# DIVISION OFFICERS

| C. C. CHAPMANSuperintendentJefferson City, Mo.                    |
|---|
| F. T. MAHONEY Superintendent Terminals. Kansas City, Mo.          |
| D. H. ROBINSON.Assistant Superintendent, Warsaw and Lexington     |
| Districts Sedalia, Mo. C. W. EXLINE Trainmaster, St. Louis, Glen- |
| coe and Bagnell Dis-  |
| trictsJefferson City, Mo.   |
| C. W. PACE Trainmaster, River, Inde-                              |
| pendence, Sedalia and Versailles DistrictsJefferson City, Mo.     |
|   |
| R. D. DAY Trainmaster, FreightKansas City, Mo.                    |
| S. F. AYLER Trainmaster, Freight Kansas City, Mo.                 |
| E. LYNCH Trainmaster, Passenger Kansas City, Mo.                  |
| W. H. BAILEY Trainmaster, All Districts. Jefferson City, Mo.      |
| F. A. ROBERSON. Trainmaster, All Districts. Jefferson City, Mo.   |
| F. E. BROWN Dispatcher Pacific, Mo.                               |
| E. E. CARTER Dispatcher Jefferson City, Mo.                       |
| A. B. COE Dispatcher Jefferson City, Mo.                          |
| O. E. COYNE Dispatcher Jefferson City, Mo.                        |
| E. L. EUSTES Dispatcher   |
| E. F. HARRIS Dispatcher   |
| W. RHOADES DispatcherJefferson City, Mo.                          |

# SAFETY FIRST



# MISSOURI PACIFIC RAILROAD COMPANY

# EASTERN DIVISION

# TIME TABLE No. 44

Taking Effect at 12:01 A. M.

SUNDAY, JUNE 5, 1932

Superseding Time Table No. 43, dated April 24, 1932, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES 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.
  - J. L. KENDALL, Gen'l Superintendent Transportation.
    - M. L. HAYES, Superintendent Transportation.
      - W. F. KIRK, General Superintendent.
        - C. C. CHAPMAN, Superintendent.

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| THE RESIDENCE  | 17.00   | 7 00 et   0 d  |   | F 60 - por loke                            |  |
| r passengers or equipment,<br>len passengers reported.<br>" "      | 30 Min. For Wh Win. 10 Min. 10 Min. 10 Min. 15 Min. 15 Min. 15 Min. | 12:29 a. m.<br>10:00 p. m.<br>4:40 p. m.<br>9:15 a. m. | Eastern Div15<br>21ns X larino<br>Central Kan12   | A.T.&S.F. " 19<br>M-K-T " 23               | 27 29 29 29 29 29 29 29 29 29 29 29 29 29  |
| r passengers when by so doing can leave by 9:10 a                  | 20 Min. You   | 9:10 a. m.<br>9:10 a. m.                               | 22 F. S. S. T. A. S. S. S. T. A. S. | 2I" " "                                    | (noited noinU)   |
| r passengers and mail.<br>r passengers and equipment.              |   | 5:55 а. m.<br>8:00 а. m.<br>9:45 а. m.                 | 99999   | 860. " " " " " " " " " " " " " " " " " " " | dalia  |
| r passengers and equipment.<br>r equipment.                        | 35 Min. For Indefinitely  | II:02 p. m.<br>Indefinitely                            | Eastern Div19   | 81" " " " " " " " " " " " " " " " " "      | , , , , , , , , , , , , , , , , , , ,  |
| r equipment.<br>ien passengers reported.<br>r passengers and mail. | IS Min. Wh  | 2:20 p. m.<br>11:20 p. m.                              | 02vid nilqol<br>812, " "<br>\$12, " "   | 02" " " " " " " " " " " " " " " " " "      | easant Hill "sans and "san |
| r passengers and mail.<br>Ien passengers reported.                 | Mhr. 30 Min. Wh   | 7:55 p. m.<br>10:50 a. m.                              | 88" " "   | 849. " "                                   | "  |
| nen passengers reported.   | 35 Min. So Min.   | .т. 9 08:7   | Eastern Div645  | Eastern Div38                              | yrick  |
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| 2               |  | ST. Louis  | DIST                | RICT-            | -KIRK                       | WOOD T       | TO JEFF  | ERSON            | CITY         |            |  |
|-----------------|--|--|---------------------|------------------|-----------------------------|--------------|--|------------------|--------------|------------|--|
| pers            | treet                                      | TIME TABLE   |                     |                  |                             | TRAIN        | NS WEST  | WARD             |              | 1872       |  |
| Nun             | om<br>ouis<br>th St                        | No. 44   |                     |                  | /                           | FI           | RST CLASS  |                  |              |            |  |
| Station Numbers | Miles from<br>St. Louis<br>—Seventh Street | Taking Effect<br>JUNE 5, 1932  | Local<br>Passenger  | 15 V             | 11<br>Passenger             | 13 Passenger | 35<br>Local<br>Passenger   | 19<br>Passenger  | 9<br>Mail    |            |  |
|                 |  | STATIONS   | Daily               | Daily            | Daily                       | Daily        | Daily  | Daily            | Daily        |            |  |
|                 |  | ST. LOUIS UNION STATION  0.68 ST. LOUIS 23d St. 12.18  | 8 20 AM             | 9 00AM           | 2 02PM                      | 4 50 PM      | 5 25PM   | 6 40PM           | 11 59PM      |            |  |
|                 | 13.48                                      | CSKIRKWOODWT   | s 8 50              | a 9 26           | a 2 28                      | a 5 15       | 8 6 00   | s 7 05           | a 12 24AM    |            |  |
|                 | 14.00<br>16.55<br>17.51                    | PHI*  2.55 PBARRETT*   | 8 8 57              |                  |                             |              |  |                  |              |            |  |
| 18              | 18.51<br>18.96                             | P  |                     |                  |                             |              |  |                  |              |            |  |
| 24              | 22.80                                      | 3.84<br>P  | s 9 11              |                  |                             |              |  |                  |              |            |  |
|                 | 24.08                                      | PJB JUNCTION   | 9 12AM              |                  |                             |              |  |                  |              |            |  |
|                 |  | PRK JUNCTION   | Via Glencoe Distric |                  |                             |              | Via Glencoe District   |                  |              |            |  |
| 29              |  | 0.09<br>PEUREKA*   | s 9 25              |                  |                             |              | 8 6 38   |                  |              |            |  |
| 32              |  | PALLENTON* 2.13 PDZ  | 8 9 29              | 0.40             | 0.50                        |              | 8 6 41   |                  |              |            |  |
| 36              |  | PPACIFIC§WY*   | f 9 32<br>s 9 37    | 9 49<br>x 9 52   | 2 52                        | 5 39         | f 6 44<br>s 6 50PM   | 7 29<br>a 7 32   | 12 49        |            |  |
|                 | 35.00                                      | 4 75   |                     |                  |                             |              |  |                  |              |            |  |
| 40              |  | 1.90   | f 9 50<br>f 9 53    |                  | Control of the State of the |              |  | ak 7 41          |              |            |  |
| 47              | 44.82                                      | PBOLES*  | f 9 57              |                  |                             |              |  |                  |              |            |  |
|                 | 46.57<br>51.75                             | PHD  | 9 59                | 10 06            | 3 10                        | 5 54         |  | 7 46             | 1 05         |            |  |
| 54              | (04.90                                     | 7.38   | s 10 10 AM          | 8 10 20          | 8 3 20                      | 8 6 01       |  | -                | s 1 12       |            |  |
| 62              | 03/67                                      | 5.00   |                     | 10 29<br>s 10 37 | 3 29                        | 6 09         |  | f 8 05           | 1 22         |            |  |
| 70              |  | 3,65   |                     | 10 42            | 3 40                        | 6 14 6 18    | The state of the s | f 8 12<br>u 8 17 | 1 27         |            |  |
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|                 | 100000                                     | 9 70   |                     | 10 54            | 3 50                        | 6 27         | DOM: LOOK  | 8 28             | 1 40         |            |  |
| 80              | 78.91<br>81.08                             | DHERMANN*  |                     | s 11 00          | 3 52                        | x 6 30       |  | 8 8 33           | 1 43         | ,          |  |
|                 | 88.19                                      | PKK JUNCTION   |                     | 11 09            | 4 00                        | 6 38         |  | 8 43             | 1 51         |            |  |
| 88              | 88.50                                      |  |                     | 8 11 11          | 4 01                        | 6 39         | ,  |                  |              | ********** |  |
|                 | 92.90                                      | DMORRISON*   |                     | s 11 18          | 4 06                        | 6 44         |  | f 8 45<br>f 8 52 | 1 52<br>1 57 |            |  |
| 100             | 100.26                                     | 7.36   |                     | s 11 31          | 4 14                        | x 6 52       |  | f 9 04           | 2 05         |            |  |
| 100             | 105.33                                     | 5.07   |                     | 11 38            | 4 20                        | 6 58         |  | f 9 13           | 2 11         |            |  |
| 200             | 113.10                                     | 7.77   |                     | s 11 48          | 4 28                        | 7 06         |  | f 9 24           | 2 20         |            |  |
|                 | 116.79                                     | PLL JUNCTION   |                     | 11 54            | 4 32                        | 7 11         |  | 9 30             | 2 24         |            |  |
|                 | 117.02                                     |  |                     |                  |                             |              |  |                  |              |            |  |
| 117             | 117.32                                     | 0.30 (River  |                     | s 11 56          | 4 33                        | 7 12         |  | f 9 32           | 2 26         |            |  |
|                 | 118.90                                     | CSMM TOWER   |                     | 11 59AM          | 4 35                        | 7 15         |  | 9 35             | 2 28         |            |  |
| 125             | 125.33                                     | POSAGE* I SECOND I S |                     | s 12 10PM        | s 4 44PM                    | 8 7 25PM     |  | s 9 48PM         | 8 2 38AM     |            |  |
|                 |  | 122.15   | Daily               | Daily            | Daily                       | Daily        | Daily  | Daily            | Daily        |            |  |
|                 | Mileas                                     | ge from St. Louis, shown above, W  | ashington w         | est is miles     |                             |              |  |                  |              |            |  |

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

| 89 9<br>69 9<br>11 9<br>12 9<br>92 9<br>88 9<br>04 9<br>92 9   | 2 24<br>2 1 29<br>2 00<br>2 00<br>2 00<br>2 00<br>2 00<br>2 00<br>3 00<br>5 00<br>5 00<br>5 00<br>5 00<br>6 00<br>7 00<br>8 00<br>8 00<br>8 00<br>8 00<br>8 00<br>8 00<br>8   |  | Delly                | ### ### ### ##########################   | 02 p 21 p 61 p 02 p 22 p 98 p 11 9 91 9 12 9 12 9 12 9 22 9 98 9  | #1 8   | \$6.00   \$6.00 |
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| 12 9<br>92 9<br>88 9<br>0\(\psi\) 9<br>22 9  | 2 49<br>2 23<br>2 24<br>2 13<br>2 18<br>2 18<br>2 18<br>3 18  | l 10 46  |                      | 62 G<br>94 G<br>68 G<br>94 G<br>74 G<br>86 G<br>87 G<br>87 G<br>87 G<br>87 G<br>87 G<br>87 G<br>87 G<br>87   | 98 9<br>91 9<br>92 9<br>98 9  | 32 \$ 4 \$ 62 \$ 8 \$ 64 \$ 8 \$ \$ 8 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$  | \$6.04  |
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| 88 9<br>07 9<br>99 9   | 64 2<br>81 2<br>82 2 49<br>81 2<br>81 2   | l 10 46  |                      | 68 9<br>97 9<br>29 9 8   | 98 9<br>72 8  | 18 \$ 8<br>0\$ \$ \$<br>29 \$ 8  | *   |
| 07 9<br>99 9<br>01 4   | 2 49<br>2 2 33<br>40 2 49   | l 10 46  |                      | 27 g 28  | 98 9  | 07 7 gg 7 8  | *   |
| 99 9 4<br>01 4   | 2 49  | l 10 46  |                      | 29 9 8   | 98 9  | ĞĞ ₽ 8   | \$6.94 O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |
| 01.4   | 67 2  | l 10 46  |                      |  |   |  | * TIMMUS YARD. q Obe ee<br>* BIGABAI. q 60.85<br>* BELOA. q 60.55<br>* SELOA. q 60.55<br>* CH. q 18.88<br>18.88   |
|  |   | £ 10 20  |                      | ZI 9   | ₹9 g  | £ 13   | * TIMMUS YARD. "q Obe ee<br>9: 1<br>8: 310A8A.1. q b0.88<br>89: 2<br>* SELIOS. "q 60.58<br>60: 3<br>18: 88<br>18: 88<br>18: 88  |
|  |   | £ 10 20  |                      | ZI 9   | ₽9 9  | £I 3   | * TIMATO YARD. 9 09.08<br>* BICABAI 9 00.88<br>* BELOA 9 00.08  |
|  |   | £ 10 £3  |                      | ZI 9   | ₹9 9  | £1 3   | *TIMMIN YARD Q 04.98<br>10.90<br>10.88  |
|  |   | •        |                      | ZI 9   | ₽9 9  | £ 13   | \$ \$0.94 O P GRAY SUMMIT 4   |
| LT L   |   | 80 II 8  |                      |  |   |  |   |
| 21 2   |   | 80 II 8  |                      |  |   |  | SO Z 69. PA   |
|  |   |  | MA 35 9              |  | 00 9 €  | 8 2 20   | *YW\$51910Aq \$36.44  |
|  |   | 11 12  | 68 9 \$              |  |   |  | Z G 49. Z   |
|  |   | 91 11 8  |                      |  |   |  | * VOTVELLA q 27.64  |
| 1 2 24   |   | 8 11 20  |                      |  |   |  | * ANERUE 92.15  |
|  |   | MASS II  | MA84 8               |  |   |  | 52.03 SRK JUNCTION  |
|  |   | -  | Via Glencos District |  |   | 00.0 /   | 20.2  |
|  |   |  |                      |  |   | 88 8 1   | TVESSERO OB 20. 143   |
|  |   | MASS II  | MA 78 8              |  |   |  | MOTOUL BL WETON.  |
|  |   | 48 II 84                                       | 69 9 8               |  |   |  | S5.92 S T 4*  |
|  |   |  |                      |  |   |  | ¥8.8<br>Ya • 4 50.73  |
| <br>   |   | Th II 8  | EI 7 8               |  |   | 99 9 €   | 80.89 P VALLEY PARK *   |
|  |   |  |                      |  |   |  | NOTOWIL H.I 4 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$   |
| <br>8.8  |   |  |                      |  |   |  | 0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.00<br>0.0   |
| <br>   |   | MASS II 8                                      | 6I Z 8               |  |   |  | 68.80 PBARATT 98.888  |
| <br>   |   |  |                      |  |   |  | 28.00<br>IH 4 28.200  |
| <br>09 L u   | 08 8 m  | 8 12 05PM                                      | 38 7 8               | 20 L w   | 97 9 w  | 8 6 15   | S66.37 CSKIRKWOODWT   |
| <br>   |   |  |                      |  |   |  | Sec. 25   Sec.  |
| <br>Mq02 8   | ₩430 ₽  | Mq34 21  | MAOI 8               | MA 84 7  | MASS 7  | MA33 9   | SILODI TRUMINO STATION  |
| Daily  | Daily   | Delly  | Daily                | Dally  | Daily   | TlisG  | SHOITATS  |
| Passenger  | Развелкет   | Passenger                                      | 32 V                 | 10 V   | SO V  | Passenger  | App Taking Effect Taking Effect Mo. 44 Mily seling Links Effect Mo. 44  |
| 191  | 15 1  | / W F -  | / 66                 |  |   | / ヤレ   | 8 8   |

ST. LOUIS DISTRICT-JEFFERSON CITY TO KIRKWOOD

| 2               |  | ST. LOUIS                                      | DIST                     | RICT-   | -KIRK           | NOOD T          | O JEFF             | ERSON           | CITY      |               |
|-----------------|--|--|--------------------------|---|-----------------|-----------------|--------------------|-----------------|-----------|---------------|
| pers            | treet                                    | TIME TABLE                                     |                          |   |                 | TRAIN           | NS WEST            | WARD            | I I was   |               |
| Nun             | B Side                                   | No. 44   |                          |   | /               | FI              | RST CLASS          | 5 /             | ,         |               |
| Station Numbers | Miles from<br>St. Louis<br>—Seventh Stre | Taking Effect<br>JUNE 5, 1932                  | 33<br>Local<br>Passenger | 15 V  | 11<br>Passenger | 13<br>Passenger | 35 Local Passenger | 19<br>Passenger | 9<br>Mail |               |
|                 |  | STATIONS                                       | Daily                    | Daily   | Daily           | Daily           | Daily              | Daily           | Daily     |               |
|                 |  | ST. LOUIS UNION STATION 0.68 ST. LOUIS 23d St. | 8 20 AM                  | 9 00 AM   | 2 02PM          | 4 50 PM         | 5 25PM             | 6 40PM          | 11 59PM   | <br>          |
|                 |  | ST. LOUIS 23d St                               |                          |   |                 |                 |                    |                 |           | <br>          |
| 100             | 13.48<br>14.00                           | CS KIRKWOODWT                                  | 8 8 50                   | a 9 26  | a 2 28          | a 5 15          | 8 6 00             | 8 7 05          | a 12 24AM | <br>          |
|                 | 16.55                                    | 2.55   | 8 8 57                   |   |                 |                 | - 0.07             |                 |           | <br>          |
|                 | 17.51                                    | 0.97   | 8 0 01                   |   |                 |                 |                    |                 |           | <br>          |
|                 |  | 1.00<br>P                                      |                          |   |                 |                 |                    |                 |           | <br>          |
| 18              | 18.96                                    | D PVALLEY PARK*                                | 8 9 02                   | Total Control of the |                 |                 |                    | a 7 12          |           | <br>          |
|                 | 10340                                    | 図<br>日 P                                       |                          |   |                 | 3               | 8 0 10             | a 1 12          |           | <br>          |
| 24              |  | 4 1 13   | 8 9 11                   |   |                 |                 | . 6 97             |                 |           | <br>          |
|                 | 24.08                                    | 0 10   | 9 12AM                   |   |                 |                 | 6 28PM             |                 |           | <br>          |
|                 | 25.74                                    |  |                          |   |                 |                 |                    |                 |           | <br>          |
| -               |  | 2  | Via Glencoe District     |   |                 |                 | -                  | f 7 19          |           | <br>          |
|                 | 27.76                                    | 0.00   | 9 23 AM                  |   |                 |                 | 6 37PM             |                 |           | <br>          |
| 29              | 21.02                                    | 2 16   | 8 9 25                   |   |                 |                 | 8 6 38             |                 |           | <br>          |
| 32              | 00.00                                    | 0 19   | 8 9 29                   |   |                 |                 | 8 6 41             |                 |           | <br>          |
| 34              | 02.20                                    | 2 64   | f 9 32                   | 9 49  | 2 52            | 5 39            | f 6 44             | 7 29            | 12 49     | <br>          |
| 36              | OXIOX                                    |  | 8 9 37                   | x 9 52  |                 |                 | s 6 50PM           | a 7 32          |           | <br>          |
|                 | 35.00                                    | 4 75   |                          |   |                 |                 |                    |                 |           | <br>          |
| 40              | 39.94                                    | PGRAY SUMMIT*                                  | f 9 50                   |   |                 |                 |                    |                 |           | <br>          |
| 44              | 41.84                                    |  | f 9 53                   |   |                 | ,               |                    | ak 7 41         |           | <br>          |
| 47              | 44.82                                    |  | f 9 57                   |   |                 |                 |                    |                 |           | <br>          |
|                 | 46.57                                    | PHD  | 9 59                     | 10 06   | 3 10            | 5 54            |                    | 7 46            | 1 05      | <br>          |
| 54              | \$\\\ 51.75 \\\ 54.93                    | CSWASHINGTON.WCY*                              | s 10 10 AM               | s 10 20   | 8 3 20          | 8 6 01          |                    | 8 7 56          | s 1 12    | <br>          |
| 62              | 62.31                                    | PDUNDEE  |                          | 10 29   | 3 29            | 6 09            |                    | f 8 05          | 1 22      | <br>          |
| .67             | 67.31                                    | D*   |                          | 8 10 37   | 3 36            | 6 14            |                    | f 8 12          | 1 27      | <br>          |
| 70              | 70.98                                    |  |                          | 10 42   | 3 40            | 6 18            |                    | u 8 17          | 1 31      | <br>          |
| 74              | 75.19                                    |  |                          | s 10 49   | 3 45            | 6 23            |                    | f 8 24          | 1 36      | <br>          |
|                 | 78.91                                    | 0.15   |                          | 10 54   | 3 50            | 6 27            |                    | 8 28            | 1 40      | <br>          |
| 80              | 81.08                                    |  |                          | s 11 00   | 3 52            | x 6 30          |                    | 8 8 33          | 1 43      | <br>          |
|                 | 88 10                                    | H 33 P KK TITNOTION                            |                          | 11 09   | 4 00            | 6 38            |                    | 8 43            | 1 51      | <br>          |
| 88              | 88.50                                    | H ACS. GASCONADE*)                             |                          | s 11 11   | 4 01            | 6 39            |                    | f 8 45          | 1 52      | 10007 120     |
| 92              | 92.90                                    | D* ₹   |                          | s 11 18   | 4 06            | 6 44            |                    | f 8 52          | 1 57      |               |
| 10000           | 100.26                                   | D  |                          | s 11 31   | 4 14            | x 6 52          |                    | f 9 04          | 2 05      | <br>          |
| 1000            | 105.33                                   | 5 ST. AUBERT * 5                               |                          | 11 38   | 4 20            | 6 58            |                    | f 9 13          | 2 11      | <br>          |
| 10000           | 113.10                                   | D BONNOT'S MILL *                              |                          | s 11 48   | 4 28            | 7 06            |                    | f 9 24          | 2 20      |               |
|                 | 116.79                                   | PLL JUNCTION                                   |                          | 11 54   | 4 32            | 7 11            |                    | 9 30            | 2 24      | <br>          |
|                 | 117.02                                   | DRAW BRIDGE (Osage                             |                          |   |                 |                 |                    |                 |           |               |
|                 | 117.32                                   | 0.30 River                                     |                          | s 11 56   | 4 33            | 7 12            |                    | f 9 32          | 2 26      | <br>          |
|                 | 118.90                                   | CSMM TOWER                                     |                          | 11 59AM   | 4 35            | 7 15            |                    | 9 35            | 2 28      | <br>          |
|                 | 125.33                                   | 6.34   |                          | s 12 10PM   | 8 4 44PM        | s 7 25PM        |                    | 8 9 48PM        | s 2 38 AM | <br>          |
|                 |  | 122.15   |                          |   |                 |                 |                    |                 |           | <br>********* |
| -               | Miles                                    | ze from St. Louis, shown above, W              | Daily                    | Daily   | Daily           | Daily           | Daily              | Daily           | Daily     |               |

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

|  |           |         | Daily  | Daily     | Dally  | Dally     | Dally  | Dally               | Dally     | 122.15                                   |            |
|--|-----------|---------|--|-----------|--|-----------|--|---------------------|-----------|--|------------|
| Color   Colo   |           |         | Mq00 g   | Wd00 T    |  |           | MASS 4   | MA80 ₽              | MA00 &    | 10 [M Jefferson City §WOTY ]             | 7.781      |
| DEVAR BEIDGE   |           |         |  | 100       |  |           |  | P. 1997             |           | FOR TOWER AND TOWER AS                   | 0.491      |
| DEVAY   PROPERTY   P   |           |         |  |           |  |           |  |                     | 1         | **************************************   | 7.891      |
| S  |           |         |  |           |  |           |  |                     |           | 19VIM) 08.0                              | 0.991      |
| Dame      |           |         | 919  | ₽I I      |  |           | 4 32   | ₫ 50                | 3 14      |  | 2.991      |
| Color   Colo   |           |         |  | 61 1      |  |           | 100000000000000000000000000000000000000  | M. Britania and Co. | 1000      |  | 6.691      |
| Comparison   |           |         |  |           |  |           | The second second  |                     |           | 42.7                                     | 4.771      |
| Column   C   |           |         | The state of   | 100000    |  |           | 1 1 1  | 718                 |           | [E] 70.8                                 |            |
| CS CAPPACONCAPAGE   1   2   2   2   2   2   2   2   2   2  |           |         | The state of the s |           |  |           |  | The second second   |           | 8.7 B                                    | 1.061      |
| Section   Sect   |           |         |  | 10.00     |  |           | 1  |                     |           | 10.7                                     | P. 461     |
| ## Common Property Common Prop |           |         |  |           |  |           |  |                     |           | 0½, 0——————————————————————————————————— | _          |
| Marie   Mari   |           |         |  |           |  |           | The state of the s |                     |           |  | 8.461      |
| D  |           |         | A STATE OF THE PARTY OF THE PAR | 00 0      |  |           |  |                     | 700       | 71.2                                     |            |
| D MARCH MAN (1976)  D MAN (1976)   |           |         |  |           |  |           |  |                     |           | 37.8                                     | 1.408      |
| D MARK PLANCE AND PROBLEM COLOR PROBLEM COLO |           |         |  |           |  |           | I AMERICAN DE LA CONTRACTOR DE LA CONTRA |                     |           | 4.23                                     | 8.709      |
| Color   Colo   |           |         | 1  |           |  |           |  |                     | No.       | 39.8                                     | 1,212      |
| CS. WASHINGTON, WOY.  CS. WASHINGTON, WOY.  P. 10165 214 62 62 62 62 62 62 62 62 62 62 62 62 62  |           |         |  |           |  |           | 1 100 100 100 100 100  |                     |           | 00.6                                     | 7.315      |
| 2   10   10   10   10   10   10   10   | E 172 (7) |         |  |           |  |           |  |                     |           | 88.7                                     | 7.023      |
| Mode   March   |           | 103 TEV | gg 9 s   | 6 2 33    | MAGE OI  |           | 78 8   | 2 36                | GG ₽ 8    |  | 1.823      |
| MACE ST   MACE   |           |         |  |           |  |           |  |                     |           | 31 (PHD                                  | 8,888      |
| Mode      |           |         |  |           | 9₽ 01 £  |           |  |                     |           | 90 P BOLES*                              | 338.0      |
| A  |           |         |  |           | 09 OI £  |           |  |                     |           | 04 P PABADIE*                            | .882       |
| MICHON STREWOOD WITH   MICHON   MICHO   |           |         | 01 4   | 6₹ 2      | ₹ 10 53  |           | 21 9   | ₹9 9                | 2 13      | 94 W GRAY SUMMIT 4 9                     | 3.682      |
| Miles   Mile   |           |         |  |           |  |           |  |                     |           | 69 Z CS K TOWER.                         | . 442      |
| Macalia   Maca   |           |         | ZI Z 8   |           | 80 11 8  | MA38 8    |  | 00 9 €              | 8 5 20    | 3 *YW§ DITIOAT 568                       | 3.44.      |
| Mag    |           |         |  |           | TI II  | 68 9 £    |  |                     |           | E Z. G d E 69                            |            |
| Mars      |           |         |  |           | 9I II 8  | 8 6 43    |  |                     |           | 010                                      |            |
| Maria   Mari   |           |         | ₽2 7 ¥   |           | 8 11 20  | 2₹98      |  |                     |           | * AXERUE 4 088                           |            |
| March   Marc   |           |         |  |           | MASS II  | MA84 8    |  |                     |           | 91 0                                     |            |
| MICHAEL   MICH   |           |         |  |           |  |           |  |                     | 88 9 4    |  |            |
| St. Louis   St.    |           |         |  |           |  |           |  |                     |           | 27.1                                     |            |
| ST. LOUIS  WINDOWS STATION  ST. LOUIS  WE SHOW STATION  ST. LOUIS  SET SOLUTION  SET S |           |         |  |           | THE RESERVE OF THE PARTY OF THE |           |  |                     |           | 910                                      |            |
| ST. LOUIS UNION STATION ST. LOUIS ST |           |         |  |           |  |           |  |                     |           | 011                                      |            |
| ST. LOUIS STATION  ST. LOUIS 350 St. 055 MM  ST. LOUIS 350 ST. 055     |           |         |  |           | /# II 8  | et / 8    |  |                     | 00 0 (    | 40.0                                     |            |
| ST. LOUIS   |           |         |  |           |  |           |  |                     |           |  | . 102      |
| ST. LOUIS SAGE  ST. LOUIS 384 06. 65 54 M  |           |         |  |           |  |           |  |                     |           | 00.1                                     | 190        |
| ST. LOUIS 23d St   |           |         |  |           | WMZC II 8  | ST / S    |  |                     |           | 90 0                                     |            |
| ST. LOUIS 38 M. CG STATION   |           |         |  |           | II EOVM  |           |  |                     |           | 2.55                                     | .692       |
| SI. LOUIS  |           |         | 09 1 w   | 00 0 W    | WACO ZI 8  | 00 / 8    | 10 1 14  | CF O W              | OT 0 8    | 26.0                                     | .885.      |
| SI. LOUIS  |           |         |  |           | MUNO OF -  | 20 2      | 20 2   | 27 9                | 21 0      | 81.21 BD) 52                             | 996        |
| SI. LOUIS  |           |         | WJ07 0   | MIGO E    | WIOT TY  | WYOT O    | MIM OT. 1  | WW OZ I             | WWOO O    | 89.0                                     |            |
| STATIONS Delly Delly Delly Delly Delly Delly Delly   |           |         | Maug 8   | MQ20 P    | MQAA QI  | MAOT 8    | WVEP 4   | W 28.2 Z            | MARR 8    |  |            |
|  | - 115     |         | Daily  | Daily     | Daily  | Daily     | Daily  | Daily               | Daily     | SNOITATS                                 |            |
| JUNE 5, 1932 Passenger Passenger Passenger Passenger Passenger Passenger   | 9,08      |         | Passenger  | Passenger | Passenger  | Passenger | Passenger  | Passenger           | Passenger | 10NE 2º 1935                             | Mi         |
| Taking Effect 14 \ 20 \ 10 \ 32 \ 34 \ 12 \ 16 \   | 1000      | A.0     | MARKET ACTIONS   | 15^       |  |           |  |                     |           | Taking Effect                            | Miles from |

ST. LOUIS DISTRICT-JEFFERSON CITY TO KIRKWOOD

| 50              | 12   | TIME TABLE  | EMITTEN Z                 | ENT. NET                  |                           | TRAIN               | NS WEST     | WARD | KIE DATE I               |  |   |
|-----------------|--|---|---------------------------|---------------------------|---------------------------|---------------------|-------------|------|--------------------------|--|---|
| umbe            | is<br>Street                               | No. 44  | 243,237                   | THE LE                    | SECOND                    |                     |             |      | Т                        | HIRD CLAS                                    | S |
| Station Numbers | Miles from<br>St. Louis<br>—Seventh        | Taking Effect JUNE 5, 1932                          | 61<br>Red Ball<br>Freight | 71<br>Merchandise<br>Only | 79<br>Red Ball<br>Freight | 77 Red Ball Freight |             |      | 91 V<br>Local<br>Freight | 10-7-10-10-10-10-10-10-10-10-10-10-10-10-10- |   |
|                 |  | STATIONS  | Daily                     | Daily                     | Daily                     | Daily               | - Author    |      | Daily<br>Ex. Sunday      |  |   |
|                 |  | ST. LOUIS   |                           |                           |                           | or D. Jersey        | T. L. Brise |      | 300                      |  |   |
|                 |  | UNION STATION                                       | 11 00 AM                  | 7 30PM                    | 8 00PM                    | 10 30PM             |             |      | 12 01 AM                 |  |   |
| 13              | 13.48                                      | CSKIRKWOODWT  |                           | 8 10                      | 8 50                      | 11 20 PM            |             |      | 12 50                    |  |   |
| 13A             |  | P   |                           |                           |                           |                     |             |      |                          |  |   |
| 16              | 16.55                                      | PBARRETT*   |                           |                           |                           | ,                   |             |      |                          |  |   |
|                 | 17.52                                      |   |                           |                           |                           |                     |             |      |                          |  |   |
|                 | 18.52                                      | P   |                           |                           |                           |                     |             |      |                          |  |   |
| 18              | 18.96                                      | PVALLEY PARK*                                       |                           |                           |                           |                     |             |      |                          |  |   |
|                 | 22.80                                      | PBY   |                           |                           |                           |                     |             |      |                          |  |   |
| 24              | 20.00                                      | Z PJEDBURG§*  |                           |                           |                           |                     |             |      |                          |  |   |
|                 | 24.12                                      | PJB JUNCTION  |                           |                           |                           |                     |             |      |                          |  |   |
|                 | 25.84                                      | OCRESCENT   |                           |                           |                           |                     |             |      |                          |  |   |
|                 | 27.82                                      | PRK JUNCTION  |                           |                           |                           |                     |             |      |                          |  |   |
| 29              | 27.91                                      | O P EUREKA*   |                           |                           |                           |                     |             |      |                          |  |   |
| 32              |  | PALLENTON*  |                           |                           |                           |                     |             |      |                          |  |   |
| 34              |  | N PDZ   |                           |                           |                           |                     |             |      |                          |  |   |
| 36              | 34.84                                      | PPACIFIC\$WY*                                       |                           |                           |                           |                     |             |      | s 2 45                   |  |   |
|                 |  | CSK TOWER   |                           |                           |                           |                     |             |      |                          |  |   |
| 40              | 39.94                                      | PGRAY SUMMIT*                                       |                           |                           |                           |                     |             |      | 8 3 10                   |  |   |
| 44              | 41.84                                      | P*  |                           |                           |                           |                     |             |      | 8 3 20                   |  |   |
| 47              |  | P*  |                           |                           |                           |                     |             |      | f 3 28                   |  |   |
|                 | 46.57                                      | P   |                           |                           |                           |                     |             |      |                          |  |   |
| 54              | $\begin{cases} 51.75 \\ 54.93 \end{cases}$ | CSWASHINGTON.WCY*                                   | 3 40 PM                   | 9 10                      | 10 25                     | 12 25 AM            |             |      | 8 4 00                   |  |   |
| 62              | 62.31                                      | PDUNDEE   | 3 51                      | 9 21                      | 10 40                     | 12 37               |             |      | f 4 20                   |  |   |
| 67              | 67.31                                      | D*  | 3 58                      | 9 28                      | 10 49                     | , 12 44             |             |      | s 4 50                   |  |   |
| 70              | 70.96                                      |   | 4 03                      | 9 33                      | 10 57                     | 12 51               |             |      | s 5 00                   |  |   |
| 74              | 75.19                                      | PBERGER*  | 4 10                      | 9 40                      | 11 05                     | 12 58               |             |      | 8 5 30                   |  |   |
|                 | 78.91                                      | P   | 4 15                      | 9 45                      | 11 11                     | 1 03                |             |      | 5 40                     |  |   |
| 80              | 81.08                                      | O D*  | 4 18                      | 9 48                      | 11 16                     | 1 08                |             |      | 8 6 05                   |  |   |
|                 | 88.19                                      | O H E CS. GASCONADE*                                | 4 29                      | 9 59                      | 11 25                     | 1 20                |             |      | 6 20                     |  |   |
|                 | 88.59                                      | O GICS. GASCONADE*                                  | 4 31                      | 10 01                     | 11 28                     | 1 22                |             |      | 8 6 30                   |  |   |
|                 | 92.90                                      | D*  | 4 38                      | 10 08                     | 11 35                     | 1 29                |             |      | s 6 50                   |  |   |
|                 | 0 100.26                                   |   | 4 48                      | 10 18                     | 11 48                     | 1 40                |             |      | s 7 10                   |  |   |
| 10              | 5 105.33                                   | 5 ST. AUBERT*                                       | 4 56                      | 10 26                     | 11 57PM                   | 1 47                |             |      | 8 7 25                   |  |   |
|                 | 2 113.10                                   |   | 5 07                      | 10 37                     | 12 10AM                   | 1 59                |             |      | 8 7 40                   |  |   |
|                 | . 116.79                                   | PLL JUNCTION  | 5 13                      | 10 43                     | 12 17                     | 2 05                |             |      | 7 50                     |  |   |
|                 | . 117.02                                   | DRAW BRIDGE Sosage River                            |                           |                           |                           |                     |             |      |                          |  |   |
| 117             | 7 117 . 32                                 | POSAGE*   | 5 14                      | 10 44                     | 12 20                     | 2 07                |             |      | 8 8 00                   |  |   |
|                 | . 118.90                                   | P. OSAGE * I ST | 5 17                      | 10 47                     | 12 23                     | 2 11                |             |      | 8 15                     |  |   |
| 128             | 5 125.33                                   | N Jefferson City. SWCTY                             | 5 40 PM                   | 10 57PM                   | 12 35 AM                  | 2 25AM              |             |      | 8 9 00AM                 |  |   |
|                 |  | 122.15  | Daily                     | Daily                     | Daily                     | Daily               | A section   |      | Daily<br>Ex. Sunday      |  |   |

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

|         |   | Daily<br>Ex. Sunday    |        | Daily               | Dally               | Daily               | Daily               | Dally               | 31.221   |                           |
|---------|---|------------------------|--------|---------------------|---------------------|---------------------|---------------------|---------------------|--|---------------------------|
|         |   | MA00 3                 |        | Wd97 Z              | 3 00PM              | MA08 3              | MASI 2              | MAOI SI             | [MJefferson City §WCTY ]   | 07.78                     |
|         |   | 2 20                   |        | 8 05                | 3 15                | 97 g                | 2 2 2               | 12 24               |  | ₽0.₽9                     |
|         |   | 98 9 8                 |        | 60 8                | 8 19                | 6₹ 9                | 2 30                | 12 27               |  | 17.39                     |
|         |   |                        |        |                     |                     |                     |                     |                     | Sesco Signature MARC   | 10.99                     |
|         |   | 28 9                   |        | 11 8                | 3 21                | 19 9                | 28 2                | 12 29               | (glpLJUNGTION)   | ₽Z.99                     |
|         |   | 99 699 8               |        | 8 23                | 3 27                | 06 699              | 28 2                | 12 36               | H 69.8   | 86.69                     |
|         |   | 08 8 8                 |        | 97 8                | 0₹ 8                | 919                 | 6₹ 7                | 12 51               | 44 4   | 07.77                     |
|         |   | 9 9 8                  |        | 00 6                | 6₹ 8                | 6 25                | 29 7                | 10 1                | D D W CHAMOIS B  | 77.28                     |
|         |   | GI 7 8                 |        | 82 6                | ₹ 03                | 0₹9                 | 80 8                | 21 I                | [3] 98.7 H   | 91.06                     |
|         |   | 8 7 35                 |        | 98 6                | II Đ                | 87 9                | ₹1 8                | I 25                | THE THE PERSON HAVE AND THE PERSON HAVE AND THE PERSON HAVE A PERSON HAV | 47.46                     |
|         |   | -                      |        |                     | ₹ I3                |                     | 315                 | 72 I                | Ot . 0   | 48. ≱6                    |
|         |   | 28 8 8                 |        | 28 6                |                     | 09 9                | 3 25                |                     | #HERMANN   | 86,10                     |
|         |   | 2 1 2 2 2 2            |        | 89 6                | ₹ 52<br>₹ 58        | 20 2                | 3 28                | 0₹ I                | /T'Z   | \$1.40                    |
|         |   | 01 8                   |        | 10 03               | 1000000             | 90 4                | The Control         | 97 I                | 3.72   |                           |
|         |   | 8 8 25                 |        | 10 13               | ₹ 30                | 21 7                | ₹8 8                | 1 53                | 4.23   | 78.70                     |
|         |   | 8 8 35                 |        | 10 23               | EÞ Þ                | 81 4                | 14 g                | 10 2                | 39.8   | 01.21                     |
|         |   | 09 8 8                 |        | 10 34               | 6ħ ħ                | 7 24                | 94 €                | 60 2                | 00.3   | 37.31                     |
| TP-1019 | 2000                                    | 10 6 #                 |        | 9 <del>1</del> 01   | 00 9                | 7 32                | 3 53                | 2 18                | 88.7   | 37.02                     |
|         |   | 98 6 8                 |        | MGO II              | 21 2                | 97 4                | 90 ₺                | 28 2                | 81.3   | 81.82                     |
|         | 111111111111111111111111111111111111111 |                        |        |                     |                     |                     |                     |                     | 37.1<br>GHq  | 18.88                     |
|         |   | 09 6 €                 |        |                     |                     |                     |                     |                     | *aoi.es  | 35.06                     |
|         |   | 8 10 05                |        |                     |                     |                     |                     |                     | P * TABADIE  | \$0.88                    |
|         |   | 8 10 15                |        |                     |                     |                     |                     |                     |  | \$6.68                    |
|         |   |                        |        |                     |                     |                     |                     |                     | S OS K TOWER SO N  | 69.44                     |
|         |   | MA00 II 8              |        |                     |                     |                     |                     |                     | F PPACIFIC §WY*  | ₽0.8₽                     |
|         |   |                        |        |                     |                     |                     |                     |                     | g ZG q Z   | 89.74                     |
|         |   |                        |        |                     |                     |                     |                     |                     | EI.2   | 18.64                     |
|         |   |                        |        |                     |                     |                     |                     |                     | 8 г  | 26.13                     |
|         |   |                        |        |                     |                     |                     |                     |                     | 60.0   | 90.23                     |
|         |   |                        |        |                     |                     |                     |                     |                     | 88'T II  | \$0.93                    |
|         |   |                        |        |                     |                     |                     |                     |                     | 1,72   | 94.68                     |
|         |   |                        |        |                     |                     |                     |                     |                     | 8T.0   | 36.33                     |
|         |   |                        |        |                     |                     |                     |                     |                     |  | 80.78                     |
|         |   |                        |        |                     |                     |                     |                     |                     | FO.0   | 26.09                     |
|         |   |                        |        |                     |                     |                     |                     |                     | * Adva Ym 11AU d K   | 88.18<br>80.08            |
|         |   |                        |        |                     |                     |                     |                     |                     | Aq. q  | 98.29<br>98.19            |
|         |   |                        |        |                     |                     |                     |                     |                     | 76.0   |                           |
|         |   |                        |        |                     |                     |                     |                     |                     | 2.55   | 88.89                     |
|         |   | IS 40PM                |        | MA08 4              | 91.8                | 07 6                | g† g                | 08 9                | 28.0   | 04.89<br>88.89            |
|         |   |                        |        | _                   | -                   |                     |                     | _                   | CSKIRKWOODWT   | 07 99                     |
|         |   | I 30PM                 |        | MA08 8              | Mq00 6              | MAOO OI             | MA08 8              | MAZI 9              | 12. 18 18. 18. 18. 18. 18. 18. 18. 18. 18.   |                           |
|         | 11.11.11.11.11                          | Control of the Control |        |                     |                     |                     | ALC: N              |                     | E LOUIS<br>TATE NOINU  |                           |
| BILL    | tu- rk                                  | Daily<br>Ex. Sunday    | rest 5 | Daily               | Daily               | Daily               | Daily               | Daily               | SHOITATS   |                           |
| No. 1   | 701                                     | Local<br>Freight       |        | Red Ball<br>Freight | 10NE 2º 1935   | K                         |
|         | 2.090                                   | <b>^06</b>             |        | 29                  | 72                  | 99                  | 04                  | 89                  | Taking Effect  | Kan                       |
| 9       | HIBD CLAS                               |                        |        | 00                  |                     | SECOND              | 02                  |                     | Ap .oN   | Miles from<br>Kansas City |
| 3       | ov 10 ddin                              | _                      |        | AS EAST             |                     | GROOM               | 100000              |                     | TIME TABLE   | Hty                       |

| 70 41   | TIME TABLE                    | A GATTON A                | 941107                    |                     | TDAIL                     | 10 11/50=                 |         | 1007         | B 6 2 75               |                     |
|---|-------------------------------|---------------------------|---------------------------|---------------------|---------------------------|---------------------------|---------|--------------|------------------------|---------------------|
| mber  | TIME TABLE                    | AWIGA                     | CHIANI                    |                     |                           | IS WEST                   | WARD    | SUMMA S      | 194111                 |                     |
| rom<br>couis<br>nth S   | No. 44                        |                           | and a                     |                     | COND CLAS                 |                           |         | 198.75       | THIRD                  | CLASS               |
| Station Numbers<br>Miles from<br>St. Louis<br>—Seventh Street | Taking Effect<br>JUNE 5, 1932 | 79<br>Red Ball<br>Freight | 77<br>Red Ball<br>Freight | 51 /                | 61<br>Red Ball<br>Freight | 71<br>Merchandise<br>Only |         | 1            | 95<br>Local<br>Freight | 99 V                |
|   | STATIONS                      | Daily                     | Daily                     | Daily<br>Ex. Sunday | Daily                     | Daily                     | Light . | - Eligina    | Daily<br>Ex. Sunday    | Daily<br>Ex. Sunday |
| 125 125.33  | NJefferson City. §WCTY        | 1 00AM                    | 3 20 AM                   | 5 05AM              | 6 00PM                    | 11 10PM                   |         |              | 6 15AM                 |                     |
| 126.07  | NJefferson City, §WCTY        | 1 03                      | 3 21                      | 5 06                | 6 01                      | 11 11                     |         |              | 6 18                   |                     |
| 129 129.38  | CSCOLE JCT                    | 1 15                      | 3 35AM                    | f 5 20              | 6 15PM                    | 11 25PM                   |         |              | 6 30AM                 |                     |
| 129.39  | PSD SIDING                    | 1 16                      |                           | 5 21                |                           |                           |         |              | Shake 19               | Alle Min            |
| 132 132.41  | PSCOTT                        | 1 35 70                   |                           | f 5 30              |                           |                           |         | / C          |                        | EN ONLIN            |
| 135 135.24  | P*                            | 1 45                      |                           | 8 5 40              |                           |                           |         | A BOTTLE     |                        | B VIII              |
| 140 139.26  | DCENTERTOWN*                  | 206 14                    |                           | 8 5 53              |                           | 18.                       |         | 13.10.300    | 200 L. C               |                     |
| 144 144.72  | PMcGIRK*                      | 2 20                      |                           | 8 6 05              |                           | 867                       |         |              |                        | Transition of       |
| 146 147.09  | PBRANT                        | 2 27                      |                           | 6 10                |                           | 100                       |         |              | 9                      |                     |
| 150 150.38  | NCALIFORNIAW*                 | 2 35                      | 100                       | 8 6 25              |                           | ES 6                      |         |              |                        |                     |
| 156 156.63  | DCLARKSBURG*                  | 300 20                    |                           | 8 6 40              |                           | m (01)                    |         | DESCRIPTION  |                        |                     |
| 162 162.87  | NTIPTONWY*                    | 3 56                      | 10                        | 8 7 00              |                           |                           |         |              |                        |                     |
| 163.14  | Versailles District Crossing  | 0 00                      |                           | 0 00                |                           |                           |         |              |                        |                     |
| 166 166 . 39  |                               | 4.08                      |                           |                     |                           |                           |         |              |                        |                     |
| 168 168.13  |                               | 4 07                      |                           | 7 10                |                           |                           |         |              |                        |                     |
|   | m 7 69                        | 4 10                      |                           | s 7 15              |                           |                           |         |              |                        |                     |
| 175 175.75  | 5 43                          | 4 27                      |                           | s 735 50            |                           |                           |         |              |                        |                     |
|   | DSMITHTON*                    | 4 40                      |                           | s 7 50              |                           |                           |         |              |                        |                     |
| 187.79  | MKT CROSSING                  | 5 00                      |                           | 8 05                |                           |                           |         | **********   |                        |                     |
| 188 188.94  | CS\$WCTY                      | 5 30                      |                           | 8 8 40              | DISTRICT                  | DISTRICT                  |         |              |                        |                     |
| 195 195.70  | P*                            | 5 45 50                   | E                         | 8 8 55              | H                         | TR                        |         | SERVICE OF I | 11.17                  | Man State           |
| 200 200 . 91  | D LAMONTE*                    | 5 57                      | DIS                       | 8 9 15              | DIS                       | SIC                       |         | W. GHERNOWI  | all and the second     | State of the last   |
| 208 208.13  | DKNOBNOSTER*                  | 6 15                      | ER.                       | 8 9 40              |                           | ER 1                      |         | 120000000    | IN LAL G               | Santa Barrie        |
|   | P*                            | 6 25                      | LA                        | 8 9 50              | IVE                       | IVE                       |         |              |                        |                     |
| 218 218.40  |                               | 6 45                      | ద                         | s 1040 12           | 2                         | R                         |         |              |                        |                     |
|   | DCENTERVIEWC*                 | 7 05                      | VIA                       |                     | WIA                       | VIA                       |         |              |                        |                     |
| 228 228 .78   | P DORAN                       | 7 16                      |                           | 8 11 00             |                           |                           |         |              |                        |                     |
| 232 232.83  | D. HOLDEN. W*                 | 7 30                      |                           | 11 15               |                           |                           |         |              |                        |                     |
| 237 237 . 56  | 4.73                          |                           |                           | 8 11 50AM           |                           |                           |         |              |                        |                     |
| 242 243.08  | 5.52                          | 7 45                      |                           | 8 12 10PM           |                           |                           |         |              |                        |                     |
|   | PSTRASBURG*                   | 8 00                      |                           | s 12 30             |                           |                           |         |              |                        |                     |
| 249 249.27  | CSPLEASANT HILLWY             | 9 00 AM                   |                           | 1 15PM              |                           |                           |         |              |                        | 1010 AM2            |
| 252 252.34  | PAVON                         |                           |                           |                     |                           |                           |         |              |                        | f 10 18             |
| 254 255.07  | P*                            |                           |                           |                     |                           |                           |         |              |                        | s 10 30             |
| 259 259.87  | DLEE'S SUMMIT*                |                           |                           |                     |                           |                           |         |              |                        | 8 10 45             |
| 265 265.84  | D*                            |                           |                           |                     |                           |                           |         |              |                        | s 11 05             |
| 271 271.23  | PELM PARK                     |                           |                           |                     |                           |                           |         |              |                        | 11 25AM             |
| 273 273 . 27  | CSINDEPENDENCEW*              |                           |                           |                     |                           |                           |         |              |                        | s 12 01 PM          |
| 276 276.84  | CSROCK CREEK JCT              |                           |                           |                     |                           |                           |         |              |                        | 12 15               |
| 278.24  | K. C. S. W. JCT               |                           |                           |                     |                           |                           |         |              |                        | 12 20               |
|   | CSEAST YARD SCTWY             |                           |                           |                     |                           |                           |         |              |                        | 12 20<br>12 30PM    |
|   | OM                            |                           |                           |                     |                           |                           |         |              |                        | 12 SUPM             |
| 282 283.03  | KANSAS CITY UNION STATION     |                           |                           |                     |                           |                           |         |              |                        |                     |
|   | 157.70                        | Daily                     | Daily                     | Daily               | Daily                     |                           |         |              | Daily                  | Daily               |

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

|                     | A PARTY OF THE PAR | AND THE REAL PROPERTY. |                |                |                     |                           |                     |                     |   |                           |                            |
|---------------------|--|------------------------|----------------|----------------|---------------------|---------------------------|---------------------|---------------------|---|---------------------------|----------------------------|
| Daily<br>Er. Sunday | Daily<br>Ex. Sunday  | Daily                  | Daily          | Dally          | Daily               | Daily                     | Daily               | Daily<br>Ex. Sunday | 07.781  | 1 8 19                    |                            |
|                     |  |                        |                |                |                     |                           |                     |                     | KANSAS CITY SUNION STATION  |                           |                            |
| MA 08 3             |  | Mq08 8                 |                |                |                     |                           |                     |                     | 13  | 80                        |                            |
| 28 3                |  | 8 35                   |                |                |                     |                           |                     |                     | K. C. S. W. JCT   |                           |                            |
| 0₹ 9                |  | 0₹ 8                   |                |                |                     |                           |                     |                     | GSROCK CREEK JCTS)  | 61.9                      |                            |
| 8 2 20              |  | 8F 8                   |                |                |                     |                           |                     |                     | GSINDEPENDENCEW*  | 94.6                      |                            |
| ₹9 9                |  | 8 25                   |                |                |                     |                           |                     |                     | P ELM PARK  | 08.11                     | 32                         |
| 6 119 8             |  | 70 6                   |                |                |                     |                           |                     |                     | DLITLE BLUE*  | 61.71                     | 128                        |
| 91 4 8              |  | 11 6                   |                |                |                     |                           |                     |                     | *TIMMIT SUMMITd   | 91.82                     | ₹6                         |
| 08 7 8              |  | 81 6                   |                |                |                     |                           |                     |                     | PGREENWOOD*   | 96.72                     | 29                         |
| 07 L f              |  | 82 6                   |                |                |                     |                           |                     |                     | P AVON  | 69.08                     | 99                         |
| MA 00 8 8           |  | 9.35                   |                |                |                     |                           | 210PM16             | MAGI S              | CSPLEASANT HILLWY   | 93.88                     | ·p2                        |
|                     |  | ₹ 6                    |                |                |                     |                           | 2 30                | 8 2 30              | *9AUBSAATSq   | 36.66                     | 48                         |
|                     |  | 1000 18                |                |                |                     |                           | gt 66 2             | 8 2 45              | DKINGSVILLE*  | 74.34                     | 29                         |
|                     |  | 91 01                  |                |                |                     |                           | 3 15                | 00 8 8              | DHOLDENW*   | 02.03                     | 18<br>27<br>27             |
|                     |  | 10 22                  |                |                |                     |                           | 3 30                | 3 10                | P. DOKAN  | 54.25                     | 20                         |
|                     |  | 10 30                  |                |                | ⊴                   |                           | 3 45                | 8 3 20              | DOENTERVIEWC*   | 88.88                     | 6₹                         |
|                     | В  | 10 ₹0                  | А              | В              | А                   | D                         | 90 ₺                | 8 3 20              | WWARRINGBURGN*  | B 89. ₽9                  | SIS                        |
| *********           | VI   | 10 20                  | [۸]            |                | V                   | VIV                       | ₹ 5°2               | 01 ¥ 8              | * MONTSERRAT  | 71.24                     | 45                         |
|                     | gg   | 10 22                  | ER             | B              | B                   | 題                         | ₹ 32                | 02 ₺ 8              | *KNOBNÖSTER   | 6 06.47                   | 99                         |
|                     | DIS  | 20 11                  | DIS            | DIS            | DIS                 | DIS                       | 90 9                | 8 442 9             | * <b>ETMOMAJ</b>  | \$21.28                   | 29                         |
| *********           | TR   | 1129 19                | TR             | TR.            | JTR                 | STR.                      | 2 30                | 62 GP G 8           | F DRESDEN*  | 62.78                     | 87                         |
|                     | CI   | 11 50                  | ICI            | IOI            | IOI                 | ICI                       | 11 8Z 9             | 08 8 8              |   | 8 60. ₽6                  | .bY                        |
|                     |  | II ,23PM               |                |                |                     |                           | 98 9                | 98 9                | MKT CROSSING  | 95.24                     |                            |
|                     |  | MAEO SI                | *******        |                |                     |                           | 4₹ 9                | 90 4 8              | *aMTHTIMS   | 28.101                    | 23                         |
|                     |  | 12 12                  |                |                |                     |                           | 20 7                | 13 GE 7 8           | DOTTERVILLE   | 82.701                    | ₽9                         |
|                     |  | 12 23                  |                |                |                     |                           | 7 22                | GI 8 8              |   | 06. PII                   | ₽9                         |
|                     |  | 12 26                  |                |                |                     |                           | 22 7                | 8 20                | DOW 3.25  | \$9.911                   | 87                         |
| Any man             |  |                        |                |                |                     |                           |                     |                     | Versailles District Crossing  | 68,611                    |                            |
|                     |  | 12 32                  |                |                |                     |                           | 2 88                | 0₽8 8               | *YW,NOTQITN   | 91.021                    | 88<br>88                   |
|                     |  | 12 41                  |                |                |                     |                           | EF 7                | 00 6 8              | DOLARKSBURG*  | 126.40                    |                            |
|                     |  | 12 54                  |                |                |                     |                           | 8 05 as             |                     | NCALIFORNIAW*   | 39.281                    | 88                         |
|                     |  | 10 1                   |                |                |                     |                           | 8 28                | 08 6                | PBRANT  | \$6.381                   |                            |
|                     |  | 90 I                   |                |                |                     |                           | ₹8 3₹               | g₽ 6 8              | P McGIRK *  | 18.851                    |                            |
|                     |  | 91 1                   |                |                |                     |                           | g₹ 8                | 00 01 8             | D. CENTERTOWN. *  | 77.241                    | 100                        |
|                     |  | 13D 79                 |                |                |                     |                           | 89 8                | 8 10 20             | P. ELSTON. *  | 62.741                    |                            |
|                     |  | 0₹ I 40                |                |                |                     |                           | 90 6                | 22 01 }             | 3.02<br>TTOOR   | 29.031                    |                            |
|                     | MAGI OT  |                        | MMOO O         | WIGG TY        | W 100 1             | W 100 77                  | 11 6                | 10 32               |   | \$9.831                   | _                          |
|                     | 10 25<br>MA 31 01  | 1 # I                  | 01 3<br>MA00 3 | II 33PM        | Wd00 2              | 2 30PM                    | 9 12                | 98 OI A             | SS 31 COLE JCT.   | 39.831                    |                            |
|                     | MA 08 01 8   | MA00 2                 | MAGI G         | ₩dgħ II        | 90 4<br>WdgI 4      | 2 45PM                    | 10 15PM             | 8 10 55AM           | Mlefferson City, \$WCTY  10.74  Nlefferson City, \$WCTY  2.74  S.81  S.81  CS | 96.931                    | - all                      |
| Ex. Sunday          | Ex. Sunday   | Daily                  | Daily          | Daily          | Daily               | and product of            |                     |                     | SNOITATS  | -                         |                            |
| Freight             | Freight  | Freight                | Freight        | Freight        |                     | Freight                   | Daily               | Daily<br>Ex. Sunday |   | -                         |                            |
| 86<br>Isool         | 160cl<br>Treight   | TO Red Ball            | Bed Ball       | 89<br>Ilaa bea | Sed Ball<br>Freight | ST<br>Red Ball<br>Treight | Ped Ball<br>Freight | V OS                | Taking Effect<br>June 5, 1932   | Miles from<br>Kansas City | Siding Capacity<br>in Cars |
|                     |  |                        |                |                |                     |                           | The state of        | /                   | pp 'ON  | 1 50 H                    | 1 25                       |

SEDALIA DISTRICT-KANSAS CITY TO JEFFERSON CITY

Eastern Division (44)

|  | TIME TABLE                    | SASTOLE            | THAINS   |                     | TRAIN                     | IS WEST                   | WARD   | 1980         |                        |                         |
|--|-------------------------------|--------------------|--|---------------------|---------------------------|---------------------------|--|--------------|------------------------|-------------------------|
| city   | TIME TABLE                    |                    | 01.000   | PASIL               |                           |                           |  | NOT IN       | THIRD                  | CLASS                   |
| Capa<br>rom<br>rom<br>ouis   | No. 44                        | FIRST              | CLASS  | 77                  |                           | COND CLAS                 | 93   |              |                        | 97                      |
| Siding Capacity<br>in Cars<br>Miles from<br>St. Louis<br>—Seventh Street | Taking Effect<br>JUNE 5, 1932 | Local<br>Passenger | y Feb.   | 77 Red Ball Freight | 61<br>Red Ball<br>Freight | 71<br>Merchandise<br>Only |  | 1001 -1 70   | 95<br>Local<br>Freight | Local<br>Freight        |
|  | STATIONS                      | Daily              |  | Daily               | Daily                     | Daily                     | la la  | BROIX/       | Daily<br>Ex. Sunday    | Daily<br>Ex. Sunday     |
| 129.38   | CSCOLE JUNCTION               | 6 40 AM            |  | 3 35AM              | 6 15PM                    | 11 25PM                   |  |              | f 6 30 AM              |                         |
| 130.97   |                               | 6 42               |  | 3 38                | 6 18                      | 11 29 68                  |  |              | 6 33                   |                         |
| 92134.15   | PMcKINNEY                     | f 6 47             |  | 3 46                | 6 25                      | 11 34                     |  |              | f 6 40                 |                         |
| 53139.12   | PMARION                       | 6 55 95            |  | 3 57                | 6 32 62                   | 11 42                     |  |              | 8 6 55 37              |                         |
| 81 143.87  | PSANDY HOOK                   | 8 7 01             |  | 4 08                | 6 42                      | 11 48                     |  |              | s 7 14                 |                         |
| 79 151.19  | NW                            | 8 7 14             |  | 4 20 66             | 6 58                      | 11 59PM                   |  |              | 8 7 25                 |                         |
| 190 156.78   | DWOOLDRIDGE                   | 8 7 24             |  | 4 34                | 7 07                      | 12 08AM                   |  |              | 8 7 34                 |                         |
| 161.04   | POVERTON                      | s 7 31             |  | 4 42                | 7 15                      | 12 15                     |  |              | 8 7 44                 |                         |
| 91164.66   | 3.62<br>PMERNA                | f 7 36             |  | 4 55                | 7 21                      | 12 21                     |  |              | f 7 55                 |                         |
|  | 56.19                         | s 7 44             | No. of the last of | 5 07                | 7 32                      | 12 33                     |  |              | 8 8 30 94              |                         |
| 77 175.03  | 4 19                          | 7 53 94            |  | 5 16                | 7 44                      | 12 40                     |  | OTTE         | f 8 45                 |                         |
| 177.20   | 2.17                          | 7 56               |  | 5 24                | 7 52                      | 12 47                     |  |              | 8 55                   |                         |
| 180.21   | 3.01                          | 8 01               |  | 5 29                | 8 06                      | 12 52                     | Thirties   |              | 9 05                   |                         |
| 129 186 .91  | 6.70                          |                    |  | 5 42                | 8 20                      | 1 03                      | Labores  |              | s 9 30                 | Min auni                |
| 129 180.91   | 2.74                          | s 8 16             |  | 5 47                | 8 25                      | 1 08                      |  | and the late | 8 9 40                 |                         |
|  | 5.37                          | s 8 26             |  | 5 57                | 8 41 38                   | 1 18                      |  | Maria Cons   | 8 10 00                | Halla takin             |
| 92 195.02  | 7.15                          |                    |  | 0.10                |                           |                           | T. a Strate of the last of the |              | s 10 20                | CONTRACTOR OF THE PARTY |
|  | NOMARSHALL JUNCTIONY          | f 8 37             |  | 6 13 94             | 8 54                      | 1 31                      |  |              | 8 10 20                |                         |
| 204.08   | 1.91                          | 8 8 45             |  |                     |                           |                           |  |              | - 10 00                |                         |
| 66 207.17  | NOMARSHALL JUNCTIONY          | f 8 52             |  | 6 13                | 8 54                      | 1 31                      |  |              | s 10 20                |                         |
| 91 209 . 66  | PSTANHOPE                     | 9 03               |  | 6 28                | 918 68                    | 1 42                      |  |              | f 10 45                |                         |
| 200 215.23   |                               | s 9 12             |  | 6 40                | 9 28                      | 1 52                      |  |              | 8 11 10                |                         |
| 76 219 .94   |                               | 8 9 21             |  | 6 50                | 9 38                      | 210 66                    |  |              | 8 11 43 AM72           |                         |
| 77 224 . 57  |                               | s 9 30             |  | 6 59                | 9 49                      | 2 19                      |  |              | s 12 05PM              |                         |
| 92 230 .66   | PHODGE                        | s 9 39             |  | 7 10                | 10 04                     | 2 30                      |  |              | s 12 30                |                         |
| 91 235.28  |                               | 8 9 45             |  | 7 18                | 10 15                     | 2 38                      |  |              | s 12 45                |                         |
| 54 238.71  | PNORTHRUP                     | f 9 52             |  | 7 25                | 10 25                     | 2 45 94                   |  |              | f 1 00                 |                         |
| 245.68   | 8MO JUNCTION)                 | 10 02              |  | 7 40                | 10 40                     | 2 55                      |  |              | 1 40 62                |                         |
| Yd. 247.63   | CSMYRICK§WCY                  | s 10 15            |  | 7 55                | 10 45                     | 3 05                      |  |              | 8 2 10PM               | 6 15PM                  |
| 249.48   | 1.85                          | 10 20              |  | 8 01                | 10 50                     | 3 10                      |  | 01111111     |                        | 6 20                    |
| 82253.41   | 3.96                          | s 1027 72          |  | 8 15                | 10 58                     | 3 18                      |  |              |                        | f 639 3                 |
| 89 258 . 00  | 4.59                          | s 10 34            |  | 8 29                | 11 10                     | 3 27                      |  |              |                        | f 7 10                  |
| 89 261 . 53  | 3.53                          | s 10 40            |  | 8 40                | 1117 96                   |                           |  |              |                        | f 736 6                 |
|  | 3.62                          | s 10 47            |  | 8 53                | 11 25                     | 3 38                      |  |              |                        | f 7, 58                 |
| 92 265 . 15  | 3.16                          | 10 55              |  | 9 05                | 11 32                     | 3 45                      |  |              |                        | 8 14                    |
| 268.31   | -0.38                         |                    |  |                     |                           |                           |  | 2000000      |                        | f 8 15                  |
| 105 268 . 69   | 0.72                          | , ,                |  | 9 06                | 11 33                     | 3 46                      |  |              |                        | 8 19                    |
| 269.41   | 4.86                          | 10 57              |  | 9 07                | 11 35                     | 3 47                      |  |              |                        | 8 36                    |
| 274.27   | 1.96                          | 11 05              |  | 9 20                | 11 50PM                   | 3 59                      |  |              |                        | 9 00                    |
| 276.23   | 7.61                          | 11 10              |  | 9 25                | 1 25AM                    | 4 03                      |  |              |                        |                         |
| 283.84   | 4CSCONGO                      | 11 20              |  | 11 00               | 1 45                      | 4 30                      |  |              |                        | 9 14                    |
|  | .CSROCK CREEK JCT             | 11 25              |  | 11 03               | 1 50                      | 4 33                      |  |              |                        | 9 17                    |
|  | KCSW JUNCTION                 |                    |  |                     |                           |                           |  |              |                        |                         |
|  | . CS EAST YARD §CTWY          |                    |  | 11 30 AM            | 2 30AM                    | 5 00 AM                   |  |              |                        | 9 30PM                  |
| 290.81   | CSUNION STATION               | 11 59AM            |  |                     |                           |                           |  |              |                        |                         |
|  | 161.43                        |                    |  |                     |                           |                           |  |              | Daily                  | Daily                   |

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

| ı |   |   | l |
|---|---|---|---|
| B | P | ı | þ |

# RIVER DISTRICT—ETON TO COLE JUNCTION

| Daily<br>Er. Sunday                     | Daily<br>Ex. Sunday | HERE!        | Tliad               | Daily               | Daily               | Daily               |        | Dally            | 84,181                 | au                   |         |
|---|---------------------|--------------|---------------------|---------------------|---------------------|---------------------|--------|------------------|------------------------|----------------------|---------|
|   |                     |              |                     |                     |                     |                     |        | Mq 08 3          | CSUNION STATION        |                      | 282     |
| MGZI OI                                 |                     |              | Mq08 8              | TS OIPM             | MA00 6              | MAGI SI             |        |                  | CS GRAY TRAB SOTWY     |                      | 19      |
| 07 07                                   |                     |              | WT 0                | 00 ==               | 07.0                | 0.0                 |        | 00.0             | KCSW JUNCTION          |                      |         |
| 97 01                                   |                     |              | 24 9                | 12 06               | 01 6                | 12 20               |        | 09 9             | CS ROCK CREEK JCT      |                      |         |
| 10 28                                   |                     |              | 97 9                | 12 10               | 61 8                | 12 25               |        | 29 9             | 19'4<br>19'4           | 6.9                  |         |
| 10 40                                   |                     |              | 00 4                | 12 30               | 9 30                | 12 37               |        | 10 9             | 5 € 86.1               | 14.5                 |         |
| 10 44                                   |                     |              | 90 4                | 12 35               | ₽8 6                | 12 40               |        | 80 9             | PBJUNCTIONql           | 16.5                 |         |
| ₹9 OT                                   |                     |              | 7 20                | 12 42               | ₹₹ 6                | 12 49               |        | 01 9             |                        | 21.3                 |         |
| 49 OT f                                 |                     |              | 12.7                | 12 43               | g₹ 6                | 12 50               |        | 119 1            | WLAKE CITYW            | 22.08                | 138     |
| 10 58                                   |                     |              | 22 2                | 12 44               | 9₹ 6                | 12 21               |        | 6 12             | P FAKE CITY JUNCTION   | 22.4                 |         |
| \$ 11 0g                                |                     |              | 08 4                | 12 51               | ₹9 6                | 12 57               |        | 61 9 8           | BDBUCKNERBUCKNER.      | 25.63                | 136     |
| 10 7111 1                               |                     |              | 26 98 2             | 12 56               | 10 03               | 20 1.               |        | 8 6 25           | 83,8                   |                      | 132     |
| 18 11 8                                 |                     |              | E₽ 7                | I 02                | 11 01               | 40 I                |        | IS 9 8           | NAPOLEON               |                      | 129     |
| MGOZ II &                               |                     |              | 23 7                | 1 10                | 1027 87             | ₱I I                |        | 76 <b>6E 9</b> 8 | 96.8                   | 8.78                 | 124     |
| MAGI SI                                 |                     |              | 00 8                | 1 18                | 14 01               | I 20                |        | 97 9             | CO. 1 CO.              | 41.30                |         |
| MA00 I 8                                | MAGI S              |              | 8 05                | 1 35                | 10 20               | I 25                |        | 66 55            | GS. MYRICK. SWOY       | 43.18                | 811     |
|   | 2 20                |              | 01.8                | 1 40 82             | 10 22               | 67 I                |        | 69 9             | F MO TONUT OM)         | 45.10                |         |
|   | 17 245 TI           |              | 8 23                | ₹9 I                | 80 II               | 0₹ I                |        | 1 7 12           | TPNORTHTAONq7          | 52.03                | 601     |
|   | 8 2 55              |              | 8 30                | 10 2                | 91 11               | 9₹ I                |        | 61 4 8           | DDOVERdo               | 26.50                | 901     |
|   | ₹ 3 05              |              | 28 8                | 2 12                | 11 24               | I 25                |        | 92 7 8           |                        | 21.09                | tot     |
|   | 8 3 25              |              | 84 8                | 2 25                | 11 32               | 00 2                |        | ZE Z 8           | CSWAVERLYWAVERLY       | 2.99                 | 960     |
|   | 0₽88                |              | 82 8                | 2 35                | 1143 88             | 210 71              |        | 9ħ 4 8           | D GRAND PASS           | 8.07                 | 160     |
|   | 8 3 22              |              | 40 6                | 2 47                | MASS II             | 2 18                |        | 99 L 8           | DMALTA BEND            | 12.57                | 980     |
|   | 01 \$ 8             |              | 19 816              | 3 00                | 12 03PM             | 2 27                |        | 908 4            |                        | 1.18                 | 088     |
|   | 08 ₱ 8              |              | 6 33                | 9 16                | 12 18               | 2 42                |        | 8 15             | INOMARSHALL JUNCTIONVI | 9.88                 | 870     |
|   | . 00 9 8            |              |                     |                     |                     |                     |        | 8 8 22           |                        | 30.08                | 290     |
|   | 44 EL9 8            |              | 6 33                | 9 16                | 12 18               | 2 42                |        | 18 8 1           | INO MARSHALL JUNCTION  | 9.88                 | 840     |
|   | 8 6 35              |              | 9₹ 6                | 38 8                | 12 30               | 2 53                |        | 19 178 8         | DAPTONda               | 02.36                | 990     |
|   | 09 9 8              |              | ₹9 6                | 3 22                | 12 39               | 8 03                |        | 09 8 8           | 78.3                   | 1.101                | -       |
|   | 01 4 8              |              | 89 6                | 01 7                | 12 46               | 80 8                |        | 198 s            | COMBLACKWATERBO        | 103.87               | 890     |
|   | 67 4                |              | 90 01               | 4 28                | 12 56               | 3 20                |        | 90 6             |                        | 110.57               |         |
|   | O₹ Z 8              |              | 10 12               | ₹ 33                | Z0 I                | 3 25                |        | 11 6             | FF ( NOITONUL pq)      | 113.58               |         |
|   | 18 EG Z J           |              | 21 01               | र्म मे              | 80 I                | 18 8                |        | 91 6             |                        | 118.72               | 970     |
|   | 8 830 98            |              | 10 24               | 99 7                | 91 1                | 3 ₹0                |        |                  | GOVALLE SOONVILLE SWY  | 86.611               | 170     |
|   | 97 8 J              |              | 10 34               | 41 9                | 1 27                | 8 52                |        | 98 6             | P. MERNA.              | 126.12               | 920     |
| ,                                       | 98 8 8              |              | 68 01               | 08 9                | EE I                | 8 29                |        | Et 6 8           |                        | 1.921                |         |
|   | 01 6 8              |              | 9 <del>1</del> 01   | £₽ 9                | I₱ I                | 20 ₹                |        | 8 6 23           |                        | 134.00               |         |
|   | 97 6 8              |              | 10 22               | 89 9                | 19 1                | 420 77              |        | 8 TO 02          | MDubusW                | 139.681              | 220     |
|   | g₹ 6 8              |              | 20 11               | 81 9                | 2 03                | 4 32                |        | ZI OI 8          | 28.7                   | 146.91               |         |
|   | 99 6 8              |              | 91 11               | 632 61              | 2 11                | Iħ ħ                |        | 27 01 8          | \$7.4 (g)              | 151.60               |         |
|   | QO OT 4             |              | 11 22               | g₹ 9                | 2 19                | 09 \$               |        | 48 OI V          | 18.4                   | 156.68               |         |
|   | 10 12               |              | 11 29 71            | 9 22                | 5 26                | 29 F                |        | 97 OI            | 81.8                   | 18.631               |         |
| • | MAGI OI %           |              | Mqss II             | Wd00 4              | 2 30PM              | MA00 3              |        | M984 OI 1        | CSCOLE JUNCTION        |                      |         |
| Daily<br>Ex.Sunday                      | Daily<br>Ex. Sunday | -            | Dally               | Dally               | Daily               | Delly               |        | Daily            | SHOITATS               |                      |         |
| Local<br>Freight                        | Local               |              | Red Ball<br>Freight | Red Ball<br>Freight | Red Ball<br>Freight | Hed Bell<br>Freight |        | Passenger        | 10NE 2° 1935           | K                    | St      |
| A 96                                    | 1 76                | W. Th. W. C. | 89                  | 62                  | 72                  | 99                  |        | 38               | DAGUE GALLERY          | Miles from<br>Kansas | Station |
| CLASS                                   | 1                   |              |                     | COND CLAS           |                     |                     | SSYTO  | FIRST            | No. 44                 | s from<br>ansas City | Numbers |
|   |                     |              | 3.                  |                     |                     |                     | 300 10 |                  | TIME TABLE             | ty                   | P       |

| TRAINS WESTWAR SECOND CLASS  |                     |  | STRICT—BOONVII   |                    | 101                        | VERSAI              | LLES               |               |          |
|--|---------------------|--|--|--------------------|----------------------------|---------------------|--------------------|---------------|----------|
| SECOND CLASS   | D                   | eet  | TIME TABLE   | ers                | AS                         | 7                   | TRAINS E           | ASTWAR        | D        |
| ROLDO DAHONAN ALLE   | GHAY                | nis<br>h Str                                   | No. 44   | Station Numbers    | pacit                      | /                   | SECOND             | CLASS         |          |
|  | 651                 | s fro  | Taking Effect  | N noi              | ng Ca                      | 650                 | Mala               | g Training    | libra 1  |
| 88 48  | Mixed               | Miles from<br>St. Louis<br>—Seventh Street     | JUNE 5, 1932   | Stati              | Siding Capacity<br>in Cars | Mixed               | THE REAL PROPERTY. | 1700          | 1897     |
|  | Daily<br>Ex. Sunday | a print  | STATIONS   |                    |                            | Daily<br>Ex. Sunday |                    |               |          |
|  | 9 00 AM             | 170.83   | CSBOONVILLE§WY   | G41                | Yd.                        | s 4 05PM            |                    |               |          |
|  | 8 9 15              | 177.18   | BILLINGSVILLE  | GF6                |                            | 8 3 40              |                    |               |          |
|  | 8 9 30              | 181.25   |  | GF10               |                            | 8 3 25              |                    |               |          |
|  | f 9 37              | 182.96   | PETERSBURG   | GF12               |                            | f 3 15              |                    |               |          |
|  | s 9 52              | 185.81   | DBUNCETON  | GF15               |                            | 8 3 05              |                    |               |          |
|  | s 10 01 AM          | 188.68   | VERMONT  | GF18               |                            | 8 2 55              |                    |               |          |
|  |                     | 195.76   | SEDALIA DISTRICT CROSSING.   |                    |                            |                     |                    |               |          |
|  | 8 12 01PM           | 196.03   | N TIPTON WY  | 162                |                            | 8 2 35              |                    |               |          |
|  | 8 12 16             | 202.18   | DFORTUNA   | GF31               |                            | 8 2 00              |                    |               |          |
|  | f 12 23             | 204.49   | AKINSVILLE   | GF34               |                            |                     |                    |               |          |
|  | s 12 31             | 208.03   | GLENSTED   | GF37               |                            | 8 1 40              |                    |               |          |
|  |                     | 213.77   | C. R. I. & P. CROSSING   |                    |                            |                     |                    |               |          |
|  | 8 1 00PM            | 214.04   | DVERSAILLEST   | GF43               |                            | 1 20PM              |                    |               |          |
| HE CAN THE STREET  | Daily<br>Ex. Sunday |  | 43.19  |                    |                            | Daily<br>Ex. Sunday |                    | Balling and   | As well  |
| BAGNELL  | DISTRI              |  | BETWEEN JEFFEF   | RSON               | CI                         | TY AND              | BAGN               | IELL          | Trans    |
| TRAINS WESTWAF   | RD                  | Miles from<br>St. Louis<br>—Seventh Street     | TIME TABLE   | pers               | olty                       | 1                   | TRAINS E           | ASTWAR        | D        |
| SECOND CLASS   |                     | om<br>ouis<br>ouis                             | No. 44   | Station Numbers    | Siding Capacity<br>in Cars | 9. NV               | SECOND             | CLASS         |          |
| THE RESERVE TO SERVE THE PARTY OF THE PARTY  | 653                 | les fr   | Taking Effect  | tion               | ing o                      | 654 V               |                    |               | (III)    |
| The state of the s | Mixed               | T W  | JUNE 5, 1932   | Sta                | Sid                        | Mixed               | errone Li          | AT PROOF AND  | MICE NO. |
|  | Daily<br>Ex. Sunday |  | STATIONS   |                    | 100                        | Daily<br>Ex. Sunday |                    | RU-U          | Burnelo  |
|  | 5 30AM              | 125.33   | NJEFFERSON CITY. §WCTY   | 125                | Yd.                        | s 12 05PM           |                    |               |          |
|  | f 6 00              | 133.10   | scrüggs  | GA8                | 5                          | f 11 40AM           |                    |               |          |
|  | 8 6 20              | 138.06   | LOHMAN   | GA13               | 47                         | s 11 25             |                    |               |          |
|  | 8 6 45              | 144.40   | DRUSSELLVILLE  | GA19               | 22                         | s 11 05             |                    |               |          |
|  | 8 7 02              | 149.24   | ENON   | GA24               |                            | 8 10 44             |                    |               |          |
|  | 8 7 17              | 152.27   | DOLEAN   | GA28               | 44                         | s 10 30             |                    |               |          |
|  | 8 7 45              | 158.65   | DELDON   | GA33               | 19                         | s 10 10             |                    |               |          |
|  |                     | 159.00   | C. R. I. & P. CROSSING   |                    |                            |                     |                    |               |          |
|  | f 7 56              | 161.95   | AURORA SPRINGS   | GA37               |                            | f 9 36              |                    |               |          |
|  | f 8 10              | 165.13   | COOPER   | GA40               |                            | f 9 27              |                    |               |          |
|  | 8 8 40AM            | 170.64   | DBAGNELLWT   | GA45               | Yd.                        | 9 10 AM             |                    |               |          |
| 100 100  | Daily<br>Ex. Sunday |  | The state of the s | 0                  |                            | Daily<br>Ex. Sunday |                    |               | op sy h  |
| INDEPENDENCE   |                     |  | BETWEEN LAKE   |                    | 7 3 0                      |                     |                    |               |          |
| TRAINS WESTWAR   | D                   | Miles from<br>St. Louis<br>—Seventh Street     | TIME TABLE   | Station Numbers    | city                       |                     | TRAINS E           | ASTWAR        | D        |
|  | 200010              | from<br>Louis<br>anth                          | No. 44   | N <sub>u</sub>     | Cape                       |                     | 1                  |               | -        |
|  | I WY                | St. J  | Taking Effect  | tation             | Siding Capacity<br>in Cars | 130 4               | COLUMN TO          | No the second | Pic or   |
|  |                     | N  | JUNE 5, 1932   | 62                 | 55                         |                     |                    |               |          |
|  |                     |  | STATIONS   |                    |                            |                     |                    |               | de la la |
|  |                     |  |  |                    |                            |                     |                    |               |          |
|  |                     | 268.34   | LAKE CITY JUNCTION   |                    |                            |                     |                    |               |          |
|  |                     | 268.69   | DW  LAKE CITYW   | G139               |                            |                     |                    |               |          |
|  |                     | 268.69<br>269.41                               | DLAKE CITYW 0.72 0.72BRANCH CROSS-OVER   |                    |                            |                     |                    |               |          |
|  |                     | 268.69<br>269.41<br>273.90                     | DLAKE CITY   | GC4                |                            |                     |                    | 6044          |          |
|  |                     | 268.69<br>269.41<br>273.90<br>276.54           | DLAKE CITY   | GC4<br>GC6A        |                            |                     |                    |               |          |
|  |                     | 268.69<br>269.41<br>273.90<br>276.54<br>278.27 | D. LAKE CITY. W 0.72BRANCH CROSS-OVER. 4.49 .ADAMS. 2.64PIXLEY. § 1.73LIBERTY STREET. 0.83   | GC4<br>GC6A<br>GC9 |                            |                     |                    |               |          |
|  |                     | 268.69<br>269.41<br>273.90<br>276.54           | DLAKE CITY   | GC4<br>GC6A        |                            |                     |                    |               |          |

|                        | IG motasa   | Comme !  | Common  | 1                            |   |   | Janon 9  | OF Asses   |  |  | 1     |
|------------------------|---|--|---|------------------------------|---|---|--|--|--|--|-------|
| La Manage              | HIE P   | Daily  | Daily   |                              | -   | 59.8  | i de la  | Vilsa  | Tilad  |  | 10-   |
|                        |   | MASS II  | MA84 8  |                              |   | E STORY OF S  | 07.62  | MASS 6   | Mq78 8   |  |       |
|                        |   | 72 11 87   | 29 9 8  |                              | 92  | * GLENCOE. *  | 13.82  | 81 6 8   | 8 6 32   |  |       |
|                        |   | f 11 28  | #g. 9 }   | 97                           | 25  | V NAMITARY G  | 87.82  | 91 6 £   | 08 9 t   |  |       |
| 190                    | PARTICIPATION OF THE PARTIES OF THE   | MASS II  | MATG 8  |                              |   | * (P JB JUNOTION  | 80.42  | MASI 6   | Mq82 8   |  |       |
| 110                    | mes (e.g.   | Daily  | Daily   |                              |   | SNOITATS  | E BOAGE  | Daily  | Daily  | going-   |       |
| 101                    | arter Blin B  | Local  | Local   | Sidi                         | Station   | 10ME 2º 1935  | J. M.  | Local  | Passenger  | A BOOK AS  | V. H  |
| Land of                | Carros Profess  | 34 ^   | 32-   | ng C<br>Car                  | tion 1  | Taking Effect   | es fro<br>t. Lo<br>event   | 33   | 32   | gilling.   |       |
|                        | CLASS   |  | in a  | Siding Capacity<br>in Cars   | Number  | pp .oN  | Miles from<br>St. Louis<br>—Seventh Street   | LE STATE   | CLASS  | TERIT  |       |
| а                      | <b>AAWT2A</b>   | RAINS E  | T   | स्र                          | ers   | TIME TABLE  | reet   | D  | <b>ESTWAR</b>  | W SNIAF  | 11    |
|                        | NOITON  | K. Jui   | ND R.   | AN                           | CTIO  | ETWEEN J. B. JUN  | 8-   | TOIRT  | OE DIE   | CLENC  |       |
| -                      | Market with   |  |   |                              |   | shown on telegraph poles, and is no   |  |  |  |  | Mile  |
|                        | Daily<br>Ex. Sunday   | ical comment   | Sunday  |                              |   | 19.14   | F7 111   | Vabrud<br>VinO   | 10 TAX 10 TAX 1 TAX  | Daily<br>Ex. Sunday  |       |
|                        | MA00 01   |  | MA32 9  |                              | rB45  | YW WASAAW   | 23.082   | MA 00 9 8  |  | MA 00 8  |       |
|                        | 82 DI £   |  | 07 6 A  |                              | I'B32   | SCHUYLER  | 96.822   | 18 8 £   |  | 82 8 £   |       |
| ******                 | 03 01 8   |  | 89 6 8  |                              | LB29  | D. LINGOLM  | 96.712   | 22 8 8   |  | 908 /  |       |
|                        | 01 11 f   |  | 8 10 05   |                              | LB25  | AMOHAT  | 87.812   | 80 8 8   |  | 97 4 \$  |       |
|                        | 36 II 8   |  | 8 10 20   |                              | LB19  | DGOLE CAMPW   | 69,702   | 8 7 53   |  | 8 7 20   |       |
|                        | MAGG II 8   |  | 8 10 35   |                              | TBI#  | AHOM  | 202.63   | 78 7 8   |  | 9 9 8  |       |
|                        | ₹ 12 15PM   |  | ₹ 10 43   |                              | LB10  | SPRING PORK   | 23.861   | 92 7 t   |  | 0₹ 9 £   |       |
| 10000000               | f 12 27   | 1100   | 09 01 \$  |                              | LB6   | AGLIAV  | 11,361   | 21 2 f   |  | ₹ 6 25   |       |
|                        |   |  |   |                              |   | MKT OROŠSING  | ₱9'681   |  |  |  |       |
| to be to be            | Mq00 I 8  |  | MAGI II 8   |                              | 881   | CSSEDALIA§WCTY  | ₽6.88I   | MA 00 7  |  | MA 00 8  |       |
| 7-7-17                 | Daily<br>Ex. Sunday   | o di bilbinga  | Sunday  |                              |   | SNOITATS  | Pryside  | Sunday   |  | Daily<br>Ex. Sunday  |       |
| e 100                  | bexiM   | This was   | Passenger   | Sid                          | Sta   | 10ME 2º 1935  | J. Mi  | Passenger  | William - I  | bexiM  |       |
|                        | ^899  | the clear is   | ^ <b>†</b> 7  | Siding Capacity<br>in Cars   | Station   | Taking Effect   | Miles from<br>St. Louis<br>—Seventh Street   | E+9  |  | 199  | -     |
| CLASS                  | SECOND  | CLASS  | TSAIT   | apac                         | Number  | 44 .oN  | om<br>om<br>th St  | CLASS  | TERIT  | CLASS  | ECOND |
| 0                      | <b>NAWTSA</b>   | BAINS E  | 1   | ity                          | bers  | 3J8AT 3MIT  | reet   | a  | <b>ESTWAR</b>  | WSNIAR   | 1     |
| -                      |   | -  | MD M  | AAI                          | JAG.  | CT-BETWEEN SE   | IHIS   | IO WA  | SHAW   | and the latest and the   |       |
|                        |   | WASAA  |   |                              |   |   |  |  |  |  |       |
| Property of the second | Daily<br>Ex. Sunday   | Ex. Sunday   | gino<br>Vino  |                              |   | 18.78   |  | Vabrus<br>VinO   | Daily<br>Ex. Sunday  | Daily<br>Ex. Sunday  |       |
|                        | Daily   | Daily<br>Ex. Sunday  | Sunday<br>Vino  | .bY                          | G118  |   |  | Vabrus<br>VinO   | Daily<br>Ex. Sunday  | Daily Ex. Sunday   |       |
|                        | s 10 40<br>10 35AM<br>Daily<br>Ex. Sunday   | Ex. Sunday   |   | .bY                          |   | 25.31<br>CS   |  | Ouly   | Ex. Sunday   | 8 8 28 8 8 9 00 AM 8 9 00 AM 8 Shily Ex. Sunday  |       |
|                        | NA 35 OI  | 6 55PM<br>Ex. Sunday   | MAO2 OI<br>Sunday   | .bY                          | G118  | 25.31 CS. MYRICK. \$WCY 1.86 CS. 1.86 CA.31 CA.31 CA.31 CA.31 CA.31   | 246.15   | MA00 01 8<br>vabrus<br>vino  | 8 6 40pM<br>Ex. Sunday   | MA 00 6 8  |       |
|                        | 04 01 8<br>MA38 01<br>Visa  | s 6 58<br>6 55PM<br>Daily<br>Ex. Sunday  | MAOZ OI 8   | .bY                          | G118  | TABO  CS. MYRICK  L.87  L.87  57.81   | 244.39   | 74 6 8<br>MA00 01 8<br>Vino  | 8 6 40pM<br>8 6 40pM<br>8 Ex. Sunday   | 32 8 8<br>MA00 9 8   |       |
|                        | 84 01 t<br>8 10 35AM<br>8 10 35AM   | 4 7 05<br>8 6 58<br>6 55PM<br>Baily<br>Ex. Sunday  | 72 01 8<br>MAO2 01<br>Tabnus  | .bY                          | LA55<br>LA55<br>G118  | 27.31  21.0  CS. MYRICK. \$WCY  1.86  7.81  7.80  | 240,57<br>244,39<br>246,15   | ## 45 6 8 4 8 4 8 6 8 8 8 8 8 8 8 8 8 8 8 8 8  | 8 6 27<br>8 6 40PM<br>8 6 40PM<br>Ex. Sunday   | 31 8 t<br>32 8 8<br>MA00 9 8   |       |
|                        | 23 01 t<br>8 01 t<br>04 01 s<br>MAAS 01   | 85 6 58<br>86 58<br>87 7 9<br>87 7 09<br>87 7 09<br>87 84 84 84 84 84 84 84 84 84 84 84 84 84  | 04 01 40 40 42 42 01 8 8 01 8 01 8 01 8 01 8 01 8 01 8 0  | .px<br>.ss                   | LA61<br>LA51<br>LA55<br>G118  | CONFEDERATE HOME.  1.99  CS. MYRICK. \$WOY  1.85  1.86  1.86  2.10  1.86  1.86  1.86  1.86  1.86  1.86  1.86  1.86  | 238.70<br>240.57<br>244.39<br>21.342   | 88 9 4<br>78 9 4<br>74 9 8<br>MA00 01 8<br>Value   | 9 6 13<br>8 6 27<br>8 6 40PM<br>8 6 40PM   | 01 8 t<br>31 8 t<br>32 8 s<br>MA00 9 8   |       |
|                        | 80 II 8<br>60 OI t<br>60 OI t<br>20 OI t<br>84 OI t<br>04 OI 8<br>MA 35 OI  | 82 7 8<br>85 85 8<br>86 85 8<br>87 7 4<br>86 85 8<br>87 86 85<br>87 86 85<br>88 88 88 88 88 88 88 88 88 88 88 88 88  | 74 OI 74 OI 74 OI 75 OI 8   | 73 Xq*                       | 1.646<br>1.651<br>1.655<br>1.655<br>1.18  | 25.31  CS   | 235.60<br>246.57<br>246.39<br>246.15   | ## 62 6 f  ## 63 6 f   | \$ 6 07 P P P P P P P P P P P P P P P P P P  | 20 8 t<br>01 8 t<br>31 8 t<br>32 8 8<br>8 82 8 8   |       |
|                        | 02 II 8<br>70 II 8<br>60 II t<br>63 OI t<br>63 OI t<br>84 OI t<br>64 OI t<br>65 OI t<br>66 OI t<br>67 OI t<br>68 OI t<br>69 OI t<br>60 | 02 7 t<br>02 7 t<br>03 7 t<br>04 7 05<br>05 55<br>06 55<br>07 7 t<br>07 7 t<br>07 7 t<br>07 7 t<br>08 55<br>08 55 | 74 01 7<br>74 01 7<br>75 01 8<br>8 01 7<br>72 01 8<br>74 01 7<br>75 01 7<br>76 01 7<br>77 01 7<br>77 01 7   | 79 Xq°                       | 1.644<br>1.655<br>1.651<br>1.655<br>0.118   | 25.31  27.31  28.32  1.86  29.31  1.86  29.32  1.87  29.00  1.87  29.00  1.87  29.00  1.87  29.00  1.89  29.00  1.89  29.00  1.89  29.00  1.89  29.00  1.89   | 13.882<br>68.70<br>23.04.39<br>24.39<br>31.342   | 82 6 f 82 6 f 82 6 f 82 6 f 84 6 8 85 6 f 86 6 f 87 6 6 f 87 7 7 7 8 8   | 80 9 4 60 03 F 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 20 8 t<br>20 8 t<br>01 8 t<br>31 8 t<br>32 8 s<br>34 8 s   |       |
|                        | 02 II 8 02 II 8 03 II 8 00 II \$ 60 II   | ### A #### A ### A #### A ### A #### A ### A ######  | 02 II 8 02 II 8 03 II 8 04 II 8 05 01 14 05 01 15 05 01 1  | . 23<br>. 23                 | 1.A38 1.A49 1.A44 1.A44 1.A44 1.A44 1.A51   | 25.31  28.31  18.6  | 29.912<br>21.722<br>21.722<br>23.90<br>23.60<br>23.06<br>23.06<br>23.06<br>23.06<br>23.06<br>23.06<br>23.06<br>21.06<br>21.06<br>21.06<br>21.06<br>21.06   | 856 8 8  01 9 8  02 9 8  74 9 8  75 9 4  85 9 4  85 9 4  87 9 8  76 9 8  77 9 8  | 8 2 3 8 40 PM  | 38 7 8 68 7 8 68 7 8 68 7 8 68 7 8 68 8 68 8 8 68 8 68 8 68 8 68 8 8 8 68 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 68 8 8 8 68 8 8 8 8 8 68 8 8 8 8 68 |       |
|                        | MAQZ II 8  OF II 8  OS II 8  SO II 8  GO II 4  GO OI 4  SO OI 8  SO OI 6  SO OI 8  SO OI 9  SO OI 8  SO OI 9  SO OI 8  SO OI 8  SO OI 8  SO OI 8  | 85 7 8<br>85 7 47 8<br>86 85 8<br>87 7 4<br>90 7 4<br>91 7 7<br>90 7 8<br>90 7 4<br>90 7 8<br>90 7 8<br>90 7 8<br>90 8 98<br>80 8 8<br>80 8 8<br>80 8 8<br>80 8 8<br>80 8 8<br>80 8 8 8<br>80 8 8 8<br>80 8 8 8 8<br>80 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8  | 82 II 8 02 II 8 60 II 8   | "PX 82                       | 1.A30 1.A30 1.A30 1.A30 1.A30 1.A30   | 25.31  CS. MYRICK. \$WCY  Last County County  D. HIGHIGAULT.  1.99  CONTEDERATE OTT  1.70  1.99  CONTEDERATE HOME  4.78  D. HIGHIGALITE  7.20  D. CONCORDIA   | 21,722<br>21,92<br>23,06<br>23,062<br>24,39<br>21,342<br>31,342  | ### A Co O I 6 8 O I 6 8 O I 6 8 O I 6 8 O I 6 8 O I 6 8 O I 6 S O I 6 | 8 6 40 PM  8 6 40 PM  9 6 13  9 6 03  9 6 03  9 6 03  9 6 03  9 6 03  9 6 03  9 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8  | 38 7 8<br>33 7 8<br>30 8 4<br>31 8 8<br>31 8 8<br>32 8 8<br>32 8 8   |       |
|                        | MAG3 SI 8 MAG3 II 8 OF II 8 OS II 8 SO II 8 G3 OI 1 C3 OI 1 C4 OI 1 C5 OI 5 C6 OI 5 C7 OI 8   | 80 8 8 8 8 8 8 8 9 8 8 9 8 8 9 8 8 9 8 8 9 8 8 9 8 9 8 9 8 9 8 9 9 8 9 9 8 9   | 82 11 8<br>02 11 8<br>30 10 4<br>30 | 28 Xd.                       | 1.626<br>1.636<br>1.649<br>1.649<br>1.649<br>1.649<br>1.649<br>1.649<br>1.649<br>1.649  | 27.31  CS. MYRICK. \$WCY  LESSING CS. LESSI | \$6.612<br>\$6.612<br>\$21.722<br>\$21.722<br>\$1.90<br>\$1.042<br>\$1.042<br>\$1.042  | ### A S S S S S S S S S S S S S S S S S  | 8 6 22<br>8 6 40 pm<br>9 6 17<br>9 6 13<br>9 6 03<br>9 7 8 9 9<br>9 8 9 9<br>9 8 9 9<br>9 8 9 9<br>9 8 9 9 9<br>9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9  | 08 9 8 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8   |       |
|                        | MAGE SI 8 MAGE SI 8 MAGE SI 8 04 SI 8 05 SI 8 05 SI 8 07 SI 8 07 SI 8 08 SI 1 6 08 SI 1 6 04 OI 8 04 OI 8 10 40 10 40 10 40 10 40   | 88 9 8 8 9 8 9 8 9 8 9 8 9 8 8 9 9 8 9 9 8 9 9 8 9   | ### WASA II 8  #################################  | \$2<br>\$2<br>\$4            | LA22<br>LA36<br>LA36<br>LA36<br>LA49<br>LA44<br>LA44<br>LA44<br>LA46<br>LA46<br>LA46<br>LA46<br>LA46  | 25.31  CS   | \$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002<br>\$1,002 | ### 8 8 8 8 8 9 8 8 8 9 8 8 8 8 9 8 8 8 8  | 8 6 22<br>8 6 40 pm<br>9 6 13<br>9 6 13<br>9 6 03<br>9 6 03<br>9 6 03<br>9 8 6 00<br>9 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9   | 08 9 8 08 9 8 08 9 8 08 9 8 08 9 8 08 9 8 08 9 8 08 9 8  |       |
|                        | 08 21 8<br>08 21 8<br>08 21 8<br>MAG2 11 8<br>02 11 8<br>02 11 8<br>63 01 1<br>23 01 1<br>84 01 1<br>84 01 1<br>85 10 40<br>186 01 8  | ## A 118CT   S   S   S   S   S   S   S   S   S   | MA20 11 8<br>MA20 11 8<br>82 11 8<br>82 11 8<br>30 11 8<br>30 11 8<br>31 01 7<br>10 01 7   | \$2<br>\$2<br>\$4            | 1.A10 1.A20 1.A30   | 25.31  CS. MYRICK. \$WOY  CS. LAST  LAST CONTRIBE  1.86  2.82  ARGONNE  3.82  ARGONNE  4.78  ARGONNE  ARGONNE  4.78  ARGONNE  A | 20, 199, 52<br>20, 191<br>205, 112<br>21, 723<br>21, 722<br>21, 722<br>21, 523<br>21, 523<br>2  | ### 8 8 8 8 90 8 8 8 90 8 8 8 90 8 8 8 90 8 8 8 90 8 8 8 90 8 8 90 8 8 90 8 8 90 8 90  | 8 4 60 P. S.   | 08 9 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9   |       |
|                        | MAGE SI 8 MAGE SI 8 MAGE SI 8 04 SI 8 05 SI 8 05 SI 8 07 SI 8 07 SI 8 08 SI 1 6 08 SI 1 6 04 OI 8 04 OI 8 10 40 10 40 10 40 10 40   | 88 9 8 8 9 8 9 8 9 8 9 8 9 8 8 9 9 8 9 9 8 9 9 8 9   | ### WASA II 8  #### MASA II 8  ##### MASA II 8  | 28 Xd.                       | LA22<br>LA36<br>LA36<br>LA36<br>LA49<br>LA44<br>LA44<br>LA44<br>LA46<br>LA46<br>LA46<br>LA46<br>LA46  | 25.31  CS   | 28, 991<br>81, 502<br>81, 502<br>81, 502<br>81, 722<br>82, 992<br>10, 882<br>10, 182<br>10,   | ### A Paragraph  | ## S   | 25 2 4<br>36 3 8<br>36 3 8<br>37 4 8<br>38 4 9<br>39 5 8 8<br>30 8 4<br>30 8 8<br>31 8 8<br>31 8 8<br>32 8 8<br>33 8 8<br>34 8 8<br>35 8 8<br>36 8 8<br>37 8 8<br>38 8 8<br>38 8 8<br>38 8 8 8 8<br>38 8 8 8 8<br>38 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8   |       |
|                        | MA 21 1 8 00 1 4 00 1 8 1 8 00 1 8 00 1 8 00 1 8 00 1 8 00 1 1 1 8 00 1 1 1 1   | ## A Par and a P   | MAGE 21 8 MAGE 21 8 MAGE 21 8 MAGE 21 8 MAGE 31 8 MAGE 3  | 28 Xd.                       | 1.A 3 1.A 20 1.A 30 1.A  | CS  | 28, 991<br>81, 502<br>81, 502<br>81, 502<br>81, 722<br>82, 992<br>10, 882<br>10, 182<br>10,   | ## A Property   A Property    ## A Property   A Property    ## A Property   A Property    ## A Property    # | ## 30 PM ##  | MAAJI 8<br>62 6 4<br>64 6 8<br>65 6 8<br>66 6 8<br>67 8 8<br>68 7 8<br>68 7 8<br>68 7 8<br>68 7 8<br>68 7 8<br>69 8 7 8<br>60 8 8 8 8 8 8<br>60 8 8 8 8 8<br>60 8 8 8 8 8 8<br>60 8 8 8 8 8 8<br>60 8 8 8 8 8 8 8<br>60 8 8 8 8 8 8 8 8<br>60 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8  |       |
|                        | ### Parity  ### Pa  | Meday 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8  | MAGO 21 8 MAGO 11 8 GO  | 24<br>24                     | 188 LA 3 LA 49 LA 49 LA 49 LA 49 LA 40 LA   | CS. *** ********************************  | 68.981<br>99.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261   | ## A C A S A C A C A C A C A C A C A C A C   | ## 30 PM ##  | MAd1 & Saliya & Saliy |       |
|                        | ### Paring   | 10001    | Local Local and Appendix Original Street Str  | oui Satura<br>Sanings<br>Yd. | 188 LA 3 LA 49 LA 49 LA 49 LA 49 LA 40 LA   | CS  | 68.981<br>99.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261<br>90.261   | ## Taboul   Taboul    ## Agnossed   Taboul    ## Agnossed    ## Ag | Local Local Expension    Local E | MAAdi & MAdi & M |       |
| CLASS                  | ### Park  | Cot  | ## Conignost  | oui Satura<br>Sanings<br>Yd. | 1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655<br>1.655 | STATIONS  CS. SEDALIA  1 86  CS. SEDALIA  1 86  CHOCHEDERATE HOME  1 87  CONFEDERATE HOME  1 97  CONFEDERATE HOME  1 97  CONFEDERATE HOME  1 186  CONFEDERATE HOME  1 187  CONFEDERATE HOME  1 188  C  | ## Second   | MAOO 01 8  74 6 8  74 6 8  74 6 8  74 6 8  75 6 4  76 6 4  77 6 8  78 8  78 8 8  78 8  | ## 100   Paily   Paily | Matrod  Matrod | GNOOZ |
| CLASS                  | ### Park  | ## 200   Parily  | ### PERT   PARK   | 24<br>24                     | 188 LA 3 LA 49 LA 49 LA 49 LA 49 LA 40 LA   | Taking Effect   | 28, 991<br>81, 502<br>81, 502<br>81, 502<br>81, 722<br>82, 992<br>10, 882<br>10, 182<br>10,   | 8 10 00VW 8 10 00VW 8 3 6 41 1 6 32 1 6 32 1 6 52 1 6 52 1 6 52 1 6 52 1 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7   | ## 100   Paily   Paily | ### CLASS  ##################################  |       |

| 4  |   | SPECIAL I  |
|--|---|--|
| 1. All Eastward tr<br>the same class in the<br>Lexington District<br>Lexington District<br>Lexington District<br>Versailles District<br>Bagnell District<br>Warsaw District<br>Warsaw District<br>Warsaw District<br>Westward Second, Third &<br>Washington ahead of first cia   | No. 655<br>No. 645<br>No. 647<br>No. 651<br>No. 653<br>No. 643<br>No. 657<br>and HD Entropy of the control of the con | superior to trains of direction, except: is superior to No. 656. is superior to No. 646. is superior to No. 650. is superior to No. 650. is superior to No. 654. is superior to No. 654. is superior to No. 654. is superior to No. 658. tra trains will run with the ority. |
| GLENCOE DISTRICT:  |   | VEMENT OF TRAINS ON THE  |
| and special instructions, and  | will not requ   | ne table, transportation rules, aire clearance card, Form C, at  |
| IB Junction, or RK Junction.   |   |  |
| Junction and RK Junction via   | Glencoe the   | rst class trains between JB  |
| A. The main track bet  | ween JB Jun   | ction and RK Junction via  |
| Glencoe is hereby designated a   | as a block.   | be handled by the train dis-   |
| patcher at Jefferson City, an  | d all trains  | moving on Glencoe District.  |
| except first class trains sched<br>to do so from train dispatcher  | uled via Gle  | encoe shall obtain permission  |
| Clearance card, Form C, a  | uthorized by  | the train dispatcher will be   |
| authority to move into the blo   | ock. Rule 97  | will not apply.  |
| train dispatcher by telephone,   | inform him  | t, the conductor will call the   |
| and the length of time required  | for any stop  | or stops that are to be made.  |
| itter which the train dispatch   | ier will issue  | such instructions as may be  |
| required, which are to be reported the train dispatcher  | will reply "  | conductor, and when OK to  |
| initials. The conductor will the   | nen fill out c  | learance card Form C in du-  |
| olicate, delivering one copy to t  | he enginema   |  |
| be made into the block, bein   |   | n, after which movement may  |
| panial instructions  | g governed  | h, after which movement may by Transportation rules and  |
| special instructions.  | g governed  | by Transportation rules and  |
| Conductors will when their train dispatcher giving the time  | r train is in<br>me, and his  | by Transportation rules and<br>clear of the Block, notify the<br>name, stating that the block  |
| Conductors will when their<br>train dispatcher giving the tir<br>will not be again occupied wit  | r train is in<br>me, and his<br>hout permis   | by Transportation rules and<br>clear of the Block, notify the<br>name, stating that the block<br>sion.   |
| special instructions. Conductors will when their train dispatcher giving the tir will not be again occupied wit D. When a train has rep  | g governed<br>ir train is in<br>me, and his<br>hout permiss<br>orted clear of   | by Transportation rules and<br>clear of the Block, notify the<br>name, stating that the block<br>sion.  of the block at any point, the   |
| Conductors will when thei can dispatcher giving the tir will not be again occupied wit D. When a train has rep- plock will not again be occupie  | g governed<br>ir train is in<br>me, and his<br>hout permiss<br>orted clear of<br>ed without per   | by Transportation rules and clear of the Block, notify the name, stating that the block sion.  of the block at any point, the ermission.   |
| Conductors will when their train dispatcher giving the tirwill not be again occupied with D. When a train has repolock will not again be occupied. These instructions do first class trains.   | r train is in<br>me, and his<br>hout permiss<br>orted clear ced without per<br>not confer a   | by Transportation rules and clear of the Block, notify the name, stating that the block sion.  of the block at any point, the ermission.  ny right whatever as against   |
| Conductors will when thei train dispatcher giving the tin will not be again occupied wit D. When a train has repolock will not again be occupied E. These instructions do first class trains.  F. When a check of trains   | r train is in me, and his hout permissorted clear ced without permissorted confer as as required  | by Transportation rules and clear of the Block, notify the name, stating that the block sion.  of the block at any point, the ermission.  ny right whatever as against by Rule 83 is made at IB  |
| conductors will when their ain dispatcher giving the time the rain dispatcher giving the time their th | r train is in me, and his hout permissorted clear ced without permits not confer as as required form 4562 wi  | by Transportation rules and clear of the Block, notify the name, stating that the block sion.  of the block at any point, the ermission.  ny right whatever as against by Rule 83 is made at IB  |
| Conductors will when their crain dispatcher giving the tirwill not be again occupied with D. When a train has repolock will not again be occupied. These instructions do first class trains.   | r train is in me, and his hout permissorted clear ced without permits not confer as as required form 4562 wi  | by Transportation rules and clear of the Block, notify the name, stating that the block sion.  of the block at any point, the ermission.  ny right whatever as against by Rule 83 is made at IB  |

| 2. MAXIMUM          |                                | Passenger | Freight<br>Trains |  |
|---------------------|--------------------------------|-----------|-------------------|--|
| St. Louis District. |                                | 60        | 45                |  |
| Sedalia and Gleno   | oe Districts                   | 60        | 40                |  |
| River District:     | oc Districts                   | 00        | 40                |  |
|                     | metter and D                   | **        |                   |  |
| Between Cole Ji     | unction and Dover              | 50        | 40                |  |
| Dover               | and Napoleon                   | 45        | 40                |  |
| Napole              | eon and Eton                   | 50        | 40                |  |
| Lexington Distric   | L                              | 35        | 25                |  |
| Independence Dist   | trict                          | 30        | 20                |  |
| Bagnell, Versaille  | s and Warsaw Districts         | 25        | 20                |  |
|                     |                                | 20        | 20                |  |
|                     | STRICTIONS:                    |           |                   |  |
| Passenger trains v  |                                |           |                   |  |
|                     | n Park to Little Blue.         |           |                   |  |
| 8 minutes Lee       | s Summit to Little Blue.       |           |                   |  |
| 5 minutes Ind       | ependence to Rock Creek Jct.   |           |                   |  |
| 9 minutes Syr       | acuse to Otterville.           |           |                   |  |
|                     | thton to Otterville            |           |                   |  |
|                     | itertown to Scott.             |           |                   |  |
| Freight trains will |                                |           |                   |  |
|                     | s Summit to Little Blue.       |           |                   |  |
|                     |                                |           |                   |  |
| 9 minutes Fill      | Park to Little Blue.           |           |                   |  |
| o minutes Ind       | ependence to Rock Creek Jct.   |           |                   |  |
|                     | thton to Otterville.           |           |                   |  |
|                     | acuse to Otterville.           |           |                   |  |
| 13 minutes Cen      | tertown to Scott.              |           |                   |  |
| Pacific:            | City Limits                    | 30        | 30                |  |
| New Haven:          | City limits                    | 30        | 30                |  |
| Hermann:            | City limits                    | 30        | 30                |  |
| Gasconade River:    | Bridge No. 21, Mile Post 88.30 | 30        | 15                |  |
| Osage River:        | Draw Bridge No. 31, Mile Post  |           | 10                |  |
| -                   | 117.02                         | 30        | 15                |  |
| Jefferson City:     | Passing coal chutes            |           |                   |  |
| Jeneste Orey.       | r months cour charces          | 00        | 30                |  |

| INOCITONS                    | Passenger  | Freight      |
|------------------------------|--|--------------|
| Jefferson City:              | Electric car line crossing, Main Trains street, when line is clear                     | Trains<br>10 |
| California:                  | City limits30  | 30           |
| Tipton:<br>Sedalia:          | City limits  | 30           |
|                              | Grand Avenue30   | 30           |
| Sedalia:                     | (Warsaw District) Between Main<br>line Junction and 5th St                             |              |
| Warrensburg:                 | City limits30  | 30           |
| Holden:<br>Lee's Summit:     | City limits30  | 30           |
| Marshall Ict.:               | City limits  | 30           |
| 777 1 1 1                    | Marshall 20  | 15           |
| Woolridge:<br>Malta Bend:    | Between Switches on Siding   | 30           |
| Versailles                   |  | 30           |
| District:                    | 10 miles an hour and do not work   |              |
|                              | steam while passing over bridge 2-MP-176 pole 27.                                      |              |
| Independence                 |  |              |
| District:<br>Marshall:       | Liberty Street to Pixley   | 12           |
|                              | per hour passing over first three  |              |
|                              | 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<br>member of crew will flag the                        |              |
|                              | crossing. (See Rule 103)   |              |
|                              | City Ordinance prohibits running of  |              |
|                              | cars across and switching on street<br>crossings unless such cars be at all            |              |
|                              | times while in motion, securely  |              |
|                              | fastened to engine pushing or pull-  |              |
|                              | ing same. This prohibits making drop of cars in switching movements.                   |              |
| Engines 1701 to 1            | 714, inclusive   | 30           |
| Passenger trains             | 728 and 1901 to 1925, inclusive40 handled by freight engines must not                  | 40           |
| exceed maxii                 | num speed of freight trains.   |              |
| Passenger trains             | handling freight cars must not exceed  |              |
| thority of Su                | eed of freight trains, except upon au-   |              |
| Motor Cars:                  |  |              |
| (a) Gas-elec                 | tric passenger motor cars (including type cars as have been converted into             |              |
| gas-electri                  | c)50   |              |
| (b) Brill Mo                 | del 55, passenger motor cars, and Sykes<br>(Sykes cars that have not been con-         |              |
| verted into                  | gas-electric cars)   |              |
| Where maxin                  | lum speed permitted for passenger trains   |              |
| Train handling:              | tor cars will observe such restrictions.   |              |
| Pile driver (sel             | f-propelling)25  | 25           |
| Locomotive di Steam shovels. | tchers (MCB Trucks)25  | 25           |
|                              | derrick cars (non revolving)30   | 25<br>30     |
| Bridge erect                 | on derrick cars must be coupled to flat  | /            |
| chained to                   | pport provided for boom, which must be car stake irons with sufficient play to         |              |
| allow for s                  | ix inch lateral movement. Boom support   |              |
| must be pr                   | ovided with sliding shoe for this lateral<br>Drawbar release rods must be discon-      |              |
| nected bety                  | ween convoy and derrick car. Boom need   |              |
| not be dis                   | connected. Bridge erection derrick cars  |              |
| may be han                   | dled in train with boom ahead or trailing by messenger accompanying machine.           |              |
| Bridge erection              | derricks—Pile driver (combination)25   | 25           |
| Combination                  | pile driver-bridge erection derrick  |              |
| When ships                   | ipped either as a crane or a pile driver,<br>bed as a crane, its movement must be gov- |              |
| erned by t                   | he same regulations as apply to steam  |              |
| wrecking o                   | ranes. When shipped as a pile driver, governing its movement must be the               |              |
| same as for                  | self-propelling pile driver.   |              |
| American ditch               | ers (self-propelling)20  | 20           |
| to flat car                  | g American ditchers must be coupled<br>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<br>et it must be detached from rotating        |              |
| portion in                   | accordance with loading rule 306, Mech-  |              |
| anical Divi                  |  |              |

River District: Trains are not required to register as follows: necessary to check against superior trains or ascertain whether or not signals have been displayed for following sections. (These two exceptions may be taken care of by use of train order Form M).

Marshall Jet., except 94, 95, 96 and 97. At Myrick, except 94, 95, 96 and 97.

West Yard office, except second, third class and extra trains. Sedalia District:

V. BULLETIN BOOKS: at Sedalia. All Sedalia District trains must receive Clearance Card, Form C,

Hill, Myrick, Boonville, Kansas City Union Station, East Yard, East Bottom Round House. Washington, Jefferson City Passenger Station, West Yard Office and Round House, Sedalia Passenger Station and Round House, Pleasant

St. Louis, Sedalia and River Districts-Any engine 9. TOTAL WEIGHT OF ENGINES TO BE USED:

Versailles District 79 tons or less. Warsaw District 65 tons or less. Bagnell, Lexington and Independence Districts-110 tons or less.

Kansas City, Mo.

Dist. Versailles ... 195.76 Sedalia Versailles Sedalia Versailles.... Mo. Pac. Mo. Pac. 213.77 C.R.I.&P. Warsaw.... 189.64 M. K. T. Mo. Pac. M. K. T. Bagnell .... 159.00 C.R.I.&P. Mo. Pac. Mo. Pac. Sedalia..... 187.79 M. K. T. Mo. Pac. Interlocked Dist. Dist. Versailles Sedalia..... 163.14 Versailles Against Блід Post Railroad Dist. Interlocked Not Gated Senior Gated Other Mile 10. RAILROAD CROSSINGS AT GRADE:

Kansas City, Mo. Mo. Pac. Montgall Ave. 282.82 K. C. Electric Line Not Gated Kansas City, Mo. (East Yard) Mo. Pac. Interlocked C.M.St.P.& P. 00.672 K.C.Terml. (Southwest Jet.) K.C.Terml. Not Gated Mo. Pac. K' C' 2' 30.872 . (River Route) K. C. S. K. C. S. K.C.Terml... Interlocked 284.57

track M.P. Not Gated St. Louis Ave.) S' I'-S' E' (Bet. 9th St. and Eastward Santa Fe St. track SL-SF Ave. . . . 284 Kansas City, Mo. Westward Not Gated Mo. Pac. 584.04 K, C, S. Near Troost

and St. Louis Ave.) U. P. Not Gated Mo. Pac. St. (bet. 9th St. just west of Santa Fe

if safe to proceed. Trains will make stop at Mo. Pac.-K. C. S. crossing (near Troost Ave.), at Mo. Pac.-S. F. crossing, Santa Fe St. (bet. 9th St. and St. Louis Ave.), and at Mo. Pac.-U. P. crossing, just west of Santa Fe St. (bet. 9th St. and St. Louis Ave.), as required by Rule 98 and in addition, a member of the crew will precede train and give signal from the crossing a member of the crew will precede train and give signal from the crossing

As between trains of the same class, senior line shall have the right to When first and inferior class trains simultaneously approach a rail-road crossing at grade, trains of the first-class shall have precedence.

Independence (Sedalia Dist.)....
(Independence Dist.)... 0 ₱1Z 07 Pleasant Hill. 0 GI 097 Warrensburg. OI 20 212 613 72 (Warsaw Dist.)....(Jsid wastaW) 88I 0 88T GI 161 OI 161 981 Tipton (Sedalia Dist.)....(Versailles Dist.)... OI 961 961 163 20 191 (Sedalia Dist.)..... 125 0 128 0 27.1 Washington ..... Jefferson City (St. Louis Dist.).... 123 0 871 Washington... 90 0 19 Pacific..... II 98 33 Kirkwood ...... 91 21 ÞΙ Mile Post Pole Mile Post Pole II. YARD LIMITS: Етош oT

Eastern Division (44)

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

Where speed of freight trains is restricted to 25 miles 25 25 must face toward front of train. Locomotive (clam shell) cranes (MCB trucks)...... Locomotive clam shell boom should be detached, water tank and boiler drained and rear of machine 20 (loaded on flat cars). Scale test cars (MCB trucks or four-wheel rigid trucks). 32 20 Yard (clam shell) cranes with four-wheel rigid trucks American ditchers (loaded on flat cars)....

Locomotive drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to twenty Wooden (wrecking) detrick cars...... Maximum speed allowed for freight trains.

Dead engines moving backward or with part or all side rods down, 15 miles per hour; except 1700 and 1900 class Engines, 15 miles per hour. Dead engines with side rods in position main rods disconnected, 25 (20) miles per hour; no restriction when necessary to block other drivers.

miles per hour; except 1700 and 1900 class Engines, 10 miles per hour.

Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 25 miles per hour; except 1700 and 1900 class engines, 15 miles per hour.

Dead engines for movement must he inscrepted and have side rods.

rods down on authority of Superintendent, in position, but may, in emergency, be handled with a part or all of side Dead engines for movement must be inspected and have side rods

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.

Dead engines not equipped with engine trucks must be moved

tendent. 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 Superin-

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

RESTRICTIONS AND RESUME SPEED SIGNS:

RESTRICTIONS AND RESUME SPEED SIGNS: OT CTOSSOVETS,

|          |           |                                    |              |                     |        |       |                        | tairtaic     | [ allaha2 |
|----------|-----------|------------------------------------|--------------|---------------------|--------|-------|------------------------|--------------|-----------|
| 8Z<br>8Z | 97        | 2<br>01                            | 97           | 30                  | L<br>I | 26    | 58<br>IO               | 24           | 30        |
| OT       | 24        | T                                  | 24           | 30                  | OT     | 67    | 82                     | 58           | 30        |
|          |           |                                    |              | SIAL ST             |        | our - | ::                     | Distric      | Glencoe   |
| Pole     | Mile Post | Pole                               | Mile<br>Post | Peri<br>Sp<br>Miles | Pole   | Mile  | Pole                   | Mile<br>Jeof | P         |
| οT       |           | Speed in les per hour les per hour |              |                     | oT     |       | Speed in less per hour |              |           |
| Westward |           |                                    | Eastward     |                     |        |       |                        |              |           |

97. 30 263 81 292 97 0 131 132 09 0 135 0 131 09 263 9F 13 897 Q#

Between Rock Creek Junction and Kansas City Union Station, trains using the tracks of the Kansas City Terminal Railways Company by St. Louis Terminal Division time table. Between St. Louis and Kirkwood all trains must be governed

S. F. Ry. time table and rules. must be governed by the time table and rules of that company.

Between Bton and Congo all trains must be governed by A. T. &

STANDARD CLOCKS:

K Tower, Washington, Jefferson City Passenger Station and Round House, Sedalia Passenger Station, Pleasant Hill, Independence, Myrick, Boonville, Kansas City Union Station, East Yard, East Bottom Round House and West yard.

ter by register ticket and omit checking train register, except when Trains not scheduled to stop at register stations, may regis-TRAIN REGISTERS:

|                                | From      |      | To        |      |
|--------------------------------|-----------|------|-----------|------|
| 11. YARD LIMITS: Continued     | Mile Post | Pole | Mile Post | Pole |
| Kansas City (Sedalia Dist)     | . 276     | 0    | 280       | 0    |
| " (River Dist.)                | . 284     | 0    | 280       | 0    |
| Boonville (River Dist.)        | . 169     | 25   | 172       | 0    |
| " (Versailles Dist.)           | . 170     | 30   | 172       | 0    |
| Blackwater                     | . 186     | 0    | 188       | 0    |
| Marshall                       |           | 19   | 204       | 10   |
| Myrick (River Dist.)           | . 245     | 18   | 249       | 20   |
| " (Lexington Dist.)            | . 242     | 25   | 245       | 15   |
| Sweet Springs                  | . 210     | 25   | 212       | 5    |
| Concordia                      | . 219     | 10   | 220       | 5    |
| Higginsville                   | . 231     | 0    | 232       | 10   |
| Lexington                      | . 242     | 25   | 245       | 15   |
| Lake City (Independence Dist.) | . 268     | 0    | 270       | 0    |
| Bagnell                        | . 170     | 0    | 171       | 0    |
| Warsaw                         | . 228     | 10   | 230       | 20   |
| Versailles                     | . 213     | 20   | 214       | 0    |

#### 12. TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

| Station               | from  | Miles<br>from Train Nos<br>t.Louis |     |       |       |          | os.     | s.    |         |      |     |  |
|-----------------------|-------|------------------------------------|-----|-------|-------|----------|---------|-------|---------|------|-----|--|
| St. Louis District:   | 1     | 1                                  | 1   | 1     | 1     |          | 1       | 1     | 1       | 1    | Т   |  |
| ouisa Heights         | 14.6  | 5 32                               | 33  | 34    | 35    |          |         |       |         |      |     |  |
|                       |       |                                    | -   | 1 7 7 |       |          | 4.44    |       |         | 133  |     |  |
| Bach Road             | 15.2  |                                    |     |       |       |          |         |       |         |      | 1.  |  |
| Osage Hills           | 15.7  |                                    |     |       |       |          |         |       |         |      | 1.  |  |
| ake Hill              | 18.1  |                                    |     |       |       |          |         |       |         |      |     |  |
| Ridge Farm            | 20.2  |                                    |     |       | 35    |          |         |       |         |      |     |  |
| Union Electric        | 20.7  | 6 32                               | 33  | 34    | 35    |          |         |       |         |      | ١.  |  |
| Fern Glen             | 21.0  | 1 32                               | 33  | 34    | 35    |          |         |       |         |      | 1   |  |
| Mountain Ridge        | 21.4  | 0 32                               | 33  | 34    | 35    |          | 1       |       | 1       |      |     |  |
| incoln Beach          | 21.8  |                                    |     |       |       |          |         |       |         |      |     |  |
| Castlewood            | 22.2  |                                    |     |       | -     |          |         |       |         |      | 10  |  |
|                       |       |                                    |     |       | -     |          |         |       |         |      |     |  |
| Cedar Bluff           | 22.7  |                                    |     | 1     |       |          |         |       |         |      |     |  |
| Boyd                  | 23.4  |                                    |     |       |       |          |         |       |         |      |     |  |
| Dozier                | 32.2  |                                    |     |       | 35    |          |         |       |         |      | 1   |  |
| South Point           | 49.4  | 3                                  | 34  |       |       |          |         |       |         |      | 1.  |  |
| Bergfried Farm        | 88.0  | 1 90                               | 91  |       |       |          |         |       |         |      |     |  |
| sbell                 | 109.3 |                                    | 19  |       | 91    |          |         |       |         |      |     |  |
| Algoa Farms           | 118.5 |                                    |     |       |       |          |         |       |         | 1    | 1   |  |
| laca                  | 120.3 |                                    | 1   |       | 1.50  |          |         |       | Marin S | 1    | 1   |  |
| Algoa                 | 120.0 | 0 90                               | 91  |       |       |          |         |       |         |      | 1   |  |
| Glencoe District:     | 010   |                                    | 00  |       |       |          |         |       |         |      | 1   |  |
| Riovale               | 24.3  |                                    |     | -     | -     |          |         |       |         |      | ١.  |  |
| Palisades             | 24.8  | 7 32                               | 33  | 34    | 35    |          |         |       |         |      | 1.  |  |
| Acacia                | 27.9  | 6 32                               | 33  | 34    | 35    |          |         |       |         |      | ١.  |  |
| Sedalia District:     |       |                                    |     |       |       | 1        | 2210    | 1     |         | 133  | Г   |  |
| Byberry               | 171.5 | 5 50                               | 51  |       |       |          | CN      |       |         | Dog. | L   |  |
| River District:       | 202.0 | 0                                  | 0.  |       |       |          |         |       |         |      | 1   |  |
| Arve Spur             | 148.3 | 8 37                               | 38  | 94    | 95    |          |         | 100   | 100     |      | П   |  |
|                       |       |                                    |     |       |       |          |         |       |         |      |     |  |
| amine                 | 179.5 |                                    | 38  |       | 95    |          |         |       |         |      | 1   |  |
| Wilton Springs        | 197.6 |                                    | 38  |       | 95    |          |         |       |         |      | 1.  |  |
| Marshall Country Club | 199.9 | 6 37                               | 38  | 94    | 95    |          |         |       |         |      | 1.  |  |
| Blosser               | 211.0 |                                    | 38  | 94    | 95    |          |         |       |         |      | ١.  |  |
| White                 | 222.5 | 8 37                               | 38  | 94    | 95    |          |         |       |         |      | 1.  |  |
| Waterloo              | 256.2 |                                    | 38  | 96    | 97    |          | 100     |       |         |      |     |  |
| Aidas                 | 263.0 | -                                  | 38  |       | -     |          |         | F 425 | 1       |      | 1.  |  |
| Ripley                | 272.6 |                                    | 38  | -     | 100   |          |         |       |         |      | 1.  |  |
| obblas                |       |                                    |     |       |       |          |         |       |         |      |     |  |
| obbler                | 274.2 | 7 37                               | 38  |       |       |          |         |       |         |      | Ŀ   |  |
| Bagnell District:     |       |                                    |     |       | 1977  |          |         |       | 100     |      |     |  |
| Country Club          | 131.2 | 5 653                              | 654 |       |       |          |         |       |         |      | 1.  |  |
| Plummers              | 135.3 | 1 653                              | 654 |       |       |          |         |       |         |      | ١.  |  |
| non Tank              | 150.0 | 0 653                              | 654 |       |       | 0.00     | . 0.7   |       |         | 000  | 1   |  |
| ersailles District:   |       | 1                                  |     | 1     | 1     | 4.       | 1       |       | 1       |      | 1   |  |
| aturn Spur            | 173.6 | 5 650                              | 851 |       |       |          | -       | 1     |         | 1    | 1   |  |
| oetown                |       |                                    |     |       | -1-1- | 100, 200 | 2.000   |       |         |      | 1.  |  |
|                       | 179.6 |                                    |     |       |       |          |         |       | 1000    |      | 1.  |  |
| Hirst                 | 192.8 | 000                                | 001 |       |       |          |         |       |         |      | 1.  |  |
| Varsaw District:      |       |                                    |     |       |       |          |         | 1     |         |      |     |  |
| Pettis                | 193.6 | 5 644                              | 643 | 657   | 658   |          |         |       |         |      | 1.  |  |
| exington District:    |       |                                    |     |       | 261/  | 400      | Grand . |       |         |      | 1   |  |
| Craft                 | 196.5 | 5 645                              | 646 | 647   | 648   | 655      | 656     |       |         |      | 1.  |  |
| fulkey                | 223.4 |                                    |     | -     |       | 200      | 200     |       |         |      | 1.5 |  |

Lamine is a regular stop for trains 37 and 38.

## 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 Jefferson City.

Nos. 98 and 99 between Pleasant Hill and Independence.

Nos. 94 and 95 between Jefferson City and Myrick.

Nos. 96 and 97 between Myrick and Eton.

## 14. NORMAL POSITION OF SWITCHES

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 second cross-over switch east of depot. Joplin Division first class trains will use pocket between the junction and first cross-over west of depot.

Malta Bend and Wooldridge: Sidings are provided with spring switches and signals for right hand running. All trains use right hand

15. Pleasant Hill "Extension" extends from Mile Post 247 Pole 35 to Mile Post 248 Pole 31.

Pleasant Hill "Foundry" Crossover Mile Post 248 Pole 17.

| Location     | Type of                            | Operated from      |
|--------------|------------------------------------|--------------------|
|              | Switch                             |                    |
| HI           | No. 20 West end of siding          | Kirkwood Tower     |
| LH Junction  | No. 20 East end of two main tracks | K Tower            |
| PA           | No. 20 Crossover                   | K Tower            |
| BY           | No. 20 Double crossover            | K Tower            |
| K Tower      | No. 20 Double crossover            | K Tower            |
| HD           | No. 20 Double crossover            | K Tower            |
| KK Junction  | No. 20 West end of two main tracks | Gasconade depot    |
| Gasconade    | No. 20 East end of two main tracks | Gasconade depot    |
| Gasconade    | No. 20 East end of siding          | Gasconade depot    |
| LL Junction  | No. 20 West end of two main tracks | MM Tower           |
| Osage        | No. 20 East end of two main tracks | MM Tower           |
| MM Tower     | No. 20 Double crossover            | MM Tower           |
| Independence | No. 20 East end of two main tracks | Independence depot |
| MO Junction  | No. 20 East end of two main tracks | Myrick depot       |
| KC Junction  | No. 20 West end of two main tracks | Myrick depot       |

#### 16. OPERATION BY SIGNAL INDICATION:

The two main tracks between MM Tower and Osage, main track between Osage and LL, Junction, main track between Gasconade and KK Junction and the two main tracks between MO Junction and KC 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.

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

BETWEEN MO JUNCTION AND KC JUNCTION: The signalman at Myrick will control the operation.

Movements to either main track through hand throw switches must not be made without permission from the signalman, except that the letter "S" on signal cantilever at the junction with the Lexington District illuminated will govern as follows:
The letter "S" on left of mast illuminated authorizes opening of the

junction switch and movement to the south main track.

The letter "S" on right of mast illuminated authorizes opening of junction and crossover switches and movement to the north main track. When the letter "S" indication is not illuminated, be governed by instructions of signalman.

Conductors will communicate with and be governed by instructions of signalman in connection with A. & P. Block "A" signals, instead of

the train dispatcher. See Rule 529.

To facilitate switching on the north or south main tracks, trainmen may do so when permission including time and working limits is granted. If additional time is needed permission must be secured from the signalman before the time limit has expired.

The machines on remote control switches at MO Junction and KC Junction are equipped with a crank for hand operation in case of

emergency. Instructions in booth at switch.

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

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 west-

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

a reverse movement is made so that train is again in rear of signal, signal-If a train or any part of a train, passes an "Absolute" signal and then ment must be made under flag protection to the next "Absolute" signal, If it becomes necessary for a train to reverse movement, such move-

man at K Tower must be notified immediately.
Telephones located adjacent to all "Absolute" signals.

lute" signal governing working limits. permission must be obtained from Signalman before passing the "Abso-When a train or engine has work to do which may delay other trains,

part of train on main line during duration of time limit authorized by absolute signals, main line should be occupied either by switch open or When necessary to do switching at industrial tracks located between

time first class trains are due, as provided by Rule, unless otherwise 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 In yards located where two or more main tracks are operated by Signalman. Where the letter "S" appears in pairs, the letter "S" on the lett Where the letter "S" on the letter.

# 18. COLE JUNCTION INTERLOCKING PLANT:

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

Westward dwarf signal at base of this signal governs trains entering against current of traffic entering river district. Lower arm of high westward two arm home signal governs trains

whistle. Trains to enter River District will be governed by Rule 14 (1). Westward trains to use SD siding, will sound four short blasts of SD siding.

| State of the state | West end two main tracks,                     | No. 20           | River Junction |
|--|---|------------------|----------------|
|  | Mile Post 154.90 to 07.861 Post 156.70        |                  |                |
| Westward track   | Both Ends Siding                              | No. 20           | Wooldridge     |
| Westward track   | Mile Post 177.23                              |                  |                |
| wanta namuadaha  | East end two main tracks,                     | No. 20           | Q Junction     |
| Eastward track   | West end two main tracks,<br>Mile Post 180.26 | No. 20           | RX Junction    |
|  | Mile Post 213.14 to<br>Mile Post 215.14       |                  |                |
| Westward track   | Both Ends Siding                              | No. 20           | Malta Bend     |
| Westward track   | Mile Post 274.14                              |                  |                |
|  | East end two main tracks,                     | Switch<br>No. 20 | B Junction     |
| Mormal position  | .tA   | Type of          | Location       |
|  | Sah:  | DIE SWITCH       | 19. SPRI       |

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 that switch points must be examined to insure that they fit up properly 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

Mile Post 130.99

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

# KANSAS CITY TERMINAL:

the following code of whistle signals as indication to the towerman, the route they desire to move over. Trains approaching interlocking plant at foot of Broadway will use

Via Westward Edgewater main track-two short sounds-one long

short sound, one long sound. Via new running track connecting with industry lead, through Woods-wether District, and K. C. S. Henning Street track—one long sound, one

Via main track to East Vard or State Line Yard—four short sounds. On two main tracks between Congo and K. C. S. W. Junction, trains will true with the current of traffic without train orders or Clearance Cond Form Via Incline-one long sound, one short sound.

first class trains, but must keep advised of and avoid delay to such trains. Eastern Division Sedalia District trains will operate East Vard Second and third class and extra trains may run ahead of overdue Card Form C.

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.

CENTRALIZED CONTROLLED SIGNAL SYSTEM:

of the Absolute signals and certain switches.
Under this system, Absolute and Permissive Block signals govern missive Block Signal System, upon which is superimposed Manual control governed by Centralized Control Signal System, an Absolute and Per-The movement of trains between HD and Kirkwood Tower is

clusive, are in effect. structions, the absolute and permissive block system Rules 529 to 536 indo not dispense with the use, or the observance, of other signals whenever and wherever they may be required. Except as modified by these insupersede time table superiority and take the place of train orders; they the use of the blocks and unless otherwise provided, their indications

Within this territory, trains may leave initial station without Clear-ance Card form "C,"

# TO MOYE A TRAIN FROM CENTRALIZED CONTROL SIGNAL SYSTEM

and movement of train off of centralized control signal territory. ter "S" illuminated, authorizes the opening of the hand operated switch When signal in advance of a train 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 let-

# TO MOVE A TRAIN ONTO A TRACE WITHIN CENTRALIZED CONTROL SIGNAL SYSTEM TERRITORY. IN CENTRALIZED CONTROL SIGNAL SYSTEM TERRITORY:

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

## REMOTE CONTROLLED AND HAND OPERATED SWITCHES:

The following switches are remote controlled and operated by the Signalman at K Tower:

One No. 20 crossover at PA. One No. 20 turnout at LH Junction. Two No. 20 crossovers at BY. Two No. 20 crossovers at K Tower. Two No. 20 crossovers at HD.

by the Signalman at Kirkwood. See Rules 601-A to 601 C, inclusive. The No. 20 turnout switch at HI is remote controlled and operated

Control territory to set out, pick up or do switching.

This does not authorize the operation of a hand throw switch to a hand throw switch leading to a track that is off of Centralized Signal conductor may leave a portion of train on main track and operate a except that with an understanding between conductor and signalman, and must not be used without permission from the signalman at K Tower, All other main track switches within this territory are hand operated

crossover leading to adjacent main track or to any other track that is in Centralized Signal Control territory, nor does it apply to hand operated switches located within the interlocking limits at K Tower and BY.

All remote control switches are equipped with dual control mechanism to permit oneration 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:

I. Unlock switch lock. anism to permit operation of the switch by hand. To operate a remote

2. Operate dual selector lever marked "POWER" to position

3. Operate switch in the regular manner with levers provided for

over the switch as necessary during the time selector lever is in "HAND" Under these conditions, the train authorized to use the switch may consider the indication of these signals suspended and may make movements signals governing movements over the switch will indicate "STOP." 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 knower the location marked "POWER" and report to the Signalman at K Tower the location of train and next movement desired. When selector K Tower the location of train and next movement desired. When selector and other selector when the location of train and next movement desired. When selector k Tower the location of train and next movement desired. When selector and dual control mechanism is placed in the "HAND" position, all lever on dual control mechanism is placed in the "HAND" position, all

beyond the designated working limits, even though the selector lever is 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

operated as above.

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

Eastern Division (44)

Eastward track

# SPECIAL INSTRUCTIONS

When necessary to move trains against the current of traffic, west of Congo, they will be handled by the Terminal Superintendent or Train-

#### 21. ROCK CREEK JUNCTION:

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

Westward interlocking signals located immediately east of Rock Creek Junction will govern all westward movements from Sedalia District

and River District to signal No. 2777.

Electric locks are placed on switches at crossover west of Rock Creek Junction, located on freight main track, Mile Post 277.26. 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 Eastward Train Order Signal Operates Automatic Block Signal Operates Automatic Block Signal

665 New Haven 674
933 R & L Morrison 932 R & L

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

24. 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 trains 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.

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

# BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:

Name Station Miles from Capacity

| THE PARTY OF THE P | Section            | THE THE STATE OF THE |      | pacicy   |  |
|--|--------------------|----------------------|------|----------|--|
| St. Louis District:  | Number             | St. Louis            |      |          |  |
| Dozier Spur  | 34                 | 32.20                | 11   | Cars     |  |
| South Point  | 52                 | 49.43                | 22   | "        |  |
| Dewey Spur   | 59                 | 58.76                | 2    | u        |  |
| Isbell   | 109                | 109.27               | 9    | и        |  |
| Algoa Farms  | 119                | 118.55               | 37   | u        |  |
| Algoa  | 120                | 120.38               | 53   | "        |  |
| Glencoe District:  | 220                | 220.00               | 00   |          |  |
|  | AND DESCRIPTION OF | municipal Sp         |      |          |  |
| Acacia Spur  | 28                 | 27.96                | 14   | ш        |  |
| Cadalia District   |                    |                      |      |          |  |
| Shell Spur   | 151                | 151.50               | 2    | "        |  |
| Wrightoc Spur  | 274A               | 274.41               | 2 2  | "        |  |
| Petco Spur   | 274                | 274.65               | 5    | u        |  |
|  | 21.2               | 211.00               | 0    |          |  |
| River District:  | 0 0                | 101 05               |      | ш        |  |
| Efengray Spur  | G 2                | 131.35               | 3    | u        |  |
| Arve Spur  | G 19               | 148.38               | 3    |          |  |
| Bell Spur  | G 37               | 166.80               | 2    | "        |  |
| Reform School Spur   | G 40               | 169.43               | 84   | "        |  |
| Water Spur   | G 42               | 171.41               | 3    | ш        |  |
| Lamine   | G 50               | 179.53               | 7    | u        |  |
| Esjay Spur   | G 56               | 185.42               | 46   | "        |  |
| Golahy Spur  | GB 1               | 203.11               | 2    | u        |  |
| Blosser  | G 82               | 211.08               | 11   | "        |  |
| White  | G 93               | 222.58               | 3    | "        |  |
| Big Six Coal Track   | G 94A              | 224.19               | 5    | "        |  |
| Jonathan Spur  | G 100              | 228.94               | 3    | u        |  |
| Carbon Spur  | G 104              | 233.74               | 2    | "        |  |
| Waterworks Spur  | G 117              | 246.53               | 3    | "        |  |
| Macey Coal Track   | G 119              | 248.53               | 14   | ш        |  |
| Exchange Spur 305  | G 125              | 254.80               | 5    | и        |  |
| Lafayette Coal Spur  | G 126              | 255.73               | 4    | 66       |  |
| Waterles Cour  | G 127              | 256.20               | 16   | "        |  |
| Waterloo Spur  |                    | 263.03               | 4    | "        |  |
| Midas Spur   |                    |                      | 3    | "        |  |
| Ripley Spur  | G 143              | 272.60               |      | u        |  |
| Cobbler  | G 146              | 274.27               | 16   | to offen |  |
| Versailles District:   | THE STREET         |                      | A. I |          |  |
| Bartles Switch   | GF 39              | 209.34               | 6    | 44       |  |

| Name                          | Station<br>Number | Miles from<br>St. Louis | Ca  | pacity |
|-------------------------------|-------------------|-------------------------|-----|--------|
| Bagnell District:             |                   |                         |     |        |
| Lavins Spur                   | GA 3A             | 128.71                  | 6   | Cars   |
| Dix Spur                      | GA 5              | 130.19                  | 6   | "      |
| Cotton Spur                   | GA 44             | 169.53                  | 4   | 44     |
| Warsaw District:              |                   |                         |     |        |
| Menefee Spur                  | LB 7              | 195.57                  | 18  | "      |
| Bertco Spur                   | LB 8              | 196.55                  | 4   | и      |
| Bertman Spur                  | LB 11             | 199.88                  | 23  | "      |
| Lay Spur                      | LB 38             | 226.44                  | 4   | u      |
| Lexington District:           |                   |                         |     |        |
| Rocky Branch Coal Track       | LA 42A            | 231.22                  | 14  | ш      |
| Lexington Electric Light Spur | LA 56             | 245.26                  | 4   | "      |
| Lexington Coal Mine Track     | LA 56A            | 245.65                  | 280 | "      |
| Independence District:        |                   |                         |     |        |
| Elko Spur                     | GC 2              | 270.95                  | 5   | ш      |
| Masso Spur                    | GC 5A             | 275.03                  | 40  | "      |
| Spencer Spur                  | GC 7              | 275.99                  | 4   | ш      |

| OBOGG OFFE  | et m | TOTTE | DIGHTTOM. |
|-------------|------|-------|-----------|
| CROSS-OVERS | DI.  | TOOTS | DISTRICT: |

| CROS | D-OA) | ska at. | TOOIS DIS | TRICT: |
|------|-------|---------|-----------|--------|
| Mile | Post  | 18.73   |           |        |
| "    | 66    | 19.88   |           |        |
| ш    | "     | 22.91   |           |        |
| "    | "     | 22.92   |           |        |
| "    | "     | 24.07   |           |        |
| "    | "     | 27.77   |           |        |
| "    | 66    | 34.49   |           |        |
| "    | "     | 34.92   |           |        |
| "    | u     | 35.01   |           |        |
| "    | 66    | 39.80   |           |        |
| "    | 66    | 41.63   |           |        |
| "    | "     | 44.85   |           |        |
| 66   | - "   | 46.56   |           |        |
| "    | "     | 46.57   |           |        |
| "    | "     | 50.95   | Trailing  | points |
| "    | 66    | 55.30   | "         | 4      |
| "    | - 44  | 67.49   | Trailing  | и      |
| . "  | "     | 74.63   | Facing    | 4      |
| "    | "     | 75.50   | Trailing  | и      |
| 4    | "     | 81.19   | Trailing  | 44     |
| "    | "     | 93.21   | "         | "      |
| "    | - 44  | 100.40  | Facing    | 4      |
| 44   | "     | 113.33  | Trailing  | "      |
| "    | "     | 118.95  | Facing    | "      |
| 4    |       | 119.00  | Trailing  | ш      |
| 4    | 4     | 124.13  | "         | - 66   |
| ш    | 44    | 124.42  | Facing    | 66     |
| 44   | "     | 124.59  | Trailing  | "      |
| "    | - 44  | 124.92  | Facing    | 66     |
| 4    | ш     | 125.17  | "         | "      |
| 44   | "     | 125.51  | Trailing  | α      |
| "    | 66    | 125.62  | Facing    | "      |
| "    | "     | 125.96  | Trailing  | и      |
| "    | 44    | 126.06  | Facing    | ш      |
| ш    | . "   | 126.39  | " "       | "      |
| "    | 66    | 127.12  | и         | 66     |
|      |       | ****    |           |        |

# CAPACITY OF PASSENGER ENGINES IN ACTUAL TONS

| THE REPORT OF LOW ROOM AND ADDRESS. | Engines            |                    |                    |                    |                    |                    |         |  |  |  |  |  |  |  |  |
|-------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------|--|--|--|--|--|--|--|--|
|                                     | 7501<br>to<br>7529 | 5501<br>to<br>5540 | 6501<br>to<br>6521 | 6401<br>to<br>6420 | 6421<br>to<br>6444 | 6611<br>to<br>6629 | 6000    |  |  |  |  |  |  |  |  |
| Patron                              | Tons               | Tons               | Tons               | Tons               | Tons               | Tons               | Tons    |  |  |  |  |  |  |  |  |
| 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                | 19                 | 4-1-1-1 |  |  |  |  |  |  |  |  |

Eastern Division (44)

# SPECIAL INSTRUCTIONS

# EXPLANATION OF CHARACTERS:

scheduled to stop. a-Stop to pick up revenue passengers destined to points where train is

revenue passengers for points on Joplin and White River Divisions b-Stop to discharge revenue passengers from Kansas City or to receive

revenue passengers for points on Jopin and white kivet Divisions

—Stop for revenue passengers destined points where train is scheduled

d—Stop to discharge revenue passengers from St. Louis, and pick up

and to receive revenue passengers from St. Louis, and pick up

k—Stop to discharge revenue passengers from St. Louis, and pick up

revenue passengers for Kansas City, or St. Louis,

Divisions.

Divisions.

Divisions.

j—Stop to discharge revenue passengers from points west. k—Stop for revenue passengers to or from St. Louis. m—Stop to discharge revenue passengers. n—Stop to discharge revenue passengers from Jefferson City and points percond

peyond.

\*\*P—Stop to pick up revenue passengers for points on Joplin, Wichita and Omaha Divisions and beyond.

w—Stop for revenue passengers, mail, baggage and express.

w—Stop buck up or discharge mail,

x—Stop to pick up or discharge revenue passengers to or from Kansas

City or beyond.

and Joplin Divisions.

y—Stop to pick up revenue passengers, Sunday only.

# TABLE OF SPEEDS

| ONE WI  | -        |  |    |             |           |                |     | 7        | E   | Ω                     | C                                     | E  | Ι   | 3  | E  | H      | d       |                        | S  | E                 | 7       | I           | V | V   |                                |  |                    |  |                                |   |
|---------|----------|--|----|-------------|-----------|----------------|-----|----------|-----|-----------------------|---------------------------------------|----|-----|--|--|--------|---------|------------------------|--|-------------------|---------|-------------|---|---|--------------------------------|--|--------------------|--|--------------------------------|---|
| Minutes | T        |  |    |             |           |                | Т   |          |     | Т                     |                                       | 4  |     |  | _  |        |         |                        |  |                   | ī       |             |   |   |                                | 7  | 1                  |  |                                | -   |
| 12      | 1.       | • •  |    | • •         |           | • •            |     | •        |     | • •                   |                                       |    | • • |  | •  | • •    |         | •                      | •  | • •               |         |             |   | • •   |                                |  |                    |  |                                | •   |
| 1 4     | 1.       | • •  |    | • •         |           | • •            |     | •        | • • |                       |                                       |    | • • |  |  | • •    |         |                        | •  | • •               |         |             | • | • •   |                                | ٠  | • •                | • •  |                                | ۰   |
| 9       | 1.       | • •  |    | ٠.          |           | • •            |     | •        |     | ٠.                    |                                       |    | • • |  |  | • •    |         |                        |  | • •               |         |             |   |   |                                |  | • •                | ٠.   |                                | •   |
| 9       | 1.       | • •  |    | • •         |           |                | • • |          |     |                       |                                       |    | • • |  |  | • •    |         |                        |  | • •               |         |             |   | • •   |                                |  |                    |  |                                | •   |
| P       | 1.       | • •  |    | • •         |           |                |     |          |     |                       |                                       |    | • • |  |  |        |         |                        |  | • •               |         |             |   | • •   |                                |  |                    |  |                                | •   |
| 8       | 1.       | • •  |    | • •         |           |                |     |          |     |                       |                                       |    | • • |  |  | • •    |         |                        |  |                   |         |             |   | • •   |                                |  | •                  |  |                                | •   |
| 3       | 1.       | • •  |    | • •         |           |                |     |          |     |                       |                                       |    | • • |  |  |        |         |                        |  | • •               |         |             |   |   |                                |  |                    |  |                                |   |
| 2       | 1.       | • •  |    | • •         |           |                | • • | •        |     |                       |                                       |    |     |  |  |        |         |                        |  | • •               |         |             |   |   |                                |  |                    |  |                                |   |
| 2       | 1.       |  |    | ٠.          | •         | • •            | ٠.  |          |     | • •                   |                                       |    | • • |  |  | • •    |         |                        | •  | • •               |         |             |   | • •   |                                |  |                    |  |                                | •   |
| Ī       |          | • •  |    | • •         | •         |                | ٠.  |          |     |                       |                                       |    | • • |  |  | • •    |         |                        |  | • •               |         |             |   | • •   |                                | •  |                    |  |                                |   |
| i       | 1.       | • •  |    | • •         |           |                | ٠.  |          |     |                       |                                       |    |     |  |  |        |         |                        | •  | • •               |         |             |   |   |                                |  |                    |  |                                |   |
| i       | 1.       | ٠.   |    |             |           |                | ٠.  |          |     |                       |                                       |    |     |  |  |        |         |                        |  |                   |         |             |   |   |                                |  |                    |  |                                |   |
| T       | 1.       |  |    |             |           |                | ٠.  |          |     |                       |                                       |    |     |  |  |        |         |                        |  |                   |         |             |   |   |                                |  |                    |  |                                |   |
| Ť       |          |  |    |             |           |                |     |          |     |                       |                                       |    |     |  |  |        |         |                        |  |                   |         |             |   |   |                                |  |                    |  |                                |   |
|         | setunita | SejuniM<br>  Seju | 21 | Septimition | Salunités | sejunity    21 | 21  | səfunitM | 21  | Septimition   Minutes | 21   25   25   25   25   25   25   25 | 21 | 21  | Minutes   Minu | Minutes   Minu | NOOH M | Minutes | Minutes   Minutes   12 | Minutes   Minu | Minutes   Minutes | Minutes | Minutes   1 | 1 | Minutes   1   1   1   1   1   1   1   1   1 | Minutes Per HOUR   Minutes   1 | Minutes   Minu | Minutes Per Hoor A | Minutes   Minu | Minutes Per HOOR   Minutes   1 | MILES PER HOUR  MILES PER HOUR  MILES PER HOUR  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |

Warsaw District 150,000 Bagnell District 210,000 Pounds
'' 000,031 spiritit asllissray LOAD LIMIT (Car and Lading):

M. P. Hopper type Cars 55000 to 55499 must not be operated on the Versailles or Warsaw Districts.

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

| NAME  | LOCATION   | OFFICE                                  | OFFICE TELEPHONE         | RESIDENCE                   | RESIDENCE            |
|---|--|---|--------------------------|-----------------------------|----------------------|
| HOSPITAL  | St. Louis, Mo  | Grand and Shaw Avenues                  | . Grand 8040.            |                             | TELEPHONE            |
| *Dr. O. B. Zeinert, Chief Surgeon   | St Louis Mo  | . Grand and Shaw Avenues                | Main 1000.<br>Grand 8040 | 94 Barra Jarian Daine       | D. 1                 |
|   |  |   | l Main 1000              |                             |                      |
| Dr. P. F. Vasterling, Consulting Surgeon.   | St. Louis, Mo  | Grand and Shaw Avenues                  | Grand 8040               | 4149 Flora Boulevard        | Grand 3631.          |
| Dr. M. C. Starkloff   | Carondelet, Mo   | 7619 South Broadway                     | . Riverside 129          | 512 Dover Place             | Riverside 1706.      |
| Dr. Frank S. Zeller   | Carondelet Mo  | South Broadway                          | Laclede 87               | *** 700/ Deposition in Asse | Tabled over          |
| Dr Wm A Smith   | Webster Groves Mo  | 111 West Lookwood Avenue                | Wahetay 1971             | 162 Halfanatain Dlage       | Wahatan 7E           |
| Dr. F. P. Knabb<br>Dr. Albert Lee McNay   | Valley Park, Mo  |   | No 48                    |                             | No. 41               |
| II I'm H A May  | Washington Mo  | 409 Infforman Stroot                    | No 88                    | AND TARREST CAMERA          | NT- 00               |
| III I'r Chas E Goodrich   | New Hoven Mo   |   | No 9199                  | Now House Ma                | NT- 0100             |
| Dr. John H. Baehr   | Chamois, Mo  | Paonles Bank Building                   | No. 205                  | 213 Schiller Street         | No. 205.             |
| Dr Wm, Von McKnelly Dr, L. F. Cruse EMERGENCY STATION   | Osage, Mo  | ·····                                   | Field Line No. 12        | Osage, Mo                   | Field Line No. 12.   |
| Dr. W. A. Clark, Division Surgeon   | Jefferson City, Mo   | Central Trust Co. Building              | No. 65                   |                             | No. 211.             |
|   |  |   |                          |                             |                      |
| I Dr John F. Durke, Jr.   | kamorna, mo  | Link and Smith Streets                  | No 15-2 Rings            | Durana and Varanillas       | No. 15               |
| Dr. J. B. Norman<br>Dr. R. L. Fogle.  | Otterville, Mo   | · · · · · · · · · · · · · · · · · · ·   | No. 86                   | Tipton, Mo                  | No. 66.              |
| Dr. R. L. Fogle.  ★Dr. Chas. B. Trader, Division Surgeon  | Sedalia, Mo  | 112 West 4th St                         | No. 333R                 | 1717 West 3rd St            | No. 333W.            |
| ★Dr. Chas. B. Frager, Division Surgeon<br>★Dr. David P. Dyer.<br>Dr. W. M. Wheeler, Asst. Surgeon | Sedalia, Mo  | Third Nat. Bank Bldg                    | No. 1773                 | 524 South Grand Avenue      | No. 1140.            |
|   |  |   |                          |                             |                      |
|   |  |   |                          |                             |                      |
| Dr. S. A. Murray Dr. Carl L. Conrad.  | Pleasant Hill, Mo  | Farmers Nat. Bank Bldg.                 | Home 63                  | 105 W. 3rd                  | Home 63.             |
|   |  |   |                          |                             |                      |
| II Dr Amos H Baldwin  | Placeant Hill MA   | Inverd Ride                             | NTO 97                   | Diagram A TY:11 Ma          | 0.00                 |
| Dr. A. G. Swaney.<br>Dr. John R. Green  | Independence, Mo   | First National Bank                     | . Independence 5600      | 915 South Main              | Independence 301     |
| HOSPITAL.<br>★Dr. J. E. Castles.  | Kansas City, Mo  | 2800 Main Street                        | Westport 0463.           |                             |                      |
|   | The second secon | 1 12th and McGee Sts                    | H A 5037 & 5038          |                             |                      |
| Dr. C. M. Stemen  | Kansas City, Mo  | 1010 Rielto Ride                        | Main 0469                | 0000 D A A                  | Wabash 0777.         |
| Dr H N Lutman   | Versailles Mo  | 1010 Rialto Bidg                        | Main 2463                | 2836 Prospect Ave           | Linwood 0777.        |
| Dr. R. O. Kelly   | Bunceton, Mo   |   | No 4                     |                             | No. 117              |
| Dr. H. T. Leach   | Elston, Mo   | 0401 35-1- 04                           | No. 14                   | Elston, Mo                  | No. 14.              |
| Dr. T. C. Beckett Dr. Wm. L. Abney. Dr. D. F. Manning. Dr. G. A. Kelling                          | Boonville, Mo  | .317è Main St.                          | No. 78                   | 721 Main St                 | No. 898.<br>No. 442  |
| Dr. Wm. L. Abney  | Blackwater, Mo   |   | No. 86                   | Blackwater, Mo              | No. 56.              |
| Dr. D. F. Manning   | Marshaii, Mo   | .524 Arrow Street                       | Wayerly 100              | 754 S. Odell Street         | Bell, No. 171.       |
| Dr. G. A. Kelling.<br>Dr. W. A. Braecklein.   | Higginsville, Mo   | . N. E. Cor. Russell & Brown Sts        | No. 160                  | N.E. Cor. Russell & Brown   | Sts. No. 160.        |
| Dr. A. Judson Charkley, Local and Disper  | Levington Mo   | 1110 Main Street                        | No. 0                    | 1400 C+1 C+                 | NT- 70               |
| Dr. C. T. Ryland  | Lexington, Mo  | . 1922 Main Street                      | . No. 82                 | 1809 Main Street            | No. 135.             |
| Dr. C. T. Ryland<br>Dr. E. C. Shelton   | Eldon, Mo  |   | . Bell 216               | Eldon, Mo                   | Bell 82.             |
| Dr. S. O. Stratton  | Lincoln Mo   | *************************************** | 4 Fermers Tel Co         | Cole Camp, Mo               | Home and Bell No. 24 |
| Dr. H. G. Savage<br>Dr. Clarence H. Parrish   | Warsaw, Mo   | ************                            | No. 121                  | Warsaw, Mo                  | No. 61.              |
| Dr. Clarence H. Parrish   | Bagnell, Mo  |   | Rural Exchange           | Bagnell, Mo                 | Rural Exchange.      |
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★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.