

DIVISION OFFICERS

C. F. DOUGHERTY, Superintendent.....Kansas City, Mo.
 E. H. CAMPBELL... Terminal Superintendent..Kansas City, Mo.
 R. W. PARKER.. Assistant Terminal
 Superintendent.....Kansas City, Mo.
 C. F. MORRISON... Terminal Trainmaster...Kansas City, Mo.
 F. E. BROMLEY... Asst. Term. Trainmaster.Kansas City, Mo.
 E. M. BISHOP..... Trainmaster, St. Louis,
 Glencoe and Bagnell
 Subdivs.....Jefferson City, Mo.
 C. E. WOOD..... Trainmaster, Sedalia
 Subdiv.....Jefferson City, Mo.
 W. A. CATLETT... Trainmaster, River,
 Lexington and
 Marshall Subdivs.....Jefferson City, Mo.
 B. F. SCHNEIDER. Road Foreman of
 Engines.....Jefferson City, Mo.
 N. L. BROWN..... Road Foreman of
 Engines.....Jefferson City, Mo.
 H. H. GREEN..... Division Trainmaster...Jefferson City, Mo.
 H. A. HOPKINS..... Asst. Chief Dispatcher..Jefferson City, Mo.
 A. K. BOYCE..... Dispatcher.....Jefferson City, Mo.
 W. T. BUTLER..... Dispatcher.....Jefferson City, Mo.
 H. H. BUXTON..... Dispatcher.....Jefferson City, Mo.
 C. L. CHAPPUIS... Dispatcher.....Pacific, Mo.
 A. B. COE..... Dispatcher.....Pacific, Mo.
 E. L. EUSTES..... Dispatcher.....Jefferson City, Mo.
 F. E. FLETCHER... Dispatcher.....Jefferson City, Mo.
 L. E. MORSE..... Dispatcher.....Jefferson City, Mo.
 G. C. REED..... Dispatcher.....Jefferson City, Mo.
 E. W. RICHARDSON. Dispatcher.....Jefferson City, Mo.
 D. W. WILSON..... Dispatcher.....Pacific, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

EASTERN DIVISION

TIME-TABLE No. 85

Effective 12:01 a. m. Sunday, Jan. 4, 1948

CENTRAL STANDARD TIME

Superseding Time-Table No. 84, effective Sept. 14, 1947
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS NO. 8, THIS
DIVISION, EFFECTIVE JUNE 2, 1946; AND
MUST ALSO CARRY COPY OF KANSAS CITY TERMINAL
DIVISION SPECIAL INSTRUCTIONS No. 5,
EFFECTIVE OCTOBER 1, 1946.

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

R. C. WHITE, Chief Operating Officer.

E. SULLIVAN, Assistant General Manager.

C. W. PACE, General Superintendent Transportation.

C. A. FINK, Asst. General Superintendent Transportation.

H. E. ROLL, General Superintendent.

ATTENTION TRAIN AND ENGINE CREWS

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

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

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

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

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

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

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

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

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

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

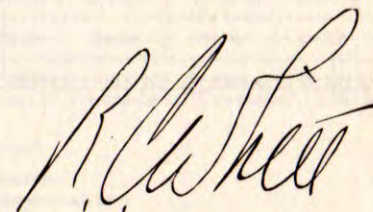
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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

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

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

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



Chief Operating Officer.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Sedalia.....	Eastern Div.....695	Eastern Div.....9	7:45 a. m.	1 Hr. 45 Min.	For passengers and mail.
Pleasant Hill.....	East. Div.....20	Jop. Div.....420	3:00 a. m.	40 Min.	For connection.
" ".....	" ".....205 & 211	" ".....206 & 232	Indefinitely	.....	For connection.
" ".....	" ".....6	" ".....206	1:15 p. m.	10 Min.	For revenue passengers.
" ".....	" ".....11	" ".....232	8:33 p. m.	20 Min.	For revenue passengers destined to points beyond Kansas City.
" ".....	Jop.Div. 419, 221 & 231	East. Div. 19, 210 & 212	Indefinitely	.....	For connection.
Kansas City.....	Eastern Div.....12	Cent. Kans.....12	"	.....	"
(Union Station)	" ".....12	Omaha Div.....512	7:16 a. m.	15 Min.	For revenue passengers.
" ".....	" ".....12	All Connecting Lines	7:16 a. m.	15 Min.	For revenue passengers reported.
" ".....	" ".....6	Omaha Div.....106	Indefinitely	.....	For connection.
" ".....	" ".....212	Cent. Kans...12 & 124	8:30 a. m.	30 Min.	For revenue passengers.
" ".....	" ".....212	A. T. & S. F.....24	8:30 a. m.	30 Min.	"
" ".....	" ".....16	Cent. Kans.....16	Indefinitely	.....	For connection.
" ".....	" ".....20	CRI&P.....4	.....	.....	For Los Angeles-St. Louis Sleeper when CRI&P arrives by 1:45 a. m.
" ".....	Omaha Div.....119	Eastern Div.....19	1:25 a. m.	1 Hr.	For connection.
" ".....	" ".....109	" ".....9	9:00 a. m.	15 Min.	For revenue passengers.
" ".....	" ".....105	" ".....5	Indefinitely	.....	For connection.
" ".....	" ".....105	" ".....205	2:40 p. m.	15 Min.	For revenue passengers.
" ".....	Central Kan.....11	" ".....11	Indefinitely	.....	For connection.
" ".....	" ".....15	" ".....15	"	.....	"

EXPLANATION OF STOPS:
s—Regular stop.
f—Stop on signal for passengers, mail, baggage and express.
a—Stop on signal to receive or discharge revenue passengers.
b—Stop on signal to receive revenue passengers.
c—Stop on signal to discharge revenue passengers.

EXPLANATION OF CHARACTERS:
C—Coal. *w*—Westward. *T*—Turntable. *—Mail Crane.
e—Eastward. *W*—Water. *¶*—Meal Station.
o—Fuel Oil. *Y*—Wye Track. *§*—Track Scales.
CS—Continuous Train Order Office.
LS—Limited Train Order Office (Hours of service specified by Bulletin Order).
P—Telephone Communication only.
TP—Telegraph or Telephone Office; not a train order office.
 Register stations are shown in full-faced type.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

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

Station	Miles from St. Louis	Train Nos.			
		<i>f</i> 36	<i>f</i> 35	<i>a</i> 33	<i>s</i> 34
St. Louis Subdiv.:					
Louisa Heights.....	14.65	<i>f</i> 36	<i>f</i> 35		
Bach Road.....	15.23	<i>f</i> 36	<i>f</i> 35		
Osage Hills.....	15.79	<i>f</i> 36	<i>f</i> 35		
Meramec Forest.....	20.43	<i>f</i> 36	<i>f</i> 35		
Union Electric.....	20.76	<i>f</i> 36	<i>f</i> 35		
Fern Glen.....	21.01	<i>f</i> 36	<i>f</i> 35		
Mountain Ridge.....	21.40	<i>f</i> 36	<i>f</i> 35		
Lincoln Beach.....	21.85	<i>f</i> 36	<i>f</i> 35		
Castlewood.....	22.28	<i>f</i> 36	<i>f</i> 35		
Cedar Bluff.....	22.74	<i>f</i> 36	<i>f</i> 35		
Boyd.....	23.40	<i>f</i> 36	<i>f</i> 35		
Allenton.....	30.07	<i>f</i> 36	<i>f</i> 35		
Etlah.....	70.96		<i>f</i> 23		
St. Aubert.....	105.33	<i>a</i> 16	<i>f</i> 23		
Glencoe Subdiv.:					
Riovale.....	24.35	<i>f</i> 36	<i>f</i> 35		
Palisades.....	24.87	<i>f</i> 36	<i>f</i> 35		
Acacia.....	27.96	<i>f</i> 36	<i>f</i> 35		
Sedalia Subdiv.:					
Little Blue.....	265.84	<i>f</i> 212			
River Subdiv.:					
McKinney.....	134.15	<i>a</i> 33	<i>f</i> 34		
Arve Spur.....	148.38	<i>a</i> 33	<i>f</i> 34		
Lamine.....	179.53	<i>a</i> 33	<i>s</i> 34		
Lexington Subdiv.:					
Kraft.....	196.55	<i>f</i> 695	<i>f</i> 696		
Mulkey.....	223.45	<i>f</i> 695	<i>f</i> 696		
Tabo.....	238.70	<i>f</i> 695	<i>f</i> 696		

ST. LOUIS SUBDIV.—BETWEEN KIRKWOOD AND JEFFERSON CITY

3

TRAINS WESTWARD					Station Numbers	Miles from St. Louis — Seventh Street	TIME-TABLE					Siding Capacity in Cars	Miles from Kansas City	TRAINS EASTWARD				
SECOND CLASS							No. 85							SECOND CLASS				
61 Red Ball Freight	71 Red Ball Freight	79 Red Ball Freight	75 Red Ball Freight	81 Red Ball Freight			JANUARY 4, 1948							68 Red Ball Freight	70 Red Ball Freight	66 Red Ball Freight	62 Red Ball Freight	80 Red Ball Freight
Daily	Daily	Daily	Daily	Daily	STATIONS					Daily	Daily	Daily	Daily	Daily				
9 30PM	7 30PM	7 00PM	2 00PM	1 30AM	ST. LOUIS UNION STATION													
					0.74													
					ST. LOUIS 23rd St.													
					12.21													
10 10	8 10	7 40	2 40	2 10	13	13.48	CS..... KIRKWOOD... W	Yd.	265.88	4 45	5 45	11 00	7 15	2 15AM				
					13 ^a	15.65	P..... HI		263.71									
					16	16.55	TP..... BARRETTS		262.81									
						18.75	P..... PA		260.61									
						18.77	P..... PA		260.42									
					18	18.96	TP... VALLEY PARK		260.42									
						22.84	P..... BY		256.54									
						24	TP..... JEDBURG		255.45									
					24	23.93	P..... JB JCT		255.30									
						24.08	P..... RK JCT		251.62									
						27.76	P..... RK JCT		251.47									
					29	27.91	TP..... EUREKA		251.47									
						36	TP..... PACIFIC. \$WY*		244.54									
						35.00	CS..... K TOWER		244.38									
						40	TP... GRAY SUMMIT... *		239.44									
						46.57	TP..... HD		232.81									
						51.75	CS. WASHINGTON. WCY*		227.63	2 40	4 00	9 35	4 40	10 30PM				
11 10PM	9 00	8 30	3 45	3 01	54	54.93	LS..... NEW HAVEN... *		215.25									
						67	P..... NH CROSSOVER		215.10									
						67.96	P..... BE CROSSOVER		207.64									
						74.92	TP..... BERGER		207.37									
					74	75.19	P..... BW CROSSOVER		207.19									
						75.37	P..... JJ SIDING... W		203.65			4 05	6					
						78.91	LS..... HERMANN... *		201.48									
					80	81.08	P..... HN CROSSOVER		201.34									
						81.22	P..... KK JCT		194.37									
						88.19	CS..... GASCONADE... *		193.97	1 37	3 01	8 35	3 40	9 30				
12 01AM	9 45	9 15	4 40	3 50	88	88.59	LS..... MORRISON... *		189.66									
						92	P..... MO CROSSOVER		189.54									
						93.02	LS..... CHAMOIS... *		182.30									
					100	100.26	P..... CH CROSSOVER		182.16									
						100.40	LS..... BONNOT'S MILL... *		169.46									
					112	113.10	P..... BM CROSSOVER		169.36									
						113.20	P..... LL JCT		165.77	12 50	2 18	7 50	2 55	8 20				
						116.79	..... DRAW BRIDGE. (Osage River)		165.54								
						117.02	LS..... OSAGE... *		165.24									
						117.32	..... JC		158.23								
						124.33	..... J.C.		158.23								
1 00AM	11 00PM	10 10PM	6 00PM	4 50AM	125	125.33	CS. Jefferson City. OCWTY§	Yd.	157.23	12 30AM	2 00AM	7 25AM	2 30PM	8 00PM				
Daily	Daily	Daily	Daily	Daily	122.13					Daily	Daily	Daily	Daily	Daily				

AUTOMATIC BLOCK

Note 1

Note 2

Note 1

Note 2

Note 1

Two mile post locations at PA and Washington, Mo., are the same point. At Washington 51.75 is new mileage account change in line east of Washington made in January, 1931, and 54.93 is old mileage. At PA, 18.75 is new mileage account change in line east of PA made in November, 1945 and 18.77 is old mileage.

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

Note 1—Between Kirkwood and HD, Signal Indication, both Opposing and Following Movements.
 Between KK Jct. and Gasconade, Signal Indication, both Opposing and Following Movements.
 Between LL Jct. and Jefferson City, Signal Indication, both Opposing and Following Movements.

Note 2—Between HD and KK Jct., Signal Indication, with Current of Traffic.
 Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

TIME-TABLE
No. 85

JANUARY 4, 1948

TRAINS WESTWARD

		FIRST CLASS							SECOND CLASS	
		5	23	15	11	35	19	9	91	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight	
		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	
ST. LOUIS UNION STATION		8 50AM	8 57AM	1 52PM	4 00PM	4 25PM	5 40PM	11 50PM		
ST. LOUIS 23rd St.									3 00AM	
13	13.48	b 9 10	s 9 25	a 2 12	b 4 20	s 5 05	s 6 10	b 12 19AM	3 40	
13a	15.65									
16	16.55					s 5 12			3 45	
	18.75									
	18.77									
18	18.96					s 5 17			4 00	
	22.84									
24	23.93					s 5 32			4 15	
	24.08					5 33				
	27.76					5 42				
29	27.91					s 5 43			4 50	
36	34.84		s 9 45			s 5 55PM			5 30	
	35.00									
40	39.94		f 9 50						5 40	
	46.57	9 40	9 57	2 43	4 50		6 40	12 52		
	51.75	a 9 45	s 10 07	a 2 50	a 4 55		s 6 50	s 1 07	6 30	
54	54.93									
67	67.31	9 57	s 10 25	a 3 05	5 07		c 7 03		8 00	
	67.46									
	74.92									
74	75.19		s 10 36						8 20	
	75.37									
	78.91	10 07	10 40	3 17	5 17		7 15	1 34		
80	81.08		s 10 48				s 7 20	a 1 38	9 00	
	81.22									
	88.19		10 56							
88	88.59	10 17	s 10 59	3 28	5 28		7 30	1 47	9 30	
92	92.90		s 11 05						9 45	
	93.02									
100	100.26	10 28	s 11 13	3 40	5 39		a 7 43	2 01	10 10	
	100.40									
112	113.10		s 11 30						10 30	
	113.20									
	116.79	10 41	11 34	3 55	5 52		7 59	2 18	10 41	5
	117.02									
117	117.32		s 11 36						10 50	
	124.33									
125	125.33	s 10 50AM	s 11 45AM	s 4 05PM	s 6 02PM		s 8 15PM	s 2 28AM	11 30AM	
122.13		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	

Note 1

Note 2

Note 1

Note 1

Two Main Tracks

Two Main Tracks

Two Main Tracks

Two mile post locations at PA and Washington, Mo., are the same point. At Washington 51.75 is new mileage account change in line east of Washington made in January, 1931, and 54.93 is old mileage. At PA 18.75 is new mileage account change in line east of PA made in November, 1945 and 18.77 is old mileage.

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

Note 1.—Between Kirkwood and HD, Signal Indication, both Opposing and Following Movements.
Between KK Jct. and Gasconade, Signal Indication, both Opposing and Following Movements.
Between LL Jct. and Jefferson City, Signal Indication, both Opposing and Following Movements.

Note 2.—Between HD and KK Jct., Signal Indication, with Current of Traffic.
Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

ST. LOUIS SUBDIV.—JEFFERSON CITY TO KIRKWOOD

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Sliding Capacity in Cars	Miles from Kansas City	TIME-TABLE		TRAINS EASTWARD								
		No. 85		FIRST CLASS							SECOND CLASS	
		JANUARY 4, 1948		10	20	36	12	16	6	14	78	90
		STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Red Ball Freight	Local Freight
		ST. LOUIS UNION STATION		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
		ST. LOUIS 23rd St.		7 28AM	8 05AM	6 57AM	12 01PM	4 00PM	5 40PM	9 48PM	7 30PM	2 30PM
		KIRKWOOD		\$ 6 45	\$ 7 30	\$ 6 15	c 11 31AM	\$ 3 25	c 5 15	c 9 21	6 45	1 50
		BARRETTS				\$ 5 55						1 40
		VALLEY PARK				\$ 5 51						1 25
		JEDBURG				\$ 5 39						1 00
		JB JCT.				5 35						
		RK JCT.				5 26						
		EUREKA				\$ 5 25						12 05PM
		PACIFIC				5 15AM		\$ 2 45				11 45AM
		K TOWER						f 2 37				10 10
		GRAY SUMMIT						2 30	4 34	8 36	4 25	9 40
		WASHINGTON		\$ 5 50	\$ 6 35		10 51	\$ 2 25	a 4 28	\$ 8 31	4 15	9 30
		NEW HAVEN		\$ 5 25	c 6 15		a 10 40	\$ 2 05	4 16	8 19		7 30
		NH CROSSOVER										
		BE CROSSOVER										
		BERGER		\$ 5 06				\$ 1 48				6 50
		BW CROSSOVER										
		JJ SIDING		4 58	5 59		10 29	1 40	4 05	8 07		6 35
		HERMANN		\$ 4 55	a 5 56			\$ 1 37				6 30
		HN CROSSOVER										
		KK JCT.										
		GASCONADE		4 45	\$ 5 45		10 18	\$ 1 25	3 54	7 57	3 20	5 55
		MORRISON		\$ 4 40				a 1 18				5 40
		MO CROSSOVER										
		CHAMMOIS		4 31	\$ 5 30		10 07	\$ 1 10	3 43	7 47		5 25
		CH CROSSOVER										
		BONNOT'S MILL		\$ 4 17				\$ 12 52				5 00
		BM CROSSOVER										
		LL JCT.		4 12	5 12		9 54	12 45	3 29	7 32	2 25	4 52
		DRAW BRIDGE										
		OSAGE						a 12 43				4 50
		JC										
		Jefferson City		4 00AM	5 00AM		9 45AM	12 35PM	3 20PM	7 20PM	2 00PM	4 35AM
		122.13		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday

Note 1.—Between Kirkwood and HD, Signal Indication, both Opposing and Following Movements.
 Between KK Jct. and Gasconade, Signal Indication, both Opposing and Following Movements.
 Between LL Jct. and Jefferson City, Signal Indication, both Opposing and Following Movements.

Note 2.—Between HD and KK Jct., Signal Indication, with Current of Traffic.
 Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIME-TABLE No. 85 JANUARY 4, 1948	TRAINS WESTWARD									
			FIRST CLASS									
			9	5	23	33	205	15	11	211	19	
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
125	125.33	Note 1 CS Jefferson City OCWTY § 2.62 P.....SR JCT..... 4.46	Two Main Tracks	2 40AM	10 52AM	12 01PM	12 15PM	.....	4 10PM	6 05PM	.....	8 20PM
127	127.95			2 44	10 55	12 05	12 20PM	.....	4 13	6 08	.....	8 24
132	132.41	P.....SCOTT.....		2 50	11 00	12 10	.....	4 17	6 12	.....	8 29	
135	135.24	P.....ELSTON.....*				1215 16	.....	.....	.....	.....	.....	.....
140	140.26	P.....CENTERTOWN.....*		3 05	11 07	12 27	.....	4 26	6 20	.....	8 39	
144	144.72	P.....MCGIRK.....*		3 10	11 12	12 32	.....	4 31	6 25	.....	8 44	
146	147.09	P.....BRANT.....		315 10			.....				
150	150.38	CS.....CALIFORNIA.....W*	a	3 20	a 11 18	f 1240 92	.....	4 37	a 6 31	.....	s 8 52	
156	156.63	P.....CLARKSBURG.....*		3 27	11 24	1248 78	.....	4 43	638 14	.....	8 59	
162	162.87	LS.....TIPTON.....*	a	3 35	a 1130 92	f 12 56	.....	4 49	6 45	.....	a 9 07	
166	166.39	P.....DOW.....					.....				
168	168.13	LS.....SYRACUSE.....*		3 40	1136 16	1 01	.....	4 54	6 50	.....	9 13	
175	175.75	TP.....OTTERVILLE.....*		350 20	11 44	1 09	VIA RIVER SUBDIV.	5 02	6 58	.....	9 21	
181	181.11	LS.....SMITHTON.....*		3 58	11 49	1 15		.....	5 08	7 03	.....	9 27
181	181.18	CS.....M-K-T CROSSING.....		4 05	1155AM 78	1 22		.....	5 14	7 09	.....	9 34
188	188.94	CS.....SEDALIA.....§WCTY	s	4 30	s 12 01PM	s 1 34		.....	s 5 25	s 7 15	.....	s 9 40
195	195.74	P.....DRESDEN.....*		4 40	12 07	1 42		.....	5 32	7 22	.....	9 48
200	200.91	LS.....LAMONTE.....*		4 46	12 11	155 6	.....	539 14	7 27	.....	9 53	
208	208.13	LS.....KNOBNOSTER.....*		4 54	12 17	f 2 05	.....	5 46	7 34	.....	a 10 00	
211	211.79	P.....MONTERRAT.....*		4 58	12 20	2 10	.....	5 51	7 37	.....	10 05	
218	218.40	CS.....WARRENSBURG.....*	s	5 07	s 12 28	s 2 22	.....	s 6 00	a 7 44	.....	s 1015 70	
224	224.45	TP.....CENTERVIEW.....C*		5 15	12 34	f 2 30	.....	6 08	7 50	.....	10 22	
232	232.83	LS.....HOLDEN.....*		5 24	a 12 44	a 2 40	.....	6 16	7 58	.....	10 30	
237	237.56	P.....KINGSVILLE.....*		5 29	12 49	2 45	.....	6 20	8 02	.....	10 35	
242	243.08	P.....STRASBURG.....*		5 35	12 55	2 50	.....	6 26	8 07	.....	10 40	
249	249.27	CS PLEASANT HILL.....WY*	s	601 92/99	a 105 205/6	s 3 00	.....	110PM 6/5	c 6 35	a 8 13	8 18PM	s 10 59
252	252.34	P.....AVON.....		6 07	1 10	3 03	.....	1 15	6 39	8 16	8 21	11 03
254	255.09	P.....GREENWOOD.....*					.....	f 1 19	.....	.....	.....	.....
259	259.87	LS LEE'S SUMMIT.....*	c	6 17	a 1 20	f 3 13	.....	s 1 26	6 47	8 23	s 8 31	11 12
265	265.10	P.....LB SIDING.....		6 24	1 30	3 19	.....	1 36	6 52	8 28	8 37	11 20
270	270.83	P.....ELM PARK.....		632 272	1 39	3 27	.....	1 46	6 59	834 70	843 274/70	11 28
271	271.23	CS.....INDEPENDENCE.....W*	s	6 45	a 1 45	s 3 32	.....	s 1 53	a 7 03	a 8 38	s 8 48	c 11 35
276	276.84	.....ROCK CREEK JCT.....					.....				
278	278.24	.....KCSW JCT.....					.....				
B 1	279.01	CS.....KANSAS CITY EAST YARD. §CTWY					.....				
282	283.03	CS.....KANSAS CITY UNION STATION.....		7 30AM	2 10PM	4 00PM	.....	2 20PM	7 30PM	9 00PM	9 20PM	11 55PM
		157.23		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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

Two mile post locations at Smithton, Mo. are the same point. At Smithton 181.11 is new mileage account change in line made in December, 1943, and 181.18 is old mileage.

Two mile post locations at Elm Park, Mo. are the same point. At Elm Park 270.83 is new mileage account change in line made in April 1947 and 271.23 is old mileage.

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
Between Pleasant Hill and Elm Park, Signal Indication, both Opposing and Following Movements.

Note 2.—Between Elm Park and Rock Creek Jct., Signal Indication, with Current of Traffic.

SEDALIA SUBDIV.—KANSAS CITY TO JEFFERSON CITY

Sliding Capacity in Cars	Miles from Kansas City	TIME-TABLE No. 85 JANUARY 4, 1948		TRAINS EASTWARD									
				FIRST CLASS									
				20	12	212	16	6	34	14	210	10	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		STATIONS											
Yd.	157.23	Note 1 CS. Jefferson City. OCWY § 2.62 P. SR JCT.	s 4 50AM	s 9 41AM	s 12 30PM	s 3 15PM	s 6 40PM	s 7 13PM	s 3 50AM		
....	154.61		4 45	9 38	12 25	3 12	6 35PM	7 10	3 41		
54	150.15	Note 1 P. SCOTT 2.83 P. ELSTON 5.02 P. CENTERTOWN 4.46 P. McGIRK 2.37 P. BRANT 3.29 CS. CALIFORNIA 6.25 P. CLARKSBURG 6.24 LS. TIPTON 3.52 P. DOW 1.74 LS. SYRACUSE 7.62 TP. OTTERVILLE 5.36 LS. SMITHTON 6.61 CS. M-K-T CROSSING 1.15 CS. SEDALIA 6.80	4 38	9 34	12 20	3 08	7 05	3 35			
23	147.32		4 29	9 26	12 09	3 00	6 55	3 25			
e44 w23	142.30	4 24	9 22	.....	12 04PM	2 55	6 50	.....	3 20		
70	137.84	4 17	a 9 16	.....	f 11 58AM	a 2 49	6 45	.....	s 3 10		
33	135.47	4 10	9 10	.....	11 50	2 42	6 38	.....	2 59		
75	132.18	4 04	9 04	.....	f 11 44	a 2 36	6 30	.....	s 2 50		
45	116.17	3 58	8 59	.....	11 36	2 30	6 24	.....	2 41		
46	114.43	3 50	8 51	.....	11 21	2 23	6 16	.....	2 32		
50	106.81	3 44	8 46	.....	11 15	2 18	6 10	.....	2 25		
66	101.45	3 37	8 40	.....	11 08	2 12	6 02	.....	2 17		
....	94.84	3 35	s 8 38	.....	s 11 05	s 2 10	6 00	.....	s 2 15		
Yd.	93.69	3 22	8 29	.....	10 53	2 00	5 45	.....	1 50		
42	86.89	3 17	8 24	.....	10 48	1 55	5 39	.....	1 44		
54	81.72	3 10	8 18	.....	f 10 41	1 48	5 29	.....	1 36		
83	74.50	3 06	8 15	.....	10 33	1 44	5 25	.....	1 31		
38	70.84	2 59	a 8 08	.....	s 10 26	s 1 37	5 18	.....	s 1 23		
46	64.23	2 50	8 02	.....	f 10 18	1 29	5 10	.....	1 10		
46	58.18	2 41	7 54	.....	a 10 10	a 1 21	5 02	.....	s 12 59		
65	49.80	2 36	7 50	.....	10 03	1 16	4 57	.....	12 49		
54	45.07	2 30	7 45	.....	9 58	1 11	4 51	.....	12 43		
60	39.55	Note 1 CS. PLEASANT HILL 3.07 P. AVON 2.75 P. GREENWOOD 4.78 LS. LEE'S SUMMIT 5.23 P. LB SIDING 5.73 P. ELM PARK 2.04 CS. INDEPENDENCE 3.57 ROCK CREEK JCT. 1.40	s 2 20	7 39	s 9 00AM	s 9 51	a 1 05	b 4 45	s 12 20AM	12 37			
70	33.36		2 02	7 36	8 50	9 46	12 59	4 41	12 17	12 32			
80	30.29	1 54	7 29	s 8 40	f 9 38	a 12 51	4 34	s 12 10AM	b 12 24				
....	27.54	1 48	7 23	8 30	9 30	12 44	4 27	11 59PM	12 15				
84	22.76	1 42	7 18	8 22	9 23	12 38	4 21	11 51	12 08				
70	17.53	1 40	a 7 16	s 8 20	s 9 20	a 12 36	a 4 18	s 11 45	f 12 05AM				
....	11.80	1 20AM	7 01AM	8 00AM	9 00AM	12 20PM	4 00PM	11 20PM	11 45PM				
....	9.76	1 20AM	7 01AM	8 00AM	9 00AM	12 20PM	4 00PM	11 20PM	11 45PM				
....	6.19	1 20AM	7 01AM	8 00AM	9 00AM	12 20PM	4 00PM	11 20PM	11 45PM				
		157.23	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
 Between Pleasant Hill and Elm Park, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between Elm Park and Rock Creek Jct., Signal Indication, with Current of Traffic.

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

Station Numbers Miles from St. Louis—Seventh Street		TIME-TABLE No. 85 JANUARY 4, 1948		TRAINS WESTWARD									
				SECOND CLASS									
				61	93	81	99	273	271	95	75	79	71
		Red Ball Freight	Local Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight		
		Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily		
125	125.33	Note 1 CS. Jefferson City. OCWTY §		1 30AM	5 00AM	5 20AM				7 30AM	6 20PM	10 30PM	11 30PM
127	127.95	P. SR JCT. 2.62		1 35AM	5 05	5 25AM				7 35AM	6 25PM	10 35	11 35PM ⁶⁸
132	132.41	P. SCOTT 4.46			5 15							10 41	
135	135.24	P. ELSTON 2.83											
140	140.26	P. CENTER TOWN 5.02			5 30							10 53	
144	144.72	P. McGIRK 4.46			5 40							10 59	
146	147.09	P. BRANT 2.37											
150	150.38	CS. CALIFORNIA 3.29			6 05							11 07	
156	156.63	P. CLARKSBURG 6.25			6 20							11 15	
162	162.87	LS. TIPTON 6.24			6 45							11 23	
166	166.39	P. DOW 3.52											
168	168.13	LS. SYRACUSE 1.74			7 01							11 37 ⁷⁰	
175	175.75	TP. OTTERVILLE 7.62			7 15							11 46	
181	181.11	LS. SMITHTON 5.36			7 35							11 54PM	
181	181.18	CS. M-K-T CROSSING 6.61			7 45							12 01AM	
187	187.79	CS. SEDALIA 1.15			8 10							12 10	
188	188.94	P. DRESDEN 6.80		VIA RIVER SUBDIV.	8 29 ¹²	VIA RIVER SUBDIV.				VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	12 20	VIA RIVER SUBDIV.
195	195.74	LS. LAMONTE 5.17			8 50							12 27	
200	200.91	LS. KNOBNOSTER 7.22			9 15 ⁹²							12 36	
208	208.13	P. MONTSERRAT 3.66			9 25							12 41	
211	211.79	CS. WARRENSBURG 6.61			10 26 ¹⁶							12 50	
218	218.40	TP. CENTERVIEW 6.05			10 40 ⁷⁸							1 10 ¹⁰	
224	224.45	LS. HOLDEN 8.38			11 30							1 20	
232	232.83	P. KINGSVILLE 4.73			11 40							1 28	
237	237.56	P. STRASBURG 5.52			11 50AM							1 36	
242	243.08	CS. PLEASANT HILL 6.19			12 05PM		6 05AM ⁹	11 40AM	10 00PM			2 05AM	
249	249.27	P. AVON 3.07					6 15	11 50AM	10 10				
252	252.34	P. GREENWOOD 2.75											
254	255.09	LS. LEE'S SUMMIT 4.78					6 55 ²⁷²	12 05PM	10 35				
259	259.87	P. LB SIDING 5.23					7 03	12 15	10 50				
265	265.10	P. ELM PARK 5.73					7 12 ¹²	12 25	11 10				
271	270.83	CS. INDEPENDENCE 2.04					7 45	12 40	11 15PM				
271	271.23	P. ROCK CREEK JCT. 3.57											
273	273.27	CS. KC SW JCT. 1.40											
276	276.84	CS. KANSAS CITY EAST YARD. §CTWY 0.77		8 30AM		11 30AM	8 15AM	2 00PM	1 00AM		1 00AM		5 00AM
282	283.03	KANSAS CITY UNION STATION 157.23		Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily

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

Two mile post locations at Smithton, Mo. are the same point. At Smithton 181.11 is new mileage account change in line made in December, 1943, and 181.18 is old mileage.

Two mile post locations at Elm Park, Mo. are the same point. At Elm Park 270.83 is new mileage account change in line made in April, 1947 and 271.23 is old mileage.

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
Between Pleasant Hill and Elm Park, Signal Indication, both Opposing and Following Movements.

Note 2.—Between Elm Park and Rock Creek Jct., Signal Indication, with Current of Traffic.

SEDALIA SUBDIV.—KANSAS CITY TO JEFFERSON CITY

Siding Capacity in Cars Miles from Kansas City		TRAINS EASTWARD SECOND CLASS													
		TIME-TABLE No. 85 JANUARY 4, 1948		98	66	272	92	78	62	94	80	68	70	274	276
		STATIONS		Local Freight	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight
		Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily		
Yd.	157.23	Note 1 CS. Jefferson City. OCWTY § P. SR JCT.		6 55AM		1 30PM	1 40PM	2 00PM	3 00PM	6 30PM	11 59PM	1 15AM			
	154.61		4.46	6 50AM		1 20	1 29	1 25PM	2 55PM	6 00PM	11 35PM ⁷¹	12 35			
54	150.15	P. SCOTT			1 15	1 23						12 28			
23	147.32	P. ELSTON													
e 44 m 23	142.30	P. CENTERTOWN			1 00	1 12						12 18			
70	137.84	P. MCGIRK			12 50	1 06						12 12			
33	135.47	P. BRANT													
75	132.18	CS. CALIFORNIA W*			12 40PM ²³	12 59						12 05AM			
42	125.93	P. CLARKSBURG			11 50AM ¹⁶	12 48 ²³						11 58PM			
70	119.69	LS. TIPTON			11 30 ⁵	12 30						11 50			
45	116.17	P. DOW													
46	114.43	LS. SYRACUSE			11 05	12 23						11 37 ⁷⁹			
50	106.81	TP. OTTERVILLE			10 50	12 12						11 28			
66	101.45	LS. SMITHTON			10 35	12 05PM						11 20			
94	94.84	CS. M-K-T CROSSING			10 25	11 55AM ⁵						11 10			
Yd.	93.69	CS. SEDALIA WCTY		VIA RIVER SUBDIV.	10 20	11 33		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	11 00			
42	86.89	P. DRESDEN		VIA RIVER SUBDIV.	9 40	11 23		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 48			
54	81.72	LS. LAMONTE		VIA RIVER SUBDIV.	9 30	11 15		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 40			
83	74.50	LS. KNOBNOSTER		VIA RIVER SUBDIV.	9 15 ⁹³	11 06		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 30			
38	70.84	P. MONTERRAT		VIA RIVER SUBDIV.	8 30	10 59		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 25			
46	64.23	CS. WARRENSBURG		VIA RIVER SUBDIV.	8 08 ¹²	10 50		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 15 ¹⁹			
46	58.18	TP. CENTERVIEW C*		VIA RIVER SUBDIV.	7 20	10 40 ⁹³		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	9 51			
65	49.80	LS. HOLDEN		VIA RIVER SUBDIV.	7 01	10 26		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	9 41			
54	45.07	P. KINGSVILLE		VIA RIVER SUBDIV.	6 25	10 18		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	9 35			
60	39.55	P. STRASBURG		VIA RIVER SUBDIV.	6 15	10 10		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	9 28			
70	33.36	CS. PLEASANT HILL WY	4 00AM		7 10AM	6 01AM ⁹	10 02AM					9 20	9 30PM 1 05AM		
80	30.29	P. AVON	3 45		7 05							9 14	9 23 12 50		
	27.54	P. GREENWOOD													
84	22.76	LS. LEE'S SUMMIT	3 30		6 55 ⁹⁹							9 05	9 13 12 30		
70	17.53	P. LB SIDING	2 50		6 41							8 56	9 01 12 15AM ¹⁰		
	11.80	P. ELM PARK	2 40		6 32 ⁹							8 43 ²¹¹	8 48 ²¹¹ 11 59PM		
	9.76	CS. INDEPENDENCE W*	2 30		6 20							8 34 ¹¹	8 35 11 50		
	6.19	ROCK CREEK JCT													
		KC SW JCT													
		CS. KANSAS CITY EAST YARD. CTWY	2 00AM	2 10AM	6 00AM			7 00AM		12 30PM	6 30PM	8 00PM	8 15PM 11 00PM		
		CS. KANSAS CITY UNION STATION													
	157.23		Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily		

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
 Between Pleasant Hill and Elm Park, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between Elm Park and Rock Creek Jct., Signal Indication, with Current of Traffic.

RIVER SUBDIV.—SR JCT. TO ETON

Station Numbers	Miles from St. Louis—Seventh Street	TIME-TABLE No. 85 JANUARY 4, 1948	TRAINS WESTWARD						
			FIRST CLASS		SECOND CLASS				
			33 Passenger	61 Red Ball Freight	81 Red Ball Freight	97 Local Freight	95 Local Freight	75 Red Ball Freight	71 Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
127.95		P. SR JCT. 1.36	12 20PM	1 35AM	5 25AM		7 35AM	6 25PM	11 35PM ⁶⁸
129.31		P. AA JCT. 1.66	12 22	1 37	5 27		7 37	6 27 ³⁴	11 40
130.97		P. BB JCT. 8.15	12 24	1 40	5 30		7 40	6 36 ³⁴	11 45PM
G 10 139.12		P. MARION. 4.75	*f 12 36						
G 15 143.87		CS. SANDY HOOK. 7.32	s 12 42 ⁶²	2 05	6 20 ⁶⁶		8 05	6 55	12 05AM
G 22 151.19		LS. LUPUS. 5.59	f 12 53	2 20	6 35		8 20	7 06	12 16
G 27 156.78		LS. WOOLDRIDGE. 4.26	s 1 02	2 30	6 45		8 35	7 16	12 24
G 32 161.04		P. OVERTON. 3.62	f 1 09						
G 35 164.66		P. MERNA. 6.19	f 1 15	2 45	7 00		8 50	7 30	12 36
G 41 170.85		CS. BOONVILLE. 6.35	WY s 1 25 ⁹⁴	2 55	7 10		9 50	7 40	12 46
177.20		P. CC JCT. 3.01	1 45	3 05	7 20		10 00	7 51	12 56
180.21		P. FF JCT. 6.70	1 50	3 10	7 25		10 05	7 56	1 01
G 58 186.91		CS. BLACKWATER. 2.74	WC s 2 05	3 25	7 40		10 55 ⁹⁴	8 17 ⁶²	1 15
G 60 189.65		LS. NELSON. 5.37	*s 2 10						
G 66 195.02		P. NAPTON. 7.15	*f 2 20	3 45	8 00		11 15AM	8 30	1 30
G 73 202.17		P. MARSHALL JCT. 7.49	Y 2 40PM	4 00	8 15		12 45PM	8 45	1 42
G 80 209.66		P. STANHOPE. 5.57		4 23 ⁶⁶	8 30		1 00	9 03 ⁶⁸	1 54
G 86 215.23		LS. MALTA BEND. 4.71	*	4 35	8 40 ⁹⁴		1 20	9 15	2 04
G 91 219.94		TP. GRAND PASS. 4.63	*						
G 95 224.57		CS. WAVERLY. 6.01	*W	4 50	8 55		1 40	9 35	2 20
G 101 230.58		P. HODGE. 4.70	*	5 00	9 05 ⁶²		2 25 ⁸⁰	9 45	2 30
G 106 235.28		P. DOVER. 10.40	*						
245.68		P. GG JCT. 1.95		5 30	9 30		3 00	10 15	3 05
G 118 247.63		CS. MYRICK. 1.85	WCY	5 40 ⁹⁶	9 45	10 30AM	3 05PM	10 25	3 25 ⁶⁶
249.48		P. HH JCT. 3.93		5 50	9 50	10 53		10 30	3 40
G 124 253.41		TP. WELLINGTON. 4.59	*						
G 129 258.00		LS. NAPOLEON. 3.54	*	6 10	10 05	11 15		10 50	3 56
G 132 261.54		P. LEVASY. 3.64	*						
G 136 265.18		LS. BUCKNER. 3.52	*	6 30	10 20	11 45AM		11 10	4 10 ⁹⁶
G 139 268.70		LS. LAKE CITY. 5.57	W	6 40	10 25	12 05PM		11 20	4 17
274.27		P. JJ JCT. 1.96		6 55	10 35	12 15		11 35	4 26
276.23		CS. ETON-A.T.&S.F.Jct. 7.61		7 00	10 40	12 20		11 40PM	4 30
283.84		CS. CONGO. 0.75							
284.59		ROCK CREEK JCT. 1.40							
285.99		KCSW JCT. 0.77							
B 1 286.76		CS. KANSAS CITY EAST YARD. 0.77	CTWY	8 30AM	11 30AM	1 45PM		1 00AM	5 00AM
282 290.78		CS. KANSAS CITY UNION STATION.							
		162.83	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily

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

Note 1.—Between SR Jct. and AA Jct., Signal Indication, both Opposing and Following Movements.
Between GG Jct. and HH Jct., Signal Indication, both Opposing and Following Movements.

Note 2.—Between AA Jct. and BB Jct., Signal Indication, with Current of Traffic.
Between CC Jct. and FF Jct., Signal Indication, with Current of Traffic.
Between JJ Jct. and Eton, Signal Indication, with Current of Traffic.

RIVER SUBDIV.—ETON TO SR JCT.

Sliding Capacity in Cars	Miles from Kansas City	TIME-TABLE No. 85 JANUARY 4, 1948		TRAINS EASTWARD							
				FIRST CLASS		SECOND CLASS					
				34 Passenger		66 Red Ball Freight	96 Local Freight	62 Red Ball Freight	80 Red Ball Freight	94 Local Freight	68 Red Ball Freight
STATIONS		Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily		
162.83		P. SR JCT. 1.36		6 35PM		6 50AM		1 25PM	6 00PM	2 55PM	11 35PM ⁷¹
161.47		Note 1 P. AA JCT. 1.66		6 32 ⁷⁵		6 45		1 20	5 50	2 53	11 30
159.81		Note 2 P. BB JCT. 8.15	Two Main Tracks	6 30 ⁷⁵		6 40		1 15	5 45	2 50	11 25
151.66		P. MARION. 4.75	* f	6 15							
190 146.91		CS. SANDY HOOK. 7.32	* f	6 05		6 20 ⁸¹		12 42 ³³	5 25	2 25	10 50
40 139.59		LS. LUPUS. 5.59	* s	5 50		6 05		12 10PM	5 12	2 10	10 38
189 134.00		LS. WOOLDRIDGE. 4.26	* s	5 40		5 55		11 50AM	5 01	2 00	10 27
129.74		P. OVERTON. 3.62	* f	5 30							
125 126.12		P. MERNA. 6.19	* f	5 25		5 43		11 30	4 45	1 45	10 13
125 119.93		CS. BOONVILLE. 6.35	\$WY s	5 15		5 32		11 20	4 35	1 25PM ³³	10 05
113.58		Note 2 P. CC JCT. 3.01	Two Main Tracks	4 55		5 20		11 10	4 25	11 20AM	9 55
110.57		P. FF JCT. 6.70	* s	4 50		5 15		11 05	4 20	11 15	9 50
130 103.87		CS. BLACKWATER. 2.74	* WC s	4 40		5 00		10 45 ⁹⁵	4 05	10 55 ⁹⁵	9 38
101.13		LS. NELSON. 5.37	* s	4 32							
125 95.76		P. NAPTON. 7.15	* s	4 22		4 45		10 15	3 35	10 20	9 25
125 88.61		P. MARSHALL JCT. 7.49	* Y	4 12PM		4 34		10 00 ⁹⁴	3 22	10 05 ⁶²	9 14
125 81.12		P. STANHOPE. 5.57	* s			4 23 ⁶¹		9 45	3 07	8 50	9 03 ⁷⁵
203 75.55		LS. MALTA BEND. 4.71	* s			4 15		9 35	2 55	8 40 ⁸¹	8 52
70.84		TP. GRAND PASS. 4.63	* s								
125 66.21		CS. WAVERLY. 6.01	* W			4 00		9 15	2 35	8 15	8 35
190 60.20		P. HODGE. 4.70	* s			3 52		9 05 ⁸¹	2 25 ⁹⁵	8 05	8 24
55.50		DOVER. 10.40	* s								
45.10		Note 1 P. GG JCT. 1.95	Two Main Tracks			3 30		8 35	2 00	7 35	7 59
Yd. 43.15		CS. MYRICK. 1.85	* WCY			3 25 ⁷¹		5 40AM ⁶¹	8 30	1 55	7 55
41.30		P. HH JCT. 3.93	* s			3 22		5 15	8 20	1 49	7 51
37.37		TP. WELLINGTON. 4.59	* s								
125 32.78		LS. NAPOLEON. 3.54	* s			3 10		4 50	8 05	1 34	7 36
29.24		P. LEVASY. 3.64	* s								
125 25.60		LS. BUCKNER. 3.52	* s			2 59		4 10 ⁷¹	7 50	1 21	7 23
135 22.08		LS. LAKE CITY. 5.57	* W			2 54		3 50	7 45	1 15	7 16
16.51		Note 2 P. JJ JCT. 1.96	* s			2 45		3 35	7 35	1 05	7 06
14.55		CS. ETON-A. T. & S. F. Jct. 7.61	* s			2 40		3 30	7 30	1 00	7 02
6.94		CS. CONGO. 0.75	* s								
		ROCK CREEK JCT. 1.40	* s								
		KC SW JCT. 0.77	* s								
		CS. KANSAS CITY EAST YARD. §CTWY	* s			2 10AM		3 00AM	7 00AM	12 30PM	6 30PM
		KANSAS CITY UNION STATION	* s								
		162.83		Daily		Daily		Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday

Note 1.—Between SR Jct. and AA Jct., Signal Indication, both Opposing and Following Movements.
 Between GG Jct. and HH Jct., Signal Indication, both Opposing and Following Movements.

Note 2.—Between AA Jct. and BB Jct., Signal Indication, with Current of Traffic.
 Between CC Jct. and FF Jct., Signal Indication, with Current of Traffic.
 Between JJ Jct. and Eton, Signal Indication, with Current of Traffic.

**LEXINGTON SUBDIV.—BETWEEN
SEDALIA AND MYRICK**

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis — Seventh Street	TIME-TABLE No. 85 JANUARY 4, 1948		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
695 Local Freight						696 Local Freight
Daily Ex. Sunday	STATIONS				Daily Ex. Sunday	
6 00AM	188.94	CS.....	SEDALIA.. \$WCTY	188	Yd.	s 10 45AM
f 6 10	192.80	.....	GEORGETOWN.....	LA 3	.....	f 10 10
s 6 30	199.52	LS.....	HUGHESVILLE.....	LA 10	.....	f 9 55
s 6 55	205.13	LS.....	HOUSTONIA.....	LA 16	.....	f 9 40
s 7 20	211.64	LS.....	SWEET SPRINGS.....	LA 22	24	f 9 20
s 7 40	215.87	TP.....	EMMA.....W	LA 26	.....	s 9 05
s 8 05	219.92	LS.....	CONCORDIA.....	LA 30	.....	s 8 50
s 8 30 696	227.12	.....	AULLVILLE.....	LA 38	.....	f 8 30 695
s 8 50	231.90	LS.....	HIGGINSVILLE.....	LA 42	.....	s 8 00
f 8 55	233.61	.....	CONFEDERATE HOME... 1.99	LA 44	.....	f 7 30
f 9 00	235.60	.....	PAGE CITY.....	LA 46	.....	f 7 25
f 9 15	240.57	.....	ARGONNE.....	LA 51	.....	f 7 10
s 9 30	244.39	.....	LEXINGTON.....	LA 55	Yd.	f 6 50
s 9 45AM	246.15	CS.....	MYRICK.... \$WCY	G 118	Yd.	6 30AM
Daily Ex. Sunday	57.21					Daily Ex. Sunday

**BAGNELL SUBDIV.—BETWEEN
JEFFERSON CITY AND BAGNELL**

Miles from St. Louis — Seventh Street	TIME-TABLE No. 85 JANUARY 4, 1948		Station Numbers	Siding Capacity in Cars
	STATIONS			
125.33	CS.....	Jefferson City.. OCWTY\$	125	Yd.
133.10	.....	SCRUGGS.....	GA 8	5
138.06	.....	LOHMAN.....	GA 13	10
144.40	LS.....	RUSSELLVILLE.....	GA 19	22
149.24	.....	ENON.....	GA 24	.....
153.27	LS.....	OLEAN.....	GA 28	15
158.65	LS.....	ELDON.....W	GA 33	19
159.00	.....	C. R. I. & P. CROSSING..	.....	.....
161.95	.....	AURORA SPRINGS.....	GA 37	.....
168.25	LS.....	BAGNELL.....Y	GA 43	Yd.
		42.92		

**GLENCOE SUBDIV.—BETWEEN JB JCT.
AND RK JCT.**

TRAINS WESTWARD FIRST CLASS	Miles from St. Louis — Seventh Street	TIME-TABLE No. 85 JANUARY 4, 1948		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD FIRST CLASS
35 Passenger						36 Passenger
Daily Ex. Sunday	STATIONS				Daily Ex. Sunday	
5 33PM	24.08	P.....	JB JCT.....	.....	.....	5 35AM
f 5 35	25.78	P....	YEATMAN.....	25	45	f 5 32
s 5 37	26.51	LS..	GLENCOE.....*	26	.....	s 5 31
5 42PM	29.70	P....	RK JCT.....	.....	.....	5 26AM
Daily Ex. Sunday	5.62					Daily Ex. Sunday

Note 1.—Between JB Jct. and RK Jct., Signal Indication, both Opposing and Following Movements.

**MARSHALL SUBDIV.—BETWEEN
MARSHALL JCT. AND MARSHALL**

TRAINS WESTWARD FIRST CLASS	Siding Capacity in Cars	Miles from St. Louis — Seventh Street	TIME-TABLE No. 85 JANUARY 4, 1948		Station Numbers	Miles from Kansas City	TRAINS EASTWARD FIRST CLASS
633 Passenger							634 Passenger
Daily	STATIONS				Daily		
2 40PM	.....	202.17	P..	MARSHALL JCT...Y	G 73	88.61	4 12PM
s 2 55PM	Yd.	204.08	LS...	MARSHALL.....	GB 2	90.52	4 00PM
Daily			1.91				Daily

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

SPECIAL INSTRUCTIONS

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

Marshall Subdiv. No. 633 is superior to No. 634.

2. MAXIMUM SPEED:

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

2 (a). MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

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

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

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

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

CONSIST "C".....Diesel passenger engines with streamlined—LOW center of gravity cars, and in addition, one or more streamlined—HIGH center of gravity cars. Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336 and Sleepers Shrine Tower, Beacon Tower, Temple Tower and Diner 10242 are Streamlined—HIGH center of gravity cars.

CONSIST "D".....Diesel passenger engines with Streamlined, light-weight—LOW center of gravity cars only. MP passenger cars of the 700 series, Sleepers Gunnison River, Eagle River, Colorado River, Arkansas River, and Rock Island Sleepers 504, 505, 508, 510, 511 and 512 are Streamlined—LOW center of gravity cars.

SUBDIVISION	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs
Kirkwood:—St. Louis Terminal								
Between Grand Ave. and Tower Grove Jct..	35	45	45	45	Speed	45	45	Five miles
Between Tower Grove Jct. and Kirkwood..	45	60	75	60		75	60	
Oak Hill, St. Louis Terminal	25	35	35	35	shown on	35	35	per hour
Carondelet, St. Louis Terminal	25	25	25	25		25	25	
St. Louis.....	55	75	79	79	slow speed	79	79	above speed
Sedalia.....	55	75	79	79		79	79	
Glencoe.....	40	60	60	60	slow speed	60	60	shown on
River.....	40	50	50	50		50	50	
Lexington.....	25	25	25	25	signs	25	25	slow speed
Bagnell.....	20	20	20	20		20	20	
Marshall.....	15	20	20	20		20	20	signs

2 (b). MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will Govern).

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

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

MISSOURI PACIFIC ENGINES		GCL AND IGN ENGINES	
Numbers	MPH	Numbers	MPH
1 to 173.....	60	2313 to 2398.....	55
402 to 486.....	45	2506 to 2520.....	60
501 to 524(D)...	65	2638 to 2651.....	50
800 to 815(D)...	30	2707.....	60
1201 to 1280.....		4100 and 4101(D)...	35
Psg. Service....	55	4102 and 4103(D)...	75
Frt. Service....	63	5201 to 5207.....	55
1301 to 1325.....		5308 to 5316.....	80
Psg. Service....	55	5321 to 5327.....	90
Frt. Service....	63	5335 to 5344.....	80
1401 to 1571.....		5502 to 5539.....	80
Psg. Service....	55	6001.....	90
Frt. Service....	63	6401 to 6444.....	80
1701 to 1714.....	55	6501 to 6516.....	70
1715 to 1719.....	50	6601 to 6629.....	80
1720 to 1729.....	63	7000 to 7011(PD)...	98
1801 to 1817.....	45	7100(PD).....	90
2101 to 2125.....	90	9000 to 9012(D)...	35
2201 to 2215.....	90	9102 to 9119(D)...	35

T&P ENGINES	
Numbers	MPH
300 to 360.....	50
361 to 389.....	65
525 to 540(D)...	65
941 to 948.....	45
1011 to 1040.....	55
1051 to 1073.....	55
1101 to 1125.....	63
1151 to 1161.....	80
7007 to 7013(PD)...	98
9150 to 9161(D)...	35
9200 to 9206(D)...	35

Motor Cars:	
Model	MPH
Gas-electric passenger.....	60
Passenger motor car No. 670 with mechanical drive.....	70

D—Diesel. PD—Passenger Diesel.

3. SPEED RESTRICTIONS: (Where Maximum Speed is LOWER, it will Govern).

3 (a). Engines Light Moving Forward:

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

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

3 (b). Engines Running Backward:

Engines running backward with or without cars:
 St. Louis, Glencoe, Sedalia and River Subdivs..... 25
 Lexington, Marshall and Bagnell Subdivs..... 15
 Engines not equipped with engine trucks must be moved tender forward in road movement.

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

Through No. 10 turnouts and crossovers, entire train..... 10
 Through No. 20 turnouts and crossovers, entire train..... 30
 In straightaway movement when moving points of No. 10 Spring Switch..... 10
 In straightaway movement when moving points of No. 20 Spring Switch..... 30
 (In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).
 Through No. 20 Equilateral Turnouts, entire train..... 50

3 (d). Specific Locations Where Speed is Restricted:	Miles Per Hour	
	Consist "A"	Consist "B" "C" and "D"
St. Louis Terminal:		
23rd Street, Interlocking Limits.....	10	10
Grand Avenue, Interlocking Limits.....	10	10
Kirkwood.....	30	30
Davis Street, Interlocking Limits.....	20	20
New Haven: No. 9, Sunday only, to discharge mail..	..	20
Hermann: No. 9, Sunday only, to discharge mail..	..	20
Gasconade River: Bridge No. 21, Mile Post 88.30.....	30	30
Osage River: Draw Bridge No. 31, Mile Post 117.02..	30	30
Jefferson City: North and South tracks, passing coal chute.....	30	30
Sedalia: M-K-T Crossing to Grand Avenue.....	40	40
California: No. 9 to dispatch mail.....	..	40
Marshall: All trains reduce speed to five miles per hour passing over first five street crossings east of depot. Whistle must be sounded and bell ringing. Engines switching over these crossings must observe these instructions, and in addition a member of crew will flag the crossing. (See Rule 103)		
City Ordinance prohibits running of cars across and switching on street crossings unless such cars be at all times, while in motion, securely fastened to engine pushing or pulling same. This prohibits making drop of cars in switching movements.		
Kansas City Terminal Railway:		
Rule 835. Road engines must not exceed 40 miles an hour running forward or 20 miles an hour running backward. Switch engines must not exceed 20 miles an hour.		
Rule 836. Passenger trains must not exceed 20 miles an hour and freight trains and light engines 10 miles an hour through interlocking switches and other crossovers and Railroad and Street Railway crossings or 8 miles an hour under Union Station sheds.		

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

EASTWARD					WESTWARD				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Carondelet Subdiv. (St. Louis Terminal):									
10	23	6	23	19	10	23	18	23	6
Oak Hill Subdiv. (St. Louis Terminal):									
NORTHWARD					SOUTHWARD				
20	10	29	9	30	20	9	23	10	29
St. Louis Subdiv.:									
EASTWARD					WESTWARD				
45	125	19	124	31	65	13	36	14	20
65	124	28	124	21	50	14	20	15	05
70	123	35	123	26	65	15	05	15	24
70	121	20	121	06	70	17	03	17	25
70	120	38	120	26	70	18	02	19	31
70	119	38	119	24	70	20	15	20	22
55	118	22	117	26	60	21	02	21	22
55	116	25	115	29	70	22	21	22	32
70	109	35	109	28	70	23	12	24	04
65	109	05	108	30	65	24	04	24	38
70	107	23	107	16	70	24	38	27	03
60	107	01	106	33	60	27	03	27	31
55	97	29	95	08	70	30	22	31	12
65	94	20	94	15	70	32	24	33	14
70	94	02	93	32	70	33	30	34	19
55	93	02	92	37	70	37	21	39	00
70	92	11	92	06	70	40	00	40	23
55	89	26	89	14	65	41	24	42	11
50	89	10	88	35	65	48	35	49	27
45	88	30	88	15	70	58	18	58	38
45	88	07	87	36	60	61	28	62	00
60	87	33	87	29	60	63	15	64	00
60	86	15	86	09	60	64	36	65	12
55	84	35	83	35	55	67	00	67	17
55	81	16	80	09	60	70	27	70	36
60	75	28	75	17	70	71	08	71	12
60	74	16	73	15	60	72	09	72	19
60	72	19	72	09	60	73	15	74	16
70	71	12	71	08	60	75	17	75	28
60	70	36	70	27	55	80	09	81	16
55	67	17	67	00	55	83	35	84	35
60	65	12	64	36	60	86	09	86	15
60	64	00	63	15	60	87	29	87	33
60	62	00	61	28	45	87	36	88	07
70	58	38	58	18	45	88	15	88	30
65	49	27	48	35	50	88	35	89	10
65	42	11	41	24	55	89	14	89	26
70	40	23	40	00	70	92	06	92	11
70	39	00	37	21	55	92	37	93	02
70	34	19	33	30	70	93	32	94	02
70	33	14	32	24	65	94	15	94	20
70	31	12	30	22	55	97	24	97	29
60	27	31	27	03	60	106	33	107	01
70	27	03	24	38	70	107	16	107	23
65	24	38	24	04	65	108	30	109	05
70	24	04	23	12	70	109	28	109	35
70	22	32	22	21	55	115	29	116	25
60	21	22	21	02	55	117	26	118	22
70	20	22	20	15	70	119	24	119	38
70	19	31	18	02	70	120	26	120	38
70	17	25	17	03	70	121	06	121	20
65	15	24	15	05	70	123	26	123	35
50	15	05	14	20	65	124	21	124	28
65	14	20	13	36	45	124	31	125	19

3 (d). (Continued):

Permissible Speed in Miles per hour	EASTWARD				WESTWARD			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Glencoe Subdiv.:

30	29	28	29	10	30	24	1	24	10
40	26	29	26	7	40	26	7	26	29
30	24	10	24	1	30	29	10	29	28

Sedalia Subdiv.:

45	276	30	272	36	45	125	19	126	24
65	261	18	260	05	65	126	24	128	38
55	259	31	259	16	50	128	38	129	33
65	257	07	256	16	60	129	35	135	32
45	249	15	248	20	50	136	22	139	00
70	232	05	231	28	55	139	00	143	34
65	227	31	227	20	70	146	03	146	19
60	222	16	221	33	60	146	22	147	22
55	221	15	220	38	70	147	26	148	37
55	220	09	219	02	50	150	06	150	30
35	219	02	217	25	70	151	05	151	22
70	212	21	211	38	70	153	22	154	00
65	206	05	205	12	60	154	14	155	36
65	193	18	192	40	70	156	28	157	10
60	192	18	191	31	70	157	24	158	02
70	186	38	185	35	70	158	13	158	33
70	183	38	183	23	70	160	37	161	10
60	178	27	178	08	50	162	05	163	01
70	178	04	177	10	70	166	37	167	09
70	176	20	176	05	55	168	13	169	25
60	174	12	173	32	55	170	20	171	06
70	173	16	173	05	70	173	05	173	16
55	171	06	170	20	60	173	32	174	12
55	169	25	168	13	70	176	05	176	20
70	167	09	166	37	70	177	10	178	04
50	163	01	162	05	60	178	08	178	27
70	161	10	160	37	70	183	23	183	38
70	158	33	158	13	70	185	35	186	38
70	158	02	157	24	60	191	31	192	18
70	157	10	156	28	65	192	40	193	18
60	155	36	154	14	65	205	12	206	05
70	154	00	153	22	70	211	38	212	21
70	151	22	151	05	35	217	25	219	02
50	150	30	150	06	55	219	02	220	09
70	148	37	147	26	55	220	38	221	15
60	147	22	146	22	60	221	33	222	16
70	146	19	146	03	65	227	20	227	31
55	143	34	139	00	70	231	28	232	05
50	139	00	136	22	45	248	20	249	15
60	135	32	129	35	65	256	16	257	07
50	129	33	128	38	55	259	16	259	31
65	128	38	126	24	65	260	05	261	18
45	126	24	125	19	45	272	36	276	30

River Subdiv.:

35	251	10	250	20	30	129	9	129	18
45	193	28	193	12	40	137	21	137	33
45	188	3	187	24	45	171	6	173	2
45	185	13	185	5	35	176	5	177	5
35	177	5	176	5	45	185	5	185	13
45	173	2	171	6	45	187	24	188	3
40	137	33	137	21	45	193	12	193	28
30	129	18	129	9	35	250	20	251	10

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

	Miles Per Hour
Motor cars dead in tow.....	50
(See Section 25 of Special Instructions in Pamphlet form).	
Diesel engines dead in tow:	
Nos. 501 to 540.....	65
Nos. 800 to 815.....	30
Nos. T&P 2000 to 2007.....	98
Nos. 4100, 4101, 9000 to 9012, 9102 to 9119, 9150 to 9161, 9200 to 9206.....	35
Nos. 4102 and 4103.....	75
Nos. 7000 to 7013.....	98
No. 7100.....	90

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

Steam engines dead in tow:

With side rods in position, main rods disconnected.....	35
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of the side rods down ON AUTHORITY OF SUPERINTENDENT.	
With part or all of side rods down.....	15
With all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders.....	40

Moving backward in tow: (Side Rods in position)

St. Louis, Glencoe, Sedalia, and River Subdivisions.....	25
Lexington, Marshall and Bagnell Subdivisions.....	15
Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.	

Disabled Engines:

With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15

3 (f). Work Equipment, Derricks, Cranes, etc.:

Miles
Per
Hour

Wrecking cranes (self-propelling).....	25
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving) boom connected	30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick Cars (non-revolving), boom disconnected..... Maximum Train Speed Consist "A"

Bridge derrick cars shipped with boom disconnected must have boom disconnected at in-board connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

Bridge Derrick-Pile Driver (combination machine). 25

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

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

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

3 (f). Concluded:

Miles Per Hour

Locomotive Cranes or Clam Shells..... 20

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

American Ditchers, loaded on flat cars..... 20

Yard (clam shell) and "Burro" Cranes, loaded on flat cars..... 20

Jordan Spreaders and Spreader-Ditchers..... 25

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

Rail Unloaders..... Maximum Train Speed Consist "A"

Rail unloaders must have boom disconnected and stored on car.

Scale test cars must be handled next to caboose.... Maximum Train Speed Consist "A"

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

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw	{ GRand 0500. MAIN 1000—Station 730.		
★Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw	GRand 0500	34 Broadview Drive	Parkview 0674.
★★Dr. W. A. Smith	Webster Groves, Mo.	111 West Lockwood	Republic 0010	1332 McCutcheon	WEBster 75.
★Dr. D. B. Ecker	Pacific, Mo.	None	29	None	29-A.
★Dr. A. L. McNay	Pacific, Mo.	None	57	None	124.
★★Dr. J. P. Post	Washington, Mo.	414 Cedar	5	421 West Third	108.
★★Dr. B. P. Eisenmann	New Haven, Mo.	New Haven	101	New Haven	103.
★Dr. H. Workman	Hermann, Mo.	Hermann	345	1008 Washington	345.
EMERGENCY STATION	Jefferson City, Mo.				
★Dr. F. W. Gillham	Jefferson City, Mo.	Central Missouri Trust Bldg.	78	510 Jackson	1078.
★Dr. W. V. McKnelly	Jefferson City, Mo.	Central Missouri Trust Bldg.	65	1213 Elmerine	265.
★★Dr. K. S. Latham, Local and Dispensary Surgeon	California, Mo.		9	200 South High	204
★★Dr. J. P. Burke, Jr.	California, Mo.	315 South Oak	15—2 Rings	Owens and Versailles	15—3 Rings.
★★Dr. H. C. Hume	Tipton, Mo.		55	Tipton	113.
★★Dr. R. L. Fogle	Otterville, Mo.		24	Otterville	45.
EMERGENCY STATION	Sedalia, Mo.	Bothwell Memorial Hospital			
★Dr. C. B. Trader, Division Surgeon	Sedalia, Mo.	112 West Fourth	333-R.	1717 West Third	369.
★Dr. D. P. Dyer	Sedalia, Mo.	Third Nat. Bank Bldg.	1773	524 South Grand	1140-R.
★Dr. J. B. Carlisle	Sedalia, Mo.	314 South Ohio	1092	1019 West Sixth	1427
★Dr. A. J. Campbell	Sedalia, Mo.	312 South Ohio	989	319 East Broadway	336
★Dr. W. M. Wheeler, Aast. Surgeon	Sedalia, Mo.	500½ South Ohio	312	828 West Sixth	1050.
★Dr. W. A. Beckemeyer	Sedalia, Mo.	120 West Fifth	666	Hotel Bothwell	385.
★★Dr. G. W. Grove	Knobnoster, Mo.		133	Knobnoster	137.
★★Dr. C. S. Johnson, Local and Dispensary Surgeon	Warrensburg, Mo.	114 East Market	4	821 South Maguire	695.
★★Dr. H. F. Parker, Local and Dispensary Surgeon	Warrensburg, Mo.	217½ North Holden	155	118 West Gay	60.
★Dr. H. Harkness	Warrensburg, Mo.	217½ North Holden	155	519 South Holden	814.
★★Dr. K. Rawlins, Local and Dispensary Surgeon	Holden, Mo.	West Third	43	6th and Olive	42.
★★Dr. A. W. Eklund	Pleasant Hill, Mo.	129 First	3	182 Pine	181-W.
Dr. L. V. Murray	Pleasant Hill, Mo.	110 First	62	206 North Armstrong	288.
★★Dr. L. B. Knight	Lees Summit, Mo.	8 West Third	366	108 Madison Lane	266.
★★Dr. J. R. Green	Independence, Mo.	First National Bank Bldg	1216	915 South Main	INdependence 301.
HOSPITAL	Kansas City, Mo.	2800 Main	WEstport 0463.		
★Dr. J. E. Castles	Kansas City, Mo.	{ 1000 Argyle Bldg., 12th and McGee	Harrison 5037 & 5038. Victor 6100, Station 36.	620 West Dartmouth Road	JAckson 4027.
Dr. T. C. Beckett	Boonville, Mo.	317½ Main	78	721 Main	442.
Dr. W. E. Stone	Boonville	317½ Main	78	301 Chestnut	898.
Dr. W. K. Nix, Local and Dispensary Surgeon	Marshall, Mo.	74½ North Jefferson	565	758 South Brunswick	578.
★★Dr. G. A. Kelling	Waverly, Mo.		WAverly 32		WAverly 19
★★Dr. W. E. Koppendrink	Higginsville, Mo.		21	1303 Main	440.
★★Dr. C. T. Ryland	Lexington, Mo.	1315 Franklin	82	1809 Main	135.
★Dr. E. O. Shelton	Eldon, Mo.	6 South Maple	216	109 West High	126.
★Dr. B. H. Brasher	Lexington, Mo.	1110 Main	9	8 Thirteenth	429.

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

DR. O. B. ZEINERT, Chief Surgeon.