

## 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.  
 P. J. WARNER..... Terminal Trainmaster... Kansas City, Mo.  
 H. K. STEPHENS... 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.  
 E. J. DRIMMEL... Trainmaster, Sedalia  
 Subdiv..... Jefferson City, Mo.  
 F. E. FLETCHER... Trainmaster, River,  
 Lexington and  
 Marshall Subdivs..... Jefferson City, Mo.  
 B. F. SCHNEIDER . Road Foreman of  
 Engines..... Jefferson City, Mo.  
 W. R. HENEGAR.... 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..... Asst. Chief Dispatcher.. Jefferson City, Mo.  
 H. H. BUXTON.... Asst. Chief Dispatcher.. Jefferson City, Mo.  
 K. W. BURTON..... Dispatcher..... Pacific, Mo.  
 A. B. COE..... Dispatcher..... Pacific, Mo.  
 W. R. GALLAGHER. Dispatcher..... Jefferson City, Mo.  
 P. S. GRAY..... Dispatcher..... Jefferson City, Mo.  
 L. T. HOEFKER... Dispatcher..... Jefferson City, Mo.  
 E. L. HYMEL..... Dispatcher..... Jefferson City, Mo.  
 E. McLEAN..... Dispatcher..... Jefferson City, Mo.  
 R. B. MERRIMAN. Dispatcher..... Jefferson City, Mo.  
 L. E. MORSE..... Dispatcher..... Jefferson City, Mo.  
 H. NEAL..... Dispatcher..... Jefferson City, Mo.  
 W. J. POWER..... Dispatcher..... Jefferson City, Mo.  
 E. W. RICHARDSON. Dispatcher..... Jefferson City, Mo.  
 T. H. TURNER.... Dispatcher..... Pacific, Mo.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## EASTERN DIVISION

# TIMETABLE No. 90

**Effective 12:01 a. m. Monday, May 1, 1950**

CENTRAL STANDARD TIME

Superseding Timetable No. 89, effective Oct. 31, 1948  
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS NO. 10, THIS  
DIVISION, EFFECTIVE MAY 1, 1950; AND  
MUST ALSO CARRY COPY OF KANSAS CITY TERMINAL  
DIVISION SPECIAL INSTRUCTIONS No. 6,  
EFFECTIVE MAY 1, 1950.

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

R. C. WHITE, Chief Operating Officer.

C. W. PACE, General Manager.

L. A. GREGORY, General Superintendent Transportation.

H. E. ROLL, General Superintendent.

## SPECIAL INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

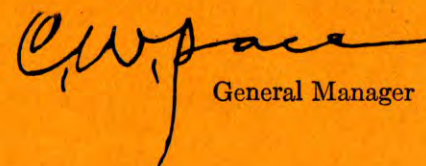
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

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

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

### NOTE WELL AND REMEMBER:

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

  
General Manager

## ATTENTION TRAIN AND ENGINE CREWS

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

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

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

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

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

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

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

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

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

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

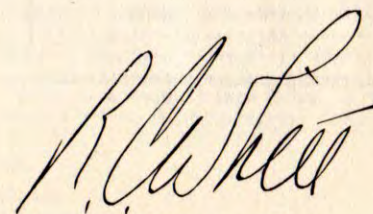
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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

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

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

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



Chief Operating Officer.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Pleasant Hill.....	East. Div..... 20	Jop. Div..... 420	3:25 a. m.	40 Min.	For connection.
" " .....	" " .....	" " .....	Indefinitely	.....	For connection.
" " .....	" " .....	" " .....	4:55 p. m.	10 Min.	For revenue passengers.
" " .....	Jop. Div... 419 & 221	East. Div... 19 & 210	Indefinitely	.....	For connection.
Kansas City.....	Eastern Div..... 12	Cent. Kans..... 12	"	.....	"
(Union Station)	" " .....	All Connecting Lines	7:16 a. m.	15 Min.	For revenue passengers reported.
" " .....	" " .....	Omaha Div..... 106	Indefinitely	.....	For connection.
" " .....	" " .....	CRI&P..... 4	.....	.....	For Los Angeles-St. Louis Sleeper when CRI&P arrives by 2:10 a. m.
" " .....	" " .....	U. P..... 38	12:05 a. m.	15 Min.	For revenue passengers.
" " .....	Omaha Div..... 119	Eastern Div..... 19	1:40 a. m.	1 Hr.	For connection.
" " .....	" " .....	" " .....	Indefinitely	.....	For connection.
" " .....	Central Kan..... 11	" " .....	Indefinitely	.....	For connection.
" " .....	" " .....	" " .....	9:00 p. m.	30 Min.	For revenue passengers.

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.
- D—Diesel Fuel Oil.
- e—Eastward.
- O—Fuel Oil.
- P—Telephone Communication only.
- T—Turntable.
- w—Westward.
- W—Water.
- Y—Wye Track.
- CS—Continuous Train Order Office.
- LS—Limited Train Order Office (Hours of service specified by General Order).
- TP—Telegraph or Telephone Office; not a train order office.
- \*—Mail Crane.
- §—Track Scales.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

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

Station	Miles from St. Louis	Train Nos.			
St. Louis Subdiv.:					
Louisa Heights.....	14.65	f36	f35	.....	.....
Bach Road.....	15.23	f36	f35	.....	.....
Osage Hills.....	15.79	f36	f35	.....	.....
Meramec Forest.....	20.43	f36	f35	.....	.....
Union Electric.....	20.76	f36	f35	.....	.....
Fern Glen.....	21.01	f36	f35	.....	.....
Mountain Ridge.....	21.40	f36	f35	.....	.....
Lincoln Beach.....	21.85	f36	f35	.....	.....
Castlewood.....	22.28	f36	f35	.....	.....
Cedar Bluff.....	22.74	f36	f35	.....	.....
Boyd.....	23.40	f36	f35	.....	.....
Allenton.....	30.07	f36	f35	.....	.....
Glencoe Subdiv.:					
Riovale.....	24.35	f36	f35	.....	.....
Palisades.....	24.87	f36	f35	.....	.....
Acacia.....	27.96	f36	f35	.....	.....
Sedalia Subdiv.:					
Little Blue.....	265.84	f210	f211	.....	.....



## ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIMETABLE No. 90 MAY 1, 1950		TRAINS WESTWARD							SECOND CLASS	
				FIRST CLASS								
				5 Passenger	15 Passenger	11 Passenger	35 Passenger	19 Passenger	9 Passenger	91 Local Freight		
		STATIONS		Daily	Daily	Daily	Daily Ex. Saturday and Sunday	Daily	Daily	Daily Ex. Sunday		
		ST. LOUIS UNION STATION..... 0.74		8 50AM	1 52PM		4 00PM	4 25PM	5 02PM	11 50PM		
		ST. LOUIS 23rd St..... 12.21									3 00AM	
13	13.48	Note 1	CS.....KIRKWOOD...W 2.17	b 9 10	a 2 12		b 4 20	s 5 05	b 5 30	b 12 19AM	3 40	
13a	15.65		P.....HI..... 0.90									
16	16.55		TP.....BARRETT'S..... 2.20					s 5 12				3 45
	18.75		P.....PA..... 0.19									
	18.77		TP.....VALLEY PARK..... 3.88					s 5 17				4 00
18	18.96		P.....BY..... 1.09									
	22.84		TP.....JEDBURG.....* 0.15					s 5 32				4 15
24	23.93		P.....JB JCT..... 3.68					5 33				
	24.08		P.....RK JCT..... 0.15					5 42				
29	27.91		TP.....EUREKA.....* 6.93					s 5 43				4 50
36	34.84	TP.....PACIFIC. WY.*§ 0.16					s 5 55PM				5 30	
	35.00	CS.....K TOWER..... 4.94									5 40	
40	39.94	TP.....GRAY SUMMIT.....* 6.63										
	46.57	P.....HD..... 5.18		9 41	2 43		4 50		6 00	12 52		
54	51.75	CS.WASHINGTON...CW* 12.38		s 9 47	s 2 50		4 55		s 6 15	s 1 07	6 30	
	54.93	LS.....NEW HAVEN.....* 0.15		9 59	3 03		5 07		s 6 35	a 1 20	8 00	
67	67.31	P.....NH CROSSOVER..... 7.46										
	67.46	P.....BE CROSSOVER..... 0.27							s 6 47		8 20	
74	74.92	TP.....BERGER.....* 0.18										
	75.19	P.....BW CROSSOVER..... 3.54										
	75.37	P.....JJ SIDING...W 2.17		10 10	3 15		5 17		6 52	1 34		
80	81.08	LS.....HERMANN.....* 0.14							s 7 00	a 1 38	9 00	
	81.22	P.....HN CROSSOVER..... 6.97										
	88.19	P.....KK JCT..... 0.40		10 20	12							
88	88.59	CS.....GASCONADE.....* 4.31			f 3 26		5 28		7 10	1 47	9 30	
92	92.90	LS.....MORRISON.....* 0.12							s 7 17		9 45	
	93.02	P.....MO CROSSOVER..... 7.24										
100	100.26	LS.....CHAMOIS...* 0.14		10 33	3 38		5 39		s 7 27	2 01	10 10	
	100.40	P.....CH CROSSOVER..... 12.70										
112	113.10	LS.....BONNOT'S MILL.* 0.10							s 7 42		10 25	
	113.20	P.....BM CROSSOVER..... 3.59										
	116.79	P.....LL JCT..... 0.23		10 47	3 53		5 52		7 47	2 18	10 35	
	117.02	DRAW BRIDGE..(Osage River) 0.30										
117	117.32	LS.....OSAGE.....* 7.01			a 3 55						10 40	
	124.33	P.....JC..... 1.00										
125	125.33	CS.Jefferson City.CDOTWY§		s 10 58AM	s 4 05PM		s 6 02PM		s 8 05PM	s 2 28AM	11 30AM	
		122.13		Daily	Daily		Daily	Daily Ex. Saturday and Sunday	Daily	Daily	Daily Ex. Sunday	

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.

Miles from St. Louis, (PA west), shown above, are miles painted on telegraph poles, and are 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

Siding Capacity in Cars	Miles from Kansas City	<b>TIMETABLE</b> <b>No. 90</b> <b>MAY 1, 1950</b>	<b>TRAINS EASTWARD</b>							<b>SECOND CLASS</b>
			<b>FIRST CLASS</b>							<b>90</b>
			<b>10</b>	<b>20</b>	<b>36</b>	<b>12</b>	<b>6</b>	<b>14</b>	<b>90</b>	
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight	
			Daily	Daily	Daily Ex. Saturday and Sunday	Daily	Daily	Daily	Daily Ex. Sunday	
<b>STATIONS</b>										
		<b>ST. LOUIS UNION STATION</b> ..... 0.74	7 28AM	8 05AM		6 57AM	12 01PM	5 40PM	10 05PM	
		<b>ST. LOUIS 23rd St.</b> ..... 12.21								2 30PM
Yd.	265.88	CS.....KIRKWOOD...W 2 17	s 6 45	s 7 30		s 6 15	c 11 31AM	c 5 10	c 9 35	1 50
	263.71	P.....HI..... 0.90								
	262.81	TP.....BARETTIS..... 2.20			s 5 55					1 40
	260.61	P.....PA..... 0.19								
	260.42	TP...VALLEY PARK... 3.88			s 5 51					1 25
	256.54	P.....BY..... 1.09								
	255.45	TP.....JEDBURG...* 0.15			s 5 39					1 00
	255.30	P.....JB JCT..... 3.68			5 35					
	251.62	P.....RK JCT..... 0.15			5 26					
	251.47	TP.....EUREKA...* 6.93			s 5 25					12 05PM
	244.54	TP.....PACIFIC. WY* 0.16			5 15AM					11 45AM
	244.38	CS.....K TOWER... 4.94								
	239.44	TP...GRAY SUMMIT...* 6.63								10 10
	232.81	P.....HD..... 5.18	5 57	6 55			10 56	4 34	8 45	9 40
129	227.63	CS.WASHINGTON...CW* 12.38	s 5 50	s 6 50			10 51	s 4 28	s 8 40	9 30
	215.25	LS...NEW HAVEN...* 0.15	s 5 25	6 33			10 40	4 16	s 8 25	7 30
	215.10	P...NH CROSSOVER... 7.46								
	207.64	P...BE CROSSOVER... 0.27								
	207.37	TP...BERGER...* 0.18	s 5 06							6 50
	207.19	P...BW CROSSOVER... 3.54								
125	203.65	P...JJ SIDING...W 2.17	4 58	6 19			10 29	4 05	8 10	6 35
	201.48	LS...HERMANN...* 0.14	s 4 55						s 8 07	6 30
	201.34	P...HN CROSSOVER... 6.97								
	194.37	P...KK JCT..... 0.40					1019 5			
100	193.97	CS...GASCONADE...* 4.31	s 4 42	6 07				3 54	7 55	5 55
	189.66	LS...MORRISON...* 0.12	s 4 35							5 40
	189.54	P...MO CROSSOVER... 7.24								
100	182.30	LS...CHAMMOIS...* 0.14	s 4 20	5 54			10 07	3 43	7 42	5 25
	182.16	P...CH CROSSOVER... 12.70								
	169.46	LS...BONNOT'S MILL...* 0.10	s 4 00							5 00
	169.36	P...BM CROSSOVER... 3.59								
	165.77	P...LL JCT..... 0.23	3 54	5 37			9 54	3 29	7 27	4 52
	165.54	.....DRAW BRIDGE... 0.30								
	165.24	LS...OSAGE...* 7.01	f 3 52							4 50
	158.23	.....JC..... 1.00								
Yd.	157.23	CS Jefferson City CDOTWY } Two Main Tracks	3 40AM	5 25AM			9 45AM	3 20PM	7 15PM	4 35AM
		122.13	Daily	Daily		Daily Ex. Saturday and Sunday	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	TIMETABLE No. 90 MAY 1, 1950		TRAINS WESTWARD							
				FIRST CLASS							
				9	5	15	211	11	19		
STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
		Daily	Daily	Daily	Daily	Daily	Daily				
125	125.33	Note 1 CS Jefferson City CDOTWY \$ 2.62 P.....SR JCT..... 4.46 Two Main Tracks	2 40AM	11 00AM		4 10PM		6 05PM	8 15PM		
127	127.95		2 44	11 03		4 13		6 08	8 20		
132	132.41	P.....SCOTT.....	2 50	11 08		4 18		6 12	8 25		
135	135.24	P.....ELSTON.....*									
140	140.26	P.....CENTERTOWN.....*	3 05 <sup>10</sup>	11 17 <sup>78</sup>		4 27		6 20	8 35		
144	144.72	P.....McGIRK.....*	3 10	11 22		4 32		6 25	8 40		
146	147.09	P.....BRANT.....									
150	150.38	CS.....CALIFORNIA.....W*	a 3 16	a 11 28		4 38		a 6 34 <sup>14</sup>	s 8 50		
156	156.63	P.....CLARKSBURG.....*	3 23	11 37		4 44		6 41	8 58		
162	162.87	LS.....TIPTON.....*	a 3 30	11 43		s 4 52		6 48	9 05		
166	166.39	P.....DOW.....									
168	168.13	LS.....SYRACUSE.....*	3 35	11 48		4 57		6 53	9 10		
175	175.75	P.....OTTERVILLE.....*	3 43	11 56AM		5 05		7 01	9 19		
181	181.11	LS.....SMITHTON.....*	3 50	12 02PM		5 11		7 06	9 25		
181	181.18	CS.....M-K-T CROSSING.....	4 02 <sup>20</sup>	12 08		5 18		7 12	9 32		
188	188.94	CS.....SEDALIA.....C DTWY \$	s 4 30	s 12 15		s 5 28		s 7 18	s 9 45		
195	195.74	P.....DRESDEN.....*	4 40	12 22		5 40 <sup>14</sup>		7 25	9 55		
200	200.91	LS.....LAMONTE.....*	4 46	12 27		5 48		7 30	10 00		
208	208.13	LS.....KNOBNOSTER.....*	4 54	12 34		5 55		7 37	a 10 08 <sup>70</sup>		
211	211.79	P.....MONT'SERRAT.....*	4 58	12 37		5 59		7 40	10 12		
218	218.40	CS.....WARRENSBURG.....*	s 5 07	s 12 43		s 6 08		a 7 47	s 10 20		
224	224.45	P.....CENTERVIEW.....C*	5 15	12 50		6 16		7 53	10 28		
232	232.83	LS.....HOLDEN.....*	5 24 <sup>92</sup>	12 59		s 6 27		8 01	10 37		
237	237.56	P.....KINGSVILLE.....*	5 29	1 04		6 32		8 05	10 42		
242	243.08	P.....STRASBURG.....*	5 35	1 09 <sup>6</sup>		6 38		8 10	10 47		
249	249.14	P.....PE SIDING.....									
249	249.27	Note 1 CS.....PLEASANT HILL...WY*	s 6 01	a 1 17		a 6 50	450PM <sup>14</sup>	a 8 16	s 11 10		
252	252.34	P.....AVON.....									
254	255.09	P.....GREENWOOD.....*				f 4 57					
259	259.87	LS.....LEE'S SUMMIT.....*	a 6 17	a 1 30		s 5 10					
265	265.10	P.....LB SIDING.....									
271	270.83	Note 2 P.....ELM PARK.....	6 32 <sup>272</sup>	1 42		7 10	5 25	8 36 <sup>70</sup>	11 30		
271	271.23	CS.....INDEPENDENCE..W*	s 6 45	a 1 45		a 7 15	s 5 35	a 8 40	s 11 35PM		
276	276.84	.....ROCK CREEK JCT.....									
278	278.24	.....KCSW JCT.....									
B 1	279.01	CS.....KANSAS CITY EAST YARD.CDOTWY \$									
282	283.03	CS.....KANSAS CITY UNION STATION.....	7 20AM	2 10PM		7 45PM	6 15PM	9 00PM	12 15AM		
	157.23		Daily	Daily		Daily	Daily	Daily	Daily		

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are 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 Strasburg 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	<b>TIMETABLE</b> <b>No. 90</b> <b>MAY 1, 1950</b>		<b>TRAINS EASTWARD</b> <b>FIRST CLASS</b>							
				20	12		6	14	10	210	
				Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	
STATIONS				Daily	Daily		Daily	Daily	Daily	Daily	
Yd.	157.23	Note 1	CS. Jefferson City. CDOTWY §	Two Main Tracks	s 5 15AM	s 9 41AM		s 3 15PM	s 7 10PM	s 3 30AM	
....	154.61				P.....SR JCT.....	512 <sup>93</sup>	9 38		3 12	7 00	3 20
	54 150.15		P.....SCOTT.....		5 05	9 34		3 08	6 55	3 15	
	23 147.32		P.....ELSTON.....								
e44 w23}	142.30		P.....CENTER TOWN.....		4 54	9 26		3 00	6 45	305 <sup>9</sup>	
	70 137.84		P.....McGIRK.....		4 49	9 22		2 55	6 40	2 53	
	33 135.47		P.....BRANT.....								
	75 132.18		CS.....CALIFORNIA.....W*		a 4 42	a 916 <sup>92</sup>		a 2 49	634 <sup>11</sup>	s 2 45	
	42 125.93		P.....CLARKSBURG.....		4 35	9 10		2 42	6 28	2 32	
	70 119.69		LS.....TIPTON.....		4 29	9 04		2 36	6 22	s 2 25	
	45 116.17		P.....DOW.....								
	46 114.43		LS.....SYRACUSE.....*		4 23	8 59		2 30	6 17	2 15	
	50 106.81		P.....OTTERVILLE.....*		4 15	8 51		2 23	6 09	2 06	
	66 101.45		LS.....SMITHTON.....*		4 09	8 46		2 18	6 04	2 00	
	... 94.84		CS.....M-K-T CROSSING.....		402 <sup>9</sup>	8 40		2 12	5 57	1 52	
Yd.	93.69	A B S	CS.....SEDALIA.....CDTWY §		s 4 00	s 8 38		s 2 10	s 5 55	s 1 50 <sup>79</sup>	
	42 86.89		P.....DRESDEN.....*		3 47	8 29		1 59	540 <sup>15</sup>	1 28	
	54 81.72		LS.....LAMONTE.....*		3 42	8 24		1 54	5 35	1 23	
	83 74.50		LS.....KNOBNOSTER.....*		3 35	8 18 <sup>93</sup>		1 47	5 28	1 15	
	38 70.84		P.....MONTSERRAT.....		3 31	8 15		1 43	5 25	1 12	
	46 64.23		CS.....WARRENSBURG.....*		a 3 24	a 8 08		s 1 36	s 5 18	s 1 05	
	46 58.18		P.....CENTERVIEW.....C*		3 15	8 02		1 28	5 10	12 52	
	65 49.80		LS.....HOLDEN.....*		306 <sup>79</sup>	7 54		1 20	5 02	s 12 42	
	54 45.07		P.....KINGSVILLE.....*		3 01	7 50		1 15	4 57	12 34	
	70 39.55		P.....STRASBURG.....*		2 55	7 45		109 <sup>5</sup>	4 51	12 28	
	70 33.49		P.....PE SIDING.....								
	70 33.36		CS.....PLEASANT HILL.....WY*		s 2 45	7 39		a 1 02	a 445 <sup>211</sup>	s 12 20	s 1 00AM
	80 30.29	Note 1	P.....AVON.....								
	27.54		P.....GREENWOOD.....*								f 12 43
	84 22.76		LS.....LEE'S SUMMIT.....*					a 12 51		s 12 07AM	s 12 36
	60 17.53		P.....LB SIDING.....								
	11.80	Note 2	P.....ELM PARK.....		2 07	7 18		12 38	4 20	11 52PM	12 19
	9.76		CS.....INDEPENDENCE.W*		a 2 05	a 7 16		a 12 36	a 4 18	s 11 50	s 12 16AM
	6.19		ROCK CREEK JCT.....								
			KC SW JCT.....								
			CS. KANSAS CITY EAST YARD. CDOTWY §								
			KANSAS CITY UNION STATION.....		1 45AM	7 01AM		12 20PM	4 00PM	11 30PM	11 50PM
			157.23		Daily	Daily		Daily	Daily	Daily	Daily

*no. 6 this siding  
for no. 5 if both  
on  
line.*

**Note 1.**—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.  
Between Strasburg 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		TIMETABLE											
				No. 90											
				MAY 1, 1950											
				TRAINS WESTWARD											
				SECOND CLASS											
				61	95	93	81	273	75	271	79	71			
				Red Ball Freight	Local Freight	Daily Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight		
				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
STATIONS															
125	125.33	Note 1		CS. Jefferson City. CDOTWY §										Two Main Tracks	
				2.62											
...	127.95	P.....		SR JCT.....											
				4.46											
132	132.41	P.....		SCOTT											
				2.83											
135	135.24	P.....		ELSTON *											
				5.02											
140	140.26	P.....		CENTERTOWN *											
				4.46											
144	144.72	P.....		McGIRK *											
				2.37											
146	147.09	P.....		BRANT											
				3.29											
150	150.38	CS.....		CALIFORNIA..... W*											
				6.25											
156	156.63	P.....		CLARKSBURG *											
				6.24											
162	162.87	LS.....		TIPTON *											
				3.52											
166	166.39	P.....		DOW											
				1.74											
168	168.13	LS.....		SYRACUSE *											
				7.62											
175	175.75	P.....		OTTERVILLE *											
				5.36											
181	181.11	LS.....		SMITHTON *											
	181.18			6.61											
...	187.79	CS.....		M-K-T CROSSING											
				1.15											
188	188.94	CS.....		SEDALIA..... CDTWY §											
				6.80											
195	195.74	P.....		DRESDEN *											
				5.17											
200	200.91	LS.....		LAMONTE *											
				7.22											
208	208.13	LS.....		KNOBNOSTER *											
				3.66											
211	211.79	P.....		MONTSERRAT *											
				6.61											
218	218.40	CS.....		WARRENSBURG *											
				6.05											
224	224.45	P.....		CENTERVIEW..... C*											
				8.38											
232	232.83	LS.....		HOLDEN *											
				4.73											
237	237.56	P.....		KINGSVILLE *											
				5.52											
242	243.08	P.....		STRASBURG *											
				6.06											
...	249.14	P.....		PE SIDING											
				0.13											
249	249.27	CS.....		PLEASANT HILL..... WY*											
				3.07											
252	252.34	P.....		AVON.....											
				2.75											
254	255.09	P.....		GREENWOOD *											
				4.78											
250	259.87	LS.....		LEE'S SUMMIT..... *											
				5.23											
265	265.10	P.....		LB SIDING											
				5.73											
271	270.83	P.....		ELM PARK.....											
	271.23			2.04											
273	273.27	CS.....		INDEPENDENCE..... W*											
				3.57											
276	276.84	P.....		ROCK CREEK JCT.....											
				1.40											
...	278.24	KC SW JCT.....													
				0.77											
B 1	279.01	CS.....		KANSAS CITY EAST YARD. CDOTWY §											
				8 30AM											
282	283.03	CS.....		KANSAS CITY UNION STATION.....											
				157.23											
				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are 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 Strasburg 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

9

Sliding Capacity in Cars Miles from Kansas City		<b>TIMETABLE</b> <b>No. 90</b> <b>MAY 1, 1950</b>		TRAINS EASTWARD												
				SECOND CLASS												
				66	92	94	272	62	78	80	68	70	274			
STATIONS				Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily				
Yd.	157.23	Note 1	CS. Jefferson City. CDOTWY §	Two Main Tracks	5 25AM	10 00AM	1 45PM	.....	11 30AM	3 00PM	5 00PM	11 05PM	1 15AM	.....		
.....	154.61		P. .... SR JCT. ....		5 18AM <sup>81</sup>	9 55	1 25PM	.....	.....	11 10AM	11 45AM	4 50PM	10 55PM	12 35	.....	
	54 150.15		P. .... SCOTT			9 50			11 35				12 28			
	23 147.32		P. .... ELSTON	*												
e 44 re 23	142.30		P. .... CENTERTOWN	*		9 35			11 17	5			12 18			
	70 137.84		P. .... McGIRK	*		9 27			10 50				12 12			
	33 135.47		P. .... BRANT													
	75 132.18		CS. .... CALIFORNIA	W*		9 16	12		10 41				12 05AM			
	42 125.93		P. .... CLARKSBURG	*		8 50			10 32				11 58PM <sup>79</sup>			
	70 119.69		LS. .... TIPTON	*		8 40			10 23				11 50			
	45 116.17		P. .... DOW													
	46 114.43		LS. .... SYRACUSE	*		8 25			10 15				11 37			
	50 106.81		P. .... OTTERTVILLE	*		8 10			10 02				11 28			
	66 101.45		LS. .... SMITHTON	*		7 55			9 55				11 20			
	94.84		CS. .... M-K-T CROSSING			7 45			9 45				11 10			
Yd.	93.69		CS. .... SEDALIA	CDTWY §		7 40	93		9 40				11 00			
	42 86.89	A B S	P. .... DRESDEN	*	VIA RIVER SUBDIV.	7 00			9 23		VIA RIVER SUBDIV.		10 33			
	54 81.72		LS. .... LAMONTE	*		6 50			9 15				10 25			
	83 74.50		LS. .... KNOBNOSTER	*		6 40			9 06				10 08	19		
	38 70.84		P. .... MONTSERRAT	*		6 30			8 59				9 55			
	46 64.23		CS. .... WARRENSBURG	*		6 20			8 50	93			9 45			
	46 58.18		P. .... CENTERVIEW	C*	VIA RIVER SUBDIV.	5 40			8 40		VIA RIVER SUBDIV.		9 36			
	65 49.80		LS. .... HOLDEN	*		5 24	9		8 26				9 26			
	54 45.07		P. .... KINGSVILLE	*		4 54			8 18				9 20			
	70 39.55		P. .... STRASBURG	*		4 45			8 10				9 13			
	70 33.49		P. .... PE SIDING	*												
	70 33.36	Note 1	CS. PLEASANT HILL	*WY		4 35	79		7 10AM			8 00AM		9 05	9 30PM	
	80 30.29		P. .... AVON	*												
	27.54		P. .... GREENWOOD	*												
	84 22.76		LS. LEE'S SUMMIT	*												
	60 17.53		P. .... LB SIDING	*												
	11.80	Note 2	P. .... ELM PARK			2 35			6 32	9			8 38	11	8 50	
	9.76		CS. .... INDEPENDENCE	W*		2 30			6 20				8 25		8 40	
	6.19		..... ROCK CREEK JCT. ....													
			..... KC SW JCT. ....													
			CS. KANSAS CITY EAST YARD. CDOTWY §			1 30AM		2 00AM	4 00AM	6 00AM	7 00AM	.....	12 30PM	6 30PM	8 00PM	8 15PM
			KANSAS CITY UNION STATION													
			157.23			Daily		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.  
 Between Strasburg 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	TIMETABLE No. 90 MAY 1, 1950		TRAINS WESTWARD					
				SECOND CLASS					
				61 Red Ball Freight	95 Local Freight	81 Red Ball Freight	75 Red Ball Freight	71 Red Ball Freight	
STATIONS		Daily	Daily Ex. Sunday	Daily	Daily	Daily			
127.95		P. SR JCT. 1.36	1 25AM	5 05AM	5 18AM <sup>66</sup>	6 15PM	11 25PM		
129.31		P. AA JCT. 1.66	1 27	5 08 <sup>66</sup>	5 22	6 18	11 28		
130.97		P. BB JCT. 8.15	1 30	5 12 <sup>66</sup>	5 25	6 21	11 31		
G 10 139.12		P. MARION. 4.75		f 5 20					
G 15 143.87		CS. SANDY HOOK. 7.32	1 50	f 5 30	5 50	6 40	11 48		
G 22 151.19		P. LUPUS. 5.59	2 00	s 5 40	5 59	6 50	11 58PM		
G 27 156.78		TP. WOOLDRIDGE. 4.26	2 10	s 5 50	6 09	7 00	12 07AM		
G 32 161.04		P. OVERTON. 3.62		f 5 57					
G 35 164.66		P. MERNA. 6.19	2 23	6 05	6 22	7 15	12 22		
G 41 170.85		LS. BOONVILLE. WY. 6.35	2 33	s 6 45 <sup>81</sup>	6 35 <sup>95</sup>	7 27	12 32		
177.20		Note 2 P. CC JCT. 3.01	2 44	7 30	6 47	7 38	12 43		
180.21		P. FF JCT. 6.70	2 49	7 35	6 52	7 43	12 48		
G 58 186.91		CS. BLACKWATER. CW. 2.74	3 00	s 8 15	7 05	8 05	1 01		
G 60 189.65		TP. NELSON. 5.37		f 8 25					
G 66 195.02		P. NAPTON. 7.15	3 12	f 8 40	7 18	8 18	1 15		
G 73 202.17		P. MS SIDING. Y. 7.49	3 32 <sup>66</sup>	9 10 <sup>62</sup>	7 27	8 40 <sup>68</sup>	1 25		
G 80 209.66		P. STANHOPE. 5.57	3 45	9 30 <sup>94</sup>	7 37	8 52	1 35		
G 86 215.23		LS. MALTA BEND. 4.71	3 52	10 00	7 45	9 00	1 43		
G 91 219.94		P. GRAND PASS. 4.63							
G 95 224.57		CS. WAVERLY. 6.01	4 06	10 20	8 05 <sup>94</sup>	9 20	1 57		
G 101 230.58		P. HODGE. 4.70	4 17	10 30	8 30 <sup>62</sup>	9 33	2 07		
G 106 235.28		P. DOVER. 10.40							
245.68		Note 1 P. GG JCT. 1.95	4 40	10 55	8 55	9 55	2 27 <sup>66</sup>		
G 118 247.63		CS. MYRICK. CWY. 1.85							
249.48		P. HH JCT. 3.93	4 50	11 40AM	9 01	10 01	2 33 <sup>66</sup>		
G 124 253.41		TP. WELLINGTON. 4.59							
G 129 258.00		LS. NAPOLEON. 3.54	5 05	12 01PM	9 15	10 15	2 47		
G 132 261.54		P. LEVASY. 3.64							
G 136 265.18		LS. BUCKNER. 3.52	5 17 <sup>94</sup>	12 20	9 27	10 27	2 59		
G 139 268.70		LS. LAKE CITY. W. 5.57	5 22	12 40	9 33	10 33	3 05		
274.27		Note 2 P. JJ JCT. 1.96	5 30	12 52 <sup>80</sup>	9 41	10 42	3 13		
276.23		CS. ETON-A.T.&S.F.Jct. 7.61	5 35	1 00	9 45	10 45PM	3 20		
283.84		CS. CONGO. 0.75							
284.59		ROCK CREEK JCT. 1.40							
285.99		KC SW JCT. 0.77							
B 1 286.76		CS. KANSAS CITY EAST YARD. CDOTWY. 162.83	8 30AM	1 45PM	11 30AM	1 00AM	5 00AM		
282 290.78		CS. KANSAS CITY UNION STATION.							
			Daily	Daily Ex. Sunday	Daily	Daily	Daily		

Miles from St. Louis, shown above, are miles painted on telegraph poles and are 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.



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

Miles from St. Louis — Seventh Street	<b>TIMETABLE No. 90 MAY 1, 1950</b>		Station Numbers	Siding Capacity in Cars
	<b>STATIONS</b>			
188.94	CS.....	SEDALIA CDTWY §	188	Yd.
		10.58		
199.52	LS.....	HUGHESVILLE	LA 10	
		5.61		
205.13	LS.....	HOUSTONIA	LA 16	
		6.51		
211.64	LS.....	SWEET SPRINGS	LA 22	24
		4.23		
215.87	P.....	EMMA ..... W	LA 26	
		4.05		
219.92	LS.....	CONCORDIA	LA 30	
		11.98		
231.90	LS.....	HIGGINSVILLE	LA 42	
		1.99		
235.60		PAGE CITY	LA 46	
		8.79		
244.39	P.....	LEXINGTON	LA 55	Yd.
		1.76		
246.15	CS.....	MYRICK ..... CWY	G 118	Yd.
		57.21		

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

Miles from St. Louis — Seventh Street	<b>TIMETABLE No. 90 MAY 1, 1950</b>		Station Numbers	Siding Capacity in Cars
	<b>STATIONS</b>			
125.33	CS... Jefferson City..	CDOTWY §	125	Yd.
		7.77		
133.10		SCRUGGS	GA 8	5
		4.96		
138.06		LOHMAN	GA 13	10
		6.34		
144.40	LS.....	RUSSELLVILLE	GA 19	22
		4.84		
149.24		ENON	GA 24	
		4.03		
153.27	LS.....	OLEAN	GA 28	15
		5.38		
158.65	LS.....	ELDON ..... W	GA 33	19
		0.35		
159.00		C. R. I. & P. CROSSING		
		2.95		
161.95		AURORA SPRINGS	GA 37	
		6.30		
168.25	LS.....	BAGNELL ..... Y	GA 43	Yd.
		42.92		

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

TRAINS WESTWARD		Miles from St. Louis — Seventh Street	<b>TIMETABLE No. 90 MAY 1, 1950</b>		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD	
FIRST CLASS			<b>STATIONS</b>				FIRST CLASS	
<b>35</b>							<b>36</b>	
Passenger							Passenger	
Daily Ex. Saturday and Sunday							Daily Ex. Saturday and Sunday	
5 33PM		24.08	A B S Note 1	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. Saturday and Sunday							Daily Ex. Saturday and Sunday	
							5.62	

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

**MARSHALL SUBDIV.—BETWEEN  
MS SIDING AND MARSHALL**

Siding Capacity in Cars	Miles from St. Louis — Seventh Street	<b>TIMETABLE No. 90 MAY 1, 1950</b>		Station Numbers	Miles from Kansas City
		<b>STATIONS</b>			
	202.17	P.....	MS SIDING.... Y	G 73	88.61
			1.91		
Yd.	204.08	LS....	MARSHALL	GB 2	90.52
			1.91		

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

**1. All Eastward trains are superior to trains of the same class in the opposite direction.**

**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 with all passenger cars of any type; or Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.  
 CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars. Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, sleepers Shrine Tower, Beacon Tower and Temple Tower, and Diner 10242 are streamlined—HIGH center of gravity cars.  
 CONSIST "D".....Diesel engines with Streamlined, light-weight—LOW center of gravity cars only. MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, and Rock Island Sleepers with "Golden" prefix are Streamlined—LOW center of gravity cars.

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	signs	60	60	shown on	
River	50	55	60	60		60	60		
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.

MISSOURI PACIFIC ENGINES		GCL AND IGN ENGINES	
Numbers	MPH	Numbers	MPH
1 to 173	60	4100 and 4101(D)	35
201 to 208(D)	65	4102 and 4103(D)	75
301 to 330(D)	65	4104 to 4111(D)	65
402 to 486	45	4124 to 4149(D)	65
501 to 524(D)	65	5308 to 5316	80
561 to 594(D)	65	5321 to 5327	90
800 to 811(D)	30	5335 to 5344	80
1201 to 1280	90	6001	90
Psg. Service	55	6401 to 6444	80
Frt. Service	63	6501 to 6512	70
1301 to 1325	80	6601 to 6629	80
Psg. Service	55	7000 to 7006(PD)	98
Frt. Service	63	7010 and 7011(PD)	98
1401 to 1571	98	7014 to 7021(PD)	98
Psg. Service	55	7100(PD)	90
Frt. Service	63	8001 to 8010(PD)	98
1701 to 1714	55	9000 to 9012(D)	35
1715 to 1719	50	9102 to 9122(D)	35
1720 to 1729	63	9123 to 9146(D)	60
1803 to 1817	45	9301 to 9320	25
2101 to 2125	90	9414 to 9468	25
2201 to 2215	90	9601 to 9604	25
2321 to 2389	55	9701 to 9785	25

**Motor Cars:**  
 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).**

	Miles Per Hour
<b>3-A. Engines Light Moving Forward:</b>	
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
<b>3-B. Engines Running Backward:</b>	
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.	
<b>3-C. Through Turnouts and Crossovers, and Spring Switches:</b>	
Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 or 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 or 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
California: No. 15 to dispatch newspapers.....		25
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:

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



**3-D. LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS—Concluded:**

Permissible Speed in Miles per hour	EASTWARD				WESTWARD				
	From		To		Permissible Speed in Miles per hour	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.:**

40	252	35	252	20	30	129	09	129	18
35	251	10	250	20	40	137	16	140	07
45	242	06	242	00	40	145	12	145	25
45	239	27	237	12	45	153	04	153	10
40	233	25	233	13	40	163	12	163	29
40	230	06	226	22	45	171	00	173	02
40	221	29	218	11	35	175	21	177	05
45	207	27	207	05	40	183	00	194	21
45	203	15	203	00	45	196	27	199	00
45	199	00	196	27	45	203	00	203	15

**River Subdiv.—Continued:**

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

**3-E. Trains Handling Disabled Engines and Engines in Tow:**

**Diesel Engines and Motor Cars dead in tow:**  
**Road or Switch, with trucks and traction motors in good running condition.....** Maximum Train Speed, or Maximum Engine Speed for particular engine in tow, whichever is lower (See Item 2-B)

**Road or Switch, with trucks or parts of same not in good running condition.....** As Authorized By Superintendent

**Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.**

**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, main rods and pistons in position, front cylinder heads and back cylinder cocks 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 all or part of side rods down..... 15  
 With front drivers blocked..... 20  
 Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.

Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding..... 6  
 Further movement must be authorized by Superintendent.  
 Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side..... 15  
 With flat spots 3" or more on driving tires, **MAINTAIN SPEED**..... 20

3-F. Trains Handling Work Equipment, Derricks, Cranes, etc.:	Miles Per Hour
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving) boom connected	30
<p>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.</p>	
Bridge Derrick-Pile Driver (combination machine)...	25
<p>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.</p>	
American Ditchers (self-propelling).....	25
<p>American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train. Side rods and cranks must be removed from trucks.</p>	
Locomotive Cranes or Clam Shells.....	25
<p>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.</p>	

3-F. Concluded:	Miles Per Hour
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	25
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.

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

**Wrecking Cranes (self-propelling):**

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35

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"



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

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b>	St. Louis, Mo.	Grand and Shaw	{ 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, Local and Dispensary Surgeon	Pacific, Mo.		29		29-A.
★Dr. H. D. Steinbeck, Local and Dispensary Surgeon			70		70.
★Dr. J. P. Post	Washington, Mo.	414 Cedar	5	421 West Third	106.
★Dr. B. P. Eisenmann	New Haven, Mo.	New Haven	101	New Haven	103.
★Dr. H. Workman	Hermann, Mo.		345	1008 Washington	345
Dr. C. T. Shaw, Local and Dispensary Surgeon	Hermann, Mo.	1008 Washington	345	1008 Washington	345.
<b>EMERGENCY STATION</b>		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.
<b>EMERGENCY STATION</b>	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, Division Surgeon	Sedalia, Mo.	Third Nat. Bank Bldg.	1773	524 South Grand	1140-R.
★Dr. J. B. Carlisle, Division Surgeon	Sedalia, Mo.	314 South Ohio	1092	1019 West Sixth	1427
★Dr. A. L. Walter, Division Surgeon	Sedalia, Mo.	120 West Fifth			
★Dr. D. R. Edwards, Asst. Surgeon	Sedalia, Mo.	107 South Ohio	786	1619 South Moniteau	2620.
★Dr. A. J. Campbell, Asst. Surgeon	Sedalia, Mo.	312 South Ohio	989	319 East Broadway	336
★Dr. W. M. Wheeler, Asst. Surgeon	Sedalia, Mo.	500½ South Ohio	312	828 West Sixth	1050.
★Dr. W. A. Beckemeyer, Asst. Surgeon	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.
<b>HOSPITAL</b>	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. Koppenbrink	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 all Applicants.  
 ★★Medical Examiners for Examination of Applicants not required to take color perception tests.

DR. O. B. ZEINERT, Chief Surgeon.