

DIVISION OFFICERS

W. WICKER.....Superintendent.....Falls City, Neb.
 E. H. CAMPBELL, Terminal Superintendent...Kansas City, Mo.
 R. W. PARKER....Assistant
 Terminal Superintendent. Kansas City, Mo.
 C. F. MORRISON, Terminal Trainmaster.....Kansas City, Mo.
 H. K. STEPHENS, Terminal Trainmaster.....Kansas City, Mo.
 F. E. BROMLEY..Assistant
 Terminal Trainmaster....Kansas City, Mo.
 F. A. ROBERSON, Assistant Superintendent.....Atchison, Kan.
 D. E. WALKER...Trainmaster.....Concordia, Kan.
 Concordia, Downs, Wash-
 ington, Hastings, Burr Oak
 and Lenora Subdivs.
 F. T. MAHONEY, Trainmaster, Omaha Terminals, Omaha, Neb.
 C. E. RATLIFF...Road Foreman of Engines...Falls City, Neb.
 C. A. HUGHES....Division Trainmaster.....Atchison, Kan.
 R. O. HILL.....Ass't Chief Dispatcher.....Atchison, Kan.
 L. E. AUGUST....Dispatcher.....Atchison, Kan.
 L. L. COCHRANE, Dispatcher.....Atchison, Kan.
 D. M. DOUGLAS..Dispatcher.....Atchison, Kan.
 M. T. JONES.....Dispatcher.....Atchison, Kan.
 E. R. McHUGH...Dispatcher.....Atchison, Kan.
 R. B. MERRIMAN, Dispatcher.....Atchison, Kan.
 J. C. PASLAY....Dispatcher.....Atchison, Kan.
 W. J. POWER....Dispatcher.....Atchison, Kan.
 L. T. SMITH.....Dispatcher.....Atchison, Kan.
 H. L. SWANSON..Dispatcher.....Atchison, Kan.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

AND
MISSOURI PACIFIC RAILROAD CORPORA-
TION IN NEBRASKA

OMAHA AND NORTHERN KANSAS DIVISIONS

TIME-TABLE No. 27

Effective 12:01 a. m. Sunday, Aug. 15, 1948

CENTRAL STANDARD TIME

Supersedes Time-Table No. 26 dated Sept. 14, 1947,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 10, THIS
DIVISION, EFFECTIVE NOVEMBER 1, 1946; AND

MUST ALSO CARRY COPY OF KANSAS CITY
TERMINAL DIVISION SPECIAL INSTRU-
CTIONS No. 5, EFFECTIVE OCTOBER 1, 1946.

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

R. C. WHITE, Chief Operating Officer.

E. SULLIVAN, Assistant General Manager.

C. W. PACE, General Superintendent Transportation.

C. A. FINK, Ass't General Superintendent Transportation.

H. E. ROLL, General Superintendent.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

GENERAL RULES (in part): Rule B: Employes must be conversant with and obey the rules and special instructions.

RULE E: Employes must render every assistance in their power in carrying out the rules and special instructions and must report to the proper official any violation thereof.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 518: In foggy or stormy weather, enginemen must approach ALL signals, the indication of which cannot be plainly seen, at Low Speed.

RULE 885: (in part): Conductors must not allow other duties to interfere with the proper protection of their train, and must require their flagman to act promptly and in accordance with the Rules.

RULE 956: Enginemen are jointly responsible with the conductor for the safety of the train and proper observance of the rules; and although they are under the direction of the conductor regarding the management of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of rules or law.

RULE 887: Brakemen must carefully read train orders, keep them in mind and assist in their observance, call attention of conductor or engineman immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

In cases where safety of trains and observance of rules or train orders are involved, brakemen are responsible to the extent of their ability to prevent accident or violation of rules.

RULE 979: (Makes the same requirements as contained in Rule 887, applicable to firemen and forward trainmen.)

ITEM 2, Circular 44-D (Instructions to Train Dispatchers):

The train dispatcher is in position to render valuable service in bringing about 100% observance of the rules; first, by habitually conforming to the rules in the performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact, and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

He must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train or yard movements, and that it is his duty to impart that knowledge to any person when it will promote safety or expedite the movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.

2. No officer or employe has the authority to tell anyone to violate a rule.

3. Rules can be eliminated, modified or changed by (a) Paster in the Book of Rules, after being properly authorized; (b) by Special Instructions Supplementary to the Uniform Code of Operating Rules (in time-table or in pamphlet form); (c) by Bulletin Order; and (d) by train order, when properly authorized.

4. No employe will be censured for failure to make schedule or make up lost time on a schedule, when, to do so, a disregard for safety or rules will be involved.

5. Conductors and Enginemen must inform themselves of conditions, and during and after heavy storms, or any conditions which may restrict visibility or condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY. When storms, fogs or other conditions obscure track or signals, speed of train must be restricted to insure seeing and complying with signal indications. THESE INSTRUCTIONS MUST BE OBSERVED REGARDLESS OF LOSS OF TIME.

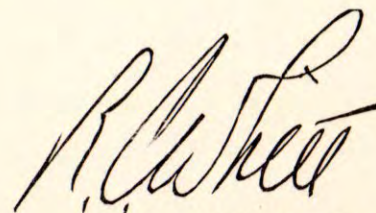
E. Sullivan

Assistant General Manager

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.



Chief Operating Officer

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	1:25 a. m.	1 Hr.	For connection.
" "	" " ..119	Central Kan. Div. .....116	12:45 a. m.	20 Min.	For Passengers.
" "	" " ..105	" "	Indefinitely	.....	For connection.
" "	" " ..105	A. T. & S. F.....12	2:35 p. m.	10 Min.	For revenue passengers.
" "	Eastern Div...6	Omaha Div...106	Indefinitely	.....	For connection.
" "	M-K-T.....27	" "	9:45 p. m.	10 Min.	For revenue passengers.
Atchison.....	N. K. Div...519	Omaha Div...119	Indefinitely	.....	For connection.
" "	Omaha Div...110	N. K. Div.....510	9:00 p. m.	1 Hr.	" "
Union.....	" " ..110	Omaha Div...610	5:35 p. m.	25 Min.	For passengers, mail and express.
" "	" " ..105	" "	5:55 p. m.	10 Min.	For revenue passengers.
" "	" " ..605	" " ..105	Indefinitely	.....	For passengers, mail and express.
" "	" " ..609	" " ..106	9:55 a. m.	1 Hr.	" " " " " "
" "	" " ..605	" " ..110	6:05 p. m.	15 Min.	For revenue passengers.
" "	" " ..106	" " ..606	8:58 a. m.	10 Min.	" " " "
Omaha.....	" " ..106	All Connecting Lines.....	8:10 a. m.	10 Min.	" " " "

EXPLANATION OF CHARACTERS

C—Coal.
 e—Eastward.
 O—Fuel Oil.
 w—Westward.
 W—Water.
 Y—Wye Track.
 T—Turntable.
 ‡—Track Scales.
 *—Mail Crane.
 CS—Continuous Train Order 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 full-faced type.

EXPLANATION OF STOPS

s—Regular Stop.
 f—Stop on signal for passengers, mail, baggage and express.
 a—Stop on signal to receive or discharge revenue passengers.
 b—Stop on signal to receive revenue passengers.
 d—Stop to receive or discharge revenue passengers, mail and express.

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
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

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

Station	Miles from St. Louis	Train Numbers				
Omaha Subdiv.:						
Mynard.....	458.85	d119				
Crete Subdiv.:						
Tangeman.....	431.91	f693	f694			
Nissen Spur.....	440.05	f693	f694			
Concordia Subdiv.:						
Monrovia.....	345.16	f510	f519			
Williams.....	419.22	f519				
Downs Subdiv.:						
Waconda Springs.....	529.44	f519	f510			
Lenora Subdiv.:						
Clydesdale.....	618.85	f619	f620	f697	f698	
Hastings Subdiv.:						
Delphi Spur.....	559.72	f692	f699			
Muriel.....	573.77	f692	f699			

ATCHISON SUBDIV.—KANSAS CITY TO FALLS CITY YARD

TIME-TABLE

No. 27

AUGUST 15, 1948

TRAINS WESTWARD

FIRST CLASS

SECOND CLASS

119

519

105

901

903

971

Passenger

Local Passenger

Passenger

C. G. W. Passenger

C. G. W. Passenger

Un. Pacific Freight

Daily

Daily

Daily

Daily

Daily

Daily Ex. Sunday

STATIONS

5 40PM

8 50AM

ST. LOUIS

12 25AM

2 25PM

2 30PM

10 00PM

CS. Kansas City (Union Station) OTCW

12 33

a 2 30

f 2 37

10 08

Kansas City, Kan. (Central Ave.)

(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

P. EDGEWATER JCT.

P. NEARMAN

TP. WOLCOTT

P. POPE

U. P. JCT.

P. COCHRANE

P. EAST LEAVENWORTH

P. C. G. W. CONN.

C. G. W. CROSSING

CS. BB TOWER

C. B. & Q. CROSSING

P. LEAVENWORTH

TP FORT LEAVENWORTH

P. WADE

P. OAK MILLS

P. DALBEY

P. LOWER YARD (East Switch)

CS. ATCHISON (Union Depot)

A. T. & S. F. JCT.

CS. UPPER YARD (West Switch)

P. N. K. JCT.

LS. SHANNON

LS. LANCASTER

LS. HURON

LS. EVEREST

TP. WILLIS

P. BAKER

P. U. P. CROSSING

CS. HIAWATHA

TP. PADONIA

LS. RESERVE, KAN.

MA SIDING, NEB.

FALLS CITY YARD TCW

3 54AM

4 30PM

101.78

Daily

Daily

Daily

Daily

Daily

Daily Ex. Sunday

101.78

Omaha & Northern Kansas Divisions (27)

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

AUTOMATIC BLOCK
Signal Indication, both Opposing and Following Movements

ATCHISON SUBDIV.—FALLS CITY YARD TO KANSAS CITY

5

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948	TRAINS EASTWARD							
			FIRST CLASS				SECOND CLASS			
			904 C. G. W. Passenger	106 Passenger		902 C. G. W. Passenger	110 Passenger	510 Local Passenger	970 Un. Pacific Freight	
STATIONS			Daily	Daily		Daily	Daily	Daily	Daily Ex. Sunday	
		ST. LOUIS		5 40PM			7 28AM			
		KANSAS CITY EAST YARD (West End) YTCW \$								
		0.76 K. C. RY. CO. CROSSING								
		1.21 P. K. C. S. CROSSING								
		1.00 BROADWAY, MO.								
		1.48 P. KAW POINT, KAN.								
		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	7 30AM	12 05PM		2 00PM	9 20PM			
		2.90 KANSAS CITY, KAN. (Central Ave.)	f 7 20	a 11 59AM		f 1 50	a 9 15			
		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	7 15	11 55		1 46	9 10			
		5.28 P. NEARMAN								
	292.78	6.04 TP. WOLCOTT *								
		3.60 P. POPE								
		3.22								
	305.64	U. P. JCT.							11 08AM	
		0.01 P. COCHRANE								
	118 305.65	3.15 P. EAST LEAVENWORTH								
		0.48 P. C. G. W. CONN.	6 47AM			1 16PM				
	67 308.80	0.28 C. G. W. CROSSING								
		0.01 CS. BB TOWER								
	309.56	0.01 C. B. & Q. CROSSING								
	309.57	0.01								
	309.58	0.09 P. LEAVENWORTH W \$		s 11 23			s 8 35		11 00AM	
	102 309.67	2.63 TP. FORT LEAVENWORTH *		s 11 16			a 8 25			
		1.90 P. WADE								
	102 314.20	6.33 P. OAK MILLS *								
		5.06 P. DALBEY								
	320.53	4.33 P. LOWER YARD (East Switch) \$		10 58			8 02			
	115 325.59	0.78								
	110 329.92	CS. ATCHISON (Union Depot)		s 10 55			s 8 00	s 7 30PM		
		0.10								
	330.70	0.88 A. T. & S. F. JCT.								
	330.80	OYTCW \$								
	Yd. 331.68	0.65 CS. UPPER YARD (West Switch)		10 50			7 52	7 23		
		5.79 P. N. K. JCT.						7 20PM		
	332.33	LS. SHANNON		10 44			7 45			
	79 338.12	3.23 LS. LANCASTER *								
		5.36 LS. HURON *		10 36			7 37			
	341.35	5.03 LS. EVEREST *		10 31			7 32			
	83 351.74	6.52 TP. WILLIS *		10 25			7 24			
	96 358.26	4.00 P. BAKER		10 21			7 20			
	79 362.26	7.51 P. U. P. CROSSING								
		0.53								
	369.77	5.07 CS. HIAWATHA		s 10 12			s 7 10			
	97 370.30	3.76 TP. PADONIA W *		10 07			6 57			
	104 375.37	3.76 LS. RESERVE, KAN. *		10 03			6 53			
	96 379.13	4.97								
	30 384.00	0.36 MA SIDING, NEB.								
	384.36	FALLS CITY YARD TCW \$		9 58AM			6 46PM			
		101.78	Daily	Daily		Daily	Daily	Daily	Daily Ex. Sunday	

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

Omaha & Northern Kansas Divisions (27)

ATCHISON SUBDIV.—KANSAS CITY TO FALLS CITY YARD

TIME-TABLE

No. 27

AUGUST 15, 1948

TRAINS WESTWARD

SECOND CLASS

973 C. G. W. Freight	165 Red Ball Freight	173 Red Ball Freight	191 Local Freight	177 Red Ball Freight	163 Red Ball Freight	975 C. G. W. Freight	171 Red Ball Freight
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily

STATIONS

Station Nos.	Miles from St. Louis	STATIONS	973 C. G. W. Freight	165 Red Ball Freight	173 Red Ball Freight	191 Local Freight	177 Red Ball Freight	163 Red Ball Freight	975 C. G. W. Freight	171 Red Ball Freight
		ST. LOUIS		2 00PM	7 00PM		7 00PM	1 30AM		1 30AM
		KANSAS CITY EAST YARD (West End) YTCW § 0.76		4 00AM	7 00AM		11 00AM	6 30PM		9 15PM
		... K. C. RY. CO. CROSSING ... 1.21								
		P. ... K. C. S. CROSSING ... 1.00								
		... BROADWAY, MO. ... 1.48								
		P. ... KAW POINT, KAN. ... 0.17	4 00AM						7 00PM	
		... 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.) ...								
		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 5.28	4 05	4 45	7 35		12 01PM	7 15	7 05	10 00
O 10	292.78	P. ... NEARMAN ... 6.04								
O 16	298.82	TP. ... WOLCOTT. ... * 3.60								
O 20	302.42	P. ... POPE ... 3.22								
	305.64	... U. P. JCT. ... 0.01								
O 23	305.65	P. ... COCHRANE ... 3.15								
	308.80	P. EAST LEAVENWORTH ... 0.48								
	309.28	P. ... C. G. W. CONN. ... 0.28	5 00AM						8 00PM	
	309.56	... C. G. W. CROSSING ... 0.01								
	309.57	CS. ... BB TOWER ... 0.01								
	309.58	... C. B. & Q. CROSSING ... 0.09								
O 27	309.67	P. ... LEAVENWORTH ... W § 2.63		5 30	8 10		12 50	7 50		11 00
O 30	312.30	TP. FORT LEAVENWORTH * 1.90								
O 32	314.20	P. ... WADE ... 6.33								
O 38	320.53	P. ... OAK MILLS ... * 5.06								
O 43	325.59	P. ... DALBEY ... 4.33								
	329.92	P. LOWER YARD (East Switch) § 0.78		6 20	8 50AM	10 35AM	1 30	8 32		11 50PM
	330.70	CS. ATCHISON (Union Depot) ... 0.10								
	330.80	... A. T. & S. F. JCT. ... 0.88								
O 48	331.68	CS. UPPER YARD (West Switch) § 0.65		6 55		11 30AM	2 00	8 55		
	332.33	... N. K. JCT. ... 5.79								
O 56	338.12	LS. ... SHANNON ... 3.23		7 25		12 01PM	2 40	9 15		
O 59	341.35	LS. ... LANCASTER ... * 5.36				f 12 10	2 48			
O 64	346.71	LS. ... HURON ... * 5.03		7 45		f 12 30	3 00	9 35 166		
O 69	351.74	LS. ... EVEREST ... * 6.52		7 57		f 1 10 164	3 10	9 45		
O 76	358.26	TP. ... WILLIS ... * 4.00		8 13		f 1 25	3 25	10 00		
O 80	362.26	P. ... BAKER ... 7.51		8 23		f 1 35	3 33	10 08		
	369.77	P. ... U. P. CROSSING ... 0.53								
O 88	370.30	CS. ... HIAWATHA ... * 5.07		8 43 192		f 2 50	3 50	10 22		
O 93	375.37	TP. ... PADONIA ... W * 3.76		8 53		f 3 05	4 20 105	10 31		
O 97	379.13	LS. ... RESERVE, KAN. ... * 4.97		9 02		f 3 15	4 40	10 38		
	384.00	... MA SIDING, NEB. ... 0.36								
O 102	384.36	... FALLS CITY YARD. TCW §		9 15AM		3 30PM	5 00PM	10 50PM		
	101.78		Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily

Signal Indication, both Opposing and Following Movements

AUTOMATIC BLOCK

OMAHA SUBDIV.—FALLS CITY YARD TO OMAHA

Station Numbers	Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948	TRAINS WESTWARD								
			FIRST CLASS		SECOND CLASS						
			119 Passenger	105 Passenger	163 Red Ball Freight	693 Local Freight	193 Local Freight	683 Local Freight	165 Red Ball Freight	691 Local Freight	177 Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily
O102	384.36	(... FALLS CITY YARD.TCW\$	3 54AM	4 30PM	12 01AM	.....	6 30AM	.....	10 45AM	.....	5 30PM
.....	384.75	CS..C. B. & Q. CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	384.85	..... FALLS CITY.....	s 4 03	s 4 32	.....	.....	.....	.....	.....	.....	.....
.....	384.90	..... FC SIDING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O107	389.56	P..... STRAUSSVILLE.....	4 13	4 37	12 20	.....	6 50	.....	11 18 ¹⁶⁴	.....	6 00
O112	394.87	LS..... VERDON.....*	s 4 20	4 41	12 35 ¹⁶²	.....	7 00	.....	11 35	.....	6 27 ¹¹⁰
O119	401.27	LS..... STELLA.....*	s 4 30	4 47	12 45	.....	7 15	.....	11 45	.....	6 50
O126	408.49	TP..... HOWE.....*	d 4 40	4 53	12 59	.....	7 30	.....	11 58AM	.....	7 10
.....	411.41	..... C. B. & Q. CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O132	414.16	CS..... AUBURN.....*YW	s 5 00	s 5 00	1 20	.....	5 30AM	8 15	9 29AM ¹⁰⁶	12 10PM	7 51 ¹⁶⁶
.....	416.44	P..... TALMAGE JCT.....	5 04	5 03	1 25	.....	5 35AM	8 25	9 35AM	12 15	8 10
O141	423.57	LS..... JULIAN.....*	s 5 15	5 09	1 38	.....	8 45	.....	12 35 ¹⁹⁴	.....	8 25
O146	428.78	LS..... PAUL.....*	d 5 25	5 14	1 45	.....	9 14 ¹⁰⁶	.....	12 45	.....	8 35
O151	433.52	P..... KD SIDING.....	5 32	5 19	1 53	.....	9 30	.....	12 58	.....	8 45
.....	435.81	..... C. B. & Q. CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O153	436.02	CS..... NEBRASKA CITY...W\$	s 5 45	s 5 25	1 58	.....	9 50 ¹⁶⁴	.....	1 05	.....	8 55
O155	437.72	P..... WX SIDING.....	5 50	5 28 ¹¹⁰	2 03	.....	10 10	.....	1 10	.....	9 05
O159	441.76	P..... WYOMING.....	5 56	5 33	2 15	.....	10 45 ¹⁹⁴	.....	1 30	.....	9 20
O165	447.47	CS..... UNION.....CWY	s 6 15	s 5 45	2 50	.....	11 30	.....	2 00	.....	9 59
.....	452.32	P..... TODDS.....	6 25	5 52	3 10	.....	11 45	.....	2 25	.....	10 09
O172	454.83	LS..... MURRAY.....*	d 6 30	5 56	3 15	.....	11 55AM	.....	2 30	.....	10 25 ¹⁶²
O180	462.38	LS..... PLATTSMOUTH.....*	s 6 42	a 6 05	3 30	.....	12 15PM	.....	2 45	.....	10 40
.....	465.22	..... C. B. & Q. CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	465.51	..... C. B. & Q. CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O185	467.11	P..... LA PLATTE.....	6 52	6 10 ¹⁶⁶	3 42	.....	12 30	.....	2 55	.....	10 52
O189	471.35	LS..... FORT CROOK.....*	d 7 00	a 6 16	.....	.....	.....	.....	.....	.....	.....
.....	471.97	P..... GB JCT.....	7 02	6 17	3 55	.....	12 40	.....	3 10	.....	11 07
.....	473.07	..... OM JCT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O191	473.18	CS..... GILMORE JCT.....	7 10	6 18	4 00	.....	12 45	.....	3 15	.....	11 12
O199a	481.35	CS.OMAHA (UNION STATION)...	7 30AM	6 40PM	.....	.....	.....	.....	.....	.....	.....
.....	477.66	..... N STREET (U. P. CONN.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O195	478.02	P..... SOUTH OMAHA...W	.....	.....	4 45	.....	1 05	.....	4 15	.....	11 35PM
.....	478.70	..... C. & N. W. CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O199	481.69	P..... WEST SIDE JCT.....	.....	.....	.....	.....	.....	.....	.....	5 15PM	.....
.....	486.70	..... OMAHA (LOCUST ST.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O205	487.28	CS.OMAHA (GRACE ST.).OTCW\$	.....	.....	6 15AM	.....	2 00PM	.....	5 45PM	5 40PM	2 00AM
.....	102.92	.....	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

OMAHA SUBDIV.—OMAHA TO FALLS CITY YARD

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948	TRAINS EASTWARD								
			FIRST CLASS		SECOND CLASS						
			106 Passenger	110 Passenger	164 Red Ball Freight	194 Local Freight	690 Local Freight	694 Local Freight	682 Local Freight	166 Red Ball Freight	162 Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
Yd.	384.36	... FALLS CITY YARD..TCW	9 58AM	6 46PM	11 40AM	3 00PM				8 35PM	1 30AM
	0.39	CS... C. B. & Q. CROSSING...									
	384.75	0.10									
	384.85	... FALLS CITY ...	\$ 9 57	\$ 6 45							
	0.05	..... FC SIDING									
29	384.90	4.67									
79	389.56	P ... STRAUSSVILLE	9 52	6 32	11 18 ¹⁶⁵	2 35				8 25	12 50
	5.31	LS ... VERDON	9 47	6 27 ¹⁷⁷	11 08	2 25				8 18	12 35 ¹⁶³
78	394.87	6.40									
78	401.27	LS ... STELLA	9 41	6 20	10 58	2 10				8 10	12 25
	7.22	TP ... HOWE	9 35	6 13	10 47	1 50				8 00	12 16
	2.92	..... C. B. & Q. CROSSING									
	411.41	2.75									
e77 w78)	414.16	CS ... AUBURN ... YW	\$ 9 29 ⁶⁸³	\$ 6 05	10 35	1 30		1 45PM	3 50PM	7 51 ¹⁷⁷	12 05AM
	2.28	P ... TALMAGE JCT.	9 24	5 55	10 27	12 45		1 25PM	3 40PM	7 42	11 56PM
	7.13	LS ... JULIAN	9 19	5 48	10 17	12 35 ¹⁶⁵				7 33	11 45
	5.21	LS ... PAUL	9 14 ¹⁹³	5 43	10 10	12 09PM				7 25	11 37
	4.74	P ... KD SIDING	9 08	5 38	9 57	11 50AM				7 16	11 22
	2.29	..... C. B. & Q. CROSSING									
	435.81	0.21									
25	436.02	CS ... NEBRASKA CITY ... W	\$ 9 04	\$ 5 35	9 50 ¹⁹³	11 45				7 12	11 15
	1.70	P ... WX SIDING	8 59	5 28 ¹⁰⁵	9 45	10 55				7 08	11 10
78	437.72	4.04									
78	441.76	P ... WYOMING	8 55	5 18	9 37	10 45 ¹⁹³				7 01	11 02
	5.71	CS ... UNION ... CWY	\$ 8 48	\$ 5 10	9 25	10 30				6 50	10 50
e 103 w 75)	447.47	4.85									
77	452.32	P ... TODDS	8 42	5 00	9 00	9 35				6 37	10 30
	2.51	LS ... MURRAY	8 39	4 55	8 56	9 30				6 32	10 25 ¹⁷⁷
79	454.83	7.55									
77	462.38	LS ... PLATTSMOUTH	a 8 30	d 4 45	8 45	9 15				6 22	10 12
	2.84	P ... C. B. & Q. CROSSING									
	465.22	0.29									
	465.51	..... C. B. & Q. CROSSING									
	1.60	P ... LA PLATTE	8 23	4 38	8 35	8 50				6 10 ¹⁰⁵	10 00
78	467.11	4.24									
	471.35	LS ... FORT CROOK	a 8 19	b 4 33							
	0.62	P ... GB JCT.	8 17	4 31	8 25	8 40				5 55	9 50
	1.10	..... OM JCT.									
	473.07	0.11									
	473.18	CS ... GILMORE JCT.	8 15 ¹⁶⁴	4 29	8 15 ¹⁰⁶	8 35				5 50	9 45
	481.35	CS ... OMAHA (UNION STATION) ...	8 00AM	4 10PM							
	477.66	..... N STREET (U. P. CONN.) ...									
	0.36	Yd. 478.02 P ... SOUTH OMAHA ... W			6 45	8 00				5 30	9 00
	0.68	478.70 ... C. & N. W. CROSSING ...									
	2.99	481.69 P ... WEST SIDE JCT.				11 00AM					
	5.00	486.70 ... OMAHA (LOCUST ST.) ...									
	0.58	Yd. 487.28 CS ... OMAHA (GRACE ST.) ... OTCW			6 00AM	7 00AM	10 30AM			4 15PM	8 00PM
	102.92		Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

TALMAGE SUBDIV.—BETWEEN TALMAGE JCT., AND WEST SIDE JCT.

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
691 Local Freight Daily Ex. Sunday	683 Local Freight Daily Ex. Sunday	693 Local Freight Daily Ex. Sunday						690 Local Freight Daily Ex. Sunday	682 Local Freight Daily Ex. Sunday	694 Local Freight Daily Ex. Sunday	
					STATIONS						
		9 35AM	5 35AM	416.44	P.....TALMAGE JCT.....					3 40PM	1 25PM
		s 10 05	s 6 04	423.22	LS.....BROCK.....	OD 9				3 05	s 12 50
		s 10 30	s 6 24	427.96	LS.....TALMAGE.....W	OD 14	37			s 2 45	s 12 30
		10 35	6 26AM	428.51	.....CRITE JCT.....Y					2 25	s 12 15PM
		f 10 55		432.60	.....LORTON.....	OD 18				f 1 50	
		f 11 15		437.17	.....C. B. & Q. CROSSING.....					f 1 30	
		s 11 45AM		437.49	LS.....DUNBAR.....	OD 23				s 1 00	
		s 1230PM ⁶⁸²		444.10	LS.....OTOE.....	OD 30				s 12 30 ⁶⁸³	
		12 45PM		449.22	LS.....AVOCA.....	OD 35				12 05PM	
	Via Lincoln Subdiv.	Via Lincoln Subdiv.		454.00	P.....LINCOLN JCT.....						
				455.12	LS.....WEEPING WATER.....W	OD 41		Via Lincoln Subdiv.	Via Lincoln Subdiv.		
		2 00PM		456.04	P.....WW JCT.....Y					1 30PM	
	f 2 15			459.93	TP.....MANLEY.....	OD 46	34	f 1 15			
	s 4 00			465.67	LS.....LOUISVILLE.....W	OD 52	22	s 1 00PM			
				465.96	.....C. B. & Q. CROSSING.....						
				467.22	.....C. R. I. & P. CROSSING.....Y						
	f 4 25			471.69	LS.....SPRINGFIELD.....	OD 58	36	f 11 50AM			
				479.53	.....U. P. CROSSING.....						
	f 4 55			483.00	.....RALSTON.....			f 11 20			
				483.63	.....SEYMOUR PARK.....	OD 69					
				485.69	.....C. & N. W. CROSSING.....						
	5 10			487.26	.....LEAVENWORTH ST. YARD. \$W	OD 74		11 05			
	5 15PM			488.25	P.....WEST SIDE JCT.....	O 109		11 00AM			
	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		71.81			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	

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

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
	173 Red Ball Freight Daily Ex. Sunday	171 Red Ball Freight Daily						178 Red Ball Freight Daily Ex. Sunday	172 Red Ball Freight Daily		
					STATIONS						
	9 00AM	4 00AM	330.70	CS. ATCHISON, KAN. (Union Depot)	O 48			5 00PM	8 35PM		
			330.71	.....DRAWBRIDGE..... A. & E. Br. Co. Mo. River							
			331.10	.....WINTHROP, MO.....							
			347.70	CS.....DONOVAN..... Via C. R. I. & P.	OA 17						
	10 00AM	5 00AM	349.95	TP.....ST. JOSEPH.....\$WY	OA 21			4 00PM	7 45PM		
			351.11	.....C. R. I. & P. JCT..... Via C. R. I. & P.							
			351.18	CS.....ST. JOSEPH (Union Depot).....Y	OA 21						
	Daily Ex. Sunday	Daily		20.48				Daily Ex. Sunday	Daily		

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

LINCOLN SUBDIV.—BETWEEN UNION AND LINCOLN

TRAINS WESTWARD					Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS			FIRST CLASS						FIRST CLASS		SECOND CLASS		
683 Local Freight	681 Local Freight	695 Local Freight	605 Passenger	609 Passenger					606 Passenger	610 Passenger	682 Local Freight	680 Local Freight	696 Local Freight
Daily Ex. Sun.	Daily Ex. Sunday	Daily	Daily	Daily		STATIONS			Daily	Daily	Daily Ex. Sun.	Daily Ex. Sunday	Daily
	9 10AM	3 15AM	5 50PM	8 55AM	447.47	CS. UNION .....CYW	O 165		8 40AM	4 50PM		3 00PM	2 15AM
	f 9 20	s 3 35	d 5 58	s 9 05	451.72	LS..... NEHAWKA.....	OF 4		s 8 28	s 4 39		f 2 30	f 1 45
12 45PM	9 35	3 55	6 08	9 17	459.45	P..... LINCOLN JCT.....			8 18	4 28	12 05PM	2 05	1 15
1 00PM	9 45AM	s 4 35	s 6 11	s 9 20	460.57	LS.. WEEPING WATER..W	OD 41 37		s 8 16	s 4 26	12 01PM	2 00PM	s 1 10
		4 40	6 13	9 23	461.49	..... WW JCT.....	Y		8 13	4 23			12 35
		f 5 00	d 6 21	d 9 33	467.64	..... WABASH.....	OF 20		f 8 05	d 4 15			f 12 20
		f 5 15	s 6 28	s 9 40	471.59	LS..... ELMWOOD.....	OF 24		s 7 58	s 4 08			f 12 10AM
		f 5 45	d 6 38	s 9 53	479.19	LS..... EAGLE.....	OF 32		d 7 46	s 3 56			f 11 45PM
		f 6 05	6 48	d 10 05	486.51	..... WALTON.....	OF 39		d 7 36	s 3 47			f 11 25
		a 6 30	a 6 56	a 10 15	493.00	..... PECKS GROVE.....	OF 45		a 7 27	a 3 37			a 11 10
					494.27	.C. R. I. & P. CROSSING.							
					494.88	.....C. & N. W. JCT.....							
		6 45AM	7 20PM	10 30AM	495.14	LS..... LINCOLN...TCW	OF 48 36		7 20AM	3 30PM			11 00PM
Daily Ex. Sun.	Daily Ex. Sunday	Daily	Daily	Daily		47.67			Daily	Daily	Daily Ex. Sun.	Daily Ex. Sunday	Daily

CRETE SUBDIV.—BETWEEN CRETE JUNCTION AND CRETE

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS			693 Local Freight					SECOND CLASS				
			Daily Ex. Sunday					694 Local Freight				
			6 26AM	428.51	..... CRETE JCT.....	Y		12 15PM				
			s 7 10	437.84	LS..... COOK.....	OE 9		s 11 35AM				
			s 7 45	445.63	..... BURR.....	OE17		s 11 00				
			s 8 10	451.49	..... DOUGLAS.....	OE23		s 10 35				
			s 8 40	458.53	LS..... PANAMA.....	OE30		s 10 05				
			s 9 35	465.63	LS..... HICKMAN.....	OE37		s 9 35				
				466.65	..... C. B. & Q. CROSSING.....							
			s 10 10	472.91	..... SPRAGUE.....	OE44		s 9 02				
			s 10 50	480.30 KRAMER.....	OE52		s 8 30				
			11 20AM	486.11	LS..... CRETE.....	OE58		8 00AM				
			Daily Ex. Sunday		57.60			Daily Ex. Sunday				

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CONCORDIA SUBDIV.—BETWEEN N. K. JCT. AND CONCORDIA

TRAINS WESTWARD			Miles from St. Louis	TIME-TABLE		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD		
SECOND CLASS		FIRST CLASS		No. 27	AUGUST 15, 1948			FIRST CLASS	SECOND CLASS	
563 Red Ball Freight	597 Local Freight	519 Local Passenger						510 Local Passenger	596 Local Freight	562 Red Ball Freight
Daily	Daily Ex. Sunday	Daily	STATIONS		Daily	Daily Ex. Sunday	Daily			
11 00PM	6 15AM	2 33AM	331.68	CS.....	UPPER YARD	YCWT	7 23PM	2 45PM	2 00AM	
11 05PM	6 20AM	2 34AM	332.33	P.....	N. K. JCT.		7 20PM	2 32PM	12 40AM	
11 07	6 22	2 39	332.61		CB SIDING		7 18	2 30	12 39	
11 20	f 6 35	f 2 49	337.05		PARNELL	S 7	f 7 10	f 2 22	12 30	
11 35	f 6 50	f 2 57	343.06		FARMINGTON	S 13	f 6 58	f 2 10	12 15AM	
11 50PM ⁵⁶²	s 7 10	s 3 07	347.93	LS.....	EFFINGHAM	W	s 6 50	s 2 01	11 50PM ⁵⁶³	
12 05AM	f 7 30	s 3 20	355.27	LS.....	MUSCOTAH	S 25	s 6 36	f 1 47	11 35	
12 20	f 7 50	s 3 31	361.46	LS.....	WHITING	S 31	s 6 22	f 1 34	11 15	
12 35	f 8 05	s 3 45	367.31	LS.....	NETAWAKA	S 37	s 6 12	f 1 22	11 00	
12 50	f 8 25	s 3 59	372.89	LS.....	WETMORE	W	s 6 03	f 1 10	10 45	
1 10	s 8 45	s 4 10	379.89	LS.....	GOFF	S 49	s 5 50	s 12 55	10 30	
1 43	s 9 10	s 4 24	385.74	LS.....	CORNING	S 55	s 5 40	s 12 39	10 15	
2 00	s 9 30	s 4 40	392.93	LS.....	CENTRALIA	S 62	s 5 25	s 12 25	9 55	
2 15	f 9 50	s 4 52	400.41	LS.....	VERMILION	S 70	s 5 12	f 12 08PM	9 40	
2 22	10 00	s 4 57	404.06		VLIETS	S 74	s 5 04	11 53AM	9 30	
2 45	s 10 20	s 5 18	408.87	LS.....	FRANKFORT	CYW	s 4 55	s 11 45	9 20	
2 52	f 10 28	f 5 25	411.66		U. P. CROSSING		f 4 46	f 11 01	9 00	
2 59	f 10 35	s 5 31	415.45	TP.....	BIGELOW	S 85	s 4 39	f 10 55	8 50	
3 20	s 10 45 ⁵⁹⁶	s 5 45	421.71	LS.....	IRVING	S 91	s 4 25	s 10 45 ⁵⁹⁷	8 35	
3 30	s 11 05	s 5 53	425.67	LS.....	BLUE RAPIDS	W	s 4 18	s 10 35	8 25	
3 40	s 11 15	s 6 01	430.59	LS.....	WATERVILLE	S100	s 4 10	s 10 25	8 10	
3 55	f 11 30AM	s 6 13	437.76	LS.....	BARNES	S107	s 3 56	f 10 10	7 50	
4 10	s 12 15PM	s 6 26	443.65	LS.....	GREENLEAF	W	s 3 45	s 9 55	7 25	
4 25	f 12 35	s 6 37	443.88		WASHINGTON JCT.	Y				
4 35	f 12 50	s 6 46	450.68	LS.....	LINN	S120	s 3 30	f 9 30	7 00	
4 45	f 1 05	f 6 53	455.48	LS.....	PALMER	S125	s 3 20	f 9 15	6 50	
4 55	f 1 25	s 7 00	459.53		DAY	S129	f 3 12	f 9 05	6 40	
5 15	f 2 00	s 7 14	464.48	LS.....	CLIFTON	W	s 3 05	f 8 55	6 30	
5 22	f 2 10	s 7 20	466.06		C. R. I. & P. CROSSING					
5 40	f 2 40 ⁵¹⁰	s 7 30	471.01	LS.....	CLYDE	S141	s 2 55	f 8 40	6 12	
6 00AM	3 00PM	7 45AM	473.84		AMES	S143	s 2 50	f 8 33	6 05	
			479.86		RICE	S149	s 2 40 ⁵⁹⁷	f 8 25	5 50	
			485.12		A. T. & S. F. CROSSING					
			485.13		C. B. & Q. CROSSING					
			485.43	LS.....	CONCORDIA	CTW	2 30PM	8 15AM	5 30PM	
Daily	Daily Ex. Sunday	Daily	153.10				Daily	Daily Ex. Sunday	Daily	

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

DOWNS SUBDIV.—BETWEEN CONCORDIA AND STOCKTON

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS			FIRST CLASS		STATIONS	FIRST CLASS	SECOND CLASS							
595 Local Freight	699 Local Freight	593 Local Freight	519 Local Passenger			510 Local Passenger	594 Local Freight			592 Local Freight	692 Local Freight			
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday						
	9 40AM	8 30AM	8 10AM	485.43	LS.....	CONCORDIA.....	CTW	S 155	33	2 20PM			4 00PM	2 45PM
			8 11			0.01 WASHINGTON STREET.....				2 17				
				490.27		4.83 HASTINGS JCT.....								
	9 50AM	f 8 40	f 8 19	490.28		0.01 YUMA.....	Y	S 160	47	f 2 09		f 3 45	2 20PM	
				495.98		5.70 BURR OAK JCT.....								
		s 8 55	s 8 28	496.42	LS.....	0.44 JAMESTOWN.....	YW	S 166	27	s 1 59		s 3 30		
		s 9 25	s 8 40	502.88	LS.....	6.46 SCOTTSVILLE.....		S 172	20	s 1 47		s 3 10		
		f 9 45	f 8 50	509.58		6.70 GILBERT.....		S 179		f 1 37		f 2 45		
				514.22		4.64 U. P. CROSSING.....								
		s 10 30	s 9 10	514.45	LS.....	0.23 BELOIT.....	W	S 184	37	s 1 30		s 2 30		
		f 10 45	s 9 18	519.30	TP.....	4.85 SOLOMON RAPIDS.....		S 189		s 1 18		f 1 55		
		s 11 05	s 9 28	525.61	LS.....	6.31 GLEN ELDER.....		S 195	32	s 1 07		s 1 40		
		s 11 30	s 9 38	532.94	LS.....	7.33 CAWKER CITY.....		S 202	20	s 12 55		s 1 20		
1 00PM		11 50AM ⁵¹⁰	10 15 ⁵¹⁰	538.64	LS.....	5.70 DOWNS.....	CY&W	S 208	40	12 45PM ⁵¹⁹ 9 25AM ⁵⁹³	10 10AM ⁵¹⁹	1 00PM		
				538.71		0.07 LENORA JCT.....								
s 1 30			s 10 40	548.53	LS.....	9.82 OSBORNE.....		SF 10		s 9 02	s 9 37			
s 1 45			s 10 53	553.73	TP.....	5.20 BLOOMINGTON.....		SF 15		s 8 47	s 9 20			
s 2 10			s 11 14	562.17	LS.....	8.44 ALTON.....	W	SF 23		s 8 27	s 8 55			
s 2 40			s 11 34	570.46	LS.....	8.29 WOODSTON.....		SF 32		s 8 07	s 8 30			
3 40PM			11 59AM	580.42	LS.....	9.96 STOCKTON.....	CYW	SF 42		7 45AM	8 00AM			
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily			94.99				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

LENORA SUBDIV.—BETWEEN DOWNS AND LENORA

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS			STATIONS	FIRST CLASS				SECOND CLASS			
697 Local Freight	Daily Ex. Sunday	619 Local Passenger	Daily			620 Local Passenger	Daily			698 Local Freight	Daily Ex. Sunday		
	6 30AM		10 40AM	538.64	LS.....	0.07 DOWNS.....	CYW	S 208	40	10 00AM		10 15AM	
				538.71		9.05 LENORA JCT.....							
	s 7 00		s 11 00	547.76	LS.....	5.19 PORTIS.....		S 217		s 9 27 ⁶⁹⁸		s 9 27 ⁶²⁰	
	s 7 15		s 11 10	552.95		4.90 HARLAN.....	W	S 222		s 9 18		s 8 55	
	s 7 35		s 11 19	557.85	LS.....	5.20 GAYLORD.....		S 227		s 9 10		s 8 40	
	s 8 20 ⁶⁹⁸		s 11 33	563.05	LS.....	4.81 CEDAR.....		S 233		s 9 01		s 8 20 ⁶⁹⁷	
	s 8 53 ⁶²⁰		s 11 44	567.86		4.80 CLAUDELL.....		S 237		s 8 53 ⁶⁹⁷		s 8 05	
	s 9 10		s 11 56AM	572.66	LS.....	7.13 KIRWIN.....	W	S 242		s 8 43		s 7 50	
	f 9 30		f 12 12PM	579.79		3.74 COWLEY.....		S 249		f 8 28		f 7 25	
	s 10 00		s 12 20	583.53	TP.....	6.35 GLADE.....		S 253		s 8 20		s 7 15	
	s 10 35		s 12 34	589.88		8.68 SPEED.....		S 259		s 8 08		s 7 00	
	s 11 05		s 12 53	598.56	LS.....	9.78 LOGAN.....	W	S 268		s 7 50		s 6 35	
	s 11 25		s 1 14	608.34		4.57 DENSMORE.....		S 278		s 7 30		s 5 55	
	s 11 40AM		s 1 30	612.91	TP.....	10.42 EDMOND.....		S 282		s 7 20		s 5 35	
	12 15PM		2 00PM	623.33	LS.....	10.42 LENORA.....	CTW	S 293		7 00AM		5 00AM	
Daily Ex. Sunday		Daily				84.69				Daily	Daily Ex. Sunday		

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

HASTINGS SUBDIV.—BETWEEN YUMA AND HASTINGS

TRAINS WESTWARD	Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD
SECOND CLASS					SECOND CLASS
699 Local Freight					692 Local Freight
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday
9 50AM	490.28	.....YUMA.....Y	S 160		2 20PM
	492.37	.....A. T. & S. F. CROSSING.....			
\$ 10 25	497.85	TP.....NORWAY.....	SD 8		\$ 1 35
	504.17	.....C. R. I. & P. CROSSING.....			
\$ 10 50	504.83	LS.....SCANDIA.....W	SD 15		\$ 1 00
f 11 05	509.16	.....SHERDAHL.....	SD 19		f 12 35
\$ 11 25	513.82	LS.....REPUBLIC.....	SD 24		\$ 12 20PM
\$ 11 50AM ⁶⁹²	520.93	.....WARWICK, KAN.....	SD 31		\$ 11 50AM ⁶⁹⁹
	528.55	.....C. & N. W. CROSSING.....			
\$ 12 30PM	529.61	LS...SUPERIOR, NEB....W	SD 39		\$ 11 15
	530.17	.....C. B. & Q. CROSSING.....			
f 1 05	538.40	.....ABDAL.....	SD 48		f 9 35
\$ 1 45	546.44	.....MT. CLARE.....	SD 56		\$ 8 55
	555.37	.....C. B. & Q. CROSSING.....			
\$ 2 10	555.53	.....LAWRENCE.....	SD 65		\$ 8 20
\$ 2 40	567.10	LS.....PAULINE.....W	SD 77		\$ 7 50
3 30PM	580.31	LS.....HASTINGS.....CTW	SD 89		7 00AM
Daily Ex. Sunday		90.03			Daily Ex. Sunday

WASHINGTON SUBDIV.—BETWEEN GREENLEAF AND WASHINGTON

TRAINS WESTWARD	Miles from St. Louis	TIME-TABLE No. 27 AUGUST 15, 1948	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD
		STATIONS			
	443.65	LS.....GREENLEAF.....W	S 113		
	443.88	.....WASHINGTON JCT...Y			
	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. 27 AUGUST 15, 1948	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			

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

SPECIAL INSTRUCTIONS

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

Concordia Subdiv.: No. 563 is superior to No. 596.
Downs Subdiv.: No. 593 is superior to No. 592.
Crete Subdiv.: No. 693 is superior to No. 694.

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS," and lower speeds prescribed by train orders, restrictive signals and operating rules.

2 (a). MAXIMUM TRAIN SPEED: (Where maximum engine speed is LOWER, it will govern)

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".... Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".... Engines other than Diesel passenger engines with all passenger cars of any type; or
 Diesel passenger engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".... Diesel passenger engines with Streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tightlock couplers and roller bearing trucks) with or without one or more Streamlined—LOW center of gravity cars.

Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower and Temple Tower, and Diner 10242 are Streamlined—HIGH center of gravity cars.

CONSIST "D".... Diesel passenger engines with Streamlined, light-weight—LOW center of gravity cars only.

MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" prefix or "River" suffix, and Rock Island Sleepers 504, 505, 508, 510, 511 and 512 are Streamlined—LOW center of gravity cars.

SPECIAL INSTRUCTIONS

	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs
Kansas City Terminal Division: Between Edgewater Jct. and Kansas City Terminal Ry. connection.....		40	40	40		40	40	
Atchison Subdivision:	50	75	79	79		79	79	
Omaha Subdivision: Between Falls City Yard and Gilmore Jct... Between Omaha (Grace St.) and South Omaha.....	50 25	75 25	79 25	79 25	Speed	79 25	79 25	Five Miles
Lincoln Subdivision: Between Union and Lincoln.....	35	55	55	55		55	55	per Hour
St. Joseph Subdivision: Between Atchison and Winthrop (via Atchison and Eastern Bridge Co.)..... Between Winthrop and Donovan (via C. R. I. & P.)..... Between Donovan and C. R. I. & P. Jct. (Via M. P. Union Terminal Joint Track). Between C. R. I. & P. Jct. and St. Joseph Union Depot (via C. R. I. & P.).....	15 35 15 35	15 60 15 60	15 60 15 60	15 60 15 60	shown on slow	15 60 15 60	15 60 15 60	above speed
Talmage Subdivision: Between Talmage Jct. and Lincoln Jct..... Between WW Jct. and West Side Jct..... Between Crete Jct. and Talmage, all trains will move at Restricted Speed.	20 25	20 25	20 25	20 25		20 25	20 25	shown on
Crete Subdivision:	15	15	15	15	speed	15	15	
Concordia Subdivision: Between N. K. Jct. and Netawaka..... Between Netawaka and Clifton..... Between Clifton and Concordia.....	40 35 40	50 45 50	50 45 50	50 45 50		50 45 50	50 45 50	slow speed
Downs Subdivision: Between Concordia and Downs..... Between Downs and Stockton..... Between Downs and Stockton Engines heavier than 2300 class.....	40 25 15	50 25 15	50 25 15	50 25 15	signs	50 25 15	50 25 15	signs
Washington Subdivision:	15	15	15	15		15	15	
Burr Oak Subdivision: Engines heavier than 2300 class.....	25 15	25 15	25 15	25 15		25 15	25 15	
Hastings Subdivision: Between Yuma and MP 513..... Between MP 513 and MP 522 Pole 20..... Between MP 522 Pole 20 and MP 537..... Between MP 537 and MP 547..... Between MP 547 and MP 578 Pole 20..... Between MP 578 Pole 20 and Hastings.....	30 25 30 25 30 15	30 25 30 25 30 15	30 25 30 25 30 15	30 25 30 25 30 15		30 25 30 25 30 15	30 25 30 25 30 15	
Lenora Subdivision: 2300 Class Engines..... Engines heavier than 2300 class..... Gas Electric Motor Series 600.....	25 15 25	25 15 35	25 15 35	25 15 35		25 15 35	25 15 35	

SPECIAL INSTRUCTIONS

2 (b). **MAXIMUM ENGINE SPEED:** (Where maximum train speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

Engines other than Diesel Passenger Engines must not be operated at speed above that shown in Consist "B":

MISSOURI PACIFIC ENGINES		GCL AND IGN ENGINES	
Numbers	MPH	Numbers	MPH
1 to 173.....	60	2313 to 2394.....	55
201 to 208(D) ..	65	2638 to 2651.....	50
301 to 320(D) ..	65	4100 and 4101(D) ..	35
402 to 486.....	45	4102 and 4103(D) ..	75
501 to 524(D) ..	65	4104 to 4111(D) ..	65
561 to 576(D) ..	65	5201 to 5207.....	55
800 to 815(D) ..	30	5308 to 5317.....	80
1201 to 1280.....		5321 to 5327.....	90
Psg. Service.....	55	5335 to 5344.....	80
Frt. Service.....	63	5507 to 5539.....	80
1301 to 1325.....		6001.....	90
Psg. Service.....	55	6401 to 6444.....	80
Frt. Service.....	63	6501 to 6516.....	70
1401 to 1571.....		6601 to 6629.....	80
Psg. Service.....	55	7000 to 7006(PD) ..	98
Frt. Service.....	63	7010 and 7011(PD) ..	98
1701 to 1714.....	55	7014 to 7017(PD) ..	98
1715 to 1719.....	50	7100(PD) ..	90
1720 to 1729.....	63	9000 to 9012(D) ..	35
1801 to 1817.....	45	9102 to 9122(D) ..	35
2101 to 2125.....	90		
2201 to 2215.....	90		

D—Diesel.

PD—Passenger Diesel.

3. **SPEED RESTRICTIONS:** (Where maximum speed is LOWER, it will govern).

Miles Per Hour

3 (a). **Engines Light Moving Forward:**

Steam road engines, running light in forward movement, with or without caboose..... 45

Diesel freight and passenger engines, running light in forward movement, with or without caboose..... Maximum train speed

3 (b). **Engines Running Backward:**

Engines running backward with or without cars:
Atchison, Omaha, Lincoln, Concordia Subdivs., Downs Subdiv. between Concordia and Downs..... 25

Talmage, Crete, Washington, Hastings, Burr Oak, Lenora Subdivs., and Downs Subdiv. between Downs and Stockton..... 15

Engines not equipped with engine trucks must be moved tender forward in road movement.

3 (c). **Through Turnouts and Crossovers, and Spring Switches:**

Through No. 10 turnouts and crossovers, entire train..... 10

Through No. 20 turnouts and crossovers, entire train..... 30

In straightaway movement when moving points of No. 10 Spring Switch..... 10

In straightaway movement when moving points of No. 20 Spring Switch..... 30

(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).

(3 d). **Specific Locations Where Speed is Restricted:**

Miles Per Hour
Consist "A" Consist "B-C-D"

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.

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
Atchison—Account curvature, 1700 class engines must not use incline connection to river bridge.		
Nebraska City—Over C. B. & Q. Crossing.....	20	20
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
South Omaha, between "L" and "N" Streets.....	10	10
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.....	6	10
St. Joseph, Train Yards and Union Depot.....	12	20

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:

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:									
35	291	25	291	05	35	291	05	291	25
70	292	35	292	28	70	292	28	292	35
50	300	12	300	02	50	300	02	300	12
70	300	25	300	15	70	300	15	300	25
60	302	34	302	20	60	302	20	302	34
70	304	31	304	10	70	304	10	304	31
50	309	21	308	14	50	308	14	309	21
30	309	36	309	22	30	309	22	309	36
65	311	39	310	02	65	310	02	311	39
50	312	19	311	39	50	311	39	312	19
70	314	05	313	32	70	313	32	314	05
70	316	04	315	32	70	315	32	316	04
55	316	11	316	04	55	316	04	316	11
70	318	15	318	08	70	318	08	318	15

3 (d). Continued:

Permissible Speed in Miles Per Hour	Eastward				Permissible Speed in Miles Per Hour	Westward			
	From		To			From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Atchison Subdiv: (Continued)									
70	321	21	321	11	70	321	11	321	21
65	322	13	321	37	65	321	37	322	13
50	322	36	322	19	50	322	19	322	36
65	324	16	322	37	65	322	37	324	16
55	326	12	325	34	55	325	34	326	12
65	327	29	327	21	65	327	21	327	29
25	331	27	329	39	25	329	39	331	27
60	337	07	332	09	60	332	09	337	07
70	341	09	340	35	70	340	35	341	09
65	349	37	347	09	65	347	09	349	37
55	350	39	350	23	55	350	23	350	39
65	352	14	352	03	65	352	03	352	14
70	354	01	353	26	70	353	26	354	01
65	355	15	354	36	65	354	36	355	15
65	360	21	360	03	65	360	03	360	21
70	363	27	363	14	70	363	14	363	27
60	364	22	364	12	60	364	12	364	22
70	365	16	365	10	70	365	10	365	16
50	367	14	366	13	50	366	13	367	14
50	369	13	369	01	50	369	01	369	13
50	371	18	371	10	50	371	10	371	18
65	374	0	373	08	65	373	08	374	0
70	376	03	375	41	70	375	41	376	03
60	384	0	383	28	60	383	28	384	0

Omaha Subdiv:

50	385	27	385	19	50	385	19	385	27
50	386	32	386	23	50	386	23	386	32
45	387	30	387	09	45	387	09	387	30
60	389	13	387	36	60	387	36	389	13
70	391	04	390	31	70	390	31	391	04
70	393	04	392	37	70	392	37	393	04
70	394	32	394	20	70	394	20	394	32
70	398	35	398	14	70	398	14	398	35
70	407	09	407	0	70	407	0	407	09
65	409	0	408	33	65	408	33	409	0
70	410	04	409	03	70	409	03	410	04
70	411	26	411	15	70	411	15	411	26
60	413	0	412	27	60	412	27	413	0
55	416	32	416	17	55	416	17	416	32
70	419	18	419	10	70	419	10	419	18
60	420	11	419	24	60	419	24	420	11
70	421	33	420	27	70	420	27	421	33
70	422	18	422	09	70	422	09	422	18
60	422	35	422	23	60	422	23	422	35
55	425	28	425	19	55	425	19	425	28
70	426	36	426	24	70	426	24	426	36
65	429	20	429	09	65	429	09	429	20
50	435	18	431	27	50	431	27	435	18
25	437	0	435	18	25	435	18	437	0
50	440	11	437	20	50	437	20	440	11
70	440	27	440	11	70	440	11	440	27
70	441	20	441	13	70	441	13	441	20
70	443	27	442	15	70	442	15	443	27
60	445	40	444	11	60	444	11	445	40
70	446	29	446	06	70	446	06	446	29
30	447	34	447	15	30	447	15	447	34
60	448	17	448	06	60	448	06	448	17
70	449	34	449	17	70	449	17	449	34
60	450	30	450	23	60	450	23	450	30
70	451	22	451	06	70	451	06	451	22
70	452	18	452	10	70	452	10	452	18
70	454	05	453	32	70	453	32	454	05
60	454	24	454	18	60	454	18	454	24
70	455	11	455	03	70	455	03	455	11
70	459	30	459	23	70	459	23	459	30

Permissible Speed in Miles Per Hour	Eastward				Permissible Speed in Miles Per Hour	Westward			
	From		To			From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Omaha Subdiv: (Continued)									
60	460	30	459	34	60	459	34	460	30
50	461	35	461	06	50	461	06	461	35
55	462	23	461	35	55	461	35	462	23
55	464	08	463	35	55	463	35	464	08
45	466	29	466	08	45	466	08	466	29
70	467	11	466	39	70	466	39	467	11
55	469	15	468	38	55	468	38	469	15
60	470	31	470	14	60	470	14	470	31
65	471	39	471	27	65	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 Crossing	U. P.	20	409	12	Over Crossing	U. P.
35	437	30	437	18	35	437	18	437	30
10	443	31	443	35	10	443	35	443	31

Hastings Subdiv:

10	493	00	492	28	10	492	28	493	00
15	518	7	518	2	15	518	2	518	7
15	569	12	569	6	15	569	6	569	12

Downs Subdiv:

10	538	19	538	27	10	538	27	538	19
15	539	10	539	15	15	539	15	539	10

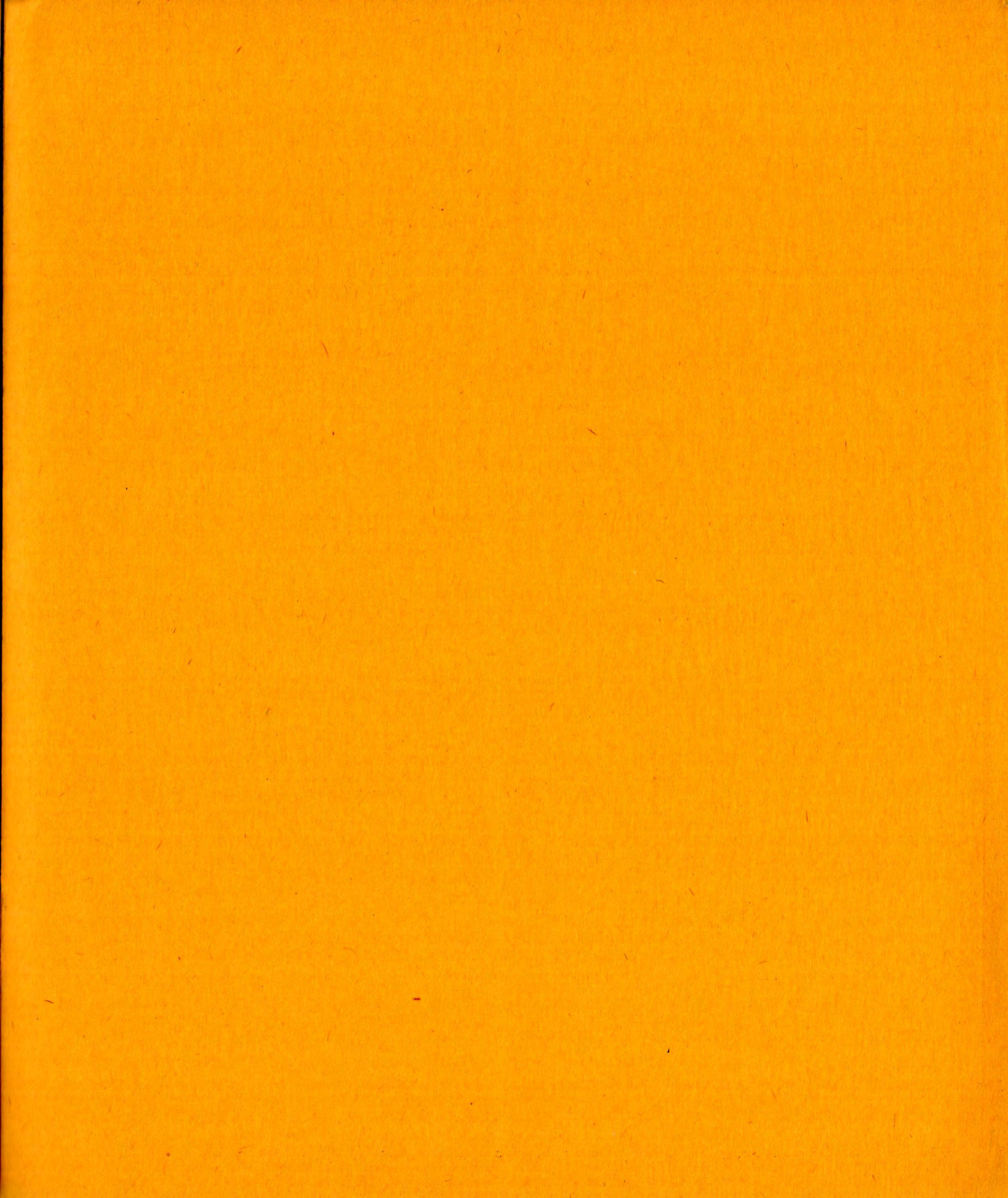
3 (e). Disabled Engines and Engines in Tow:

	Miles Per Hour
Motor cars dead in tow.....	50
(See Section 25 of Special Instructions in Pamphlet form).	
Diesel engines dead in tow:	
Nos. 201 to 208.....	50
Nos. 301 to 320.....	50
Nos. 501 to 576.....	50
Nos. 800 to 815.....	30
T&P Nos. 2000 to 2007.....	50
Nos. 4100, 4101, 9000 to 9012, 9102 to 9122, 9150 to 9161, 9200 to 9206.....	35
Nos. 4102 to 4111.....	50
Nos. 7000 to 7017.....	50
No. 7100.....	50
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.	

SPECIAL INSTRUCTIONS

3 (e). Continued:	Miles Per Hour
Steam engines dead in tow:	
With side rods in position, main rods disconnected.....	35
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 the side rods down ON AUTHORITY OF SUPERINTENDENT.	
With part or all of side rods down.....	15
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
Moving backward in tow: (Side Rods in position)	
Atchison, Omaha, Lincoln, Concordia Subdivs., Downs Subdiv. between Concordia and Downs.....	25
Talmage, Crete, Washington, Hastings, Burr Oak, Lenora Subdivs., and Downs Subdiv. between Downs and Stockton.....	15
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 they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.	
Disabled Engines:	
With all or part of side rods down.....	15
With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15
3 (f). Work Equipment, Derricks, Cranes, etc.:	
Wrecking cranes (self-propelling).....	25
Pile Drivers.....	25
Steam Shovels.....	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 nor 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 Train Speed Consist "A"
Bridge derrick cars shipped with boom disconnected must have boom disconnected at in-board 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.	

3 (f). Continued:	Miles Per Hour
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.	
American Ditchers, loaded on flat cars.....	20
Yard (clam shell) 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 Train Speed Consist "A"
Rail unloaders must have boom disconnected and stored on car.	
Scale test cars must be handled next to caboose....	Maximum Train Speed Consist "A"
<p>Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.</p>	



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	HHighland 1746.
★Dr. C. W. Rose	Kansas City, Mo.	103 North Elmwood	Benton 4191	334 South Van Brunt	CHestnut 4484.
★Dr. G. R. Combs	Leavenworth, Kan.	Fifth and Delaware	270	108 South Esplanade	Home 518.
★Dr. P. S. Combs	Leavenworth, Kan.	Fifth and Delaware	270	108 South Esplanade	Home 518.
EMERGENCY STATION	Atchison, Kan.	Atchison Hospital	34	Corner Third and N	
★Dr. F. K. Bosse, Division Surgeon	Atchison, Kan.	Blair Bldg.	278	1301 Riverview Drive	736
★Dr. W. L. Anderson, Division Surgeon	Atchison, Kan.	Blair Building, 6th and Commercial	352	420 North Third	2736
★Dr. R. T. Nichols	Hiawatha, Kan.	530½ Oregon	449	411 North Seventh	452.
★Dr. W. R. Boose, Division Surgeon	Falls City, Neb.	{Richardson Co. Bank, 17th and Stone	207	2221 Harlan	209.
★★Dr. C. L. Hustead, Asst. Surgeon	Falls City, Neb.	116 West 19th	801	2505 Lane	110
★★Dr. W. D. Ketter, Asst. Surgeon	Falls City, Neb.	116 West 19th	801	1924 Wilson	Black 584.
★★Dr. I. W. Irwin	Auburn, Neb.	Cline Bldg.	581	Auburn, Neb.	582.
★★Dr. E. Cline	Auburn, Neb.	Auburn, Neb.	164	Auburn, Neb.	69
★Dr. R. C. Mellece	Nebraska City, Neb.	105 North 10th	335	1022 Fourth Ave.	397.
★Dr. W. S. Ramacciotti	Nebraska City, Neb.	105 North 10th	335	1602 First Ave.	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. J. Borghoss	Omaha, Neb.	730 City National Bank Bldg	ATLantic 1230	208 South 25th Ave.	ATLantic 6389.
★Dr. J. A. Courtney	Omaha, Neb.	730 City National Bank Bldg	ATLantic 1230	2027 Dodge	JACKson 6624.
★Dr. B. C. Bishop	Omaha, Neb.	730 City National Bank Bldg	ATLantic 1230	2505 North 64th	WALnut 4452
★Dr. J. B. Swoboda, Local & Disp. Surgeon	South Omaha	4524 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. F. J. Stejskal	Crete, Neb.	115 East 13th	58	1143 Hawthorne Ave.	56
★★Dr. R. R. Anderson	Nehawka, Neb.		2481		2541.
★★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.	2-1560	1970 Harwood	3-2646.
★Dr. N. Richard Miller	Lincoln, Neb.	914 Federal Securities Bldg.	2-3064	3454 Pershing Road	3-6951.
★★Dr. W. Nowers	Kenesaw, Neb.	Robinson Block	6-A	Kenesaw	6-B.
★Dr. F. G. Tompson, Jr.	St. Joseph, Mo.	825 Charles	2-8808.	825 Charles	2-8808.
★★Dr. O. O. Barker, Local & Disp. Sur.	Effingham, Kan.		83	Effingham	834.
★★Dr. S. M. Myers	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.
★★Drs. 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.
EMERGENCY STATION	Concordia, Kan.	St. Joseph's Hospital		St. Joseph's Hospital	
★Dr. L. E. Haughey, Res. Surgeon	Concordia, Kan.	New Caldwell Bldg.	52	132 West Ninth	105.
★★Dr. H. B. Valette, 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	Portia, Kan.		37	Portia	
★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. C. W. Plowman, Local and Disp. Sur.	Jewell, Kan.		93	Jewell	94.
★★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 all Applicants.
 ★★Medical Examiners for Examination of applicants not required to take color perception tests.