, Prosser, Burr Oak
and Lenora Subdivs.
H. F. KAHO.....Trainmaster, Omaha Terminals, Omaha, Neb.
R.H.MERRIMAN.Trainmaster.....Atchison, Kan.
S. M. KEITHLINE
....Dispatcher.....Atchison, Kan.
E. R. McHUGH....Dispatcher.....Atchison, Kan.
J. C. PASLAY.....Dispatcher.....Atchison, Kan.
L. T. SMITH.....Dispatcher.....Atchison, Kan.
H. L. SWANSON..Dispatcher.....Atchison, Kan.
D. E. WALKER...Dispatcher.....Atchison, Kan.

120
SAFETY FIRST

EUGENE A. ZANK
1717 Hickory St.
ALMA, MICHIGAN



MISSOURI PACIFIC RAILROAD COMPANY

AND
MISSOURI PACIFIC RAILROAD CORPORA-
TION IN NEBRASKA

OMAHA AND NORTHERN KANSAS DIVISIONS

TIME-TABLE No. 19

Effective 12:01 a.m. Sunday, July 5, 1942

CENTRAL STANDARD TIME

Supersedes Time-Table No. 18, dated Feb. 8, 1942,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO ALSO MUST CARRY
COPY OF SPECIAL INSTRUCTIONS No. 7
EFFECTIVE JANUARY 1st, 1941

The Railroad Company Reserves the Right to Vary Therefrom
as Circumstances May Require.

R. C. WHITE, Chief Operating Officer.

W. F. KIRK, Assistant General Manager.

E. SULLIVAN, Gen'l Superintendent Transportation.

J. DAVIS, General Superintendent.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Kansas City.....	Omaha Div...119	Eastern Div....19	1:10 a. m.	1 Hr.	For connection.
" ".....	" ".....119	Central Kan. Div. .....116	12:30 a. m.	20 Min.	When passengers reported.
" ".....	" ".....109	Central Kan. Div. .....12-16-124	9:00 a. m.	15 Min.	" " "
" ".....	" ".....109	Santa Fe 5, 24, 28, 48	9:00 a. m.	15 Min.	" " "
" ".....	" ".....109	Eastern Div.....9	9:00 a. m.	15 Min.	" " "
" ".....	" ".....105	" ".....5	Indefinitely	.....	For equipment.
" ".....	" ".....105	" ".....205	2:20 p. m.	15 Min.	When passengers reported.
" ".....	Eastern Div....6	Omaha Div....106	Indefinitely	.....	For equipment.
" ".....	Cent. Kan. Div..15	" ".....110	10:35 p. m.	45 Min.	When passengers reported.
" ".....	Frisco.....111	" ".....110	10:25 p. m.	10 Min.	" " "
Atchison.....	Omaha Div...512	N. K. Div....512	Indefinitely	.....	For equipment.
" ".....	N. K. Div...519	Omaha Div...119	"	.....	"
Union.....	Omaha Div...110	" ".....610	6:30 p. m.	30 Min.	For passengers, mail and express.
" ".....	" ".....605	" ".....105	Indefinitely	.....	" " " " "
" ".....	" ".....609	" ".....106	10:20 a. m.	1 Hour	" " " " "
" ".....	" ".....106	" ".....606	9:25 a. m.	10 Min.	For revenue passengers.
Omaha.....	" ".....106	All Connecting Lines.....	8:40 a. m.	10 Min.	" " "

EXPLANATION OF CHARACTERS

C—Coal.
O—Fuel Oil.
W—Water.
Y—Wye.
T—Turntable.
¶—Meal Station.
§—Track Scales.
*****—Mail Crane.

CS—Continuous Telegraph or Telephone Office.
LS—Limited Train Order Office (Hours of Service Specified by Bulletin Order.)
P—Telephone Communication only.
TP—Telegraph or Telephone Office, not a train order office.
 Register Stations are shown in bold faced type.

EXPLANATION OF STOPS

s—Regular Stop.
f—Stop on signal for passengers, mail, baggage and express.
d—Stop to receive or discharge revenue passengers, mail and express.
m—Stop to receive or discharge revenue passengers.
k—Stop to pick up revenue passengers for Kansas City or beyond.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
80.....	0	45
85.....	0	42
90.....	0	40

STATIONS NOT SHOWN IN TIME TABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

Station	Miles from St. Louis	Train Nos.			
Atchison Subdiv.:					
Kickapoo.....	316.87	<i>m</i> 119	<i>f</i> 512		
Omaha Subdiv.:					
Mynard.....	458.85	<i>d</i> 119			
Crete Subdiv.:					
Tangeman.....	431.91	<i>f</i> 655	<i>f</i> 654		
Nissen Spur.....	440.05	<i>f</i> 655	<i>f</i> 654		
Concordia Subdiv.:					
Monrovia.....	345.16	<i>f</i> 512	<i>f</i> 519		
Williams.....	419.22	<i>f</i> 519			
Downs Subdiv.:					
Waconda Springs.....	529.44	<i>f</i> 519	<i>f</i> 512		
Lenora Subdiv.:					
Clydesdale.....	618.85	<i>f</i> 519	<i>f</i> 512	<i>f</i> 697	<i>f</i> 698
Prosser Subdiv.:					
Delphi Spur.....	559.72	<i>f</i> 658	<i>f</i> 659		
Muriel.....	573.77	<i>f</i> 658	<i>f</i> 659		

ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention.

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

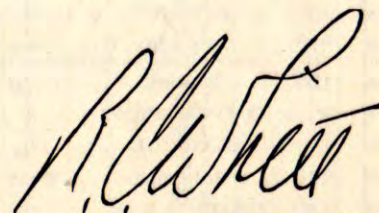
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time wherever necessary and possible.



Chief Operating Officer

ATCHISON SUBDIV.—KANSAS CITY TO FALLS CITY YARD

Station Numbers	Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	TRAINS WESTWARD						SECOND CLASS	
			FIRST CLASS						191 Local Freight Daily Ex. Sunday	
			119 Passenger	519 Local Passenger	109 Passenger	105 Passenger	901 C. G. W. Passenger	903 C. G. W. Passenger		
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily		
0		ST. LOUIS	5 40PM		11 59PM	8 50AM				
B 1		EAST YARD (West End) YTCW\$								
		0.76 K. C. RY. CO. CROSSING								
		1.21 K. C. S. CROSSING								
		1.00 BROADWAY, MO.								
		1.48 KAW POINT, KAN.								
		0.17 KAW RIVER JCT.								
		0.05 U. P. and K. C. N. W. CROSSINGS								
		0.11								
282	283.03	CS. Kansas City (Union Station) OTCW.	12 10AM		8 45AM	2 05PM	5 00PM	11 30PM		
B 8		Kansas City, Kan. (Central Ave.)	12 18		s 8 50	m 2 10	5 05	f 11 38		
		P Kan. City Term. Ry. Conn.								
		0.03 P North Cypress (U.P.Conn.)								
		0.33 WYANDOTTE (U. P. Conn.)								
		0.19 CS. MINNESOTA AVE.								
		0.12								
		EAST YARD JCT.								
		0.25 P. K. C. N. W. CROSSING								
		0.72								
	287.50	P. EDGEWATER JCT. W	12 23		8 55	2 15	5 08	11 43PM		
B 11	288.84	P. RAMAPO								
O 10	292.78	P. NEARMAN								
O 16	298.82	TP. WOLCOTT. *m	12 35		d 9 08					
O 20	302.42	P. POPE								
	305.64	U. P. JCT.								
O 23	305.65	P. COCHRANE								
	308.80	P. EAST LEAVENWORTH								
	309.28	P. C. G. W. CONN.					5 32PM	12 09AM		
	309.56	C. G. W. CROSSING								
	309.57	CS. BB TOWER								
	309.58	C. B. & Q. CROSSING								
O 27	309.67	P. LEAVENWORTH. W\$	s 12 55		s 9 25	s 2 37				
O 30	312.30	TP. FORT LEAVENWORTH*	s 1 01		s 9 30	s 2 40				
O 32	314.20	P. WADE								
O 38	320.53	P. OAK MILLS. *	1 13		d 9 40					
O 43	325.59	P. DALBEY								
	329.92	P. LOWER YARD (East Switch). \$	1 28		9 50	2 57				
	330.70	CS. ATCHISON (Union Depot)	s 1 45	2 10AM	10 00AM	s 3 02				
	330.80	A. T. & S. F. JCT.								
		0.88 YTCW\$								
O 48	331.68	CS. UPPER YARD (West Switch).	1 48	2 13		3 04			2 15PM	
	332.33	P. NORTHERN KAN. JCT.		2 15AM						
		5.79								
O 56	338.12	LS. SHANNON	d 2 05			3 13			2 40	
O 59	341.35	LS. LANCASTER. *	d 2 12						f 2 46	
O 64	346.71	TP. HURON. *	d 2 22			3 22			f 2 55	
O 69	351.74	LS. EVEREST. *	d 2 32	182		3 27	191		f 3 27	105
O 76	358.26	TP. WILLIS. *	d 2 42			3 33			f 3 50	
		4.00								
O 80	362.26	LS. BAKER	d 2 50			3 37			f 4 00	
	369.77	P. U. P. CROSSING								
		0.53								
O 88	370.30	CS. HLAWATHA. *	s 3 10			d 3 45			f 4 20	
		5.07								
O 93	375.37	TP. PADONIA. W*	d 3 20			3 50			f 4 35	
		3.76								
O 97	379.13	LS. RESERVE, KAN. *	d 3 30			3 54			f 4 45	
		5.23								
O 102	384.36	CS. FALLS CITY YD., NEB. TCW\$	3 40AM			3 59PM			5 00PM	
		101.78	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	

ATCHISON SUBDIV.—FALLS CITY YARD TO KANSAS CITY

3

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	TRAINS EASTWARD						SECOND CLASS	
			FIRST CLASS						192 Local Freight Daily Ex. Sunday	
			512 Local Passenger	904 C. G. W. Passenger	106 Passenger	902 C. G. W. Passenger	110 Passenger	Daily			Daily
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	
		ST. LOUIS	12 30PM		5 40PM		7 10AM			
		EAST YARD (West End) YTCW								
		K. C. RY. CO. CROSSING								
		K. C. S. CROSSING								
		BROADWAY, MO.								
		KAW POINT, KAN.								
		KAW RIVER JCT.								
		U. P. and K. C. N. W. CROSSINGS								
283.03		CS. KANSAS CITY (Union Station) OTCW	6 40AM	7 30AM	12 20PM	1 30PM	9 45PM			
		KANSAS CITY, KAN. (Central Ave.)	m 6 30	f 7 20	m 12 10	f 1 20	m 9 36			
		P. Kan. City Term. Ry. Conn.								
		P. North Cypress (U.P. Conn.)								
		WYANDOTTE (U.P. Conn.)								
		CS. MINNESOTA AVE.								
		EAST YARD JCT.								
		P. K. C. N. W. CROSSING								
287.50		P. EDGEWATER JCT. W	6 25	7 15	12 07PM	1 16	9 32			
288.84		P. RAMAPO								
292.78		P. NEARMAN								
298.82		TP. WOLCOTT	* d 6 05							
117 302.42		P. POPE								
305.64		U. P. JCT.								
124 305.65		P. COCHRANE								
67 308.80		P. EAST LEAVENWORTH								
309.28		P. C. G. W. CONN.		6 47AM		12 51PM				
309.56		C. G. W. CROSSING								
309.57		CS. BB TOWER								
309.58		C. B. & Q. CROSSING								
102 309.67		P. LEAVENWORTH W	s 5 45		s 11 42AM		s 9 02			
312.30		TP. FORT LEAVENWORTH	* s 5 33		s 11 37		s 8 54			
117 314.20		P. WADE								
320.53		P. OAK MILLS	* d 5 17							
119 325.59		P. DALBEY								
110 329.92		P. LOWER YARD (East Switch)	5 03		11 17		8 32 163			
330.70		CS. ATCHISON (Union Depot)	s 5 00		s 11 15		s 8 30			
330.80		A. T. & S. F. JCT.								
Yd. 331.68		CS. UPPER YARD (West Switch) YTCW	4 40		11 12		8 23		1 45PM	
332.33		P. NORTHERN KAN. JCT.	4 30AM							
79 338.12		LS. SHANNON			11 06		8 17		1 25	
341.35		LS. LANCASTER								
346.71		TP. HURON			10 58		8 09		1 10	
83 351.74		LS. EVEREST			10 53		8 04		f 12 55	
96 358.26		TP. WILLIS			10 46		7 57		12 40	
79 362.26		LS. BAKER			10 42		7 53		12 30	
369.77		P. U. P. CROSSING								
97 370.30		CS. HIAWATHA			m 10 34		s 7 44		f 12 10PM	
96 375.37		TP. PADONIA W			10 29		7 36		11 50AM	
96 379.13		LS. RESERVE, KAN.			10 25		7 32		11 40	
30 384.36		CS. FALLS CITY YD., NEB. TCW			10 20AM		7 25PM		11 30AM	
		101.78	Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	

Mileage from St. Louis, shown above, is mileage painted on telegraph poles and is not actual.

Omaha & Northern Kansas Divisions (19)

ATCHISON SUBDIV.—KANSAS CITY TO FALLS CITY YARD

TIME-TABLE

No. 19

JULY 5, 1942

TRAINS WESTWARD

SECOND CLASS

Station Nos.	Miles from St. Louis	STATIONS	973	165	971	173	979	975	163	171
			C. G. W. Freight	Red Ball Freight	Un. Pacific Freight	Red Ball Freight	C. G. W. Freight	C. G. W. Freight	Red Ball Freight	Red Ball Freight
			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily
		ST. LOUIS		7 30PM		7 30PM			10 30PM	10 30PM
		EAST YARD (West End) YTCW §		4 00AM		6 30AM			6 30PM	9 15PM
		0.76 K. C. RY. CO. CROSSING								
		1.21 P. K. C. S. CROSSING								
		1.00 BROADWAY, MO.								
		1.48 P. KAW POINT, KAN.	4 00AM				3 00PM	7 00PM		
		0.17 KAW RIVER JCT.								
		0.05 U. P. and K. C. N. W. CROSSINGS								
		0.11								
283.03		CS. Kansas City (Union Station) OTCW.								
		2.90 Kansas City, Kan. (Central Ave.)								
		Signal Indication								
		0.03 P Kan. City Term. Ry. Conn.								
		0.33 P North Cypress (U.P. Conn.)								
		0.19 WYANDOTTE (U.P. Conn.)								
		0.12 CS. MINNESOTA AVE.								
		0.25 EAST YARD JCT.								
		0.72 P. K. C. N. W. CROSSING								
287.50		P. EDGEWATER JCT. W	4 05	4 45		7 02	3 05	7 05	7 15	10 00
B 11 288.84		P. RAMAPO								
O 10 292.78		P. NEARMAN								
O 16 298.82		TP. WOLCOTT *								
O 20 302.42		P. POPE								
		3.22 U. P. JCT.			8 25AM					
305.64		0.01 P. COCHRANE								
O 23 305.65		3.15 P. EAST LEAVENWORTH								
308.80		0.48 P. C. G. W. CONN.	5 00AM				4 00PM	8 00PM		
309.28		0.28								
309.56		0.01 C. G. W. CROSSING								
309.57		0.01 CS. BB TOWER								
309.58		0.01 C. B. & Q. CROSSING								
O 27 309.67		0.09 P. LEAVENWORTH W §		5 30	8 45AM	7 40			7 50	11 00
O 30 312.30		2.63 TP. FORT LEAVENWORTH *								
O 32 314.20		1.90 P. WADE								
O 38 320.53		6.33 P. OAK MILLS *								
O 43 325.59		5.06 P. DALBEY								
329.92		4.33 P. LOWER YARD (East Switch) §		6 20		8 20AM			8 32 ¹¹⁰	11 50PM
		0.78								
330.70		0.10 CS. ATCHISON (Union Depot)								
330.80		0.88 A. T. & S. F. JCT.								
O 48 331.68		0.65 (CS. UPPER YARD. (West Switch) YTCW §		6 55					8 55	
332.33		5.79 P. NORTHERN KAN. JCT.								
O 56 338.12		3.23 LS. SHANNON		7 25					9 15	
O 59 341.35		5.36 LS. LANCASTER *								
O 64 346.71		5.03 TP. HURON *		7 45					9 30	
O 69 351.74		6.52 LS. EVEREST *		7 57					9 43 ¹⁶⁶	
O 76 358.26		4.00 TP. WILLIS *		8 13					10 00	
O 80 362.26		7.51 LS. BAKER		8 23					10 08	
369.77		0.53 P. U. P. CROSSING								
O 88 370.30		5.07 CS. HIAWATHA *		8 43					10 22	
O 93 375.37		3.76 TP. PADONIA W *		8 53					10 31	
O 97 379.13		5.23 LS. RESERVE, KAN. *		9 02					10 38	
O 102 384.36		101.78 CS. FALLS CITY YD., NEB. TCW §		9 15AM					10 50PM	
			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily

AUTOMATIC BLOCK

Centralized Traffic Control

ATCHISON SUBDIV.—FALLS CITY YARD TO KANSAS CITY

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	TRAINS EASTWARD								
			SECOND CLASS								
			976 C. G. W. Freight Daily	162 Red Ball Freight Daily	970 Un. Pacific Freight Daily Ex. Sunday	974 C. G. W. Freight Daily	164 Red Ball Freight Daily	178 Red Ball Freight Daily Ex. Sunday	172 Red Ball Freight Daily	166 Red Ball Freight Daily	
STATIONS											
		ST. LOUIS		8 00PM				5 30AM	6 30AM	10 00AM	10 00AM
		EAST YARD (West End)..YTCW\$		6 30AM				5 15PM	7 15PM	11 30PM	12 50AM
		0.76 K. C. RY. CO. CROSSING									
		1.21 K. C. S. CROSSING									
		1.00 BROADWAY, MO.									
		1.48 KAW POINT, KAN.	4 00AM				2 00PM				
		0.17 KAW RIVER JCT.									
		0.05 U. P. and K. C. N. W. CROSSINGS.									
		0.11 CS. KANSAS CITY (Union Station)OTCW									
		2.90 KANSAS CITY, KAN. (Central Ave.)									
		0.03 P. Kan. City Term.Ry.Conn.									
		0.33 P. North Cypress(U.P.Conn.)									
		0.19 WYANDOTTE(U.P.Conn.)									
		0.12 CS. MINNESOTA AVE.									
		0.25 EAST YARD JCT.									
		0.72 P. K. C. N. W. CROSSING									
287.50		P. EDGEWATER JCT. W	3 55	5 30			1 55	4 45	6 45	10 45	12 30AM
288.84		P. RAMAPO									
e 78 } w 118 } e 123 } w 74 }		P. NEARMAN									
		TP. WOLCOTT *									
117		P. POPE									
		3.22 U. P. JCT.					11 08AM				
		0.01 P. COCHRANE									
124		3.15 P. EAST LEAVENWORTH									
67		0.48 P. C. G. W. CONN.	2 35AM				1 00PM				
		0.28 C. G. W. CROSSING									
		0.01 CS. BB TOWER									
		0.01 C. B. & Q. CROSSING									
102		0.09 P. LEAVENWORTH W\$		4 15			11 00AM	2 45	5 30	9 45	11 20PM
		2.63 TP.FORT LEAVENWORTH *									
		1.90 P. WADE									
e 122 } w 74 }		6.33 P. OAK MILLS *									
		5.06 P. DALBEY									
119		4.33 P. LOWER YARD(East Switch) \$		3 30				2 00	5 00PM	8 45PM	10 45
		0.78 CS. ATCHISON (Union Depot)									
		0.10 A. T. & S. F. JCT.									
Yd.		0.88 CS. UPPER YARD.(West Switch) YTCW\$		3 20				1 30			10 25
		0.65 P. NORTHERN KAN. JCT.									
79		5.79 LS. SHANNON		3 00				12 50			10 03
		3.23 LS. LANCASTER *									
e 78 } w 78 }		5.36 TP. HURON *		2 45				12 31			9 51
		5.03 LS. EVEREST *		2 32	119			12 20			9 43
83		6.52 TP. WILLIS *		2 10				12 07PM			9 33
96		4.00 LS. BAKER		2 00				11 59AM			9 26
79		7.51 P. U. P. CROSSING									
		0.53 CS. HIAWATHA *		1 45				11 42			9 15
		5.07 TP. PADONIA W*		1 32				11 33			9 05
96		3.76 LS. RESERVE, KAN *		1 25				11 25			8 58
96		5.23 CS.FALLS CITY YD.,NEB..TCW\$		1 15AM				11 15AM			8 50PM
30		101.78	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily

Mileage from St. Louis, shown above, is mileage painted on telegraph poles and is not actual.

OMAHA SUBDIV.—FALLS CITY YARD TO OMAHA

Station Numbers	Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	TRAINS WESTWARD							
			FIRST CLASS			SECOND CLASS				
			119 Passenger	105 Passenger	655 Mixed	193 Local Freight	165 Red Ball Freight	651 Mixed	163 Red Ball Freight	
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	
O102	384.36	CS.. FALLS CITY YARD.TCW§	3 40AM	3 59PM			4 20AM	11 20AM		11 20PM
	384.75	0.39 ... C. B. & Q. CROSSING...								
	384.85	0.10 ... FALLS CITY	s 3 45	s 4 02						
O107	389.56	4.71 P.... STRAUSSVILLE	3 53	4 08			4 40	11 35		11 30
	394.83	5.27 ... C. B. & Q. CROSSING								
O112	394.87	0.04 LS.... VERDON	* s 4 03	4 13			4 55	11 45		11 40
O119	401.27	6.40 LS.... STELLA	* s 4 15	4 19			5 10	11 59AM		11 52PM
O126	408.49	7.22 TP.... HOWE	* d 4 28	4 26			5 25	1215PM ¹⁹⁴		1205AM ¹⁶²
	411.41	2.92 ... C. B. & Q. CROSSING								
	414.16	2.75 CS.... AUBURN	*YW s 4 45	d 4 32			5 10AM	5 55	12 45	12 30
	416.44	2.28 P.... TALMAGE JCT.	4 50	4 34			5 20AM	6 05	12 55	12 35
	423.57	7.13 LS.... JULIAN	* s 5 02	4 40				6 25	1 10	12 48
O146	428.78	5.21 LS.... PAUL	* d 5 10	4 45				6 35	1 20	12 57
O151	433.52	4.74 P.... KD SIDING	5 17	4 50				6 45	1 35	1 05
	435.81	2.29 ... C. B. & Q. CROSSING								
O153	436.02	0.21 CS... NEBRASKA CITY... W§	s 5 30	s 4 55				7 25	1 50	1 15
O155	437.72	1.70 P.... WX SIDING	5 35	4 57				7 30	2 00	1 31
O159	441.76	4.04 P.... WYOMING	5 42	5 02				7 40	2 10	1 45
O165	447.47	5.71 CS.... UNION	* s 5 57	s 5 09				810 ¹⁶⁴	2 30	2 15
	452.32	4.85 P.... TODDS	6 09	5 14				830 ¹⁹⁴	2 50	2 30
O172	454.83	2.51 LS.... MURRAY	* d 6 15	5 17				906 ¹⁰⁶	2 55	2 35
O180	462.38	7.55 LS... PLATTSMOUTH	* s 6 32	d 525 ¹⁶⁶				9 30	3 10	2 50
	465.22	2.84 ... C. B. & Q. CROSSING								
	465.51	0.29 ... C. B. & Q. CROSSING								
O185	467.11	1.60 P.... LA PLATTE	6 42	530 ¹¹⁰				9 45	3 25	3 00
O189	471.35	4.24 TP.... FORT CROOK	* d 6 52	d 5 35						
	471.97	0.62 P.... GB JCT.	6 57	5 36				9 55	3 40	3 07
	473.07	1.10 ... OM JCT.								
O191	473.18	0.11 CS.... GILMORE JCT.	7 02	5 40				10 00	3 45	3 10
O199a	481.35	CS. OMAHA (UNION STATION)	7 20AM	5 55PM						
	477.66	0.36 ... N STREET (U. P. CONN.)								
O195	478.02	0.68 P.... SOUTH OMAHA... W						10 20	4 15	3 40
	478.70	2.99 ... C. & N. W. CROSSING								
O199	481.69	5.01 P.... WEST SIDE JCT.							6 00PM	
	486.70	0.58 ... OMAHA (LOCUST ST.)								
O205	487.28	CS. OMAHA (GRACE ST.) OTCW§						11 05AM	5 45PM	6 30PM
	102.92		Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily

Mileage from St. Louis, shown above, is mileage painted on telegraph poles and is not actual.

OMAHA SUBDIV.—OMAHA TO FALLS CITY YARD

7

Siding Capacity In Cars		Miles from St. Louis		TIME-TABLE No. 19 JULY 5, 1942							TRAINS EASTWARD						
				FIRST CLASS			SECOND CLASS										
				106 Passenger	110 Passenger		164 Red Ball Freight	194 Local Freight	650 Mixed	654 Mixed	166 Red Ball Freight	162 Red Ball Freight					
STATIONS				Daily	Daily		Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					
Yd.	384.36	CS.	FALLS CITY YARD . TCW	10 20AM	7 25PM		10 00AM	1 30PM			8 40PM	12 55AM					
...	384.75		C. B. & Q. CROSSING														
29	384.85		FALLS CITY	s 10 18	s 7 22												
79	389.56	P	STRAUSSVILLE	10 12	7 17		9 50	1 10			8 15	12 40					
...	394.83		C. B. & Q. CROSSING														
78	394.87	LS	VERDON	10 07	7 11		9 41	12 55			8 05	12 30					
78	401.27	LS	STELLA	10 01	7 04		9 30	12 35			7 55	12 18					
78	408.49	TP	HOWE	9 54	6 56		9 17	1215PM ¹⁶⁵			7 40	1205AM ¹⁶³					
...	411.41		C. B. & Q. CROSSING														
e77 w78	414.16	CS	AUBURN YW	m 9 48	s 6 50		9 07	11 55AM		2 15PM	7 25	11 50PM					
	416.44	P	TALMAGE JCT.	9 46	6 42		9 04	11 20		2 07PM	7 20	11 35					
	423.57	LS	JULIAN	9 40	6 34		8 53	11 05			7 09	11 20					
78	428.78	LS	PAUL	9 35	6 29		8 45	10 55			6 59	11 05					
78	433.52	P	KD SIDING	9 30	6 22		8 36	10 40			6 45	10 58					
...	435.81		C. B. & Q. CROSSING														
30	436.02	CS	NEBRASKA CITY W	s 9 27	s 6 18		8 30	10 30			6 40	10 50					
78	437.72	P	WX SIDING	9 24	6 12		8 27	10 00			6 35	10 47					
78	441.76	P	WYOMING	9 20	6 08		8 20	9 50			6 25	10 40					
e103 w75	447.47	CS	UNION CWY	s 9 15 ¹⁹⁴	s 6 00		8 10 ¹⁹³	9 15 ¹⁰⁶			6 15	10 30					
77	452.32	P	TODDS	9 09	5 50		7 46	8 30 ¹⁹³			6 05	10 06					
79	454.83	LS	MURRAY	9 06 ¹⁹³	5 47		7 42	8 20			5 59	10 02					
77	462.38	LS	PLATTSMOUTH	k 8 58	d 5 38 ¹⁶⁶		7 30	7 55			{ 5 38 } ¹¹⁰ { 5 25 } ¹⁰⁵	9 50					
...	465.22		C. B. & Q. CROSSING														
...	465.51		C. B. & Q. CROSSING														
78	467.11	P	LA PLATTE	8 52	5 30 ¹⁰⁵		7 21	7 40			5 05	9 40					
...	471.35	TP	FORT CROOK	*m 8 48	d 5 18												
...	471.97		GB JCT.	8 47	5 17		7 13	7 30			4 55	9 32					
...	473.07		OM JCT.														
...	473.18	CS	GILMORE JCT.	8 45	5 15		7 10	7 25			4 50	9 29					
...	481.35	CS	OMAHA (UNION STATION)	8 30AM	5 00PM												
...	477.66		N STREET (U. P. CONN.)														
Yd.	478.02	P	SOUTH OMAHA W				6 45	7 05			4 30	8 45					
...	478.70		C. & N. W. CROSSING														
...	481.69	P	WEST SIDE JCT.					11 25AM									
...	486.70		OMAHA (LOCUST ST.)														
Yd.	487.28	CS	OMAHA (GRACE ST.) OTCW				6 00AM	6 15AM	11 00AM		3 15PM	8 00PM					
			102.92	Daily	Daily		Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					

Mileage from St. Louis, as shown above is mileage painted on telegraph poles and is not actual.

TALMAGE SUBDIV.— } **BETWEEN TALMAGE JCT., AND LINCOLN JCT.; AND**
BETWEEN WW JCT. AND WEST SIDE JCT.

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
	651 Mixed	655 Mixed						654 Mixed	650 Mixed		
	Daily Ex. Sunday	Daily Ex. Sunday		STATIONS		Daily Ex. Sunday	Daily Ex. Sunday				
		5 20AM	416.44	P..... TALMAGE JCT.....		2 07PM					
	f	5 27	418.55	2.11 GLEN ROCK.....	OD 4	f 2 00					
	s	5 45	423.22	4.67 LS..... BROCK.....	OD 9	s 1 45					
		11 30AM	427.96	4.74 LS..... TALMAGE..... W	OD 14	s 1 25	6 40PM				
		11 35	428.51	0.55 CRETE JCT..... Y		1 15PM	6 30				
	f	11 50AM	432.60	4.09 LORTON.....	OD 18		f 6 15				
			437.17	4.57 C. B. & Q. CROSSING.....							
	f	12 10PM	437.49	0.32 DUNBAR.....	OD 23		f 5 58				
	s	12 35	444.10	6.01 LS..... TOE.....	OD 30	24	s 5 35				
	s	12 55	449.22	5.12 LS..... AVOCA.....	OD 35		s 5 15				
		1 15	454.00	4.78 P..... LINCOLN JCT.....			4 55				
		Via Lincoln Subdiv.	455.12	1.12 LS..... WEEPING WATER..... W§	OD 41			Via Lincoln Subdiv.			
		2 35	456.04	0.92 P..... WW JCT..... Y			4 25				
	f	2 50	459.93	3.89 TP..... MANLEY.....	OD 46	34	f 4 15				
	s	4 00 ⁶⁵⁰	465.67	5.74 LS..... LOUISVILLE..... WY	OD 52	22	s 4 00 ⁶⁵¹				
			465.96	0.29 C. B. & Q. CROSSING.....							
			467.22	1.26 C. R. I. & P. CROSSING.....							
	f	5 05	471.69	4.47 LS..... SPRINGFIELD.....	OD 58	36	f 12 15PM				
			479.53	7.84 U. P. CROSSING.....							
	f	5 40	483.00	3.47 RALSTON.....			f 11 42AM				
			483.63	0.63 SEYMOUR PARK.....	OD 69						
			485.69	2.06 C. & N. W. CROSSING.....							
		5 55	487.26	1.57 LEAVENWORTH ST. YARD. §W	OD 74		11 30				
		6 00PM	488.25	0.99 P..... WEST SIDE JCT.....	O 199		11 25AM				
	Daily Ex. Sunday	Daily Ex. Sunday		71.81		Daily Ex. Sunday	Daily Ex. Sunday				

ST. JOSEPH SUBDIV.— BETWEEN ATCHISON AND ST. JOSEPH

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
	173 Red Ball Freight	171 Red Ball Freight						178 Red Ball Freight	172 Red Ball Freight		
	Daily Except Sunday	Daily		STATIONS		Daily Except Sunday	Daily				
	8 30AM	4 00AM	330.70	CS. ATCHISON, KAN. (Union Depot) ..	O 48	5 00PM	8 35PM				
			330.71	0.01 DRAWBRIDGE..... {A.&E.Br.Co. Mo. River							
			331.10	0.39 WINTHROP, MO. } Via							
			347.70	16.80 CS..... DONOVAN..... } C.R.I.&P.	OA 17						
	9 30AM	5 00AM	349.95	2.25 TP..... ST. JOSEPH..... §WY	OA 21	4 00PM	7 45PM				
			351.11	1.16 C. R. I. & P. JCT. } Via							
			351.18	0.07 CS. ST. JOSEPH (Union Depot) } C.R.I.&P.	OA 21						
	Daily Except Sunday	Daily		20.48		Daily Except Sunday	Daily				

Mileage from St. Louis, shown above, is mileage painted on telegraph poles and is not actual.

LINCOLN SUBDIV.—BETWEEN UNION AND LINCOLN

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS		FIRST CLASS			STATIONS					FIRST CLASS		SECOND CLASS		
651 Mixed Daily Ex. Sunday	695 Local Freight Daily	605 Passenger Daily	609 Local Passenger Daily							606 Passenger Daily	610 Passenger Daily	650 Mixed Daily Ex. Sunday	696 Local Freight Daily	
	4 15AM	5 40PM ⁶¹⁰	9 20AM ⁶⁰⁶	447.47	CS.	UNION	CY	W	O	165	9 10AM ⁶⁰⁹	5 35PM ⁶⁰⁵		1 30AM
	s 4 35	d 5 50	s 9 30	451.72	LS.	NEHAWKA			OF	4	s 8 58	s 5 23		f 1 05
	1 15PM	6 00	9 42	459.45	P.	LINCOLN JCT.					8 48	5 13		4 55PM
	s 2 30	s 6 03	s 9 45	460.57	LS.	WEEPING WATER	W	W	OD	41 37	s 8 46	s 5 11		s 4 50
	2 35PM	6 05	9 48	461.49		WW JCT.			Y		8 43	5 08		4 25PM
	f 5 35	d 6 13	d 9 58	467.64		WABASH			*OF	20	s 8 35	d 5 00		f 11 35
	f 5 45	s 6 18	s 10 05	471.59	LS.	ELMWOOD			OF	24	s 8 30	s 4 55		f 11 20
	f 6 10	d 6 30	s 10 18	479.19	LS.	EAGLE			OF	32	d 8 18	s 4 43		f 10 55
	f 6 30	6 42	d 10 30	486.51		WALTON			*OF	39	d 8 07	s 4 32		f 10 30
	m 6 50	m 6 52	m 10 40	493.00		PECKS GROVE			OF	45	m 7 57	m 4 22		m 10 10
				494.27		C. R. I. & P. CROSSING								
				494.88		C. & N. W. JCT								
	7 00AM	7 00PM	10 50AM	495.14	LS.	LINCOLN	TC	W	S	OF	48 36	7 50AM	4 15PM	10 00PM
Daily Ex. Sunday	Daily	Daily	Daily			47.67					Daily	Daily	Daily Ex. Sunday	Daily

CRETE SUBDIV.—BETWEEN CRETE JUNCTION AND CRETE

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS					STATIONS					SECOND CLASS			
		655 Mixed								654 Mixed			
		Daily Ex. Sunday								Daily Ex. Sunday			
		6 10AM		428.51		CRETE JCT.		Y		1 15PM			
		s 6 40		437.84	LS.	COOK		OE	9	s 12 45			
		s 7 05		445.63	LS.	BURR		OE	17	s 12 15PM			
		s 7 25		451.49	LS.	DOUGLAS		W	OE	23	s 11 55AM		
		s 7 50		458.53	LS.	PANAMA			OE	30	s 11 30		
		s 8 20		465.63	LS.	HICKMAN		W	OE	37	s 11 00		
				466.65		C. B. & Q. CROSSING							
		s 8 50		472.01		SPRAGUE			OE	44	s 10 30		
		s 9 15		480.30	TP.	KRAMER			OE	52	s 10 05		
		9 35AM ⁶⁵⁴		486.11	LS.	CRETE		Y	OE	58	9 45AM ⁶⁵⁵		
		Daily Ex. Sunday				57.60					Daily Ex. Sunday		

Mileage from St. Louis, shown above, is mileage painted on telegraph poles and is not actual.

10 CONCORDIA SUBDIV.—BETWEEN NORTHERN KANSAS JCT. AND CONCORDIA

TRAINS WESTWARD			Miles from St. Louis	TIME-TABLE		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS		No. 19				JULY 5, 1942	FIRST CLASS	SECOND CLASS	
563 Red Ball Freight	597 Local Freight	519 Local Passenger		STATIONS				512 Local Passenger	596 Local Freight	562 Red Ball Freight	
Daily	Daily Ex. Sunday	Daily			Daily	Daily Ex. Sunday	Daily				
11 00PM	6 15AM	2 13AM	331.68	CS.....	UPPER YARD... YCWT\$			4 40AM	4 45PM	2 00AM	
11 05PM	6 20AM	2 15AM	332.33	P..	NORTHERN KANSAS JCT.....			4 30AM	4 40PM	12 40AM	
11 07	6 22	2 17	332.61		OB SIDING.....	52		4 25	4 38	12 39	
11 20	f 6 35	f 2 27	337.05		PARNELL.....	S 7	56	f 4 18	f 4 15	12 30	
11 35	f 6 50	f 2 40	343.06		FARMINGTON.....	S 13	23	f 4 08	f 4 00	12 15AM	
11 50PM ⁵⁶²	s 7 10	s 2 52	347.93	LS.....	EFFINGHAM..... W	S 17	36	s 3 56	s 3 50	11 50PM ⁵⁶³	
12 15AM	f 7 30	s 3 07	355.27	LS.....	MUSCOTAH.....	S 25	36	s 3 40	f 3 30	11 35	
12 30	f 7 50	s 3 25 ⁵¹²	361.46	LS.....	WHITING.....	S 31	24	s 3 25 ⁵¹⁹	f 3 10	11 15	
12 45	f 8 05	s 3 36	367.31	LS.....	NETAWAKA.....	S 37	36	s 3 05	f 2 55	11 00	
1 00	f 8 25	s 3 47	372.89	LS.....	WETMORE..... W	S 42	29	s 2 53	f 2 40	10 45	
1 20	s 8 45	s 4 00	379.89	LS.....	GOFF.....	S 49	57	s 2 35	s 2 25	10 30	
1 35	s 9 10	s 4 11	385.74	LS.....	CORNING..... C	S 55	20	s 2 20	s 2 10	10 15	
2 00 ⁵¹²	s 9 30	s 4 25	392.93	LS.....	CENTRALIA.....	S 62	27	s 2 00 ⁵⁶³	s 1 55	9 55	
2 15	f 9 50	s 4 40	400.41	LS.....	VERMILLION..... W	S 70	28	s 1 40	f 1 40	9 40	
2 22	10 00	s 4 47	404.06		VLIETS.....	S 74		s 1 30	1 25	9 30	
2 45	s 10 20	s 5 01	408.87	LS.....	FRANKFORT..... YW	S 78	55	s 1 20	s 1 15	9 20	
			409.12		U. P. CROSSING.....						
2 52	f 10 28	f 5 07	411.66		BARRETT.....	S 81		f 1 00	f 12 45	9 00	
2 59	f 10 35	s 5 14	415.45	TP.....	BIGELOW.....	S 85	45	s 12 50	f 12 35	8 50	
			419.76		U. P. CROSSING.....						
3 15	s 10 45	s 5 28	421.71	LS.....	IRVING.....	S 91	34	s 12 37	s 12 25	8 35	
3 25	s 11 05	s 5 36	425.67	LS.....	BLUE RAPIDS..... W	S 95	24	s 12 27	s 12 10PM	8 25	
3 35	s 11 15	s 5 46	430.59	LS.....	WATERVILLE.....	S100	26	s 12 15AM	s 11 45AM	8 10	
3 50	f 11 30AM ⁵⁹⁶	s 6 01	437.76	LS.....	BARNES.....	S107	46	s 11 59PM	f 11 30 ⁵⁹⁷	7 50	
4 10	s 12 15PM	s 6 13	443.65	LS.....	GREENLEAF..... CYW	S113	69	s 11 45	s 11 00	7 25	
			443.88		WASHINGTON JCT.....						
4 25	f 12 35	s 6 25	450.68	LS.....	LINN.....	S120	46	s 11 25	f 9 40	7 00	
4 33	f 12 50	s 6 35	455.48	LS.....	PALMER.....	S125		s 11 13	f 9 10	6 50	
4 40	f 1 05	f 6 42	459.53		DAY.....	S129		f 11 04	f 9 00	6 40	
4 55	f 1 25	s 6 53	464.48	LS.....	CLIFTON..... W	S134	^{e18} ₁₀₁₈	s 10 55	f 8 45	6 30	
			466.06		C. R. I. & P. CROSSING.....						
5 15	f 1 50	s 7 05	471.01	LS.....	CLYDE.....	S141	25	s 10 45	f 8 30	6 12	
5 22	f 2 00	s 7 10	473.84		AMES.....	S143		s 10 36	f 8 20	6 05	
5 40	f 2 15	s 7 22	479.86		RICE.....	S149		s 10 25	f 8 10	5 50	
			485.12		A. T. & S. F. CROSSING.....						
			485.13		C. B. & Q. CROSSING.....						
6 00AM	2 40PM	7 35AM	485.43	LS.....	CONCORDIA..... CTW	S155	33	10 15PM	8 00AM	5 30PM	
Daily	Daily Ex. Sunday	Daily	153.10					Daily	Daily Ex. Sunday	Daily	

Mileage from St. Louis, shown above, is mileage painted on telegraph poles and is not actual.

DOWNS SUBDIV.—BETWEEN CONCORDIA AND STOCKTON

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD					
SECOND CLASS			FIRST CLASS					FIRST CLASS	SECOND CLASS				
595 Local Freight	659 Mixed	593 Local Freight	519 Local Passenger					512 Local Passenger	594 Local Freight	658 Mixed	592 Local Freight		
Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday						
	7 20AM	7 00AM	8 00AM	485.43	LS.....	CONCORDIA.....	CTW	S 155	33	9 50PM		2 35PM	3 30PM
				490.27		PROSSER JCT. 4.84							
	7 30AM	f 7 10	f 8 08	490.28		YUMA.....	Y	S 160	47	f 9 30		2 15PM	f 3 20
				495.98		BURR OAK JCT. 0.44							
		s 7 40	s 8 18	496.42	LS.....	JAMESTOWN.....	YW	S 166	27	s 9 20			s 3 05
		s 8 10	s 8 30	502.88	LS.....	SCOTTSVILLE.....		S 172	20	s 9 05			s 2 45
		f 8 42 ⁵¹⁹	f 8 42 ⁵⁰⁸	509.58		GILBERT.....		S 179		f 8 50			f 2 20
				514.22		U. P. CROSSING. 4.64							
		s 9 15	s 8 55	514.45	LS.....	BELOIT.....	W	S 184	37	s 8 40			s 2 05
		f 9 30	s 9 04	519.30	LS.....	SOLOMON RAPIDS.....		S 189		s 8 22			f 1 05
		s 9 50	s 9 17	525.61	LS.....	GLEN ELDER.....		S 195	32	s 8 10			s 12 50
		s 10 15	s 9 35	532.94	LS.....	CAWKER CITY.....		S 202	20	s 7 55			s 12 30
11 30AM		11 00AM	9 50AM	538.64	LS.....	DOWNS.....	CYT&W	S 208	40	7 45PM	10 00AM		12 10PM
				538.71		LENORA JCT. 9.82							
s 11 55AM				548.53	LS.....	OSBORNE.....		SF 10			s 9 37		
s 12 10PM				553.73	TP.....	BLOOMINGTON.....		SF 15			s 9 20		
s 12 35				562.17	LS.....	ALTON.....	W	SF 23		s 8 55			
s 12 55				570.46	LS.....	WOODSTON.....		SF 32		s 8 30			
1 25PM				580.42	LS.....	STOCKTON.....	CYW	SF 42		8 00AM			
Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday	Daily			94.99				Daily	Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday

LENORA SUBDIV.—BETWEEN DOWNS AND LENORA

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD					
SECOND CLASS		FIRST CLASS						FIRST CLASS	SECOND CLASS				
697 Local Freight	Daily Ex. Saturday	519 Local Passenger	Daily					512 Local Passenger	Daily	698 Local Freight	Daily Ex. Saturday		
	12 01PM		1015AM ⁶⁹⁸	538.64	LS.....	DOWNS.....	CYT&W	S 208	40	6 15PM		1010AM ⁵¹⁹	
				538.71		LENORA JCT. 0.07							
s 12 35			s 10 40	547.76	LS.....	PORTIS.....		S 217		s 5 53		s 9 30	
s 12 55			s 10 55	552.95		HARLAN.....	W	S 222		s 5 41		s 9 15	
s 1 20			s 11 10	557.85	LS.....	GAYLORD.....		S 227		s 5 28		s 9 00	
				563.05	LS.....	CEDAR.....		S 233		s 5 15		s 8 40	
s 1 50			s 11 25	567.86		CLAUDELL.....		S 237		s 5 03		s 8 25	
s 2 15			s 11 37	572.66	LS.....	KIRWIN.....	W	S 242		s 4 52		s 8 00	
s 2 50			s 11 50AM	579.79		COWLEY.....		S 249		f 4 35		f 7 35	
f 3 15			f 12 05PM	583.53	TP.....	GLADE.....		S 253		s 4 27		s 7 25	
s 3 40			s 12 15			SPEED.....		S 259		s 4 10 ⁶⁹⁷		s 7 10	
s 4 10 ⁵¹²			s 12 30	589.88		LOGAN.....	W	S 268		s 3 45		s 6 45	
s 4 35			s 12 50	598.56	LS.....	DENSMORE.....		S 278		s 3 17		s 6 00	
s 5 05			s 1 15	608.34		EDMOND.....		S 282		s 3 05		s 5 35	
s 5 30			s 1 30	612.91	TP.....	LENORA.....	CTW	S 293		2 40PM		5 00AM	
6 05PM			2 00PM	623.33	LS.....								
Daily Ex. Saturday			Daily			84.69				Daily		Daily Ex. Saturday	

Mileage from St. Louis, as shown above, is mileage painted on telegraph poles and is not actual.

PROSSER SUBDIV.—BETWEEN YUMA AND PROSSER

TRAINS WESTWARD SECOND CLASS 659 Mixed	Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 658 Mixed
Daily Ex. Saturday		STATIONS			Daily Ex. Saturday
7 30AM	490.28	.....YUMA.....Y	S 160	.....	2 15PM
	492.37	...A. T. & S. F. CROSSING...		.....
\$ 8 05	497.85	TP.....NORWAY.....	SD 8	.....	\$ 1 50
	504.17	...C. R. I. & P. CROSSING...		.....
\$ 8 30	504.83	LS.....SCANDIA.....W	SD 15	.....	\$ 1 25
f 8 45	509.16	.....SHERDAHL.....	SD 19	.....	f 1 12
\$ 9 05	513.82	LS.....REPUBLIC.....	SD 24	.....	\$ 1 00
\$ 9 30	520.93	...WARWICK, KAN.....	SD 31	.....	\$ 12 35
	528.55	...C. & N. W. CROSSING...		.....
\$ 10 10	529.61	LS...SUPERIOR, NEB...W	SD 39	.....	\$ 12 05PM
	530.17	...C. B. & Q. CROSSING...		.....
f 1045 658	538.40	.....ABDAL.....	SD 48	.....	f 1045AM 659
\$ 11 25	546.44	.....MT. CLARE.....	SD 56	.....	\$ 10 05
	555.37	...C. B. & Q. CROSSING...		.....
\$ 11 50AM	555.53	.....LAWRENCE.....	SD 65	.....	\$ 9 30
\$ 12 20PM	567.10	LS.....PAULINE.....W	SD 77	.....	\$ 9 00
\$ 1 30	579.51	LS.....HASTINGS.....	SD 89	.....	\$ 8 10
	580.49	...C. B. & Q. CROSSING...		.....
f 2 00	585.51	.....JUNIATA.....	SD 95	.....	f 6 35
	585.66	...C. B. & Q. CROSSING...		.....
	590.79	...U. P. CROSSING...		.....
2 45PM	593.33	.....PROSSER.....CYW	SD103	.....	6 00AM
Daily Ex. Saturday		103.05			Daily Ex. Saturday

WASHINGTON SUBDIV.—BETWEEN GREENLEAF AND WASHINGTON

TRAINS WESTWARD	Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD
		STATIONS			
	443.65	LS.....GREENLEAF...CYW	S 113	.....
	443.88	...WASHINGTON JCT....		.....
	450.58	LS...WASHINGTON.....	SC 7	.....
		6.93			

BURR OAK SUBDIV.—BETWEEN JAMESTOWN AND BURR OAK

TRAINS WESTWARD	Miles from St. Louis	TIME-TABLE No. 19 JULY 5, 1942	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD
		STATIONS			
	496.42	LS.....JAMESTOWN...YW	S 166	27	
	506.67	LS.....RANDALL.....	SE 11	.....
	512.97	LS.....JEWELL.....	SE 17	.....
	521.53	LS.....MANKATO.....	SE 26	.....
	529.74	LS.....BURR OAK....WT	SE 34	.....
		33.32			

Mileage from St. Louis, shown above, is mileage painted on telegraph poles and is not actual.

SPECIAL INSTRUCTIONS

1. All Eastward trains are superior to trains of the same class in the opposite direction, except:

- Crete Subdiv.:** No. 655 is superior to No. 654.
- Lenora Subdiv.:** No. 519 is superior to No. 512.

2. MAXIMUM SPEED:

<u>Miles Per Hour</u>	
Curves not Re-	Tangent
stricted	stricted

**LIGHTWEIGHT STREAMLINED PASSENGER CARS
WHEN HAULED BY DIESEL ENGINES 7000 TO 7003 AND 7100**

Atchison Subdiv.	90	80
Omaha Subdiv.:		
Between Falls City Yard and Gilmore Jct.....	90	80
Between South Omaha and Omaha (Grace St.)....	25	25

Diesel Engines 7000 to 7003 and 7100 hauling any standard passenger cars will not exceed the maximum passenger speed shown in time-table on any subdiv.

Speed of these engines when operating over joint track or foreign lines with or without cars will be governed by the maximum speed and speed restrictions of that line.

<u>Miles Per Hour</u>	
Passenger	Freight
Trains	Trains

Kansas City Terminal Division:		
Between Edgewater Jct. and Kansas City Terminal Ry. connection.....	40	40
Between Kaw River Jct. and Edgewater Jct. via Edgewater Yard track.....	..	45
Atchison Subdiv.	75	50
Omaha Subdiv.:		
Between Falls City Yard and Gilmore Jct.....	75	50
Between Omaha (Grace St.) and South Omaha.....	25	25
Lincoln Subdiv.:		
Between Union and Lincoln.....	55	35
St. Joseph Subdiv.:		
Between Atchison and Winthrop (via Atchison & Eastern Bridge Co.).....	15	15
Between Winthrop and Donovan (via C. R. I. & P.)...	60	35
Between Donovan and C. R. I. & P. Jct. (via M. P. Union Terminal Ry. Joint Track).....	15	15
Between C. R. I. & P. Jct. and St. Joseph Union Depot (via C. R. I. & P.).....	60	35
Talmage Subdiv.:		
Between Talmage Jct. and Lincoln Jct.....	20	20
Between WW Jct. and West Side Jct.....	25	25
Between Crete Jct. and Talmage all trains move at restricted speed.		
Crete Subdiv.....	20	20
Concordia Subdiv.:		
Between Nor. Kan. Jct. and Netawaka.....	50	40
Between Netawaka and Clifton.....	45	35
Between Clifton and Concordia.....	50	40
Downs Subdiv.:		
Between Concordia and Downs.....	50	40
Between Downs and Stockton.....	35	25
Washington Subdiv.....	15	15
Lenora and Burr Oak Subdivs.....	35	25

2. MAXIMUM SPEED: (Continued)

<u>Miles Per Hour</u>	
Passenger	Freight
Trains	Trains

Prosser Subdiv.:		
Between Yuma and Hastings.....	35	25
Between Hastings and Prosser.....	15	15

3. SPEED RESTRICTIONS: (Where maximum speed is less, such restrictions will be observed)

Kansas City Terminal Railway:

Rule 835. Road Engines must not exceed 40 miles an hour running forward or 20 miles an hour running backward. Switch Engines must not exceed 20 miles an hour.

Rule 836. Passenger trains must not exceed 20 miles an hour, and Freight trains and light engines 10 miles an hour through interlocking switches and other crossovers and over Railroad and Street Railway crossings, or 8 miles an hour under Union Station sheds.

Kaw Point, through switches.....	10	10
Kansas City, Kan., over K. C. N. W. Crossing.....	30	30
Atchison, Between Lower Yard and Upper Yard.....	25	25
Atchison—Around Curve at Union Depot.....	10	10
Atchison—Through connection between Atchison Subdiv. and A&E Bridge Co.....	10	10
Northern Kan. Jct. trailing through spring switch.....	30	30
Omaha, Over Commercial Ave., 20th, 24th and Leavenworth Sts.....	10	10
Eastward, from 28th Ave. until 30th St. is occupied.....	10	10
Westward, from Creighton Blvd. until 30th St. is occupied.....	10	10
After 30th St. is occupied resume normal speed in either direction.		
Over electric car lines.....	10	10
Seymour Park. Engines heavier than E-45 over steel span bridge 276-A.....	15	15
Lincoln, between 33rd St. (Pecks Grove), and C. & N.W. Jct.....	18	18
Lincoln, while passing over 14th Street and between C. & N. W. Jct. and Passenger Station.....	10	10
Weeping Water over First Street crossing east of depot..	10	10
St. Joseph, between 4th and Monterey Streets.....	10	6
St. Joseph, Train Yards and Union Depot.....	20	12
Crete, Talmage, Prosser, Lenora, Burr Oak & Washington Subdiv. and between Stockton and Downs on Downs Subdiv. engines running backward.....	10	10
Bridge 1, M. P. 539.35 Downs Subdiv.:		
2300 Class and lighter engines.....	15	15
Brill type motor cars.....	35	35

3. SPEED RESTRICTIONS (Continued):

	Miles Per Hour	
	Passenger Trains	Freight Trains

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:

1 to 172.....	60	60
401 to 487.....	45	45
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1720 to 1729.....	55	55
2101 to 2125.....	90	90
2305 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5501 to 5540.....	80	80
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80

Diesel Engines:

800 to 811.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 to 7003.....	117	117
7100.....	117	117
9000 to 9010.....	35	35
9102 to 9105.....	35	35

G. C. I. and I. G. N. Engines:

301 to 389.....	50	50
941 to 948.....	35	35
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80
9200 to 9203 (Diesel).....	35	35

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

Motor Cars:

(a) Gas-electric passenger motor cars.....	60	..
(b) Brill passenger motor cars with mechanical drive.....	45	..

Trains handling:

Motor Cars, dead in tow.....	50	50
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Diesel Engines, dead in tow:

800 Series.....	..	30
4100, 4101 and 9000-9001 Series.....	..	35
4102, 4103 and all other Diesel Road Engines.....	Maximum permissible speed	

	Miles Per Hour	
	Passenger Trains	Freight Trains

3. SPEED RESTRICTIONS (Continued):

Trains handling:

Pile Drivers.....	..	25
Steam Shovels.....	..	25
Scale Test Cars, (handle next to caboose).....	Maximum freight train speed	
Wrecking Cranes, self-propelling.....	..	25
Bridge Derrick Cars, non-revolving, boom connected.....	..	30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick Cars, non-revolving, boom disconnected.....

Maximum freight train speed

Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

Bridge Derrick-Pile Driver, combination machine.... .. 25

Bridge derrick-pile driver, combination machine may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers, self-propelling..... .. 20

American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

Locomotive Cranes or Clam Shells..... .. 20

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

3. SPEED RESTRICTIONS (Continued):

	Miles Per Hour	
	Passenger Trains	Freight Trains
American Ditchers, loaded on flat cars.....	..	20
Yard(clamshell)and "Burro" Cranes, loaded on flat cars	20
Jordan Spreaders and Spreader-Ditchers.....	..	25

Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Rail Unloaders..... Maximum freight trains speed

Rail unloaders must have boom disconnected and stored on car.

Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling Wrecking Cranes, Pile Drivers, and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 40 miles per hour.

Dead engines with side rods in position, main rods disconnected, 35 miles per hour.

Dead engines moving backward or with part or all side rods down, 15 miles per hour.

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent.

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour. Where conditions are such as to require further restriction, the Superintendent will issue special instructions covering.

Engines not equipped with engine trucks either dead in tow or under steam in road movement must be moved tender forward.

Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Locomotive drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to 20 miles per hour. No restriction when necessary to block other drivers.

Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers, and 30 miles per hour through No. 20 turnouts or crossovers. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS.

Trains consisting of Light-weight Streamlined passenger cars when hauled by Diesel Engines 7000 to 7003 and 7100 will observe Speed Restriction shown, except on curves at which SPEED RESTRICTION SIGNS are maintained, these trains may exceed by FIVE MILES per hour the SPEED as indicated on the RESTRICTED SPEED SIGN.

Permissible Speed in Miles Per Hour	Eastward				Westward				
	From		To		From		To		
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	
Atchison Subdiv:									
40	291	25	291	5	40	291	5	291	25
55	300	12	300	2	55	300	2	300	12
65	302	34	302	20	65	302	20	302	34

Permissible Speed in Miles Per Hour	Eastward				Westward			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Atchison Subdiv: (Continued)

65	308	30	308	13	65	308	13	308	30
50	309	20	308	30	50	308	30	309	20
30	309	38	309	20	30	309	20	309	38
65	311	39	309	38	65	309	38	311	39
50	312	20	311	39	50	311	39	312	20
60	316	12	316	4	60	316	4	316	12
70	322	22	321	35	70	321	35	322	22
55	322	36	322	22	55	322	22	322	36
65	324	16	322	36	65	322	36	324	16
65	326	13	325	36	65	325	36	326	13
70	327	29	327	21	70	327	21	327	29
65	337	7	329	40	65	329	40	337	7
65	347	31	347	9	65	347	9	347	31
70	350	22	349	26	70	349	26	350	22
60	351	00	350	22	60	350	22	351	00
70	352	15	352	2	70	352	2	352	15
70	355	16	354	35	70	354	35	355	16
70	360	21	360	1	70	360	1	360	21
65	364	24	364	11	65	364	11	364	24
65	366	30	366	11	65	366	11	366	30
50	367	14	366	30	50	366	30	367	14
60	369	14	369	00	60	369	00	369	14
55	371	19	371	9	55	371	9	371	19
70	374	1	373	7	70	373	7	374	1
60	384	14	383	28	60	383	28	384	14

Omaha Subdiv:

55	387	31	385	18	55	385	18	387	31
65	389	13	387	31	65	387	31	389	13
65	409	00	408	32	65	408	32	409	00
65	413	00	412	27	65	412	27	413	00
60	416	32	416	18	60	416	18	416	32
65	420	11	419	26	65	419	26	420	11
65	422	36	422	23	65	422	23	422	36
60	425	29	425	19	60	425	19	425	29
65	429	20	429	9	65	429	9	429	20
60	434	8	431	27	60	431	27	434	8
55	435	18	434	8	55	434	8	435	18
30	437	00	435	18	30	435	18	437	00
55	440	11	437	20	55	437	20	440	11
65	445	23	444	11	65	444	11	445	23
30	447	34	447	15	30	447	15	447	34
65	448	17	448	6	65	448	6	448	17
65	450	30	450	23	65	450	23	450	30
65	454	24	454	16	65	454	16	454	24
65	460	30	459	34	65	459	34	460	30
50	461	35	460	30	50	460	30	461	35
60	462	24	461	35	60	461	35	462	24
55	464	8	463	35	55	463	35	464	8
50	466	29	466	8	50	466	8	466	29
60	469	15	468	39	60	468	39	469	15
65	470	30	470	14	65	470	14	470	30
70	471	39	471	27	70	471	27	471	39

Lincoln Subdiv:

40	448	6	447	37	40	447	37	448	6
50	459	19	459	15	50	459	15	459	19
35	460	38	459	36	35	459	36	460	38
50	461	30	461	23	50	461	23	461	30
50	488	16	488	00	50	488	00	488	16

Talmage Subdiv:

15	450	15	450	18	15	450	18	450	15
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Concordia Subdiv:

30	367	28	366	34	30	366	34	367	28
35	400	20	400	13	35	400	13	400	20
20	409	12	Over U. P. Crossing		20	409	12	Over U. P. Crossing	
30	437	30	437	18	30	437	18	437	30
10	443	31	443	35	10	443	35	443	31

Prosser Subdiv.

15	569	12	569	6	15	569	6	569	12
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LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw	(GRand 0500 MAin 1000		
★ Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw	(GRand, 0500 MAin 1000	34 Broadview Drive	Parkview 0674.
HOSPITAL ST. MARY'S	Kansas City, Mo.	2800 Main	WEstport 0463.		
★ Dr. J. E. Castles, District Surgeon	Kansas City, Mo.	{1002 Argyle Bldg. 12th and McGee	{(Harrison 5037 Harrison 5038	5312 Paseo	Highland 1746.
Dr. Francis J. Nash	Kansas City, Kan.	602 Huron Bldg.	DRexel 2020	1016 Ann.	Fairfax 4547.
Dr. C. M. Stemen	Kansas City, Kan.	552 Minnesota	FAirfax 2055	1200 North Seventh	DRexel 0099.
★ Dr. G. R. Combs	Leavenworth, Kan.	Fifth and Delaware	270	108 South Esplanade	Home 518
EMERGENCY STATION	Atchison, Kan.	Atchison Hospital	34	Corner Third and N	
★ Dr. W. L. Anderson, Asst. Surgeon	Atchison, Kan.	Blair Building, 9th and Commercial	278	420 North 3rd	2736.
★ Dr. R. T. Nichols	Hiawatha, Kan.	530 1/2 Oregon	449	411 North Seventh	452.
★ Dr. W. R. Boese, Division Surgeon	Falls City, Neb.	{Richardson Co. Bank, 17th and Stone	207	2221 Harlan	209.
★ Dr. J. M. Greene, Division Surgeon	Falls City, Neb.	{Richardson Co. Bank, 17th and Stone	400	22nd and Crook	399.
★ Dr. W. D. Ketter, Asst. Surgeon	Falls City, Neb.	1600 Stone	790	2019 Lane	509.
★ Dr. Charles L. Husted, Asst. Surgeon	Falls City, Neb.	116 West 19th	801	2505 Lane	110.
★ Dr. E. M. Tyler	Auburn, Neb.	Cline Bldg.	23	1011 Eleventh	21.
★ Dr. C. G. Zimmerer	Nebraska City, Neb.	1000 Central	64	Fifteenth and First Corso	64, 2 rings.
★ Dr. W. S. Ramacciotti	Nebraska City, Neb.	1000 Central	64	2114 First	90.
★ Dr. L. S. Pucelik, Local & Disp. Surgeon	Plattsmouth, Neb.	617 Main	74	306 North Third	119
EMERGENCY STATION	Omaha, Neb.	St. Joseph Hospital	JAckson 4895.		
★ Dr. J. W. Duncan, Division Surgeon	Omaha, Neb.	720 City Nat'l Bank Bldg.	ATlantic 1230	409 South 38th	HArney 3900.
★ Dr. W. T. Rance, Asst. Div. Surgeon	Omaha, Neb.	720 City Nat'l Bank Bldg.	ATlantic 1230	707 North 36th	HArney 1240.
Dr. J. B. Swoboda, Local & Disp. Surgeon	South Omaha	4824 South 24th	MArket 2560.	4711 Walnut, Omaha	GLendale 2590
★ Dr. C. T. Gritzka, Local & Disp. Surgeon	Talmage, Neb.	Fourth and Main	29-W-2	Fourth and Cedar	29-W-3.
★ Dr. T. L. Gritzka, Local & Disp. Surgeon	Talmage, Neb.		29-W-2	Talmage	74.
★ Dr. Bert C. Pease	Weeping Water, Neb.		77	Weeping Water	77.
★ Dr. O. E. Liston	Elmwood, Neb.		56, two rings	Elmwood	56, three rings.
EMERGENCY STATION	Lincoln, Neb.	General Hospital	F-2301		
★ Dr. K. S. J. Hohlen	Lincoln, Neb.	914 Federal Securities Bldg.	B-1560	1970 Harwood	F-2646.
★ Dr. W. Nowers	Kenesaw, Neb.	Robinson Block	6-A	Kenesaw	6-B.
★ Dr. C. H. Wallace	St. Joseph, Mo.	301 North 8th	4-0475	605 North 8th	4-2033.
★ Dr. P. A. Knepper, Asst. Surgeon	St. Joseph, Mo.	825 Charles	4-2754	2002 Ashland	4-5829.
★ Dr. O. O. Barker, Local & Disp. Sur.	Efingham, Kan.		83	Efingham	834
★ Dr. Samuel M. Meyers	Corning, Kan.		58	Corning	17.
★ Dr. M. A. Brawley	Frankfort, Kan.	S. E. Cor. Third and Kansas	6.	S. E. Cor. Third and Kansas	6.
★ Dr. W. Wilmoth	Blue Rapids, Kan.	Public Square	21	703 Chestnut	21.
★ Dr. G. I. & L. K. Thacher, Local & Dis. Sur.	Waterville, Kan.		53	Waterville	31.
★ Dr. Z. H. Snyder, Resident Surgeon	Greenleaf, Kan.		98-A	Greenleaf	98-B
★ Dr. W. N. Dan Scoyar	Clifton, Kan.		74	Clifton	181
EMERGENCY STATION	Concordia, Kan.	St. Joseph's Hospital		St. Joseph's Hospital	
★ Dr. H. R. St. John, Resident Surgeon	Concordia, Kan.	New Caldwell Bldg.	52	335 West Eighth	387.
★ Dr. L. E. Haughey, Asst. Res. Surgeon	Concordia, Kan.	New Caldwell Bldg.	52	132 West Ninth	105.
★ Dr. H. B. Vallette, Local and Disp. Sur.	Beloit, Kan.	Brewer Bldg.	79	920 North Hersey	240.
EMERGENCY STATION	Downs, Kan.	Hodgson Hospital	124	Downs	173.
★ Dr. J. E. Hodgson, Resident Surgeon	Downs, Kan.	Lipton Hotel	165	Downs	254.
★ Dr. J. W. S. Cross	Portis, Kan.		37	Portis	
★ Dr. E. F. Steichen	Lenora, Kan.	Exchange Bank Bldg.	16	Lenora	92.
★ Dr. C. V. Haggman	Scandia, Kan.		48	Scandia	54.
★ Dr. C. G. McMahon	Superior, Neb.	448 Central	60	1155 Idaho	428-W.
★ Dr. A. A. Smith	Hastings, Neb.	City Bldg.	329	1136 North St. Joe	2210.
★ Dr. W. E. McKinley	Jewell, Kan.		35	Jewell	39.
★ Dr. J. E. Henshall	Osborne, Kan.	Henshall Bldg.	90	Osborne	87.
★ Dr. F. E. Richmond	Stockton, Kan.		61	607 Main	42.

DR. O. B. ZEINERT, Chief Surgeon.

★ Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.
 ★★ Medical Examiners for Examination only of Maintenance of Way laborers (Forms 339-B, 339-D),
 and other applicants not required to take color perception tests.