

THE MISSOURI PACIFIC RAILWAY COMPANY.

Leased, Operated, and Independent Lines.

WESTERN DIVISION AND BRANCHES.

EMPLOYEES' TIME TABLE No. 81.

IN EFFECT

Sunday, June 10, 1900

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 80.

This Time Table is for the Government and Information of Employees of this Company only.

The Company reserves the right to vary from it at pleasure.

RUSSELL HARDING,
3rd VICE PRES. & GENERAL MANAGER,
ST. LOUIS, MO.

H. G. CLARK,
GENERAL SUPERINTENDENT,
ST. LOUIS, MO.

C. M. RATHBURN,
SUPERINTENDENT,
ATCHISON, KANS.

W. C. WATROUS,
SUPT. TRANSPORTATION,
ST. LOUIS, MO.

MILEAGE.

ATCHISON SECTION.....	Kansas City to Atchison.....	Pages Nos. 3 and 4.....	46.66 miles
AUBURN SECTION.....	Atchison to Auburn.....	Pages Nos. 5 and 6.....	83.37 "
NEBRASKA CITY SECTION....	Auburn to Omaha.....	Pages Nos. 7 and 8.....	73.78 "
TALMAGE SECTION.....	..Nebraska City Jc. to West Side Jc. Page No. 9.....		71.58 "
LINCOLN BRANCH.....	Union to Lincoln.....	" " 10.....	45.69 "
ST. JOSEPH BRANCH.....	Atchison to St. Joseph.....	" " 10.....	21.00 "
CRETE BRANCH.....	Crete Branch Junction to Crete....	" " 10.....	58.18 "
PAPILLION SPUR	Papillion Junct. to Papillion.....		2.35 "
			<hr/>
			402.61 miles.

C. M. RATHBURN,

Superintendent,

ATCHISON, KAN.

E. O. MAN,

Division Superintendent,

ATCHISON, KAN.

SPECIAL RULES.

SUPERSEDING GENERAL RULES.

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

The time given in this Time Table is the leaving time, unless the arriving and leaving time are both given, except at Terminal stations.

Large figures denote meeting and passing places.

Engineers of all Irregular trains will sound the whistle when approaching and passing around curves and approaching water tanks.

Through Freight trains overtaking Local Freight trains have the right to pass, and must not be delayed by them.

All Mixed trains will carry passengers.

Mixed trains have Freight train rights only.

Passengers will be carried on Freight trains only as stated in foot notes.

When there are two or more sections of Freight trains, which carry passengers, the first section only will be allowed to carry passengers.

No employe, except Division Superintendent and Road Master, will be allowed to ride on Freight trains, other than those designated to carry passengers, unless provided with a special permit to do so.

Yardmasters may direct the movements of all trains and engines while in the limits of their respective stations.

Yard Limit Boards have been erected at stations where switch engines are employed.

Switch engines must not use the main track outside of yard limits without special orders.

Switch engines must not occupy main track on the time of a Passenger or Freight train without orders, or without the protection of a flagman.

Switch engines, working on the time of trains, must look out for them and clear the track for them without delay.

Freight trains must be under control when their engines pass Yard Limit Boards.

If curves or obstructions in the yard obscure the view, a flagman must be sent in advance.

Engines running backward must not exceed ten miles per hour at night, or twelve miles per hour in day time, except that helper engines running backward from helping trains up hills may run twenty miles per hour.

Brakemen on Freight trains **must** be at their post of duty approaching Stations, Water Tanks, Railroad Crossings at grade and Descending Grades. It is the duty of Conductors to **see that this rule is strictly obeyed.**

A foot note putting the ruling train on the siding at a meeting point, is effective only at the Time Table meeting point, when trains meet on Time Table rights.

Western Division has track connections at Kansas City, Leavenworth, Atchison, St. Joseph, Crete, Lincoln, South Omaha and Omaha, with all lines touching those points.

At Kansas City, Kans., Papillion, Portal, Gilmore Junction, and Summit Junction, with Union Pacific R. R.

At Pierce at C., R. I. & P. Crossing and Lincoln, with C., R. I. & P. Ry.

At Hiawatha, with St. J. & G. I. R. R.

At Mascot, with F. E. & M. V. R. R.

At Falls City, Nebraska City and Louisville, with B. & M. R. Ry.

At Kansas City, Kans., with The K. C. N. W. R. R.

Be it Enacted by the State Legislature of Nebraska :

SECTION 1. All railroad trains, and locomotives without trains, shall come to a full stop at least two hundred feet, and not more than eight hundred feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward; except where said railroads maintain a semaphore and gate, with torpedo attachment, and when the signals indicate the crossing to be clear, no stop need be made.

SECTION 2. When trains, or locomotives without trains, approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

Trains going East on the St. Joseph & Grand Island Railroad have the right to cross ahead of Missouri Pacific trains going in either direction. Trains going either way on the Missouri Pacific Railway have the right to cross ahead of St. Joseph & Grand Island trains going West.

All B. & M. trains, and engines without trains, have the right to cross ahead of trains of the Missouri Pacific Railway Company going in either direction, and trains of the Missouri Pacific Railway Company, and engines without trains, shall not start until the first train has cleared the crossing.

All Missouri Pacific Railway Company trains, and engines without trains, have the right to cross ahead of trains of the C., R. I. & P. Railway Company going in either direction, and trains of the C., R. I. & P. Railway Company, and engines without trains, shall not start until the first train has cleared the crossing.

All Union Pacific Railway Company trains, and engines without trains, have the right to cross ahead of trains of the Mo. Pac. R'y Co. going in either direction, and trains of the Mo. Pac. R'y Co., and engines without trains, shall not start until the first train has cleared the crossing.

All Missouri Pacific Railway Company trains, and engines without trains, have the right to cross ahead of trains of the F., E. & M. V. Railway Company going in either direction, and trains of the F., E. & M. V. Railway Company, and engines without trains, shall not start until the first train has cleared the crossing.

EXPLANATION OF CHARACTERS.

D—Day Telegraph Office.

N—Day and Night Telegraph Office.

NO—Night Telegraph Office only.

s—Regular stop.

f—Stop on Signal.

¶—Stop for Meals.

Where no characters are shown, trains do not stop.

‡—Track Scales.

W—Water.

C—Coal.

T—Turntable.

Y—Wye.

Conn—Track Connection with Foreign Road.

ATCHISON SECTION.

TRAINS WESTWARD.

KANSAS CITY

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.						Distances from St. Louis.	TIME TABLE		Station Numbers.	PASSENGER TRAINS.							
	43 L. K. & W. Freight	131 Through Freight	129 Omaha and Lincoln Fast Freight	125 Fast Freight	121 Local Freight	No. 81. In Effect June 10, 1900.		STATIONS.	53		51	17	9	3	1	11	13	
									Kansas City & Hiawatha Accom.		K. C. & St. Jo. Accom.	Kansas City and Omaha Express	St. Louis and St. Joseph Limited.	St. Louis and St. Joe Ex.	Omaha Lincoln and Neb. City Ex.	K. C. N. W. Passenger.	K. C. N. W. Passenger	
	Lv. Daily Ex. Sunday	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday.			Lv. Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday.			
	A. M.	P. M.	P. M.	A. M.	P. M.			P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.			
Yard T & C W	6.05	9.40	6.35	8.15	3.25	283.10	N KANS. CITY U. D.	71	4.35	6.00	10.50	5.10	8.00	9.55				
						283.45	N KANSAS CITY	72	4.39	6.04	10.54	5.14	8.04	10.00	8.09	4.44		
51	6.15	9.50	6.43	8.25	3.35	285.92	N KAN. CITY, KAN.	73	s 4.43	s 6.03	s 10.58	s 5.19	s 8.08	s 10.05	8.15 A. M.	4.48 P. M.		
						286.24	K. C. N. W. CROSSING											
120	6.23	10.12	6.50	8.35	3.47	288.30	RAMAPO	B 73	4.48	f 6.13	11.03	5.24	8.13	10.12				
70	6.34	10.30	7.00	8.47	4.02	292.24	N NEARMAN	74	4.54	f 6.19	11.09	5.31	f 8.19	10.18				
48	6.44	10.43	7.10	9.07	4.18	295.71	POMEROY	75	5.00	f 6.25	11.15	5.39	f 8.25	10.24				
55	6.51	10.52	7.17	9.15	4.32	298.28	D CONNOR	76	f 5.04	f 6.29	f 11.19	f 5.43	f 8.29	10.28				
45	7.01	11.04	7.25	9.27	4.51	301.88	POPE	77	5.09	f 6.34	11.24	5.49	f 8.34	10.33				
U P Conn. 56	7.10	11.15	7.36	9.38	5.14	305.11	N LEAVENWORTH JO	78	s 5.14	s 6.39	s 11.29	s 5.55	s 8.39	s 10.38				
						306.40	SOLDIERS' HOME	A 78	f 5.16	f 6.41	11.31	5.58	f 8.41	10.41				
U P Conn.	7.21	11.25	7.47	9.50	5.28	308.21	SO. LEAVENWORTH K. C. N. W. JUNCT.	B 78	5.18	6.43	11.33	6.01	8.43	10.44				
Yard & C W	7.25 A. M.	11.30	7.52	9.55	5.30	309.13	L'N WORTH TER. CROSSING LEAVENWORTH	79	s 5.20	s 6.45	s 11.35	s 6.05	s 8.45	s 10.46				
40		11.35	7.56	10.04	5.35	310.59	MERRITT	A 79	5.23	6.47	11.38	6.07	8.47	10.49				
15		11.40	7.59	10.10	5.40	311.76	FT. LEAVENWORTH	80	s 5.28	s 6.50	s 11.42	s 6.10	s 8.50	s 10.52				
61		11.47	8.05	10.23	5.48	313.66	WADE	A 80	f 5.32	6.54	11.51	6.14	f 8.54	10.55				
35		11.57	8.11	10.31	5.57	316.40	KICKAPOO	81	s 5.37	f 6.59	11.56	6.19	f 8.59	11.00				
53		A. M. 12.08	8.21	10.42	6.10	319.99	D OAK MILLS	A 81	s 5.45	f 7.05	P. M. 12.02	6.25	f 9.05	11.07				
						321.70	PORT WILLIAMS	82	f 5.48	f 7.08			f 9.08	11.09				
57		12.24	8.37	10.58	6.28	325.05	DALBEY	83	f 5.55	7.18	12.11	6.35	f 9.18	11.15				
		12.40 A. M.	8.56 P. M.	11.15 A. M.	6.45 P. M.	330.11	ATCHISON 4th St. CON		6.04	7.29	12.19	6.44	9.27	11.24				
Yard Y W						330.16	N ATCHISON U. D.	84	6.05 P. M.	7.30 P. M.	12.20 P. M.	6.45 A. M.	9.28 A. M.	11.25 P. M.				
	Ar. Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Daily Ex. Sunday.				Ar. Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Daily Ex. Sunday.		
									47.06									

No. 129 has the absolute right against and will run regardless of all Freight Trains.

Trains 1, 2, 9, 10, 17, 18 and 51 will stop at stations where (s) is not shown to let off passengers that come through from other divisions.

Time at Kickapoo is intended for side track at mile post 317.

Clocks especially regulated to Standard Time are in the telegraph offices at Union Depot and Hickory St., Kansas City, and Dispatcher's Office, Atchison.

All trains will approach K. C. N. W. Crossing with train under control, and get signal from crossing watchman before crossing.

The meeting point for No. 3 and No. 53 at Leavenworth is at passing track west of Union Depot.

LIST OF ADDITIONAL SIDINGS.

NAME	Station Nos.	Distances from St. Louis.	Car Capacity.
T. P. Brick Co. Siding	A73	287.16	20
Kansas City Water Works Track	C73	288.88	87
Donald Coal Mine Siding	A83	327.58	30

TO

TRAINS EASTWARD.

ATCHISON.

PASSENGER TRAINS.								Distances from St. Louis.	TIME TABLE		Station Numbers.	FREIGHT TRAINS.					
14 K. C. N. W. Passenger	12 K. C. N. W. Passenger	2 St. Louis and Texas Express	4 St. Louis Express	8 Kansas City and St. Louis Express	10 St. Louis and St. Joseph Limited	18 Kansas City and Omaha Express	52 St. Joe and Kansas City Accom.		No. 81. In Effect June 10, 1900.	STATIONS.		122 Local Freight	124 Stock Express	126 Stock Express	130 Through Freight	132 Fast Freight	44 L. K. & W. Freight.
Ar. Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Ar. Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			Ar. Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Daily Ex. Monday.		
A. M.	P. M.	A. M. 6.05	P. M. 12.50	P. M. 8.15	P. M. 10.25	P. M. 5.25	A. M. 9.32	283.10	N KAN. CITY U. D. 0.35	71	P. M.	A. M.	A. M.	P. M.	A. M.		
9.21	6.04	6.01	12.46	8.11	10.21	5.22	9.28	283.45	N KANSAS CITY 2.47	72	2.10	4.00	5.00	5.10	11.25 3.15		
9.15 A. M.	5.58 P. M.	s 5.57	s 12.42	s 8.07	s 10.17	s 5.17	s 9.24	285.92	N KAN. CITY KAN. 0.32	73	2.00	3.50	4.50	5.00	11.15 3.05		
								286.24	K. C. N. W. CROSSING 2.06								
		5.52	f 12.37	8.02	10.12	5.12	9.19	288.30	RAMAPO 3.94	B 73	1.45	3.40	4.40	4.48	11.03 2.58		
		5.45	f 12.32	f 7.56	10.06	5.06	9.13	292.24	N NEARMAN 3.47	74	1.25	3.25	4.25	4.30	10.45 2.45		
		5.39	s 12.26	f 7.50	10.00	f 5.00	f 9.07	295.71	POMEROY 2.57	75	1.08	3.12	4.12	4.18	10.33 2.35		
		s 5.32	s 12.21	f 7.46	9.56	f 4.56	s 9.03	298.28	D CONNOR 3.80	76	12.55	3.02	4.02	4.09	10.25 2.28		
		5.25	f 12.16	f 7.41	9.51	4.51	8.58	301.88	POPE 3.23	77	12.35	2.47	3.47	3.55	10.13 2.17		
		s 5.19	s 12.11	s 7.36	9.46	s 4.46	s 8.53	305.11	N LEAVENWORTH JC 1.29	78	12.11 P. M.	2.35	3.35	3.45	10.00 2.08		
			f 12.09	f 7.34	9.44		f 8.51	306.40	SOLDIERS' HOME 1.81	A 78							
		5.13	12.07	7.32	9.42	4.41	8.49	308.21	SO. LEAVENWORTH K. C. N. W. JUNCT. 0.92	B 78	11.45	2.25	3.25	3.35	9.50 1.58		
		s 5.11	s 12.05 P. M.	s 7.30	s 9.40	s 4.39	s 8.45	309.13	L'N WORTH TER. CROSSING N LEAVENWORTH 1.46	79	11.35	2.20	3.20	3.30	9.45 1.55 A. M.		
		5.09	11.59	7.26	9.37	4.37	8.42	310.59	MERRITT 1.17	A 79	11.25	2.15	3.15	3.23	9.40		
		s 5.06	s 11.56	s 7.22	s 9.33	s 4.34	s 8.39	311.76	FT. LEAVENWORTH 1.90	80	11.20	2.10	3.10	3.18	9.35		
		5.02	f 11.51	f 7.17	9.29	4.30	8.36	313.66	WADE 2.74	A 80	11.10	2.04	3.04	3.11	9.28		
		4.57	s 11.45	f 7.12	9.22	4.25	f 8.31	316.40	KICKAPOO 3.59	81	10.58	1.55	2.55	3.01	9.18		
		4.50	s 11.38	s 7.05	9.13	4.19	f 8.23	319.99	D OAK MILLS 1.71	A 81	10.42	1.43	2.43	2.49	9.05		
			f 11.36					321.70	PORT WILLIAMS 3.35	82							
		4.40	f 11.29	f 6.55	9.04	4.10	8.14	325.05	DALBEY 5.06	83	10.20	1.25	2.25	2.29	8.42		
		4.31	11.21	6.46	8.56	4.01	8.06	330.11	ATCHISON 4th St. CON 0.05		10.00 A. M.	1.10 A. M.	2.10 A. M.	2.10 P. M.	8.25 A. M.		
		4.30 A. M.	11.20 A. M.	6.45 P. M.	8.55 P. M.	4.00 P. M.	8.05 A. M.	330.16	N ATCHISON U. D.	84							
Lv. Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		47.06		Lv. Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily Ex. Monday.	

No. 129 has the absolute right against and will run regardless of all Freight Trains.

All Passenger Trains will register at Kansas City Union Depot.

All trains will register at Kansas City, Kansas City, Kans., Leavenworth Junction, Leavenworth Union Depot and Atchison. Conductors of Passenger Trains will leave register tickets at Lower Yard, Atchison, and Kaw Bridge, Kansas City, except when necessary to check register.

Trains cannot pass at Soldiers' Home or Port Williams.

Any class of engines used on the system can be run on this section.

Conductor No. 10 will leave register ticket at Leavenworth Junction.

Operator Leavenworth Jct. will register No. 10.

This time table is void between Leavenworth and Leavenworth Junction, and between Kansas City Kansas, and Kansas City Union Depot, and trains between those stations will be run under Joint Time Tables only.

Joint Time Table with Union Pacific R. R., Missouri Pacific Railway and the K. C. N. W. R. R., will govern between Leavenworth and Leavenworth Junction.

Kansas City Yard Time Table will govern between Kansas City Kansas, and Kansas City Union Depot. See important changes.

LOCATION OF WATER TANKS BETWEEN STATIONS:
Two Miles North of Nearman.

AUBURN SECTION.

TRAINS WESTWARD.

ATCHISON

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.								Distances from St. Louis.	TIME TABLE		PASS. TRAINS			
										No. 81.					
										In Effect June 10, 1900.					
										STATIONS.	Station Numbers.	53 Kansas City and Hiawatha Accom.	17 Kansas City and Omaha Express	1 Omaha and Lincoln Express	
Yard Y W										N ATCHISON U. D.	84	Lv. Daily Ex. Sunday. P. M. 6.10	Leave Daily. P. M. 12.40	Leave Daily. P. M. 11.35	
Yard T & C W									330.11	ATCHISON 4th St. CON 0.90					
Yard									331.01	N ATCHISON 18th ST. 0.99		6.13	12.43	11.38	
27									332.00	C. B. JUNCTION 5.54		6.15	12.45	11.41	
39									337.54	N SHANNON 3.23	435	s 6.27	s 12.57	f 11.55	
33 W									340.77	D LANCASTER 5.36	436	s 6.35	s 1.05	A. M. f 12.05	
C. R. I. & P. Conn.	<i>Rd. office to Norton</i>									346.13	N HURON 3.26	437	s 6.45	s 1.15	s 12.18
35									349.39	PIERCE 1.76	A437	f 6.53	s 1.22		
36									351.15	D EVEREST 6.51	438	s 6.57	s 1.25	s 12.30	
28									357.66	D WILLIS 4.00	439	s 7.10	s 1.40	f 12.44	
Conn.									361.66	N BAKER 7.50	440	s 7.18	s 1.50	f 12.52	
Yard T & C W									369.16	ST. JO. & G. I. CROSSING 0.50					
39									369.66	N HIAWATHA 5.09	442	7.35 P. M.	s 2.05	s 1.11	
37									374.75	D PADONIA 3.75	443		s 2.20	f 1.22	
Conn.	<i>KC CB. office to Wymore!</i>									378.50	D RESERVE, KAN. 5.62	444		s 2.30	f 1.30
44									381.12	B. & M. CROSSING 0.29					
15									384.41	N FALLS CITY, NEB. 2.32	445		s 2.47	s 1.43	
33									386.73	FREELING 2.27	446		2.53	1.48	
43 W	<i>Salem to Nemaha City & Wymore!</i>									389.00	STRAUSSVILLE 4.94	A446		3.01	1.59
29									393.94	D VERDON 0.24	447		s 3.12	s 2.10	
36									394.18	B. & M. CROSSING 6.43					
									400.61	N STELLA 7.21	448		s 3.28	s 2.25	
									407.82	D HOWE 2.91	449		s 3.47	s 2.43	
	<i>Nebraska City to Beatrice</i>									410.73	B. & M. CROSSING 2.75				
Yard Y C W									413.48	N AUBURN	450		4.00 P. M.	3.00 A. M.	
										83.37		Ar. Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	

No. 129 has the absolute right against and will run regardless of all Freight Trains.

East bound Freight freights must use not less than twenty-two minutes from Shannon to C. B. Junction.

All trains must procure an order clearance or train order before leaving Hiawatha.

All Freight trains will register at Atchison 13th Street, Hiawatha and Auburn. All Passenger trains Atchison Union Depot, Hiawatha and Auburn, and leave register ticket at Atchison, 13th Street, except when necessary to check register.

Passengers will be carried on 121 and 122 between Atchison and Auburn.

TO

TRAINS EASTWARD.

AUBURN.

PASS. TRAINS.			Distances from St. Louis.	TIME TABLE		Station Numbers.	FREIGHT TRAINS.								
2 St. Louis and Texas Express	4 St. Louis Ex. res	18 Kansas City and Omaha Express		No. 81. In Effect June 10, 1900.	STATIONS.		122 Local Freight	124 Stock Express	130 Through Freight	132 Fast Freight					
Arrive Daily.	Ar. Daily Ex. Sunday.	Arrive Daily.				Ar. Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.						
A. M.	A. M.	P. M.				P. M.	A. M.	A. M.	A. M.						
4.20	11.15	3.55		N	ATCHISON U. D.	84									
			330.11		ATCHISON 4th St. CON										
4.15	11.11	3.52	331.01	N	ATCHISON 13th ST.		2.45	12.20	10.55	7.35					
4.12	11.08	3.50	332.00		C. B. JUNCTION		2.40	12.17	10.48	7.32					
f 4.00	s 10.57	s 3.37	337.54	N	SHANNON	435	s 2.12	11.55	10.25	7.10					
f 3.53	s 10.49	s 3.30	340.77	D	LANCASTER	436	s 1.50	11.35	10.12	6.50					
s 3.41	s 10.38	s 3.20	346.13	N	HURON	437	s 1.15	11.06	9.50	6.32					
	f 10.31	s 3.13	349.39		PIERCE	A437	f 12.55								
s 3.30	s 10.27	s 3.08	351.15	D	EVEREST	438	s 12.47	10.40	9.30	6.15					
f 3.14	s 10.13	s 2.55	357.66	D	WILLIS	439	s 12.12	10.05	9.05	5.53					
f 3.05	s 10.03	s 2.47	361.66	N	BAKER	440	s 11.50	9.45	8.50	5.40					
			369.16		ST. JO. & G. I. CROSSING										
s 2.47	9.45 A. M.	s 2.30	369.66	N	HIAWATHA	442	s 11.05	9.15	8.20	5.15 5.00					
f 2.35		s 2.20	374.75	D	PADONIA	443	s 10.30	8.55	7.55	4.40					
f 2.26		s 2.13	378.50	D	RESERVE, KAN.	444	s 10.10	8.42	7.40	4.27					
			384.12		B. & M. CROSSING										
s 2.13		s 1.58	384.41	N	FALLS CITY, NEB.	445	s 9.45	8.20	7.15	4.07					
2.05		f 1.52	386.73		FREELING	446	s 9.25	8.10	7.05	3.57					
1.59		1.45	389.00		STRAUSSVILLE	A446	s 9.15	8.00	6.58	3.48					
s 1.50		s 1.35	393.94	D	VERDON	447	s 8.50	7.45	6.40	3.33					
			394.18		B. & M. CROSSING										
s 1.35		s 1.17	400.61	N	STELLA	448	s 8.14	7.20	6.12	3.10					
s 1.16		s 12.59	407.82	D	HOWE	449	s 7.35	6.53	5.43	2.43					
			410.73		B. & M. CROSSING										
1.02 A. M.		12.45 P. M.	413.48	N	AUBURN	450	7.00 A. M.	6.30 P. M.	5.20 A. M.	2.15 A. M.					
Leave Daily.	Lv. Daily Ex. Sunday.	Leave Daily.			83.37		Lv. Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.					

No. 129 has the absolute right against and will run regardless of all Freight Trains.

Clock especially regulated to Standard time is in the Dispatcher's office at Atchison.
Any class of engines used on the system can be run on this section.

Atchison Yard Time Table will govern between Atchison Union Depot and Central Branch Junction.

NEBRASKA CITY SECTION.

TRAINS WESTWARD.

AUBURN

No distance signal will be displayed at Gilmore Junction for West bound Mo. Pac. trains.
 All trains must procure an order clearance or train order before leaving Auburn.
 Passengers will be carried on trains 121, 122 and 125 on this Section, and on 130, 321 and 322 between Auburn and Omaha.
 Switches at Gilmore Junction and Summit Junction will be set for Union Pacific.

No. 129 has the absolute right against and will run regardless of all Freight Trains.

All trains will register at Auburn, Nebraska City Junction, Nebraska City, Union, Summit Junction, West Side Junction and Omaha Nich. St., except, trains running to and from Omaha Union Passenger Station will register at Omaha Union Passenger Station and South Omaha instead of Summit Junction.

Passenger Trains will reduce speed to 15 miles per hour, and Freight Trains to 8 miles per hour crossing Platte River Bridge.
 This time table is void between Gilmore Junction and Summit Junction, and between Summit Junction and Omaha Union Passenger Station.
 Conductors and engineers must provide themselves with Joint cards before leaving Gilmore Junction, Summit Junction and Omaha Union Passenger Station, and will run their trains thereunder and by the orders of and be governed by the rules and regulations of the U. P. R. Co.

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.							Distances from St. Louis.	TIME TABLE		Station Numbers.	PASSENGER TRAINS.				
	321 Local Freight	131 Through Freight	129 Fast Freight	125 Fast Freight	121 Local Freight	71 Mixed	No. 81.		89 Lincoln Express	87 Omaha and Neb. City Accom.		61 Auburn and Omaha Express.	17 Kansas City and Omaha Express	1 Omaha and Lincoln Express		
							In Effect June 10, 1900.								Leave Daily.	Lv. Daily Ex. Sunday.
Yard Y C W	A. M. 10.20	A. M. 8.25	A. M. 2.15	P. M. 7.00	A. M. 9.30	A. M. 6.30	413.48	N	AUBURN	450			A. M. 7.30	P. M. 4.00	A. M. 3.05	
	10.30 A. M.	8.35 A. M.	2.23	7.10	9.40	6.40 A. M.	415.78	N	NEBRASKA CITY JC.				7.35 A. M.	4.05	3.10	
47			2.42	f 7.47	s 10.20		422.88	D	JULIAN	476				s 4.19	f 3.27	
36			2.58	f 8.15	s 10.55		428.10	D	PAUL	478				s 4.30	f 3.40	
			<i>neb city to neb city (6 miles)</i>				435.10		B. & M. CROSSING							
Conn., Yard T W &			3.28	f 8.55	s 11.40 P. M. 12.20		435.32	N	NEBRASKA CITY	480	P. M. 4.55	A. M. 8.05		s 4.45	s 3.58	
45			3.48	f 9.27	s 1.00		441.03	D	WYOMING	482	s 5.07	s 8.17		f 4.57	f 4.12	
30 Y W			4.08	f 10.05	s 1.45		446.72	N	UNION	484	5.20 P. M.	8.30 A. M.		s 5.10	s 4.30 4.45	
39			4.33	f 10.45	s 2.35		454.07	D	MURRAY	490				s 5.27	f 5.05	
33			4.46	f 11.05	s 3.00		458.08	D	MYNARD	492				f 5.36	f 5.16	
44			4.57	f 11.25	s 3.40		461.61	N	PLATTSMOUTH	493				s 5.44	s 5.27	
							464.44		B. & M. CROSSING							
							464.73		B. & M. "Y" CROSSING							
38 W			5.15	f 11.55	s 4.05		466.34		LA PLATTE	495				f 5.55	f 5.40	
7			5.35	f 12.20	s 4.27		470.58	D	FORT CROOK	496				s 6.05	s 5.51	
U P Conn.			5.55 6.05	12.30	4.35		472.39		GILMORE JUNCTION					6.09	5.55	
Yard			6.20	12.50	s 4.55		476.98	N	SOUTH OMAHA	A466				s 6.19	s 6.05	
U P Conn.			6.22	12.55	5.00		477.57	N	SUMMIT JUNCTION					6.20 P. M.	6.06 A. M.	
Yard			6.27	1.10	5.10		478.02		STOCK YDS. SWITCH							
	P. M. s 6.45	P. M. 2.00	6.35	s 1.25	s 5.25		480.85	N	WEST SIDE JUNC.	A463			A. M. s 10.25			
15							481.79		WALNUT HILL	464			f 10.27			
7							482.69		LAKE STREET	B464			f 10.29			
43							483.75		DRUID HILL	D464			f 10.32			
Yard	7.00	2.15	6.47	1.45	5.40		484.70	D	OAKCHATHAM	H464			f 10.36			
Yard T & C W	7.15 P. M.	2.30 P. M.	7.00 A. M.	2.00 A. M.	5.55 P. M.		486.98	N	OMAHA, NICH. ST.	465			10.44			
Yard							487.26	N	OMAHA	466			10.45 A. M.			
								N	SUMMIT JUNCTION					P. M. 6.20	A. M. 6.06	
								N	OMAHA Un. Pas. Sta.					6.30 P. M.	6.15 A. M.	
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Daily EX. Sunday.	Ar. Daily EX. Sunday.					Arrive Daily.	Ar. Daily EX. Sunday.	Ar. Daily EX. Sunday.	Arrive Daily.	Arrive Daily.	

No. 129 has the absolute right against and will run regardless of all Freight Trains.

Clocks especially regulated to Standard time are in the dispatcher's office Omaha and telegraph office Omaha Union Passenger Station.

TO

TRAINS EASTWARD.

OMAHA.

PASSENGER TRAINS.				Distances from St. Louis	TIME TABLE			Station Numbers.	FREIGHT TRAINS.					
2 St. Louis and Texas Express	18 Kansas City and Omaha Express	62 Auburn and Omaha Accom	80 St. Louis and Texas Express		No. 81. In Effect June 10, 1900.	70 Mixed	122 Local Freight		124 Stock Express	130 Through Freight	132 Fast Freight	134 Mixed	322 Local Freight	
Arrive Daily.	Arrive Daily.	Ar. Daily Ex. Sunday.	Arrive Daily.	STATIONS.	Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Daily Ex. Sunday.	Arrive Daily.			
A. M. 1.02	P. M. 12.25	P. M. 7.25		413.48 N AUBURN	P. M. 6.05	P. M. 12.15	P. M. 5.40	A. M. 4.50	A. M. 2.05		P. M. 4.15			
f 12.55	12.20	7.20 P. M.		415.78 NEB. CITY JUNC.	5.55 P. M.	12.05 P. M.	5.30	4.40 A. M.	1.57		4.05 P. M.			
f 12.40	s 12.05 P. M.			422.88 D JULIAN			s 11.25		1.35					
f 12.28	s 11.55			428.10 D PAUL			s 10.55	4.30	1.17					
				435.10 B. & M. CROSSING										
s 12.10 A. M.	s 11.40		A. M. 11.30	435.32 N NEBRASKA CITY		10.20 9.50	3.45		12.64	P. M. 6.55				
f 11.55	11.26		s 11.16	441.08 D WYOMING		s 9.20	3.25		12.35	s 6.40				
s 11.42 11.32	s 11.15		11.05 A. M.	446.72 N UNION		s 8.48	3.05		12.17 A. M.	6.25 P. M.				
f 11.14	s 11.00			454.07 D MURRAY		s 8.15	2.35		11.52					
f 11.05	f 10.52			458.08 D MYNARD		s 7.55	2.17		11.37					
s 10.56	s 10.45			461.61 NO PLATTSMOUTH		s 7.35	2.03		11.25					
				464.44 B. & M. CROSSING										
				464.73 B. & M. "Y" CROSSING										
f 10.45	f 10.34			466.34 LA PLATTE		f 7.08	1.45		11.10					
s 10.34	s 10.25			470.58 D FORT CROOK		s 6.45	1.27		10.57					
10.30	10.21			472.39 GILMORE JUNC.			6.35	1.20	10.50					
s 10.20	s 10.11			476.98 N SOUTH OMAHA		f 6.20	1.00		10.31					
10.19 P. M.	10.10 A. M.			477.57 N SUMMIT JUNC.			6.15	12.55	10.30					
				478.02 STOCK YDS. SWITCH			6.05	12.45	10.27 9.43					
				480.85 N WEST SIDE JUNC.		s 5.50	12.28	P. M. 10.30	9.30		A. M. 6.30			
				481.79 WALNUT HILL										
				482.69 LAKE STREET										
				483.75 DRUID HILL										
				484.70 OAKCHATHAM			5.35	12.10 P. M.	10.13	9.10	6.15			
				486.98 N OMAHA, NICH. ST.			5.20 A. M.	11.55 A. M.	10.00 P. M.	9.00 P. M.	6.00 A. M.			
				487.26 N OMAHA										
				N SUMMIT JUNC.										
				N OMAHA Un. Pas. Sta.										
P. M. 10.19	A. M. 10.10													
10.10 P. M.	10.00 A. M.													
Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday.	Leave Daily.		Lv. Daily Ex. Sunday.	Lv. Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday.	Leave Daily.			

via Omaha to Omaha 86 miles

LIST OF ADDITIONAL SIDINGS.

NAME	Station Nos.	Distances from St. Louis	Capacity
North Auburn.....	475	417.32	13
Fort Crook Water Works Spur.....	A496	471.04	13
Gilmore Junc. Siding.....	B496	472.13	34
Park Street Spur.....	C496	479.86	9
Poor Farm Spur.....	D496	479.74	12
Logan Spur.....	E496	480.05	5
Eddy's Spur.....	A464	482.25	16
Usher's Siding.....	C464	483.45	22
Irish Spur.....	E464	484.00	43
McCandless Spur.....	G464	484.31	27

Trains cannot pass at Fort Crook, Walnut Hill, Lake Street or Druid Hill. Any class of engines used on the system can be run on this section.

Yard limit board at Omaha is at 24th Street.

WESTWARD.

Talmage Section bet. Nebraska City Jc. and West Side Jc.

EASTWARD.

Car Capacity of Passing Trains, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.			Pass. Trains	Distances from St. Louis	TIME TABLE No. 81. In Effect June 10, 1900.		Station Numbers	Pass. Trains	FREIGHT TRAINS.		
	321 Local Freight	131 Through Freight	71 Mixed	61 Auburn and Omaha Express		62 Auburn and Omaha Accom.	70 Mixed		130 Through Freight	322 Local Freight		
	Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday.	Lv. Daily Ex. Sunday.		Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.		Arrive Daily.	Arrive Daily.		
	A. M. 10.30	A. M. 8.35	A. M. 6.40	A. M. 7.35	415.78	NEB. CITY JUNC. 2.07			P. M. 7.20	P. M. 5.55	A. M. 4.40	P. M. 4.05
36	s 10.45	8.45	s 6.50	s 7.40	417.85	D GLEN ROCK 4.66	451	s 7.15	s 5.45	f 4.30	s 3.45	
	s 11.20	9.05	s 7.10	s 7.52	422.51	D BROCK 4.75	452	s 7.04	s 5.23	f 4.10	s 3.00	
43 W	P. M. s 12.01	9.25	s 7.42	s 8.02	427.26	D TALMAGE 0.55	453	s 6.53	s 5.02	f 3.48	s 2.35	
Y W	f 12.05	9.30	7.45 A. M.	8.04	427.81	CRETE BRANCH Jc. 4.08		6.52	5.00 P. M.	3.43	2.15	
55	s 12.35	9.48		s 8.14	431.89	D LORTON 4.56	454	s 6.43		f 3.25	s 1.55	
					436.45	B. & M. CROSSING 0.32						
36	s 1.15	10.10		s 8.25	436.77	D DUNBAR 6.63	455	s 6.32		f 3.02	s 1.15	
28 W	s 1.50	10.40		s 8.40	443.40	D BERLIN 5.08	456	s 6.16		f 2.32	s 12.35	
66	s 2.15	11.01		s 8.52	448.48	D AVOCA 5.88	457	s 6.04		f 2.10	s 12.05 P. M.	
Yard & C W Y	2.50 3.30	11.30		s 9.05	454.36	N WEEPING WATER 4.80	458	s 5.50		1.40 1.12	11.30 10.45	
38	s 3.55	11.52		s 9.17	459.16	D MANLEY 5.72	459	s 5.39		f 12.50	f 10.15	
26	s 4.25	P. M. 12.18		s 9.31	464.88	D LOUISVILLE 0.30	460	s 5.26		f 12.25	f 9.31	
Conn. <i>Kc. to Lincoln</i>					465.18	B. & M. CROSSING 1.27						
223	4.30	12.25	<i>Omaha to Fairbury</i>	f 9.36	466.45	C, R. I. & P. CROSSING 2.78	A460	f 5.21		12.16	8.40	
747 Y	4.55	12.35		f 9.43	469.23	GRAVEL SWITCH 1.67		f 5.16		12.06 A. M.	8.30	
41 W	s 5.12	12.45		s 9.47	470.90	D SPRINGFIELD 7.66	461	s 5.12		f 11.58	f 8.20	
319	5.54	1.20		f 10.04	478.56	PAPILLION JUNC. 0.15		f 4.55		11.23	7.43 7.15	
Conn. <i>Deerfield</i>					478.71	U. P. CROSSING 0.10						
3	f 5.55	1.22		s 10.05	478.81	D PORTAL 3.28	A461	s 4.54		f 11.20	f 7.12	
				f 10.13	482.09	DEERFIELD 0.71		f 4.47				
31	f 6.18	1.40		f 10.15	482.80	SEYMOUR PARK 2.07	A462	f 4.45		f 10.55	f 6.57	
Conn. <i>South Omaha</i>					484.87	F. E. & M. V. CROSSING 0.25	C462					
198					485.12	LAWN JUNCTION 0.17						
40				f 10.21	485.29	LAWN 1.52	E462	f 4.40				
31 W	f 6.40	1.55		s 10.24	486.81	WEST SIDE 0.55	463	s 4.36		f 10.33	f 6.33	
	6.45 P. M.	2.00 P. M.		10.25 A. M.	487.36	N WEST SIDE JUNC. 71.58	A463	4.35 P. M.		10.30 P. M.	6.30 A. M.	
	Arrive Daily.	Arrive Daily.	Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.				Lv. Daily Ex. Sunday.		Lv. Daily Ex. Sunday.	Leave Daily.	Leave Daily.

*Auburn to
Omaha 81 miles*

*To Omaha
79 miles*

Passengers will be carried on 130, 321, and 322 on this section.
No train will cross B. & M. R. R. at Louisville until a flagman has been sent ahead
and the track is known to be clear.
Passenger trains will reduce speed to 15 and Freight trains to 8 miles an hour cross-
ing Platte River bridge.
Trains cannot pass at Portal or Deerfield.
Clock especially regulated to Standard Time in Dispatcher's office at Omaha.
Water Tank near Mile Post 428.
Any class of engines used on the system can be run on this section.

LIST OF ADDITIONAL SIDINGS.

NAME	Station Nos.	Distances from St. Louis	Car Capacity
Neb. & Col. Lime Co's Spur	A 457	452.57	63
Brick Works Spur	A 459	463.09	20
Papillion, on Papillion Spur	462	480.91	40

All trains will register at Nebraska City Junction, Talmage, Weeping Water and West Side Junction. West bound freight trains must use 20 minutes from top of Avoca hill to Weeping Water.

Westward.

LINCOLN BRANCH.

Eastward.

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.		PASSENGER TRAINS			Distances from St. Louis.	TIME TABLE No. 81. In Effect June 10, 1900.	Station Numbers.	PASSENGER TRAINS.		FREIGHT TRAINS.	
	133	129	89	87	81				80	82	132	134
	Mixed	Local	Lincoln Express	Omaha and Neb. City Accom.	Lincoln Express				St. Louis and Texas Express	St. Louis and Texas Express	Local	Mixed
	Lv. Daily Ex. Sunday	Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday	Leave Daily.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Daily Ex. Sunday
30 Y W	A. M. 11.15	A. M. 5.10	P. M. 5.20	A. M. 8.30	A. M. 4.45	446.72 N	UNION	484	A. M. 11.05	P. M. 11.22	P. M. 10.00	P. M. 6.25
178	s 11.30	5.28	s 5.30	s 8.40	s 4.55	450.96 D	NEHAWKA	486	s 10.55	s 11.10	9.44	s 6.15
Yard Y C & W	P. M. 12.10 P. M.	6.05 6.30	s 5.50	9.00 A. M.	s 5.15	459.78 N	WEeping WATER	458	s 10.35	s 10.50	9.10 8.50	5.50 P. M.
46		7.00	s 6.05		s 5.30	466.85 D	WABASH	468	s 10.20	s 10.30	8.15	
41 W		7.17	s 6.14		s 5.39	470.75 D	ELMWOOD	469	s 10.12	s 10.21	7.57	
40		7.46	s 6.30		s 5.55	478.35 D	EAGLE	470	s 9.55	s 10.05	7.20	
40		8.15	s 6.45	f 6.10	f 6.10	485.75 D	WALTON	471	s 9.40	s 9.50	6.45	
31		8.40	s 7.00		s 6.25	492.35	PECK'S GROVE	472	s 9.25	s 9.35	6.15	
Conn. Omaha & Fairbury						493.35	C. R. I. & P. CROSSING					
Yard T C W	Ar. Daily Ex. Sunday	8.55 A. M.	7.10 P. M.		6.35 A. M.	494.35 N	LINCOLN	473	9.15 A. M.	9.25 P. M.	6.00 P. M.	
		Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday		47.63		Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday

All trains will register at Union, Weeping Water and Lincoln.
Clock especially regulated to Standard time is in the Dispatcher's office at Omaha.
Any class of engines used on the system can be run on Lincoln Branch.

LIST OF ADDITIONAL SIDINGS.

NAME	Station Nos.	Distances From St. Louis	Car Capacity
Bethany Heights Switch.....	A471	490.09	27
Barnes Switch.....	B471	490.89	16

*NE to Omaha
37 miles*

CRETE BRANCH.

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	WEST- WARD.	Distances from St. Louis.	TIME TABLE No. 81. In Effect June 10, 1900.	Station Numbers.	EAST- WARD.		
						71	70
						Mixed	Mixed
						Lv. Daily Ex. Sunday	Ar. Daily Ex. Sunday
Y W	A. M. 7.45	427.81	CRETE JUNCTION		P. M. 5.00		
24	s 8.22	437.12 D	COOK	2819	s 4.20		
40	s 8.55	444.91 D	BURR	2826	s 3.47		
36 W	s 9.20	450.76 D	DOUGLAS	2832	s 3.22		
26	s 9.48	457.80 D	PANAMA	2839	s 2.53		
40 W	s 10.15	464.58 D	HICKMAN	2846	s 2.25		
Table Rock to Lincoln		465.90	B. & M. CROSSING				
39	s 10.47	472.16	SPRAGUE	2853	s 1.52		
36	s 11.17	479.53	KRAMER	2861	s 1.21		
B. & M. Conn. Yard T C W	11.45 A. M.	485.33 D	CRETE	2867	12.55 P. M.		
From Lincoln & Kearney		485.99	END OF TRACK				
	Ar. Daily Ex. Sunday		58.18		Lv. Daily Ex. Sunday		

All trains on Crete Branch will register at Crete.
Clock especially regulated to Standard time is in the Dispatcher's office at Omaha.

No. 71 will run to Crete regardless of No. 70.
Following class of Engines can be run on Crete Branch:
Baldwin Mogul Engines, 77. ton.
Rhode Island 8 Wheel Passenger Engine, 84.6 ton.
Rogers 8 Wheel Passenger Engine, 85.5 ton.
Hinckley 8 Wheel Passenger Engine, 89.4 ton.

LIST OF ADDITIONAL SIDINGS.

NAME.	Station Nos.	Distance from St. Louis.	Car Capacity.
Carleton Spur.....	2850	469.19	5

TRAINS WESTWARD.

ST. JOE. BRANCH.

TRAINS EASTWARD.

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FRT. TRAINS.			PASSENGER TRAINS.					Distances from St. Louis.	TIME TABLE No. 81. In Effect June 10, 1900.	Station Numbers.	PASSENGER TRAINS.					FRT. TRAINS.		
	131	125	123	55	51	17	9	3				4	8	10	18	52	128	130	132
	Through Freight	Fast Freight	Through Freight	St. Joseph Accom.	Kansas City & St. Joseph Accom.	Lexington & St. Joseph Express	St. Louis & St. Joseph Limited	St. Louis & St. Joseph Express				St. Louis Express	Kansas City & St. Joseph Express	St. Louis & St. Joseph Limited	St. Louis Express	Kansas City & St. Joseph Accom.	Through Freight	Through Freight	Fast Freight
	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday
W Y	A. M. 2.30	A. M. 11.55	A. M. 1.30	P. M. 4.00	P. M. 7.35	P. M. 12.25	A. M. 6.50	A. M. 9.30	330.16 N	ATCHISON U. D.	84	A. M. 11.10	P. M. 6.42	P. M. 8.52	P. M. 3.55	A. M. 8.05	P. M. 8.10	P. M. 2.00	A. M. 6.40
Y T & C W	4.00 A. M.	1.30 P. M.	3.00 A. M.	5.00 P. M.	8.25 P. M.	1.15 P. M.	7.40 A. M.	10.20 A. M.	352.42 N	ST. JOSEPH U. D.	85	10.20 A. M.	5.45 P. M.	8.00 P. M.	3.00 P. M.	7.15 A. M.	6.35 P. M.	12.30 P. M.	5.10 A. M.
	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		22.26		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday

All trains will register at Atchison Union Depot and St. Joseph Union Depot.
Trains will not exceed 6 miles per hour crossing Atchison Bridge.
Clock especially regulated to Standard time is in the Dispatcher's office at Atchison.
Any class of Engines used on the system can be run on St. Joe Branch.

Trains on the St. Joe Branch will use the Hannibal & St. Joseph and K. C., St. J. & C. B. tracks.
Conductors and Engineers must provide themselves with Joint Time Tables of the H. & St. J., and Mo. P. R'y's, also Time Tables of the K. C., St. J. & C. B. Ry., before leaving Atchison and St. Joseph, and will run their trains thereunder and by the orders of and be governed by the Rules and Regulations of the H. & St. J. R. R. between Atchison and Winthrop and between Rushville and St. Joe, and K. C., St. J. & C. B. R. R. between Winthrop and Rushville.

GENERAL RULES.

REVISED JUNE 10th, 1900.

GENERAL NOTICE.

The Rules and Regulations hereby set forth apply to and govern all Officers and Employes of THE MISSOURI PACIFIC RAILWAY and its leased and operated lines.

In addition to these Rules and Regulations, the Time Tables of the different Divisions will contain such *special instructions* as may be found necessary.

All employes whose duties are to any extent prescribed in these rules, are required to keep a copy of the same in their possession, which they will carefully study; all its instructions must be fully understood and obeyed. When an individual enters or remains in the service of the Company, it will be considered as in itself an expression of willingness to render such obedience, and to fully abide by these instructions.

If in doubt as to the meaning of any Rule or Order, application must be made to proper authority for an explanation. Ignorance will not be accepted as an excuse for any neglect or violation of these rules.

All employes are required to be polite and considerate in their intercourse with patrons of the road, and in business transactions with each other, avoiding profane or indecent language in both cases.

TIME TABLES.

1. A Time Table, from the moment of its taking effect, which will be indicated on its face, supersedes the preceding Time Table, and trains *then on the road*, and those starting afterwards will be run as therein directed, subject to the rules and regulations thereon.

New Time Tables will be sent to all Conductors and Engineers a day or two before it is to take effect, and they are required to examine it carefully, and familiarize themselves with any changes that may be made in either the *rules* or the time of arrival and departure of trains at stations.

2. The Train Dispatchers on their respective divisions will see that every conductor and engineer has a copy of a new Time Table before it takes effect, or before they occupy main track with train or engine *after* it has taken effect, by sending an order of inquiry to conductors and engineers of all trains and engines at points convenient and certain to reach them all in time, such order to be sent some time before the Time Table is to take effect, and to stand until all conductors and engineers have answered and to read as follows: "Have you received Time Table No. —, to take effect at — M, ——— (date)?" and their answer to read: "We have received Time Table No. —, to take effect at — M, ——— (date)."

STANDARD TIME.

1. Standard time governing the movements of all trains will be wired to all telegraph stations at 10 o'clock A. M. daily.

2. The location of clocks specially regulated to standard time, will be indicated on the Time Tables of the respective Divisions.

3. Employes not in a situation to receive *time* by wire, will get it from conductors.

4. All conductors and engineers are required to provide themselves with reliable watches, and to keep them correct by frequently comparing them with standard time. No excuse will be accepted for any variations of watches from standard time.

STANDARD SIGNALS.

1. The word "SIGNAL" is applied to a FLAG by day and a LIGHT by night.

2. A RED signal means DANGER, and is a signal to STOP. It is used at Telegraph Offices to stop trains for orders; by Car Inspectors while engaged in repairs or inspection of cars, and for other purposes defined in Rules of "Train Signals."

3. A WHITE signal means SAFETY, and when placed near the track or at a Telegraph Station is a signal to *go ahead*, also for other purposes defined in Rules of "Train Signals."

4. A BLUE signal means CAUTION, and is a signal to *run slow*. It will be used by men engaged in repairs or construction of bridges and track, and at other places where slow speed of trains is necessary.

5. A GREEN signal is to be carried on front of an engine of an irregular train, to distinguish it from a regular train.

6. Where *lights* are used at switches, *Green* indicates that the switch is set right for the main track, and *Red* indicates that the switch is set for the siding.

7. A lantern swung across the track, a flag, hat or any object waved violently by a person on the track, means *danger*, and should be respected accordingly.

An engineer, on seeing a *danger* signal, will answer it by two short blasts of the whistle, and use all proper means to stop his train as soon as possible.

A flagman failing to receive such answer, will use other means to attract the attention of the engineer.

8. TORPEDOES and RED SIGNALS must be carried on all engines, and cabooses, and by all Bridge and Track foremen, to be used to stop trains when necessary.

When a train, from any cause, has stopped on main track in such a position as to endanger it from approaching trains, it must be protected by *Torpedoes and Red Signals* in the following manner: Flagman will place *one* torpedo on the rail at least twenty telegraph poles from his train, place *one* torpedo on the same rail at a further distance of ten telegraph poles from the first torpedo, and then take a position about midway between the two torpedoes to stop the train with Red Signals. In case the flagman is called in before any train arrives, he will take up the torpedo nearest his train, and return to his train as quick as possible, leaving the furthest torpedo from his train on the rail.

When an engine explodes the first torpedo, the engineer will call for brakes, and trainmen will bring the train under full control soon as possible, and if no further indication of danger is discovered, the train will proceed cautiously until the conductor and engineer are satisfied that the track is clear. Should the engineer explode the *second* torpedo, the engineer and trainmen must use all means at their command to bring the train to a *full stop quick as possible*, and not proceed until they know positively that the track is clear.

TRAIN SIGNALS.

1. Every engine running between sunset and sunrise will have a *white head-light* burning, and a *red light* in signal box on rear end of the tender, the light showing directly to the rear only.

2. Every passenger train will have a bell-cord attached to the bell in cab of engine, passing through the entire train,

and secured to the hand rail on the rear platform of the last car; and will have a red bull's-eye light on rear platform of rear car, between sunset and sunrise, and two red and green side lights for markers at night, and two green side flags for markers in day time. All other trains will have a red and green light on each side, and one on top of the rear car, or in the caboose cupola at night, and a green flag on each side of the rear or caboose car in day time. All red lights to show to the rear.

3. *Red Signals* carried on front of an engine indicates that an engine or train is following, which has precisely the same Time Table rights as the train on which the engine is carrying signals, *and no more*.

4. *White Signals* carried on front of an engine indicates that an extra engine or train is following, which will keep out of the way of all regular trains, but have the right of road over all work trains, helpers, and irregular trains not running under protection of signals.

5. *Green Signals* carried on front of an engine indicate that it is an irregular train or engine.

6. One long blast of whistle is a signal for approaching stations, obscure road crossings, and for "whistle" boards. Engineers will see that their bells are rung before starting their engines, and in passing all road crossings, through all towns, and for all "ring" signs.

7. All trains and engines will come to a FULL STOP within a distance of FOUR HUNDRED FEET of all railroad crossings at grade, not interlocked or gated. Before starting, the engineer will give two long blasts of the whistle, see that the crossing is clear and instruct the fireman to watch with him and get his answer that he will do so. The engineer and fireman must make it their duty to look out for danger until they have passed over the crossing.

WHISTLE SIGNALS.

1. One *long* blast of the whistle is a signal for approaching Stations, Railroad Crossings and Junctions. (Thus _____).

2. One *short* blast of the whistle is a signal to apply the brakes—stop. (Thus _____).

3. Two *long* blasts of the whistle is a signal to throw off the brakes. (Thus _____).

4. Two *short* blasts of the whistle is the answer to any signal except train parted. (Thus _____).

5. Three *long* blasts of the whistle is a signal that the train has parted. (Thus _____). To be repeated until answered, as per rule 1 or 2 "Lamp Signals."

6. Three *short* blasts of the whistle when the train is *standing*, is a signal that the train will back. (Thus _____), to be repeated until answered as per rule 3, "Lamp Signals."

7. Three *short* blasts of the whistle, when the train is *running*, is a signal to be given by trains when displaying signals for a following train, to call the attention of trains they meet or pass to the signals; trains carrying signals when standing on sidings, will notify passing trains in the same manner. (Thus _____). This will be answered as per rule No. 4.

8. Four *long* blasts of the whistle is a signal to call in flagman. (Thus _____).

9. Four *short* blasts of the whistle is the engineer's call for signals from Switchmen, Watchmen and Trainmen. (Thus _____).

10. Two *long* followed by two *short* blasts of the whistle is a signal for approaching Road Crossings at grade. (Thus _____).

11. Five *short* blasts of the whistle is a signal to the Flagman to go back and protect rear of his train. (Thus _____).

12. A succession of *short* blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of the trainmen to danger ahead.

BELL CORD SIGNALS.

1. One tap of the Signal Bell, when the train is *standing*, is a notice to start.

2. Two taps of the Signal Bell, when the train is *running*, is a notice to stop at once.

3. Two taps of the Signal Bell, when the train is *standing*, is a notice to call in the Flagman.

4. Three taps of the Signal Bell, when the train is *running*, is a notice to stop at the next Station.

5. Three taps of the Signal Bell, when the train is *standing*, is a notice to back the train.

6. Four taps of the Signal Bell, when the train is *running*, is a notice to reduce speed.

LAMP SIGNALS.

1. A lamp swung across the track is a signal to stop.

2. A lamp raised and lowered vertically is a signal to move ahead.

3. A lamp swung vertically in a circle across the track, when the train is *standing*, is a signal to move back.

4. A lamp swung vertically in a circle across the track, when the train is *running*, is a signal that the train has parted.

5. A flag, or the hand, moved in any of the directions given above will indicate the same signal as given by the lamp.

FUSEE SIGNALS.

1. Fusee signals will be supplied to the conductors of all main line passenger trains as an important safeguard to the use of red signals and torpedoes, during the night time, and in stormy or foggy weather.

2. These fusees should be lighted and placed on the track. To light fusees, remove cap from the wood-covered end, and rub end of fusee thus uncovered with back of cap. If cap is lost light with ordinary match.

3. Their special uses are to insure safe distances between sections of any trains that are following each other in the night, and also for any instant and reliable danger signal in any case of sudden emergency.

4. These signals must not be used except to avoid accident or in cases of special emergency. Train conductors must see personally that they are not wasted by their trainmen.

5. They should be dropped on the track from leading trains when the train is losing time running at night, or in stormy or foggy weather and on crooked portions of the road, or when necessary on long sections of the road between night telegraph offices.

6. The engineer of a following train seeing this signal will slow his train or stop, until the signal is burned out, thereby keeping a space of full ten (10) minutes between the two sections of a train.

7. Passenger Train Flagmen, when going out to flag and stop following or other trains at night, and in stormy or foggy weather, must have at least two (2) fusee signals with their red light and torpedoes, to be used in case the red light is broken or goes out, or if the engineer should fail to see the signal in time, or if the flagman does not get far enough back from his train in time.

8. When flagging following or approaching trains, either night or day, on any section of the road, there are always two points of danger. First—That the flagman will not be sent back or ahead quick enough, and to a safe distance, to protect their own or other trains. Second—That he may be called in before a following or approaching train is notified that the track, is or has been obstructed.

9. The object of using these signals is to avoid any possibility of accident for want of proper signals being made in ample time, and at a sufficient distance from any obstruction of the track by trains or otherwise.

RULES GOVERNING THE USE OF SIGNALS.

1. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a danger signal, and the fact reported to the Superintendent.

2. The unnecessary use of the whistle is prohibited; when switching at Stations and in Yards, the engine bell should be rung, using the whistle only when required by law, or when absolutely necessary to prevent accident.

3. The whistle must not be sounded while passing a Passenger train, except in cases of emergency, danger, or when required by the rules.

4. When a Danger Signal is displayed to stop a train, it must be acknowledged as per rule No. 4, of Whistle Signals.

5. The engine bell must be rung before starting a train, when meeting or passing trains, and when running through tunnels and the streets of towns and cities.

6. The engine bell must be rung for a quarter of a mile before reaching every Road Crossing at grade; and until it is passed; and the whistle must be sounded a quarter of a mile before reaching every Road Crossing at grade, and one-half of a mile before reaching Stations, Junctions, or other regular stopping places, as per rules Nos. 1 and 10, Whistle Signals.

7. Torpedoes must not be placed near stations or road crossings where persons are liable to be injured by them.

8. Agents will use white flag by day and white lamp by night to stop trains at flag stations for passengers or freight.

9. All Signals must be used strictly in accordance with the Rules, and Trainmen must keep a constant lookout for Signals.

RIGHTS OF TRAINS.

1. ALL TIME TABLE PASSENGER TRAINS going *North or East* have the absolute and indefinite right against all *Passenger trains* going *South or West*. A Time Table Passenger train going *North or East* will not leave any station or passing-place where, by the Time Table, it should meet a Passenger train going *South or West*, until five minutes after its own leaving time, unless the *South or West-bound* train has arrived there; and this five minutes, allowed for possible variation of watches, must be observed at every succeeding station or siding until the expected train is met. The *South or West-bound* train must not, under any circumstances, use any portion of the five minutes allowed for variation of watches.

2. ALL TIME TABLE FREIGHT TRAINS going *North or East* have the absolute and indefinite right against all *Freight trains* going *South or West*. A Time Table Freight train going *North or East* will not leave any Station or passing place where, by the Time Table, it should meet a Freight train going *South or West* until five minutes after its own leaving time, unless the *South or West-bound* train has arrived there; and this five minutes, allowed for possible variation of watches, must be observed at every succeeding station or siding until the expected train is met. The *South or West-bound* train must not, under any circumstances, use any portion of the five minutes allowed for variation of watches.

3. TIME TABLE PASSENGER TRAINS in both directions have absolute and indefinite right over *Freight trains* in both directions. Freight trains will keep entirely out of the way of Passenger trains, and must be on siding at least five minutes before the Passenger trains are due. Irregular and Work trains will keep entirely out of the way of Passenger and Freight trains, and must be on the siding at least five minutes before such trains are due.

4. Except in cases of great emergency, no train or engine will be run over any part of the road without the protection of red or white signals, except Regular Time Table trains, Work trains, Helpers, and engines at work in yard limits.

5. Work trains and Helpers will occupy main track only by special order, and within the hours specified in the order; and they will keep entirely out of the way of all Regular trains, and all trains running under protection of signals.

6. Regular trains are those represented on the Time Table, and are designated by their number.

Irregular trains are those not represented on the Time Table, and are designated by the number of their engine.

Irregular Passenger trains are called "SPECIALS."

Irregular Freight trains are called "EXTRAS."

Irregular trains engaged in construction or maintenance of track or roadway, are called "WORK TRAINS."

Engines which help trains up grades, are called "HELPERS."

An engine on the road without cars, is considered a train.

7. When there is more than one train or engine running on the time of a Time Table train, the leading section or sections will carry red signals, and the following section or sections will have precisely the same Time Table rights as the leading section, and no more.

8. Trains in the same direction must keep at least ten minutes apart, except approaching meeting points, when they will run very carefully and with trains under control.

No train or engine must follow a Passenger train from any station or siding until ten minutes after the Passenger train has gone.

9. When necessary to run a Special or Extra train over the road, white signals will be carried for them by some preceding train or engine, when practicable to do so. Trains or engines following white signals will keep entirely out of the way of all Regular trains, but will have the right to the track against all Work trains, Helpers, and Irregular trains not running under the protection of signals. An engine or train following white signal, or running "avoiding regular trains," when meeting a Regular or Irregular train or engine carrying white signals, will not pass the station where such train or engine is met until the train or engine following such white signals has arrived, unless authorized to do so by special order. When two or more trains or engines are to

8. Four *long* blasts of the whistle is a signal to call in flagman. (Thus _____).

9. Four *short* blasts of the whistle is the engineer's call for signals from Switchmen, Watchmen and Trainmen. (Thus _____).

10. Two *long* followed by two *short* blasts of the whistle is a signal for approaching Road Crossings at grade. (Thus _____).

11. Five *short* blasts of the whistle is a signal to the Flagman to go back and protect rear of his train. (Thus _____).

12. A succession of *short* blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of the trainmen to danger ahead.

BELL CORD SIGNALS.

1. One tap of the Signal Bell, when the train is *standing*, is a notice to start.

2. Two taps of the Signal Bell, when the train is *running*, is a notice to stop at once.

3. Two taps of the Signal Bell, when the train is *standing*, is a notice to call in the Flagman.

4. Three taps of the Signal Bell, when the train is *running*, is a notice to stop at the next Station.

5. Three taps of the Signal Bell, when the train is *standing*, is a notice to back the train.

6. Four taps of the Signal Bell, when the train is *running*, is a notice to reduce speed.

LAMP SIGNALS.

1. A lamp swung across the track is a signal to stop.

2. A lamp raised and lowered vertically is a signal to move ahead.

3. A lamp swung vertically in a circle across the track, when the train is *standing*, is a signal to move back.

4. A lamp swung vertically in a circle across the track, when the train is *running*, is a signal that the train has parted.

5. A *flag*, or the *hand*, moved in any of the directions given above will indicate the same signal as given by the lamp.

FUSEE SIGNALS.

1. Fusee signals will be supplied to the conductors of all main line passenger trains as an important safeguard to the use of red signals and torpedoes, during the night time, and in stormy or foggy weather.

2. These fusees should be lighted and placed on the track. To light fusees, remove cap from the wood-covered end, and rub end of fusee thus uncovered with back of cap. If cap is lost light with ordinary match.

3. Their special uses are to insure safe distances between sections of any trains that are following each other in the night, and also for any instant and reliable danger signal in any case of sudden emergency.

4. These signals must not be used except to avoid accident or in cases of special emergency. Train conductors must see personally that they are not wasted by their trainmen.

5. They should be dropped on the track from leading trains when the train is losing time running at night, or in stormy or foggy weather and on crooked portions of the road, or when necessary on long sections of the road between night telegraph offices.

6. The engineer of a following train seeing this signal will slow his train or stop, until the signal is burned out, thereby keeping a space of full ten (10) minutes between the two sections of a train.

7. Passenger Train Flagmen, when going out to flag and stop following or other trains at night, and in stormy or foggy weather, must have at least two (2) fusee signals with their red light and torpedoes, to be used in case the red light is broken or goes out, or if the engineer should fail to see the signal in time, or if the flagman does not get far enough back from his train in time.

8. When flagging following or approaching trains, either night or day, on any section of the road, there are always two points of danger. First—That the flagman will not be sent back or ahead quick enough, and to a safe distance, to protect their own or other trains. Second—That he may be called in before a following or approaching train is notified that the track, is or has been obstructed.

9. The object of using these signals is to avoid any possibility of accident for want of proper signals being made in ample time, and at a sufficient distance from any obstruction of the track by trains or otherwise.

RULES GOVERNING THE USE OF SIGNALS.

1. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a danger signal, and the fact reported to the Superintendent.

2. The unnecessary use of the whistle is prohibited; when switching at Stations and in Yards, the engine bell should be rung, using the whistle only when required by law, or when absolutely necessary to prevent accident.

3. The whistle must not be sounded while passing a Passenger train, except in cases of emergency, danger, or when required by the rules.

4. When a Danger Signal is displayed to stop a train, it must be acknowledged as per rule No. 4, of Whistle Signals.

5. The engine bell must be rung before starting a train, when meeting or passing trains, and when running through tunnels and the streets of towns and cities.

6. The engine bell must be rung for a quarter of a mile before reaching every Road Crossing at grade; and until it is passed; and the whistle must be sounded a quarter of a mile before reaching every Road Crossing at grade, and one-half of a mile before reaching Stations, Junctions, or other regular stopping places, as per rules Nos. 1 and 10, Whistle Signals.

7. Torpedoes must not be placed near stations or road crossings where persons are liable to be injured by them.

8. Agents will use white flag by day and white lamp by night to stop trains at flag stations for passengers or freight.

9. All Signals must be used strictly in accordance with the Rules, and Trainmen must keep a constant lookout for Signals.

RIGHTS OF TRAINS.

1. ALL TIME TABLE PASSENGER TRAINS going *North* or *East* have the absolute and indefinite right against all *Passenger* trains going *South* or *West*. A Time Table Passenger train going *North* or *East* will not leave any station or passing-place where, by the Time Table, it should meet a Passenger train going *South* or *West*, until five minutes after its own leaving time, unless the *South* or *West*-bound train has arrived there; and this five minutes, allowed for possible variation of watches, must be observed at every succeeding station or siding until the expected train is met. The *South* or *West*-bound train must not, under any circumstances, use any portion of the five minutes allowed for variation of watches.

2. ALL TIME TABLE FREIGHT TRAINS going *North* or *East* have the absolute and indefinite right against all *Freight* trains going *South* or *West*. A Time Table Freight train going *North* or *East* will not leave any Station or passing place where, by the Time Table, it should meet a Freight train going *South* or *West* until five minutes after its own leaving time, unless the *South* or *West*-bound train has arrived there; and this five minutes, allowed for possible variation of watches, must be observed at every succeeding station or siding until the expected train is met. The *South* or *West*-bound train must not, under any circumstances, use any portion of the five minutes allowed for variation of watches.

3. TIME TABLE PASSENGER TRAINS in both directions have absolute and indefinite right over *Freight* trains in both directions. Freight trains will keep entirely out of the way of Passenger trains, and must be on siding at least five minutes before the Passenger trains are due. Irregular and Work trains will keep entirely out of the way of Passenger and Freight trains, and must be on the siding at least five minutes before such trains are due.

4. Except in cases of great emergency, no train or engine will be run over any part of the road without the protection of red or white signals, except Regular Time Table trains, Work trains, Helpers, and engines at work in yard limits.

5. Work trains and Helpers will occupy main track only by special order, and within the hours specified in the order; and they will keep entirely out of the way of all Regular trains, and all trains running under protection of signals.

6. Regular trains are those represented on the Time Table, and are designated by their number.

Irregular trains are those not represented on the Time Table, and are designated by the number of their engine.

Irregular Passenger trains are called "SPECIALS."

Irregular Freight trains are called "EXTRAS."

Irregular trains engaged in construction or maintenance of track or roadway, are called "WORK TRAINS."

Engines which help trains up grades, are called "HELPERS."

An engine on the road without cars, is considered a train.

7. When there is more than one train or engine running on the time of a Time Table train, the leading section or sections will carry *red* signals, and the following section or sections will have precisely the same Time Table rights as the leading section, and *no more*.

8. Trains in the same direction must keep at least *ten* minutes apart, except approaching meeting points, when they will run very carefully and with trains under control.

No train or engine must follow a Passenger train from any station or siding until *ten* minutes after the Passenger train has gone.

9. When necessary to run a Special or Extra train over the road, *white* signals will be carried for them by some preceding train or engine, when practicable to do so. Trains or engines following *white* signals will keep entirely out of the way of all *Regular* trains, but will have the right to the track against all *Work* trains, *Helpers*, and *Irregular* trains not running under the protection of signals. An engine or train following *white* signal, or running "avoiding regular trains," when meeting a *Regular* or *Irregular* train or engine carrying *white* signals, will not pass the station where such train or engine is met until the train or engine following such *white* signals has arrived, unless authorized to do so by special order. When two or more trains or engines are to

23. All persons are particularly cautioned against standing upright on top of covered cars while passing through Truss Bridges and Tunnels.

24. *Great care must be used in coupling and uncoupling cars. Do not go between the cars unless they are moving at a slow and safe speed, nor attempt to make any coupling unless the draw-bars and other coupling appliances are known to be in good order.*

25. All persons are strictly forbidden to board engines or cars while they are in too rapid motion. *Under no circumstances must they stand on track and board engines or cars when same are approaching them.*

26. No train will be allowed to obstruct any public or road crossing, to exceed five minutes at one time. When more time is required, trains must be cut, and separated to allow the free use of the crossing.

27. Smoking while on duty and the use of intoxicating liquors are strictly prohibited.

MOVEMENT OF TRAINS BY TELEGRAPH.

1. The Superintendents and Division Superintendents, on their respective Divisions, are the only persons authorized to move trains by special telegraph order, and but one person on the same circuit at the same time.

2. Safety demands that all persons connected with the movement of trains by telegraph should use the utmost care and watchfulness; all rules regarding the same must be strictly observed. Orders must be *made plain and explicit and not too long*, and if not fully understood by those to whom addressed, an explanation will be required before signing them.

In the transmission of orders no abbreviations will be used except "12," which means, "how do you understand this;" "13," which means, "we understand;" "C and E," for "Conductor and Engineer," "No." for "Number," "Eng." for "Engine," and "O K," for "Correct." The numbers of trains and engines, and the time given in time orders will not be spelled out, but be given in *plain figures*. After an order is received, it *must be carried out to the letter*.

3. All orders will be addressed to the Conductor and Engineer of engine or train for which they are intended, and will be numbered consecutively, commencing with No. 1 at 12 o'clock every Saturday night. Dispatchers must send slow enough to enable Operators to make plain manifold copies. Operators will invariably write Orders on manifold, provided for that purpose, *direct from dispatcher sending and no other way*, making copies sufficient for each Conductor and Engineer addressed, and one to file away in the office.

4. A Red flag, or Red board by day, and a Red light by night, are signals used at telegraph stations to stop and hold trains for orders. Conductors and Engineers must carefully watch for signals at telegraph stations, and when Red signal is shown they must stop their trains and go at once to the office to receive and respond to such orders as may be awaiting them.

5. Conductors and Engineers of all night trains must be sure to see that the *telegraph signal lamp is burning at all night offices*, which are designated on face of Time Table by the letter "N," and in case it is *not*, trains will stop and ascertain whether or not any orders for them. Every night telegraph office on line of the road is required to have a *Red* and a *White light* burning constantly from dark until daylight; when *no orders* for trains, the *White light* will be kept

in some fixed place in full view of trains in either direction; and when there *are orders* for trains, the *Red light* will take the place of the *White light*.

6. When an operator receives an order for a train or engine, and before he acknowledges receipt of the order, he will display his Red signal, and keep it displayed until such train or engine has arrived, and the order is signed by and delivered to the Conductor and Engineer. If, in the meantime, other trains or engines should arrive for which there are no orders, the Operator will give them an *order clearance*, made out on blanks provided for that purpose. The signal *must not be taken in* to let trains by for which there are no orders; they must *stop and get an order clearance*.

Orders must not be delivered to or accepted by Conductors and Engineers until they are signed, repeated back to dispatching office and O K, with correct time and name of operator receiving put on them. Conductors and Engineers in person are required to read aloud and sign all orders addressed to them, in presence of the Operator.

Conductors must read all orders to rear Brakemen, and Engineers to Firemen, before leaving station.

7. Orders addressed to trains or engines at more than one station, will be sent to all at the same time. An order to a train or engine is a *holding order* for that train or engine, and on receipt of which, the operator on duty will immediately set his Red signal, and *then* acknowledge receipt of the order. Operators must not acknowledge receipt of orders until Red signal is set and trains or engines addressed are positively known to be held. If a train is at the station when an order for it is received, the Operator will set his Red signal, and then get signature of the Conductor and Engineer to the order, after which he will acknowledge receipt of the order.

8. All orders will be sent and acknowledgments made in the following manner—for example: Dispatcher will call "A" and say "Copy 3," call "B" and say "Copy 5," and call "C" and say "Copy 3," the figures indicating the number of manifold copies required, and then proceed with the order, viz:

Order No. 100—For "A" to C. and E. No. 1—"A."

For "B" to C. and E. 1st and 2d, No. 2—"B."

For "C" to C. and E. Extra Eng. 50—"C."

No. 1 will take siding and meet 1st No. 2 at M—, meet 2d No. 2 at N—, and meet Extra Eng. 50 at O—.

Operators will then acknowledge receipt as follows:

Order No. 100 to C. and E. No. 1, O K (name of operator) "A."

Order No. 100 to C. and E. 1st and 2d No. 2, O K (name of operator) "B."

Order No. 100 to C. and E. Extra Eng. 50, O K (name of operator) "C."

In giving "O K," the dispatcher will say: "Order No. 100 O K," (giving correct time), and sign the initials of Superintendent or Division Superintendent.

9. An order discontinuing a train will be sent to the train itself if on the road, or if not, to the Yard Master at station from which it starts, and to all trains and engines affected by the discontinuance, at the same time and will be in the following form: "Train No. —, due to leave — at — M. date, is discontinued between — and —."

10. Work train and Helper "limit orders" will be as follows: "Eng. — will work — (date) from — A. M. until — P. M., between — and —, avoiding regular trains." All trains due at — station previous to — M. have passed, except trains Nos. —.

11. "Meeting orders" are in the following forms: "No. — (or Eng.) will take siding and meet No. — (or Eng.) at —." "Eng. — following white signal on No. — (or Eng.) will take siding and meet Eng. — following white signal on No. — (or Eng.) at —."

12. "Time orders" are in the following forms: "No. — (or Eng. —) has until — M. to make — for No. —." On this order if the train or Eng. *first* named fails to make the place designated by or before the time given, the train *last* named will wait five minutes for possible variation of watches, no part of which must be used by the train or Eng. *first* named. "No. — Engine — will run on the following schedule:"

(SCHEDULE.)

The train named in this order will not pass any station where time is given ahead of the time stated in the order, and will not wait for a possible variation in watches.

Other trains receiving this order, will be required to run with respect to the time given in the order, the same as before required to run with respect to the regular time table schedule of the train named, with the addition that all trains of inferior rights having this order, must clear the time stated in the order not less than five (5) minutes.

"Eng. — has until — M. to work — of — regardless of No. —." On this order, if the Eng. *first* named is not on the siding designated, at or before the time given, the train *last* named will wait five minutes for possible variation of watches, no part of which must be used by Eng. *first* named. This order does not give the Eng. *first* named the right to main track at place designated in the order.

13. A "regardless order" is in the following form: "No. — will run to — regardless of No. —." On this order, the train *first* named will run to the station named precisely as if the train *last* named did not exist, and from *there* it will run as per Time Table rules, unless otherwise ordered.

The train *last* named in the order will use its Time Table rights up to the station named and there take siding at the nearest switch, as the train *first* named has the right to main track at station named. This order does not prevent the train *last* named in the order from running to any other station beyond the one named in the order, PROVIDED it can make such station and take siding five minutes before the train *first* named in the order is due there by its Time Table time.

14. "Signal orders" are in the following forms: "1st No. — will carry red signals from — to — for 2d No. —." "1st and 2d No. — will carry red signals from — to — for 2d and 3d No. —." "No. — will carry white signals from — to — which Eng. — will follow, avoiding regular trains."

15. "Discontinuing orders," "Signal orders" and "Limit orders," should not be combined with or made a part of any other order.

16. Telegraph Operators will set Red signal immediately after the departure of a train, and keep it set for ten minutes, in order to preserve the time between trains. Should a following section, or a train of any kind arrive before the ten minutes have expired, the Operator will hold them until that time is up, and then give them an order clearance.

17. The Conductor of every train, immediately before starting out on his run, will go in person to the telegraph office and inquire if any orders for his train.

18. It is the duty of conductors and engineers, when they see the telegraph line down, to report the fact at the first telegraph station they pass, giving the locality as near as possible.

DUTIES OF BRIDGE AND TRACKMEN.

1. *Bridge and Track Foremen* are required to have at all times a copy of the current Time Table of the Division on which they are at work, and avoid obstructing the passage of trains as much as possible. They must provide themselves with reliable watches, and frequently compare them with conductors.

2. Great watchfulness must be exercised in the use of hand cars and truck cars. Where, by reason of fog, sharp curves, or the like, risk is involved, they must be protected by flagman. This is particularly necessary in case of loaded truck cars.

3. They must keep their bridges and sections of track in good repair, and at all times, except when protected by proper signals, perfectly safe for the passage of trains. *They must notice passing engines to see if any signals are carried.*

4. In cases of severe storms, or violent winds, whether by day or night, section foremen are required to make a thorough examination of their sections, and see that all is safe.

5. Whenever a rail or frog is to be taken out, or the main track in any manner obstructed or rendered unsafe, and when at any time the main track is found to be unsafe, a flagman must be sent out in each direction at least half a mile, whether any train is expected or not, to flag trains in accordance with Rule No. 8, "Standard Signals."

6. When the telegraph wires are down, section men are expected to have wire and connect them temporarily, and report the fact at the first telegraph station, giving locality and other particulars.

7. Employes only, when on duty, may be permitted to ride on hand cars.

CONCERNING AIR BRAKE AND TRAIN HOSE.

1. Trains are to be handled with automatic air brakes, and all engineers and trainmen must familiarize themselves with it.

2. Conductors and engineers will be held equally responsible for knowing by personal examination that the brakes upon their train are in good working order at any and all times.

3. Air brakes must be tested by applying and releasing brakes from engine before starting from terminal stations, and at all other places where engine or cars have been detached, or hose coupling separated.

4. After all couplings have been made on a passenger train, the engineer will be instructed to apply brakes; the brakeman or car inspector will then pass to the rear of the train, noticing that the brakes are properly applied to each car. Four taps of the signal bell, or a like number of blasts of the air whistle signal will be given from the rear platform, as notice to the engineer to release brakes; the brakeman or car inspector will then pass to the engine, noticing brakes to see if they properly release. If so, he will notify the engineer that the brakes are working all right. Should the brakes on any car fail to work properly, immediate steps must be taken to put them in order before starting the train. Conductors must personally know that the above test has been made at all terminal stations, as well as at any station where hose coupling has been separated.

As an extra precaution, engineers must apply the air brakes by the "service" application of from ten (10) to fifteen (15) pounds reduction in train pipe, while working steam on loco-

motive, within three hundred (300) yards of the starting point, after leaving a terminal station or any other place where the engine or cars have been detached or hose coupling separated; also at least one (1) mile before reaching end of double track, junctions, railroad crossings at grade; draw bridges, regular stops, and before descending heavy grades.

5. Engineers must use the brakes carefully to avoid injury to passengers or freight. They must not use the emergency application unless it is really necessary, and must be especially careful to apply brakes moderately when train is moving slowly.

6. The conductor's valve must never be used except in case of emergency, and when it is used, should be held open until it is certain that the engineer has noticed the application of the brakes and put his valve on "lap."

7. No train will leave a station without sufficient brakes, air or hand, to handle it with safety to the next stopping point.

8. When all cars in a Freight train are not equipped with the automatic air brake, those cars that are so equipped must be switched together and placed ahead next to the engine.

9. The Superintendents of each Division shall determine the minimum number of cars equipped with air brake necessary for the engineer to have to properly handle the train on each freight division.

10. When there are sufficient air brake cars in service in a Freight train to properly handle it, the engineer will be held responsible for "service" stops, but trainmen must be ready to assist in stopping train if called upon. This will not relieve trainmen from being in their assigned positions on train, as required by the Rules and Regulations.

11. When an engine has been coupled on to a Freight train, and the gauge shows a sufficient pressure in train pipe, the trainman or inspector making the test will request the engineer to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last air car is reached, if the brakes are set properly, he will give a signal to the engineer to release the brakes, and the person making the test will then examine each car to see that the brake releases, and on arriving at the engine, will report to the engineer the number of brakes in good working order. If any brakes will not release, or have leaks, or broken rods, or other defects which render it necessary, they must be cut out by closing stop-cock in branch pipe, and then bled, to insure that they will not stick. Opening the stop-cock at rear car is not a reliable test of the brakes, and is strictly forbidden.

12. In testing air brakes on Freight train, the signal to apply the brakes will be the hand or a lamp elevated above the head; the signal to release the brakes will be the regular "stop" signal.

13. Brakemen of Freight trains will be expected to couple air-hose in making up trains at terminal points, and have train in readiness to test air when engine reaches train. They will begin invariably at the rear end of train and see that stop-cock in train pipe at rear of last air car is closed, and all other stop-cocks in train pipe at the end of cars are open; that the hose are all coupled; that the stop-cock in branch pipe of each car is open, the handle of pressure retaining valve on each car is turned down, and all hand-brakes released, unless they are needed to hold the cars while making up train.

14. Engineers on taking their engines at terminals must start the air pump in time to have a full pressure of air in main reservoir on reaching train, so that they may charge

train promptly and test brakes, as outlined above, without delaying the departure of the train.

15. To provide against breaking in two and running together, all air cars in train must be coupled up and working. The non-air piped cars should be scattered through the train, and not bunched together in any one place. If the air reaches through to caboose, the caboose brake must be coupled up and working. Any defect in caboose brake must be promptly reported. When the train is cut between the air cars, or breaks in two, or additional cars are put in between the engine and the last air car, the brakes must be tested from the engine, as directed above, before proceeding.

16. If air brakes are found to be inoperative, the cause should be ascertained immediately, and no further dependence placed on them to make stops, until proved to be efficient by a test, as outlined above, that they are working.

17. Trainmen must watch carefully for any indication that brakes are not working on all air cars.

18. With Freight trains partially equipped with air brakes, the engineer after shutting off steam, must first allow the slack of train to run in against the engine, and then apply the brakes gradually by a five (5) pounds reduction, allowing ample time for any slack that may not yet be taken up to close in before another reduction is made. This will avoid rough handling of that portion of train not equipped with air brakes. In all cases the brakes must be applied carefully in order to prevent shocks and damage to cars and lading.

19. In applying brakes to steady train upon descending grades, engineers will use great care to keep the slack of train taken up, release the brakes where the grades or curves will keep train together, and apply brakes where grade might allow slack to run out. No excuse will be accepted for rough handling of trains.

20. When brakes are released at foot of grades, ample time must be given for air to release and slack to run out before using steam.

21. When brakes are cut out, conductors will so advise engineers.

22. Brakes must be fully released on the entire train before detaching engine.

23. The air should be fully released on cars set out from trains on sidings and hand brakes securely set.

24. When uncoupling cars or engines, the brakes must be first released, both angle-cocks closed and the couplings parted by hand.

25. Engineers must have extra hose and couplings on engine. Trainmen must have extra hose and couplings in caboose and baggage cars.

26. Conductors must report to inspectors any car not in working order.

27. Conductors and Engineers handling trains equipped with air whistle signals, will be responsible for knowing that the device is in proper working order. Trains equipped with air whistle signal must be tested by applying the same from the rear car of train before leaving a terminal station, and at every other station where engine or cars have been detached, or hose couplings separated.

The purpose of this test is to ascertain if air whistle hose between rear car and through train to engine is properly coupled and in working order.

This test must be made at the time the air brakes are tested.

Conductors will report by wire to Division Superintendent the numbers and initials of cars equipped with air whistle signals that are found to be out of order.

In using the air whistle signal, the valve should be held open about one second and remain closed about two seconds between each two sounds. The signals to be used in operating air whistle will be the same as govern bell cord signals.

Air-brake hose on freight car equipment, when not in use, should be allowed to hang down.

Air-brake hose, air-whistle hose and steam hose on passenger equipment, when cars are not in service or hose coupled up, should be hung up in dummy hooks.

CONCERNING BAKER HEATERS.

To insure satisfactory results in the use of the heaters, the following instructions must be strictly observed:

1. The heater should be kept half full of coal at all times. The coal should never be allowed to get below top of worm. This will give about fifteen inches of fire.

2. The inside safety lid should never be opened except to build the fire or put in coal. (Never force the fire by opening inside safety lid.)

3. To increase the heat, open inside lower damper and close upper damper.

4. To reduce the heat, close the lower damper and open the upper damper about two inches, or according to the amount of heat required. With both dampers closed the air will not be too warm at any time, and by proper working of the lower and the upper dampers, and watching the indicator, the car can be kept at any temperature desired.

5. Failure of the heater arises from neglect or mismanagement, generally from allowing fires to run too long without putting in coal, then filling them full and operating the drafts, producing a rapid fire, which, instead of warming the car, stops the circulation and creates gases, which are liable to explode.

6. It will be readily understood that with the large amount of piping in the cars, the circulation—which is principally caused by the weight of the column of water falling from the drum into the pipes, and the difference in the weight of a column of cold and hot water—must be necessarily slow, and that a forced fire will do no good, but will only cause the effect mentioned above.

7. In filling the heater pipes, be sure that the water contains all the salt it will hold in solution, and that no undissolved salt enters the drum. Open the combination cock on end of the drum and pour in water until it runs freely from same. The water should always stand at the height of com-

ination cock, which may be tried by opening the cock, but only when the fire is very low, and no pressure on. Pipes should be warm all around before passengers enter the car.

REGULATIONS CONCERNING THE HANDLING OF UNITED STATES MAILS.

The special attention of station agents, train baggage-masters and others charged with the handling of United States mails, is called to the following rules:

1. The handling of United States mails will take preference over express and baggage.

2. Mails must not be allowed to remain on cranes, trucks or platforms unguarded, or where they will be liable to depredation, or to damage by elements; and they must be dispatched to the Postoffice, when such service is performed by the railroad company, or placed aboard the proper trains, without delay.

3. When for any reason a mail bag is carried by or left short of destination, or is otherwise improperly delivered, notice must be sent to the Superintendent by wire, immediately, and the mail sent to the proper destination by first mail train.

4. All persons through whose hands a miscarried mail bag passes must make a written report to the Superintendent, giving full particulars. This rule must be strictly observed. Report must also be made when postal clerks make improper dispatch of mail resulting in damage to mail bag or contents by reason of bag being thrown into water alongside of track, under trains, etc. In making reports concerning mishandling, failures, etc., be careful to distinguish between locked pouches and tie-sacks.

5. Station agents will be required to notify the postmasters at offices which receive mail at their respective stations, of any change in the time of trains which carry mails; the notice to be given immediately upon the receipt of the time-tables which cover such changes. Section foremen will give this notification to postmasters at postoffices on their sections where the railroad company has no station agent.

6. Where any mail train goes in upon siding to meet an opposing train and misses the mail at station or on mail crane, the conductor will see that porter or brakeman gets the mail from station or mail crane and places it in postal car and also assists in taking the mail from postal car and placing it upon depot platform.

7. Do not deliver pouches to mail car until Mail Clerk has finished his delivery. In case of non-delivery of pouches to a mail car do not throw the pouch to any railway employe or on the platforms of cars, but hold for next regular mail train and report facts by wire to Superintendent. Do not receive pouches unless properly locked and correctly labeled.

8. Pouches or sacks must be carried or trucked. Dragging on platforms or cinder paths will not be allowed under any circumstances.

9. Where Mail Messenger service between postoffices and stations is performed by Postoffice Department, the Government Messenger is required to deliver the mails on board the trains (except when R. R. employe makes night exchanges in accordance with Section 1024 of Postal Laws and Regulations), but when trains are so late that messenger would miss other mails by remaining to make exchanges himself, the Railway Agent should take charge of mails and deliver to trains and receive incoming mails and hold until called for by Government Messenger.

10. The handling of return mails, viz: Transfer mails from one train to another devolves upon the Railway Company and not on the Government Messenger, who performs carrier service between postoffice and station, and at points where this mail is due to be handled R. R. employes must be on the lookout for same and make inquiries if not received.

11. At stations where the mail is craned it is the duty of the agent, or person in charge, to guard the mail while on crane and observe if the bag is caught, so that in case of failure the pouch can be at once taken care of and not left unprotected. This is especially necessary where the catching is done at night.

12. When the crane is out of position or in bad order, wire your Superintendent, who will have repairs promptly made.

13. HANGING THE POUCH.—Always hang the bottom of the pouch on the upper iron of the crane, so that the lock be down (it is dangerous to a postal clerk to hang the pouch with the lock up), and, after the pouch is hung, tie the upper ring of the pouch to the iron on which it is hung with one thickness of thin twine. Then tie the bottom ring to the lower iron of the crane in the same manner. It is of the greatest importance that the pouch should be *always* tied at both ends to the irons of the crane with not more than one thickness of twine. The object of this is to prevent the pouch from being blown from the crane by high winds, or by the current of the train. It is also important that no mail be left in the center of the pouch.

14. NIGHT SERVICE.—When the service is performed at night, there should be a light attached to the crane, or near the crane, for the guidance of the clerks.

15. Proper care of all pouches and sacks with prompt and correct handling is enjoined upon all employes of this Company.

16. Division Superintendents and Superintendent Locomotive and Car Department will wire the General Superintendent in advance of any mail apartment car withdrawn from the service for repairs, or for any other cause, giving car number and reason for withdrawal.

17. Attention is called to the following extracts from the Postal Laws and Regulations of the United States.

SECTION 1023. ARRIVAL OF MAIL AT LATE HOURS OF NIGHT.—Whenever the mail on any railroad route arrives at a late hour of the night, the railroad company must retain custody thereof by placing the same in a secure and safe room or apartment of the depot or station until the following morning, when it must be delivered at the Postoffice, or to the mail messenger employed by the department, at as early an hour as the necessities of the office may require.

SECTION 1024. When a train departs from a railroad station in the night time later than nine o'clock, and it is deemed necessary to have the mail dispatched by such train, the Division Superintendent (of Railway Mail Service) may authorize the mail messenger or carrier to take the mail to the railroad station at such times as will best serve the interests of the mail service, and deliver it to the agent or other representative of the railroad company, who will be required to keep it in some secure place until the train arrives, and then see that it is properly dispatched.

SECTION 5474. REVISED STATUTES.—Any person who shall have taken charge of the mail and shall voluntarily quit or desert the same before he has delivered it into the Postoffice at the termination of the route, or to some known mail carrier, messenger, agent, or other employe of the Postoffice Department, authorized to receive the same, shall be punishable by a fine of not more than five hundred dollars and by imprisonment for not less than three months nor more than one year.

RUSSELL HARDING,

*3rd Vice Prest. and General Manager,
ST. LOUIS, MO.*

H. G. CLARK,

*General Superintendent,
ST. LOUIS, MO.*

C. M. RATHBURN,

*Superintendent,
ATCHISON, KANS.*

W. C. WATROUS,

*Supt. Transportation,
ST. LOUIS, MO.*

HOSPITAL DEPARTMENT.

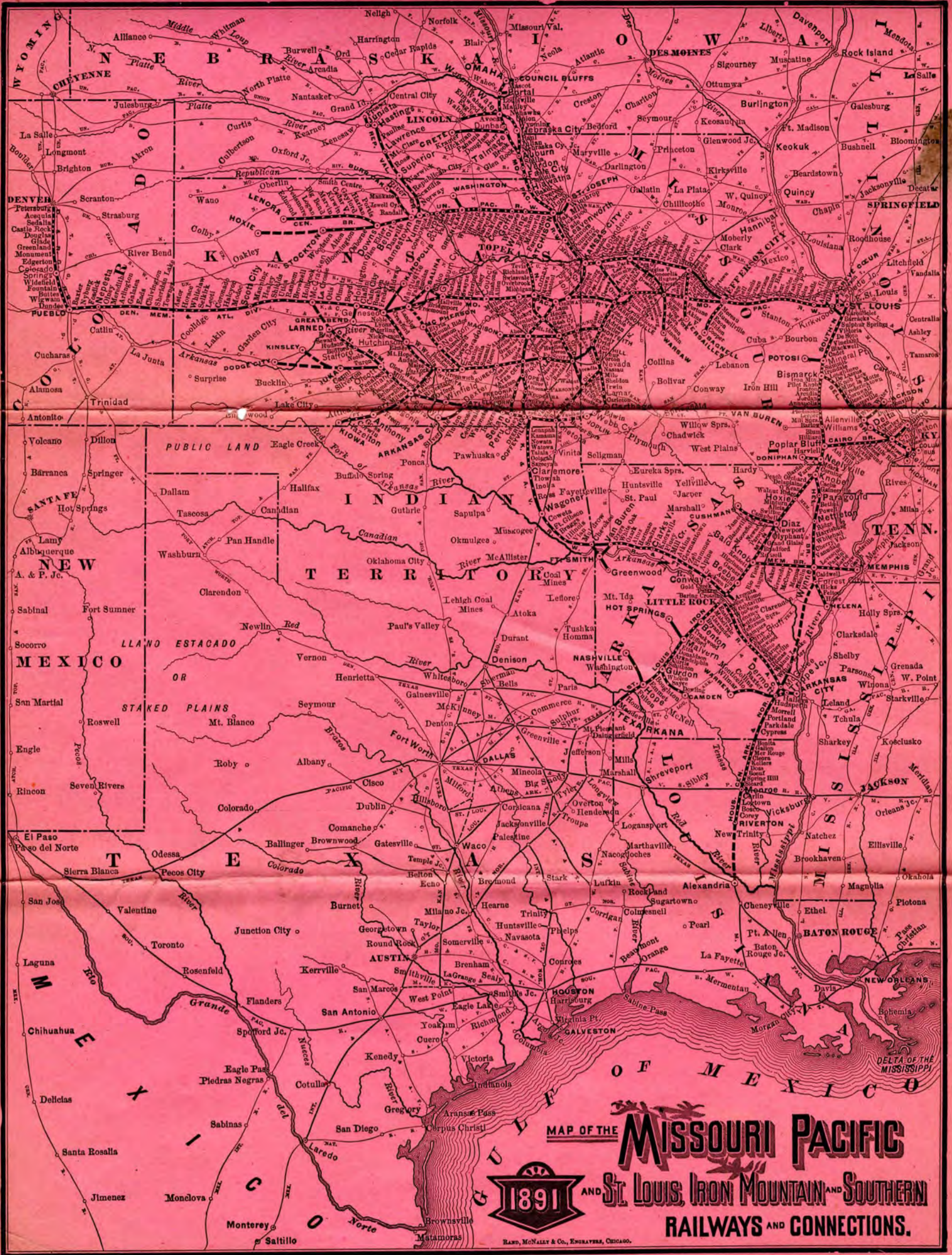
LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS.

WESTERN DIVISION AND BRANCHES.

NAME	LOCATION	OFFICE	RESIDENCE
EMERGENCY STATION...	Kansas City, Mo.	11th and Central Sts.	11th and Central Sts.
Dr. Geo. F. Hamel, Div. Surgeon ..	Kansas City, Mo.	11th and Central Sts.	11th and Central Sts.
Dr. A. P. Tenny.....	Kansas City, Kan.	540 Minnesota Ave.	540 Oakland Ave.
Dr. J. B. Hibbens.....	Kansas City, Kan.	646 Minnesota Ave.	1022 Ann Ave.
Dr. J. A. Lane.....	Leavenworth.....	5th and Delaware Sts.	Cor. 5th and Olive Sts.
Dr. Jacob Geiger.....	St. Joseph, Mo.	Geiger Block.....	1033 Faraon St.
EMERGENCY STATION...	Atchison, Kan.	The Home Private Hospital	817 S. 6th St.
Dr. W. H. Bogle, Div. Surgeon....	Atchison, Kan.	500 Commercial St.	721 N. 5th St.
Dr. C. C. Finney.....	Atchison, Kan	500 Commercial St.	508 N. 2nd St.
Dr. W. W. Nye.....	Hiawatha.....	7th and Shawnee Sts.	7th and Shawnee Sts.
Dr. C. T. Burchard..	Falls City.....	Kopt Building, 4th and Stone Sts.	209 Stone St.
Dr. I. Hugh Dillon.....	Auburn.....	Over 1st Nat'l Bank	2nd and Main Sts.
Dr. R. Roy Ross.....	Nebraska City.....	717 Central Ave.	717 Central Ave.

NAME	LOCATION	OFFICE	RESIDENCE
Dr. E. M. Whitten.....	Nebraska City.....	911 First Corso.....	1218 Third Corso.
Dr. R. B. Wallace.....	Union.....	N. E. Cor. 2d & Main	N. E. Cor. 2d & Main
Dr. T. P. Livingston.....	Plattsmouth.....	612 Main St.....	1319 Elm St.
EMERGENCY STATION...	Omaha, Neb	St. Joseph's Hospital	10th and Castlar St.
Dr. W. H. Ramsey, Div. Surgeon.....	Omaha, Neb.....	35 Douglass Block.....	3920 Cummings St.
Dr. W. H. Slabaugh.....	South Omaha.....	24th and N Sts.....	914 N. 23rd St.
Dr. N. S. Mercer.....	Omaha, Neb.....	35 Douglas Block.....	3920 Cummings St.
Dr. S. D. Mercer.....	Omaha, Neb.....	206 Range Bldg.....	3920 Cummings St.
Dr. J. B. Hungate.....	Weeping Water.....	181½ L St.....	No. 8 Park St.
Dr. J. A. Hasemeier.....	Louisville.....	3rd and Main St.....	3rd and Main St.
Dr. A. G. Hamilton.....	Springfield.....	Over State Bank.....	1st House W. Opera House.
Dr. N. R. Hobbs.....	Elmwood.....	4th and D St.....	4th and D St.
Dr. M. H. Everett.....	Lincoln.....	Burr Blk, 4th and O St.	630 South 17th St.
Dr. W. H. Pallett.....	Crete.....	N. Main St.....	N. Y. Ave. & 7th St.

**DR. W. B. OUTTEN, Chief Surgeon,
ST. LOUIS, MO.**



MAP OF THE **MISSOURI PACIFIC**
 AND **St. Louis, Iron Mountain and Southern**
RAILWAYS AND CONNECTIONS.



RAWD, McALLEY & Co., ENGRAVERS, CHICAGO.

Missouri Pacific R'y.

**Western Division
AND BRANCHES.**

**EMPLOYEES'
TIME TABLE**

NO. 81.

IN EFFECT

June 10, 1900.