

## DIVISION OFFICERS

J. L. KENDALL...Superintendent.....Jefferson City, Mo.  
F. T. MAHONEY..Superintendent Terminals.Kansas City, Mo.  
D. H. ROBINSON.Assistant Superintendent,  
Sedalia, Warsaw and  
Versailles Districts .....Sedalia, Mo.  
D. DAY.....Trainmaster, Freight.....Kansas City, Mo.  
E. LYNCH.....Trainmaster, Passenger...Kansas City, Mo.  
H. J. WADE.....Trainmaster, Freight and  
Passenger .....Kansas City, Mo.  
C. W. EXLINE....Trainmaster, St. Louis  
District.....Jefferson City, Mo.  
C. W. PACE.....Trainmaster, River, Inde-  
pendence, Lexington and  
Bagnell Districts.....Jefferson City, Mo.  
W. H. BAILEY....Trainmaster, All Districts.Jefferson City, Mo.  
E. E. CARTER....Trainmaster, All Districts.Jefferson City, Mo.  
A. B. COE.....Dispatcher.....Jefferson City, Mo.  
W. RHOADES....Dispatcher.....Jefferson City, Mo.  
C. LAMPKIN ....Dispatcher.....Jefferson City, Mo.  
F. HARRIS....Dispatcher.....Jefferson City, Mo.  
E. BROWN....Dispatcher.....Jefferson City, Mo.  
O. E. COYNE....Dispatcher.....Jefferson City, Mo.  
C. C. TATUM....Dispatcher.....Jefferson City, Mo.  
B. R. FORD....Dispatcher.....Jefferson City, Mo.  
E. L. EUSTES.... Dispatcher.....Jefferson City, Mo.

SAFETY FIRST



# MISSOURI PACIFIC RAILROAD COMPANY

## EASTERN DIVISION

# TIME TABLE No. 37

Taking Effect at 12:01 A. M.

**SUNDAY, NOVEMBER 30, 1930**

Superseding Time Table No. 36, dated June 22,  
1930, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY.

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

CENTRAL STANDARD TIME

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

D. O. OUELLET, Gen'l Superintendent Transportation.

J. L. KENDALL, Superintendent.

## ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Jefferson City.....	Eastern Div.... 12	Eastern Div... 38	1:10 p. m.	10 Min.	For St. Louis and beyond passengers.
" " .....	" " ... 37	" " ... 15	1:00 p. m.	30 Min.	When passengers reported.
Myrick.....	" " ... 37	" " ... 645	5:10 p. m.	40 Min.	" " "
" .....	" " ... 654	" " ... 38	9:35 a. m.	35 Min.	For passengers and mail.
" .....	" " ... 646	" " ... 37	5:10 p. m.	30 Min.	For passengers and mail.
Pleasant Hill.....	" " ... 20	Joplin Div... 20	Indefinitely	Indefinitely	For equipment.
" " .....	" " ... 201	" " ... 216	"	"	"
" " .....	" " ... 205	Eastern Div... 19	3:15 a. m.	3 Hrs.	For mail and equipment.
Sedalia.....	" " ... 655	" " ... 9	6:10 a. m.	40 Min.	For passengers and mail.
" .....	" " ... 643	" " ... 9	8:00 a. m.	1 Hr.	" " "
Independence.....	" " ... 38	" " ... 9	8:00 a. m.	25 Min.	For mail.
Kansas City.....	" " ... 12	Central Kan... 12	9:45 a. m.	55 Min.	For passengers and equipment.
(Union Station)	" " ... 12	A. T. & S. F... 22	9:10 a. m.	20 Min.	For passengers when by so doing can leave by 9:10 a. m.
" " .....	" " ... 12	Omaha Div... 106	9:10 a. m.	20 Min.	When passengers reported.
" " .....	" " ... 208	Omaha Div... 102	9:40 a. m.	30 Min.	" " "
" " .....	" " ... 208	Central Kan... 12	9:40 a. m.	30 Min.	" " "
" " .....	" " ... 10	Omaha Div... 110	12:29 a. m.	30 Min.	For passengers or equipment.

ST. LOUIS DISTRICT—KIRKWOOD TO JEFFERSON CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	TRAINS WESTWARD								
			FIRST CLASS								
			31 Local Passenger	15 Passenger	33 Local Passenger	39 Local Passenger	11 Passenger	35 Local Passenger	19 Passenger	13 Passenger	9 Fast Mail
STATIONS			Daily	Daily	Daily Ex. Saturday	Saturday Only	Daily	Daily	Daily	Daily	Daily
		ST. LOUIS UNION STATION..... 0.68	L 8 20AM	L 9 00AM	L 1 20PM	L 1 40PM	L 2 02PM	L 5 29PM	L 6 20PM	L 10 10PM	L 11 59PM
		ST. LOUIS 23d St..... 12.18									
13	13.48	CS.....KIRKWOOD...WT	s 8 55	a 9 26	s 1 55	s 2 15	a 2 28	s 6 10	a 6 45	s 10 40	a 12 24AM
13A	14.00	P.....ROSE HILL.....	8 57	9 27	1 56	2 16	2 29	6 11	6 46	10 41	12 25
16	16.55	P.....BARRETT'S.....	s 9 02		s 2 01	s 2 20		s 6 17			
18	18.96	CS.....VALLEY PARK.....W*	s 9 07	9 34	s 2 07	s 2 26	2 36	s 6 25	6 53	f 10 48	12 32
	21.53	N.....K. O. SIDING.....	<b>911</b> 66	<b>937</b> 66	2 17	2 30	2 39	6 33	6 56	10 51	<b>1235</b> 70
24	24.16	D.....JEDBURG.....S*	s 9 15	9 40	s 2 20	s 2 36	2 42	s 6 37	6 59	10 54	12 38
25	25.82	P.....YEATMAN.....Y	f <b>917</b> 91	9 42	f 2 23	f 2 38	2 44	f 6 39	7 01	10 56	12 40
26	26.55	P.....GLENCOE.....*	s 9 19		s 2 26	s 2 39		s 6 41			
29	29.88	CS.....EUREKA.....*	s 9 25	<b>947</b> <sup>90</sup> / <sub>91</sub>	s 2 34	s 2 44	2 49	s 6 48	7 06	11 02	<b>1245</b> 68
32	32.03	P.....ALLENTON.....*	s 9 29	9 50	s 2 37	s 2 47	2 52	s 6 51	7 09	11 04	12 48
34	34.17	P.....DOZIER.....	f 9 32	9 53	f 2 43	f <b>255</b> 11	<b>255</b> 39	f 6 54	7 12	11 07	12 57
36	36.80	P.....PACIFIC...\$WY*	s 9 47	x 9 57	As 2 50PM	As 3 10PM	2 58	As 7 00PM	7 16	f 11 11	12 57
	36.94	CS.....K. TOWER.....	9 48	9 58			2 59		7 17	11 12	12 55
40	41.90	P.....GRAY SUMMIT.....*	f 9 54	10 03			3 06		7 22	11 18	1 00
44	43.80	P.....LABADIE.....*	f 9 57	10 05			3 10		7 25	11 21	1 05
47	46.79	P.....BOLES.....*	f 10 01	10 08			3 13		7 29	11 25	1 08
	48.54	P.....H. D.....	10 04	10 10			3 15		7 32	11 29	1 10
54	53.72	CS.....WASHINGTON...WCY*	As 10 15AM	s 10 25			s 3 28		s 7 42	s 11 40	w 1 18
62a1	61.10	P.....DUNDEE.....		10 34			3 38		7 51	f 11 50PM	1 28
67	66.10	N.....NEW HAVEN.....*	s 10 43				3 43		f 7 57	f 12 01AM	1 33
70	69.75	P.....ETLAH.....*		10 48			3 48		8 01	f 12 06	1 38
74	73.98	P.....BERGER.....*	s 10 54				3 53		8 06	f 12 14	1 43
	77.70	P.....D. F. SIDING...W		10 59			3 57		8 10	12 19	1 47
80	79.87	D.....HERMANN.....*	s 11 05				4 00		f 8 14	s 12 29	1 50
	86.98	P.....D. O. JUNCTION.....		11 14			4 10		8 23	12 39	2 00
88	87.38	CS.....GASCONADE.....*	f 11 16				4 11		<b>824</b> 70	f 12 41	2 01
92	91.69	D.....MORRISON.....*	s 11 23				4 16		8 29	f 12 50	2 07
100	99.04	D.....CHAMOIS.....W*	s <b>1136</b> 93				4 25		ad 8 38	f 1 04	2 11
105	104.11	P.....ST. AUBERT.....*		11 43			4 31		8 44	f 1 11	2 21
112	111.88	D.....BONNOT'S MILL.....*	s 11 53				4 40		8 53	f 1 23	<b>230</b> 77
	115.58	P.....C. N. JUNCTION.....		11 59AM			4 44		8 58	1 29	2 35
	115.80	.....DRAW BRIDGE.....(Osage River)									
117	116.10	D.....OSAGE.....*		f 12 01PM			4 45		8 59	f 1 31	<b>236</b> 14
	117.78	CS.....A. O. TOWER.....		12 04			4 47		9 01	1 34	2 38
125	124.11	CS.....Jefferson City...\$WCTY	As 12 15PM				As 4 56PM		As 9 10PM	As 1 45AM	As 2 46AM
		124.11	Daily	Daily	Daily Ex. Saturday	Saturday Only	Daily	Daily	Daily	Daily	Daily

# ST. LOUIS DISTRICT—JEFFERSON CITY TO KIRKWOOD

## TIME TABLE No. 37

Taking Effect  
NOVEMBER 30, 1930

### TRAINS EASTWARD

#### FIRST CLASS

Siding Capacity in Cars	Miles from Kansas City	STATIONS	TRAINS EASTWARD								
			FIRST CLASS								
			14 Passenger	20 Passenger	10 Passenger	30 Local Passenger	32 Local Passenger	12 Passenger	34 Local Passenger	16 Passenger	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		<b>ST. LOUIS UNION STATION</b> 0.68	<b>A</b> 6 55AM	<b>A</b> 7 23AM	<b>A</b> 7 43AM	<b>A</b> 8 10AM	<b>A</b> 1 00PM	<b>A</b> 4 10PM	<b>A</b> 5 00PM	<b>A</b> 8 55PM	
		ST. LOUIS 23d St. 12.18									
		CS. KIRKWOOD... WT	s 6 15	m 6 45	m 7 07	s 7 30	s 12 20	m 3 35	s 4 20	m 8 25	
95	267.85	P. ROSE HILL 0.52	6 12	6 43	7 05	7 20	<b>1215</b> <sup>61</sup>	3 33	4 15	<b>8 21</b> <sup>71</sup>	
	265.30	P. BARRETT'S 2.55				s 7 16	s 12 07PM		s 4 10		
	262.89	CS. VALLEY PARK... W*	f 5 59	6 32	6 55	s 7 12	s 11 58AM	3 24	<b>4 05</b> <sup>69</sup>	8 10	
120 225	260.32	N. K. O. SIDING 2.57	5 54	6 27	6 50	7 07	11 52	3 19	4 00	8 06	
Yd.	257.69	D. JEDBURG 2.63	5 47	6 21	6 44	s 6 58	s 11 46	3 14	s 3 50	8 01	
48	256.03	P. YEATMAN 1.66	5 44	6 18	6 41	f 6 55	f 11 41	3 11	f 3 46	7 59	
	255.30	GLENCOE 0.73				s 6 53	s 11 38		s 3 44		
	97	251.97	CS. EUREKA 3.33	5 38	6 11	6 34	s 6 47	s 11 31	3 04	s 3 38	7 53
	249.82	P. ALLENTON 2.15	5 34	6 07	6 30	s 6 43	s 11 25	3 01	s 3 33	7 50	
100	247.68	P. DOZIER 2.14	5 30	6 04	6 26	f 6 39	f 11 19	2 58	f 3 29	7 47	
	45.05	CS. PACIFIC... \$WY* 2.63	s 5 25	j 6 00	6 22	<b>L 6 35AM</b>	s 11 15	2 55	<b>L 3 25PM</b>	x 7 44	
	244.91	K. TOWER 0.14	5 24	5 59	6 21		10 58	2 54		7 43	
	239.95	P. GRAY SUMMIT 4.98	5 16	5 54	6 16		f 10 53	2 49		7 35	
	238.05	P. LABADIE 1.90	5 12	5 51	6 13		f 10 50	2 46		7 32	
	235.06	P. BOLES 2.99	5 08	5 47	6 09		f 10 46	2 42		7 28	
	233.31	P. H. D. 1.75	5 05	5 44	6 06		10 42	2 40		7 26	
135	228.13	CS. WASHINGTON... WCY* 5.18	s 4 52	5 36	s 5 57		<b>L 10 35AM</b>	2 33		s 7 19	
95	220.75	P. DUNDEE 7.38	f 4 34	5 26	5 45			2 24		7 05	
	215.75	N. NEW HAVEN 5.00	s 4 26	5 20	5 39			2 18		s 6 58	
100	212.10	P. ETLAH 3.65	f 4 17	5 14	5 34			2 13		6 49	
60	207.87	P. BERGER 4.23	f 4 10	5 09	5 29			2 08		s 6 43	
110	204.15	P. D. F. SIDING... W 3.72	4 03	5 05	5 25			2 03		6 37	
	201.98	D. HERMANN 2.17	s 3 57	5 02	5 22			2 00		s 6 34	
	194.87	P. D. O. JUNCTION 7.11	3 42	4 53	5 13			1 52		<b>6 23</b> <sup>69</sup>	
110	194.47	CS. GASCONADE 0.40	f 3 40	4 52	5 12			1 50		f 6 21	
	90.16	D. MORRISON 4.31	f 3 31	4 47	5 07			1 45		s 6 14	
	82.78	D. CHAMMOIS... W* 7.38	f 3 15	4 38	4 58			kn 1 35		s 6 04	
	177.71	ST. AUBERT 5.07	f 3 05	4 32	4 52			1 29		5 56	
110	169.94	D. BONNOT'S MILL 7.77	f 2 51	4 23	4 42			1 19		s 5 47	
	166.24	P. C. N. JUNCTION 3.70	<b>2 43</b> <sup>77</sup>	4 18	4 37			1 15		5 40	
	166.02	DRAW BRIDGE 0.22									
	165.72	D. OSAGE... 0.30	f <b>2 41</b> <sup>9</sup>	4 17	4 36			<b>1 13</b> <sup>93</sup>		f 5 38	
	164.04	CS. A. O. TOWER 1.68	2 36	4 14	4 33			1 10		5 35	
Yd.	157.71	CS. Jefferson City... \$WCTY 6.33	L 2 25AM	L 4 05AM	L 4 23AM <sup>66</sup>			L 1 00PM		L 5 25PM	
		124.11	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

ST. LOUIS DISTRICT—KIRKWOOD TO JEFFERSON CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	TRAINS WESTWARD						
			SECOND CLASS					THIRD CLASS	
			61 Red Ball Freight	69 Red Ball Freight	71 Merchandise Only	79 Red Ball Freight	77 Red Ball Freight	93 Local Freight	91 Local Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
ST. LOUIS UNION STATION									
ST. LOUIS 23d St.			L 11 00AM	L 3 00PM	L 7 20PM	L 8 00PM	L 10 30PM		L 7 30AM
13	13.48	CS... KIRKWOOD... WT	11 50AM <sup>90</sup>	3 50	8 10	8 50	11 20		8 20
13A	14.00	P... ROSE HILL	12 15PM <sup>32</sup>	3 52	8 21 <sup>16</sup>	8 52	11 23		8 23
16	16.55	P... BARRETT'S							8 35
18	18.96	CS... VALLEY PARK... W*	12 25	4 05 <sup>34</sup>	8 31	9 02	11 33		8 45
	21.53	N... K. O. SIDING	12 33	4 13	8 36	9 10	11 40		8 49 <sup>66</sup>
24	24.16	D... JEDBURG... S*	12 36	4 18	8 41	9 16	11 46		9 00
25	25.82	P... YEATMAN... Y	12 39	4 22	8 44	9 20	11 50		9 17 <sup>31</sup>
26	26.55	GLENCOE							9 24
29	29.88	CS... EUREKA... *	12 47	4 30	8 52	9 28	11 58PM <sup>70</sup>		9 47 <sup>15</sup>
32	32.03	P... ALLENTON... *	12 51	4 34	8 56	9 32	12 03AM		10 00
34	34.17	P... DOZIER... *	12 56	4 39	9 00	9 37	12 08		10 10
36	36.80	P... PACIFIC... \$WY*	1 00	4 45	9 04	9 42	12 13		10 45 <sup>s</sup>
	36.94	CS... K. TOWER	1 01	4 46	9 05	9 43	12 14		10 46
40	41.90	P... GRAY SUMMIT... *	1 08	4 55	9 12	9 52	12 23		11 10 <sup>s</sup>
44	43.80	P... LABADIE... *	1 12	5 00	9 16	9 56	12 27		11 30 <sup>s</sup>
47	46.79	P... BOLES... *	1 16	5 06	9 20	10 02	12 32		11 37 <sup>f</sup>
48	48.54	P... H. D.	1 19	5 10	9 23	10 06	12 35		11 45AM
54	53.72	CS... WASHINGTON... WCY*	1 31	5 30	9 38	10 25	12 45		L 7 15AM
62a1	61.10	P... DUNDEE... *	1 41	5 42	9 48	10 40	1 00		f 7 35
67	66.10	N... NEW HAVEN... *	1 47	5 50	9 54	10 49	1 07		s 8 20
70	69.75	P... ETLAH... *	1 53	5 57	9 59	10 57	1 13		s 8 35
74	73.98	P... BERGER... *	1 59	6 05	10 05	11 05	1 20		s 9 05
	77.70	P... D. F. SIDING... W	2 05	6 11	10 10	11 11	1 25		9 12
80	79.87	D... HERMANN... *	2 08	6 17	10 14	11 16	1 29		s 9 50
	86.98	P... D. O. JUNCTION	2 18	6 29 <sup>16</sup>	10 24	11 25	1 38		10 10
88	87.38	CS... GASCONADE... *	2 21	6 32	10 27	11 28	1 41		s 10 23
92	91.69	D... MORRISON... *	2 27	6 40	10 33	11 35	1 47		s 10 50
100	99.04	D... CHAMMOIS... W*	2 37	6 55	10 43	11 48	1 59		s 11 36AM <sup>15</sup>
105	104.11	ST. AUBERT	2 45	7 05	10 50	11 57PM	2 10		s 12 15PM
112	111.88	D... BONNOT'S MILL... *	2 59	7 20	11 02	12 10AM	2 30 <sup>9</sup>		s 12 45
	115.58	P... C. N. JUNCTION	3 09	7 26	11 07	12 17	2 43 <sup>14</sup>		12 52
	115.80	DRAW BRIDGE							
117	116.10	D... OSAGE... *	3 12	7 29	11 10	12 20	2 47		s 1 05 <sup>12</sup>
	117.78	CS... A. O. TOWER	3 15	7 32	11 13	12 23	2 50		1 15
125	124.11	CS... Jefferson City... \$WCTY	A 3 30PM	A 7 45PM	A 11 25PM	A 12 35AM	A 3 05AM		As 1 45PM
124.11			Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday

# ST. LOUIS DISTRICT—JEFFERSON CITY TO KIRKWOOD

Siding Capacity in Cars	Miles from Kansas City	<b>TIME TABLE</b> <b>No. 37</b> Taking Effect NOVEMBER 30, 1930	TRAINS EASTWARD							
			SECOND CLASS				THIRD CLASS			
			62 Red Ball Freight	66 Red Ball Freight	70 Red Ball Freight	68 Red Ball Freight	92 Local Freight	90 Local Freight		
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
		<b>ST. LOUIS UNION STATION</b>								
		ST. LOUIS 23rd St. 0.68								
		12.18	A 6 30AM	A 11 30AM		A 4 00AM			A 1 00PM	
		12.18								
90	268.37	CS. KIRKWOOD WT	5 45	10 20	A 3 15AM	3 00			11 50AM <sup>61</sup>	
95	267.85	P. ROSE HILL 0.52	4 35	10 00	1 55 <sup>68</sup>	1 55 <sup>70</sup>			11 40	
	265.30	P. BARRETT'S 2.55							11 30	
	262.89	CS. VALLEY PARK 2.41	4 10	9 45	12 45	1 30			11 15	
120	260.32	N. K. O. SIDING 2.57	3 55	9 37 <sup>15</sup> 8 49 <sup>31</sup> 91	12 35 <sup>9</sup>	1 15			11 06	
Yd.	257.69	D. JEDBURG 2.63	3 43	8 40	12 14	1 02			10 20	
48	256.03	P. YEATMAN 1.66	3 40	8 30	12 10AM	12 57			10 05	
	255.30	P. GLENCOE 0.73							10 01	
		3.33								
97	251.97	CS. EUREKA 2.15	3 30	8 20	11 58PM <sup>77</sup>	12 45 <sup>9</sup>			9 47 <sup>15</sup> 91	
	249.82	P. ALLENTON 2.14	3 25	8 05	11 21	12 37			9 15	
	247.68	P. DOZIER 2.63	3 21	7 58	11 16	12 32			8 55	
	245.05	P. PACIFIC 0.14	3 17	7 50	11 11	12 25			8 50	
	244.91	CS. K. TOWER 4.98	3 16	7 49	11 10	12 24			8 49	
	239.95	P. GRAY SUMMIT 1.90	3 08	7 35	10 58	12 15			8 15	
	238.05	P. LABADIE 2.99	3 01	7 16	10 38	12 05AM			7 50	
	235.06	P. BOLES 1.75	2 55	7 06	10 33	11 59PM			7 20	
	233.31	P. H. D. 5.18	2 50	7 02	10 30	11 55			7 15	
135	228.13	CS. WASHINGTON WC* 7.38	2 35	6 49	10 05	11 30		As 12 10PM	L 7 00AM	
95	220.75	P. DUNDEE 5.00	2 20	6 32	9 35	10 48		f 11 55AM		
	215.75	N. NEW HAVEN 3.65	2 11	6 23	9 21	10 38		s 11 40		
100	212.10	P. ETLAH 4.23	2 03	6 16	9 12	10 29		s 10 55		
60	207.87	P. BERGER 3.72	1 53	6 08	9 01	10 18		s 10 45		
110	204.15	P. D. F. SIDING 2.17	1 46	6 02	8 53	10 11		10 35		
	201.98	D. HERMANN 7.11	1 40	5 57	8 45	10 03		s 10 25		
	194.87	P. D. O. JUNCTION 0.40	1 25	5 42	8 28	9 45		9 05		
110	194.47	CS. GASCONADE 4.31	1 22	5 41	8 24 <sup>19</sup>	9 42		s 9 01		
	190.16	D. MORRISON 7.38	1 14	5 32	8 13	9 32		s 8 40		
	82.78	D. CHAMOIS 5.07	1 02	5 17	7 57	9 15		s 8 20		
	177.71	ST. AUBERT 7.77	12 52	5 07	7 45	9 02		s 7 50		
110	169.94	D. BONNOT'S MILL 3.70	12 38	4 53	7 25	8 43		s 7 25		
	166.24	P. C. N. JUNCTION 0.22	12 31	4 48	7 13	8 33		7 08		
	166.02	DRAW BRIDGE Osage River								
	165.72	D. OSAGE 1.68	12 28	4 45	7 10	8 30		s 7 05		
	164.04	CS. A. O. TOWER 6.33	12 24	4 40	7 05	8 25		6 45		
Yd.	157.75	CS. Jefferson City \$WCTY	L 12 05AM	L 4 25AM <sup>10</sup>	L 6 45PM	L 8 00PM		L 6 30AM		
		124.11	Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday	

SEDALIA DISTRICT—JEFFERSON CITY TO KANSAS CITY

Station Numbers Miles from St. Louis —Seventh Street	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	TRAINS WESTWARD								
		FIRST CLASS								
		205 Passenger	13 Passenger	9 Fast Mail	41 Local Passenger	201 Local Passenger	15 Passenger	11 Passenger	209 Passenger	19 Passenger
STATIONS		Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily
125 124.11	CS. Jefferson City §WCTY 0.74		L 1 55AM	L 2 53AM			L 12 20PM	L 5 03PM		L 9 15PM
124 85	WEST YARD OFFICE		1 56	2 54			12 21	5 04		9 16
129 128.17	CS. COLE JCT. 3.32		205 14	3 00			12 30 38	5 13 16		9 22
128.18	P. S. D. SIDING 0.01									
132 131.20	P. SCOTT 3.02		2 06	3 01			12 31	5 14		9 23
135 134.03	P. ELSTON 2.83		212 79	3 04			12 37 12	5 17		9 26
140 139.05	D. CENTERTOWN 5.02		2 18	3 09			12 42	5 22		9 30
144 143.51	P. McGIRK'S 4.46		2 26	3 17			12 48	5 30		9 37
146 145.88	P. BRANT 2.37		2 32	3 28 20			12 52	5 36		9 42
150 149.17	N. CALIFORNIA W* 3.29	s	2 35	3 31			12 55	5 39		9 45
156 155.42	D. CLARKSBURG 6.25	f	2 42	3 38 79 10		s	1 01	5 45		kp 9 50 78
162 161.66	N. TIPTON WY* 6.24	s	2 51	3 47		s	1 09	5 53 76		9 58
161.93	Versailles District Crossing 0.27		3 01 20	3 56		s	1 17	6 02		10 06
166 165.18	P. DOW 3.25									
168 166.92	D. SYRACUSE 1.74	f	3 13 10	4 01			1 21	6 07		10 11
175 174.53	D. OTTERVILLE 7.61		3 17	4 04			1 23	6 09		10 12
181 179.97	D. SMITHTON 5.44	f	3 28	4 14			1 31	6 18		10 20
186 58	M.-K.-T. CROSSING 6.61		3 37	4 24			1 38	6 26		10 27
188 187.72	CS. SEDALIA §WCTY 1.14	s	3 50	4 35			1 46	6 34		10 34
195 194.52	P. DRESDEN 6.80		s 4 05	s 4 50	L 9 30AM		s 1 56	s 6 46		s 10 44
200 199.69	D. LAMONTE 5.17	d	4 15	4 59	s 9 45		2 05	6 55 78		10 53
208 206.91	D. KNOBNOSTER 7.22	d	4 21	5 05	s 9 57		d 2 12 76	7 01		10 59
211 210.57	P. MONTSEERAT 3.66		d 4 31	5 13	s 10 14		d 2 20	7 10		11 07
218 217.19	CS. WARRENSBURG W* 6.62	s	4 35	5 17 50	s 10 23		2 25	7 14		11 11
224 223.24	D. CENTERVIEW C* 6.05	f	4 45 50	5 25	s 10 40 12		s 2 34	s 7 23		s 11 19
228 227.57	P. DORAN 4.33		f 4 54	5 32	s 10 53		2 41	7 31		11 27 14
232 231.61	N. HOLDEN W* 4.04	s	5 00	5 37	11 03		2 46	7 39		11 32
237 236.35	D. KINGSVILLE 4.74		s 5 07	5 42	s 11 13		s 2 52 16	7 44		11 37
242 241.86	D. STRASBURG 5.51		5 15	5 47	s 11 23		3 01 40	7 50		11 44
249 248.06	CS. PLEASANT HILL WY 6.20	Ls	5 23	5 53	s 11 35 76		3 11	7 57		11 57
252 251.13	P. AVON 3.07		Ls 12 15AM	s 5 42	s 6 08	As 11 50AM	L 12 10PM	s 3 20	n 8 08	Ls 7 30PM A 12 00
254 253.85	D. GREENWOOD 2.72		12 20	5 48	6 13		f 12 15	3 25	8 12	7 34
259 258.66	N. LEE'S SUMMIT 4.81		12 25 206	5 54	6 17		s 12 20 99	3 29	8 15	7 37
265 264.62	D. LITTLE BLUE 5.96		12 34	d 6 03	6 26		s 12 27	f 3 36	8 22	f 7 43
271 270.02	P. ELM PARK 5.40		12 45 10	6 15	6 36		s 12 35	3 44	8 30	7 51
273 272.06	CS. INDEPENDENCE W* 2.04	f	12 57	6 27	6 45		12 43	3 53	8 37	7 59
276 275.63	CS. ROCK CREEK JCT. 3.57	f	1 05	s 6 35	m 6 48		s 12 47	s 4 00	cm 8 41	s 8 03
277 03	K. C. S. W. JCT. 0.82		1 15AM	6 45AM	6 55AM		12 55PM	4 10PM	8 50PM	8 10PM
b1 277.85	CS. EAST YARD §CTWY									
282 281.82	CS. KANSAS CITY UNION STATION	A	1 35AM	A 7 05AM	A 7 29AM		A 1 15PM	A 4 30PM	A 9 20PM	A 8 30PM
	157.71		Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily

# SEDALIA DISTRICT—KANSAS CITY TO JEFFERSON CITY

Station Numbers	Miles from Kansas City	<b>TIME TABLE</b> <b>No. 37</b> Taking Effect <b>NOVEMBER 30, 1930</b>	<b>TRAINS EASTWARD</b>									
			<b>FIRST CLASS</b>									
			20 Passenger	12 Passenger	208 Passenger	16 Passenger	40 Local Passenger	204 Local Passenger	14 Passenger	206 Passenger	10 Passenger	
<b>STATIONS</b>			Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	
125	157.71	CS... Jefferson City §WCTY	As 4 00AM <sup>66</sup>	As 12 53PM		As 5 20PM				As 2 15AM		As 4 15AM
	156.97	... WEST YARD OFFICE	3 57	12 46		5 14				2 09		4 11
129	153.65	CS... COLE JCT.	3 53 <sup>77</sup>	12 42 <sup>37</sup>		5 10 <sup>11</sup>				2 05 <sup>13</sup>		4 07
	153.64	P... S. D. SIDING	3 52	12 41		5 09				2 04		4 06
132	150.62	P... SCOTT	3 48	12 37 <sup>15</sup>		5 05				1 56 <sup>79</sup>		4 03
135	147.79	P... ELSTON	3 43	12 33		5 02				1 52		3 59
140	142.77	D... CENTERTOWN	3 35	12 25		4 56				1 45		3 53
144	138.31	P... MCGIRK'S	3 28 <sup>9</sup>	12 19		4 51				1 38		3 47
146	135.94	P... BRANT	3 23	12 16		4 48				1 34		3 44
150	132.65	N... CALIFORNIA	3 18 <sup>79</sup>	12 13		4 44				1 30		3 38 <sup>9</sup> <sub>79</sub>
156	126.40	D... CLARKSBURG	3 09	12 05PM		4 35			f	1 19		3 27
162	120.16	N... TIPTON	3 01 <sup>13</sup>	11 57AM		4 28			s	1 11		3 18
	119.89	... Versailles District Crossing										
	116.64	P... DOW	2 54	11 52		4 23				1 05		3 13 <sup>13</sup>
168	114.90	D... SYRACUSE	2 52	11 49		4 21			f	1 03		3 11
175	107.29	D... OTTERVILLE	2 42	11 40		4 12			f	12 53		3 00
181	101.85	D... SMITHTON	2 35	11 33		4 05			f	12 46		2 53
	95.24	... M.-K.-T. CROSSING	2 27	11 24		3 58				12 37		2 45
188	94.10	CS... SEDALIA §WCTY	s 2 25	s 11 22		s 3 56 <sup>76</sup>	As 4 25PM			s 12 35		s 2 43
195	87.30	P... DRESDEN	2 07	11 07 <sup>75</sup>		3 41	s 4 12			12 13		2 25
200	82.13	D... LAMONTE	2 00	11 01		d 3 35	s 4 03			f 12 06AM		2 18
208	74.91	D... KNOBNOSTER	1 51	10 52 <sup>51</sup>		3 26	s 3 52			f 11 56PM		2 09
211	71.25	P... MONTSERRAT	1 47	10 48		3 22	s 3 46			11 50		2 05
218	64.63	CS... WARRENSBURG	1 39	s 10 40 <sup>41</sup>		s 3 14	s 3 35			s 11 40		1 57
224	58.58	D... CENTERVIEW	1 31	10 30		3 03	s 3 25			f 11 27 <sup>19</sup>		1 49
228	54.25	P... DORAN	1 26	10 22		2 58	3 17			11 13		1 43
232	50.21	N... HOLDEN	1 21	10 17		s 2 52 <sup>15</sup>	s 3 10			s 11 08		1 37
237	45.47	D... KINGSVILLE	1 15	10 11		2 44	s 3 01 <sup>15</sup>			f 10 59		1 31
	39.96	D... STRASBURG	1 08	10 05		2 38 <sup>75</sup>	s 2 50 <sup>75</sup>			f 10 51		1 24
	33.76	CS... PLEASANT HILL	L 1 00AM	s 9 55 <sup>79</sup>	As 10 20AM	s 2 30	L 2 41PM	As 6 35PM		s 10 43	As 12 40AM	1 15
252	30.69	P... AVON		9 48	10 15	2 23		f 6 29		10 33	12 30	1 07
254	27.97	D... GREENWOOD		9 45	f 10 10	2 20		s 6 26		10 29	12 25 <sup>205</sup>	1 02
259	23.16	N... LEE'S SUMMIT		9 38	s 10 04	f 2 14		s 6 20		s 10 20	b 12 18	12 56
265	17.20	D... LITTLE BLUE		9 29	f 9 53	2 05		s 6 11		10 10	12 09	12 45 <sup>205</sup>
271	11.80	P... ELM PARK		9 21	9 44	1 57		6 03		10 01	12 02AM	12 32
273	9.76	CS... INDEPENDENCE		aj 9 18	s 9 40	s 1 54		s 5 59		s 9 58	b 11 59PM	aj 12 29
276	6.19	CS... ROCK CREEK JCT.		9 10AM	9 30AM	1 45PM		5 50PM		9 50PM	11 50PM	12 19AM
		... K. C. S. W. JCT.										
b1		CS... EAST YARD §CTWY										
282		CS... KANSAS CITY UNION STATION		L 8 50AM	L 9 10AM	L 1 25PM		L 5 30PM		L 9 30PM	L 11 30PM	L 11 59PM
	157.71		Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily



SEDALIA DISTRICT—JEFFERSON CITY TO KANSAS CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	TRAINS WESTWARD								
			FIRST CLASS	SECOND CLASS							
			37 Local Passenger	79 Red Ball Freight	77 Red Ball Freight	53 Mixed	51 Mixed	75 Red Ball Freight	61 Red Ball Freight	69 Red Ball Freight	71 Merchandise Only
STATIONS			Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily
125	124.11	CS... Jefferson City. §WCTY	L 1230PM <sup>15</sup>	L 1 15AM	L 3 35AM	L 4 45AM	L 5 00AM	L 6 00AM	L 4 00PM	L 8 15PM	L 11 45PM
...	124.85	... WEST YARD OFFICE	12 31	1 16	3 36	4 46	5 01	6 01	4 01	8 16	11 46
129	128.17	CS... COLE JCT.	Af 1240PM <sup>12</sup>	1 30	A 350AM <sup>(20, 66)</sup>	Af 4 55AM	f 5 15	6 15	A 4 15PM	A 8 30PM	A 11 59PM
...	128.18	P... S. D. SIDING		1 31			5 17	6 17			
132	131.20	P... SCOTT		<b>2 56</b> <sup>(14, 18)</sup>			f 5 25	6 25			
135	134.03	P... ELSTON		2 25			s 5 35	6 35			
140	139.05	D... CENTERTOWN		2 40			s 5 55	6 55			
144	143.51	P... McGIRK'S		2 55			s 6 10	7 05			
146	145.88	P... BRANT		3 01			6 15	7 13			
150	149.17	N... CALIFORNIA	W*	<b>3 18</b> <sup>(20, 9, 10)</sup>			s 6 50	7 25			
156	155.42	D... CLARKSBURG	*	3 58			s 7 10	7 40			
162	161.66	N... TIPTON	WY*	4 15			s 7 30	8 00			
...	161.93	... Versailles District Crossing									
166	165.18	P... DOW		4 25			7 40	8 10			
168	166.92	D... SYRACUSE	*	4 30			s 7 45	8 15			
175	174.53	D... OTTERVILLE	*	4 50			s 8 05	<b>8 45</b> <sup>50</sup>			
181	179.97	D... SMITHTON	*	5 05			s <b>8 25</b> <sup>50</sup>	9 05			
...	186.58	... M.-K.-T. CROSSING		5 25			8 50	9 30			
188	187.72	CS... SEDALIA	§WCTY	6 30			s 9 30	10 40			
195	194.52	P... DRESDEN	*	<b>6 50</b> <sup>50</sup>			s 9 55	<b>11 07</b> <sup>12</sup>			
200	199.69	D... LAMONTE	*	7 05			s 10 20	11 25			
208	206.91	D... KNOBNOSTER	*	7 25			s <b>10 52</b> <sup>12</sup>	11 50AM			
211	210.57	P... MONTSERAT	*	7 35			s 11 05	12 05PM			
218	217.19	CS... WARRENSBURG	W*	7 55			s 11 50AM	12 25			
224	223.24	D... CENTERVIEW	C*	8 15			s 12 15PM	<b>12 45</b> <sup>76</sup>			
228	227.57	P... DORAN		8 30			<b>12 30</b> <sup>76</sup>	1 10			
232	231.61	N... HOLDEN	W*	8 45			s 1 00	1 30			
237	236.35	D... KINGSVILLE	*	9 00			s 1 25	1 55			
242	241.86	D... STRASBURG	*	9 15			s 1 50	<b>2 38</b> <sup>16, 40</sup>			
249	248.06	CS... PLEASANT HILL	WY	A <b>9 55AM</b> <sup>12</sup>			A 2 15PM	A 3 05PM			
252	251.13	P... AVON									
254	253.85	D... GREENWOOD	*								
259	258.66	N... LEE'S SUMMIT	*								
265	264.62	D... LITTLE BLUE	*								
271	270.02	P... ELM PARK									
273	272.06	CS... INDEPENDENCE	W*	L 5 50PM							
276	275.63	CS... ROCK CREEK JCT.		6 00PM		L 11 05AM			L 12 45AM	L 5 50AM	L 6 15AM
...	277.03	... K. C. S. W. JCT.				11 10			12 50	5 55	6 20
b1	277.85	CS... EAST YARD	§CTWY			A 11 30AM			A 1 00AM	A 6 00AM	A 6 30AM
282	281.82	CS... KANSAS CITY UNION STATION		A 6 30PM							
	157.71			Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily

# SEDALIA DISTRICT—JEFFERSON CITY TO KANSAS CITY

Sliding Capacity in Cars	Miles from St. Louis—Seventh Street	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	TRAINS WESTWARD							
			THIRD CLASS							
STATIONS			99 Local Freight	97 Local Freight						
			Daily Ex. Sunday	Daily Ex. Sunday						
Yd.	124.11	CS... Jefferson City. \$WCTY 0.74								
...	124.85	WEST YARD OFFICE								
...	128.17	CS... COLE JCT. .... 3.32 0.01								
57	128.18	P..... S. D. SIDING ..... 3.02								
65	131.20	P..... SCOTT ..... 2.83								
25	134.03	P..... ELSTON ..... 5.02								
e52 w31	139.05	D..... CENTERTOWN ..... 4.46								
69	143.51	P..... McGIRK'S ..... 2.37								
40	145.88	P..... BRANT ..... 3.29								
94	149.17	N..... CALIFORNIA ..... W* 6.25								
60	155.42	D..... CLARKSBURG ..... 6.24								
e42 w50	161.66	N..... TIPTON ..... WY* 0.27								
	161.93	...Versailles District Crossing... 3.25								
	165.18	P..... DOW ..... 1.74								
	166.92	D..... SYRACUSE ..... 7.61								
	174.53	D..... OTTERTVILLE ..... 5.44								
	179.97	D..... SMITHTON ..... 6.61								
...	186.58	...M.-K.-T. CROSSING... 1.14								
Yd.	187.72	CS... SEDALIA ..... \$WCTY 6.80								
53	194.52	P..... DRESDEN ..... 5.17								
68	199.69	D..... LAMONTE ..... 7.22								
71	206.91	D..... KNOBOSTER ..... 3.66								
49	210.57	P..... MONTSERRAT ..... 6.82								
29 34	217.19	CS... WARRENSBURG ..... W* 6.05								
54	223.24	D..... CENTERVIEW ..... C* 4.33								
22	227.57	P..... DORAN ..... 4.04								
34 29	231.61	N..... HOLDEN ..... W* 4.74								
67	236.35	D..... KINGSVILLE ..... 5.51								
	241.86	D..... STRASBURG ..... 6.20								
	18.06	CS... PLEASANT HILL ..... WY 3.07	L 11 50AM							
61	251.13	P..... AVON ..... 2.72	f 12 01PM							
67	253.85	D..... GREENWOOD ..... 4.81	s 12 20 201							
102	258.66	N..... LEE'S SUMMIT ..... 5.96	s 12 45							
e45 w63	264.62	D..... LITTLE BLUE ..... 5.40	s 1 10							
35	270.02	P..... ELM PARK ..... 2.04	1 25							
...	272.06	CS... INDEPENDENCE ..... W* 3.57	s 1 40							
...	275.63	CS... ROCK CREEK JCT. .... 1.40	1 50PM	L 12 10PM						
...	277.03	...K. C. S. W. JCT. .... 0.82	1 55	12 15						
...	277.85	CS... EAST YARD. \$CTWY	A 2 00PM	A 12 45PM						
...	281.82	CS... KANSAS CITY UNION STATION								
157.71			Daily Ex. Sunday	Daily Ex. Sunday						

SEDALIA DISTRICT—KANSAS CITY TO JEFFERSON CITY

TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930

TRAINS EASTWARD

Table with columns for First Class (38 Local Passenger) and Second Class (50 Mixed, 76 Red Ball Freight, 70 Freight, 68 Red Ball Freight, 52 Mixed, 78 Red Ball Freight, 62 Red Ball Freight, 66 Red Ball Freight).

Table with columns for STATIONS, Daily, Daily Ex. Sunday, Daily, Daily, Daily, Daily Ex. Sunday, Daily, Daily, Daily.

Main table containing station names (e.g., Jefferson City, West Yard Office, Cole Jct., Versailles District Crossing, Sedalia, Pleasant Hill, Independence, Rock Creek Jct., East Yard, Kansas City Union Station) and train times for various services.

ABSOLUTE AND PERMISSIVE BLOCK

Two Main Tracks

Two Main Tracks

# SEDALIA DISTRICT—KANSAS CITY TO JEFFERSON CITY

Siding Capacity in Cars	Miles from Kansas City	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930		TRAINS EASTWARD						
		STATIONS		THIRD CLASS						
				96 Local Freight	80 Freight	98 Local Freight				
		Daily Ex. Sunday	Daily	Daily Ex. Sunday						
Yd.	157.71	CS. Jefferson City. §WCTY		A 5 00PM						
	156.97	WEST YARD OFFICE		4 51						
	153.65	CS. COLE JCT.		L 4 45PM						
57	153.64	P. S. D. SIDING								
65	150.62	P. SCOTT								
25	147.79	P. ELSTON								
e52 w31	142.77	D. CENTERTOWN								
69	138.31	P. McGIRK'S								
40	135.94	P. BRANT								
94	132.65	N. CALIFORNIA W*								
60	126.40	D. CLARKSBURG								
e42 w50	120.16	N. TIPTON WY*								
	119.89	Versailles District Crossing								
	116.64	P. DOW								
	114.90	D. SYRACUSE								
59	107.29	D. OTTERTVILLE								
79	101.85	D. SMITHTON								
	95.24	M.-K.-T. CROSSING								
Yd.	94.10	CS. SEDALIA §WCTY								
53	87.30	P. DRESDEN								
68	82.13	D. LAMONTE								
71	74.91	D. KNOBOSTER								
49	71.25	P. MONTSERRAT								
29 34	64.63	CS. WARRENSBURG W*								
54	58.58	D. CENTERVIEW C*								
22	54.25	P. DORAN								
34 29	50.21	N. HOLDEN W*								
67	45.47	D. KINGSVILLE								
29	39.96	D. STRASBURG								
	33.76	CS. PLEASANT HILL WY				As 9 00AM				
61	30.69	P. AVON				f 8 40				
67	27.97	D. GREENWOOD				s 8 30				
102	23.16	N. LEE'S SUMMIT				s 8 15				
e45 w63	17.20	D. LITTLE BLUE				s 7 50				
35	11.80	P. ELM PARK				7 35				
	9.76	CS. INDEPENDENCE W*				s 730 38				
	6.19	CS. ROCK CREEK JCT.	A 5 15AM	A 6 40AM	7 10					
		K. C. S. W. JCT.	5 10	6 35	7 05					
		CS. EAST YARD §CWTY	L 5 00AM	L 6 30AM	L 7 00AM					
		CS. KANSAS CITY UNION STATION								
	157.71		Daily Ex. Sunday	Daily	Daily Ex. Sunday					

ABSOLUTE AND PERMISSIVE BLOCK

Two Main Tracks

VIA RIVER DISTRICT

RIVER DISTRICT—COLE JUNCTION TO ETON

Sliding Capacity in Cars	Miles from St. Louis —Seventh Street	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	TRAINS WESTWARD							
			FIRST CLASS	SECOND CLASS					THIRD CLASS	
			37 Local Passenger	77 Red Ball Freight	53 Mixed	61 Red Ball Freight	69 Red Ball Freight	71 Merchandise Only	95 Local Freight	97 Local Freight
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
128.17	CS.	COLE JUNCTION	L 12 40 <sup>PM 38</sup>	L 3 50 <sup>AM 20 66</sup>	L 4 55 <sup>AM</sup>	L 4 15 <sup>PM</sup>	L 8 30 <sup>PM</sup>	L 11 59 <sup>PM</sup>		
129.78	P.	RIVER JUNCTION	12 42	3 53	4 58	4 18	8 33	12 02 <sup>AM</sup>		
99 132.94	P.	McKINNEY	f 12 47	4 03	f 5 05	4 25 <sup>80</sup>	8 43	12 09		
59 137.91	P.	MARION	s 12 54	4 15	s 5 15	4 35	8 55	12 19		
86 142.66	D.	SANDY HOOK	s 1 02	4 27	s 5 30	4 43	9 10	12 28		
84 149.98	CS.	LUPUS	W s 1 15	4 43	s 5 50	4 55 <sup>70</sup>	9 30	12 42		
100 155.57	D.	WOOLDRIDGE	s 1 27	4 56	s 6 10	5 06	9 48	12 52		
159.83	P.	OVERTON	s 1 36	5 05	s 6 30	5 13	10 02	1 00		
97 163.45	P.	MERNA	f 1 43	5 13	f 6 40	5 20 <sup>68</sup>	10 15 <sup>62</sup>	1 07		
78 169.64	CS.	BOONVILLE	WY s 1 53	5 30	A s 7 10 <sup>AM</sup>	5 45	10 40	1 20	L 4 30 <sup>AM</sup>	
83 173.82	P.	H. K. SIDING	f 2 00	5 40		5 57	10 50	1 30	f 4 40	
177.23	P.	Q. JUNCTION	2 05 <sup>80</sup>	5 49		6 05	10 59	1 39	4 50	
180.26	P.	R. X. JUNCTION	2 10	5 58		6 12	11 07	1 45 <sup>66</sup>	5 00	
135 185.70	CS.	BLACKWATER	WC s 2 18	6 12		6 27	11 20	1 57	s 5 25	
188.44	D.	NELSON	s 2 22	6 17		6 33	11 30	2 02	s 5 35	
99 193.81	D.	NAPTON	s 2 30	6 27		6 47	11 45 <sup>PM</sup>	2 12	s 5 55	
71 200.96	N.	MARSHALL JUNCTION	Y f 2 42 <sup>70</sup>	6 55 <sup>94</sup>		7 05	12 01 <sup>AM</sup>	2 25	s 6 15 <sup>94</sup>	
202.87	D.	MARSHALL	W s 2 54							
71 200.96	N.	MARSHALL JUNCTION	Y f 3 00 <sup>70</sup>	6 55 <sup>94</sup>		7 05	12 01 <sup>AM</sup>	2 25	s 6 15 <sup>94</sup>	
97 208.45	D.	STANHOPE	f 3 12	7 11		7 35	12 32 <sup>66</sup>	2 42	f 6 30	
100 214.02	D.	MALTA BEND	s 3 22 <sup>68</sup>	7 24		7 55	12 46	2 55	s 6 45	
82 218.73	D.	GRAND PASS	s 3 31	7 36		8 20 <sup>62</sup>	12 57	3 05	s 7 01	
83 223.36	CS.	WAVERLY	W s 3 40	7 47 <sup>95</sup>		8 38	1 08	3 15	s 7 47 <sup>77</sup>	
99 229.45	P.	HODGE	s 3 51	8 01		8 57	1 21	3 28	s 8 15	
97 234.07	D.	DOVER	s 4 00	8 12		9 14	1 31	3 38 <sup>94</sup>	s 8 45	
60 237.50	P.	NORTHRUP	f 4 07	8 20		9 25	1 40	3 45	f 9 00 <sup>38</sup>	
244.47		M. O. JUNCTION	4 23	8 35		9 45	1 56	4 02	9 20	
Yd. 246.42	CS.	MYRICK	WY s 4 30	8 45 <sup>38 80</sup>		9 55	2 10	4 10	A s 9 45 <sup>AM 80</sup>	L 10 00 <sup>AM</sup>
248.27		K. C. JUNCTION	4 34	8 55		10 02	2 17	4 17		10 07
88 252.23	D.	WELLINGTON	s 4 40	9 15		10 15	2 26	4 25		f 10 20
96 256.82	D.	NAPOLEON	s 4 48	9 30		10 24	2 38	4 36		f 10 37
95 260.35	P.	LEVASY	s 4 56	9 40		10 33 <sup>66</sup>	2 48	4 44		f 10 50
99 263.97	D.	BUCKNER	s 5 03	9 50		10 45	2 59	4 53		f 11 00
267.13	P.	LAKE CITY JUNCTION	A 5 10 <sup>PM</sup>	9 59		11 00	3 08	5 02		11 10
267.51	N.	LAKE CITY	W	10 00		11 01	3 09	5 03		f 11 15
268.23	P.	BRANCH CROSS OVER		10 01		11 03	3 11	5 04		11 20
272.99	P.	B. JUNCTION		10 12		11 15	3 21	5 15		11 38 <sup>70</sup>
275.05	CS.	ETON A.T.&S.F.Jct.		A 10 17 <sup>AM</sup>		A 11 30 <sup>PM</sup>	A 3 30 <sup>AM</sup>	A 5 20 <sup>AM</sup>		A 11 45 <sup>AM</sup>
282.66	CS.	CONGO		L 10 40 <sup>AM</sup>		L 11 50 <sup>PM</sup>	L 3 50 <sup>AM</sup>	L 5 40 <sup>AM</sup>		L 12 05 <sup>PM</sup>
		K. C. S. W. JUNCTION								
	CS.	EAST YARD	CTWY	A 11 30 <sup>AM</sup>		A 1 00 <sup>AM</sup>	A 6 00 <sup>AM</sup>	A 6 30 <sup>AM</sup>		A 12 45 <sup>PM</sup>
	CS.	KANSAS CITY UNION STATION		A 6 30 <sup>PM</sup>						
		161.43	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday

# RIVER DISTRICT—ETON TO COLE JUNCTION

Station Numbers	Miles from Kansas City	<b>TIME TABLE</b> <b>No. 37</b> Taking Effect NOVEMBER 30, 1930	TRAINS EASTWARD									
			FIRST CLASS	SECOND CLASS				THIRD CLASS				
			38 Local Passenger	52 Mixed	70 Red Ball Freight	68 Red Ball Freight	62 Red Ball Freight	66 Red Ball Freight	94 Local Freight	96 Local Freight	80 Freight	
STATIONS			Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
129	161.43	CS... COLE JUNCTION	A/1230PM <sup>37</sup>	A/12 15PM	A 5 45PM	A 7 00PM	A 11 25PM	A 3 42AM <sup>77</sup>			A 4 45PM	
159	82	P... RIVER JUNCTION	12 28	12 10	5 40	6 55	11 20	3 37			4 40	
156	66	P... MCKINNEY	f 12 23	f 12 01PM	5 30	6 45	11 14	3 23			4 25 <sup>61</sup>	
151	69	P... MARION	s 12 15	s 11 50AM	5 20	6 30	11 05	3 15			4 05	
146	94	D... SANDY HOOK	s 12 07PM	s 11 30	5 10	6 15	10 55	3 07			3 40	
139	62	CS... LUPUS	W s 11 55AM	s 11 00	4 55 <sup>61</sup>	5 55	10 41	2 53			3 20	
134	03	D... WOOLDRIDGE	s 11 46	s 10 30	4 40	5 41	10 30	2 43			3 05	
129	77	P... OVERTON	s 11 38	s 10 05	4 30	5 30	10 22	2 35			2 53	
126	15	P... MERNA	f 11 32	f 9 50	4 20	5 20 <sup>61</sup>	10 15 <sup>69</sup>	2 30			2 45	
119	96	CS... BOONVILLE	s 11 20	L 9 30AM	4 05	5 05	10 01	2 10	As 10 45AM		2 30	
115	78	P... H. K. SIDING	f 11 12		3 55	4 56	9 50	1 56	f 10 25		2 15	
112	37	P... Q. JUNCTION	11 06		3 46	4 50	9 43	1 50	s 10 15		2 05 <sup>37</sup>	
109	34	P... R. X. JUNCTION	11 01		3 40	4 45	9 36	1 45 <sup>71</sup>	9 58		1 55	
103	90	CS... BLACKWATER	WC s 10 51		3 25	4 32	9 25	1 30	s 9 45		1 35	
101	16	D... NELSON	s 10 45		3 13	4 25	9 18	1 12	s 9 00		1 15	
95	79	D... NAPTON	s 10 35		3 00	4 15	9 08	1 02	s 8 45		1 00	
88	64	N... MARSHALL JUNCTION	Y f 10 20		2 42 <sup>37</sup>	3 55	8 55	12 47	s 8 15 <sup>95</sup>		12 30	
90	55	D... MARSHALL	W s 10 15						s 7 45			
88	64	N... MARSHALL JUNCTION	Y 10 08		2 42 <sup>37</sup>	3 55	8 55	12 47	s 6 15 <sup>77</sup>		12 30	
81	15	D... STANHOPE	f 9 55		2 14	3 37	8 40	12 32 <sup>69</sup>	s 5 30		12 05PM	
75	58	D... MALTA BEND	s 9 45		2 04	3 22 <sup>37</sup>	8 30	12 20	s 5 10		11 40AM	
70	87	D... GRAND PASS	s 9 36		1 54	3 03	8 20 <sup>61</sup>	12 10	s 4 35		11 25	
66	24	CS... WAVERLY	W s 9 27		1 45	2 50	8 09	12 01AM	s 4 15		11 05	
60	15	P... HODGE	s 9 15		1 34	2 35	7 59	11 50PM	f 3 55		10 45	
55	53	D... DOVER	s 9 06		1 24	2 23	7 50	11 40	s 3 38 <sup>71</sup>		10 30	
52	10	P... NORTHRUP	f 9 00 <sup>95</sup>		1 18	2 15	7 43	11 33	f 3 25		10 20	
45	13	M. O. JUNCTION	8 48		1 05	1 55	7 30	11 20	3 05		9 50	
43	18	CS... MYRICK	W s 8 45 <sup>80</sup>		1 00	1 50	7 25	11 15	L 3 00AM	As 7 00AM	9 45 <sup>95</sup>	
41	33	K. C. JUNCTION	8 37		12 43	1 30	7 06	10 53		6 53	8 25	
37	37	D... WELLINGTON	s 8 30		12 35	1 22	6 58	10 45		f 6 45	8 15	
32	78	D... NAPOLEON	s 8 22		12 23	1 14	6 50	10 38		f 6 30	8 03	
29	25	P... LEVASY	s 8 15		12 15	1 06	6 44	10 33 <sup>61</sup>		f 6 20	7 53	
25	63	D... BUCKNER	s 8 09		12 05PM	12 58	6 38	10 23		f 6 10	7 45	
22	37	P... LAKE CITY JUNCTION	L 8 01AM		11 56AM	12 50	6 32	10 17		6 00	7 35	
22	09	N... LAKE CITY	W		11 55	12 49	6 31	10 16		f 5 58	7 34	
21	37	P... BRANCH CROSS OVER			11 54	12 48	6 30	10 15		5 55	7 33	
16	61	P... B. JUNCTION			11 38 <sup>97</sup>	12 40	6 20	10 05		5 45	7 17	
14	55	CS... ETON A.T. & S.F. Jct.			L 11 35AM	L 12 35PM	L 6 15PM	L 10 00PM		L 5 40AM	L 7 05AM	
6	94	CS... CONGO			A 11 15AM	A 12 15PM	A 6 00PM	A 9 45PM		A 5 20AM	A 6 45AM	
		K. C. S. W. JUNCTION										
		CS... EAST YARD	s 11 00AM		L 11 00AM	L 12 01PM	L 5 45PM	L 9 30PM		L 5 00AM	L 6 30AM	
282		CS... KANSAS CITY UNION STATION	L 7 00AM									
		161.43	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	

VERSAILLES DISTRICT—BOONVILLE TO VERSAILLES

TRAINS WESTWARD				Miles from St. Louis —Seventh Street	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
651 Mixed		641 Local Passenger						640 Local Passenger		650 Mixed	
Daily Ex. Sunday		Sunday Only						Sunday Only		Daily Ex. Sunday	
L 7 40AM		L 8 00AM	169.44	CS.....	BOONVILLE.....	§WY	G41	Yd.	As 2 35PM		As 5 15PM
s 8 00		s 8 15	175.97		BILLINGSVILLE.....		GF6		s 2 20		s 4 55
s 8 10		s 8 25	180.04		SPEED.....		GF10		s 2 07		s 4 45
f 8 15		f 8 30	181.76		PETERSBURG.....		GF12		f 2 02		f 4 40
s 8 30		s 8 40	184.60	D.....	BUNCETON.....		GF15		s 1 56		s 4 30
s 8 50		s 8 48	187.47		VERMONT.....		GF18		s 1 48		s 4 10
			194.55		SEDALIA DISTRICT CROSSING.....						
s 9 30AM		s 9 15	194.82	N.....	TIPTON.....	WY	162		s 1 30PM		s 3 45
s 12 30PM		s 9 30	200.97	D.....	FORTUNA.....		GF31		s 11 01		s 3 05
f 1 00		f 9 36	203.28		AKINSVILLE.....		GF34		f 10 53		f 2 55
s 1 15		s 9 43	206.82		GLENSTED.....		GF37		s 10 43		s 2 45
			212.56		C. R. I. & P. CROSSING.....						
As 1 45PM		As 10 00AM	212.83	D.....	VERSAILLES.....	T	GF43		L 10 25AM		L 2 25PM
Daily Ex. Sunday		Sunday Only							Sunday Only		Daily Ex. Sunday
			43.39								

BAGNELL DISTRICT—BETWEEN JEFFERSON CITY AND BAGNELL

TRAINS WESTWARD				Miles from St. Louis	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
653 Mixed								652 Mixed			
Daily		Daily						Daily		Daily	
		L 5 30AM	124.11	CS.....	JEFFERSON CITY.....	§WCTY	125	Yd.	As 12 15PM		
		f 6 00	131.88		SCRUGGS.....		GA8	6	f 11 50AM		
		s 6 20	136.84		LOHMAN.....		GA13	50	s 11 33		
		s 6 45	143.18	D.....	RUSSELLVILLE.....		GA19	24	s 11 10		
		s 7 02	148.02		ENON.....	W	GA24		s 10 44		
		s 7 17	152.05	D.....	OLEAN.....		GA28	47	s 10 30		
		s 7 45	157.43	D.....	ELDON.....		GA33	21	s 10 10		
			157.78		C. R. I. & P. CROSSING.....						
		f 7 56	160.73		AURORA SPRINGS.....		GA37		f 9 56		
		f 8 10	163.91		COOPER.....		GA40		f 9 47		
		As 9 00AM	169.42	N.....	BAGNELL.....	WT	GA45	Yd.	L 9 30AM		
		Daily							Daily		
			45.31								

INDEPENDENCE DISTRICT—BETWEEN LAKE CITY JCT. AND INDEPENDENCE

TRAINS WESTWARD				Miles from St. Louis	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
FIRST CLASS								FIRST CLASS			
37 Local Passenger								38 Local Passenger			
Daily		Daily						Daily		Daily	
		L 5 10PM	267.13		LAKE CITY JUNCTION.....				A 8 01AM		
		s 5 15	267.51	N.....	LAKE CITY.....	W	G139		s 7 58		
		5 17	268.23		BRANCH CROSS-OVER.....				7 56		
		f 5 25	272.72		ADAMS.....		GC4		f 7 48		
		f 5 30	274.36		PIXLEY.....	§	GC6A		f 7 45		
		s 5 38	277.09		LIBERTY STREET.....		GC9		s 7 38		
		As 5 50PM	277.92	CS.....	INDEPENDENCE.....	W	273		L 7 35AM		
		Daily							Daily		
			10.79								

LEXINGTON DISTRICT—BETWEEN SEDALIA AND MYRICK

TRAINS WESTWARD			Miles from St. Louis	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS		FIRST CLASS					FIRST CLASS		SECOND CLASS		
655 Mixed	645 Local Passenger	647 Local Passenger					648 Local Passenger	646 Local Passenger	654 Mixed		
Daily Ex. Sunday	Daily	Sunday Only		STATIONS			Sunday Only	Daily	Daily Ex. Sunday		
L 5 30AM	L 2 30PM	L 6 00AM	187.72	CS..... <b>SEDALIA</b> .....\$WCTY	188	Yd.	As10 50AM	As 6 40PM	As12 55PM		
f 5 40	f 2 37	f 6 09	191.69	.....3.97 ..... <b>GEORGETOWN</b> .....	LA 3	.....	f 10 39	f 6 32	f 12 40		
s 6 00	s 2 50	s 6 24	198.31	D.....6.62 ..... <b>HUGHESVILLE</b> .....	LA10	.....	s 10 25	s 6 19	s 12 15PM		
s 6 20	s 3 01	s 6 36	203.92	D.....5.61 ..... <b>HOUSTONIA</b> .....	LA16	.....	s 10 13	s 6 10	s 11 55AM		
s 6 40	s 3 13	s 6 51	210.43	D.....6.51 ..... <b>SWEET SPRINGS</b> .....	LA22	26	s 10 00	s 5 57	s 11 30		
s 6 55	s 3 20	s 7 01	214.66	.....4.23 ..... <b>EMMA</b> .....W*	LA26	.....	s 9 50	s 5 48	s 11 00		
s 7 15	s 3 28	s 7 10	218.71	D.....4.05 ..... <b>CONCORDIA</b> .....	LA30	.....	s 9 40	s 5 40	s 10 50		
s 7 40	s 3 41	s 7 26	225.91	.....7.20 ..... <b>AULLVILLE</b> .....	LA38	.....	s 9 25	s 5 25	s 10 20		
s 8 00	s 3 50	s 7 36	230.69	D.....4.78 ..... <b>HIGGINSVILLE</b> .....	LA42	.....	s 9 15	s 5 15	s 10 05		
f 8 07	f 3 54	f 7 41	232.40	.....1.71 ..... <b>CONFEDERATE HOME</b> .....	LA44	.....	f 9 09	f 5 08	f 9 45		
f 8 14	f 3 58	f 7 46	234.39	.....1.90 ..... <b>PAGE CITY</b> .....	LA46	.....	f 9 05	f 5 04	f 9 40		
f 8 23	f 4 05	f 7 52	237.49	.....3.10 ..... <b>TABO</b> .....	LA49	.....	f 8 59	f 4 59	f 9 30		
f 8 30	f 4 10	f 7 55	239.36	.....1.87 ..... <b>ARGONNE</b> .....	LA51	.....	f 8 56	f 4 53	f 9 25		
s 8 50	s 4 20	s 8 04	243.18	.....3.82 ..... <b>LEXINGTON</b> .....	LA55	25	s 8 50	s 4 47	s 9 15		
As 9 00AM <sup>654</sup>	As 4 25PM	As 8 10AM	245.04	CS.....1.86 ..... <b>MYRICK</b> .....\$WCY	G118	Yd.	L 8 45AM	L 4 40PM	L 9 00AM <sup>655</sup>		
Daily Ex. Sunday	Daily	Sunday Only		57.32			Sunday Only	Daily	Daily Ex. Sunday		

WARSAW DISTRICT—BETWEEN SEDALIA AND WARSAW

TRAINS WESTWARD			Miles from St. Louis—Seventh Street	TIME TABLE No. 37 Taking Effect NOVEMBER 30, 1930	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS		FIRST CLASS					FIRST CLASS		SECOND CLASS		
695 Local Freight		643 Local Passenger						644 Local Passenger		696 Local Freight	
Daily Ex. Sunday		Daily		STATIONS			Daily	Daily Ex. Sunday			
L 8 00AM		L 7 00AM	187.72	CS..... <b>SEDALIA</b> .....\$WCTY	188	.....	As12 45PM	As 3 10PM			
			188.43	.....0.71 ..... <b>M. K. T. CROSSING</b> .....		.....					
f 8 30		f 7 17	193.90	.....5.47 ..... <b>VALDA</b> .....	LB6	.....	f 12 18	f 2 40			
40		f 7 26	197.31	.....3.41 ..... <b>SPRING FORK</b> .....	LB10	.....	f 12 09PM	f 2 25			
50		s 7 37	201.42	.....4.11 ..... <b>MORA</b> .....	LB14	.....	s 11 59AM	s 2 10			
s 9 30		s 7 53	206.48	D.....5.06 ..... <b>COLE CAMP</b> .....W	LB19	.....	s 11 47	s 1 50			
f 9 50		s 8 08	212.52	.....6.04 ..... <b>TAHOMA</b> .....	LB25	.....	s 11 29	f 1 30			
f 10 25		s 8 22	216.66	D.....4.14 ..... <b>LINCOLN</b> .....	LB29	.....	s 11 19	s 1 15			
f 1101 <sup>644</sup>		f 8 37	222.75	.....6.09 ..... <b>SCHUYLER</b> .....	LB35	.....	f 1101 <sup>605</sup>	f 12 50			
As11 30AM		As 9 00AM	229.34	D.....6.59 ..... <b>WARSAW</b> .....WY	LB42	.....	L 10 45AM	L 12 30PM			
Daily Ex. Sunday		Daily		41.62			Daily	Daily Ex. Sunday			



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

<b>Lexington District</b>	<b>No. 645 is superior to No. 646.</b>
<b>Lexington District</b>	<b>No. 647 is superior to No. 648.</b>
<b>Versailles District</b>	<b>No. 651 is superior to No. 650.</b>
<b>Versailles District</b>	<b>No. 641 is superior to No. 640.</b>
<b>Bagnell District</b>	<b>No. 653 is superior to No. 652.</b>
<b>Warsaw District</b>	<b>No. 643 is superior to No. 644.</b>
<b>Warsaw District</b>	<b>No. 695 is superior to No. 696.</b>

**2. MAXIMUM SPEED:**

	Passenger Trains	Freight Trains
St. Louis and Sedalia Districts.....	.60	40
River District.....	45	35
Lexington District.....	35	25
Independence District.....	30	20
Bagnell, Versailles and Warsaw Districts.....	25	20

**3. SPEED RESTRICTIONS:**

Barretts:	Highway crossing westward trains.....	20	20
Pacific:	City Limits.....	30	30
New Haven:	City limits.....	30	30
Hermann:	City limits.....	30	30
Gasconade River:	Bridge No. 21, Mile Post 87.33.....	30	15
Osage River:	Draw Bridge No. 31, Mile Post 115.80.....	30	15
Jefferson City:	Passing coal chutes.....	30	30
Jefferson City:	Electric car line crossing, Main street, when line is clear.....	10	10
California:	City limits.....	30	30
Tipton:	City limits.....	30	30
Sedalia:	City limits, M. K. & T. Crossing to Grand Avenue.....	30	30
Sedalia:	(Warsaw District) Between Main line Junction and 5th St.....	5	5
Warrensburg:	City limits.....	30	30
Holden:	City limits.....	30	30
Lee's Summit:	City limits.....	30	30
Marshall Jct.:	Between Marshall Junction and Marshall.....	20	15
Independence District:	Liberty Street to Pixley.....	20	12
Versailles Dist.:	Passenger engines, 93 tons or less.....	20	20
	Freight engines, 86 tons or less.....	20	20
	These engines will not work steam over Bridge 2, Mile Post 176, Pole 27, reduce speed over Bridge to.....	10	10
Marshall:	All trains reduce speed to five miles per hour passing over first three street crossings east of depot. Whistle must be sounded and bell ringing. Member of crew will flag the crossing. (See Rule 103) City Ordinance prohibits running of cars across street crossings unless securely coupled. This prohibits making drop of cars in switching movements.		
Engines 1701 to 1714, inclusive.....	30	30	

Passenger trains handled by freight engines must not exceed maximum speed of freight trains.

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

**Motor Cars:**

(a) Gas-electric passenger motor cars (including such Sykes type cars as have been converted into gas-electric).....

(b) Brill Model 55, passenger motor cars, and Sykes type cars (Sykes cars that have not been converted into gas-electric cars).....

Where maximum speed permitted for passenger trains is less, motor cars will observe such restrictions.

Passenger Trains    Freight Trains

**Train handling:**

Pile driver (self-propelling).....	20	20
Locomotive ditchers (MCB Trucks).....	20	20
Steam shovels.....	20	20
Bridge erection derrick cars (non revolving).....	30	30

Bridge erection derrick cars must be coupled to flat car and support provided for boom, which must be chained to car stake irons with sufficient play to allow for six inch lateral movement. Boom support must be provided with sliding shoe for this lateral movement. Drawbar release rods must be disconnected between convoy and derrick car. Boom need not be disconnected. Bridge erection derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying machine.

Bridge erection derricks—Pile driver (combination)..... 20    20

Combination pile driver—bridge erection derrick may be shipped either as a crane or a pile driver. When shipped as a crane, its movement must be governed by the same regulations as apply to steam wrecking cranes. When shipped as a pile driver, regulations governing its movement must be the same as for self-propelling pile driver.

American ditchers (self-propelling)..... 20    20

Self-propelling American ditchers must be coupled to flat car and a support erected on flat car to support the boom when boom extends 30 feet or less beyond end sill of ditcher; when boom extends more than 30 feet it must be detached from rotating portion in accordance with loading rule 306, Mechanical Division ARA.

American ditchers (loaded on flat cars)..... 20    20

Yard (clam shell) cranes with four-wheel rigid trucks (loaded on flat cars)..... 20    20

Scale test cars (MCB trucks or four-wheel rigid trucks)..... 20    20

Locomotive (clam shell) cranes (MCB trucks):

Main lines..... 20    20

Branch lines..... 15    15

Locomotive clam shell boom should be detached, water tank and boiler drained and rear of machine must face toward front of train.

Steam (wrecking) cranes..... 25    25

Pile drivers (non self-propelling)..... 25    25

Jordan spreaders and ditchers..... 25    25

Where speed of freight trains is restricted to 25 miles per hour or less, trains handling steam (wrecking) derricks, pile drivers (non-self-propelling), and Jordan spreaders and ditchers will be restricted to 5 miles per hour less than such maximum speed.

Wooden (wrecking) derrick cars..... Maximum speed allowed for freight trains.

Dead engines with side rods in position, main rods disconnected, 15 miles per hour.

Dead engines moving backward or with part or all side rods down, 10 miles per hour.

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 side rods down on authority of Superintendent.

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 must be turned at first available point.

Switch engines not equipped with engine trucks must be moved tank first.

Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 20 turnouts or crossovers.



**13. FREIGHT TRAINS HANDLING PASSENGERS:**

The following local freight trains will carry passengers, stopping caboose at station platform:

- Nos. 90 and 91 between Pacific and Washington.
- Nos. 92 and 93 between Washington and Jefferson City.
- Nos. 98 and 99 between Pleasant Hill and Independence.
- Nos. 94 and 95 between Boonville and Myrick.
- Nos. 96 and 97 between Myrick and Lake City.
- Nos. 695 and 696 between Sedalia and Warsaw.

**14. NORMAL POSITION OF SWITCHES:**

Normal position of switch at Lake City Junction is for River District.

Normal position of switches at Branch Crossover leading from Independence District is for Independence District.

The junction of the Joplin Division with Eastern Division at Pleasant Hill, is at cross-over switch west of depot.

River District trains may use Independence District main track between Lake City Junction and Branch cross-over for purpose of meeting or passing trains. River District trains using this track will be governed by Rule 93.

Lexington District trains Westward, except first class will stop before fouling Valley Mine Track switch and get block from operator Myrick. Yard engines leaving Lexington District at Valley Mine Junction will notify operator Myrick by telephone as soon as clear of Lexington District.

When necessary to move trains against the current of traffic, east of Kirkwood and west of Congo, they will be handled by the Terminal Superintendent or Trainmaster.

**15. REMOTE CONTROLLED SWITCHES:**

Location	Type of Switch	At	Operated from
Rose Hill	No. 20	West end of siding	Kirkwood Tower
Eureka	No. 20	East end of two main tracks	Eureka depot
Eureka	No. 10	East end of siding	Eureka depot
Allenton	No. 20	Facing point crossover	Eureka depot
K. Tower	No. 20	Double crossover	K. Tower
H. D.	No. 20	Double crossover	K. Tower
D. O. Junction	No. 20	West end of two main tracks	Gasconade depot
Gasconade	No. 20	East end of two main tracks	Gasconade depot
Gasconade	No. 10	East end of siding	Gasconade depot
C. N. Junction	No. 20	West end of two main tracks	A. O. Tower
Osage	No. 20	East end of two main tracks	A. O. Tower
A. O. Tower	No. 20	Double crossover	A. O. Tower
Independence	No. 20	East end of two main tracks	Independence depot

**16. OPERATION BY SIGNAL INDICATION:**

The two main tracks between A. O. Tower and Osage, and between Allenton and Eureka, and main track between Osage and C. N. Junction, and main track between Gasconade and D. O. Junction will be operated by signal indication, trains in either direction receiving a proceed signal may proceed. Between these points, block signals govern the use of the blocks and unless otherwise provided their indications supersede time table superiority and take the place of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

See Rules 601-A to 601-G, inclusive.

Trains using west switch of Eureka siding for westward movement will not enter main track without train order authority or as provided by Rule 99.

Westward trains desiring to use sidings at Gasconade and Eureka will sound one long, one short and one long blast of the engine whistle.

**BETWEEN KIRKWOOD AND ROSE HILL:**

Siding between Rose Hill and end of two main tracks Kirkwood will be operated by signal indication. Trains in either direction receiving a proceed signal may proceed.

Trains using this siding must proceed, expecting to find it occupied.

**BETWEEN WEST YARD OFFICE AND COLE JUNCTION:**

Trains between West Yard Office and Cole Junction will operate with the Current of Traffic by block signals. See Rules D 251 to D 254, inclusive.

Controlled Manual Block Signal at West Yard Office will govern the block for westward trains. See Rules 401-A and 401-C.

Home signal at Cole Junction will govern the block for eastward trains.

Clearance Card Form C will not be required at West Yard Office or Cole Junction.

**BETWEEN INDEPENDENCE AND ROCK CREEK JUNCTION:**

Trains between Independence and Rock Creek Junction will operate with the Current of Traffic by block signals. See Rules D 251 to D 254, inclusive.

Train order signal at Independence will govern the block for westward trains.

Home signal at Rock Creek Junction will govern the block for eastward trains.

Eastward trains will secure Clearance Card, Form C, at Independence.

**17. CENTRALIZED CONTROLLED SIGNAL SYSTEM:**

The movement of trains between H. D. and Allenton is governed by Centralized Control Signal System, an Absolute and Permissive Block Signal System, upon which is superimposed Manual control of the Absolute signals and certain switches.

Under this system, Absolute and Permissive Block signals govern the use of the blocks and unless otherwise provided, their indications supersede time table superiority and take the place of train orders; they do not dispense with the use, or the observance, of other signals whenever and wherever they may be required. Except as modified by these instructions, the absolute and permissive block system Rules 529 to 536 inclusive, are in effect.

Within this territory, trains may leave initial station without Clearance Card form "C."

**REMOTE CONTROLLED AND HAND OPERATED SWITCHES:**

The switches of the two No. 20, crossovers at H. D. and K. Tower are remote controlled and operated by the Signalman at K. Tower; all other main track switches within this territory are hand operated and must not be used except when authorized by the Signalman at K. Tower.

When signal in advance of siding where switches are hand operated is provided with the letter "S" attached to the signal mast above the "A" marker, and when such signal displays "STOP" indication, the letter "S" illuminated, authorizes the opening of the hand operated switch and movement of train into siding.

When dwarf signal governing movement of train out of siding where switches are hand operated, is equipped with the letter "S" located on top of the signal and when such signal displays "STOP" indication the letter "S" illuminated authorizes only the opening of the hand operated switch. After switch has been opened, movement of train out of siding will be governed by signal indication.

All remote control switches are equipped with dual control mechanism to permit operation of the switch by hand. To operate a remote control switch by hand, trainmen must secure permission from the Signalman at K. Tower; when permission, including time and working limits, is granted, switch may be operated as follows:

1. Unlock switch lock.
2. Operate dual selector lever marked "POWER" to position marked "HAND."
3. Operate switch in the regular manner with levers provided for that purpose.

If additional time is needed, permission must be secured from the Signalman at K. Tower before the time limit has expired. When the time limit has expired or work is completed, operate and lock selector lever in position marked "POWER" and report to the Signalman at K. Tower the location of train and next movement desired. When selector lever on dual control mechanism is placed in the "HAND" position, all signals governing movements over the switch will indicate "STOP." Under these conditions, the train authorized to use the switch may consider the indication of these signals suspended and may make movements over the switch as necessary during the time selector lever is in "HAND" position.

The permission granted by Signalman at K. Tower to hand operate a dual control switch does not authorize any part of the train to move beyond the designated working limits, even though the selector lever is operated as above.

Before making movements over a hand operated dual control switch, the trainman must notify engineman when selector is in the "HAND" position; also, when it is restored to the "POWER" position so that engineman will know when to be governed by hand signals.

If it becomes necessary for a train to reverse movement, such movement must be made under flag protection to the next "Absolute" signal.

If a train or any part of a train, passes an "Absolute" signal and then a reverse movement is made so that train is again in rear of signal, signalman at K. Tower must be notified immediately.

Telephones located adjacent to all "Absolute" signals.

Where the letter "S" appears in pairs, the letter "S" on the left indicates left hand switch, and, when on the right, the right hand switch.

In yards located where two or more main tracks are operated by signal indication, Rule D-93 does not apply. Yard engines, and second and inferior class and extra trains must be clear of all main tracks at the time first class trains are due, as provided by Rule, unless otherwise instructed.

**18. COLE JUNCTION INTERLOCKING PLANT:**

Lower unit of westward color light home signal governs trains with current of traffic entering river district.

Lower arm of high westward two arm home signal governs trains against current of traffic entering river district.

Westward dwarf signal at base of this signal governs trains entering S. D. siding.

Westward trains to use S. D. siding, will sound four short blasts of whistle. Trains to enter River District will be governed by Rule 14 (r).

Eastward "Take Siding Indicator" on Sedalia District two thousand feet west of S. D. siding switch. See Rules 604-J-to 604-L- inclusive.

**19. SPRING SWITCHES:**

Location	Type of Switch	At	Normal position
B. Junction	No. 20	East end two main tracks, Mile Post 274.14	Westward track
R. X. Junction	No. 20	West end two main tracks, Mile Post 180.26	Eastward track
Q. Junction	No. 20	East end two main tracks, Mile Post 177.23	Westward track
River Junction	No. 20	West end two main tracks, Mile Post 130.99	Eastward track

Semaphore signal governing facing point movement located immediately in advance of switch. The signal will display proceed indication when switch is in normal position. Be governed by Rule 501-C. When signal displays stop indication be governed by Rule 501-AA, except that switch points must be examined to insure that they fit up properly for route to be used before proceeding. Trains trailing through and stopping on switch must not back up nor take slack until switch has been thrown by hand. Do not attempt to make drop of cars through these switches.

There is no signal indication to govern trailing movement through switch. Trains will trail through switch without stopping, not exceeding 25 miles per hour.

**20. KANSAS CITY TERMINAL:**

On two main tracks between Congo and K. C. S. W. Junction, trains may be run with the current of traffic without train orders or Clearance Card Form C.

Second and third class and extra trains may run ahead of overdue first class trains, but must keep advised of and avoid delay to such trains.

Eastern Division River District trains will operate East Yard to Eton by signal indication subject to A. T. & S. F. rules.

Eastern Division Sedalia District trains will operate East Yard to Rock Creek Junction by signal indication.

At Mo. Pac.-K. C. T. Ry., Company crossing, Sheffield, trains will make stop as required by Rule 98, and in addition one of the crew will precede train and give signal from the crossing if safe to proceed.

**21. ROCK CREEK JUNCTION:**

Interlocking signals governing routes between Rock Creek Junction and Congo have track circuit control and are also semi-automatic block signals.

Westward interlocker signals located immediately east of Rock Creek Junction will govern all westward movements from Sedalia District and River District to signal No. 277.

Electric locks are placed on switches at crossover west of Rock Creek Junction, located on freight main track, Mile Post 277.11.

Instructions for operation of electric locks are located at switches.

22. Following automatic block signals operate in connection with train order signal at stations listed below and when train order signal is in stop position, automatic block signal may indicate restricted speed or stop. This however, does not relieve train and enginemen from complying with Rule 501-B:

Westward Train Order Signal Operates Automatic Block Signal	Eastward Train Order Signal Operates Automatic Block Signal
187.....Valley Park.....	192
.....Jedburg.....	244
665.....New Haven.....	674
933 A & B.....Morrison.....	932 A & B

23. Train order signals located at Cole Junction. A. O. Tower and K. Tower are equipped with flashing lights to distinguish them from interlocking and automatic block signals.

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:**

Name	Station Number	Miles from St. Louis	Capacity
<b>St. Louis District:</b>			
Glencoe Junction.....	26A	26.46	
Acacia.....	28	28.00	15 Cars
South Point.....	52	51.40	24 "
Dewey.....	59	57.55	2 "
Isbell.....	109	108.05	10 "
Algoa Farms.....	119	118.51	40 "
Algoa.....	120	119.17	59 "
<b>Sedalia District:</b>			
Shell Spur.....	151	150.39	3 "
Wrightoc Spur.....	274A	273.20	2 "
Petco.....	274	273.44	6 "
<b>River District</b>			
Efengray Spur.....	G 2	130.14	4 "
Arve.....	G 19	147.17	4 "
Corinth Spur.....	G 37A	164.92	18 "
Bell Spur.....	G 37	165.59	3 "
Reform School Spur.....	G 40	168.21	90 "
Water Spur.....	G 42	170.20	4 "
Lamine.....	G 50	178.32	8 "
Esjay.....	G 56	184.12	50 "
Golahy Spur.....	GB 1	201.90	2 "
Blosser.....	G 82	209.87	12 "
White.....	G 93	221.37	4 "
Big Six Coal Track.....	G 94A	222.98	6 "
Shambler Spur.....	G 98	225.93	11 "
Jonathan.....	G 100	227.74	4 "
Waterworks Spur.....	.....	245.32	4 "
Macey Coal Track.....	G 119	247.35	15 "
Neese Spur.....	G 124A	251.79	8 "
Exchange Spur 305.....	G 125	253.62	6 "
Waterloo.....	G 127	255.02	18 "
Midas.....	G 134	261.85	5 "
Apian Spur.....	G 141	268.95	23 "
Ripley.....	G 143	271.42	4 "
Brucan Spur.....	G 144	272.73	3 "
Cobbler.....	G 146	274.22	18 "
<b>Versailles District:</b>			
Bartles Switch.....	GF 39	208.13	7 "
<b>Bagnell District:</b>			
Lavins Spur.....	GA 3A	127.49	7 "
Dix Spur.....	GA 5	128.97	7 "
Cotton Spur.....	GA 44	168.31	4 "
<b>Warsaw District:</b>			
Water Works.....	LB 3	190.69	50 "
Menefee.....	LB 7	194.36	20 "
Bertco.....	LB 8	195.34	5 "
Bertman Spur.....	LB 11	198.67	25 "
Lays.....	LB 38	225.23	4 "
Neyers Spur.....	LB 39	227.51	45 "
<b>Lexington District:</b>			
Rocky Branch Coal Track.....	LA 42A	230.01	15 Cars
Lexington Electric Light Spur... ..	LA 56	244.05	5 "
Lexington Coal Mine Track.....	LA 56A	244.44	300 "
<b>Independence District:</b>			
Elko.....	GC 2	269.77	6 "
Masso.....	GC 5A	273.85	43 "
Spencer Spur West.....	GC 7	274.81	5 "

**CROSS-OVERS ST. LOUIS DISTRICT**

Mile Post	31.75	Facing points
"	36.46	"
"	36.89	Trailing "
"	36.98	Facing "
"	37.63	Trailing "
"	41.77	"
"	43.60	"
"	46.82	"
"	48.53	"
"	48.54	Facing "
"	52.92	Trailing "
"	54.09	"
"	66.28	Trailing "
"	73.52	Facing "
"	74.29	Trailing "
"	79.98	Trailing "

**CROSS-OVERS ST. LOUIS DISTRICT**

Mile Post	92.00	Trailing points
"	99.19	Facing "
"	112.12	Trailing "
"	117.74	Facing "
"	117.89	Trailing "
"	122.97	"
"	123.21	Facing "
"	123.36	Trailing "
"	123.71	Facing "
"	123.96	"
"	124.30	Trailing "
"	124.41	Facing "
"	124.75	Trailing "
"	124.85	Facing "
"	125.18	"
"	125.91	"

**TABLE OF SPEEDS**

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

**EXPLANATION OF CHARACTERS**

- a—Stop to pick up revenue passengers destined to points where train is scheduled to stop.
- b—Stop to discharge passengers from Kansas City or to receive passengers for points on Joplin and White River Divisions where train is scheduled to stop.
- c—Stop for passengers destined points where train is scheduled to stop beyond Kansas City.
- d—Stop to discharge passengers from St. Louis or Kansas City, and to receive passengers for Kansas City or St. Louis.
- j—Stop to discharge passengers from points west.
- k—Stop for passengers to or from St. Louis.
- m—Stop to discharge revenue passengers.
- n—Stop to discharge passengers from Jefferson City and points beyond.
- p—Stop to pick up passengers for points on Joplin, Wichita and Omaha Divisions and beyond.
- w—Stop Sunday only to discharge mail.
- x—Stop to pick up or discharge passengers to or from Kansas City or beyond.

**CAPACITY OF DIFFERENT CLASSES OF PASSENGER ENGINES IN ACTUAL TONS**

	Class of Engines						
	7501 to 7529	5501 to 5540	6501 to 6521	6401 to 6420	6421 to 6444	6611 to 6629	6000
Between St. Louis and Kansas City	350	490	560	700	770	840	910
Cole Jct. and Eton,	420	630	700	840	1050	1260	1400
Sedalia and Myrick,	420	490	560	700	770		

**MAIN LINES:**

St. Louis District:  
 Sedalia " "  
 River " "

**BRANCH LINES:**

Bagnell District  
 Versailles " "  
 Warsaw " "  
 Lexington " "  
 Independence " "

**LOAD LIMIT (Car and Lading):**

Bagnell District 210,000 Pounds  
 Versailles District 150,000 "  
 Warsaw District 150,000 "

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

NAME	LOCATION	OFFICE	OFFICE TELEPHONE	RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b>	St. Louis, Mo.	Grand and Shaw Avenues	Grand 8040. Main 1000.		
★ Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw Avenues	Grand 8040. Main 1000.	4950 Lindell Boulevard	Delmar 3205.
Dr. P. F. Vasterling, Consulting Surgeon	St. Louis, Mo.	Grand and Shaw Avenues	Grand 8040. Main 1000.	4149 Flora Boulevard	Grand 3631.
Dr. M. C. Starkloff	Carondelet, Mo.	7619 South Broadway	Riverside 129. Laclede 87.	512 Dover Place	Riverside 1706.
Dr. Frank S. Zeller	Carondelet, Mo.	7119 South Broadway	Riverside 1389.	7204 Pennsylvania Ave.	Laclede 259J.
Dr. Wm. A. Smith	Webster Groves, Mo.	111 West Lockwood Avenue	Webster 1271.	163 Helfenstein Place	Webster 75.
Dr. J. H. Armstrong	Kirkwood, Mo.	321 North Kirkwood Road	No. K-200.	525 N. Sappington Rd.	No. K-117.
Dr. F. P. Knabb	Valley Park, Mo.		No. 26.		No. 42.
Dr. Albert Lee McNay	Pacific, Mo.		No. 57.	Pacific, Mo.	No. 124.
Dr. H. A. May	Washington, Mo.	402 Jefferson Street	No. 66.	402 Jefferson Street	No. 66.
Dr. Chas. F. Goodrich	New Haven, Mo.		No. 2123.	New Haven, Mo.	No. 3123.
Dr. John H. Baehr	Hermann, Mo.	213 Schiller Street	No. 205.	213 Schiller Street	No. 205.
Dr. Wm. Von McKnolly	Chamois, Mo.	Peoples Bank Building	Main No. 42.	Chamois, Mo.	Main No. 35.
Dr. L. F. Cruse	Osage, Mo.		Field Line No. 11.	Osage, Mo.	Field Line No. 11.
<b>EMERGENCY STATION</b>	Jefferson City, Mo.	Central Trust Co. Building	No. 65.		No. 211.
★ Dr. W. A. Clark, Division Surgeon	Jefferson City, Mo.	Central Trust Co. Building	No. 65.	213 Adams Street	No. 211.
Dr. S. V. Bedford	Jefferson City, Mo.	Central Trust Co. Building	265, Capitol Tel. Co.	1504 West Main Street	220, Capitol Tel. Co.
Dr. John P. Burke, Jr.	California, Mo.	Oak and Smith Streets	No. 15-2 Rings	Owens and Versailles	No. 15.
Dr. J. B. Norman	Tipton, Mo.		No. 66.	Tipton, Mo.	No. 66.
Dr. R. L. Fogle	Otterville, Mo.		No. 134.	Otterville, Mo.	No. 234.
★ Dr. Chas. B. Trader, Division Surgeon	Sedalia, Mo.	112 West 4th St.	No. 333R.	1717 West 3rd St.	No. 333W.
★ Dr. David P. Dyer	Sedalia, Mo.	Third Nat. Bank Bldg.	No. 1773.	524 South Grand Avenue	No. 1140.
Dr. W. M. Wheeler, Asst. Surgeon	Sedalia, Mo.	Ilgenfritz Bldg.	No. 1050W.	828 W. 6th St.	No. 1050E.
Dr. J. E. Porter	Knobnoster, Mo.		Home, No. 14.	Knobnoster, Mo.	Home No. 14.
Dr. H. F. Parker	Warrensburg, Mo.	217½ N. Holden Street	No. 101-2 rings	118 W. Gay Street	No. 60.
Dr. S. A. Murray	Holden, Mo.	305 Olive	Home 63.	105 W. 3rd	Home 63.
Dr. Carl L. Conrad	Pleasant Hill, Mo.	Farmers Nat. Bank Bldg.	Bell 57.	318 N. Taylor Street	Bell, No. 107.
Dr. J. C. Belcher	Pleasant Hill, Mo.		Bell No. 266.	Pleasant Hill, Mo.	Bell, No. 59.
Dr. A. G. Swaney	Lees Summit, Mo.	3 E. 3rd Street	Main 106.	200 W. 3rd Street	Main 111.
Dr. John R. Green	Independence, Mo.	Owens Bldg.	Independence 246.	915 South Main	Independence 301.
<b>HOSPITAL</b>	Kansas City, Mo.	2800 Main Street	Westport 0463.		
★ Dr. J. E. Castles	Kansas City, Mo.	1001 Chambers Bldg., 12th and Walnut Sts.	Grand 1854. Victor 6100, Station 36.	5312 Paseo	Highland 1746.
Dr. C. M. Stemen	Kansas City, Mo.	1010 Rialto Bldg.	Main 2463.	2836 Prospect Ave	Wabash 0777.
† Dr. B. A. Poorman	Kansas City, Mo.	1010 Rialto Bldg.	Main 2463.	2836 Prospect Ave	Linwood 0777.
Dr. H. N. Lutman	Versailles, Mo.		No. 85.	Versailles, Mo.	No. 7.
Dr. H. T. Leach	Elston, Mo.		No. 14.	Elston, Mo.	No. 14.
Dr. William E. Stone	Boonville, Mo.	317½ Main St.	No. 78.	301 Chestnut St.	No. 898.
Dr. J. C. Beckett	Boonville, Mo.	317½ Main St.	No. 78.	1117 Main St.	No. 442.
Dr. J. R. Durrett	Blackwater, Mo.		Independent 53.	Blackwater, Mo.	Independent 53.
Dr. D. F. Manning	Marshall, Mo.	52½ Arrow Street	Bell No. 274.	754 S. Odell Street	Bell, No. 171.
Dr. G. A. Kelling	Waverly, Mo.		Waverly 100.	Waverly, Mo.	Waverly 82.
Dr. W. A. Braecklein	Higginsville, Mo.	Higginsville Pharmacy	No. 270.	Washburn and Main	No. 48.
Dr. A. Judson Chalkley, Local and Dispen- sary Surgeon	Lexington, Mo.	1110 Main Street	No. 4.	1409 South Street	No. 8.
Dr. C. T. Ryland	Lexington, Mo.	1922 Main Street	No. 82.	1809 Main Street	No. 35.
Dr. E. C. Shelton	Eldon, Mo.		Bell 216.	Eldon, Mo.	Bell 82.
Dr. Clarence H. Parrish	Bagnell, Mo.		Rural Exchange		
Dr. Harry Bay	Cole Camp, Mo.		Home and Bell No. 133.	Cole Camp, Mo.	Home and Bell No. 137
Dr. S. O. Stratton	Lincoln, Mo.		4 Farmers Tel. Co.	Lincoln, Mo.	44 Benton Tel. Co.
Dr. H. G. Savage	Warsaw, Mo.		No. 121.	Warsaw, Mo.	No. 61.

★Examining Surgeons for Examinations of Applicants under Form 339-Rev

†To be called only when Dr. Stemen is not available.

DR. O. B. ZEINERT, Chief Surgeon.