

DIVISION OFFICERS

V. G. DYER.....Superintendent.....Kansas City, Mo.
L. V. HOBBS.....Superintendent,
Kansas City Terminal
Div.....Kansas City, Mo.
G. T. GRAHAM.....Assistant Superintendent...Nevada, Mo.
G. H. NEEDHAM.....Assistant Superintendent,
Kansas City Terminal
Div.....Kansas City, Mo.
V. M. DRISKILL.....Trainmaster, St. Louis
and River Subdivs...Jefferson City, Mo.
C. H. BELL.....Trainmaster, Sedalia
Lexington and
Bagnell Subdivs....Jefferson City, Mo.
C. D. BARTON.....Trainmaster.....Nevada, Mo.
R. F. HICKERSON....Trainmaster,
Kansas City Terminal
Div.....Kansas City, Mo.
J. D. BOLING.....Trainmaster, Kansas
City Terminal Div....Kansas City, Mo.
B. F. SCHNEIDER...Road Foreman of
Engines.....St. Louis, Mo.
V. E. KRIG.....Road Foreman of
Engines.....Kansas City, Mo.
H. H. WALKER.....Road Foreman of Engines,
Kansas City Terminal
Div.....Kansas City, Mo.
W. R. GALLAGHER...Division
Trainmaster.....Jefferson City, Mo.
J. E. McVEY.....Division Trainmaster.....Nevada, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

EASTERN DIVISION

TIMETABLE No. 3

Effective 12:01 a. m. Sunday, August 6, 1961

CENTRAL STANDARD TIME

Superseding Eastern Division Timetable No. 2,
effective April 3, 1960 and all Supplements thereto.

**FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 1, THIS
DIVISION, EFFECTIVE FEBRUARY 15, 1959; AND
MUST ALSO CARRY COPY OF KANSAS CITY TERMINAL
DIVISION SPECIAL INSTRUCTIONS No. 9,
EFFECTIVE JUNE 12, 1960.**

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

J. H. LLOYD, Vice President-Operation.

M. L. SMITH, Assistant Vice President-Operation.

J. A. AUSTIN, General Superintendent Transportation.

G. M. HOLZMANN, General Manager.

D. T. BARKSDALE, Assistant General Manager.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Kansas City.....	Eastern Div.....12	Kansas Div.....12	Indefinitely		For connection.
(Union Station)	" ".....12	All Connecting Lines	7:30 a. m.	15 Min.	For revenue passengers.
" ".....	" ".....10	All Connecting Lines	11:50 p. m.	15 Min.	" " " "
" ".....	" ".....6	Omaha Div.....106	Indefinitely		For connection.
" ".....	" ".....6	AT&SF.....12 & 212	12:30 p. m.	10 Min.	For revenue passengers.
" ".....	Omaha Div.....105	Eastern Div.....5	Indefinitely		For connection.
" ".....	Kansas Div.....11	" ".....11	Indefinitely		For connection.

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.
 - m*—Stop on signal to receive or discharge revenue passengers and first class mail.
 - k*—Stop on signal to receive or discharge revenue passengers to and from Pueblo and beyond.
- Nos. 5 and 6 stop Lee Summit and Knobnoster Saturday and Sunday for passengers.
- No. 5 stop California on Sunday for passengers.
- No. 9 stop California on Sunday discharge mail.
- No. 10 stop New Haven daily except Sat. & Sun. for express.
- No. 12 stop California on Sunday for passengers.
- No. 15 stop Lee Summit Sunday to receive and discharge mail.

EXPLANATION OF CHARACTERS:

- Ⓡ—Radio Base Station.
 - D—Diesel Fuel Oil.
 - e*—Eastward.
 - P—Telephone Communication only.
 - 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.
 - T—Turntable
- 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
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

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

Station	Miles from St. Louis	Train Numbers			
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		
Riovale.....	24.04	<i>f</i> 36	<i>f</i> 35		
Allenton.....	30.07	<i>f</i> 36	<i>f</i> 35		
Sedalia Subdiv.:					
Little Blue.....	265.84	<i>f</i> 10	<i>f</i> 15		

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

Miles from St. Louis—Seventh Street	TIMETABLE No. 3 AUGUST 6, 1961		Station Numbers	Siding Capacity in Cars
	STATIONS			
188.94	LS.....	SEDALIA.....@WY	188	Yd.
		10.58		
199.52	P.....	HUGHESVILLE.....	LA 10	
		5.61		
205.13	P.....	HOUSTONIA.....	LA 16	
		6.51		
211.64	LS...	SWEET SPRINGS.....	LA 22	24
		4.23		
215.87	P.....	EMMA.....	LA 26	
		4.05		
219.92	LS.....	CONCORDIA.....	LA 30	
		11.98		
231.90	LS...	HIGGINSVILLE.....	LA 42	
		3.70		
235.60		PAGE CITY.....	LA 46	
		8.79		
244.39	P.....	LEXINGTON.....	LA 55	
		1.83		
246.22	CS.....	MYRICK.....@	G 118	Yd.
		57.28		

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

Miles from St. Louis—Seventh Street	TIMETABLE No. 3 AUGUST 6, 1961		Station Numbers	Siding Capacity in Cars
	STATIONS			
125.33	CS... Jefferson City.....@DWY§		125	Yd.
		12.73		
138.06		LOHMAN.....	GA 13	
		6.34		
144.40		RUSSELLVILLE.....	GA 19	
		4.84		
149.24		ENON.....	GA 24	
		4.03		
153.27		OLEAN.....	GA 28	
		5.38		
158.65	LS.....	ELDON.....	GA 33	
		0.35		
159.00		C. R. I. & P. CROSSING.....		
		0.44		
159.44		END OF TRACK.....		
		34.11		

**SPRINGFIELD SUBDIV.—BETWEEN
SPRINGFIELD AND CRANE**

TRAINS SOUTHWARD	Miles from St. Louis (via Dias)	TIMETABLE No. 3 AUGUST 6, 1961		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS						SECOND CLASS
295 Red Ball Freight Daily Ex. Sunday						294 Red Ball Freight Daily Ex. Sat.
		STATIONS				
4 30AM	477.83	LS.....	CRANE.....Y	WR 221	Yd.	6 05PM
			6.12			
4 45	483.95	P.....	HURLEY.....	PD 7		5 50
			8.87			
5 01	492.82	TP.....	CLEVER.....	PD 16		5 30
			18.36			
5 40AM	511.18	LS.....	SPRINGFIELD.....DT	PD 34	Yd.	4 45PM
			33.35			
Daily Ex. Sunday						Daily Ex. Sat.

**RICH HILL SUBDIV.—BETWEEN
RICH HILL JCT. AND CORNELL JCT.**

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 3 AUGUST 6, 1961		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS						SECOND CLASS
						794 Local Freight Daily Ex. Monday
		STATIONS				
	301.00	P.....	RICH HILL JCT.....Y	P 50		7 15AM
			7.20			
	308.20		METZ, MO.....	H 9	31	7 03
			8.84			
	317.04		K. C. S. CROSSING.....			
			8.22			
	325.26		S. L. S. F. CROSSING.....			
			0.62			
	325.88		M.K.T. CROSSING.....			
			0.69			
	326.57	TP...	FT. SCOTT, KAN.....§	H 27	35	6 35
			0.16			
	326.73		JD JCT.....			6 10
			4.97			
	331.70		S. L. S. F. CROSSING.....			
			17.60			
	349.30	TP.....	ARMA.....	TC 23		5 10
			4.69			
	353.99		K. C. S. CROSSING.....			
			2.27			
	356.26	P.....	CORNELL JCT.....Y	N 35	Yd.	4 50AM
			55.26			
						Daily Ex. Monday

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

ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

TIMETABLE

No. 3

AUGUST 6, 1961

TRAINS WESTWARD

Station Numbers	Miles from St. Louis—Seventh Street	STATIONS	TRAINS WESTWARD										
			FIRST CLASS					SECOND CLASS					
			9 Passenger	5 Passenger	15 Passenger		11 Passenger	35 Passenger	71 Red Ball Freight	91 Local Freight	61 Red Ball Freight	75 Red Ball Freight	81 Red Ball Freight
			Daily	Daily	Daily		Daily	Daily Ex. Sat. and Sun.	Daily	Monday Wednesday and Friday	Daily	Daily	Daily
		ST. LOUIS UNION STATION..... 0.74	11 47PM		2 30PM		4 00PM	4 25PM					
		ST. LOUIS 23rd St. 12.21							1 30AM	7 00AM	10 30AM	2 00PM	8 00PM
13	13.48	CS.....KIRKWOOD...®	b12 10AM	b 9 10	b 2 50		b 4 20	s 5 05	2 10	7 45	11 10AM	2 40	8 40
13a	15.65	P.....HI..... 0.90											
16	16.55 18.75 18.77	TP.....BARRETTS..... 2.20						s 5 12					
		P.....PA..... 0.19											
18	18.96	TP.....VALLEY PARK..... 3.88						s 5 17					
		P.....BY..... 1.00											
24	23.93	P.....JEDBURG.....*						s 5 32					
		P.....JB..... 3.83											
29	27.91	TP.....EUREKA.....*						s 5 38					
36	34.84	TP.....PACIFIC WY*§ 0.16			b 3 10			s 5 50PM					
	K TOWER...® 4.94											
40	39.94	P.....GRAY SUMMIT..... 6.63											
		P.....HD..... 5.18											
54	54.93	CS.....WASHINGTON...®* 2.79	s12 50	s 9 47	a 3 25		4 53		9 30				
		P.....WG..... 9.59	12 53	9 50	3 28		4 56						
67	67.31	LS.....NEW HAVEN...®* 0.15	a 1 02										
		P.....NH CROSSOVER..... 7.46											
		P.....BE CROSSOVER..... 0.27											
74	75.19	P.....BERGER.....* 0.18	a 1 09										
		P.....BW CROSSOVER..... 3.54											
		P.....JJ SIDING..... 2.17	1 12	10 10	3 47		5 14						
80	81.08	LS.....HERMANN...®* 0.14	a 1 15		a 3 50								
		P.....HN CROSSOVER..... 6.97											
		P.....KK JCT..... 0.40											
88	88.59	CS.....GASCONADE...®* 4.31	f 1 25	10 22	a 4 00		5 24		11 30AM				
		P.....MORRISON.....* 0.12											
		P.....MO CROSSOVER..... 7.24											
100	100.26	LS.....CHAMMOIS...® Y* 0.14	a 1 40		a 4 12								
		P.....CH CROSSOVER..... 12.70											
112	113.10	P.....BONNOT'S MILL...* 0.10	a 1 54										
		P.....BM CROSSOVER..... 3.59											
		P.....LL JCT..... 0.23											
	DRAW BRIDGE... {Osage River 0.30											
117	117.32	LS.....OSAGE.....* 7.01											
		P.....JC..... 1.00											
125	125.33	CS...Jefferson City...®DWY§	s 2 10AM	s11 00AM	s 4 40PM		s 6 00PM		4 50AM	1 00PM	1 20PM	5 40PM	10 50PM
		PASSENGER (From St. Louis-U.S.)...121.80	Daily	Daily	Daily		Daily	Daily Ex. Sat. and Sun.	Daily	Monday Wednesday and Friday	Daily	Daily	Daily
		FREIGHT (From St. Louis-23rd St.)...120.86											

Miles from St. Louis, (PA west), shown above, are miles painted on telegraph poles, and are not actual.
 Two mile post locations at Washington, Mo. are one and the same point, 51.75 is new mileage account change in line east of Washington made in January, 1931, and 54.93 is old mileage.
 Two mile post locations at PA are one and the same point, 18.75 is new mileage account change in line east of PA made in November, 1945, and 18.77 is old mileage.

- Note 1.**—Between Kirkwood and WG, 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 WG and KK Jct., Signal Indication, with Current of Traffic.
 Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

® Radio Base Station is located in 21st. Street Yardmaster's tower, St. Louis, Mo.
 Eastern Division (3)

ST. LOUIS SUBDIV.—JEFFERSON CITY TO KIRKWOOD

Sliding Capacity in Cars		Miles from St. Louis — Seventh Street		TIMETABLE No. 3 AUGUST 6, 1961	TRAINS EASTWARD									
					FIRST CLASS					SECOND CLASS				
					10 Passenger	36 Passenger	12 Passenger	6 Passenger	14 Passenger	68 Red Ball Freight	70 Red Ball Freight	90 Local Freight	62 Red Ball Freight	80 Red Ball Freight
STATIONS				Daily	Daily Ex. Sat. & Sunday	Daily	Daily	Daily	Daily	Daily	Tuesday, Thur. & Saturday	Daily	Daily	
		ST. LOUIS UNION STATION....			7 13AM	6 42AM	12 15PM	5 40PM	9 45PM					
		0.74 ST. LOUIS 23rd St....								5 30AM	7 30AM	1 00PM	6 00PM	1 00AM
		12.21												
Yd.	13.48	CS.....	KIRKWOOD...®	c	6 33	s 6 00	c 11 45AM	c 5 10	c 9 15	2 30	6 40	11 00AM	5 05	10 30PM
	15.65	P.....	HI.....											
	16.55	TP.....	BARRETTS.....			s 5 50								
	18.75	P.....	PA.....											
	18.77	P.....	PA.....											
	18.96	TP.....	VALLEY PARK.....			s 5 40								
	22.84	P.....	BY.....											
	23.93	P.....	JEDBURG.....*			s 5 28								
	24.08	P.....	JB.....											
	27.91	TP.....	EUREKA.....*			s 5 20								
	34.84	TP.....	PACIFIC. WY.*\$			5 05AM								
	35.00		K TOWER...®											
	39.94	P.....	GRAY SUMMIT.....											
	46.57	P.....	HD.....											
	51.75		CS. WASHINGTON...®*		s 5 40		11 05	s 4 28	s 8 25			9 00		
	54.93		2.79											
	57.72	P.....	WG.....		5 21		11 02	4 24	8 19					
	67.31	LS.....	NEW HAVEN...®*		a 5 12									
	67.46	P.....	NH CROSSOVER.....											
	74.92	P.....	BE CROSSOVER.....											
	75.19	P.....	BERGER.....*											
	75.37	P.....	BW CROSSOVER.....											
125	78.91	P.....	JJ SIDING.....		4 59		10 43	4 05	8 00					
	81.08	LS.....	HERMANN...®*		a 4 56				m7 57					
	81.22	P.....	HN CROSSOVER.....											
	88.19	P.....	KK JCT.....											
	100	88.59	CS.....	GASCONADE...®*		a 4 46	10 32	3 54	7 46			8 00		
	92.90	P.....	MORRISON.....*		a 4 40									
	93.02	P.....	MO CROSSOVER.....											
100	100.26	LS.....	CHAMOIS...®Y*		s 4 32				a 7 35					
	100.40	P.....	CH CROSSOVER.....											
	113.10	P.....	BONNOT'S MILL...*											
	113.20	P.....	BM CROSSOVER.....											
	116.79	P.....	LL JCT.....											
	117.02		DRAW BRIDGE.....	Osage River										
	117.32	LS.....	OSAGE.....*		a 4 15		10 08	3 28	7 18			7 20		
	124.33	P.....	JC.....											
Yd.	125.33	CS	Jefferson City...®DWY\$		4 05AM		10 00AM	3 20PM	7 10PM	12 15AM	4 15AM	7 00AM	2 45PM	8 15PM
				PASSENGER (To St. Louis-U.S.)... 121.60	Daily	Daily Ex. Sat. & Sunday	Daily	Daily	Daily	Daily	Daily	Tuesday, Thur. & Saturday	Daily	Daily
				FREIGHT (To St. Louis-23rd St.)... 120.86										

Note 1.—Between Kirkwood and WG, 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 WG and KK Jct., Signal Indication, with Current of Traffic.
 Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

® Radio Base Station is located in 21st. Street Yardmaster's tower, St. Louis, Mo.

SEDALIA SUBDIV.—BETWEEN JEFFERSON CITY AND KANSAS CITY

TRAINS WESTWARD					STATION NUMBERS Miles from St. Louis — Seventh Street	TIMETABLE No. 3 AUGUST 6, 1961	Siding Capacity in Cars	TRAINS EASTWARD					
SECOND CLASS	FIRST CLASS							FIRST CLASS				SECOND CLASS	
93 Local Freight	11 Passenger	15 Passenger	5 Passenger	9 Passenger				12 Passenger	6 Passenger	14 Passenger	10 Passenger	92 Local Freight	70 Red Ball Freight
Daily Ex. Sunday	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
3 30AM	6 01PM	4 50PM	11 05AM	2 30AM	125 125.33	Note 1 CS... Jefferson City @ DWY } 2.62 P..... SR JCT..... } 12.31	Two Main Tracks	Yd. s 9 55AM	s 3 15PM	s 7 00PM	s 3 55AM	10 00AM	4 00AM
3 55 70	6 04	4 53	11 08	2 33	127.95			9 50	3 10	6 41	3 30	9 25	3 55 93
4 10	6 14	5 05	11 20	2 48	140 140.26	P..... CENTERTOWN.....*	70	9 38	2 57	6 28	3 16	9 00	3 40
4 17	6 24 14	5 09	11 24	2 53	144 144.72	P..... McGIRK.....*	70	9 34	2 53	6 24 11	3 12	8 50	3 33
4 25	6 30	s 5 15	a 11 30	a 3 07 10	150 150.38	LS..... CALIFORNIA.....@*	75	a 9 29	a 2 48	s 6 19	a 3 07 9	8 40	3 25
4 33	6 36	5 20	11 36	3 14 70	156 156.63	P..... CLARKSBURG.....*	42	9 22	2 41	6 13	3 01	8 25	3 14 9
4 41	6 42	s 5 27	11 42	a 3 20	162 162.87	LS..... TIPTON.....@*	70	9 17	2 35	6 07	s 2 50	8 15	3 02
4 50	6 47	5 32	11 47	3 25	168 168.13	TP..... SYRACUSE.....*	46	9 12	2 30	6 02	2 40	8 01	2 55
5 00	6 54	5 39	11 54	3 32	175 175.75	P..... OTTERVILLE.....*	50	9 05	2 23	5 55	2 33	7 50	2 45
5 08	6 59	5 50 14	11 59AM	3 38	181 181.11	TP..... SMITHTON.....*	66	9 00	2 18	5 50 15	2 28	7 40	2 38
5 16	7 05	5 56	12 05PM	3 44	187.79	CS... SA TOWER—M.K.T. CROSSING... 1.15	8 54	2 12	5 42	2 22	7 30	2 30	
5 20	s 7 10	s 6 10	s 12 10	s 4 00	188 188.94	LS..... SEDALIA.....@WY	Yd. s 8 52	s 2 10	s 5 40	s 2 20	7 00	2 25	
5 30	7 16	6 16	12 16	4 07	195 195.74	P..... DRESDEN.....*	100	8 42	1 56	5 31	1 42	6 50	1 52
5 40	7 21	6 21	12 21	4 12	200 200.91	TP..... LAMONTE.....*	54	8 37	1 51	5 26	1 37	6 40	1 45
6 30 92	7 27	6 28	f 12 28	4 19	208 208.13	LS..... KNOENOSTER.....*	60	8 31	f 1 45	5 19	1 30	6 30 93	1 35
7 10	s 7 37	6 38	s 12 40	s 4 40	218 218.40	LS... WARRENSBURG.....@*	46	a 8 22	s 1 36	s 5 10	s 1 07	5 45	1 21
7 20	7 42	6 44	12 46	4 46	224 224.45	P..... CENTERVIEW.....*	100	8 15	1 28	5 03	1 00	5 35	1 11
7 40	7 49	6 52	a 12 54	s 4 54	232 232.83	LS..... HOLDEN.....*	65	8 08	1 20	4 55	s 12 52	5 25	1 01
8 04 12	7 53	6 57	12 58	4 59	237 237.56	P..... KINGSVILLE.....*	54	8 04 93	1 15	4 51	12 44	5 15	12 55
8 20	7 58	7 02	1 10 6	5 04 92	242 243.08	(P..... STRASBURG.....*) 5.52	70	7 59	1 10 5	4 46	12 39	5 04 9	12 48
					249.14	P..... PE SIDING.....	70						
8 50	k 8 04	s 7 15	a 1 19	s 5 20	249 249.27	CS... PLEASANT HILL...@WY*	Yd. k 7 53	a 1 02	m 4 40	s 12 32	4 45	12 40AM	
					252 252.34	P..... AVON.....	80						
					254 255.09	P..... GREENWOOD.....*					f 12 17		
		f 7 27	a 1 33	a 5 34	259 259.87	TP... LEE'S SUMMIT.....*	84		a 12 50		s 12 12AM		
					265 265.10	P..... LB SIDING.....	60						
	8 22	7 40	1 45	5 45	271 271.23	P..... ELM PARK.....		7 32	12 37	4 17	11 56PM		
	a 8 27	s 7 45	a 1 55	s 6 00	273 273.27	LS... INDEPENDENCE...@*		a 7 30	a 12 35	a 4 15	s 11 53		
					276 276.84	CS... ROCK CREEK JCT... 1.40							
					278.24	KCSW JCT 0.77							
11 30AM					283 279.01	CS... KANSAS CITY NEFF YARD. @DWY }						3 30AM	11 30PM
	9 00PM	8 25PM	2 20PM	6 45AM	282 283.03	CS... KANSAS CITY UNION STATION.....		7 15AM	12 20PM	4 00PM	11 35PM		
Daily Ex. Sunday	Daily	Daily	Daily	Daily		PASSENGER..... 157.23 FREIGHT..... 153.21		Daily	Daily	Daily	Daily	Daily Ex. Sunday	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 one and the same point, 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 one and the same point, 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.
 Rock Creek Jct. is train order office for Eastward Sedalia Subdiv. Trains only.

RIVER SUBDIV.—BETWEEN SR JCT. AND ETON

5

TRAINS WESTWARD						STATIONS	TRAINS EASTWARD						
SECOND CLASS							SECOND CLASS						
81 Red Ball Freight Daily	75 Red Ball Freight Daily	61 Red Ball Freight Daily	97 Local Freight Monday, Wednesday and Friday	95 Local Freight Monday, Wednesday and Friday	71 Red Ball Freight Daily		96 Local Freight Tuesday, Thurs. & Saturday	62 Red Ball Freight Daily	94 Local Freight Tuesday, Thurs. and Saturday	80 Red Ball Freight Daily	68 Red Ball Freight Daily		
11 00PM	6 10PM	1 40PM		8 00AM	5 30AM	125	125.33	CS..... Jefferson City @DWY§	Yd.	2 30PM	5 00PM	8 10PM	12 10AM
11 05PM	6 15PM	1 45PM		8 05AM	5 40AM	127.95		P..... SR JCT.....	190	2 10PM	4 30PM	8 06PM	12 06AM
11 10	6 18	1 48		8 10	5 45	129.31		P..... AA JCT.....	40	2 03	4 25	8 03	12 03AM
11 15	6 21	2 00 ⁶²		8 15	5 52	130.97		P..... BB JCT.....	190	2 00 ⁶¹	4 20	8 00	11 59PM
1139 ⁶⁸	6 40	2 17		8 35	6 10	G 15 143.87		P..... SANDY HOOK.....	190	1 40	3 55	7 44	11 39 ⁸¹
11 49	6 50	2 27		8 45	6 19	G 22 151.19		P..... LUPUS.....	40	1 30	3 40	7 24	11 29
11 57PM	7 16 ⁸⁰	2 35		8 55	6 27	G 27 156.78		LS..... WOOLDRIDGE.....	189	1 22	3 30	7 16 ⁷⁵	11 21
12 07AM	7 26	2 45		9 05	6 39	G 35 164.66		P..... MERNA.....	125	1 10	3 15	7 06	11 11
12 15	7 34	3 00 ⁹⁴		9 30	6 48	G 41 170.85		CS..... BOONVILLE..... @Y	125	1 00	3 00 ⁶¹	6 58	11 02
12 24	7 44	3 10		10 00	6 58	177.20		P..... CC JCT.....	120	12 50	2 20	6 49	10 52
12 28	7 48	3 15		10 05	7 03	180.21		P..... FF JCT.....	120	12 45	2 15	6 45	10 47
12 37	8 05	3 26		10 15	7 16	G 58 186.91		LS..... BLACKWATER.....	120	12 33	2 05	6 35	10 35
12 49	8 18	3 45		10 30AM	7 29	G 66 195.02		P..... NELSON.....	125	12 20	1 50	6 23	10 22
12 58	8 40	3 55		12 10 ^{PM 62}	7 45	G 73 202.17		P..... NAPTON.....	125	12 10 ⁹⁵	1 35	6 13	10 12
1 08	8 52	4 10		12 30	7 54	G 80 209.66		P..... MS SIDING..... Y	125	12 01PM	1 20	6 03	10 02
1 15	9 00	4 18		12 45	8 01	G 86 215.23		P..... STANHOPE.....	125	11 53AM	1 05	5 55	9 55
1 27	9 20	4 30		1 05	8 13	G 95 224.57		LS..... MALTA BEND..... @	203	11 39	12 45	5 43	9 43
1 35	9 35 ⁶⁸	4 39		1 20	8 30	G 101 230.65		LS..... WAVERLY.....	125	11 30	12 30	5 33	9 35 ⁷⁵
1 55	9 56	5 00		1 50	8 55	245.68		P..... HODGE.....	190	11 08	12 05	5 10	9 03
2 00	10 01	5 05 ⁸⁰	12 15PM	2 00PM	9 01	G 118 247.62		P..... GG JCT.....	125	4 55AM	12 01PM	5 05 ⁶¹	8 58
2 12	10 15	5 17		12 40	9 15	G 124 253.41		CS..... MYRICK..... @	Yd.	4 50	11 03	5 05 ⁶¹	8 58
2 22	10 27	5 27		12 55	9 25	G 129 253.51		P..... HH JCT.....	125	4 35	10 50	4 52	8 45
2 27	10 33	5 32		1 07	9 36	G 136 258.00		P..... WELLINGTON.....	125	4 20	10 41	4 42	8 36
2 35	10 42	5 40		1 15	9 46	G 139 268.67		LS..... NAPOLEON.....	125	4 15	10 36	4 37	8 31
2 38AM	10 45PM	5 43PM	1 20PM	9 50AM	9 50AM	274.27		LS..... BUCKNER.....	125	4 05	10 28	4 28	8 23
						276.23		LS..... LAKE CITY.....	135	4 00AM	10 25AM	4 25PM	8 20PM
						283.84		P..... JJ JCT.....	125	3 30AM	10 00AM	4 00PM	8 00PM
						284.59		CS..... KANSAS CITY NEFF YARD @DWY §	158.81	Tuesday Thurs. & Saturday	Daily	Tuesday, Thurs. & Saturday	Daily
						285.99							
						286.76							

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.

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

Two mile post locations at Wellington, Mo., are one and the same point, 253.51 is new mileage account change in line made in October, 1954, and 253.41 is old mileage.

PLEASANT HILL SUBDIV.—BETWEEN PLEASANT HILL AND JOPLIN

TRAINS SOUTHWARD					Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 3 AUGUST 6, 1961	Sliding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS									SECOND CLASS		
291 Local Freight	269 Red Ball Freight	793 Local Freight	795 Local Freight	299 Local Freight					290 Local Freight	270 Red Ball Freight	298 Local Freight
Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday		STATIONS		Daily Ex. Sunday	Daily	Daily Ex. Sunday	
6 30PM	10 15AM					KANSAS CITY		5 00AM	1 10AM		
7 30PM	11 10AM				249	249.27 CS..... PLEASANT HILL...@WY	Yd.	4 00AM	6 30PM		
						249.19					
7 40	11 20				P 5	253.74		3 46	6 20		
7 47	11 28				P 10	258.83		3 30	6 12		
						259.24					
						259.38					
7 57	11 36				P 17	265.47		3 15	6 01		
8 05	11 44				P 23	271.76		3 00	5 53		
8 13	11 52AM				P 29	277.61		2 50	5 45		
8 32	12 05PM				P 38	287.12		2 20	5 32		
8 49	12 21				P 50	298.99		12 56	5 16		
8 52	12 24	7 30AM				300.70		12 53	5 13		
8 55	12 27	7 35			P 54	302.47		12 50	5 10		
9 01	12 33	7 45			P 58	307.42		12 43	5 03		
9 09	12 41	8 00			P 65	313.78		12 35	4 55		
						317.10					
9 45PM	12 50	8 15AM	4 00AM	12 01AM	P 69	317.49		12 30AM	4 45	4 00PM	
	12 55		4 10AM	12 10	P 71	319.37			2 30	3 35	
	1 09			12 28	P 82	330.87		2 14	3 13		
	1 15			12 35	P 86	335.71		2 07	3 05		
	1 23			12 45	P 93	342.26		1 58	2 55		
						343.00					
	1 37 ²⁷⁰			1 01	P105	353.53			1 37 ²⁶⁹	2 38	
	1 50PM			1 20		364.03			12 55PM	2 20	
				2 00	P115	364.14				2 15	
				2 10	P119	367.94				2 01	
				2 20	P122	370.98				1 55	
				3 00	P126	374.96				1 45	
				5 00AM	P133	381.59				1 30PM	
Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday			132.32	Daily Ex. Sunday	Daily	Daily Ex. Sunday	

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

CARTHAGE SUBDIV.—BETWEEN WR JCT. AND DIAZ

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIMETABLE No. 3 AUGUST 6, 1961		Station Numbers	Sliding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					STATIONS	SECOND CLASS						
269 Red Ball Freight	293 Local Freight	297 Local Freight	295 Local Freight			270 Red Ball Freight			296 Local Freight	292 Local Freight	294 Local Freight	
Daily	Daily Ex. Sunday	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	Tue., Thur., Sat.	Daily Ex. Sunday	Daily Ex. Saturday					
1 50PM				527.79	WR JCT.			12 55PM				
			1 30AM	527.68	LS.....CARTHAGE.....DWY§	P 115		12 25				10 45PM
				526.87	S. L. S. F. CROSSING.....							
1 58			1 38	526.00	P.....AA SIDING.....	WR270	103	12 15PM				10 30
2 21			2 05	506.86	P.....STOTTS CITY.....	WR250	100	11 47AM				10 01
				489.60	S. L. S. F. CROSSING.....							
2 51			2 33	488.23	LS.....AURORA.....	WR232	60	11 20				7 30
				477.83	LS.....CRANE.....WDY	WR221	Yd.	11 01	9 55AM			7 00PM
3 15		6 00AM	3 00AM	468.08	TP.....GALENA.....	WR211	45	10 10	9 35			
3 34		6 20		460.75	TP.....REEDS SPRING.....	WR204	45	9 57	9 25			
3 49		6 37		450.94	P.....GG SIDING.....	WR194	50	9 42	9 10			
4 04		6 52		447.34	P.....BRANSON.....	WR191	56	9 36	8 40			
4 10		7 05		445.75	LS.....HOLLISTER, MO.....	WR189	27	9 32	8 20			
4 14		8 05		432.70	P.....CRICKET, ARK.....	WR176	50	9 12 ²⁹⁷	7 59			
4 35		9 12 ²⁷⁰		415.54	LS.....BERGMAN.....	WR159	65	8 42	7 30			
5 05		9 45		403.01	P.....PYATT.....	WR146	51	8 16	6 50			
5 25		10 15		392.37	LS.....YELLVILLE.....	WR136	57	8 00	6 30			
5 41		10 50		386.52	TP.....FLIPPIN.....	WR130	49	7 50	6 15			
5 51		11 01		381.59	LS.....COTTER.....W	WR125	Yd.	7 40	6 00AM			
6 15		11 15AM		357.43	TP.....NORFORK.....	WR102	56	6 41				
6 48				341.44	TP.....CALICO ROCK.....	WR 85		6 16				
7 10				339.52	P.....DD-CRESWELL.....	WR 83	55	6 12				
7 13				329.67	P.....MOUNT OLIVE.....	WR 73	63	5 55				
7 27				325.00	TP.....SYLAMORE.....	WR 68	56	5 47				
7 34				312.42	LS.....GUION.....	WR 56	51	5 27			8 00AM	
7 51	9 30AM			304.93	P.....BILTMORE.....	WR 48	55	5 15			7 40	
8 02	10 00			293.06	P.....EARNHARTS.....	WR 36	56	4 57			7 20	
8 18	10 30			286.43	LS.....BATESVILLE.....DY§	WR 29		4 45			7 05	
8 28	11 15			285.10	P.....KD SIDING.....	WR 28	50	4 29			7 00	
8 33	11 20			270.39	TP.....NEWARK.....	WR 14	65	4 07			6 30	
8 57	11 59AM			265.58	P.....PAROQUET.....	WR 9	93	4 00			6 22	
9 05	12 10PM			264.43	P.....DRAW BRIDGE.....(Black River)							
9 18PM	12 35PM			258.80	P.....DIAZ.....*Y	X 259		3 50AM			6 10AM	
11 30PM	1 00PM				CS.....NEWPORT.....DTW§			3 45AM			6 00AM	
Daily	Daily Ex. Sunday	Mon., Wed., Fri.	Daily Ex. Sunday	268.99				Daily	Tue., Thur., Sat.	Daily Ex. Sunday	Daily Ex. Saturday	

8 PITTSBURG SUBDIV.—BETWEEN NASSAU JCT. AND COFFEYVILLE

TRAINS SOUTHWARD				Miles from St. Louis (via Pleasant Hill)	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS					No. 3				SECOND CLASS					
			795 Local Freight										794 Local Freight	
			Daily Ex. Sunday							Daily Ex. Monday				
						STATIONS								
			4 10AM	319.37	P.....	NASSAU JCT.....	Y	P 71						
			4 30	328.03		8.66 MOUNDVILLE.....		N 11	38					
			4 40	333.29	TP.....	5.26 BRONAUGH.....		N 16	48					
			5 00	343.34	TP.....	10.05 LIBERAL.....		N 26	20					
				343.46		0.12 S. L. S. F. CROSSING.....								
				350.22		6.76 S. L. S. F. CROSSING.....								
			5 15	350.77		0.55 MINDEN, MO.....		N 33	32					
						2.10								
			5 20	352.87	P.....	CORNELL JCT., KAN.....	Y	N 35	Yd.	4 50AM				
				357.67		4.80 A. T. & S. F. CROSSING.....								
				357.69		0.02 K. C. S. CROSSING.....								
			6 30	358.14	LS.....	0.45 PITTSBURG.....		N 41	31	4 00				
				358.50		0.36 S. L. S. F. CROSSING.....								
				358.88		0.38 S. L. S. F. CROSSING.....								
			6 55	363.35	P.....	4.47 FLEMING.....		N 46	40	3 05				
				365.68		2.33 S. L. S. F. CROSSING.....								
			7 00	365.88		0.20 CHEROKEE.....		N 48	17	2 56				
						0.93								
				366.81		S. L. S. F. CROSSING.....								
				371.34		4.53 N. E. O. CROSSING.....								
			8 00	371.36	P.....	0.02 CARONA.....		N 55	38	2 40				
				374.08		2.72 COKEDALE—M.K.T. CROSSING.....								
			8 35	379.66		5.58 SHERWIN.....		N 62	22	2 23				
				379.66		0.00 S. L. S. F. CROSSING.....								
			8 55	386.14		6.48 FAULKNER.....		N 68	33	2 07				
			9 20	392.82	LS.....	6.68 CHETOPA.....		N 75	26	1 50				
						0.47								
				393.29		M.K.T. CROSSING.....								
			9 40	400.01		6.72 BARTLETT.....		N 83	19	1 30				
			10 00	408.14	TP.....	8.13 EDNA.....		N 91		1 10				
			10 20	413.23		5.09 VALEDA.....		N 96	19	12 55				
				423.02		9.79 A. T. & S. F. CROSSING.....								
				423.03		0.01 M.K.T. CROSSING.....								
			10 45AM	423.33	CS.....	0.30 COFFEYVILLE.....	@DWY§	R135	Yd.	12 30AM				
			Daily Ex. Sunday			103.96				Daily Ex. Monday				

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

SPECIAL INSTRUCTIONS

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

- Pleasant Hill Subdiv.:**
No. 269 is superior to Nos. 270, 290 and 298.
- Carthage Subdiv.:**
No. 269 is superior to Nos. 270 and 296.

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).

Passenger trains handling freight equipment must not exceed maximum speed of freight trains, except upon authority of Superintendent.

The speed shown below is the highest speed authorized for the operation of Passenger and Freight trains.

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Kirkwood:—St. Louis Terminal		
Between Grand Ave. and Tower Grove Jct.	45	35
Between Tower Grove Jct. and Kirkwood..	60	45
Oak Hill, St. Louis Terminal.....	35	25
Carondelet, St. Louis Terminal.....	30	30
St. Louis.....	79	55
Sedalia.....	79	55
River.....	50	50
Lexington.....	30	30
Bagnell.....	20	20
Pleasant Hill Subdiv.:		
Between Pleasant Hill and Nassau Jct.....	50	50
Between Nassau Jct. and WR Jct.....	49	49
Between WR Jct. and Joplin.....	45	45
Rich Hill Subdiv.:		
Between Rich Hill Jct. and Ft. Scott.....	45	45
Between Ft. Scott and Cornell Jct.....	25	25
Pittsburg Subdiv.:		
Between Nassau Jct. and Cornell Jct.....	35	35
Between Cornell Jct. and Coffeyville.....	30	30
Carthage Subdiv.:		
Between WR Jct. and Crane.....	49	49
Between Crane and Cotter.....	40	40
Between Cotter and Diaz.....	49	49
Springfield Subdiv.....	40	40

2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).

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

MO. PAC. ENGINES	T&P ENGINES	ST. JOSEPH BELT ENGINES
Diesel MPH	Diesel MPH	Diesel MPH
301 to 392.....65	1110 to 1149.....65	5.....55
513 to 626.....65	1500 to 1582.....65	10.....55
800 to 814.....30	2000 to 2017.....85	11.....55
4104 to 4371.....65		12.....55
4501 to 4526.....65		N.O. & L.C. ENGINES
4601 to 4612.....65		Diesel MPH
4801 to 4826.....65	MV-KO&G-OCAA ENGINES	9013 to 9015.....55
7000 to 7021.....98	751 to 756.....65	UN. RY. ENGINES
7100.....90		Diesel MPH
8001 to 8036.....98		9090 - 9091.....55
9000 to 9020.....55	M-1 ENGINE	9198 - 9199.....55
9102 to 9191.....55	51.....55	
9200 to 9239.....55		

3. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).

Miles
Per
Hour

3-A. ENGINES LIGHT MOVING FORWARD:

Blank.

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

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

Subdiv.:	Miles Per Hour
St. Louis, Sedalia, River, Pleasant Hill and Carthage....	25
Pittsburg and Springfield.....	20
Lexington and Bagnell.....	15
Rich Hill:	
Between Rich Hill Jct. and Ft. Scott.....	25
Between Cornell Jct. and Ft. Scott.....	20

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

Description	Miles Per Hour
Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 and 20 turnouts and crossovers, entire train.....	35
Through No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	35
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

Miles Per Hour

Location	Passenger Trains	Freight Trains
St. Louis Terminal:		
23rd Street, Interlocking Limits.....	10	10
Grand Avenue, Interlocking Limits.....	10	10
Kirkwood.....	30	30
Davis Street, Interlocking Limits.....	20	20
Gasconade River:		
Bridge No. 882, Mile Post 88.30.....	30	30
Osage River:		
Draw Bridge No. 1170, Mile Post 117.02	30	30
Bonnets Mill:		
No. 10 to dispatch mail.....	40	..
California:		
No. 9 to dispatch mail.....	40	..
Sedalia:		
Movement of engines, with or without cars, over Third and Fifth Street crossings on Warsaw track, must be made, under flag protection by member of crew, who must station himself on ground at crossing, and movement over crossing must be made only on his signal.		
Knobnoster:		
Trains or engines moving on Air Base tracks must not exceed low speed.		
Marshall:		
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:		
Special Rule No. 2. Train crews on arrival must extinguish markers on all passenger trains. Switch crews must not couple onto cars displaying lighted markers or red light.		
Rule 600. Kansas City Terminal Railway operating Rules governs speed.		

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED—Continued

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
	River Subdiv.:								
40	252	35	252	20	30	129	09	129	18
45	242	06	242	00	40	137	16	139	31
45	239	27	237	12	40	145	12	145	25
40	233	25	233	13	55	153	04	153	10
40	230	06	226	22	40	163	12	163	29
50	224	20	224	04	45	171	00	173	04
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
40	194	21	183	00	45	207	05	207	27
35	177	05	175	21	40	218	11	221	29
45	173	04	171	00	50	224	04	224	20
40	163	29	163	12	40	226	22	230	06
55	153	10	153	04	40	233	13	233	25
40	145	25	145	12	45	237	12	239	27
40	139	31	137	16	45	242	00	242	06
30	129	18	129	09	40	252	20	252	35

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS:

SOUTHWARD					NORTHWARD				
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
	Pleasant Hill Subdiv.:								
15	248	3	249	1	15	249	6	248	2
15	317	20	317	28	15	317	28	317	20
15	364	1	364	3	15	364	3	364	1
40	369	2	370	1	40	370	3	369	7
40	372	0	372	19	40	372	19	372	0
40	373	18	374	5	40	374	5	373	18
15	381	3	381	15	15	381	15	381	8
Pittsburg Subdiv.:									
15	392	9	392	30	15	392	30	392	9
Carthage Subdiv.:									
20	527	30	526	27	20	526	16	527	30
20	489	29	489	2	20	489	2	489	29
40	483	7	481	18	40	481	18	483	7
30	467	25	467	15	30	467	15	467	25
30	460	4	459	20	30	459	20	460	4
35	454	15	454	10	35	454	10	454	15
30	448	10	446	17	30	446	17	448	10

3-D. Carthage Subdiv.—Concluded.

SOUTHWARD					NORTHWARD				
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
	30	435	27	435		0	30	435	0
30	432	15	431	13	30	431	13	432	15
30	429	19	429	15	30	429	15	429	19
35	422	25	422	18	35	422	18	422	25
40	381	3	380	27	40	380	27	381	3
40	340	24	340	21	40	340	21	340	24
20	286	18	285	10	20	285	10	286	18
40	285	10	283	12	40	283	12	285	10
35	278	25	277	21	35	277	21	278	25
35	264	15	264	12	35	264	12	264	15

Springfield Subdiv.:

10	477	15	477	20	10	477	20	477	15
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3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

Miles Per Hour

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

- Four wheel truck cars:
All types including BX cars..... 3.25 inches
- Six wheel truck cars:
Coaches..... 3.50 inches
All other..... 3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

Miles Per Hour

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

- With trucks and traction motors in good running condition.....
Maximum Train Speed, or Maximum Engine Speed for particular Engine whichever is lower (See Item 2-B)

With trucks or parts of same not in good running condition.....
As Authorized By Superintendent

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed, control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

- With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10
 - With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.... 10
- No restriction for flat spots shorter than above specified lengths.

SPECIAL INSTRUCTIONS

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

Miles Per Hour

Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30
<p>Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.</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>	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	25
Jordan Spreaders and Spreader-Ditchers.....	25
<p>Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.</p>	
Wrecking Cranes (non-self-propelling).....	25

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.

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):

Miles Per Hour

Wrecking Cranes (self-propelling):

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

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... Maximum Freight Train Speed

Scale Test Cars (Except MPX 5121)..... 30

Scale Test Car MPX 5121..... Maximum Freight Train Speed

Scale test cars must be handled next to cabooses.

3-H. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items 3-E, 3-F and 3-G, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

3-I. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
HOSPITAL	St. Louis, Mo.	★Dr. T. B. Todd.....	Nevada, Mo.
HOSPITAL , St. Mary's Hospital.....	Kansas City, Mo.	★★Dr. H. M. Arnold.....	Lamar, Mo.
★Dr. D. B. Ecker, Local & Dispensary Surgeon.....	Pacific, Mo.	★★Dr. E. Guldner.....	Lamar, Mo.
★★Dr. F. G. Mays.....		Washington, Mo.	★★Dr. F. H. Birsner.....
★★Dr. J. P. Post.....	Washington, Mo.	★★Dr. M. F. Whitten.....	Carthage, Mo.
★★Dr. B. P. Eisenmann.....	New Haven, Mo.	★★Dr. H. E. Byrd.....	Carthage, Mo.
★★Dr. G. M. Workman.....	Hermann, Mo.	★★Dr. R. M. Ferguson.....	Webb City, Mo.
★★Dr. C. T. Shaw, Local Surgeon.....	Hermann, Mo.	★Dr. G. A. Schulte.....	Joplin, Mo.
EMERGENCY STATION	Jefferson City, Mo.	★★Dr. V. E. Jeans.....	Joplin, Mo.
★Dr. M. W. Kelly.....	Jefferson City, Mo.	★Dr. C. B. Schoeberl.....	Joplin, Mo.
★Dr. W. V. McKnelly, Division Surgeon.....	Jefferson City, Mo.	EMERGENCY STATION	Coffeyville, Kan.
★★Dr. K. S. Latham, Local Surgeon.....	California, Mo.	★Dr. J. F. Coyle, Division Surgeon.....	Coffeyville, Kan.
★★Dr. J. F. Potts.....	Tipton, Mo.	★Dr. H. C. Martin.....	Coffeyville, Kan.
★★Dr. P. V. Siegel.....	Smithton, Mo.	★Dr. A. E. Martin.....	Coffeyville, Kan.
EMERGENCY STATION	Sedalia, Mo.	★Dr. E. D. Peffly.....	Chetopa, Kan.
★Dr. A. L. Walter, Division Surgeon.....	Sedalia, Mo.	★Dr. C. H. Smith, Resident Surgeon.....	Pittsburg, Kan.
★Dr. D. R. Edwards, Asst. Surgeon.....	Sedalia, Mo.	★Dr. J. H. Bena.....	Pittsburg, Kan.
★Dr. W. A. Beckemeyer, Asst. Surgeon.....	Sedalia, Mo.	★★Dr. G. J. Gish.....	Minden Mines, Mo.
★Dr. J. W. Boger, Asst. Division Surgeon.....	Sedalia, Mo.	★★Dr. A. G. Eddlemon.....	Liberal, Mo.
★Dr. A. J. Campbell, Jr.....	Sedalia, Mo.	EMERGENCY STATION	Fort Scott, Kan.
★★Dr. G. W. Grove.....	Knobnoster, Mo.	★Dr. L. P. Randles.....	Fort Scott, Kan.
★★Dr. C. S. Johnson, Local Surgeon.....	Warrensburg, Mo.	★Dr. R. R. Nevitt.....	Fort Scott, Kan.
★Dr. H. Harkness.....	Warrensburg, Mo.	★★Dr. R. W. Lance.....	Arma, Kan.
★★Dr. K. Rawlins, Local Surgeon.....	Holden, Mo.	★Dr. D. G. Hall.....	Springfield, Mo.
★★Dr. J. E. Taylor.....	Pleasant Hill, Mo.	★Dr. W. W. Wood.....	Springfield, Mo.
★★Dr. A. W. Eklund.....	Pleasant Hill, Mo.	★Dr. D. L. Yancey.....	Springfield, Mo.
★★Dr. L. B. Knight.....	Lee's Summit, Mo.	★★Dr. S. S. Peterson.....	Springfield, Mo.
★★Dr. J. R. Green.....	Independence, Mo.	★Dr. A. J. C. McCallum.....	Aurora, Mo.
★★Dr. T. C. Beckett.....	Boonville, Mo.	★Dr. F. L. Womack.....	Crane, Mo.
★★Dr. W. K. Nix, Local Surgeon.....	Marshall, Mo.	{★Dr. J. H. Young.....	Crane, Mo.
★★Dr. R. F. Aiken, Local Surgeon.....	Marshall, Mo.	★Dr. J. H. Young.....	Galena, Mo.
★★Dr. D. G. Kelling.....	Waverly, Mo.	★★Dr. L. S. Shumate.....	Reeds Spring, Mo.
★★Dr. J. A. Kelling.....	Waverly, Mo.	★★Dr. W. C. Magness.....	Branson, Mo.
★★Dr. W. E. Koppenbrink.....	Higginsville, Mo.	★★Dr. J. G. Gladden.....	Harrison, Ark.
★★Dr. J. W. Ward.....	Lexington, Mo.	★★Dr. L. A. Kelly.....	Yellville, Ark.
★Dr. B. H. Brasher.....	Lexington, Mo.	★★Dr. L. M. Weast.....	Yellville, Ark.
★Dr. E. O. Shelton.....	Eldon, Mo.	★★Dr. W. S. Guinne.....	Mountain Home, Ark.
★★Dr. D. S. Long.....	Harrisonville, Mo.	★★Dr. B. N. Saltzman.....	Mountain Home, Ark.
★Dr. C. W. Luter.....	Butler, Mo.	★★Dr. N. J. Copp.....	Calico Rock, Ark.
★Dr. D. C. Ronald.....	Butler, Mo.	★★Dr. W. J. Ketz.....	Batesville, Ark.
★★Dr. C. J. Allen.....	Rich Hill, Mo.	★★Dr. G. C. Evans.....	Batesville, Ark.
EMERGENCY STATION	Nevada, Mo.	★★Dr. G. C. Evans.....	Newark, Ark.
★Dr. R. B. Wray.....	Nevada, Mo.	★Dr. J. D. Ashley.....	Newport, Ark.
★Dr. L. P. McCann.....	Nevada, Mo.	★★Dr. M. H. Harris, Local & Disp. Surgeon.....	Newport, Ark.
★Dr. W. S. Love.....	Nevada, Mo.		

★Medical Examiners for Examination of all Applicants.

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