

### DIVISION OFFICERS

T. E. FOX.....Superintendent.....Falls City, Neb.  
E. H. CAMPBELL...Superintendent,  
Kansas City Terminal  
Div.....Kansas City, Mo.  
G. H. NEEDHAM...Assistant Superintendent,  
Kansas City Terminal  
Div.....Kansas City, Mo.  
W. C. CRIMM.....Trainmaster,  
Kansas City Terminal  
Div.....Kansas City, Mo.  
M. G. JACKSON...Trainmaster,  
Kansas City Terminal  
Div.....Kansas City, Mo.  
F. E. BROMLEY...Assistant Trainmaster,  
Kansas City Terminal  
Div.....Kansas City, Mo.  
W. A. CATLETT...Assistant Superintendent....Atchison, Kan.  
F. SPARKS.....Trainmaster.....Concordia, Kan.  
Concordia, Downs, Wash-  
ington, Hastings, Burr Oak  
and Lenora Subdivs.  
F. T. MAHONEY...Trainmaster,  
Omaha Terminal.....Omaha, Neb.  
W. H. PELTON....Assistant Trainmaster.....Atchison, Kan.  
Atchison, Omaha, Lincoln,  
St. Joseph, Louisville, and  
Crete Subdivs.  
T. F. CHESHIER...Road Foreman of Engines..Falls City, Neb.  
H. H. WALKER....Road Foreman of Engines,  
Kansas City Terminal  
Div.....Kansas City, Mo.  
R. B. MERRIMAN.Division Trainmaster.....Atchison, Kan.

SAFETY FIRST



# MISSOURI PACIFIC RAILROAD COMPANY

AND  
MISSOURI PACIFIC RAILROAD CORPORA-  
TION IN NEBRASKA

## OMAHA AND NORTHERN KANSAS DIVISIONS

# TIMETABLE No. 34

Effective 12:01 a. m. Sunday, March 27, 1955

CENTRAL STANDARD TIME

Supersedes Timetable No. 33, effective May 23, 1954,  
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 13, THIS  
DIVISION, EFFECTIVE AUGUST 15, 1954, AND  
MUST ALSO CARRY COPY OF KANSAS CITY  
TERMINAL DIVISION SPECIAL INSTRU-  
CTIONS No. 8, EFFECTIVE NOVEMBER 15, 1954.

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

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer and  
General Superintendent Transportation.

W. H. BAILEY, Assistant General Superintendent  
Transportation.

C. F. DOUGHERTY, General Manager.

G. M. HOLZMANN, Assistant General Manager.

## 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.

**RULE B:** Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

**RULE E** (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

**RULE 107** (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

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

**RULE 101** (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

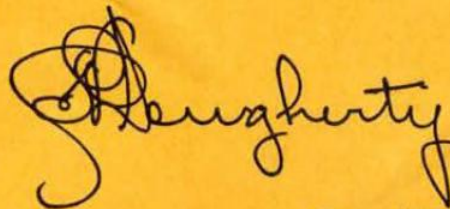
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily 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.

Train dispatcher 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, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite 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.



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.

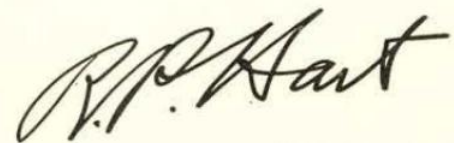
10. On crowded trains, Missouri Pacific employes riding on passes should, and will, if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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	All Connecting Lines.....	12:55 a. m.	15 Min.	For revenue passengers.
" ".....	" ".....105	Eastern Div.....5	Indefinitely	.....	For connection.
" ".....	Eastern Div...6	Omaha Div...106	Indefinitely	.....	For connection.
" ".....	M-K-T.....27	" ".....110	9:50 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	MPT Bus...410	5:20 p. m.	25 Min.	For passengers and express.
" ".....	MPT Bus...405	Omaha Div...105	Indefinitely	.....	For passengers and express.
" ".....	" ".....419	" ".....106	Indefinitely	.....	" " " "
" ".....	" ".....405	" ".....110	Indefinitely	.....	" " " "
" ".....	Omaha Div...106	MPT Bus...406	9:00 a. m.	15 Min.	For revenue passengers.
Omaha.....	" ".....106	All Connecting Lines.....	8:10 a. m.	10 Min.	" " "

EXPLANATION OF CHARACTERS

- Ⓜ—Radio Base Station.
  - D—Diesel Fuel Oil.
  - e—Eastward.
  - w—Westward.
  - Y—Wye Track.
  - ‡—Track Scales.
  - \*—Mail Crane.
  - CS—Continuous Train Order Office.
  - LS—Limited Train Order Office (Hours of Service Specified by General 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.

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 TIMETABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

Station	Miles from St. Louis	Train Numbers			
Omaha Subdiv.:					
Mynard.....	458.85	f119			
Concordia Subdiv.:					
Monrovia.....	345.16	f510	f519		
Downs Subdiv.:					
Waconda Springs.....	529.44	f519	f510		
Hastings Subdiv.:					
Muriel.....	573.77	f692	f699		

# ATCHISON SUBDIV.—BETWEEN KANSAS CITY AND FALLS CITY YARD

3

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
FIRST CLASS					No. 34				FIRST CLASS			
901 C. G. W. Passenger	105 Passenger	519 Passenger	119 Passenger		MARCH 27, 1955				904 C. G. W. Passenger	106 Passenger	110 Passenger	510 Passenger
Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily			
	8 50AM				ST. LOUIS	0						
4 00PM	2 40PM		12 40AM	283.03	CS.... KANSAS CITY (Union Sta.)...D	282	7 10AM	11 59AM	9 20PM			
				285.91	2.88 KANSASCITY, KAN.(Central Ave.)	B 8						
				286.28	0.37 P... KANSAS CITY TERM. RY. CONN....							
				286.31	0.03 P....(U. P. Conn.).....							
				286.46	0.15 ...HIGH LINE CONN....							
				286.67	0.21 ...WYANDOTTE (U. P. Conn.).....							
				286.85	0.18 CS..MINNESOTA AVE.....							
				286.98	0.13 ...EAST YARD JCT.....							
				287.23	0.25 P.MP INDUSTRIAL CROSS.							
				287.95	0.72 P..EDGEWATER JCT.....							
				287.50	5.28 P...NEARMAN.....	O 10						
				292.78	6.04 P....WOLCOTT.....	O 16						
				298.82	3.60 P....POPE.....	O 20						
				302.42	3.22 ...U. P. JCT.....							
				305.64	0.01 P...COCHRANE.....	O 23						
				305.65	3.15 P.EAST LEAVENWORTH..							
				308.80	0.48 P...C. G. W. CONN.....		6 16AM					
4 37PM				309.28	0.28 ...C. G. W. CROSSING....							
				309.56	0.01 CS...BB TOWER.....							
				309.57	0.01 ...C. B. & Q. CROSSING....							
	s 3 15		s 1 35	309.58	0.09 P..LEAVENWORTH....D§	O 27		s 11 18	s 8 30			
				309.67	2.63 TP.FORT LEAVENWORTH*	O 30		s 11 13	s 8 20			
	s 3 20		s 1 42	312.30	1.90 P...WADE.....	O 32						
				314.20	6.33 P...OAK MILLS.....	O 38						
				320.53	5.06 P...DALBEY.....	O 43						
				325.59	4.33 P.LOWER YARD (East Switch).§							
				329.92	0.78 CS...ATCHISON (Union Depot)			s 10 54	s 8 00	7 00PM		
	s 3 42	3 00AM	s 2 20	330.70	0.10 ...A. T. & S. F. JCT.....							
				330.80	0.88 CS. UPPER YARD (West Switch). @DY§	O 48						
				331.68	0.65 P...NK JCT.....					6 40PM		
		3 05AM		332.33	5.79 P...SHANNON.....	O 56		10 40	7 37			
	3 52		f 2 35	338.12	3.23 LS...LANCASTER.....*	O 59						
			f 2 42	341.35	5.36 P...HURON.....*	O 64		10 32	7 28			
	4 00		f 2 51	346.71	5.03 LS...EVEREST.....*	O 69		10 27	7 23			
	4 05		f 3 01	351.74	6.52 TP...WILLIS.....*	O 76		10 21	7 15			
	4 11		f 3 12	358.26	4.00 ...BAKER.....	O 80						
			f 3 17	362.26	7.51 P...U. P. CROSSING....							
				369.77	0.53 CS...HIAWATHA.....	O 88		s 10 09	s 7 00			
	s 4 24		s 3 45	370.30	5.07 TP...PADONIA.....	O 93						
			f 3 55	375.37	3.76 LS...RESERVE, KAN.....*	O 97		10 00	6 48			
	4 33		f 4 02	379.13	5.23 P.FALLS CITY YARD, NEB. §	O 102		9 54AM	6 42PM			
	4 40PM		4 08AM	384.36								
Daily	Daily	Daily	Daily		101.78		Daily	Daily	Daily	Daily		

A B S  
 Signal Indication, both Opposing and Following Movements

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

Two mile post locations shown at Edgewater Jct. are one and the same point; 287.95 is mileage via Kansas City Union Station, and 287.50 is mileage via Cypress and is the same as painted on telegraph poles.

# ATCHISON SUBDIV.—KANSAS CITY TO FALLS CITY YARD

Station Nos. Miles from St. Louis		TIMETABLE No. 34 MARCH 27, 1955		TRAINS WESTWARD					
				SECOND CLASS					
				165 Red Ball Freight	973 C. G. W. Freight		173 Red Ball Freight	971 Un. Pacific Freight Daily Ex. Sunday	163 Red Ball Freight
STATIONS		Daily	Daily		Daily	Daily	Daily	Daily	Daily
ST. LOUIS.....		2 00PM			7 30PM		1 30AM		1 30AM
KANSAS CITY EAST YARD (West End). @DY\$		4 00AM			7 00AM		6 30PM		9 15PM
280.03	P..... K. C. S. CROSSING.....								
282.08	TP..... BROADWAY, MO.....								
283.10	P..... KAW POINT, KAN.....		7 00AM					7 00PM	
284.57	KAW RIVER JCT.....								
284.72	U. P. CROSSING.....								
284.74	U. P. CROSSING.....								
284.84	U. P. CROSSING.....								
284.87	U. P. CROSSING.....								
285.88	P. EDGEWATER JCT.....								
287.50	P. NEARMAN.....								
O 10 292.78	P. WOLCOTT.....								
O 16 298.82	P. POPE.....								
O 20 302.42	U. P. JCT.....				8 25AM				
305.64	P. COCHRANE.....								
O 23 305.65	P. EAST LEAVENWORTH.....								
308.80	P. C. G. W. CONN.....		7 58AM					7 58PM	
309.28	C. G. W. CROSSING.....								
309.56	CS. BB TOWER.....								
309.57	C. B. & Q. CROSSING.....								
309.58	P. LEAVENWORTH... D\$				8 45AM				
O 27 309.67	TP. FORT LEAVENWORTH*								
O 30 312.30	P. WADE.....								
O 32 314.20	P. OAK MILLS.....								
O 38 320.53	P. DALBEY.....								
O 43 325.59	P. LOWER YARD (East Switch). \$				8 50AM			11 50PM	10 00PM
329.92	CS. ATCHISON (Union Depot) ..								
330.70	A. T. & S. F. JCT.....								
330.80	CS. UPPER YARD (West Switch)								
O 48 331.68	P. NK JCT.....								
332.33	P. SHANNON.....	6 05					9 15 <sup>192</sup>		10 40
O 56 338.12	LS. LANCASTER.....*								10 47
O 59 341.35	P. HURON.....*	6 20					9 35		10 55
O 64 346.71	LS. EVEREST.....*	6 28					9 45		11 05
O 69 351.74	TP. WILLIS.....*	6 38					10 00		11 15
O 76 358.26	BAKER.....								
O 80 362.26	P. U. P. CROSSING.....								
369.77	CS. HIAWATHA.....	6 58					10 22		11 52PM <sup>162</sup>
O 88 370.30	TP. PADONIA.....								
O 93 375.37	LS. RESERVE, KAN.....*	7 15					10 38		12 08AM
O 97 379.13	P. FALLS CITY YARD, NEB. \$	7 30AM					10 50PM		12 20AM
O 102 384.36									
101.78		Daily	Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Saturday

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

Two mile post locations shown at Edgewater Jct. are one and the same point; 285.88 is mileage via East Yard (freight); and 287.50 is mileage via Cypress and is the same as painted on telegraph poles.

# ATCHISON SUBDIV.—FALLS CITY YARD TO KANSAS CITY

Sliding Capacity in Cars	Miles from St. Louis	<b>TIMETABLE</b>		<b>TRAINS EASTWARD</b>							
		<b>No. 34</b>		<b>SECOND CLASS</b>							
		<b>MARCH 27, 1955</b>		<b>172</b>	<b>976</b>	<b>970</b>	<b>164</b>	<b>974</b>	<b>178</b>	<b>192</b>	<b>162</b>
		<b>Red Ball Freight</b>	<b>C. G. W. Freight</b>	<b>Un. Pacific Freight</b>	<b>Red Ball Freight</b>	<b>C. G. W. Freight</b>	<b>Red Ball Freight</b>	<b>Local Freight</b>	<b>Red Ball Freight</b>		
		<b>Daily Ex. Monday</b>	<b>Daily</b>	<b>Daily Ex. Sunday</b>	<b>Daily</b>	<b>Daily</b>	<b>Daily</b>	<b>Daily Ex. Sunday</b>	<b>Daily</b>		
		<b>STATIONS</b>									
			6 00PM				6 30AM		6 30AM		6 00PM
		280.03	5 45AM				5 15PM		8 00PM		5 00AM
		282.08									
		283.10									
		284.57		4 00AM				2 00PM			
		284.72									
		284.74									
		284.84									
		284.87									
		285.88									
		287.50									
		125 292.78									
		e 116) 298.82									
		w 74) 302.42									
		114 302.42									
		305.64				11 08AM					
		118 305.65									
		67 308.80									
		309.28		2 40AM				12 30PM			
		309.56									
		309.57									
		309.58									
		102 309.67				11 00AM					
		312.30									
		102 314.20									
		e 114) 320.53									
		w 74) 325.59									
		115 325.59									
		110 329.92	12 30AM					5 00PM	9 35PM		
		330.70									
		330.80									
		Yd. 331.68									
		332.33									
		125 338.12				1 00			9 15	163	12 33
		341.35									
		125 346.71				12 45			9 00		12 22
		83 351.74				12 37			8 50		12 15
		125 358.26				12 27			8 40		12 07AM
		362.26									
		369.77									
		97 370.30				12 05PM			8 22		11 52PM <sup>191</sup>
		375.37									
		96 379.13				11 45AM			8 07		11 40
		Yd. 384.36				11 35AM			8 00PM		11 30PM
		101.78	<b>Daily Ex. Monday</b>	<b>Daily</b>		<b>Daily Ex. Sunday</b>	<b>Daily</b>	<b>Daily</b>	<b>Daily</b>	<b>Daily Ex. Sunday</b>	<b>Daily</b>

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OMAHA SUBDIV.—FALLS CITY YARD TO OMAHA

Station Numbers	Miles from St. Louis	TIMETABLE No. 34 MARCH 27, 1955	TRAINS WESTWARD					
			FIRST CLASS		SECOND CLASS			
			119 Passenger	105 Passenger	193 Local Freight	165 Red Ball Freight	163 Red Ball Freight	
STATIONS			Daily	Daily	Daily Ex. Saturday	Daily	Daily	
O102	384.36	P... FALLS CITY YARD.....	4 08AM	4 40PM		6 00AM	7 45AM	11 20PM <sup>162</sup>
		0.39						
	384.75	CS..C. B. & Q. CROSSING....						
		0.10						
	384.85	..... FALLS CITY.....	s 4 16	s 4 42				
		4.71						
O107	389.56	P..... STRAUSSVILLE.....	4 23	4 47		6 15	8 05	11 40
		5.31						
O112	394.87	LS..... VERDON.....	* s 4 30	4 52		6 25	8 12	11 47PM
		6.40						
O119	401.27	LS..... STELLA.....	* s 4 40	4 58		6 35	8 20	12 10AM
		7.22						
O126	408.49	P..... HOWE.....	* f 4 48	5 05		6 45	8 30	12 30
		2.92						
	411.41	..... C. B. & Q. CROSSING.....						
		2.75						
O132	414.16	CS..... AUBURN.....	s 5 00	s 5 11		7 15	8 37	12 40
		2.28						
	416.44	P..... MX JCT.....	5 03	5 13		7 20	8 40	12 45
		7.13						
O141	423.57	LS..... JULIAN.....	* s 5 13	5 20		7 30	8 50	12 57
		5.21						
O146	428.78	LS..... PAUL.....	* f 5 23	5 31 <sup>110</sup>		7 40	9 08 <sup>106</sup>	1 07
		4.74						
O151	433.52	P..... KD SIDING.....	5 28	5 35		7 50	9 15	1 20
		2.29						
	435.81	P... C. B. & Q. CROSSING.....						
		0.21						
O153	436.02	LS... NEBRASKA CITY... }	s 5 40	s 5 40		8 25	9 22	1 25
		1.70						
O155	437.72	P..... WX SIDING.....	5 44	5 44		8 30	9 36 <sup>164</sup>	1 30
		4.04						
O159	441.76	P..... WYOMING.....	5 51	5 48		8 51 <sup>106</sup>	9 50 <sup>194</sup>	1 38
		5.71						
O165	447.47	CS..... UNION.....	Y s 6 08	s 5 55		9 12 <sup>164</sup> 9 30 <sup>194</sup>	10 03	2 00
		4.85						
O170	452.32	P..... TODDS.....	6 15	6 01		9 45	10 13	2 15
		2.51						
O172	454.83	LS..... MURRAY.....	* f 6 19	6 04		9 55	10 18	2 20
		7.55						
O180	462.38	LS... PLATTSMOUTH.....	* s 6 29	a 6 11		10 10	10 28	2 30
		2.84						
	465.22	P... C. B. & Q. CROSSING.....						
		0.29						
	465.51	P... C. B. & Q. CROSSING.....						
		1.60						
O185	467.11	P..... LA PLATTE.....	6 36	6 16		10 25	10 35	2 40
		4.24						
O189	471.35	LS..... FORT CROOK.....	* f 6 43	a 6 22		10 35	10 45	2 50
		0.62						
	471.97	P..... GB JCT.....	6 46	6 25		10 35	10 45	2 50
		1.10						
	473.07	..... OM JCT.....						
		0.11						
O191	473.18	CS GILMORE JCT.(U.P.Conn.)	6 50	6 29		10 40	10 50	3 00
O199a	481.35	CS. OMAHA (UNION STATION) ..	7 20AM	6 55PM				
		0.36						
	477.66	..... N STREET (U. P. Conn.) ..						
		0.68						
O195	478.02	P..... SOUTH OMAHA.....				11 00AM	11 15AM	3 30
		2.99						
	478.70	..... C. & N. W. CROSSING... }						
		5.01						
O199	481.69	P..... WS JCT.....						
		5.01						
	486.70	..... OMAHA (LOCUST ST.) .. }						
		0.58						
O205	487.28	LS... OMAHA (GRACE ST.)... @D;				1 30PM	2 00PM	6 15AM
		0.96						
		102.92	Daily	Daily		Daily Ex. Saturday	Daily	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	TIMETABLE No. 34 MARCH 27, 1955		TRAINS EASTWARD						
				FIRST CLASS		SECOND CLASS				
				106	110	164	194	162		
		Passenger	Passenger	Red Ball Freight	Local Freight	Red Ball Freight				
		Daily	Daily	Daily	Daily Ex Sunday	Daily				
		STATIONS								
Yd.	384.36	P... FALLS CITY YARD ..... §	9 54AM	6 42PM			11 20AM	1 00PM	11 20PM <sup>163</sup>	
		0.39								
	384.75	CS... C. B. & Q. CROSSING .....								
		0.10								
	384.85	..... FALLS CITY .....	s 9 53	s 6 40						
		4.71								
79	389.56	P..... STRAUSSVILLE .....	9 47	6 27			11 00	12 40	11 11	
		5.31								
125	394.87	LS..... VERDON .....	9 42	6 20			10 50	12 25	11 04	
		6.40								
78	401.27	LS..... STELLA .....	9 36	a 6 11			10 40	12 15	10 56	
		7.22								
78	408.49	P..... HOWE .....	9 29	6 01			10 30	12 01PM	10 47	
		2.92								
	411.41	..... C. B. & Q. CROSSING .....								
		2.75								
125	414.16	CS..... AUBURN .....	s 9 23	s 5 53			10 20	11 45AM	10 40	
		2.28								
	416.44	P..... MX JCT. ....	9 19	5 44			10 15	11 15	10 36	
		7.13								
78	423.57	LS..... JULIAN .....	9 13	5 36			10 05	11 05	10 27	
		5.21								
78	428.78	LS..... PAUL .....	<b>9 08</b> <sup>165</sup>	<b>5 31</b> <sup>105</sup>			9 58	10 55	10 20	
		4.74								
78	433.52	P..... KD SIDING .....	9 03	5 20			9 48	10 40	10 12	
		2.29								
	435.81	P..... C. B. & Q. CROSSING .....								
		0.21								
25	436.02	LS..... NEBRASKA CITY .....	s 8 59	s 5 13			9 41	10 30	10 08	
		1.70								
78	437.72	P..... WX SIDING .....	8 55	5 07			<b>9 36</b> <sup>165</sup>	9 58	10 04	
		4.04								
78	441.76	P..... WYOMING .....	<b>8 51</b> <sup>193</sup>	5 02			9 23	<b>9 50</b> <sup>165</sup>	9 59	
		5.71								
<sup>103</sup> <sub>75</sub>	447.47	CS..... UNION .....	s 8 45	s 4 55			<b>9 12</b> <sup>193</sup>	<b>9 30</b> <sup>193</sup>	9 50	
		4.85								
77	452.32	P..... TODDS .....	8 39	4 43			9 01	9 15	9 43	
		2.51								
79	454.83	LS..... MURRAY .....	8 36	4 40			8 56	9 10	9 40	
		7.55								
77	462.38	LS..... PLATTSMOUTH .....	a 8 28	s 4 32			8 45	8 55	9 30	
		2.84								
	465.22	P..... C. B. & Q. CROSSING .....								
		0.29								
	465.51	P..... C. B. & Q. CROSSING .....								
		1.60								
78	467.11	P..... LA PLATTE .....	8 22	4 25			8 35	8 45	9 23	
		4.24								
	471.35	LS..... FORT CROOK .....	a 8 18	f 4 20						
		0.62								
	471.97	P..... GB JCT. ....	8 17	4 17			8 25	8 35	9 17	
		1.10								
	473.07	..... OM JCT. ....								
		0.11								
	473.18	CS. GILMORE JCT. (U.P. Conn.) .....	8 15	4 15			8 20	8 30	9 15	
	481.35	CS. OMAHA (UNION STATION) ...	8 00AM	4 00PM						
	477.66	..... N STREET (U. P. Conn.) .....								
		0.36								
Yd.	478.02	P..... SOUTH OMAHA .....					6 45	8 00	9 00	
		0.68								
	478.70	..... C. & N. W. CROSSING .....								
		2.99								
	481.69	P..... WS JCT. ....								
		5.01								
	486.70	..... OMAHA (LOCUST ST.) .....								
		0.58								
Yd.	487.28	LS. OMAHA (GRACE ST.) ..... @D§					6 00AM	7 00AM	8 00PM	
		Passenger .....	Daily	Daily			Daily	Daily Ex. Sunday	Daily	
		Freight .....								
		96.99								
		102.92								

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	TIMETABLE				Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS					No. 34						SECOND CLASS			
		<b>695</b> Local Freight			MARCH 27, 1955						<b>696</b> Local Freight			
		Daily Ex. Sunday		STATIONS				Daily Ex. Sat.						
		2 30AM	447.47	CS.	UNION	Y	O 165			1 15AM				
		2 45	451.72	TP.	NEHAWKA		OF 4			12 05AM				
		3 05	459.45	P.	NW JCT.					11 45PM				
		3 15	460.57	LS.	WEeping WATER	S	OD 41	37		11 40				
		3 20	461.49		WW JCT.					11 20				
		3 35	467.64		WABASH		OF 20			11 05				
		3 45	471.59	LS.	ELMWOOD		OF 24			10 55				
		4 15	479.19	TP.	EAGLE		OF 32			10 40				
		4 35	486.51		WALTON		OF 39			10 25				
		4 50	493.00		PECKS GROVE		OF 45			10 10				
			494.27		C. R. I. & P. CROSSING									
			494.88		C. & N. W. JCT.									
		5 35AM	495.14	LS.	LINCOLN	S	OF 48	36		10 00PM				
		Daily Ex. Sunday			47.67					Daily Ex. Sat.				

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

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE				Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS					No. 34						SECOND CLASS			
		<b>173</b> Red Ball Freight	<b>171</b> Red Ball Freight		MARCH 27, 1955						<b>178</b> Red Ball Freight	<b>172</b> Red Ball Freight		
		Daily	Daily Ex. Sunday	STATIONS				Daily	Daily Ex. Sunday					
		9 00AM	4 00AM	330.70	CS.	ATCHISON, KAN. (Union Depot)	Y	O 48		5 00PM	8 35PM			
				330.71		DRAWBRIDGE								
				331.10		WINTHROP, MO.								
		10 00AM	5 00AM	347.70	CS.	DONOVAN		OA 17						
				349.95	TP.	ST. JOSEPH	Y	OA 21		4 00PM	7 45PM			
		Daily	Daily Ex. Sunday			19.25				Daily	Daily Ex. Sunday			

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

LOUISVILLE SUBDIV.—BETWEEN OTOE AND WS JCT.

TRAINS WESTWARD SECOND CLASS				Miles from St. Louis	TIMETABLE No. 34 MARCH 27, 1955		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS				
		691 Local Freight Daily Ex. Sunday			STATIONS				690 Local Freight Daily Ex. Sunday				
				444.10	TP.....	OTOE.....	OD 30						
				449.22	TP.....	AVOCA.....	OD 35						
				454.00	P.....	NW JCT.....							
		11 55AM			LS.....	WEEPING WATER.....				11 35AM			
		12 01PM	456.04	P.....	P.....	WW JCT.....				11 30AM			
		12 20	459.93			MANLEY.....	OD 46	34		11 15			
		2 00	465.67	LS.....	LS.....	LOUISVILLE.....	OD 52	22		11 00			
			465.96			C. B. & Q. CROSSING.....							
			467.22			C. R. I. & P. CROSSING.....							
		2 30	471.69	LS.....	LS.....	SPRINGFIELD.....	OD 58	36		9 50			
			479.53			U. P. CROSSING.....							
			483.63			SEYMOUR PARK.....	OD 69						
			485.69			C. & N. W. CROSSING.....							
		3 10	487.26			LEAVENWORTH ST. YARD.....	OD 74			9 05			
		3 15PM	488.25	P.....	P.....	WS JCT.....	O 199			9 00AM			
		4 00PM		LS.....	LS.....	OMAHA (GRACE ST.).....@D				8 30AM			
		Daily Ex. Sunday				44.15				Daily Ex. Sunday			

CRETE SUBDIV.—BETWEEN MX JUNCTION AND CRETE

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 34 MARCH 27, 1955		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
					STATIONS								
				414.16		AUBURN.....							
				416.44	P.....	MX JCT.....							
				423.22		BROCK.....	OD 9						
				427.96	LS.....	TALMAGE.....	OD 14	37					
				437.84	LS.....	COOK.....	OE 9						
				445.63	TP.....	BURR.....	OE17						
				451.49	LS.....	DOUGLAS.....	OE23						
				458.53		PANAMA.....	OE30						
				465.63	LS.....	HICKMAN.....	OE37						
				466.65		C. B. & Q. CROSSING.....							
				472.91		SPRAGUE.....	OE44						
				480.30		KRAMER.....	OE52						
				486.11	LS.....	CRETE.....	OE58						
						69.67							

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

CONCORDIA SUBDIV.—BETWEEN NK JCT. AND CONCORDIA

TRAINS WESTWARD			Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD		
SECOND CLASS		FIRST CLASS		No. 34					FIRST CLASS	SECOND CLASS	
	563 Red Ball Freight	519 Passenger		MARCH 27, 1955					510 Passenger	562 Red Ball Freight	
	Daily Ex. Sunday	Daily		STATIONS				Daily	Daily Ex. Sunday		
	12 01AM		331.68	CS.....	UPPER YARD.....@DYS				2 00PM		
	12 06	3 05AM	332.33	P.....	NK JCT.....		55	6 40PM	10 37AM		
	12 07	3 06	332.61	P.....	CB SIDING.....			6 37	10 35		
	12 14	f 3 16	337.05	P.....	PARNELL.....	S 7	56	f 6 31	10 28		
	12 24	f 3 24	343.06	P.....	FARMINGTON.....	S 13	23	f 6 23	10 18		
	12 32	s 3 34	347.93	LS.....	EFFINGHAM.....	S 17	55	s 6 17	10 08		
	12 44	s 3 45	355.27	LS.....	MUSCOTAH.....	S 25	36	s 6 03	9 57		
	12 54	s 3 56	361.46	LS.....	WHITING.....	S 31	24	s 5 51	9 47		
	1 03	s 4 10	367.31	LS.....	NETAWAKA.....	S 37	95	s 5 43	9 37		
	1 13	s 4 21	372.89	LS.....	WETMORE.....	S 42	29	s 5 34	9 27		
	1 25	s 4 32	379.89	LS.....	GOFF.....	S 49	57	s 5 23	9 15		
	1 36	s 4 46	385.74	LS.....	CORNING.....	S 55	90	s 5 13	9 05		
	1 50	s 5 01	392.93	LS.....	CENTRALIA.....	S 62	45	s 5 01	8 50		
	2 04	s 5 13	400.41	LS.....	VERMILLION.....	S 70	28	s 4 49	8 37		
	2 11	s 5 19	404.06	P.....	VLETS.....	S 74		s 4 41	8 30		
	2 21	s 5 31	408.87	LS.....	FRANKFORT.....	S 78	55	s 4 32	8 20		
			409.12		U. P. CROSSING.....						
	2 36	s 5 43	415.45	TP.....	BIGELOW.....	S 85	45	s 4 20	8 05		
			419.76		U. P. CROSSING.....						
	2 47	s 5 57	421.71	LS.....	IRVING.....	S 91	58	s 4 08	7 54		
	2 54	s 6 07	425.67	TP.....	BLUE RAPIDS.....	S 95	24	s 4 01	7 47		
	3 04	s 6 20	430.59	LS.....	WATERVILLE.....	S100	26	s 3 52	7 37		
	3 17	s 6 33	437.76	P.....	BARNES.....	S107	46	s 3 40	7 22		
	3 28	s 6 45	443.65	LS.....	GREENLEAF.....	S113	69	s 3 31	7 10		
			443.88		WN JCT.....						
	3 40	s 6 57 <sup>562</sup>	450.68	LS.....	LINN.....	S120	46	s 3 19	6 57 <sup>519</sup>		
	3 50	s 7 08	455.48	P.....	PALMER.....	S125		s 3 09	6 36		
	3 58	f 7 15	459.53		DAY.....	S129		f 3 01	6 28		
	4 08	s 7 23	464.48	LS.....	CLIFTON.....	S134	55	s 2 53	6 20		
			466.06		C. R. I. & P. CROSSING.....						
	4 18	s 7 37	471.01	LS.....	CLYDE.....	S141	25	s 2 42	6 10		
	4 24	s 7 43	473.84	P.....	AMES.....	S143		s 2 36	6 05		
	4 34	s 7 53	479.86	P.....	RICE.....	S149		s 2 28	5 55		
			485.12		A. T. & S. F. CROSSING.....						
			485.13		C. B. & Q. CROSSING.....						
	5 00AM	8 05AM	485.43	LS.....	CONCORDIA.....D	S155	41	2 20PM	5 45AM		
	Daily Ex. Sunday	Daily			153.10			Daily	Daily Ex. Sunday		

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	TIMETABLE No. 34 MARCH 27, 1955		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS			FIRST CLASS						FIRST CLASS	SECOND CLASS			
699 Local Freight	595 Local Freight	593 Local Freight	519 Passenger						510 Passenger	594 Local Freight	592 Local Freight	692 Local Freight	
Mon., Wed., Fri.	Sun., Tue., Thur.	Daily Ex. Saturday	Daily		STATIONS				Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Tue., Thur., Sat.	
9 00AM		6 30AM	8 25AM	485.43	LS.....	CONCORDIA.....	D	S 155	41	2 00PM		11 30AM	11 00AM
9 10AM		6 39	8 32	490.27		4.84 HA JCT.....				1 53		11 17	10 45AM
		6 40	f 8 33	490.28	P.....	0.01 YUMA.....	Y	S 160	47	f 1 52		11 15	
		6 50	s 8 41	496.29		6.01 BO JCT.....				s 1 44		11 05	
		7 00	s 8 49	496.42	LS.....	0.13 JAMESTOWN.....		S 166	27	s 1 35		10 50	
		7 11	f 8 59	502.88	LS.....	6.46 SCOTTSVILLE.....		S 172	35	f 1 26		10 30	
		7 19	s 9 15	509.58	P.....	6.70 GILBERT.....		S 179		s 1 19		10 15	
		7 27	s 9 23	514.22	LS.....	4.64 U. P. CROSSING.....		S 184	33	s 1 11		9 48	
		7 37	s 9 33	514.45	TP.....	0.23 BELOIT.....		S 189		s 1 03		9 33	519
		7 48	s 9 43	519.30	LS.....	4.85 SOLOMON RAPIDS.....		S 195	32	s 12 53		9 10	
		8 30AM	10 00AM	525.61	LS.....	6.31 GLEN ELDER.....		S 202	20			8 25AM	9 00AM
		8 55		532.94	LS.....	5.70 CAWKER CITY.....	Y	S 208	42	12 45PM			
		9 10		538.64	LS.....	0.07 DOWNS.....	Y	S 208		8 05			
		9 30		538.71		9.82 QN JCT.....				7 54			
		9 55		548.53	LS.....	5.20 OSBORNE.....		SF 10		7 37			
		10 30AM		553.73	LS.....	8.44 BLOOMINGTON.....		SF 15		7 20			
Mon., Wed., Fri.	Sun., Tue., Thur.	Daily Ex. Saturday	Daily	562.17	LS.....	8.29 ALTON.....		SF 23		7 00AM			
				570.46	LS.....	9.96 WOODSTON.....		SF 32					
				580.42	LS.....	94.99 STOCKTON.....	Y	SF 42					

**Lenora Subdiv.—Between QN Jct. and Lenora**

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 34 MARCH 27, 1955		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS			697 Local Freight						SECOND CLASS			
			Mon., Wed., Fri.						698 Local Freight			Tue., Thur., Sat.
			8 30AM	538.64	LS.....	DOWNS.....	Y	S208	40	8 50AM		
			8 32	538.71		0.07 QN JCT.....				8 48		
			8 52	547.76	LS.....	9.05 PORTIS.....		S217		8 28		
			9 05	552.95		5.19 HARLAN.....		S222		8 17		
			9 15	557.85	LS.....	4.90 GAYLORD.....		S227		8 07		
			9 40	563.05	LS.....	5.20 CEDAR.....		S233		7 46		
			10 20	572.66	LS.....	9.61 KIRWIN.....		S242		7 07		
			10 41	583.13 583.53	TP.....	10.47 GLADE.....		S253		6 46		
			11 10	589.88		6.35 SPEED.....		S259		6 20		
			11 45AM	598.56	LS.....	8.68 LOGAN.....		S268		5 45		
			12 25PM	608.34		9.78 DENSMORE.....		S278		5 05		
			12 45	612.91	TP.....	4.57 EDMOND.....		S282		4 45		
			1 30PM	623.33	LS.....	10.42 LENORA.....		S293		4 00AM		
						84.22						
			Mon., Wed., Fri.							Tue., Thur., Sat.		

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual. Two mile post location shown at Glade are one and the same point, 583.53 is old mileage and 583.13 is new mileage account line change made in February, 1954.

**HASTINGS SUBDIV.—BETWEEN HA JCT.  
AND HASTINGS**

TRAINS WESTWARD SECOND CLASS <b>699</b> Local Freight	Miles from St. Louis	TIMETABLE No. 34 MARCH 27, 1955	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS <b>692</b> Local Freight
Mon., Wed., Fri.		STATIONS			Tue., Thur., Sat.
9 10AM	490.27	..... HA JCT .....	Y S 160	.....	10 45AM
	492.37	..... A. T. & S. F. CROSSING .....		.....	
9 40	497.85	TP..... NORWAY .....	SD 8	.....	10 00
	504.17	..... C. R. I. & P. CROSSING .....		.....	
10 10	504.83	LS..... SCANDIA .....	SD 15	.....	9 40
	513.82	LS..... REPUBLIC .....	SD 24	.....	9 22
11 10	520.93	..... WARWICK, KAN .....	SD 31	.....	9 07
	528.55	..... C. & N. W. CROSSING .....		.....	
11 50AM	529.61	LS... SUPERIOR, NEB.....	SD 39	.....	8 49
	530.17	..... C. B. & Q. CROSSING .....		.....	
12 25PM	538.40	..... ABDAL .....	SD 48	.....	8 31
1 05	546.44	..... MT. CLARE .....	SD 56	.....	8 14
	555.37	..... C. B. & Q. CROSSING .....		.....	
1 30	555.53	..... LAWRENCE .....	SD 65	.....	7 54
2 00	567.10	..... PAULINE .....	SD 77	.....	7 30
2 50PM	580.31	LS..... HASTINGS .....	SD 89	.....	7 00AM
Mon., Wed., Fri.		90.04			Tue., Thur., Sat.

**WASHINGTON SUBDIV.—BETWEEN WN JCT.  
AND WASHINGTON**

TRAINS WESTWARD	Miles from St. Louis	TIMETABLE No. 34 MARCH 27, 1955	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD
		STATIONS			
	443.65	LS..... GREENLEAF .....	S 113	.....	
	443.88	..... WN JCT .....		.....	
	450.58	LS... WASHINGTON .....	SC 7	.....	
		6.70			

**BURR OAK SUBDIV.—BETWEEN JAMESTOWN  
AND BURR OAK**

TRAINS WESTWARD	Miles from St. Louis	TIMETABLE No. 34 MARCH 27, 1955	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD
		STATIONS			
	496.42	LS..... JAMESTOWN .....	S 166	27	
	506.67	LS..... RANDALL .....	SE 11		
	512.97	LS..... JEWELL .....	SE 17		
	521.53	LS..... MANKATO .....	SE 26		
	529.74	TP..... BURR OAK .....	SE 34		
		33.32			

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

**SPECIAL INSTRUCTIONS**

**1. Eastward regular trains are superior to trains of the same class in the opposite direction, except: Downs Subdiv.: No. 519 is superior to No. 510.**

**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"....Diesel engines with one or more, or all, cars equipped with freight car trucks.

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

CONSIST "C"....Diesel 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 engines with Streamlined, lightweight — LOW center of gravity cars only.

MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" and "Cascade" prefix, or "River" suffix, and Rock Island Sleepers with "Golden" prefix, 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
<b>Kansas City Terminal Division:</b> Between Edgewater Jct. and Kansas City Terminal Ry. connection.....		40	40	40		40	40	
<b>Atchison Subdivision</b> .....	50	75	79	79		79	79	Five Miles
<b>Omaha Subdivision:</b> 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	
<b>Lincoln Subdivision</b> .....	35	35	35	35		35	35	per Hour
<b>St. Joseph Subdivision:</b> Between Atchison and Winthrop (via Atchison and Eastern Bridge Co.)..... Between Winthrop and Donovan (via C. R. I. & P.)..... Between Donovan and St. Joseph.....	15 35 15	15 45 15	15 45 15	15 45 15		15 45 15	15 45 15	above speed
<b>Louisville Subdivision</b> .....	25	25	25	25		25	25	
<b>Crete Subdivision</b> .....	30	30	30	30		30	30	shown on
<b>Concordia Subdivision:</b> Between NK 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	
<b>Downs Subdivision:</b> Between Concordia and Downs..... Between Downs and Stockton.....	40 30	50 30	50 30	50 30		50 30	50 30	slow speed
<b>Washington Subdivision</b> .....	15	15	15	15		15	15	
<b>Burr Oak Subdivision</b> .....	25	25	25	25		25	25	signs
<b>Hastings Subdivision:</b> Between HA Jct. and MP 578 Pole 20..... Between MP 578 Pole 20 and Hastings.....	30 15	30 15	30 15	30 15		30 15	30 15	
<b>Lenora Subdivision:</b> Between Downs and Gaylord..... Between Gaylord and MP 572 Pole 35..... Between MP 572 Pole 35 and MP 582 Pole 35 Between MP 582 Pole 35 and Lenora.....	30 15 30 15	30 15 30 15	30 15 30 15	30 15 30 15		30 15 30 15	30 15 30 15	

**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.

MO. PAC.		T&P	
DIESEL ENGINES		DIESEL ENGINES	
Diesel	MPH	Steam	MPH
201 to 208.....	.65	1100 to 1130.....	.65
301 to 392.....	.65	1500 to 1582.....	.65
501 to 626.....	.65	2000 to 2017.....	.85
800 to 815.....	.30		
4100 to 4101.....	.35		
4102 to 4103.....	.75		
4104 to 4371.....	.65		
4501 to 4526.....	.65		
7000 to 7021.....	.98		
	7100.....		
	.90		
8001 to 8036.....	.98		
9000 to 9022.....	.35		
9102 to 9191.....	.35		
9200 to 9239.....	.35		

MV-KO&G-OCAA	
DIESEL ENGINES	
751 to 756.....	.65

**Motor Cars:**

Passenger Motor	
Car No. 670, with	
mechanical drive	
.....	.70

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

Miles  
Per  
Hour

**3-A. ENGINES LIGHT MOVING FORWARD:**

Blank.

**3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:**

DIESEL engines moving backward without pilot on end facing direction of movement; or moving forward shoving cars:

Atchison, Omaha, Lincoln, Concordia Subdivs., and Downs Subdiv. between Concordia and Downs....	25
Louisville, Crete, Hastings Subdiv., and Downs Subdiv. between Downs and Stockton.....	20
Washington, Burr Oak and Lenora Subdivs.....	15

**3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:**

Through No. 10 lateral turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	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 Consist  
"A" "B-C-D"

Kansas City Terminal Railway:

Rule 600 Kansas City Terminal Railway Operating Rule Book governs speed.

Kansas City, Kan., over MP Industrial Crossing.....	30	30
Atchison, Between Lower Yard and Upper Yard.....	20	20
Atchison—Around Curve at Union Depot.....	10	10
Atchison—Through connection between Atchison Subdiv. and A&E Bridge Co.....	10	10
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.		
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
Concordia—Over Cedar Street Crossing.....	15	15

Trains have no superiority and will run at restricted speed between following locations:

Between MP 514 Pole 7 and MP 514 Pole 11, Downs Subdivision.

**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
60	292	35	292	28	60	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. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED (Continued):**  
**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	
<b>Atchison Subdiv: (Continued)</b>									
70	321	21	321	11	70	321	11	321	21
65	322	13	321	37	65	321	37	322	13
35	322	36	322	19	35	322	19	322	36
60	324	16	322	37	60	322	37	324	16
55	326	12	325	34	55	325	34	326	12
65	327	29	327	21	65	327	21	327	29
50	328	14	328	03	50	328	03	328	14
20	332	08	329	19	20	329	19	332	08
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
50	350	39	350	23	50	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	371	18	369	01	50	369	01	371	18
65	374	00	373	08	65	373	08	374	00
70	376	03	375	41	70	375	41	376	03
20	382	38	382	37	20	382	37	382	38
60	384	00	383	28	60	383	28	384	00

Permissible Speed in Miles Per Hour	Eastward				Westward				
	From		To		From		To		
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	
<b>Omaha Subdiv:</b>									
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	00	70	407	00	407	09
65	409	00	408	33	65	408	33	409	00
70	410	04	409	03	70	409	03	410	04
70	411	26	411	15	70	411	15	411	26
60	413	00	412	27	60	412	27	413	00
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	00	435	18	25	435	18	437	00
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	446	29	444	11	60	444	11	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
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

**3-D. Concluded:**  
**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	
<b>Omaha Subdiv: (Continued)</b>									
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

<b>Louisville Subdiv:</b>									
15	450	15	450	18	15	450	18	450	15

<b>Concordia Subdiv:</b>									
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

<b>Downs Subdiv:</b>									
15	525	32	525	28	15	525	28	525	32

**3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:**

- All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:**
- With trucks and traction motors in good running condition..... **Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)**
  - With trucks or parts of same not in good running condition..... **As Authorized By Superintendent**
- Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.
- With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... **10**
  - With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels..... **10**
  - No restriction for flat spots shorter than above specified lengths.

**3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:**

- PILE DRIVERS..... **25**
  - STEAM SHOVELS..... **25**
  - BRIDGE DERRICK CARS (non-revolving)..... **30**
- Bridge derrick cars (non-revolving) 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; and 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.

SPECIAL INSTRUCTIONS

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.: (Continued)	Miles Per Hour
Bridge Derrick-Pile Driver (combination machine). 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.	25
American Ditchers (self-propelling)..... 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. Side rods and cranks must be removed from trucks.	25
Locomotive Cranes or Clam Shells..... 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.	25
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	25
Jordan Spreaders and Spreader-Ditchers..... Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.	25

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.: (Concluded)	Miles Per Hour
Wrecking Cranes (non-self-propelling).....	25
<p>Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.</p>	
<p>Wrecking Cranes (self-propelling):</p> <p>The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:</p>	
Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35
Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Train Speed Consist "A"
Scale Test Cars.....	30
<p>Scale test cars must be handled next to caboose.</p>	
<p><b>3-G. TRAIN ORDER, FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:</b></p> <p>When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.</p>	
<p><b>3-H. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:</b></p> <p>Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.</p>	

## LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b> .....	St. Louis, Mo.....	Grand and Shaw.....	{Prospect 1-0500 {Main 1-1000.		
<b>HOSPITAL, St. Mary's Hospital</b> .....	Kansas City, Mo.....	2800 Main.....	WEstport 4633.....		
★Dr. J. E. Castles, District Surgeon.....	Kansas City, Mo.....	{1002 Argyle Bldg., 12th and { McGee.....	HARRISON 5037 & 5038, Victor 6100, Station 36.....	620 West Dartmouth Road.....	JACKSON 4027.
Dr. H. M. Parker.....	Kansas City, Mo.....	{836 Argyle Bldg., 12th and { McGee.....	VIctor 3233.....	6837 Oak Terrace.....	HIGHLAND 8725.
Dr. L. A. O'Brien.....	Kansas City, Mo.....	{1002 Argyle Bldg., 12th and { McGee.....	HARRISON 5037-5038.....	637 West 39th Terrace.....	DELMAR 2173.
★Dr. C. W. Rose.....	Kansas City, Mo.....	103 North Elmwood.....	BENTON 4191.....	334 South Van Brunt.....	CHESTNUT 4484.
Dr. E. A. Greaves.....	Kansas City, Mo.....	{1002 Argyle Bldg., 12th and { McGee.....	HARRISON 5037 & 5038, Victor 6100, Station 36.....	7303 Madison.....	JACKSON 1898.
Dr. J. R. Whitman.....	Kansas City, Mo.....	6247 Brookside.....	JACKSON 5866.....	5916 Delmar, Mission, Kan.	
<b>FIRST AID STATION</b> .....	{ Kansas City, Mo. { Shops, East Bottoms.				
NOTE—Office hours of Dr. Castles as follows: 9:00 a. m. to 5:00 p. m.					
Note—Hours of First Aid Station, East Bottoms Shops, Kansas City, Mo., as follows: 8:30 a. m. to 5:00 p. m., daily except Sunday and Legal Holidays.					
★Dr. G. R. Combs.....	Leavenworth, Kan.....	Fifth and Delaware.....	270.....	108 South Esplanade.....	518.
★Dr. P. S. Combs.....	Leavenworth, Kan.....	Fifth and Delaware.....	270.....	108 South Esplanade.....	518.
<b>EMERGENCY STATION</b> .....	Atchison, Kan.....	Atchison Hospital.....	34.....	Corner Third and N.....	
★Dr. F. K. Boase, 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.....	530 1/2 Oregon.....	449.....	411 North Seventh.....	452.
★Dr. W. R. Boase, Division Surgeon.....	Falls City, Neb.....	{Richardson Co. Bank, { 17th and Stone.....	207.....	2221 Harlan.....	209.
★★Dr. C. L. Husted, Asst. Surgeon.....	Falls City, Neb.....	First National Bank Bldg.....	801.....	2505 Lane.....	110.
★★Dr. W. D. Ketter, Asst. Surgeon.....	Falls City, Neb.....	216 East Sixteenth.....	607.....	1603 Lane.....	509.
★★Dr. G. Crook, Asst. Surgeon.....	Falls City, Neb.....	116 West Nineteenth.....	59.....	2009 Stone.....	481.
★★Dr. W. Glenn, Asst. Surgeon.....	Falls City, Neb.....	116 West Nineteenth.....	59.....	804 East Sixteenth.....	136.
★★Dr. F. L. Krampert, Local Surgeon.....	Auburn, Neb.....	1520 Courthouse Ave.....	631.....	Auburn.....	
★Dr. W. S. Ramacciotti.....	Nebraska City, Neb.....	105 North Tenth.....	335.....	1602 First.....	90.
★★Dr. A. H. Bonebrake, Local Surgeon.....	Nebraska City, Neb.....	105 North Tenth.....	335.....	105 1/2 North Tenth.....	117.
★★Dr. L. S. Pucelik, Local & Disp. Surgeon.....	Plattsmouth, Neb.....	617 Main.....	74.....	306 North Third.....	119.
<b>EMERGENCY STATION</b> .....	Omaha, Neb.....	St. Joseph Hospital.....	JACKSON 4895.....		
★Dr. W. T. Rance, Division Surgeon.....	Omaha, Neb.....	730 City National Bank Bldg.....	ATLANTIC 1230.....	707 North Thirty-sixth.....	HARNEY 1240.
★★Dr. J. J. Bourghoff, Asst. Div. Surgeon.....	Omaha, Neb.....	730 City National Bank Bldg.....	ATLANTIC 1230.....	208 South Twenty-fifth.....	ATLANTIC 6389.
★Dr. J. E. Courtney, Asst. Div. Surgeon.....	Omaha, Neb.....	730 City National Bank Bldg.....	ATLANTIC 1230.....	2027 Dodge.....	JACKSON 6624.
Dr. J. B. Swoboda, Local & Disp. Surgeon.....	South Omaha, Neb.....	4824 South Twenty-fourth.....	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 Thirteenth.....	58.....	1143 Hawthorne.....	56.
★★Dr. R. R. Andersen.....	Nehawka, Neb.....	.....	2481.....	.....	2541.
★★Dr. L. N. Kunkel, Local Surgeon.....	Weeping Water, Neb.....	.....	163.....	.....	163.
★★Dr. O. E. Liston.....	Elmwood, Neb.....	.....	56, two rings.....	Elmwood.....	56, three rings.
<b>EMERGENCY STATION</b> .....	Lincoln, Neb.....	General Hospital.....	3-2391.....		
★Dr. K. S. J. Hohlen.....	Lincoln, Neb.....	914 Federal Securities Bldg.....	2-1560.....	2961 Sheridan.....	3-2646.
★Dr. N. R. Miller.....	Lincoln, Neb.....	914 Federal Securities Bldg.....	2-3064.....	3454 Pershing Road.....	3-6981.
★Dr. F. G. Tompson, Jr.....	St. Joseph, Mo.....	825 Charles.....	2-8808.....	825 Charles.....	2-8808.
★★Dr. J. K. Griffith, Local & Disp. Surgeon.....	Effingham, Kan.....	.....	99.....	Effingham.....	97.
★★Dr. R. E. Capsey, Local Surgeon.....	Centralia, Kan.....	.....	4.....	.....	190.
★★Dr. M. A. Brawley.....	Frankfort, Kan.....	S. E. Cor. Third and Kansas.....	6.....	S. E. Cor. Third and Kansas.....	6.
★★Dr. E. Shumann.....	Blue Rapids, Kan.....	.....	2461.....	Blue Rapids.....	2461.
★★Drs. G. I. & L. K. Thacher, Local & Disp. Surgeon.....	Waterville, Kan.....	.....	53.....	Waterville.....	31.
★★Dr. L. J. L'Ecuyer, Resident Surgeon.....	Greenleaf, Kan.....	.....	141.....	Greenleaf.....	141.
★★Dr. A. L. Duell.....	Clifton, Kan.....	Community Medical Center.....	139.....	Clifton.....	284.
<b>EMERGENCY STATION</b> .....	Concordia, Kan.....	St. Joseph's Hospital.....	.....	St. Joseph's Hospital.....	.....
★★Dr. J. H. Lathrop, Local Surgeon.....	Concordia, Kan.....	812 Washington.....	606.....	1220 Broadway.....	909.
★Dr. L. E. Haughey, Res. Surgeon.....	Concordia, Kan.....	Galvin & Haughey Clinic.....	52.....	132 West Ninth.....	105.
★★Dr. H. B. Vallette, Local & Disp. Surgeon.....	Beloit, Kan.....	Brewer Bldg.....	79.....	920 North Hersey.....	240.
★★Dr. R. R. Reed.....	Beloit, Kan.....	Brewer Bldg.....	79.....	703 North Pine.....	114.
<b>EMERGENCY STATION</b> .....	Downs, Kan.....	Hodgson Hospital.....	254.....		
★Dr. J. E. Hodgson, Resident Surgeon.....	Downs, Kan.....	Lipton Hotel.....	254.....	Downs.....	252.
★Dr. E. F. Steichen.....	Lenora, Kan.....	Exchange Bank Bldg.....	16.....	Lenora.....	92.
★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. J. E. Henshall.....	Osborne, Kan.....	Henshall Bldg.....	90.....	Osborne.....	87.
★Dr. F. E. Richmond.....	Stockton, Kan.....	.....	91.....	607 Main.....	24.

★Medical Examiners for Examination of all Applicants.

★★Medical Examiners for Examination of Applicants not required to take color perception tests.