

# THE MISSOURI PACIFIC RAILWAY COMPANY.

LEASED, OPERATED AND INDEPENDENT LINES.

## WESTERN DIVISION

### TIME TABLE No. 2

TO TAKE EFFECT SUNDAY, MAY 25, 1902.

AT 12.01 O'CLOCK, A. M.

Superseding Time Table No. 1, Dated December 29, 1901, and any Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

THE COMPANY RESERVES THE RIGHT TO VARY FROM IT AT PLEASURE.

CENTRAL STANDARD TIME.

**RUSSELL HARDING,**

3d Vice President and General Manager.

ST. LOUIS, MO.

**D. HARDY,**

General Superintendent.

ST. LOUIS, MO.

**C. M. RATHBURN,**

Superintendent.

ATCHISON, KANS.

**W. C. WATROUS,**

Superintendent Transportation.

ST. LOUIS, MO.

SECOND CLASS.								FIRST CLASS.								Station Numbers.	Miles from St. Louis	TIME TABLE No. 2. May 25, 1902.
				221 Through Freight Daily	85 Omaha Fast Freight Daily	71 Omaha Mdse Daily	43 L. K. & W. Freight Daily Except Sunday	51 Omaha Express Daily	59 St. Joseph Accom. Daily	93 K. C. N. W. Passenger Daily Except Sunday	55 Hiawatha Local Daily	57 Omaha Express Daily	53 St. Joseph Express Daily	91 K. C. N. W. Passenger. Daily	9 St. Joseph Limited. Daily			
								9.55PM	6.00PM	5.20PM	4.35PM	10.50AM	8.00AM	7.45AM	5.10AM	71	283.10	N KANS. CITY U. D. 0.35
				9.40PM	6.35PM	8.15AM	5.30AM	10.00	6.02	5.24	4.39	10.53	8.02	7.49	5.14	72	283.45	N KANSAS CITY 2.47
				9.50	6.43	8.25	5.40	s 10.05	s 6.08	5.28PM	s 4.43	s 11.02	s 8.02	7.53AM	s 5.19	73	285.92	N KAN. CITY, KAN. 0.32
																	286.24	K. C. N. W. Crossing 2.06
				10.12	6.50	8.35	5.52	10.12	f 6.13		4.48	11.07	8.13		5.24	B 73	288.30	RAMAPO 3.94
				10.30	7.00	8.47	6.03	10.18	f 6.19		4.56	11.13	f 8.19		5.31	74	292.24	N NEARMAN 3.47
				10.43	7.09	9.07	6.13	10.24	f 6.25		5.03	11.19	f 8.25		5.39	75	295.71	POMEROY 2.57
				10.52	7.15	9.15	6.20	10.28	f 6.29		5.07	11.23	f 8.29		5.43	76	298.28	D CONNOR 3.80
				11.04	7.23	9.27	6.31	10.33	f 6.34		5.12	11.28	f 8.34		5.49	77	301.88	POPE 3.23
				11.15	7.36	9.38	6.40	s 10.38	s 6.39		s 5.17	s 11.33	s 8.39		s 5.55	78	305.11	N LEAVENWORTH JC 1.29
								10.41	f 6.41		f 5.19	11.35	f 8.41		5.58	A 78	306.40	MILITARY HOME 1.81
				11.25	7.47	9.50	6.50	10.44	6.43		5.21	11.37	8.43		6.01	B 78	308.21	SO. LEAVENWORTH K. C. N. W. Junct. 0.92
				11.30	7.52	9.55	6.55AM	s 10.46	s 6.45		s 5.25	s 11.40	s 8.45		s 6.05	79	309.13	L'nworth Ter. Crossing N LEAVENWORTH 1.11
				11.35	7.56	10.04		10.49	6.47		5.28	11.42	8.47		6.07	A 79	310.24	MERRITT 1.46
				11.40	7.59	10.10		s 10.52	s 6.50		s 5.31	s 11.45	s 8.50		s 6.10	80	311.70	FT. LEAVENWORTH 1.93
				11.47	8.05	10.17		10.55	6.54		f 5.35	11.52	f 8.54		6.14	A 80	313.66	WADE 2.74
				11.57	8.11	10.27		11.00	f 6.59		s 5.40	11.56	f 8.59		6.19	81	316.40	KICKAPOO 3.59
				12.08AM	8.21	10.38		11.07	f 7.07		s 5.47	12.02PM	f 9.05		6.25	A 81	319.99	OAK MILLS 1.71
									f 7.10		f 5.50		f 9.08			82	321.70	PORT WILLIAMS 3.35
				12.24	8.35	10.56		11.15	7.18		f 5.57	12.11	f 9.18		6.35	83	325.05	DALBEY 5.06
				12.40AM	8.56PM	11.15AM		11.24	7.27		6.06	12.19	9.27		6.44		330.11	ATCHISON 4th St. CON 0.05
								11.25PM	7.28PM		6.07PM	12.20PM	9.28AM		6.45AM	84	330.16	N ATCHISON U. D. (47.06)
				Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily			
				221	85	71	43	51	59	93	55	57	53	91	9			

No. 85 has right over all Second Class Trains.  
East-bound Trains are Superior to West-bound Trains of the Same Class.

**SPECIAL RULES.**

Trains Nos. 9, 10, 51, 52, 57, 58 and 59 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.

Standard Clocks are located 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. 53 and No. 60 at Leavenworth is at passing track west of Union Depot.

Sidings and Spurs between stations:

	Mile Post.	Car Capacity.	Station No.
T. P. Brick Co. Siding.....	287.16	20	A 73
Kansas City Water Works Track.....	288.88	87	C 73
Donald Coal Mine Siding.....	327.58	30	A 83

TIME TABLE No. 2. May 25, 1902.	Miles from Omaha	Siding Capacity in Cars.		FIRST CLASS.							SECOND CLASS.								
		Passing Tracks.	Other Tracks.	52	60	94	54	58	92	56	10	44	220	72	86				
				Omaha Express	St. Joseph Accom.	K. C. N. W. Passenger	St. Joseph Express	Omaha Express	K. C. N. W. Passenger	St. Joseph Express	St. Joseph Limited	L. K. & W. Freight.	Stock Express	Fast Freight	Through Freight				
STATIONS.				Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
N KAN. CITY U. D. 0.35	204.16			6.05AM	9.32AM	10.15AM	12.50PM	5.20PM	6.05PM	8.15PM	10.25PM								
N KANSAS CITY. W 2.47	208.81			6.03	9.30	10.13	12.48	5.15	6.02	8.13	10.23	3.18AM	5.00AM	11.27AM	4.15PM				
N KAN. CITY, KAN. 0.32	201.34	48	72	s 5.57	s 9.24	10.07AM	s 2.42	s 5.07	5.55PM	s 8.07	s 10.17	3.05	4.50	11.17	4.05				
K. C. N. W. Crossing 2.06	201.02																		
RAMAPO 3.94	198.96	115		5.52	9.19		f 2.37	5.02		8.02	10.12	2.58	4.42	11.07	3.55				
N NEARMAN 3.47	195.02	66		5.45	9.13		f 2.32	4.56		f 7.56	10.06	2.45	4.27	10.45	3.40				
POMEROY * 2.57	191.55	46	15	5.39	f 9.07		s 2.26	4.50		f 7.50	10.00	2.35	4.15	10.33	3.27				
D CONNOR * 3.60	188.98	52	47	5.32	s 9.03		s 2.21	4.46		f 7.46	9.56	2.28	4.05	10.25	3.17				
POPE 3.23	185.38	42		5.26	8.58		f 2.16	4.41		f 7.41	9.51	2.17	3.52	10.13	3.02				
N LEAVENWORTH JC 1.29	182.15	53		s 5.21	s 8.53		s 2.11	s 4.36		s 7.36	s 9.46	2.08	3.40	10.00	2.50				
MILITARY HOME * 1.31	180.86				f 8.51		f 2.09			f 7.34	9.44								
SO. LEAVENWORTH K. C. N. W. Junct. 0.92	179.05	47		5.16	8.49		2.07	4.31		7.32	9.42	1.58	3.30	9.50	2.37				
L'nworth Ter. Crossing N LEAVENWORTH §W 1.11	178.13	43	180	s 5.14	s 8.47		s 2.05PM	s 4.29		s 7.30	s 9.40	1.55AM	3.25	9.45	2.30				
MERRITT 1.46	177.02	38		5.12	8.42		1.58	4.27		7.26	9.36		3.20	9.40	2.25				
FT. LEAVENWORTH 1.96	175.56	15	20	s 5.09	s 8.39		s 1.55	s 4.24		s 7.23	s 9.33		3.15	9.35	2.20				
WADE 2.74	173.60	58		5.05	8.36		f 1.52	4.20		f 7.19	9.29		3.08	9.28	2.13				
KICKAPOO * 3.59	170.86	33		5.00	f 8.31		s 1.45	4.15		f 7.14	9.22		3.00	9.18	2.04				
D OAK MILLS * 1.71	167.27	53	50	4.54	f 8.23		s 1.38	4.09		s 7.07	9.13		2.47	9.05	1.52				
PORT WILLIAMS 3.35	165.56						f 1.36												
DALBEY 5.06	162.21	54		4.45	8.14		f 1.29	4.00		f 6.55	9.04		2.30	8.40	1.35				
ATCHISON 4th St. CON 0.05	157.15		431	4.36	8.06		1.21	3.51		6.46	8.56		2.15AM	8.25AM	1.20PM				
N ATCHISON U. D. W (47.06)	157.20			4.35AM	8.05AM		1.20AM	3.50PM		6.45PM	8.55PM								
				Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily			
				52	60	94		58	92	56	10	44	220	72	86				

No. 85 has right over all Second Class Trains.

East-bound trains are Superior to West-bound Trains of the Same Class.

### SPECIAL RULES.

First Class Trains will register at Kansas City and Atchison Union Dots.

All trains will register at Kansas City, Kansas City, Kans., Leavenworth Junction, Leavenworth Union Depot and Atchison Lower Yard.

Bulletin orders will be posted at Kansas City Union Depot, Kansas City, Lower Yard Atchison and Union Depot Atchison.

Trains cannot pass at Military Home or Port Williams.

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

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.

Water Tanks located between stations:

Barker's tank.....2 Miles West of Nearman.

ATCHISON TO AUBURN.

WEST-BOUND.

SECOND CLASS.

FIRST CLASS.

TIME TABLE  
No. 2.  
May 25, 1902.

SECOND CLASS.										FIRST CLASS.			Station Numbers	Miles from St. Louis.	TIME TABLE No. 2. May 25, 1902.
85 Omaha Fast Freight	71 Omaha Mdse.	233 Local Freight	221 Through Freight	51 Omaha Express	55 Hiawatha Local	57 Omaha Express									
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily						STATIONS.			
				11.35PM	6.10PM	12.40PM	84				N	ATCHISON U. D.			
							330.11				N	ATCHISON 4th St. CON 0.90			
				9.35PM	12.10PM	5.15AM	1.50AM	11.38	6.13	12.43		331.01	N ATCHISON 13th ST. 0.99		
				9.40	12.15	5.20	1.55	11.41	6.15	12.45		332.00	C. B. JUNCTION 5.54		
				10.00	12.57	s 5.55	2.30	s 11.55	s 6.27	s 12.57	435	337.54	N SHANNON 3.23		
				10.10	1.21	s 6.15	2.45	f 12.05AM	s 6.35	s 1.05	436	340.77	D LANCASTER 5.36		
				10.25	1.45	s 6.40	3.10	s 12.18	s 6.45	s 1.17	437	346.13	D HURON 3.26		
						f 6.55			f 6.53	s 1.23	A437	349.39	PIERCE 1.76		
				10.40	2.05	s 7.03	3.38	s 12.30	s 6.57	s 1.28	438	351.15	N EVEREST 6.51		
				10.58	2.43	s 7.31	4.02	f 12.44	s 7.10	s 1.43	439	357.66	D WILLIS 4.00		
				11.10	2.59	s 7.50	4.18	f 12.52	s 7.18	s 1.53	440	361.66	D BAKER 7.50		
												369.16	St. Jo. & G. I. Crossing 0.50		
				11.35	3.50	s 8.30	5.00	s 1.11	7.35PM	s 2.15	442	369.66	N HIAWATHA 5.09		
				11.50	4.10	s 8.50	5.21	f 1.22		s 2.27	443	374.75	D PADONIA 3.75		
				12.08AM	4.25	s 9.10	5.37	f 1.30		s 2.35	444	378.50	D RESERVE, KAN. 5.62		
												384.12	B. & M. R. R. R. Crossing 0.29		
				12.22	4.47	s 9.38	6.00	s 1.43		s 2.48	445	384.41	N FALLS CITY, NEB. 4.59		
				12.35	5.05	s 9.56	6.19	1.53		2.58	A446	389.00	STRAUSSVILLE 4.94		
				12.51	5.24	s 10.25	6.40	s 2.07		s 3.08	447	393.94	D VERDON 0.24		
												394.18	B. & M. R. R. R. Crossing 6.43		
				1.12	5.48	s 10.55	7.05	s 2.25		s 3.23	448	400.61	N STELLA 7.21		
				1.37	6.15	s 11.30	7.35	s 2.43		s 3.38	449	407.82	D HOWE 2.91		
												410.73	B. & M. R. R. R. Crossing 2.75		
				1.55AM	6.40PM	11.59	8.00AM	3.00AM		3.50PM	450	413.48	N AUBURN		
				Daily	Daily	Daily Except Sund	Daily	Daily	Daily	Daily			(83.37)		
				85	71	233	221	51	55	57					

125  
60

No. 85 has right over all Second Class Trains.

East-bound Trains are Superior to West-bound Trains of the Same Class.

SPECIAL RULES.

All trains must procure a clearance before leaving Hiawatha.  
No. 58 will take siding for No. 57 at Hiawatha.  
First Class trains will register at Atchison Union Depot.  
All trains will register at Atchison 13th Street, Hiawatha and Auburn.

Bulletin orders will be sent at Atchison Union Depot, Atchison 13th Street and Auburn.  
Passengers will be carried on Nos. 232 and 233 between Atchison and Auburn. No. 220 will carry passengers between Auburn and Hiawatha that arrive at Auburn on Nos. 240 and 244, stopping ca- boose at station platform.

TIME TABLE No. 2. May 25, 1902.	Miles from Omaha.	Siding Capacity in Cars		FIRST CLASS.				SECOND CLASS.							
		Passing Tracks	Other Tracks	52	54	58	72	86	232	220					
				Omaha Express	Hiawatha Local	Omaha Express	Fast Freight	Through Freight	Local Freight	Stock Express					
STATIONS.				Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily					
N ATCHISON U. D.				4.25AM	11.15AM	3.45PM									
ATCHISON 4th St. CON 0.90	157.15														
N ATCHISON 13th ST.W 0.99	156.25		900	4.22	11.11	3.42	7.35AM	11.00AM	6.55PM	12.20AM					
C. B. JUNCTION 5.54	155.26			4.20	11.08	3.40	7.32	10.55	6.50	12.17AM					
N SHANNON 3.23	149.72	26	32	s 4.07	s 10.57	s 3.26	7.10	10.32	s 6.27	11.55					
D LANCASTER 5.36	146.49		39	f 4.00	s 10.49	s 3.20	6.58	10.20	s 6.00	11.25					
D HURON W 3.26	141.13	31	31	s 3.50	s 10.38	s 3.08	6.40	10.00	s 5.30	11.00					
PIERCE * 1.76	137.87		3		f 10.31	s 3.00			f 5.14						
N EVEREST 6.51	136.11	33	46	s 3.38	s 10.27	s 2.57	6.15	9.40	s 5.05	10.40					
D WILLIS 4.00	129.60	34	36	f 3.25	s 10.13	s 2.43	5.53	9.15	s 4.40	10.10					
D BAKER 7.50	125.60	26	33	f 3.17	s 10.03	s 2.34	5.40	9.00	s 4.25	9.55					
St. Jo. & G. I. Crossing 0.50	118.10														
N HIAWATHA \$W 5.09	117.60	45	250	s 3.00	9.45AM	s 2.15	5.15 5.00	8.30	s 3.50	9.25					
D PADONIA 3.75	112.51	32	34	f 2.47		s 2.05	4.40	7.55	s 3.25	9.05					
D RESERVE, KAN. 5.62	108.76		35	f 2.39		s 1.58	4.27	7.40	s 3.10	8.52					
B. & M. R. R. R. Crossing 0.29	103.14														
N FALLS CITY, NEB. 4.59	102.85	44	105	s 2.26		s 1.46	4.07	7.15	s 2.48	8.30					
STRAUSSVILLE * 4.94	98.26		31	2.15		1.35	3.48	6.58	s 2.10	8.10					
D VERDON W 0.24	93.32	50	36	s 2.07		s 1.25	3.33	6.40	s 1.55	7.55					
B. & M. R. R. R. Crossing 6.43	93.08														
N STELLA 7.21	86.65	27	28	s 1.53		s 1.12	3.10	6.12	s 1.12	7.30					
D HOWE 2.91	79.44	33	33	s 1.37		s 12.57	2.43	5.43	s 12.33	7.05					
B. & M. R. R. R. Crossing 2.75	76.53														
N AUBURN. W (83.37)	73.78	117	130	1.25AM		12.45PM	2.15AM	5.20AM	12.10PM	6.40PM					
				Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily					
				52	54	58	72	86	232	220					

No. 85 has right over all Second Class Trains.

East-bound Trains are Superior to West-bound Trains of the Same Class.

### SPECIAL RULES.

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

Standard Clocks are located in the Dispatcher's office at Atchison and Telegraph office at Auburn.

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

All trains will be governed by Joint Time Table in effect between Atchison Union Depot and C. B. Junction.

Signal gates are located at B. & M. R. R. R. Crossing two and three quarter miles east of Auburn. See Special Instructions.

E. H. HOLDEN, Chief Dispatcher.

E. O. MAN, Division Superintendent.

SECOND CLASS.										FIRST CLASS.					Station Numbers.	Miles from St. Louis	TIME TABLE No. 2. May 25, 1902.	
						71 Omaha Mds.	233 Local Freight	243 Local Freight	241 Mixed	85 Fast Freight	209 Lincoln Express	57 Omaha Express	207 Omaha and Neb. City Accom.	205 Auburn and Omaha Accom.				51 Omaha Express
						Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.			STATIONS.
						7.00PM	12.25PM	10.20AM	6.10AM	2.10AM		3.50PM		7.30AM	3.05AM	450	413.48	N AUBURN
						7.10	12.35	10.30AM	6.20AM	2.20		3.55		7.35AM	3.10	415.78		N NEBRASKA CITY JC.
						f 7.47	s 1.04			2.40		s 4.10			f 3.27	476	422.88	D JULIAN
						f 8.15	s 1.25			2.55		s 4.21			f 3.40	478	428.10	D PAUL
																485.10		B. & M. R. R. R. Crossin
						f 8.55	s 1.55 2.15			3.25	4.48PM	s 4.38	8.05AM		s 3.58	480	435.32	N NEBRASKA CITY
						f 9.27	s 2.40			3.45	s 5.00	f 4.50	s 8.17		f 4.12	482	441.03	D WYOMING
						f 10.05	s 3.10			4.05	5.13PM	s 5.03	8.30AM		s 4.30 4.45	484	446.72	N UNION
						f 10.45	s 3.40			4.30		s 5.22			f 5.05	490	454.07	D MURRAY
						f 11.05	s 3.58			4.42		f 5.31			f 5.16	492	458.08	D MYNARD
						f 11.34	s 4.15			4.55		s 5.40			s 5.27	493	461.61	N O PLATTSMOUTH
																464.44		B. & M. R. R. R. Crossin
																464.73		B. & M. R. R. R. "Y" Cr
						f 11.55	s 4.36			5.12		f 5.50			f 5.40	495	466.34	LA PLATTE
						f 12.20AM	s 4.55			5.29		s 6.00			s 5.51	496	470.58	D FORT CROOK
						12.30	5.05			5.39		6.05			5.55		472.39	GILMORE JUNCTION
						12.50	s 5.23			5.54		s 6.15			s 6.05	A466	476.98	N SOUTH OMAHA
						12.55	5.28			5.56		6.16PM			6.06AM		477.57	N SUMMIT JUNCTION
						1.10	5.38			6.10						S496	478.02	STOCK YDS. SWITCH
						s 1.25	s 5.53	s 6.40PM		6.25					s 10.25AM	A463	480.85	N WEST SIDE JUNC.
															f 10.27	464	481.79	WALNUT HILL
															f 10.29	B464	482.69	LAKE STREET
															f 10.32	D464	483.75	DRUID HILL
						1.45	6.08	6.55		6.40					f 10.36	H464	484.70	OAK CHATHAM
						1.47	6.10	6.57		6.42					10.37	K464	485.07	N SPRAGUE ST. JUNC
						2.00AM	6.23PM	7.10PM		6.55AM					10.44	465	486.98	N OMAHA, NICH ST.
															10.45AM	466	487.26	N OMAHA
																	477.57	N SUMMIT JUNCTION
																	480.61	N OMAHA Un. Pas. Sta
						Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.			
						71	233	243	241	85	209	57	207	205	51			

No. 85 has right over all Second Class Trains.

East-bound Trains are Superior to West-bound Trains of the Same Class.

### SPECIAL RULES.

All trains will register at Auburn, Nebraska City Junction, Nebraska City, Union, Summit Junction, West Side Junction, Sprague Street 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.

Bulletin orders will be posted at Auburn, Union, Union Passenger Station and Dispatcher's office, Omaha.

No distance signal will be displayed at Gilmore Junction for west bound Mo. Pac. trains.

Passengers will be carried on trains Nos. 71, 232 and 233 on this Division, and on Nos. 86, 243 and 244 between Auburn and Omaha, stopping caboose at station platform.

Switches at Gilmore Junction and Summit Junction will be set for Union Pacific.

First Class trains will reduce speed to 15 miles per hour, and Freight trains to 8 miles per hour crossing Platte River Bridge.

All trains must procure a clearance before leaving Auburn.

This Time Table is void between Gilmore Junction and Summit Junction, and between Summit Junction, and Omaha Union Passenger Station.

Conductors and enginemen 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. R. Co.

This Time Table is void between Summit Junction and Omaha.

Omaha Belt Railway Time Table will govern between these points.

Standard Clocks are located in the Dispatcher's office, Omaha, and Telegraph office Omaha Union Passenger Station and Auburn.

Signal gates are located at B. & M. R. R. R. "Y" crossing 1.61 miles east of LaPlatte. See Special Instructions.

TIME TABLE No. 2. May 25, 1902.		Miles from Omaha	Siding Capacity in Cars		FIRST CLASS.				SECOND CLASS.						
			Passing Tracks.	Other Tracks.	58	208	206	52	240	232	244	254	72	86	
					Omaha Express	St. Louis Express	Auburn and Omaha Accom.	Omaha Express	Mixed	Local Freight	Local Freight	Mixed	Fast Freight	Through Freight	
STATIONS.				Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.		
N	AUBURN	W	73.78	117	Y130	12.25PM		7.18PM	1.25AM	6.05PM	11.40AM	4.05PM		2.10AM	4.50AM
	2.30														
	NEB. CITY JUNC.		71.48			12.20		7.13PM	f 1.20	5.55PM	11.30	3.55PM		2.02	4.40AM
	7.10														
D	JULIAN		64.38		45	s 12.05PM			f 1.05		s 11.00			1.42	
	5.22														
D	PAUL		59.16		34	s 11.55			f 12.55		s 10.40			1.26	
	7.00														
	B. & M. R. R. Crossing		52.16												
	0.22														
N	NEBRASKA CITY	W	51.94	72	237	s 11.40	11.30AM		s 12.40		10.10 9.50		6.48PM	1.05	
	5.71														
D	WYOMING	W	46.23		42	s 11.26	s 11.16		f 12.26		s 9.20		s 6.33	12.45	
	5.69														
N	UNION	W	40.54	28	41	s 11.15	11.05AM		s 12.15 12.05AM		s 8.48		6.18PM	12.28	
	7.35														
D	MURRAY		33.19	37	44	s 11.00			f 11.50		s 8.15			12.07AM	
	4.01														
D	MYNARD		29.18		37	f 10.52			f 11.42		s 7.55			11.55	
	3.53														
N	PLATTSMOUTH		25.65	42	44	s 10.45			s 11.34		s 7.35			11.34	
	2.83														
	B. & M. R. R. Crossing		22.82												
	0.29														
	B. & M. R. R. "Y" Cr'g		22.53												
	1.61														
	LA PLATTE	W	20.92		35	f 10.34		Via Talmage Division.	f 11.23		f 7.08			11.08	
	4.24														
D	FORT CROOK		16.68		7	s 10.25			s 11.14		s 6.45			10.55	
	1.81														
	GILMORE JUNC.		14.87	32		10.21			11.10		6.35			10.50	
	4.59														
N	SOUTH OMAHA		10.28		470	s 10.11			s 11.00		f 6.20			10.31	
	0.59														
N	SUMMIT JUNC.		9.69			10.10AM			10.59PM		6.15			10.30	
	0.45														
	STOCK YDS. SWITCH		9.24								6.10			10.27 9.48	
	2.83														
N	WEST SIDE JUNC.		6.41					Via Talmage Division.	s 4.30PM		s 5.50	s 6.25AM		9.30	f 10.30PM
	0.94														
	WALNUT HILL		5.47		15			Via U. P. R. R. Co.	f 4.28						
	0.90														
	LAKE STREET		4.57		7				f 4.26						
	1.06														
	DRUID HILL		3.51		18				f 4.24						
	0.95														
	OAK CHATHAM		2.56	60					f 4.20		5.35	6.05	9.10	10.13	
	0.37														
N	SPRAGUE ST. JUNC.		2.19						4.19		5.33	6.03	9.08	10.11	
	1.91														
N	OMAHA, NICH. ST. W		0.28		1266				4.10PM		5.20AM	5.50AM	9.00PM	10.00PM	
	0.28														
N	OMAHA		73.78												
	3.04														
N	SUMMIT JUNC.					10.10AM			10.50PM						
	3.04														
N	OMAHA, Un. Pas. Sta.					10.00AM			10.50PM						
						Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	
						58	208	206	52	240	232	244	254	72	86

No. 85 has right over all Second Class Trains.

East-bound Trains are Superior to West-bound Trains of the Same Class.

### SPECIAL RULES.

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 division.  
Yard limit board at Omaha is at 24th Street.  
Time at Gilmore Junction is intended for side track at Mile Post No. 472.13.

Sidings and Spurs between Stations:

	Mile Post.	Car Capacity.	Station No.
North Auburn.....	417.32	12	475
Fort Crook Water Works Spur.....	471.04	12	A 496
Gilmore Junc. Siding.....	472.13	34	B496
Park Street Spur.....	479.36	9	C496
Poor Farm Spur.....	479.74	12	D496
Logan Spur.....	480.05	5	E496
Eddy's Spur.....	482.25	16	A464
Usher's Siding.....	483.45	22	C464
Irish Spur.....	484.00	43	E464
McCandless Spur.....	484.31	27	G464

C. A. VERMILLION, Chief Dispatcher.

E. O. MAN, Division Superintendent.

SECOND CLASS.				FIRST CLASS.		Station Numbers.	Miles from St. Louis	TIME TABLE No. 2. May 25, 1902.		Miles from Omaha	Siding Capacity in Cars.		FIRST CLASS.		SECOND CLASS.			
	243 Local Freight	241 Mixed		205 Auburn and Omaha Accom.								206 Auburn and Omaha Accom.		244 Local Freight	240 Mixed	86 Through Freight		
	Daily Ex. Sunday.	Daily Ex. Sunday.		Daily Ex. Sunday.				STATIONS.		Daily Ex. Sunday.		Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.				
	10.30AM	6.20AM		7.35AM		415.78		NEB. CITY JUNC.	77.99				7.13PM					
s	10.45	s 6.30		s 7.40	451	417.85	D	2.07 GLEN ROCK	75.92		35	s	7.08		s	3.55PM	s 5.55PM	f 4.40AM
s	11.20	s 6.50		s 7.52	452	422.51	D	4.66 BROCK	71.26	30	48	s	6.57		s	3.40	s 5.45	f 4.30
s	12.01PM	s 7.22		s 8.02	453	427.26	D	4.75 TALMAGE	66.51	40	59	s	6.46		s	3.05	s 5.23	f 4.10
f	12.05	7.25AM		8.04		427.81		0.55 CRETE BRANCH JC.	65.96		Y		6.45		s	2.85	s 5.02	f 3.48
s	12.35			s 8.14	454	431.89	D	4.08 LORTON	61.88		53	s	6.36		s	2.15	4.55PM	f 3.43
						436.45		4.56 B. & M. R. R. Crossing	57.32						s	1.55		f 3.25
s	1.15			s 8.25	455	436.77	D	0.32 DUNBAR	57.00	34	40	s	6.25		s	1.15		f 3.02
s	1.50			s 8.40	456	443.40	D	6.63 BERLIN	50.37	26	34	s	6.11		s	12.35		f 2.32
s	2.15			s 8.52	457	448.48	D	5.08 AVOCA	45.29	27	34	s	5.57		s	12.05PM		f 2.10
	2.50 3.30			s 9.05	458	454.36	N	5.88 WEEPING WATER §W	39.41	Y	272	s	5.48			11.30 10.45		1.40 1.12
s	3.55			s 9.17	459	459.16	D	4.80 MANLEY	34.61	36	26	s	5.33		s	10.15		f 12.50
s	4.25			s 9.31	460	464.88	D	5.72 LOUISVILLE	28.89	24	30	s	5.21		s	9.31		f 12.25
						465.18		0.30 B. & M. R. R. Crossing	28.59									
	4.35			f 9.36	A460	466.45		1.27 C., R. I. & P. Crossing	27.32		308	f	5.16			8.40		12.16
	4.50			f 9.43		469.23		2.78 GRAVEL SWITCH	24.54	Y	690	f	5.11			8.30		12.06AM
s	5.07			s 9.47	461	470.90	D	1.67 SPRINGFIELD	22.87	39	35	s	5.07		s	8.20		f 11.58
	5.49			f 10.04		478.56		7.66 PAPILLION JUNC.	15.21		295	f	4.50			7.38 7.10		11.23
						478.71		0.15 U. P. Crossing	15.06									
f	5.50			s 10.05	A461	478.81		0.10 PORTAL	14.96		3	s	4.49		f	7.07		f 11.20
				f 10.13		482.09		3.28 DEERFIELD	11.68			f	4.42					
f	6.13			f 10.15	A462	482.80		0.71 SEYMOUR PARK	10.97	29	30	f	4.40		f	6.52		f 10.55
						484.87		2.07 F. E. & M. V. Crossing	8.90									
						485.12		0.25 Lawn Junction	8.65		12							
				f 10.21	E462	485.29		0.17 LAWN	8.48		31	f	4.35					
f	6.35			s 10.24	463	486.81		1.52 WEST SIDE	6.96	29	86	s	4.31		f	6.28		f 10.33
	6.40PM			10.25AM	A463	487.36	N	0.55 WEST SIDE JUNC.	6.41				4.30PM			6.25AM		10.30PM
	Daily Ex. Sunday.	Daily Ex. Sunday.		Daily Ex. Sunday.				(71.58)				Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.				
	243	241		205								206			244	240	86	

East-bound Trains are Superior to West-bound Trains of the Same Class.

### SPECIAL RULES.

West-bound Freight Trains must use 20 minutes from top of Avoca hill to Weeping Water.

Passengers will be carried on Nos. 86, 243 and 244, stopping caboose at station platform.

First Class trains will reduce speed to 15 and Freight trains to 8 miles an hour crossing Platte River bridge.

Trains cannot pass at Portal or Deerfield.

Standard Clock is located in Dispatcher's office at Omaha.

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

All trains will register at Nebraska City Junction, Talmage, Weeping Water and West Side Junction.

Sidings and Spurs between stations :

	Mile Post.	Car Capacity.	Station No.
Neb. & Col. Lime Co's Spur.....	452.57	63	A457
Papillion, on Papillion Spur.....	480.91	40	462

C. A. VERMILLION, Chief Dispatcher.

E. O. MAN, Division Superintendent.



WEST-BOUND.

LINCOLN BRANCH.

EAST-BOUND.

WEST-BOUND.

CRETE BRANCH.

EAST-BOUND. 9

SECOND CLASS.		FIRST CLASS.			Station Numbers	Miles from St. Louis	TIME TABLE No. 2 May 25, 1902.	Miles from Lincoln	Siding Capacity in Cars.		FIRST CLASS.		SECOND CLASS.		SECOND CLASS.	Station Numbers	Miles from St. Louis	TIME TABLE No. 2 May 25, 1902.	Miles from Crete	Siding Capacity in Cars.		SECOND CLASS.
253 Mixed	251 Local	209 Lincoln Express	207 Omaha and Neb. City Accom.	213 Lincoln Express					208 Kansas City Express	212 St. Louis Express	254 Mixed	252 Local	241 Mixed	240 Mixed								
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily.							Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.								Daily Ex. Sunday.	
11.15AM	4.10AM	5.13PM	8.30AM	4.45AM	484	446.72	N UNION	W 47.63	28	Y	11.05AM	11.55PM	6.18PM	10.00PM	7.25AM	427.81	CRETE JUNCTION	58.18	Y		4.55PM	
s 11.30	4.28	s 5.23	s 8.40	s 4.55	486	450.96	D NEHAWKA	48.39	178		s 10.55	s 11.45	s 6.08	9.44	s 8.00	2819	D COOK	48.87		34	s 4.20	
12.10PM	5.05 5.30	s 5.43	9.00AM	s 5.15	458	459.78	N WEEPING WATER W	34.57	Y		s 10.35	s 11.25	5.43PM	9.10 8.45	s 8.35	2826	D BURR	41.08		46	s 3.47	
	6.00	s 5.58		s 5.30	468	466.85	D WABASH	27.50	44		s 10.20	s 11.10		8.10	s 9.00	2832	D DOUGLAS	35.23		34	s 3.22	
	6.15	s 6.07		s 5.39	469	470.75	D ELMWOOD	23.60	44		s 10.12	s 11.01		7.52	s 9.28	2839	D PANAMA	28.19		25	s 2.53	
	6.45	s 6.23		s 5.55	470	478.35	D EAGLE	16.00	38		s 9.55	s 10.45		7.15	s 9.55	2846	D HICKMAN	21.41		38	s 2.25	
	7.15	s 6.38		f 6.10	471	485.75	D WALTON	8.60	38		s 9.40	s 10.30		6.38		465.90	B. & M. R. R. R. Crossing	20.09				
	7.30	f 6.48		f 6.20	A471	490.09	BETHANY HEIGHTS	4.26	13		f 9.30	f 10.20		6.20	s 10.27	2853	SPRAGUE	13.83		37	s 1.52	
	7.40	s 6.53		s 6.25	472	492.35	PECK'S GROVE	2.00	15		s 9.25	s 10.15		6.10	s 10.57	2861	KRAMER	6.46		36	s 1.21	
						493.35	C. R.-I. & P. Crossing	1.00	29						11.25AM	2867	D CRETE	0.66	29	183	12.55PM	
	7.55AM	7.03PM		6.35AM	473	494.35	N LINCOLN	(47.63)	638		9.15AM	10.05PM		5.55PM	Daily Ex. Sunday.		(58.18)				Daily Ex. Sunday.	
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily.							Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.								240
253	251	209	207	213							208	212	254	252	241							240

East-bound Trains are Superior to West-bound Trains of the Same Class.

All trains will register at Union, Weeping Water and Lincoln.  
 Bulletin orders will be posted at Union.  
 Standard Clock is located in the Dispatcher's office at Omaha.  
 Any class of engines used on the system can be run on Lincoln Branch.  
 Passengers will be carried on Nos. 251 and 252, stopping caboose at station platform.

Sidings and Spurs between stations.

	Mile Post.	Car Capacity.	Station No.
Barnes Switch.....	490.89	16	B471

C. A. VERMILLION, Chief Dispatcher.

No. 241 has right over No. 240 Crete Junction to Crete.  
 East-bound trains are superior to West-bound trains of the same class.

Signal gates are located at B. & M. R. R. R. Crossing one and a quarter miles west of Hickman. See Special Instructions.  
 All trains on Crete Branch will register at Crete.  
 Standard Clock is located in the Dispatcher's office at Omaha.

Following class of engines can be run on Crete Branch: Baldwin Mogul Engines, 77.00 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.

Sidings and Spurs between stations:

	Mile Post.	Car Capacity.	Station No.
Carleton Spur.....	469.19	4	2850

E. O. MAN, Division Superintendent.

WEST-BOUND.

ST. JOSEPH BRANCH.

EAST-BOUND.

SECOND CLASS.		FIRST CLASS.					Station Numbers	Miles from St. Louis	TIME TABLE No. 2 May 25, 1902.	Miles from St. Joseph	Siding Capacity in Cars.		FIRST CLASS.					SECOND CLASS.	
225 Through Freight		59 St. Joseph Accom.	203 St. Joseph Accom.	201 St. Joseph Express	53 St. Joseph Express	9 St. Joseph Limited					60 St. Joseph Accom.	202 St. Joseph Accom.	204 Kansas City Express	56 St. Joseph Express	10 St. Joseph Limited	226 Through Freight			
Daily Ex. Sunday.		Daily.	Daily.	Daily.	Daily.	Daily.							Daily Ex. Sunday.						
2.30AM		7.35PM	3.50PM	12.25PM	9.30AM	6.50AM	84	330.16	N ATCHISON U. D.	22.26	Y		8.05AM	11.10AM	3.45PM	6.42PM	8.52PM	8.10PM	
4.00AM		8.25PM	4.40PM	1.14PM	10.20AM	7.40AM	85	352.42	N ST. JOSEPH U. D.				7.15AM	10.20AM	2.55PM	5.45PM	8.00PM	6.35PM	
Daily Ex. Sunday.		Daily.	Daily.	Daily.	Daily.	Daily.			(22.26)				Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	
225		59	203	201	53	9							60	202	204	56	10	226	

All trains will register at Atchison Union Depot and St. Joseph Union Depot.  
 Bulletin orders will be posted at Atchison Union Depot.  
 Trains will not exceed 6 miles per hour crossing Atchison Bridge.  
 Standard Clock is located in the Dispatcher's office at Atchison.  
 Any class of Engines used on the system can be run on St. Joseph Branch.  
 Trains on the St. Joseph Branch will use the Hannibal & St. Joseph and K. C., St. J. & C. B. tracks.

Conductors and Enginemen must provide themselves with Joint Time Tables of the H. & St. J., and Mo. P. R.'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. Joseph, and K. C., St. J. & C. B. R. R. between Winthrop and Rushville.

E. H. HOLDEN, Chief Dispatcher.

E. O. MAN, Division Superintendent.

**SPECIAL INSTRUCTIONS SUPERSEDING CONFLICTING RULES.**

**DESTROY ALL TIME TABLES OF PREVIOUS DATE.**

At meeting points, extra trains, as between each other, are superior in the direction in which regular trains are made superior.

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

Conductors of First Class trains will throw off a register ticket at register stations where their trains do not stop, and Telegraph Operator will register the trains, except when necessary for Conductors and Enginemen of these trains to examine register.

Nos. 71, 72, 85, 86, 220 and 221 overtaking other Second Class trains have the right to pass, and must not be delayed by them.

Mixed trains will carry passengers, stopping coach at station platform before doing freight work.

Platform lights on rear of First Class trains and cupola lights on cabooses will be used in addition to lights prescribed by rules and must be concealed when on siding to clear.

A mixed train with caboose will display caboose cupola light at night in addition to markers on each side of rear end of rear car.

The white signal lantern is to be used at flag stations in place of green and white as shown in Rule 28.

Red lanterns will be used in place of markers on a locomotive running by night without cars or pushing cars. When on siding to clear the red lanterns will be removed instead of changing markers to green.

Enginemen, as well as Conductors, must check train registers, as per Rule No. 83, and get Clearance Card.

When train order signal indicates stop while train is at station, train must have Clearance Card before proceeding. This will in no wise relieve Operator from complying with requirements of Rule 219.

Trains will not exceed speed prescribed for the different classes of engines.

Engines running backward must not exceed 10 miles per hour at night, or 12 miles per hour in day time, except that helper engines running backward from helping trains may run 20 miles per hour.

Enginemen of Extra trains will sound the whistle when approaching and passing around curves and approaching water tanks.

All trains stopping at Water Tanks and Coaling Stations must be protected as per Rule 99.

Conductors will be held responsible for the safety of their trains at all terminals until taken charge of by yardmaster.

When an engine is run light on the schedule of a First Class train, it will be run as first section.

Adjustable pilot couplers must be raised while not in use.

Running switches must not be made when they can possibly be avoided. When necessary they must always be carefully made, train conductor or yard foreman first seeing that the tracks are clear and switches all right, and that the hand brakes on the cars are in good order.

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.

Employes must use great care in coupling or uncoupling cars, and not go between the cars unless they are moving at a slow and safe speed, nor attempt to couple or uncouple cars unless the coupling appliances are known to be in good order.

No train will be allowed to obstruct any public or road crossing to exceed five (5) minutes at one time. When more time is required, train must be cut and separated to allow the free use of the crossing.

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 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. R. R.

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

Signal gates are located at B. & M. R. R. R. crossing west of Hickman. These gates will be locked across Mo. Pac. track. Signal gates are located at B. & M. R. R. R. crossing east of Auburn and at B. & M. R. R. R. "Y" crossing east of LaPlatte. These gates will be locked across B. & M. R. R. R. track, except when opened to allow trains to cross. Conductors must see that they are properly opened, closed and locked.

**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. R. R. R. 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 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 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.**

- s—Regular Stop.
- f—Flag Stop.
- †—Stop for Meals.
- \*—Mail Catcher Stations.
- D—Day Telegraph Office.
- N—Day and Night Telegraph Office.
- NO—Night Telegraph Office only.
- W—Water.
- Y—Wye.
- ‡—Track Scales.

**HOSPITAL DEPARTMENT.**

**INSTRUCTIONS TO EMPLOYES RELATIVE TO PERSONAL INJURIES.**

1. In all cases of accident where an employe or other person is injured, at once notify the Chief Surgeon of the same, and place the injured person in the care of nearest Company Surgeon as soon as possible.

2. When the injured person is able to be moved, take or send him to the nearest Company Surgeon in the direction in which the first train is going, notify the Company Surgeon of his coming and the character of his injury.

3. In case the injured party cannot be moved, place him in care of the nearest Local Agent, who will take charge of him, and at once notify nearest Company Surgeon.

4. **No Surgical operation must be performed until the arrival of the Company Surgeon,** unless it may be required for the immediate safety of the patient.

5. In cases of accident, when a number of persons are injured, procure at once the services of competent surgeons in the immediate vicinity, and give every attention and care to the wants of the injured. Notify immediately Company Surgeons in each direction, and the chief officers of the road by wire, giving particulars, number of persons injured, and what is required for their relief.

6. **Tramps, boys and other persons not employes, injured by their own carelessness, in jumping on or off trains, must be sent to their homes, or placed in charge of local relief authorities.**

7. In case of personal injury resulting in death of any persons, notify Coroner at once, and await the direction of the Chief Surgeon or Division Surgeon, as regards the disposition of remains.

8. Stretchers for the convenience of injured and sick persons are to be found on all train Baggage Cars, and at all stations where Company Surgeons are stationed.

**INSTRUCTIONS IN CASE OF SICK EMPLOYES.**

9. **The Company Hospital is located at St. Louis, Mo.**

10. Sick employes desiring Hospital benefits must procure from their foreman certificates (furnished them for this purpose) which, when presented at the Hospital, will entitle them to admission or treatment, as they may desire, except **Chronic Diseases,** and those arising from vicious acts.

11. Employes desiring medicine can apply for the same at the St. Louis Hospital. These applications for medicine must be signed by the Foreman, otherwise they will not be noticed.

12. Passes will be supplied to employes by heads of departments for transportation to the hospital. In case of emergency when delay would arise in procuring a pass, notify the Chief Surgeon by wire, and transportation will be arranged at once.

13. Direct applications for St. Louis Hospital to DR. W. B. OUTTEN, Chief Surgeon, St. Louis, Mo.

14. This department will take pleasure in informing officers and employes upon any point relative to the Hospital service, and it is earnestly requested, where there is any doubt, application be made to the Chief Surgeon for information.

**LOCAL SURGEONS FOR WESTERN DIVISION.**

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. A. Lane	Leavenworth	Wolfekekuhler Bank Bldg	410 S. Broadway.
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. 2d St.
Dr. W. W. Nye	Hiawatha	7th and Shawnee Sts	7th and Shawnee Sts.
Dr. C. T. Burchard	Falls City	Kopt Bldg., 4th and Stone Sts	109 Stone St.
Dr. I. Hugh Dillon	Auburn	Over First National Bank	4th and Center Sts.
Dr. S. S. Wilson	Nebraska City	717 Central Ave	717 Central Ave.
Dr. E. M. Whitten	Nebraska City	2 and 3 Petring Bldg.	1218 Third Corso.
Dr. W. J. R. Ryan	Union	Main St., West of Postoffice	Main St., West of Postoffice.
Dr. T. P. Livingston	Plattsmouth	612 Main St	516 N. 6th St.
EMERGENCY STATION	Omaha, Neb	St. Joseph's Hospital	10th and Castlar St.
Dr. W. H. Ramsey, Div. Surgeon	Omaha, Neb	326 Bee Bldg., 17th and Farnam Sts	104 S. 25th St.
Dr. W. H. Slabaugh	South Omaha	24th and N Sts	914 N. 23rd St.
Dr. Paul N. Ludington	Omaha, Neb	326 Bee Bldg., 17th and Farnam Sts	2201 Chicago St.
Dr. S. D. Mercer	Omaha, Neb	206 Range Bldg	3920 Cummings St.
Dr. J. B. Hungate	Weeping Water	Over City Hall	No. 8 Park St.
Dr. A. G. Hamilton	Springfield	Springfield Hospital	24th and Main Sts.
Dr. J. M. Neely	Elmwood	4th bet. D and E Sts	4th bet. D and E. Sts.
Dr. M. H. Everett	Lincoln	Burr Block, 12th and O St	630 S. 17th St.
Dr. W. H. Pallett	Crete	N. Main St	N. Y. Ave. and 8th St.

**DR. W. B. OUTTEN, Chief Surgeon,**

**ST. LOUIS, MO.**